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Terminal Charts For VHHH

Revision Letter For Cycle 11-2024

Change Notices

Notebook

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: 2140 Z
Sunset: 1105 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: 128.200 Arrival Service

ATIS: 127.050 Departure Service

Hong Kong Tower: 118.200

Hong Kong Tower: 118.400

Hong Kong Tower: 118.700

Hong Kong Tower: 124.650 Secondary

Hong Kong Ground: 121.600

Hong Kong Ground: 121.925 Secondary

Hong Kong Ground: 122.125

Hong Kong Ground: 122.550

Hong Kong Ground: 121.875

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: 124.050 Secondary

Hong Kong Departure: 123.800

Hong Kong Departure: 122.000

Hong Kong Zone Terminal Area: 120.600

Hong Kong Information: 121.000 Flight Info Service RCO

Hong Kong Information: 122.075 Flight Info Service Secondary RCO

Hong Kong Direct (Approach Control Radar): 119.500

Hong Kong Zone Terminal Area: 122.075 Secondary

Hong Kong Direct (Approach Control Radar): 119.350 Secondary

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AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS Arrival 128.2
D-ATIS Departure 127.05

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NOISE MITIGATING MEASURES

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

1.2.1.1. PREFERENTIAL USE OF RWYs 07L/R

As a noise mitigating measure between 2300-0700LT, 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 charge must maintain communication with cockpit personnel and be able to stop the engine run immediately if directed.

1.3. IN CASE OF UNSERVICABILITY OF ACFT OR GROUND EQUIPMENT

1.3.1. ARRIVALS

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.

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AIRPORT BRIEFING

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.

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-centerline parking positions of stands.

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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, 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/STARs

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.

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AIRPORT BRIEFING

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.

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

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

Gain and loss events can co-exist within the same RWY corridor, particularly for terrain-induced wind shear. The WTWS is designed to assign a higher priority to a Wind Shear Alert of wind loss 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.

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AIRPORT BRIEFING

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 RWYs 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.

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AIRPORT BRIEFING

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.

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AIRPORT BRIEFING

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.

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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).

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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 2X/1Z, PECAN 2X/1Z, RASSE 2X/1Z, SKATE 2X/1Z or VENGO 2X/1Z 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 taxi-lane ABEAM the adjacent parking stand, but where this would result in the ACFT entering a critical area, the push-back is extended to a tug stop point clear of the critical area. Stands 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.

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HONG KONG, PR OF CHINA

HONG KONG INTL

28 OCT 22

10-1P10

Eff 3 Nov

AIRPORT BRIEFING

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 South-east 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 RWYs 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.

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28 OCT 22

10-1P11

Eff 3 Nov

AIRPORT BRIEFING

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.

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28 OCT 22

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Eff 3 Nov

AIRPORT BRIEFING

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)”.

HONG KONG, PR OF CHINA

TERMINAL TRANSITION ROUTE

TERMINAL TRANSITION ROUTES
V512, V522, V591
TO ABBEY

V525, W29
TO BETTY - BY ATC

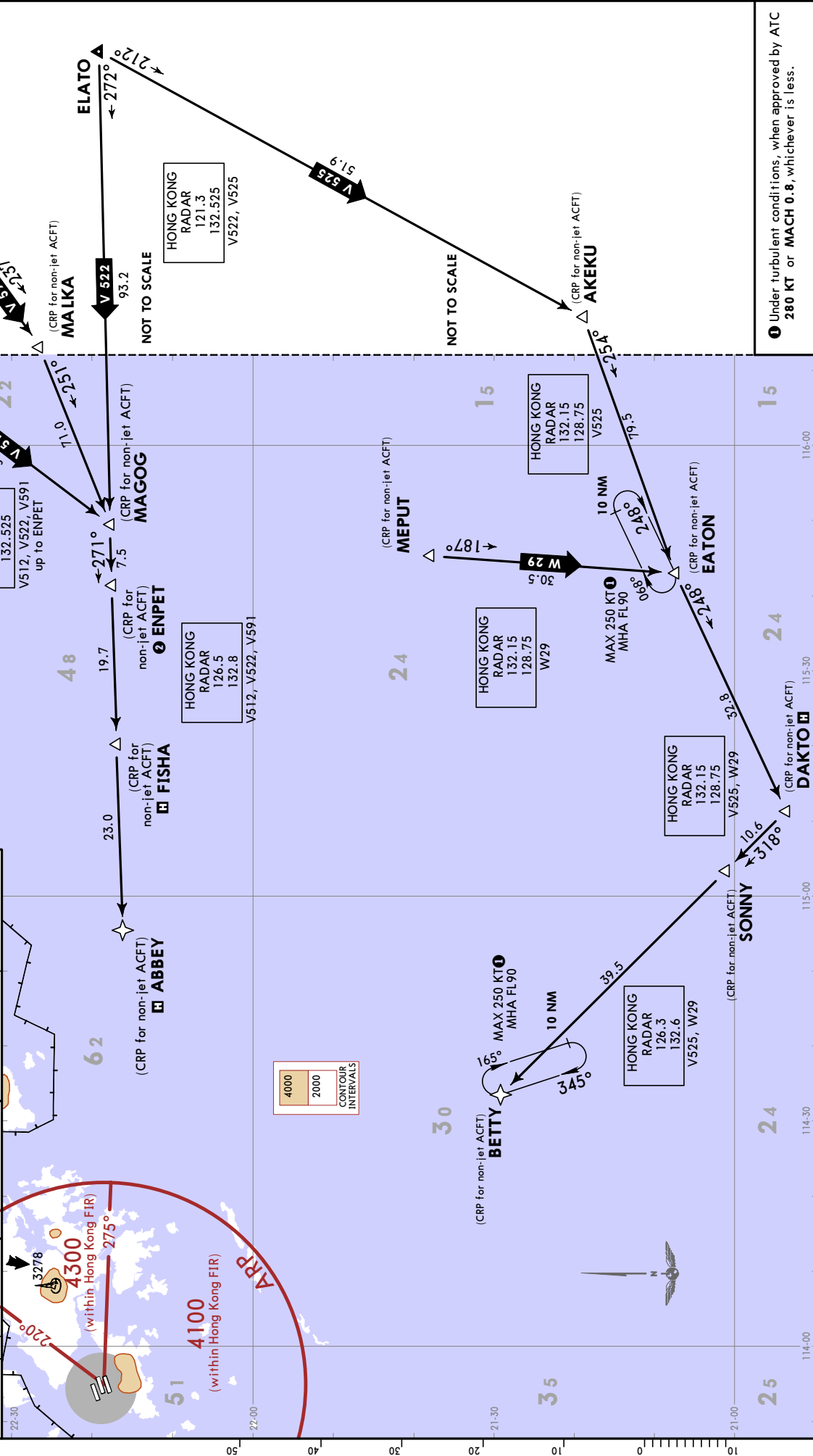
SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

DESCENT REQUIREMENTS

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

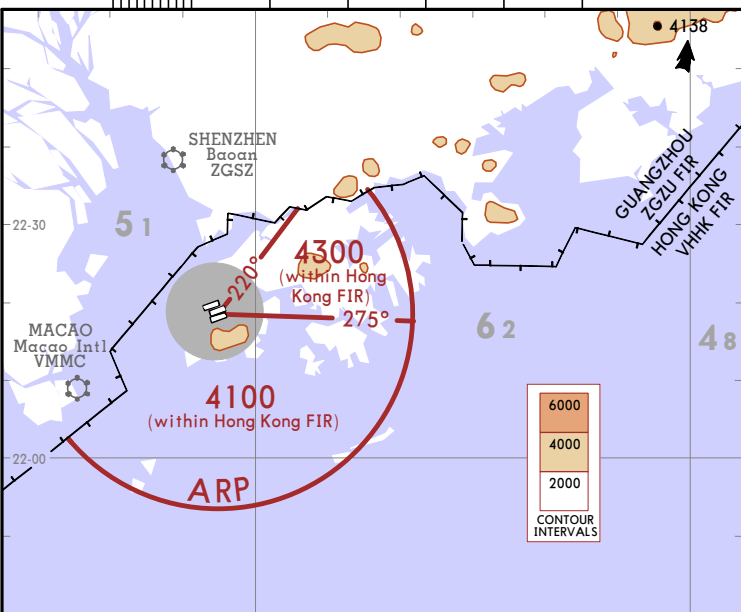
D-ATIS		Apt Elev		Alt Set: hPa		Trans level:	
128.2		28		980 hPa or above - FL110		979 hPa or below - by ATC	
ABBEY				DAKTO			
MAX FL250 MHA FL90				MAX FL250 MHA FL90			
091° 10 NM				091° 10 NM			
271°				271°			
138°				138°			
318°				318°			
MHA FL260				MHA FL260			
091° 10 NM				091° 10 NM			
271°				271°			
MHA FL90				MHA FL90			
091° 10 NM				091° 10 NM			
271°				271°			

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



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

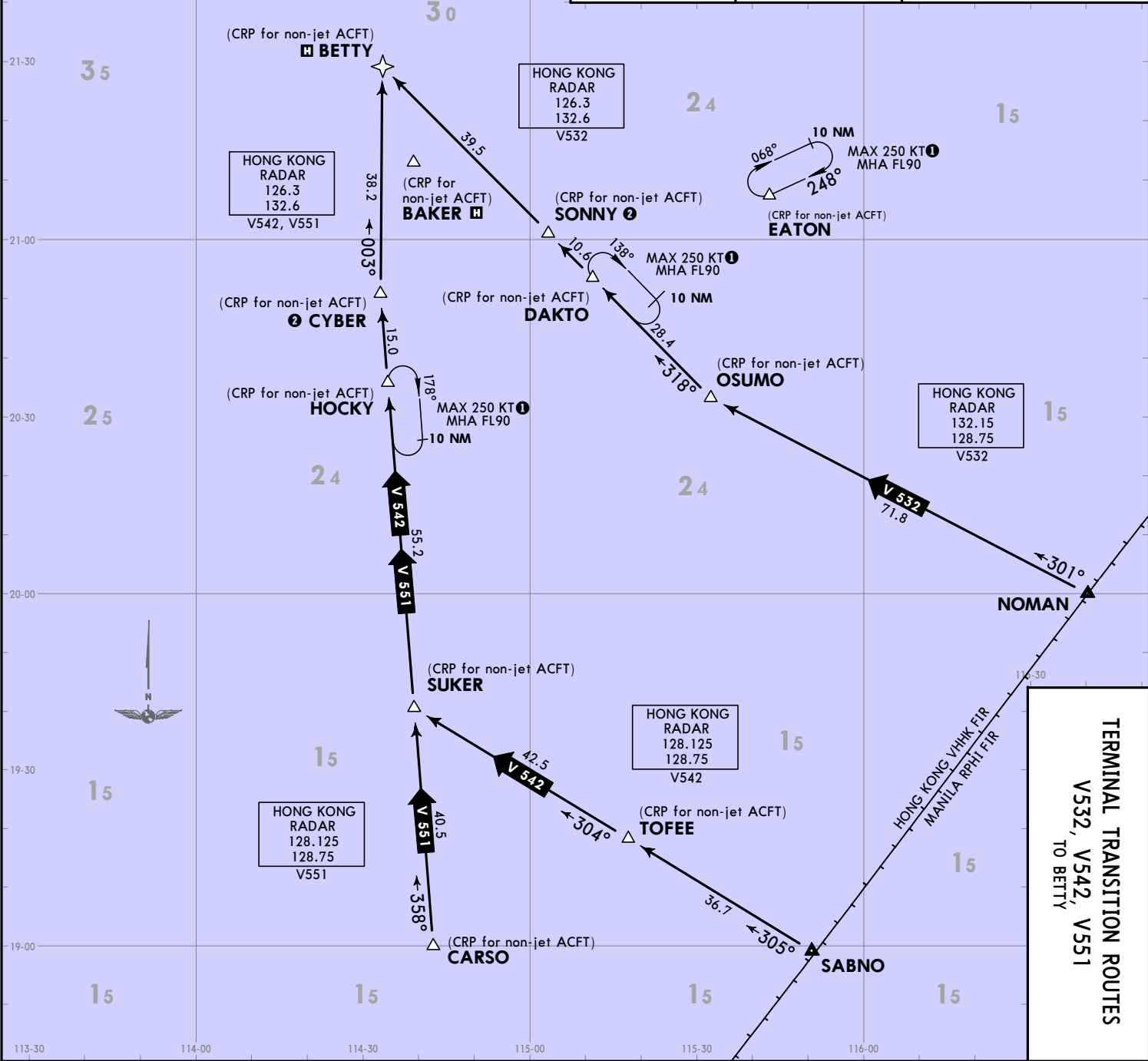
CHANGES: Reissue.



D-ATIS 128.2	Apt Elev 28	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC
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TERMINAL TRANSITION ROUTES
V532, V542, V551
TO BETTY
SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

<p>BAKER BETTY</p> <p>MAX 250 KT Under turbulent conditions, when approved by ATC 280 KT or MACH 0.8, whichever is less.</p> <p>MHA FL90 \curvearrowright 165° \curvearrowleft 345° 10 NM</p>	<p>1 Under turbulent conditions, when approved by ATC 280 KT or MACH 0.8, whichever is less.</p> <p>2 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.</p>
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VHHH/HKG
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 26 JAN 24 (10-2A)
 JEPPESEN
 HONG KONG, PR OF CHINA
 TERMINAL TRANSITION ROUTE

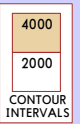
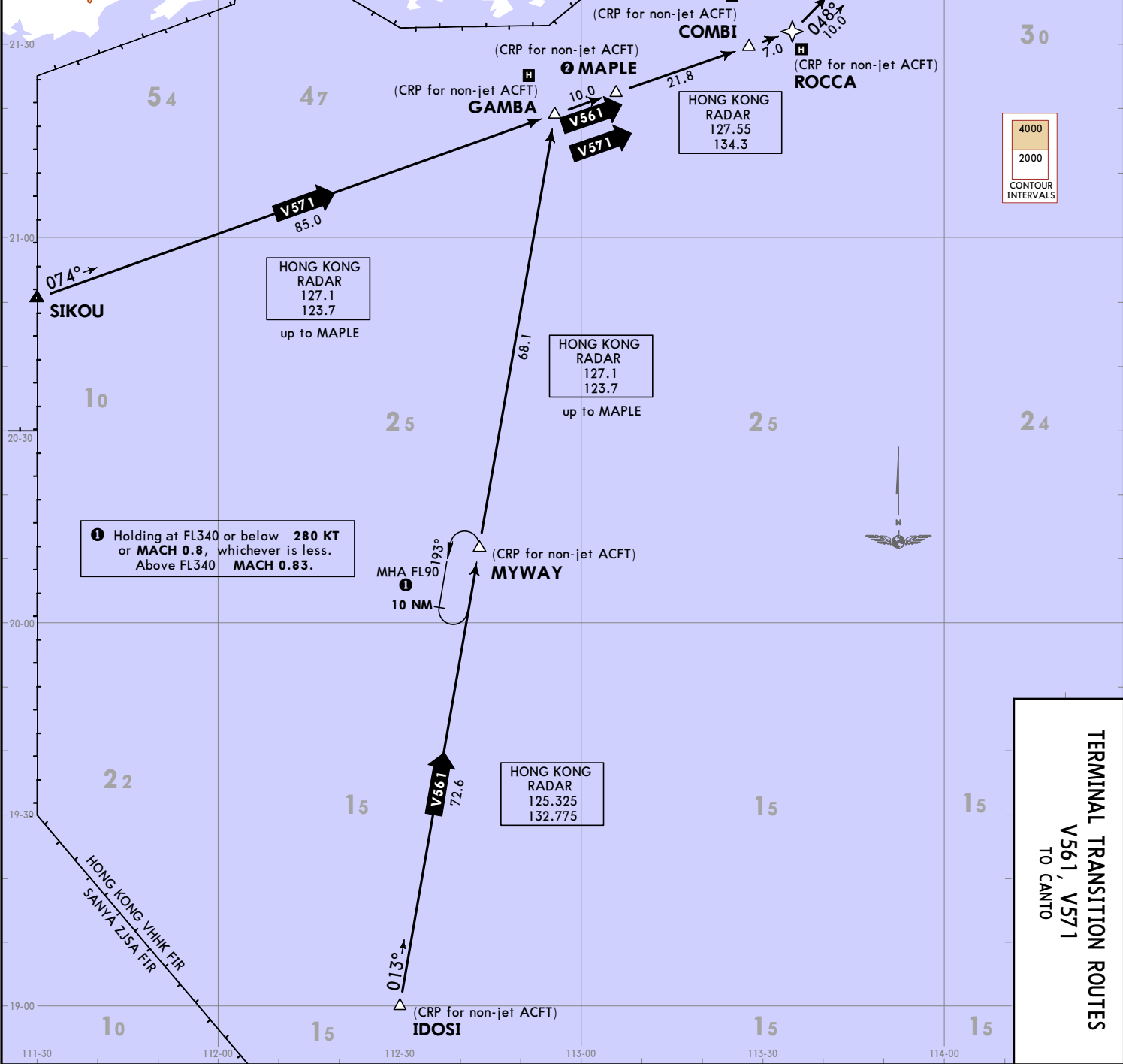
TERMINAL TRANSITION ROUTES
V532, V542, V551
TO BETTY

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D-ATIS 128.2	Apt Elev 28	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC
TERMINAL TRANSITION ROUTES V561, V571 TO CANTO		
SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED		

CANTO	COMBI & GAMBA MAX 250 KT	ROCCA
Under turbulent conditions, when approved by ATC 280 KT or MACH 0.8 , whichever is less.		

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

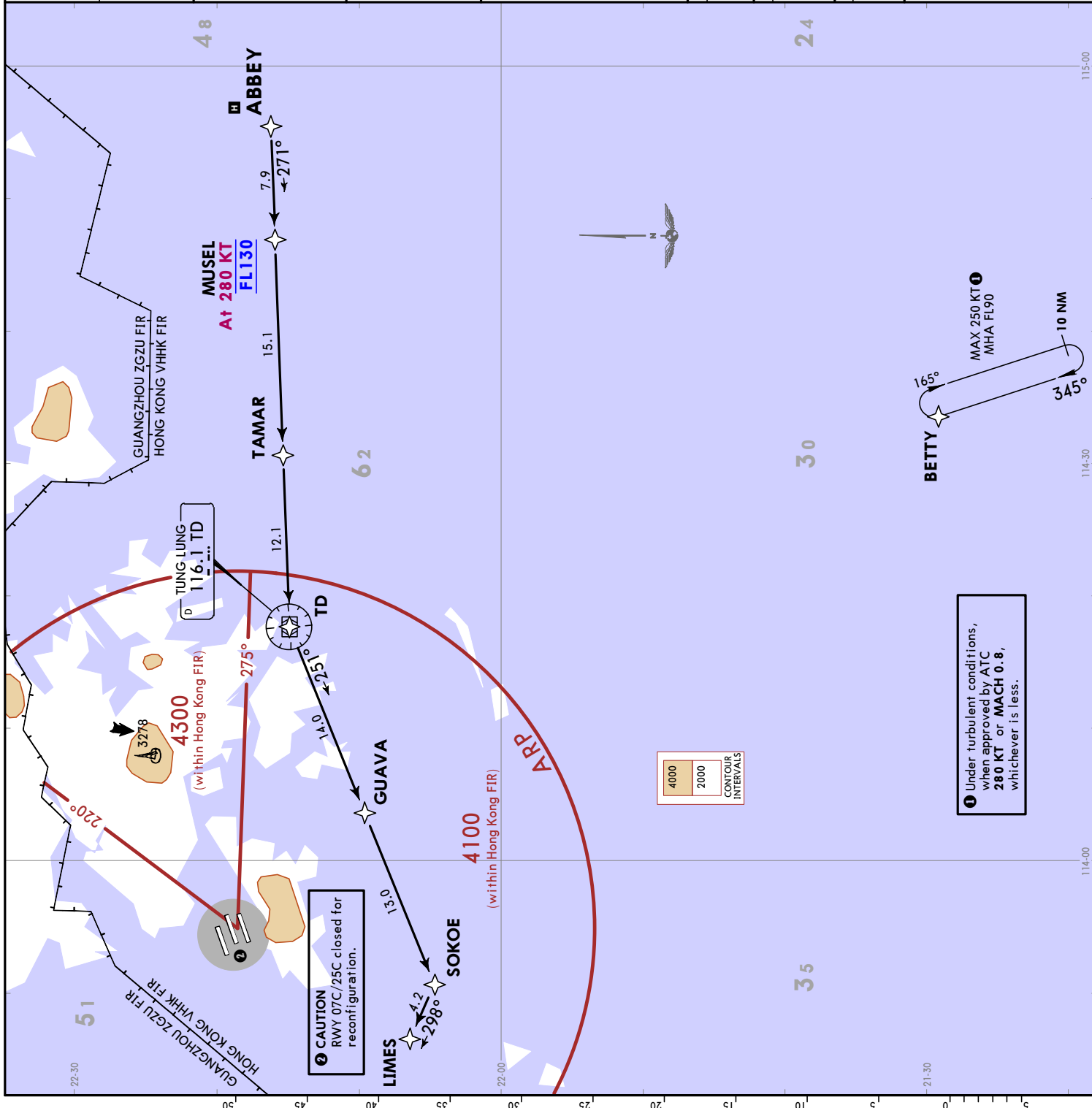


TERMINAL TRANSITION ROUTES
V561, V571
TO CANTO

VHHH/HKG
HONG KONG INTL
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JEPPESSEN
10-2B
HONG KONG, PR OF CHINA
TERMINAL TRANSITION ROUTE

HONG KONG, PR OF CHINA
RNAV STAR

VHHH/HKG
HONG KONG INTL
JEPPesen
 25 NOV 22
Eff 1 Dec 10-2D



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

LOST COMMS
 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.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

DESCENT REQUIREMENTS
 Cross MUSSEL 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 - MUSSEL (K280; FL130) - TAMAR - TD - VOR - GUAVA - SOKOE - LIMES. EXPECT ILS approach. Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE
 Direct to MUSSEL, 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 MUSSEL direct to TAMAR, then to TD INT, then direct to GUAVA, then to SOKOE, then direct to LIMES. Descend as directed by ATC.

