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Trip Kit Index

Airport Information For ZJHK

Terminal Charts For ZJHK

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: HAIKOU CHN
ICAO/IATA: ZJHK / HAK
Lat/Long: N19° 56.00', E110° 27.60'
Elevation: 74 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 2.0° W

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

Sunrise: 2220 Z
Sunset: 1056 Z

Runway Information

Runway: 09
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 74 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 10
Length x Width: 11811 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 46 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 27
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 65 ft
Lighting: Edge, ALS, Centerline

Runway: 28
Length x Width: 11811 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 55 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 131.450
ATIS: 126.625 Departure Service
ATIS: 127.650 Arrival Service
Haikou Tower: 124.300 Secondary
Haikou Tower: 118.225
Haikou Tower: 118.550
Haikou Ground: 121.650
Haikou Ground: 121.550
Meilan Apron Ramp/Taxi: 121.800
Meilan Apron Ramp/Taxi: 121.700
Haikou Clearance Delivery: 121.900
Haikou Approach: 119.975
Haikou Approach: 120.225 Secondary
Haikou Approach: 119.150
Meilan Operations: 131.725
Meilan Operations: 130.800 Secondary

ZJHK/HAK

+ JEPPESEN

HAIKOU, PR OF CHINA

MEILAN

6 MAY 22

10-1P

.Eff.18.May.1600Z.

.AIRPORT.BRIEFING.

1. GENERAL

1.1. ATIS

*D-ATIS Arrival 127.65

*D-ATIS Departure 126.625

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP will be commenced or terminated by ATC; communicated via D-ATIS, ATIS or VHF. Pilots shall get information about weather conditions and forecast, and confirm implementation of LVP.

Aircrew ready to implement LVP (except HUD SA CAT I ILS) shall apply to ATC for LVP.

Criteria for LVP preparation:

- RVR is down to 1000m or ceiling is down to 90m and expected to decline.
- RVR is up to 100m and expected to rise.

Criteria for LVP implementation:

- VIS is down to 800m or RVR is down to 550m or ceiling is down to 60m.
- RVR is up to 200m and expected to rise.

Criteria for LVP termination:

- RVR is up to 550m and ceiling is up to 60m, expected to rise.
- RVR is lower than 100m and expected to stabilize or decline.

When conducting LVP, all arrival/departure ACFT shall be guided by Follow-me vehicle within the apron. Follow-me vehicle available on request by flight crew within TWR control area.

When conducting CAT II, departure ACFT shall follow ATC instructions and hold at designated TWY CAT II holding positions. ACFT shall not cross holding line without permission to avoid entering the ILS sensitive area. Arrival ACFT will have left the ILS sensitive area once entering main TWY; pilots shall report to TWR "RWY VACATED" and report vacating TWY.

Operation Mode	Operation Requirement		RWY Available
	Weather Conditions	LVP Requirement	
HUD SA ILS CAT I	RVR greater or equal 450 and less than 550, or Ceiling greater or equal 45 and less than 60	None	RWY 09/27 RWY 10/28
Standard ILS CAT II (autopilot to DH and below)	RVR greater or equal 300 and less than 550, or Ceiling greater or equal 30 and less than 60	YES	RWY 10
Standard ILS CAT II (manual operation below DH)	ACFT CAT A, B, C RVR greater or equal 300 and less than 550, or Ceiling greater or equal 30 and less than 60	YES	
	ACFT CAT D RVR greater or equal 350 and less than 550, or Ceiling greater or equal 30 and less than 60		

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6 MAY 22

(10-1P1)

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.AIRPORT.BRIEFING.

1. GENERAL

Operation Mode	Operation Requirement		RWY Available
	Weather Conditions	LVP Requirement	
Low Visibility Take-off	ACFT CAT A, B, C RVR greater or equal 200 and less than 400	YES	RWY 10/28
	ACFT CAT D RVR greater or equal 250 and less than 400		
HUD Low Visibility Take-off (RVR 200m)	RVR greater or equal 200 and less than 400	YES	RWY 09/27 RWY 10/28

1.3. RWY OPERATIONS

ATC can adopt single RWY operation or parallel operation of two RWYs, operation mode by ATC.

During changing the direction of RWY-in-use, if downwind speed is more than 3.5m/s (7 KT) and not exceeding 5m/s (10 KT), ATC may instruct downwind take-off or landing. If pilots decide not to take off or land on RWY due to ACFT performance or operation requirements, departure ACFT shall inform Apron Control before push-back, arrival ACFT shall inform APP Control.

1.4. TAXI PROCEDURES

Repeat the whole taxiing instructions issued by GND Control and make it clear especially for boundaries when there is a doubt.

Taxi following GND instruction, keep watching ATC-related activities and report observed activities to GND in time.

Taxiing routes of special flight will be instructed by GND.

For ACFT operating on the ground, transponder Mode S shall be confirmed to be used.

If failed to change to the assigned GND frequency, hold at holding line and contact the original frequency. ACFT shall get clearance from next control unit before taxiing into next control unit area.

When taxiing to the wrong direction or route by mistake, stop immediately and report ATC.

180° turns on RWY and TWYs prohibited.

Taxiing on own power or by tow tractor is strictly forbidden without ATC and MEILAN Apron clearance during flight activities.

Taxiing speed is restricted to MAX 50km/h (27 KT) on apron and to MAX 15km/h (9 KT) around obstacles. If distance between wing and obstacle is less than 33'/10m, special staff observation and guidance is required, or stop the ACFT.

ACFT shall stop and wait for the instruction of TWR ATC at the relative RWY holding positions.

The nose of ACFT shall get close to the RWY holding position marking without exceeding it when ACFT is waiting at the RWY holding position. ACFT shall report to ATC immediately when the nose of ACFT exceeding holding position without instruction.

TWY A and D mainly used for arrival, TWY B and C mainly used for departure.

TWY T1 and T3 mainly used for ACFT from North to South, TWY T2 and T4 mainly used for ACFT from South to North.

Holding points HP2 thru HP5 and HP7 thru HP10 shall be used by APN Control instructions.

Holding points HP1 and HP6 shall be used by TWR Control instructions.

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MEILAN

6 MAY 22

(10-1P2)

.Eff.18.May.1600Z.

.AIRPORT.BRIEFING.

1. GENERAL

ACFT transferred from Ground North to South shall hold in front of TWY S1 when taxiing on TWY T1 or T2, and in front of V1 when taxiing on TWY T3 or T4 if without clear control boundary instruction after leaving frequency.

ACFT transferred from Ground South to North shall hold in front of TWY N1 when taxiing on TWY T1 or T2, and in front of V2 when taxiing on TWY T3 or T4 if without clear control boundary instruction after leaving frequency.

Refer also to 10-9 pages for depiction of holding positions.

HOLDING POSITIONS	TAXIING DIRECTION
HP1, HP2, HP6, HP7	East to West
HP3, HP5, HP8 thru HP10	North to South
HP4	West to East

1.5. PARKING INFORMATION

Stands are arranged by MEILAN Operation.

Push-back required at all stands except stands 109 thru 206, 301 thru 308, 314 thru 316, 318, 319 and 901 are push-back.

Parking stands 201 thru 206 and 211 thru 220 are available for helicopters.

Visual Docking Guidance System (VDGS) available at stands 29 thru 63.

Docking guidance unit on stand 59 is 201'/61.4m to stop line. Flight crew shall mainly depend on the closing rate bar than the number. "STOP" is displayed if needed.

Pilots are forbidden to turn off engines or release brakes before docking completely.

In the process of docking, when 98'/30m to 66'/20m from the display, taxiing speed shall slow down gradually, MAX speed is 6m/s (12 KT). 33'/10m beyond the display, the MAX speed is 3m/s (6 KT). Then keep down to the MIN speed of 2m/s (4 KT) to the stop position.

Under the following circumstance, ACFT shall stop taxiing immediately and berth according to the instruction from APN controller:

- The type and flight number displayed are inconsistent with the docking ACFT.
- The display screen cannot be seen clearly or cannot display.
- The emergency stop signal ESTOP is displayed.
- The pilot is convinced that the docking system displays incorrect information.
- The display shows an error information.

If VDGS fails to verify the type and flight number of the ACFT, or pilot cannot see the type of ACFT while the ACFT nose reaches the boarding bridge, pilot shall stop immediately and wait for further instruction from APN.

1.6. OTHER INFORMATION

Radar control service and ADS-B provided within HAIKOU APP area. Radar is primary surveillance. ACFT overflying HAIKOU APP area shall turn on ADS-B.

RWYs 09 and 28 right-hand circuit.

Birds.

2. ARRIVAL

2.1. TAXI PROCEDURES

ACFT shall vacate RWY as soon as possible, within 50 seconds from flying over RWY THR, otherwise inform TWR before landing.

Landing ACFT must report the vacated RWY designation and the TWY in use during initial contact with GND control, especially under low visibility condition.

Obtain taxiing clearance from TWR after vacating the RWY.

With instructions of TWR, ACFT shall contact MEILAN Apron for stand information and taxiing clearance before entering apron.

Landing ACFT is guided by Follow-me vehicle to stands.

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6 MAY 22

(10-1P3)

.Eff.18.May.1600Z.

.AIRPORT.BRIEFING.

3. DEPARTURE

3.1. CLEARANCE DELIVERY

ACFT shall contact GND Control for delivery clearance within 10 minutes prior to the start-up.

ACFT could obtain delivery clearance through DCL or control tower.

When ACFT ready to push-back and start-up, inform Delivery Control.

Contact controller for ATC clearance if DCL not available.

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

Engine run-ups are subject to GND Control clearance, and shall be carried out at a designated location.

Fast engine run-ups in the vicinity of boarding bridges, on apron or TWYs are strictly forbidden.

Obtain delivery clearance via HAIKOU Delivery. When clearance is received, obtain push-back and start-up clearance via MEILAN Apron, otherwise via HAIKOU Delivery while ACFT standing by. Obtain taxiing clearance via MEILAN Apron after start-up. Obtain taxiing clearance via TWR or GND Control before vacating the apron.

3.3. PUSH-BACK AND START-UP SYNCHRONIZATION

'Push-back and start-up synchronization' procedure is available for stands 3 thru 25, 211 thru 214 and 309 thru 313. The procedure is prohibited to other stands except for special applications.

It is prohibited to implement the procedure when the ACFT has a fault-retaining that affects the engine, flight control, brakes, turning and hydraulic systems or the above-mentioned faults are happened in the process of push-back.

The procedure can be implemented after aircrew, ACFT maintenance staff and tow-car driver jointly evaluated and confirmed. If one part fails to meet the operating conditions, it is prohibited to implement the procedure.

During push-back process the engine power should not be maintained greater than the minimum ground idle state. The operation only allows one engine to be started, the remaining engines can start after the ACFT was pushed into place and the parking brake has been set.

The ACFT maintenance staff shall be informed in time if the ACFT needs to stop in the abnormal situation during the push-back process and the parking brake shall be set waiting until the ACFT comes to a stop and the permission of the ACFT maintenance staff.

During the process of pushing the ACFT, if the communication of the aircrew, the ACFT maintenance staff and the tow-car driver is failure, the communication tools shall be changed or use standard gestures to communicate in time.

In case of emergency situations during the implementation, the procedure shall be interrupted immediately and inform MEILAN Operation.

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MEILAN

6 MAY 22

10-1P4

.Eff.18.May.1600Z.

.AIRPORT.BRIEFING.

3. DEPARTURE

3.4. NOISE ABATEMENT PROCEDURES

In condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following climb procedures shall be implemented. If the procedures can not be implemented due to any reason except ATC, pilot shall inform the controller with a reasonable explanation (except for flight check and other special flight).

- a) The derated take-off is strongly recommended if ACFT performance permit;
- b) At 450m (1480'):
 - Climb speed of $V_2 + 20$ km/h (10 KT);
 - Reduce engine power/thrust to climb power/thrust;
 - Maintain a speed with flaps and slats in take-off configuration.
- c) At 900m (2960'):
 - Retract flaps/slats on schedule;
 - Maintain a positive rate of climb;
 - Accelerate to normal en-route climb speed.

3.5. RWY OPERATIONS

3.5.1. INTERSECTION TAKE-OFF ON RWY 09

Intersection take-off via TWY A2 available for ACFT with wingspan not more than 197' /60m after getting permission.

Intersection take-off prohibited when:

- conducting LVP operation;
- tailwind more than 3m/s (6 KT) or heavy cross wind prevails; or
- ACFT retains slow-down function failure.

When conducting intersection take-off, take-off flap shall set as the same as the normal take-off flap position.

3.5.2. RAPID TAKE-OFF

When receiving ATC instructions of entering RWY, enter RWY and be ready to take-off from RWY holding position within 1 minute after. Inform TWR in time if this can not be fulfilled.

When receiving ATC instruction to take-off, conduct it as soon as possible. If flight crew consider that they can not fulfill the process within 1 minute, inform TWR as soon as possible.

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26 NOV 21

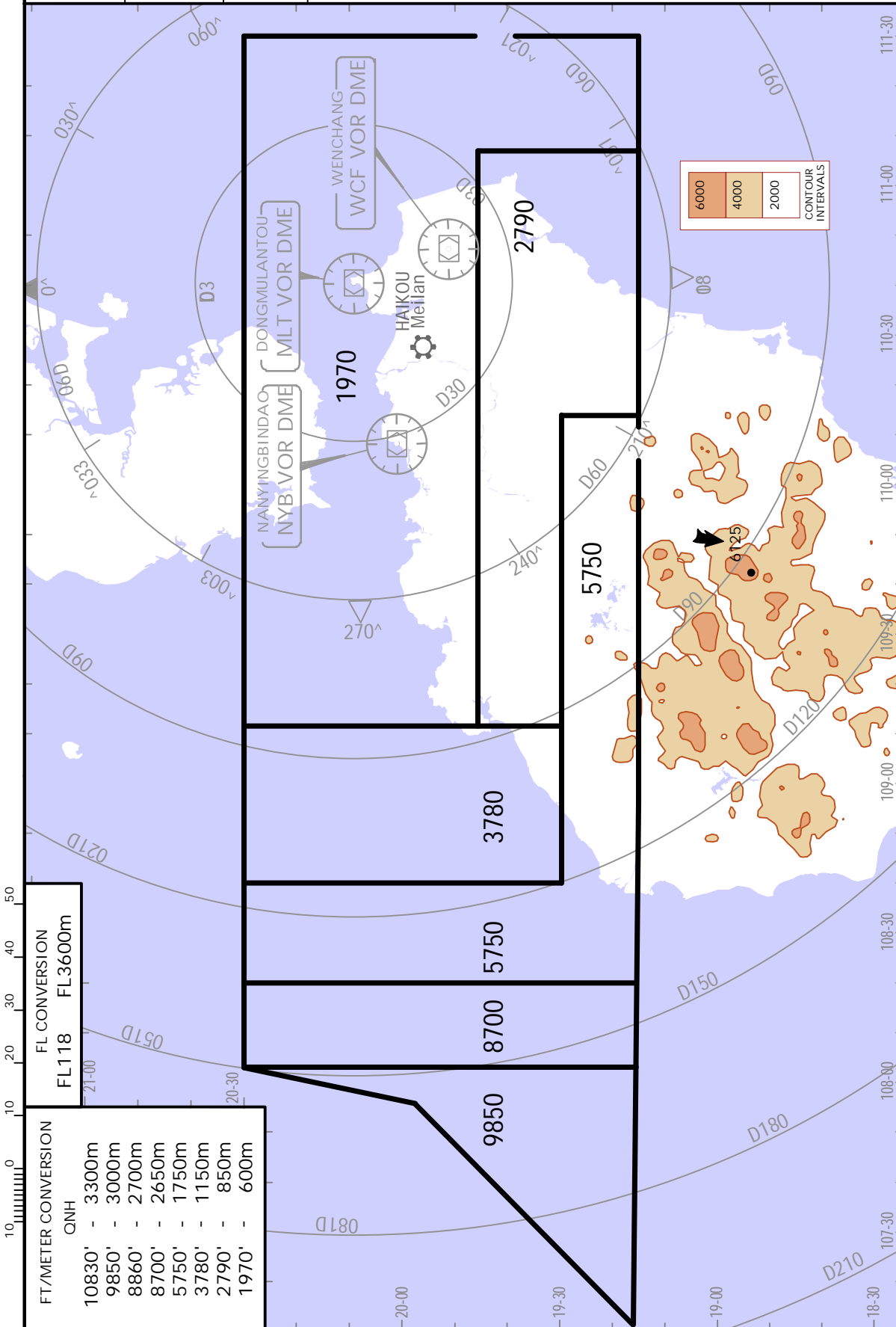
(10-1R)

.Eff.1.Dec.1600Z.

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.RADAR.MINIMUM.ALTITUDES.

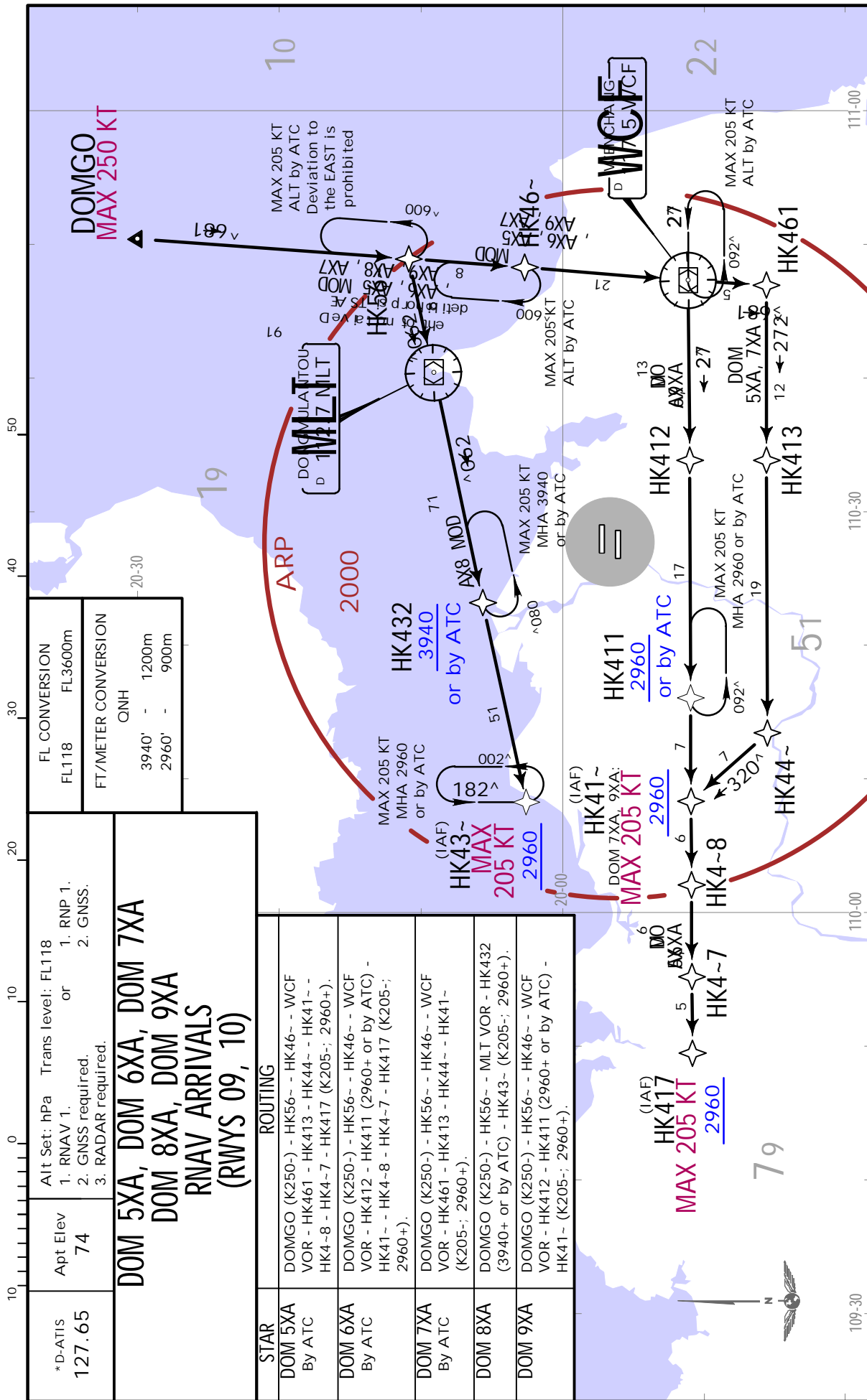
HAIKOU Approach (R) AP01 *AP02 119.15 119.975		Apt Elev 74	Alt Set: hPa Trans level: FL118 Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below Chart to be used for cross-checking of altitudes assigned while under RADAR control.
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MEILAN

JEPPESSEN
26 NOV 21 10-2 .Eff.1.Dec.1600Z.

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.RNAV.STAR.



CHANGES: Procedures completely revised.

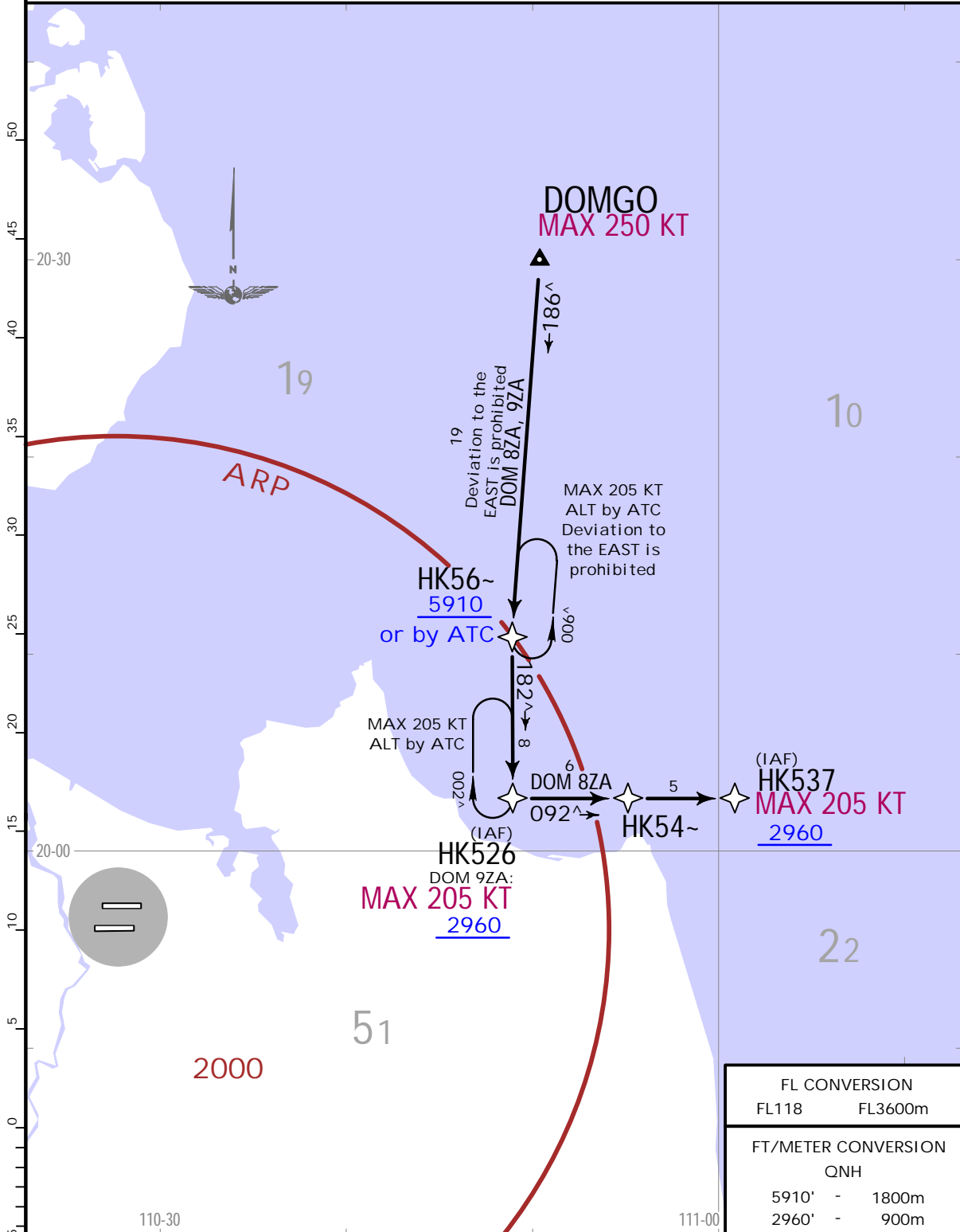
ZJHK/HAK
MEILAN

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26 NOV 21 **(10-2A)** .Eff.1.Dec.1600Z.

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.RNAV.STAR.

*D-ATIS 127.65	Apt Elev 74	Alt Set: hPa Trans level: FL118 1. RNAV 1. or 1. RNP 1. 2. GNSS required. 2. GNSS. 3. RADAR required.
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**DOM 8ZA, DOM 9ZA
RNAV ARRIVALS
(RWYS 27, 28)**



FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
5910'	1800m
2960'	900m

STAR	ROUTING
DOM 8ZA By ATC	DOMGO (K250-) - HK56- (5910+ or by ATC) - HK526 - HK54- - HK537 (K205-; 2960+).
DOM 9ZA	DOMGO (K250-) - HK56- (5910+ or by ATC) - HK526 (K205-; 2960+).

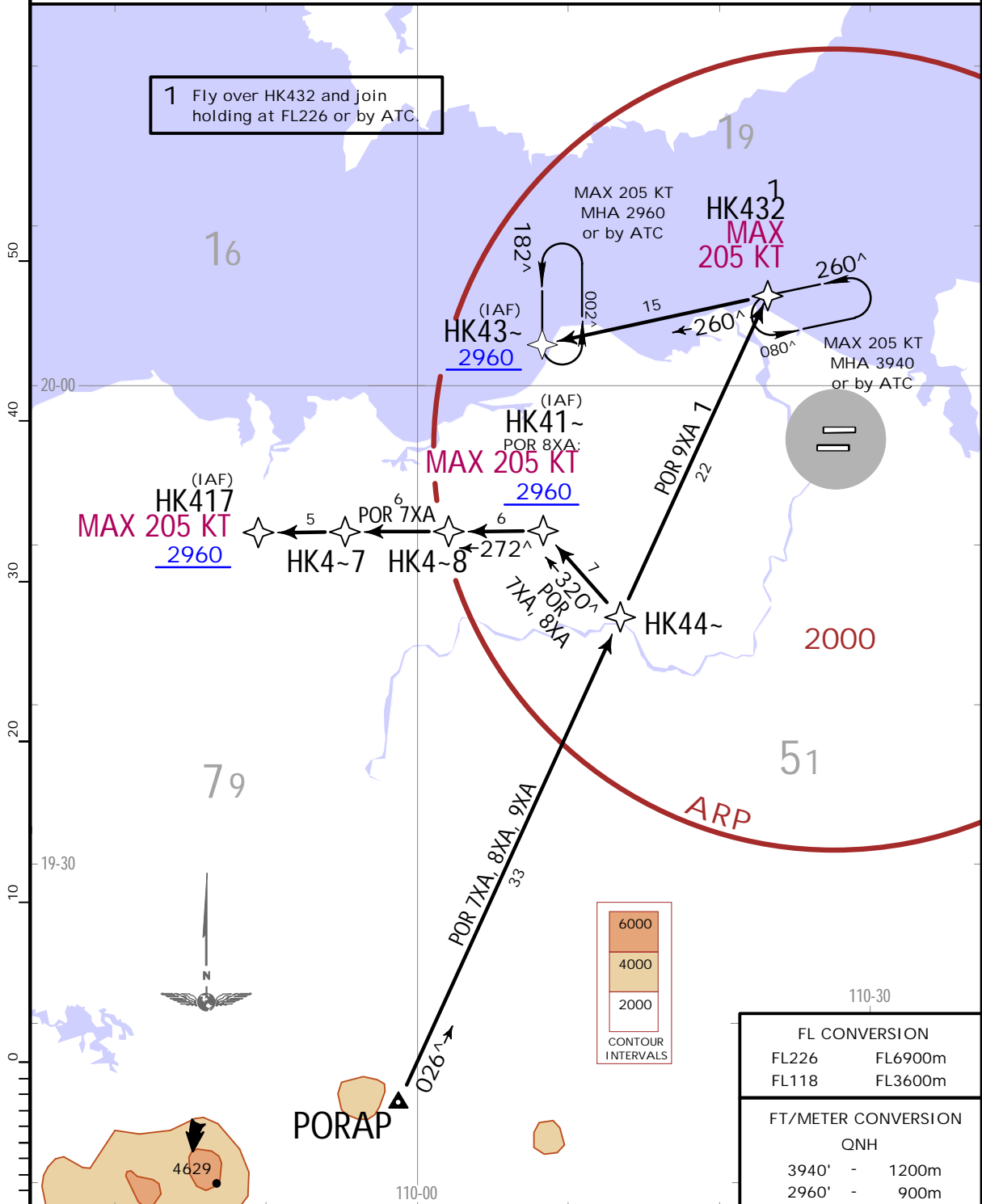
ZJHK/HAK
MEILAN

JEPESEN
26 NOV 21 (10-2B) .Eff.1.Dec.1600Z.

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.RNAV.STAR.

*D-ATIS 127.65	Apt Elev 74	Alt Set: hPa Trans level: FL118 1. RNAV 1. or 1. RNP 1. 2. GNSS required. 2. GNSS. 3. RADAR required.
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POR 7XA, POR 8XA, POR 9XA
RNAV ARRIVALS
(RWYS 09, 10)



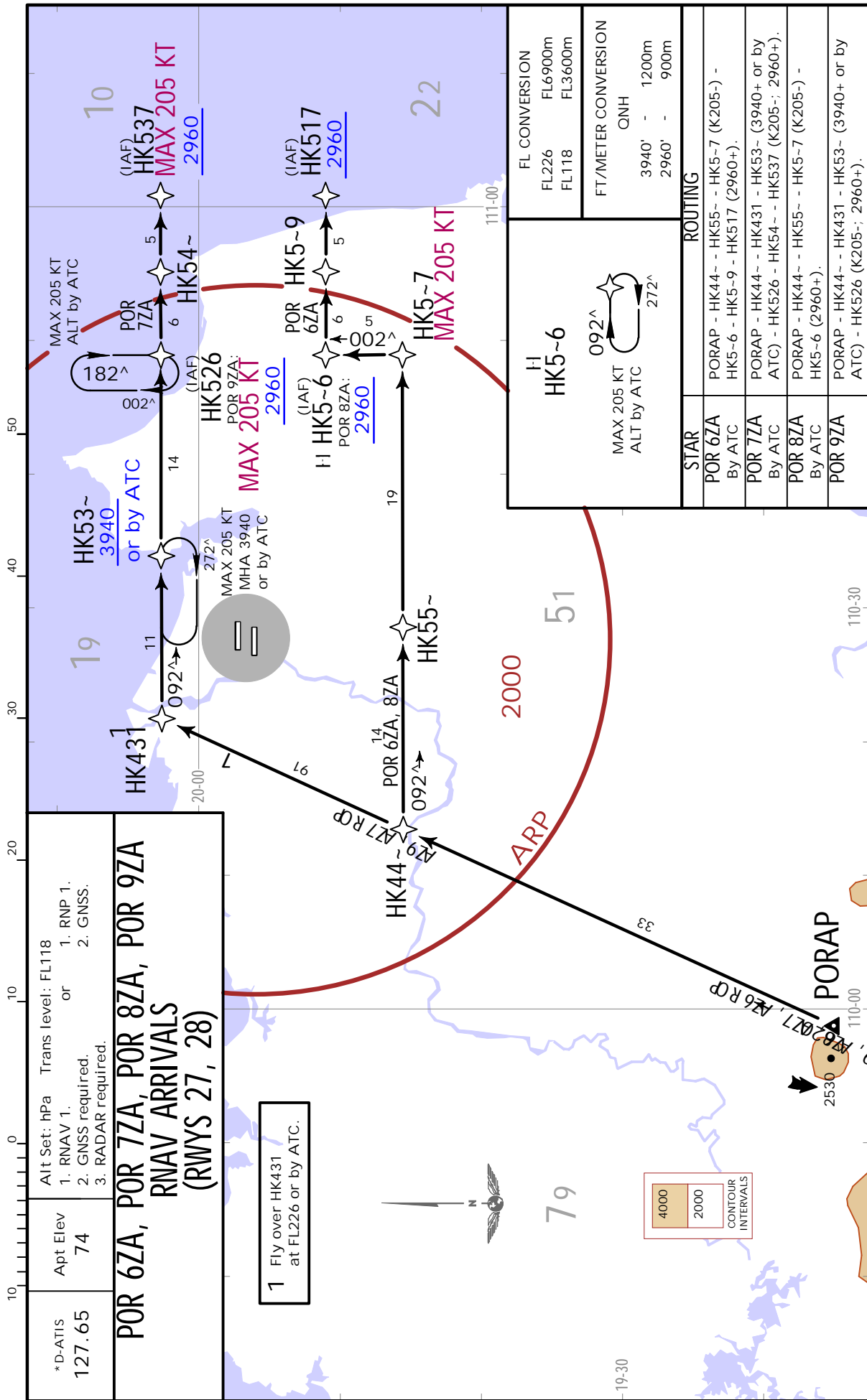
STAR	ROUTING
POR 7XA By ATC	PORAP - HK44~ - HK41~ - HK4-8 - HK4-7 - HK417 (K205-; 2960+).
POR 8XA By ATC	PORAP - HK44~ - HK41~ (K205-; 2960+).
POR 9XA	PORAP - HK44~ - HK432 (K205-) - HK43~ (2960+).

CHANGES: Procedures completely revised.

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MEILAN

JEPPESSEN
26 NOV 21 10-2C .Eff.1.Dec.1600Z.

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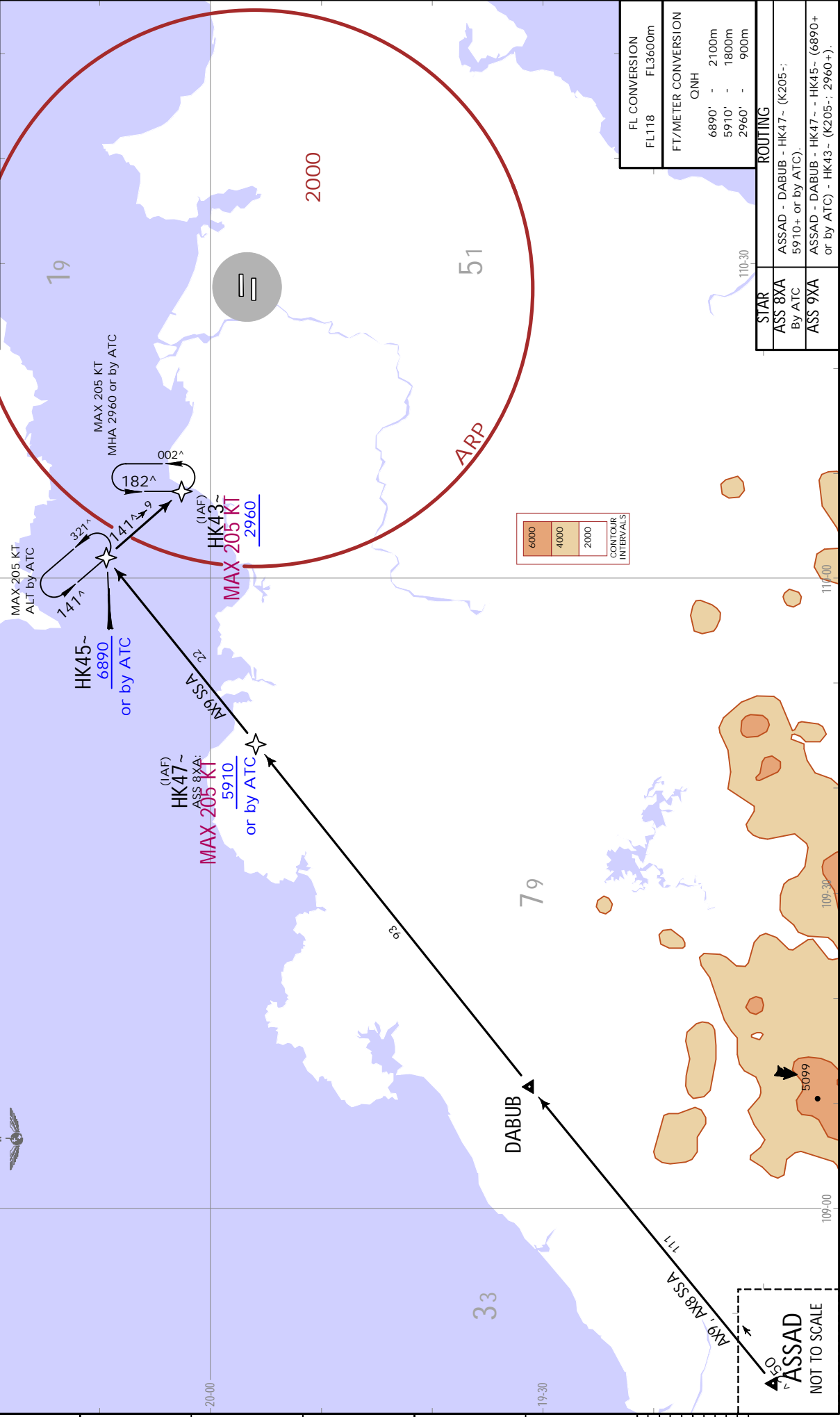
CHANGES: Procedures completely revised.

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MEILAN
JEPPESSEN
26 NOV 21
Eff. 1 Dec. 1600Z. (10-2D)

*D-ATIS 127.65	Apt Elev 74
Alt Set: hPa Trans level: FL118 1. RNAV 1. or 1. RNP 1. 2. GNS required. 2. GNS. 3. RADAR required.	
ASS 8XA, ASS 9XA RNAV ARRIVALS (RWYS 09, 10)	



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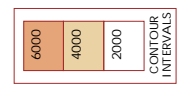
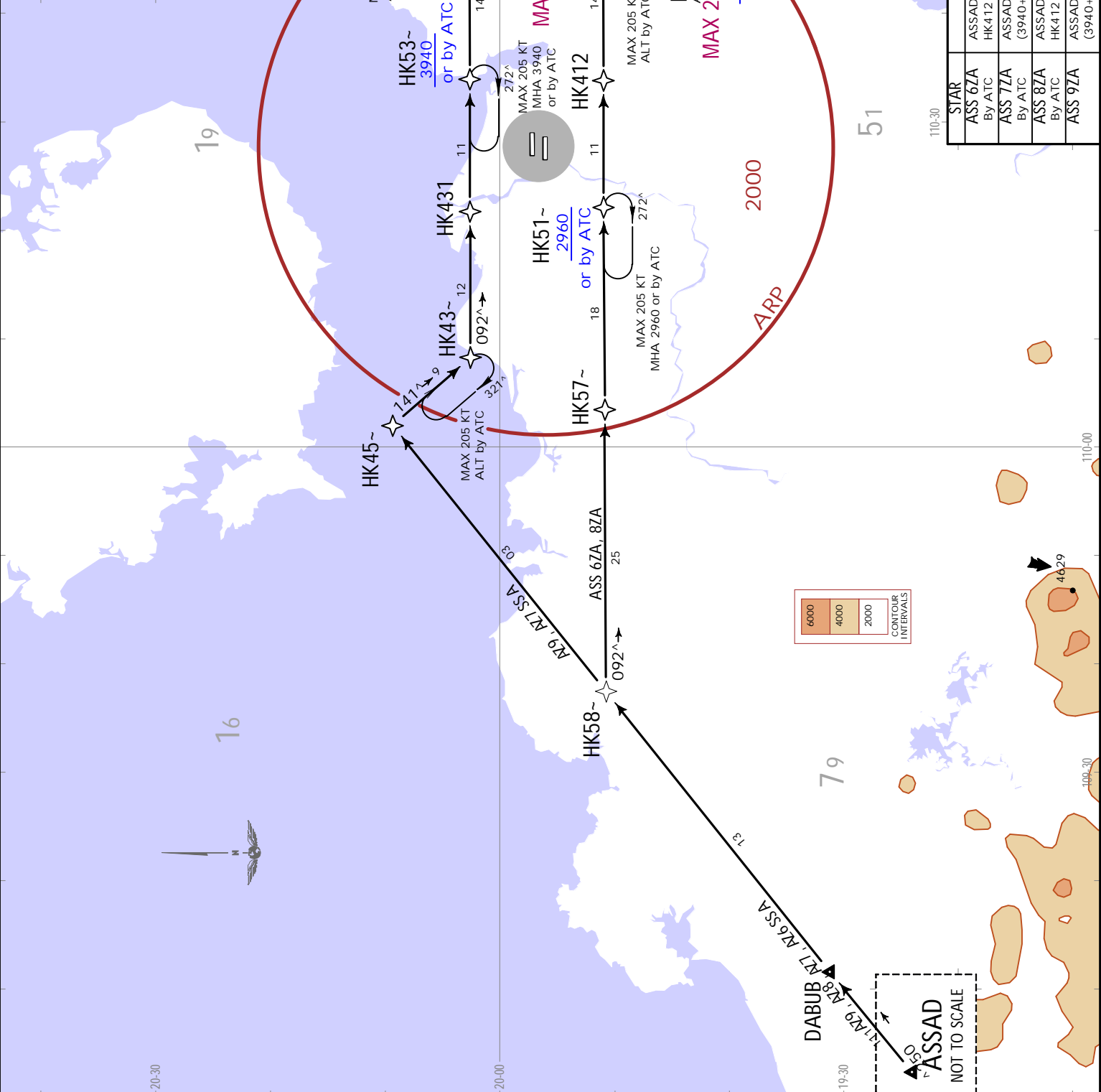
26 NOV 21 (10-2E) .Eff. 1.Dec.1600Z.

*D-ATIS
127.65

Apt Elev
74

Alt Set: hPa Trans level: FL118
or
1. RNAV 1.
2. GNS required.
3. RADAR required.

**ASS 6ZA, ASS 7ZA
ASS 8ZA, ASS 9ZA
RNAV ARRIVALS
(RWYS 27, 28)**



ASSAD
NOT TO SCALE

FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
3940'	1200m
2960'	900m

STAR	ROUTING
ASS 6ZA By ATC	ASSAD - DABUB - HK58 - - HK57 - - HK51 - (2960+ or by ATC) - HK412 - HK5-6 - HK5-9 - HK517 (K205-; 2960+).
ASS 7ZA By ATC	ASSAD - DABUB - HK58 - - HK45 - - HK43 - - HK431 - HK53 - (3940+ or by ATC) - HK526 - HK54 - - HK537 (K205-; 2960+).
ASS 8ZA By ATC	ASSAD - DABUB - HK58 - - HK57 - - HK51 - (2960+ or by ATC) - HK412 - HK5-6 (K205-; 2960+).
ASS 9ZA	ASSAD - DABUB - HK58 - - HK45 - - HK43 - - HK431 - HK53 - (3940+ or by ATC) - HK526 (K205-; 2960+).

