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List of pages in this Trip Kit

General Information

Location: HONG KONG HKG
ICAO/IATA: VHHH / HKG
Lat/Long: N22° 18.53', E113° 54.88'
Elevation: 28 ft

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

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

Sunrise: 2205 Z
Sunset: 1044 Z

Runway Information

Runway: 07L
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 571 ft

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

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

Runway: 25R
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 571 ft

Communication Information

ATIS: 127.050 Departure Service
ATIS: 128.200 Arrival Service
Hong Kong Tower: 124.650 Secondary
Hong Kong Tower: 118.700
Hong Kong Tower: 118.400
Hong Kong Tower: 118.200
Hong Kong Ground: 122.550
Hong Kong Ground: 122.125
Hong Kong Ground: 121.925 Secondary
Hong Kong Ground: 121.875
Hong Kong Ground: 121.600
Hong Kong Clearance Delivery: 121.925 Secondary
Hong Kong Clearance Delivery: 122.150
Hong Kong Approach: 119.100
Hong Kong Approach: 119.350 Secondary
Hong Kong Departure: 123.800
Hong Kong Departure: 124.050 Secondary
Hong Kong Departure: 122.000
Hong Kong Zone Terminal Area: 120.600
Hong Kong Information: 122.075 Flight Info Service Secondary RCO
Hong Kong Information: 121.000 Flight Info Service RCO
Hong Kong Direct (Approach Control Radar): 119.350 Secondary
Hong Kong Zone Terminal Area: 122.075 Secondary
Hong Kong Direct (Approach Control Radar): 119.500

1. GENERAL

1.1. ATIS

D-ATIS Arrival 128.2
D-ATIS Departure 127.05

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NOISE MITIGATING MEASURES

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

1.2.1.1. PREFERENTIAL USE OF RWYs 07L/R

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

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 10 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 Center (Tel. No.: 2910 1112). The airline, ACFT maintenance agent engineer or mechanic in charge of the engine test is responsible for ensuring that all safety precautions against injury to persons or damage to properties, ACFT, vehicles and equipment in the vicinity are adopted.

When ready to conduct the engine run, the pilot or authorized engineer shall obtain start-up clearance from Apron Control on 121.775 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 charg e must maintain communication with cockpit personnel and be able to stop the engine run immediately if directed.

1.3. IN CASE OF UNSERVICABILITY OF ACFT OR GROUND EQUIPMENT

1.3.1. ARRIVALS

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

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

1.3.2. DEPARTURES

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

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

1. GENERAL

1.4. LOW VISIBILITY PROCEDURES (LVP)

1.4.1. GENERAL

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

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

Pilots shall be informed when:

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

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

1.4.2. ARRIVAL

All RWY exit TWYs are available.

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

1.4.3. DEPARTURE

ACFT shall normally enter:

- RWY 07L via TWYs C1 or C2;
- RWY 07R via TWYs J1, J2 or K1;
- RWY 25L via TWYs J10, J11 or K7;
- RWY 25R via TWYs C11 or C12.

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

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

Holding positions on TWYs C1 and C2 are CAT I/II/III holding positions.

1.5. USE OF MODE S TRANSPONDER AFTER LANDING

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

1.6. RWY OPERATIONS

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

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

1.7. TAXI PROCEDURES

Taxi with extreme CAUTION and MIM required engines power only.

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

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

1.8. PARKING INFORMATION

1.8.1. GENERAL

All stands on passenger terminal aprons, except stand W126, are equipped with Safegate Docking System for wide-body ACFT.

ACFT Docking Guidance System (ADGS) is available at most of the frontal and remote stands to enable ACFT to park at the correct main centerline position on the parking stand (except W126 and X459). However, the ADGS is not provided at Main Cargo apron and all off-center parking positions of stands.

1. GENERAL

1.8.2. FRONTAL PARKING STANDS

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

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

- South apron: S1R, S2R, S3R, S25R, S27R, S29R, S31R, S33R, S35R, S41R, S43R, S45R, S47R and S49R.
- North apron: N6R, N7R, N12R, N24R, N26R, N28R, N30R, N32R, N34R, N60R, N62R, N64R, N66R, N68R and N70R
- West apron: W40R, W42R, W44R, W46R, W48R, W61R, W63R, W65R, W67R, W69R and W71R.

1.8.3. REMOTE PARKING STANDS

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

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

The remote parking stands D301 thru D309 on Midfield apron are configured to accommodate up to 9 wide-body type ACFT or up to 18 narrow-body type ACFT, or a combination of wide and narrow-body type ACFT. The wide-body parking locations have continuous yellow nosewheel guidance lines to indicate the correct parking centerline.

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

1.9. OTHER INFORMATION

1.9.1. AVAILABILITY OF RNP 1 AND CONTINGENCY SID/STAR s

RNP 1 SID/STARs have been implemented in Hong Kong TMA. All ACFT departing/arriving, other than those specified below, shall be equipped with appropriate systems and approved by the relevant State of Registry in accordance with ICAO RNP 1 standard. Carriage of a certified GNSS receiver is mandatory.

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

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

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

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

1. GENERAL

1.9.2. LOCAL WIND EFFECTS

1.9.2.1. GENERAL WARNING

Due to the proximity of the hilly terrain of Lantau Island to the South and East of APT, significant low-level wind shear and moderate to severe turbulence can be expected along the approaches to and departures from the RWYs when winds blow off these hills, i.e. from East through Southwest at about 15 KT or more. As the hills to the North are further away, they play a less significant role, but nonetheless can create local wind effects when strong winds blow off these hills, i.e. from Northwest through Northeast, at about 20 KT or more.

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

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

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

1.9.2.2. EASTERLY THROUGH SOUTHWESTERLY WINDS

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

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

1.9.2.3. NORTHWESTERLY THROUGH NORTHEASTERLY WINDS

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

1.9.2.4. LAND-SEA BREEZE

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

1. GENERAL

1.9.2.5. LOW-LEVEL JET IN COOL SEASON

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

1.9.2.6. LOW-LEVEL WIND EFFECTS

Pilots should be aware of building-induced turbulence and wind shear effects over the touch down zone when landing on:

- RWY 07R in strong northwesterly/northerly winds with a background speed of about 15 KT or more.

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

- RWY 25L in strong northwesterly/northerly winds;
- RWY 25R in strong southwesterly/southerly/southeasterly winds.

1.9.3. WIND SHEAR AND TURBULENCE WARNING SYSTEM (WTWS)

1.9.3.1. MICROBURST/WIND SHEAR ALERTS

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

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

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

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

1.9.3.2. TURBULENCE ALERTS

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

1.9.3.3. MICROBURST/WIND SHEAR ALERT COMBINED WITH TURBULENCE ALERT

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

1.9.4. LIGHTNING WARNING SYSTEM

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

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

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

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

1. GENERAL

1.10. LOW LEVEL TCAS ALERTS WITH HONG KONG CONTROL ZONE

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

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

1.11. ILS COVERAGE

Pilots are warned that during ILS CAT I operations RWY 07R and RWY 25L GP signals may be liable to interference from ACFT taxiing in the vicinity of the GP aerial. Pilots should therefore closely monitor their ILS approach profile and rate of descent.

Due to terrain and obstacles some of the ILS LOC and GP signals at HONG KONG INTL APT do not have the standard ICAO protected areas. Pilots shall refer to flight procedure charts for service volume restrictions of LOC and GP. Using ILS signals outside of the coverage areas stated on flight procedure charts may lead to false capture or reverse sense indications.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1 NOISE MITIGATING MEASURES

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

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

As a noise mitigating measure between 2300-0700LT arrivals to RWYs 25L/R via STAR ending at TD may expect instrument approach with a CDA procedure subject to the prevailing traffic situation.

- Pilots may expect to commence a continuous descent profile from altitude of 8000' or higher.
- Subject to ATC clearance, low thrust settings and a relatively clean configuration should be maintained to minimize noise.
- If radar vectors are given, the estimated track miles to touchdown will be passed with descent clearance and further distance information may be given as required.
- Pilots should maintain ACFT's minimum clean configuration speed as far as practicable and are expected to descend in a manner that complies with the published or assigned speed restrictions.
- If ACFT cannot comply with the CDA procedures or speed limitations, the pilot should advise ATC in good time so that alternative arrangements can be made.

2.2. CAT II/III OPERATIONS

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

2. ARRIVAL

2.3. RWY OPERATIONS

2.3.1. RWY UTILIZATION

Vacate RWY as quickly as practicable.

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

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

2.3.2. REDUCED RWY SEPARATION MINIMUMS (RRSM)

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

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

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

RWY 07L/25R

- Landing following departure:

  The departing ACFT is/will be airborne and has passed a point at least 2400m from THR (ABEAM TWY C8 for RWY 07L or TWY C5 for RWY 25R).

- Landing following landing:

  The preceding ACFT has landed and has passed a point at least 2400m from THR (ABEAM TWY C8 for RWY 07L or TWY C5 for RWY 25R), is in motion and will vacate the RWY without backtracking.

RWY 07R/25L

- Landing following departure:

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

- Landing following landing:

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

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

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

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

2. ARRIVAL

2.4. OTHER INFORMATION

2.4.1. DESCENT RATE

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

2.4.2. NOTIFICATION OF ARRIVAL DELAY AND DIVERSION PLANNING

ATC will issue a NOTAM to advise operators of extent of holding delays when expected average delay is in excess of 20 minutes in the terminal area.

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

ATC will supplement this information as required on first contact on radiotelephony should there be a possibility of further delay, e.g. high rate of unsuccessful approaches, forecast weather deteriorations etc. to assist pilots to determine if they have sufficient holding fuel to continue or if a diversion is imminent. ATC will update flights that continue inbound with further revisions to their onward clearance times as traffic situation develops.

Flights that are diverting to VHHH may be subjected to ATFM restrictions imposed at FIR entry points in addition to the prevalent holding requirements.

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

In case of delay caused by extensive inclement weather conditions, operators should take into account that other APTs in the Pearl River Delta region would likely be affected by the same weather system and the possibility of using these APTs as alternates could be severely reduced. Operators should consider nominating APTs outside the region as a suitable alternate APT under such circumstances.

ATC will only accept diversions on emergency basis when inclement weather conditions have already caused prolonged traffic holding and/or extensive ground delays at VHHH. A NOTAM to this effect will be issued to warn operators when such restrictions apply.

3. DEPARTURE

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

3.1.1. INTRODUCTION

Target Off Block Time (TOBT) is the most important time in the A-CDM turn-around process and this time is essential for calculation of ATC departure release and Target Start-up Approval Time (TSAT).

TOBT submitted to A-CDM system reflects the progress of the turnaround process. Estimated Off Block Time (EOBT) in flight plan filed to ATC shall be revised to maintain overall system integrity when EOBT deviates from TOBT significantly.

The latest version of the A-CDM Operations guidelines is available for download from https://extranet.hongkongairport.com/ (click "Procedure Manual" icon, followed by "A-CDM Operations Guidelines").

3.1.2. VALIDITY OF TOBT AND TSAT

TOBT has a tolerance of {5 minutes. It is the responsibility of the Airline Operators/Ground Handlers (AO/GH) to assess situation and update TOBT.

Departure flights will not be considered ready if submitted TOBT differs from Actual Ready Time (ARDT) for more than 5 minutes.

ATC will advise flight crew to update TOBT if invalid TOBT is noted. Frequency change and/or start-up clearances would be withheld until a proper TOBT update is observed.

Flight crew shall update TOBT through the AO/GH under normal circumstances. However, flight crew shall report to ATC if they encounter difficulties in updating TOBT through published procedures.

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

3.1.3. REQUIREMENTS TO SUBMIT DELAY (DLA) MESSAGES OR RE-FILE FLIGHT PLAN

If TOBT is earlier than EOBT of filed flight plan by 30 minutes or more, the AO/GH is required to inform Aeronautical Information Management Center (AIMC) the updated EOBT by telephone (Tel: +852 2910 6174), so that a Cancellation (CNL) message can be sent by AIMC. The AO/GH shall then re-file a flight plan with an updated EOBT.

If TOBT is later than EOBT of filed flight plan by 15 minutes or more, the AO/GH is required to inform AIMC the updated EOBT by telephone, so that a Delay (DLA) message can be sent by AIMC.

The requirements stated above are exempted when a flight is regulated by Air Traffic Flow Management (ATFM) measures (flow control), i.e. a Calculated Take Off Time (CTOT) has been issued. In that case a new flight plan that aims to revise EOBT should NOT be filed as it might result in a further delayed CTOT.

3.2. START-UP AND PUSH-BACK PROCEDURES

3.2.1. START-UP PROCEDURES

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

3. DEPARTURE

Additionally, departures for destinations in China routing via BEKOL shall contact HONG KONG Delivery 15 minutes before Estimated Off-Block Time (EOBT) to obtain advance notification of any flow control restriction that may affect the flight.

Radius-to-Fix SIDs ATENA 1X/Z, PECAN 1X/Z, RASSE 1X/Z, SKATE 1X/Z or VENGO 1X/Z are issued as default 1500-2300UTC from RWY 07L/R.

If unable to fly Radius-to-Fix SIDs, make voice request to HONG KONG Delivery for non-Radius-to-Fix SID. When using two-way Pre-Departure Clearance (PDC) data-link service, make such voice request prior sending RCD message.

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

Pilots not participating in the PDC service shall contact HONG KONG Delivery 5 minutes prior to start to put their ATC clearance on request. Upon receipt of the ATC clearance, the pilot shall read back the following information:

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

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

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

3.2.2. PUSH-BACK PROCEDURES

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

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

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

The majority of parking stands have two standard push-back procedures, push-back BLUE and push-back RED. The normal push-back procedure is to the taxilane ABEAM the adjacent parking stand, but where this would result in the ACFT entering a critical area, the push-back is extended to a tug stop point clear of the critical area. Stands N7, N24, N30, N60, N142, N143, S2, S25, S31, S43, S102 thru S104, S108, S110 and W65 have a push-back/tow-forward procedure, push-back GREEN.

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

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

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

3. DEPARTURE

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

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

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

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

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. SPEED REQUIREMENT

To comply with speed requirements at PORPA, ROVER, PRAWN or VEPIK/POVEG at 205 KT or greater it is recommended to use NADP 2 or the manufacturer's recommended procedure.

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

RWY 07L/R

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

Operators are not required to inform Civilian Aviation Department (CAD) of the adopted procedure.

3.3.2. 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.

3.3.2.1. NOISE MITIGATING SIDs RWYs 07L/R

As a noise mitigating measure between 2300-0700LT, all departures from RWYs 07L/R Eastbound (e.g. via ELATO), Northbound (e.g. via BEKOL) or Southeast bound (e.g. via NOMAN) may expect the appropriate ATENA, RASSE, SKATE or VENGO SID routing via RAMEN. These noise mitigating SIDs route over the West Lamma Channel and avoid overflight of densely populated areas.

3.3.2.2. SPECIAL ATC HANDLING PROCEDURES FOR RWY s 25L/R DEPARTURES

As a noise mitigating measure between 2300-0700LT, departures from RWYs 25L/R may expect to remain on the appropriate SID track until passing 9000' or until they are South of Lantau Island, before being provided with radar vectors, as appropriate.

3. DEPARTURE

3.4. RWY OPERATIONS

3.4.1. RWY UTILIZATION

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

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

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

RWY	Pair of TWYs
07L	C1 and C2
25R	C11 and C12
07R	J1 and J2
25L	J10 and J11

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

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

3.5. OTHER INFORMATION

3.5.1. GENERAL

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

3.5.2. CLIMB RATE

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

3.5.3. TERRAIN CLEARANCE FOR ARRIVING AND DEPARTING ACFT

3.5.3.1. ADHERENCE TO SID AND IAP/MAP

In general, ATC can only provide limited assistance to pilots whilst ACFT is below Minimum Sector Altitude (MSA).

To ensure ACFT maintain clearance from terrain it is essential that pilots ensure correct SID for correct departure RWY has been programmed prior to departure.

Once airborne, pilots are further reminded to remain on SID track and follow appropriate waypoint until passing MSA, unless otherwise instructed by ATC.

Likewise, pilots should ensure correct IAP for correct arrival RWY has been programmed prior to commencing approach.

In the event a missed approach is initiated, it is equally essential for pilots to closely follow published MAP until passing MSA, unless otherwise instructed by ATC.

3. DEPARTURE

3.5.3.2. ATC INTERVENTION

The Hong Kong Air Traffic Management System (ATMS) is equipped with an Approach/Departure Path Monitor (APM/DPM), which provides ATC with an audio and visual warning when an arrival or departure, as appropriate, deviates off the defined final approach path or SID path.

In the event of receiving an APM/DPM alarm, ATC will provide pilot with a terrain alert, for example:

"(Call sign) TERRAIN ALERT, CLIMB IMMEDIATELY TO (altitude)"; or

"(Call sign) LOW ALTITUDE WARNING, CHECK YOUR ALTITUDE IMMEDIATELY".

Due to proximity of terrain, ATC vectoring is only available at or above the ATC Surveillance Minimum Altitude (also known as Minimum Vectoring Altitude). Relevant information has been published on 10-1R chart.

Should a pilot inadvertently deviate from assigned SID or IAP/MAP, they can expect the following warning from ATC:

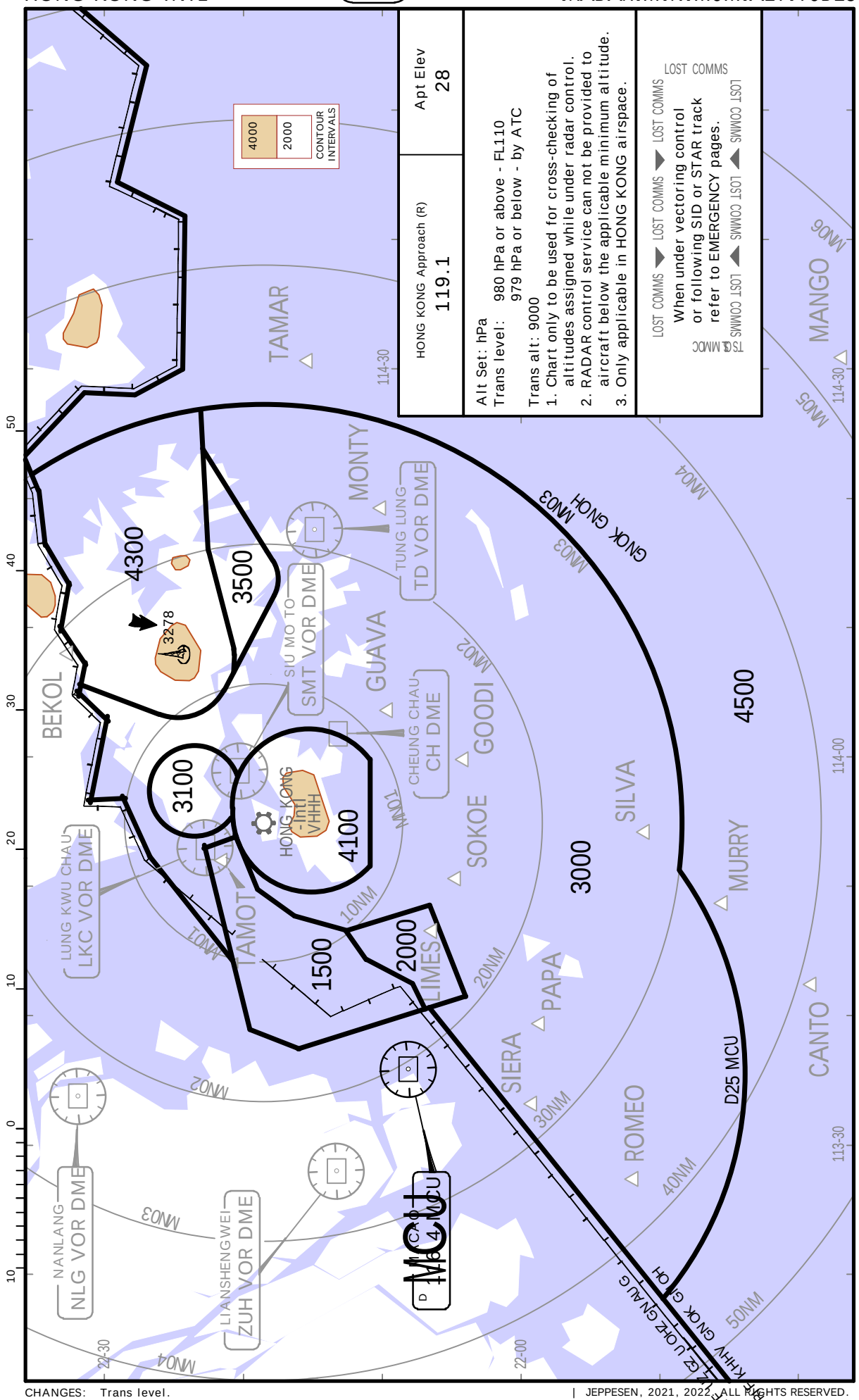
- When below MSA:
  "(Call sign) TERRAIN ALERT, CLIMB IMMEDIATELY TO (altitude)".
- When above MSA:
  "(Call sign) TURN (left or right) HEADING (heading)".

VHHH/HKG
HONG KONG INTL

JEPPESEN

25 NOV 22 (10-1R) .Eff.1.Dec.

HONG KONG, PR OF CHINA
.RADAR.MINIMUM.ALTITUDES.



CHANGES: Trans level.

D-ATIS	Apt Elev	Alt Set: hPa / Trans level:
128.2	28	980 hPa or above - FL110 979 hPa or below - by ATC

TERMINAL TRANSITION ROUTES
V512, V522, V591
TO ABBEY
V525, W29
TO BETTY - BY ATC
.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

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

MAX FL250 MHA FL90 10 NM
MHA FL260 10 NM
MHA FL90 10 NM
MAX FL250 MHA FL90 10 NM
MHA FL260 10 NM

GUANGZHOU ZGZU FIR
HONG KONG VHHK FIR

DOTMI
LELIM
MALKA
ELATO
MAGOG
ENPET
FISHA
ABBEY
MEPUT
EATON
AKEKU
SONNY
BETTY
DAKTO

(CRP for non-jet ACFT)
(CRP for non-jet ACFT)
(CRP for non-jet ACFT)
(CRP for non-jet ACFT)
(CRP for non-jet ACFT)
(CRP for non-jet ACFT)
(CRP for non-jet ACFT)
(CRP for non-jet ACFT)
(CRP for non-jet ACFT)
(CRP for non-jet ACFT)

HONG KONG RADAR 121.3 132.525 V512, V522, V591 up to ENPET
HONG KONG RADAR 126.5 132.8 V512, V522, V591
HONG KONG RADAR 121.3 132.525 V522, V525
HONG KONG RADAR 132.15 128.75 W29
HONG KONG RADAR 132.15 128.75 V525
HONG KONG RADAR 126.3 132.6 V525, W29
HONG KONG RADAR 132.15 128.75 V525, W29

4300 (within Hong Kong FIR)
4100 (within Hong Kong FIR)
ARP
3278
CONTOUR INTERVALS 4000 2000

NOT TO SCALE
NOT TO SCALE

MAX 250 KT 1 MHA FL90 10 NM
MAX 250 KT 1 MHA FL90 10 NM

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

DESCENT REQUIREMENTS
Via V-512, V-522 or V-591:
Cross ENPET at FL260.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

CHANGES: Trans level.

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

TERMINAL TRANSITION ROUTES
V532, V542, V551
TO BETTY

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

MACAO
Macao Intl
VMMC

4300
(within Hong Kong FIR)
4100
(within Hong Kong FIR)
ARP
GUANGZHOU ZGZU FIR
HONG KONG VHHK FIR

CONTOUR INTERVALS
4000
2000

SHENZHEN
Baoan
ZGSX

(CRP for non-jet ACFT)
BETTY
BAKER
SONNY
EATON
CYBER
DAKTO
HOCKY
OSUMO
NOMAN
SUKER
TOFEE
CARSO
SABNO

HONG KONG RADAR
126.3
132.6
V532

HONG KONG RADAR
126.3
132.6
V542, V551

HONG KONG RADAR
132.15
128.75
V532

HONG KONG RADAR
128.125
128.75
V542

HONG KONG RADAR
128.125
128.75
V551

MAX 250 KT 1
MHA FL90
10 NM

V532
V542
V551

HONG KONG VHHK FIR
MANILA RPHI FIR

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

MHA FL90
165^
345^
10 NM

MHA FL90
165^
345^
10 NM

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

DESCENT REQUIREMENTS
Via V-542, V-551: cross CYBER at FL 260.
Via V-532: cross SONNY at FL260.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

VHHH/HKG
HONG KONG INTL
25 NOV 22
JEPPESEN
10-2A
.Eff.1.Dec.
HONG KONG, PR OF CHINA
.TERMINAL.TRANSITION.ROUTE.
TERMINAL TRANSITION ROUTES
V532, V542, V551
TO BETTY

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

TERMINAL TRANSITION ROUTES
V561, V571
TO CANTO

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

CANTO — COMBI & GAMBA — ROCCA

MAX 250 KT

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

MHA FL90 048^ 228^ 10 NM

MHA FL90 074^ 254^ 10 NM

MHA FL90 074^ 254^

SHENZHEN Baoan ZGSZ

MACAO - Intl VMMC

3278

4300 (within Hong Kong FIR)

4100 (within Hong Kong FIR)

220^ 275^

ARP

GUANGZHOU ZGZU FIR

HONG KONG VHHK FIR

SANYA ZJSA FIR

(CRP for non-jet ACFT) CANTO

(CRP for non-jet ACFT) COMBI

(CRP for non-jet ACFT) MAPLE

(CRP for non-jet ACFT) GAMBA

(CRP for non-jet ACFT) ROCCA

(CRP for non-jet ACFT) MYWAY

(CRP for non-jet ACFT) IDOSI

SIKOU

048^ 10.0

7.0

21.8

10.0

V561

V571

V571 85.0

074^

HONG KONG RADAR 127.55 134.3

HONG KONG RADAR 127.1 123.7 up to MAPLE

HONG KONG RADAR 127.1 123.7 up to MAPLE

68.1

HONG KONG RADAR 125.325 132.775

V561 72.6

013^

MHA FL90 1 10 NM 193^

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

DESCENT REQUIREMENTS
Cross MAPLE at FL260.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

4000 2000 CONTOUR INTERVALS

22-30 22-00 21-30 21-00 20-30 20-00 19-30 19-00

111-30 112-00 112-30 113-00 113-30 114-00

CHANGES: Trans level.

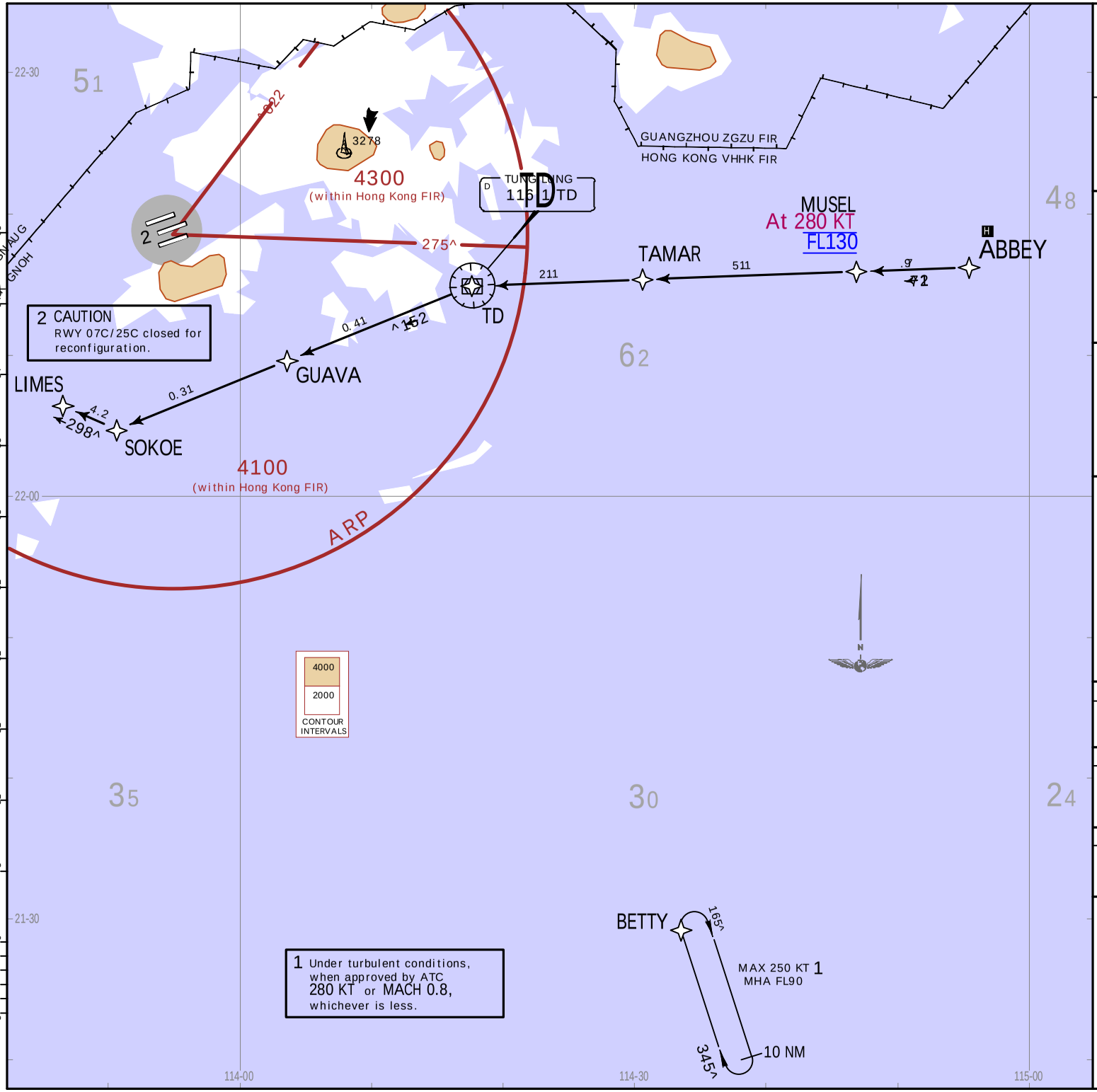
VHHH/HKG HONG KONG INTL

JEPPESEN 25 NOV 22 Eff 1 Dec. 10-2B

HONG KONG, PR OF CHINA
.TERMINAL.TRANSITION.ROUTE.

TERMINAL TRANSITION ROUTES
V561, V571
TO CANTO

HONG KONG, PR OF CHINA
.RNAV.STAR.



D-ATIS 128.2	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC
Apt Elev 28	RNP 1 1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. 2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.

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

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

Comply with descent requirement and STAR to MAINTAIN FL130 to LIMES, join LIMES holding and descend to 4500, then carry out the appropriate ILS approach procedure.

TSA MMOC

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

DESCENT REQUIREMENTS

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

ROUTING

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

NON-RNP 1 CONTINGENCY PROCEDURE

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

IF TD VOR NOT AVAILABLE

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

H ABBEY
MAX 250 KT

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

MAX FL250
MHA FL90
10 NM

MHA FL260
10 NM

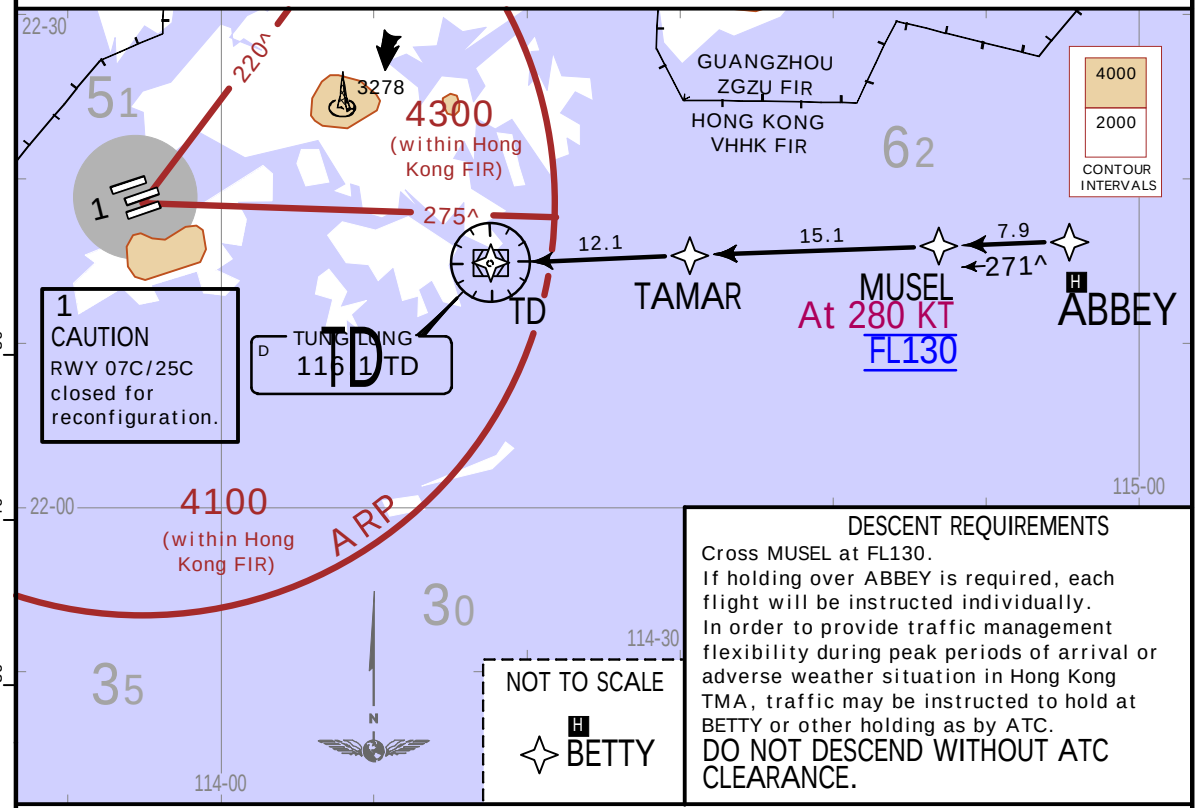
D-ATIS	Apt Elev	
128.2	28	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.

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

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



DESCENT REQUIREMENTS

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

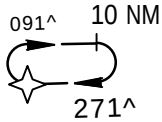
Comply with descent requirement and STAR to MAINTAIN FL130 to TD, join TD holding and descend to 4500, then carry out the appropriate ILS approach procedure.

ABBEY

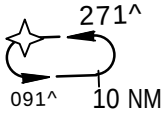
MAX 250 KT

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

MAX FL250
MHA FL90

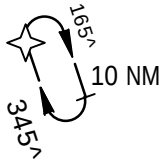


MHA FL260



BETTY

MHA FL90



ROUTING

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

NON-RNP 1 CONTINGENCY PROCEDURE

Direct to MUSEL, then to TAMAR, then direct to TD VOR, EXPECT ILS approach for RWY 25L or LOC approach for RWY 25R. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE

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

CHANGES: Trans level.

D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: 980 hPa or above - FL110
979 hPa or below - by ATC

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.

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

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

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

MAX FL250
MHA FL90
091^ 10 NM 271^

MHA FL260
271^ 091^ 10 NM

GUANGZHOU ZGZU FIR
HONG KONG VHHK FIR

3278
4300
(within Hong Kong FIR)
220^
275^
2

MUSEL
At 280 KT
FL130

ABBEY
15.1
7.9
271^
TAMAR
11.8
247^
MONTY
6.5
271^
ALAPI
8.0
GUAVA
5000

2 CAUTION
RWY 07C/25C closed for reconfiguration.

4100
(within Hong Kong FIR)

ARP

CONTOUR INTERVALS
4000
2000

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

BAKER
165^
MAX 250 KT 1
MHA FL90
345^
10 NM

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

DESCENT REQUIREMENTS

Cross MUSEL at FL130 and GUAVA at 5000.
If holding over ABBEY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING

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

VHHH/HKG
HONG KONG INTL
JEPPESEN
20 JAN 23
10-2F

HONG KONG, PR OF CHINA
.RNAV.STAR.

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

CHANGES: Cross reference in text box changed to RNP AR approach.

D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: 980 hPa or above - FL110
979 hPa or below - by ATC

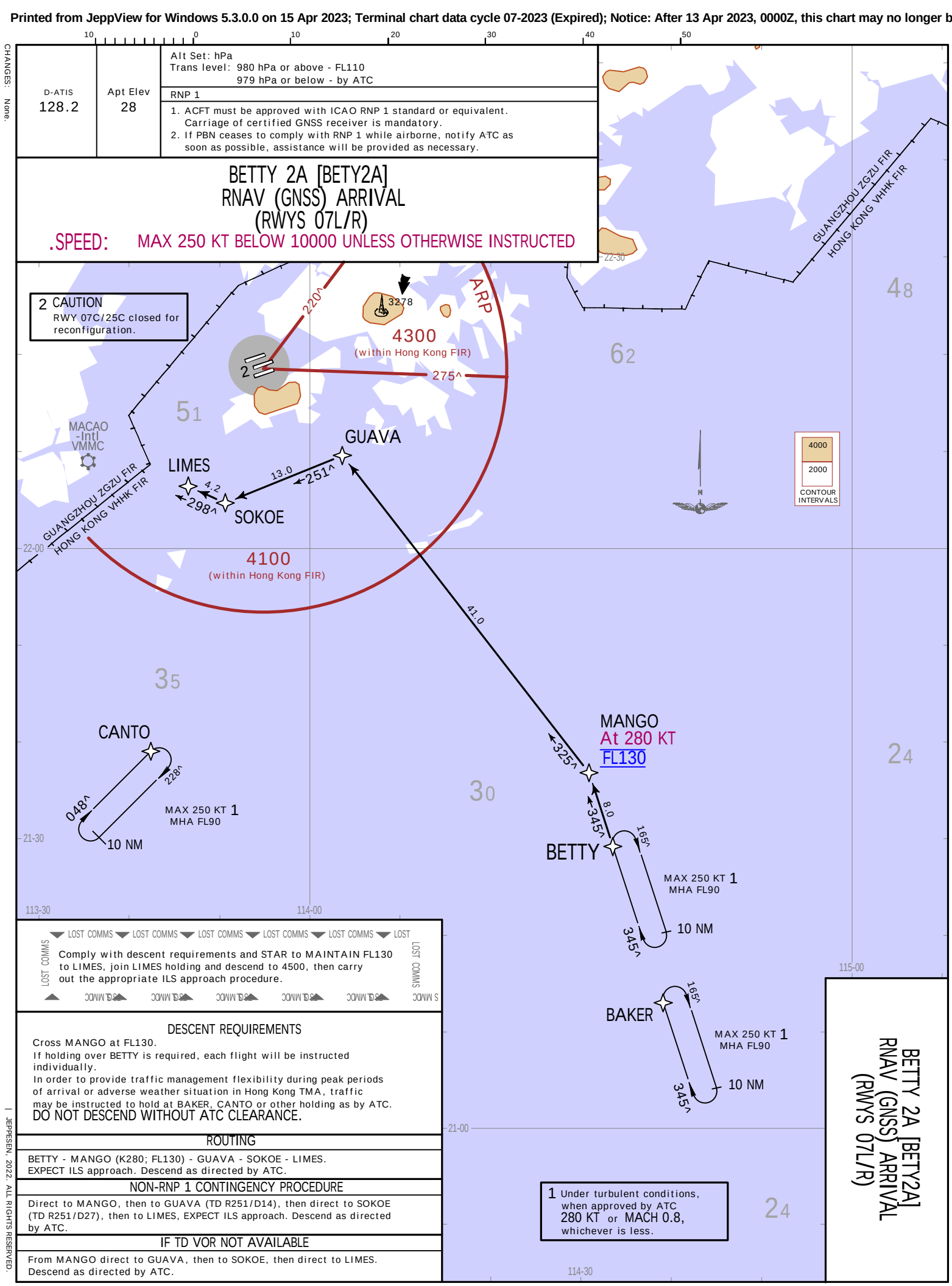
RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.

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

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

2 CAUTION
RWY 07C/25C closed for reconfiguration.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

DESCENT REQUIREMENTS

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

ROUTING

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

NON-RNP 1 CONTINGENCY PROCEDURE

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

IF TD VOR NOT AVAILABLE

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

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

VHHH/HKG
HONG KONG INTL

20 JAN 23

JEPPESEN
10-2G

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

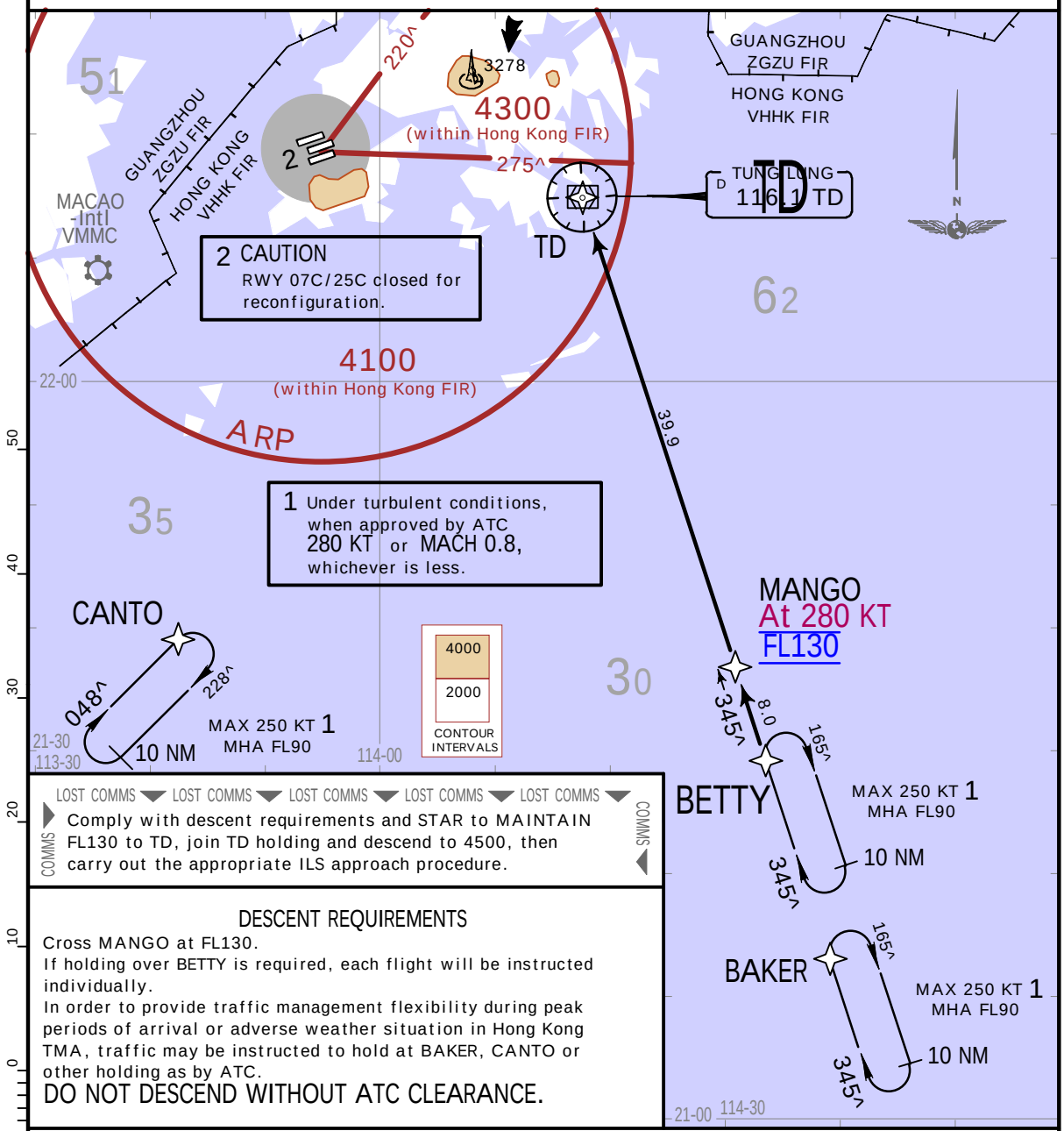
HONG KONG, PR OF CHINA
.RNAV.STAR.

CHANGES: None.

D-ATIS	Apt Elev	
128.2	28	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC
		RNP 1
		1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. 2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.

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

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



DESCENT REQUIREMENTS

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

ROUTING

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

NON-RNP 1 CONTINGENCY PROCEDURE

Direct to MANGO, then to TD VOR, EXPECT ILS approach for RWY 25L, or LOC approach for RWY 25R. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE

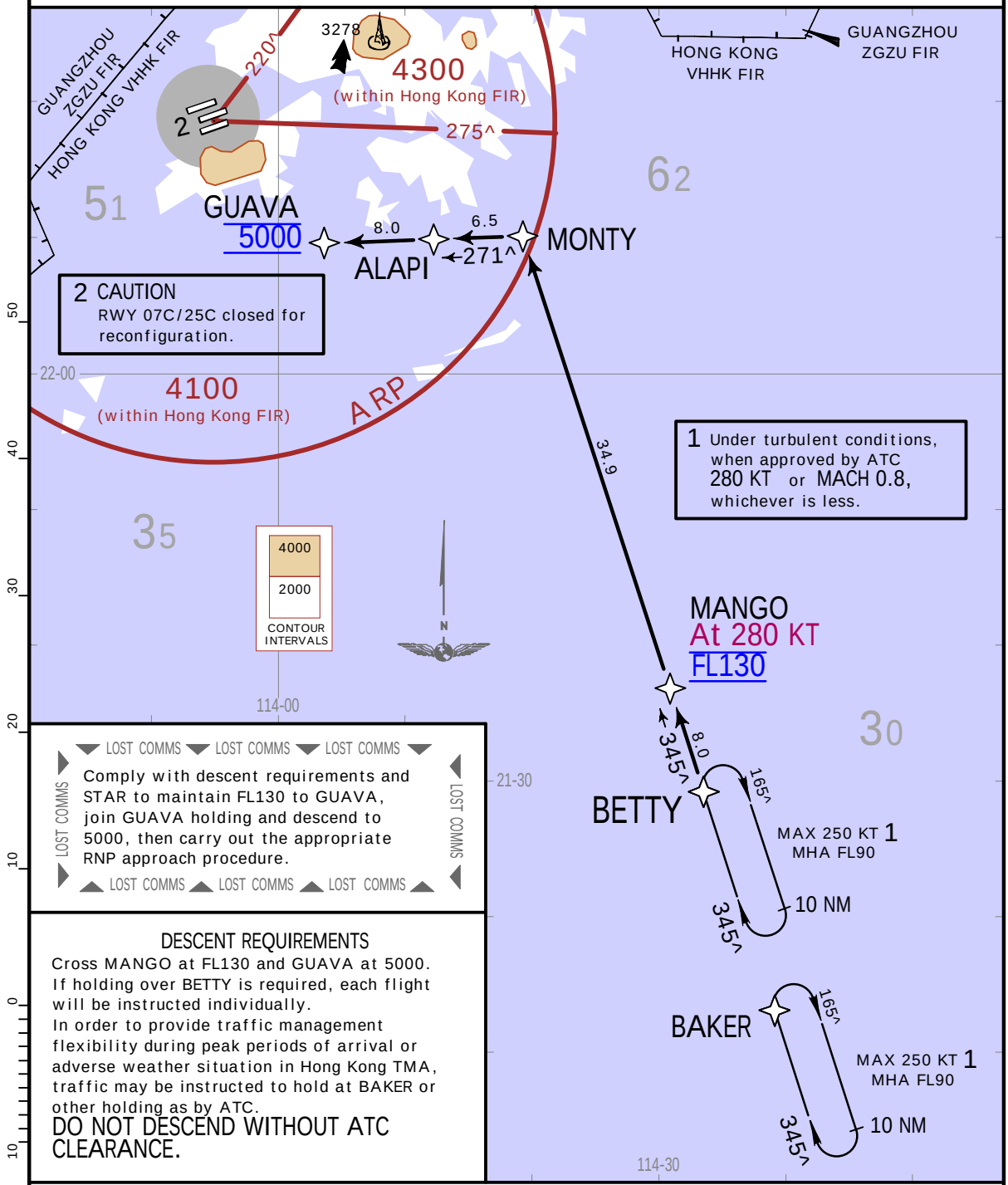
From MANGO direct to TD INT. Descend as directed by ATC.

CHANGES: None.

D-ATIS	Apt Elev	
128.2	28	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC
		RNP 1
		1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. 2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.

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

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



ROUTING

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

CHANGES: Cross reference in text box changed to RNP AR approach.

VHHH/HKG
HONG KONG INTL

JEPPESEN 25 NOV 22 (10-2K) .Eff.1.Dec.

HONG KONG, PR OF CHINA
.RNAV.STAR.

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

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

D-ATIS 128.2

Apt Elev 28

Alt Set: hPa
Trans level: 980 hPa or above - FL110
979 hPa or below - by ATC

RNP 1

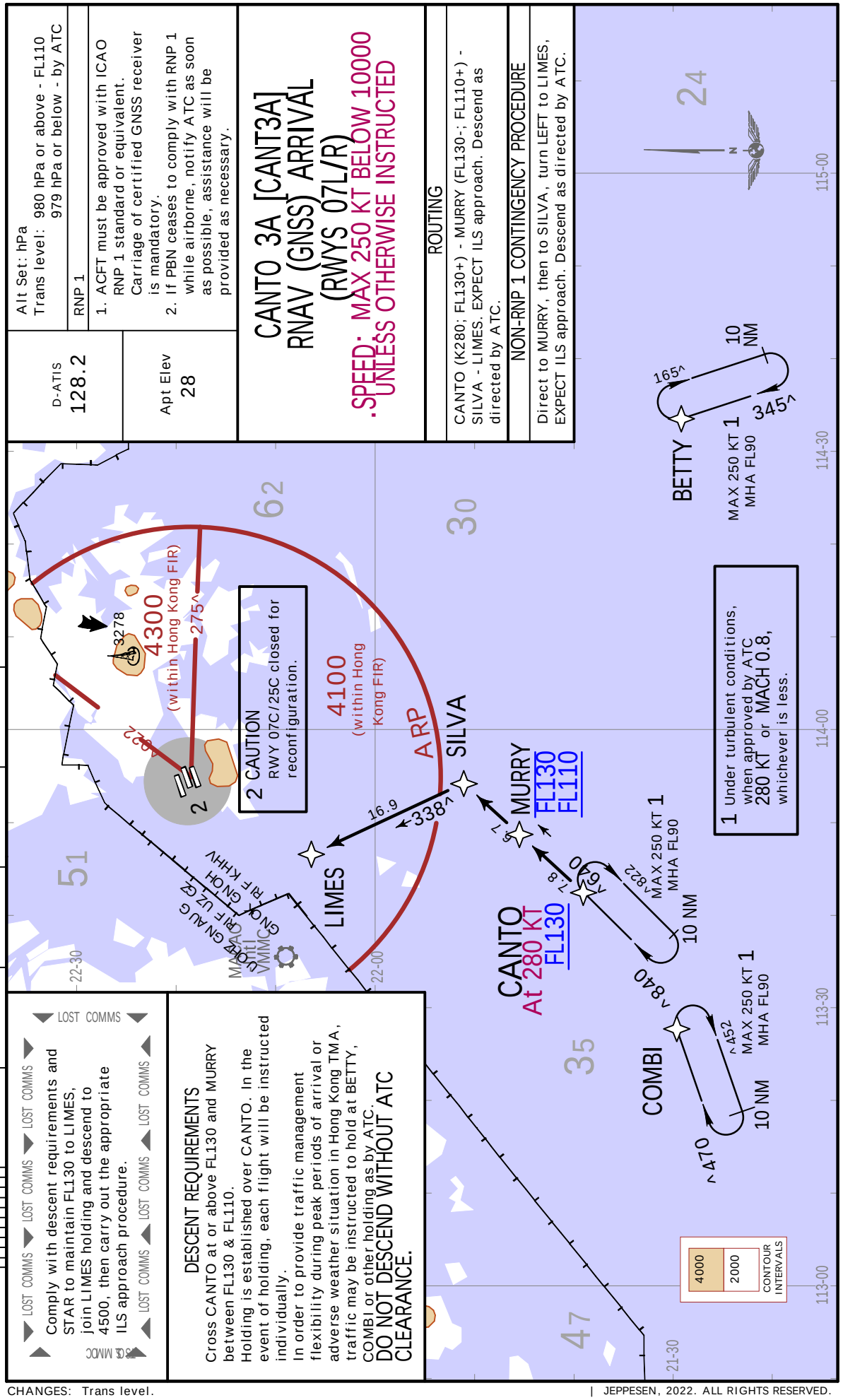
1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.

ROUTING

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

NON-RNP 1 CONTINGENCY PROCEDURE

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

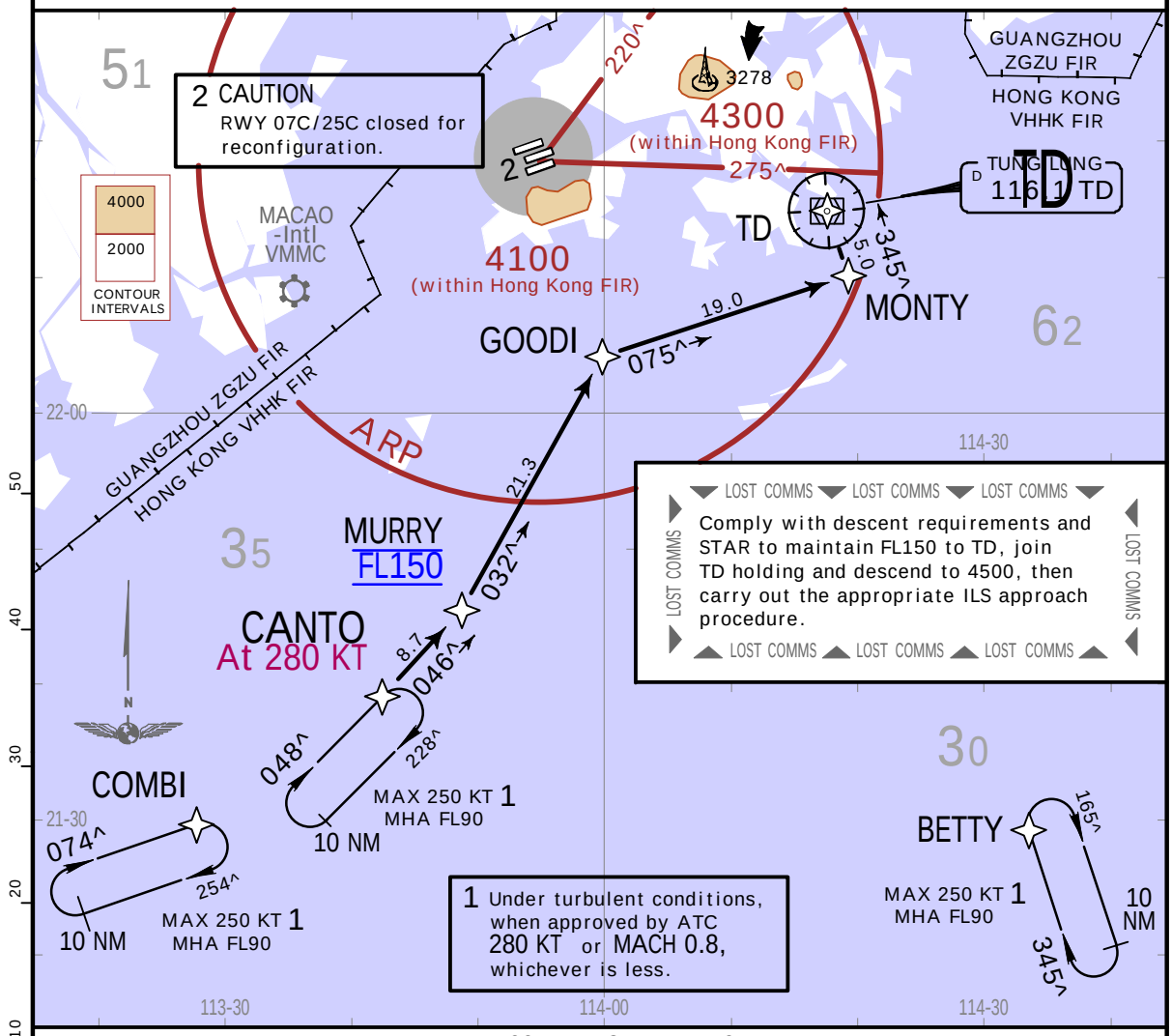


CHANGES: Trans level.

D-ATIS	Apt Elev	
128.2	28	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC
		RNP 1 1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. 2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.