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
 091° 10 NM
 271°

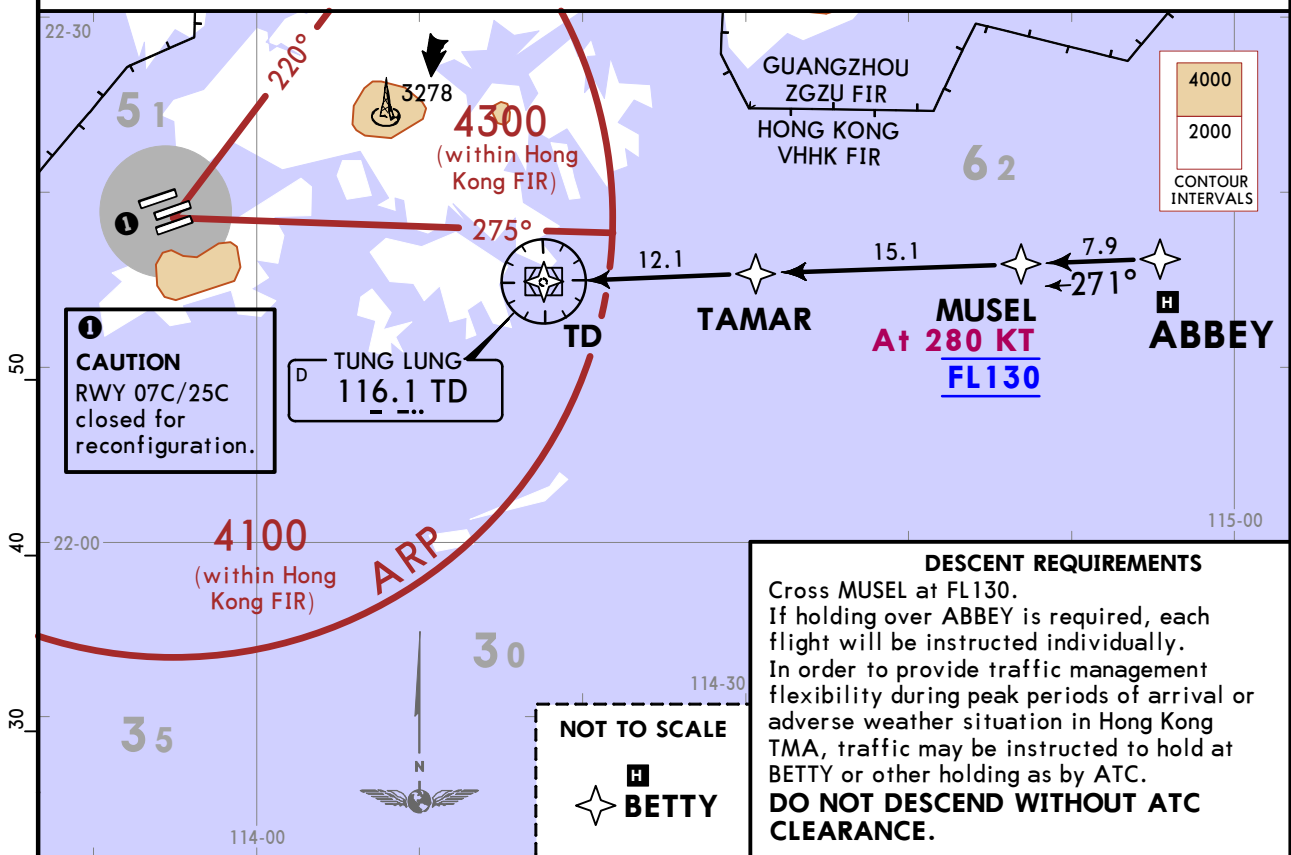
VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
25 NOV 22 **10-2E** **Eff 1 Dec** **RNAV STAR**

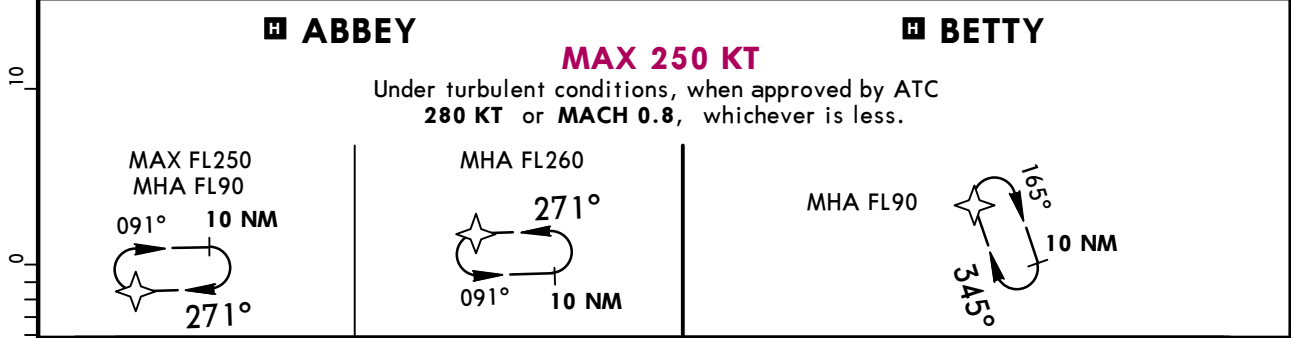
D-ATIS 128.2	Apt Elev 28	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC
		RNP 1 1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. 2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as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

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

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED



LOST COMMS ▼ 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.



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

VHHH/HKG
HONG KONG INTL
20 JAN 23
JEPPESSEN
10-2E

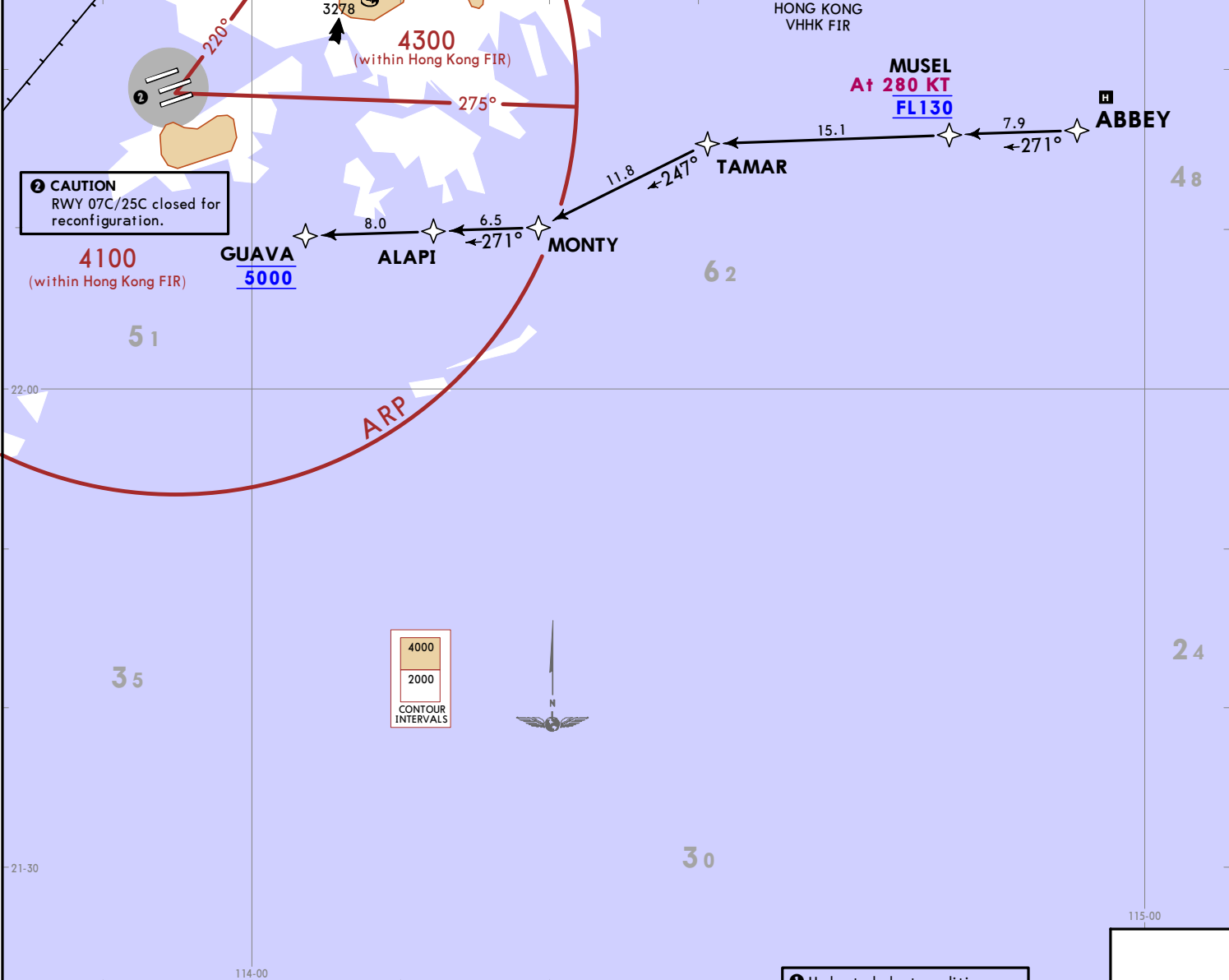
D-ATIS 128.2	Apt Elev 28	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC
		RNP 1
		1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
		2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon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

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

**ABBEY 1G [ABEY1G]
RNAV (GNSS) ARRIVAL
(RWYS 25L/R)**
**SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED**



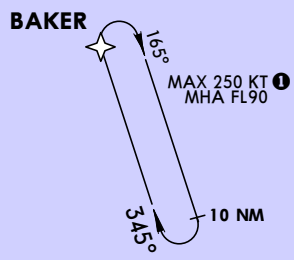
CAUTION
RWY 07C/25C closed for reconfiguration.

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

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

DESCENT REQUIREMENTS
Cross 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.



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

HONG KONG, PR OF CHINA
RNAV STAR

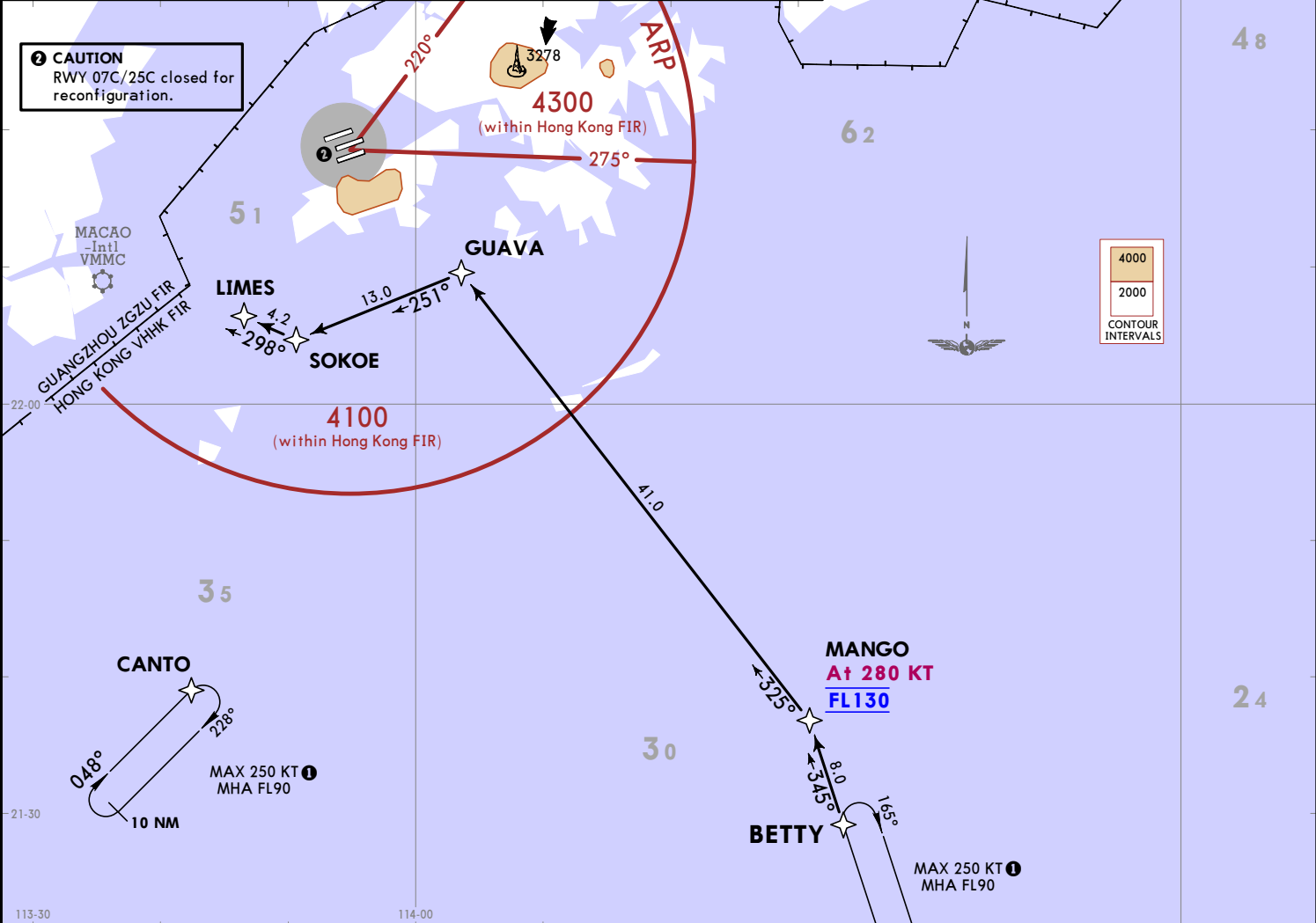
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CHANGES: None.

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.

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

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



<p>LOST COMMS</p> <p>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.</p>
<p>DESCENT REQUIREMENTS</p> <p>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.</p>
<p>ROUTING</p> <p>BETTY - MANGO (K280; FL130) - GUAVA - SOKOE - LIMES. EXPECT ILS approach. Descend as directed by ATC.</p>
<p>NON-RNP 1 CONTINGENCY PROCEDURE</p> <p>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.</p>
<p>IF TD VOR NOT AVAILABLE</p> <p>From MANGO direct to GUAVA, then to SOKOE, then direct to LIMES. Descend as directed by ATC.</p>

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

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

VHHH/HKG
HONG KONG INTL
20 JAN 23
JEPPESSEN
10-2G
HONG KONG, PR OF CHINA
RNAV STAR

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VHHH/HKG
HONG KONG INTL

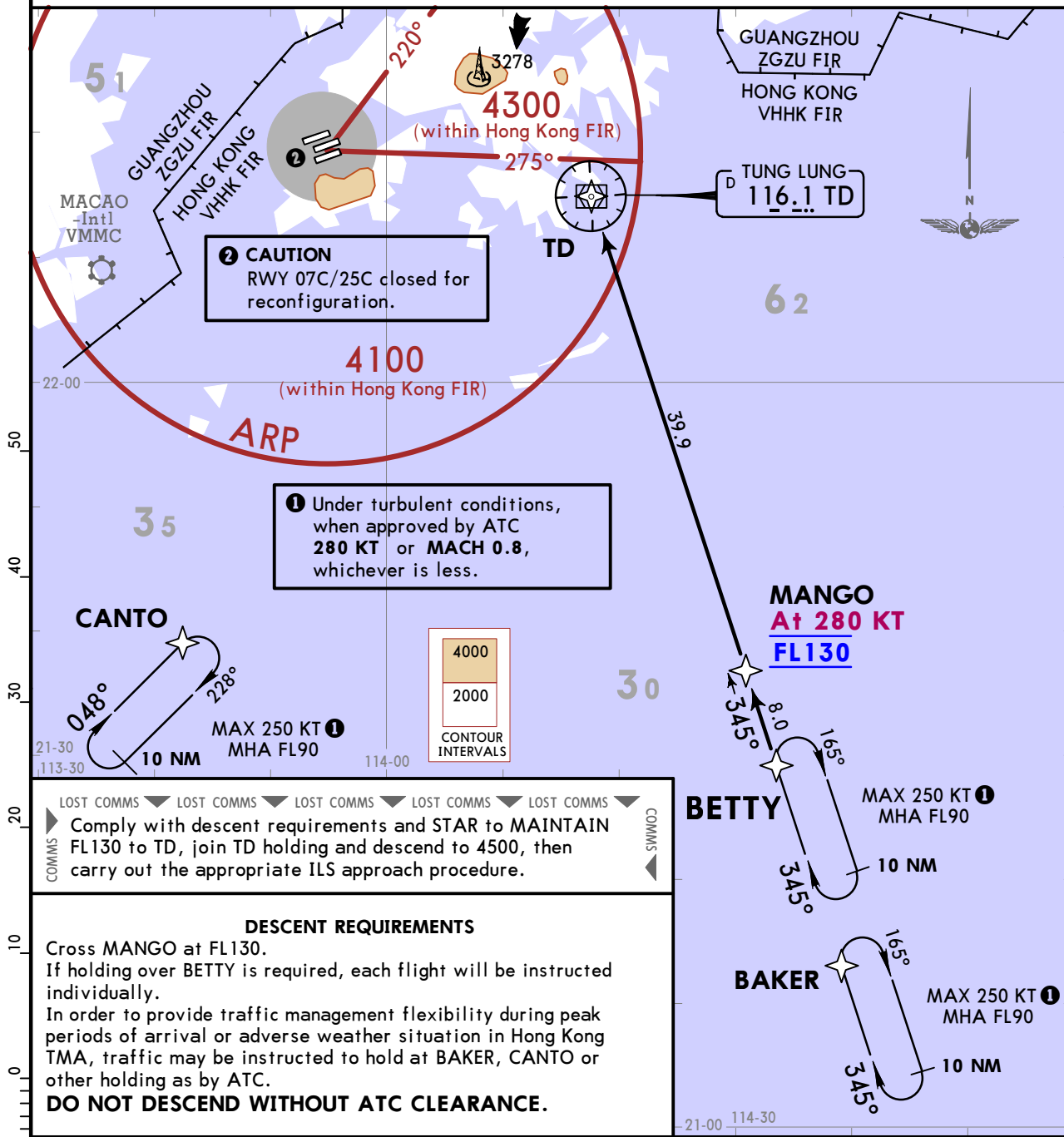
JEPPESSEN HONG KONG, PR OF CHINA
20 JAN 23 10-2H

RNAV STAR

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.

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

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



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

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.

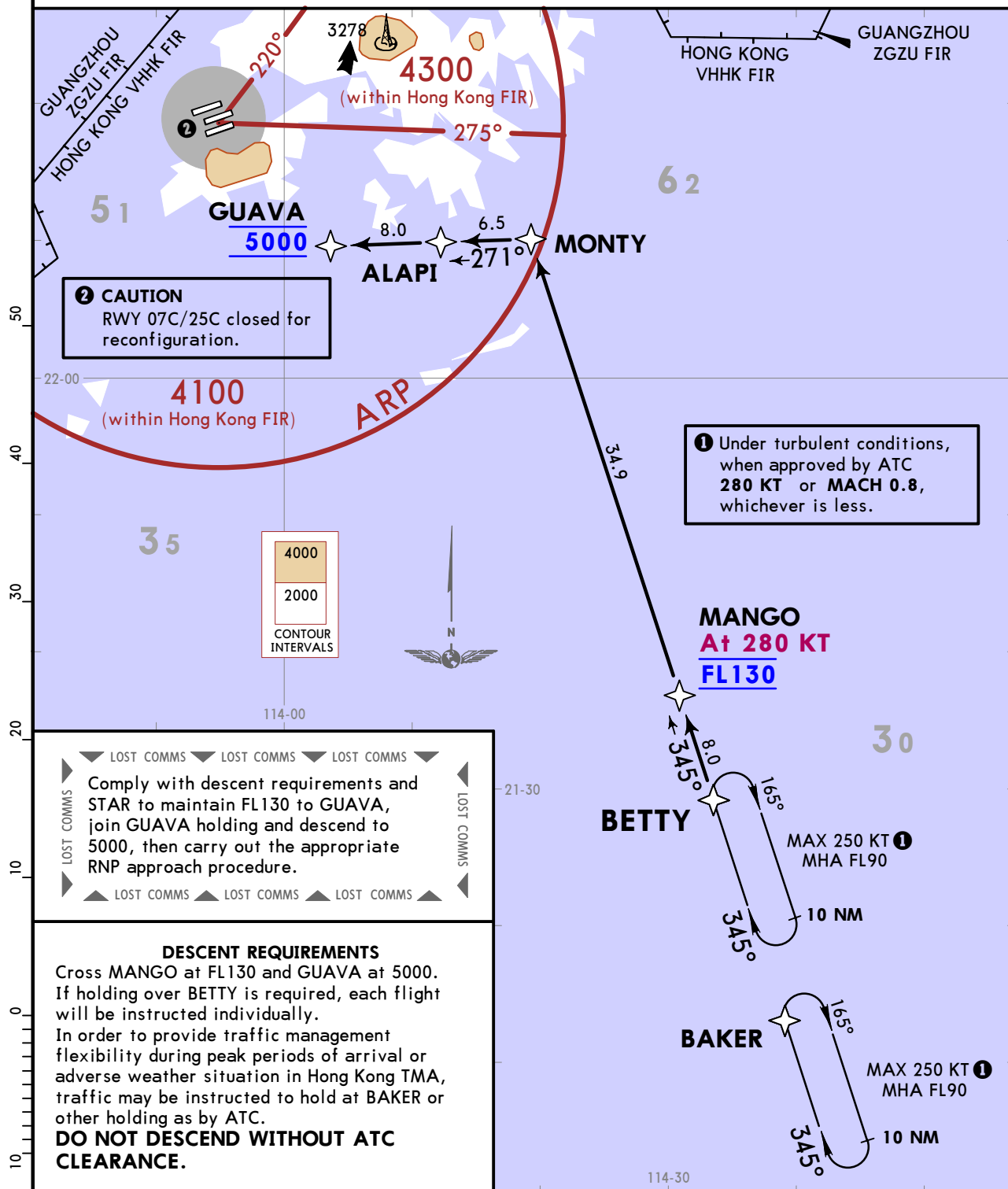
VHHH/HKG
HONG KONG INTL

JEPPESSEN HONG KONG, PR OF CHINA
20 JAN 23 (10-2J) **RNAV STAR**

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.

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

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



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

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

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

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

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

VHHH/HKG HONG KONG INTL

D-ATIS
128.2

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.

Apt Elev
28

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

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

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.

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.