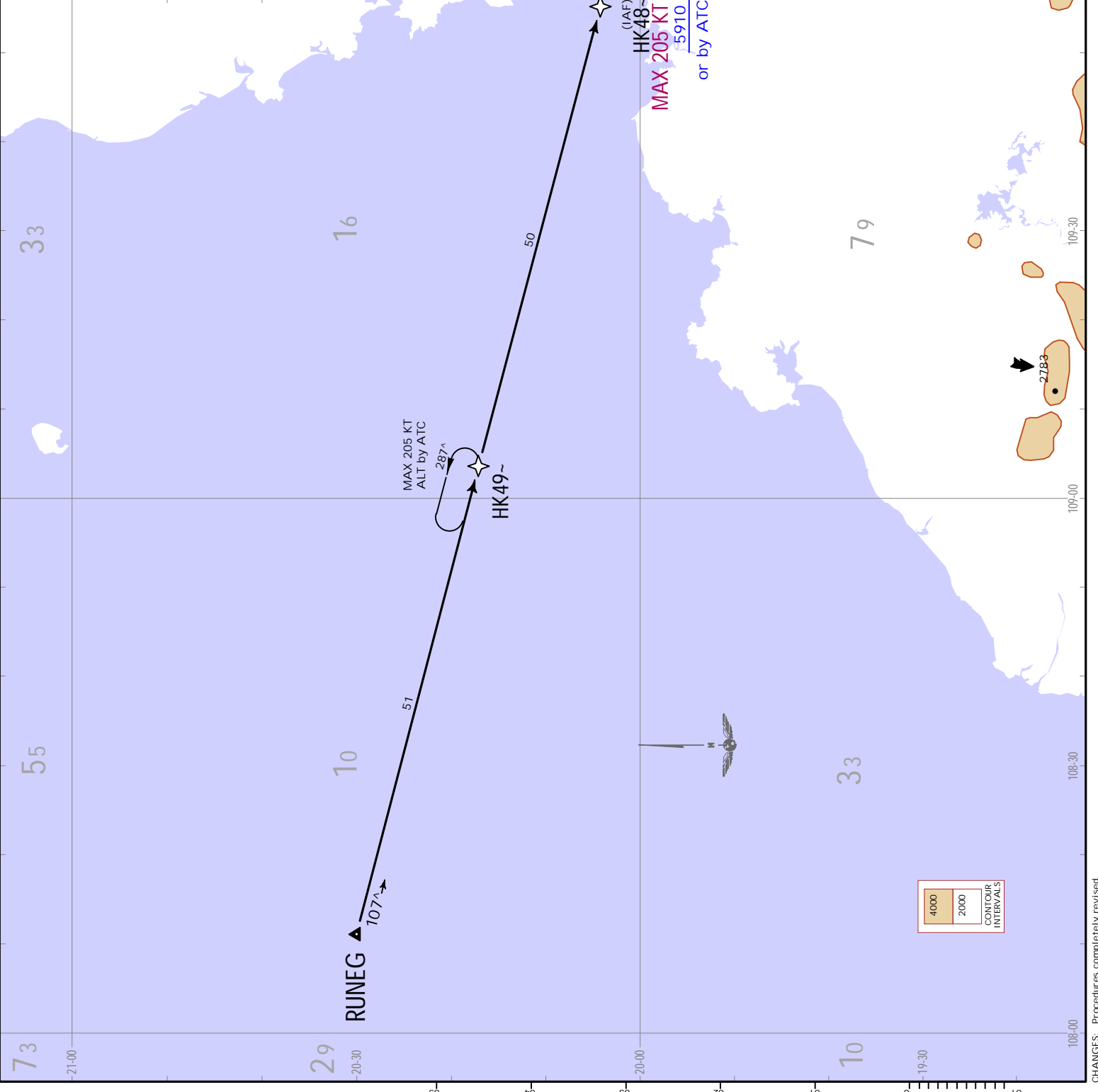
HAIKOU, PR OF CHINA .RNAV.STAR.

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MEILAN
JEPPESSEN
26 NOV 21
Eff. 1. Dec. 1600Z. (10-2F)

*D-ATIS 127.65	Apt Elev 74
Alt Set: hPa Trans level: FL118 or 1. RNAV 1. 2. GNS required. 3. RADAR required.	
RUN 9XA RNAV ARRIVAL (RWYS 09, 10) BY ATC	

ROUTING
RUNEG - HK49 - HK48 - (K205 - 5910 - or by ATC).

FL CONVERSION	FL118	FL3600m
FT/METER CONVERSION	QNH	5910' - 1800m



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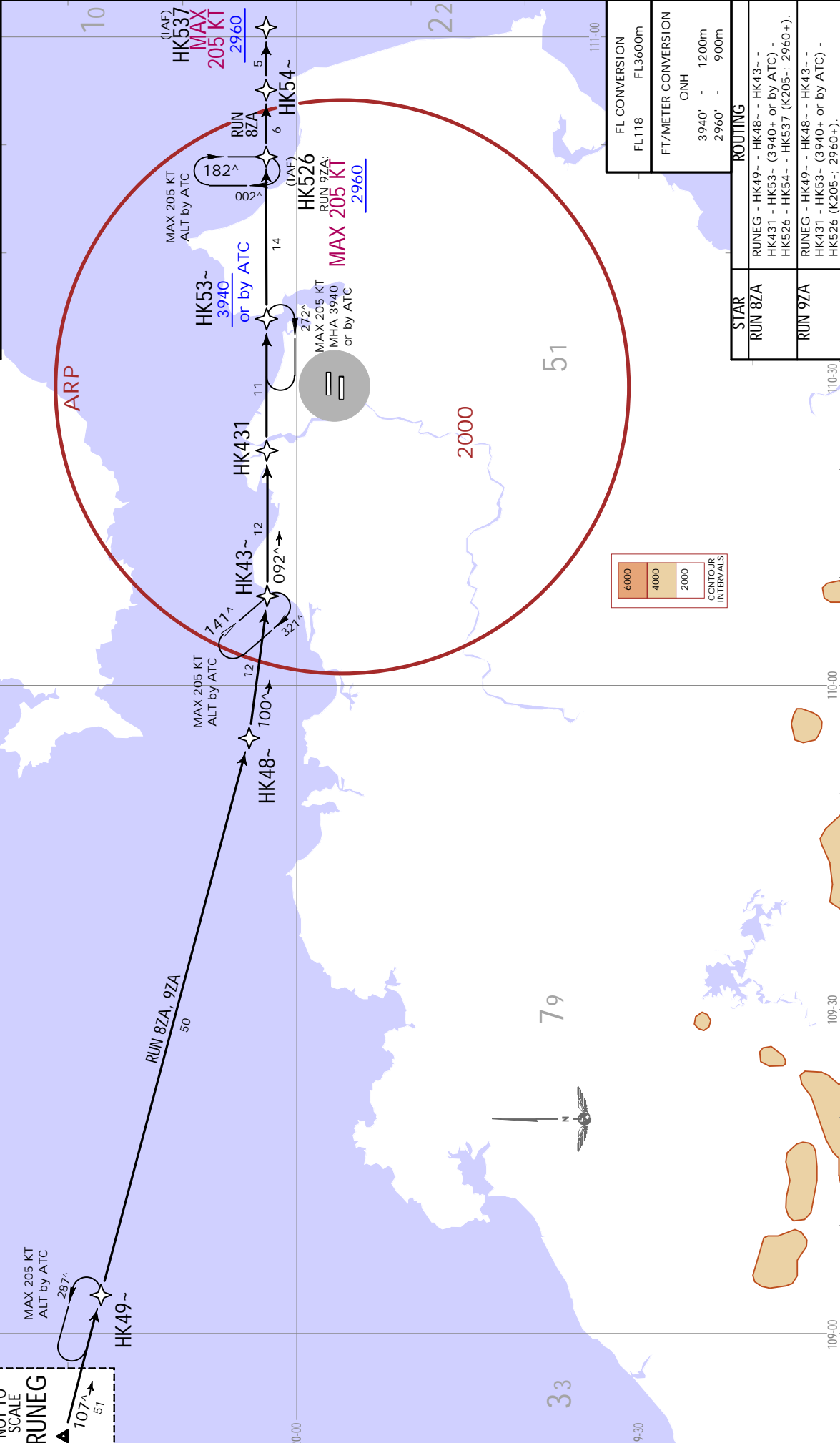
26 NOV 21 10-2G .Eff. 1.Dec.1600Z.

JEPESEN
Apt Elev 74

*D-ATIS 127.65

Alt Set: hPa Trans level: FL118
or
1. RNAV 1. 1. RNP 1.
2. GNSS required. 2. GNSS.
3. RADAR required.

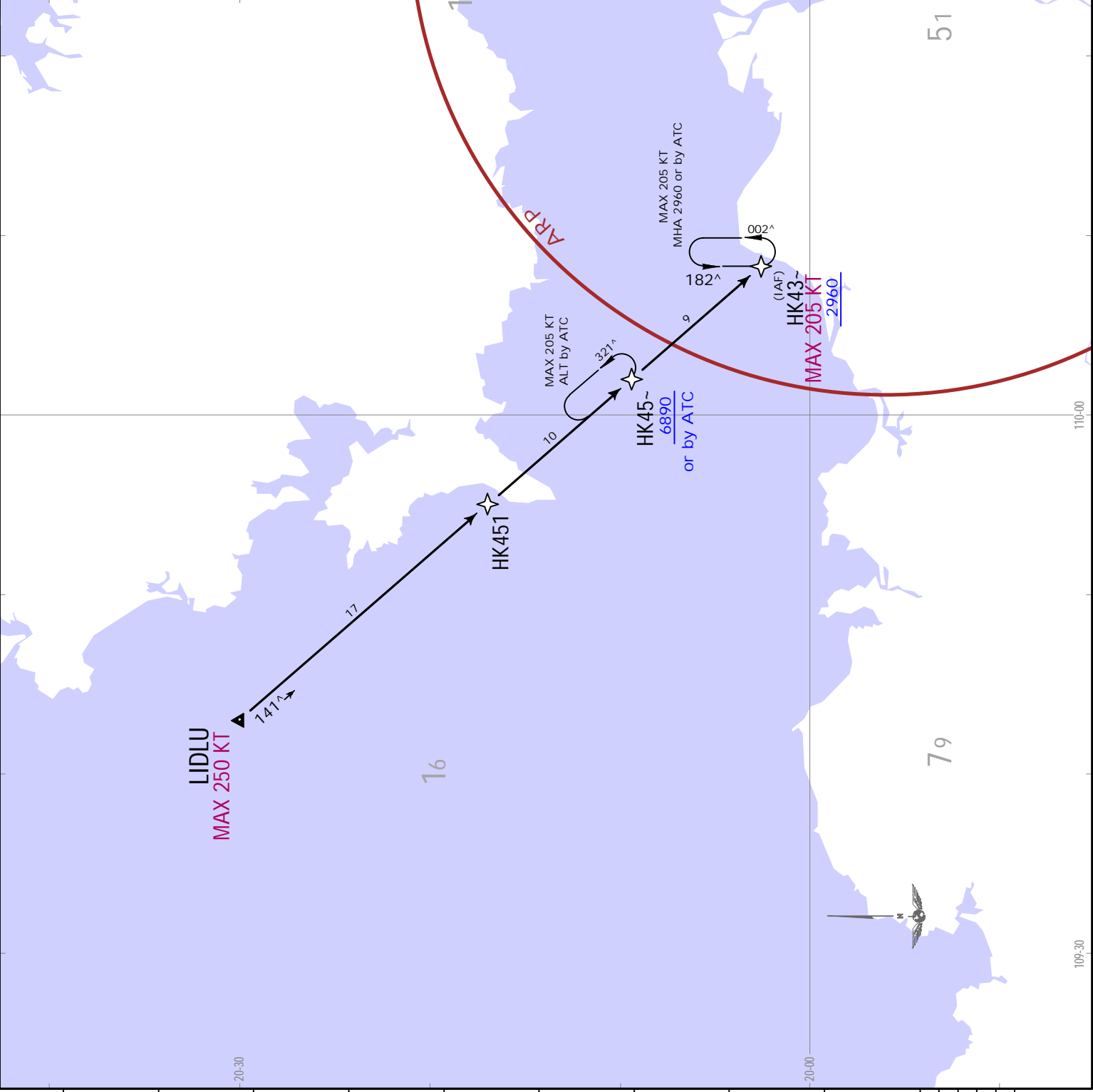
**RUN 8ZA, RUN 9ZA
RNAV ARRIVALS
(RWYS 27, 28)
BY ATC**



HAIKOU, PR OF CHINA RNAV.STAR.

ZJHK/HAK
MEILAN
JEPPESSEN
26 NOV 21
Eff. 1 Dec. 1600Z. (10-2H)

*D-ATIS 127.65	Apt Elev 74
Alt Set: hPa Trans level: FL118 or 1. RNAV 1. 2. GNSS required. 3. RADAR required.	
LID 9XA RNAV ARRIVAL (RWYS 09, 10)	
ROUTING	
LIDLU (K250-) - HK451 - HK45- (6890+ or by ATC) - HK43- (K205+; 2960+).	
FL CONVERSION FL118 FL3600m	FT/METER CONVERSION QNH 6890' - 2100m 2960' - 900m



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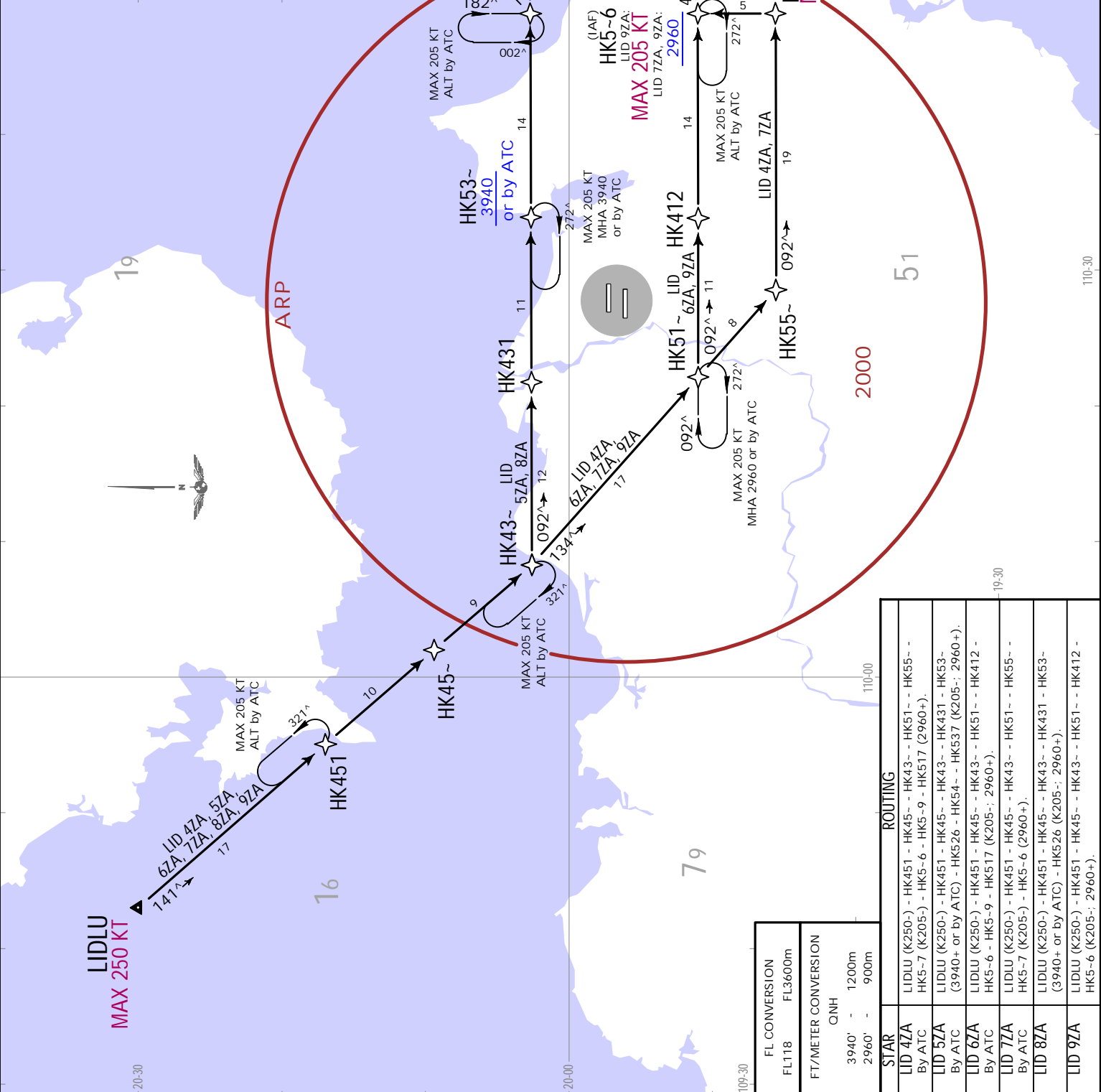
JEPPESEN
 26 NOV 21 (10-2J) .Eff. 1.Dec.1600Z.

ZJHK/HAK
 MEILAN

*D-ATIS
 127.65
 Apt Elev
 74

Alt Set: hPa Trans level: FL118
 or
 1. RNP 1.
 2. GNSS required.
 3. RADAR required.

LID 4ZA, LID 5ZA
 LID 6ZA, LID 7ZA
 LID 8ZA, LID 9ZA
 RNAV ARRIVALS
 (RWYS 27, 28)



LIDLU
 MAX 250 KT

LID 4ZA, 5ZA,
 6ZA, 7ZA, 8ZA, 9ZA
 MAX 205 KT
 ALT by ATC

HK45~

HK43~
 LID 5ZA, 8ZA
 MAX 205 KT
 ALT by ATC

HK41~
 LID 4ZA
 6ZA, 7ZA, 9ZA
 MAX 205 KT
 ALT by ATC

HK51~
 LID 6ZA, 9ZA
 MAX 205 KT
 ALT by ATC

HK53~
 3940
 or by ATC

HK54~
 LID 5ZA
 MAX 205 KT
 ALT by ATC

HK55~
 LID 4ZA, 7ZA
 MAX 205 KT
 ALT by ATC

FL CONVERSION
 FL118
 FL3600m

FT/METER CONVERSION
 QNH
 3940' - 1200m
 2960' - 900m

STAR	ROUTING
LID 4ZA By ATC	LIDLU (K250-) - HK451 - HK45- - HK43- - HK51- - HK55- - HK5-7 (K205-) - HK5-6 - HK5-9 - HK517 (2960+).
LID 5ZA By ATC	LIDLU (K250-) - HK451 - HK45- - HK43- - HK431 - HK53- (3940+ or by ATC) - HK526 - HK54- - HK537 (K205-, 2960+).
LID 6ZA By ATC	LIDLU (K250-) - HK451 - HK45- - HK43- - HK412 - HK5-6 - HK5-9 - HK517 (K205-, 2960+).
LID 7ZA By ATC	LIDLU (K250-) - HK451 - HK45- - HK43- - HK51- - HK55- -
LID 8ZA	LIDLU (K250-) - HK451 - HK45- - HK43- - HK431 - HK53- (3940+ or by ATC) - HK526 (K205-, 2960+).
LID 9ZA	LIDLU (K250-) - HK451 - HK45- - HK43- - HK51- - HK412 - HK5-6 (K205-, 2960+).

HAIKOU, PR OF CHINA

STAR.

*D-ATIS
127.65

Apt Elev
74

Alt Set: hPa
Trans level: FL118

DOM 1XA, DOM 2XA, POR 1XA
POR 2XA
BY ATC
ARRIVALS
(RWYS 09, 10)
.SPEED: INITIAL APPROACH MAX 205 KT

FL CONVERSION	FL226	FL6900m
	FL118	FL3600m
FT/METER CONVERSION	QNH	
	3940'	1200m
	2960'	900m

1 POR 1XA: Fly over NYB VOR at FL226 or by ATC.

NYB VOR
182°
2°
MAX 205 KT
MHA 2960

NYB (IAF) 1
MHA 2960
D29.5 MLT
2960

D10.1 NYB
D38.8 WCF
2960

D16.6 MLT
3940
or by ATC
MHA 3940 or by ATC

D19.8 WCF
D8.1 MLT
MAX 205 KT
ALT by ATC

DOMGO
MAX 250 KT

AX1 MOD
AX2, AX1 MOD
AX2, AX1 MOD

AX1 MOD
MAX 205 KT
ALT by ATC

AX2, AX1 ROP
AX2, AX1 ROP

PORAP
2830

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11-20-30

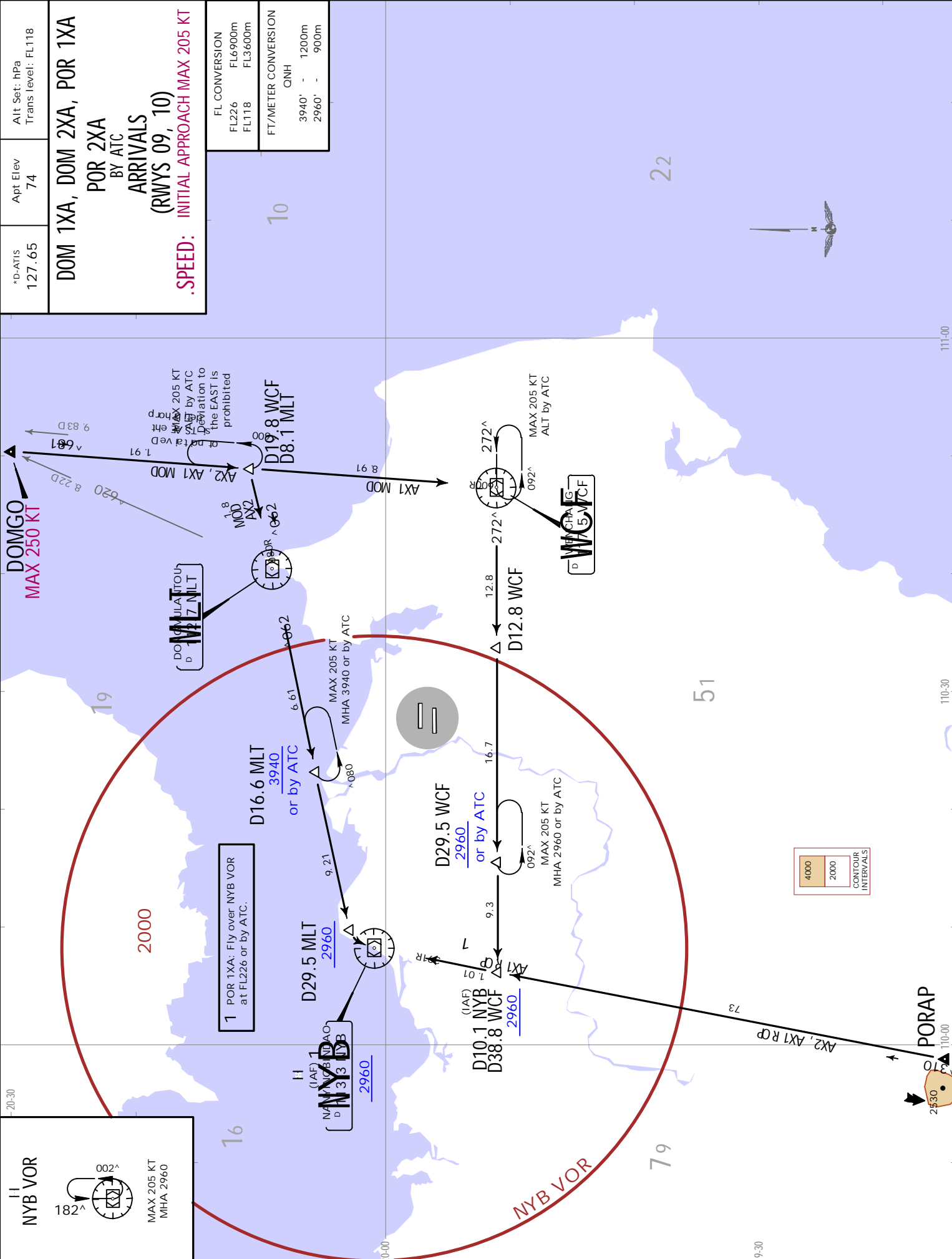
11-20-30

11-20-30

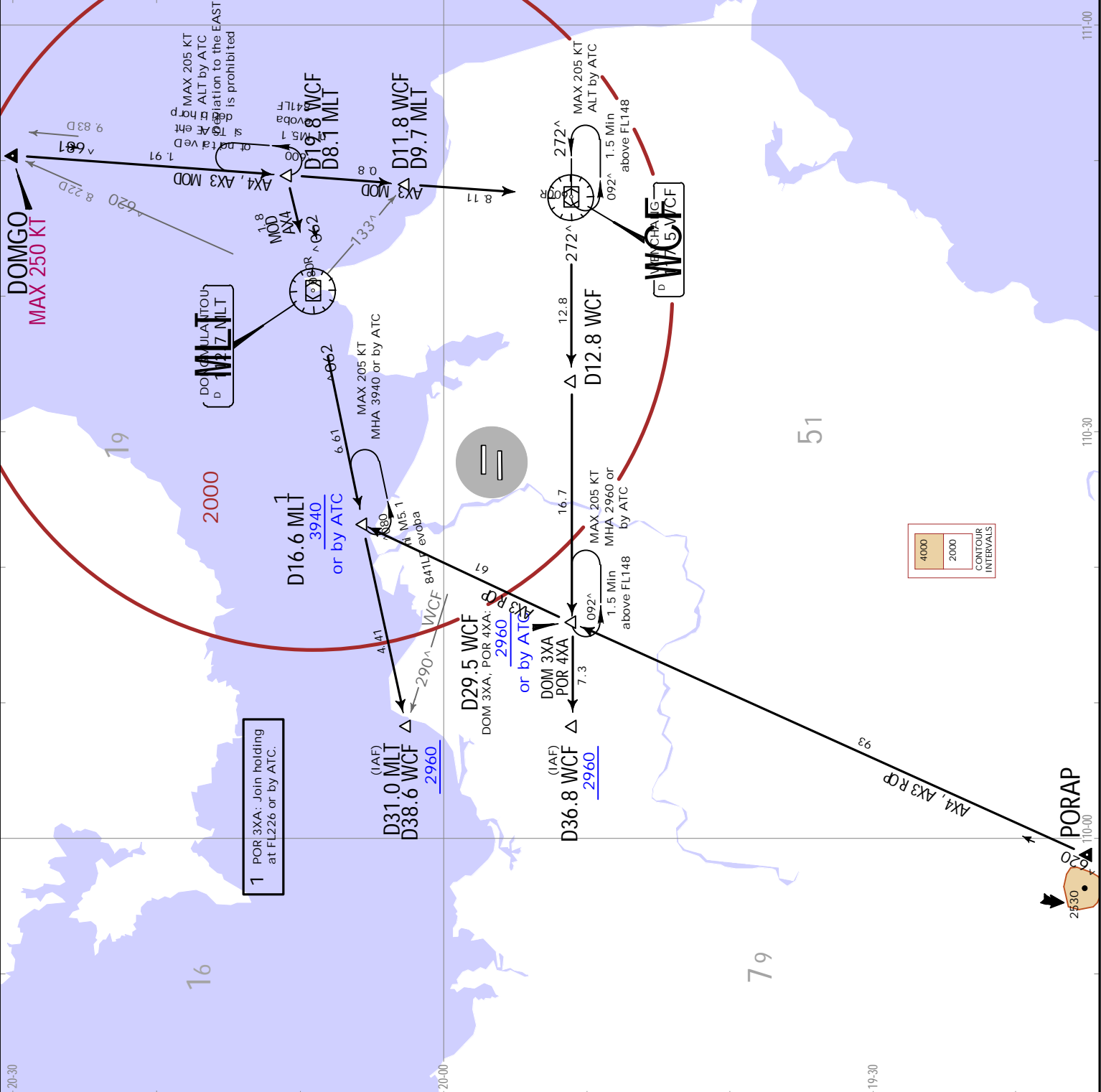
11-20-30

11-20-30

11-20-30



*D-ATIS 127.65	Apt Elev 74	Alt Set: hPa Trans level: FL118
DOM 3XA, DOM 4XA POR 3XA, POR 4XA BY ATC ARRIVALS (RWYS 09, 10) ONLY TO BE USED WHEN NYB U/S .SPEED: INITIAL APPROACH MAX 205 KT		
FL CONVERSION FL226 FL6900m FL148 FL4500m FL118 FL3600m FT/METER CONVERSION QNH 3940' - 1200m 2960' - 900m		



1 POR 3XA: Join holding at FL226 or by ATC.

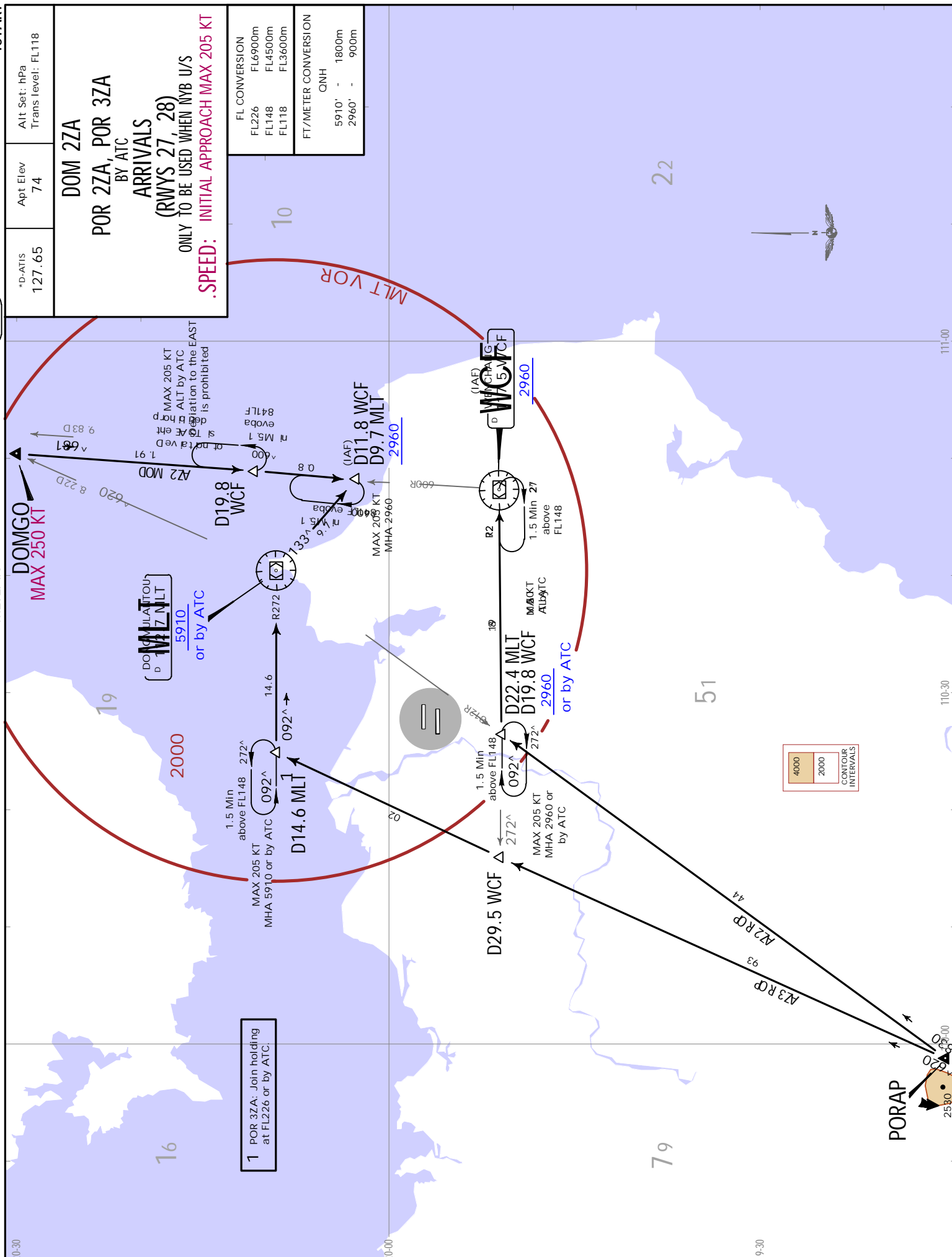
4000
2000
CONTOUR INTERVALS

ZJHK/HAK
MEILAN

JEPPESEN

HAIKOU, PR OF CHINA
STAR.

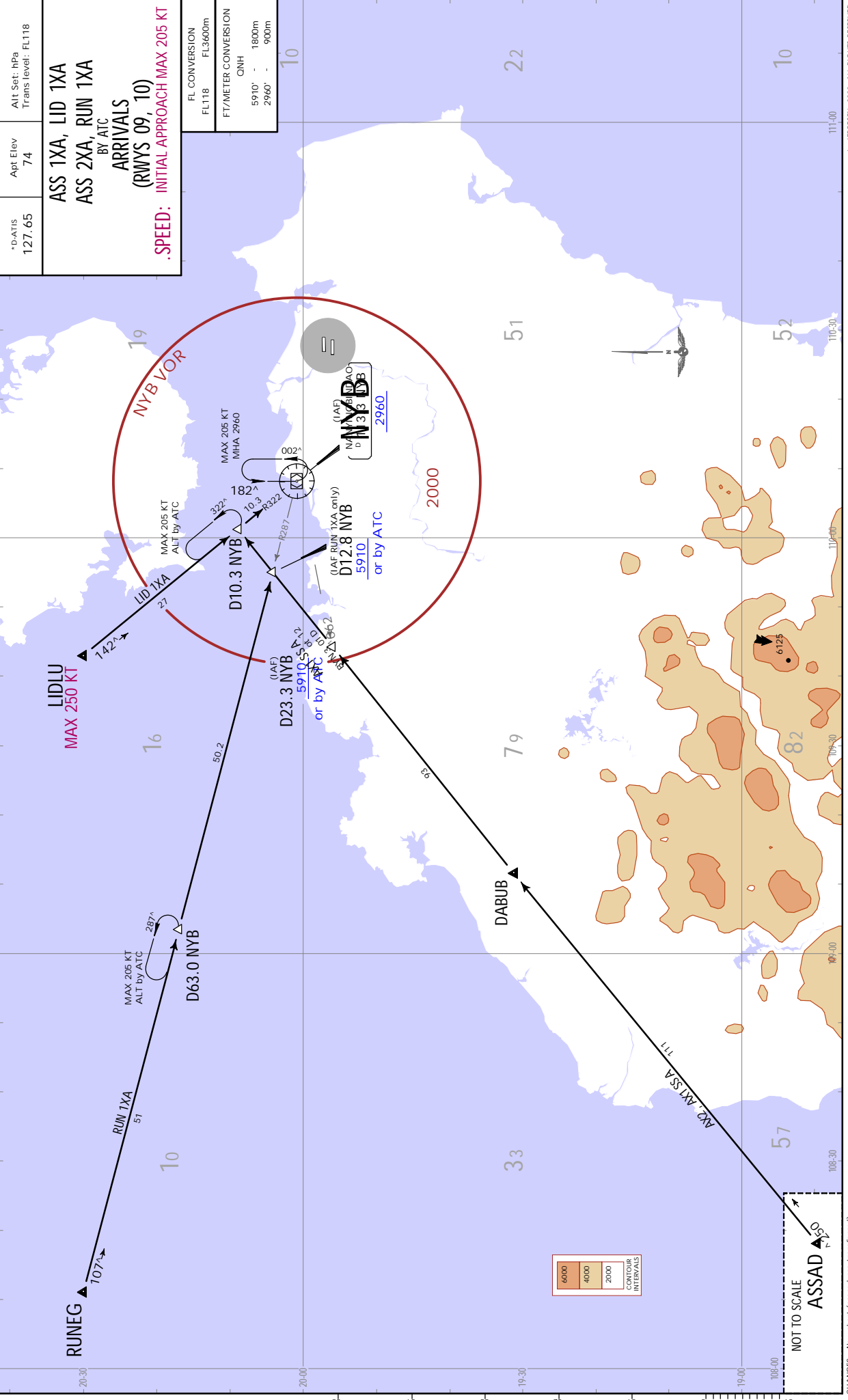
28 OCT 22 (10-2N) .EFF.2.NOV.1600Z.



ZJHK/HAK
MELAN

JEPPESEN
28 OCT 22
10-2P
HAIKOU, PR OF CHINA
STAR
EFF. 2 NOV. 1600Z.

*D-ATIS 127.65	Apt Elev 74	Alt Set: hPa Trans level: FL118
ASS 1XA, LID 1XA ASS 2XA, RUN 1XA BY ATC ARRIVALS (RWYS 09, 10) .SPEED: INITIAL APPROACH MAX 205 KT		
FL CONVERSION FL118 FL3600m FT/METER CONVERSION CNH 5910' - 1800m 2960' - 900m		



NOT TO SCALE
ASSAD
CHANGES: New chart (procedures transferred).
JEPPESEN, 2022. ALL RIGHTS RESERVED.

ZJHK/HAK
MEILAN

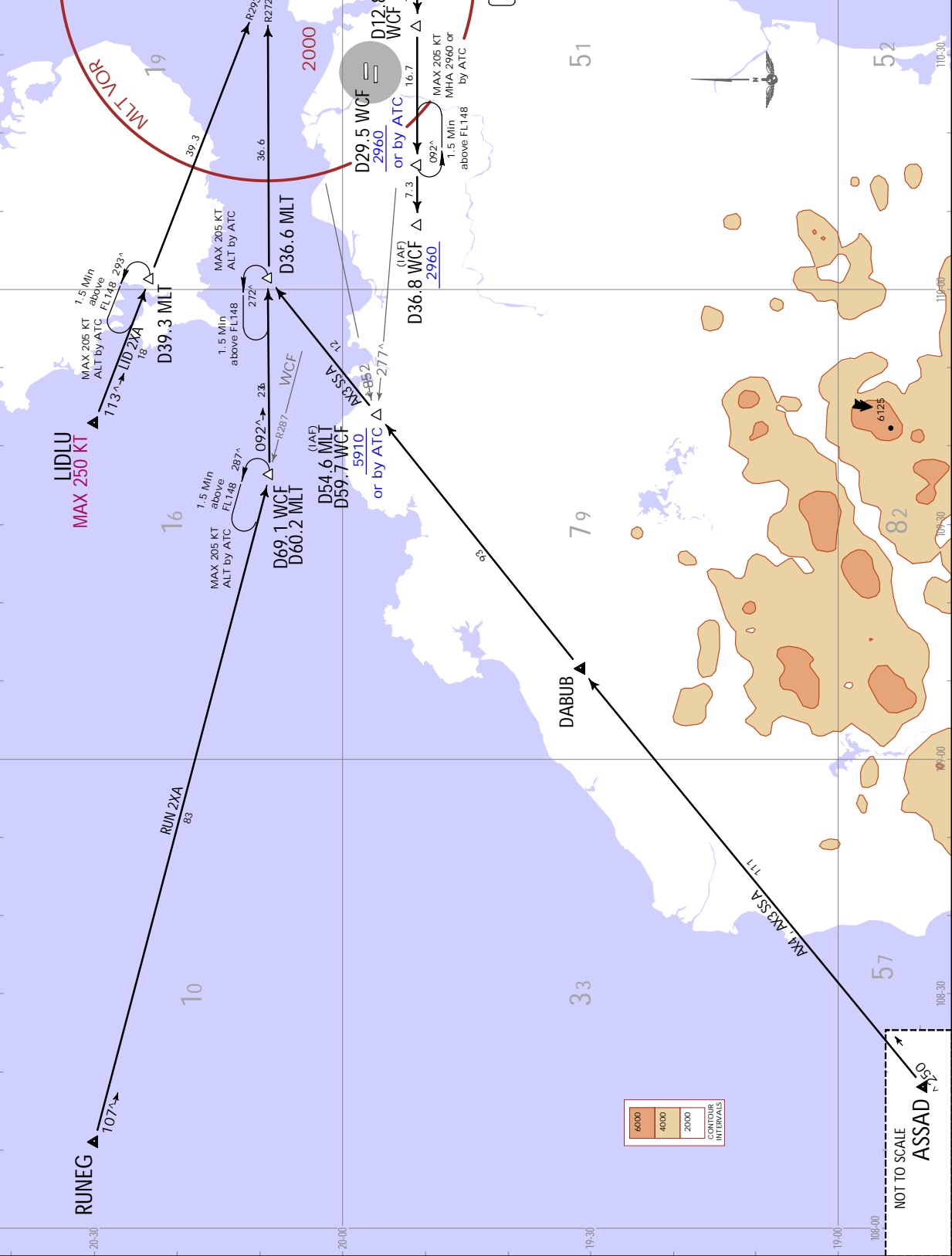
HAIKOU, PR OF CHINA
STAR

28 OCT 22
10-20 Eff. 2 Nov. 1600Z.

JEPPESEN
127.65

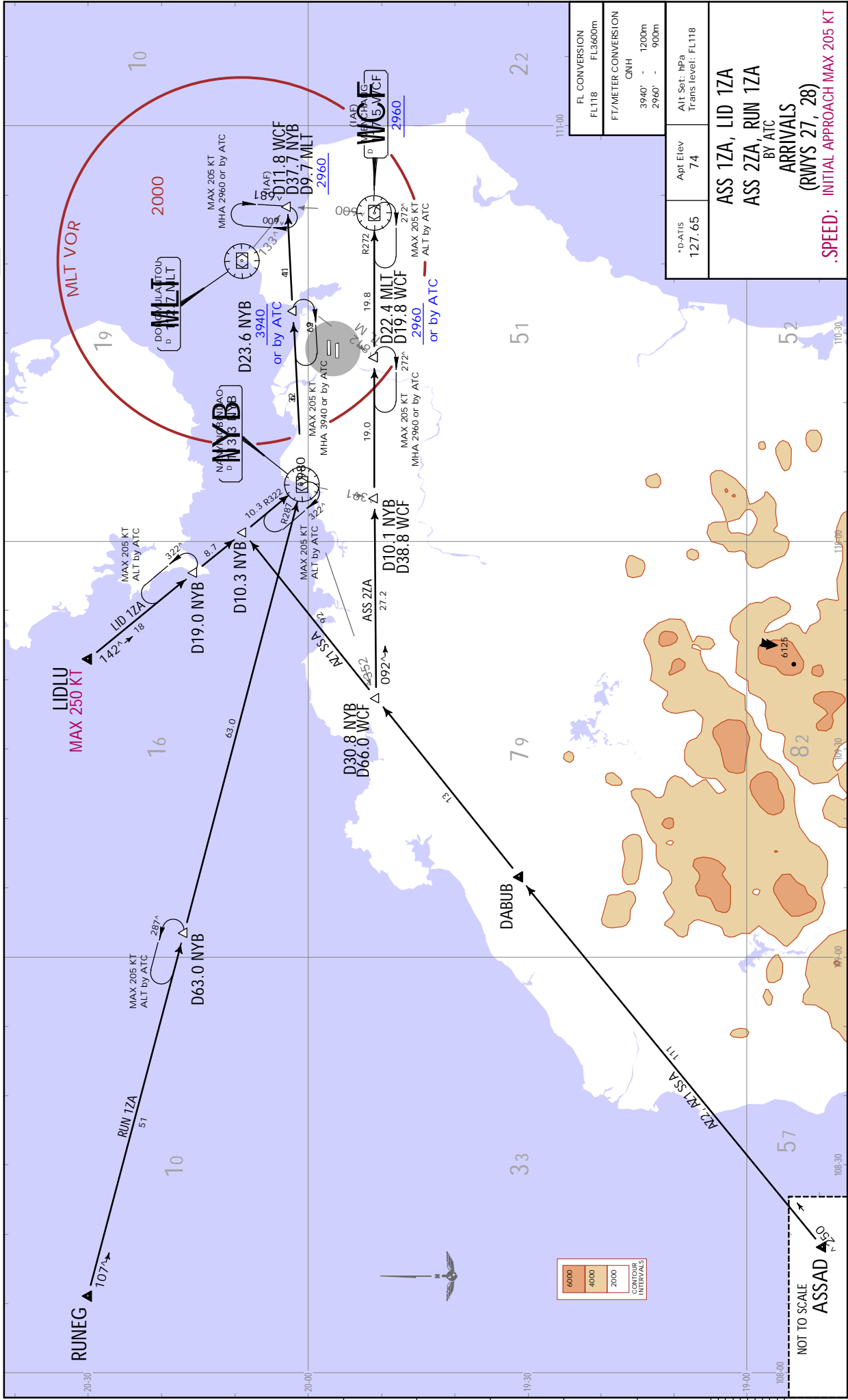
Alt Set: hPa
Trans level: FL118

ASS 3XA, LID 2XA
ASS 4XA, RUN 2XA
BY ATC
ARRIVALS
(RWYS 09, 10)
ONLY TO BE USED WHEN IN VB U/S
.SPEED: INITIAL APPROACH MAX 205 KT



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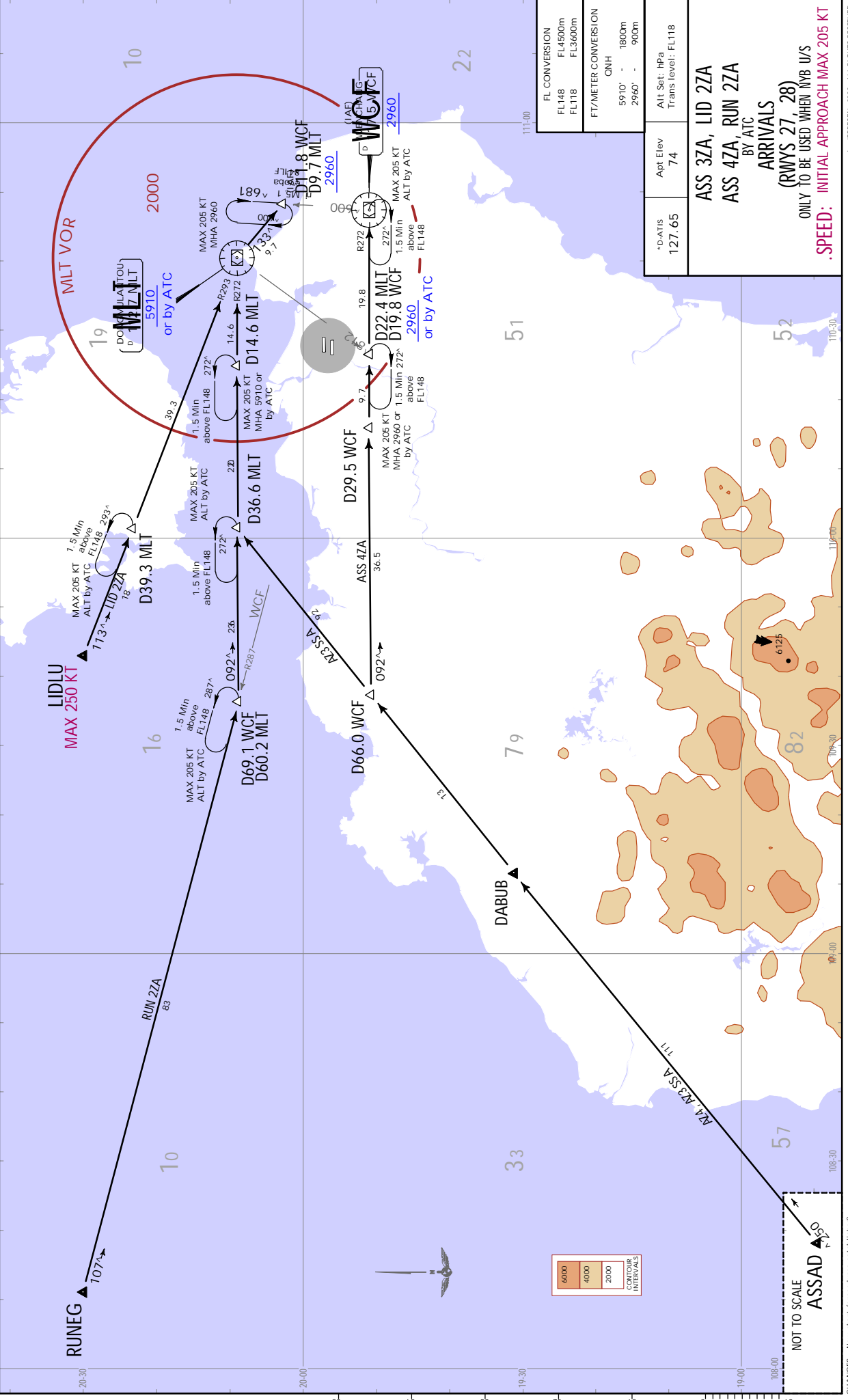
ZJHK/HAK MEILAN
JEPPESEN
28 OCT 22 (10-2S) Eff. 2 Nov. 1600Z.
HAIKOU, PR OF CHINA
STAR



ZJHK/HAK
MEILAN

HAIKOU, PR OF CHINA
STAR

JEPPESEN
28 OCT 22 (10-2T) Eff. 2 Nov 1600Z.