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

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



DESCENT REQUIREMENTS

Cross MURRY at FL150.
Holding is established over CANTO. In the event of holding, each flight will be instructed individually. In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY, COMBI or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING

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

NON-RNP 1 CONTINGENCY PROCEDURE

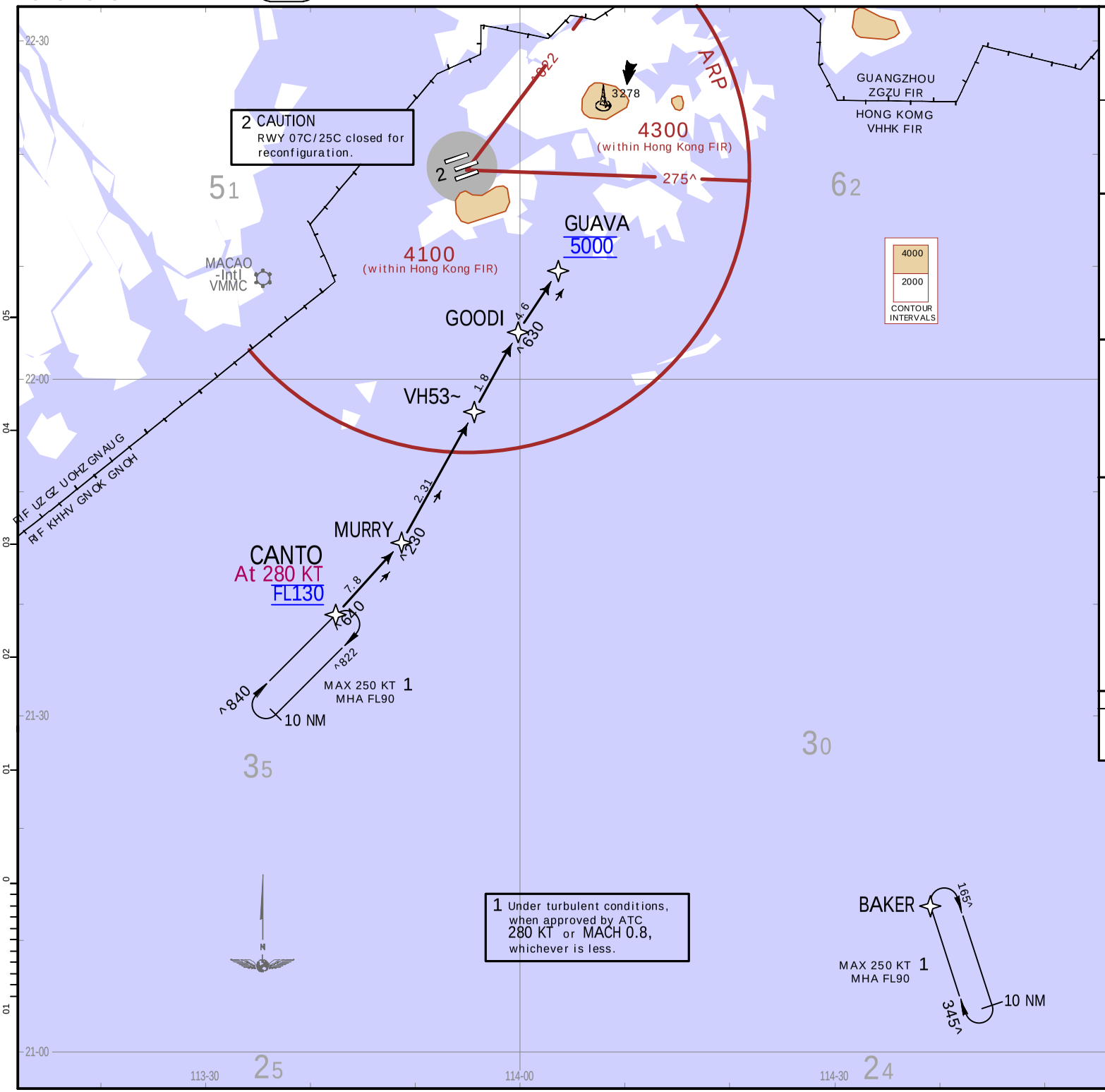
Direct to MURRY, then to GOODI, then direct to MONTY, turn LEFT to TD VOR, EXPECT ILS approach for RWY 25L or LOC approach for RWY 25R. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE

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

CHANGES: Trans level.

HONG KONG, PR OF CHINA
.RNAV.STAR.



D-ATIS 128.2	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC
Apt Elev 28	RNP 1 1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. 2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.

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

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

TSC MMOC

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

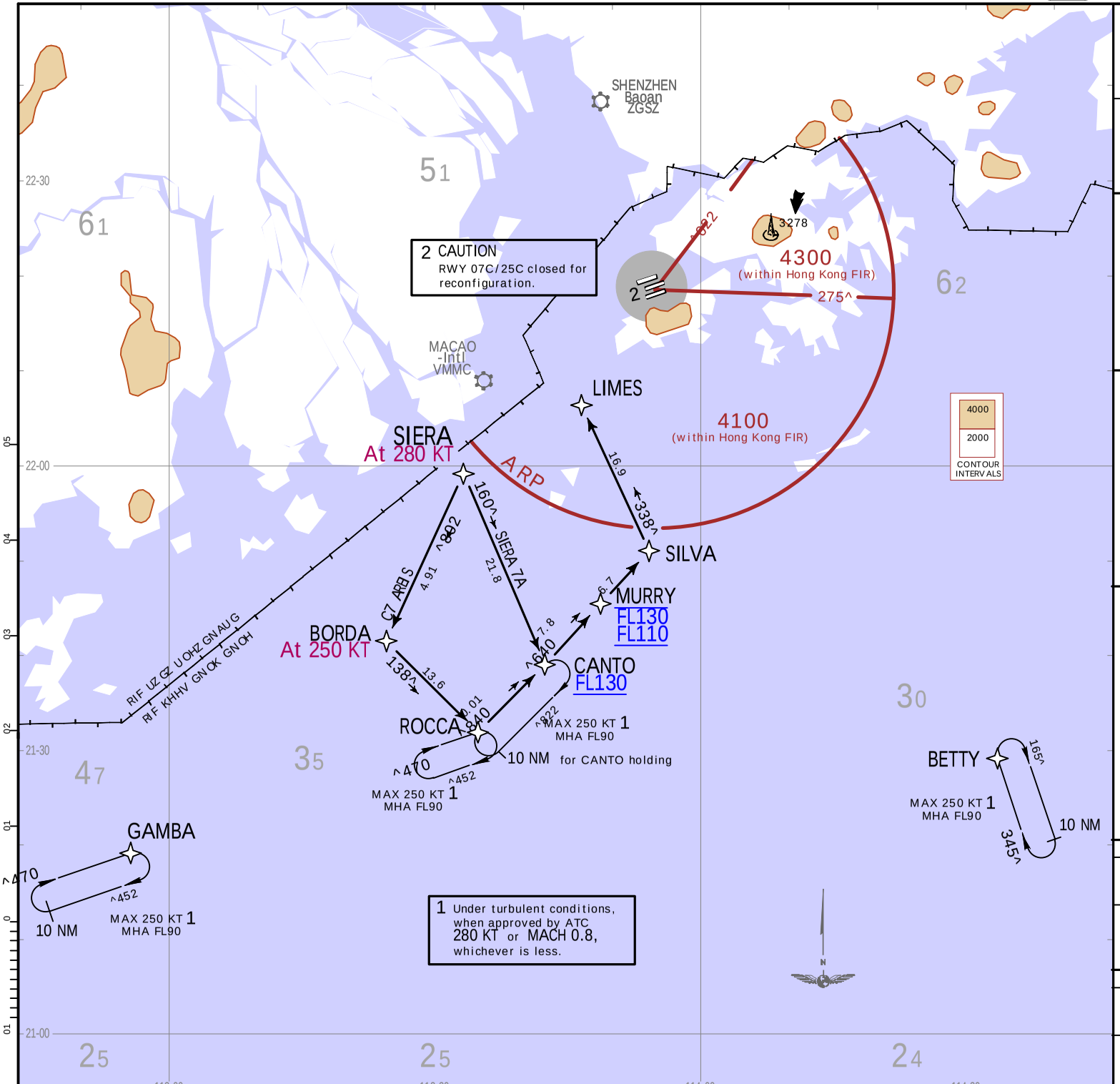
DESCENT REQUIREMENTS

Cross CANTO at FL130 and GUAVA at 5000.
If holding over CANTO is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING

CANTO (K280; FL130) - MURRY - VH53~ - GOODI - GUAVA (5000). EXPECT RNP AR approach.
Descend as directed by ATC.

CHANGES: Cross reference in text box changed to RNP AR approach.



D-ATIS 128.2	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC
Apt Elev 28	RNP 1 1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. 2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.

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

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

Comply with descent requirement and STAR to MAINTAIN FL130 to LIMES, join LIMES holding and descend to 4500, then carry out the appropriate ILS approach procedure.

TSC MMOC LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

DESCENT REQUIREMENTS

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

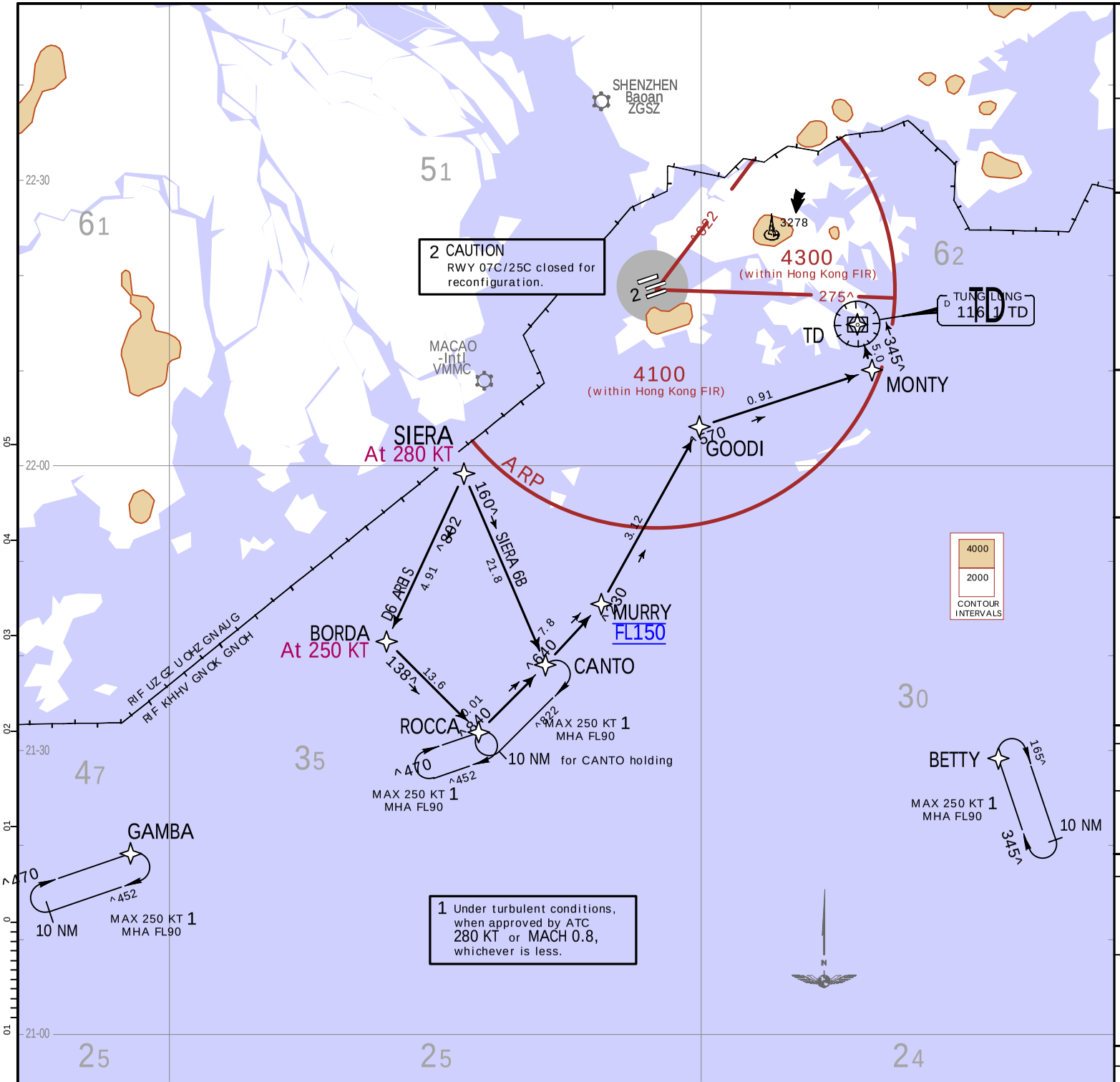
DO NOT DESCEND WITHOUT ATC CLEARANCE.

STAR	ROUTING
SIERA 7A	SIERA (K280) - CANTO (FL130+) - MURRY (FL130-; FL110+) - SILVA - LIMES. EXPECT ILS approach. Descend as directed by ATC.
SIERA 7C	SIERA (K280) - BORDA (K250) - ROCCA - CANTO (FL130+) - MURRY (FL130-; FL110+) - SILVA - LIMES. EXPECT ILS approach. Descend as directed by ATC.

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

CHANGES: None.

HONG KONG, PR OF CHINA
.RNAV.STAR.



D-ATIS 128.2	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC
Apt Elev 28	RNP 1 1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. 2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.

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

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

TS & MMOC

DESCENT REQUIREMENTS

Cross MURRY at FL150. If holding over CANTO or ROCCA is required, each flight will be instructed individually.

In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY, GAMBA or other holding as by ATC.

DO NOT DESCEND WITHOUT ATC CLEARANCE.

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

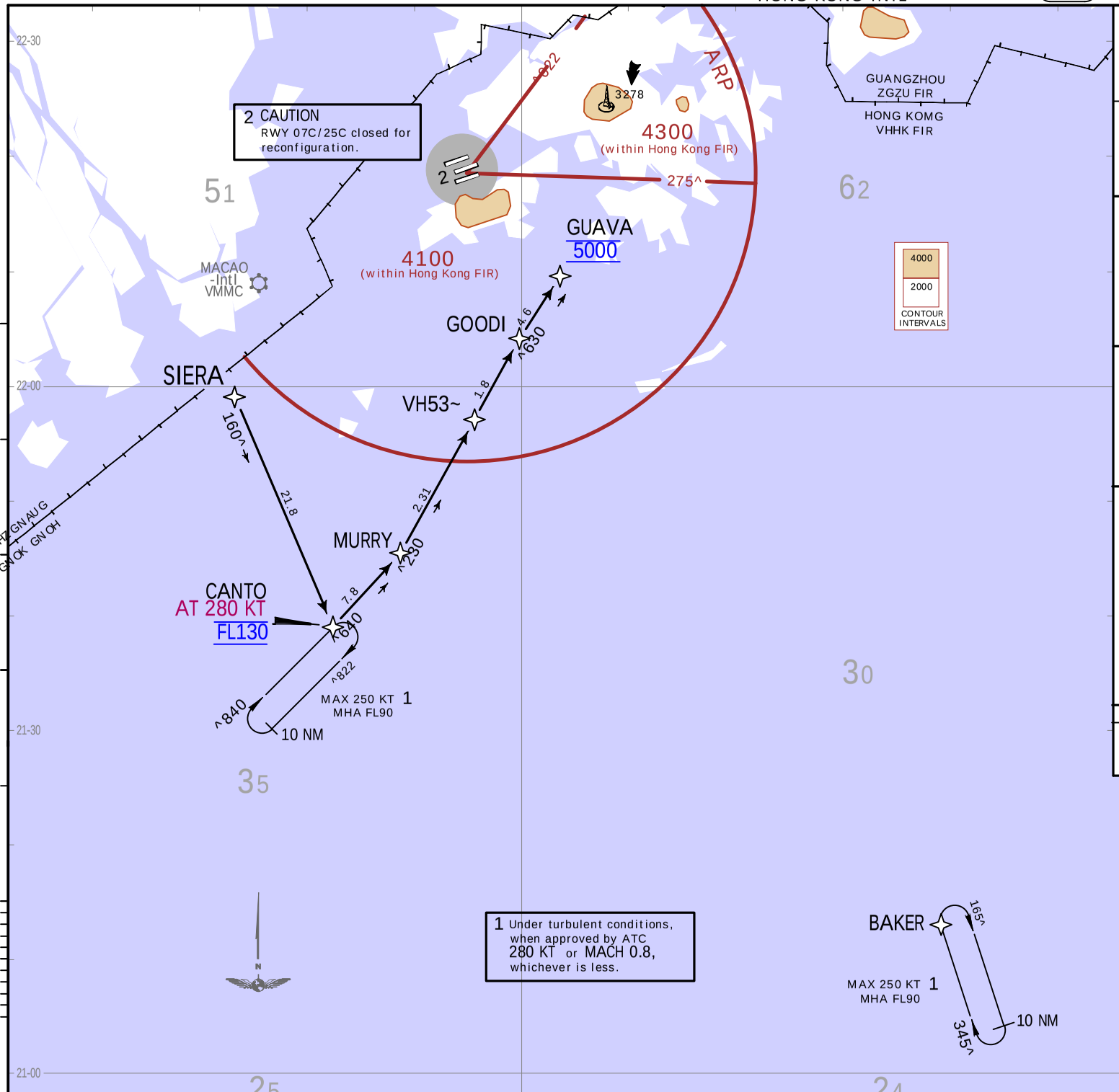
STAR	NON-RNP 1 CONTINGENCY PROCEDURE
SIERA 6B	Direct to CANTO, turn LEFT to MURRY, then to GOODI, then direct to MONTY, turn LEFT to TD VOR, EXPECT ILS approach for RWY 25L or LOC approach for RWY 25R. Descend as directed by ATC.
SIERA 6D	Direct to BORDA, turn LEFT to ROCCA, then to CANTO, then to MURRY, then to GOODI, then to MONTY, turn LEFT direct to TD VOR, EXPECT ILS approach for RWY 25L or LOC approach for RWY 25R. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE

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

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

CHANGES: None.



D-ATIS 128.2	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC
Apt Elev 28	RNP 1 1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. 2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.

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

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

TSC MMDC

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

DESCENT REQUIREMENTS

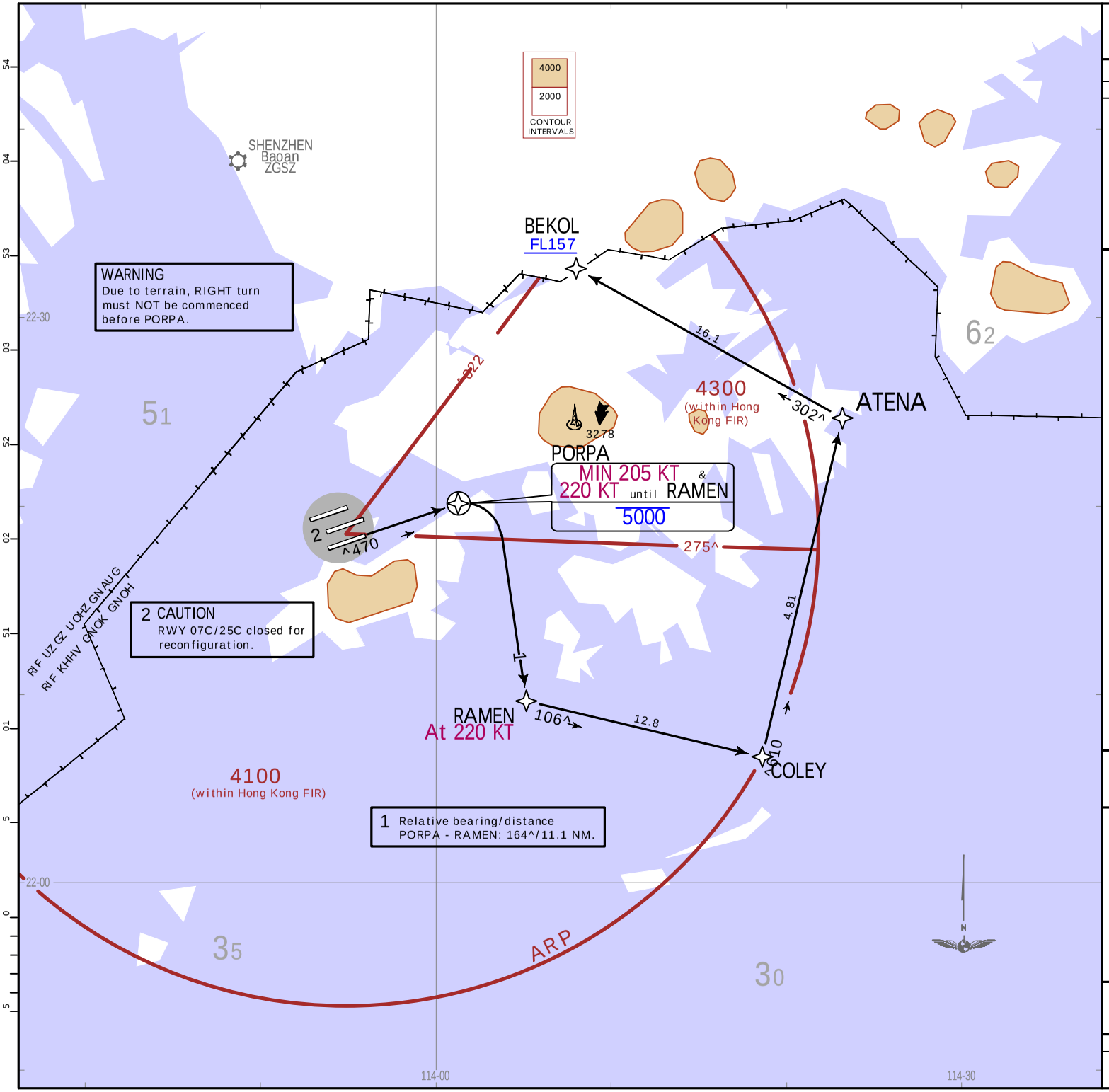
Cross CANTO at FL130 and GUAVA at 5000.
If holding over CANTO is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING

SIERA - CANTO (K280; FL130) - MURRY - VH53~ - GOODI - GUAVA (5000). EXPECT RNP AR approach. Descent as directed by ATC.

CHANGES: Cross reference in text box changed to RNP AR approach.

HONG KONG, PR OF CHINA
.RNAV.SID.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

ATENA 2A [ATEN2A]
RNAV (GNSS) DEPARTURE
(RWY 07R)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

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

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 1A (CHART 10-3W)

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

FL CONVERSION
FL157 FL4800m

This SID requires a minimum climb gradient of
4.9% (298 per NM) until leaving 1400.

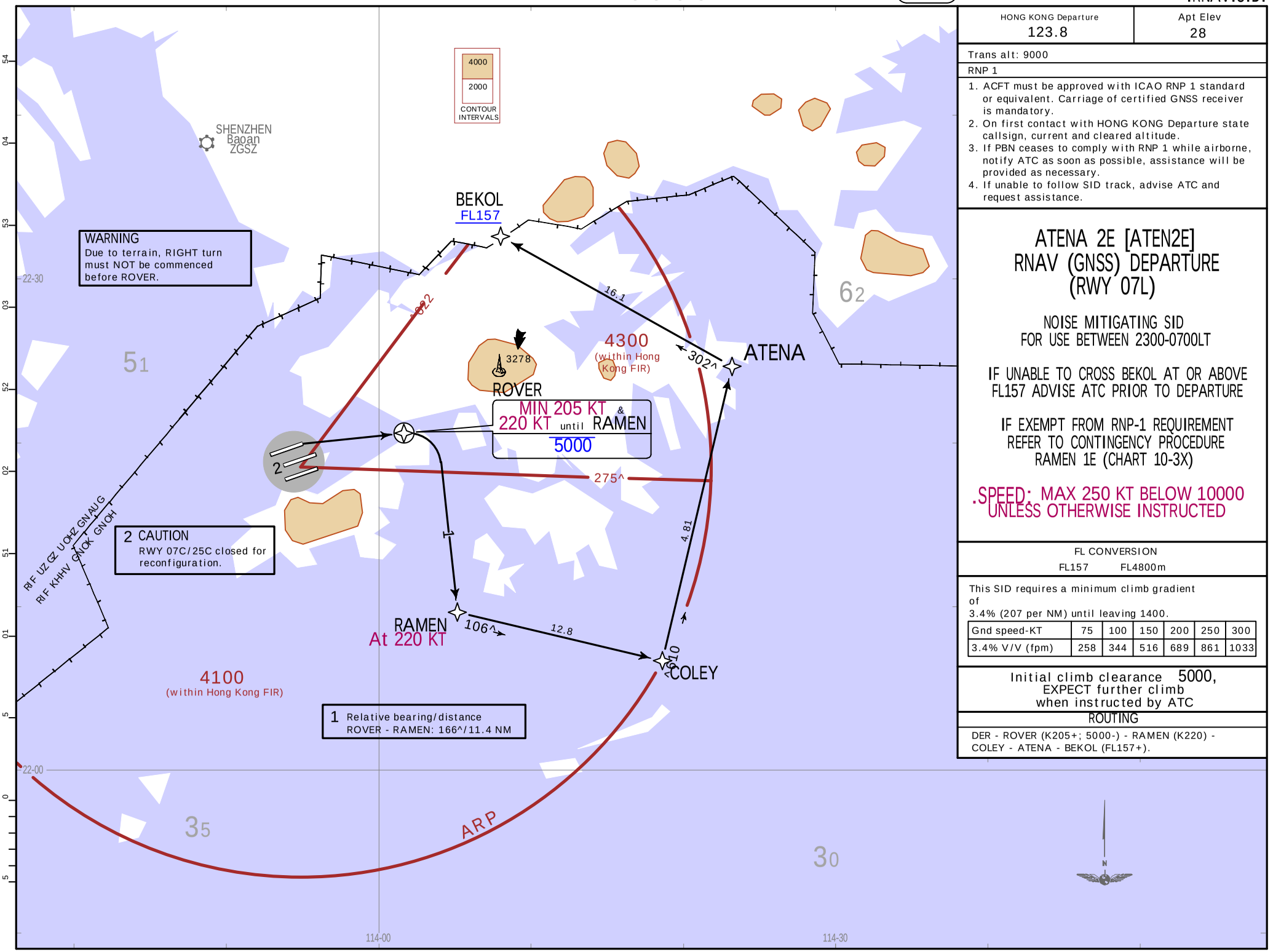
Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

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

ROUTING

PORPA (K205+; 5000-) - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).

CHANGES: Center RWY closed; ATENA 3C withdrawn; cross reference to contingency procedure.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

ATENA 2E [ATEN2E]
RNAV (GNSS) DEPARTURE
(RWY 07L)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

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

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 1E (CHART 10-3X)

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

FL CONVERSION
FL157 FL4800m

This SID requires a minimum climb gradient of
3.4% (207 per NM) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

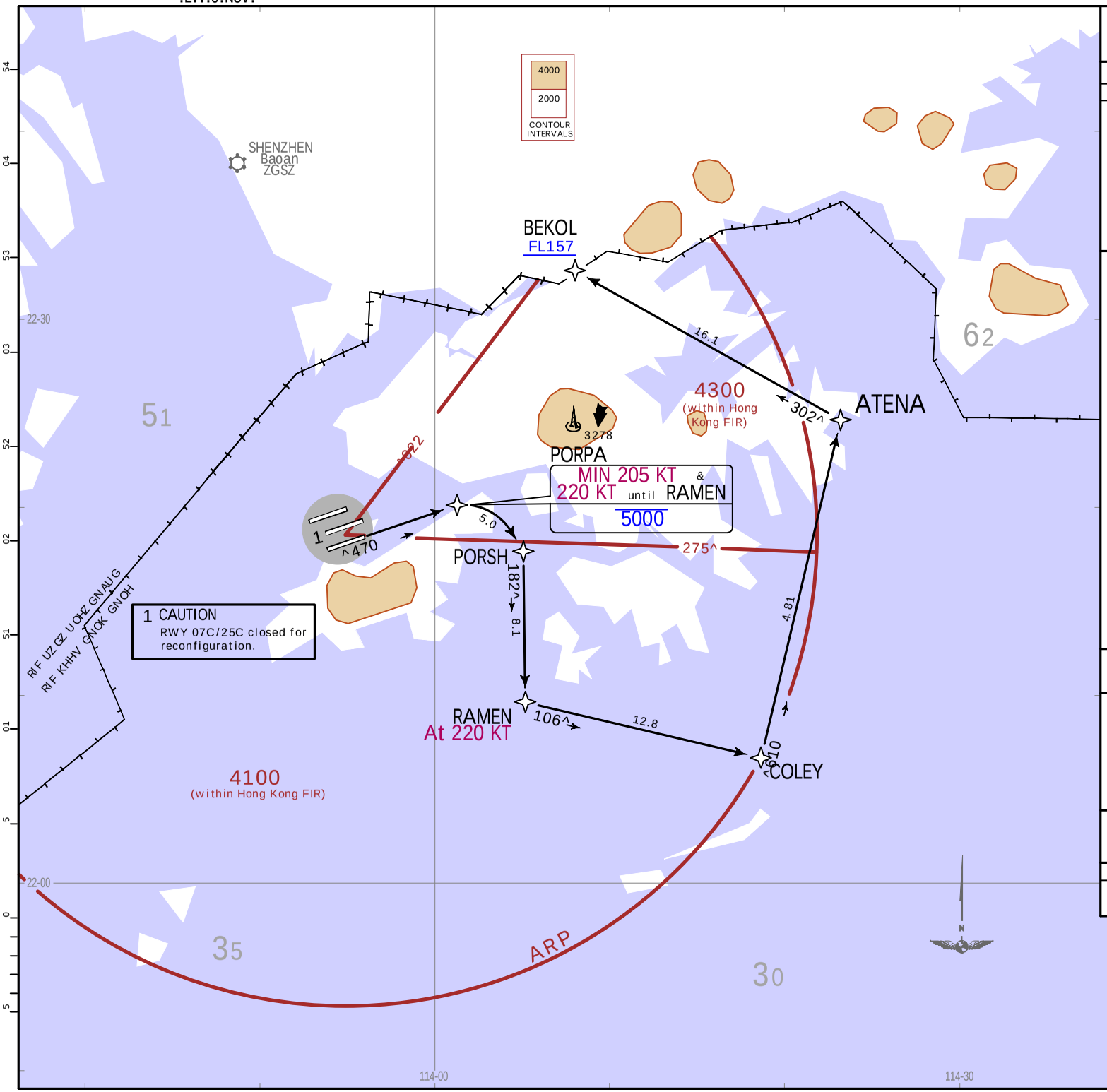
Initial climb clearance 5000,
EXPECT further climb
when instructed by ATC

ROUTING

DER - ROVER (K205+; 5000-) - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).

CHANGES: Center RWY closed; cross reference to contingency procedure; chart reindexed.

HONG KONG, PR OF CHINA
.RNAV.SID.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1 RF required

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

ATENA 1X [ATEN1X]
RNAV (GNSS) DEPARTURE
(RWY 07R)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID ATENA 2A (CHART 10-3)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

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

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

FL CONVERSION
FL157 FL4800m

This SID requires a minimum climb gradient of
4.9% (298 per NM) until leaving 1400.

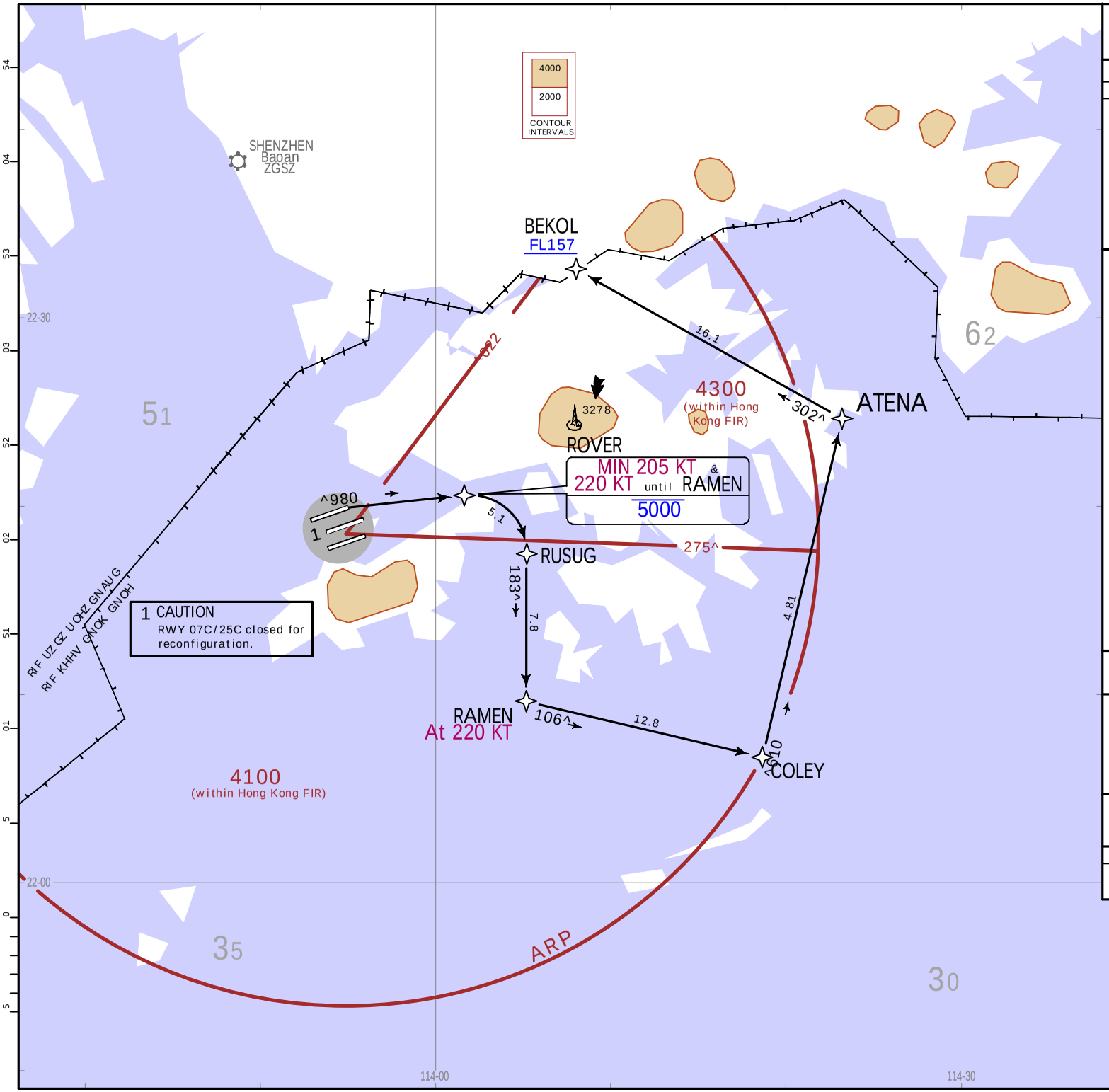
Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

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

ROUTING

PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).

CHANGES: Center RWY closed; ATENA 1Y withdrawn; chart reindexed.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1 RF required

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

ATENA 1Z [ATEN1Z]
RNAV (GNSS) DEPARTURE
(RWY 07L)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID ATENA 2E (CHART 10-3A)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

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

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

FL CONVERSION
FL157 FL4800m

This SID requires a minimum climb gradient of 3.3% (201 per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

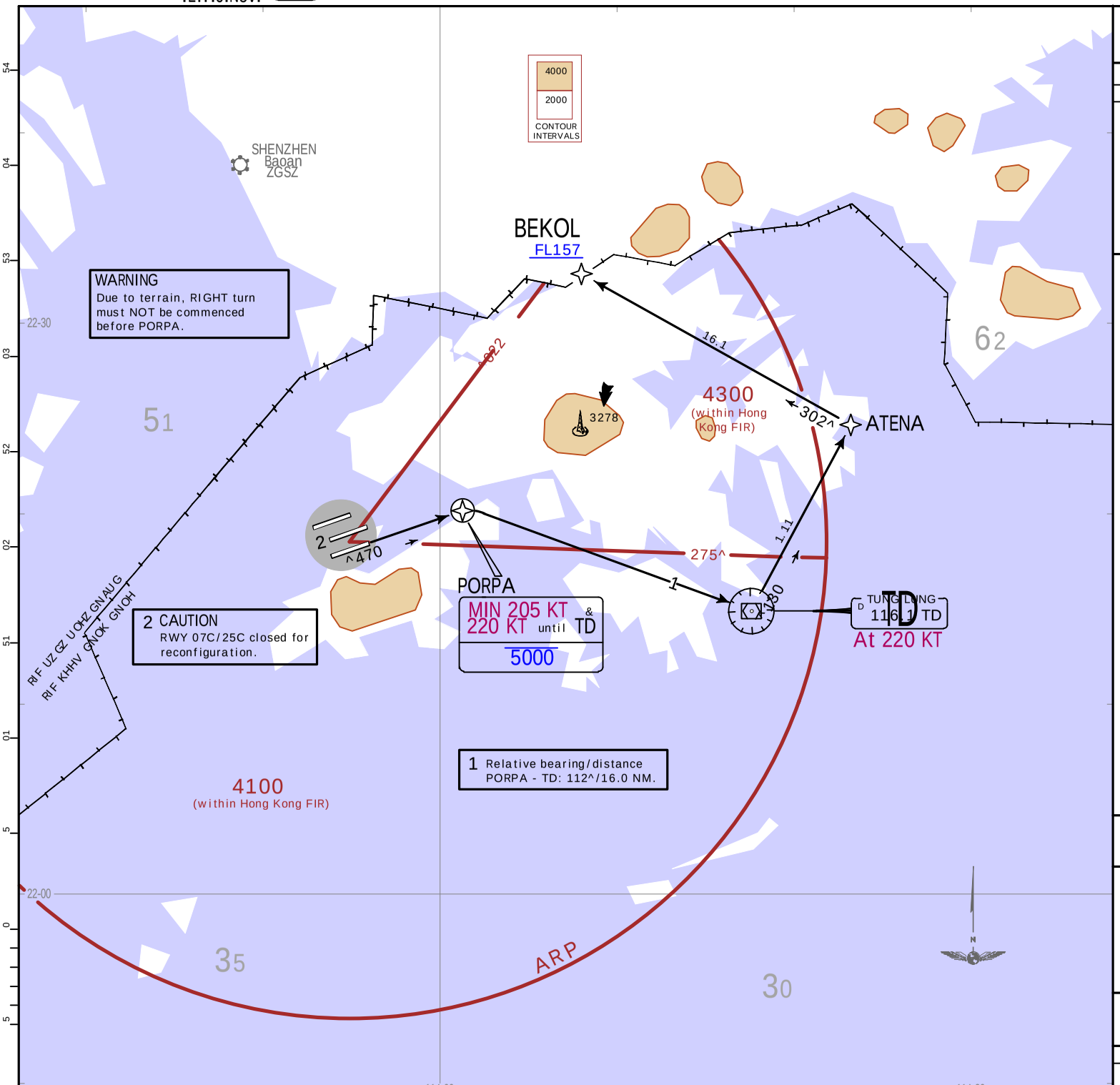
Initial climb clearance 5000,
EXPECT further climb
when instructed by ATC

ROUTING

DER - ROVER (K205+; 5000-) - RUSUG - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).

CHANGES: Center RWY closed; cross reference to alternate SID; chart reindexed.

HONG KONG, PR OF CHINA
.RNAV.SID.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

BEKOL 3A [BEK03A]
RNAV (GNSS) DEPARTURE
(RWY 07R)

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

BETWEEN 2300-0700LT EXPECT SID ATENA 2A (CHART 10-3)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 1A (CHART 10-3W)

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

FL CONVERSION
FL157 FL4800m

This SID requires a minimum climb gradient of 4.9% (298 per NM) until leaving 1400.

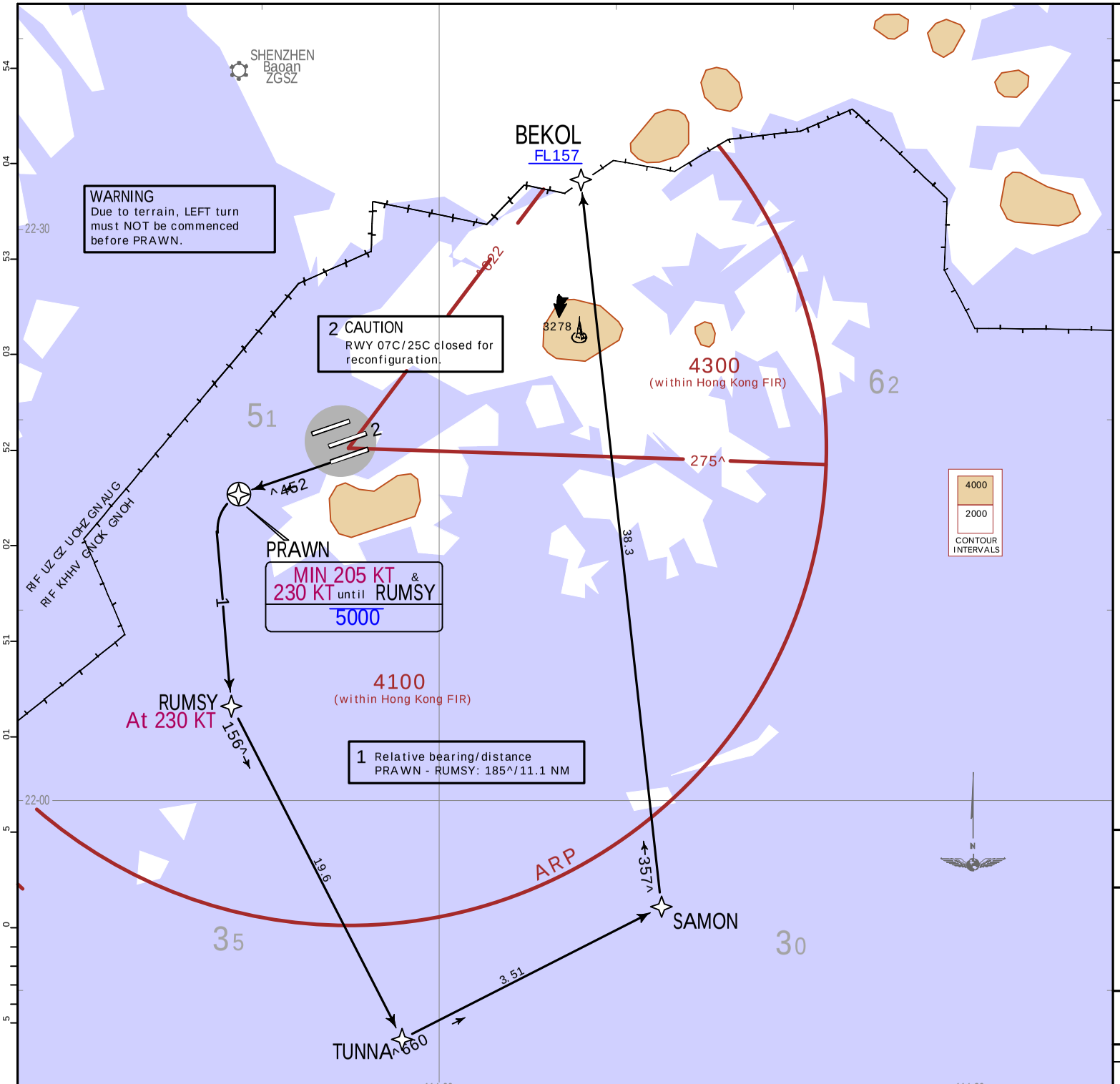
Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

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

ROUTING

PORPA (K205+; 5000-) - TD (K220) - ATENA - BEKOL (FL157+).

CHANGES: Center RWY closed; SID BEKOL 4C withdrawn; cross reference to contingency procedure; chart reindexed.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

BEKOL 2B [BEKO2B]
RNAV (GNSS) DEPARTURE
(RWY 25L)

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

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RUMSY 1B (CHART 10-3X1)

.SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

FL CONVERSION
FL157 FL4800m

This SID requires a minimum climb gradient of
3.3% (201 per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

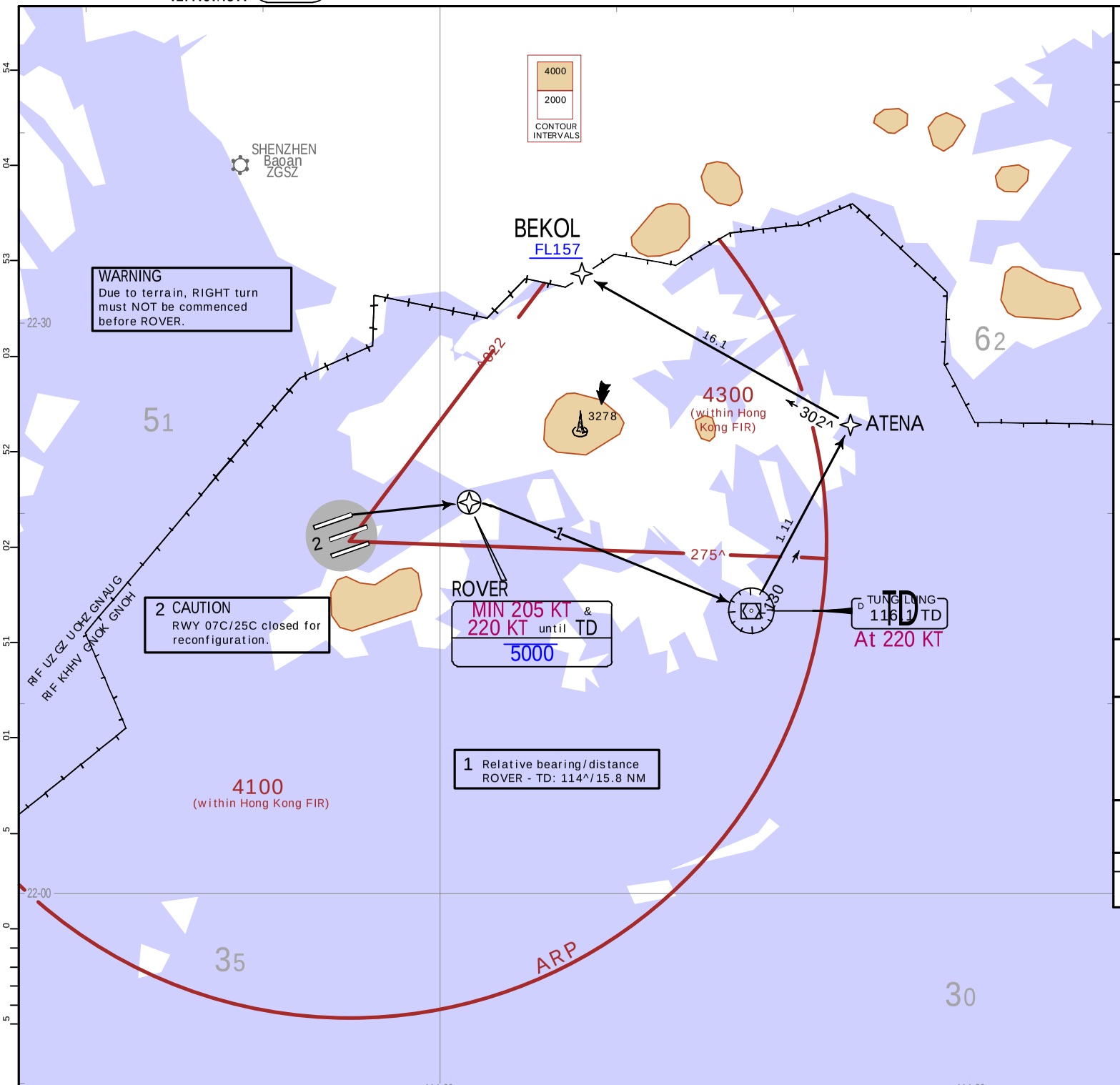
Initial climb clearance 5000,
EXPECT further climb
when instructed by ATC

ROUTING

PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - SAMON - BEKOL (FL157+).

CHANGES: Center RWY closed; SID BEKOL 3D withdrawn; cross reference to contingency procedure; chart reindexed.

HONG KONG, PR OF CHINA
.RNAV.SID.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

BEKOL 1E [BEKO1E]
RNAV (GNSS) DEPARTURE
(RWY 07L)

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

BETWEEN 2300-0700LT EXPECT SID ATENA 2E (CHART 10-3A)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 1E (CHART 10-3X)

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

FL CONVERSION
FL157 FL4800m

This SID requires a minimum climb gradient of 3.4% (207 per NM) until leaving 1400.

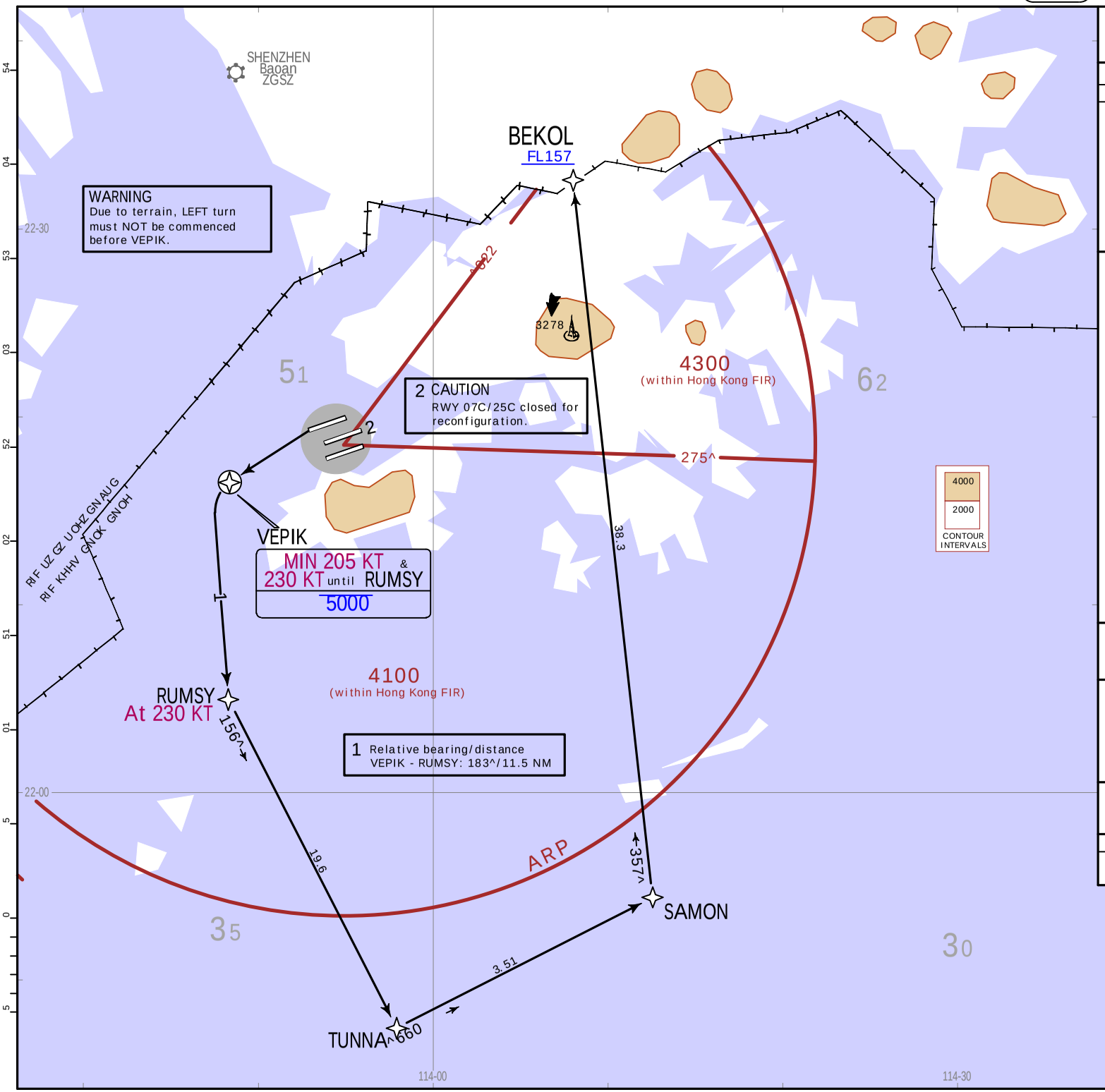
Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

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

ROUTING

DER - ROVER (K205+; 5000-) - TD (K220) - ATENA - BEKOL (FL157+).

CHANGES: Center RWY closed; cross reference to alternate SID & contingency procedure; chart reindexed.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

BEKOL 1F [BEKO1F]
RNAV (GNSS) DEPARTURE
(RWY 25R)

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

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RUMSY 1F (CHART 10-3X2)

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

FL CONVERSION
FL157 FL4800m

This SID requires a minimum climb gradient of
3.3% (201 per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

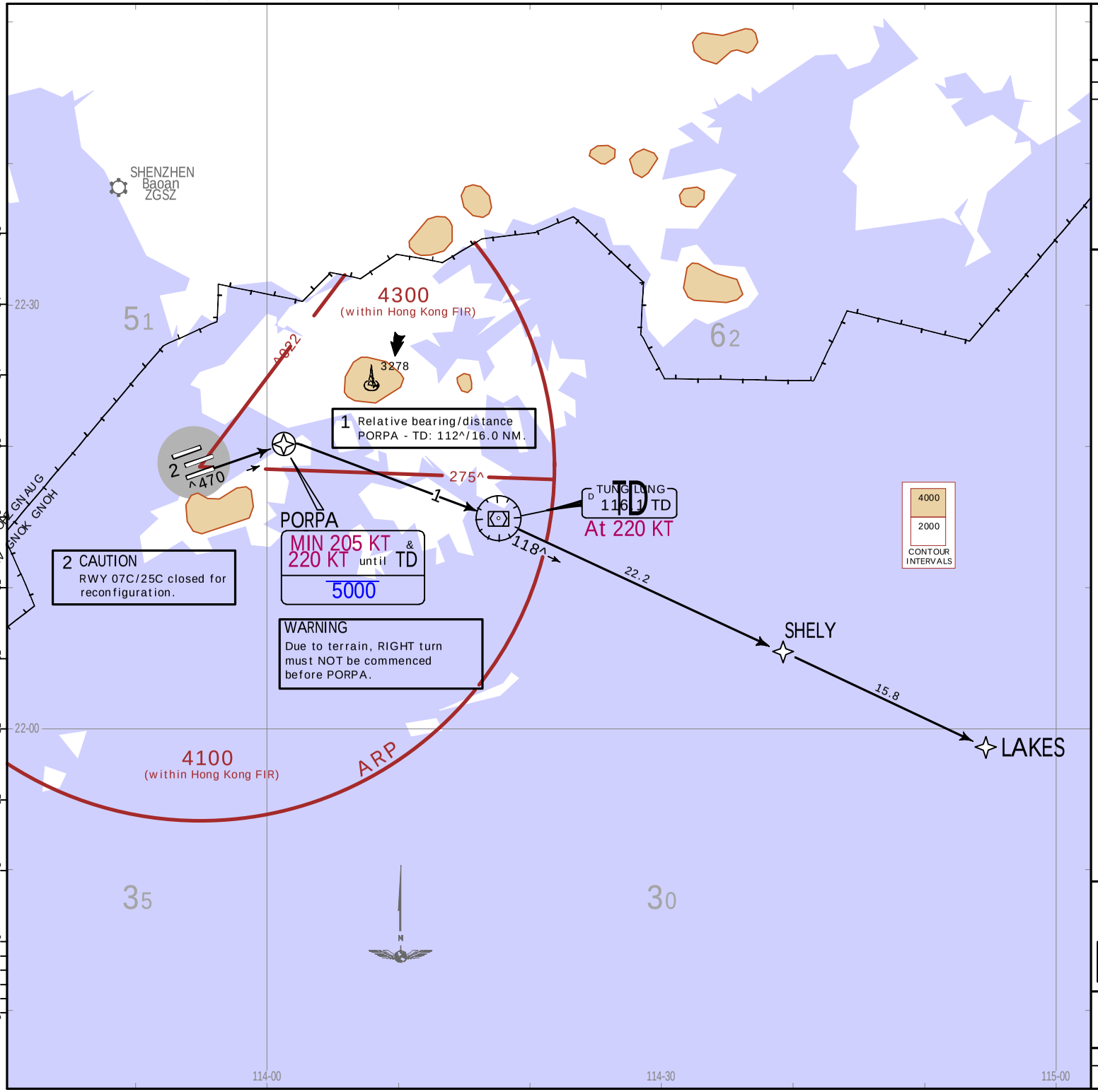
Initial climb clearance 5000,
EXPECT further climb
when instructed by ATC

ROUTING

DER - VEPIK (K205+; 5000-) - RUMSY (K230) - TUNNA - SAMON - BEKOL (FL157+).

CHANGES: Center RWY closed; cross reference to contingency procedure; chart reindexed.

HONG KONG, PR OF CHINA
.RNAV.SID.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

LAKES 3A [LAKE3A]
RNAV (GNSS) DEPARTURE
(RWY 07R)

BETWEEN 2300-0700LT EXPECT
SID VENGO 1A (CHART 10-3U)

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 1A (CHART 10-3W)

FOR TERMINAL TRANSITION ROUTES V1 & V13
REFER TO CHART 10-3X3

.SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of
4.9% (298 per NM) until leaving 1400.