LOST COMMS

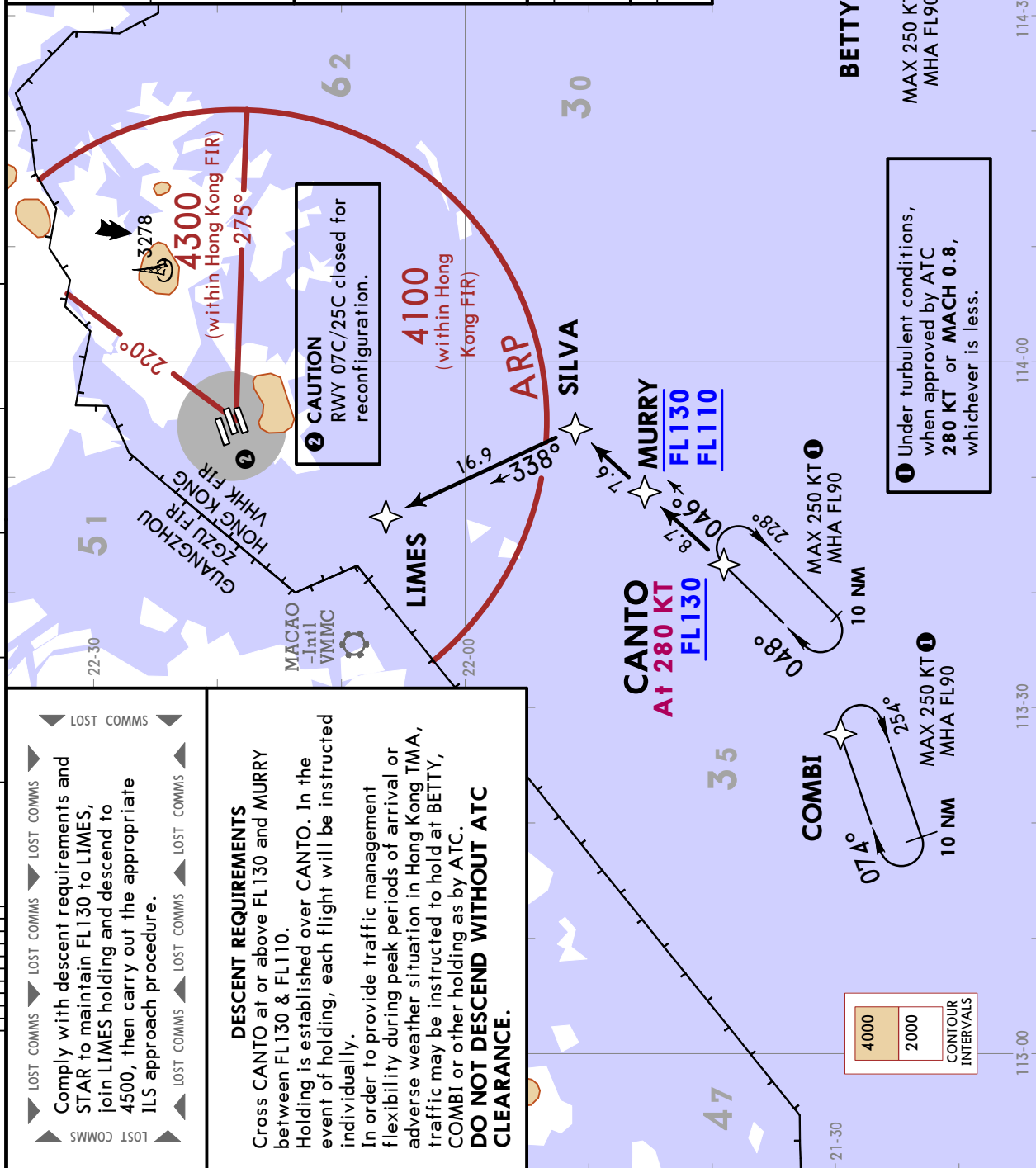
DESCENT REQUIREMENTS

Cross CANTO at or above FL130 and MURRY between FL130 & FL110.

Holding is established over CANTO. In the event of holding, each flight will be instructed individually.

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

DO NOT DESCEND WITHOUT ATC CLEARANCE.



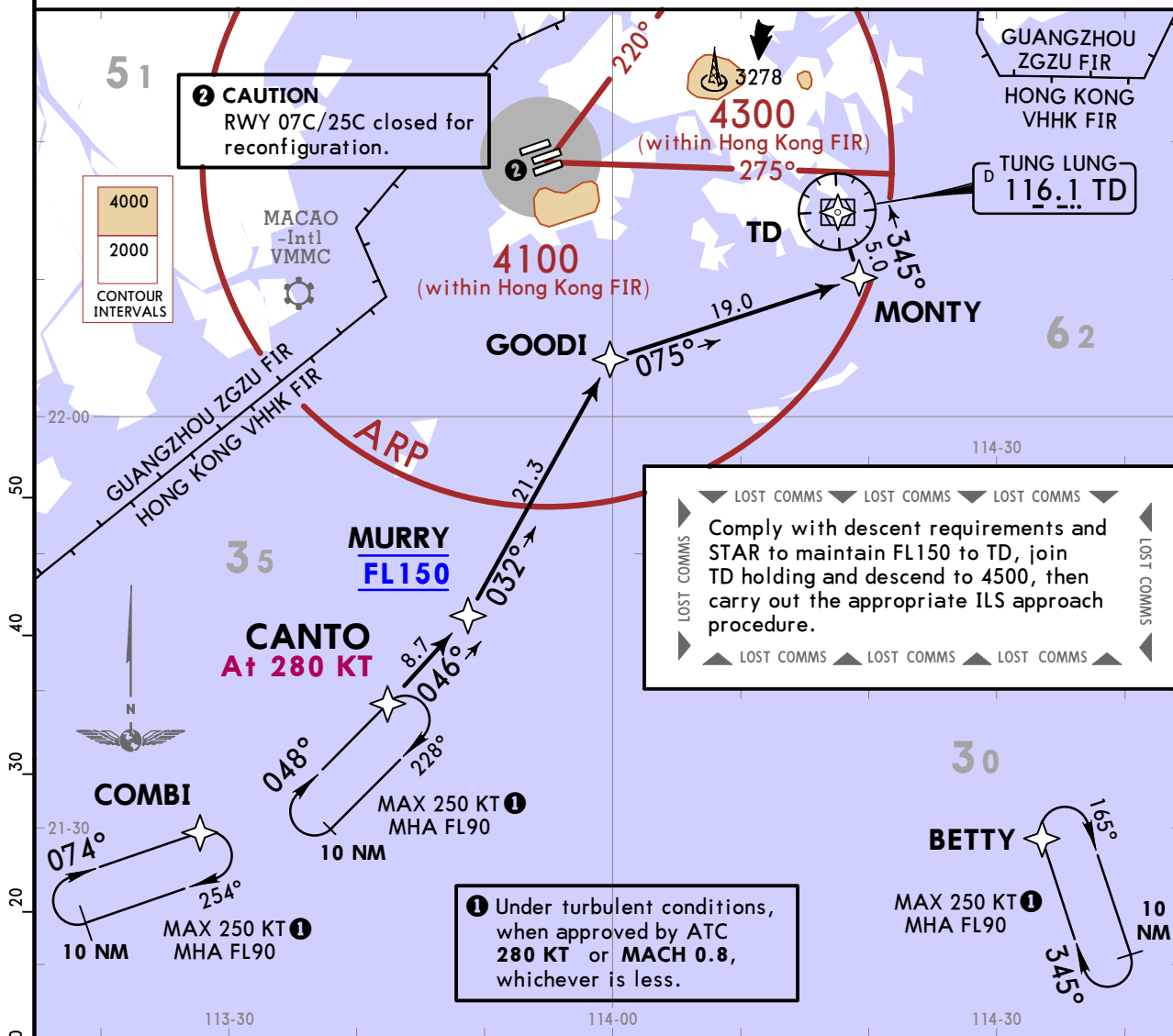
VHHH/HKG
HONG KONG INTL

25 NOV 22 **10-2L** **Eff 1 Dec** **RNAV STAR**

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.

**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.

HONG KONG, PR OF CHINA

RNAV STAR

JEPPesen
20 JAN 23
(10-2M)

VHHH/HKG
HONG KONG INTL

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

D-ATIS
128.2

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.

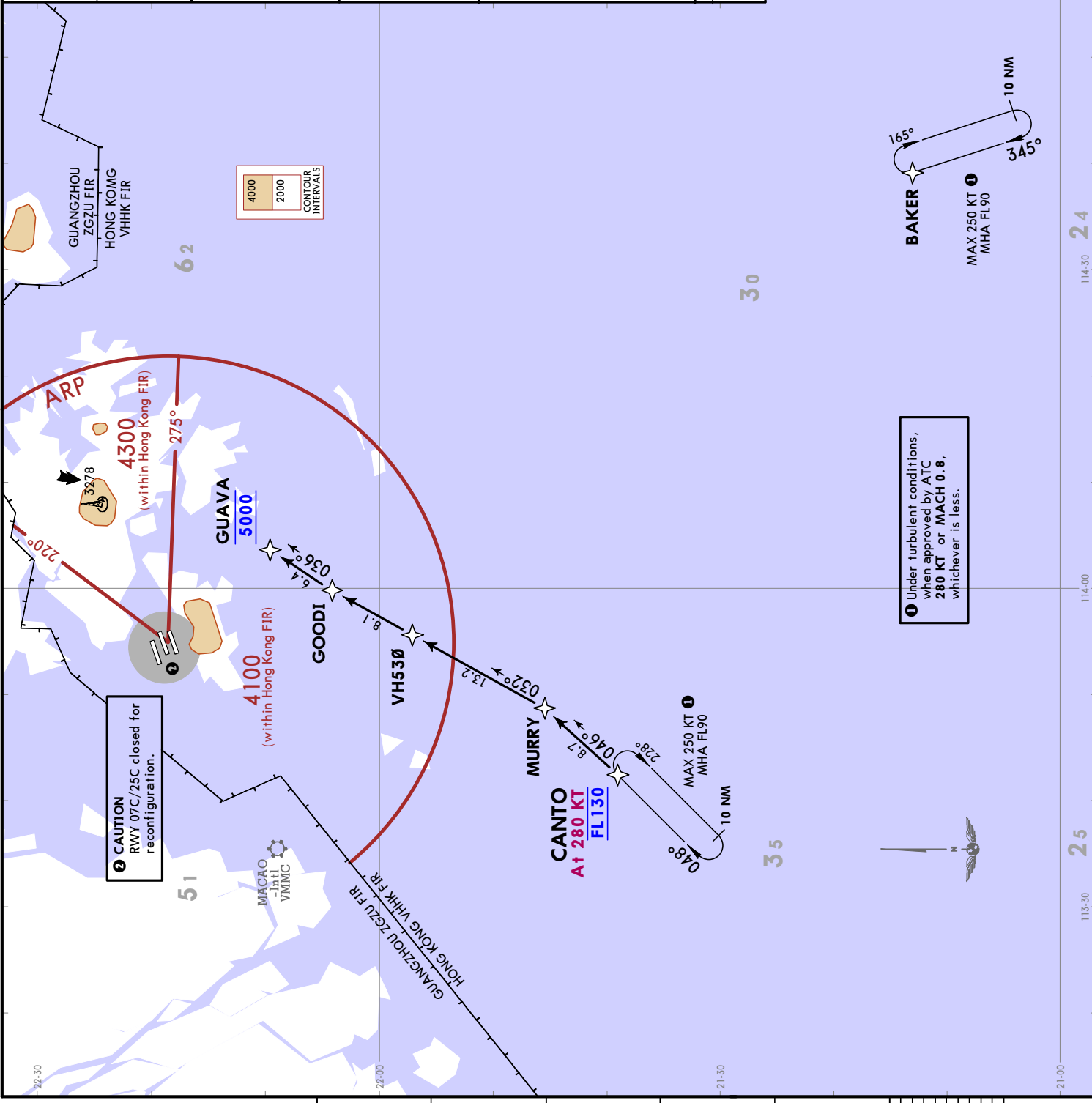
Apt Elev
28

CANTO 1G [CANT1G]
RNAV (GNSS) ARRIVAL
(RWYS 25L/R)
SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

COMMS LOST COMMS LOST COMMS LOST
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.

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 - VH530 - GOODI - GUAVA (5000). EXPECT RNP AR approach. Descend as directed by ATC.



HONG KONG, PR OF CHINA
RNAV STAR

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

D-ATIS
128.2

RNP 1

Apt Elev
28

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

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
 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.

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.

ROUTING

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

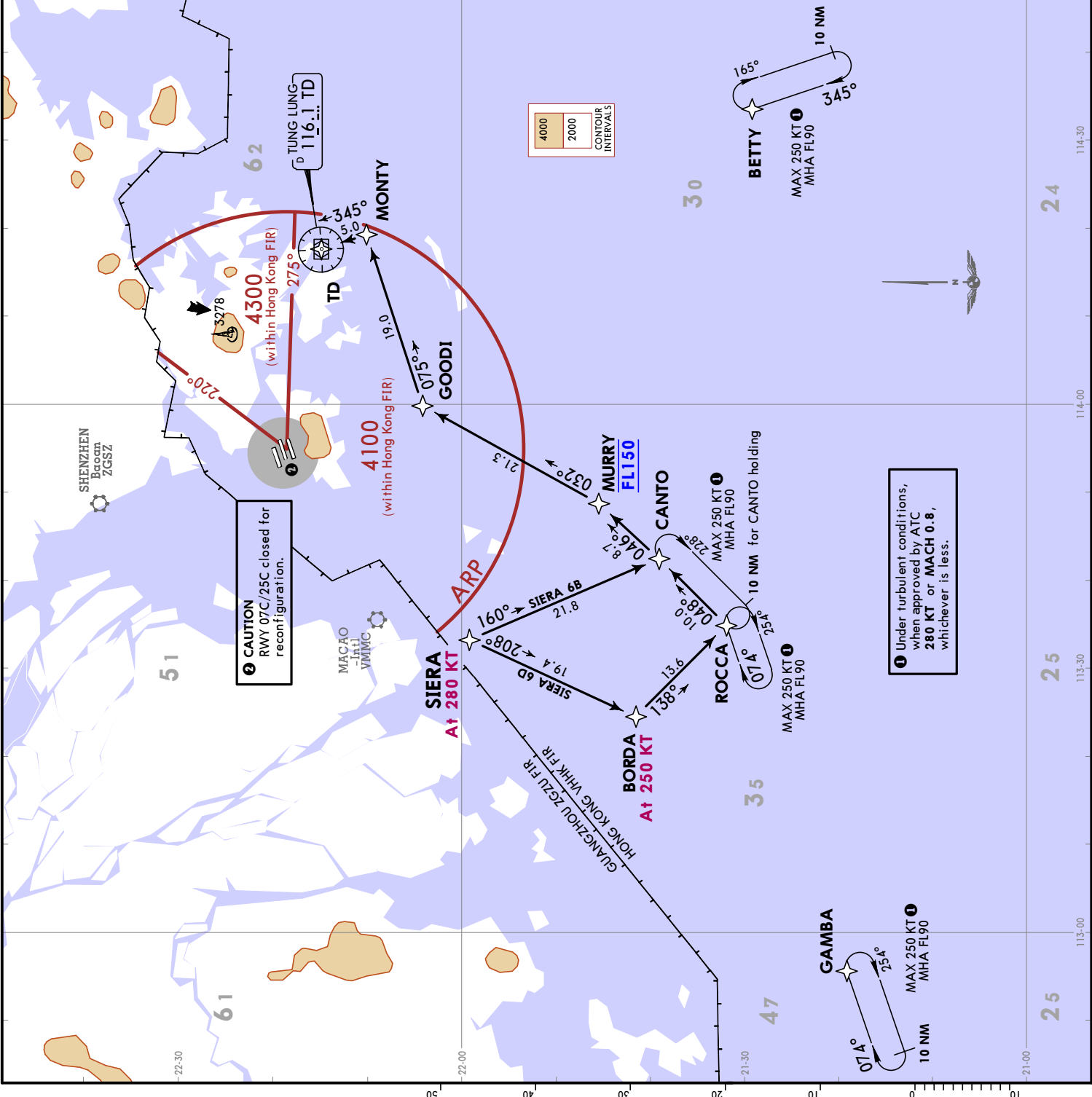
STAR SIERA 6D
 SIERA (K280) - BORDA (K250) - ROCCA - CANTO - MURRY (FL150) - GOODI - MONTY - TD VOR. EXPECT ILS approach. Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE

STAR 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.

STAR 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.



HONG KONG, PR OF CHINA
RNAV STAR

JEPPESEN
 20 JAN 23 (10-23)

VHHH/HKG
 HONG KONG INTL

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.

D-ATIS
128.2

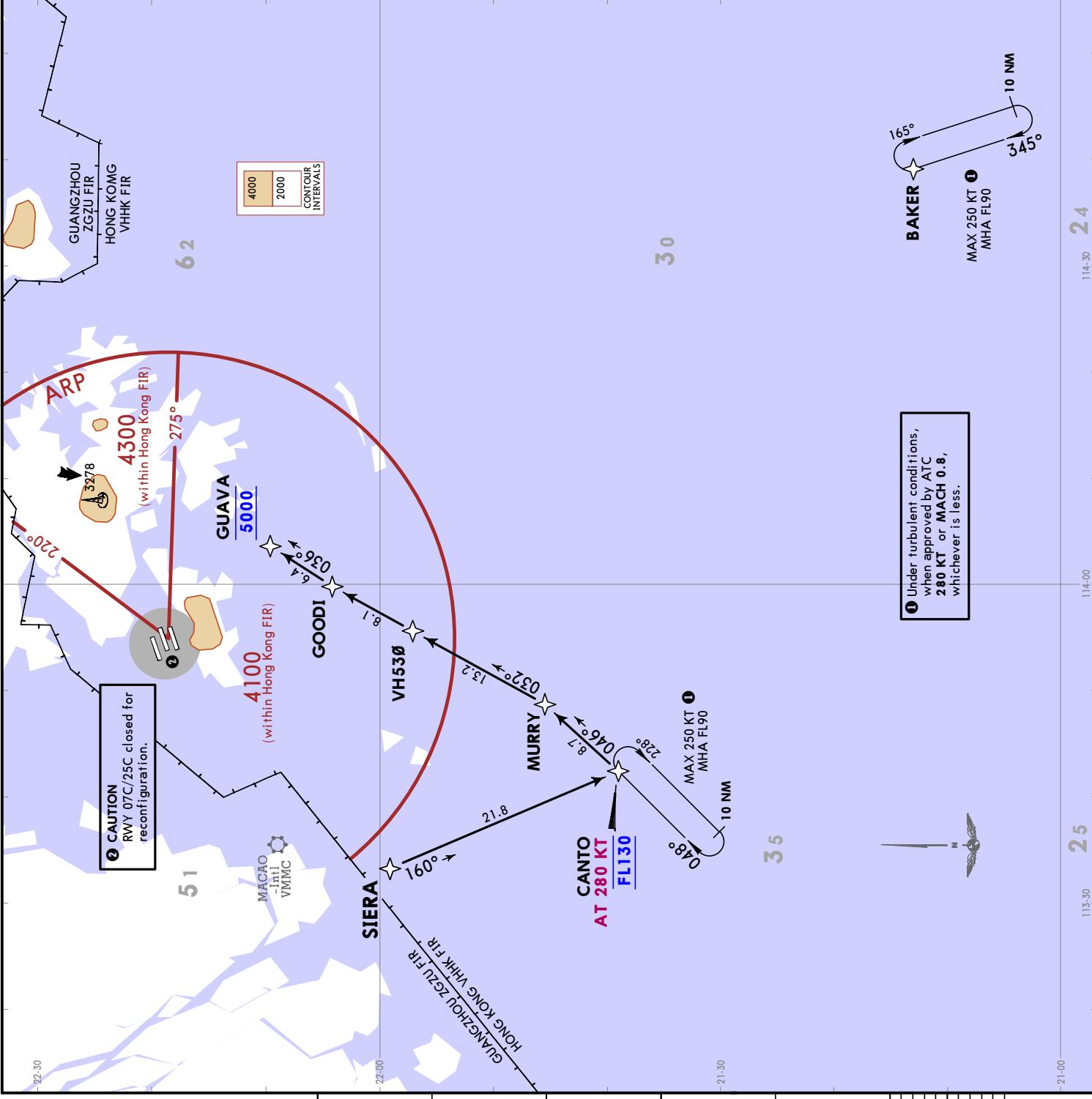
Apt Elev
28

SIERA 1G [SIER1G]
RNAV (GNSS) ARRIVAL
(RWYS 25L/R)
SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

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.

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 - VH530 - GOODI - GUAVA (5000). EXPECT RNP AR approach. Descent as directed by ATC.



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

HONG KONG, PR OF CHINA
RNAV SID

VHHH/HKG
HONG KONG INTL
5 APR 24
Eff 18 Apr 10-3

HONG KONG Departure 123.8	Apt Elev 28
Trans alt: 9000	
RNP 1	
<ol style="list-style-type: none"> ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. On first contact with HONG KONG Departure state call sign, current and cleared altitude. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. If unable to follow SID track, advise ATC and request assistance. 	

ATENA 3A [ATEN3A]
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 2A (CHART 10-3W)

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

FL CONVERSION
FL157 FL4800m

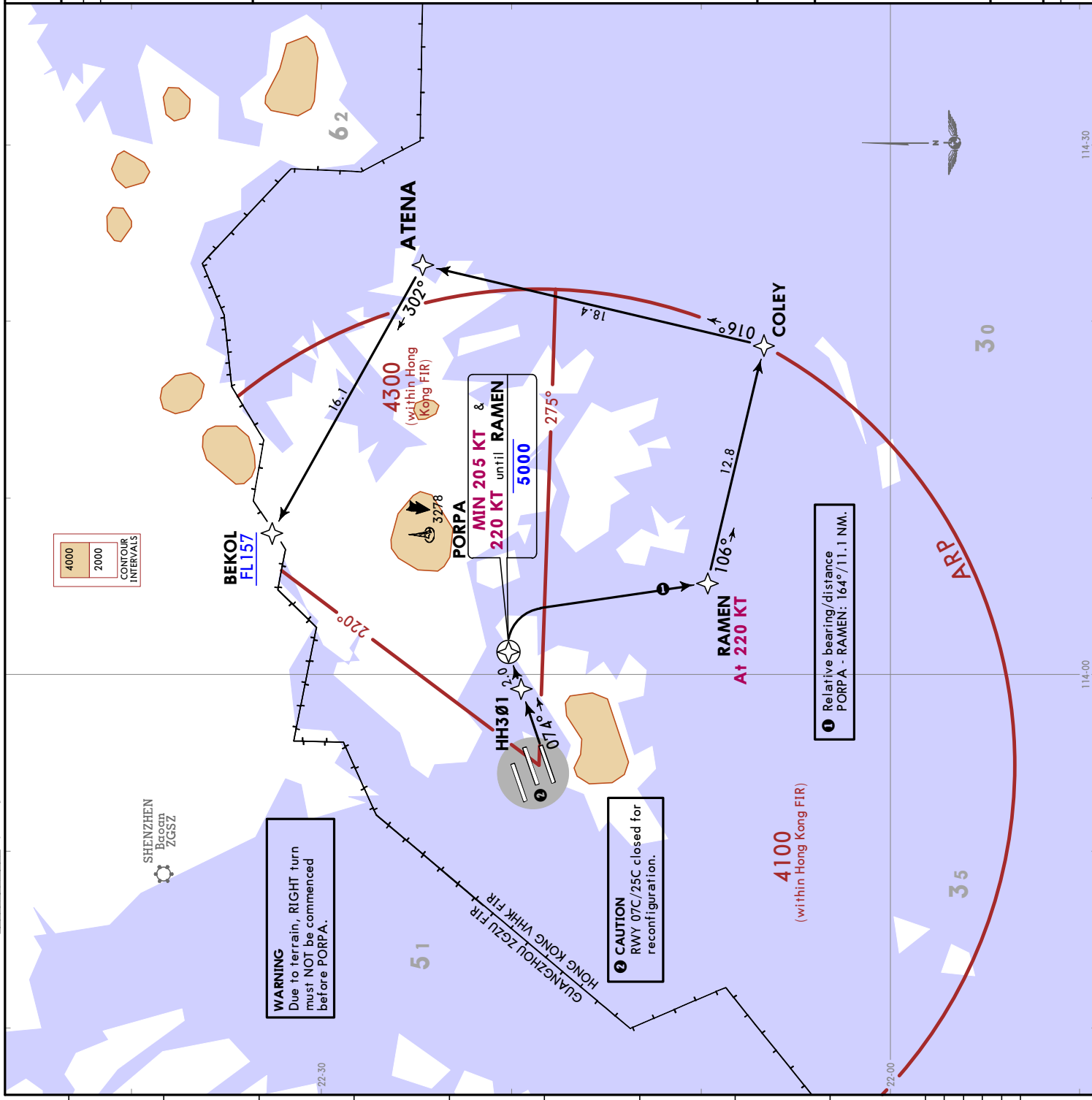
This SID requires a minimum climb gradient of 4.9% (298 per NM) until leaving 1400.