CHANGES: New chart (procedures established).

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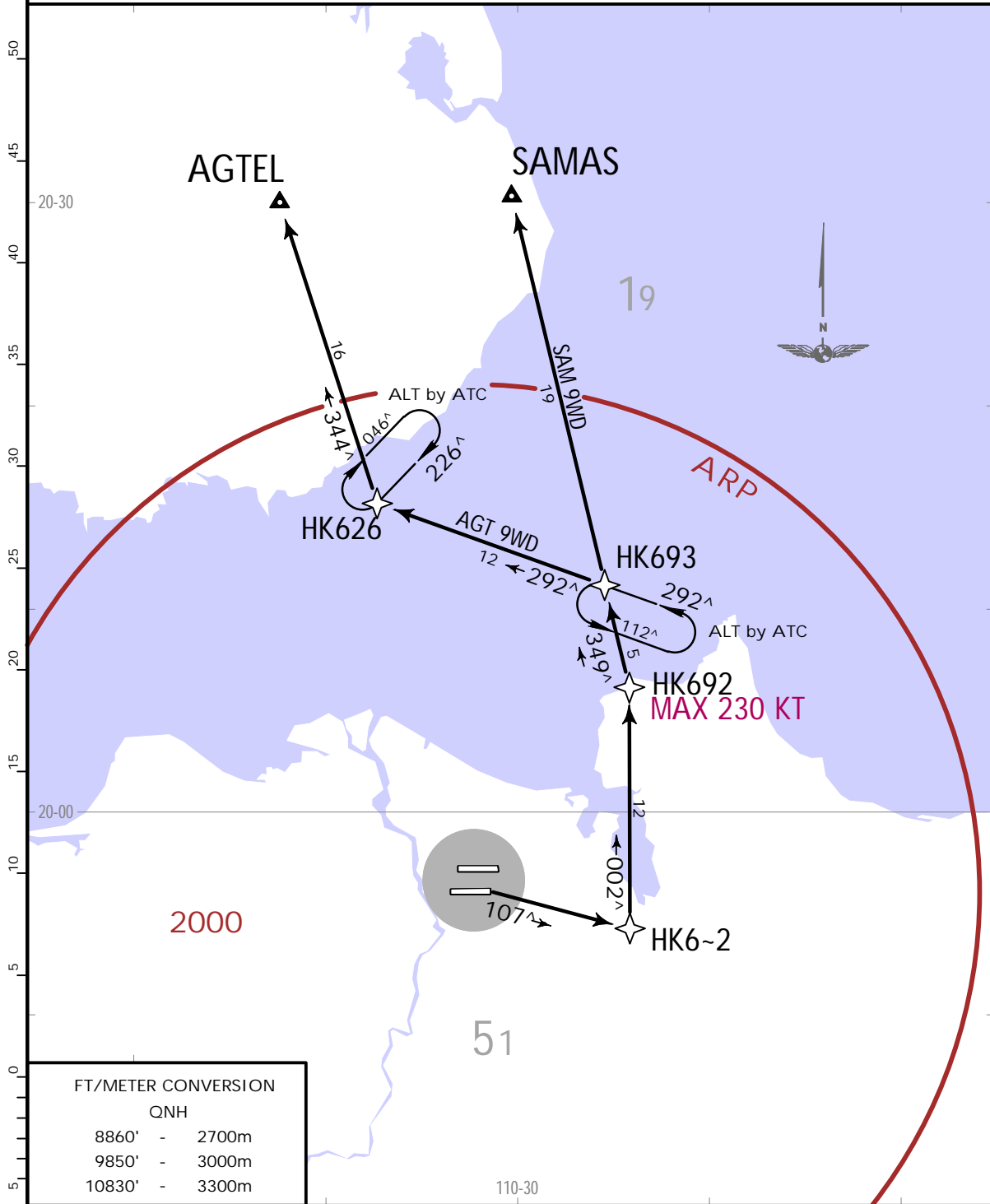
ZJHK/HAK
MEILAN

JEPPESSEN
26 NOV 21 **10-3** .Eff.1.Dec.1600Z.

HAIKOU, PR OF CHINA
.RNAV.SID.

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. RNAV 1. or 1. RNP 1. 2. GNSS required. 2. GNSS. 3. RADAR required. 4. Holding procedure for spiral climb. 5. Turn before DER is prohibited.
-----------------------	---

AGT 9WD, SAM 9WD
RNAV DEPARTURES
(RWY 09)



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

SID	ROUTING
AGT 9WD	HK6-2 - HK692 (K230-) - HK693 - HK626 - AGTEL.
SAM 9WD	HK6-2 - HK692 (K230-) - HK693 - SAMAS.

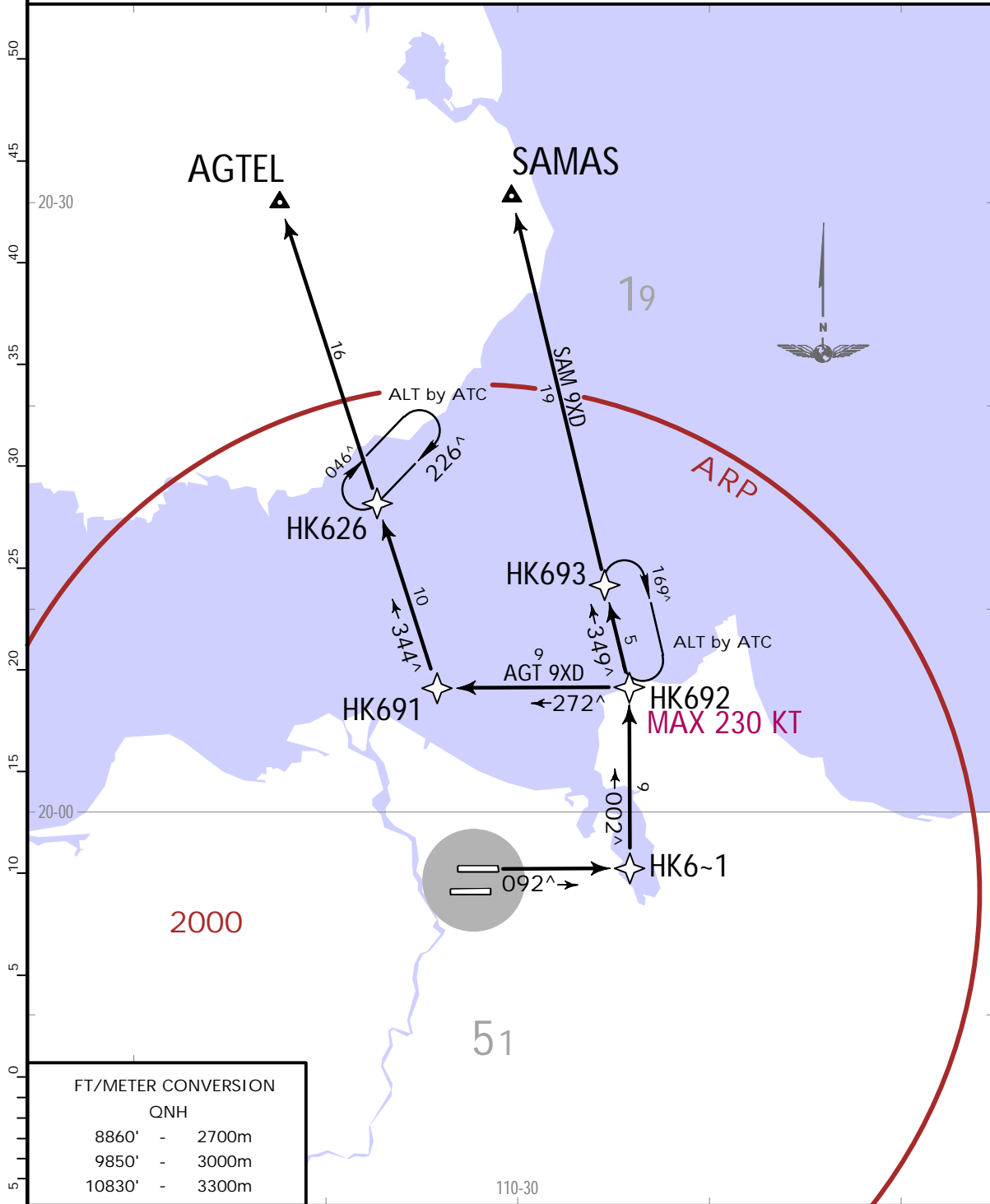
ZJHK/HAK
MEILAN

JEPESEN
26 NOV 21 (10-3A) .Eff.1.Dec.1600Z.

HAIKOU, PR OF CHINA
.RNAV.SID.

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. RNAV 1. or 1. RNP 1. 2. GNSS required. 2. GNSS. 3. RADAR required. 4. Holding procedure for spiral climb.
----------------	--

AGT 9XD, SAM 9XD
RNAV DEPARTURES
(RWY 10)



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

SID	ROUTING
AGT 9XD	HK6-1 - HK692 (K230-) - HK691 - HK626 - AGTEL.
SAM 9XD	HK6-1 - HK692 (K230-) - HK693 - SAMAS.

CHANGES: Procedures completely revised.

JEPESEN, 2021. ALL RIGHTS RESERVED.

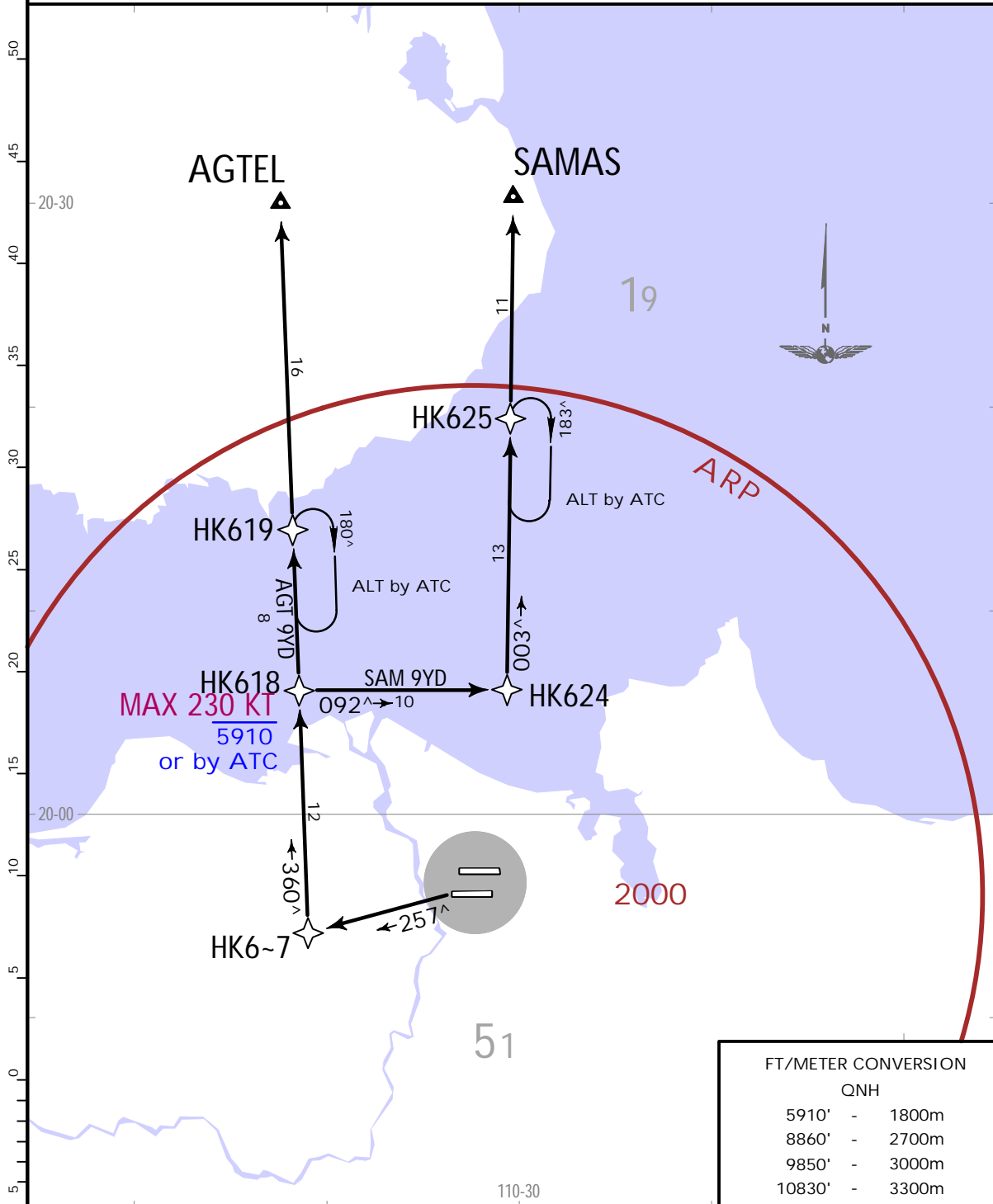
ZJHK/HAK
MEILAN

JEPPESSEN
26 NOV 21 **(10-3B)** .Eff.1.Dec.1600Z.

HAIKOU, PR OF CHINA
.RNAV.SID.

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. RNAV 1. or 1. RNP 1. 2. GNSS required. 2. GNSS. 3. RADAR required. 4. Holding procedure for spiral climb. 5. Turn before DER is prohibited.
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**AGT 9YD, SAM 9YD
RNAV DEPARTURES
(RWY 27)**



FT/METER CONVERSION	
QNH	
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

SID	ROUTING
AGT 9YD	HK6-7 - HK618 (K230-; 5910- or by ATC) - HK619 - AGTEL.
SAM 9YD	HK6-7 - HK618 (K230-; 5910- or by ATC) - HK624 - HK625 - SAMAS.

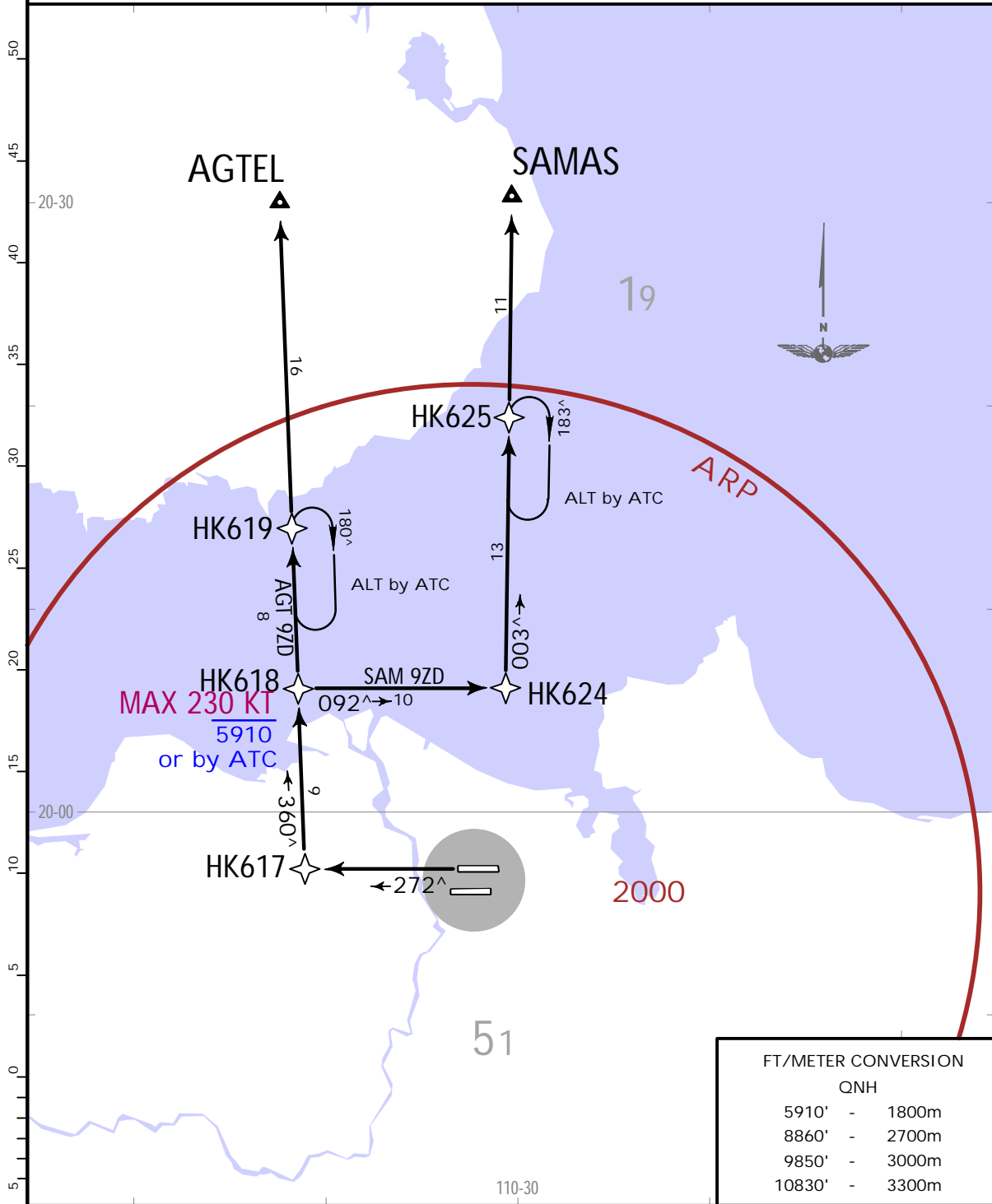
ZJHK/HAK
MEILAN

JEPPESSEN
26 NOV 21 **10-3C** .Eff.1.Dec.1600Z.

HAIKOU, PR OF CHINA
.RNAV.SID.

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. RNAV 1. or 1. RNP 1. 2. GNSS required. 2. GNSS. 3. RADAR required. 4. Holding procedure for spiral climb.
----------------	--

**AGT 9ZD, SAM 9ZD
RNAV DEPARTURES
(RWY 28)**



FT/METER CONVERSION	
QNH	
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

SID	ROUTING
AGT 9ZD	HK617 - HK618 (K230-; 5910- or by ATC) - HK619 - AGTEL.
SAM 9ZD	HK617 - HK618 (K230-; 5910- or by ATC) - HK624 - HK625 - SAMAS.

CHANGES: Procedures completely revised.

JEPPESSEN, 2021. ALL RIGHTS RESERVED.

HAIKOU, PR OF CHINA
.RNAV.SID.

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RNAV 1, RNP 1
or
1. RNP 1, RNP 1
2. GNSS
3. GNSS required.
4. RADAR required.
5. Holding procedure for spiral climb.
6. Turn before DER is prohibited.

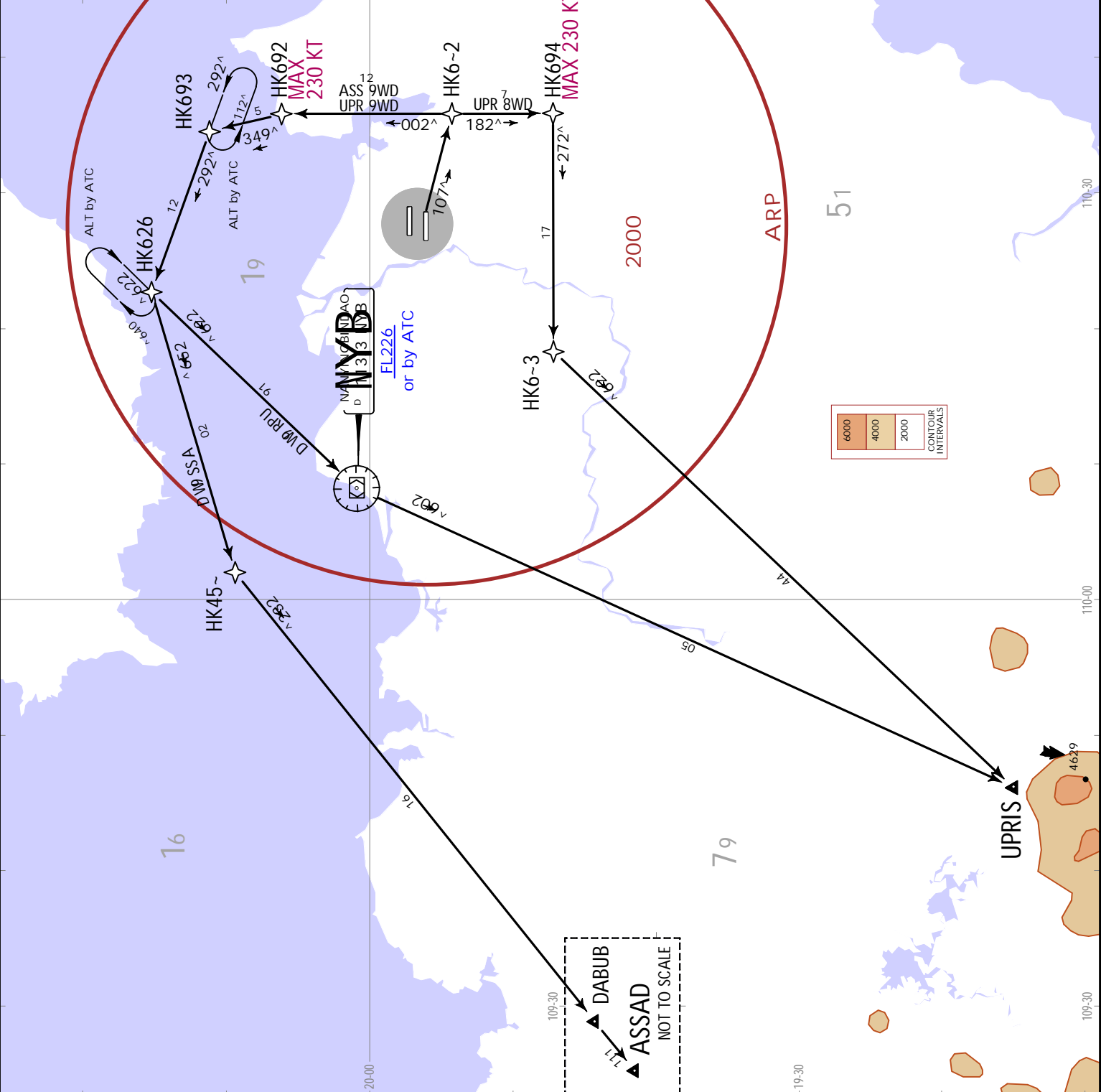
ASS 9WD
UPR 8WD, UPR 9WD
RNAV DEPARTURES
(RWY 09)

SID	ROUTING
ASS 9WD	HK6-2 - HK692 (K230-) - HK693 - HK626 - HK45 - DABUB - ASSAD.
UPR 8WD By ATC	HK6-2 - HK694 (K230-) - HK6-3 - UPRIS.
UPR 9WD	HK6-2 - HK692 (K230-) - HK693 - HK626 - NYB (FL226+ or by ATC) - UPRIS.

FT./METER CONVERSION

QNH	8860'	2700m
	9850'	3000m
	10830'	3300m

FL CONVERSION
FL226 FL6900m



ZJHK/HAK
MEILAN
JEPESEN
26 NOV 21
Eff. 1 Dec. 1600Z.
(10-3D)

JEPPESEN
26 NOV 21 10-3E .Eff.1.Dec.1600Z.

ZJHK/HAK
MEILAN

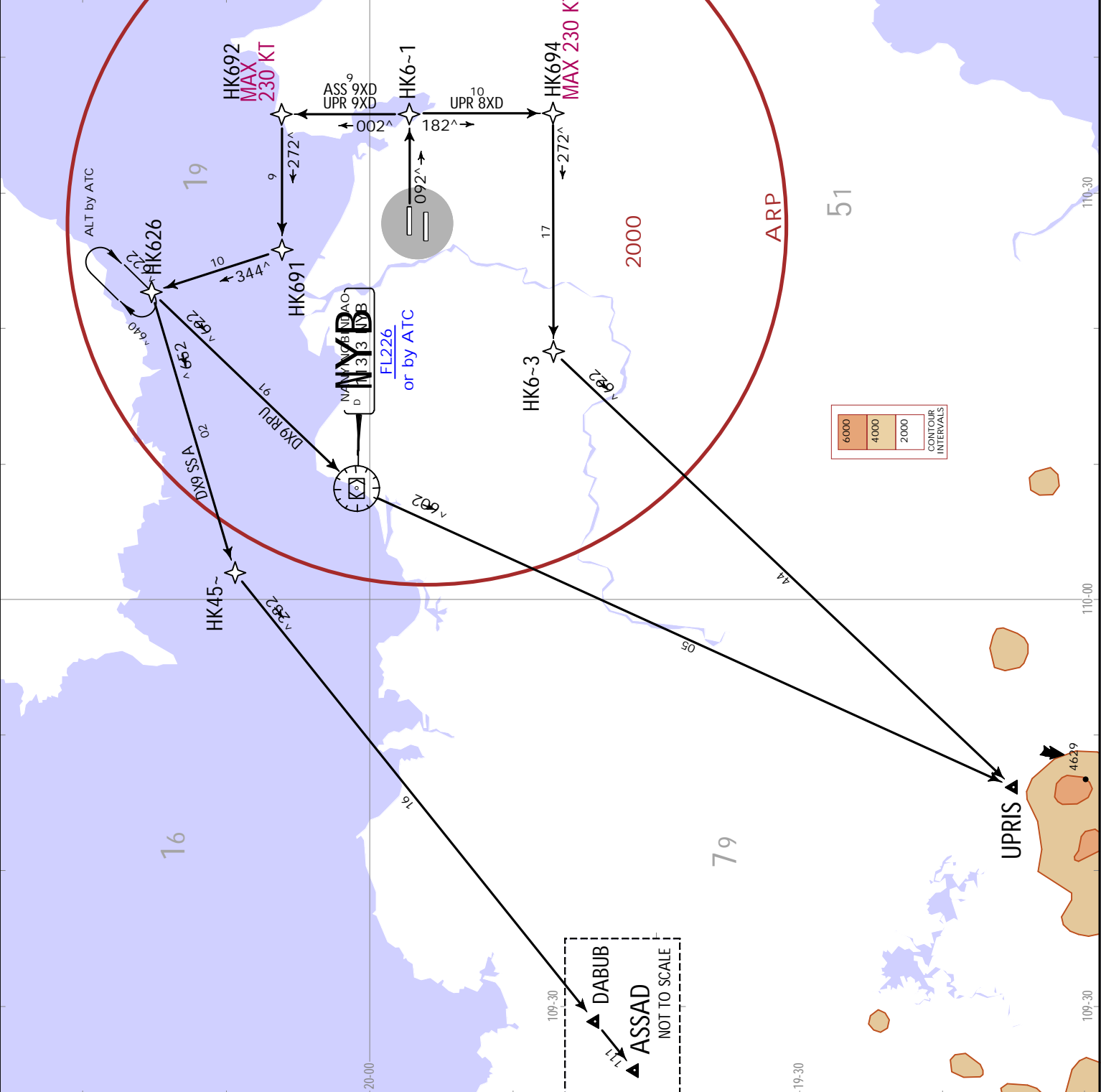
HAIKOU, PR OF CHINA
.RNAV.SID.

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RNAV 1.
2. GNSS required.
3. RADAR required.
4. Holding procedure for spiral climb.

ASS 9XD
UPR 8XD, UPR 9XD
RNAV DEPARTURES
(RWY 10)

SID	ROUTING
ASS 9XD	HK6-1 - HK692 (K230-) - HK691 - HK626 - HK45- - DABUB - ASSAD.
UPR 8XD By ATC	HK6-1 - HK694 (K230-) - HK6-3 - UPRIS.
UPR 9XD	HK6-1 - HK692 (K230-) - HK691 - HK626 - NYB (FL226+ or by ATC) - UPRIS.

FT./METER CONVERSION	
QNH	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	
FL CONVERSION	
FL226	FL6900m



DABUB
ASSAD
NOT TO SCALE

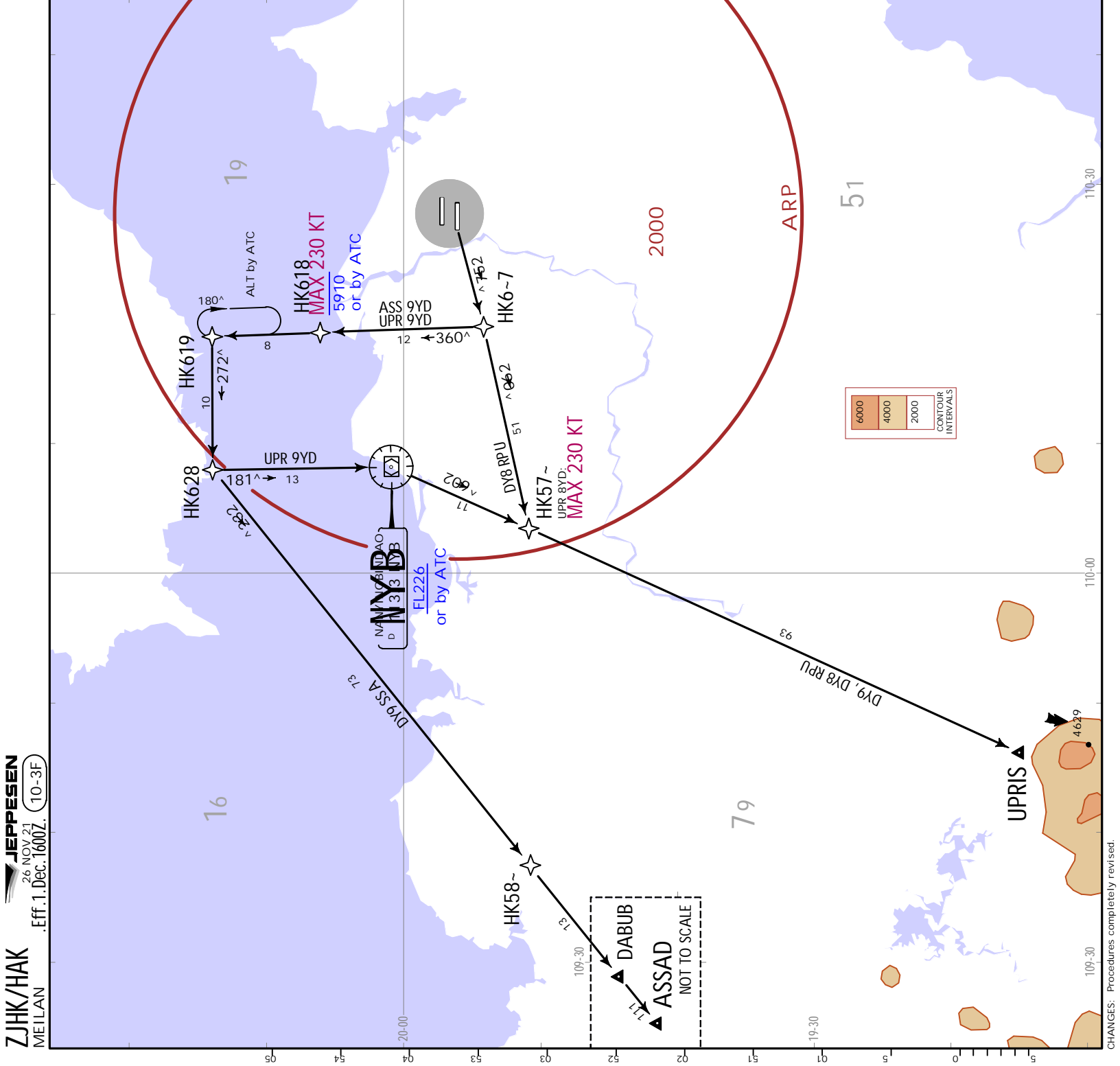
HAIKOU, PR OF CHINA
.RNAV.SID.

Trans alt: 9850
 10830 1031 hPa or above
 8860 979 hPa or below
 1. RNAV 1, 1. RNP 1, or 2. GNSS.
 2. GNSS required.
 3. RADAR required.
 4. Holding procedure for spiral climb.
 5. Turn before DER is prohibited.

ASS 9YD
UPR 8YD, UPR 9YD
RNAV DEPARTURES
(RWY 27)

SID	ROUTING
ASS 9YD	HK6-7 - HK618 (K230-) 5910- or by ATC) - HK619 - HK628 - HK58- - - DABUB - ASSAD.
UPR 8YD By ATC	HK6-7 - HK57- (K230-) - UPRIS.
UPR 9YD	HK6-7 - HK618 (K230-) 5910- or by ATC) - HK619 - HK628 - NYB (FL226+ or by ATC) - HK57- - UPRIS.

FT./METER CONVERSION	
QNH	
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m
FL CONVERSION	
FL226	FL6900m



ZJHK/HAK
 MEILAN
 26 NOV 21
 .Eff. 1. Dec. 1600Z.
 (10-3F)

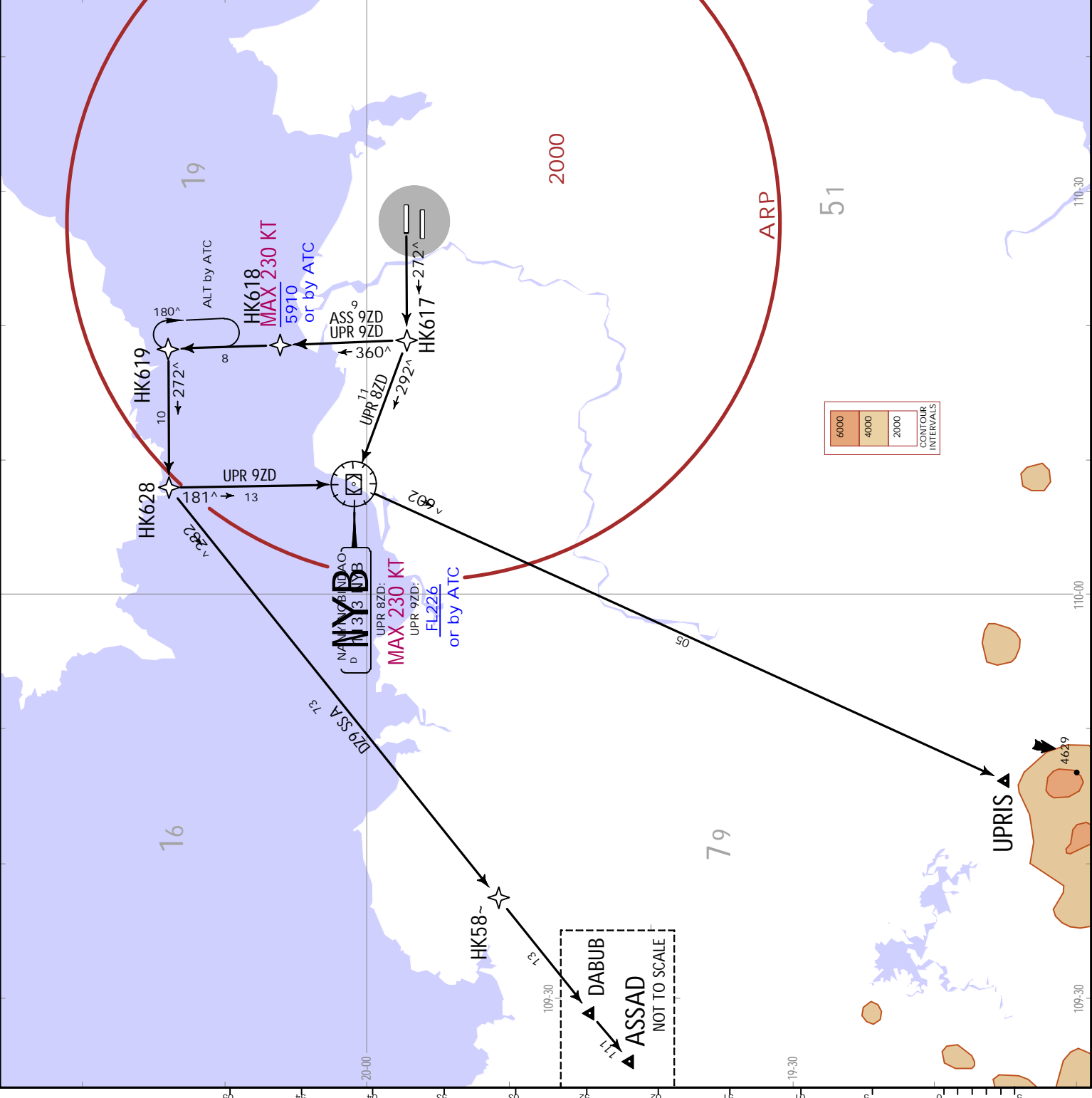
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
or
1. RNP 1.
2. GNSS required.
3. RADAR required.
4. Holding procedure for spiral climb.

Apt Elev
74

ASS 9ZD
UPR 8ZD, UPR 9ZD
RNAV DEPARTURES
(RWY 28)

SID	ROUTING
ASS 9ZD	HK617 - HK618 (K230-; 5910- or by ATC) - HK619 - HK628 - HK58 - - DABUB - ASSAD.
UPR 8ZD By ATC	HK617 - NYB (K230-) - UPRIS.
UPR 9ZD	HK617 - HK618 (K230-; 5910- or by ATC) - HK619 - HK628 - NYB (FL226+ or by ATC) - UPRIS.

FT./METER CONVERSION	
QNH	
5910' - 1800m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	
FL CONVERSION	
FL226	FL6900m



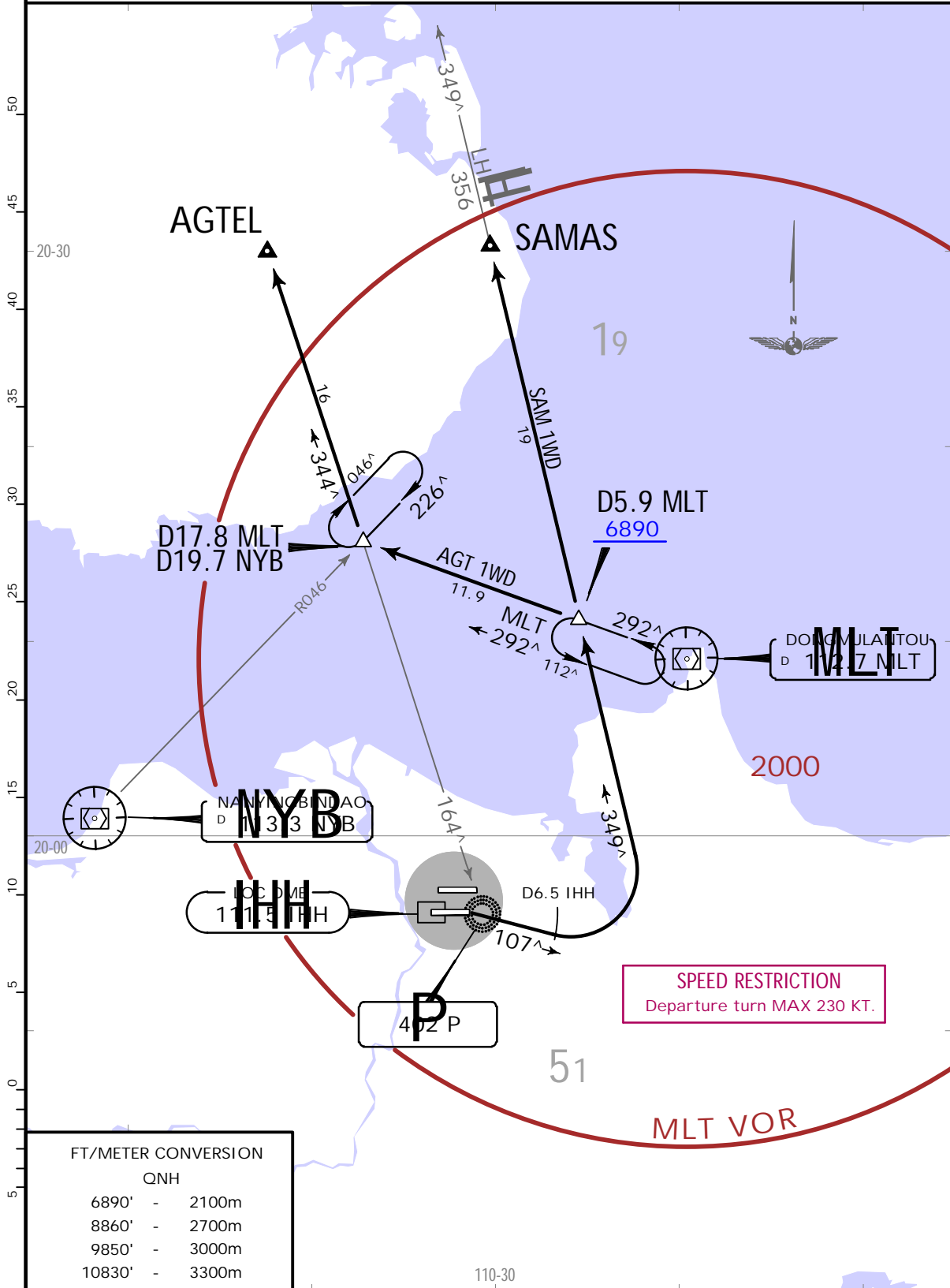
ZJHK/HAK
MEILAN

JEPPESSEN
28 OCT 22 (10-3H) .Eff.2.Nov.1600Z.