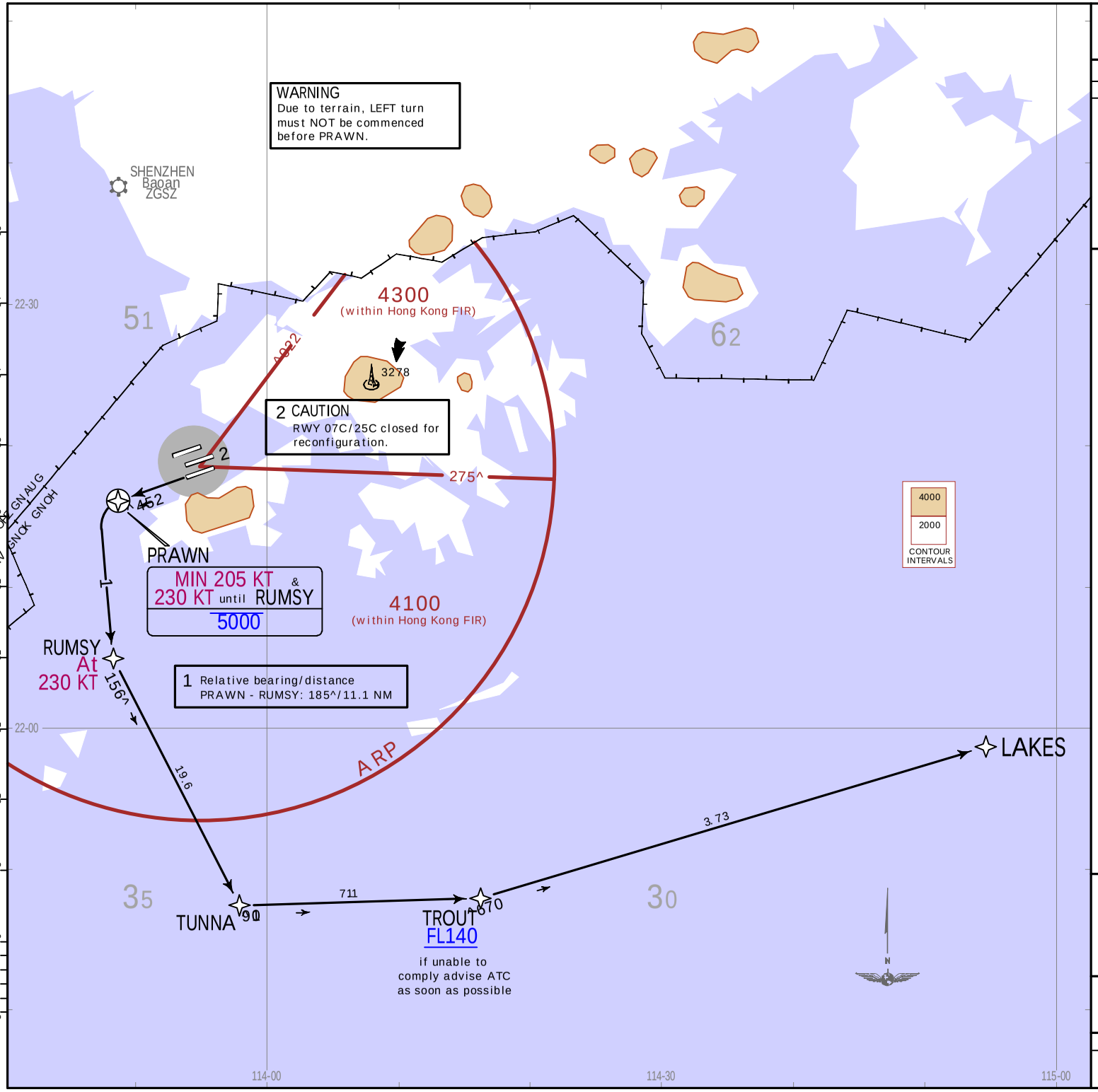
Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

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

ROUTING

PORPA (K205+; 5000-) - TD (K220) - SHELY - LAKES.

CHANGES: Center RWY closed; RNAV SID LAKES 4C withdrawn; cross reference to alternate SID, contingency procedure & Terminal Transition Routes; chart reindexed.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

LAKES 2B [LAKE2B] RNAV (GNSS) DEPARTURE (RWY 25L)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RUMSY 1B (CHART 10-3X1)

FOR TERMINAL TRANSITION ROUTES V1 & V13 REFER TO CHART 10-3X3

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of 3.3% (201 per NM).

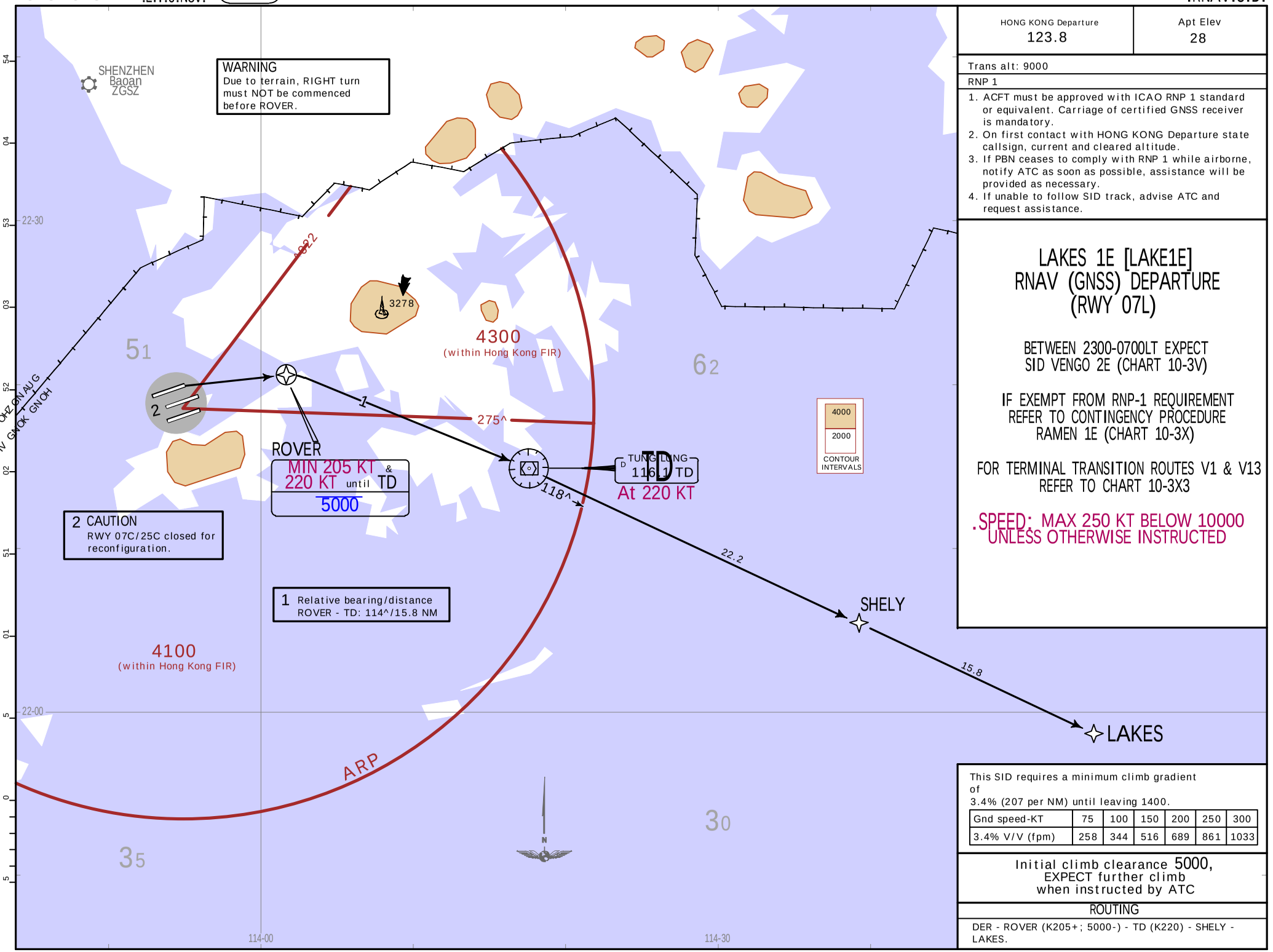
Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

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

ROUTING

PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TROUT (FL140+) - LAKES.

CHANGES: Center RWY closed; RNAV SID LAKES 3D withdrawn; cross reference to contingency procedure; chart reindexed.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

LAKES 1E [LAKE1E]
RNAV (GNSS) DEPARTURE
(RWY 07L)

BETWEEN 2300-0700LT EXPECT SID VENGO 2E (CHART 10-3V)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 1E (CHART 10-3X)

FOR TERMINAL TRANSITION ROUTES V1 & V13 REFER TO CHART 10-3X3

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of 3.4% (207 per NM) until leaving 1400.

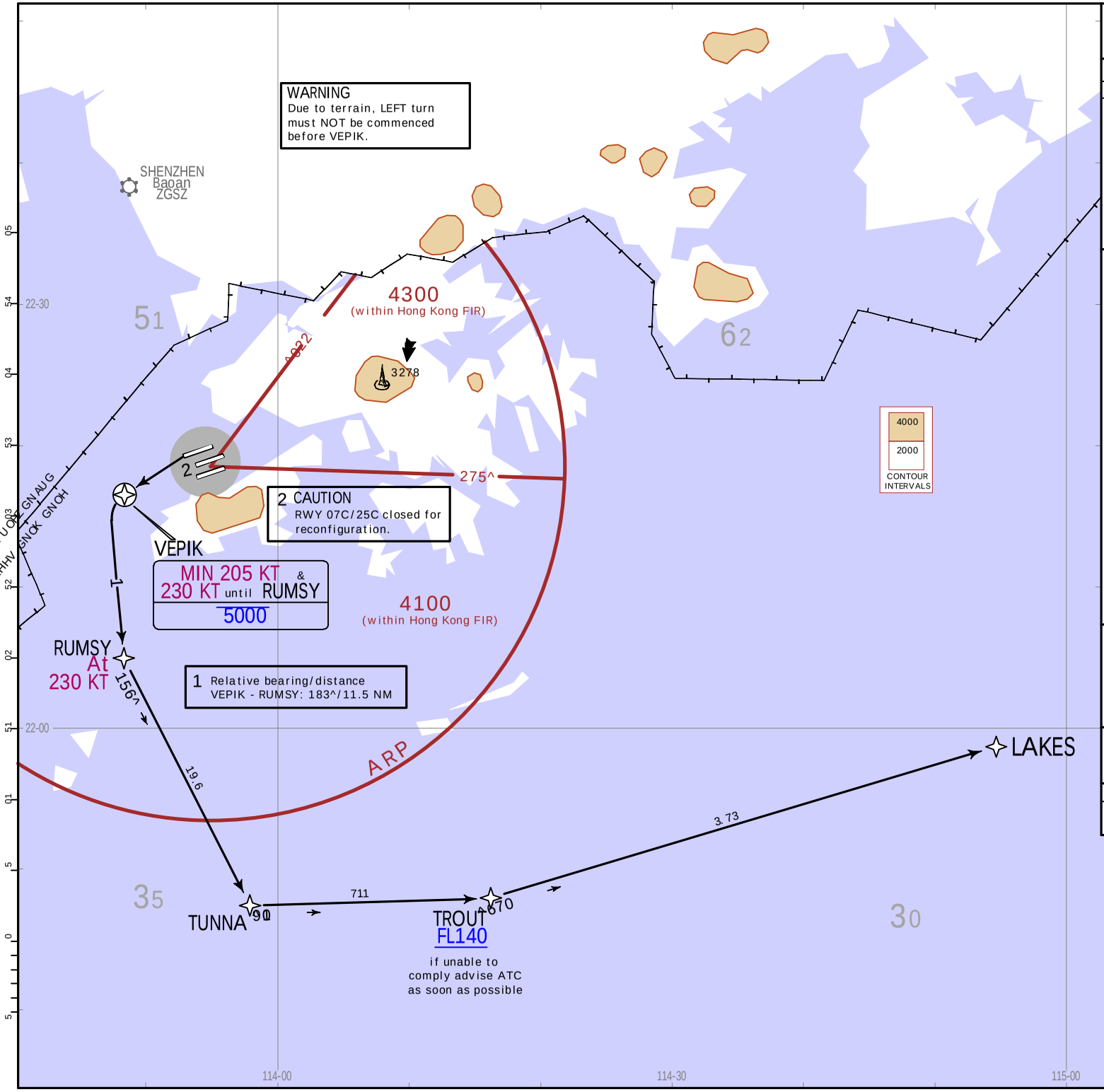
Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

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

ROUTING

DER - ROVER (K205+; 5000-) - TD (K220) - SHELY - LAKES.

CHANGES: Center RWY closed; cross references to alternate SID, contingency procedure and Terminal Transition Routes; chart reindexed.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

LAKES 1F [LAKE1F]
RNAV (GNSS) DEPARTURE
(RWY 25R)

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RUMSY 1F (CHART 10-3X2)

FOR TERMINAL TRANSITION ROUTES V1 & V13
REFER TO CHART 10-3X3

.SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of 3.3% (201 per NM).

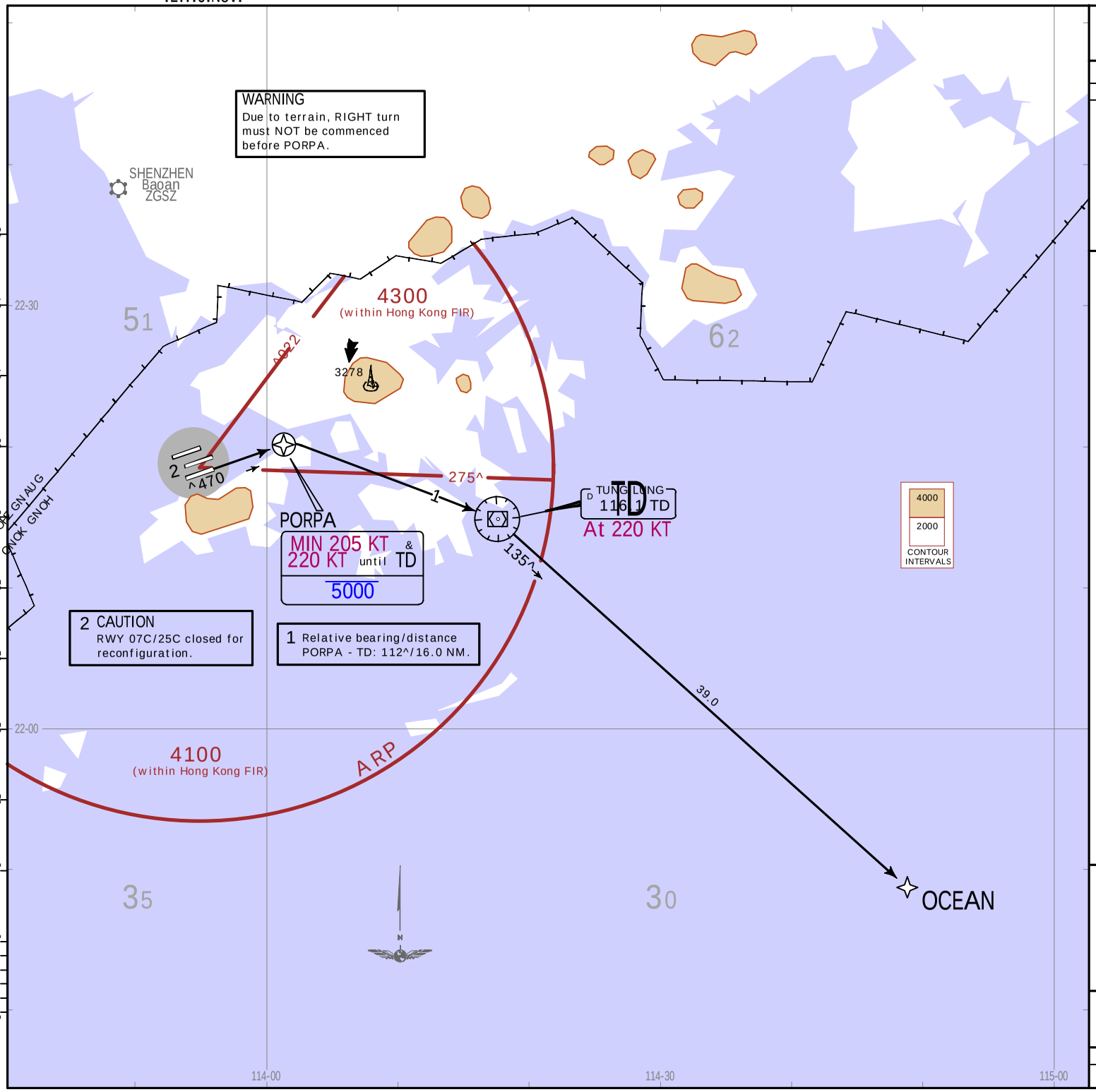
Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

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

ROUTING

DER - VEPIK (K205+; 5000-) - RUMSY (K230) - TUNNA - TROUT (FL140+) - LAKES.

CHANGES: Center RWY closed; cross references to contingency procedure and Terminal Transition Routes; chart reindexed.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

OCEAN 2A [OCEA2A]
RNAV (GNSS) DEPARTURE
(RWY 07R)

BETWEEN 2300-0700LT EXPECT
SID RASSE 3A (CHART 10-3S) OR
SID SKATE 3A (CHART 10-3T3)

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 1A (CHART 10-3W)

FOR TERMINAL TRANSITION ROUTES
V2, V3, V4 & V5
REFER TO CHART 10-3X3

.SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of
4.9% (298 per NM) until leaving 1400.

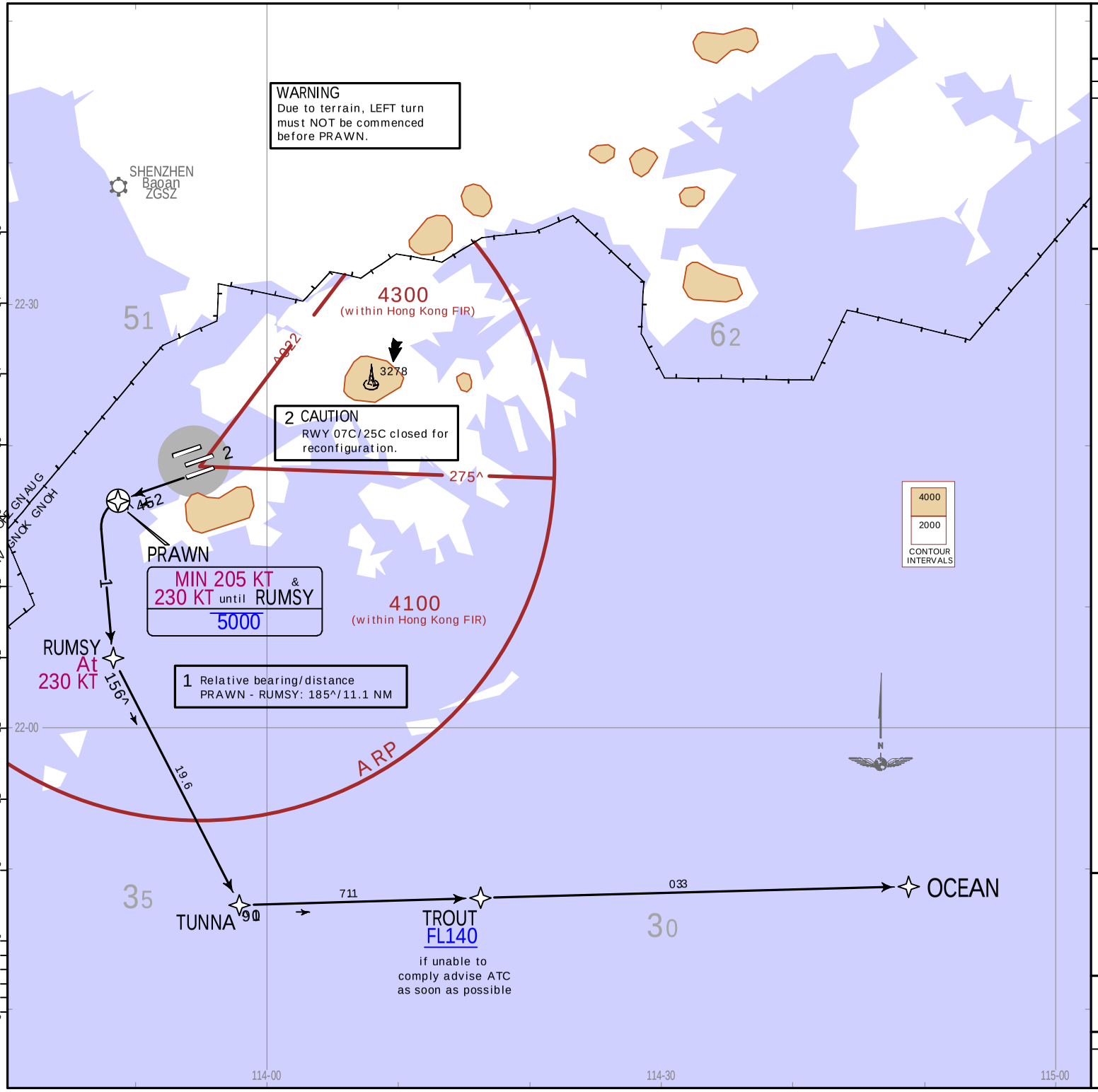
Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

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

ROUTING

PORPA (K205+; 5000-) - TD (K220) - OCEAN.

CHANGES: Center RWY closed; RNAV SID OCEAN 3C withdrawn; cross references to alternate SID, contingency procedure and Terminal Transition Routes; chart reindexed.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

OCEAN 2B [OCEA2B]
RNAV (GNSS) DEPARTURE
(RWY 25L)

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RUMSY 1B (CHART 10-3X1)

FOR TERMINAL TRANSITION ROUTES
V2, V3, V4 & V5
REFER TO CHART 10-3X3

.SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

This SID requirea a minimum climb gradient of
3.3% (201 per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

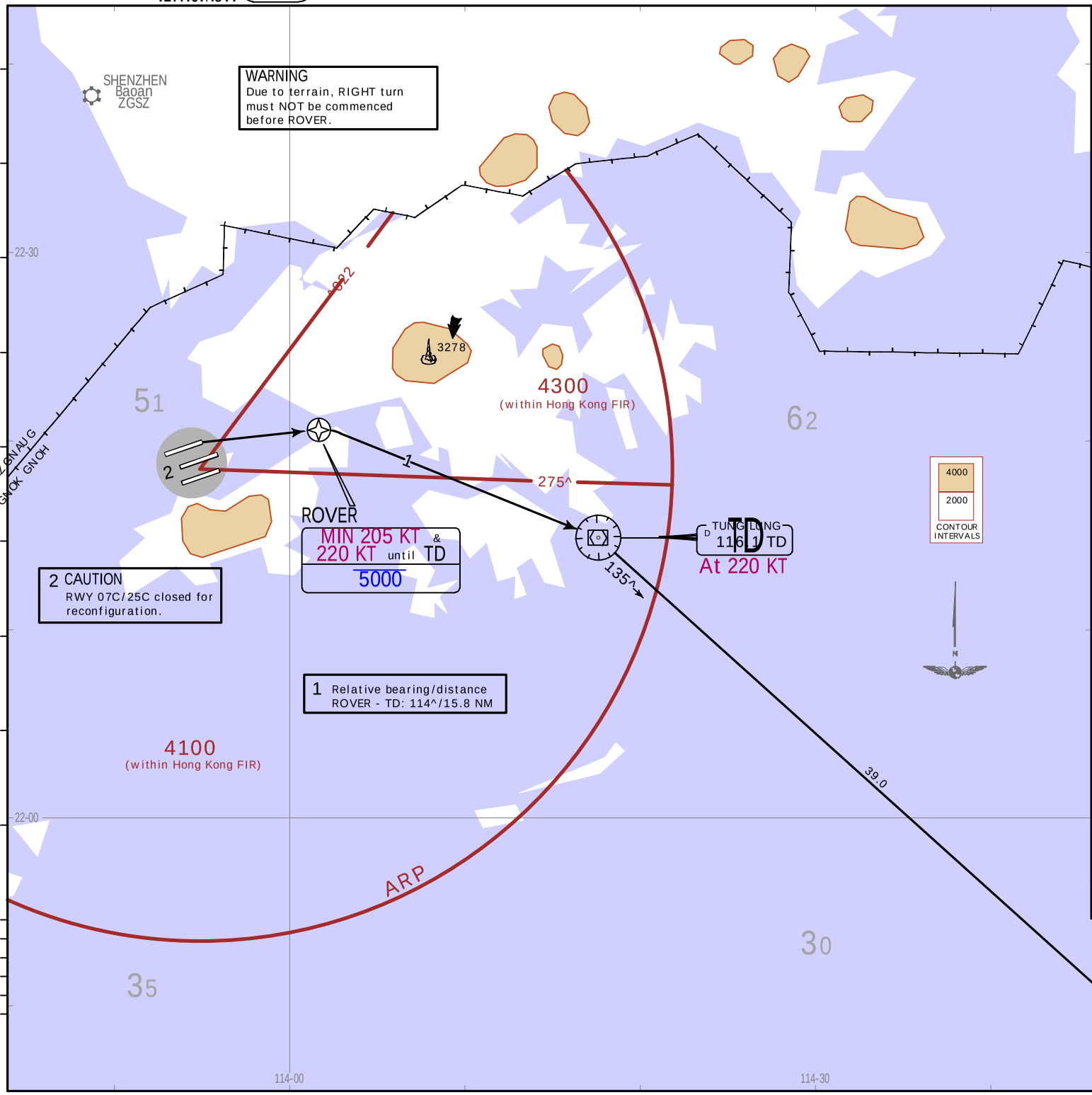
Initial climb clearance 5000,
EXPECT further climb
when instructed by ATC

ROUTING

PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TROUT (FL140+) - OCEAN.

CHANGES: Center RWY closed; RNAV SID OCEAN 3D withdrawn; cross references to contingency procedure and Terminal Transition Routes; chart reindexed.

HONG KONG, PR OF CHINA
.RNAV.SID.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

OCEAN 1E [OCEA1E]
RNAV (GNSS) DEPARTURE
(RWY 07L)

BETWEEN 2300-0700LT EXPECT
SID RASSE 2E (CHART 10-3T) OR
SID SKATE 2E (CHART 10-3T4)

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 1E (CHART 10-3X)

FOR TERMINAL TRANSITION ROUTES
V2, V3, V4 & V5
REFER TO CHART 10-3X3

.SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradients of
3.4% (207 per NM) until leaving 1400.

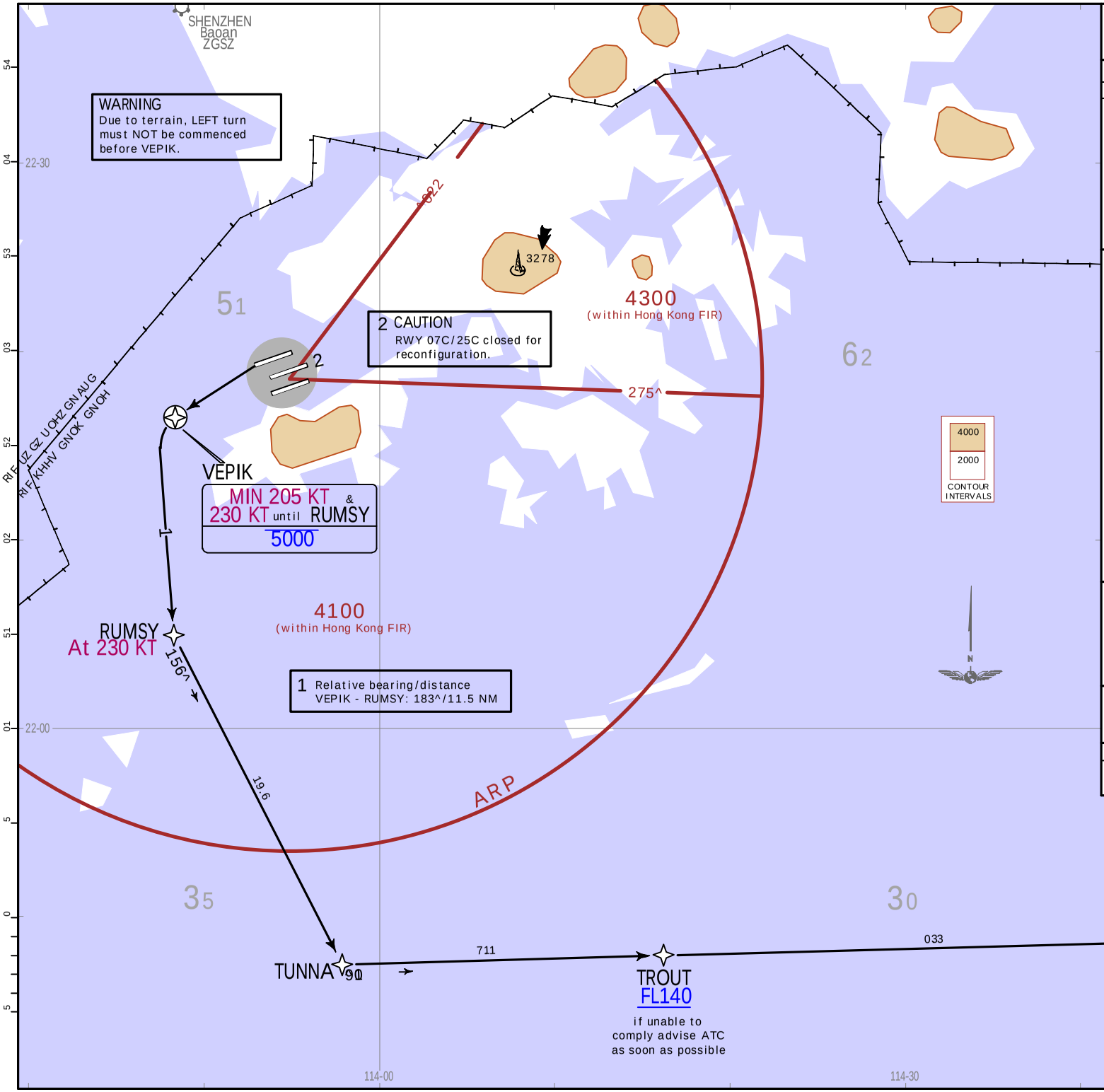
Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

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

ROUTING

DER - ROVER (K205+; 5000-) - TD (K220) - OCEAN.

CHANGES: Center RWY closed; cross references to alternate SID, contingency procedure and Terminal Transition Routes; chart reindexed.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

OCEAN 1F [OCEA1F]
RNAV (GNSS) DEPARTURE
(RWY 25R)

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RUMSY 1F (CHART 10-3X2)

FOR TERMINAL TRANSITION ROUTES
V2, V3, V4 & V5
REFER TO CHART 10-3X3

.SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of
3.3% (201 per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

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

ROUTING

DER - VEPIK (K205+; 5000-) - RUMSY (K230) - TUNNA - TROUT (FL140+) - OCEAN.

HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

PECAN 1A [PECA1A] RNAV (GNSS) DEPARTURE (RWY 07R)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 1A (CHART 10-3W)

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

2 CAUTION
RWY 07C/25C closed for reconfiguration.

WARNING
Due to terrain, RIGHT turn must NOT be commenced before PORPA.

1 Relative bearing/distance PORPA - RAMEN: 164^/11.1 NM.

4000
2000
CONTOUR INTERVALS

3278

4300
(within Hong Kong FIR)

4100
(within Hong Kong FIR)

PORPA
MIN 205 KT & 220 KT until RAMEN
5000

RAMEN
At 220 KT

BREAM

TITAN

PECAN

220^
074^
187^
275^
22.9
6.3
14.1

GUNAGZHOU ZGZU FIR
HONG KONG VHHK FIR

ARP

22-30
22-00
21-30
113-30
114-00

5 1
6 2
3 5
3 0

This SID requires a minimum climb gradient of 4.9% (298 per NM) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

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

ROUTING

PORPA (K205+; 5000-) - RAMEN (K220) - BREAM - TITAN - PECAN.

PECAN 1A [PECA1A] RNAV (GNSS) DEPARTURE (RWY 07R)

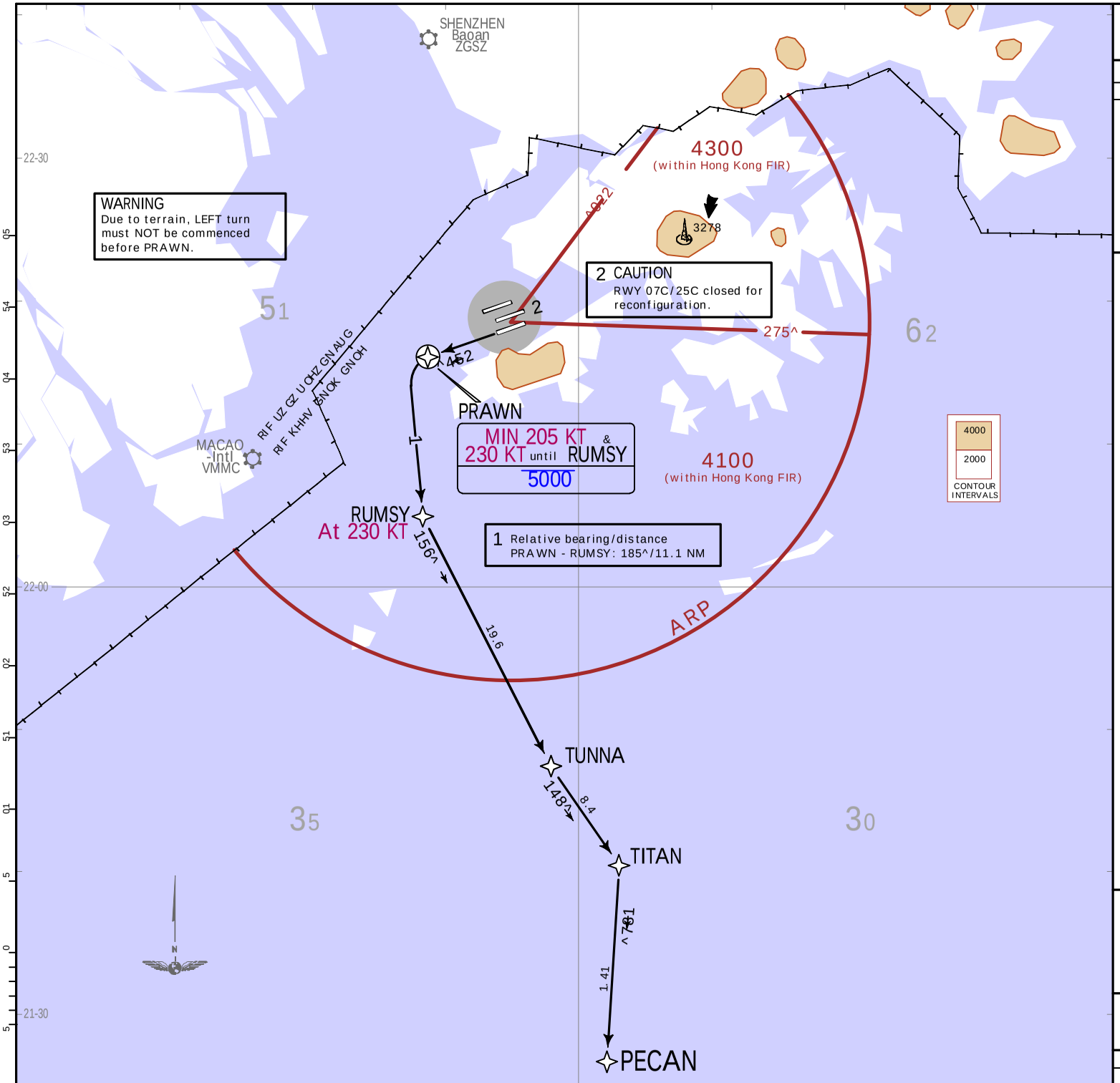
IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 1A (CHART 10-3W)

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

VHHH/HKG
HONG KONG INTL
JEPPESEN
28 OCT 22
Eff 3 Nov.
10-3P

HONG KONG, PR OF CHINA
.RNAV.SID.

CHANGES: Center RWY closed; RNAV SID PECAN 2C withdrawn; cross references to contingency procedure and Terminal Transition Routes; chart reindexed.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

PECAN 1B [PECA1B]
RNAV (GNSS) DEPARTURE
(RWY 25L)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RUMSY 1B (CHART 10-3X1)

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of 3.3% (201 per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

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

ROUTING

PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TITAN - PECAN.

CHANGES: Center RWY closed; RNAV SID PECAN 2D withdrawn; cross references to contingency procedure and Terminal Transition Routes; chart reindexed.

HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

PECAN 1E [PECA1E]
RNAV (GNSS) DEPARTURE
(RWY 07L)

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 1E (CHART 10-3X)

FOR TERMINAL TRANSITION ROUTES
V10, V11 & V12 REFER TO CHART 10-3X4

.SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

2 CAUTION
RWY 07C/25C closed for reconfiguration.

WARNING
Due to terrain, RIGHT turn must NOT be commenced before ROVER.

1 Relative bearing/distance
ROVER - RAMEN: 166^/11.4 NM

4300
(within Hong Kong FIR)

4100
(within Hong Kong FIR)

GUNAGZHOU ZGZU FIR
HONG KONG VHHK FIR

ARP

ROVER
3278

MIN 205 KT &
220 KT until RAMEN
5000

220^
275^
187^

RAMEN
At 220 KT

BREAM
TITAN
PECAN

22.9
6.3
14.1

4000
2000
CONTOUR INTERVALS

22-30
22-00
21-30
113-30
114-00

5 1
6 2
3 0
3 5

This SID requires a minimum climb gradient of 3.4% (207 per NM) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

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

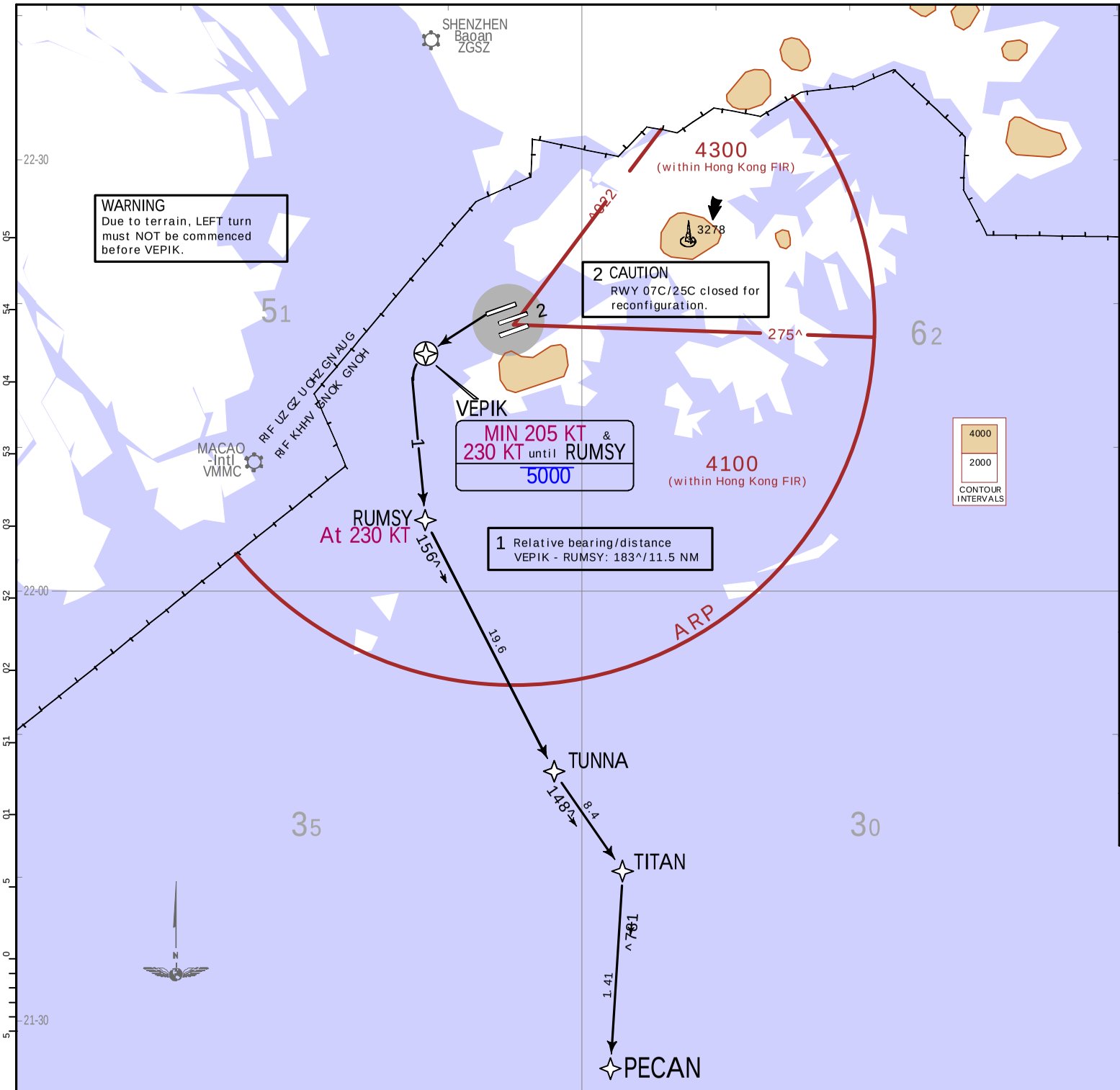
ROUTING

DER - ROVER (K205+; 5000-) - RAMEN (K220) - BREAM - TITAN - PECAN.

PECAN 1E [PECA1E]
RNAV (GNSS) DEPARTURE
(RWY 07L)

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 1E (CHART 10-3X)

FOR TERMINAL TRANSITION ROUTES
V10, V11 & V12 REFER TO CHART 10-3X4



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

PECAN 1F [PECA1F]
RNAV (GNSS) DEPARTURE
(RWY 25R)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RUMSY 1F (CHART 10-3X2)

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of 3.3% (201 per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

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

ROUTING

DER - VEPIK (K205+; 5000-) - RUMSY (K230) - TUNNA - TITAN - PECAN.

CHANGES: Center RWY closed; cross references to contingency procedure and Terminal Transition Routes; chart reindexed.

HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1 RF required

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

PECAN 1X [PECA1X]
RNAV (GNSS) DEPARTURE
(RWY 07R)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID PECAN 1A (CHART 10-3P)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

1 CAUTION
RWY 07C/25C closed for reconfiguration.

4300
(within Hong Kong FIR)

4100
(within Hong Kong FIR)

PORPA
MIN 205 KT & 220 KT until RAMEN
5000

PORSH

RAMEN
At 220 KT

BREAM

TITAN

PECAN

220^
074^
275^
182^
187^
5.0
8.1
22.9
6.3
14.1

GUNAGZHOU ZGZU FIR
HONG KONG VHHK FIR

ARP

4000
2000
CONTOUR INTERVALS

This SID requires a minimum climb gradient of 4.9% (298 per NM) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

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

ROUTING

PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - BREAM - TITAN - PECAN.

PECAN 1X [PECA1X]
RNAV (GNSS) DEPARTURE
(RWY 07R)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID PECAN 1A (CHART 10-3P)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

HONG KONG, PR OF CHINA
.RNAV.SID.

CHANGES: Center RWY closed; cross references to alternate SID and Terminal Transition Routes; chart reindexed.

HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1 RF required

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

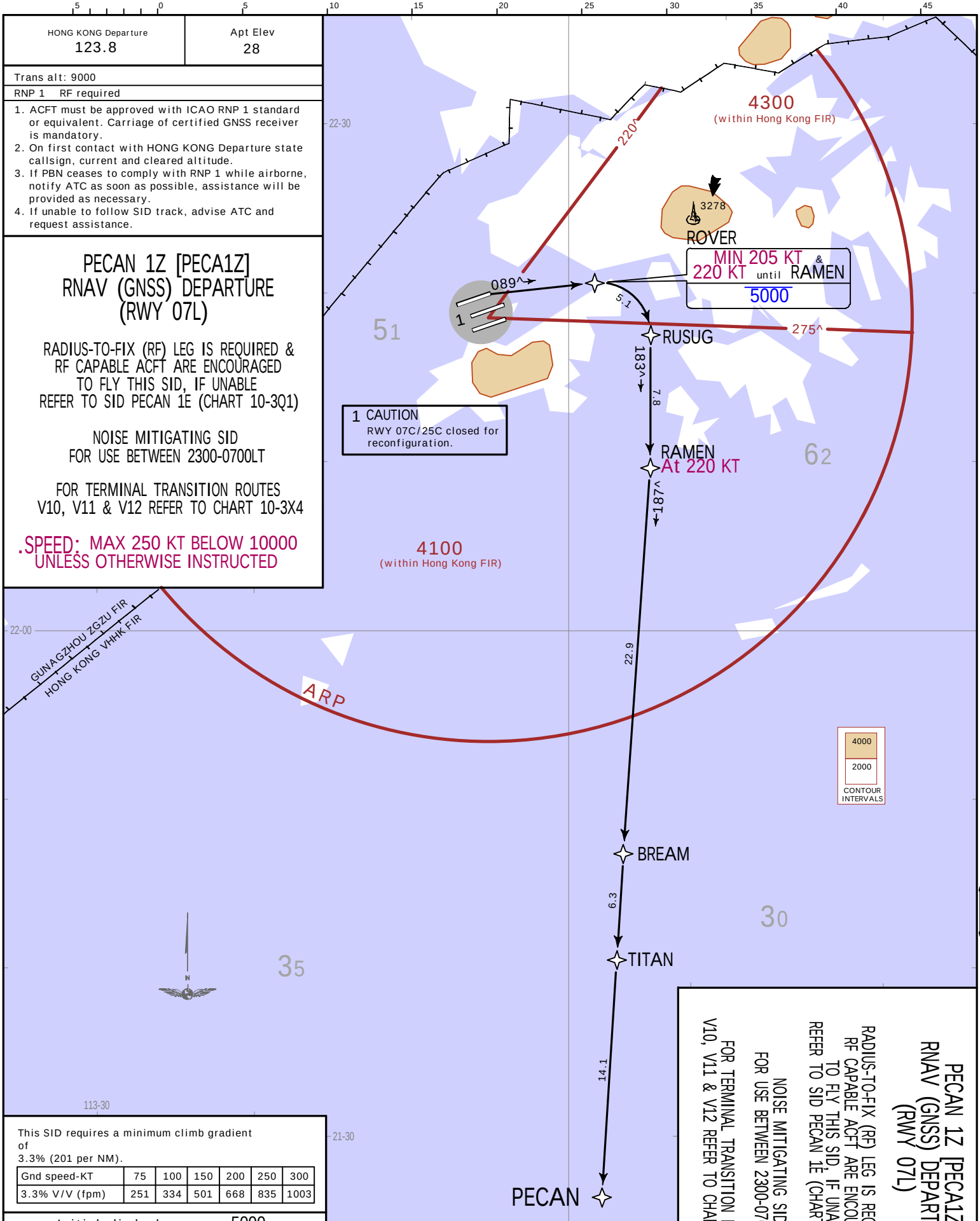
PECAN 1Z [PECA1Z] RNAV (GNSS) DEPARTURE (RWY 07L)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID PECAN 1E (CHART 10-3Q1)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



This SID requires a minimum climb gradient of 3.3% (201 per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

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

ROUTING

DER - ROVER (K205+; 5000-) - RUSUG - RAMEN (K220) - BREAM - TITAN - PECAN.

PECAN 1Z [PECA1Z] RNAV (GNSS) DEPARTURE (RWY 07L)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID PECAN 1E (CHART 10-3Q1)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

VHHH/HKG
HONG KONG INTL
JEPPESEN
28 OCT 22
10-3Q4
.Eff.3.Nov.
HONG KONG, PR OF CHINA
.RNAV.SID.

HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

RASSE 3A [RASE3A] RNAV (GNSS) DEPARTURE (RWY 07R)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 1A (CHART 10-3W)

FOR TERMINAL TRANSITION ROUTES V2 & V3 REFER TO CHART 10-3X3

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

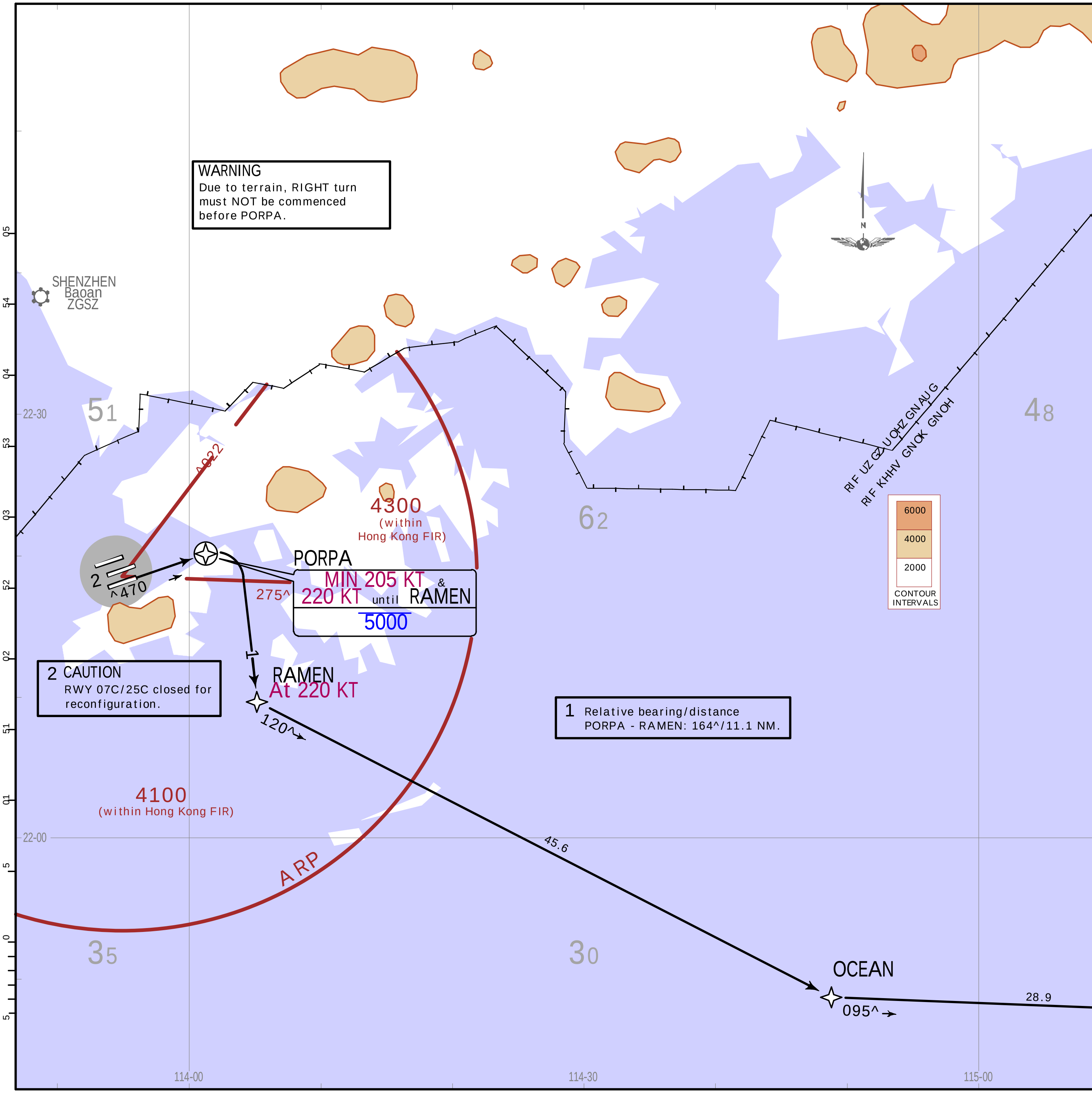
This SID requires a minimum climb gradient of 4.9% (298 per NM) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

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

ROUTING

PORPA (K205+; 5000-) - RAMEN (K220) - OCEAN - RASSE.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

RASSE 2E [RASE2E]
RNAV (GNSS) DEPARTURE
(RWY 07L)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 1E (CHART 10-3X)

FOR TERMINAL TRANSITION ROUTES V2 & V3
REFER TO CHART 10-3X3

.SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of
3.4% (207 per NM) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

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

ROUTING

DER - ROVER (K205+; 5000-) - RAMEN (K220) - OCEAN - RASSE.

WARNING
Due to terrain, RIGHT turn must NOT be commenced before ROVER.

SHENZHEN
Baoan
ZGSZ

4300
(within Hong Kong FIR)

ROVER

MIN 205 KT & 220 KT until RAMEN
5000

092^

275^

2 CAUTION
RWY 07C/25C closed for reconfiguration.

RAMEN
At 220 KT

120^

1 Relative bearing/distance
ROVER - RAMEN: 166^/11.4 NM

4100
(within Hong Kong FIR)

ARP

45.6

OCEAN

095^

28.9

RASSE

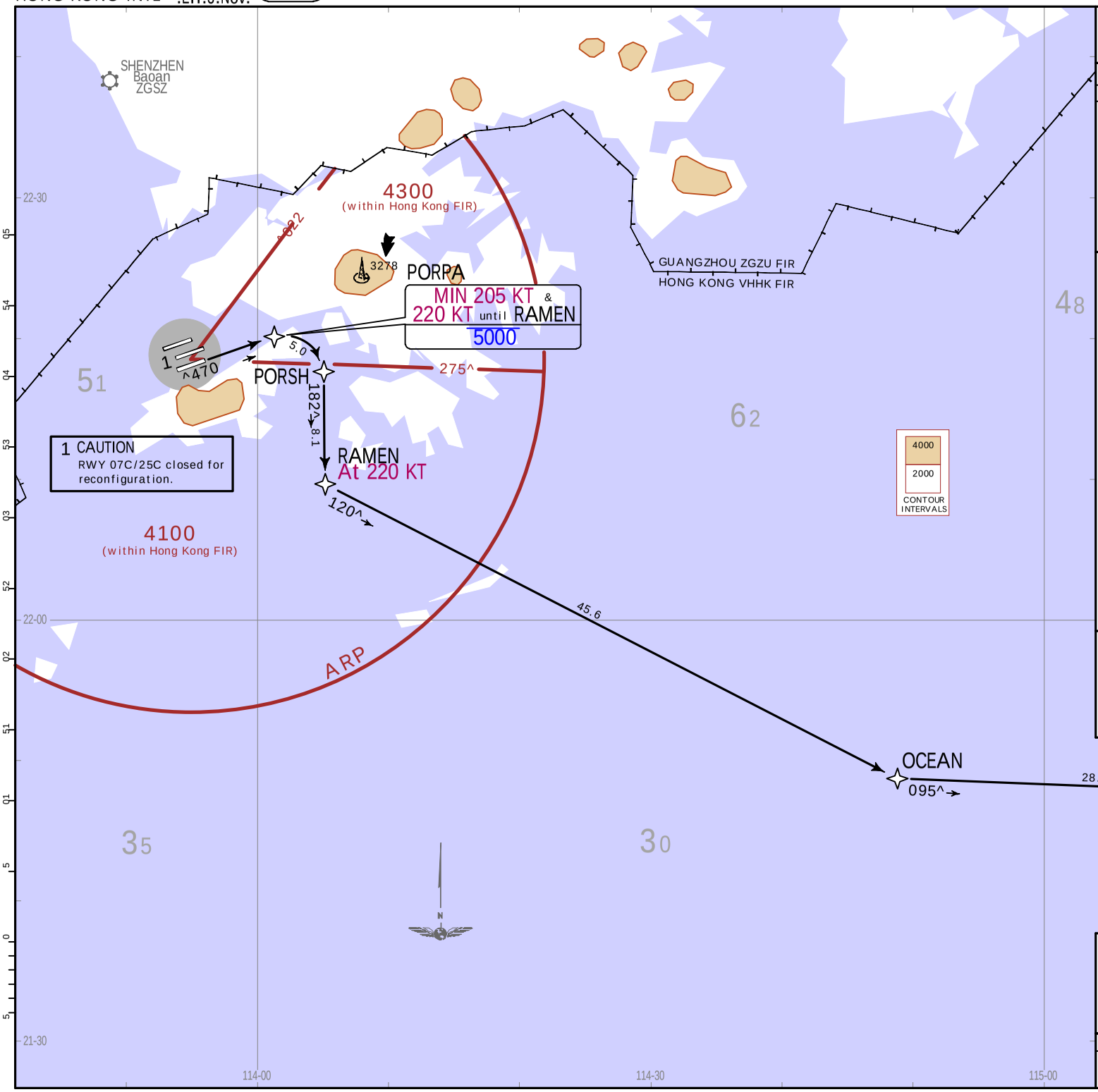
RIF UZ GZU OHZ GNAU G
RIF KHHV GNOK GNOH

6000
4000
2000
CONTOUR INTERVALS

22-30
22-00

114-00
114-30
115-00
115-30

HONG KONG, PR OF CHINA
.RNAV.SID.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1 RF required

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

RASSE 1X [RASE1X]
RNAV (GNSS) DEPARTURE
(RWY 07R)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID RASSE 3A (CHART 10-3S)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V2 & V3 REFER TO CHART 10-3X3

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of 4.9% (298 per NM) until leaving 1400.