Grnd 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

HH301 - PORPA (K205+; 5000-) - RAMEN (K220) -
COLEY - ATENA - BEKOL (FL157+).



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 call sign, 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 [ATENZE]
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

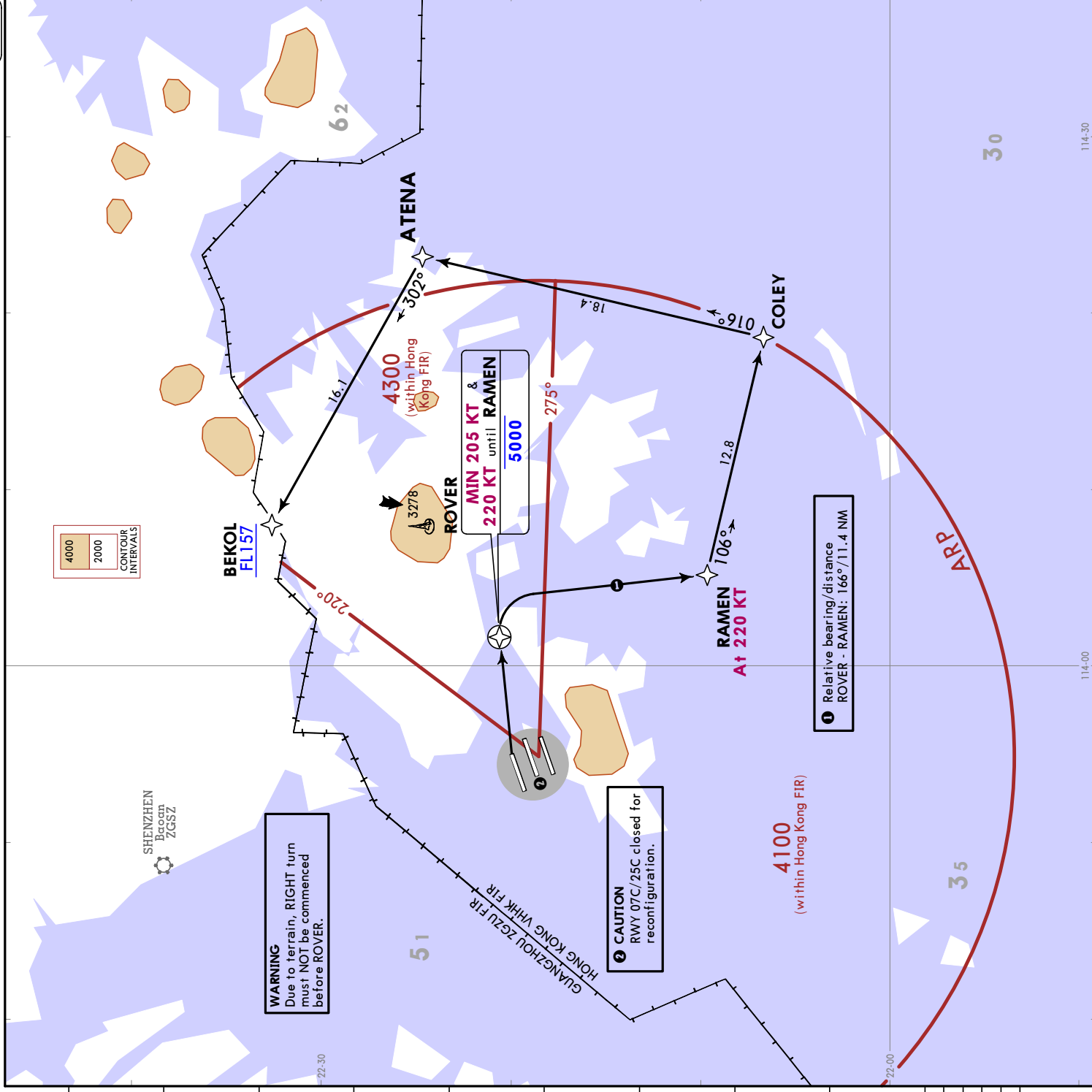
This SID requires a minimum climb gradient of 3.4% (207 per NM) until leaving 1400.

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+).



HONG KONG, PR OF CHINA
RNAV SID

HONG KONG Departure 123.8	Apt Elev 28
Trans alti: 9000	
RNP 1 - RF required	
<ol style="list-style-type: none"> 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 calling, 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 2X [ATEN2X]
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 3A (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

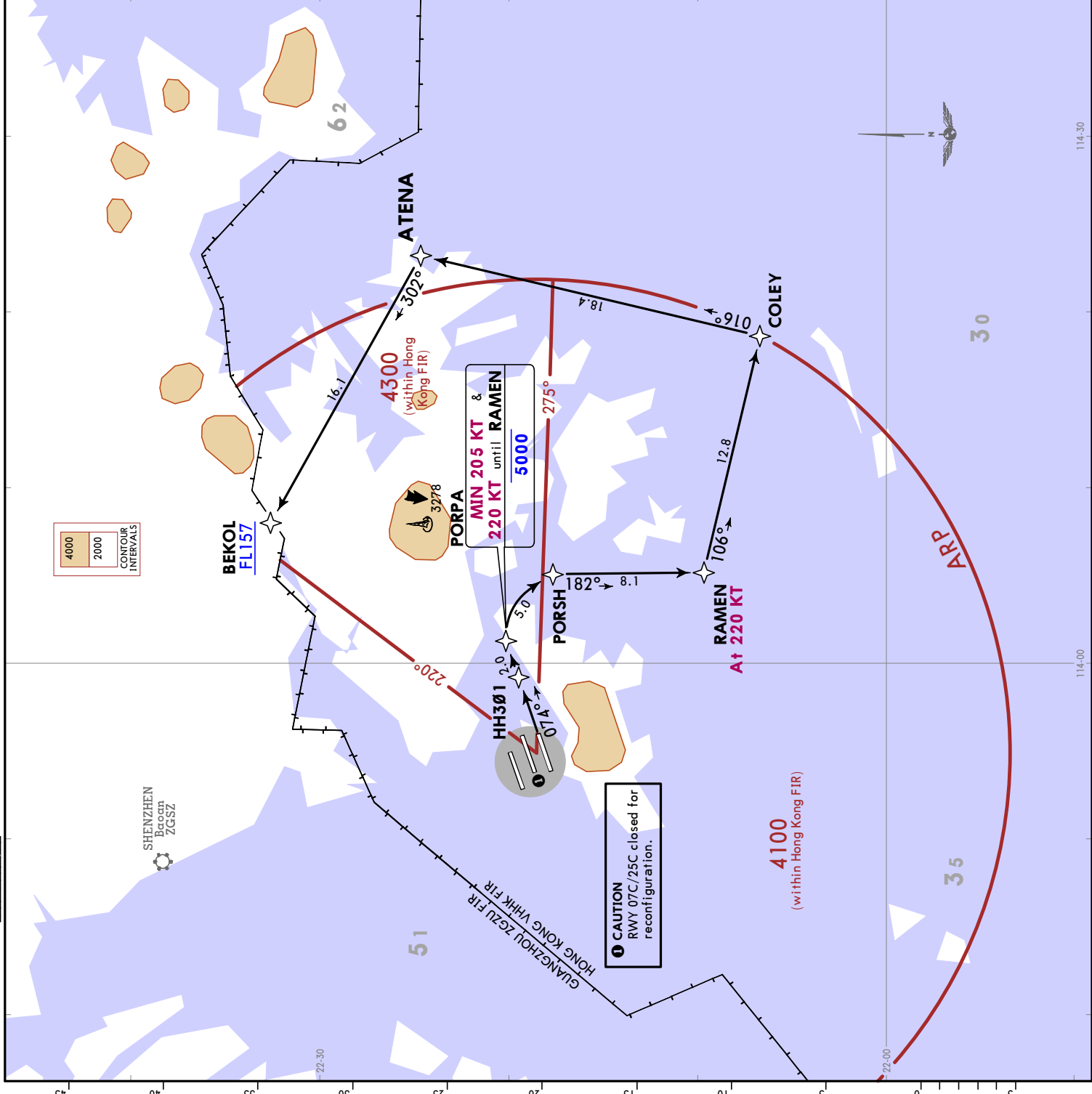
SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

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

HH301 - PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).



VHHH/HKG
HONG KONG INTL
JEPPESSEN
5 APR 24
EFF 18 APR 10-3B

HONG KONG Departure 123.8	Apt Elev 28
Trans alt: 9000	
RNP 1 RF required	
<ol style="list-style-type: none"> 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 call sign, 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

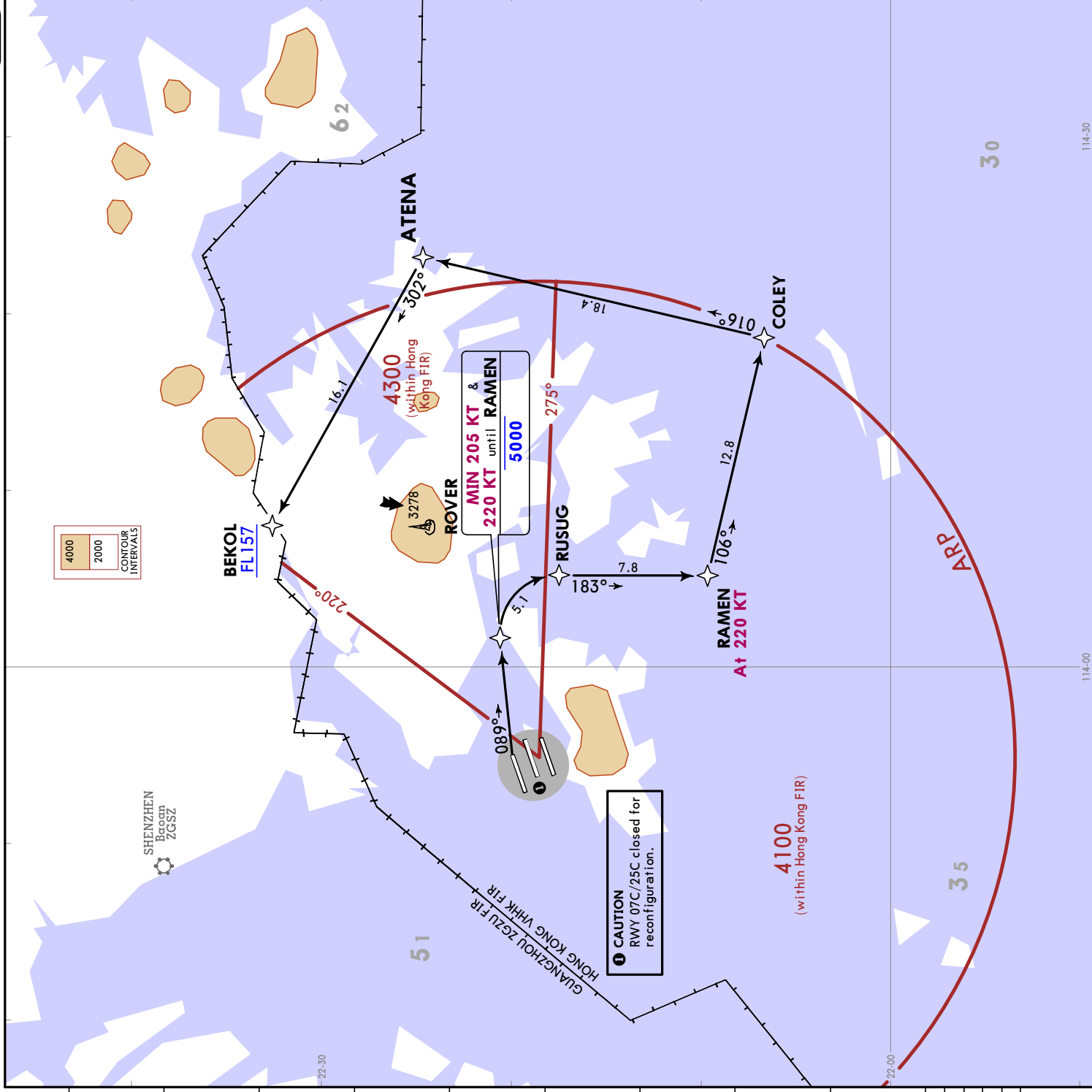
IF UNABLE TO CROSS BEKOL AT OR ABOVE
FL157 ADVISE ATC PRIOR TO DEPARTURE

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

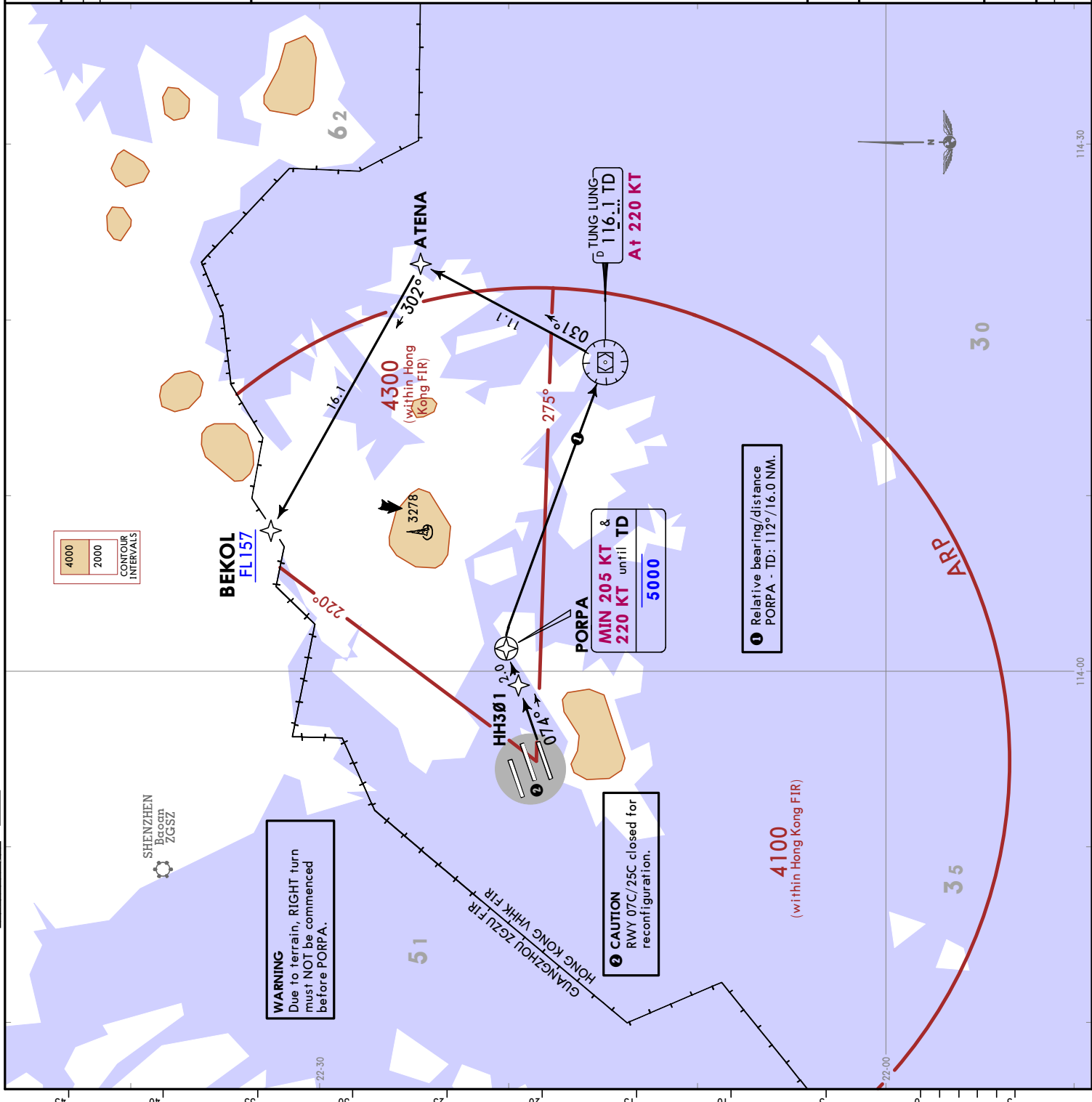
ROUTING
DER - ROVER (K205+ : 5000-) - RUSUG - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).



HONG KONG, PR OF CHINA
RNAV SID

VHHH/HKG
HONG KONG INTL
 5 APR 24
Eff 18 Apr 10-3D

JEPPESEN
 10-3D



HONG KONG Departure 123.8	Apt Elev 28
Trans alt: 9000	
RNP 1	
<ol style="list-style-type: none"> 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 call sign, 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 4A [BEK04A]
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 3A (CHART 10-3)

IF EXEMPT FROM RNP-1 REQUIREMENT
 REFER TO CONTINGENCY PROCEDURE
 RAMEN 2A (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

HH301 - PORPA (K205+; 5000-) - TD (K220) -
 ATENA - BEKOL (FL157+).

HONG KONG, PR OF CHINA
RNAV SID

JEPPESSEN
 5 APR 24 (10-3E) Eff. 18 Apr

VHHH/HKG
 HONG KONG INTL

HONG KONG Departure 123.8	Apt Elev 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 call sign, 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 2B (CHART 10-3X1)

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

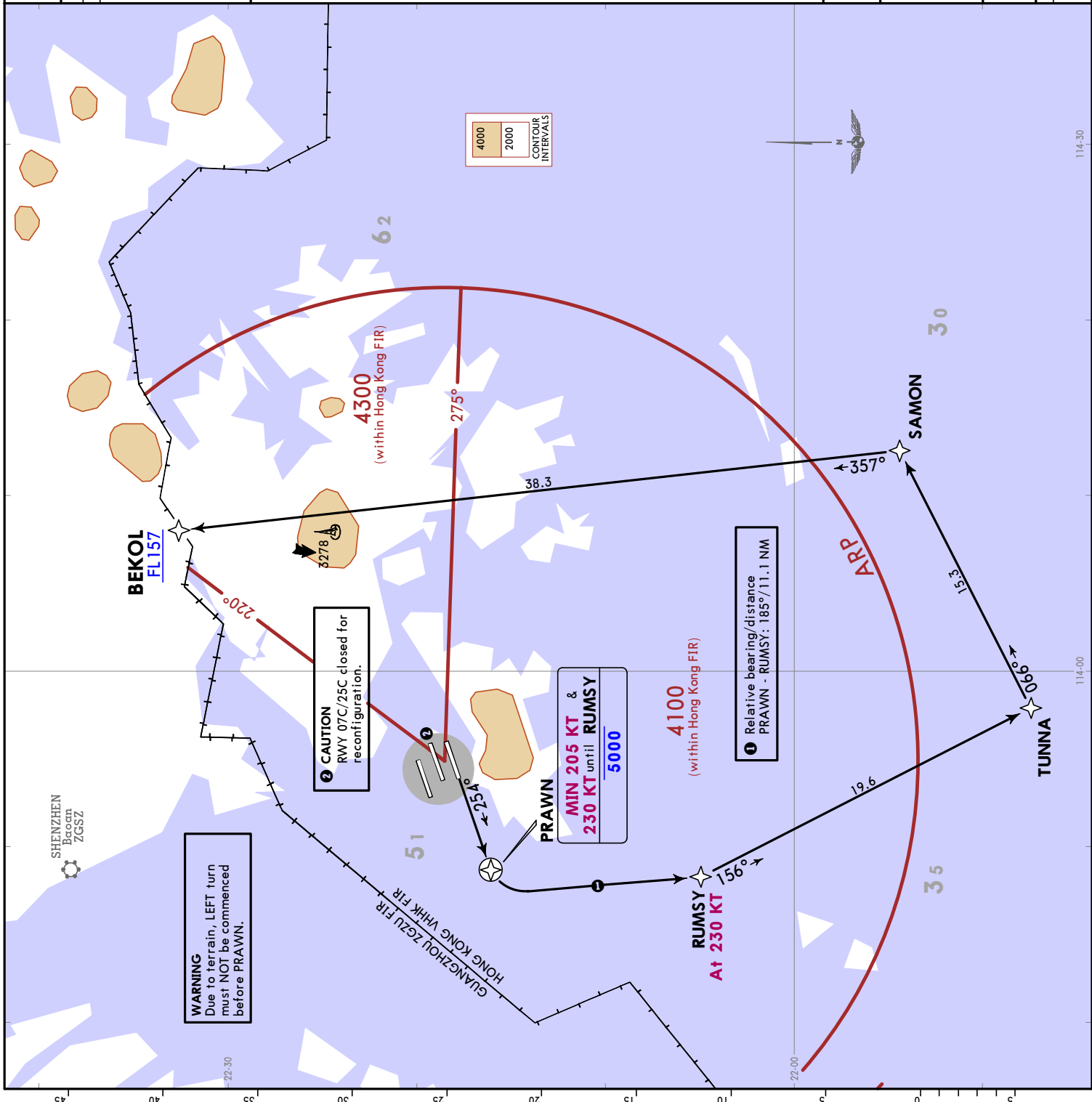
FL CONVERSION
FL157 FL4800m

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+).



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

CAUTION
 RWY 07C/25C closed for reconfiguration.