HAIKOU, PR OF CHINA
.SID.

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Holding procedure for spiral climb. 2. Turn before DER is prohibited.
----------------	--

AGT 1WD, SAM 1WD DEPARTURES (RWY 09)



FT/METER CONVERSION	
QNH	
6890'	- 2100m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

ZJHK/HAK
MEILAN



HAIKOU, PR OF CHINA
.SID.

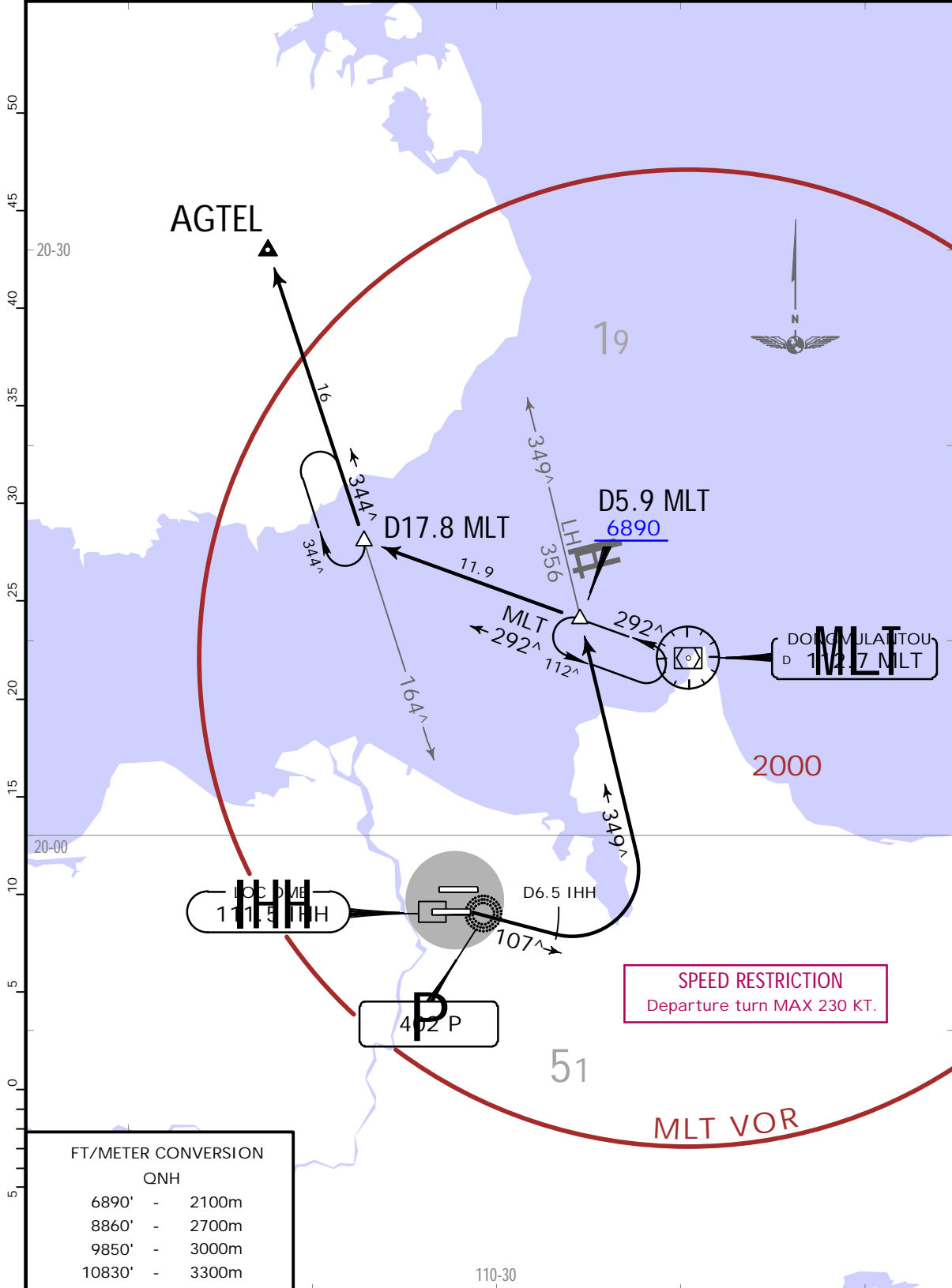
28 OCT 22

(10-3J)

.Eff.2.Nov.1600Z.

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Holding procedure for spiral climb. 2. Turn before DER is prohibited.
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**AGT 2WD DEPARTURE
(RWY 09)**
ONLY TO BE USED WHEN NYB U/S



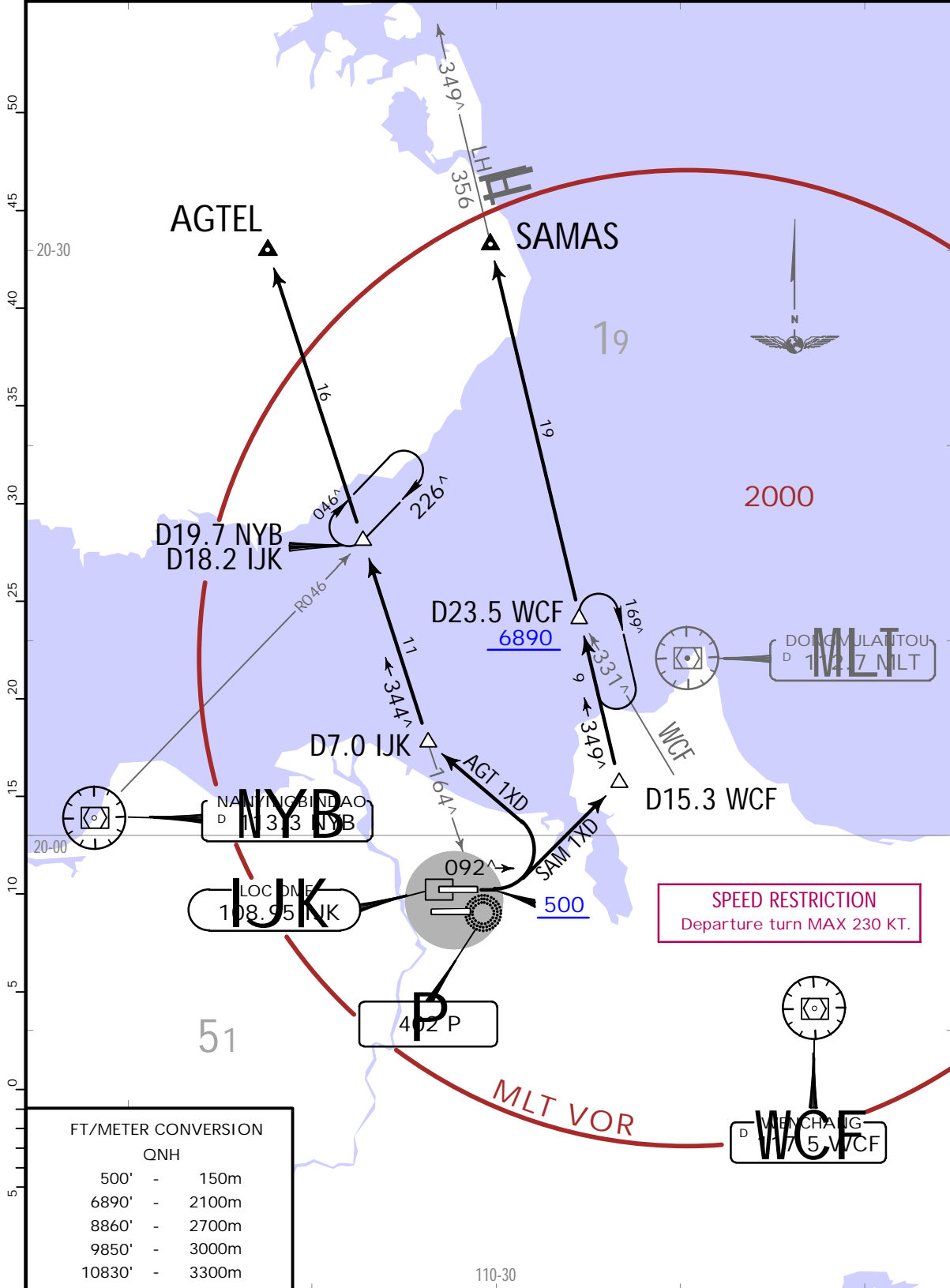
ZJHK/HAK
MEILAN

JEPPESSEN
28 OCT 22 10-3K .Eff.2.Nov.1600Z.

HAIKOU, PR OF CHINA
.SID.

Apt Elev 74
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Holding procedure for spiral climb.
2. Turn before DER is prohibited.

AGT 1XD, SAM 1XD DEPARTURES (RWY 10)



FT/METER CONVERSION	
QNH	
500'	- 150m
6890'	- 2100m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

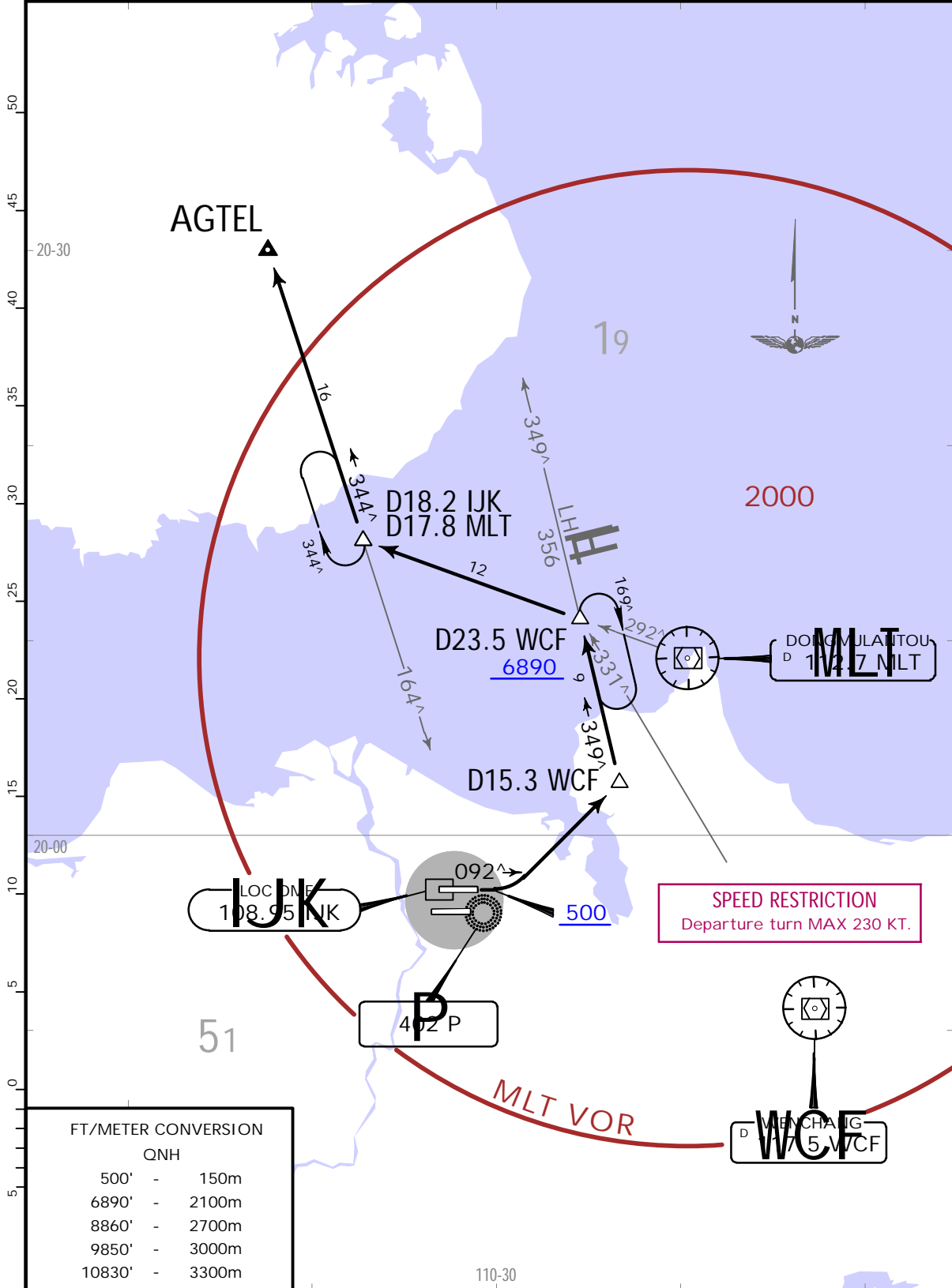
ZJHK/HAK
MEILAN

JEPPESSEN
28 OCT 22 **10-3L** .Eff.2.Nov.1600Z.

HAIKOU, PR OF CHINA
.SID.

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Holding procedure for spiral climb. 2. Turn before DER is prohibited.
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AGT 2XD DEPARTURE
(RWY 10)
ONLY TO BE USED WHEN NYB U/S



FT/METER CONVERSION	
QNH	
500'	- 150m
6890'	- 2100m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

ZJHK/HAK
MEILAN

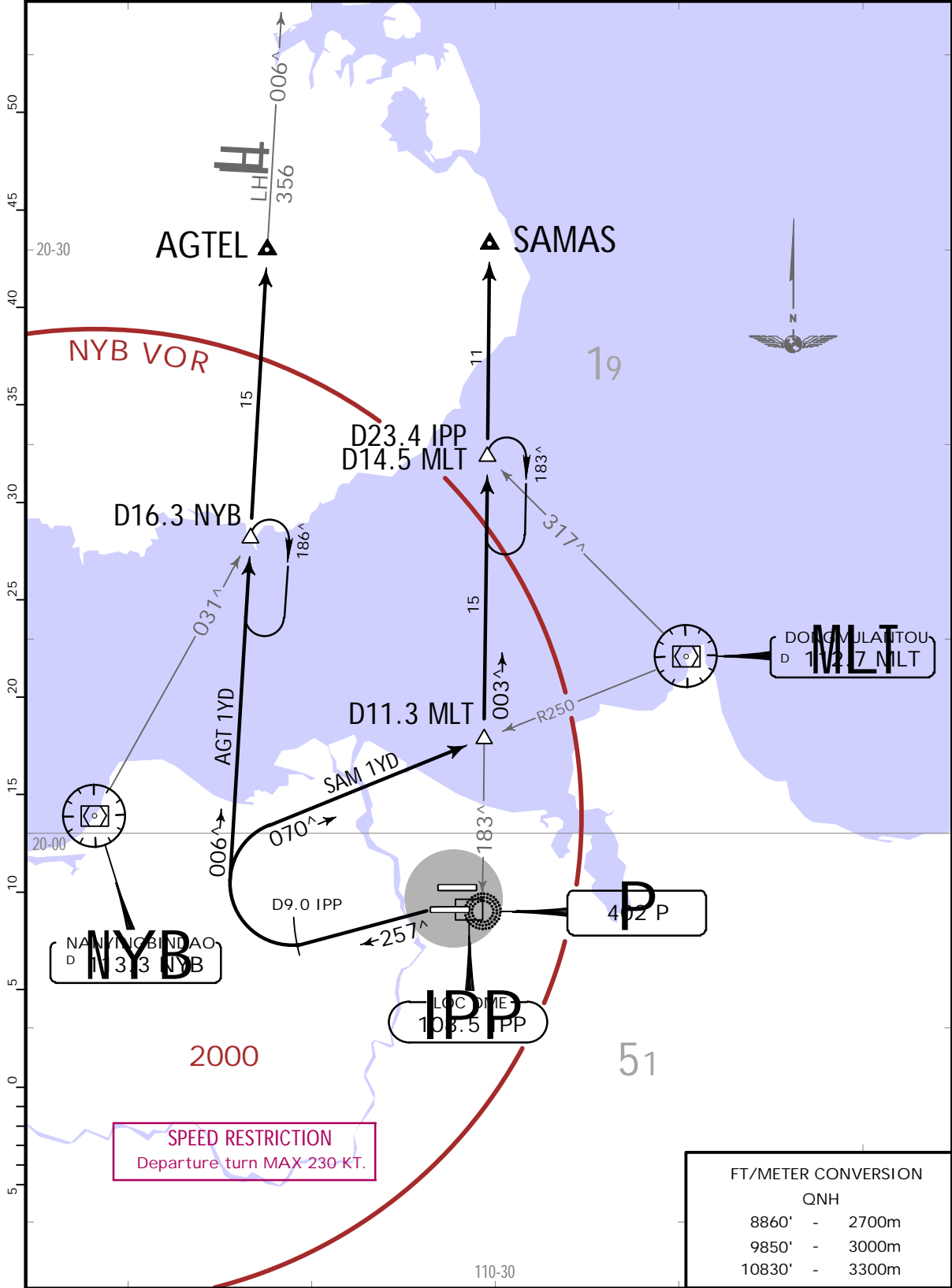


HAIKOU, PR OF CHINA
.SID.

28 OCT 22 (10-3M) .Eff.2.Nov.1600Z.

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Holding procedure for spiral climb. 2. Turn before DER is prohibited.
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AGT 1YD, SAM 1YD
DEPARTURES
(RWY 27)



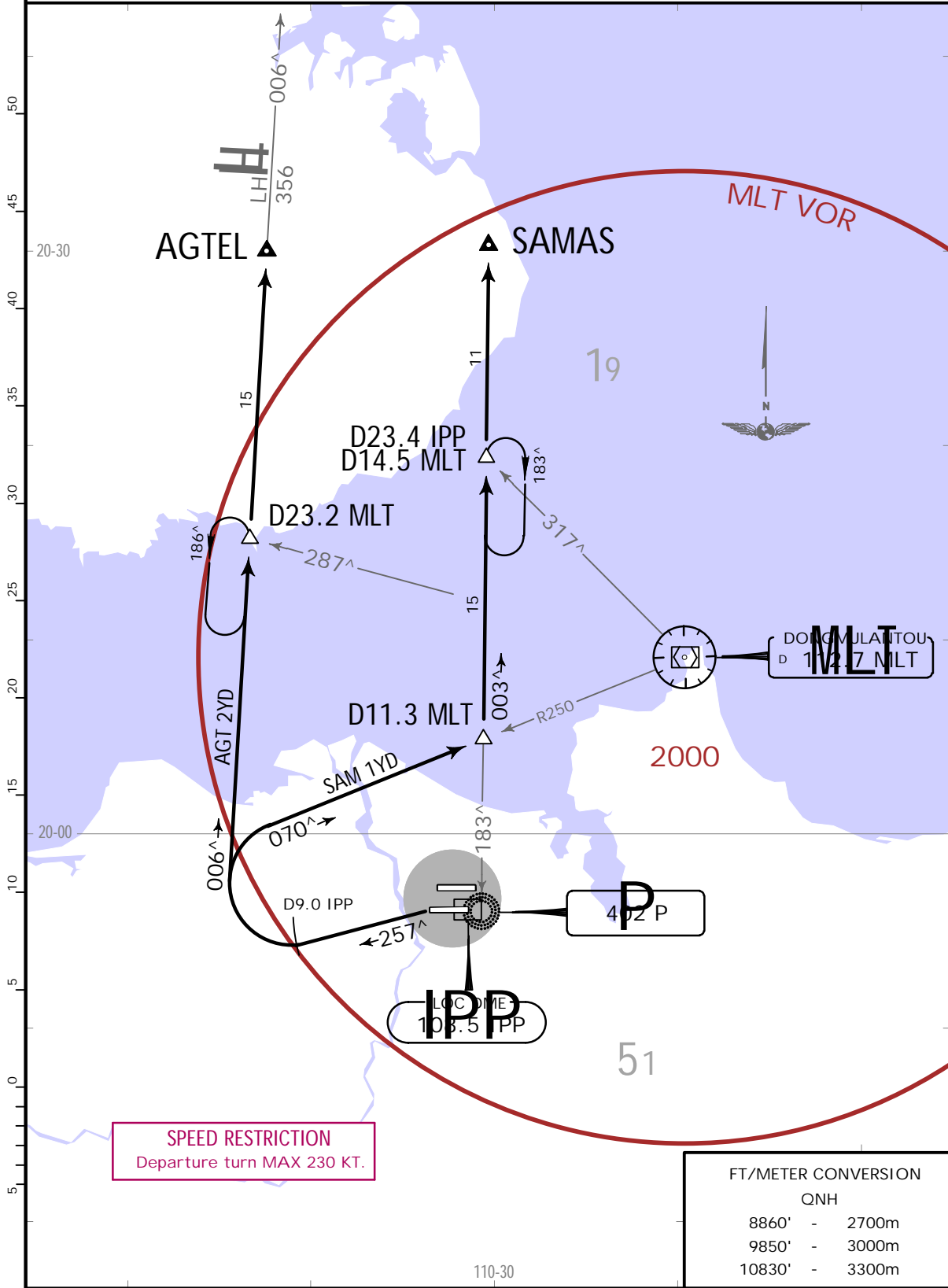
ZJHK/HAK
MEILAN

JEPPESEN
28 OCT 22 (10-3N) .Eff.2.Nov.1600Z.

HAIKOU, PR OF CHINA
.SID.

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Holding procedure for spiral climb. 2. Turn before DER is prohibited.
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**AGT 2YD, SAM 1YD
DEPARTURES (RWY 27)
ONLY TO BE USED WHEN NYB U/S**



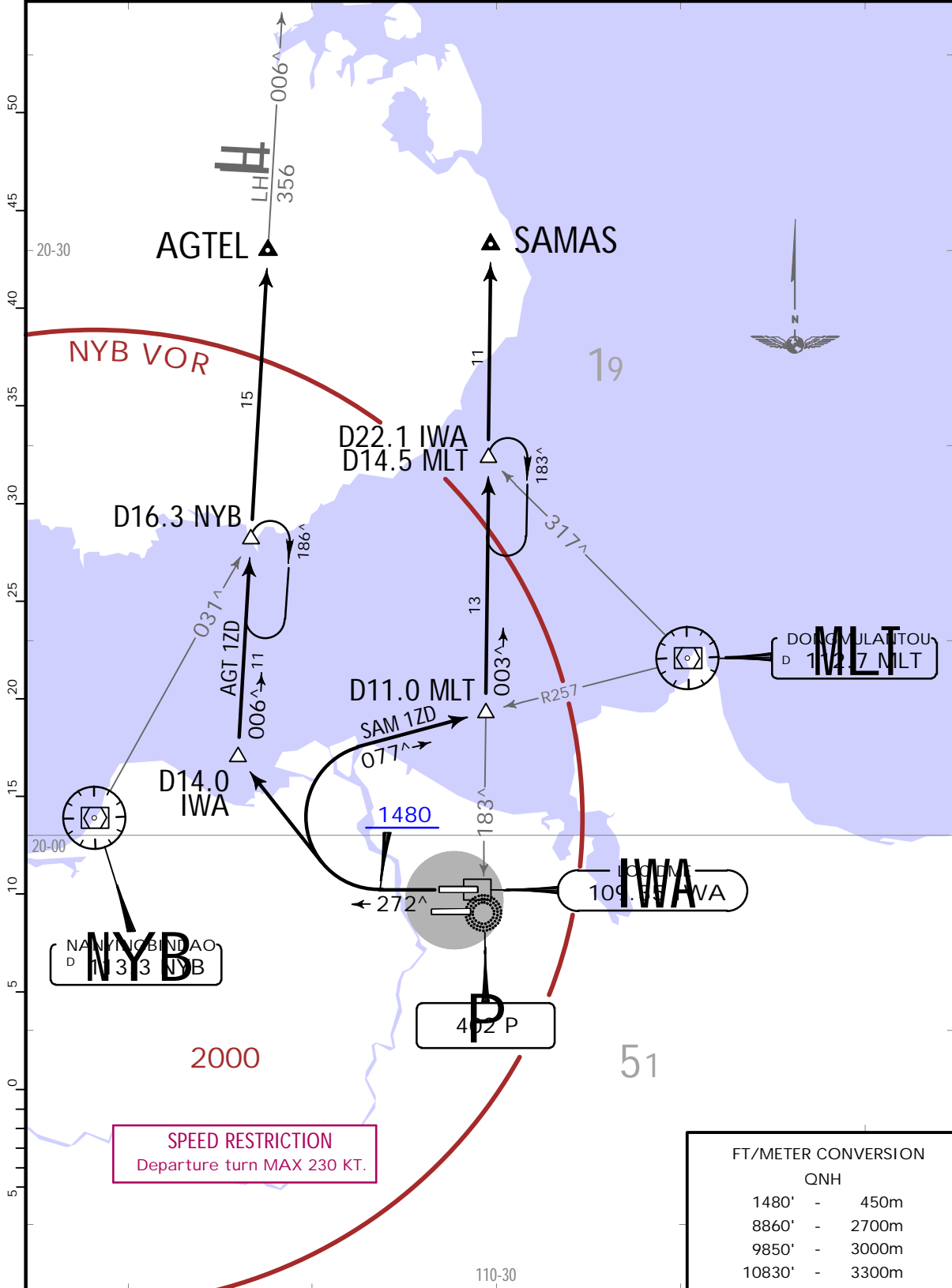
ZJHK/HAK
MEILAN

JEPPESSEN
28 OCT 22 (10-3P) .Eff.2.Nov.1600Z.

HAIKOU, PR OF CHINA
.SID.

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Holding procedure for spiral climb. 2. Turn before DER is prohibited.
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AGT 1ZD, SAM 1ZD DEPARTURES (RWY 28)



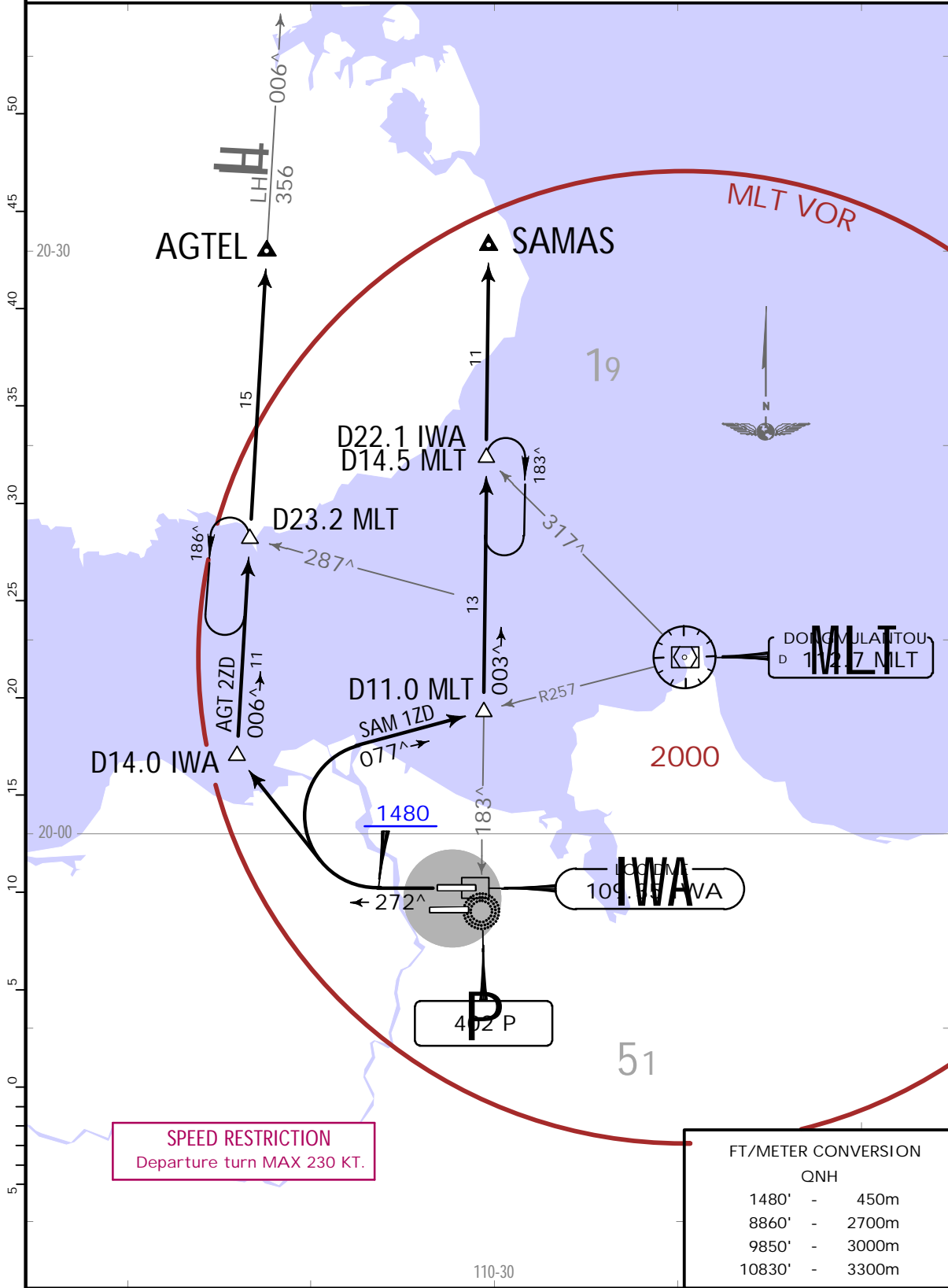
ZJHK/HAK
MEILAN

28 OCT 22 **10-30** .Eff.2.Nov.1600Z.

HAIKOU, PR OF CHINA
.SID.

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Holding procedure for spiral climb. 2. Turn before DER is prohibited.
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**AGT 2ZD, SAM 1ZD
DEPARTURES (RWY 28)
ONLY TO BE USED WHEN NYB U/S**



SPEED RESTRICTION
Departure turn MAX 230 KT.

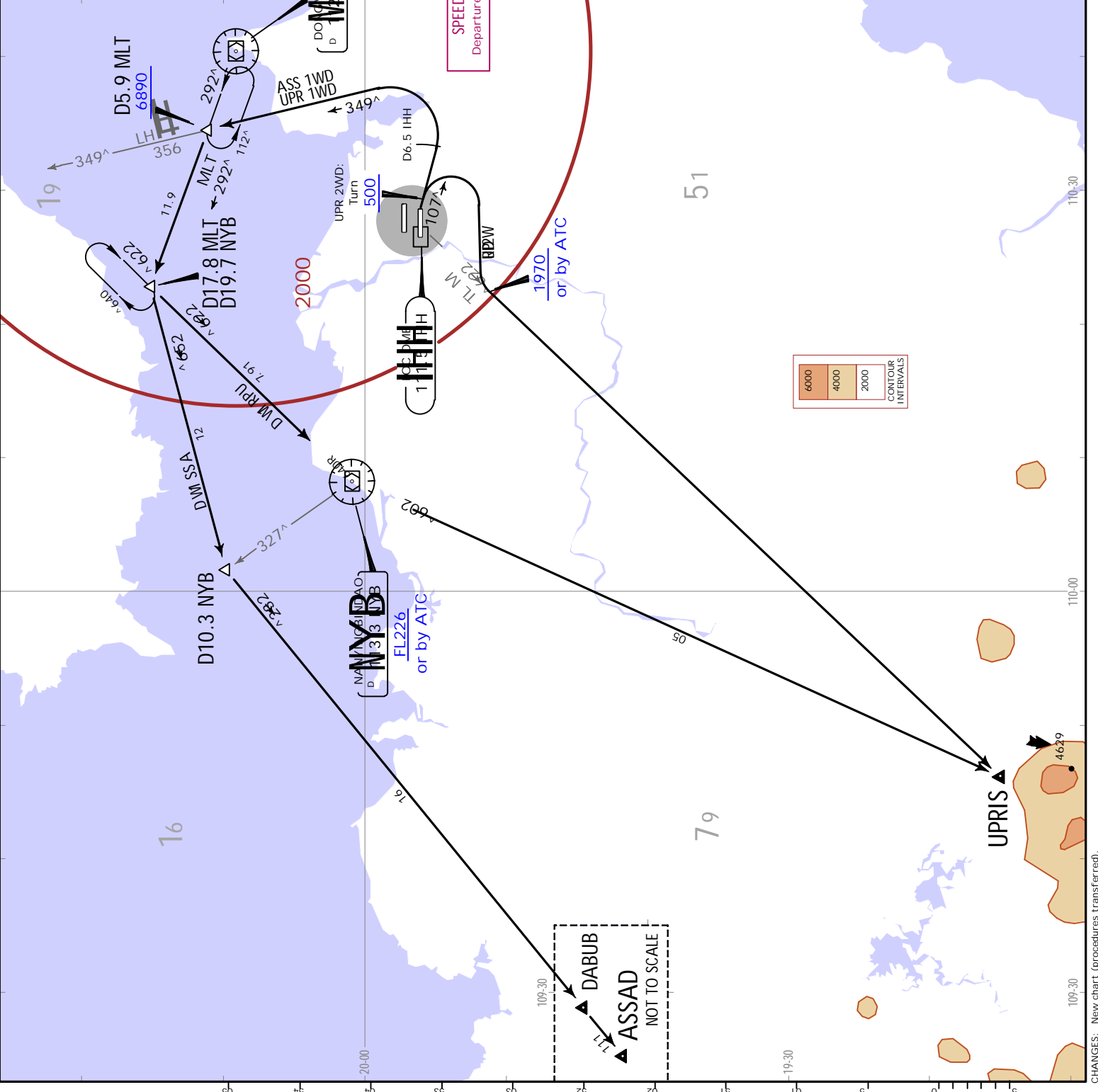
FT/METER CONVERSION	
QNH	
1480'	- 450m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

HAIKOU, PR OF CHINA

.SID.

ZJHK/HAK
MEILAN
JEPPesen
28 OCT 22
Eff. 2 Nov. 1600Z. (10-3S)

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Holding procedure for spiral climb. 2. Turn before DER is prohibited.
ASS 1WD, UPR 1WD UPR 2WD BY ATC DEPARTURES (RWY 09)	
FT/METER CONVERSION QNH 500' - 150m 1970' - 600m 6890' - 2100m 8860' - 2700m 9850' - 3000m 10830' - 3300m FL CONVERSION FL226 FL6900m	



JEPPESEN
 28 OCT 22 (10-3T) .Eff. 2.Nov.1600Z.
HAIKOU, PR OF CHINA
 .SID.

ZJHK/HAK
 MEILAN

Trans alt: 9850
 10830 1031 hPa or above
 8860 979 hPa or below
 1. Holding procedure for spiral climb.
 2. Turn before DER is prohibited.

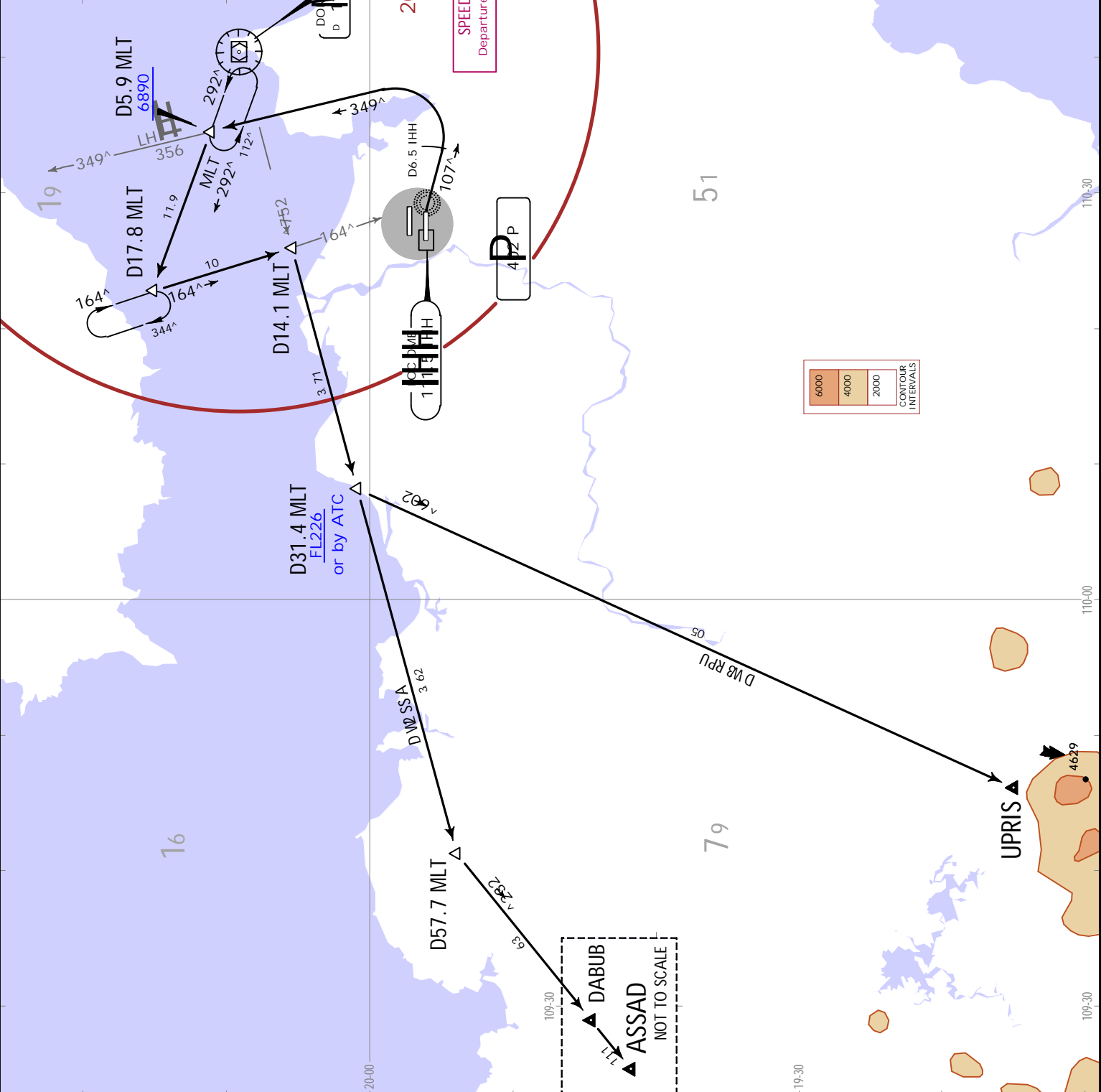
Apt Elev 74

ASS 2WD
 BY ATC

UPR 3WD
 DEPARTURES
 (RWY 09)

ONLY TO BE USED WHEN NYB U/S

FT/METER CONVERSION	
QNH	
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m
FL CONVERSION	
FL226	FL6900m

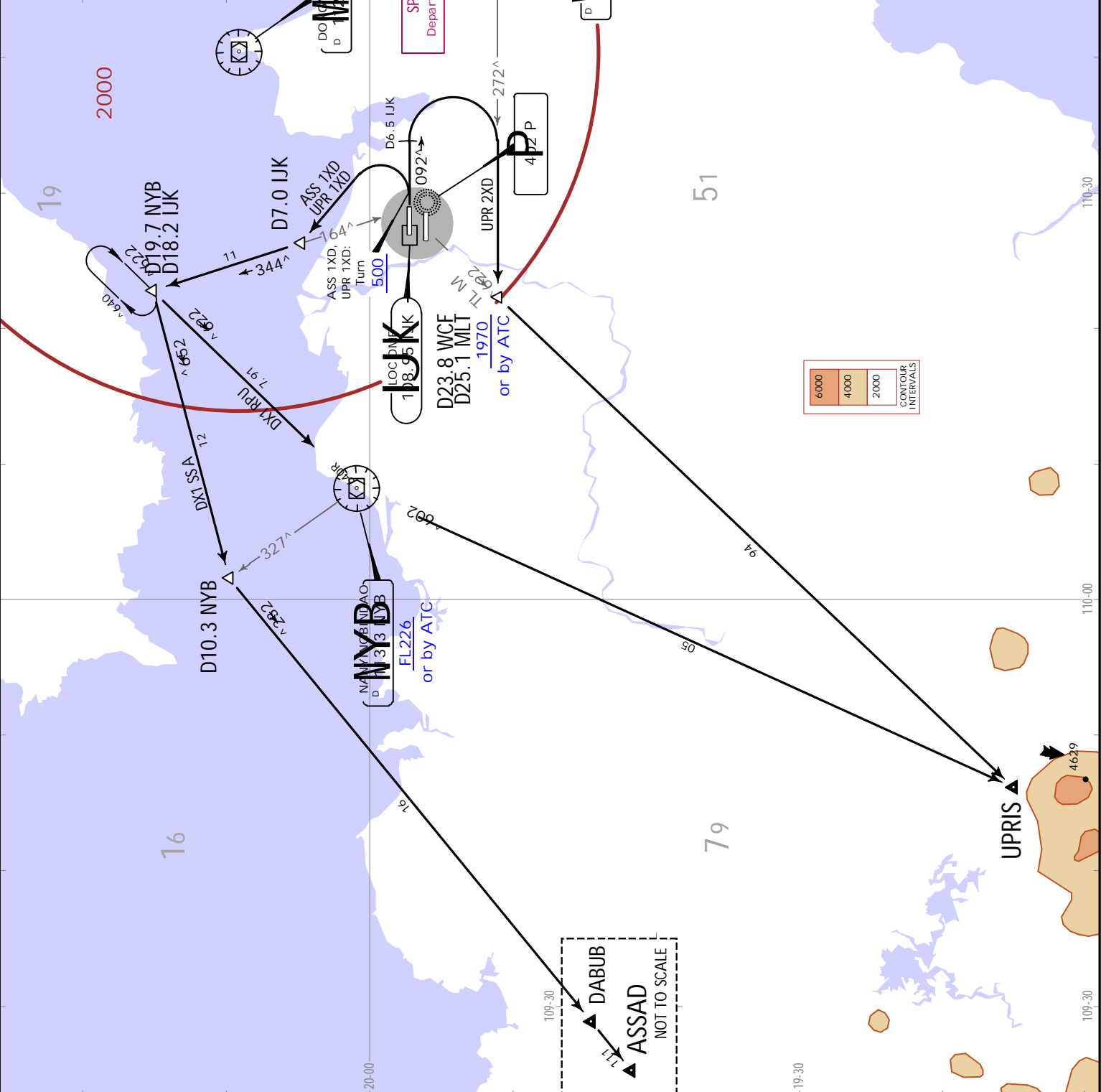


HAIKOU, PR OF CHINA
.SID.

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
	1. Holding procedure for spiral climb. 2. Turn before DER is prohibited.
ASS 1XD, UPR 1XD UPR 2XD BY ATC DEPARTURES (RWY 10)	

FT./METER CONVERSION	
ONH	
500' -	150m
1970' -	600m
8860' -	2700m
9850' -	3000m
10830' -	3300m

FL CONVERSION	
FL226	FL6900m



ZJHK/HAK
 MEILAN
JEPPESEN
 28 OCT 22
 .Eff. 2. Nov. 1600Z. (10-3U)

JEPPESEN
HAIKOU, PR OF CHINA
28 OCT 22 (10-3V) .Eff. 2.Nov.1600Z.

ZJHK/HAK
MELAN

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Holding procedure for spiral climb.
2. Turn before DER is prohibited.