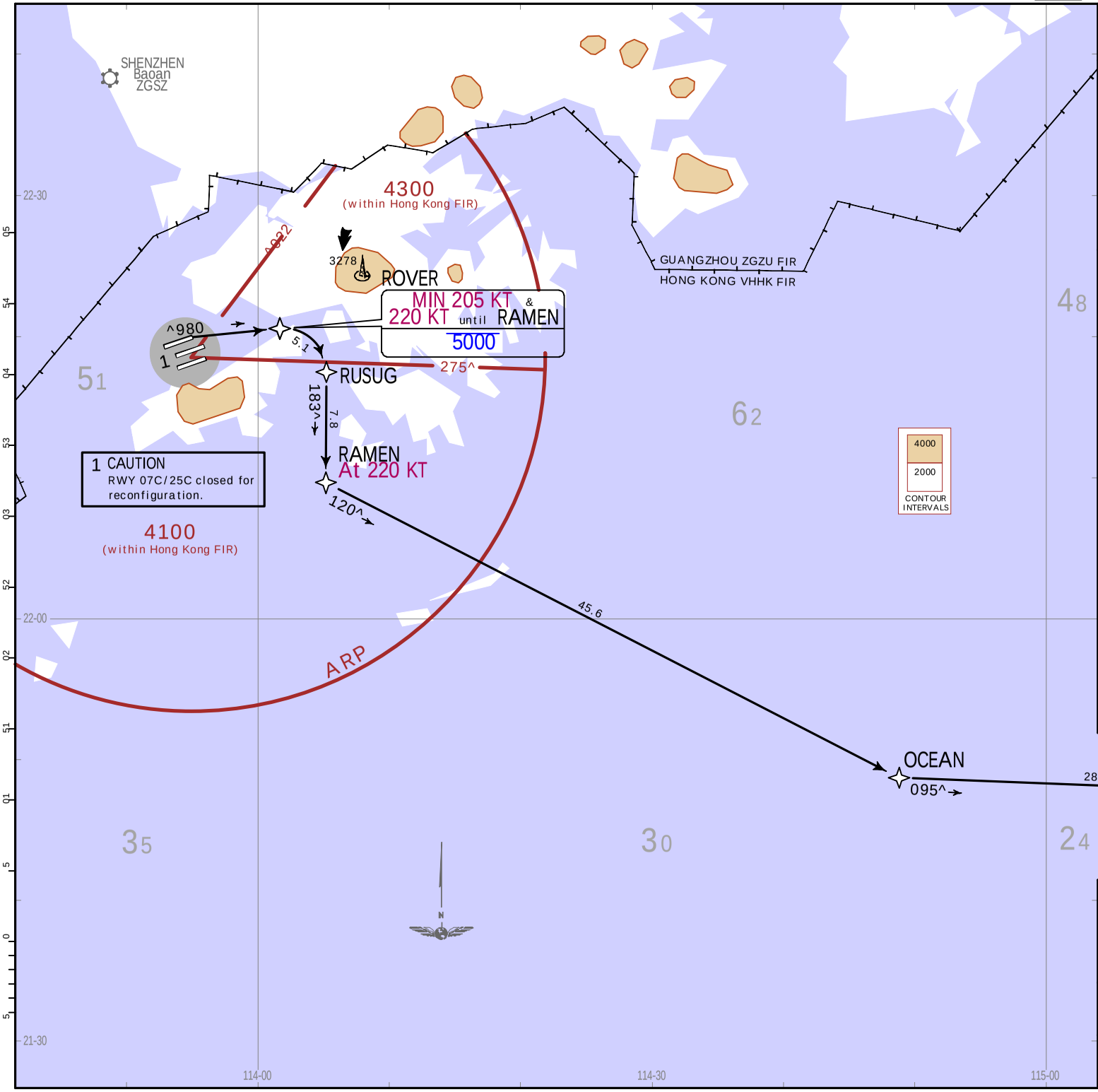
Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

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

ROUTING

PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - OCEAN - RASSE.

CHANGES: Center RWY closed; RNAV SID RASSE 1Y withdrawn; cross references to alternate SID and Terminal Transition Routes; chart reindexed.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1 RF required

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

RASSE 1Z [RASE1Z]
RNAV (GNSS) DEPARTURE
(RWY 07L)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID RASSE 2E (CHART 10-3T)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V2 & V3 REFER TO CHART 10-3X3

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of 3.3% (201 per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

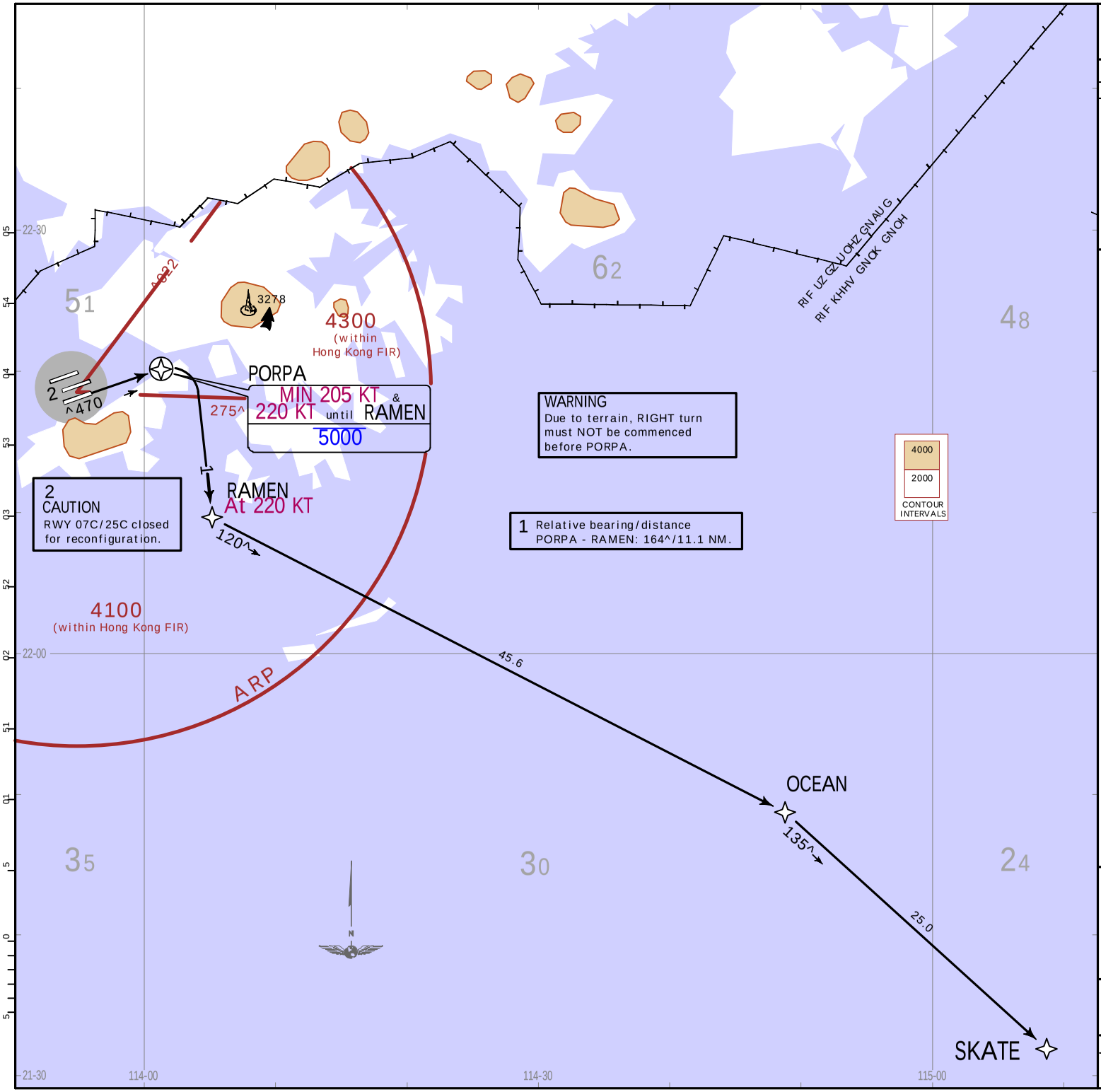
Initial climb clearance 5000,
EXPECT further climb
when instructed by ATC

ROUTING

DER - ROVER (K205+; 5000-) - RUSUG - RAMEN (K220) - OCEAN - RASSE.

CHANGES: Center RWY closed; cross references to alternate SID and Terminal Transition Routes; chart reindexed.

HONG KONG, PR OF CHINA
.RNAV.SID.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

SKATE 3A [SKAT3A]
RNAV (GNSS) DEPARTURE
(RWY 07R)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 1A (CHART 10-3W)

FOR TERMINAL TRANSITION ROUTES V4 & V5
REFER TO CHART 10-3X3

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of
4.9% (298 per NM) until leaving 1400.

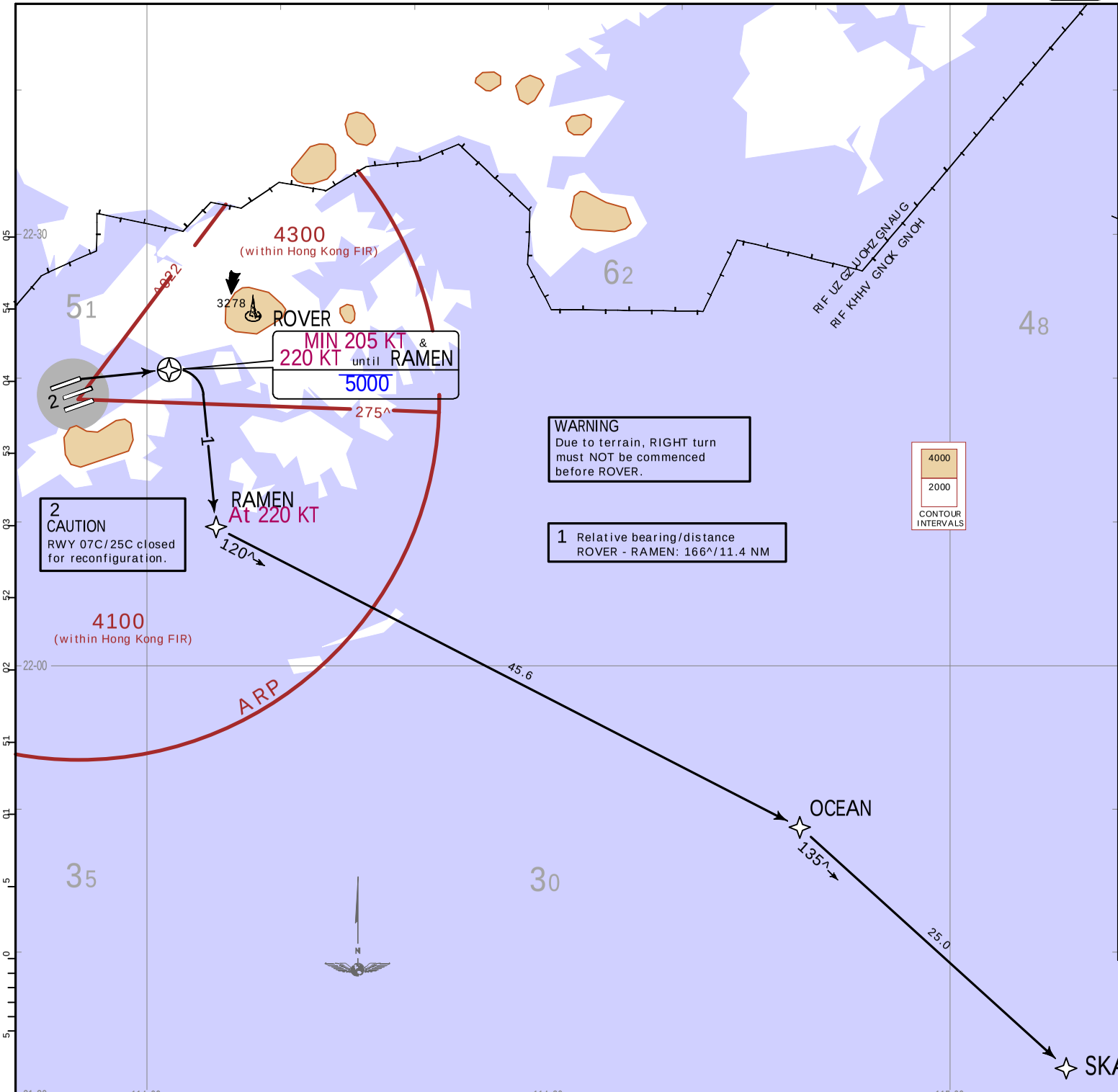
Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

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

ROUTING

PORPA (K205+; 5000-) - RAMEN (K220) - OCEAN - SKATE.

CHANGES: Center RWY closed; RNAV SID SKATE 4C withdrawn; cross references to contingency procedure and Terminal Transition Routes; chart reindexed.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

SKATE 2E [SKAT2E]
RNAV (GNSS) DEPARTURE
(RWY 07L)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 1E (CHART 10-3X)

FOR TERMINAL TRANSITION ROUTES V4 & V5
REFER TO CHART 10-3X3

.SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of
3.4% (207 per NM) until leaving 1400.

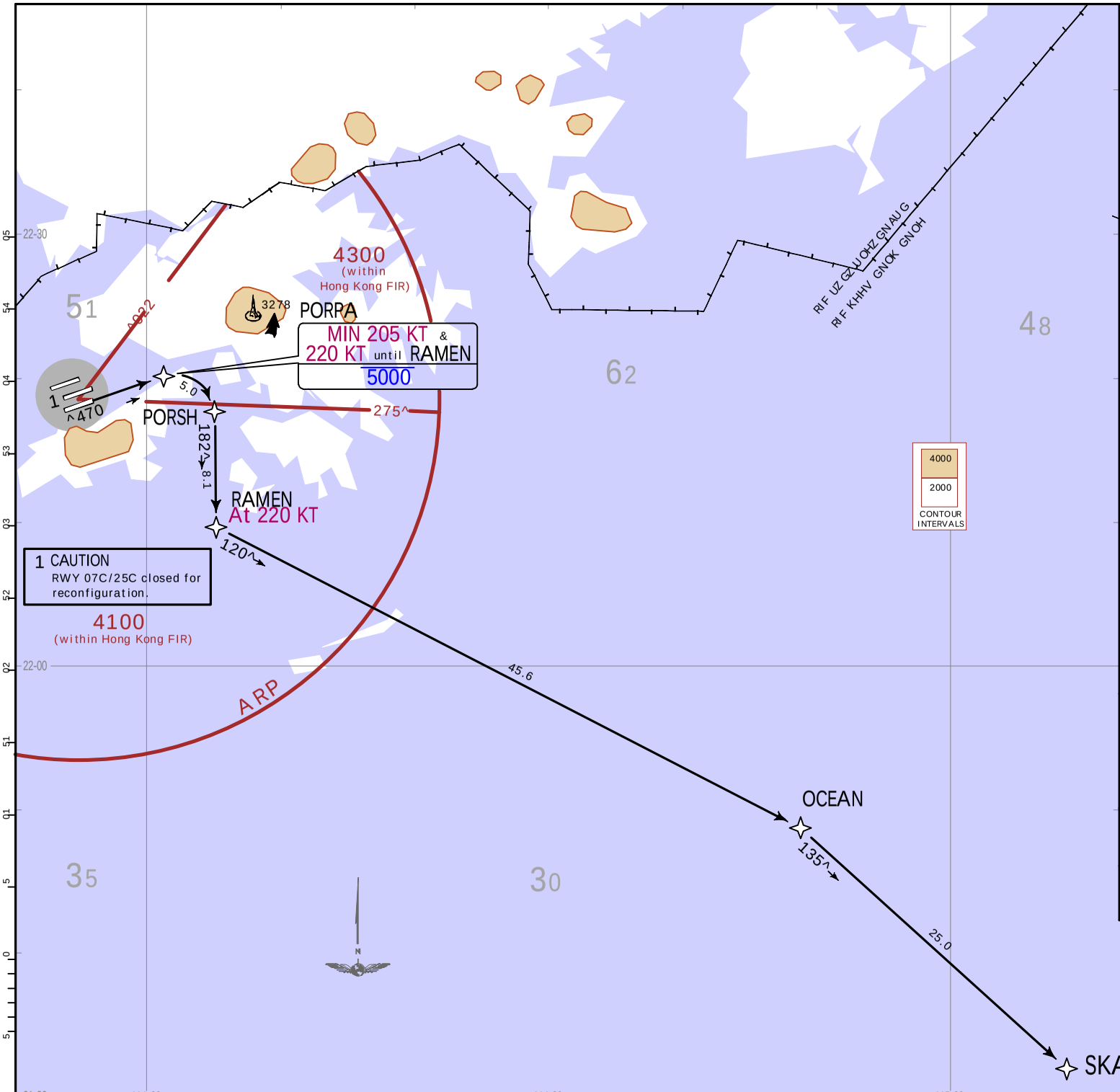
Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

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

ROUTING

DER - ROVER (K205+; 5000-) - RAMEN (K220) - OCEAN - SKATE.

CHANGES: Center RWY closed; cross references to contingency procedure and Terminal Transition Routes; chart reindexed.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1 RF required

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

SKATE 1X [SKAT1X]
RNAV (GNSS) DEPARTURE
(RWY 07R)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID SKATE 3A (CHART 10-3T3)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V4 & V5 REFER TO CHART 10-3X3

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of
4.9% (298 per NM) until leaving 1400.

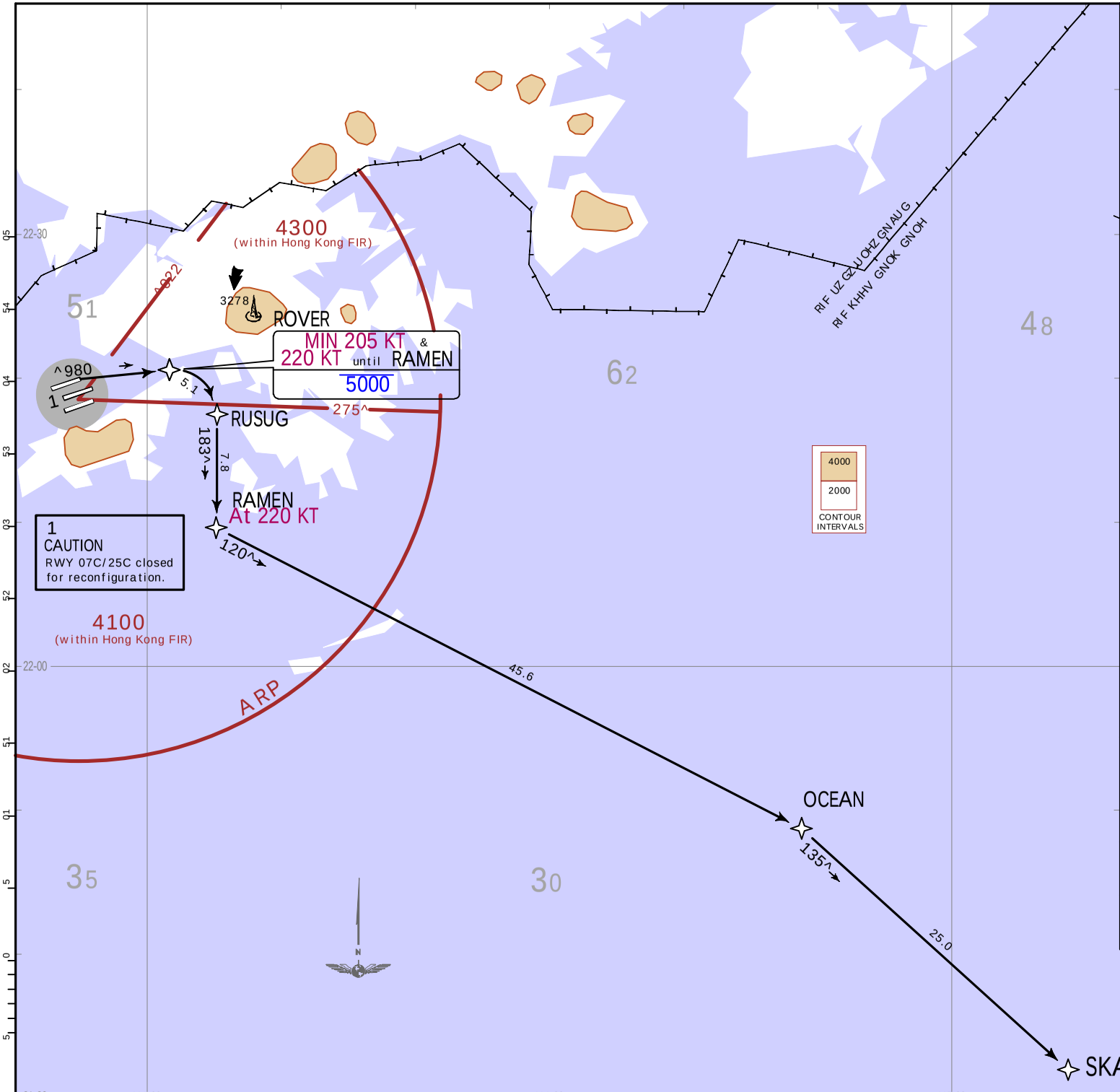
Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

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

ROUTING

PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - OCEAN - SKATE.

CHANGES: Center RWY closed; RNAV SID SKATE 1Y withdrawn; cross references to alternate SID and Terminal Transition Routes; chart reindexed.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1 RF required

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

SKATE 1Z [SKAT1Z]
RNAV (GNSS) DEPARTURE
(RWY 07L)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID SKATE 2E (CHART 10-3T4)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V4 & V5 REFER TO CHART 10-3X3

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of 3.3% (201 per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

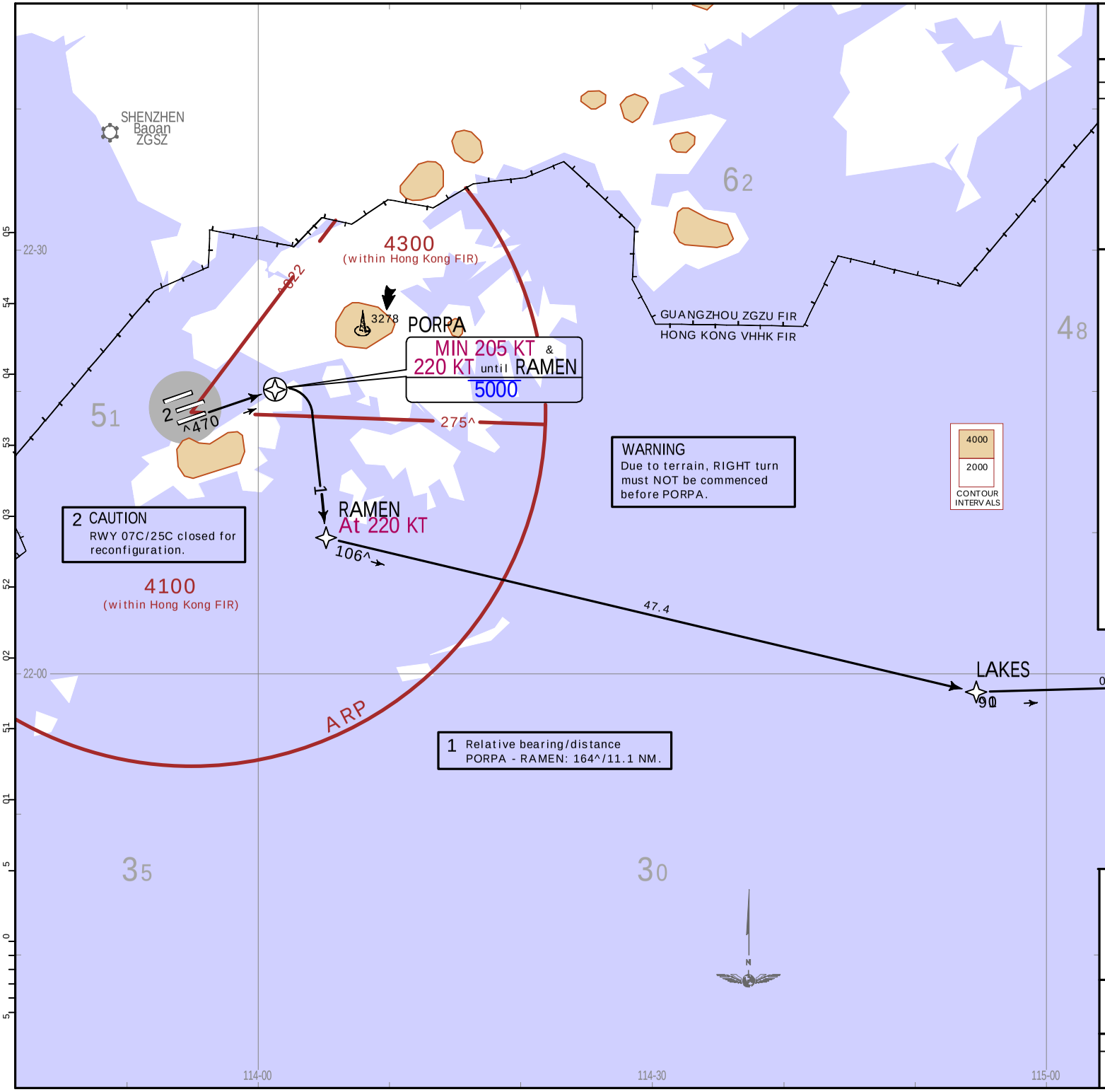
Initial climb clearance 5000,
EXPECT further climb
when instructed by ATC

ROUTING

DER - ROVER (K205+; 5000-) - RUSUG - RAMEN (K220) - OCEAN - SKATE.

CHANGES: Center RWY closed; cross references to alternate SID and Terminal Transition Routes; chart reindexed.

HONG KONG, PR OF CHINA
.RNAV.SID.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

VENGO 1A [VENG1A]
RNAV (GNSS) DEPARTURE
(RWY 07R)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 1A (CHART 10-3W)

FOR TERMINAL TRANSITION ROUTES V1 & V13
REFER TO CHART 10-3X3

.SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of
4.9% (298 per NM) until leaving 1400.

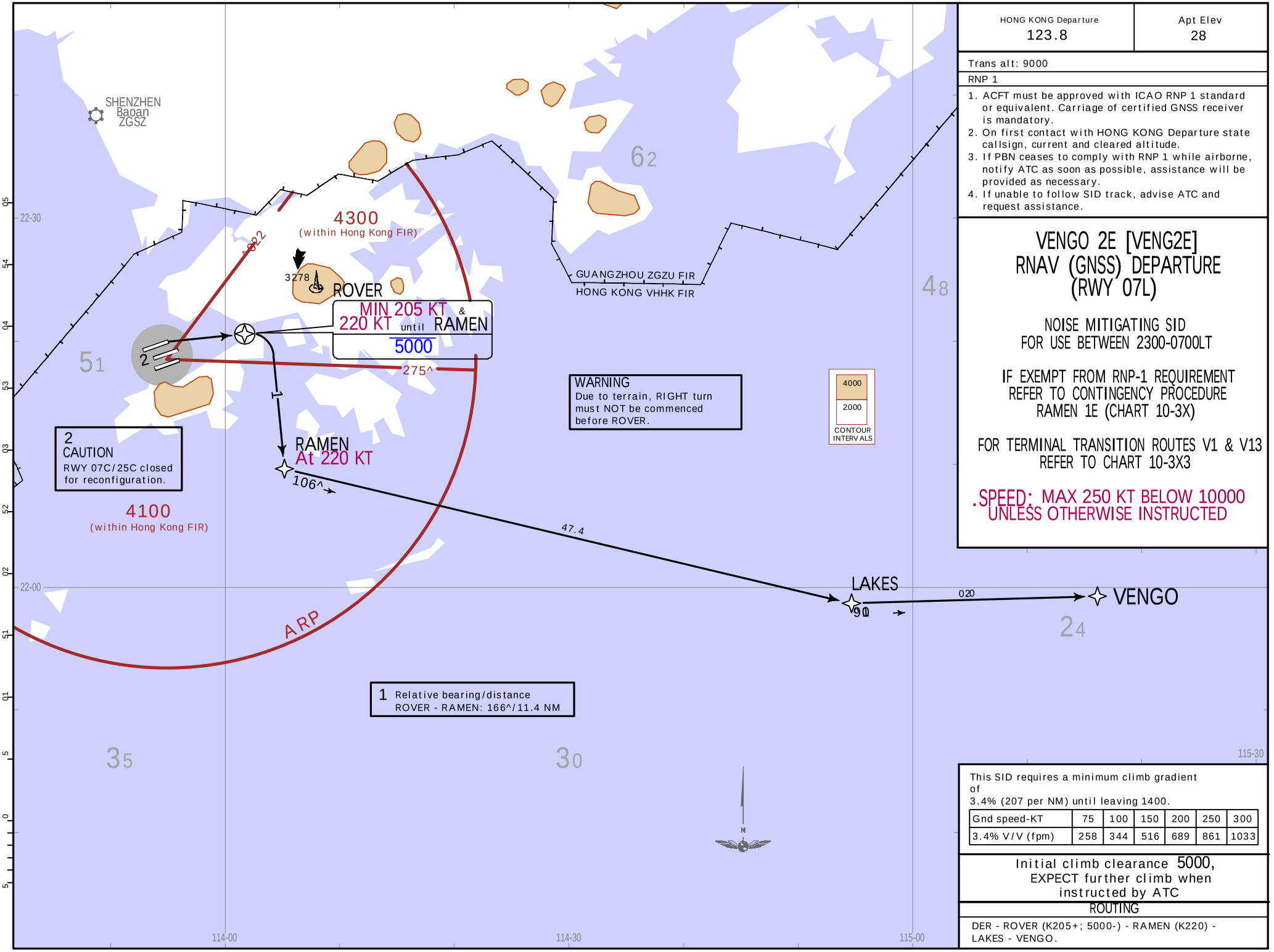
Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

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

ROUTING

PORPA (K205+; 5000-) - RAMEN (K220) - LAKES - VENGO.

CHANGES: Center RWY closed; RNAV SID VENGO 2C withdrawn; cross references to contingency procedure and Terminal Transition Routes; chart reindexed.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1

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

VENGO 2E [VENG2E]
RNAV (GNSS) DEPARTURE
(RWY 07L)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 1E (CHART 10-3X)

FOR TERMINAL TRANSITION ROUTES V1 & V13
REFER TO CHART 10-3X3

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of
3.4% (207 per NM) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

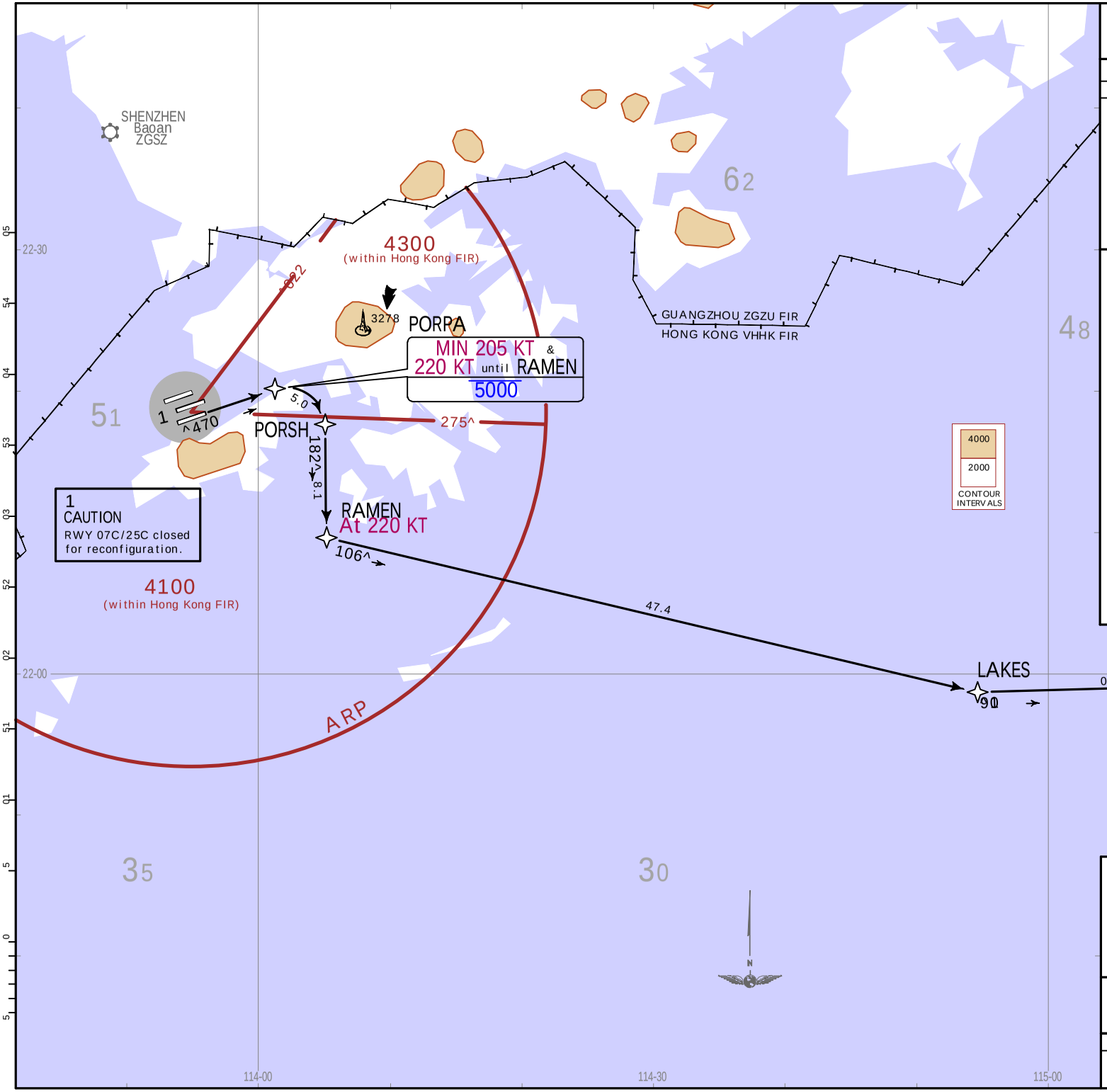
Initial climb clearance 5000,
EXPECT further climb when
instructed by ATC

ROUTING

DER - ROVER (K205+; 5000-) - RAMEN (K220) - LAKES - VENGO.

CHANGES: Center RWY closed; cross references to contingency procedure and Terminal Transition Routes; chart reindexed.

HONG KONG, PR OF CHINA
.RNAV.SID.



HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1 RF required

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

VENGO 1X [VENG1X]
RNAV (GNSS) DEPARTURE
(RWY 07R)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID VENGO 1A (CHART 10-3U)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V1 & V13 REFER TO CHART 10-3X3

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of 4.9% (298 per NM) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

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

ROUTING

PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - LAKES - VENGO.

CHANGES: Center RWY closed; RNAV SID VENGO 1Y withdrawn; cross references to alternate SID and Terminal Transition Routes; chart reindexed.

HONG KONG Departure	Apt Elev
123.8	28

Trans alt: 9000

RNP 1 RF required

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

VENGO 1Z [VENG1Z]
RNAV (GNSS) DEPARTURE
(RWY 07L)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID VENGO 2E (CHART 10-3V)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V1 & V13 REFER TO CHART 10-3X3

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SHENZHEN
Baoan
ZGSZ

4300
(within Hong Kong FIR)

022^

3278
ROVER

MIN 205 KT &
220 KT until RAMEN
5000

GUANGZHOU ZGZU FIR
HONG KONG VHHK FIR

^980
1

5.1

RUSUG

275^

183^

7.8

RAMEN
At 220 KT

106^

47.4

LAKES

020

VENGO

1
CAUTION
RWY 07C/25C closed
for reconfiguration.

4100
(within Hong Kong FIR)

ARP

4000
2000
CONTOUR INTERVALS

6 2
5 1
4 8
2 4
3 5
3 0

22-30
22-00
114-00
114-30
115-00
115-30

This SID requires a minimum climb gradient of
3.3% (201 per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

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

ROUTING

DER - ROVER (K205+; 5000-) - RUSUG - RAMEN (K220) - LAKES - VENGO.

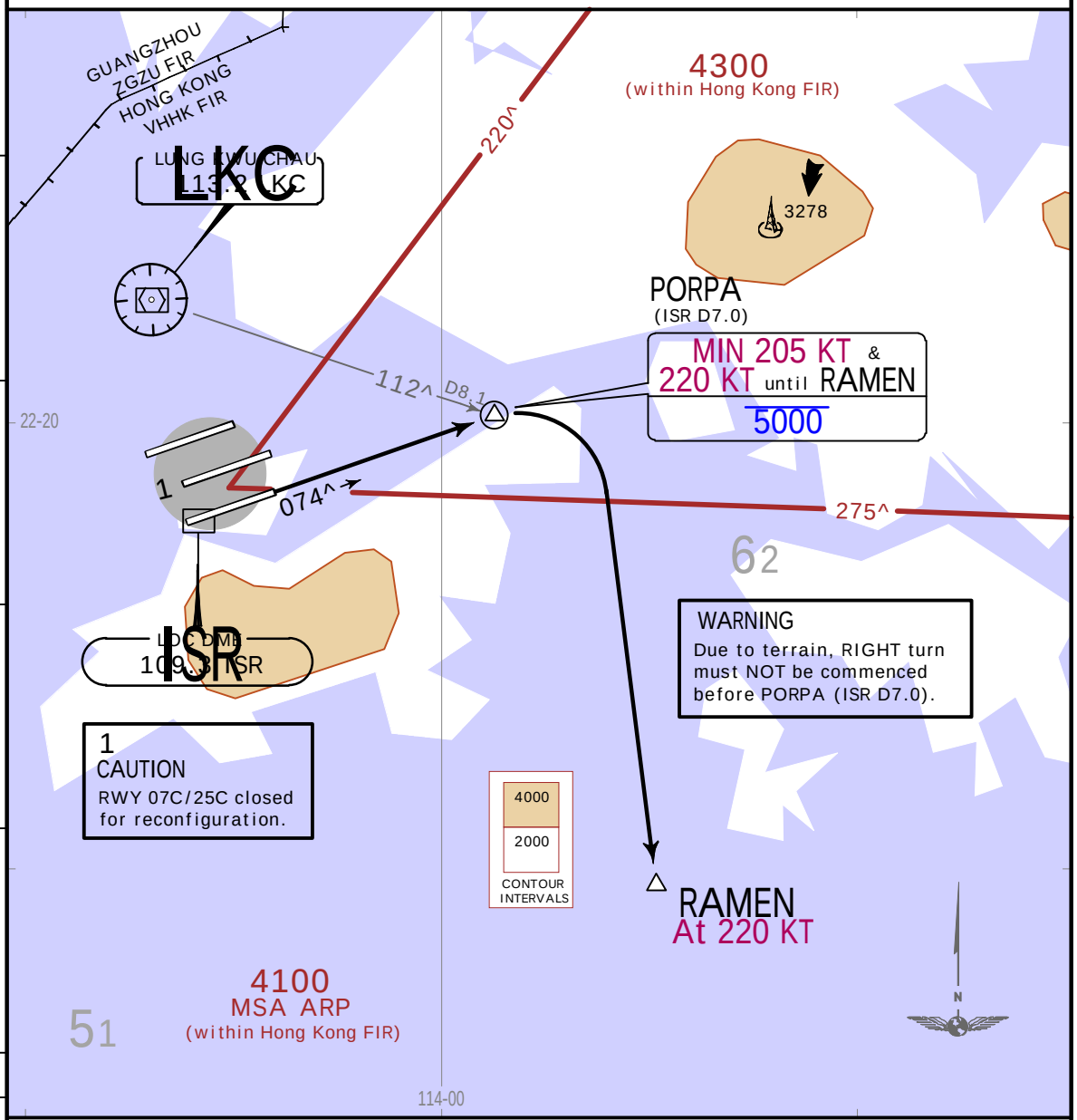
CHANGES: Center RWY closed; cross references to alternate SID and Terminal Transition Routes; chart reindexed.

HONG KONG Departure 123.8	Apt Elev 28	Trans alt: 9000 DME required 1. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 2. If unable to follow SID track, advise ATC and request assistance. 3. EXPECT vectors to join flight plan route.

RAMEN 1A DEPARTURE [RAME1A]
(RWY 07R)

THIS CONTINGENCY PROCEDURE IS EXCLUSIVE FOR FLIGHTS EXEMPT FROM RNP 1 REQUIREMENT (REFER TO 10-1P2)

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



This SID requires a minimum climb gradient of
4.9% (298 per NM) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

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

ROUTING

074^ track to PORPA (ISR D7.0), turn RIGHT direct to RAMEN.

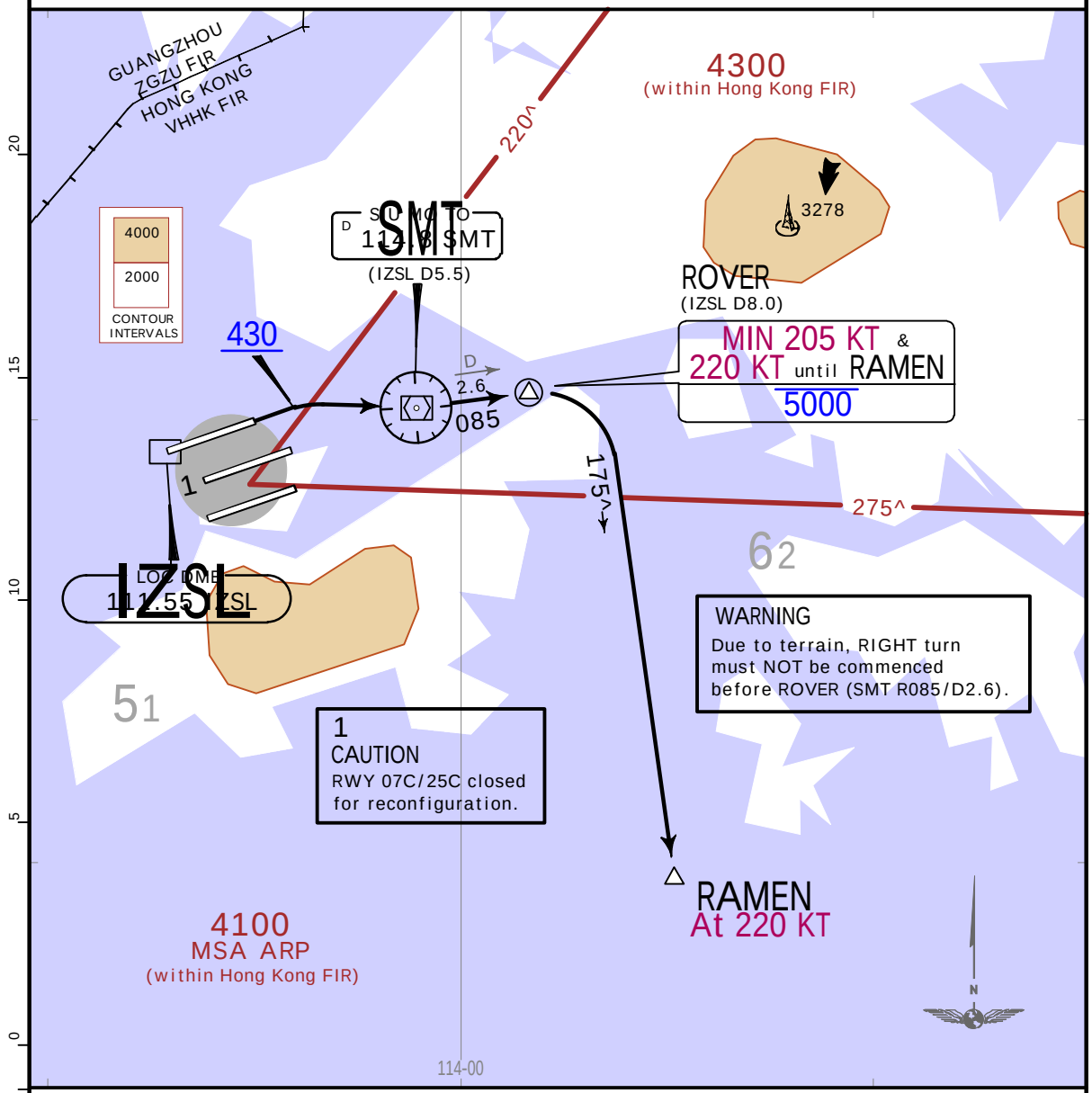
CHANGES: General note 3; PORPA definition; chart reindexed.

HONG KONG Departure 123.8	Apt Elev 28	Trans alt: 9000 DME required 1. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 2. If unable to follow SID track, advise ATC and request assistance. 3. EXPECT vectors to join flight plan route.

RAMEN 1E DEPARTURE [RAME1E]
(RWY 07L)

THIS CONTINGENCY PROCEDURE IS EXCLUSIVE FOR FLIGHTS EXEMPT FROM RNP 1 REQUIREMENT (REFER TO 10-1P2)

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



This SID requires a minimum climb gradient of 3.4% (207 per NM) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

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

ROUTING

Climb straight ahead to 430, turn RIGHT direct to SMT, turn LEFT, 085^ track to ROVER, turn RIGHT, 175^ track, request RADAR vectors to RAMEN.

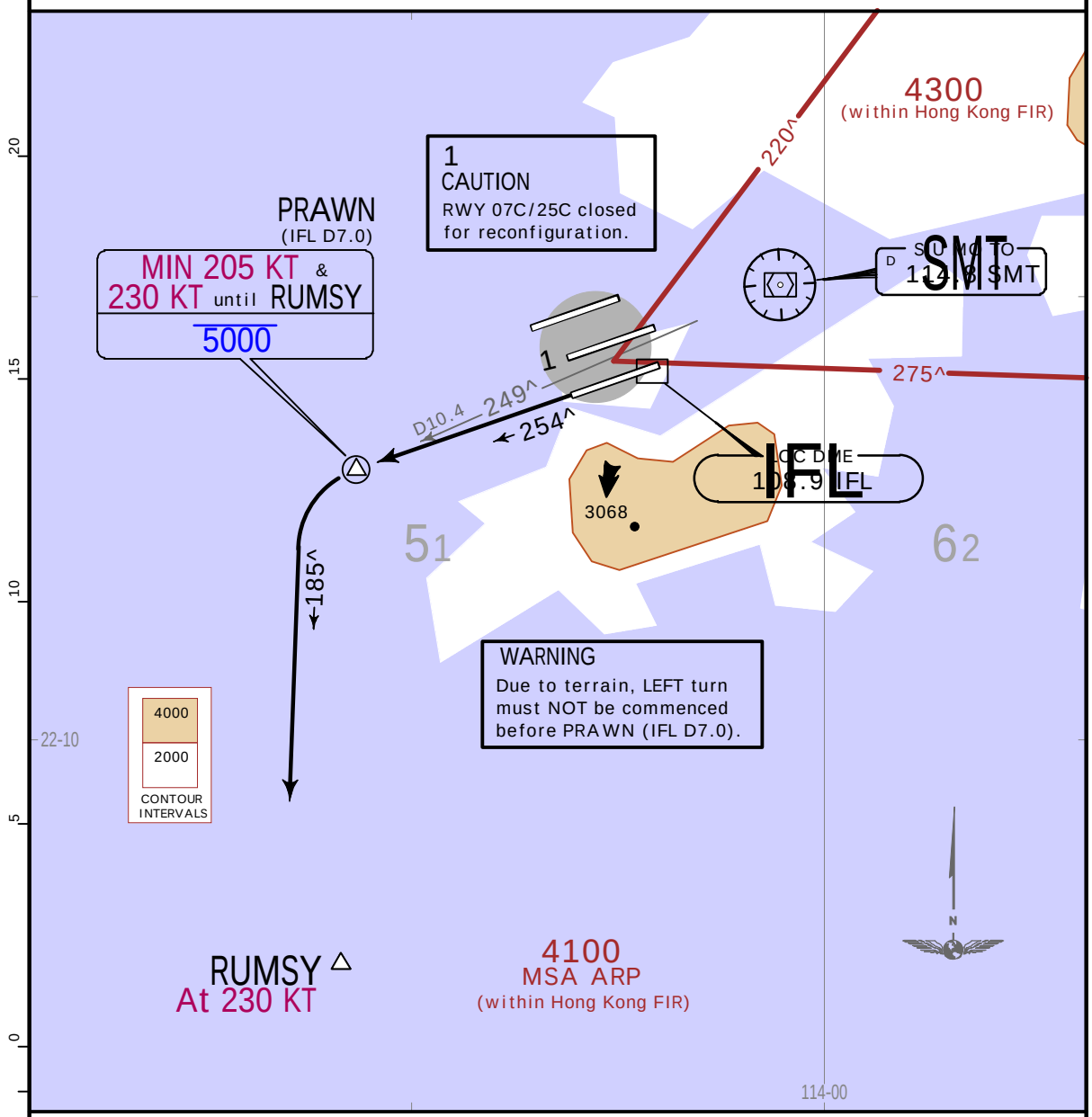
CHANGES: General note 3; chart reindexed.

HONG KONG Departure 123.8	Apt Elev 28	Trans alt: 9000 DME required 1. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 2. If unable to follow SID track, advise ATC and request assistance. 3. EXPECT vectors to join flight plan route.

RUMSY 1B DEPARTURE [RUMS1B]
(RWY 25L)

THIS CONTINGENCY PROCEDURE IS EXCLUSIVE FOR FLIGHTS EXEMPT FROM RNP 1 REQUIREMENT (REFER TO 10-1P2)

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



This SID requires a minimum climb gradient of 3.3% (201 per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

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

ROUTING

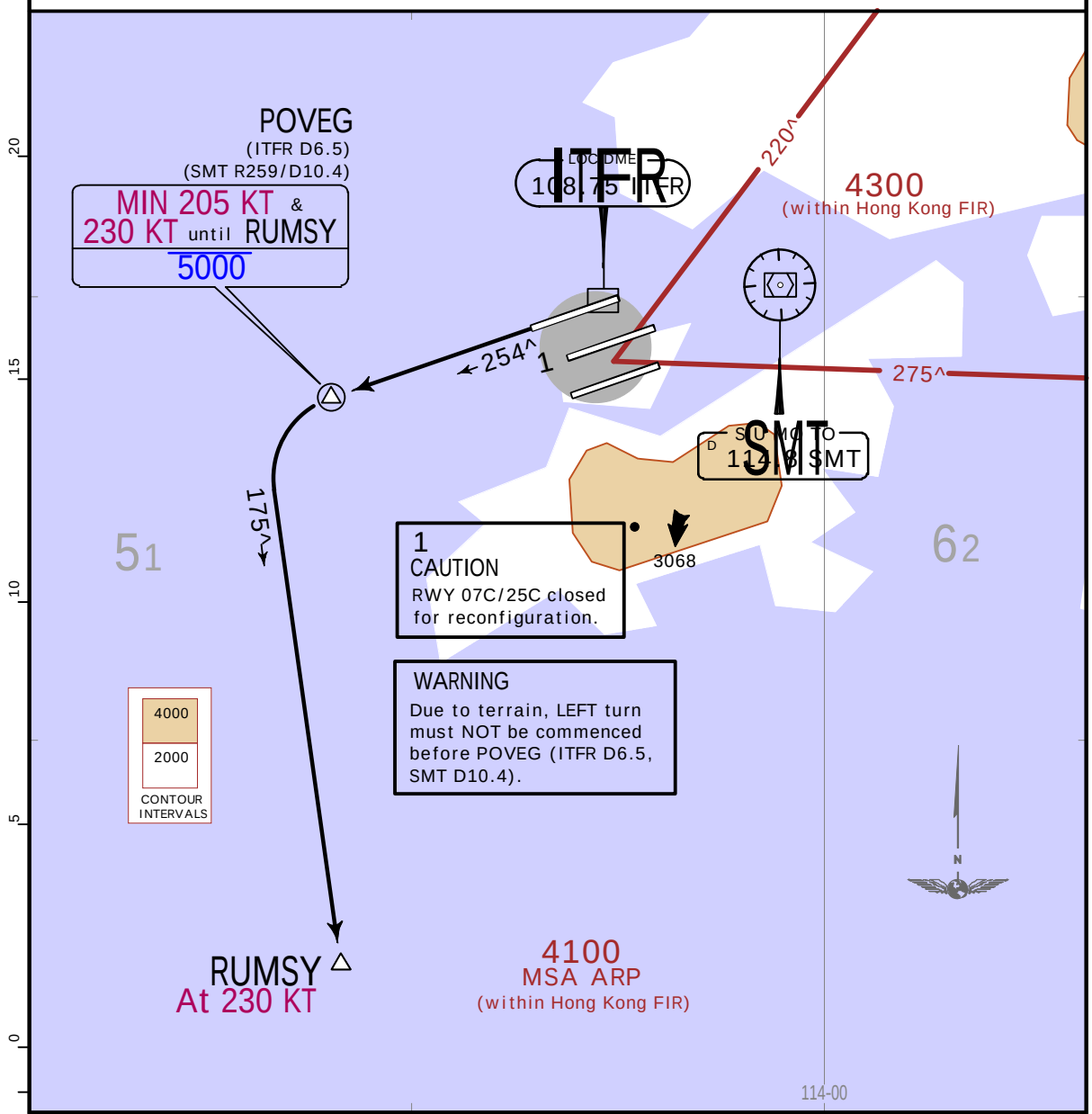
254^ track to PRAWN (IFL D7.0), turn LEFT, 185^ track, request RADAR vectors to RUMSY.

HONG KONG Departure 123.8	Apt Elev 28	Trans alt: 9000 DME required 1. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 2. If unable to follow SID track, advise ATC and request assistance. 3. EXPECT vectors to join flight plan route.

RUMSY 1F DEPARTURE [RUMS1F]
(RWY 25R)

THIS CONTINGENCY PROCEDURE IS EXCLUSIVE FOR FLIGHTS EXEMPT FROM RNP 1 REQUIREMENT (REFER TO 10-1P2)

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



This SID requires a minimum climb gradient of 3.3% (201 per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

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

ROUTING

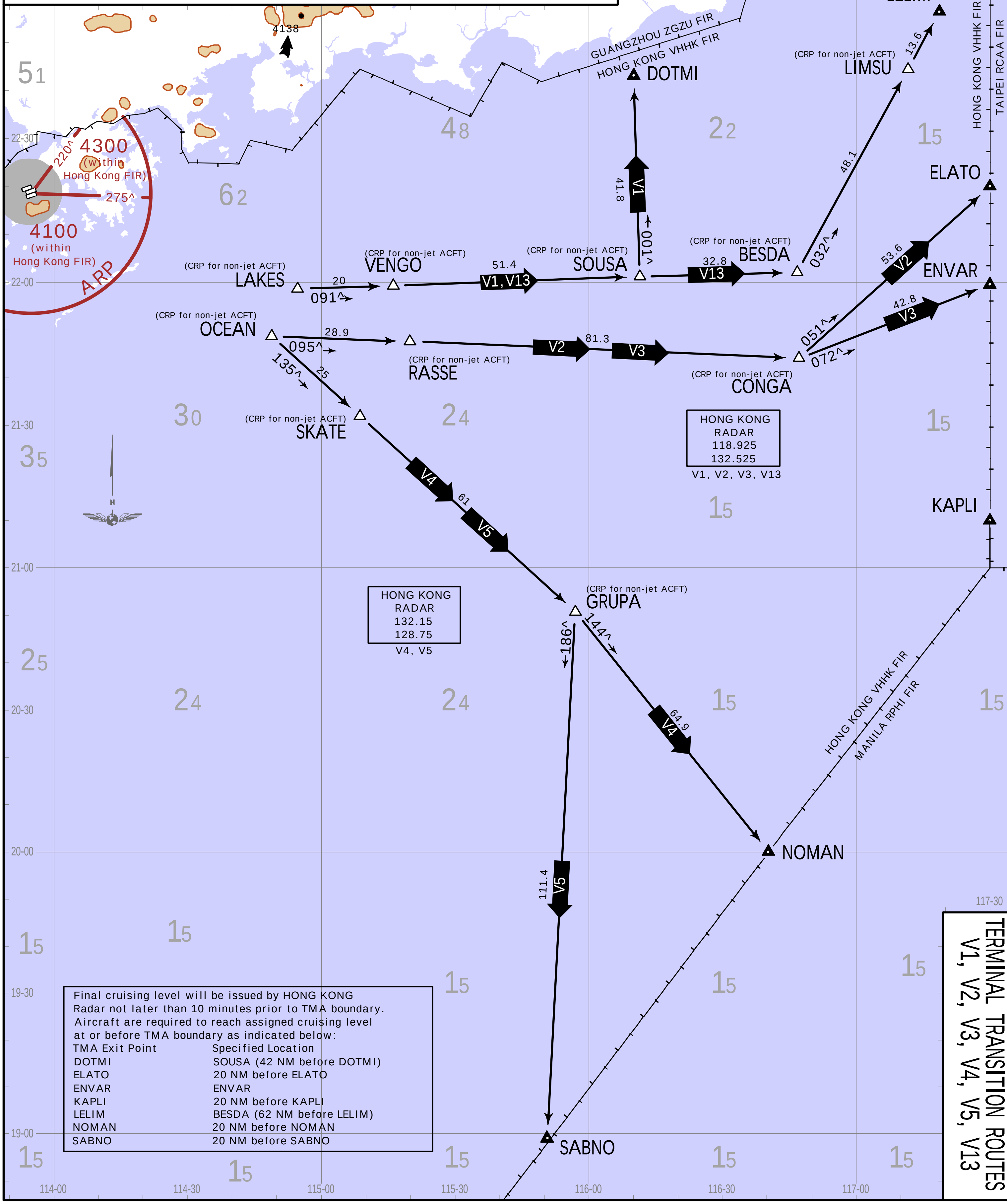
Climb straight ahead to POVEG, turn LEFT, 175^ track, request RADAR vectors to RUMSY.