MIN 205 KT & 230 KT until RUMSY 5000

1 Relative bearing/distance PRAWN - RUMSY: 185°/11.1 NM

HONG KONG, PR OF CHINA

RNAV SID

VHHH/HKG
HONG KONG INTL

JEPPESEN
28 OCT 22
Eff 3 Nov 10-3E1

HONG KONG Departure 123.8	Apt Elev 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 call sign, 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 [BEKOL1E]
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)

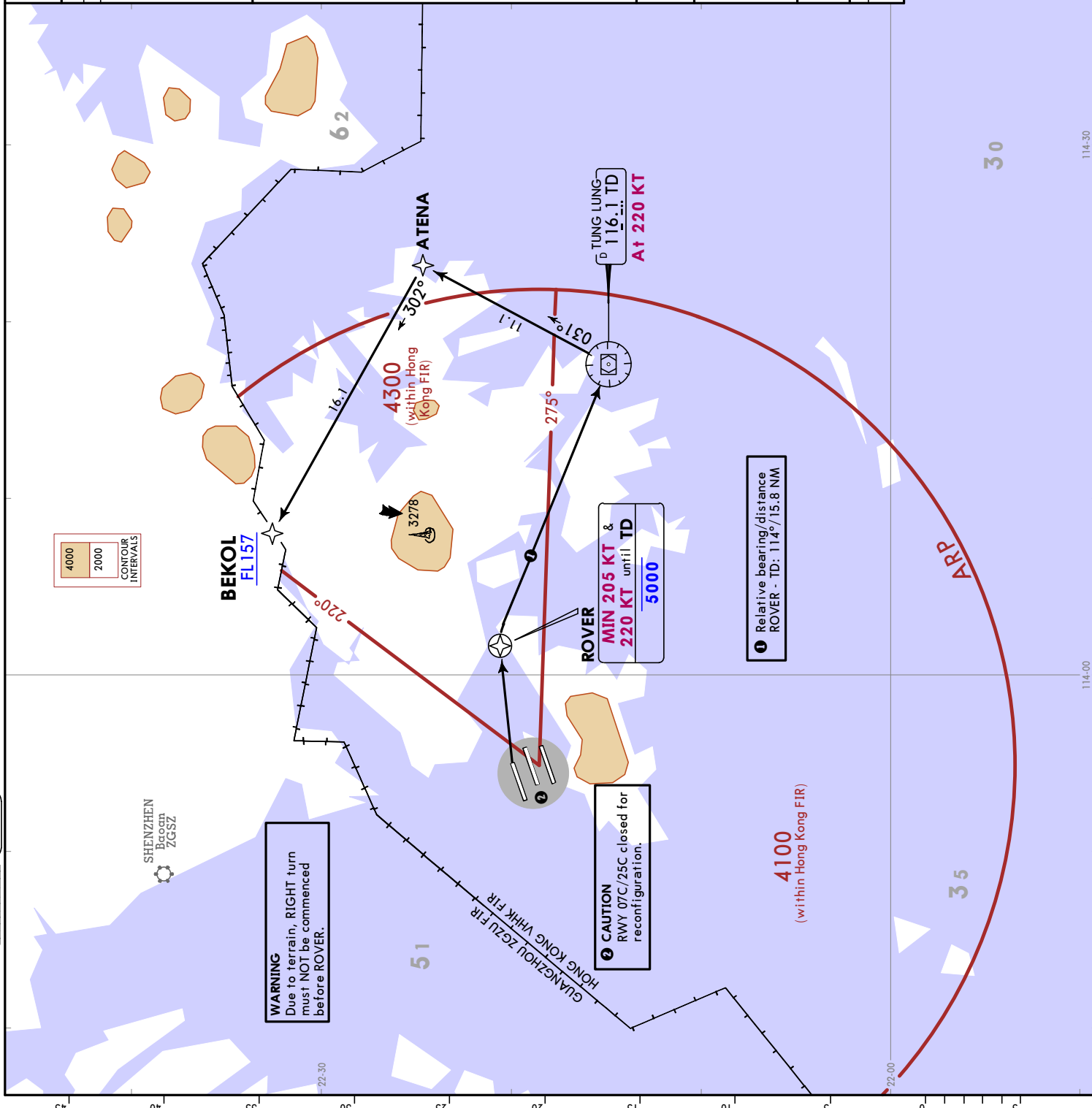
IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 1E (CHART 10-3X)

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.						
End 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+).



4000
2000
CONTOUR INTERVALS

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

CAUTION
RWY 07C/25C closed for reconfiguration.

1 Relative bearing/distance
ROVER - TD: 114°/15.8 NM

ROVER
MIN 205 KT &
220 KT until TD
5000

TUNG LUNG
116.1 TD
At 220 KT

HONG KONG, PR OF CHINA
RNAV SID

JEYPESEN
10-3E2
Eff 3 Nov

VHHH/HKG
HONG KONG INTL

28 OCT 22

HONG KONG Departure 123.8	Apt Elev 28
Trans alt: 9000	
RNP 1	
<ol style="list-style-type: none"> ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. On first contact with HONG KONG Departure state call sign, current and cleared altitude. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. If unable to follow SID track, advise ATC and request assistance. 	

BEKOL 1F [BEKOL1F]
RNAV (GNSS) DEPARTURE
(RWY 25R)

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

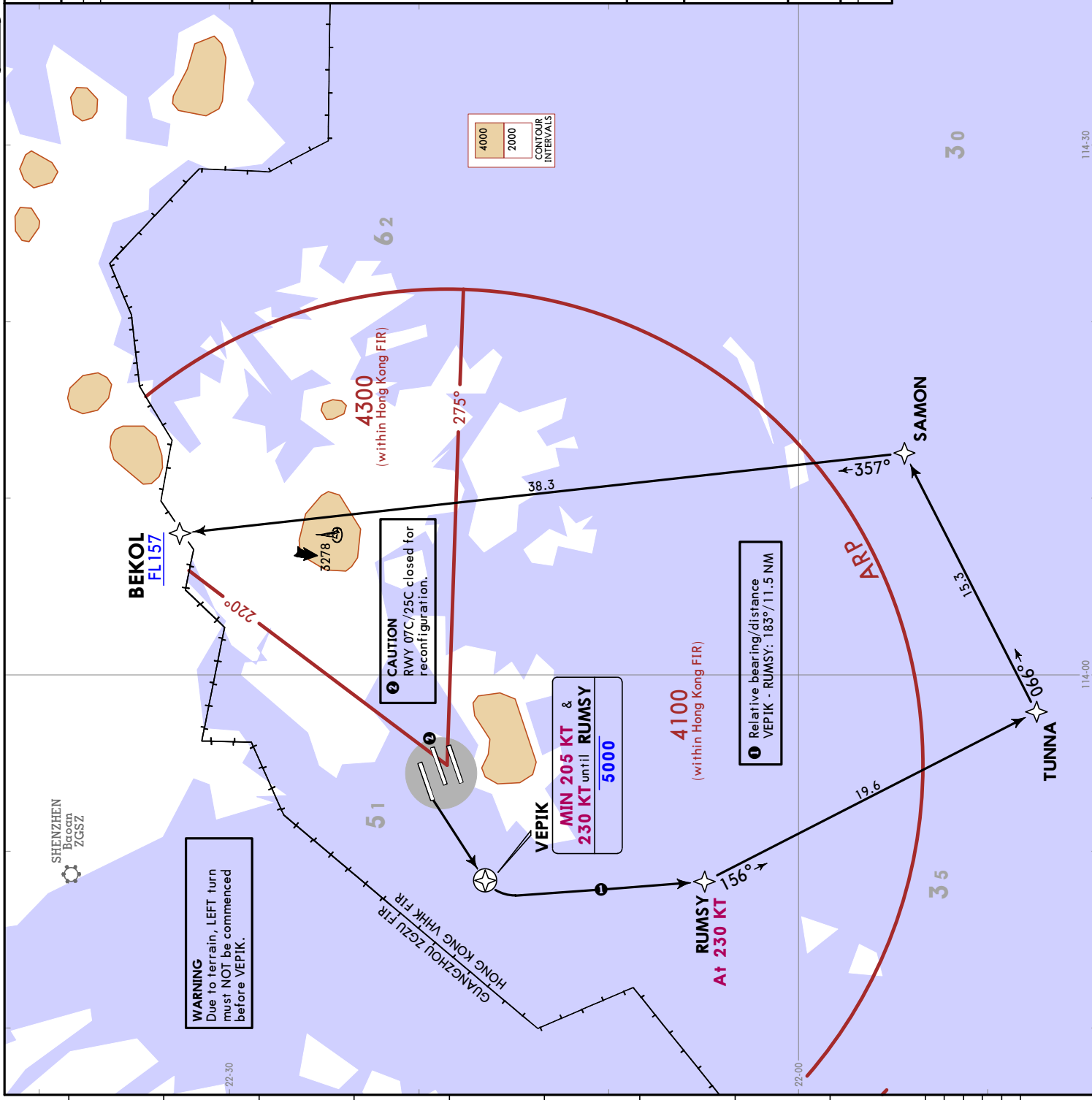
IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RUMSY 1F (CHART 10-3X2)

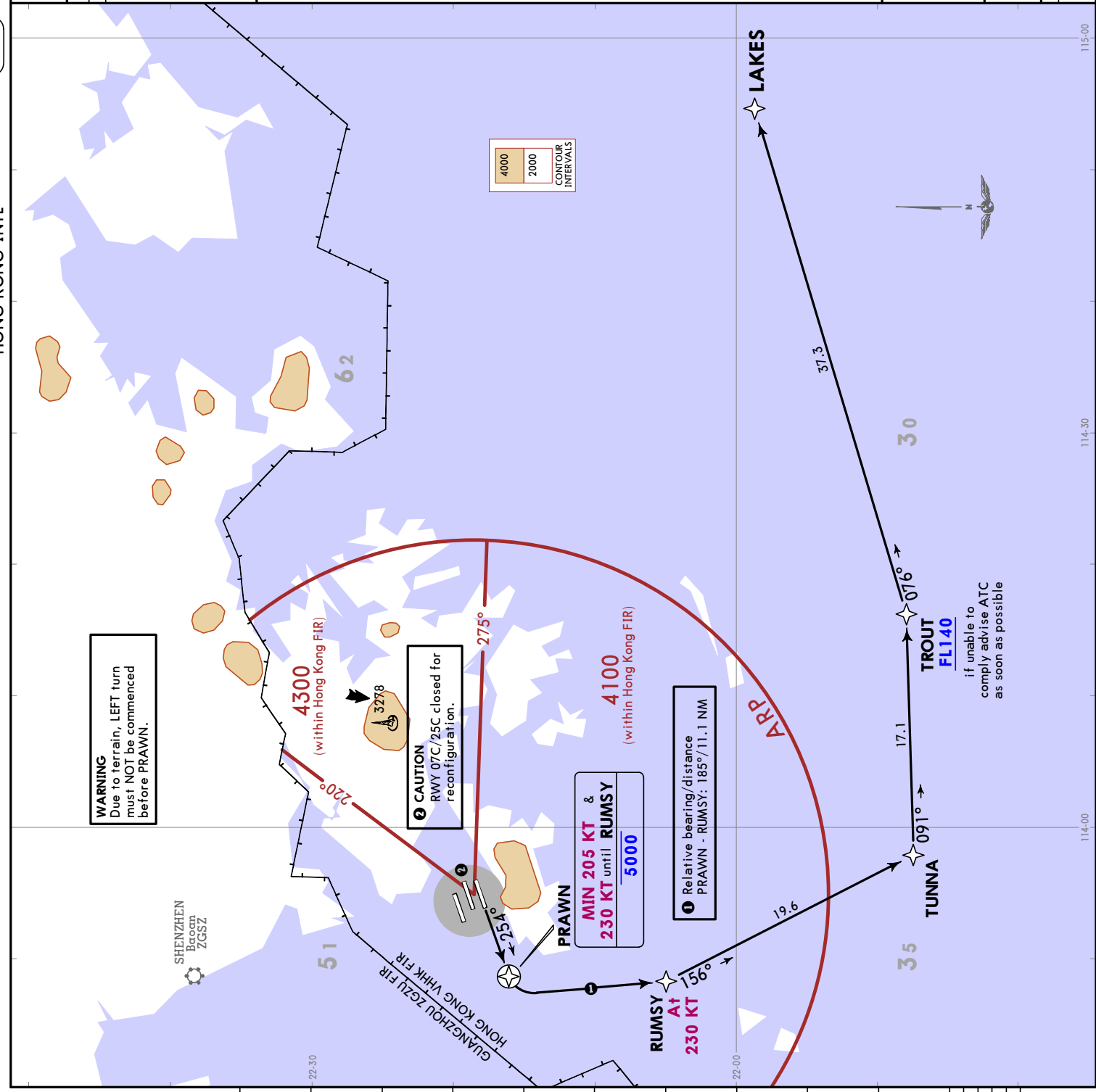
SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

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+).





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

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RUMSY 2B (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).

Grnd 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.

HONG KONG, PR OF CHINA
RNAV SID

VHHH/HKG
 HONG KONG INTL
 28 OCT 22
 EFF 3 NOV
 10-3H
JEPESEN

HONG KONG Departure 123.8	Apt Elev 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 call sign, 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 VENGU 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

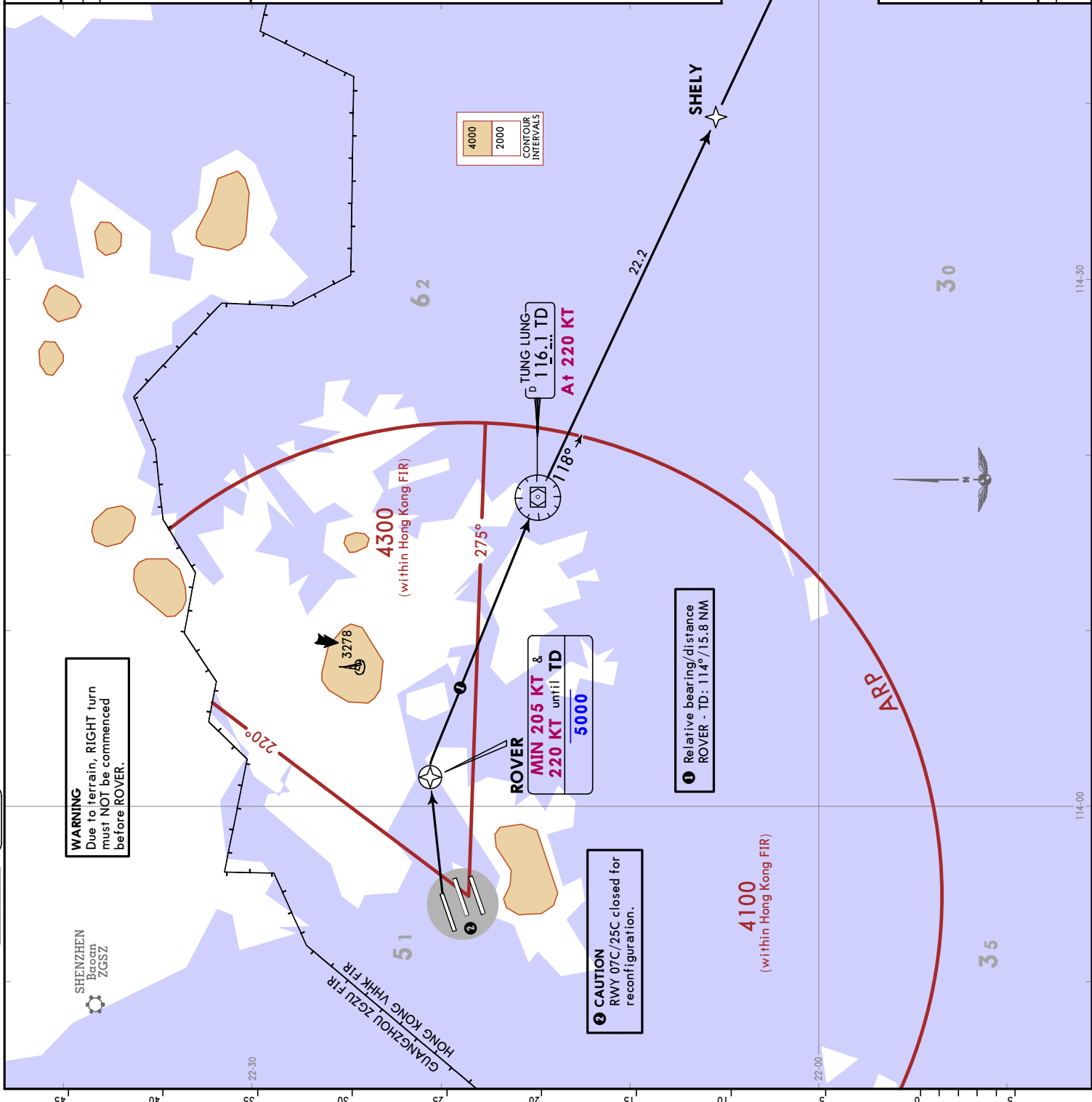
This SID requires a minimum climb gradient of 3.4% (207 per NM) until leaving 1400.

Grnd 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) - SHELLY - LAKES.



HONG KONG Departure 123.8	Apt Elev 28
Trans alti: 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 call sign, 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

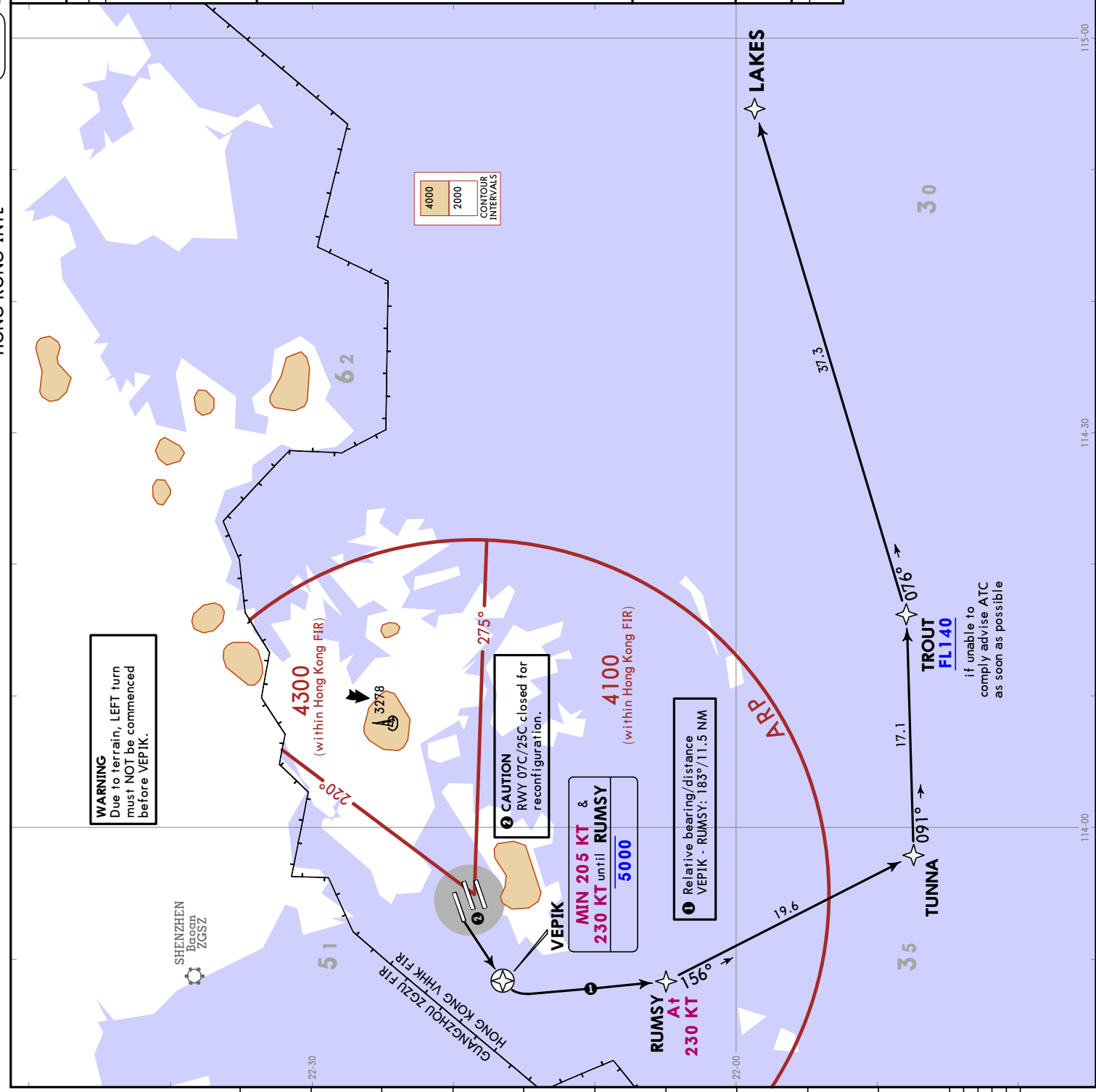
This SID requires a minimum climb gradient of 3.3% (201 per NM).

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



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

CAUTION
 RWY 07C/25C closed for reconfiguration.

MIN 205 KT & 230 KT until RUMSY 5000

Relative bearing/distance VPEIK - RUMSY: 183°/11.5 NM

if unable to comply advise ATC as soon as possible

HONG KONG, PR OF CHINA
RNAV SID

VHHH/HKG
HONG KONG INTL
 5 APR 24
 Eff 18 Apr 10-3K

HONG KONG Departure 123.8	Apt Elev 28
Trans alti: 9000	
RNP 1	
<ol style="list-style-type: none"> ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. On first contact with HONG KONG Departure state call sign, current and cleared altitude. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. If unable to follow SID track, advise ATC and request assistance. 	