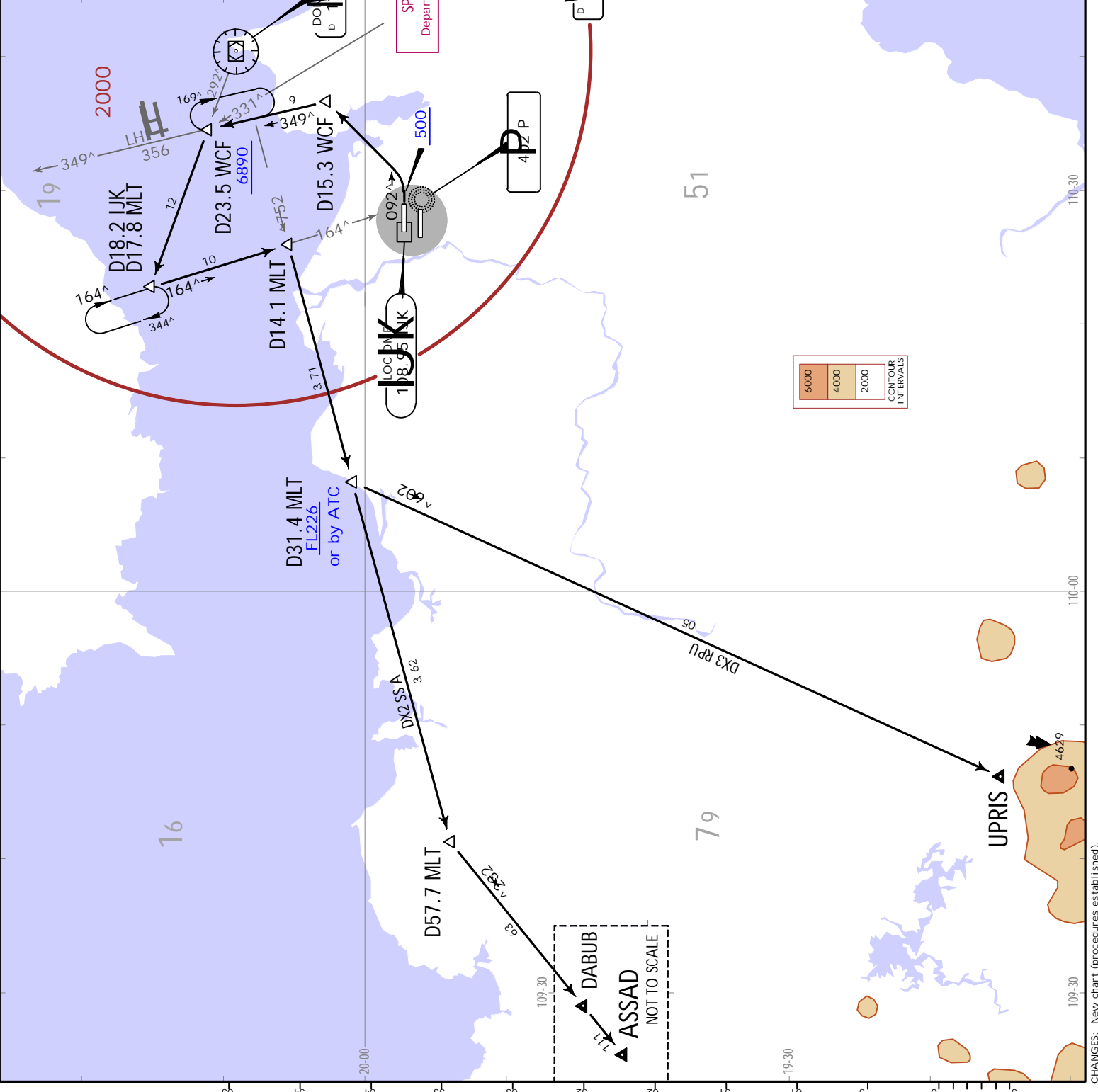
ASS 2XD
BY ATC

UPR 3XD
DEPARTURES
(RWY 10)

ONLY TO BE USED WHEN NYB U/S

FT./METER CONVERSION	
QNH	
500'	150m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL226	FL6900m

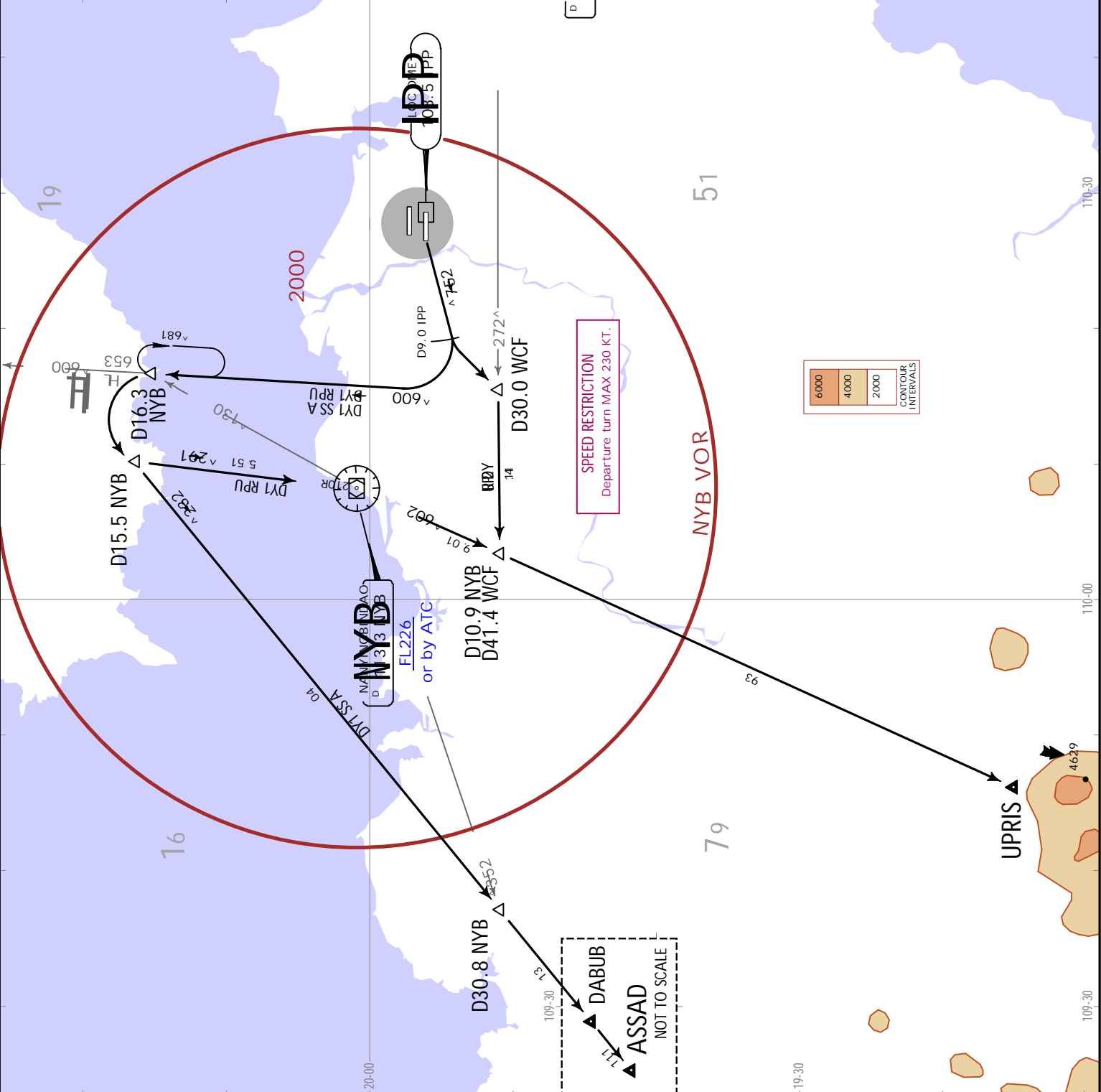


DABUB
ASSAD
NOT TO SCALE

HAIKOU, PR OF CHINA
.SID.

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Holding procedure for spiral climb. 2. Turn before DER is prohibited.
ASS 1YD, UPR 1YD UPR 2YD BY ATC DEPARTURES (RWY 27)	

FT/METER CONVERSION	
ONH	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	
FL CONVERSION	
FL226	FL6900m



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MEILAN

HAIKOU, PR OF CHINA
SID

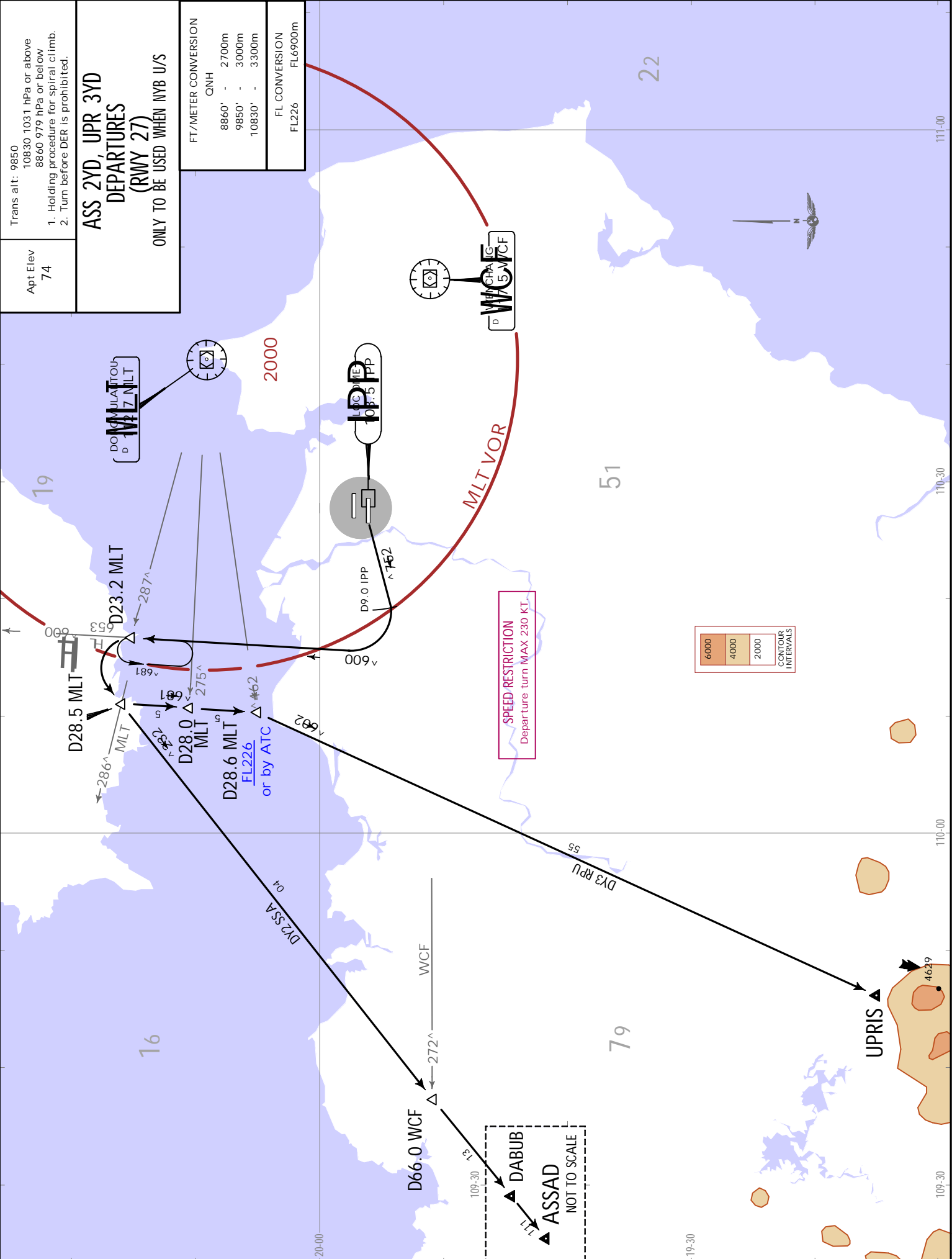
28 OCT 22
10-3X
. Eff. 2. Nov. 1600Z.

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Holding procedure for spiral climb.
2. Turn before DER is prohibited.

Apt Elev
74

ASS 2YD, UPR 3YD
DEPARTURES
(RWY 27)
ONLY TO BE USED WHEN NYB U/S

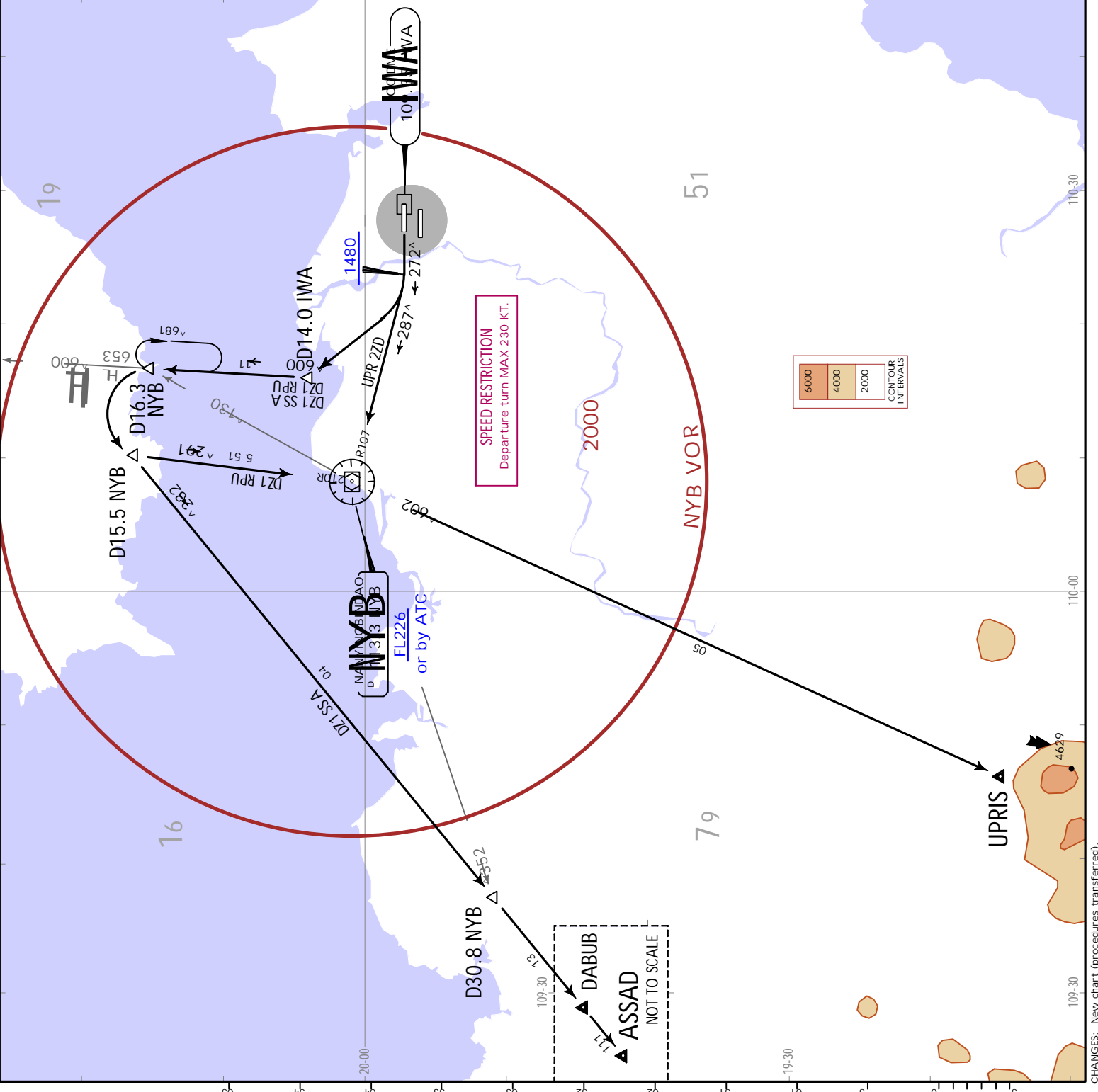
FT/METER CONVERSION
QNH
8860' - 2700m
9850' - 3000m
10830' - 3300m
FL CONVERSION
FL226 FL6900m



HAIKOU, PR OF CHINA
.SID.

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Holding procedure for spiral climb. 2. Turn before DER is prohibited.
ASS 1ZD, UPR 1ZD UPR 2ZD BY ATC DEPARTURES (RWY 28)	

FT./METER CONVERSION	
ONH	
1480' -	450m
8860' -	2700m
9850' -	3000m
10830' -	3300m
FL CONVERSION	
FL226	FL6900m



ZJHK/HAK
 MEILAN
 28 OCT 22
 Eff. 2. Nov. 1600Z (10-3XT)
JEPPESEN

JEPPESEN
28 OCT 22 10-3X2 .Eff. 2.Nov.1600Z.

ZJHK/HAK
MEILAN

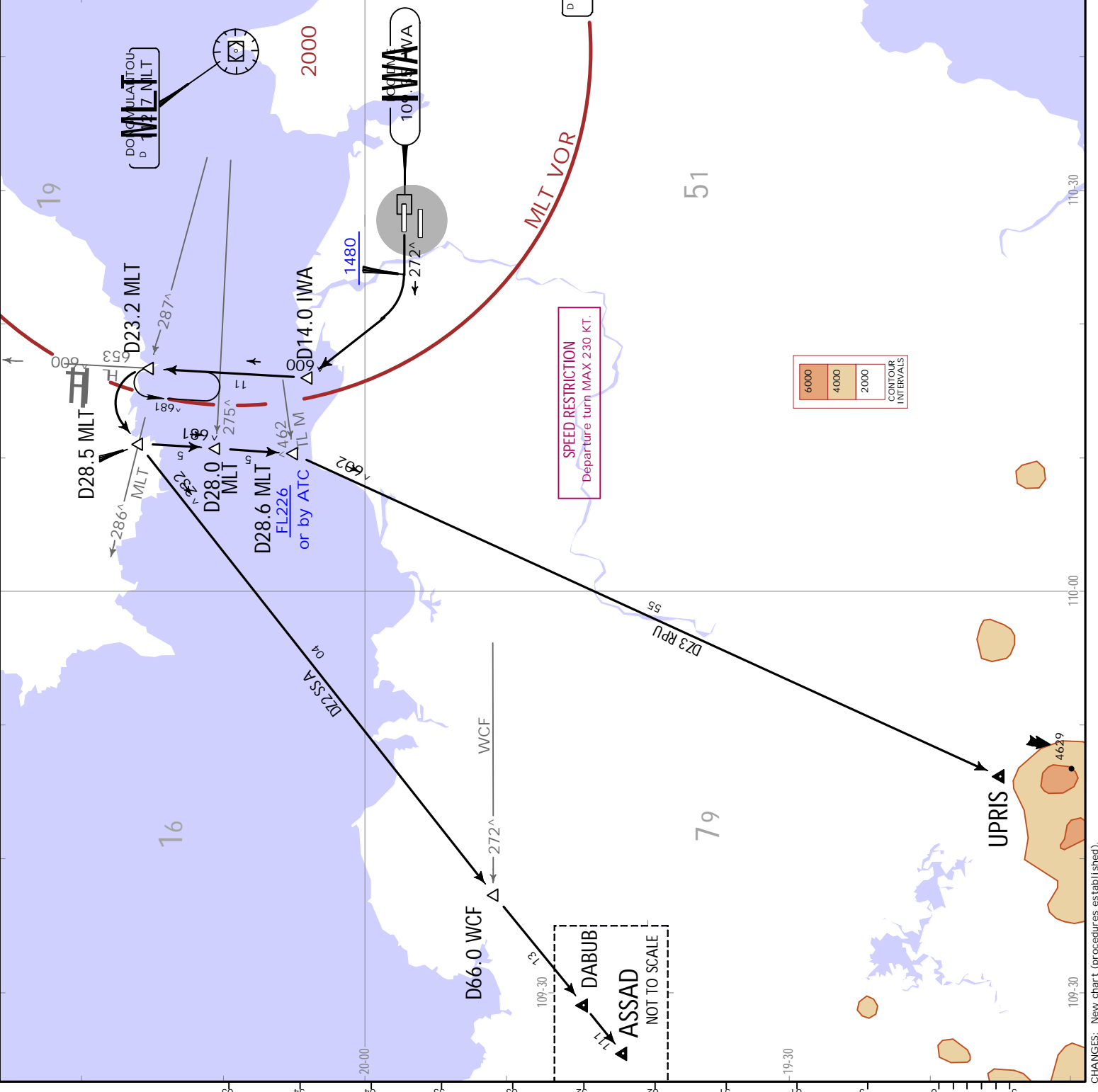
HAIKOU, PR OF CHINA
SID.

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Holding procedure for spiral climb.
2. Turn before DER is prohibited.

ASS ZD, UPR 3ZD
DEPARTURES
(RWY 28)
ONLY TO BE USED WHEN NYB U/S

FT/METER CONVERSION	
ONH	
1480'	- 450m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION	
FL226	FL6900m



HAIKOU, PR OF CHINA
MEILAN

8 JUL 22
.Eff. 13 Jul. 1600Z.

JEPPESEN
10-9

ZJHK/HAK
74
Apt Elev
N19 56.0 E110 27.6

ACARS: *D-ATIS Departure 126.625	HAIKOU Delivery 121.9	North 1 121.55	* Ground South 2 121.65	MEILAN Operation 131.725	North 3 121.7	South 4 121.8	Tower Rwy 10/28 118.225	Rwy 09/27 118.55
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LEGEND

- ← One way
- Communication sectors
- HST HOT SPOTS see 10-9A for depiction
- Rwy guard lights

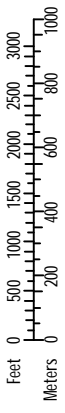
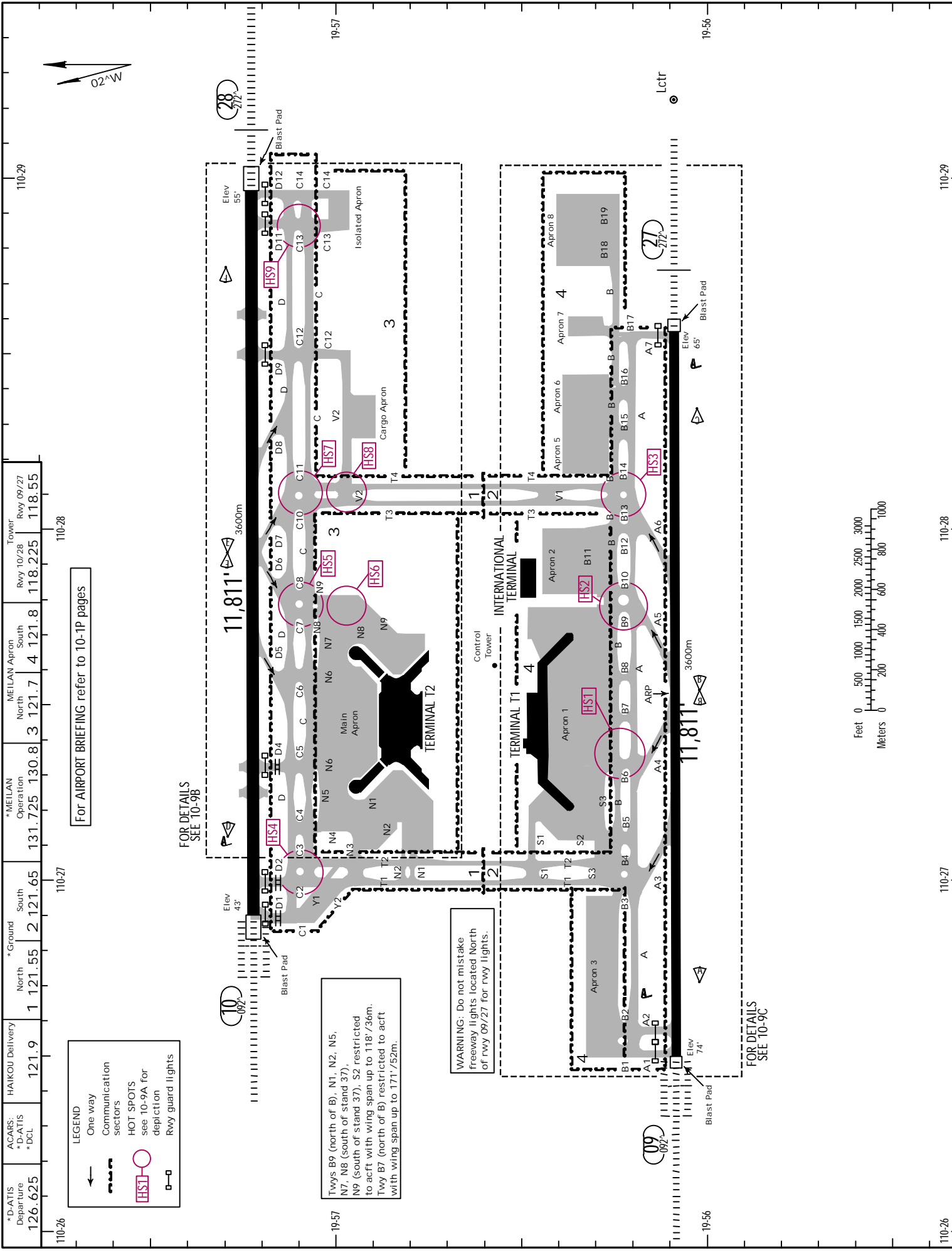
For AIRPORT BRIEFING refer to 10-1P pages

FOR DETAILS SEE 10-9B

FOR DETAILS SEE 10-9C

Twys B9 (north of B), N1, N2, N5, N7, N8 (south of stand 37), N9 (south of stand 37), S2 restricted to acft with wing span up to 118'/36m. Twy B7 (north of B) restricted to acft with wing span up to 171'/52m.

WARNING: Do not mistake freeway lights located North of rwy 09/27 for rwy lights.



ZJHK/HAK



HAIKOU, PR OF CHINA

8 JUL 22 (10-9A).Eff.13.Jul.1600Z.

MEILAN

ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		WIDTH	
						LANDING	BEYOND		
					Threshold	Glide Slope	TAKE-OFF		
09 27	HIRL (60m) CL (30m) HIALS-II SFL TDZ 12				RVR		10,702' 3262m	4	148' 45m
	HIRL (60m) CL (30m) HIALS SFL 13				RVR		10,715' 3266m		
<p>1 PAPI-L (angle 3.0°).</p> <p>2 HST-A5 & HST-A6.</p> <p>3 HST-A3 & HST-A4.</p> <p>4 TAKE-OFF RUN AVAILABLE</p> <p style="margin-left: 40px;"><u>RWY 09:</u> From rwy head 11,811' (3600m) Twy A2 11,381' (3469m)</p>									
10 28	HIRL (60m) CL (15m) HIALS-II SFL TDZ 56				RVR		10,827' 3300m	8	197' 60m
	HIRL (60m) CL (15m) HIALS SFL 57				RVR		10,791' 3289m		
<p>5 PAPI-L (angle 3.0°).</p> <p>6 HST-D7 & HST-D8.</p> <p>7 HST-D6 & HST-D5.</p> <p>8 TAKE-OFF RUN AVAILABLE</p> <p style="margin-left: 40px;"><u>RWY 10:</u> From rwy head 11,811' (3600m) <u>RWY 28:</u> From rwy head 11,811' (3600m) Twy D2 11,352' (3460m) Twy D11 11,352' (3460m) Twy D4 9449' (2880m) Twy D9 9186' (2800m)</p>									

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

- HS1 Intersection of TWYs S3, B, B6 and A4:
ACFT taxiing from stands 1 thru 11 will be instructed to hold short of TWY B6 and TWY B when RWY 27 is in use. In that case, ACFT shall not taxi into TWY A in this area without TWR clearance.
- HS2 Intersection of TWYs B, B9, B10 and A5:
ACFT taxiing from stands 25 thru 28 will be instructed to hold short of TWY B and ACFT taxiing from stands 201 thru 206 and 211 thru 220 will be instructed to hold short of TWY B10, when RWY 09 is in use.
In that case, ACFT shall not taxi into TWY A in this area without TWR clearance.
- HS3 Intersections of TWYs B13, B14, T3, T4, A and B:
1. Before entering TWY T3 from west to east on TWY B, ACFT shall avoid conflicts with departure/arrival ACFT from Apron 5 thru 8, observe extremely and pay attention to ATC instructions of holding or taxiing.
2. Before entering TWY T3 from east to west on TWY B, ACFT shall avoid conflicts with departure ACFT from TML T1, observe extremely and pay attention to ATC instructions of holding or taxiing.
- HS4 Intersections of TWYs C, C2, C3, D and D2:
ACFT from south to north shall be instructed to hold short of TWY C. ACFT shall not taxi into TWY D in this area without TWR clearance. This is an intersection of multi-taxiways. If taxiing into TWY Y1 by mistake, ACFT should stop and report to TWR immediately.
- HS5 Intersections of TWYs N8, N9, C7, C8, C, D and D6:
ACFT taxiing from stands 29 thru 38 shall be instructed to hold short of TWY C before taxiing out of TWY N8 and observe extremely. ACFT shall not taxi into TWY D in this area without TWR clearance and avoid entering TWY D6.
- HS6 Intersections of TWYs N8 and N9:
For ACFT type limitation on part of TWY N8 and N9, ACFT taxiing into stands 29 thru 38 shall pay extremely attention to avoid taxiing into wrong TWY. If taxiing into this area by mistake, ACFT should stop and report to APN immediately.
- HS7 Intersections of TWYs C10, C11, T3, T4, C, D and D7:
ACFT taxiing on TWY T3 from south to north shall pay attention to ATC instructions of holding or taxiing. ACFT shall not taxi into TWY D in this area without TWR clearance and avoid entering TWY D7.
- HS8 Intersections of TWYs T3, T4 and V2:
ACFT in this area shall observe cautiously, avoid conflicts with departure/arrival ACFT from Cargo stands, then operate according to ATC clearance and "see and avoidance" rules.
- HS9 Intersections of TWYs C13, C, D and D11:
ACFT in this area shall observe extremely and pay attention to ATC instructions of holding or taxiing, avoid entering RWY by mistake.

Standard.		TAKE-OFF			
		LVP must be in force			
		All Rwys	Rwy 10/28	All Rwys	
		RL, CL & HUD	RL, CL	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	RVR 200m	RVR 200m	RVR 400m VIS 800m	RVR 500m VIS 800m
	B				
	C				
	D				
Other 1 & 2 Eng		Minimums not established by CAAC.			VIS 1600m

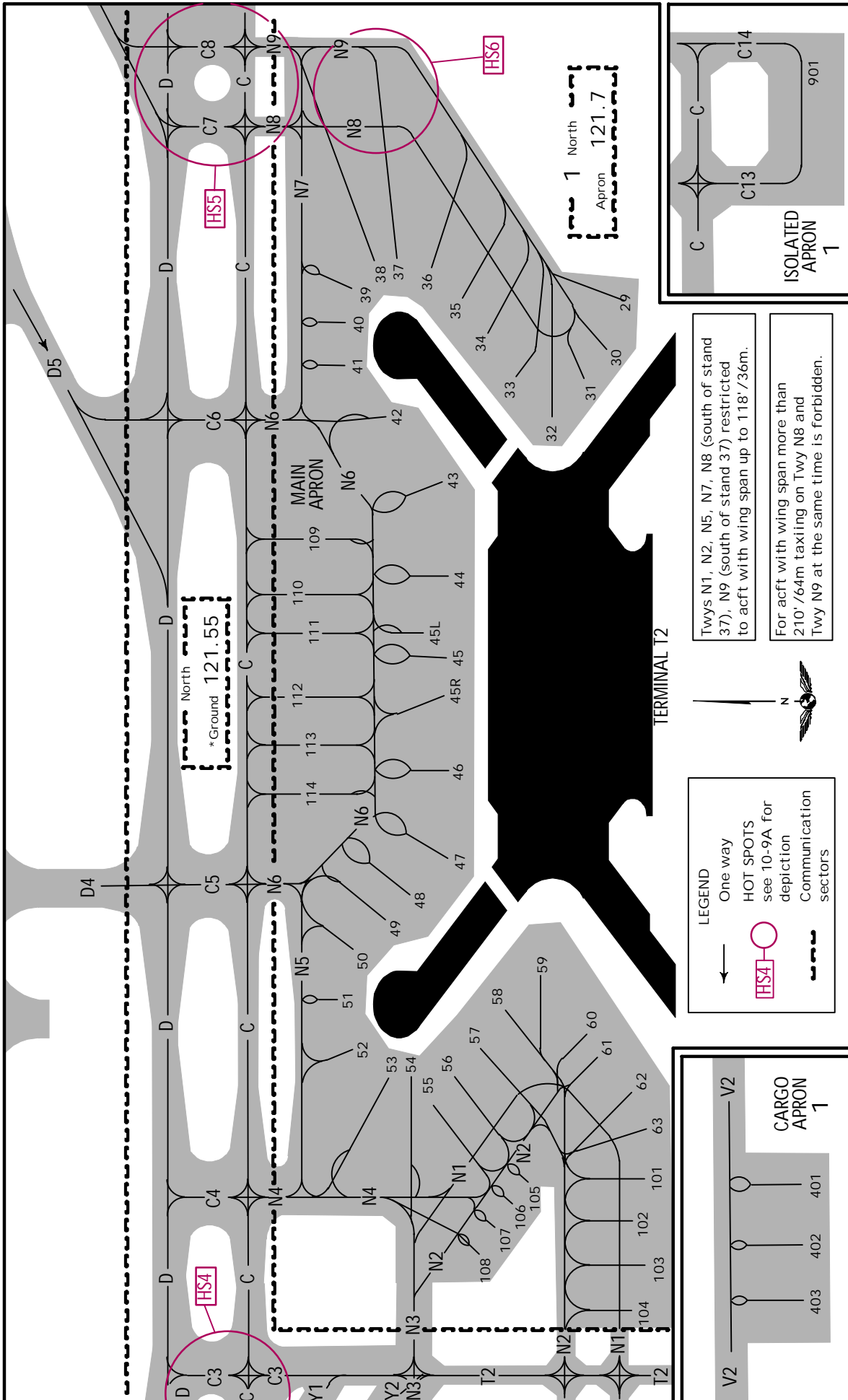
ZJHK/HAK

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HAIKOU, PR OF CHINA

17 JUN 22 10-9B

MEILAN

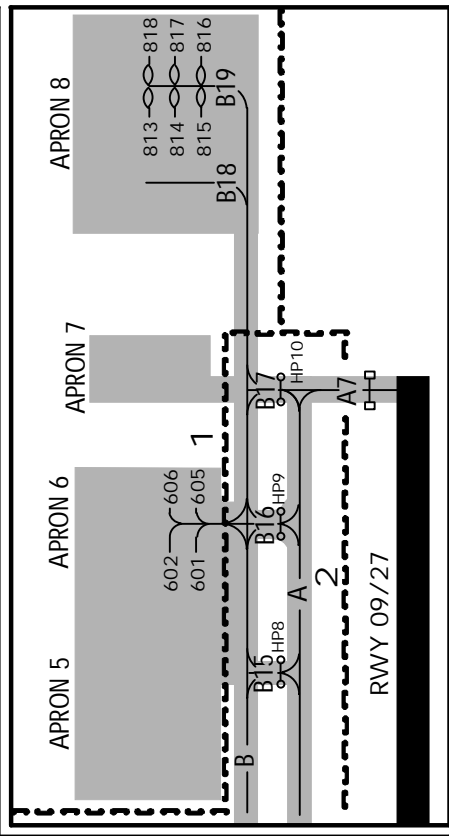
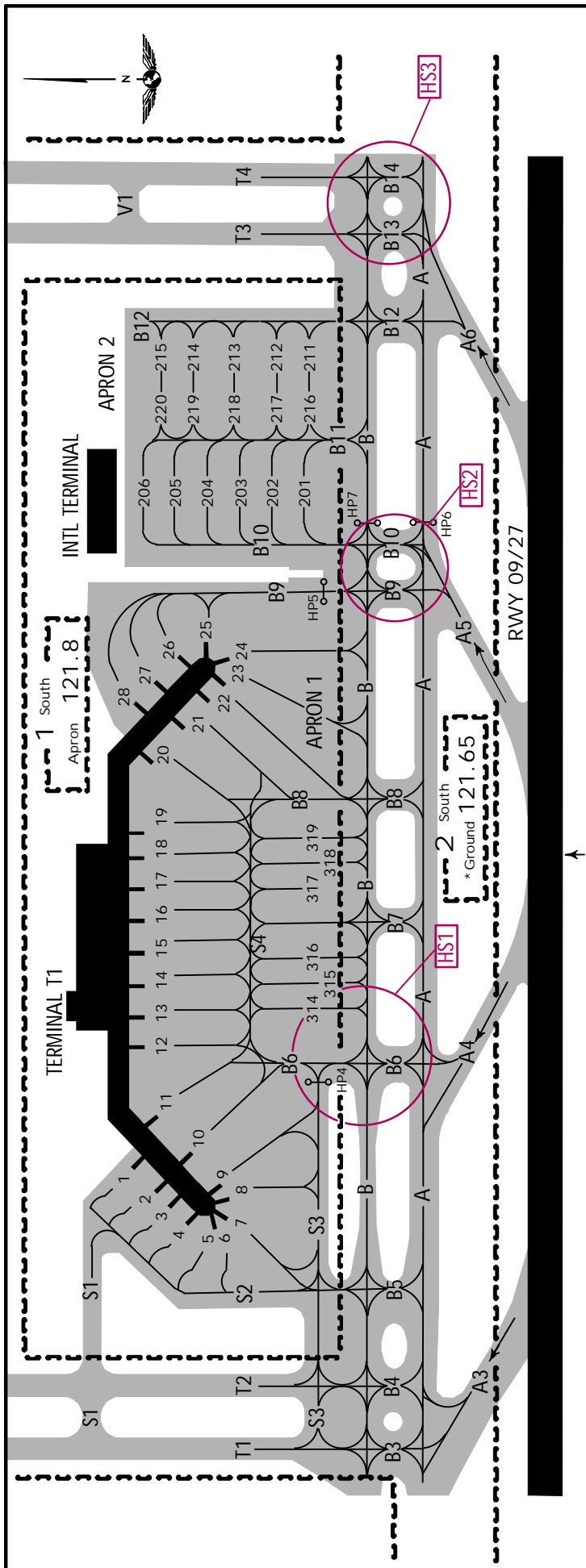


ZJHK/HAK

17 JUN 22 10-9C

HAIKOU, PR OF CHINA

MEILAN

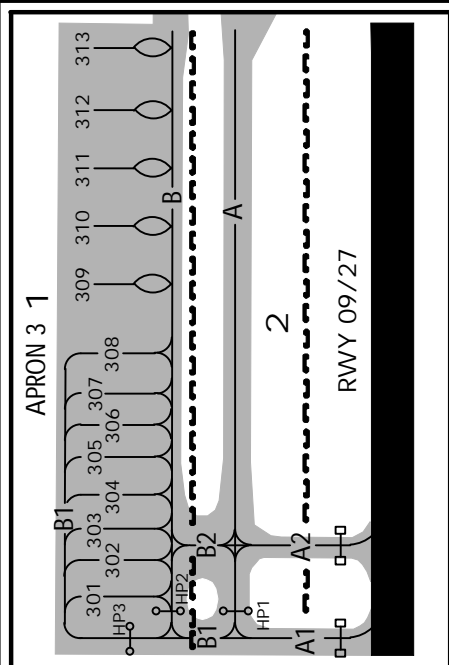


Twys B9 (north of B), S2 restricted to acft with wing span up to 118'/36m.
 Twy B7 (north of B) restricted to acft with wing span up to 171'/52m.

ARP

LEGEND

- ← One way
- Communication sectors
- HSI
- Rwy guard lights

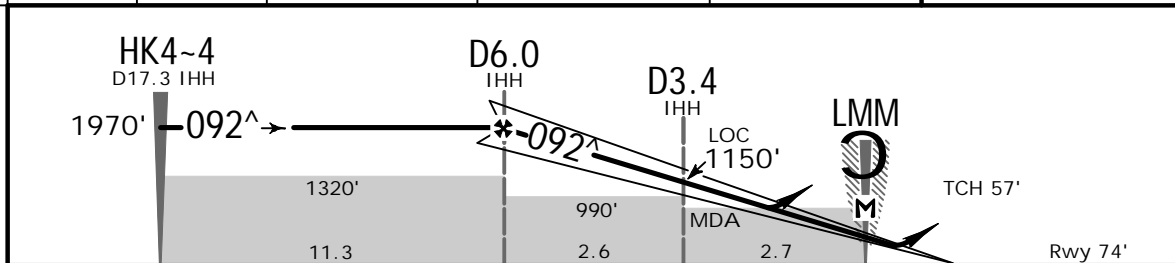
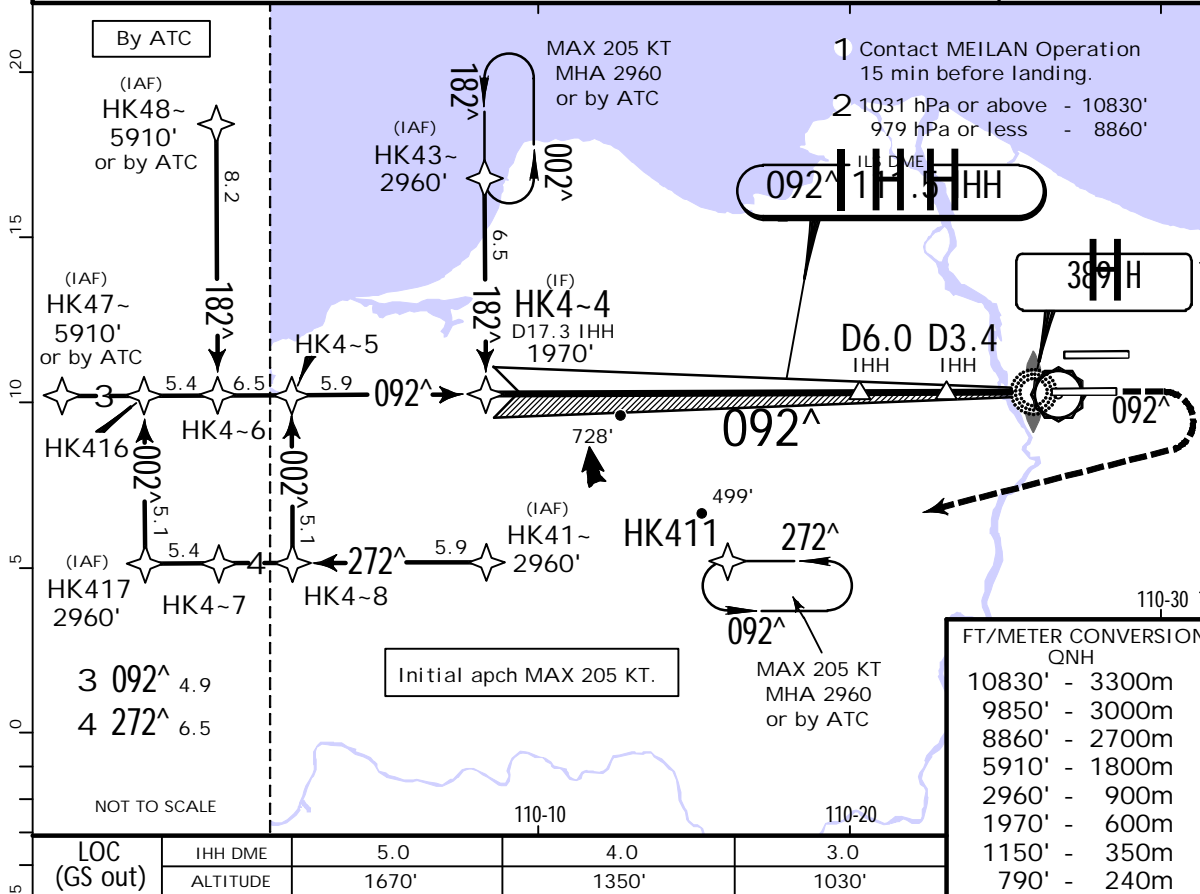


ZJHK/HAK MEILAN

JEPPESSEN
9 SEP 22 **11-1**

HAIKOU, PR OF CHINA RNAV ILS DME Z Rwy 09

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15	HAIKOU Tower 118.55	*Ground South 121.65
LOC IHH 111.5	Final Apch Crs 092^	D6.0 IHH 1970' (1896')	ILS DA(H) 274' (200')	Apt Elev 74' Rwy 74'
MISSED APCH: Climb STRAIGHT AHEAD to 790', then turn RIGHT (MAX 205 KT) to HK411 at 2960', join holding, or as directed.				2000
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	790' ↑ PAPI HIALS-II
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	
MAP at LMM							

PANS OPS	Standard. ILS STRAIGHT-IN LANDING RWY 09			LOC (GS out) CDFA 780' (706')		CIRCLE-TO-LAND	
	DA(H) 274' (200')		MDA(H) 780' (706')		Max Kts	MDA(H)	VIS
	FULL	IDZ or CL out	ALS out	ALS out	100	780'(706')	3200m
	A				135		
B	RVR 550m	RVR 550m 1			180	960'(886')	3600m
C	VIS 800m	VIS 800m	1200m		205	960'(886')	4000m
D							

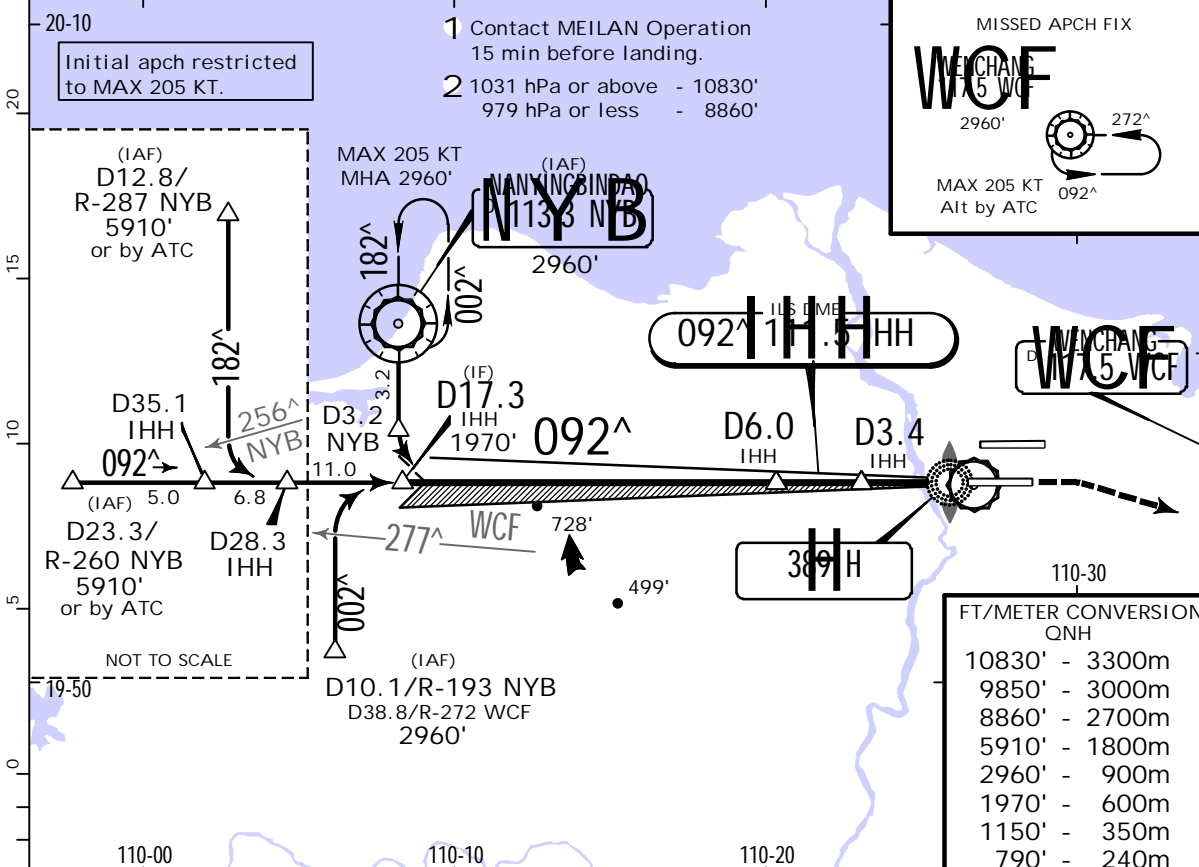
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Procedure title. | JEPPESSEN, 2014, 2022. ALL RIGHTS RESERVED.