CHANGES: General note 3; chart reindexed.

HONG KONG Departure	Apt Elev	Trans alt: 9000
123.8	28	

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

.SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



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

TMA Exit Point	Specified Location
DOTMI	SOUSA (42 NM before DOTMI)
ELATO	20 NM before ELATO
ENVAR	ENVAR
KAPLI	20 NM before KAPLI
LELIM	BESDA (62 NM before LELIM)
NOMAN	20 NM before NOMAN
SABNO	20 NM before SABNO

CHANGES: Chart reindexed.

HONG KONG Departure	Apt Elev	Trans alt: 9000
123.8	28	

TERMINAL TRANSITION ROUTES
V10, V11, V12
.SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

CHANGES: Chart reindexed.

SHENZHEN
Baoan
ZGSZ

MACAO
-Intl
VMMC

4300
(within
Hong Kong FIR)
220^
275^

4100
(within
Hong Kong FIR)

ARP

6000
4000
2000
CONTOUR INTERVALS

4285

GUANGZHOU ZGZU FIR
HONG KONG VHHK FIR

HONG KONG
RADAR
123.475
132.6
V10, V11, V12

(CRP for non-jet ACFT)
PECAN
217^
187^
25.3
30.0

(CRP for non-jet ACFT)
ALLEY
254^

(CRP for non-jet ACFT)
LAXET
220^
195^

HONG KONG
RADAR
127.1
123.7
V10

SIKOU
40.7
299^
97.2
V 10

(CRP for non-jet ACFT)
DAGBU

120.5
V 11

118.6
V 12

HONG KONG
RADAR
125.325
132.775
V11, V12

(CRP for non-jet ACFT)
SURFA
23.1
219^

(CRP for non-jet ACFT)
IDOSI

(CRP for non-jet ACFT)
EPDOS

HONG KONG VHHK FIR
SANYA ZJSA FIR

Final cruising level will be issued by HONG KONG Radar not less 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	SURFA (23 NM before IDOSI)
SIKOU	DAGBU (41 NM before SIKOU)

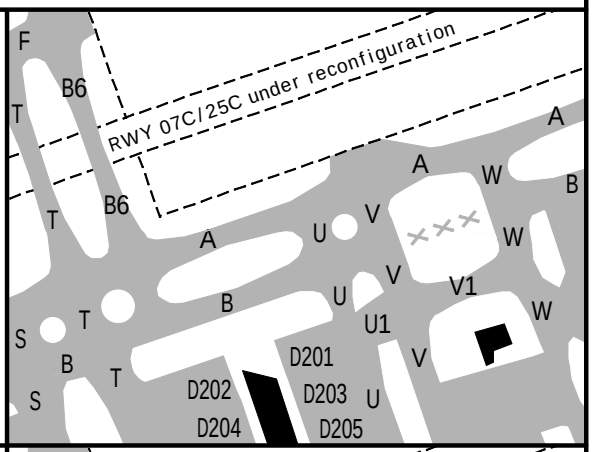
VHHH/HKG
HONG KONG INTL
28 OCT 22
10-3X4
.Eff.3.Nov.
HONG KONG, PR OF CHINA
.TERMINAL.TRANSITION.ROUTE.
TERMINAL TRANSITION ROUTES
V10, V11, V12

WORKS ON EASTERN AIRFIELD

REFER ALSO TO LATEST NOTAMS

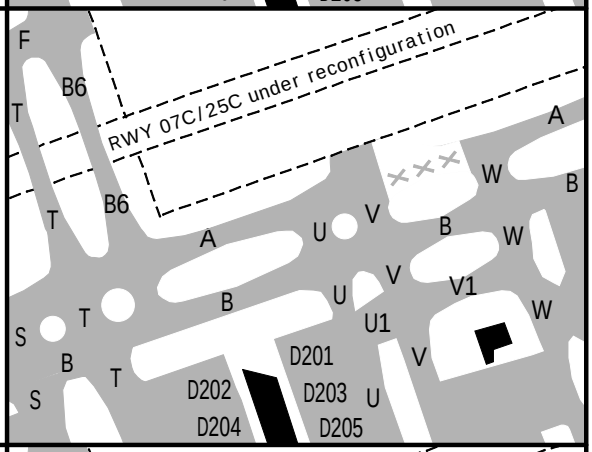
PHASE 2:

- TWY B between TWYs V and W closed.



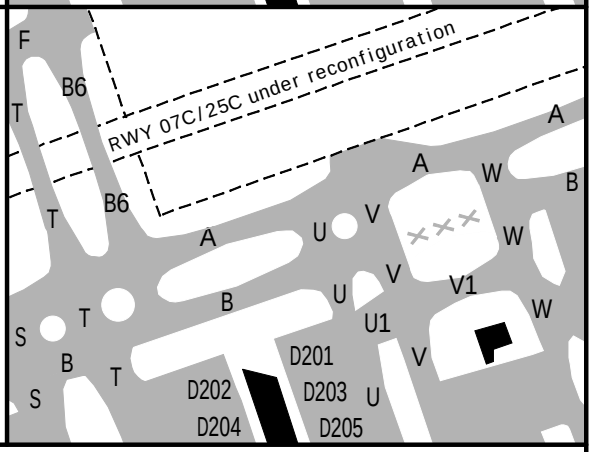
PHASE 3:

- TWY A between TWYs V and W closed.
- TWY B between TWYs V and W downgraded to max code E ACFT.



PHASE 4:

- TWY B between TWYs V and W closed.
- TWY V1 downgraded to max code E ACFT.



LEGEND

U Taxiway D201 Stand ✕✕ Closed TWY

CHANGES: Construction area refined.

D-ATIS Departure	ACARS: D-ATIS PDC DCL	HONG KONG Delivery	Ground North	Ground Mid-field	Ground South	Ground West	Tower			HONG KONG Departure	
127.05		122.15	121.6	121.875	122.55	122.125	118.2	118.4	118.7	122.0 (by ATC)	123.8

LEGEND
Area under construction

1 Section between Twys C12 and C11 can be used as a starter extension for take-off Rwy 25R.

2 Sky Bridge. Height clearance: 92'/28m.

Paved area not in operation

FOR DETAILS SEE PARKING STANDS

PASSENGER TERMINAL

MAINTENANCE AREA

BUSINESS AVIATION CENTRE

EXPRESS CARGO TERMINAL

AAT CARGO TERMINAL

CPA CARGO TERMINAL

HACTL CARGO TERMINAL

Control Tower

ARP

Elev 23'

Elev 27'

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200

CHANGES: Construction area next to TWY P deleted.

ADDITIONAL RUNWAY INFORMATION

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

1 Rwy grooved.
2 PAPI (3.0^), HST-C7, C8 & C9 (all with HSTIL)
3 PAPI (3.1^), HST-C4, C5 & C6 (all with HSTIL)

4 TAKE-OFF RUN AVAILABLE
RWY 07L: From rwy head 12,467' (3800m)
Twy C3 int 10,883' (3317m)
RWY 25R: From twy head 12,467' (3800m)
Twy C10 int 10,591' (3228m)

5 Scheduled closure period for Rwy 07L/25R (North runway)

Period (UTC)	Days of closure (UTC)
1715 - 2314	Every Tuesday, Wednesday, Friday, Saturday and Sunday.

RWY							USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
07R 6 25L	HIRL (60m)	CL (30m)	HIALS-II	SFL TDZ	7	RVR	11,942' 3640m	10,909' 3325m	9	197' 60m
	HIRL (60m)	CL (30m)	HIALS-II	SFL TDZ	8	RVR		11,434' 3485m		

6 Rwy grooved.
7 PAPI (3.0^), HST-J7, K5 (with HSTIL), J8 & K6
8 PAPI (3.0^), HST-J5, K3 (with HSTIL), J4 & K2
9 TAKE-OFF RUN AVAILABLE
RWY 07R: From rwy head 12,467' (3800m)
Twy J3 int 10,269' (3130m)
Twy K2 int 8924' (2720m)
RWY 25L: From rwy head 12,467' (3800m)
Twy J9 int 10,499' (3200m)
Twy K6 int 9449' (2880m)

5 Scheduled closure period for Rwy 07R/25L (South runway)

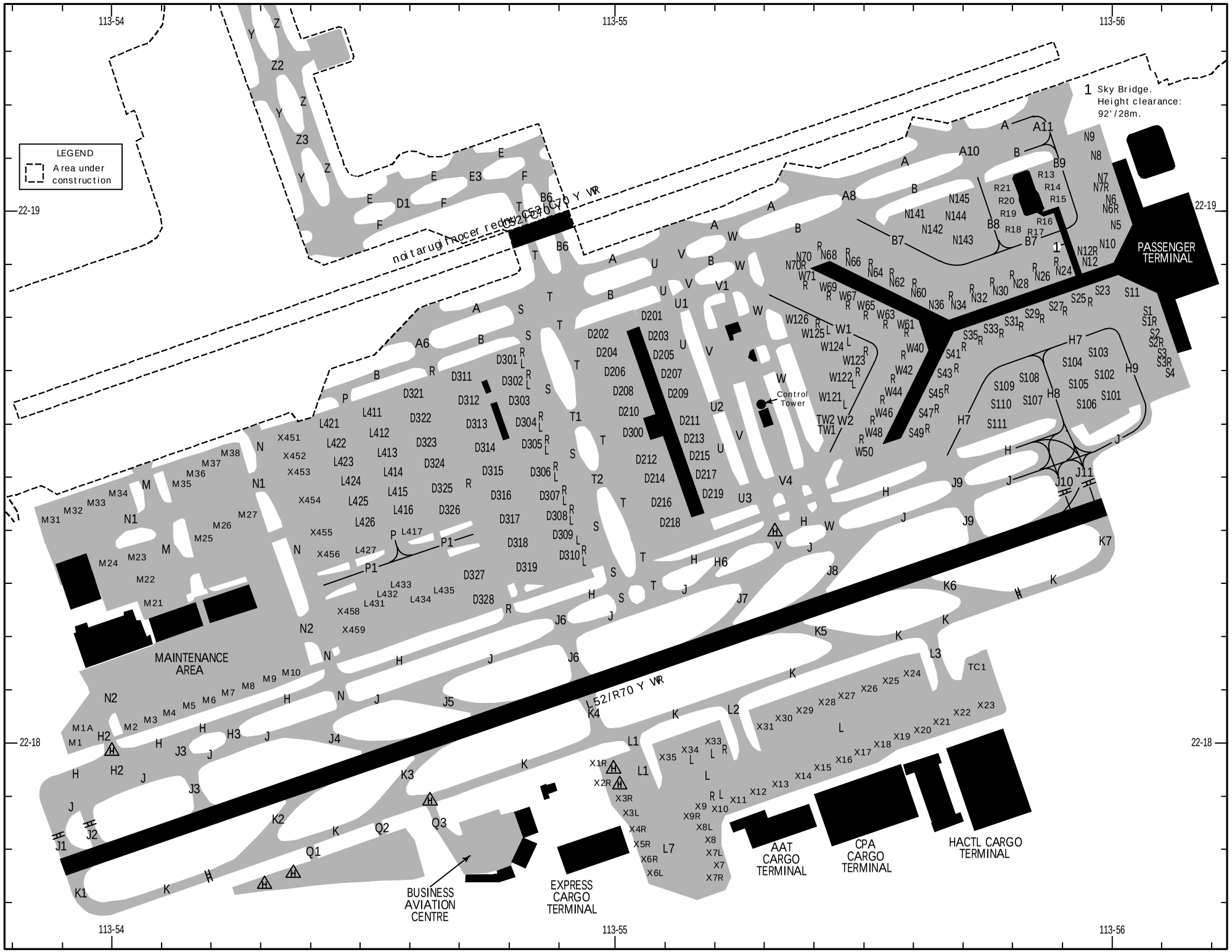
Period (UTC)	Days of closure (UTC)
1715 - 2314	Every Monday and Thursday.

5 Any revision to the runway closure programme will be promulgated by NOTAM.

.State.

TAKE-OFF	
HIRL & CL	HIRL or CL
R200m	R400m

CHANGES: None.



CHANGES: Construction area at stands L411 thru L413 withdrawn.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
D201 thru D203	N22 18.8 E113 55.0	M8, M9	N22 18.1 E113 54.3
D204	N22 18.7 E113 55.0	M10	N22 18.1 E113 54.4
D205	N22 18.7 E113 55.1	M21, M22	N22 18.3 E113 54.0
D206	N22 18.7 E113 55.0	M23	N22 18.4 E113 54.0
D207	N22 18.7 E113 55.1	M24	N22 18.3 E113 54.0
D208	N22 18.7 E113 55.0	M25 thru M27	N22 18.4 E113 54.2
D209	N22 18.6 E113 55.1	M31, M32	N22 18.4 E113 53.9
D210	N22 18.6 E113 55.0	M33	N22 18.5 E113 53.9
D211	N22 18.6 E113 55.1	M34	N22 18.5 E113 54.0
D212	N22 18.5 E113 55.1	M35, M36	N22 18.5 E113 54.1
D213	N22 18.6 E113 55.1	M37, M38	N22 18.5 E113 54.2
D214, D215	N22 18.5 E113 55.1	N5 thru N6R, N7R	N22 19.0 E113 56.0
D216	N22 18.4 E113 55.1	N7 thru N9	N22 19.1 E113 56.0
D217	N22 18.5 E113 55.1	N10	N22 18.9 E113 56.0
D218	N22 18.4 E113 55.1	N12, N24	N22 18.9 E113 55.9
D219	N22 18.5 E113 55.2	N26, N28	N22 18.9 E113 55.8
D300	N22 18.6 E113 55.0	N30	N22 18.8 E113 55.8
D301 thru D302	N22 18.7 E113 54.8	N32, N34	N22 18.8 E113 55.7
D303 thru D305	N22 18.6 E113 54.8	N36, N60	N22 18.8 E113 55.6
D306	N22 18.5 E113 54.8	N60R	N22 18.9 E113 55.6
D307L	N22 18.5 E113 54.9	N62, N64	N22 18.9 E113 55.5
D307	N22 18.5 E113 54.8	N66, N68	N22 18.9 E113 55.4
D307R	N22 18.5 E113 54.9	N70	N22 18.9 E113 55.3
D308 thru D309	N22 18.4 E113 54.9	N141, N142	N22 19.0 E113 55.6
D310L, D310	N22 18.3 E113 54.9	N143	N22 18.9 E113 55.7
D310R	N22 18.4 E113 54.9	N144, N145	N22 19.0 E113 55.7
D311	N22 18.7 E113 54.7	R13	N22 19.1 E113 55.8
D312, D313	N22 18.6 E113 54.7	R14	N22 19.0 E113 55.8
D314	N22 18.6 E113 54.8	R15	N22 19.0 E113 55.9
D315, D316	N22 18.5 E113 54.8	R16 thru R21	N22 19.0 E113 55.8
D317, D318	N22 18.4 E113 54.8	S1, S2	N22 18.8 E113 56.1
D319	N22 18.3 E113 54.8	S3, S4	N22 18.7 E113 56.1
D321 thru D323	N22 18.6 E113 54.6	S11	N22 18.8 E113 56.0
D324, D325	N22 18.5 E113 54.6	S23	N22 18.9 E113 56.0
D326	N22 18.4 E113 54.6	S25, S27	N22 18.8 E113 55.9
D327, D328	N22 18.3 E113 54.7	S29, S31	N22 18.8 E113 55.8
L411 thru L413	N22 18.6 E113 54.5	S33, S35	N22 18.8 E113 55.7
L414, L415	N22 18.5 E113 54.6	S41	N22 18.7 E113 55.6
L416, L417	N22 18.4 E113 54.6	S41R	N22 18.7 E113 55.7
L421, L422	N22 18.6 E113 54.4	S43	N22 18.7 E113 55.6
L423, L424	N22 18.5 E113 54.4	S45 thru S49	N22 18.6 E113 55.6
L425	N22 18.4 E113 54.4	S101	N22 18.6 E113 56.0
L426, L427	N22 18.4 E113 54.5	S102	N22 18.7 E113 56.0
L431 thru L433	N22 18.3 E113 54.5	S103 thru S105	N22 18.7 E113 55.9
L434, L435	N22 18.3 E113 54.6	S106	N22 18.6 E113 56.0
M1, M1A	N22 18.0 E113 53.9	S107	N22 18.6 E113 55.8
M2	N22 18.0 E113 54.0	S108, S109	N22 18.7 E113 55.8
M3	N22 18.0 E113 54.1	S110, S111	N22 18.6 E113 55.8
M4, M5	N22 18.1 E113 54.1	TC1	N22 18.2 E113 55.7
M6, M7	N22 18.1 E113 54.2	TW1, TW2	N22 18.6 E113 55.4

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
W40, W42	N22 18.7 E113 55.6		
W44 thru W48	N22 18.6 E113 55.5		
W50	N22 18.5 E113 55.5		
W61	N22 18.8 E113 55.6		
W63 thru W67	N22 18.8 E113 55.5		
W69, W71	N22 18.9 E113 55.4		
W121L	N22 18.6 E113 55.4		
W121 thru W123	N22 18.7 E113 55.4		
W123R	N22 18.7 E113 55.5		
W124, W125	N22 18.7 E113 55.4		
W125R	N22 18.8 E113 55.4		
W126	N22 18.8 E113 55.3		
X1R	N22 18.0 E113 55.0		
X2R thru X3R	N22 17.9 E113 55.0		
X4R, X5R	N22 17.8 E113 55.0		
X6L	N22 17.7 E113 55.1		
X6R	N22 17.8 E113 55.1		
X7 thru X8L	N22 17.8 E113 55.2		
X9, X9R	N22 17.9 E113 55.1		
X10 thru X11	N22 17.9 E113 55.2		
X12, X13	N22 17.9 E113 55.3		
X14	N22 17.9 E113 55.4		
X15	N22 18.0 E113 55.4		
X16 thru X18	N22 18.0 E113 55.5		
X19, X20	N22 18.0 E113 55.6		
X21, X22	N22 18.0 E113 55.7		
X23	N22 18.1 E113 55.7		
X24	N22 18.2 E113 55.6		
X25 thru X27	N22 18.1 E113 55.5		
X28, X29	N22 18.1 E113 55.4		
X30, X31	N22 18.1 E113 55.3		
X33 thru X33R	N22 18.0 E113 55.2		
X34 thru X35	N22 18.0 E113 55.1		
X451	N22 18.6 E113 54.3		
X452, X453	N22 18.5 E113 54.4		
X454 thru X456	N22 18.4 E113 54.4		
X458	N22 18.3 E113 54.5		
X459	N22 18.2 E113 54.5		

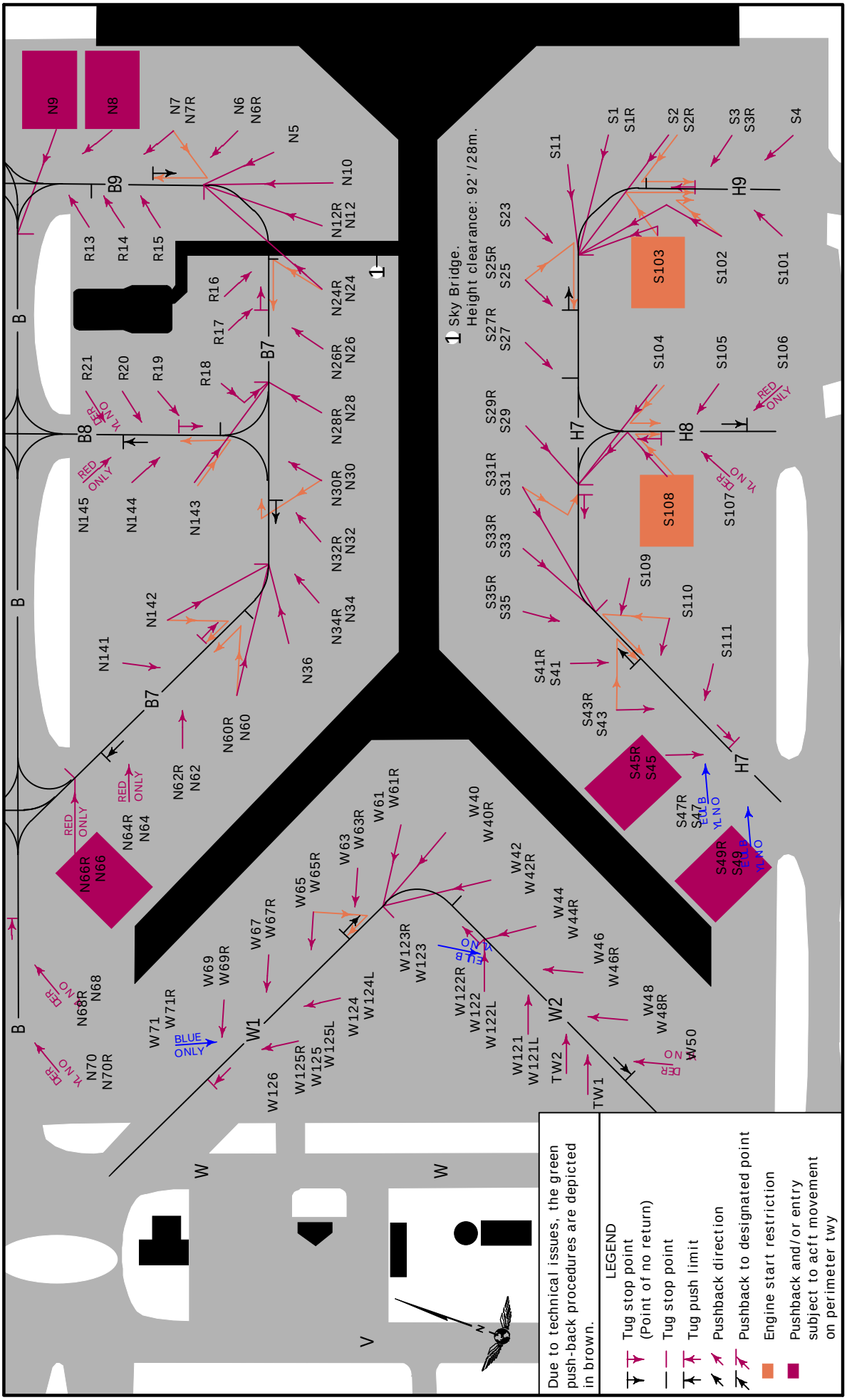
VHHH/HKG

JEPPESEN

11 FEB 22 (10-9D) .Eff.24.Feb.

HONG KONG, PR OF CHINA

HONG KONG INTL



CHANGES: Parking stands E1 thru E9 re-designated S1 thru S4 and N5 thru N9.

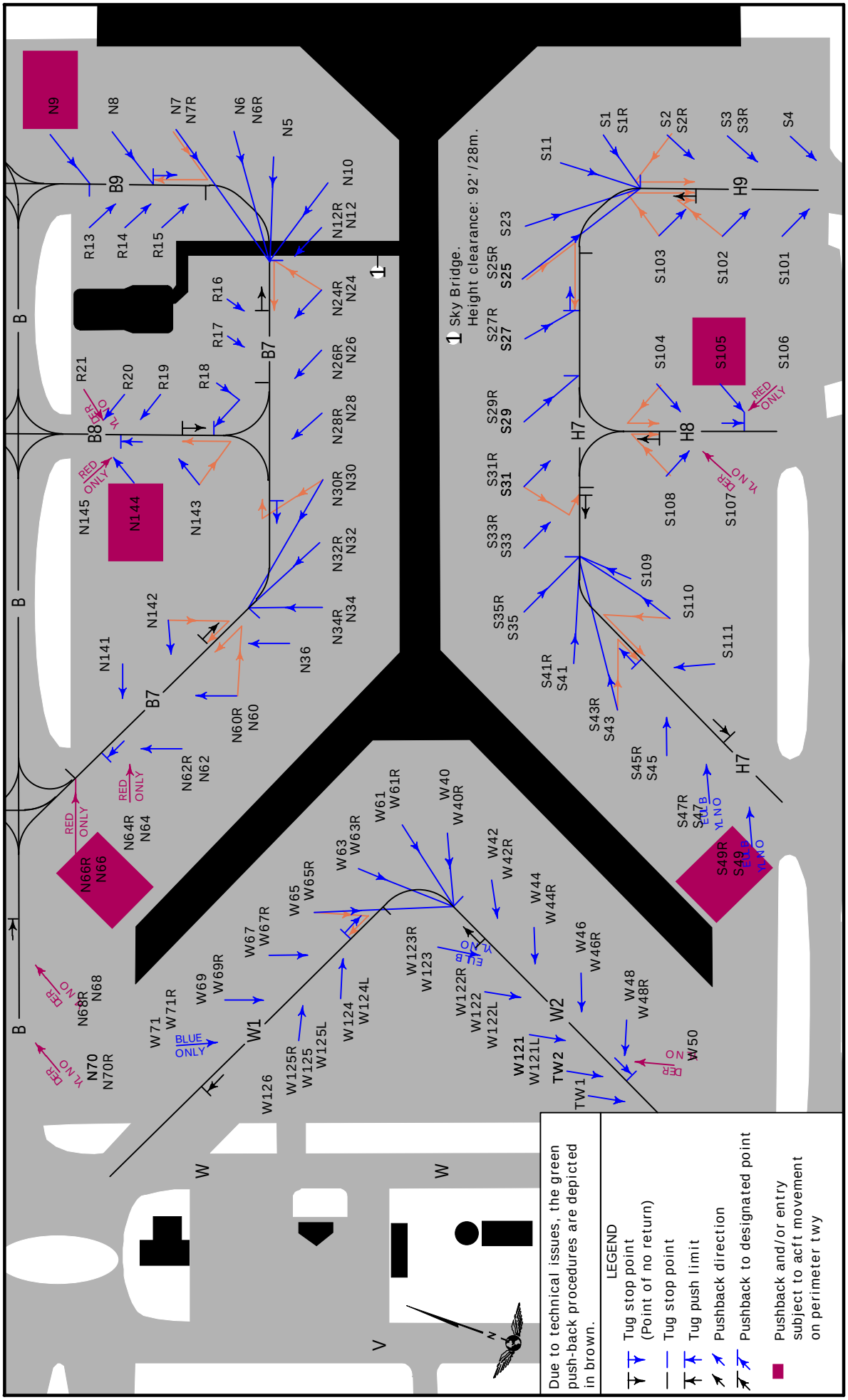
VHHH/HKG

JEPPESEN

HONG KONG, PR OF CHINA

11 FEB 22 (10-9E) .Eff.24.Feb.

HONG KONG INTL



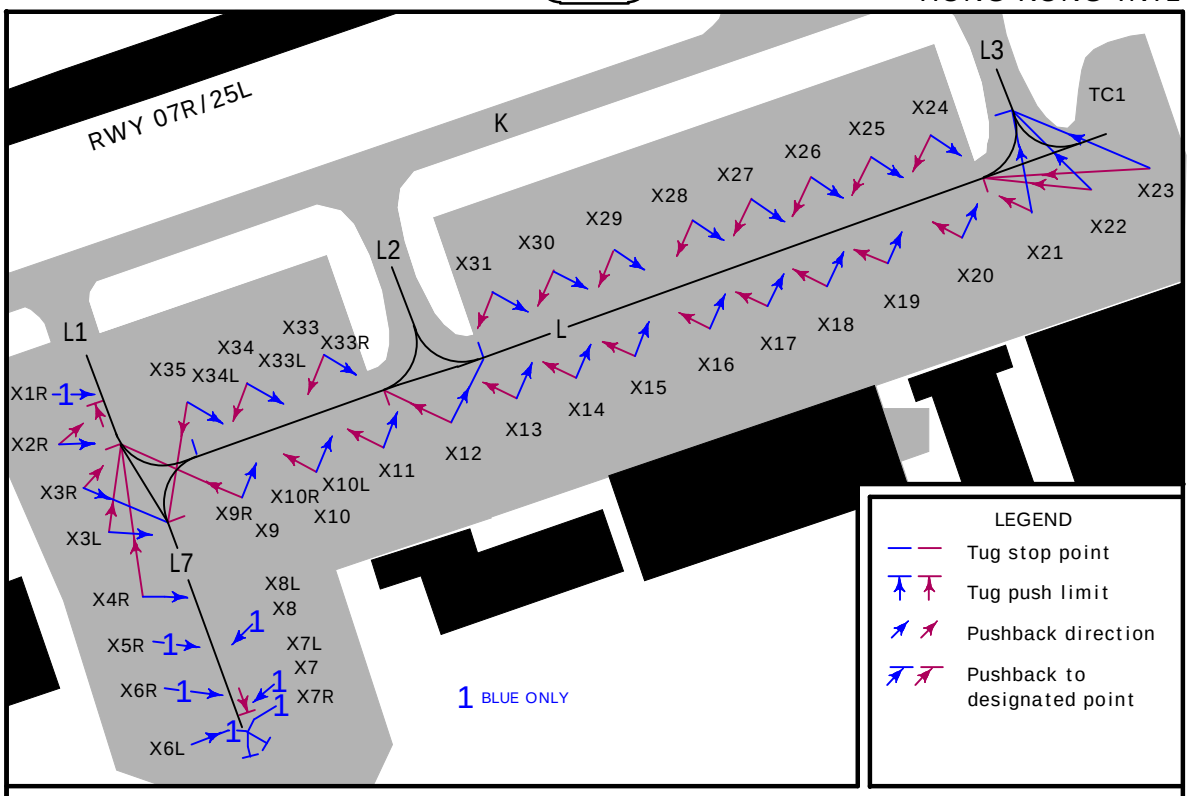
CHANGES: Parking stands E1 thru E9 re-designated S1 thru S4 and N5 thru N9.

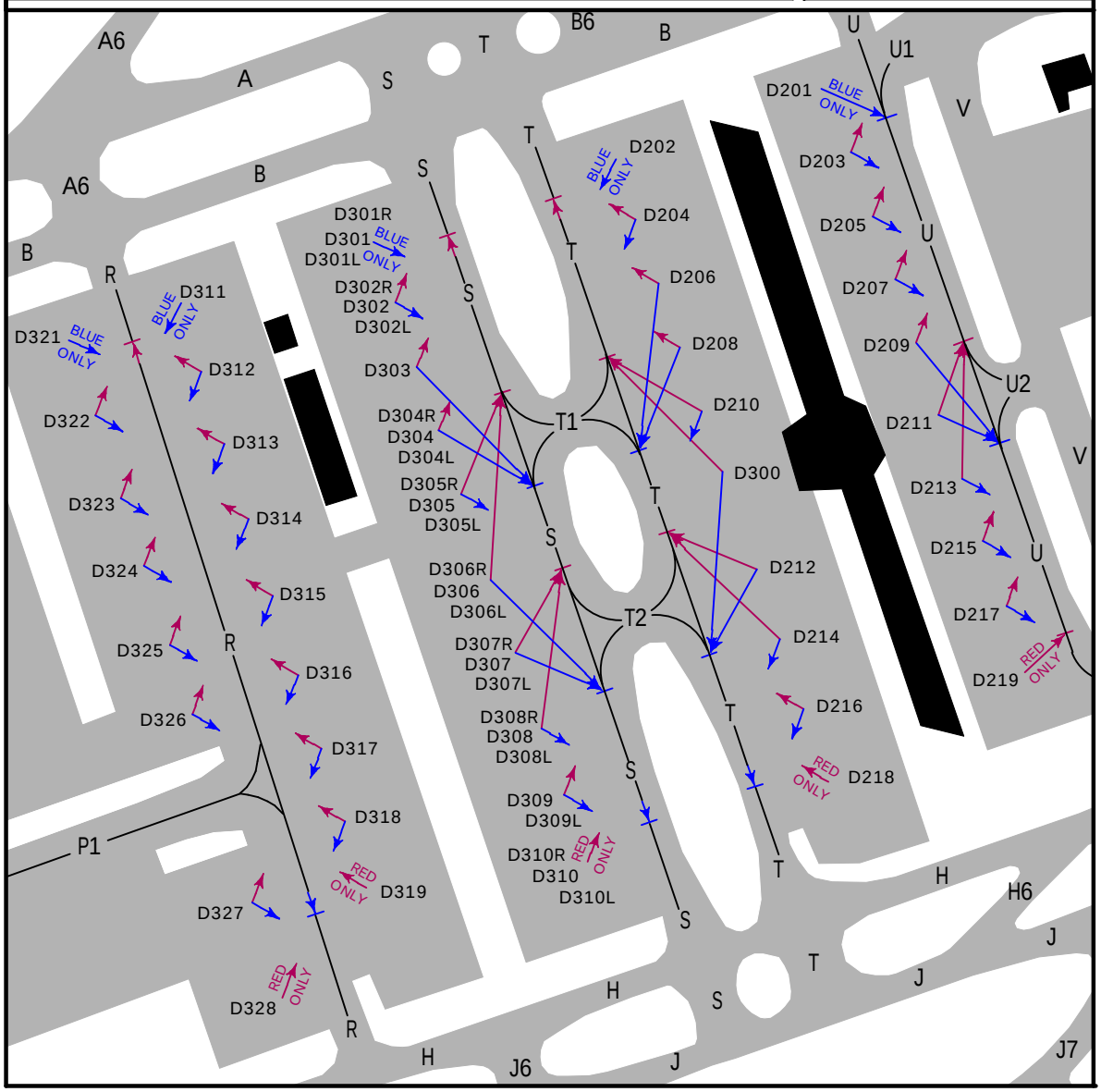
VHHH/HKG

JEPPESEN HONG KONG, PR OF CHINA

23 DEC 22 (10-9F) .Eff.29.Dec.

HONG KONG INTL



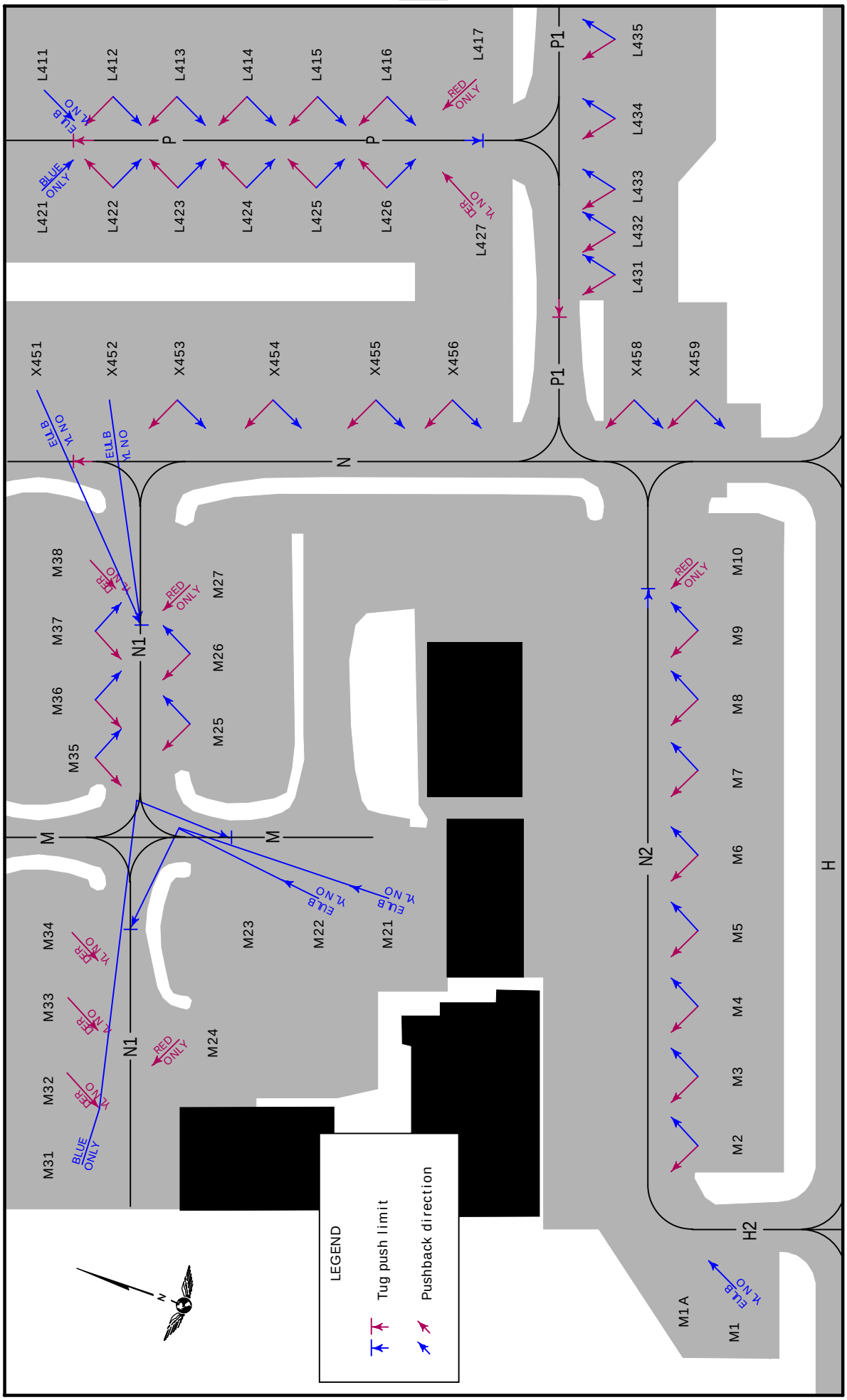


VHHH/HKG

JEPPESEN HONG KONG, PR OF CHINA

23 DEC 22 (10-9G) .Eff.29.Dec.

HONG KONG INTL



CHANGES: Construction area at stands L411 thru L413 withdrawn.

AIRCRAFT DOCKING GUIDANCE SYSTEM

GENERAL

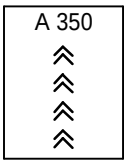
Several stands (named on 10-1P pages) are equipped with a docking guidance system, to enable aircraft to park at the correct main centerline position on the parking bays without the assistance of a marshaller.

The aircraft docking guidance 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.

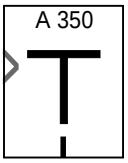
When the system is activated the following information will be displayed on the LED screen :
a. Type of arriving aircraft;
b. Sequential arrows to indicate the system is active to search for an approaching aircraft;
c. Lateral guidance with an illuminated "T" when the aircraft is within 262'/80m of the correct parking position;
d. Display of the distance to go when the aircraft is within 66'/20m of the correct parking position;
e. STOP indication when the aircraft is at the correct parking position;
f. OK indication when the aircraft is parked.

TYPE OF AIRCRAFT

The type of aircraft and floating arrows will be displayed on the LED screen which indicates the activation of the system, searching for an approaching aircraft. When the aircraft turns into the parking bay the system starts tracking the aircraft, and the laser scanner identifies the type of aircraft.



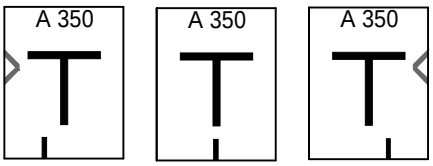
If the laser unit detects that the type of aircraft corresponds to the type entered into the system, the docking system will continue to function normally.



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

TRACKING MODE

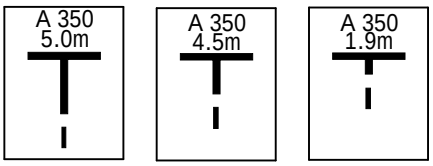
When the system is activated by the marshaller the laser automatically scans the pre-defined docking area in the parking bay to detect the arriving aircraft. When the aircraft is approximately 262'/80m from the correct parking position the laser starts tracking the aircraft and displays information on the lateral position of the aircraft relative to the parking centerline by a "T" symbol which represents the centerline, and an arrow which represents the location of the aircraft.



LEFT of centerline | ON centerline | RIGHT of centerline

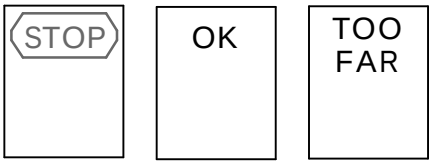
DISTANCE TO GO INDICATOR

Distance to go information is displayed on the LED screen when the aircraft is within 66'/20m of the correct parking position. The distance is displayed above the "T" symbol at 3'/1m intervals between 66'/20m and 16'/5m, then at 1.6'/0.5m intervals between 16'/5m and 7'/2m, finally at 0.3'/0.1m intervals up to the STOP position.



STOP POSITION INDICATOR

The correct parking position is displayed on the LED screen by a "STOP" message replacing the azimuth guidance and distance to go information.
The "STOP" message indicates the exact location of the aircraft nose wheel at the correct parking position.
When the system detects the aircraft has stopped, an "OK" message indicates the aircraft is correctly parked . A "TOO FAR" message indicates the aircraft has overshot the correct parking position by at least 3'/1m.



PILOT PROCEDURES

Pilots must follow the parking bay lead-in ground marking as they approach the parking bay to ensure the docking guidance system laser unit starts tracking the aircraft.
Pilots must check that the correct type of aircraft is displayed on the LED screen. Pilots must stop the aircraft as soon as possible if discrepancy is noticed between the aircraft approaching and the type of aircraft shown on the digital panel.
Pilots should maintain a speed of 6 KT whilst using the docking guidance system and slow down to halt when the "STOP" message is displayed.
In case the docking system is not available, or the display panel of the docking system does not show the aircraft type and the sequential arrows, pilots must follow marshallers signal, otherwise do not enter the parking position.
Pilots must not enter the parking position if marshaller is not present in any case.

HONG KONG, PR OF CHINA

HONG KONG INTL

STRAIGHT-IN RWY		A	B	C	D
07L	CAT 3B ILS	R75m	R75m	R75m	R100m
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	1 CAT 2 ILS	123'(100') RA100'R300m	123'(100') RA100'R300m	123'(100') RA100'R300m	123'(100') RA100'R300m
	2 ILS	223'(200')	223'(200')	223'(200')	223'(200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	3 R550mV800m	3 R550mV800m	3 R550mV800m	3 R550mV800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	4 ILS	1359'(1336') R1500m	1369'(1346') R1500m	1379'(1356') R2400m	1388'(1365') R2400m
	5 6 LOC	500'(477')	500'(477')	500'(477')	500'(477')
	with SDF	R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m
	5 7 LOC without SDF	820'(797') R1500m	820'(797') R1500m	820'(797') R2400m	820'(797') R2400m
	8 RNP	302'(279')	312'(289')	322'(299')	332'(309')
	LNAV/VNAV	9 R750m	0 R750m	0 R750m	! R750m
	ALS out	R1300m	R1400m	R1400m	R1400m
07C	6 CAT 2 ILS	122'(100') RA100'R300m	122'(100') RA100'R300m	122'(100') RA100'R300m	122'(100') " RA100'R350m
	6 ILS	222'(200')	222'(200')	222'(200')	222'(200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	3 R550mV800m	3 R550mV800m	3 R550mV800m	3 R550mV800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	4 ILS	1305'(1283') R1500m	1317'(1295') R1500m	1326'(1304') R2400m	1336'(1314') R2400m
	5 # LOC	500'(472')	500'(472')	500'(472')	500'(472')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m
	4 5 LOC	1670'(1642') R5000m	1670'(1642') R5000m	1670'(1642') R5000m	1670'(1642') R5000m
	$ RNP Z or Y (AR)	422'(400')	422'(400')	422'(400')	422'(400')
		R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	5 %VOR	820'(792') R2400m	820'(792') R2400m	820'(792') R2400m	820'(792') R2400m
	4 5 VOR	1340'(1312') R5000m	1340'(1312') R5000m	1340'(1312') R5000m	1340'(1312') R5000m

1 Missed apch climb gradient MIN 7.1%.
2 Missed apch climb gradient MIN 6.9%.
3 R750m when a Flight Director or Autopilot or HUD to DA is not used.
4 Missed apch climb gradient MIN 2.5%.
5 Continuous Descent Final Approach.
6 Missed apch climb gradient MIN 6.6%.
7 Missed apch climb gradient MIN 5.3%.
8 Missed apch climb gradient MIN 6.6% up to 4300'.
9 With TDZ & CL & HUD: R600m.
0 With TDZ & CL & HUD: R650m.
! With TDZ & CL & HUD: R700m.
" R300m when autoland.
Missed apch climb gradient MIN 4.7%.
$ Missed apch climb gradient MIN 5.3% up to 4300'.
% Missed apch climb gradient MIN 3.7% up to 4500'.

STRAIGHT-IN RWY		A	B	C	D
07R	1 CAT 2 ILS	127'(100')	127'(100')	127'(100')	127'(100')
		2 RA99'R350m	2 RA99'R350m	2 RA99'R350m	2 RA99'R350m
	1 ILS	227'(200')	227'(200')	227'(200')	227'(200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	3 R550mV800m	3 R550mV800m	3 R550mV800m	3 R550mV800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	4 ILS	594'(567')	606'(579')	615'(588')	625'(598')
	FULL	R1500m	R1500m	R2000m	R2000m
	ALS out	R1500m	R1500m	R2400m	R2400m
	5 6 LOC	460'(432')	460'(432')	460'(432')	460'(432')
		R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	4 5 LOC	880'(852')	880'(852')	880'(852')	880'(852')
		R1500m	R1500m	R2400m	R2400m
	RNP Z or Y (AR)	437'(410')	437'(410')	437'(410')	437'(410')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
25L	7 CAT 2 ILS	127'(100')	127'(100')	127'(100')	127'(100')
		2 RA100'R350m	2 RA100'R350m	2 RA100'R350m	2 RA100'R350m
	7 ILS	227'(200')	227'(200')	227'(200')	227'(200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	3 R550mV800m	3 R550mV800m	3 R550mV800m	3 R550mV800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	4 ILS	437'(410')	437'(410')	437'(410')	437'(410')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	5 LOC	420'(392')	420'(392')	420'(392')	420'(392')
		R1100m	R1100m	R1100m	R1100m
		R1500m	R1500m	R1800m	R1800m
	RNP Z or Y (AR)	507'(480')	507'(480')	507'(480')	507'(480')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m
25C	8 CAT 3B ILS	R75m	R75m	R75m	R100m
	8 CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	8 CAT 2 ILS	122'(100')	122'(100')	122'(100')	122'(100')
		RA100'R300m	RA100'R300m	RA100'R300m	9 RA100'R350m
	8 ILS	222'(200')	222'(200')	222'(200')	222'(200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	3 R550mV800m	3 R550mV800m	3 R550mV800m	3 R550mV800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	4 ILS	1320'(1298')	1320'(1298')	1320'(1298')	1320'(1298')
		R1500m	R1500m	R2400m	R2400m

1 Missed apch climb gradient MIN 3.6% up to 1400'.
2 R300m approved by state.
3 R750m when a Flight Director or Autopilot or HUD to DA is not used.
4 Missed apch climb gradient MIN 2.5%.
5 Continuous Descent Final Approach.
6 Missed apch climb gradient MIN 4.1%.
7 Missed apch climb gradient MIN 4.0% up to 1800'.
8 Missed apch climb gradient MIN 5.0% up to 5000'.
9 R300m when autoland.

CHANGES: RWY 25C CAT III minimums.

HONG KONG, PR OF CHINA

HONG KONG INTL

STRAIGHT-IN RWY		A	B	C	D
25C (CONTD)	1 2 LOC	420'(392') R1100m R1500m	420'(392') R1100m R1500m	420'(392') R1100m R1800m	420'(392') R1100m R1800m
	2 3 LOC	1880'(1852') R5000m	1880'(1852') R5000m	1880'(1852') R5000m	1880'(1852') R5000m
	4 RNP Z or Y (AR)	502'(480') R1500m	502'(480') R1500m	502'(480') R1500m	502'(480') R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m
	2 VOR	500'(472') R1500m R1500m	500'(472') R1500m R1500m	500'(472') R1500m R2200m	500'(472') R1500m R2200m
25R	5 ILS	223'(200') FULL R550m V800m	223'(200') FULL R550m V800m	223'(200') FULL R550m V800m	223'(200') FULL R550m V800m
	TDZ or CL out	6 R550mV800m	6 R550mV800m	6 R550mV800m	6 R550mV800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	3 ILS	1425'(1402') R1500m	1435'(1412') R1500m	1445'(1422') R2400m	1455'(1432') R2400m
	2 7 LOC	430'(402') R1200m	430'(402') R1200m	430'(402') R1200m	430'(402') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	8 RNP Y (AR)	485'(462') R1500m	495'(472') R1500m	505'(482') R1500m	515'(492') R1500m
	ALS out	R1500m	R1500m	R2300m	R2300m
	9 RNP Z LNAV/VNAV	485'(462') R1500m	495'(472') R1500m	505'(482') R1500m	515'(492') R1500m
	ALS out	R1500m	R1500m	R2300m	R2300m
	3 RNP Z LNAV/VNAV	1425'(1402') R1500m	1435'(1412') R1500m	1445'(1422') R2400m	1455'(1432') R2400m

1 Missed apch climb gradient MIN 4.7% up to 5000'.
2 Continuous Descent Final Approach.
3 Missed apch climb gradient MIN 2.5%.
4 Missed apch climb gradient MIN 5.0% up to 4000'.
5 Missed apch climb gradient MIN 6.5%.
6 R750m when a Flight Director or Autopilot or HUD to DA is not used.
7 Missed apch climb gradient MIN 5.1% up to 4000'.
8 Missed apch climb gradient MIN 4.0% up to 4000'.
9 Missed apch climb gradient MIN 5.6% up to 4000'.

CIRCLE-TO-LAND	A	B	C	D
	PROHIBITED			

TAKE-OFF

Low Visibility Take-off			HIRL or RCLM	HIRL or CL	Adequate Vis Ref	
HIRL & CL	HIRL & RCLM	HIRL or CL				
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R200m	R400m		R400m		R/V500m	NA

CHANGES: RNP Rwy 25R minimums.

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

LOC	Final Apch Crs	VH711	DA(H)	Apt Elev 28'
IZSC 111.1	074^	1600' (1578')	Refer to Minimums	Rwy 22'

MSA ARP: 4100, 4300 (275^–022^), within Hong Kong FIR

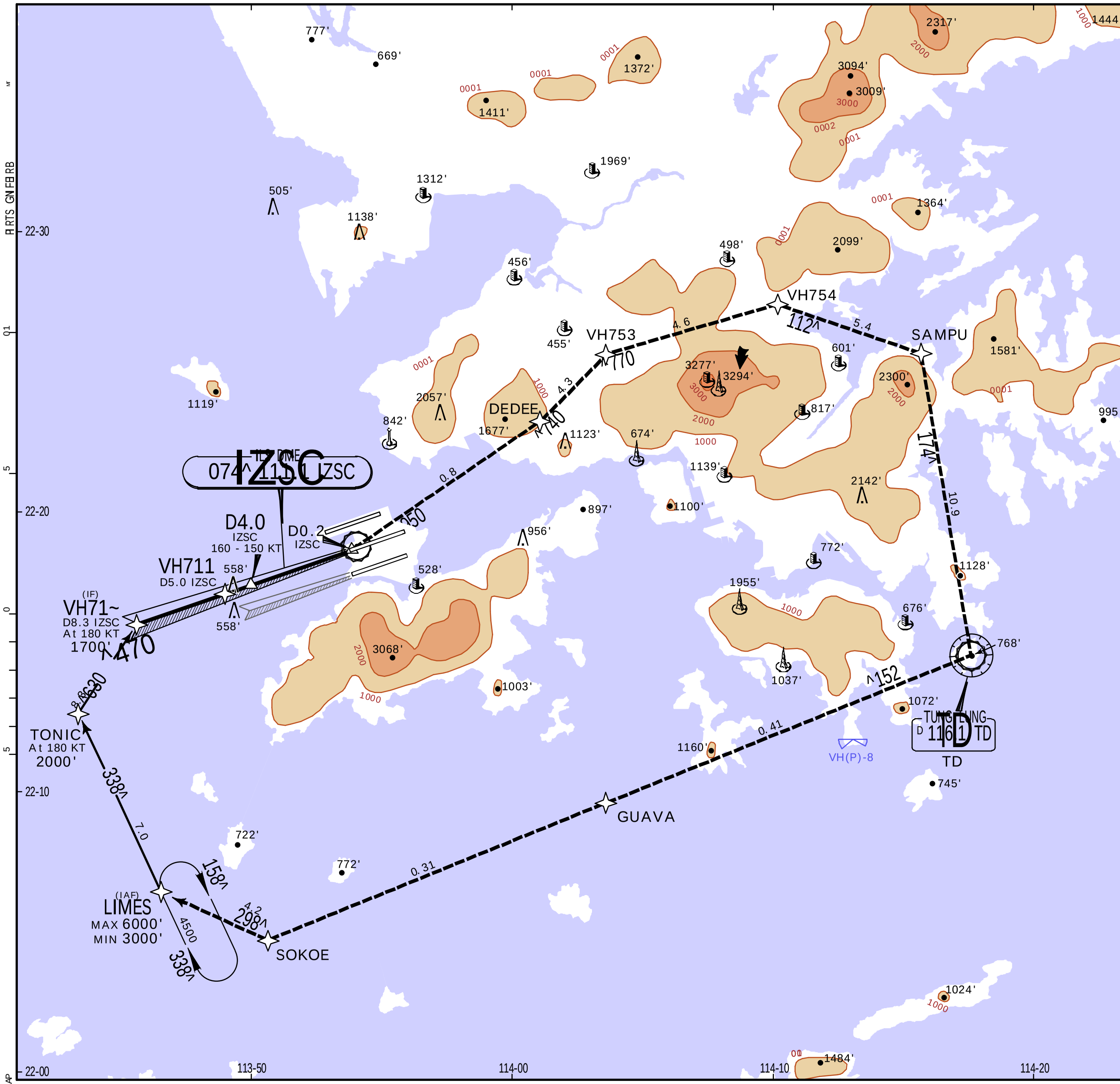
MISSED APCH: Climb to 5000'. At threshold or 520', whichever is later, turn LEFT to DEDEE at 2500' or above. Proceed to VH753, VH754, SAMPU at 5000', TD, GUAVA, SOKOE and LIMES.
MAX 200 KT until DEDEE, then 230 KT until LIMES.
Do not turn before D0.2 IZSC.
If unable for RNP, continue on published missed apch track, climb and pass MSA 4300' as soon as practicable and continue to 5000'.
Refer to minimums for missed apch climb gradients.

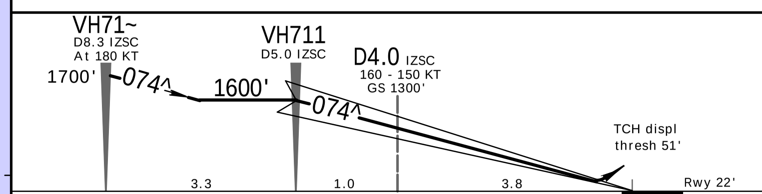
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110, 979 hPa or below - by ATC | Trans alt: 9000'

RNP1 for initial and missed apch. If unable, inform ATC.

1. DME required. If unable to receive IZSC DME, advise ATC.
2. LOC IZSC unusable beyond 28^ RIGHT of course.
3. Circling prohibited.
4. Simultaneous dependent operation is authorized with RWY 07R.

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





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

HIALS-II, PAPI | 200 KT MAX | 059^ LT | DEDEE

.State.

STRAIGHT-IN LANDING
ILS

	Missed apch climb grad MIN 6.6% DA(H) 222' (200')			Missed apch climb grad MIN 2.5% DA(H) A: 1305' (1283') B: 1317' (1295') C: 1326' (1304') D: 1336' (1314')	
	FULL	TDZ or CL out	ALS out	FULL/TDZ or CL out	ALS out
A, B	R550m V800m	1 R550m V800m	R1200m	R1500m	
C, D				R2400m	

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: TL below 979 hPa by ATC.