OCEAN 3A [OCEA3A]
RNAV (GNSS) DEPARTURE
(RWY 07R)

BETWEEN 2300-0700LT EXPECT
 SID RASSE 4A (CHART 10-3S) OR
 SID SKATE 4A (CHART 10-3T3)

IF EXEMPT FROM RNP-1 REQUIREMENT
 REFER TO CONTINGENCY PROCEDURE
 RAMEN 2A (CHART 10-3W)

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

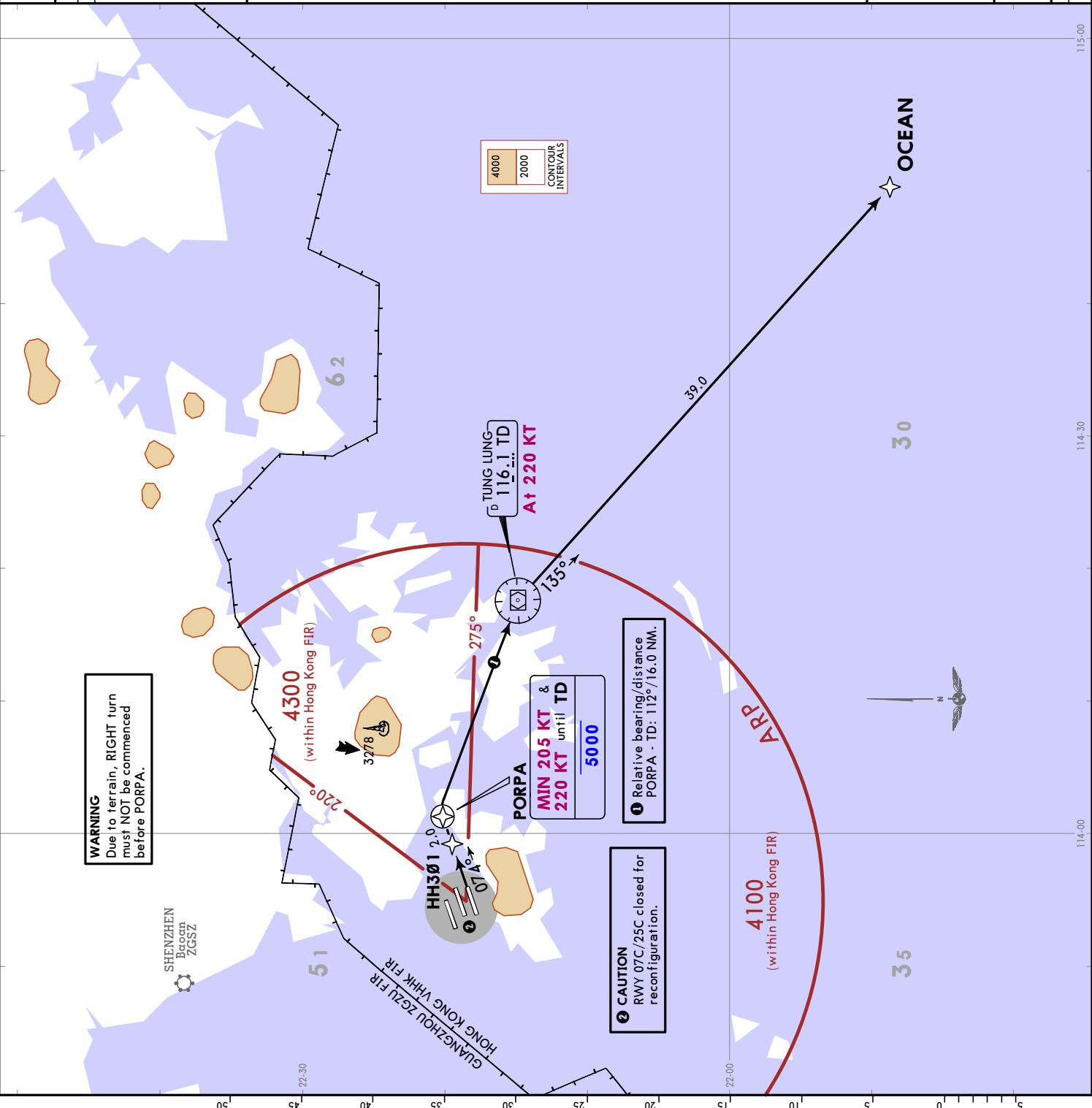
SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

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

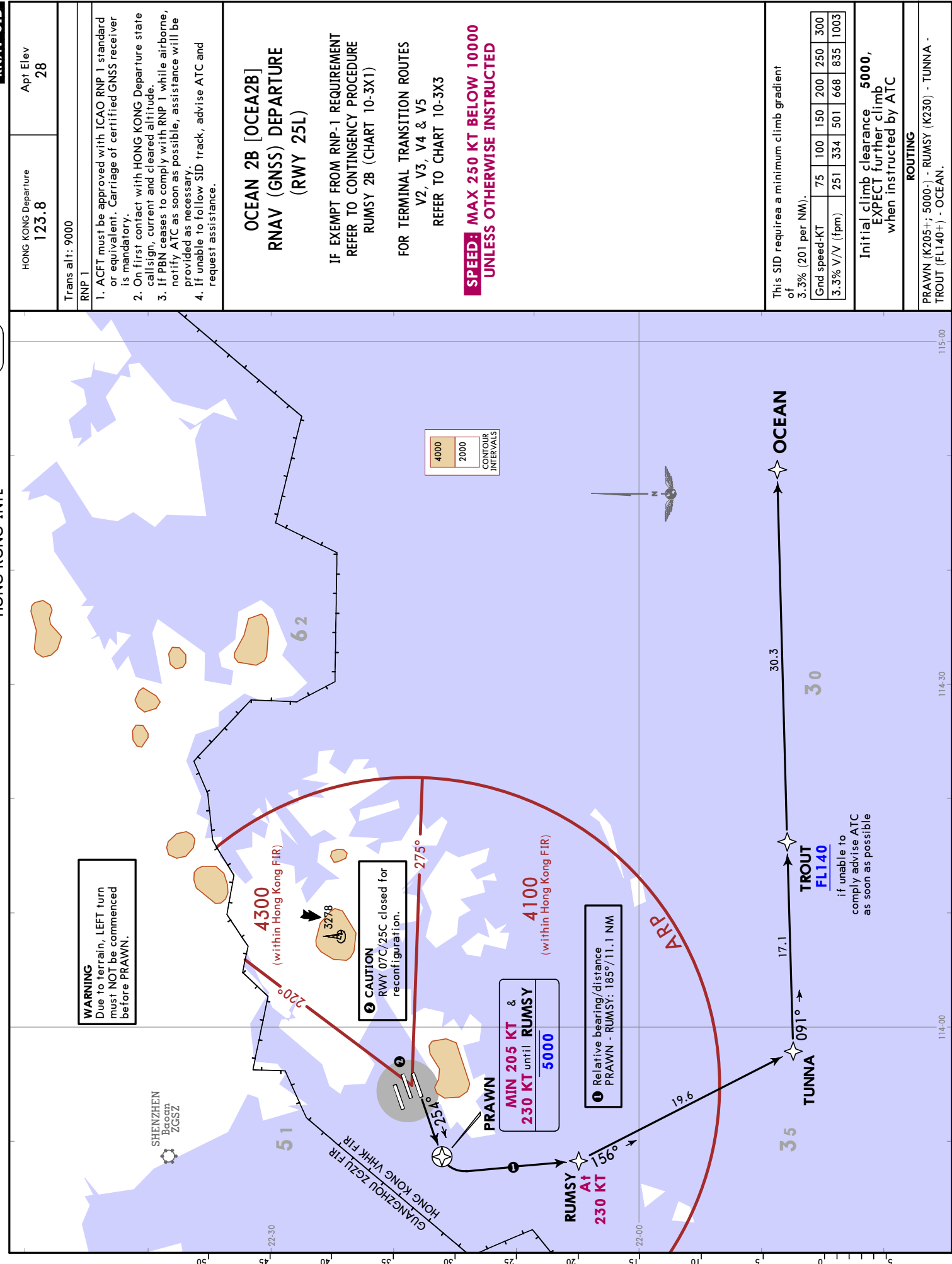
ROUTING
 HH301 - PORPA (K205+; 5000-) - TD (K220) - OCEAN.



JEPPESSEN
5 APR 24 (10-3L) Eff. 18 Apr

VHHH/HKG
HONG KONG INTL

HONG KONG, PR OF CHINA
RNAV SID



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

CAUTION
RWY 07C/25C closed for reconfiguration.

1 Relative bearing/distance
PRAWN - RUMSY: 185°/11.1 NM

PRAWN
MIN 205 KT &
230 KT until RUMSY
5000

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

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RUMSY 2B (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 requires a minimum climb gradient of 3.3% (201 per NM).

Grnd 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.

HONG KONG, PR OF CHINA
RNAV SID

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

HONG KONG Departure
123.8

Apt Elev
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 call sign, 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

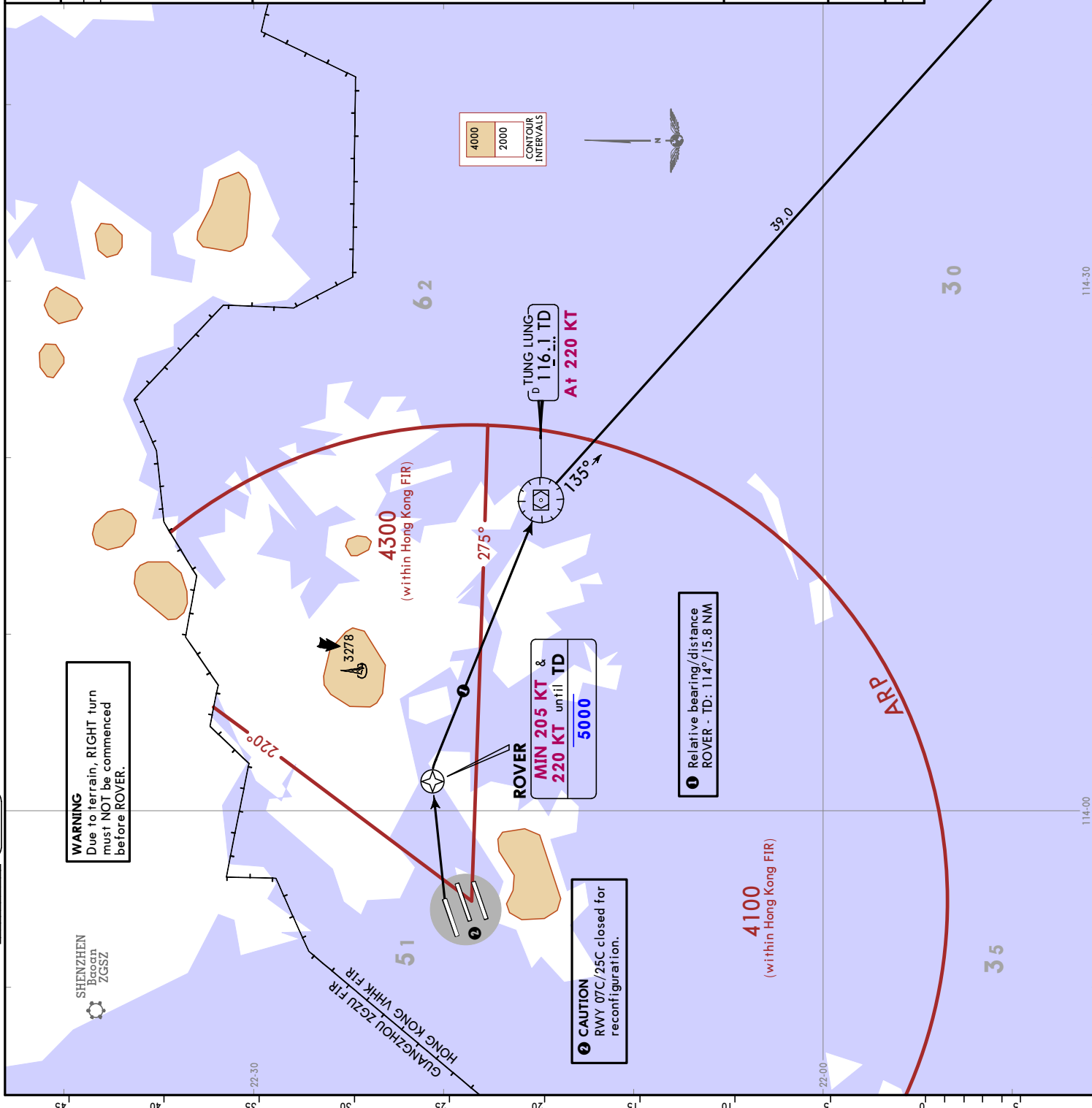
SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

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.



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

ROVER
 MIN 205 KT &
 220 KT until TD
 5000

CAUTION
 RWY 07C/25C closed for
 reconfiguration.

1 Relative bearing/distance
 ROVER - TD: 114°/15.8 NM

24

OCEAN

JEPPESEN
 28 OCT 22 10-3N
 EFF 3 Nov

HONG KONG, PR OF CHINA
RNAV SID

VHHH/HKG
HONG KONG INTL

HONG KONG Departure 123.8	Apt Elev 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 call sign, 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

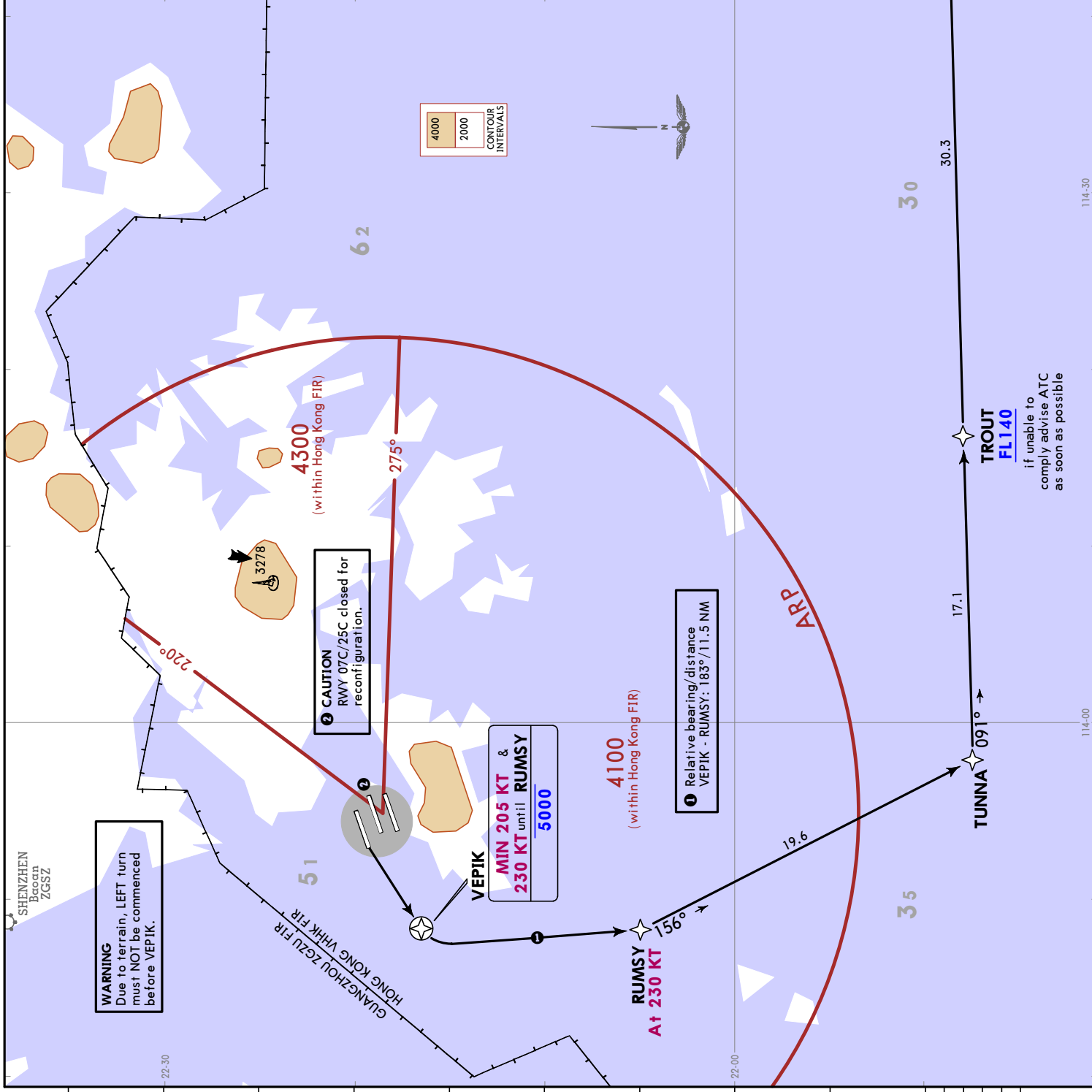
SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

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

Grnd 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.

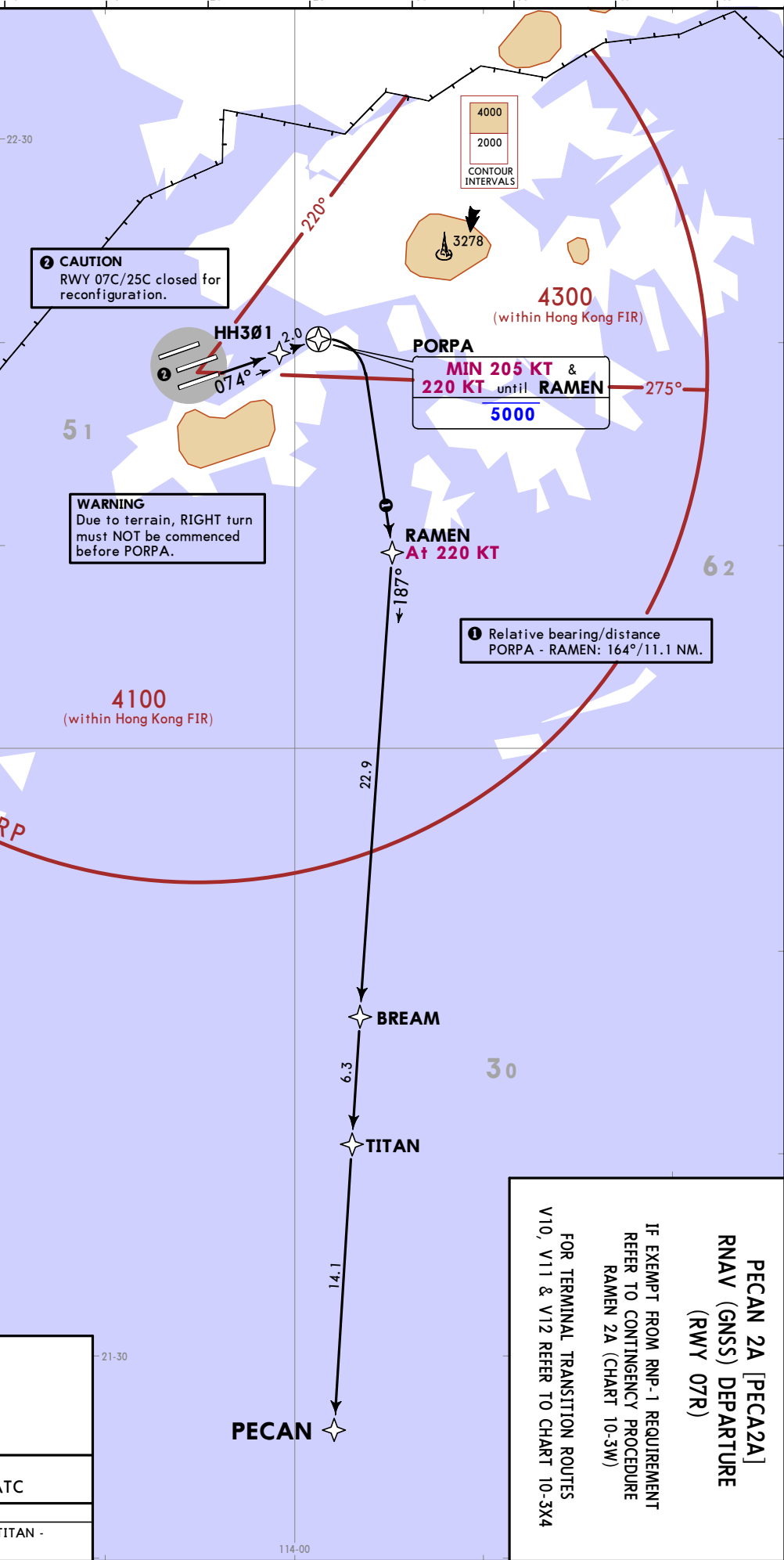


TROUT
FL140
 if unable to
 comply advise ATC
 as soon as possible

CHANGES: SID renumbered, HH301 added.

VHHH/HKG
HONG KONG INTL
JEPPESSEN
5 APR 24
EFF 18 APR
10-3P

HONG KONG Departure 123.8	Apt Elev 28
Trans alt: 9000	
RNP 1	
<ol style="list-style-type: none"> 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. 	
<p>PECAN 2A [PECA2A] RNAV (GNSS) DEPARTURE (RWY 07R)</p> <p>IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 2A (CHART 10-3W)</p> <p>FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4</p> <p>SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED</p>	



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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
HH301 - PORPA (K205+; 5000-) - RAMEN (K220) - BREAM - TITAN - PECAN.