ZJHK/HAK
MEILAN

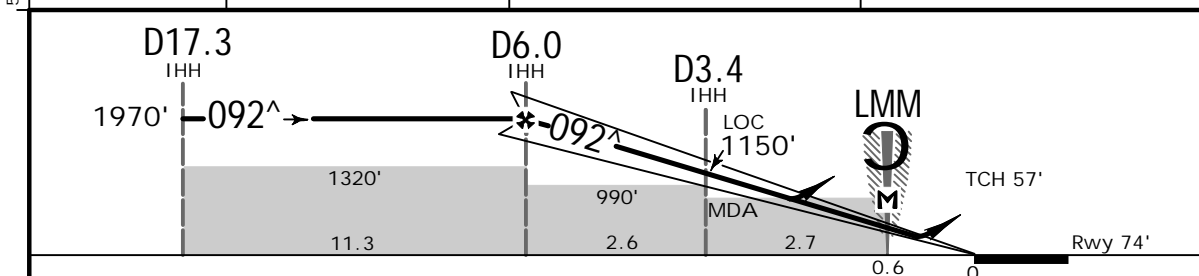
JEPPESSEN
9 SEP 22 (11-2)

HAIKOU, PR OF CHINA
ILS DME Y Rwy 09

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.55	*Ground South 121.65
LOC IHH 111.5	Final Apch Crs 092^	D6.0 IHH 1970' (1896')	ILS DA(H) 274' (200')	Apt Elev 74' Rwy 74'	2000
MISSED APCH: Climb STRAIGHT AHEAD to 790', then turn RIGHT (MAX 205 KT) to WCF VOR at 2960', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA NYB VOR	



IHH DME	5.0	4.0	3.0
ALTITUDE	1670'	1350'	1030'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 790'	
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743		849
MAP at LMM								

PANS OPS	Standard.				ILS STRAIGHT-IN LANDING RWY 09		LOC (GS out) CIRCLE-TO-LAND	
	FULL		TDZ or CL out		ALS out		ALS out	
	DA(H) 274' (200')		MDA(H) 780' (706')					
	RVR 550m VIS 800m		RVR 550m 1 VIS 800m		1200m		3200m	
A							Max Kts MDA(H) VIS	
B							100 780'(706') 3200m	
C							135 960'(886') 3600m	
D							180 960'(886') 4000m	

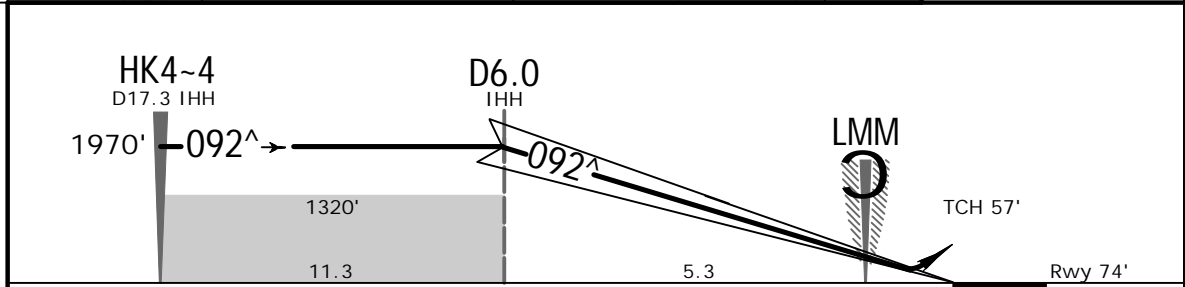
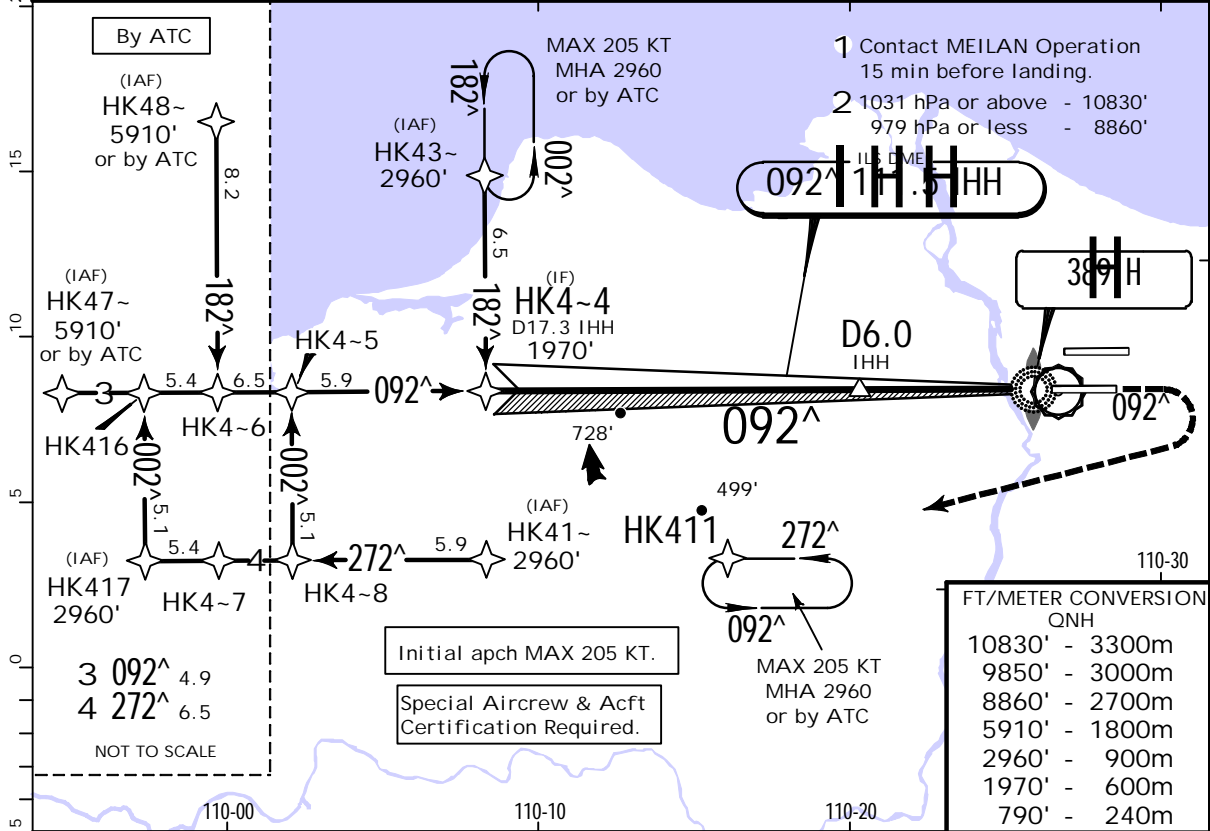
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: None. | JEPPESSEN, 2016, 2022. ALL RIGHTS RESERVED.

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MEILAN

JEPPESSEN
9 SEP 22 (11-2A)

HAIKOU, PR OF CHINA
SA CAT I RNAV
ILS DME Z Rwy 09

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15 *AP02 119.975		HAIKOU Tower 118.55	*Ground South 121.65
LOC IHH 111.5	Final Apch Crs 092^	D6.0 IHH 1970' (1896')	SA CAT I ILS RA 131' DA(H) 224' (150')	Apt Elev 74' Rwy 74'	2000
MISSED APCH: Climb STRAIGHT AHEAD to 790', then turn RIGHT (MAX 205 KT) to HK411 at 2960', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	790' ↑
GS	3.00^	372	478	531	637	743		

.Standard. STRAIGHT-IN LANDING RWY 09
SA CAT I ILS 1
RA 131'
DA(H) 224' (150')

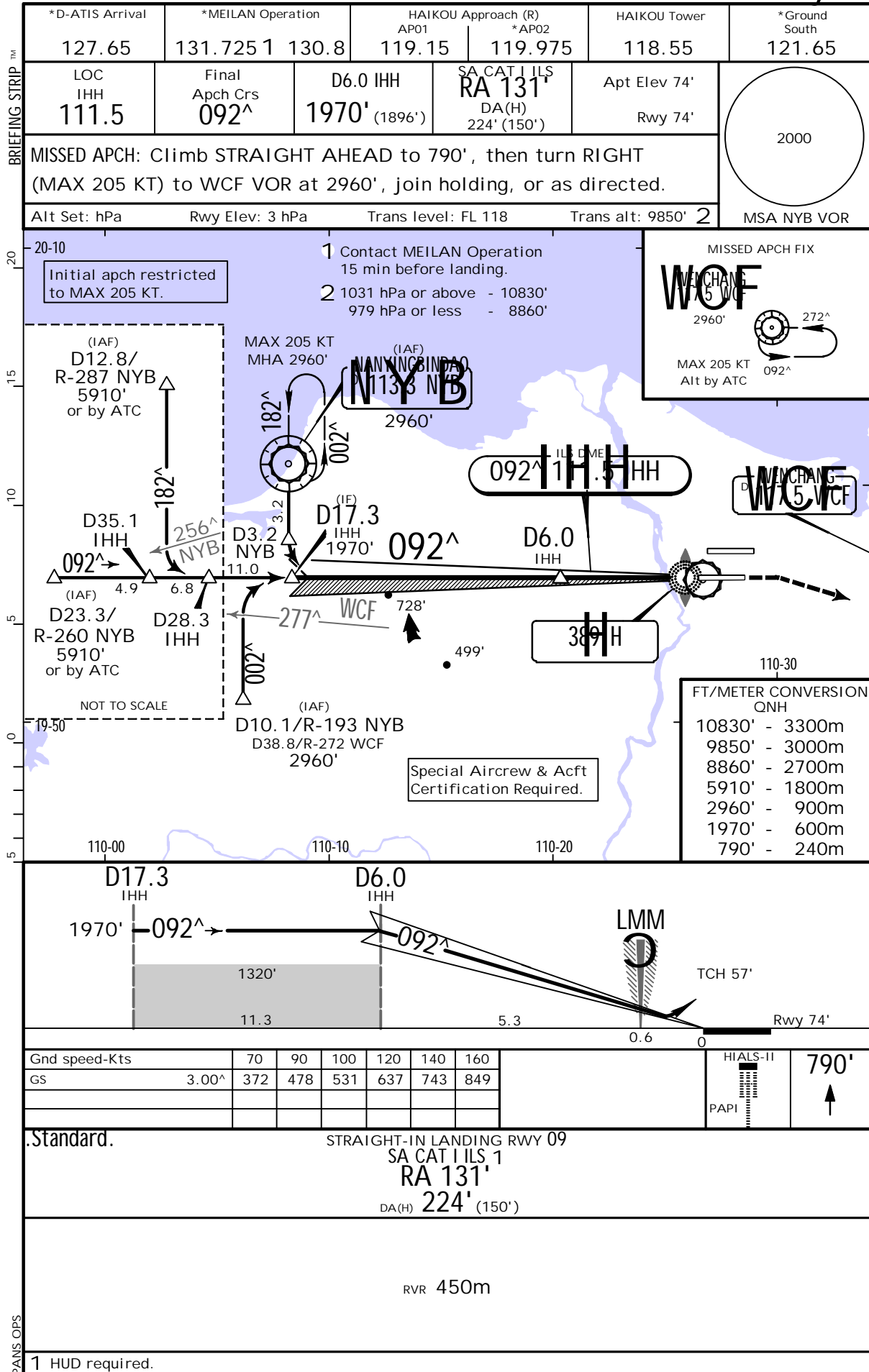
RVR 450m

1 HUD required.

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MEILAN

JEPPESSEN
9 SEP 22 11-2B

HAIKOU, PR OF CHINA
SA CAT I
ILS DME Y Rwy 09



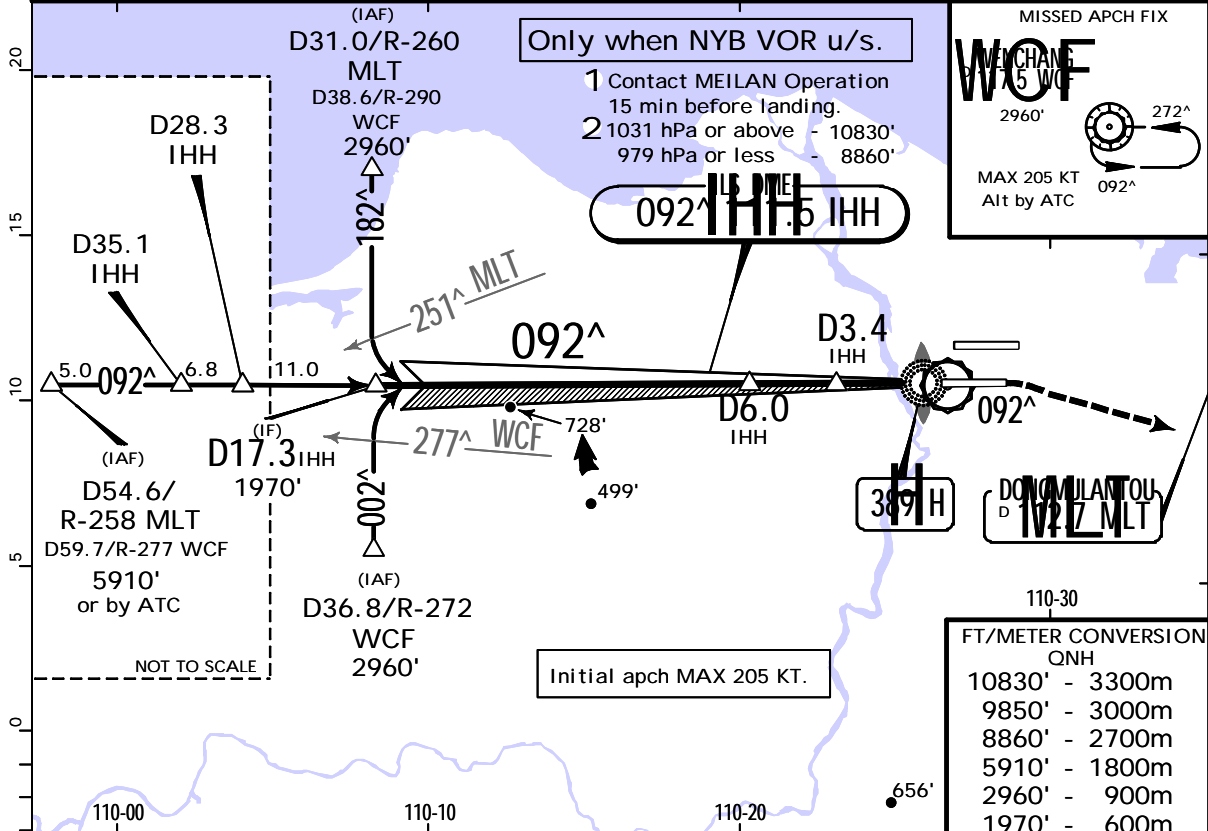
PANS OPS

ZJHK/HAK
MEILAN

JEPPESEN
28 OCT 22
Eff. 2. Nov. 1600Z. (11-3)

HAIKOU, PR OF CHINA
ILS DME X Rwy 09

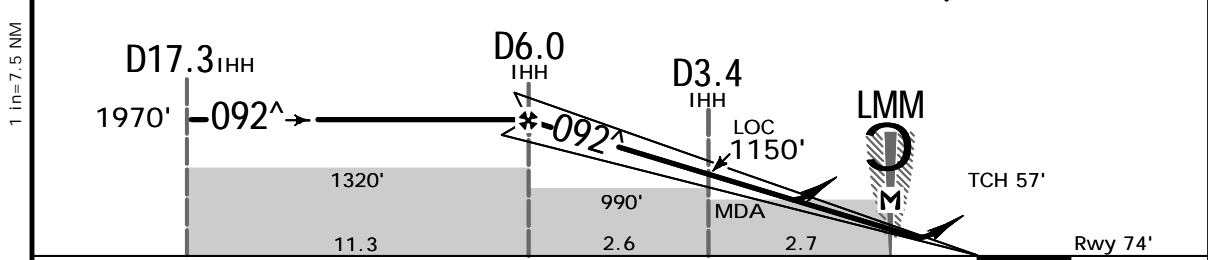
*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15 *AP02 119.975	HAIKOU Tower 118.55	*Ground South 121.65
LOC IHH 111.5	Final Apch Crs 092^	D6.0 IHH 1970' (1896')	ILS DA(H) 274' (200')	Apt Elev 74' Rwy 74'
MISSED APCH: Climb STRAIGHT AHEAD to 790', then turn RIGHT (MAX 205 KT) to WCF VOR at 2960', join holding, or as directed.				2000
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA MLT VOR



LOC (GS out)	IHH DME ALTITUDE	5.0 1670'	4.0 1350'	3.0 1030'
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FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
2960'	-	900m
1970'	-	600m
1150'	-	350m
790'	-	240m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 790' ↑	
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743		849
MAP at LMM								

PANS OPS	Standard. ILS STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND	
	ILS DA(H) 274' (200')		LOC (GS out) CDFA 780' (706')		Max Kts	MDA(H) VIS
	FULL	IDZ or CL out	ALS out	ALS out		
	A				100	780'(706') 3200m
B				135		
C	RVR 550m VIS 800m	RVR 550m 1 VIS 800m	1200m	3200m	180	960'(886') 3600m
D					205	960'(886') 4000m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: New procedure. | JEPPESEN, 2022. ALL RIGHTS RESERVED.

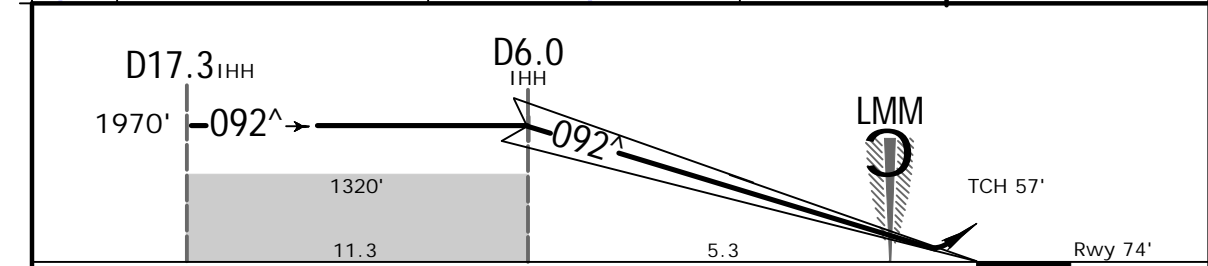
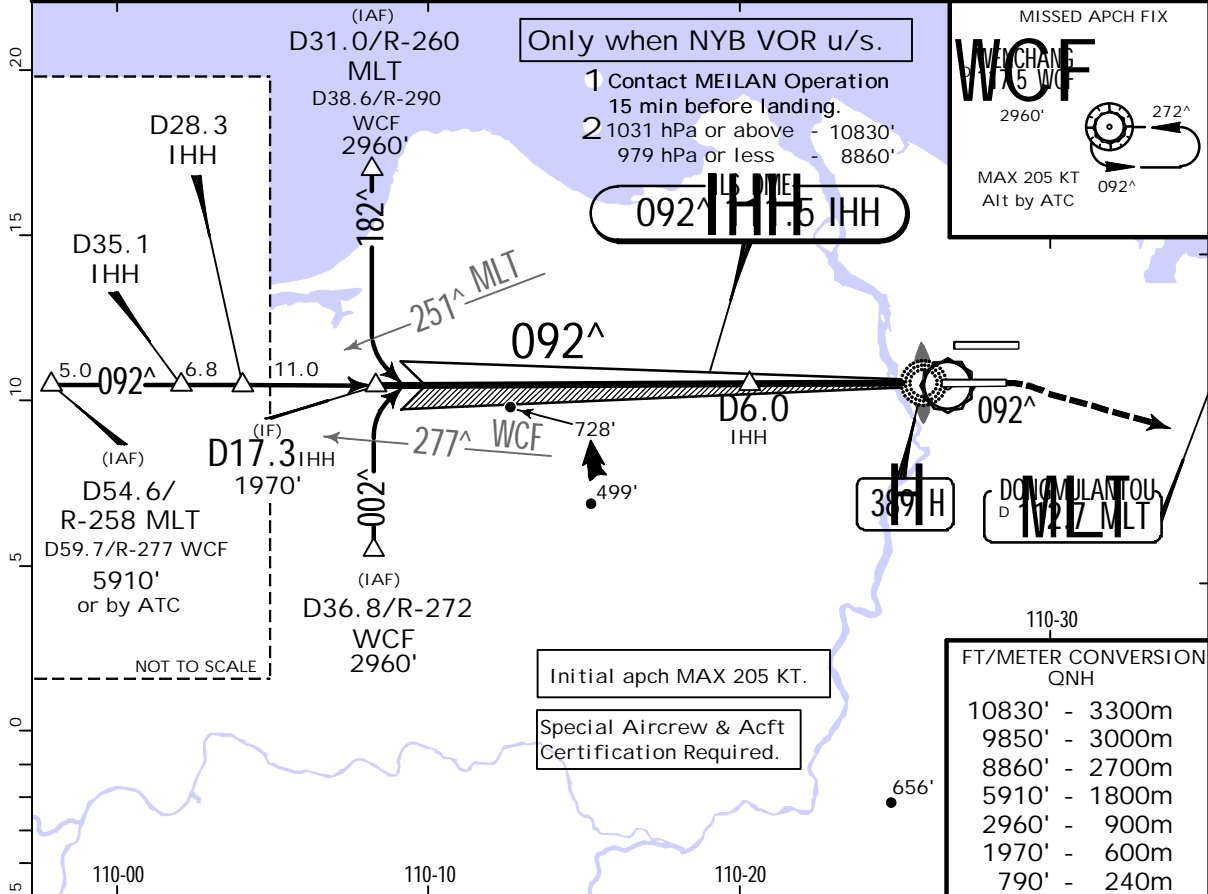
ZJHK/HAK
MEILAN

28 OCT 22
Eff. 2.NOV.1600Z.

JEPPESSEN

HAIKOU, PR OF CHINA
11-3A SA CAT I ILS DME X Rwy 09

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15 *AP02 119.975		HAIKOU Tower 118.55	*Ground South 121.65
LOC IHH 111.5	Final Apch Crs 092^	D6.0 IHH 1970' (1896')	SA CAT I ILS RA 131' DA(H) 224' (150')	Apt Elev 74' Rwy 74'	2000
MISSED APCH: Climb STRAIGHT AHEAD to 790', then turn RIGHT (MAX 205 KT) to WCF VOR at 2960', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA MLT VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 790'
GS	3.00^	372	478	531	637	743	

.Standard. STRAIGHT-IN LANDING RWY 09
SA CAT I ILS 1
RA 131'
DA(H) 224' (150')

RVR 450m

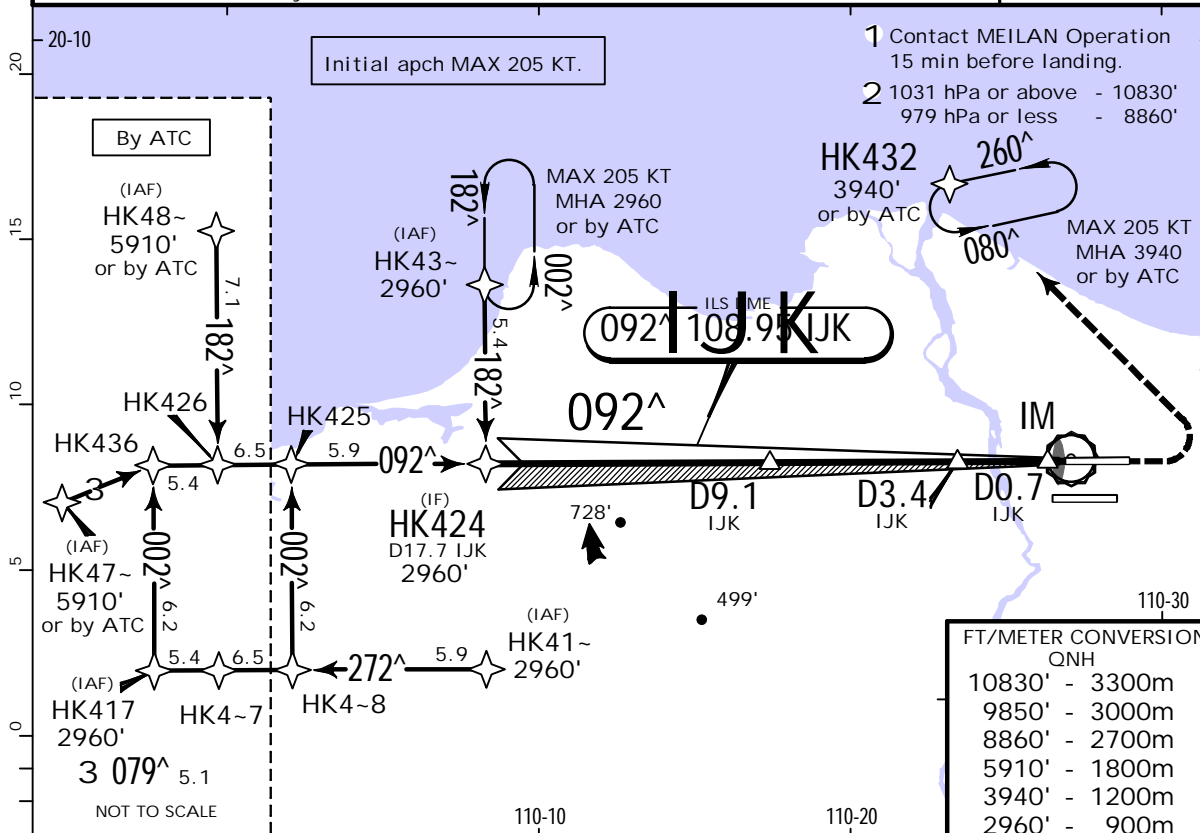
1 HUD required.

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MEILAN

28 OCT 22
Eff. 2. Nov. 1600Z. (11-4)

HAIKOU, PR OF CHINA
RNAV ILS DME Z Rwy 10

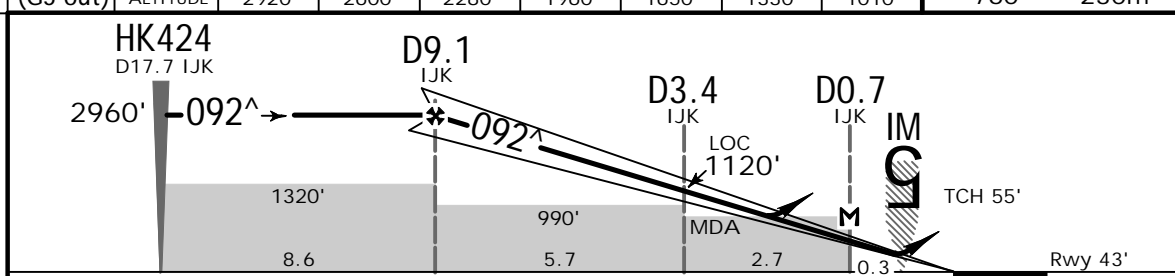
*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IJK 108.95	Final Apch Crs 092^	D9.1 IJK 2960' (2917')	ILS DA(H) 243' (200')	Apt Elev 74' Rwy 43'	2000
MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn LEFT (MAX 205 KT) to HK432 at 3940', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA ARP	



FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
3940'	-	1200m
2960'	-	900m
1120'	-	340m
760'	-	230m

LOC (GS out)	IJK DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	2920'	2600'	2280'	1960'	1650'	1330'	1010'



Gnd speed-Kts	70	90	100	120	140	160		760'	HK432	MAX 205 KT
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	849				
MAP at D0.7 IJK										

PANS OPS	Standard.				STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
	ILS DA(H) 243' (200')		LOC (GS out) CDFA 740' (697')					
	FULL		TDZ or CL out		ALS out		ALS out	
	A						Max Kts	MDA(H) VIS
B						100	780'(706') 3200m	
C	RVR 550m VIS 800m	RVR 550m 1 VIS 800m	1200m	3200m		135	960'(886') 3600m	
D						180	960'(886') 4000m	
						205	960'(886') 4000m	

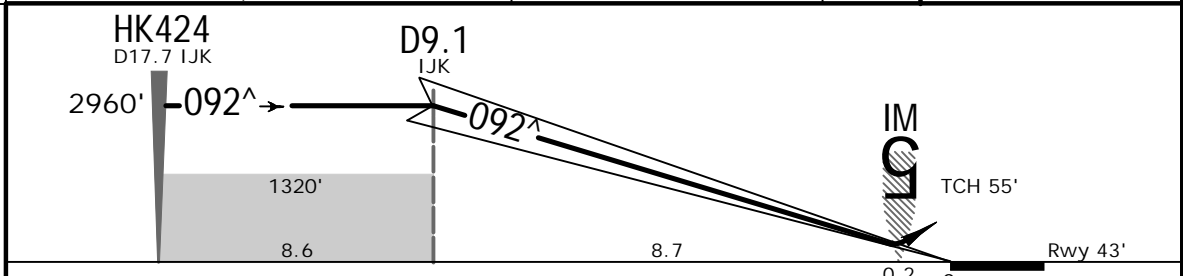
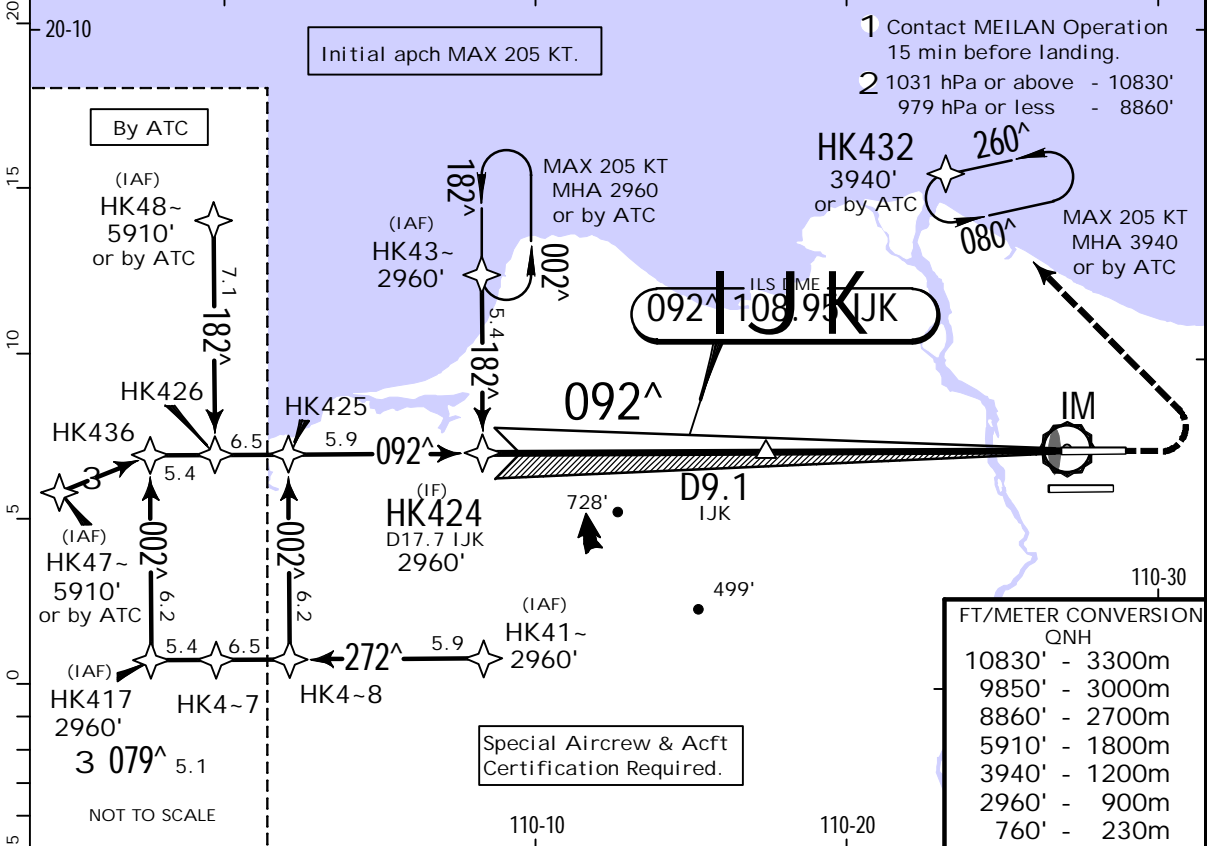
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Reindexed. | JEPPESEN, 2021, 2022. ALL RIGHTS RESERVED.

ZJHK/HAK
MEILAN

JEPPESSEN
28 OCT 22 (11-4B). Eff. 2. Nov. 1600Z.

HAIKOU, PR OF CHINA
SA CAT I RNAV
ILS DME Z Rwy 10

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15 *AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IJK 108.95	Final Apch Crs 092^	D9.1 IJK 2960' (2917')	SA CAT I ILS RA 151' DA(H) 193' (150')	Apt Elev 74' Rwy 43'
MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn LEFT (MAX 205 KT) to HK432 at 3940', join holding, or as directed.				2000
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	ILS-II PAPI 760' HK432 MAX 205 KT
GS	3.00^	372	478	531	637	743	

.Standard. STRAIGHT-IN LANDING RWY 10
SA CAT I ILS 1
RA 151'
DA(H) 193' (150')

RVR 450m

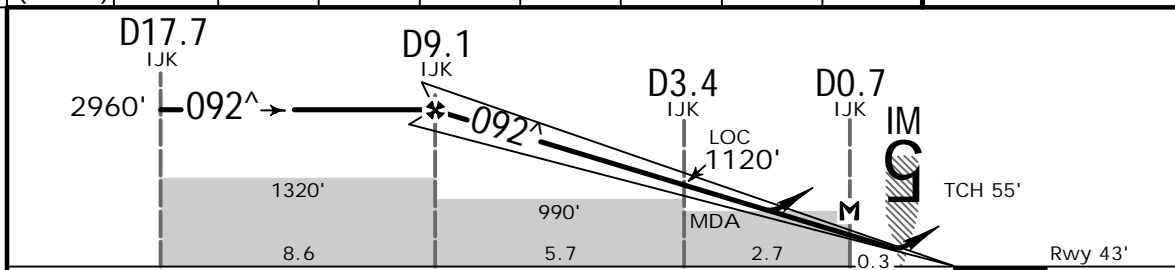
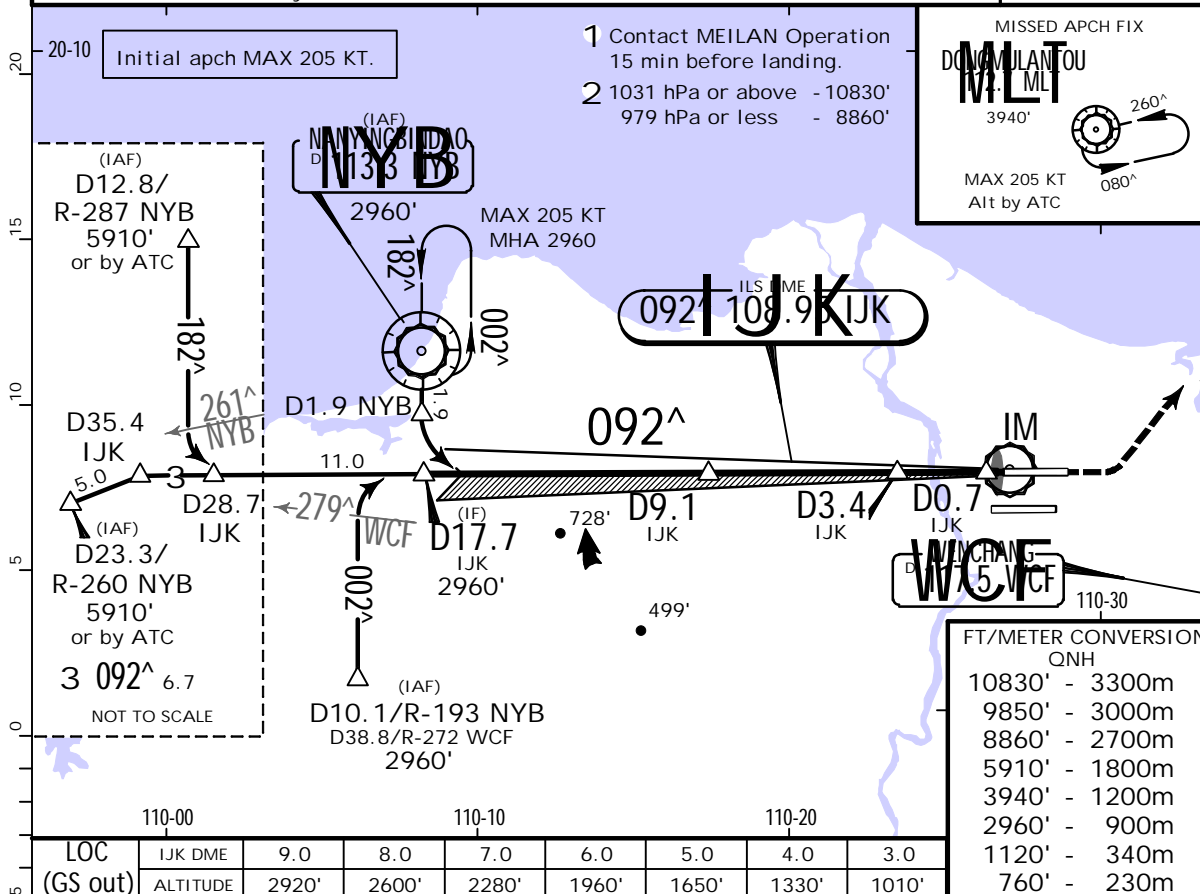
PANS OPS
1 HUD required.

ZJHK/HAK
MEILAN

28 OCT 22
Eff. 2. Nov. 1600Z. (11-5)

HAIKOU, PR OF CHINA
ILS DME Y Rwy 10

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15 AP02 119.975		HAIKOU Tower 118.225	*Ground North 121.55
LOC IJK 108.95	Final Apch Crs 092^	D9.1 IJK 2960' (2917')	ILS DA(H) 243' (200')	Apt Elev 74' Rwy 43'	2000
MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn LEFT (MAX 205 KT) to MLT VOR at 3940', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA NYB VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	760'	205 KT	MLT	3940'
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	PAPI	↑	MAX	112.7	
MAP at D0.7 IJK	.Standard.										

PANS OPS	ILS STRAIGHT-IN LANDING RWY 10			CIRCLE-TO-LAND		
	FULL	ILS DA(H) 243' (200')	TDZ or CL out	ALS out	LOC (GS out) CDFA MDA(H) 740' (697')	ALS out
A					Max Kts	MDA(H) VIS
B					100	780'(706') 3200m
C	RVR 550m VIS 800m	RVR 550m 1 VIS 800m	1200m	3200m	135	960'(886') 3600m
D					180	960'(886') 4000m

ZJHK/HAK
MEILAN

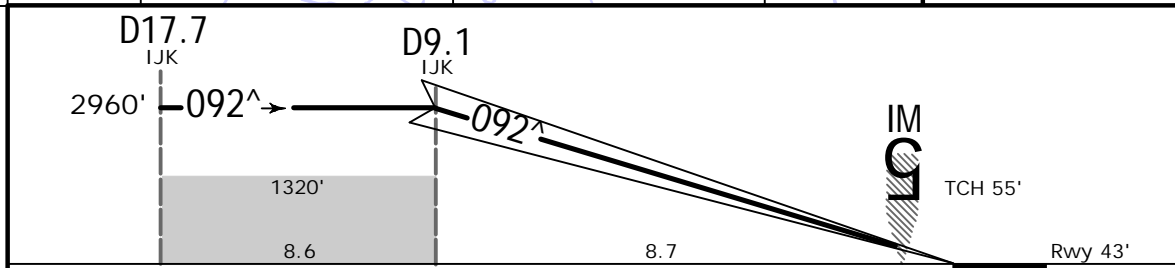
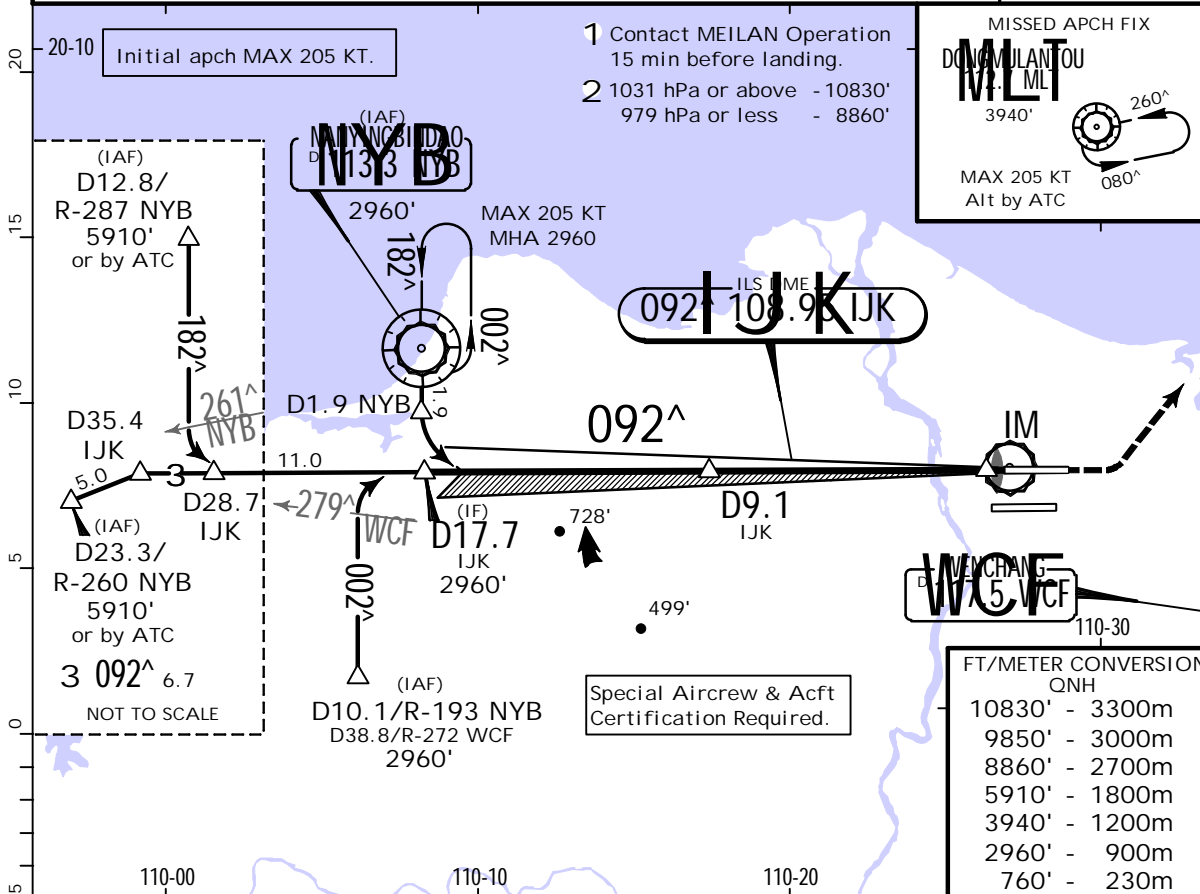
28 OCT 22
Eff. 2.Nov.1600Z.