VHHH/HKG
HONG KONG INTL

JEPPESEN 2 DEC 22 (11-1A)

HONG KONG, PR OF CHINA
1 CAT II ILS Rwy 07C

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	Final Apch Crs	VH711	CAT II ILS DA(H)	Apt Elev 28'
IZSC 111.1	074^	1600' (1578')	RA 100' 122' (100')	Rwy 22'

MSA ARP within Hong Kong FIR: 4100, 4300 (275^ – 022^)

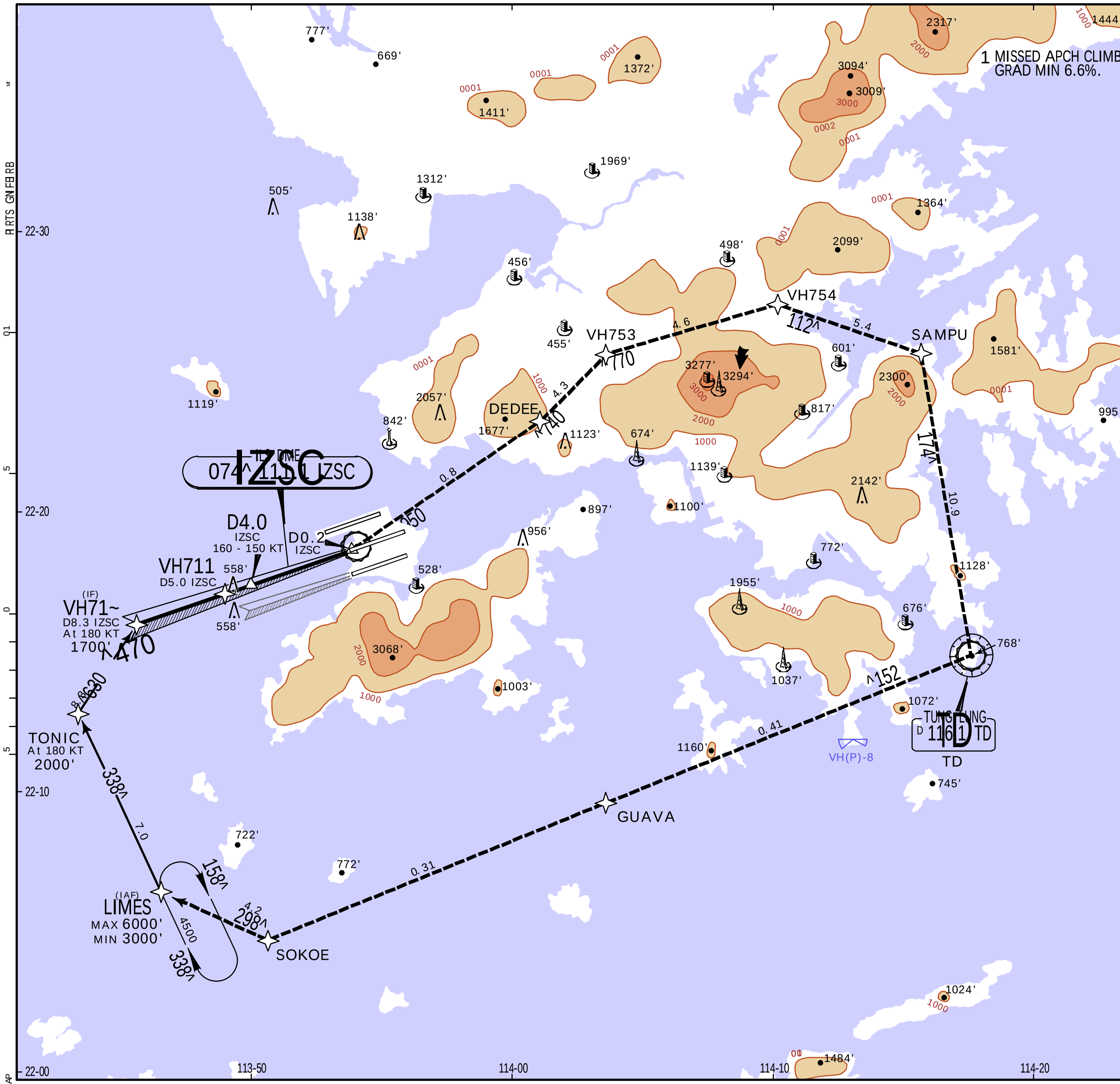
MISSED APCH: Climb to 5000'. At threshold or 520', whichever is later, turn LEFT to DEDEE at 2500' or above. Proceed to VH753, VH754, SAMPU at 5000', TD, GUAVA, SOKOE and LIMES.
MAX 200 KT until DEDEE, then 230 KT until LIMES.
Do not turn before D0.2 IZSC.
If unable for RNP, continue on published missed apch track, climb and pass MSA 4300' as soon as practicable and continue to 5000'.
Missed apch requires a minimum climb gradient of 6.6%.

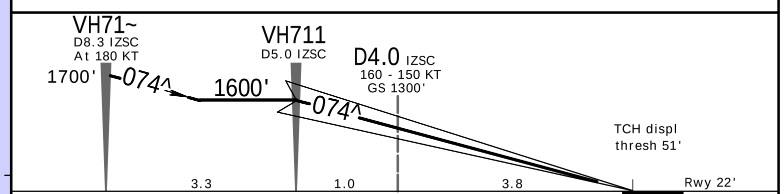
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110, 979 hPa or below - by ATC | Trans alt: 9000'

RNP1 for initial and missed apch. If unable, inform ATC.

1. Special Aircrew and Acft Certification Required.
2. DME required. If unable to receive IZSC DME, advise ATC.
3. LOC IZSC unusable beyond 28^ RIGHT of course.
4. Simultaneous dependent operation is authorized with RWY 07R.

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





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

HIALS-II PAPI | 200 KT MAX | 059^ LT | DEDEE

.State.

STRAIGHT-IN LANDING
CAT II ILS

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

1 R300m

1 CAT D without autoland: R350m.

CHANGES: TL below 979 hPa by ATC.

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 IZSC	Final Apch Crs	VH711	DA/MDA(H)	Apt Elev 28'
111.1	074^	1600' (1572')	Refer to Minimums	

MSA ARP: 4100, 4300 (402^–275^) within Hong Kong FIR

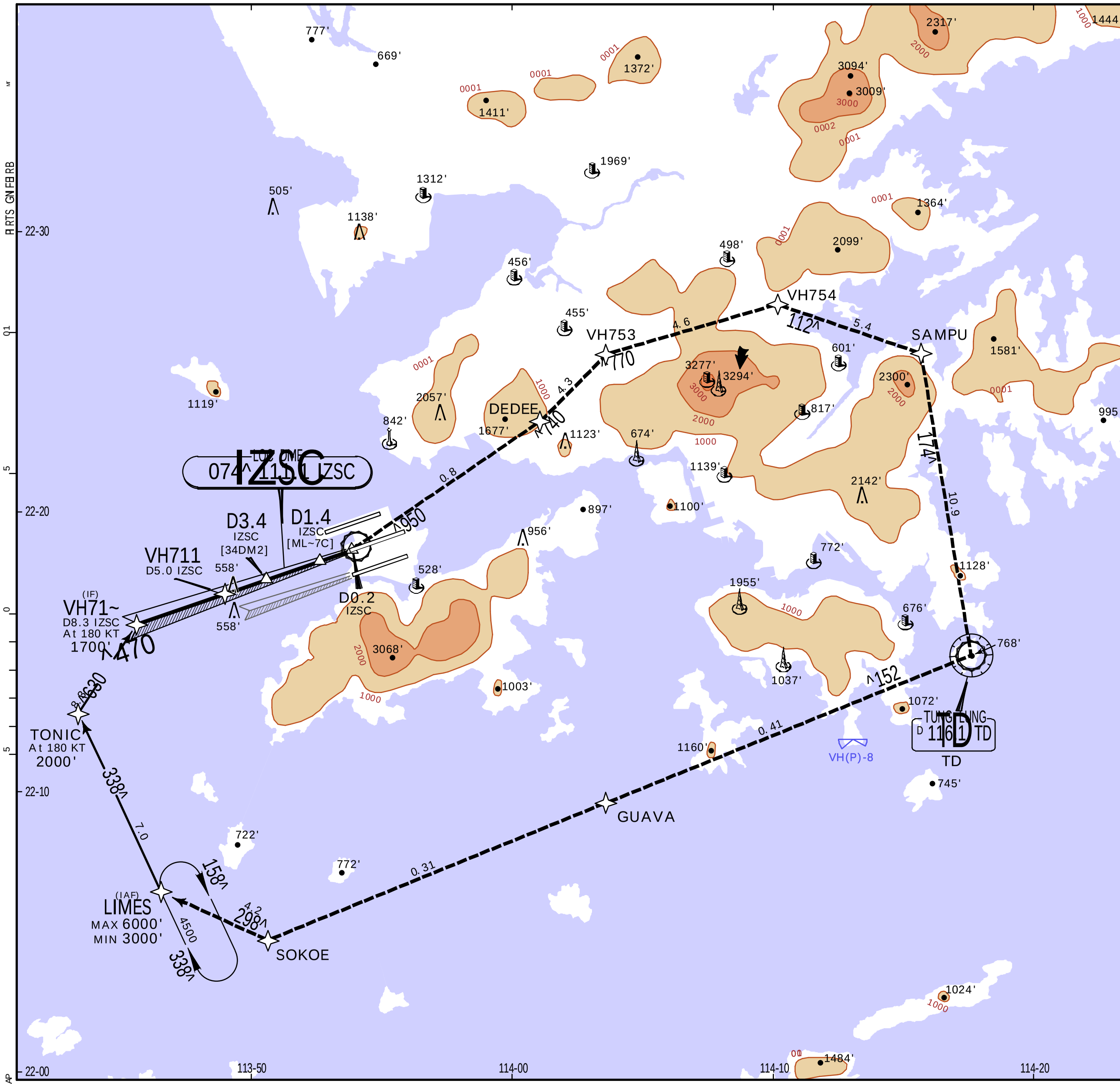
MISSED APCH: Climb to 5000'. At threshold or 520', whichever is later, turn LEFT to DEDEE at 2500' or above. Proceed to VH753, VH754, SAMPU at 5000', TD, GUAVA, SOKOE and LIMES.
MAX 200 KT until DEDEE, then 230 KT until LIMES.
Do not turn before D0.2 IZSC.
If unable for RNP, continue on published missed apch track, climb and pass MSA 4300' as soon as practicable and continue to 5000'.
Refer to minimums for missed apch climb gradients.

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: 980 hPa or above - FL110, 979 hPa or below - by ATC | Trans alt: 9000'

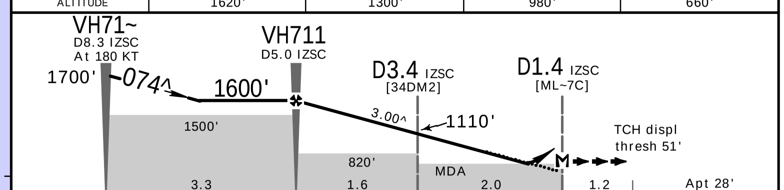
RNP1 for initial and missed apch. If unable, inform ATC.

1. DME required.
2. LOC IZSC unusable beyond 28^ RIGHT of course.
3. Circling prohibited.
4. Simultaneous dependent operation is authorized with RWY 07R.

SPEED CTL:
Cross TONIC at 180 KT and maintain until D7.0 IZSC.



IZSC DME	5.0	4.0	3.0	2.0
ALTITUDE	1620'	1300'	980'	660'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849

MAP at D1.4 IZSC

HIALS-II PAPI | 200 KT MAX | 059^ LT | DEDEE

.State.

STRAIGHT-IN LANDING

	Missed apch climb grad MIN 4.7%		Missed apch climb grad MIN 2.5%	
	CDFA 1 DA/MDA(H) 500' (472')		CDFA 1 DA/MDA(H) 1670' (1642')	
		ALS out		ALS out
A	R1500m	R1500m	R1500m	
B				
C		R2200m	R2400m	
D				

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: TL below 979 hPa by ATC.

VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
2 DEC 22 (11-3) ILS Rwy 07R

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

LOC	Final Apch Crs	VH721	DA(H)	Apt Elev 28'
ISR 109.3	074^	1600' (1573')	Refer to Minimums	Rwy 27'

MSA ARP within Hong Kong FIR: 4100 / 4300 (022^–275^)

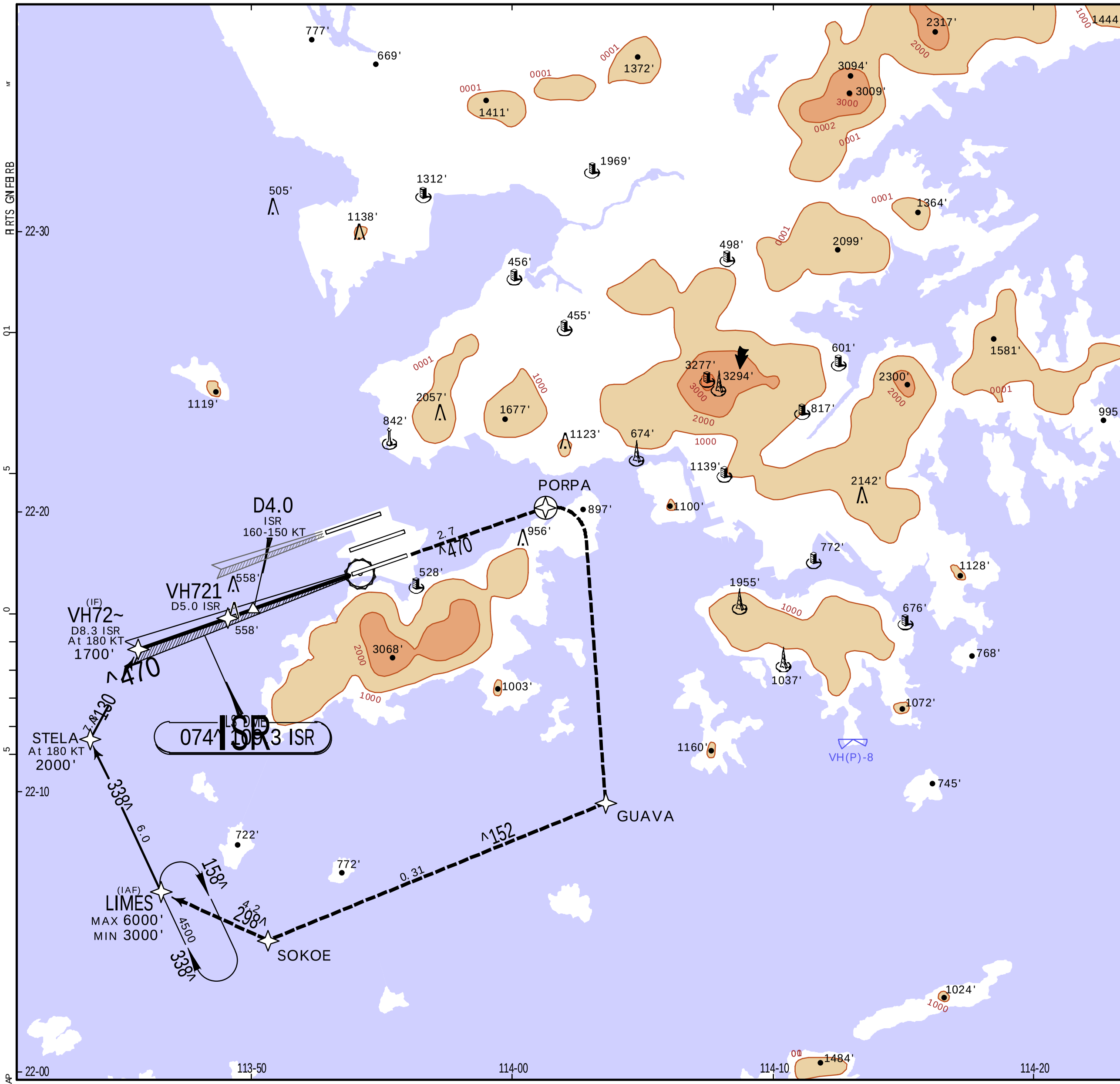
MISSED APCH: Climb to 5000'. Proceed to PORPA at or below 5000', then turn RIGHT direct to GUAVA, then SOKOE, then LIMES and hold, or as directed.
MAX 210 KT until established on track to GUAVA, cross GUAVA at 210 KT, then maintain 230 KT until LIMES.
Do not turn before PORPA.
If unable for RNP, continue on published missed apch track, climb and pass MSA 4300' as soon as practicable and continue to 5000'.
Refer to minimums for missed apch climb gradients.

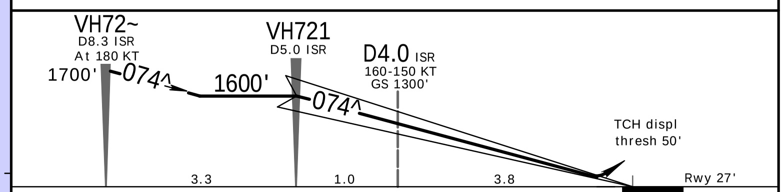
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110, 979 hPa or below - by ATC | Trans alt: 9000'

RNP1 for initial and missed apch. If unable, inform ATC.

1. DME required. If unable to receive ISR DME, advise ATC.
2. LOC ISR unusable beyond 25^ LEFT and 19^ RIGHT of course.
3. GS signal might be interfered by ground traffic.
4. Circling prohibited.
5. Simultaneous dependent operation is authorized with RWY 07L.
6. CAUTION: RWY 07C/25C closed for reconfiguration.

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





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

HIALS-II PAPI PAPI | 210 KT MAX | PORPA at 5000' or below

.State.

STRAIGHT-IN LANDING
ILS

	Missed apch climb grad MIN 3.6% up to 1400' DA(H) 227' (200')			Missed apch climb grad MIN 2.5% DA(H) A: 594' (567') B: 606' (579') C: 615' (588') D: 625' (598')	
	FULL	TDZ or CL out	ALS out	FULL/TDZ or CL out	ALS out
A, B	R550m V800m	1 R550m V800m	R1200m	R1500m	
C, D				R2000m	R2400m

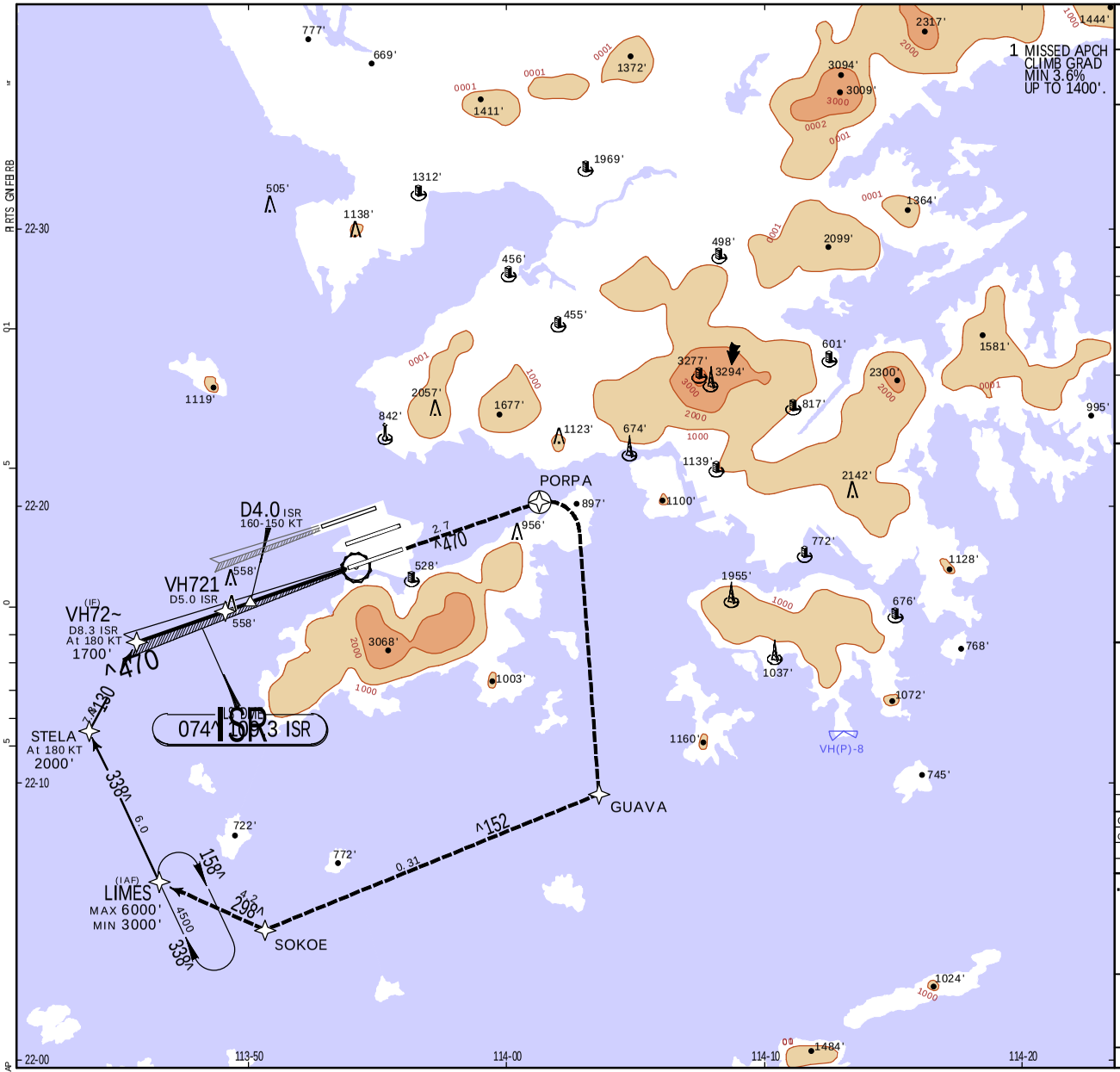
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: TL below 979 hPa by ATC.

VHHH/HKG
HONG KONG INTL

JEPPESEN 2 DEC 22 (11-3A)

HONG KONG, PR OF CHINA
1 CAT II ILS Rwy 07R



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

LOC ISR	Final Apch Crs	VH721	CAT II ILS RA 99' DA(H) 127'(100')	Apt Elev 28' Rwy 27'
109.3	074^	1600' (1573')		

MISSED APCH: Climb to 5000'. Proceed to PORPA at or below 5000', then turn RIGHT direct to GUAVA, then SOKOE, then LIMES and hold, or as directed.
MAX 210 KT until established on track to GUAVA, cross GUAVA at 210 KT, then maintain 230 KT until LIMES.
Do not turn before PORPA.
If unable for RNP, continue on published missed apch track, climb and pass MSA 4300' as soon as practicable and continue to 5000'.
Missed apch requires a minimum climb gradient of 3.6% up to 1400'.

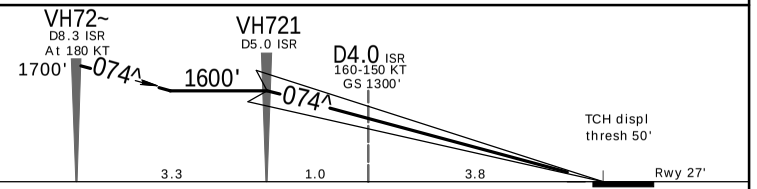
4500 4300 275^ 4100
MSA ARP
within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

RNP1 for initial and missed apch. If unable, inform ATC.

1. Special Aircrew and Acft Certification Required.
2. DME required. If unable to receive ISR DME, advise ATC.
3. LOC ISR unusable beyond 25^ LEFT and 19^ RIGHT of course.
4. Simultaneous dependent operation is authorized with RWY 07L.
5. CAUTION: RWY 07C/25C closed for reconfiguration.

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



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

HIALS-II PAPI PAPI | 210 KT MAX | PORPA at 5000' or below

.State.

STRAIGHT-IN LANDING

CAT II ILS
RA 99'
DA(H) 127'(100')

1 R300m

1 CAT D without autoland: R350m.

CHANGES: TL below 979 hPa by ATC.

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

LOC ISR	Final Apch Crs	VH721	DA/MDA(H)	Apt Elev 28'
109.3	074^	1600' (1572')	Refer to Minimums	

MSA ARP within Hong Kong FIR: 4100 / 4300 (022–275^)

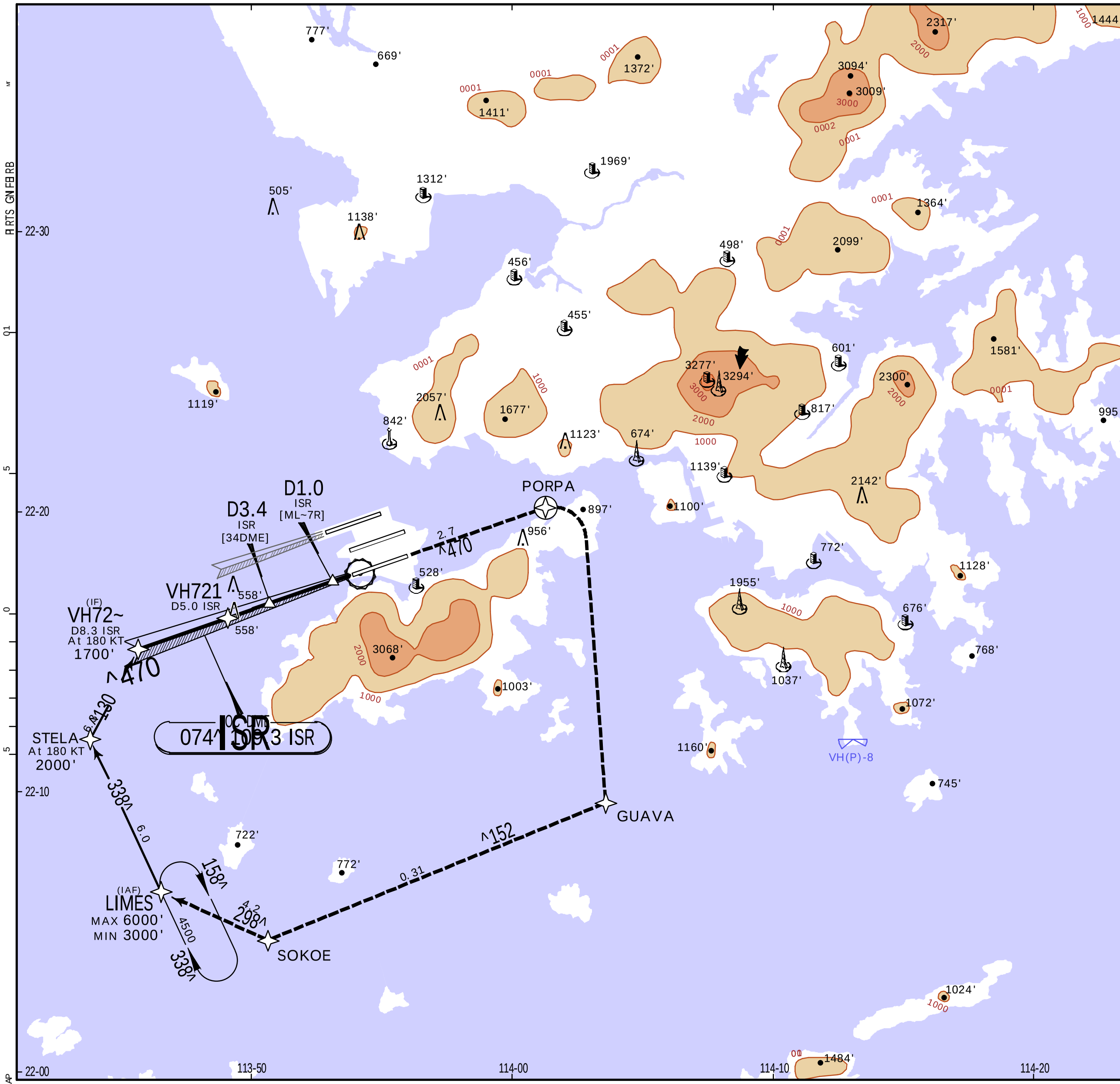
MISSED APCH: Climb to 5000'. Proceed to PORPA at or below 5000', then turn RIGHT direct to GUAVA, then SOKOE, then LIMES and hold, or as directed.

MAX 210 KT until established on track to GUAVA, cross GUAVA at 210 KT, then maintain 230 KT until LIMES.
Do not turn before PORPA.
If unable for RNP, continue on published missed apch track, climb and pass MSA 4300' as soon as practicable and continue to 5000'.
Refer to minimums for missed apch climb gradients.

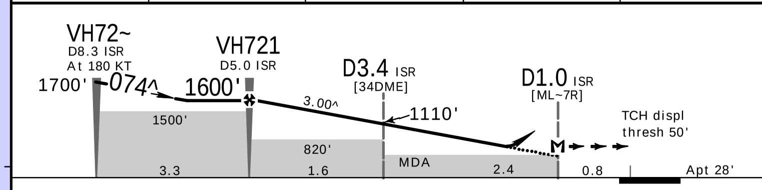
Alt Set: hPa | Apt Elev: 1 hPa | Trans level: 980 hPa or above - FL110, 979 hPa or below - by ATC | Trans alt: 9000'

RNP1 for initial and missed apch. If unable, inform ATC.
1. DME required.
2. LOC ISR unusable beyond 25^ LEFT and 19^ RIGHT of course.
3. Circling prohibited.
4. Simultaneous dependent operation is authorized with RWY 07L.
5. CAUTION: RWY 07C/25C closed for reconfiguration.

SPEED CTL:
Cross STELA at 180 KT and maintain until D7.0 ISR.



ISR DME	5.0	4.0	3.0	2.0
ALTITUDE	1620'	1300'	980'	660'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849

MAP at D1.0 ISR

HIALS-II, PAPI | 210 KT MAX | PORPA at or below 5000'

.State.

STRAIGHT-IN LANDING

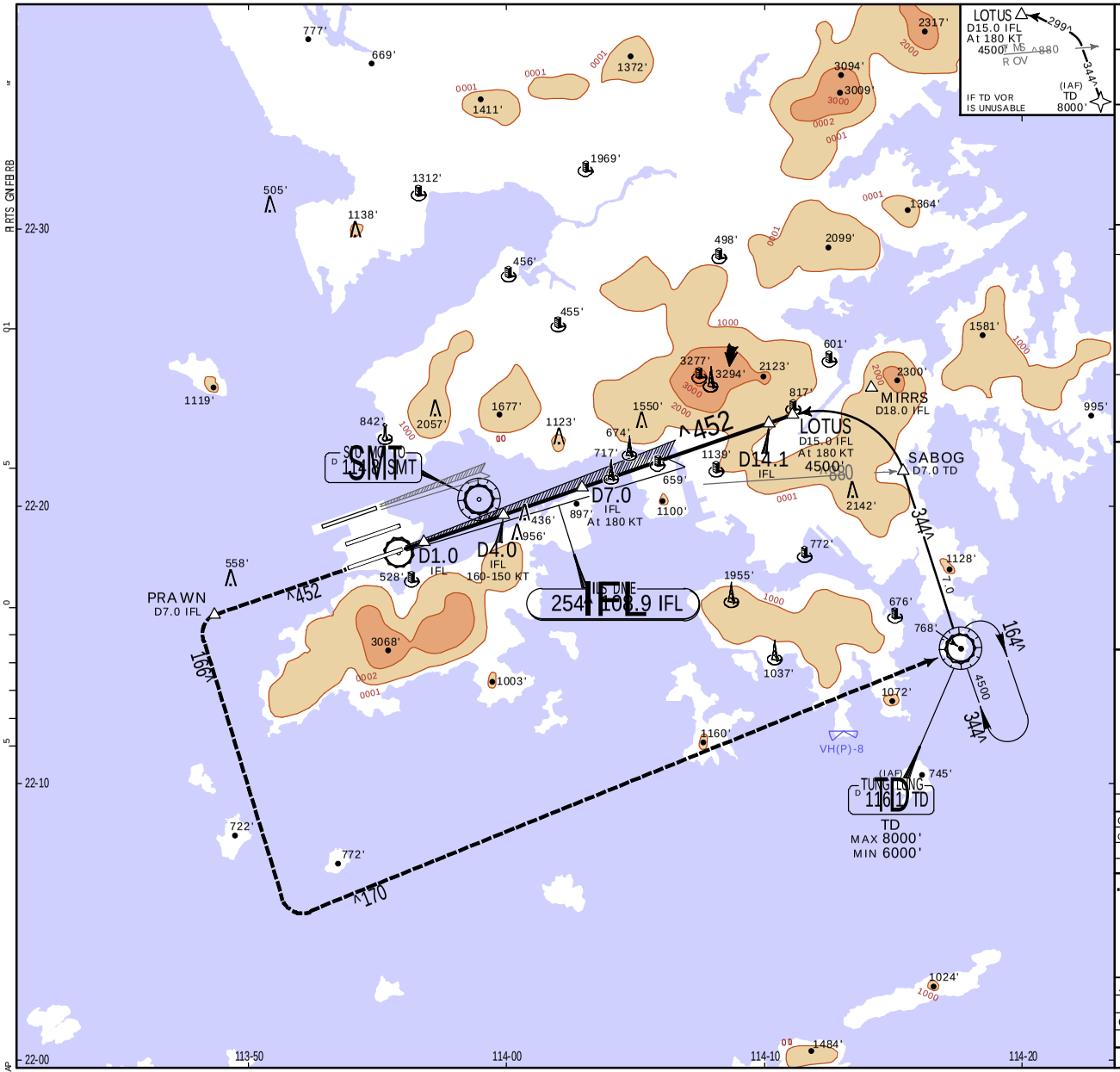
	Missed apch climb grad MIN 4.1%		Missed apch climb grad MIN 2.5%
	CDFA 1 DA/MDA(H) 460' (432')		CDFA 1 DA/MDA(H) 880' (852')
		ALS out	ALS out
A	R1300m	R1500m	R1500m
B	R1300m	R1500m	R1500m
C	R1300m	R2000m	R2400m
D	R1300m	R2000m	R2400m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: TL below 979 hPa by ATC.

VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
2 DEC 22 (11-5)
ILS 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	Final Apch Crs	No Altitude published	DA(H) Refer to Minimums	Apt Elev 28' Rwy 27'
IFL 108.9	254^			

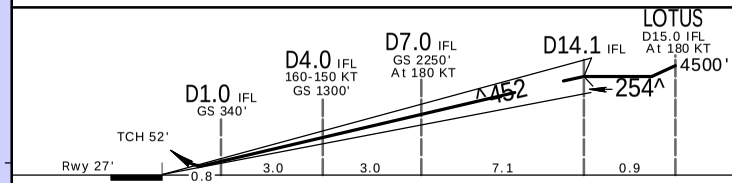
MISSED APCH: Climb to 5000'. Remain on 254^. At PRAWN turn LEFT onto 166^ to intercept R-251 inbound to TD VOR and hold, or as directed.
MAX 185 KT until established on 166^, then maintain 230 KT until TD.
Expect radar vectoring to final approach track if TD VOR is u/s.
Refer to minimums for missed apch climb gradients.

4100 4300 4022 275^
MSA ARP
within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

1. DME required. If unable to receive IFL DME, advise ATC.
2. LOC IFL unusable beyond 28^ LEFT of course.
3. GS signal unusable beyond 7^ LEFT of course.
4. GS signal might be interfered by ground traffic.
5. Circling prohibited.
6. Simultaneous dependent operation is authorized with RWY 25R.
7. TUNG LUNG Transition usable with TD VOR [TD1] and without TD VOR [TD2].
8. CAUTION: RWY 07C/25C closed for reconfiguration.

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



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

HIALS-II PAPI PAPI | 185 KT MAX | PRAWN | 254^

.State. STRAIGHT-IN LANDING ILS

	Missed apch climb grad MIN 4.0% up to 1800' DA(H) 227' (200')			Missed apch climb grad MIN 2.5% DA(H) 437' (410')	
	FULL	TDZ or CL out	ALS out	FULL/TDZ or CL out	ALS out
A	R550m V800m	1 R550m V800m	R1200m	R1200m	R1500m
B					
C					R1900m
D					

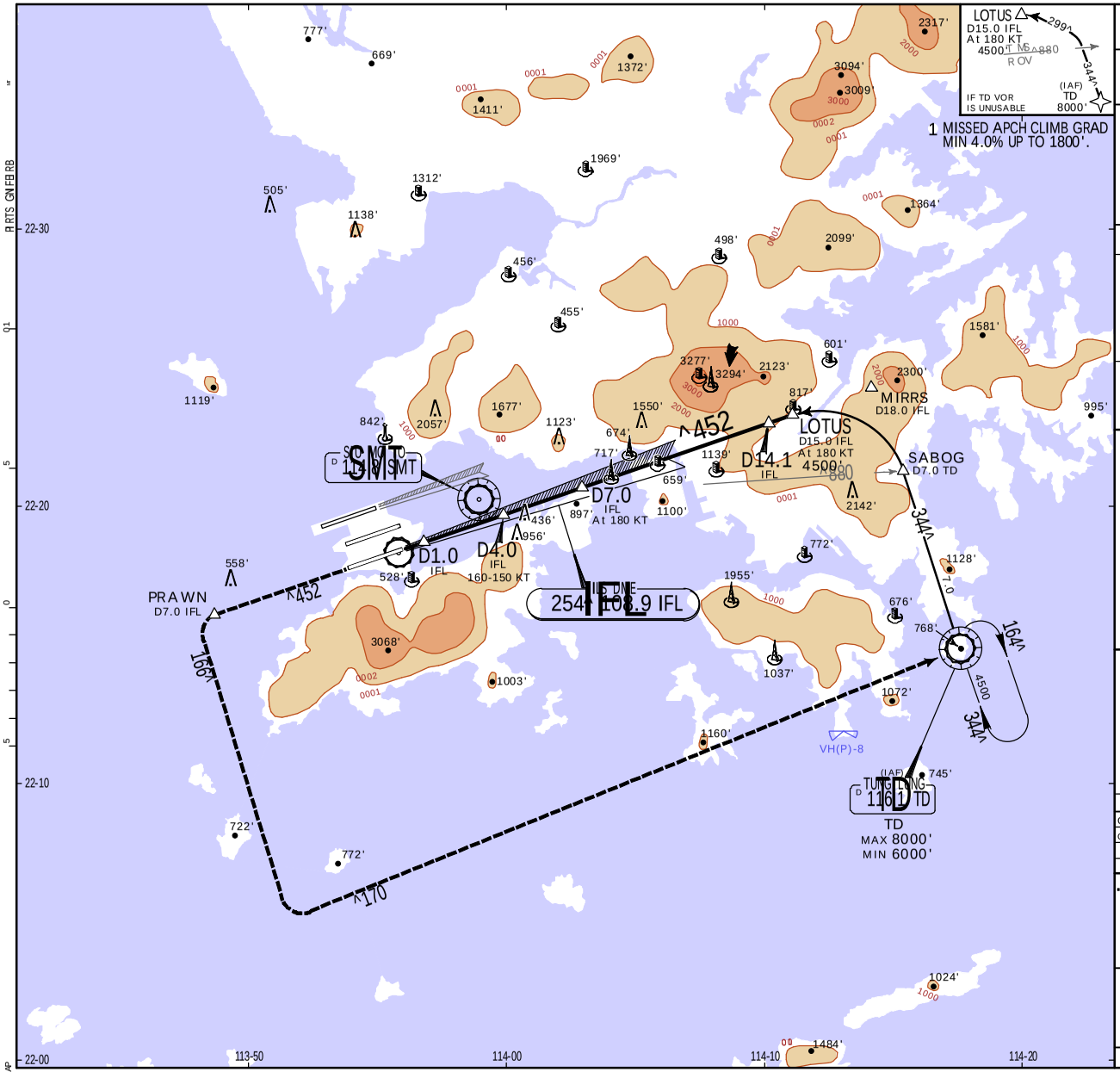
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: TL below 979 hPa by ATC.

VHHH/HKG
HONG KONG INTL

JEPPESEN 2 DEC 22 (11-5A)

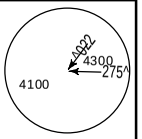
HONG KONG, PR OF CHINA
1 CAT II ILS Rwy 25L



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	Final Apch Crs	No Altitude published	CAT II ILS	Apt Elev 28'
IFL 108.9	254^		RA 100' DA(H) 127' (100')	Rwy 27'

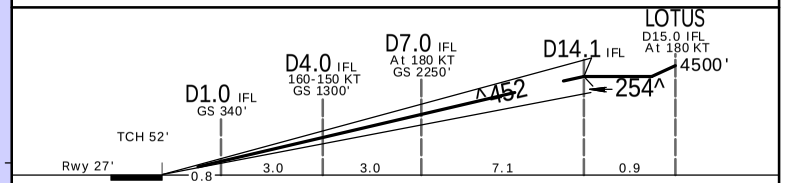
MISSED APCH: Climb to 5000'. Remain on 254^. At PRAWN turn LEFT onto 166^ to intercept R-251 inbound to TD VOR and hold, or as directed.
MAX 185 KT until established on 166^, then maintain 230 KT until TD.
Expect radar vectoring to final approach track if TD VOR is u/s.
Missed apch requires a minimum climb gradient of 4.0% up to 1800'.



Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

1. Special Aircrew & Acft Certification Required.
2. DME required. If unable to receive IFL DME, advise ATC.
3. LOC IFL unusable beyond 28^ LEFT of course.
4. GS signal unusable beyond 7^ LEFT of course.
5. Simultaneous dependent operation is authorized with RWY 25R.
6. TUNG LUNG Transition usable with TD VOR [TD1] and without TD VOR [TD2].
7. CAUTION: RWY 07C/25C closed for reconfiguration.

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



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

HIALS-II PAPI PAPI | 185 KT MAX | PRAWN on 254^

.State.

STRAIGHT-IN LANDING
CAT II ILS

RA 100'
DA(H) 127' (100')

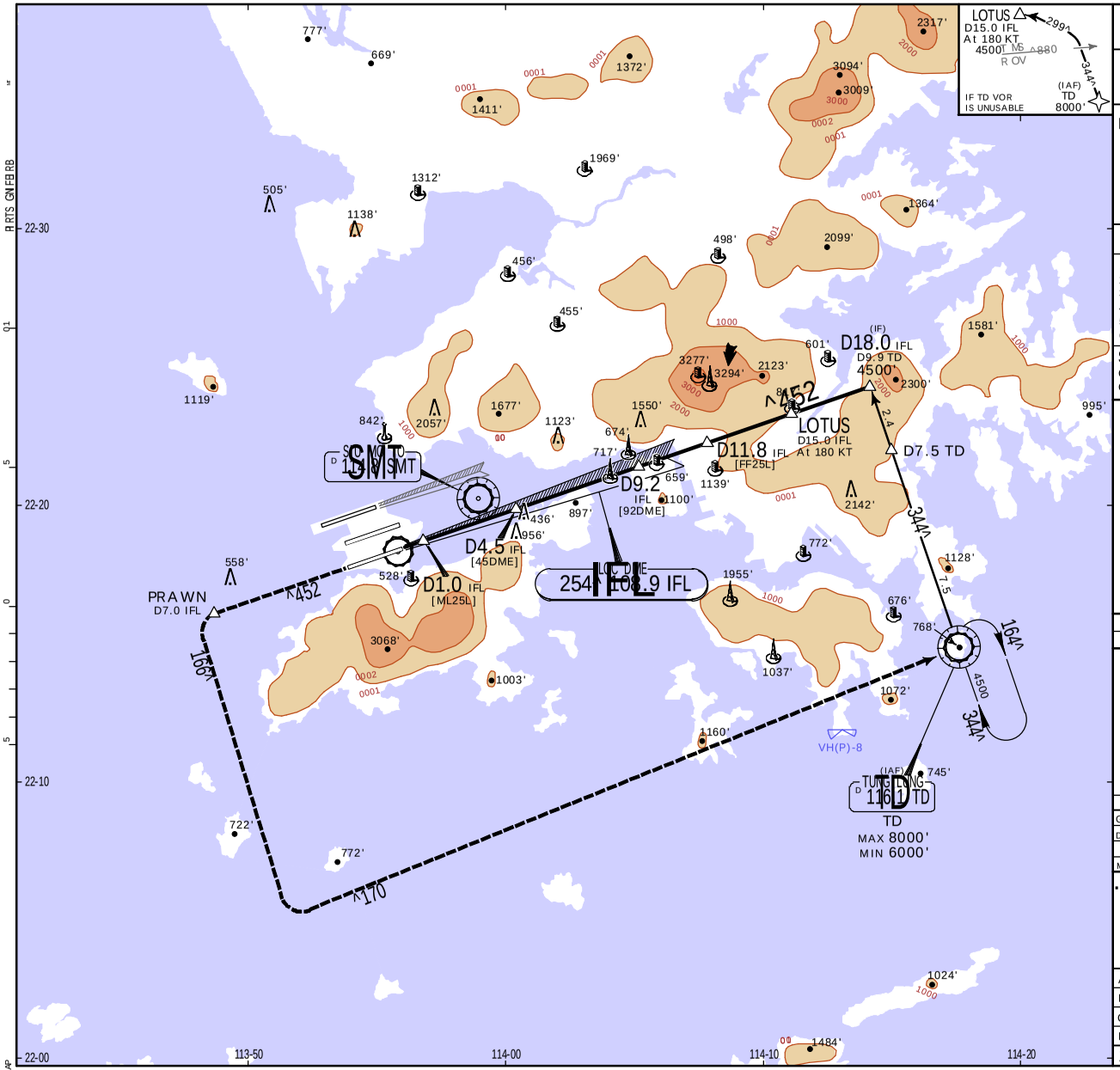
1 R300m

1 CAT D without autoland: R350m.

CHANGES: TL below 979 hPa by ATC.

VHHH/HKG
HONG KONG INTL

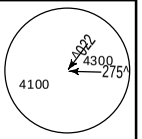
JEPPESEN HONG KONG, PR OF CHINA
2 DEC 22 (11-6)
LOC Rwy 25L



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	D11.8 IFL	DA/MDA(H)	Apt Elev 28'
108.9	254^	3800' (3772')	420' (392')	

MISSED APCH: Climb to 5000'. Remain on 254^. At PRAWN turn LEFT onto 166^ to intercept R-251 inbound to TD VOR and hold, or as directed.
MAX 185 KT until established on 166^, then maintain 230 KT until TD.
Expect radar vectoring to final approach track if TD VOR is u/s.

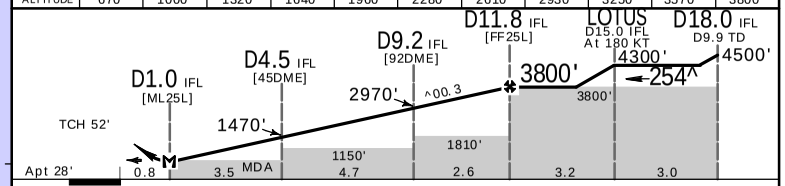


Alt Set: hPa | Apt Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

1. DME required.
2. LOC IFL unusable beyond 28^ LEFT of course.
3. Circling prohibited.
4. Simultaneous dependent operation is authorized with RWY 25R.
5. TUNG LUNG Transition usable with TD VOR [TD1] and without TD VOR [TD2].
6. CAUTION: RWY 07C/25C closed for reconfiguration.

SPEED CTL:
Cross D15.0 IFL at 180 KT.
Cross D8.0 IFL at 160 KT.

IFL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	11.8
ALTITUDE	670'	1000'	1320'	1640'	1960'	2280'	2610'	2930'	3250'	3570'	3800'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at D1.0 IFL						

HIALS-II PAPI PAPI | 185 KT MAX | PRAWN on 254^

.State.

STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 420' (392')

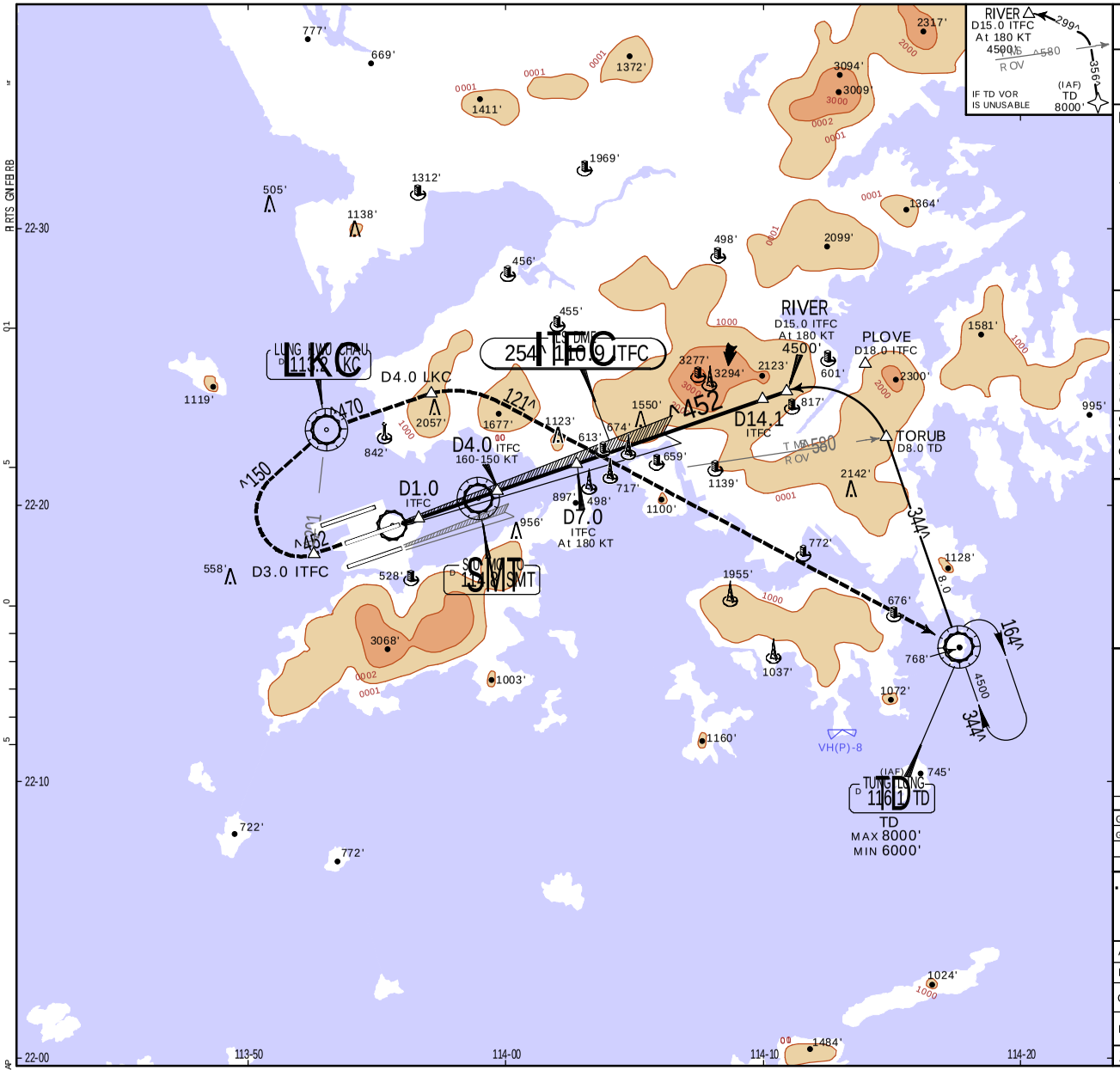
		ALS out
A	R1100m	R1500m
B		
C		R1800m
D		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: TL below 979 hPa by ATC.

VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
2 DEC 22 (11-7)
ILS Rwy 25C

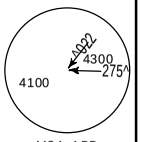


D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

LOC ITFC	Final Apch Crs	No Altitude published	DA(H)	Apt Elev 28'
110.9	254^		Refer to Minimums	Rwy 22'

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

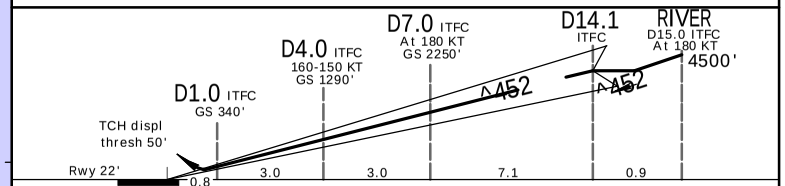
Expect radar vectoring to final approach track if TD VOR is u/s.
MAX 185 KT required until established on R-231 inbound LKC VOR, then maintain 230 KT until TD.
When LKC VOR is not available:
Climb on 254^ to 5000' and expect radar vectors. 185 KT until advised by ATC.
Refer to minimums for missed apch climb gradients.



Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

1. DME required. If unable to receive ITFC DME, advise ATC.
2. LOC ITFC unusable beyond 20 NM below 5500' from 4^ RIGHT of course.
3. GS signal unusable beyond 6^ RIGHT of course.
4. Circling prohibited.
5. Simultaneous dependent operation is authorized with RWY 25L.
6. TUNG LUNG Transition usable with TD VOR [TD1] and without TD VOR [TD2].

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



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

HIALS-II PAPI

Refer to Missed Apch above

.State. STRAIGHT-IN LANDING ILS

	Missed apch climb grad MIN 5.0% up to 5000' DA(H) 222' (200')			Missed apch climb grad MIN 2.5% DA(H) 1320' (1298')	
	FULL	TDZ or CL out	ALS out	FULL/TDZ or CL out	ALS out
A	R550m V800m	1 R550m V800m	R1200m	R1500m	
B					
C				R2400m	
D					

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: TL below 979 hPa by ATC.

VHHH/HKG
HONG KONG INTL

JEPPESEN 2 DEC 22 (11-7A)

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

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	Final		CAT IIIA ILS	CAT II ILS		
ITFC 110.9	Apch Crs 254^	No Altitude published	Refer to Minimums	RA 100' DA(H) 122' (100')	Apt Elev 28' Rwy 22'	

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

Expect radar vectoring to final approach track if TD VOR is u/s.
MAX 185 KT required until established on R-231 inbound LKC VOR, then maintain 230 KT until TD.
When LKC VOR is not available:
Climb on 254^ to 5000' and expect radar vectors. 185 KT until advised by ATC.
Missed apch requires a minimum climb gradient of 5.0% up to 5000'.

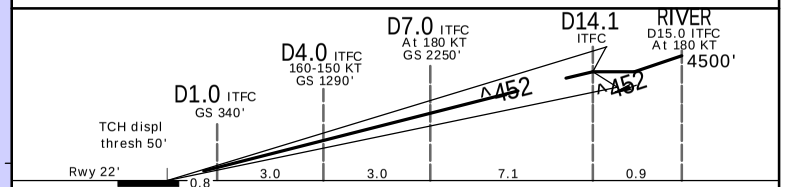
4100 4300 4500 275^

MSA ARP within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

1. Special Aircrew and Acft Certification Required.
2. DME required. If unable to receive ITFC DME, advise ATC.
3. LOC ITFC unusable beyond 20 NM below 5500' from 4^ RIGHT of course.
4. GS signal unusable beyond 6^ RIGHT of course.
5. Circling prohibited.
6. Simultaneous dependent operation is authorized with RWY 25L.
7. TUNG LUNG Transition usable with TD VOR [TD1] and without TD VOR [TD2].