PECAN 2A [PECA2A]
RNAV (GNSS) DEPARTURE
(RWY 07R)

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 2A (CHART 10-3W)

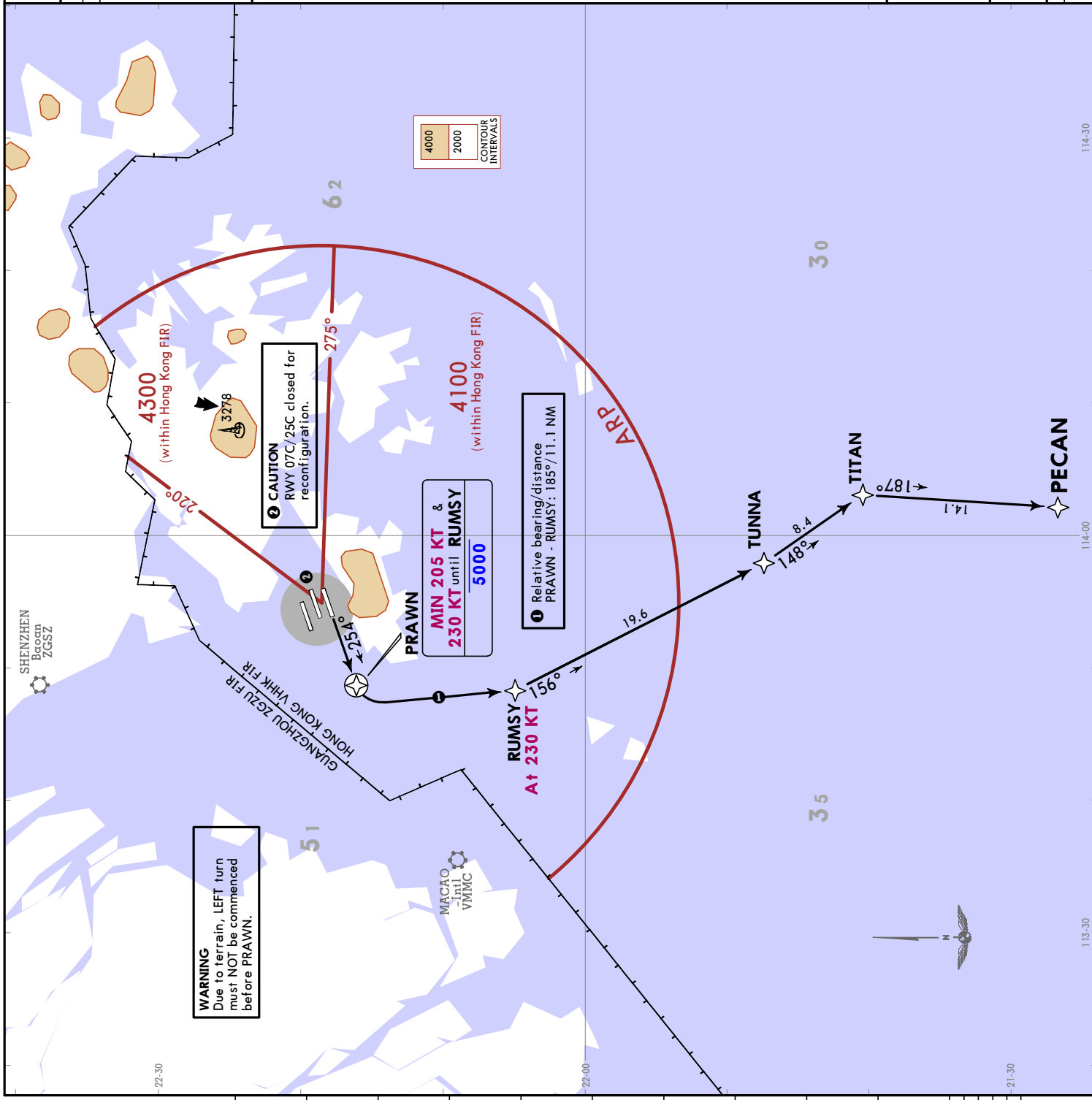
FOR TERMINAL TRANSITION ROUTES
V10, V11 & V12 REFER TO CHART 10-3X4

HONG KONG, PR OF CHINA
RNAV SID

HONG KONG, PR OF CHINA
RNAV SID

JEPPESEN
 5 APR 24 (10-30) Eff 18 Apr

VHHH/HKG
 HONG KONG INTL



HONG KONG Departure	123.8	Apt Elev	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 call sign, 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 2B (CHART 10-3X1)

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

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

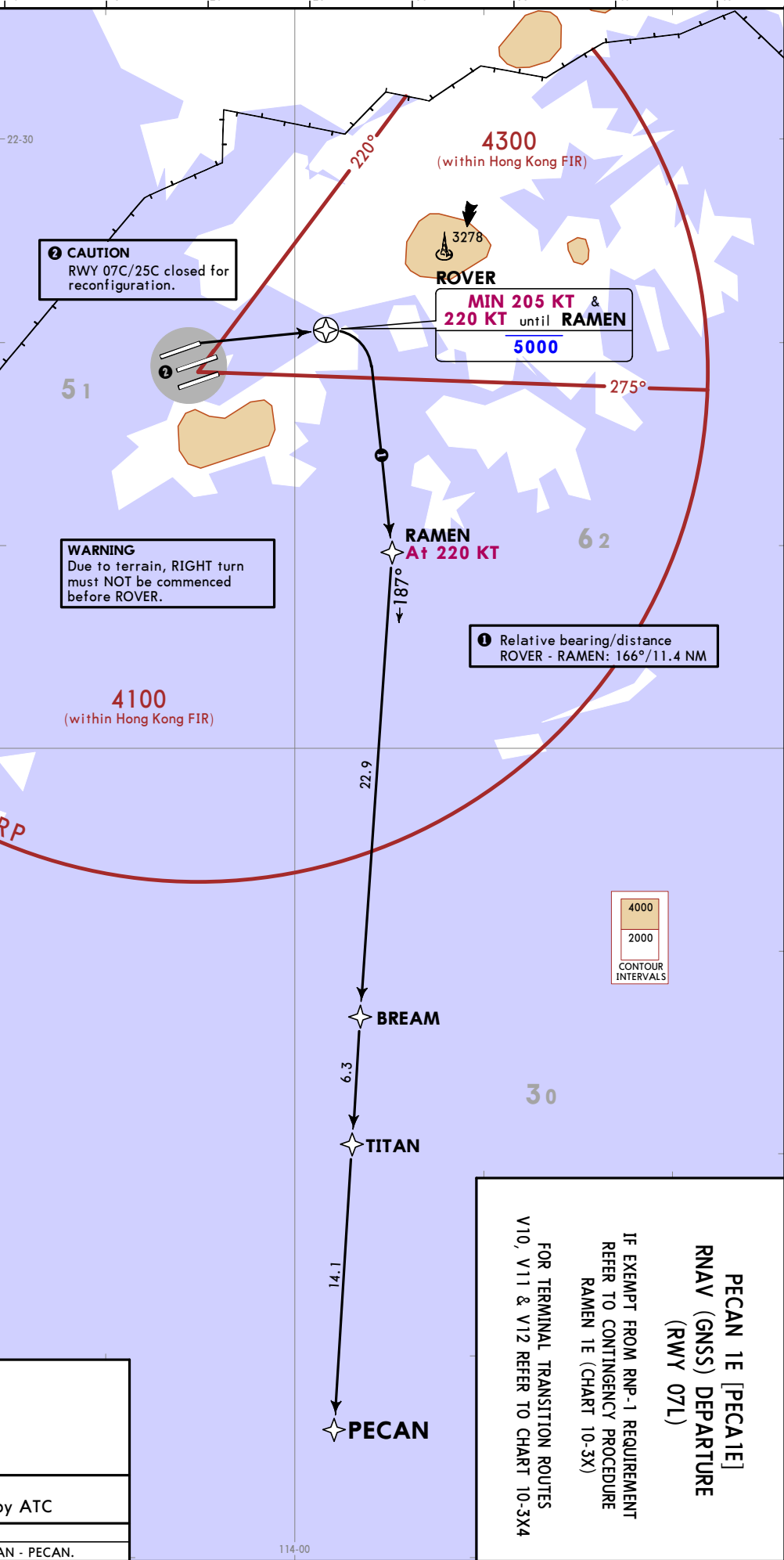
This SID requires a minimum climb gradient of 3.3% (201 per NM).

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.

HONG KONG Departure 123.8	Apt Elev 28
Trans alt: 9000	
RNP 1	
<ol style="list-style-type: none"> 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. 	
<p>PECAN 1E [PECA1E] RNAV (GNSS) DEPARTURE (RWY 07L)</p> <p>IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 1E (CHART 10-3X)</p> <p>FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4</p> <p>SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED</p>	



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

4000
2000
CONTOUR INTERVALS

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

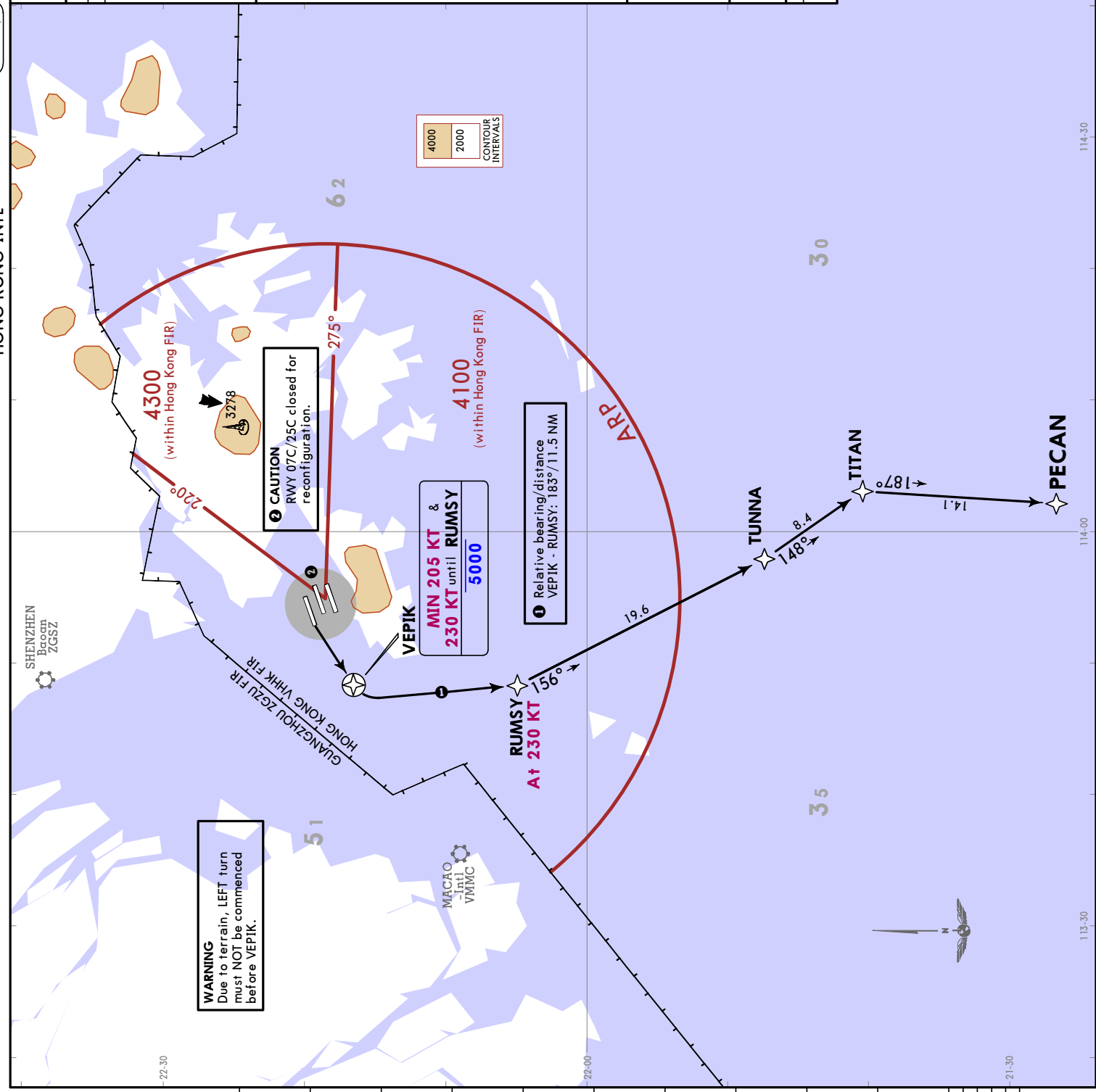
This SID requires a minimum climb gradient of 3.4% (207 per NM) until leaving 1400.

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.

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



HONG KONG Departure 123.8	Apt Elev 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 call sign, 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).

Grnd 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

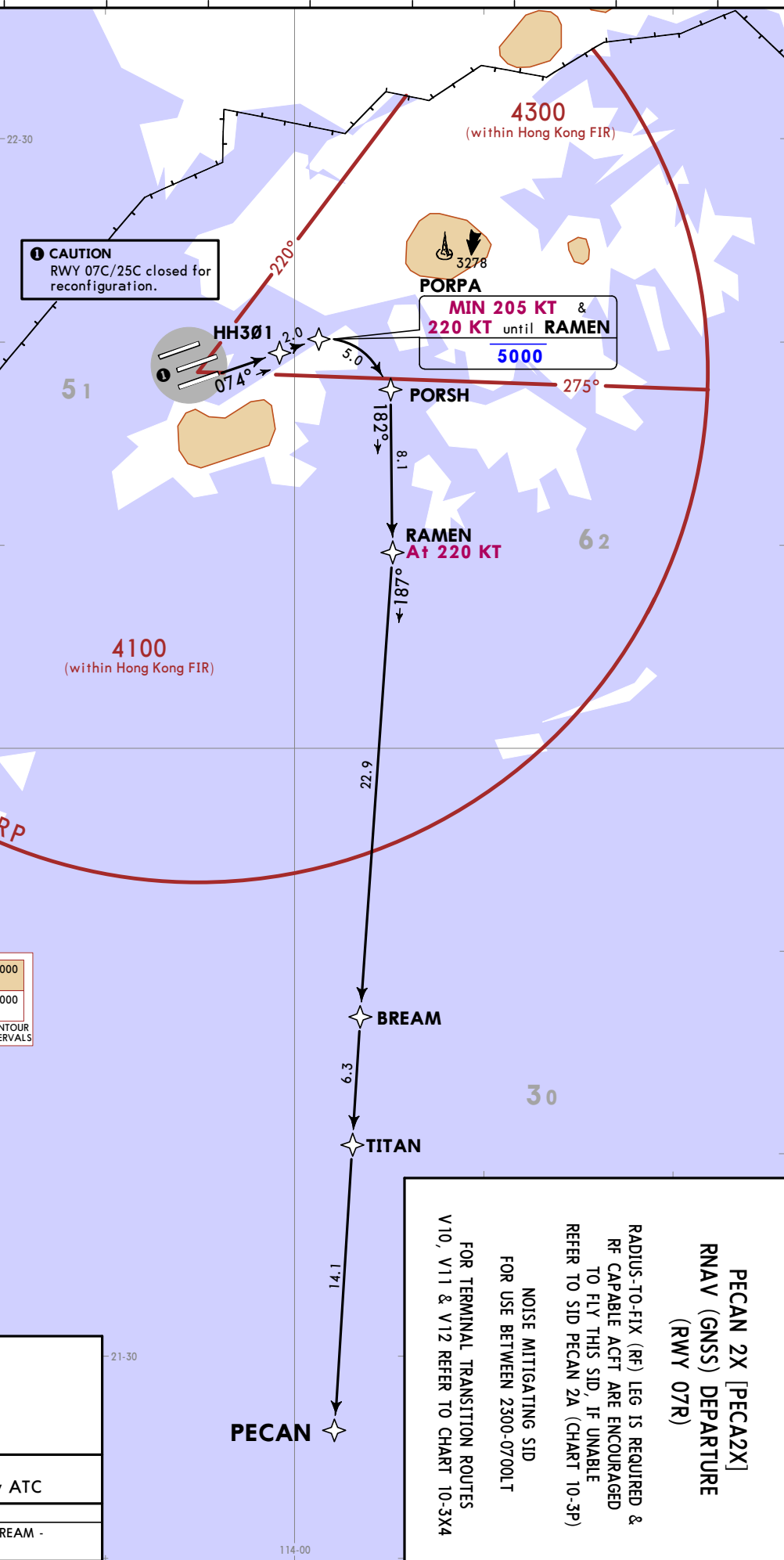
ROUTING
 DER - VEPIK (K205+/- 5000-) - RUMSY (K230) - TUNNA - TITAN - PECAN.

24

CHANGES: SID renumbered, HH301 added.

VHHH/HKG
HONG KONG INTL
5 APR 24
EFT 18 APT
10-3Q3
JEPPESSEN

HONG KONG Departure 123.8	Apt Elev 28
Trans alt: 9000	
RNP 1 RF required	
<ol style="list-style-type: none"> 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. 	
<p>PECAN 2X [PECA2X] RNAV (GNSS) DEPARTURE (RWY 07R)</p> <p>RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID PECAN 2A (CHART 10-3P)</p> <p>NOISE MITIGATING SID FOR USE BETWEEN 2300-0700LT</p> <p>FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4</p> <p>SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED</p>	



GUNAGZHOU ZGZU FIR
HONG KONG VHHK FIR

ARP

4000
2000
CONTOUR INTERVALS

35

30

113-30

21-30

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
HH301 - PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - BREAM - TITAN - PECAN.

PECAN 2X [PECA2X]
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 2A (CHART 10-3P)

NOISE MITIGATING SID FOR USE BETWEEN 2300-0700LT

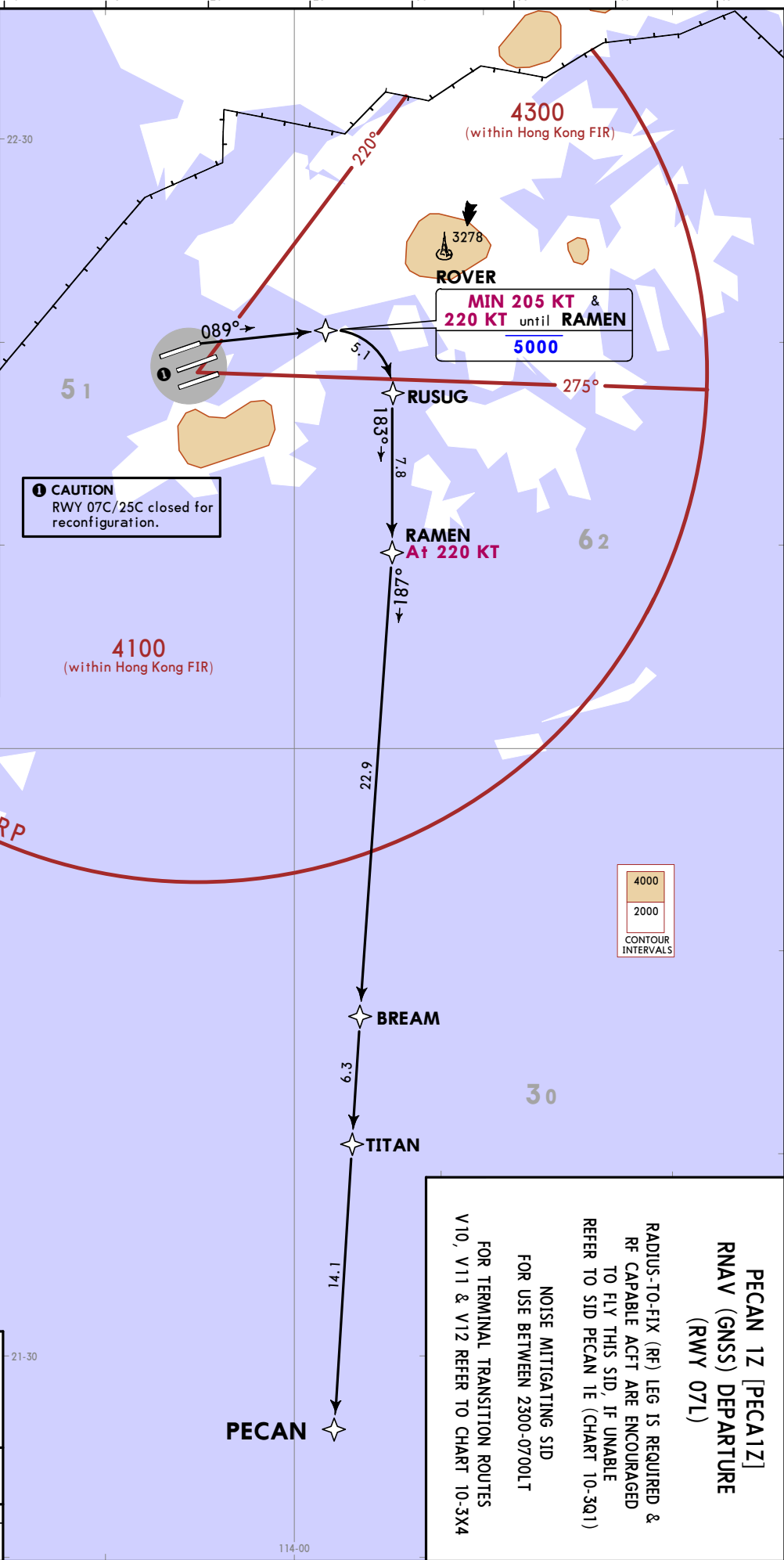
FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

HONG KONG, PR OF CHINA
RNAV SID

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CHANGES: None

HONG KONG Departure 123.8	Apt Elev 28
Trans alt: 9000	
RNP 1 RF required	
<ol style="list-style-type: none"> ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. On first contact with HONG KONG Departure state callsign, current and cleared altitude. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. If unable to follow SID track, advise ATC and request assistance. 	
<p>PECAN 1Z [PECA1Z] RNAV (GNSS) DEPARTURE (RWY 07L)</p> <p>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)</p> <p>NOISE MITIGATING SID FOR USE BETWEEN 2300-0700LT</p> <p>FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4</p> <p>SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED</p>	



GUNAGZHOU ZGZU FIR
HONG KONG VHKK FIR

ARP

35

30

35

113-30

21-30

114-00

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)

NOISE MITIGATING SID FOR USE BETWEEN 2300-0700LT

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)

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

HONG KONG, PR OF CHINA
RNAV SID

VHHH/HKG
HONG KONG INTL
5 APR 24
JEPESEN
Eff 18 APR 10-3S

HONG KONG Departure 123.8	Apt Elev 28
Trans alt: 9000	
RNP 1	
<p>1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.</p> <p>2. On first contact with HONG KONG Departure state call sign, current and cleared altitude.</p> <p>3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.</p> <p>4. If unable to follow SID track, advise ATC and request assistance.</p>	

RASSE 4A [RASE4A]
RNAV (GNSS) DEPARTURE
(RWY 07R)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 2A (CHART 10-3W)

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

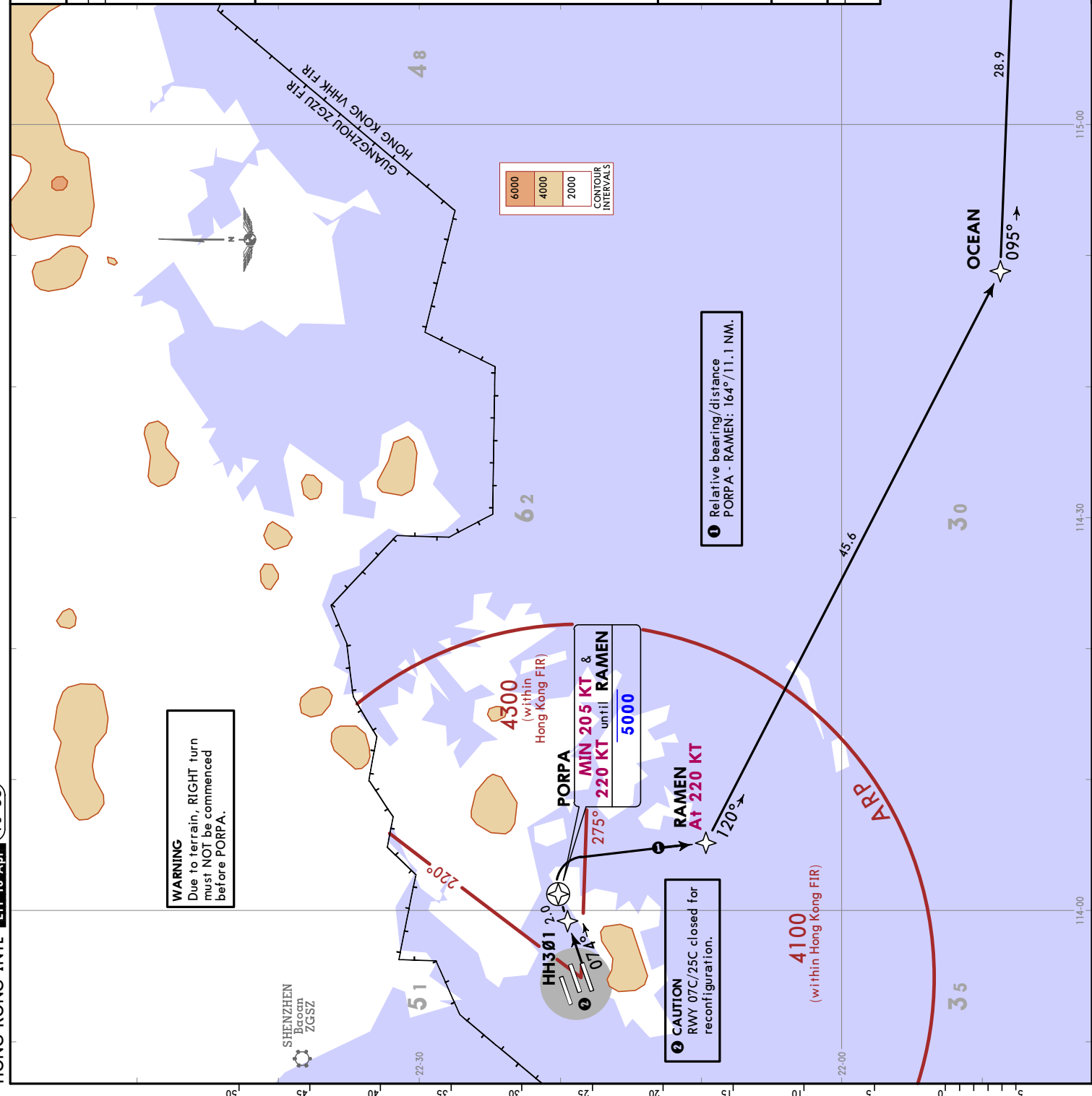
SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

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

Grnd 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
HH301 - PORPA (K205+) - RAMEN (K220) -
OCEAN - RASSE.