JEPPESEN

11-5A

HAIKOU, PR OF CHINA
CAT II ILS DME Y Rwy 10

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15	HAIKOU Tower 118.225	*Ground North 121.55
LOC IJK 108.95	Final Apch Crs 092 [^]	D9.1 IJK 2960' (2917')	CAT II ILS RA 102' DA(H) 143' (100')	Apt Elev 74' Rwy 43'
MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn LEFT (MAX 205 KT) to MLT VOR at 3940', join holding, or as directed.				2000
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA NYB VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	760'	205 KT	MLT	3940'
GS	3.00 [^]	372	478	531	637	743	PAPI	↑	MAX	112.7	
									LT		

.Standard. STRAIGHT-IN LANDING RWY 10
CAT II ILS
RA 102'
DA(H) 143' (100')

RVR 300m 1

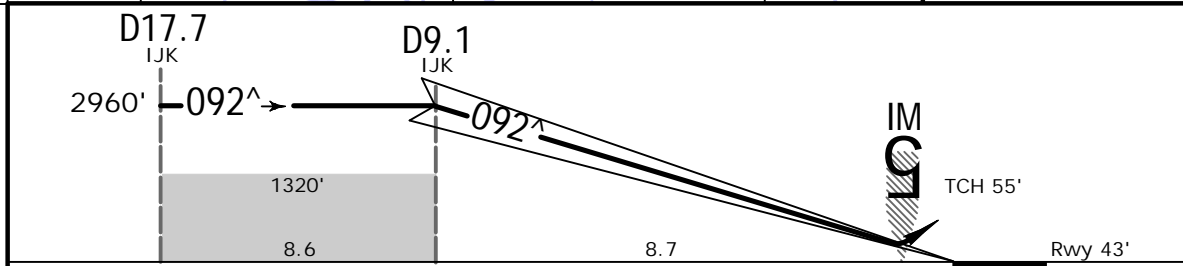
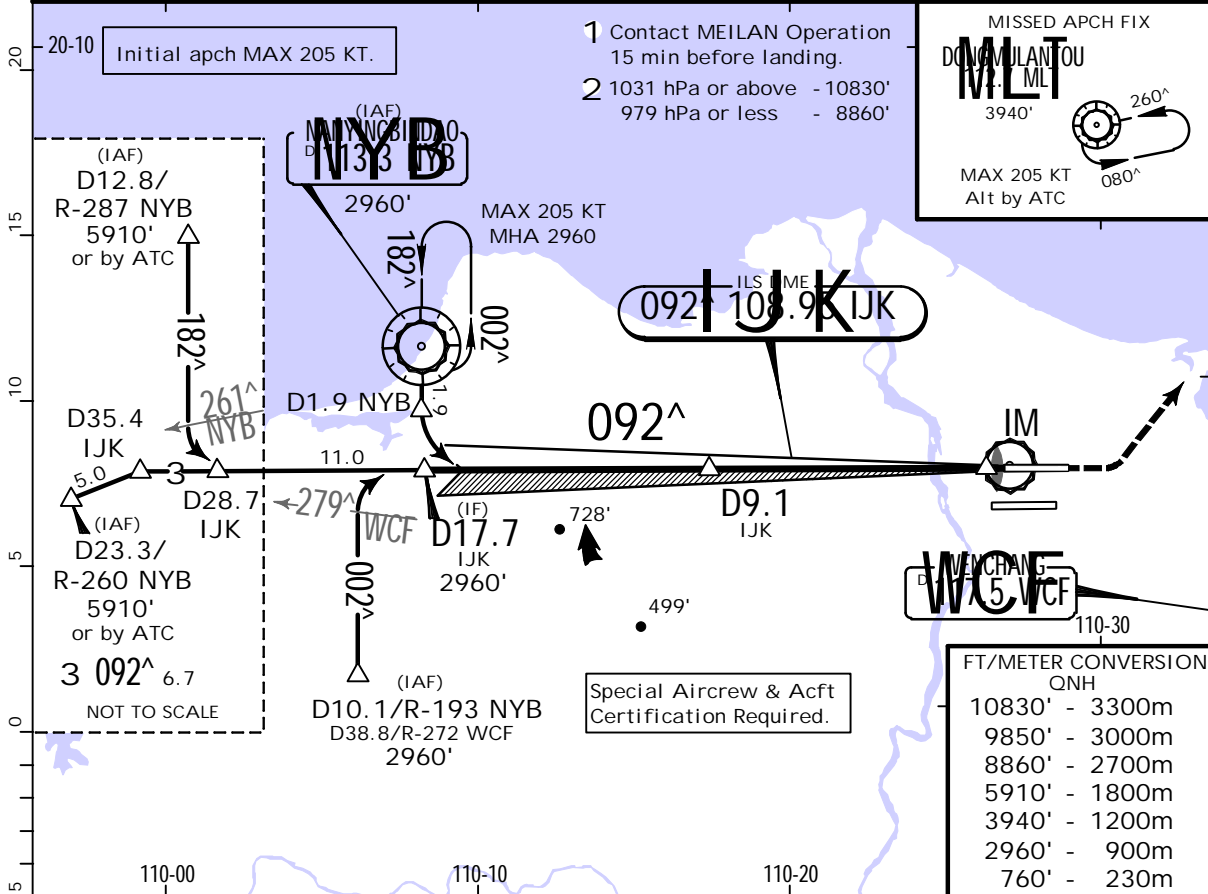
1 CAT D: RVR 350m for manual operation below DH.

ZJHK/HAK
MEILAN

JEPPESEN
28 OCT 22
.Eff.2.Nov.1600Z. (11-5B)

HAIKOU, PR OF CHINA
SA CAT I ILS DME Y Rwy 10

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15	HAIKOU Tower 118.225	*Ground North 121.55
LOC IJK 108.95	Final Apch Crs 092 [^]	D9.1 IJK 2960' (2917')	SA CAT I ILS RA 151' DA(H) 193' (150')	Apt Elev 74' Rwy 43'
MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn LEFT (MAX 205 KT) to MLT VOR at 3940', join holding, or as directed.				2000
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA NYB VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	760'	205 KT MAX	MLT 112.7	3940'
GS	3.00 [^]	372	478	531	637	743	PAPI	↑	←		

.Standard. STRAIGHT-IN LANDING RWY 10
SA CAT I ILS 1
RA 151'
DA(H) 193' (150')

RVR 450m

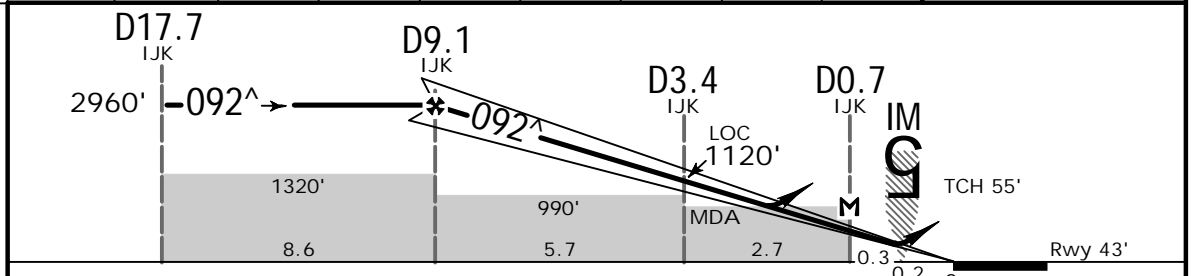
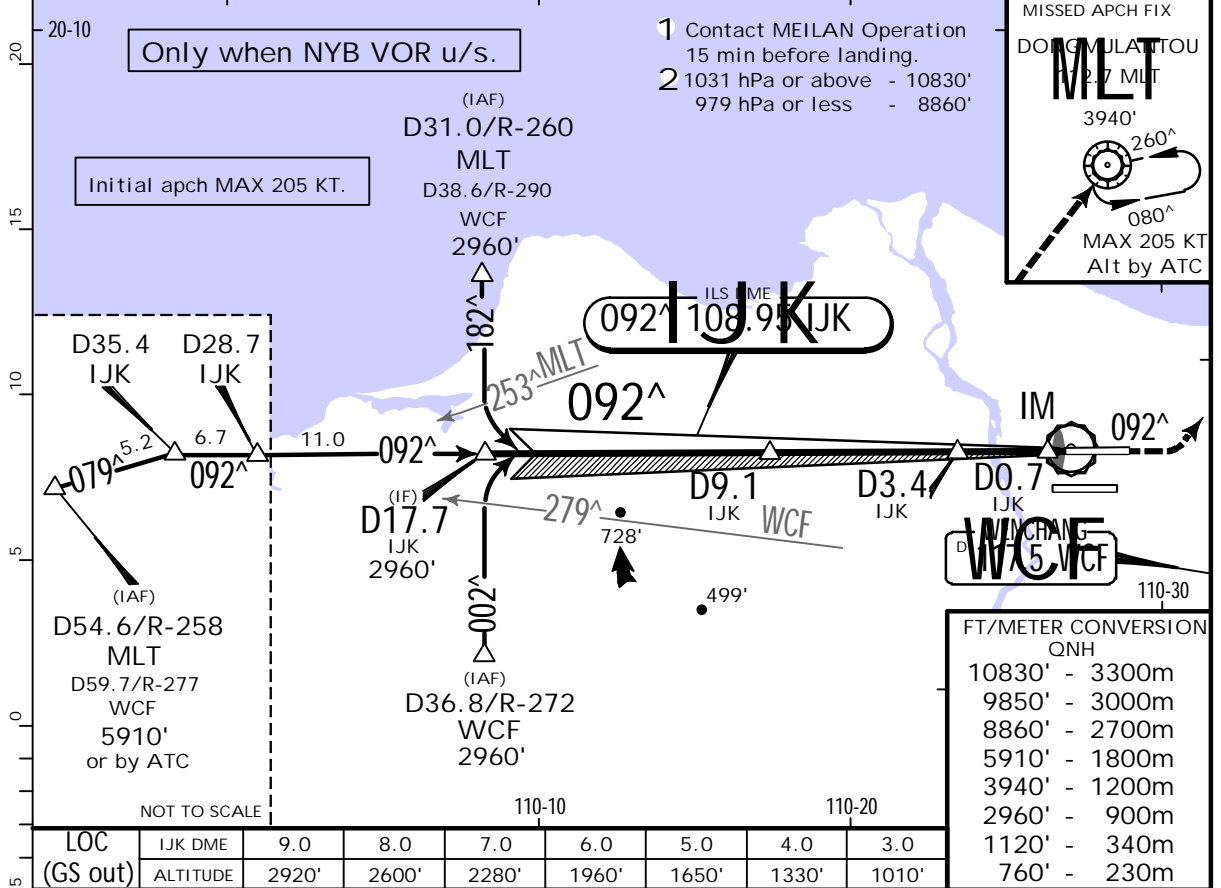
1 HUD required.

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MEILAN

28 OCT 22
Eff. 2 Nov. 1600Z. (11-6)

HAIKOU, PR OF CHINA
ILS DME X Rwy 10

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IJK 108.95	Final Apch Crs 092^	D9.1 IJK 2960' (2917')	ILS DA(H) 243' (200')	Apt Elev 74' Rwy 43'	2000
MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn LEFT (MAX 205 KT) to MLT VOR at 3940', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA MLT VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	760'	205 KT	MLT	3940'
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849	PAPI	↑	112.7	3940'
MAP at D0.7 IJK	.Standard.						STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND		

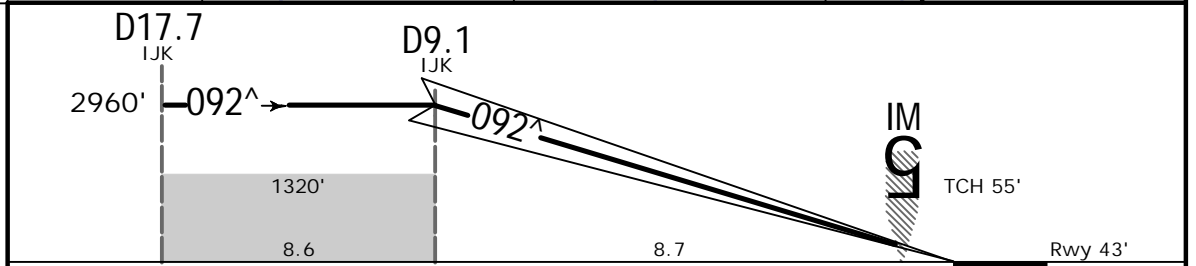
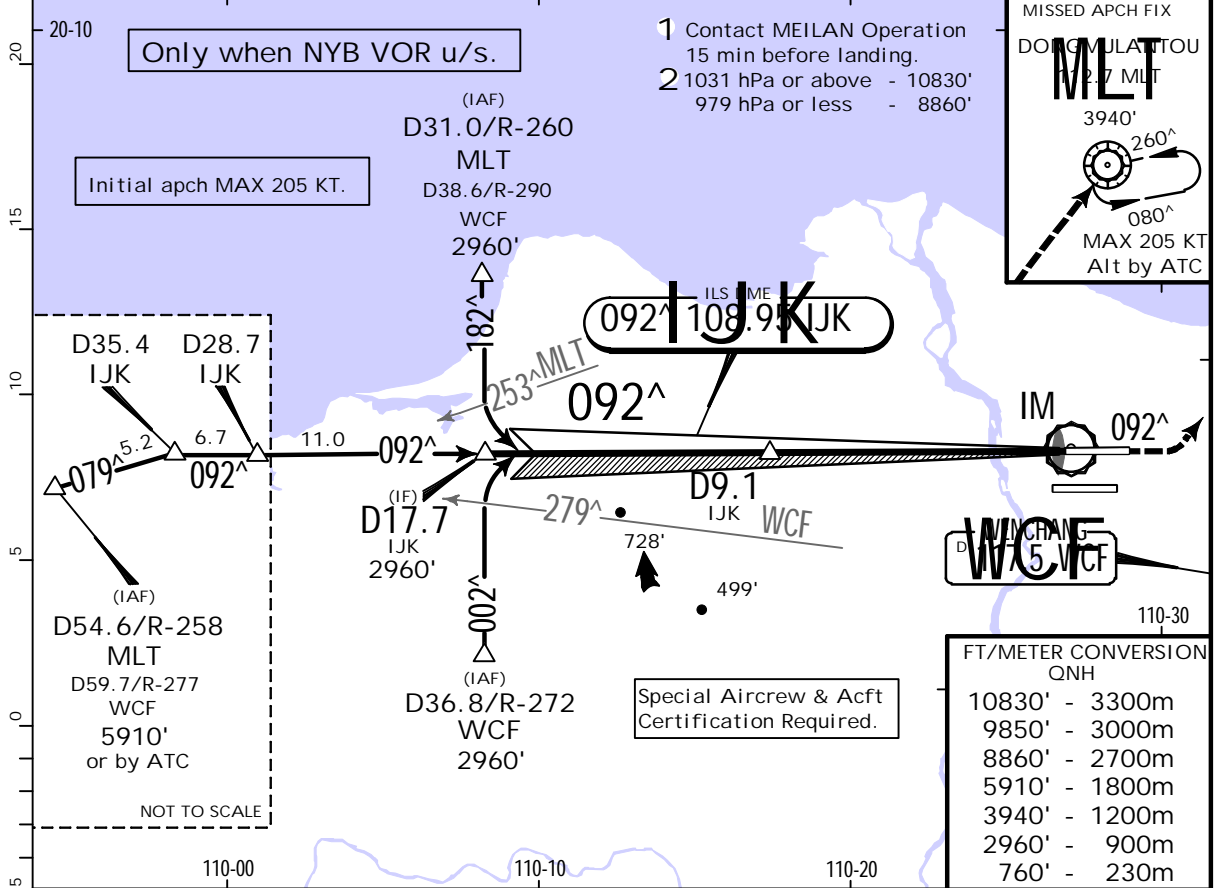
PANS OPS	ILS		LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) 243' (200')		CDFA 740' (697')		MDA(H) _____ VIS _____	
A	FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H) _____ VIS _____
B	RVR 550m	RVR 550m 1	1200m	3200m	100	780'(706') 3200m
C	VIS 800m	VIS 800m			135	960'(886') 3600m
D					205	960'(886') 4000m

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MEILAN

28 OCT 22
Eff. 2 Nov. 1600Z. (11-6A)

HAIKOU, PR OF CHINA
CAT II ILS DME X Rwy 10

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IJK 108.95	Final Apch Crs 092^	D9.1 IJK 2960' (2917')	CAT II ILS RA 102' DA(H) 143' (100')	Apt Elev 74' Rwy 43'	2000
MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn LEFT (MAX 205 KT) to MLT VOR at 3940', join holding, or as directed.					MSA MLT VOR
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 760'	205 KT MAX LT	MLT 112.7	3940'
Gs	3.00^	372	478	531	637	743				

.Standard. STRAIGHT-IN LANDING RWY 10
CAT II ILS
RA 102'
DA(H) 143' (100')
RVR 300m 1

1 CAT D: RVR 350m for manual operation below DH.

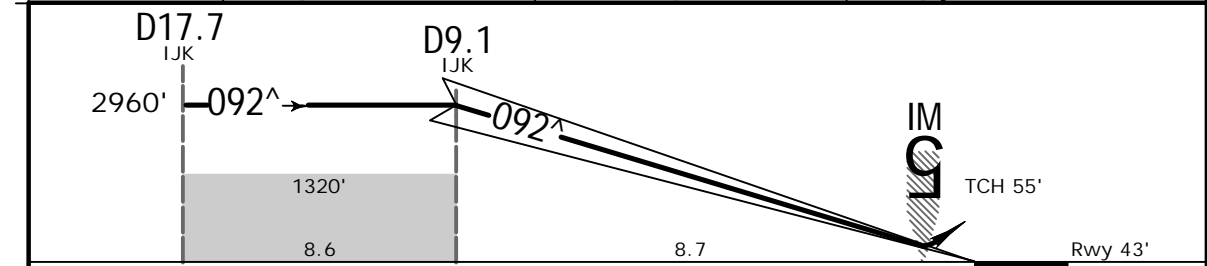
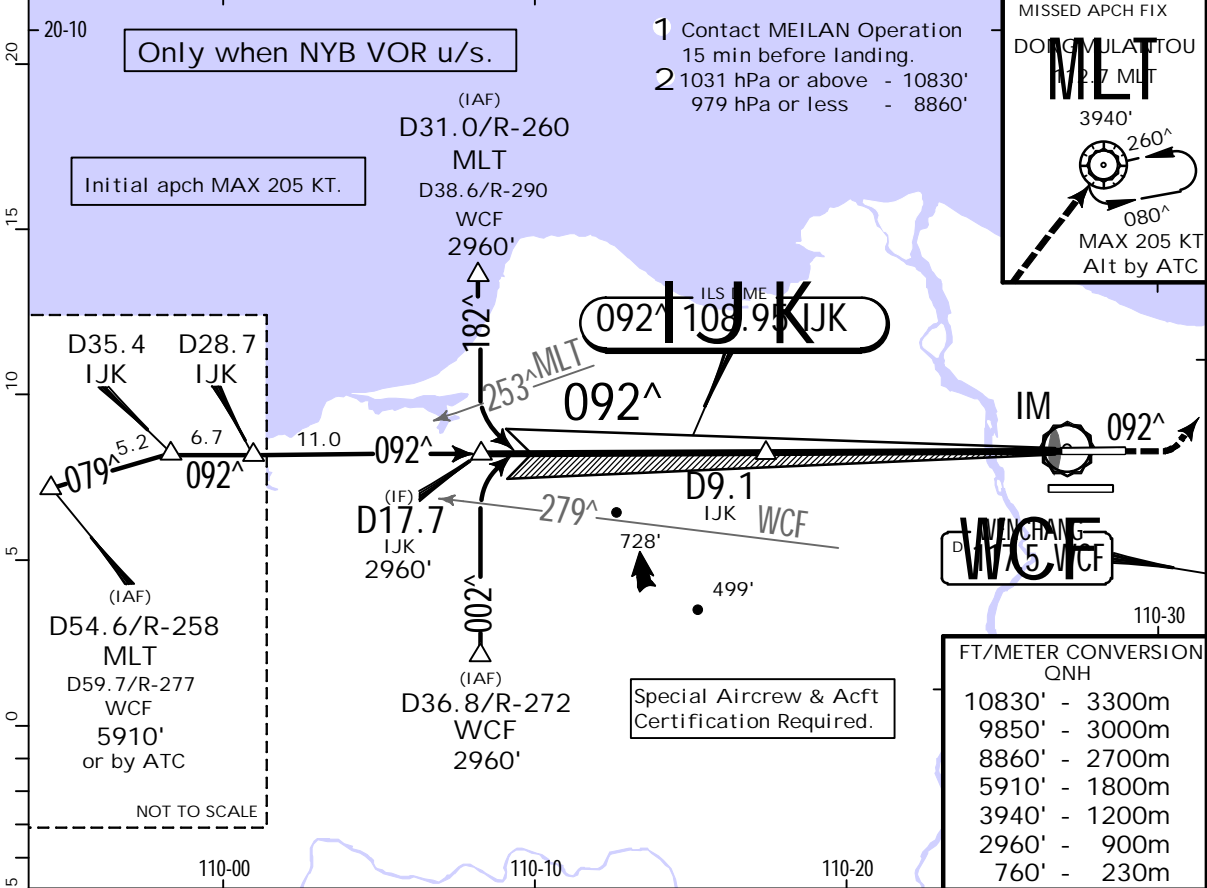
ZJHK/HAK
MEILAN

28 OCT 22
Eff. 2 Nov. 1600Z. (11-6B) SA CAT I ILS DME X Rwy 10

JEPPESSEN

HAIKOU, PR OF CHINA

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IJK 108.95	Final Apch Crs 092^	D9.1 IJK 2960' (2917')	SA CAT I ILS RA 151' DA(H) 193' (150')	Apt Elev 74' Rwy 43'	2000
MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn LEFT (MAX 205 KT) to MLT VOR at 3940', join holding, or as directed.					MSA MLT VOR
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 760'	205 KT MAX	MLT 112.7	3940'
Gs	3.00^	372	478	531	637	743				

.Standard. STRAIGHT-IN LANDING RWY 10
SA CAT I ILS 1
RA 151'
DA(H) 193' (150')

RVR 450m

1 HUD required.

ZJHK/HAK
MEILAN

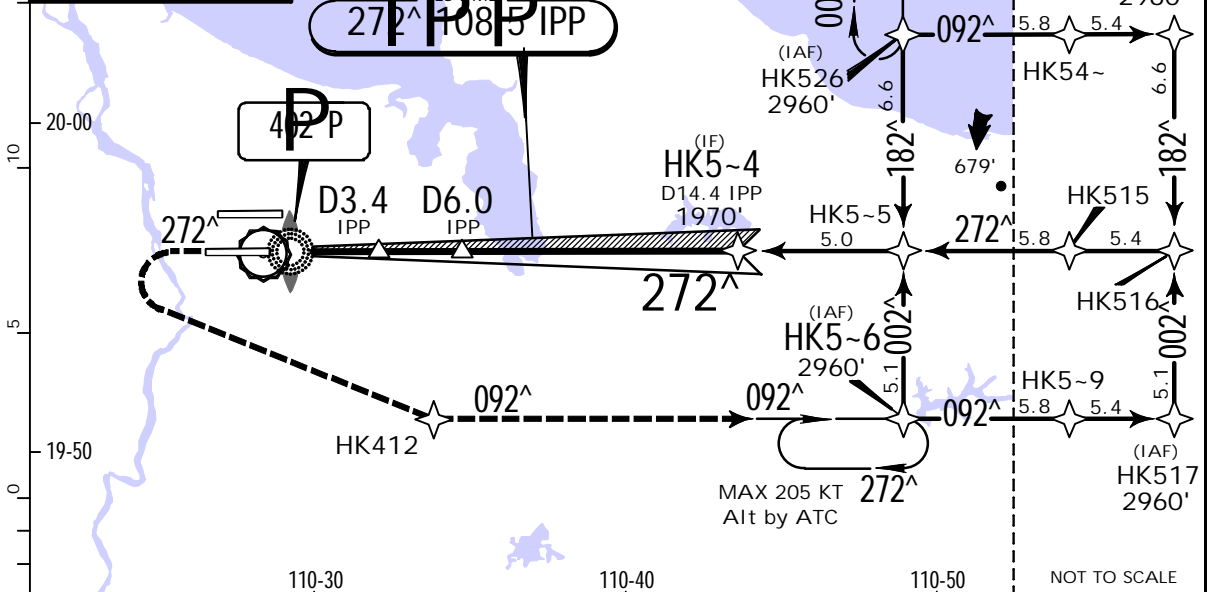
28 OCT 22
Eff. 2. Nov. 1600Z. (11-7)

HAIKOU, PR OF CHINA
RNAV ILS DME Z Rwy 27

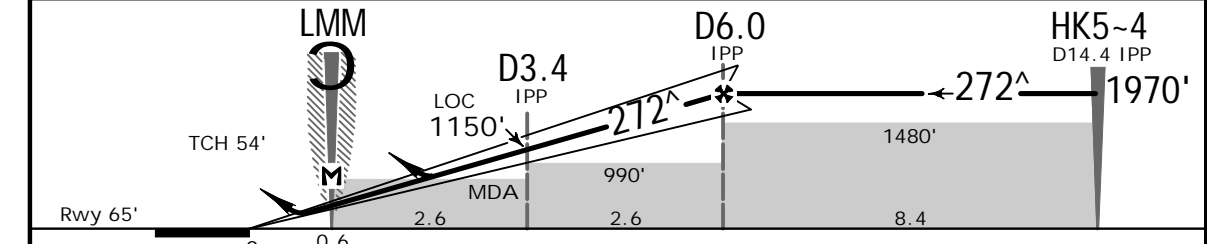
*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15	HAIKOU Tower 119.975	HAIKOU Tower 118.55	*Ground South 121.65
LOC IPP 108.5	Final Apch Crs 272 [^]	D6.0 IPP 1970' (1905')	ILS DA(H) 265' (200')	Apt Elev 74' Rwy 65'	2000
MISSED APCH: Climb STRAIGHT AHEAD to 790', then turn LEFT to HK412 at 2960', along track 092 [^] to HK5-6 (MAX 205 KT), join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA ARP	

FT/METER CONVERSION QNH

10830' - 3300m
9850' - 3000m
8860' - 2700m
2960' - 900m
1970' - 600m
1150' - 350m
790' - 240m



LOC (GS out)	IPP DME	3.0	4.0	5.0
	ALTITUDE	1020'	1340'	1660'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	790' ↑	HK412 ← LT
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743			
MAP at LMM									

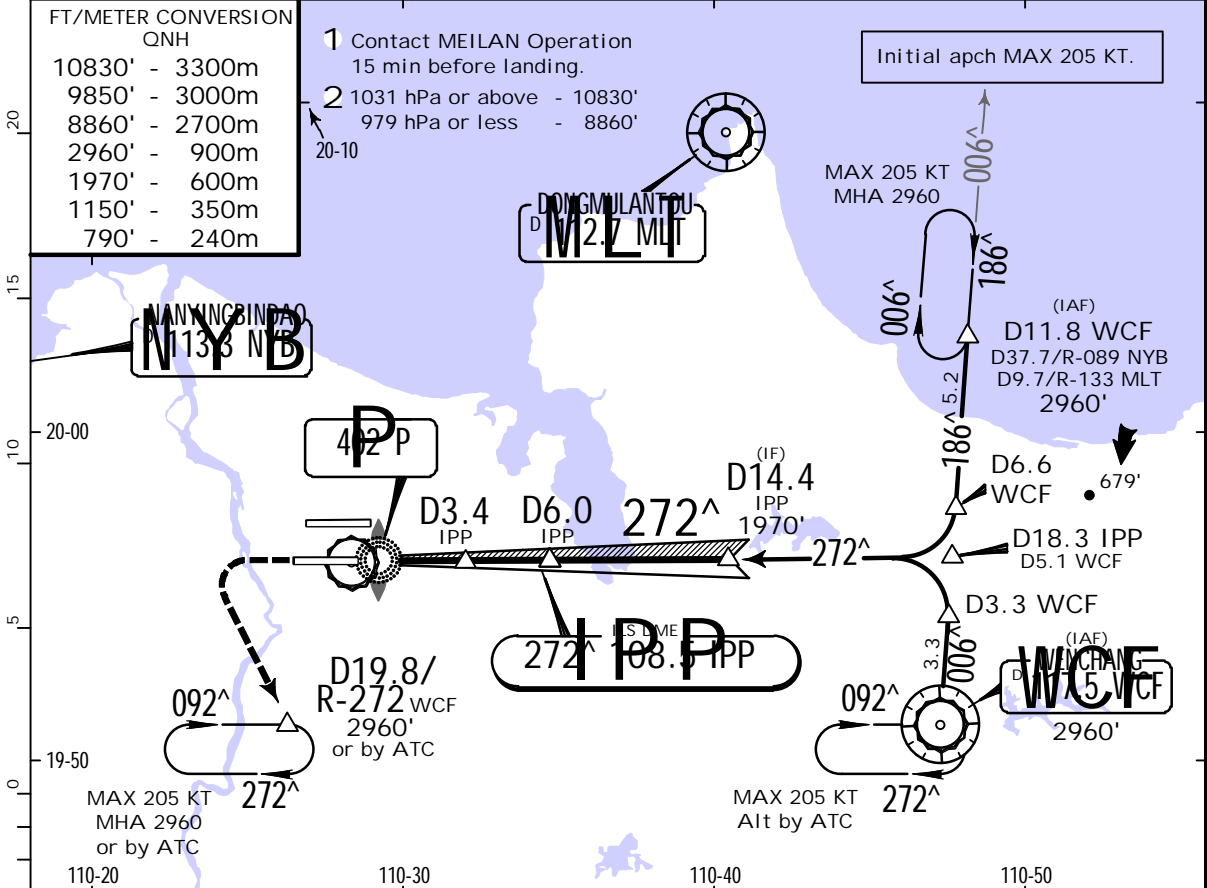
PANS OPS	STRAIGHT-IN LANDING RWY 27		LOC (GS out)		CIRCLE-TO-LAND	
	ILS DA(H) 265' (200')		CDFA MDA(H) 760' (695')		Max Kts	MDA(H) VIS
A	FULL		ALS out		100	780'(706') 3200m
B	RVR 550m 1		1200m		135	960'(886') 3600m
C	VIS 800m		3200m		180	960'(886') 4000m
D					205	960'(886') 4000m

ZJHK/HAK
MEILAN

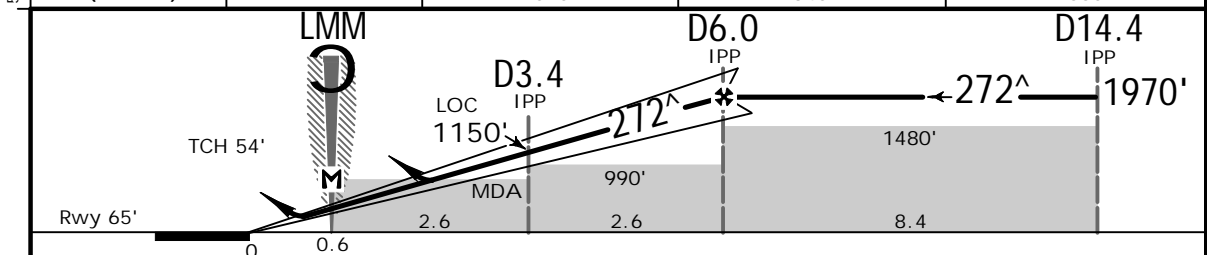
JEPPESSEN
28 OCT 22 (11-8) .Eff.2.Nov.1600Z.

HAIKOU, PR OF CHINA
ILS DME Y Rwy 27

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.55	*Ground South 121.65
LOC IPP 108.5	Final Apch Crs 272 [^]	D6.0 IPP 1970' (1905')	ILS DA(H) 265' (200')	Apt Elev 74' Rwy 65'	2000
MISSED APCH: Climb STRAIGHT AHEAD to 790', then turn LEFT (MAX 205 KT) to D19.8/R-272 WCF at 2960', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA MLT VOR	



LOC (GS out)	IPP DME	3.0	4.0	5.0
	ALTITUDE	1020'	1340'	1660'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	790'	205 KT MAX LT	D19.8/ R-272 WCF
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743				
MAP at LMM	Standard.									

PANS OPS	STRAIGHT-IN LANDING RWY 27			CIRCLE-TO-LAND		
	ILS			LOC (GS out)		
	DA(H) 265' (200')			CDFA 760' (695')		
	FULL ALS out			ALS out		
A				Max Kts		
B	RVR 550m 1			MDA(H) 780'(706')		
C	VIS 800m			VIS 3200m		
D				100 135 180 205		
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.						

ZJHK/HAK
MEILAN

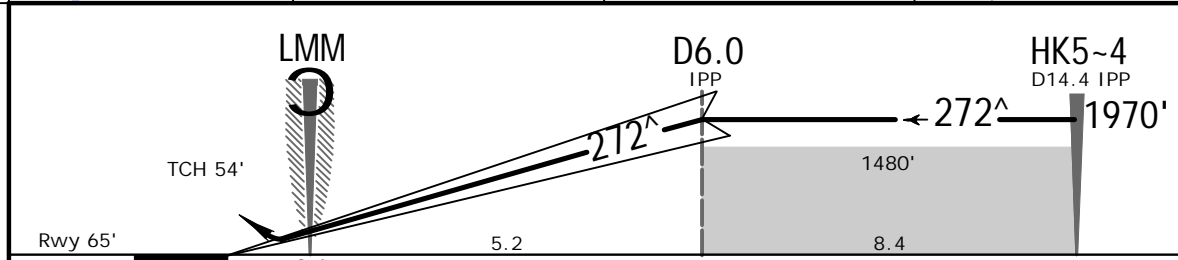
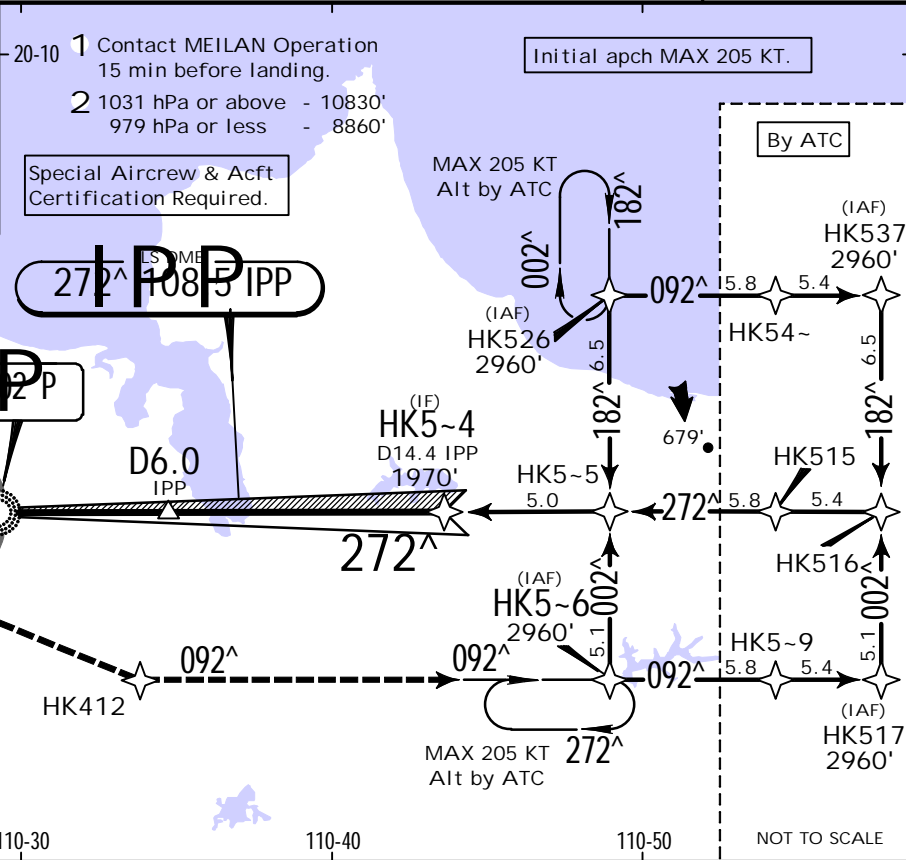
JEPPESEN
28 OCT 22 (11-8A) .Eff.2.Nov.1600Z.

HAIKOU, PR OF CHINA
SA CAT I RNAV
ILS DME Z Rwy 27

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.55	*Ground South 121.65
LOC IPP 108.5	Final Apch Crs 272 [^]	D6.0 IPP 1970' (1905')	SA CAT I ILS RA 154 ^h DA(H) 215' (150')	Apt Elev 74' Rwy 65'	2000
MISSED APCH: Climb STRAIGHT AHEAD to 790', then turn LEFT to HK412 at 2960', along track 092 [^] to HK5-6 (MAX 205 KT), join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA ARP	

FT/METER CONVERSION
QNH

10830' - 3300m
9850' - 3000m
8860' - 2700m
2960' - 900m
1970' - 600m
790' - 240m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	790' ↑	HK412 ←
Gs	3.00 [^]	372	478	531	637	743			

.Standard. STRAIGHT-IN LANDING RWY 27
SA CAT I ILS 1

RA 154'
DA(H) 215' (150')

RVR 450m

1 HUD required.

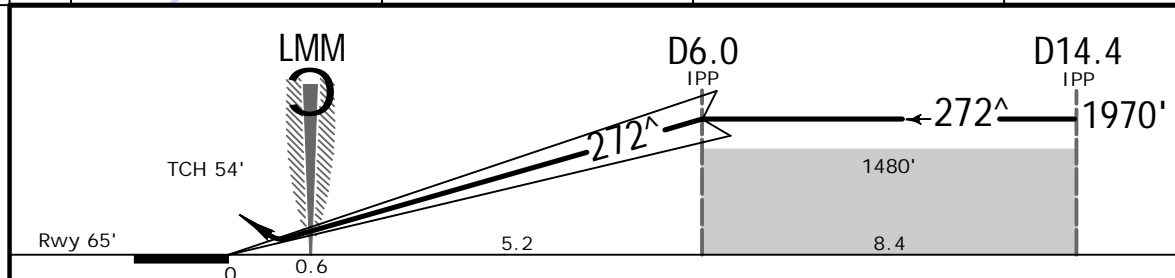
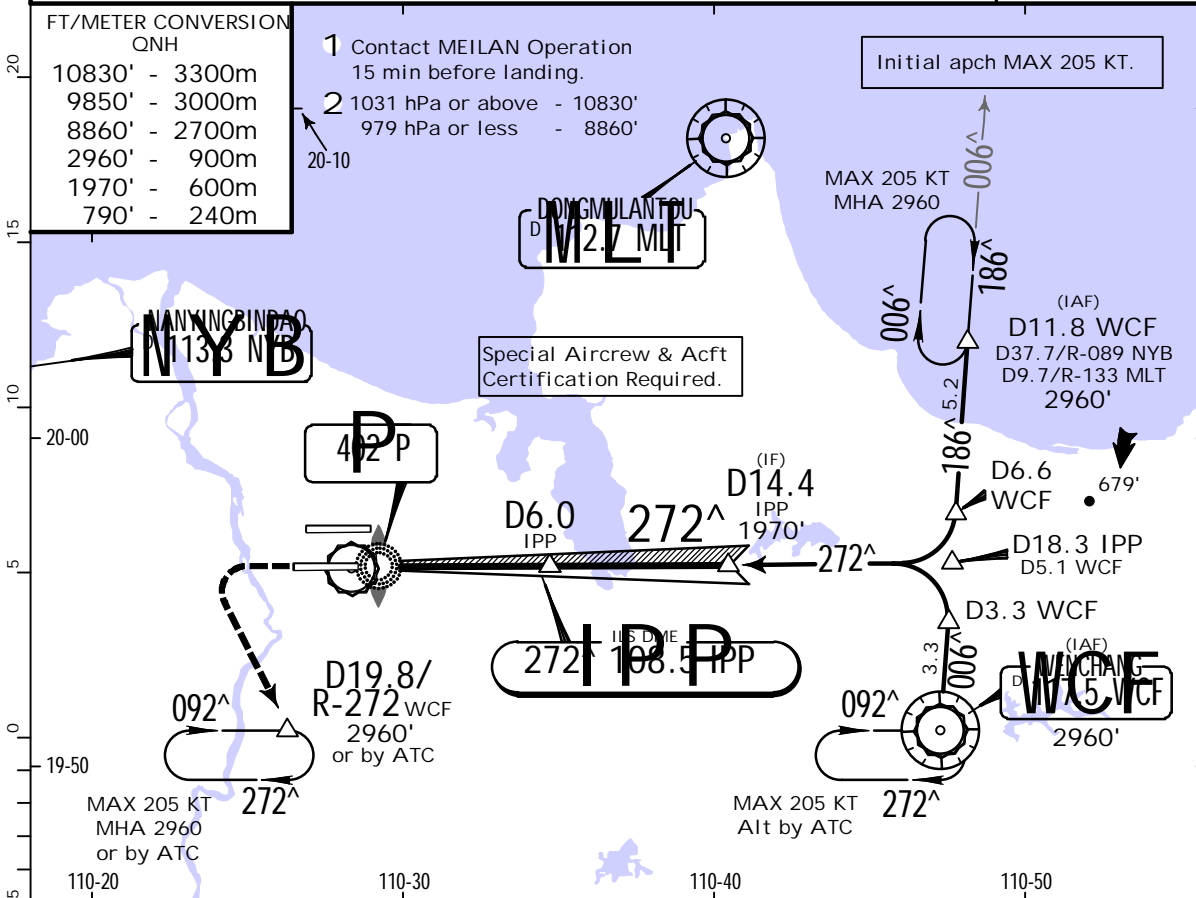
ZJHK/HAK
MEILAN

28 OCT 22
Eff. 2 Nov. 1600Z

JEPPESSEN
11-8B

HAIKOU, PR OF CHINA
SA CAT I ILS DME Y Rwy 27

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15 *AP02 119.975		HAIKOU Tower 118.55	*Ground South 121.65
LOC IPP 108.5	Final Apch Crs 272 [^]	D6.0 IPP 1970' (1905')	SA CAT I ILS RA 154' DA(H) 215' (150')	Apt Elev 74' Rwy 65'	2000
MISSED APCH: Climb STRAIGHT AHEAD to 790', then turn LEFT (MAX 205 KT) to D19.8/R-272 WCF at 2960', join holding, or as directed.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA MLT VOR



Gnd speed-Kts	70	90	100	120	140	160	HI ALS PAPI	790' ↑	205 KT MAX LT	D19.8/ R-272 WCF
GS	3.00 [^]	372	478	531	637	743				

.Standard. STRAIGHT-IN LANDING RWY 27 SA CAT I ILS 1

RA 154'
DA(H) 215' (150')

RVR 450m

PANS OPS

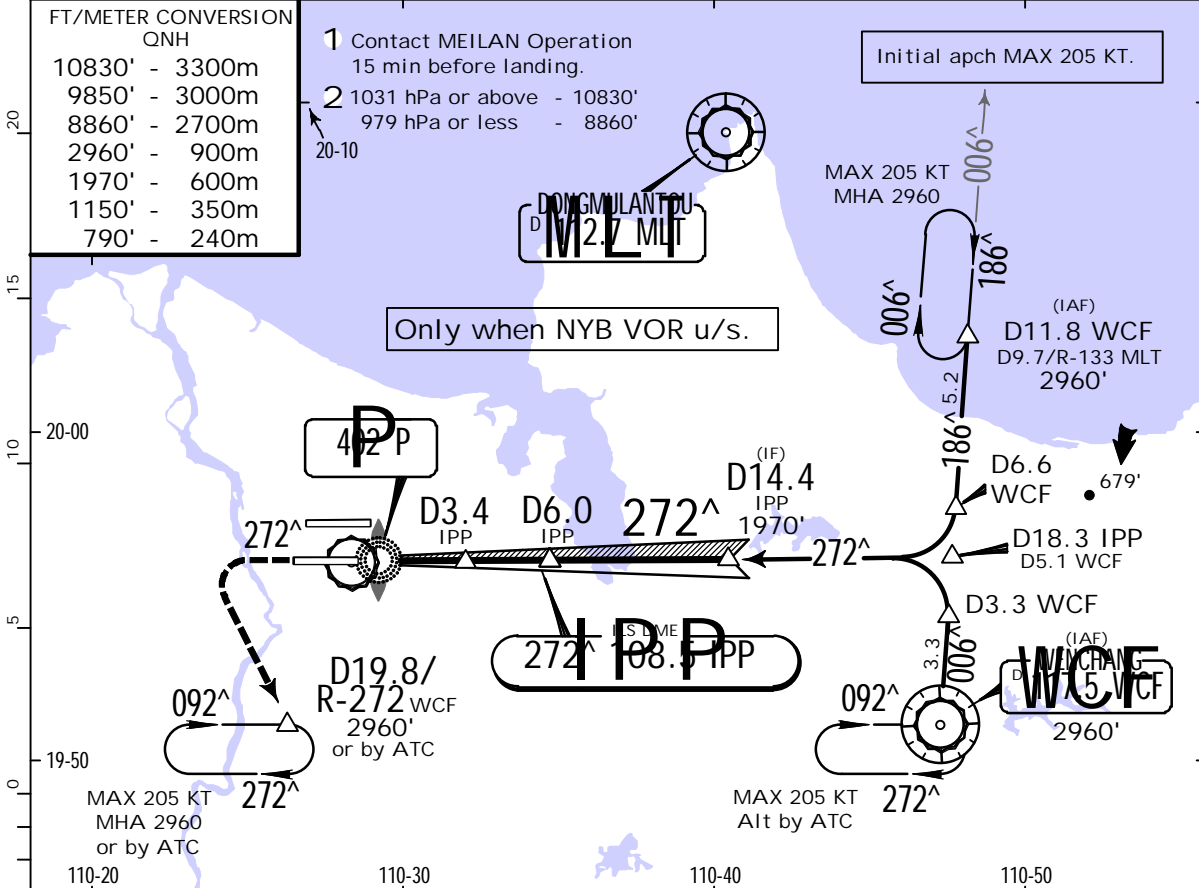
1 HUD required.