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



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

HIALS-II PAPI

Refer to Missed Apch above

.State. STRAIGHT-IN LANDING

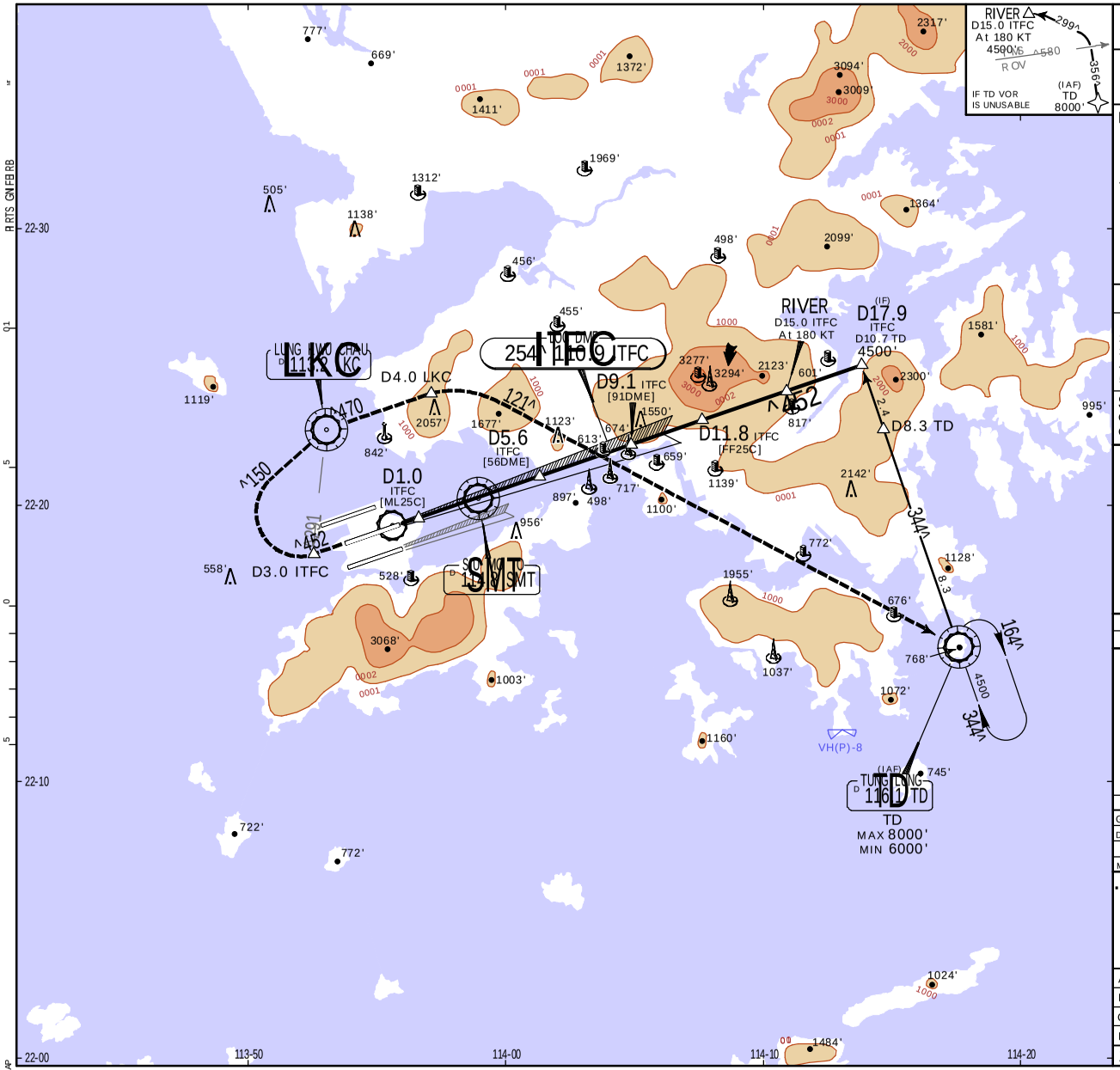
	CAT III ILS	CAT II ILS RA 100' DA(H) 122' (100')
A	R75m	1 R300m
B		
C		
D	R100m	

1 CAT D without autoland: R350m.

CHANGES: TL below 979 hPa by ATC.

VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
2 DEC 22 (11-8)
LOC Rwy 25C

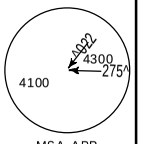


D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

LOC ITFC	Final Apch Crs	D11.8 ITFC	DA/MDA(H)	Apt Elev 28'
110.9	254^	3800' (3772')	Refer to Minimums	

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

Expect radar vectoring to final approach track if TD VOR is u/s.
MAX 185 KT required until established on R-231 inbound LKC VOR, then maintain 230 KT until TD.
When LKC VOR is not available:
Climb on 254^ to 5000' and expect radar vectors. 185 KT until advised by ATC.
Refer to minimums for missed apch climb gradients.

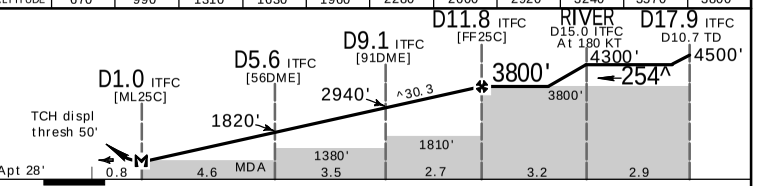


Alt Set: hPa | Apt Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

1. DME required.
2. LOC ITFC unusable beyond 20 NM below 5500' from 4^ RIGHT of course.
3. Circling prohibited.
4. Simultaneous dependent operation is authorized with RWY 25L.
5. TUNG LUNG Transition usable with TD VOR [TD1] and without TD VOR [TD2].

SPEED CTL:
Cross D15.0 ITFC at 180 KT.
Cross D8.0 ITFC at 160 KT.

ITFC DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	11.8
ALTITUDE	670'	990'	1310'	1630'	1960'	2280'	2600'	2920'	3240'	3570'	3800'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.03^	375	482	536	643	750	858
MAP at D1.0 ITFC						

HIALS-II PAPI

Refer to Missed Apch above

.State.

STRAIGHT-IN LANDING

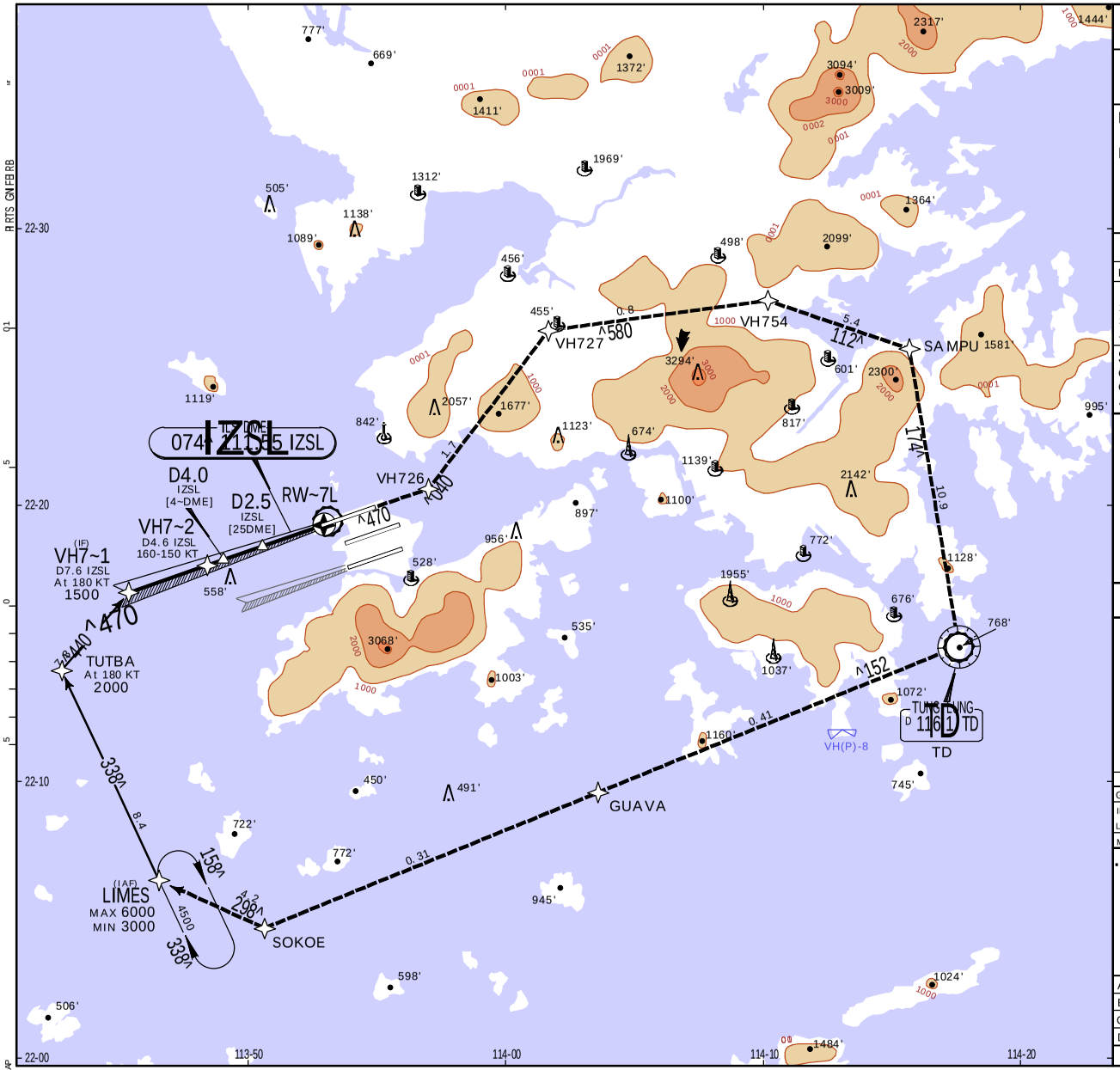
	Missed apch climb grad MIN 4.7% up to 5000'	Missed apch climb grad MIN 2.5%
CDFA	1 DA/MDA(H) 420' (392')	1 DA/MDA(H) 1880' (1852')
	ALS out	ALS out
A	R1100m	R1500m
B		R1500m
C		R1800m
D		R2400m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: TL below 979 hPa by ATC.

VHHH/HKG
HONG KONG INTL

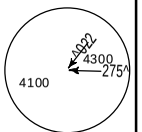
JEPPESEN HONG KONG, PR OF CHINA
24 MAR 23 (11-9)
ILS or LOC Rwy 07L



D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.7	121.6

LOC	Final Apch Crs	VH7~2	ILS DA(H) Refer to Minimums	Apt Elev 28'
IZSL 111.55	074^	1500' (1477')		Rwy 23'

MISSED APCH: Climb to 5000'. Track 074^ to VH726. Then proceed to VH727, VH754, SAMPU at 5000', TD, GUAVA, SOKOE and LIMES.
MAX 200 KT until VH727, then maintain 230 KT until LIMES.
If unable RNP 1, continue on published missed apch track, climb and pass MSA 4300' as soon as practicable and continue to 5000'.
Refer to minimums for missed apch climb gradients.



MSA ARP within Hong Kong FIR

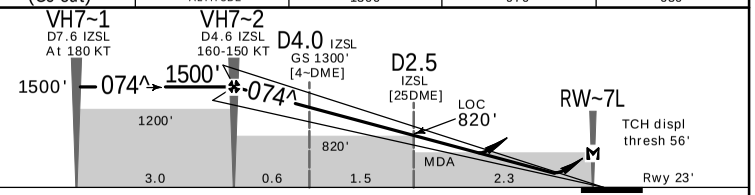
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

RNP1 for initial and missed apch. If unable, inform ATC.

1. DME required.
2. Simultaneous dependent operation is authorized with RWY 07R.
3. Circling prohibited.
4. CAUTION: RWY 07C/25C closed for reconfiguration.

SPEED CTL:
Cross TUTBA and VH7~1 at 180 KT.
Cross VH7~2 between 160 and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

LOC (GS out)	IZSL DME	4.0	3.0	2.0
	ALTITUDE	1300'	970'	650'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW~7L							

HIALS-II PAPI PAPI

200 KT MAX

VH726 074^

State.

STRAIGHT-IN LANDING

	ILS			LOC (GS out)			
	Missed apch climb grad MIN 6.9%		MACG MIN 2.5%		Missed apch climb grad MIN 6.6% with SDF CDFA		Missed apch climb grad MIN 5.3% without SDF CDFA	
	DA(H) 223' (200')		DA(H) A: 1359' (1336') B: 1369' (1346') C: 1379' (1356') D: 1388' (1365')		MDA(H) 500' (477')		MDA(H) 820' (797')	
	FULL	TDZ/CL out	ALS out	FULL	ALS out		ALS out		ALS out
A	R550m V800m	1 R550m V800m	R1200m	R1500m		R1500m	R1500m	R1500m	
B									
C				R2400m			R2200m	R2400m	
D									

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: ILS and LOC chart combined.

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.7	121.6

LOC IZSL	Final Apch Crs	VH7~2	CAT III	CAT II ILS	Apt Elev 28'
111.55	074^	1500' (1477')	Refer to Minimums	RA 100' DA(H) 123' (100')	Rwy 23'

MSA ARP within Hong Kong FIR: 4100 / 4300 (275^ – 022^)

MISSED APCH: Climb to 5000'. Track 074^ to VH726. Then proceed to VH727, VH754, SAMPU at 5000', TD, GUAVA, SOKOE and LIMES.
MAX 200 KT until VH727, then maintain 230 KT until LIMES.
If unable RNP 1, continue on published missed apch track, climb and pass MSA 4300' as soon as practicable and continue to 5000'.
Refer to minimums for missed apch climb gradient.

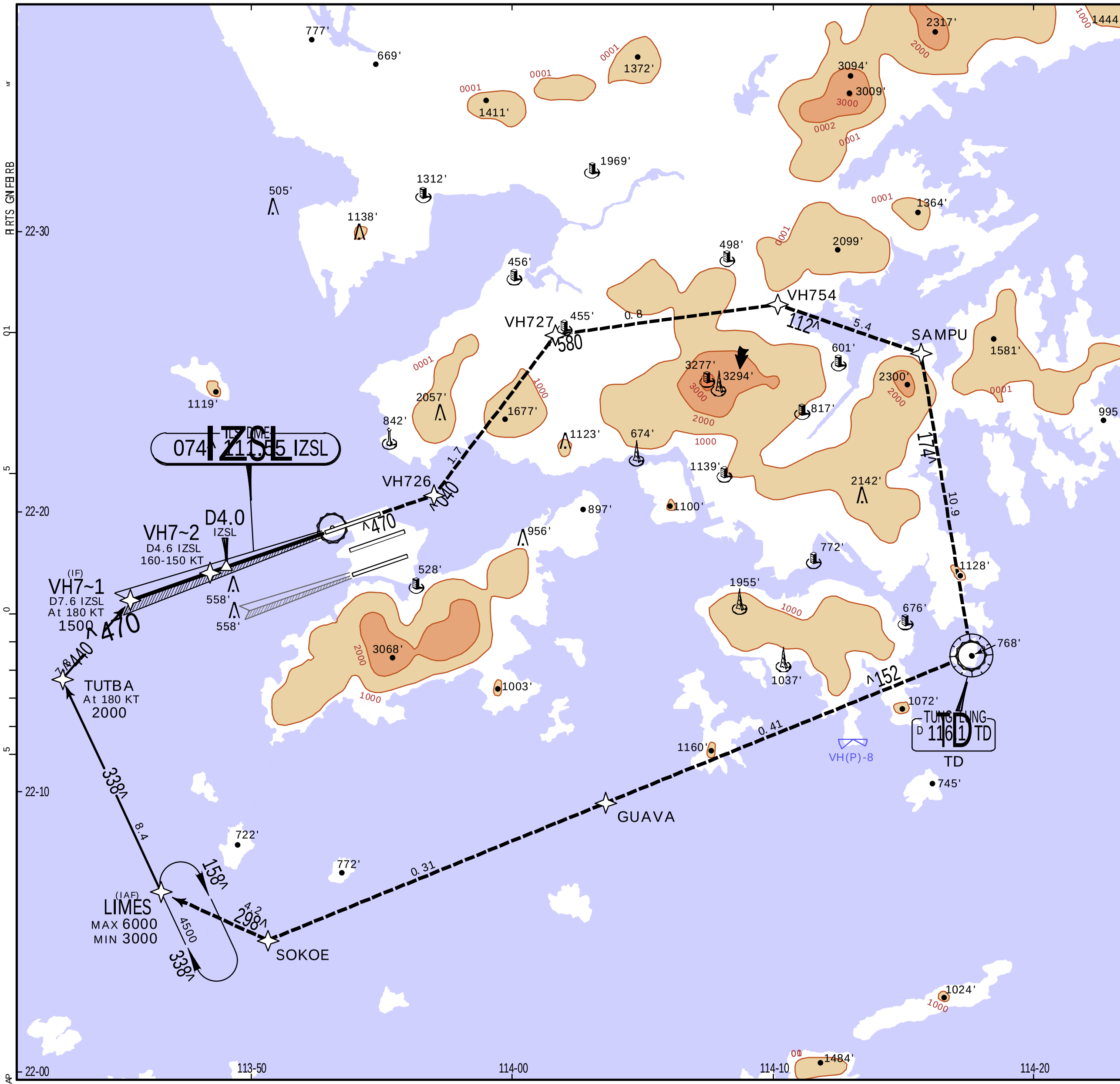
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110, 979 hPa or below - by ATC | Trans alt: 9000'

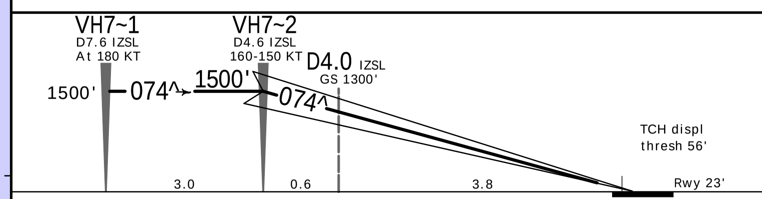
RNP1 for initial and missed apch. If unable, inform ATC.

1. Special Aircrew & Acft Certification Required.
2. DME required.
3. Simultaneous dependent operation is authorized with RWY 07R.
4. Circling prohibited.
5. CAUTION: RWY 07/25C closed for reconfiguration.

SPEED CTL:
Cross TUTBA and VH7~1 at 180 KT.
Cross VH7~2 between 160 KT and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

CAT III MMACG shall normally be determined by operators based on specific CAT III systems/operations and Decision Height/Alert Height authorized. For reference, RWY 07L CAT III MACG is calculated to be at 7.9% assuming the start of missed approach climb is at 1800m after RWY 07L threshold. If the start of missed approach climb is beyond 1800m after RWY 07L threshold or the required MACG of concerned ACFT cannot be achieved, operators shall establish operating procedures to ensure adequate terrain clearance can be maintained in the event of missed approach.





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

HIALS-II PAPI | 200 KT MAX | VH726 on 074^

.State.

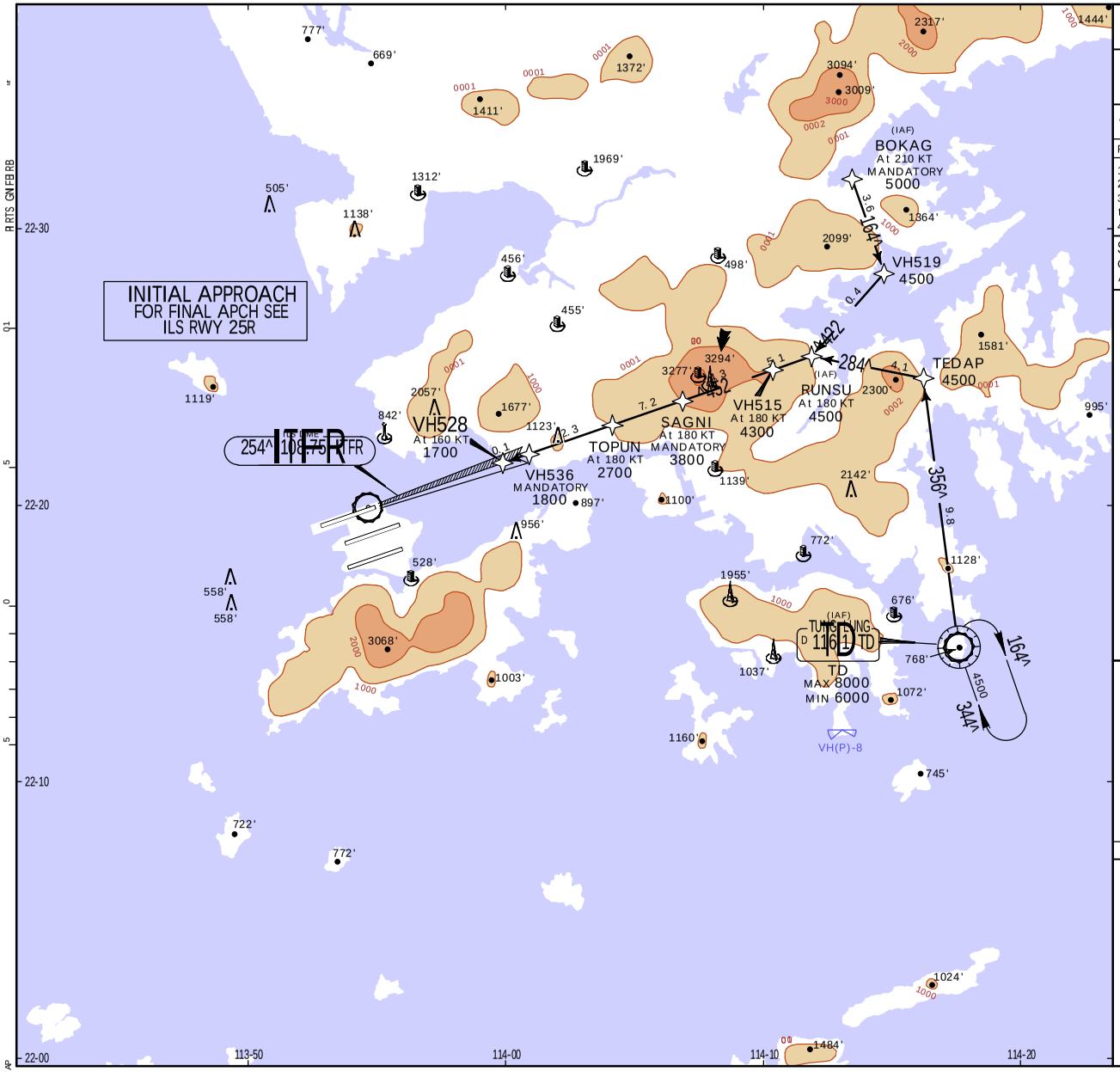
STRAIGHT-IN LANDING

	CAT III ILS	CAT II ILS
		Missed apch climb gradient MIN 7.1% RA 100' DA(H) 123' (100')
A	R75m	R300m
B	R75m	R300m
C	R75m	R300m
D	R100m	R300m

CHANGES: None.

VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
24 MAR 23 (11-10) RNAV TRANSITION TO ILS Rwy 25R



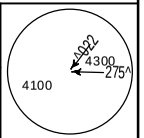
D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.7	121.6

RNAV	Final Apch Crs	Refer to ILS RWY 25R	ILS DA(H) Refer to ILS RWY 25R	Apt Elev 28' Rwy 23'
	254^			

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL110 Trans alt: 9000'
979 hPa or below - by ATC

RNP 1

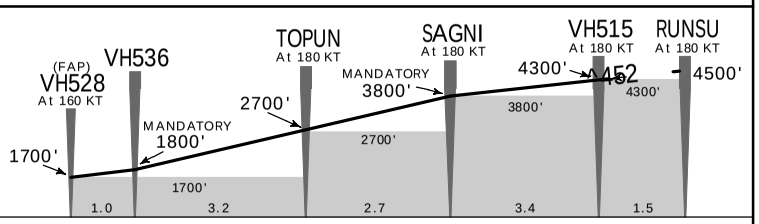
1. WARNING: Do not select ILS approach mode before TOPUN.
2. Do not accept radar vectors inside RUNSU.
3. Strictly comply with all charted altitude restrictions and descend via RNAV transition profile to FAP altitude.
4. CAUTION: RWY 07C/25C closed for reconfiguration.



MSA ARP
within Hong Kong FIR

SPEED CTL:
Cross RUNSU at 180 KT, maintain 180 KT until TOPUN.
Advise Apch Control if planned final apch speed is below 125 KT.

HANDLING:
1. If unable RNP 1, notify ATC as soon as possible. Expect vectors to the ILS approach to an alternative Rwy.
2. Due obstacle clearance constraints, ATC vectors to intercept ILS RWY 25R from headings are not allowed. ATC will only issue ILS approach clearance to Acft correctly following RNAV transition procedure. Non-complient Acft will have their clearance cancelled and will be repositioned.
3. In busy traffic, expect ATC verctors for inter-arrival spacing purposes followed by instruction direct to either TEDAP or RUNSU to re-join RNAV transition.
Resume own navigation from instructed waypoint. Be reminded not to delete RNAV waypoint sequence between TEDAP and TOPUN
4. When instructed "FROM [waypoint] DESCEND VIA RNAV TRANSITION", join the RNAV transition procedure and descend in compliance with the altitude restrictions to the FAP.
Engage the appropriate lateral and vertical modes to ensure compliance with the profile constraints of the RNAV transition. Engagement of the ILS modes (i.e. LOC and G/S) before crossing TOPUN will not conform to the required obstacle clearance.
5. When Acft is on the extended Rwy centerline track, ATC will issue the ILS approach clearance: "FROM TOPUN, CLEARED ILS APPROACH RWY 25R." Engage the ILS mode after passing TOPUN.
6. During hot weather conditions, Acft maintaining the published 3800' at SAGNI may be above glide path. Descend via the RNAV transition complying with altitude restrictions. The mandatory altitude of 1800' at VH536 will facilitate Acft to intercept the glide path from below.
After TOPUN, cross VH536 at 1800' unless established on glide path.
7. Follow the prescribed operating procedures for obstacle clearance and possible ILS signal coverage issues. RNP Z Rwy 25R and LOC Rwy 25R approach procedures are available on request if pilots are unfamiliar with these operating requirements.



CHANGES: Chart reindexed.

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.7	121.6

LOC ITFR	Final Apch Crs	VH528	DA(H)	Apt Elev / Rwy
108.75	254^	1700' (1677')	Refer to Minimums	Apt Elev 28' Rwy 23'

MSA ARP within Hong Kong FIR: 4100 / 4300 (022^–275^)

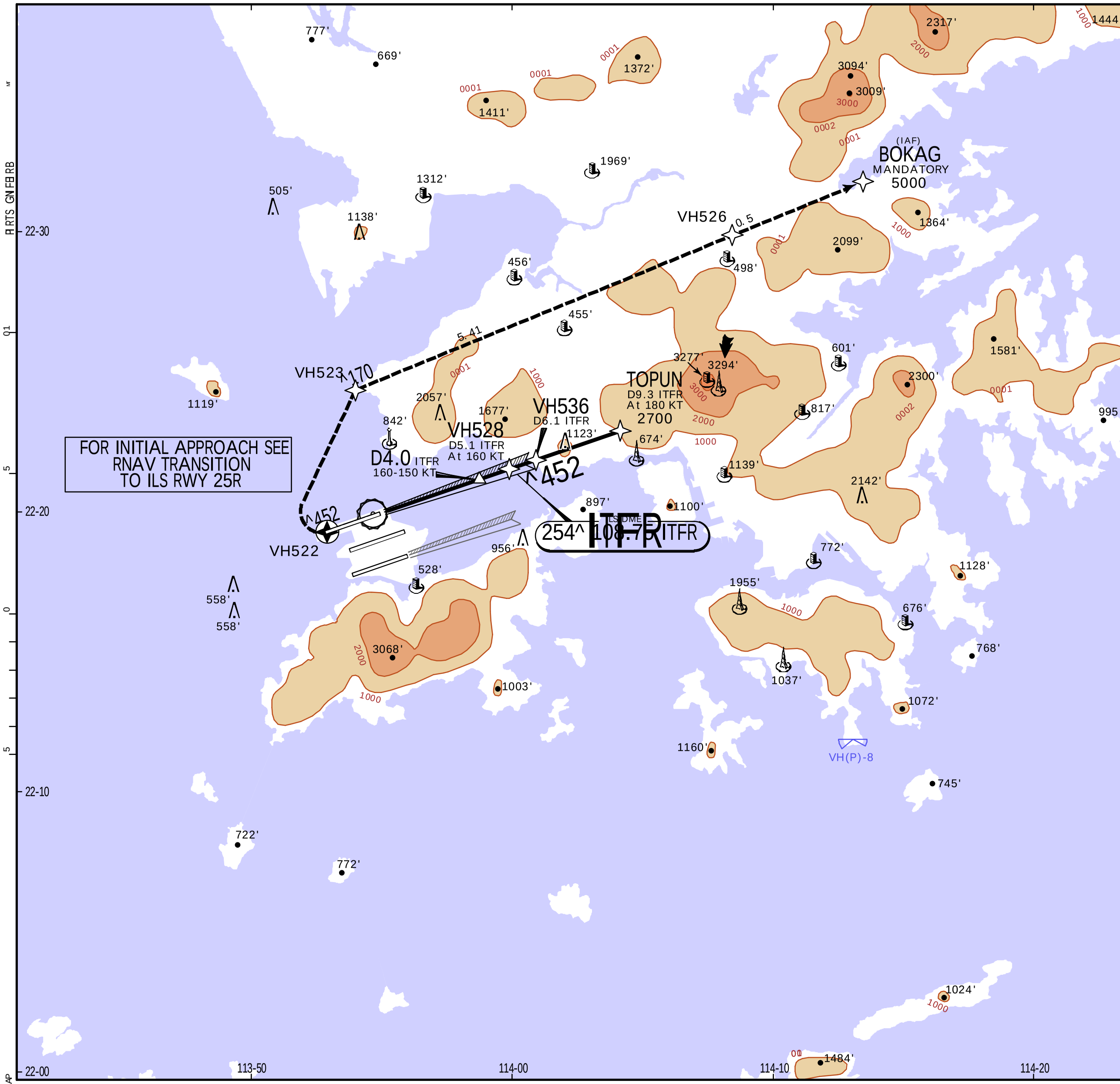
MISSED APCH: Climb initially to 4000' and track 254^ to VH522, then turn RIGHT direct to VH523 and cross between 3000' and 4000'. Climb to 5000' and track via VH526 to BOKAG.
MAX 185 KT until VH523, then maintain 230 KT until VH526, then maintain 210 KT until BOKAG.
If unable RNP 1, continue on published missed apch track, climb and pass MSA 4300' as soon as practicable and continue to 5000'.
Refer to minimums for missed apch climb gradients.

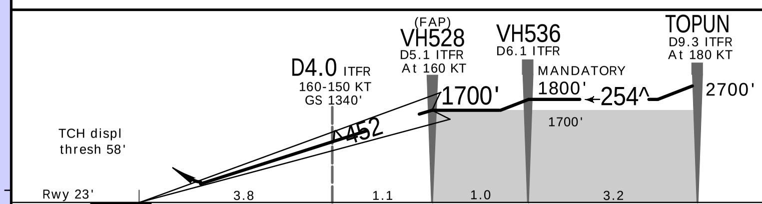
Alt Set: hPa | Apt Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

RNP 1 for missed apch.

1. WARNING: GP signal unusable below elevation angle of 1.8^
2. WARNING: Do not select ILS approach mode before TOPUN.
3. Connect from RNAV transition only.
4. DME required. If unable to receive ITFR DME, advise ATC.
5. Simultaneous dependent operation is authorized with RWY 25L.
6. Cross VH536 at 1800' unless established on GS.
7. Circling prohibited.
8. CAUTION: RWY 07C/25C closed for reconfiguration.

SPEED CTL:
Cross D4.0 ITFR between 160 and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.10^	384	494	548	658	768	878

HIALS-II, PAPI | 185 KT MAX | VH522 on 254^ | VH523 RT

.State.

STRAIGHT-IN LANDING
ILS

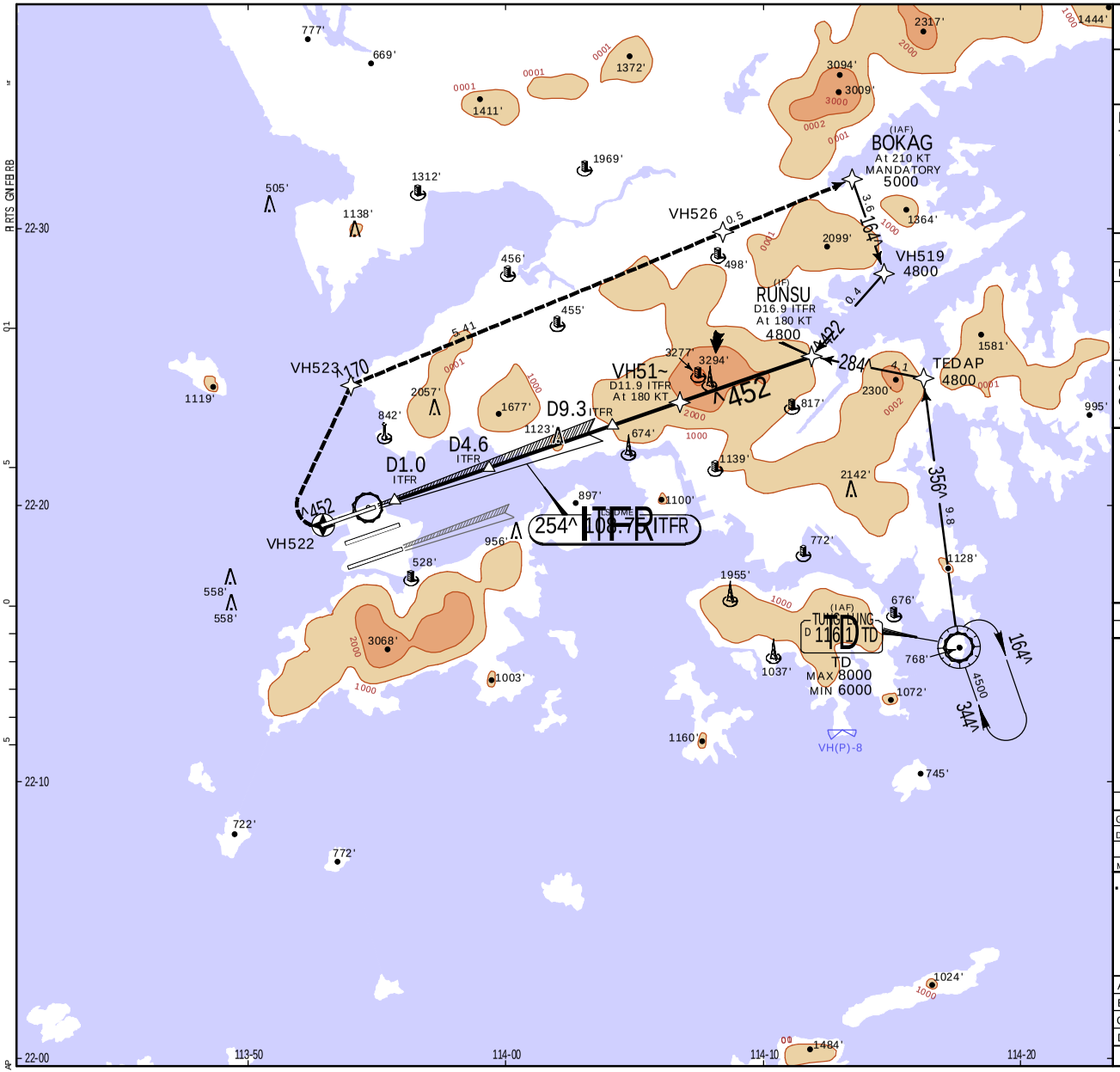
	Missed apch climb grad MIN 6.5% DA(H) 223' (200')			Missed apch climb grad MIN 2.5% DA(H) A: 1425' (1402') B: 1435' (1412') C: 1445' (1422') D: 1455' (1432')	
	FULL	TDZ or CL out	ALS out	FULL	ALS out
A	R550m V800m	1 R550m V800m	R1200m	R1500m	
B					
C				R2400m	
D					

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Chart reindexed.

VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
24 MAR 23 (11-11)
1 LOC Rwy 25R



D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.7	121.6

LOC ITFR	Final Apch Crs	VH51~	MDA(H)	Apt Elev 28'
108.75	254^	3800' (3772')	430' (402')	

MISSED APCH: Climb initially to 4000' and track 254^ to VH522. Then turn RIGHT direct to VH523 and cross between 3000' and 4000'. Climb to 5000' and track via VH526 to BOKAG.
MAX 185 KT until VH523, then maintain 230 KT until VH526, then maintain 210 KT until BOKAG.
Missed apch requires a minimum climb gradient of 5.1% up to 4000'.

4100 4300 4500 275^
MSA ARP
within Hong Kong FIR

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

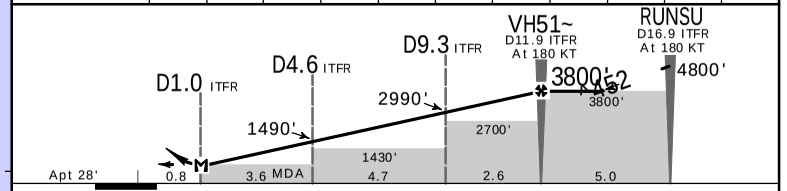
RNP 1 for initial and missed apch.

1. WARNING: LOC ITFR unusable beyond 22^ Right of course.
2. DME required.
3. Simultaneous dependent operation is authorized with RWY 25L.
4. Circling prohibited.
5. CAUTION: RWY 07C/25C closed for reconfiguration.

SPEED CTL:
Cross RUNSU and D15.0 ITFR at 180 KT.
Cross D8.0 ITFR at 160 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

1 MISSED APCH CLIMB GRAD MIN 5.1% UP TO 4000'.

ITFR DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	11.9
ALTITUDE	650'	970'	1280'	1600'	1920'	2240'	2560'	2880'	3200'	3520'	3800'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at D1.0 ITFR						

HIALS-II PAPI PAPI | 185 KT MAX | VH522 | 254^ | VH523 RT

.State.

STRAIGHT-IN LANDING

CDFA

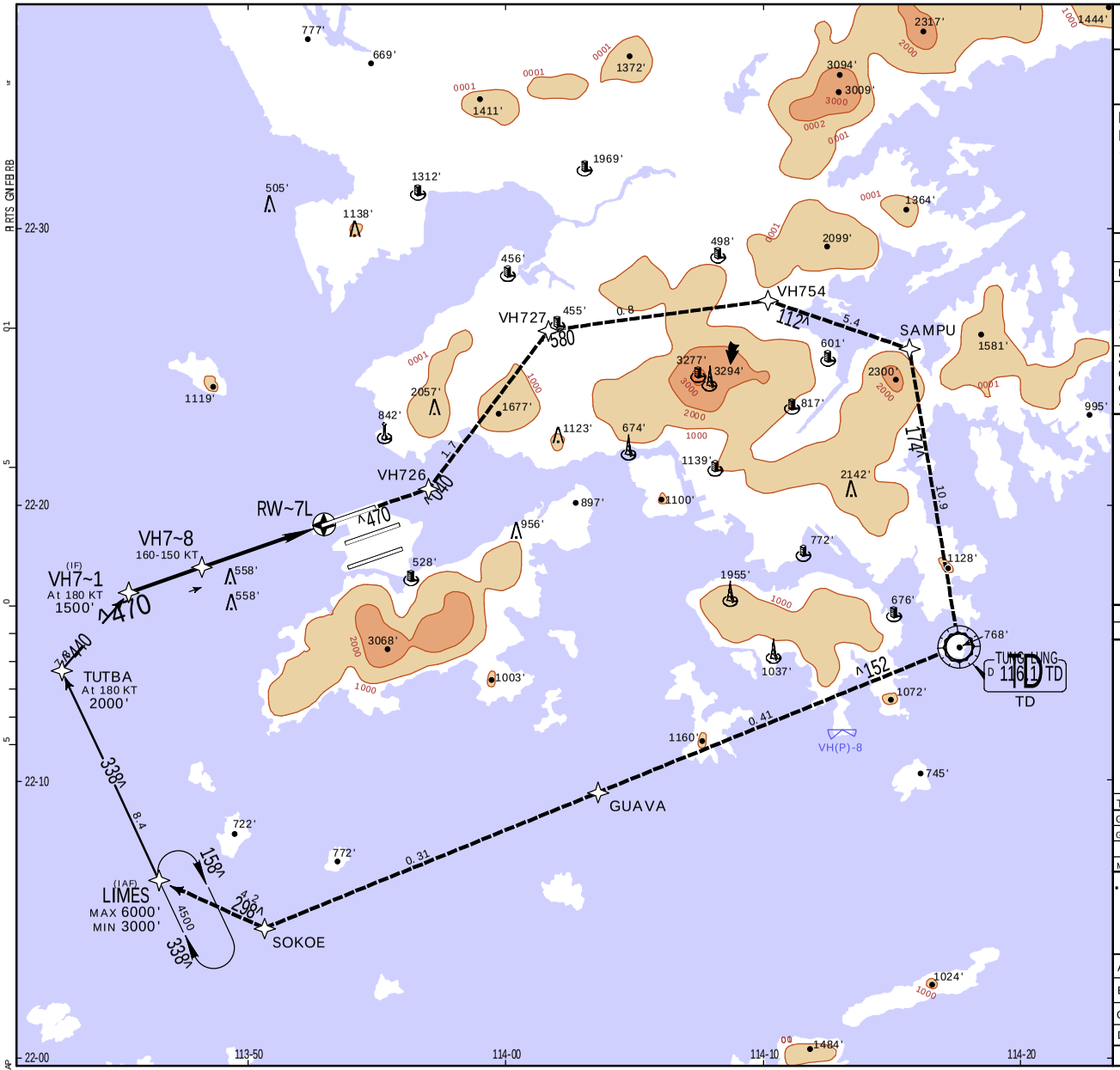
MDA(H) 430' (402')

		ALS out
A	R1100m	R1900m
B		
C		
D		

CHANGES: Chart reindexed.

VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
30 DEC 22 (12-1) 1RNP Rwy 07L (LNAV/VNAV only)



D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.7	121.6

RNAV	Final Apch Crs	VH7~8 MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 28' Rwy 23'
	074^	1500' (1477')		

MISSED APCH: Climb to 5000'. From RW~7L track 074^ to VH726. Proceed to VH727, then to VH754, SAMPU at 5000', TD, GUAVA, SOKOE and LIMES.
MAX 200 KT until VH727, then maintain 230 KT until LIMES.
Missed apch requires a minimum climb gradient of 6.6% up to 4300'.

4100 — 4300 — 4500 — 275^
MSA ARP
within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

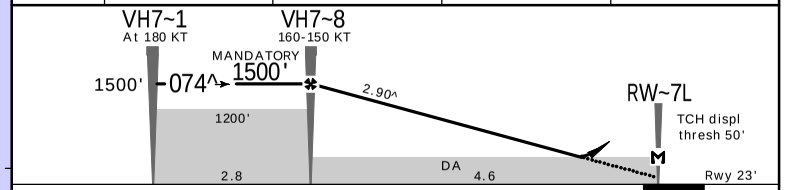
RNP Apch

1. Baro-VNAV not authorized below 0^C.
2. Simultaneous dependent operation is authorized with RWY 07R.
3. Circling prohibited.
4. CAUTION: RWY 07C/25C closed for reconfiguration.

SPEED CTL:
Cross TUTBA and VH7~1 at 180 KT.
Cross VH7~8 between 160 and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

1 MISSED APCH CLIMB GRAD MIN 6.6% UP TO 4300'.

DIST to RW~7L	4.0	3.0	2.0	1.0
ALTITUDE	1300'	1000'	690'	380'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.90^	359	462	513	616	718	821
MAP at RW~7L						

HIALS-II PAPI PAPI | 200 KT MAX | VH726 074^

.State.

STRAIGHT-IN LANDING
LNAV/VNAV

DA(H) A: 302' (279') C: 322' (299')
B: 312' (289') D: 332' (309')

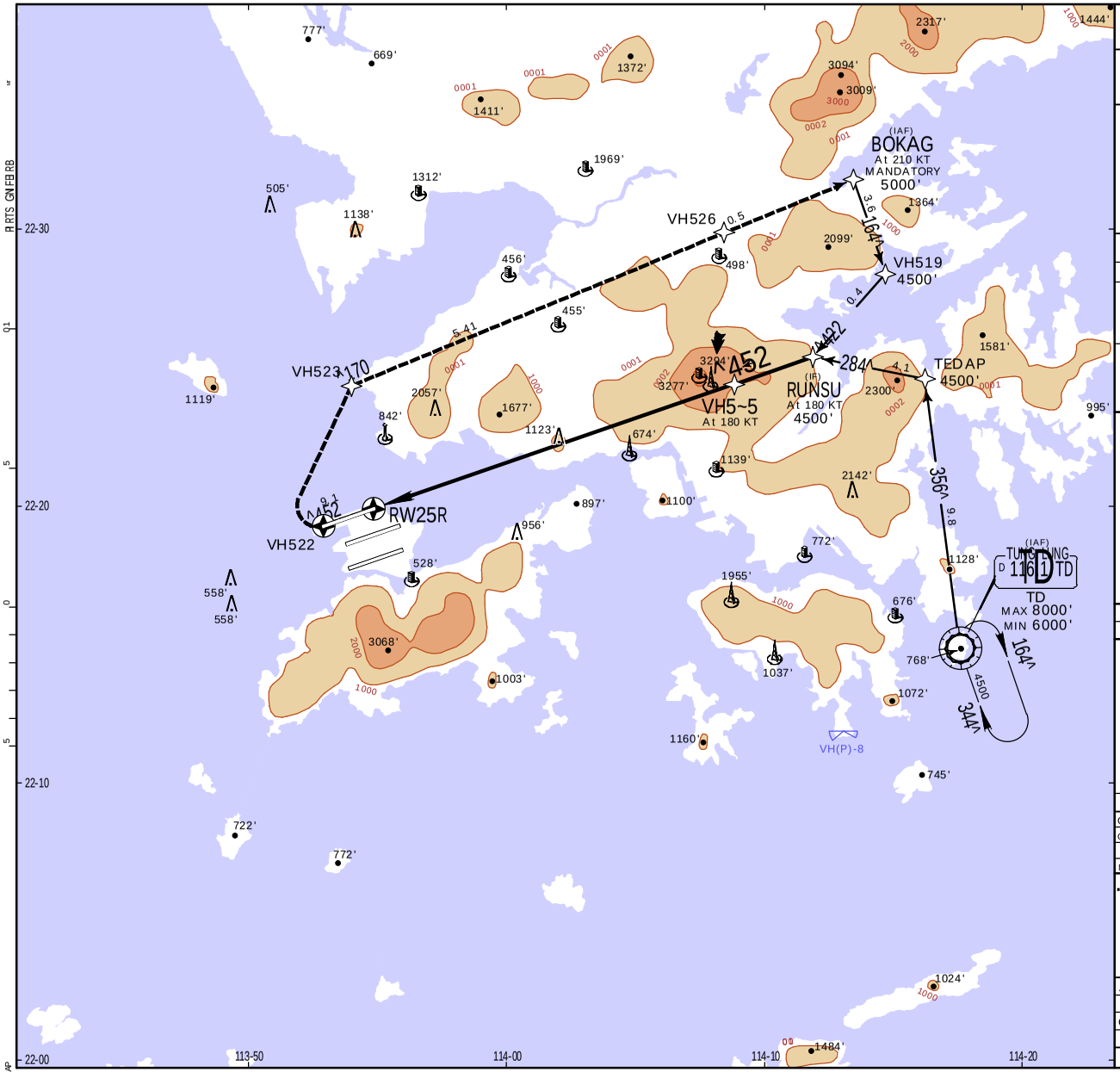
		ALS out
A	R600m	R1300m
B	R650m	R1400m
C		
D	R700m	

CHANGES: None.

VHHH/HKG
HONG KONG INTL

JEPPESEN 30 DEC 22 (12-2)

HONG KONG, PR OF CHINA
RNP Z Rwy 25R (LNAV/VNAV only)



D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.7	121.6

RNAV	Final Apch Crs	VH5~5	LNAV/VNAV DA(H)	Apt Elev 28'
	254^	MANDATORY 4300' (4277')	Refer to Minimums	Rwy 23'

MISSED APCH: Climb initially to 4000'. From RW25R track 254^ to VH522, then turn RIGHT direct to VH523 and cross between 3000' and 4000'. Climb to 5000' and track via VH526 to BOKAG.

MAX 185 KT until VH523, then maintain 230 KT until VH526, then maintain 210 KT until BOKAG.

Refer to minimums for missed apch climb gradient.

4100 — 4300 — 4500 — 275^

MSA ARP within Hong Kong FIR

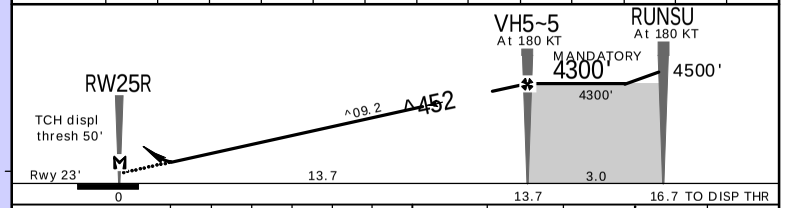
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

RNP Apch

1. Baro-VNAV not authorized below 0^C.
2. Simultaneous dependent operation is authorized with RWY 25L.
3. Circling prohibited.
4. CAUTION: RWY 07C/25C closed for reconfiguration.

SPEED CTL:
Cross RUNSU and VH5~5 at 180 KT.
Cross 4.0 NM before threshold between 160 and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

DIST to RW25R	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	13.7
ALTITUDE	690'	1000'	1300'	1610'	1920'	2230'	2530'	2840'	3150'	3460'	3770'	4070'	4300'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.90^	359	462	513	616	718	821
MAP at RW25R						

HIALS-II PAPI PAPI

185 KT MAX

VH522 — 254^ — VH523 RT

.State.

STRAIGHT-IN LANDING
LNAV/VNAV

	Missed apch climb grad MIN 5.6% up to 4000'		Missed apch climb grad MIN 2.5%	
DA(H)	A: 485' (462')	C: 505' (482')	A: 1425' (1402')	C: 1445' (1422')
	B: 495' (472')	D: 515' (492')	B: 1435' (1412')	D: 1455' (1432')
	ALS out		ALS out	
A	R1500m		R1500m	
B				
C		R1500m	R2300m	
D			R2400m	

CHANGES: Minimums MACG 5.6%.

1 RNP Z Rwy 07C (AR)

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

RNAV	Final Apch Crs	VH73~ MANDATORY	RNP 0.3 DA(H)	Apt Elev 28'
	074^	1600' (1578')	422' (400')	Rwy 22'

MSA ARP within Hong Kong FIR: 4100 / 4300 (022^–275^)

MISSED APCH: Climb to 5000'. Proceed to RW~7C DER, then to DEDEE. Cross DEDEE at or above 2500'. Proceed to VH753 to VH754 to SAMPU at 5000', then to TD to GUAVA to SOKOE and LIMES.

MAX 200 KT until DEDEE, then 230 KT until LIMES.
Missed apch requires a minimum climb gradient of 5.3% up to 4300'.

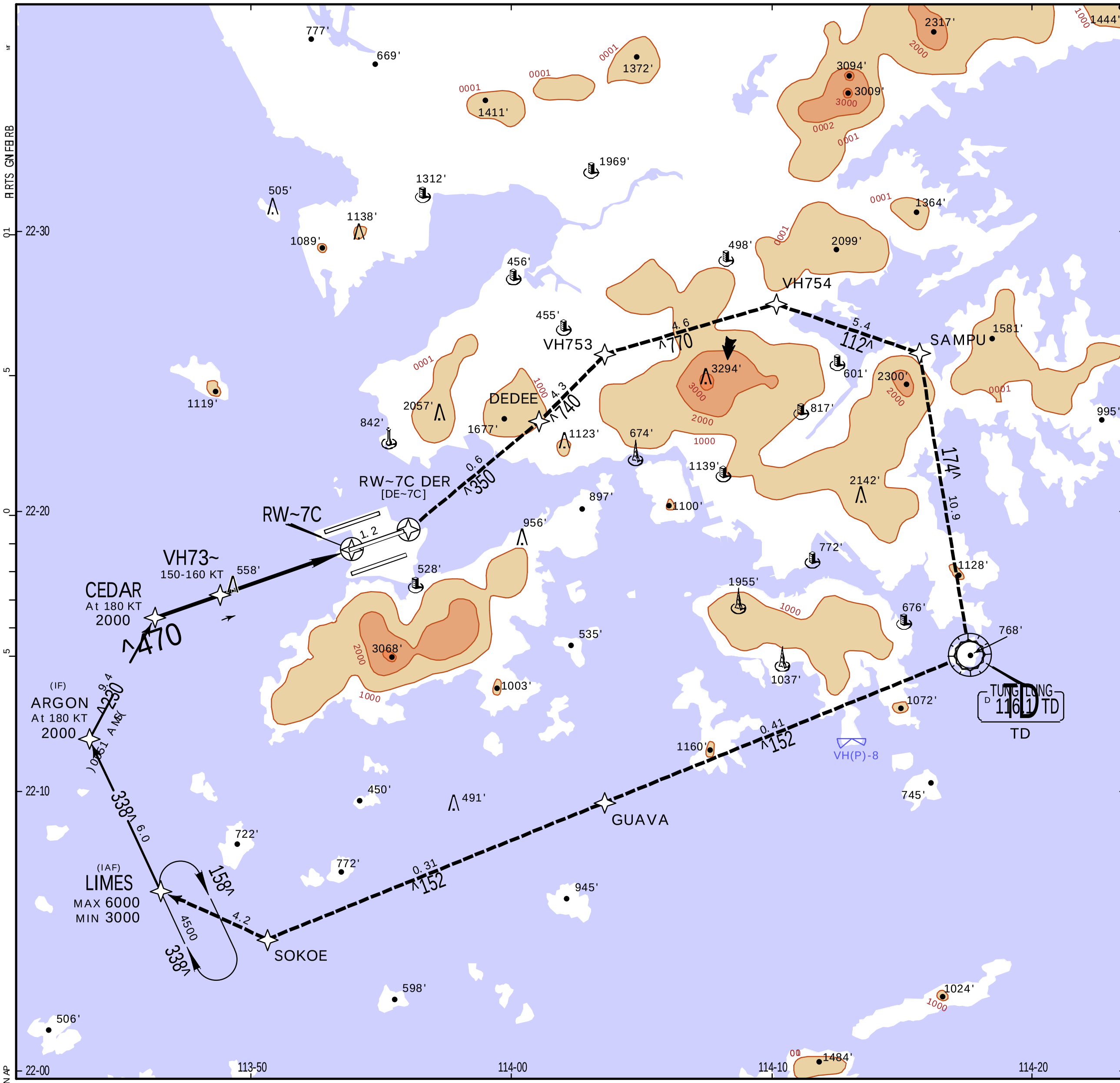
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

RNP AR Apch. RNP 0.3 in intermediate, final and missed apch segment. RNP 1.0 in initial segment.

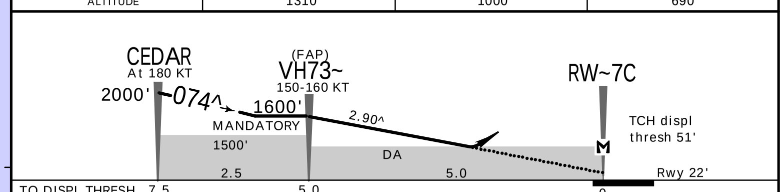
1. Authorization required.
2. Do not accept radar vectors inside CEDAR
3. Baro-VNAV not authorized below 0^C.
4. Simultaneous dependent operation is authorized with RWY 07R.

SPEED CTL:
Cross ARGON and CEDAR at 180 KT and
cross VH73~ between 160 KT and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

1 MISSED APCH CLIMB GRADIENT MIN 5.3% UP TO 4300'.



DIST TO RW~7C	4.0	3.0	2.0
ALTITUDE	1310'	1000'	690'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.90^	359	462	513	616	718	821

HIALS-II PAPI | 200 KT MAX | RW~7C DER

.State.

STRAIGHT-IN LANDING
RNP 0.3
DA(H) 422' (400')

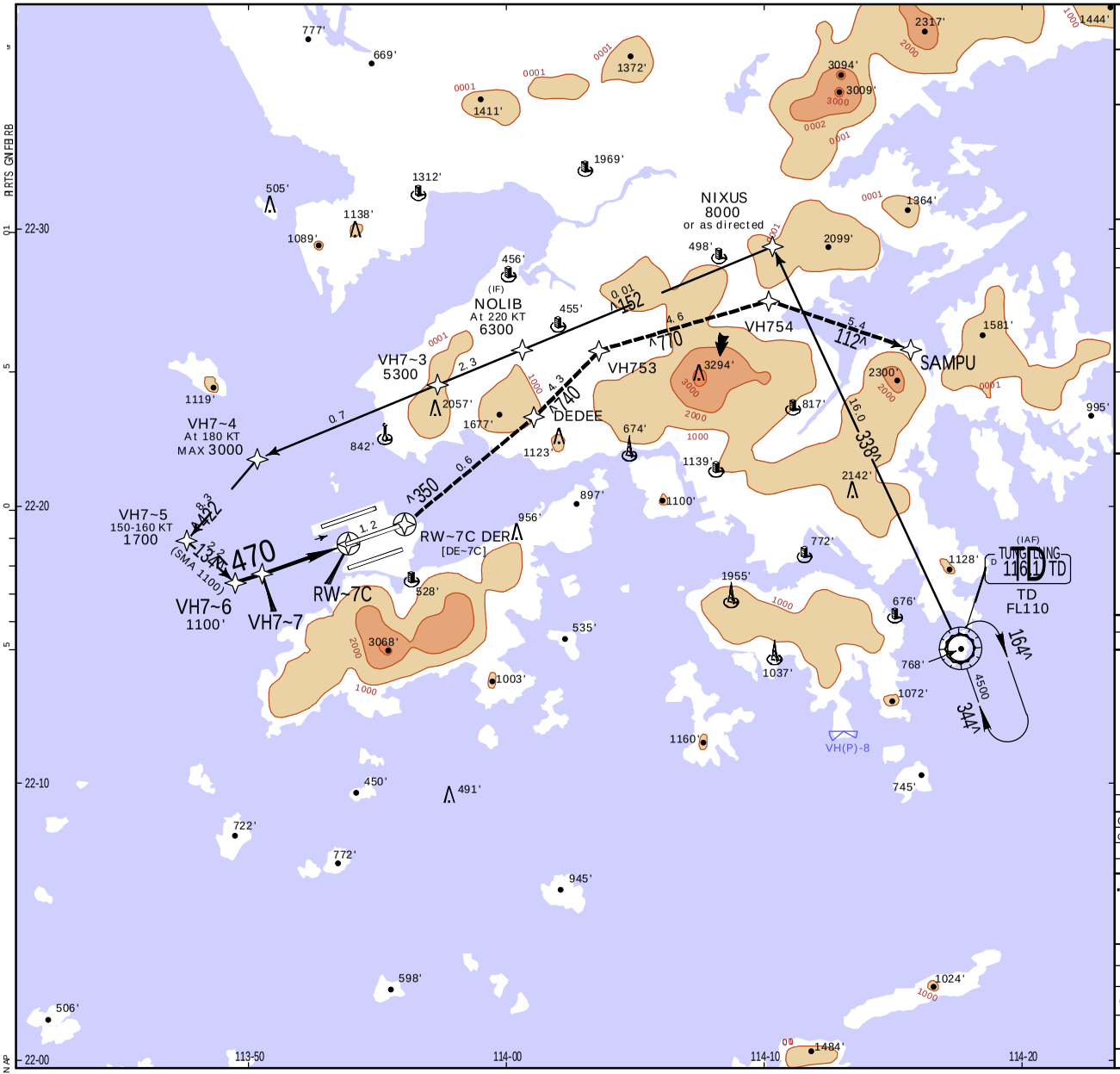
	ALS out	
A	R1100m	R1500m
B		
C		R1800m
D		

CHANGES: Chart format.

VHHH/HKG
HONG KONG INTL

JEPPESEN 3 MAR 23 (12-21)

HONG KONG, PR OF CHINA
1 RNP Y Rwy 07C (AR)



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

RNAV	Final Apch Crs	VH7~7 MANDATORY	RNP 0.3 DA(H)	Apt Elev 28'
	074^	1100' (1078')	422' (400')	Rwy 22'

MISSED APCH: Climb to 5000'. Proceed to RW~7C DER, then to DEDEE. Cross DEDEE between 2500' and 4300', then to VH753 at or below 4300' to VH754 at 5000' or below, then to SAMPU and follow ATC instructions.

MAX 200 KT until DEDEE, then maintain 230 KT until SAMPU.
Missed apch requires a minimum climb gradient of 5.3% up to 4300'.

MSA ARP
within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

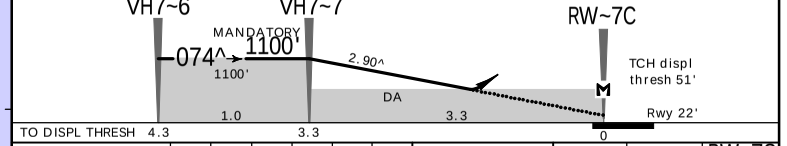
RNP AR Apch. RNP 1.0 in initial segment, RNP 0.3 within intermediate, final and missed apch segments.

1. Authorization required.
2. Do not accept radar vectors inside NOLIB.
3. Baro-VNAV not authorized below 0^C.
4. Simultaneous dependent operation is authorized with RWY 07R.
5. To be used when flight path to Southwest is blocked.
6. Due to close FIR bndy, strict adherence to tracks necessary. If unable, fly missed apch and expect radar vectors.

SPEED CTL:
Cross NOLIB at 220 KT.
Cross VH7~4 at 180 KT.
Cross VH7~5 between 160 KT and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

1 MISSED APCH CLIMB GRADIENT MIN 5.3% UP TO 4300'.

DIST TO RW~7C	4.0	3.0	2.0
ALTITUDE	1310'	1000'	690'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.90^	359	462	513	616	718	821

HIALS-II
PAPI
200 KT MAX
RW~7C DER

.State.

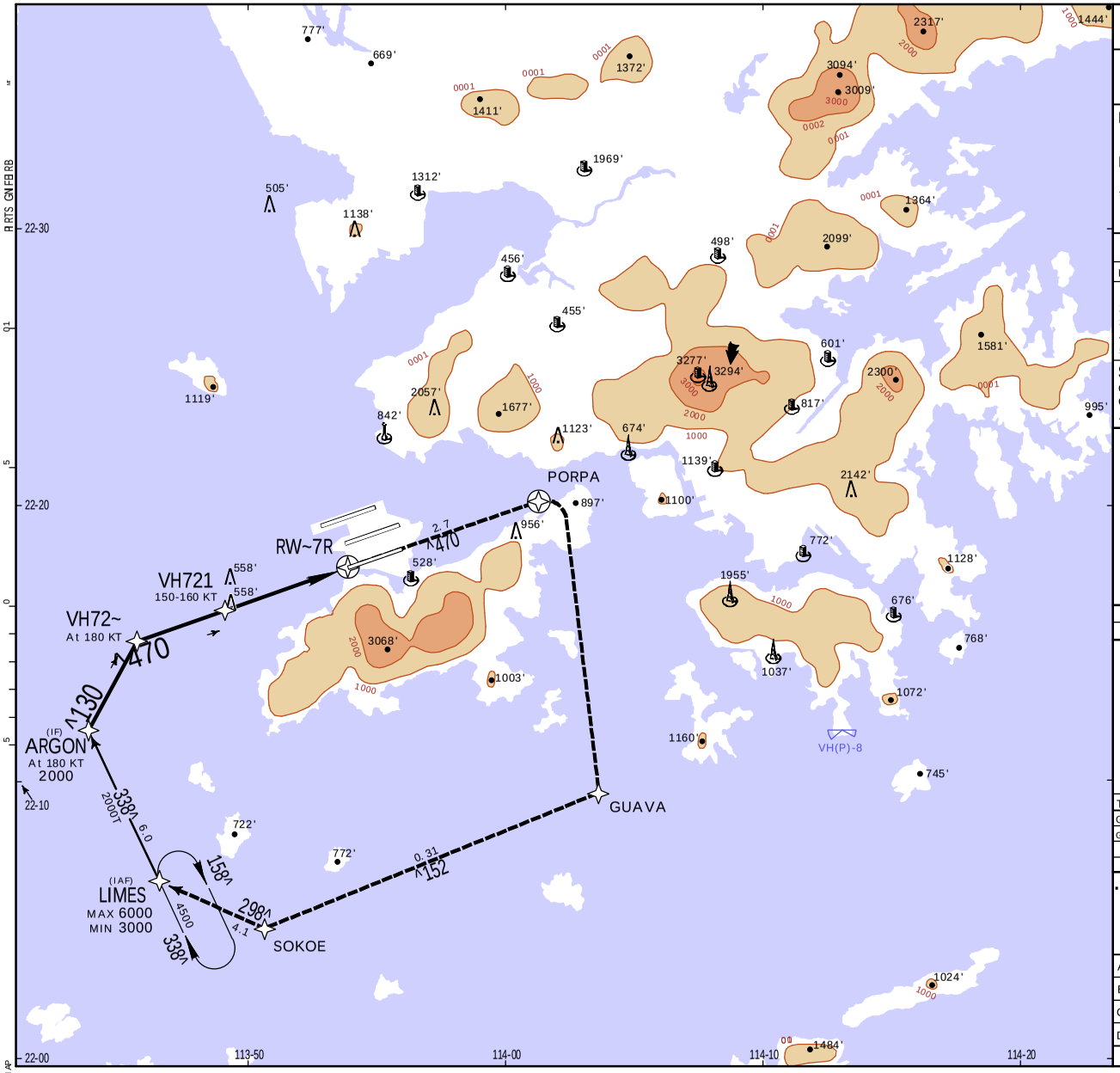
STRAIGHT-IN LANDING
RNP 0.3
DA(H) 422' (400')

		ALS out
A	R1100m	R1500m
B		
C		R1800m
D		

CHANGES: Chart format.

VHHH/HKG
HONG KONG INTL

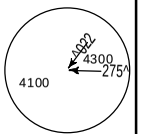
JEPPESEN HONG KONG, PR OF CHINA
13 JAN 23 (12-22) .Eff.26.Jan. RNP Z Rwy 07R (AR)



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

RNAV	Final Apch Crs	VH721 MANDATORY	RNP 0.3 DA(H)	Apt Elev 28'
	074^	1600' (1573')	437' (410')	Rwy 27'

MISSED APCH: Climb to 5000'. Proceed to PORPA at 5000' or below, then turn RIGHT direct to GUAVA. Then to SOKOE and LIMES or as directed.
MAX 210 KT until established on track to GUAVA, cross GUAVA at 210 KT, then maintain 230 KT until LIMES.



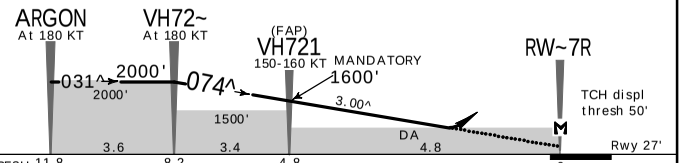
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

RNP AR Apch. RNP 1.0 in initial segment. RNP 0.3 in intermediate, final and missed apch segment.

1. Authorization required.
2. Do not accept radar vectors inside VH72~.
3. Baro-VNAV not authorized below 0^C.
4. Simultaneous dependent operation is authorized with RWY 07L.
5. CAUTION: RWY 07C/25C closed for reconfiguration.

SPEED CTL:
Cross ARGON and VH72~ at 180 KT.
Cross VH721 between 160 and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

DIST TO RW~7R	5.0	4.0	3.0	2.0
ALTITUDE	1670'	1350'	1030'	710'



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

HIALS-II PAPI PAPI | 210 KT MAX | PORPA at 5000' or below

.State.

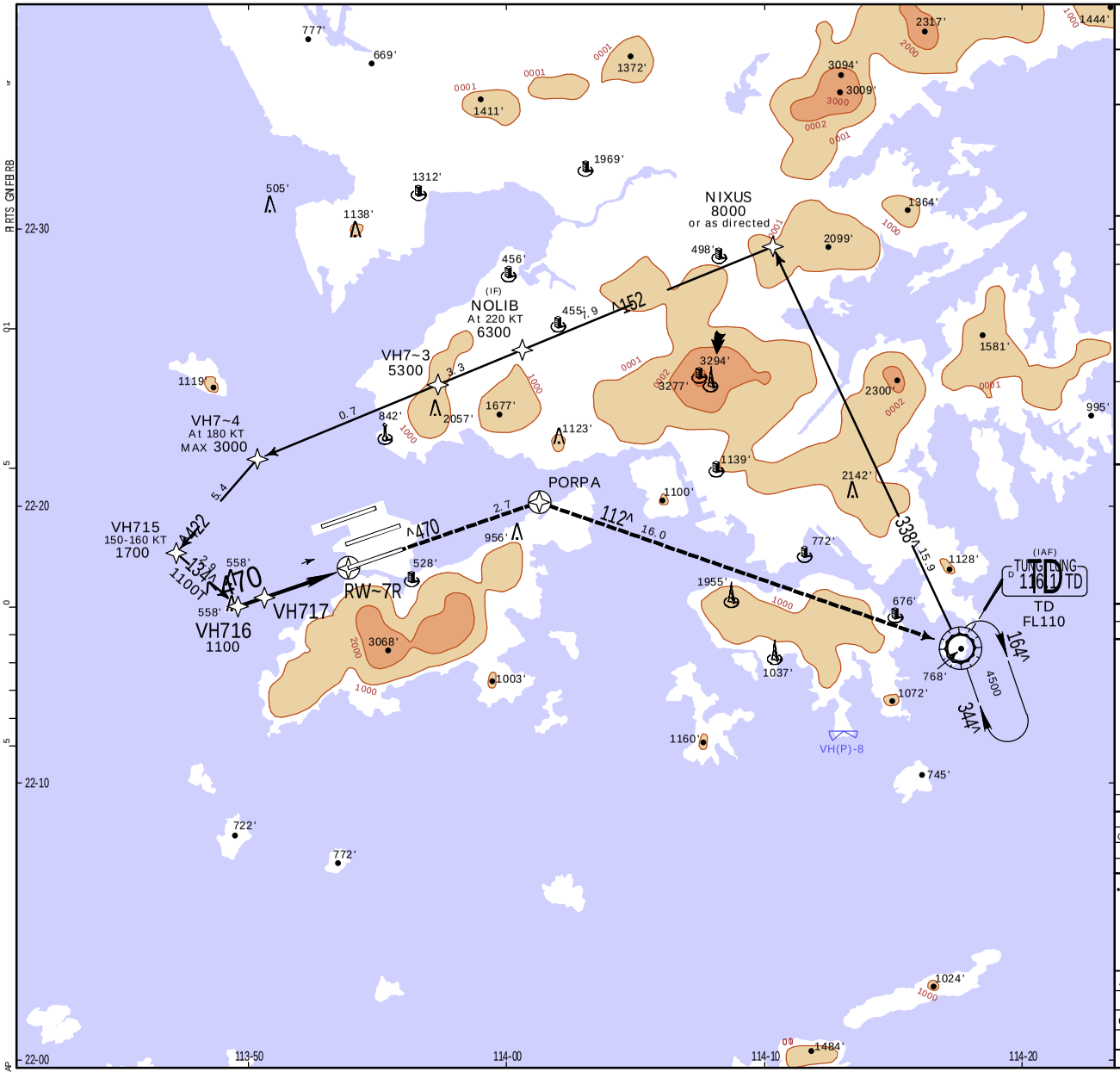
STRAIGHT-IN LANDING
RNP 0.3
DA(H) 437' (410')

		ALS out
A	R1200m	R1500m
B		
C		R1900m
D		

CHANGES: Chart format.

VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
13 JAN 23 (12-23) .Eff.26.Jan.RNP Y Rwy 07R (AR)

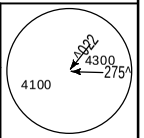


D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

RNAV	Final Apch Crs	VH717 MANDATORY	RNP 0.3 DA(H)	Apt Elev 28'
	074^	1100' (1073')	437' (410')	Rwy 27'

MISSED APCH: Climb to 5000'. Proceed to PORPA at 5000' or below, then to TD VOR, or as directed.

MAX 220 KT until TD, cross TD at 220 KT.



MSA ARP within Hong Kong FIR

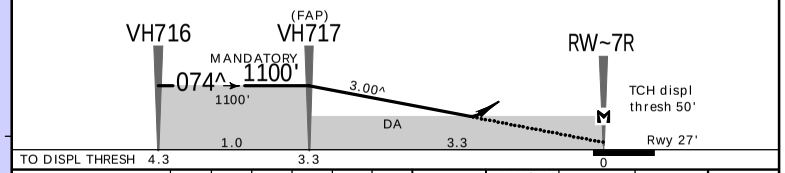
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

RNP AR Apch. RNP 1.0 in initial segment, RNP 0.3 within intermediate, final and missed apch segments.

1. Authorization required.
2. Do not accept radar vectors inside NOLIB.
3. Baro-VNAV not authorized below 0^C.
4. Simultaneous dependent operation is authorized with RWY 07L.
5. CAUTION: RWY 07C/25C closed for reconfiguration.
6. To be used when flight path to Southwest is blocked.
7. Due to close FIR bndy, strict adherence to tracks necessary. If unable, fly missed apch and expect radar vectors.

SPEED CTL:
Cross NOLIB at 220 KT.
Cross VH7~4 at 180 KT.
Cross VH715 between 160 KT and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

DIST TO RW~7R	5.0	4.0	3.0	2.0
ALTITUDE	1670'	1350'	1030'	710'



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

HIALS-II PAPI PAPI

220 KT MAX

PORPA at 5000' or below

.State.

STRAIGHT-IN LANDING
RNP 0.3

DA(H) 437' (410')

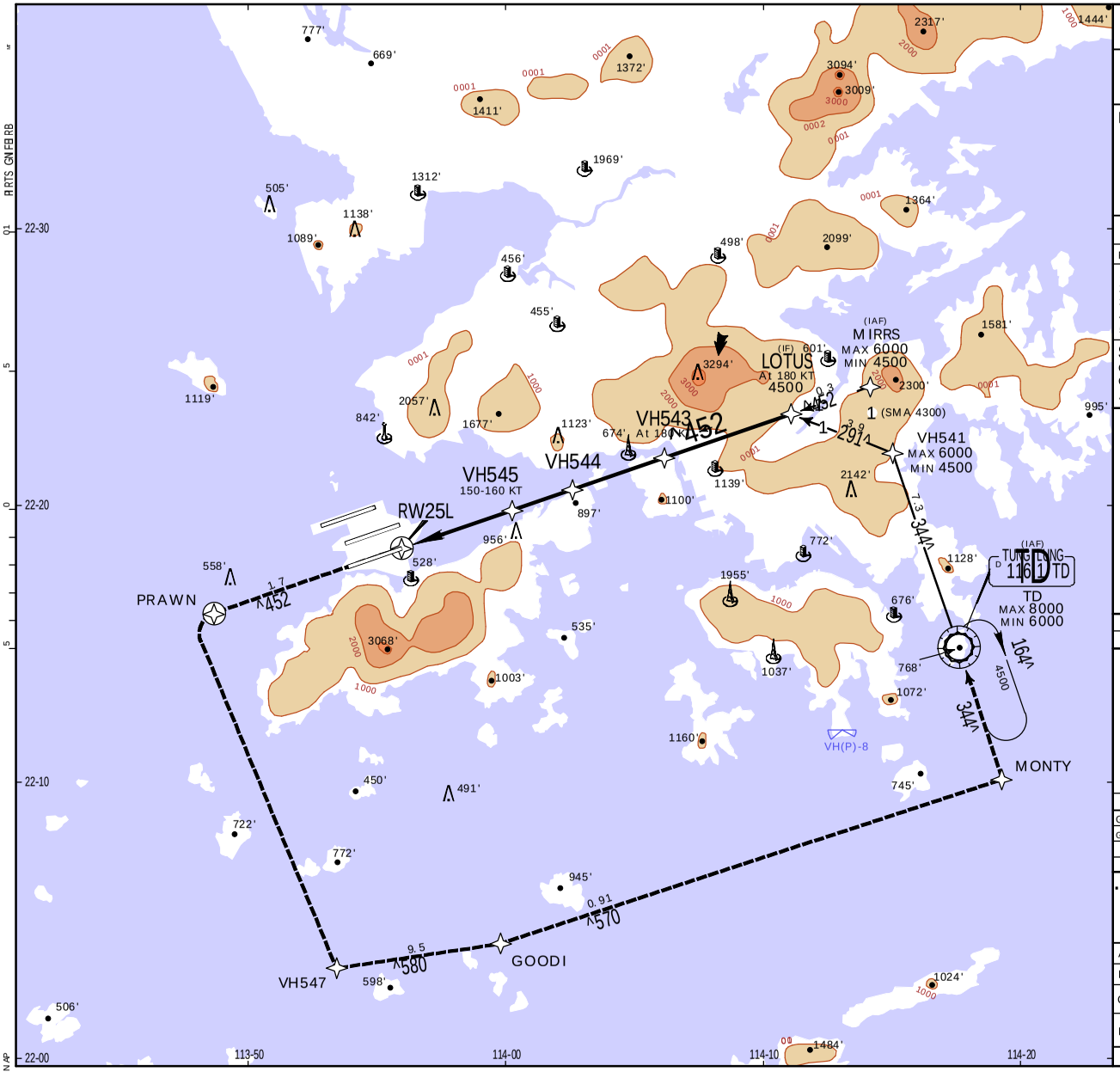
		ALS out
A	R1200m	R1500m
B		
C		R1900m
D		

CHANGES: Track distances, course from PORPA, chart format.

VHHH/HKG
HONG KONG INTL

JEPPESEN 3 MAR 23 (12-24)

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

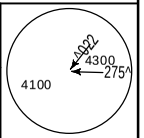


D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

RNAV	Final Apch Crs	VH545 MANDATORY	RNP 0.3 DA(H)	Apt Elev 28'
	254^	1400' (1373')	507' (480')	Rwy 27'

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

MAX 185 KT until established on track to VH547, then maintain 230 KT until TD.



MSA ARP within Hong Kong FIR

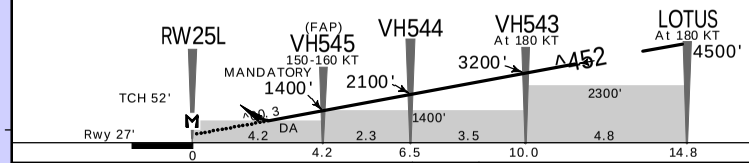
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

RNP AR Apch. RNP 1.0 in initial segment, RNP 0.3 within intermediate, final and missed apch segments.

1. Authorization required.
2. Do not accept radar vectors inside LOTUS.
3. Baro-VNAV not authorized below 0^C.
4. Simultaneous dependent operation is authorized with RWY 25R.
5. CAUTION: RWY 07C/25C closed for reconfiguration.

SPEED CTL:
Cross LOTUS and VH543 at 180 KT.
Cross VH545 between 160 KT and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

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



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

HIALS-II PAPI PAPI

185 KT MAX

PRAWN at 5000' or below

.State.

STRAIGHT-IN LANDING
RNP 0.3
DA(H) 507' (480')
ALS out

A	R1500m
B	
C	R1500m / R2200m
D	

CHANGES: Chart format.

VHHH/HKG
HONG KONG INTL

JEPPESEN 3 MAR 23 (12-25)

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

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

RNAV	Final Apch Crs	VH545 MANDATORY	RNP 0.3 DA(H)	Apt Elev 28' Rwy 27'
	254^	1400' (1373')	507' (480')	

MSA ARP within Hong Kong FIR: 4100, 4300 (022^–275^)

MISSED APCH: Climb to 5000'. Proceed to PRAWN at 5000' or below, then turn LEFT to VH547, then turn LEFT to GOODI, then turn LEFT to GUAVA or as directed.

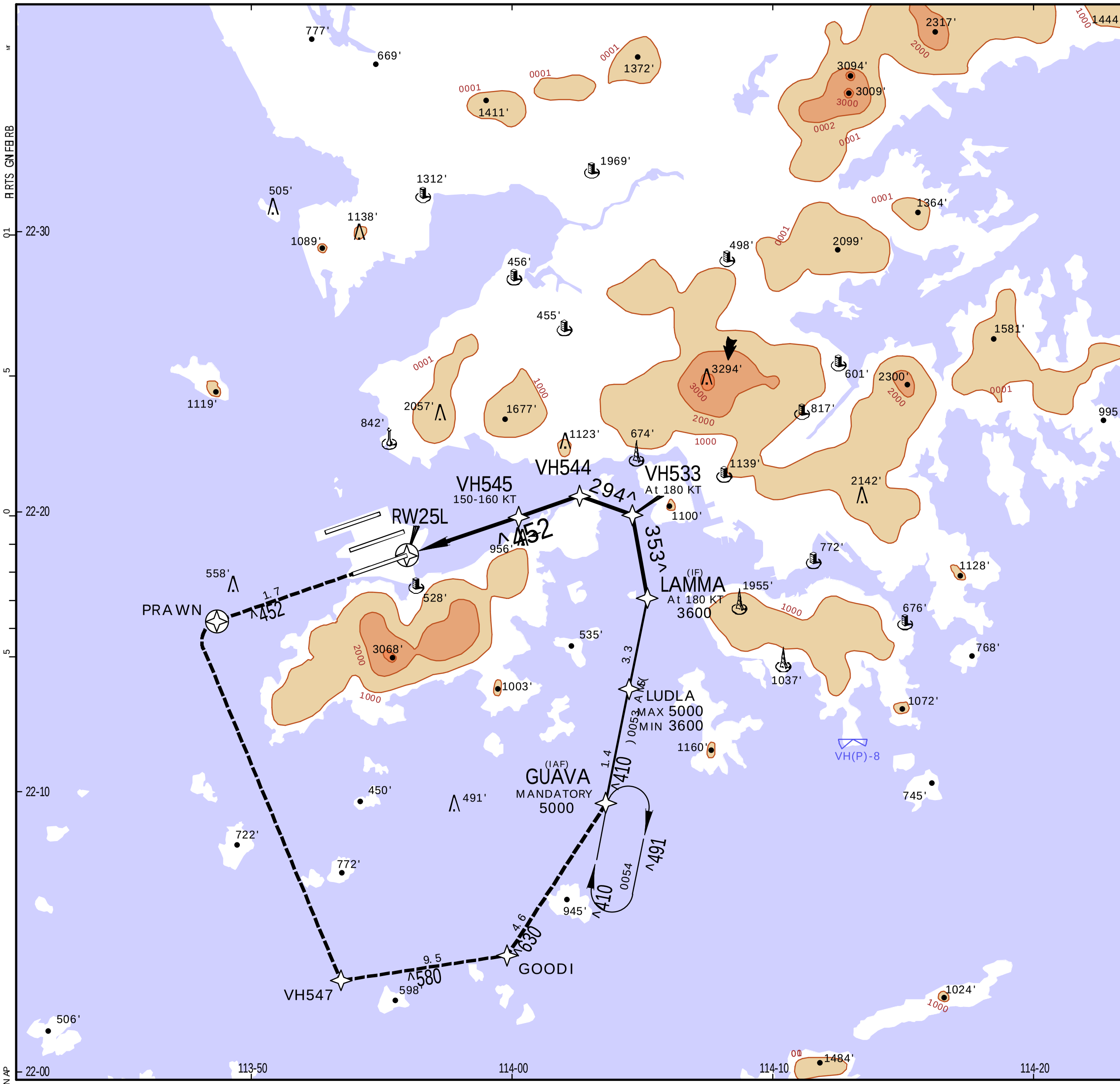
MAX 185 KT until established on track to VH547, then maintain 230 KT until GUAVA.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110, 979 hPa or below - by ATC | Trans alt: 9000'

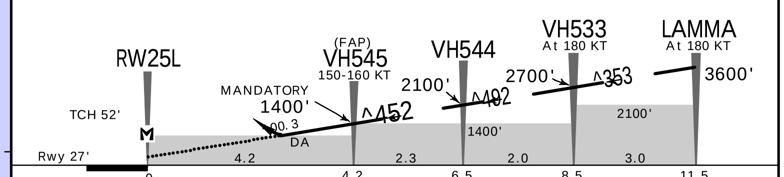
RNP AR Apch. RNP 1.0 in initial segment, RNP 0.3 within intermediate, final and missed apch segments.

1. Authorization required.
2. Do not accept radar vectors inside GUAVA.
3. Baro-VNAV not authorized below 0^C.
4. Simultaneous dependent operation is authorized with RWY 25R.
5. CAUTION: RWY 07C/25C closed for reconfiguration.

SPEED CTL:
Cross LAMMA and VH533 at 180 KT.
Cross VH545 between 160 KT and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.



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



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

HIALS-II PAPI | 185 KT MAX | PRAWN at 5000' or below

.State.

STRAIGHT-IN LANDING
RNP 0.3
DA(H) 507' (480')

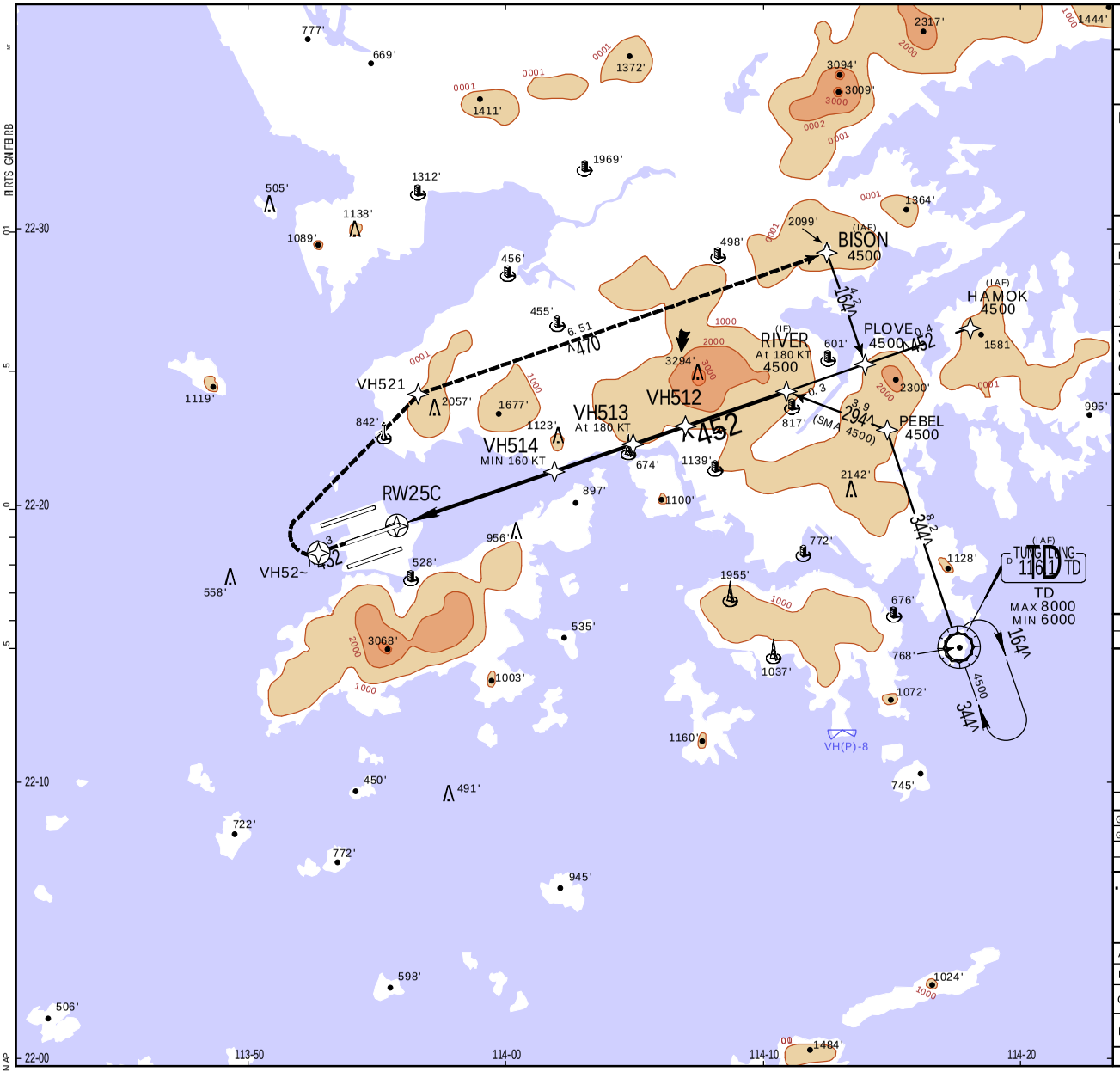
ALS out

A	R1500m	
B		
C	R1500m	R2200m
D		

CHANGES: Chart format.

VHHH/HKG
HONG KONG INTL

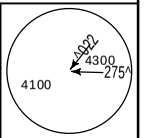
JEPPESEN HONG KONG, PR OF CHINA
3 MAR 23 (12-26)
1 RNP Z Rwy 25C (AR)



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

RNAV	Final Apch Crs	VH514	RNP 0.3 DA(H)	Apt Elev 28'
	254^	MANDATORY 2000' (1978')	502' (480')	Rwy 22'

MISSED APCH: Climb initially to 4000'. Proceed to VH52~, then turn RIGHT direct to VH521. Cross VH521 at 4000' and climb to reach BISON at 5000'.
MAX 185 KT until VH521, then maintain 220 KT until BISON.
Missed apch requires a minimum climb gradient of 5.0% up to 4000'.



MSA ARP
within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

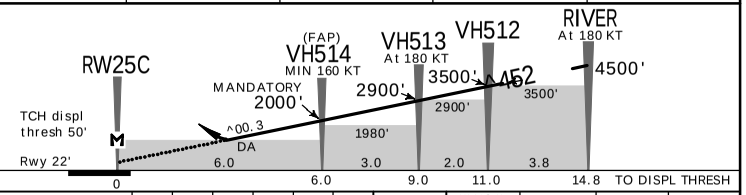
RNP AR Apch. RNP 1.0 in initial segment, RNP 0.3 within intermediate, final and missed apch segments.

1. Authorization required.
2. Do not accept radar vectors inside RIVER.
3. Baro-VNAV not authorized below 0^C.
4. Simultaneous dependent operation is authorized with RWY 25L.

SPEED CTL:
Cross RIVER at 180 KT and maintain until VH513.
Cross VH514 above 160 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

1 MISSED APCH CLIMB GRADIENT
MIN 5.0% UP TO 4000'

DIST TO RW25C	2.0	3.0	4.0	5.0
ALTITUDE	710'	1030'	1350'	1660'



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

HIALS-II PAPI | 185 KT MAX | VH52~ | VH521 RT

.State.

STRAIGHT-IN LANDING
RNP 0.3
DA(H) 502' (480')
ALS out

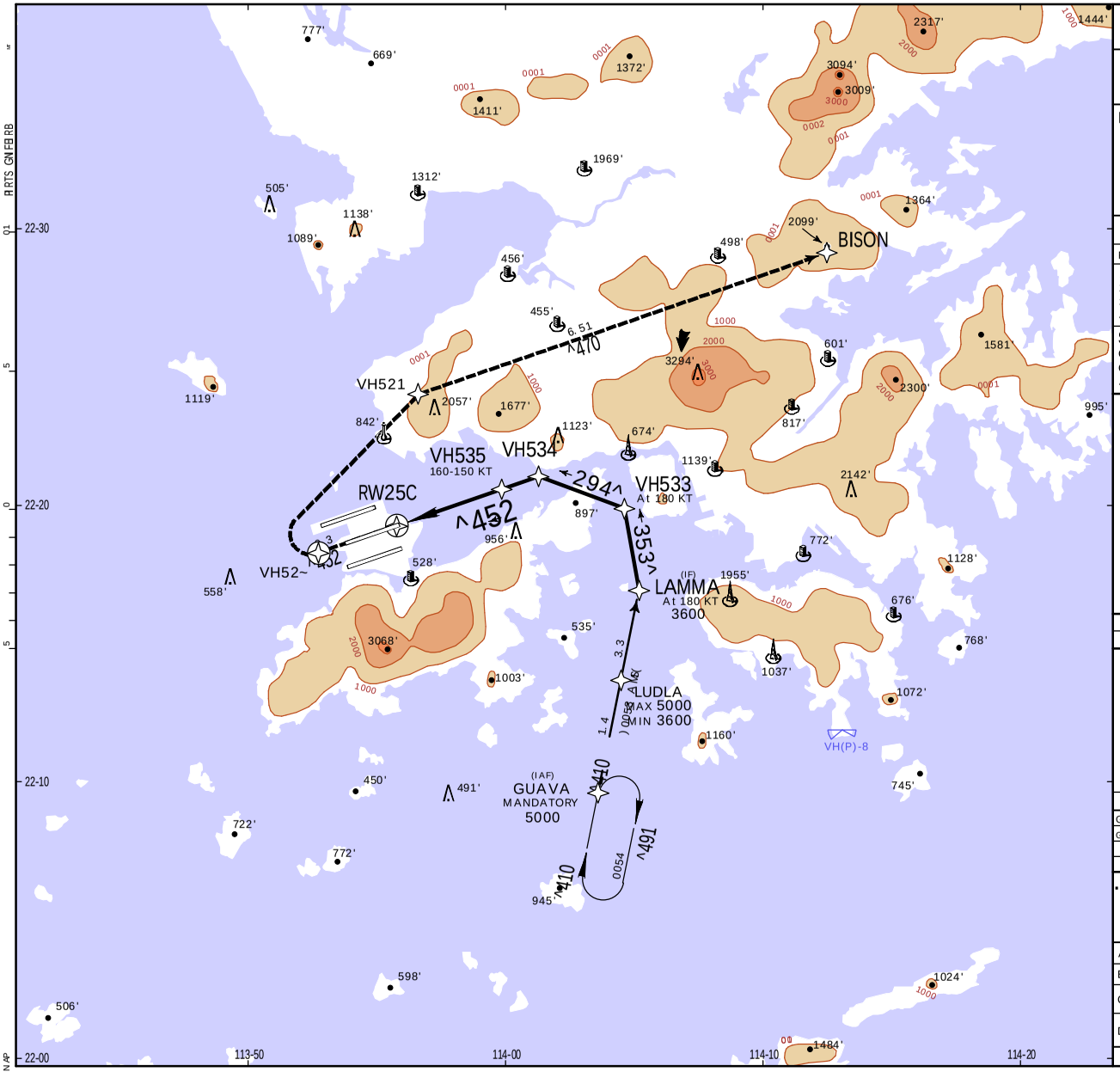
A B	R1500m
C D	R1500m / R2200m

CHANGES: Chart format.

VHHH/HKG
HONG KONG INTL

JEPPESEN 3 MAR 23 (12-27)

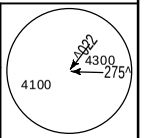
HONG KONG, PR OF CHINA
1 RNP Y Rwy 25C (AR)



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

RNAV	Final Apch Crs	VH535 MANDATORY	RNP 0.3 DA(H)	Apt Elev 28'
	254^	1300' (1278')	502' (480')	Rwy 22'

MISSED APCH: Climb initially to 4000'. Proceed to VH52~, then turn RIGHT direct to VH521. Cross VH521 at 4000' and climb to reach BISON at 5000'.
MAX 185 KT until VH521, then maintain 220 KT until BISON.
Missed apch requires a minimum climb gradient of 5.0% up to 4000'.



MSA ARP
within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

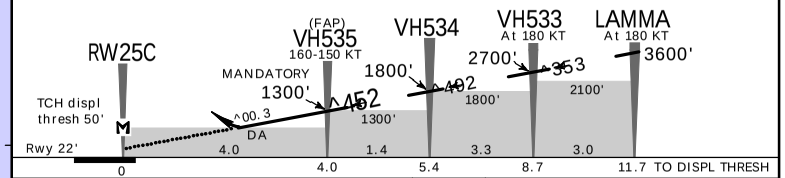
RNP AR Apch. RNP 1.0 in initial segment, RNP 0.3 within intermediate, final and missed apch segments.

1. Authorization required.
2. Do not accept radar vectors inside GUAVA.
3. Baro-VNAV not authorized below 0^C.
4. Simultaneous dependent operation is authorized with RWY 25L.

SPEED CTL:
Cross LAMMA and VH533 at 180 KT.
Cross VH535 between 160 KT and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

1 MISSED APCH CLIMB GRADIENT
MIN 5.0% UP TO 4000'

DIST TO RW25C	2.0	3.0	4.0	5.0
ALTITUDE	710'	1030'	1350'	1660'



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

HIALS-II PAPI | 185 KT MAX | VH52~ | VH521 RT

.State.

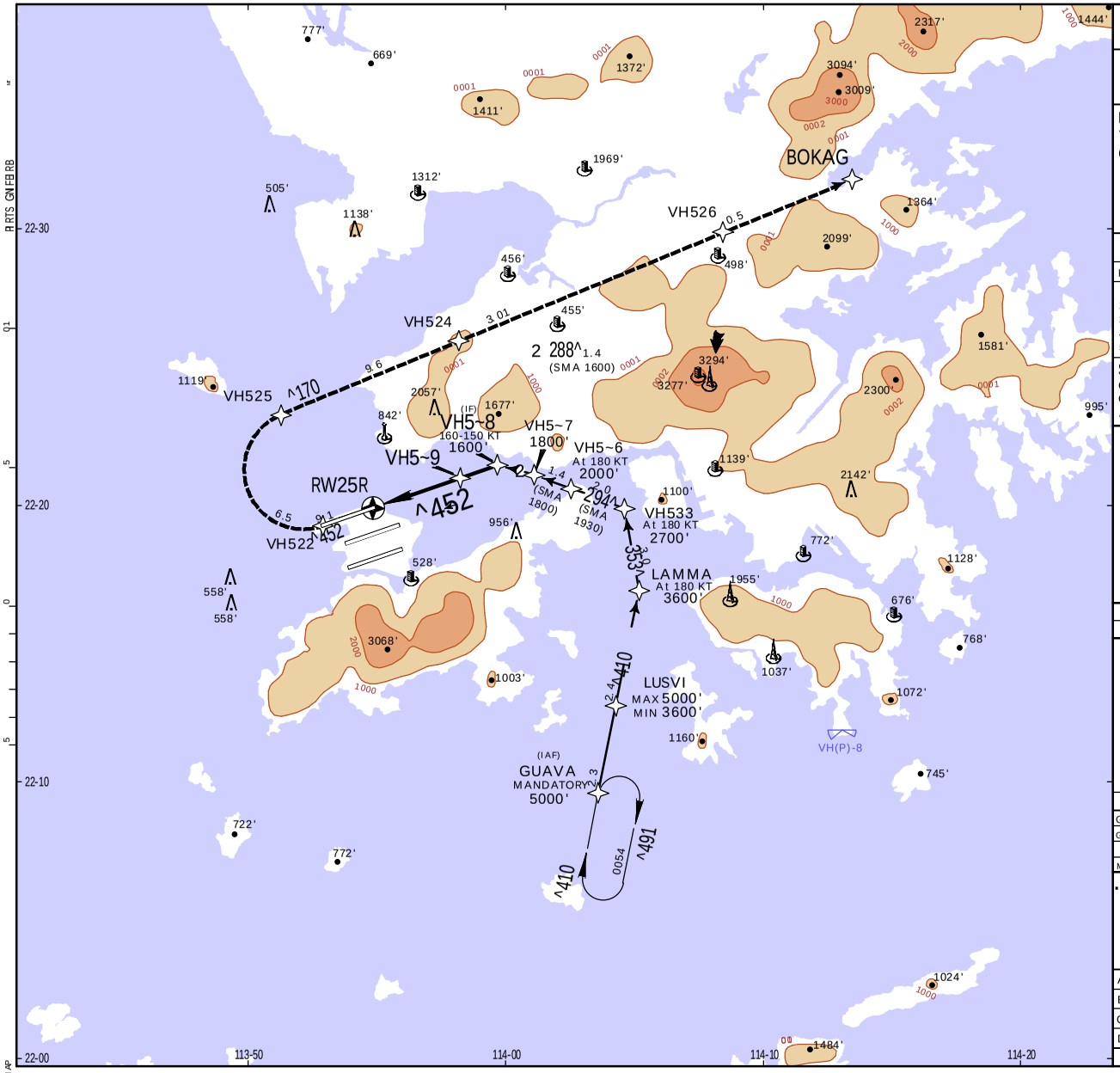
STRAIGHT-IN LANDING
RNP 0.3
DA(H) 502' (480')
ALS out

A	R1500m
B	
C	R1500m / R2200m
D	

CHANGES: Chart format.

VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
30 DEC 22 (12-28) 1 RNP Y Rwy 25R (AR)

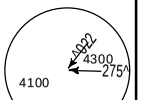


D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.7	121.6

RNAV	Final Apch Crs 254^	VH5~9 MANDATORY 1100' (1077')	RNP 0.3 DA(H) Refer to Minimums	Apt Elev 28' Rwy 23'

MISSED APCH: Climb initially to 4000'. From RW25R track 254^ to VH522, then turn RIGHT direct to VH525, then VH524 at 4000'. Climb to 5000' and track via VH526 to BOKAG.

MAX 185 KT until VH525, then maintain 230 KT until VH526, then maintain 210 KT until BOKAG.
Missed apch requires a minimum climb gradient of 4.0% up to 4000'.



MSA ARP within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

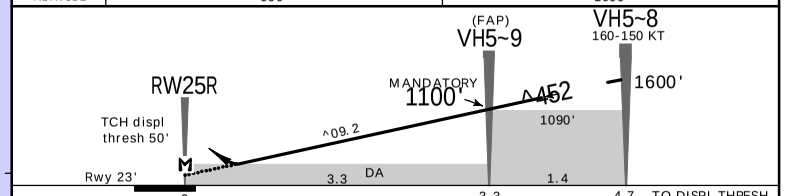
RNP AR Apch. RF required. RNP 0.3 within initial, intermediate and final segments.

1. Authorization required.
2. Do not accept radar vectors inside GUAVA.
3. Baro-VNAV not authorized below 0^C.
4. Simultaneous dependent operation is authorized with RWY 25L.
5. CAUTION: RWY 07C/25C closed for reconfiguration.

SPEED CTL:
Cross LAMMA and VH533 at 180 KT.
Cross VH5~8 between 160 and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

1 MISSED APCH CLIMB GRADIENT MIN 4.0% UP TO 4000'.

DIST to RW25R	2.0	3.0
ALTITUDE	690'	1000'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.90^	359	462	513	616	718	821
MAP at RW25R						

HIALS-II PAPI PAPI | 185 KT MAX | VH522 | 254^ | VH525 RT

.State.

STRAIGHT-IN LANDING
RNP 0.3

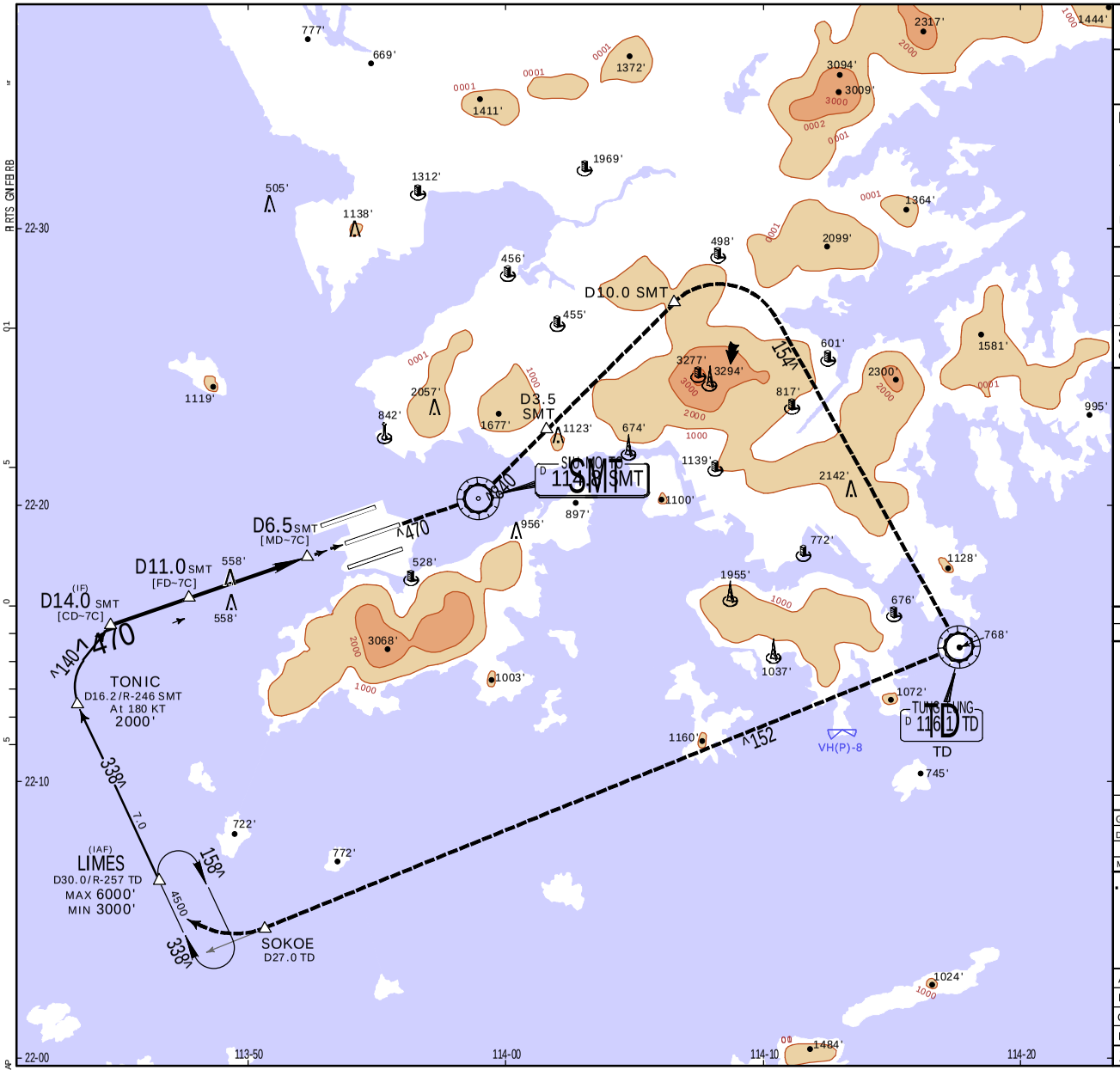
DA(H) A: 485' (462') C: 505' (482')
B: 495' (472') D: 515' (492')

		ALS out
A	R1500m	R1500m
B		
C		R2300m
D		

CHANGES: Minimums.

VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
2 DEC 22 (13-1)
VOR Rwy 07C



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	D11.0 SMT	DA/MDA(H)	Apt Elev 28'
114.8	074^	2000' (1972')	Refer to Minimums	

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

MAX 200 KT until D3.5/R-048 SMT, then maintain 220 KT until LIMES.
Refer to minimums for missed apch climb gradients.

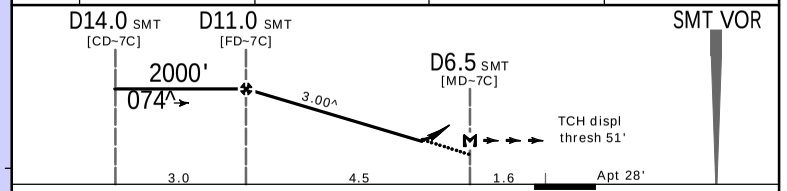
4100 4300 4500 275^
MSA ARP
within Hong Kong FIR

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

1. DME required.
2. Circling prohibited.
3. Simultaneous dependent operation is authorized with RWY 07R.

SPEED CTL:
Cross TONIC at 180 KT.

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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at D6.5 SMT						

HI ALS-II PAPI

200 KT MAX

SMT 114.8

.State. STRAIGHT-IN LANDING

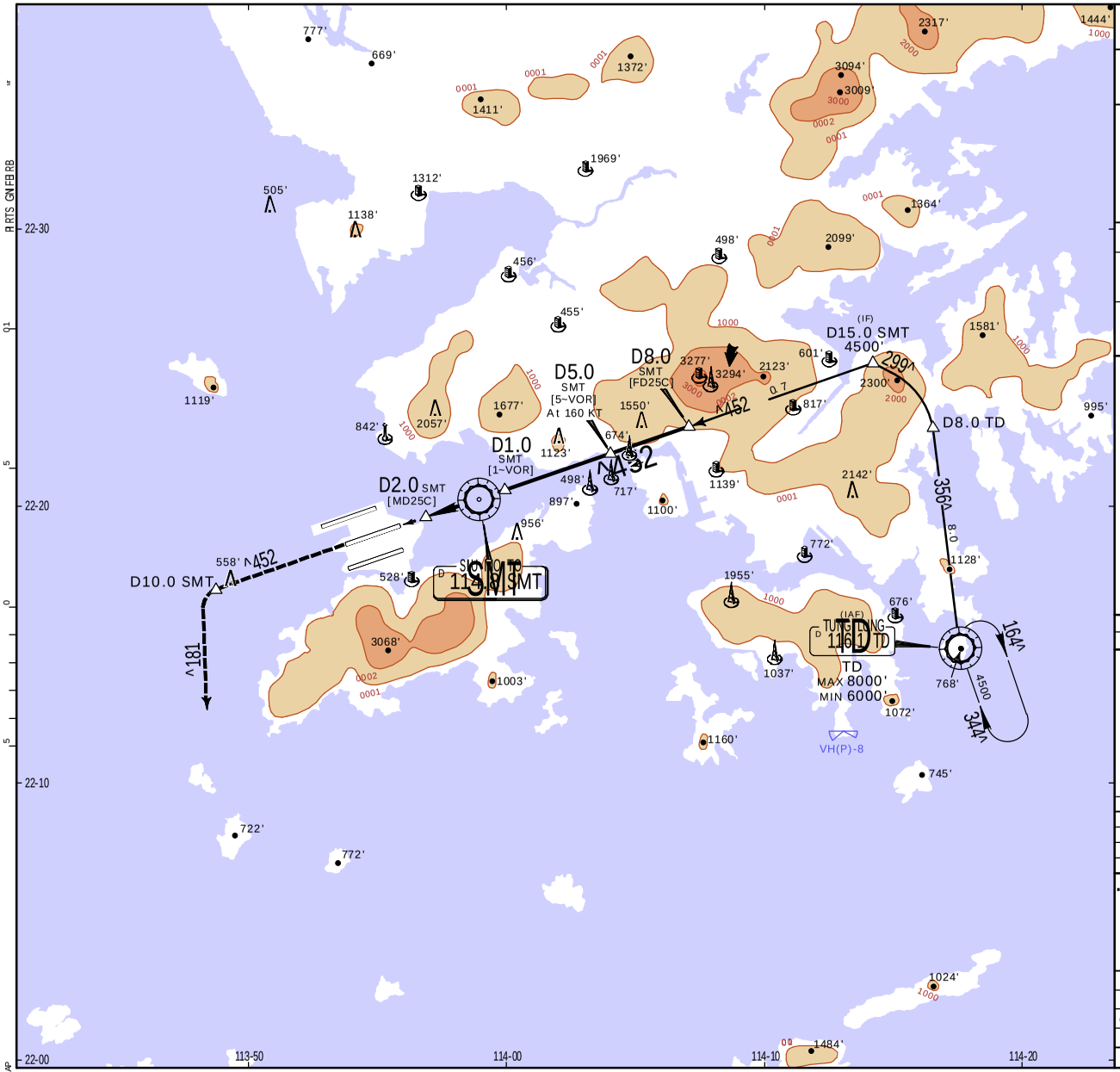
	Missed apch climb grad MIN 3.7% up to 4500'	Missed apch climb grad MIN 2.5%
CDFA	1 DA/MDA(H) 820' (792')	1 DA/MDA(H) 1340' (1312')
	ALS out	ALS out
A	R2400m	R2400m
B		
C		
D		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: TL below 979 hPa by ATC.

VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
2 DEC 22 (13-2)
VOR Rwy 25C



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	D8.0 SMT	DA / MDA(H)	Apt Elev 28'
114.8	254^	4000' (3972')	500' (472')	

MISSED APCH: Climb on R-254 SMT to 3000'. At D10.0 SMT turn LEFT onto 181^ and climb to 5000'. Expect radar vectors to TD VOR.
MAX 230 KT.

4100 — 4300 — 4922 — 275^
MSA ARP
within Hong Kong FIR

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

1. DME required.
2. Circling prohibited.
3. Simultaneous dependent operation is authorized with RWY 25L.

SPEED CTL:
Cross D12.0 SMT at 180 KT.
Cross D5.0 SMT at 160 KT.

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

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.30^	409	526	584	701	817	934
MAP at D2.0 SMT after VOR							

HIALS-II PAPI | 230 KT MAX | 3000' | SMT 114.8 R-254

.State.

STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 500' (472')

ALS out

A	R1500m	
B		
C	R1500m	R2200m
D		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: TL below 979 hPa by ATC.

Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
HONG KONG, (HONG KONG INTL - VHHH)				
ADD	RNAV TRANSITION TO ILS RW...	11-10	24 Mar 2023	
DEL	LOC RWY 07L	11-10	24 Mar 2023	
ADD	ILS RWY 25R	11-10AA	24 Mar 2023	
DEL	RNAV TRANSITION TO ILS RW...	11-11	24 Mar 2023	
ADD	LOC RWY 25R	11-11	24 Mar 2023	
DEL	ILS RWY 25R	11-11AA	24 Mar 2023	
DEL	LOC RWY 25R	11-12	24 Mar 2023	
REV	ILS OR LOC RWY 07L	11-9	24 Mar 2023	
REV	CAT II/III ILS RWY 07L	11-9A	24 Mar 2023	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport VHHH

Type: Terminal
Effectivity: Temporary
Begin Date: 20211202
End Date: Until Further Notice

For construction works on Eastern Airfield (based on SUP A 010-22) refer to temp chart 10-8 and latest NOTAMS. Phase 1 is completed.

Type: Terminal
Effectivity: Temporary
Begin Date: 20221103
End Date: Until Further Notice

RWY 07C/25C clsd due WIP. IAP ILS or LOC RWY 07C (charts 11-1, 11-1A, 11-2), RNP Z or Y RWY 07C (charts 12-20 and 12-21) and VOR RWY 07C (chart 13-1) suspended UFN. IAP ILS or LOC RWY 25C (charts 11-7, 11-7A, 11-8), RNP Z or Y RWY 25C (charts 12-26 and 12-27) and VOR RWY 25C (chart 13-2) suspended UFN.

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

CAUTION: Center RWY 07C/25C under reconfiguration. In addition to the regular RWY closure markings, a flashing white lighted cross will be displayed at each end of the Center RWY 07C/25C outside daylight hours to provide additional visual guidance. (based on SUP A 011-22)