ZJHK/HAK
MEILAN

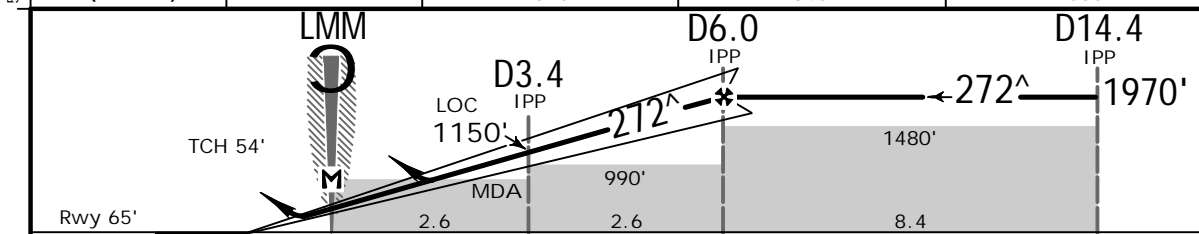
JEPPESSEN
28 OCT 22 (11-9) .Eff.2.Nov.1600Z.

HAIKOU, PR OF CHINA
ILS DME X Rwy 27

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.55	*Ground South 121.65
LOC IPP 108.5	Final Apch Crs 272 [^]	D6.0 IPP 1970' (1905')	ILS DA(H) 265' (200')	Apt Elev 74' Rwy 65'	2000
MISSED APCH: Climb STRAIGHT AHEAD to 790', then turn LEFT (MAX 205 KT) to D19.8/R-272 WCF at 2960', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA MLT VOR	



LOC (GS out)	IPP DME	3.0	4.0	5.0
	ALTITUDE	1020'	1340'	1660'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	790'	205 KT MAX LT	D19.8/ R-272 WCF
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743				
MAP at LMM	Standard.									

PANS OPS	STRAIGHT-IN LANDING RWY 27			LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) 265' (200')		MDA(H) 760' (695')		CDFA		
A	FULL		ALS out		ALS out		Max Kts
B	RVR 550m 1		1200m		3200m		100
C	VIS 800m						135
D							180
							205
							MDA(H)
							780'(706')
							960'(886')
							960'(886')
							3200m
							3600m
							4000m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: New procedure. | JEPPESSEN, 2022. ALL RIGHTS RESERVED.

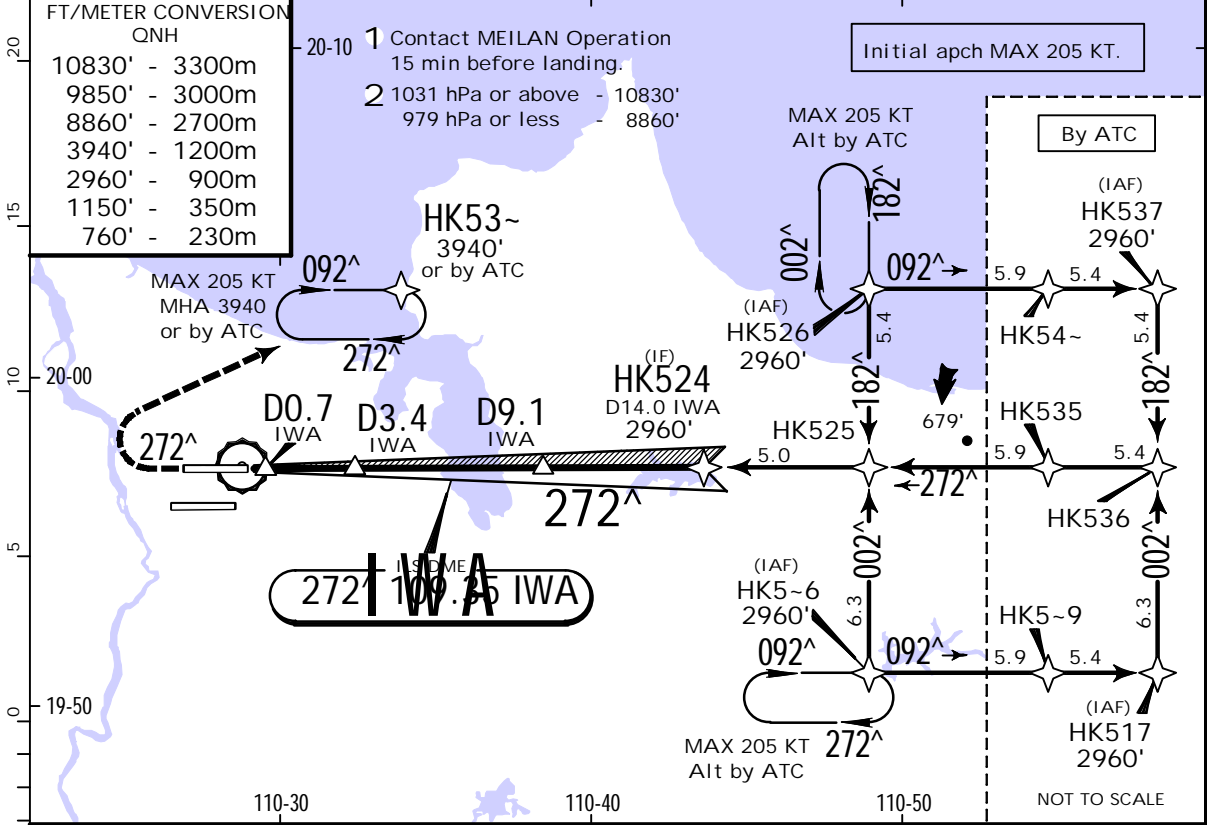
ZJHK/HAK
MEILAN

28 OCT 22
Eff. 2.Nov.1600Z.

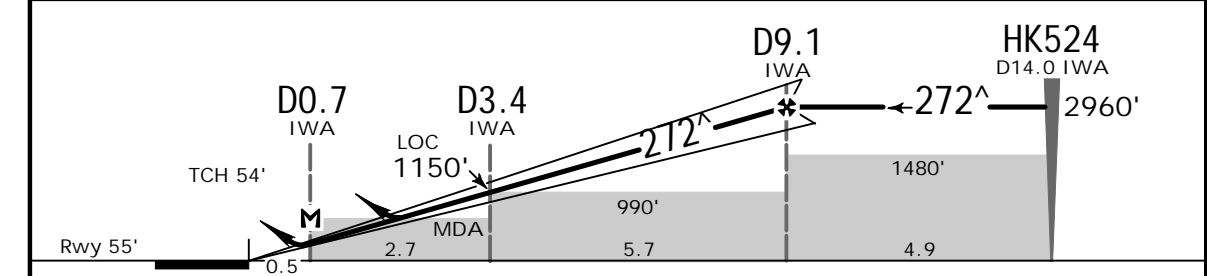
JEPPESEN
(11-10)

HAIKOU, PR OF CHINA
RNAV ILS DME Z Rwy 28

*D-ATIS Arrival 127.65		*MEILAN Operation 131.725 1 130.8		HAIKOU Approach (R) AP01 119.15 *AP02 119.975		HAIKOU Tower 118.225	*Ground North 121.55
LOC IWA 109.35	Final Apch Crs 272 [^]	D9.1 IWA 2960' (2905')	ILS DA(H) 255' (200')	Apt Elev 74' Rwy 55'		2000	
MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn RIGHT (MAX 205 KT) to HK53~ at 3940', join holding, or as directed.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL 118		Trans alt: 9850' 2	
MSA ARP							



LOC (GS out)	IWA DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	1020'	1340'	1660'	1970'	2290'	2610'	2930'



Gnd speed-Kts	70	90	100	120	140	160		760'	HK53~	MAX 205 KT
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	849				
MAP at D0.7 IWA										

PANS OPS	Standard. STRAIGHT-IN LANDING RWY 28		LOC (GS out) CDFA		CIRCLE-TO-LAND	
	ILS DA(H) 255' (200')		MDA(H) 760' (705')		Max Kts	
	FULL ALS out		ALS out		MDA(H) vis	
	A				100	780'(706') 3200m
B				135	960'(886') 3600m	
C	RVR 550m 1 VIS 800m	1200m	3200m	180	960'(886') 4000m	
D				205	960'(886') 4000m	

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Reindexed. | JEPPESEN, 2021, 2022. ALL RIGHTS RESERVED.

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28 OCT 22
Eff. 2 Nov. 1600Z

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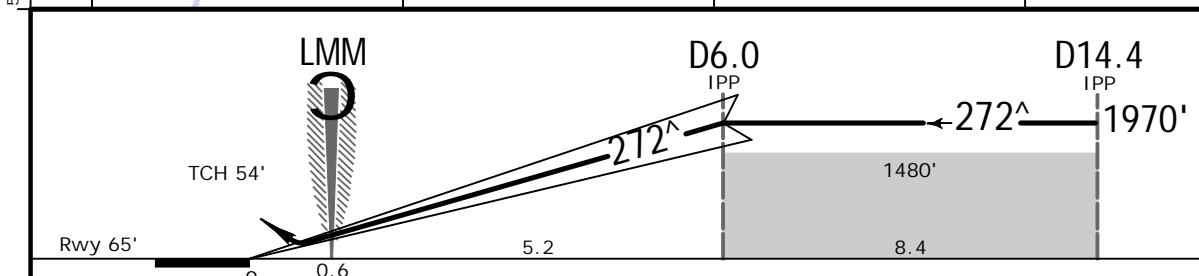
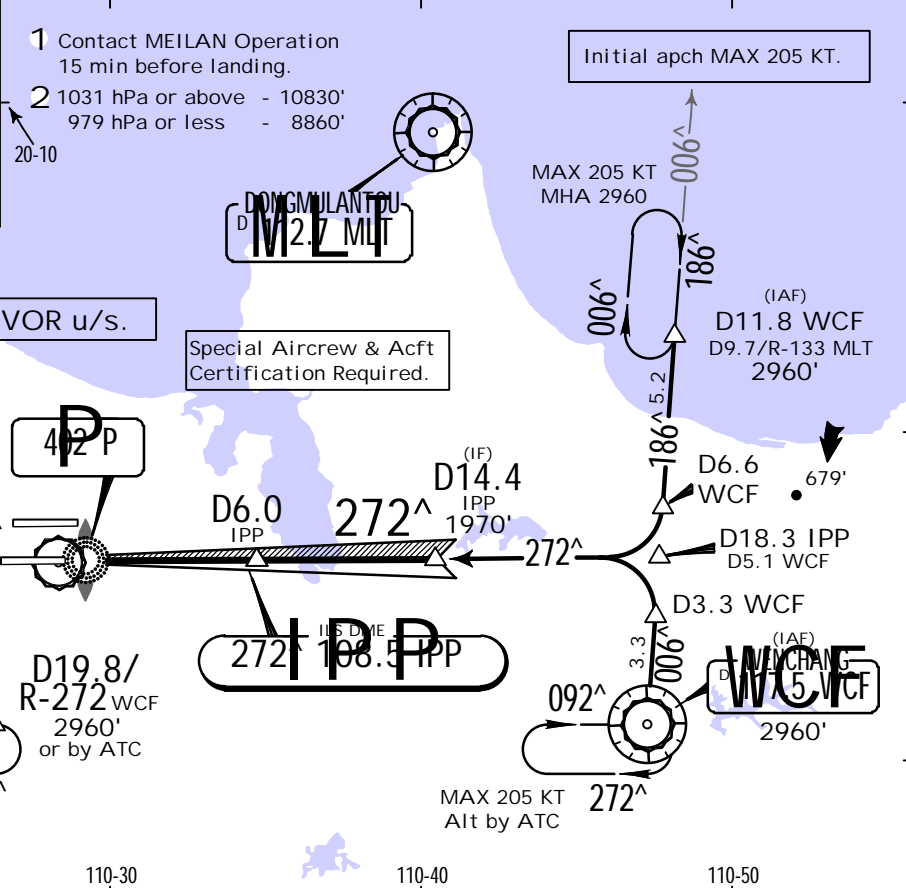
HAIKOU, PR OF CHINA
SA CAT I ILS DME X Rwy 27

(11-10AA)

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15 *AP02 119.975		HAIKOU Tower 118.55	*Ground South 121.65
LOC IPP 108.5	Final Apch Crs 272 [^]	D6.0 IPP 1970' (1905')	SA CAT I ILS RA 154' DA(H) 215' (150')	Apt Elev 74' Rwy 65'	2000
MISSED APCH: Climb STRAIGHT AHEAD to 790', then turn LEFT (MAX 205 KT) to D19.8/R-272 WCF at 2960', join holding, or as directed.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA MLT VOR

FT/METER CONVERSION
QNH

10830' - 3300m
9850' - 3000m
8860' - 2700m
2960' - 900m
1970' - 600m
790' - 240m



Gnd speed-Kts	70	90	100	120	140	160		790' ↑ 205 KT MAX LT D19.8/R-272 WCF
GS	3.00 [^]	372	478	531	637	743		

.Standard. STRAIGHT-IN LANDING RWY 27
SA CAT I ILS 1

RA 154'
DA(H) 215' (150')

RVR 450m

1 HUD required.

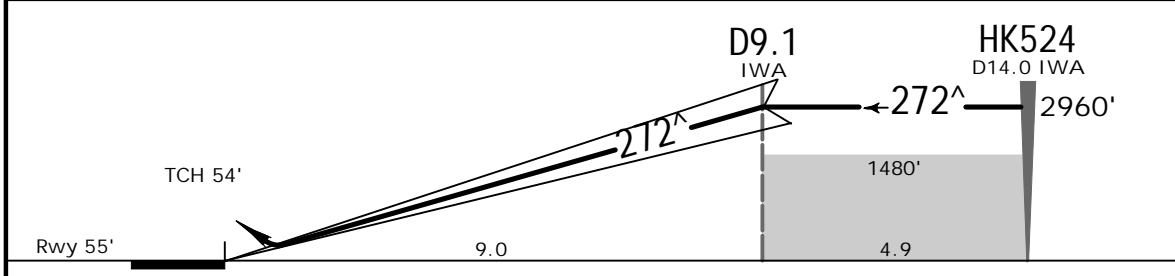
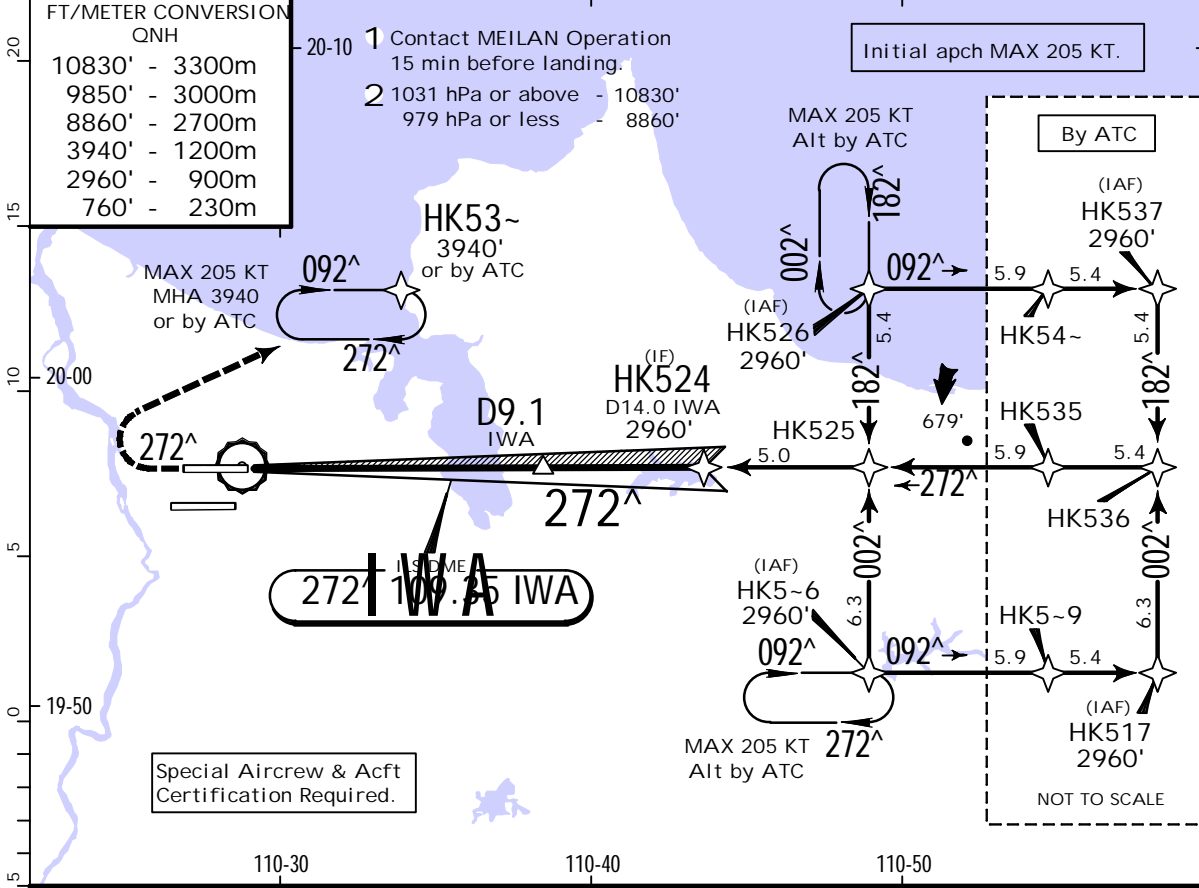
ZJHK/HAK
MEILAN

28 OCT 22
Eff. 2. Nov. 1600Z.

JEPPESEN
11-10BB

HAIKOU, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 28

*D-ATIS Arrival 127.65		*MEILAN Operation 131.725 1 130.8		HAIKOU Approach (R) AP01 119.15 *AP02 119.975		HAIKOU Tower 118.225	*Ground North 121.55
LOC IWA 109.35	Final Apch Crs 272^	D9.1 IWA 2960' (2905')	SA CAT I ILS RA 148' DA(H) 205' (150')		Apt Elev 74' Rwy 55'	2000	
MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn RIGHT (MAX 205 KT) to HK53~ at 3940', join holding, or as directed.							MSA ARP
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118		Trans alt: 9850' 2			



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	760'	HK53~	MAX 205 KT
GS	3.00^	372	478	531	637	849		↑	RT	

.Standard. STRAIGHT-IN LANDING RWY 28
SA CAT I ILS 1
RA 148'
DA(H) 205' (150')

RVR 450m
1 HUD required.

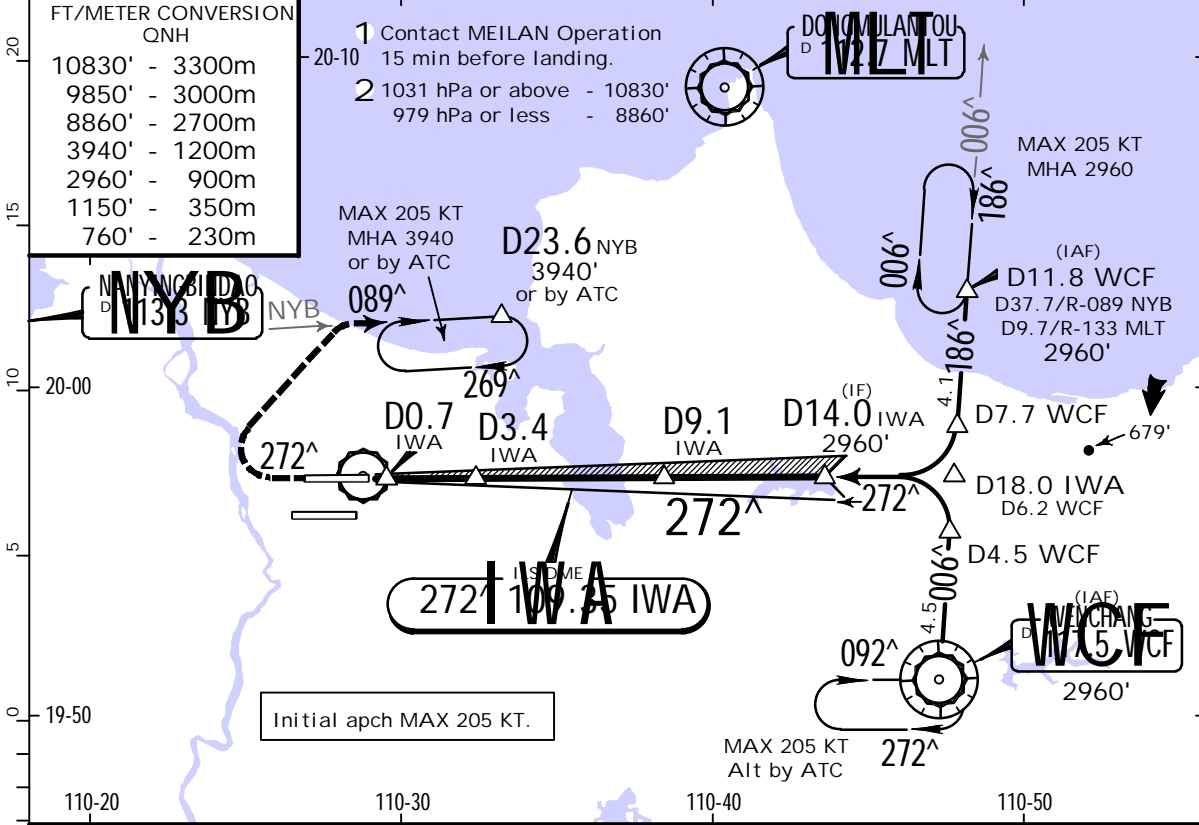
PANS OPS

ZJHK/HAK
MEILAN

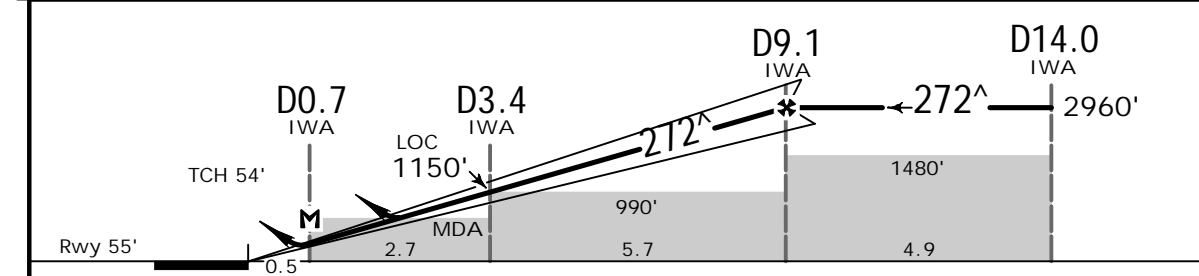
28 OCT 22
Eff. 2. Nov. 1600Z. (11-11)

HAIKOU, PR OF CHINA
ILS DME Y Rwy 28

*D-ATIS Arrival 127.65		*MEILAN Operation 131.725 1 130.8		HAIKOU Approach (R) AP01 119.15 *AP02 119.975		HAIKOU Tower 118.225	*Ground North 121.55
LOC IWA 109.35	Final Apch Crs 272 [^]	D9.1 IWA 2960' (2905')		ILS DA(H) 255' (200')		Apt Elev 74' Rwy 55'	2000
MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn RIGHT (MAX 205 KT) to intercept R-089 NYB and fly to D23.6 NYB at 3940', join holding, or as directed.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL 118		Trans alt: 9850' 2	



LOC (GS out)	IWA DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	1020'	1340'	1660'	1970'	2290'	2610'	2930'



Gnd speed-Kts	70	90	100	120	140	160	HI ALS PAPI 760' RT MAX 205 KT
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743	
MAP at D0.7 IWA							

PANS OPS	Standard.		STRAIGHT-IN LANDING RWY 28		LOC (GS out)		CIRCLE-TO-LAND		
	ILS		DA(H) 255' (200')		CDFA 760' (705')		Max Kts		
	FULL		ALS out		ALS out		MDA(H) vis		
	A							100	
B	RVR 550m 1		1200m		3200m		135		
C	VIS 800m						180		
D							205		
								780'(706') 3200m	
								960'(886') 3600m	
								960'(886') 4000m	

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Reindexed. | JEPPESEN, 2021, 2022. ALL RIGHTS RESERVED.

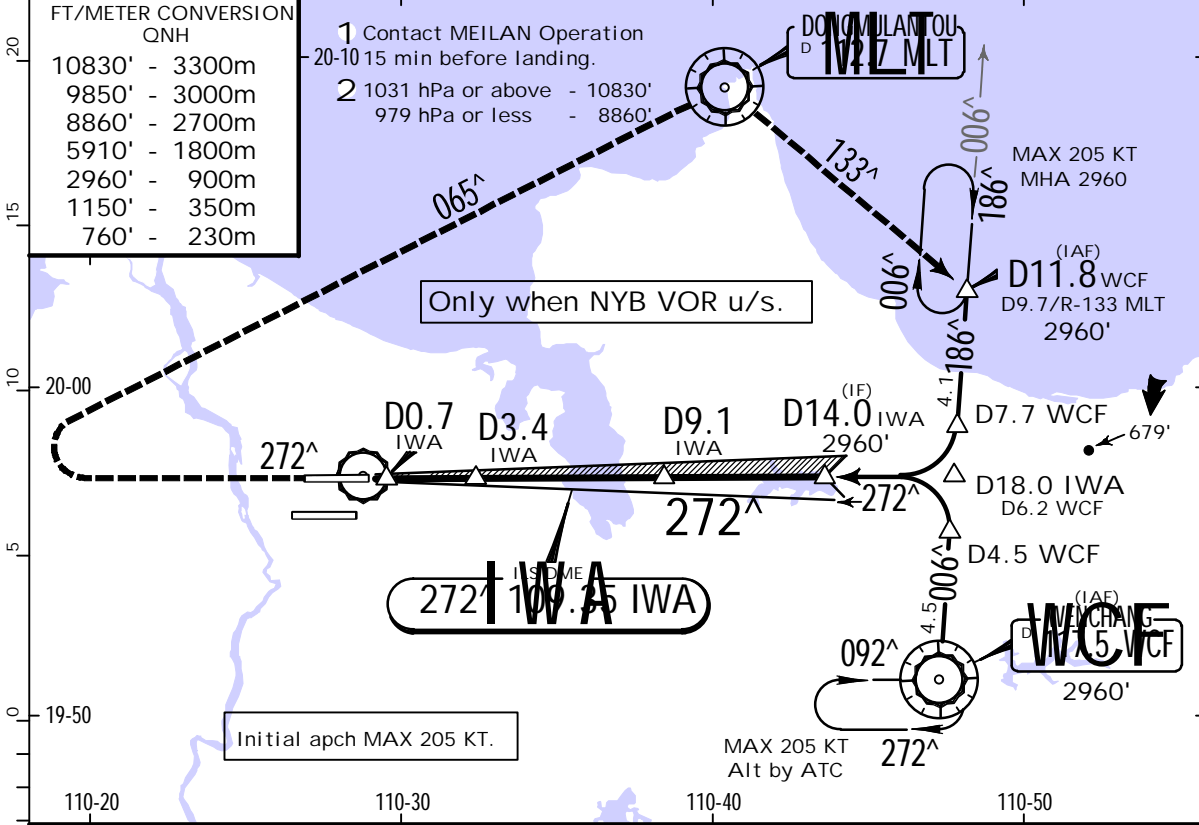
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MEILAN

28 OCT 22
Eff. 2 Nov. 1600Z.

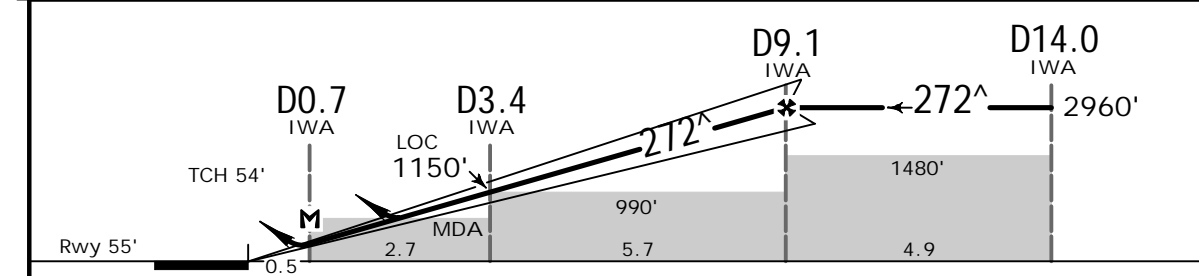
JEPPESEN
11-12

HAIKOU, PR OF CHINA
ILS DME X Rwy 28

*D-ATIS Arrival 127.65		*MEILAN Operation 131.725 1 130.8		HAIKOU Approach (R) AP01 119.15 *AP02 119.975		HAIKOU Tower 118.225	*Ground North 121.55
LOC IWA 109.35	Final Apch Crs 272 [^]	D9.1 IWA 2960' (2905')		ILS DA(H) 255' (200')		Apt Elev 74' Rwy 55'	2000
MISSED APCH: Climb STRAIGHT AHEAD to 760', turn RIGHT(MAX 205 KT) on 065 [^] to MLT VOR at 5910', then on 133 [^] to D9.7 MLT, join holding, or as directed.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL 118		Trans alt: 9850' 2	



LOC (GS out)	IWA DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	1020'	1340'	1660'	1970'	2290'	2610'	2930'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	760'	205 KT	065 [^]	MLT 112.7
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743	849	PAPI	↑	↘	
MAP at D0.7 IWA	MAP at D0.7 IWA										

PANS OPS	.Standard.				STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
	FULL		ALS out		LOC (GS out) CDFA		ALS out		Max Kts	MDA(H)	vis	
A					255' (200')		760' (705')		100	780'(706') 3200m		
B	RVR 550m 1		1200m		3200m				135	960'(886') 3600m		
C	VIS 800m								180	960'(886') 3600m		
D									205	960'(886') 4000m		

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: New procedure. | JEPPESEN, 2022. ALL RIGHTS RESERVED.

ZJHK/HAK
MEILAN

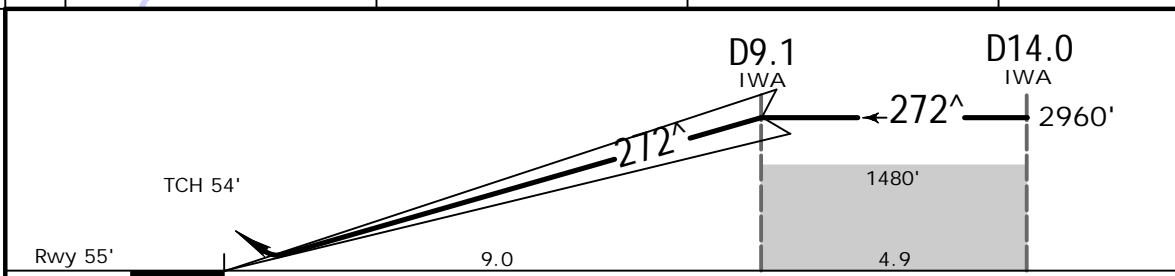
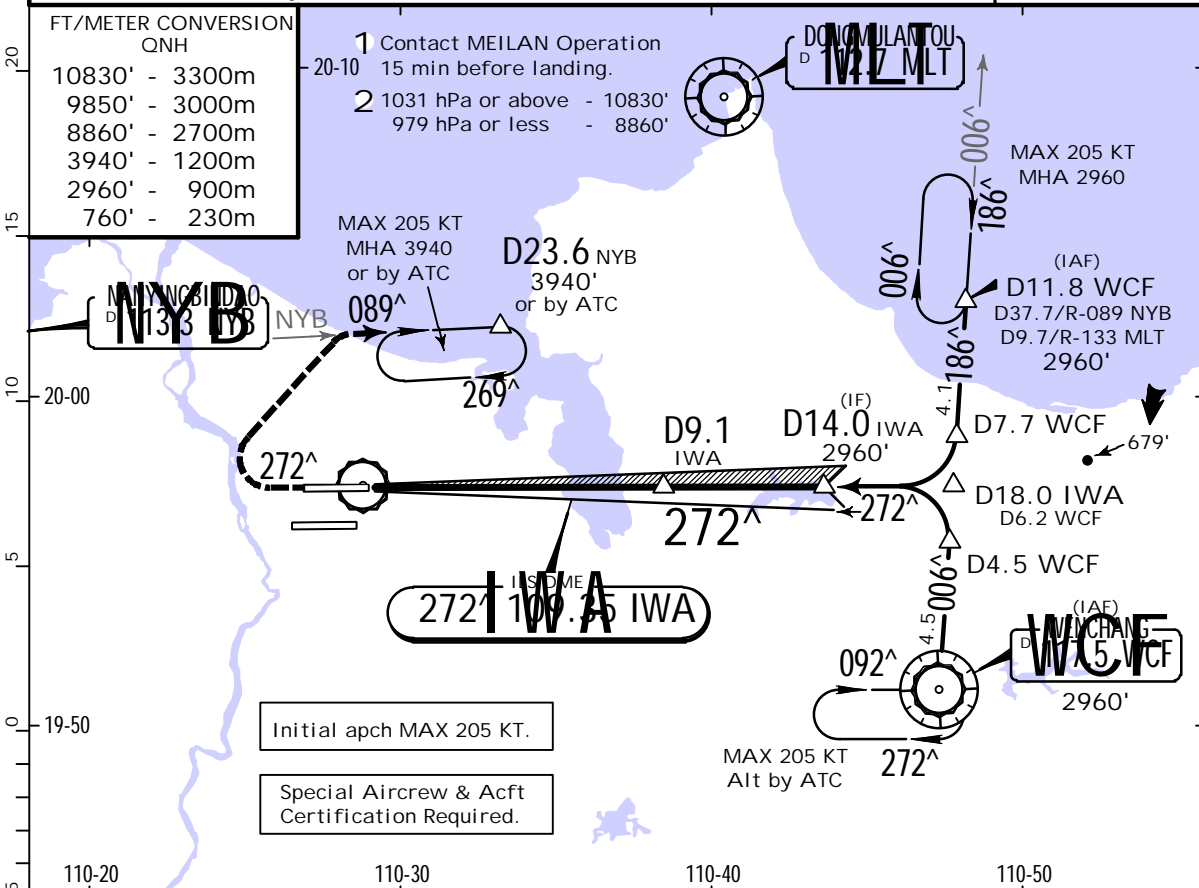
28 OCT 22
Eff. 2.Nov.1600Z.

JEPPESEN

HAIKOU, PR OF CHINA
SA CAT I ILS DME Y Rwy 28

11-12AA

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IWA 109.35	Final Apch Crs 272 [^]	D9.1 IWA 2960' (2905')	SA CAT I ILS RA 148' DA(H) 205' (150')	Apt Elev 74' Rwy 55'	2000
MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn RIGHT (MAX 205 KT) to intercept R-089 NYB and fly to D23.6 NYB at 3940', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA MLT VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	760' ↑	RT	MAX 205 KT
GS	3.00 [^]	372	478	531	637	849				

.Standard.
STRAIGHT-IN LANDING RWY 28
SA CAT I ILS 1
RA 148'
DA(H) 205' (150')

RVR 450m

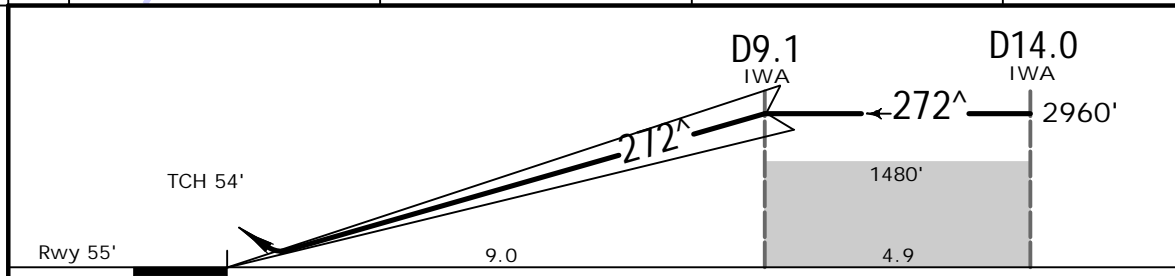
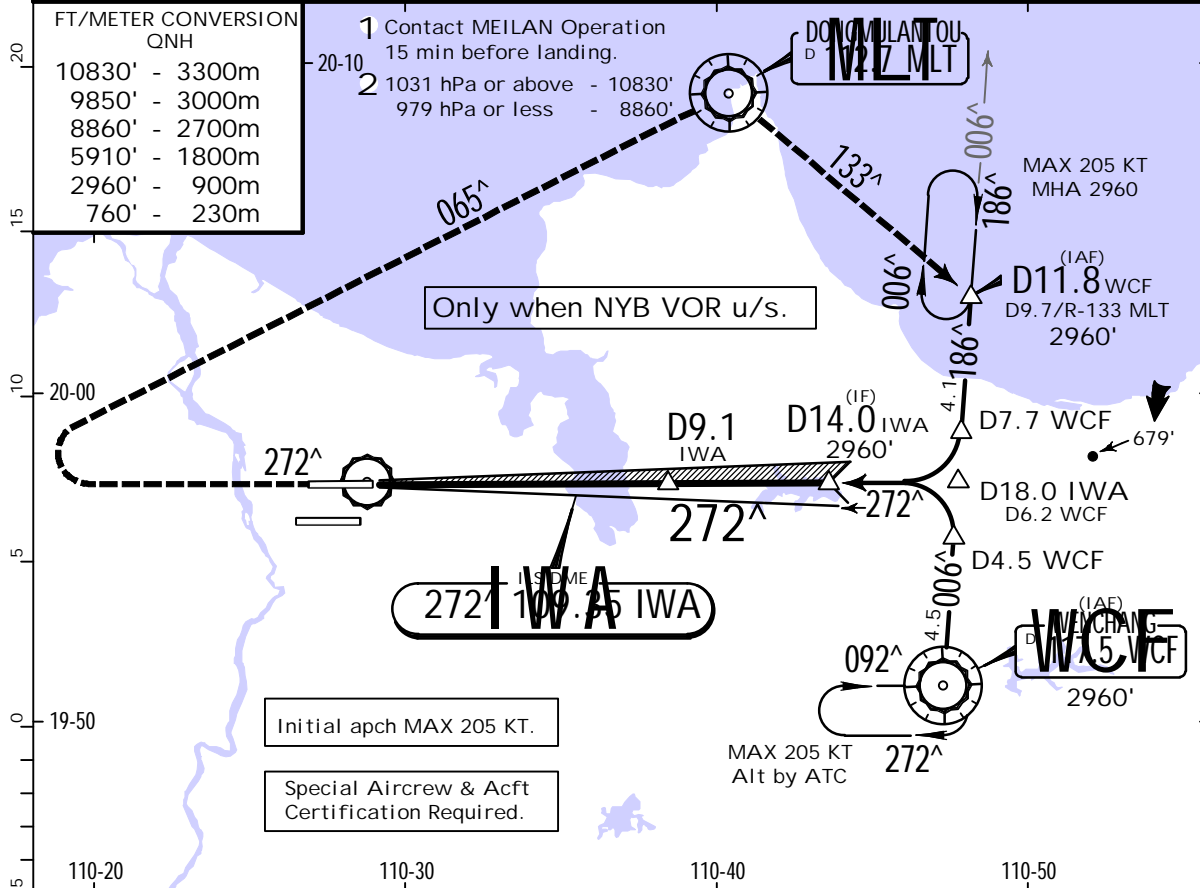
ZJHK/HAK
MEILAN

28 OCT 22
.Eff.2.Nov.1600Z

JEPPESEN
11-12BB

HAIKOU, PR OF CHINA
SA CAT I ILS DME X Rwy 28

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 1 130.8	HAIKOU Approach (R) AP01 119.15	HAIKOU Tower 118.225	*Ground North 121.55
LOC IWA 109.35	Final Apch Crs 272 [^]	D9.1 IWA 2960' (2905')	SA CAT I ILS RA 148' DA(H) 205' (150')	Apt Elev 74' Rwy 55'
MISSED APCH: Climb STRAIGHT AHEAD to 760', turn RIGHT (MAX 205 KT) on 065 [^] to MLT VOR at 5910', then on 133 [^] to D9.7 MLT, join holding, or as directed.				2000
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA MLT VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	760'	205 KT MAX RT	065 [^]	MLT 112.7
GS	3.00 [^]	372	478	531	637	743					

.Standard.
STRAIGHT-IN LANDING RWY 28
SA CAT I ILS 1
RA 148'
DA(H) 205' (150')

RVR 450m

1 HUD required.

Chart changes since cycle 06-2023

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

HAIKOU, (MEILAN - ZJHK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZJHK

Chart Change Notices for Country CHN

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: 20210716

End Date: Until Further Notice

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