VHJPE
JEJPESEN
 5 APR 24 10-3T
 Eff 18 Apr
HONG KONG, PR OF CHINA
RNAV SID

HONG KONG Departure	123.8	Apt Elev	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 call sign, 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

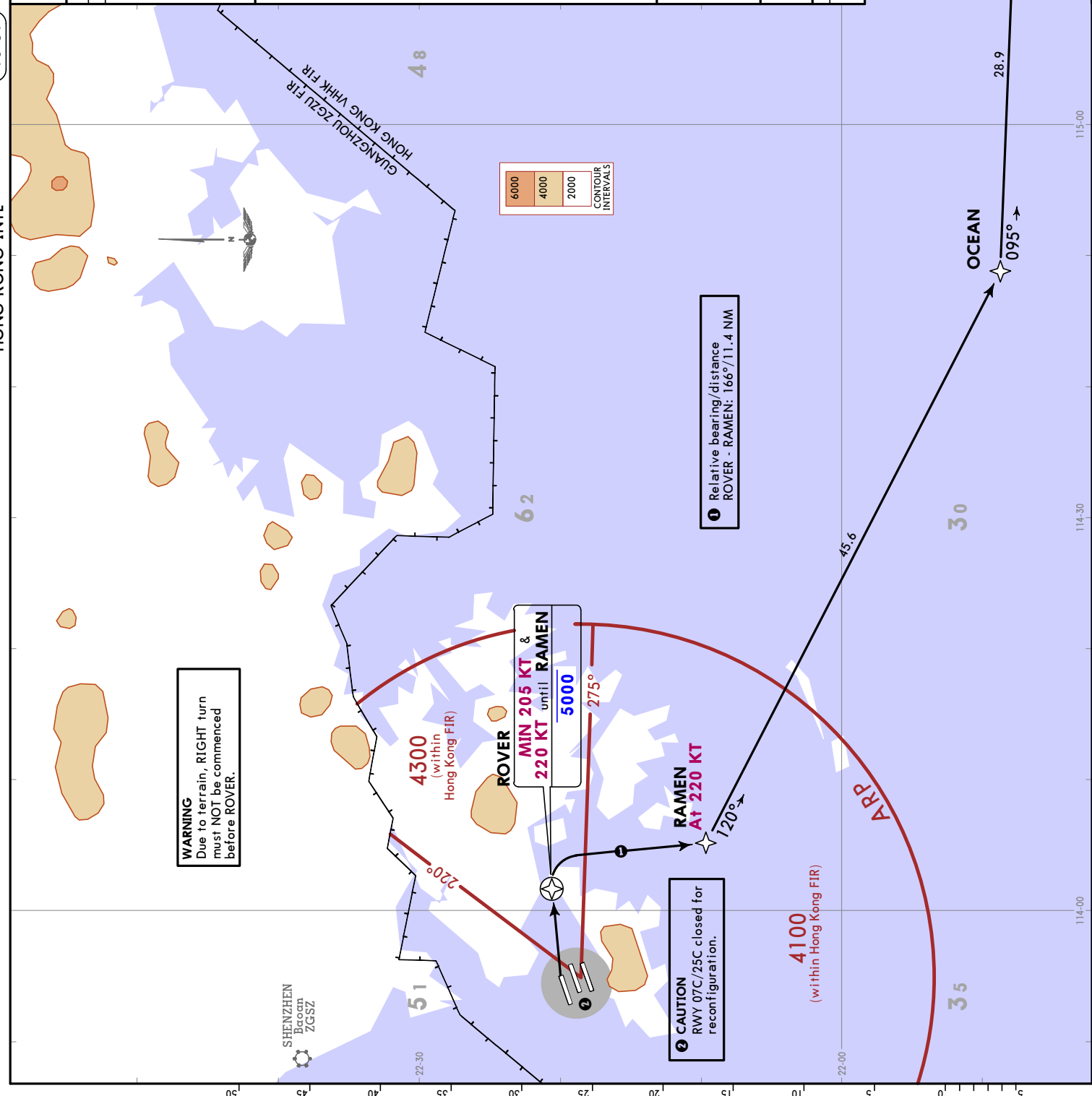
SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

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

Grd 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.



HONG KONG, PR OF CHINA
RNAV SID

VHHH/HKG
HONG KONG INTL
 5 APR 24
 Eff 18 Apr
 10-3T1

HONG KONG Departure
123.8

Apt Elev
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 call sign, 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 2X [RASE2X]
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 4A (CHART 10-3S)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

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

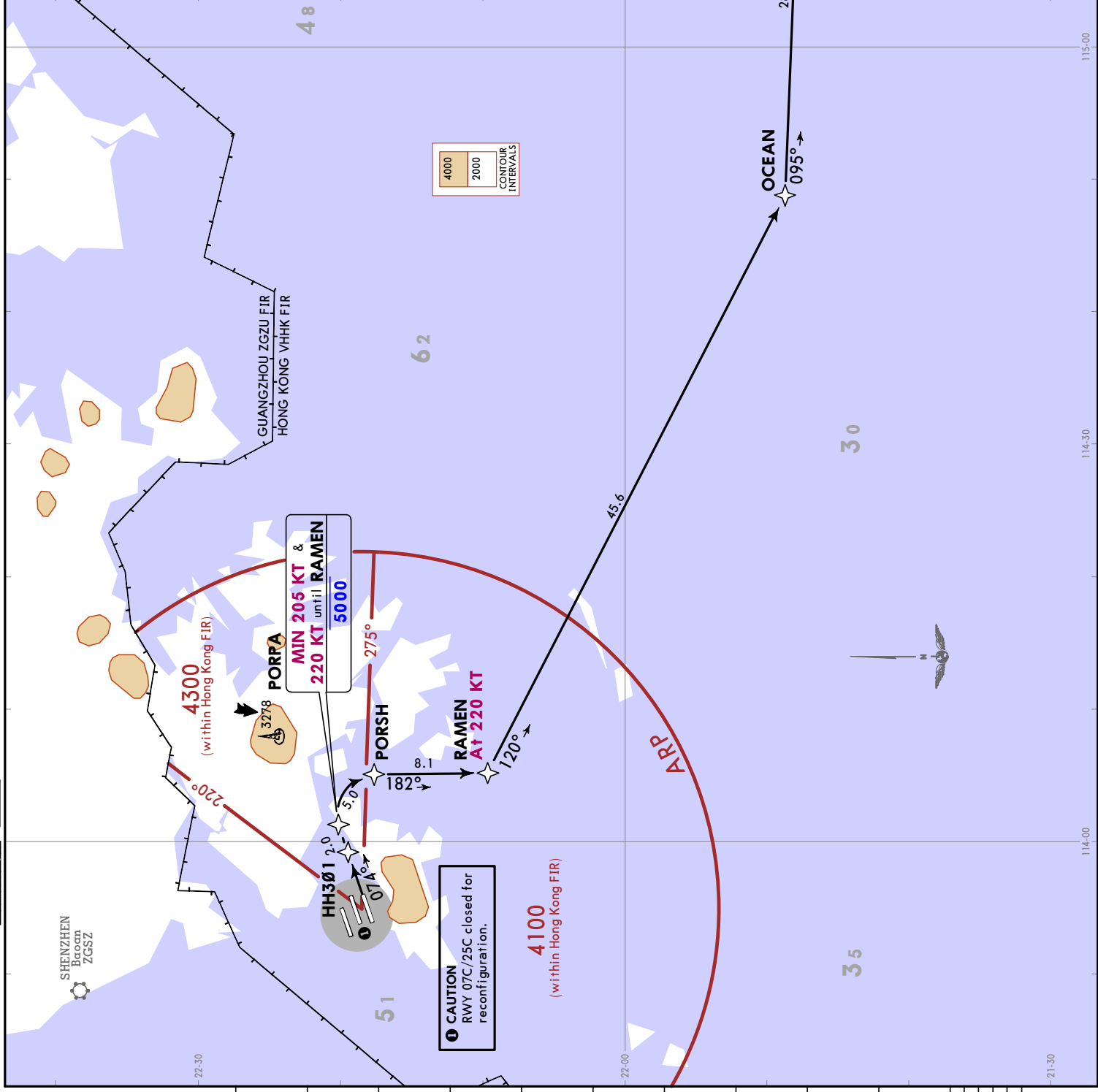
SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

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

Grnd 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
 HH301 - PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - OCEAN - RASSE.



JEPPESEN
 5 APR 24
 Eff 18 Apr
 10-3T1

HONG KONG Departure 123.8	Apt Elev 28
Trans alti: 9000	
RNP 1 - RF required	
<ol style="list-style-type: none"> 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 call sign, 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**

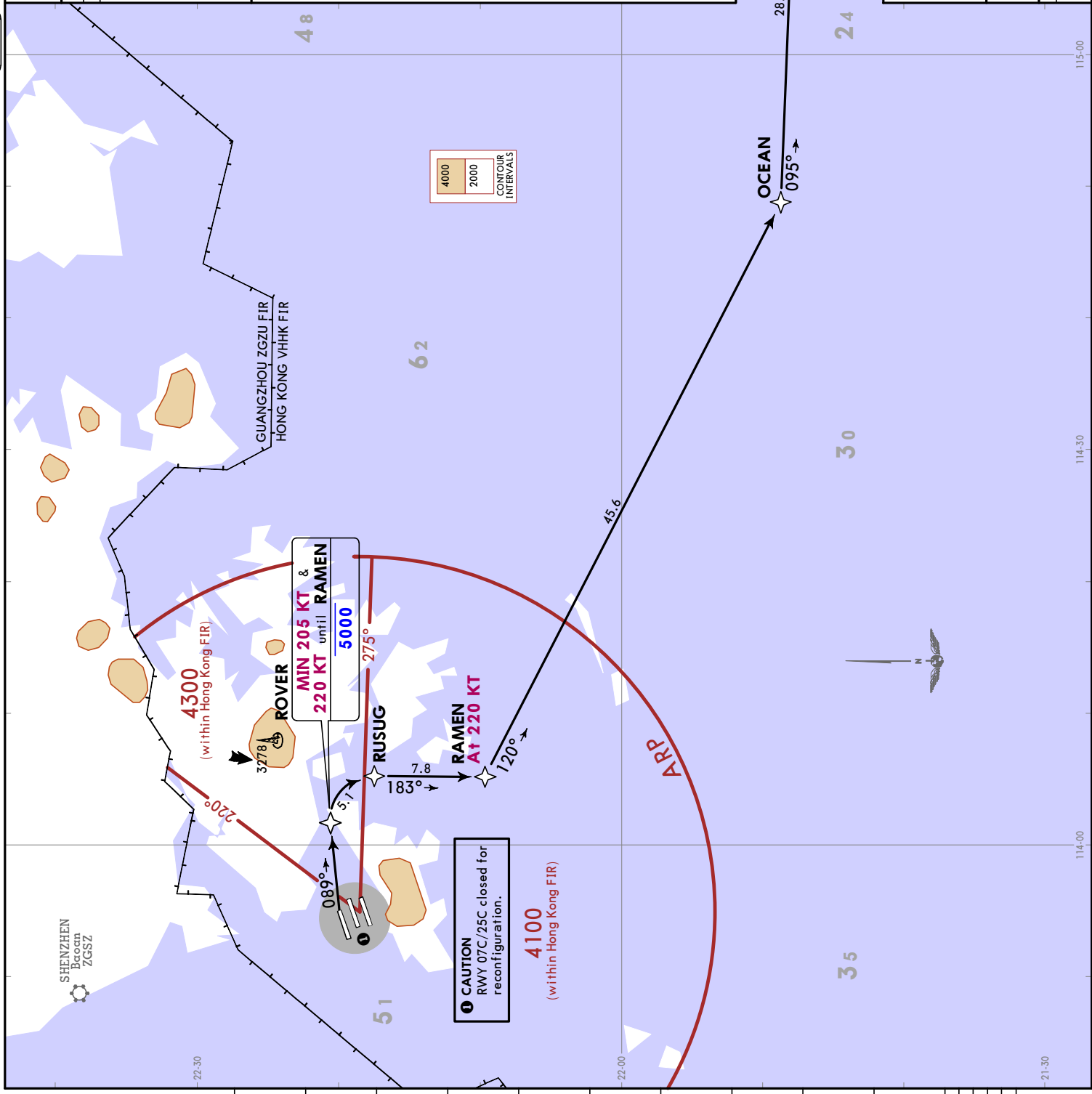
This SID requires a minimum climb gradient of 3.3% (201 per NM).

Grnd 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.



HONG KONG, PR OF CHINA
RNAV SID

VHJPE
 5 APR 24
 HONG KONG INTL
 Eff 18 APR 10-3T3

HONG KONG Departure 123.8	Apt Elev 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 call sign, 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 4A [SKAT4A]
RNAV (GNSS) DEPARTURE
(RWY 07R)

NOISE MITIGATING SID
 FOR USE BETWEEN 2300-0700LT

IF EXEMPT FROM RNP-1 REQUIREMENT
 REFER TO CONTINGENCY PROCEDURE
 RAMEN 2A (CHART 10-3W)

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

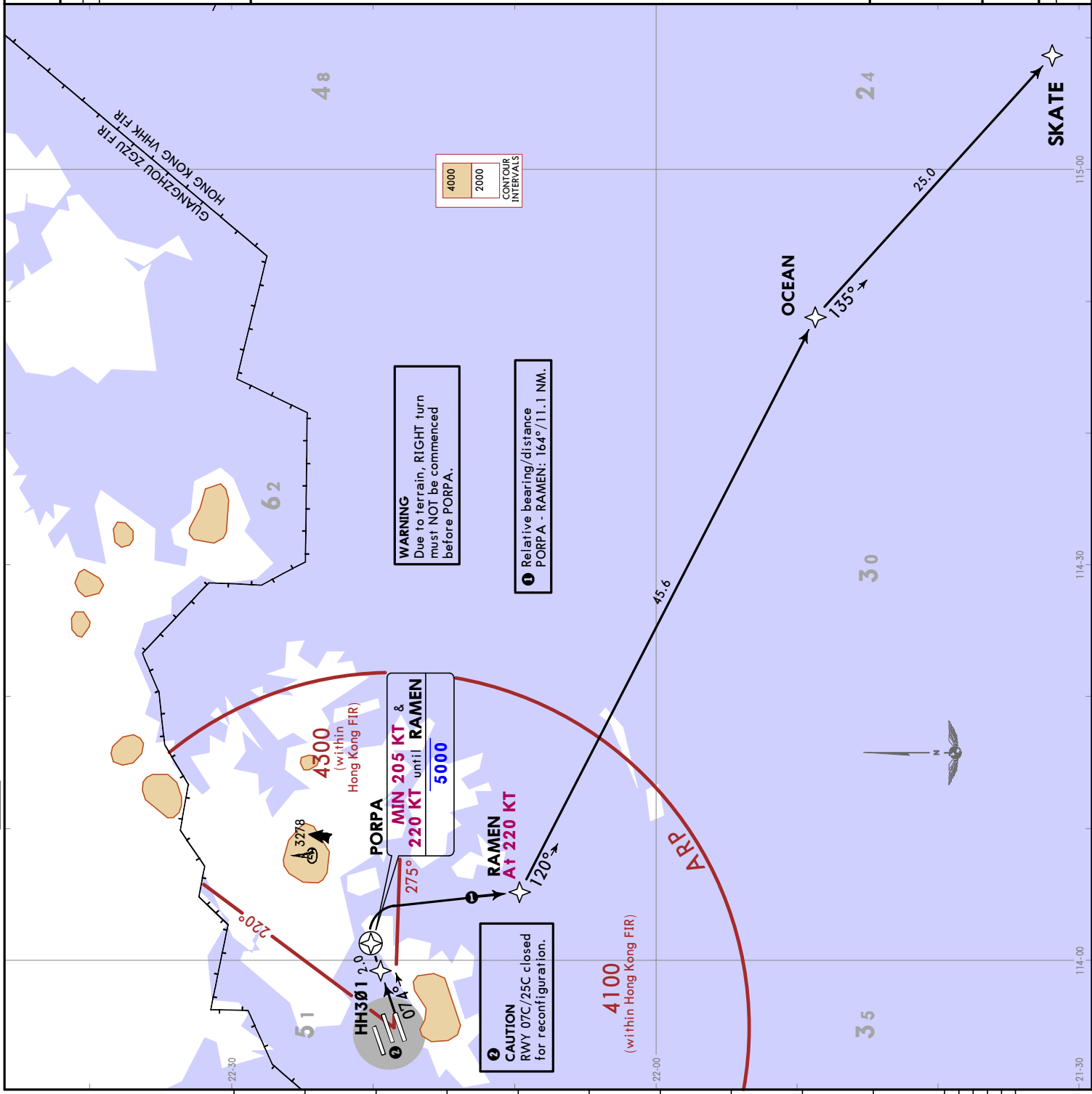
SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

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
 HH301 - PORPA (K205+; 5000-) - RAMEN (K220) - OCEAN - SKATE.



HONG KONG Departure	123.8	Apt Elev	28
Trans alti: 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 call sign, 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

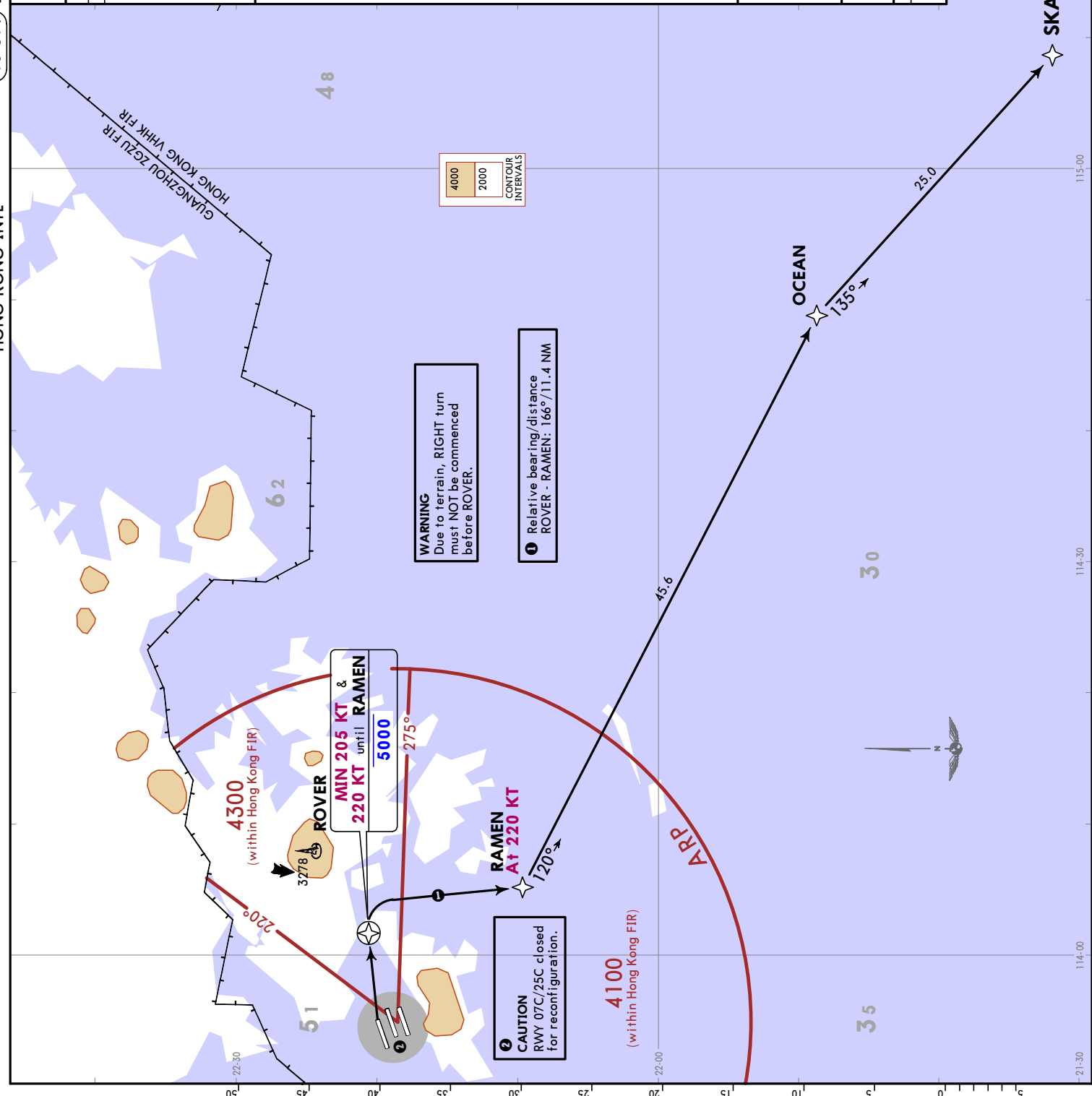
**SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED**

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

Grd 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.



HONG KONG, PR OF CHINA
RNAV SID

VHHH/HKG
 HONG KONG INTL
 5 APR 24
 Eff 18 Apr 10-315
JEPPesen

HONG KONG Departure 123.8	Apt Elev 28
Trans alti: 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 call sign, 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 2X [SKAT2X]
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 4A (CHART 10-3T3)

NOISE MITIGATING SID FOR USE BETWEEN 2300-0700LT

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

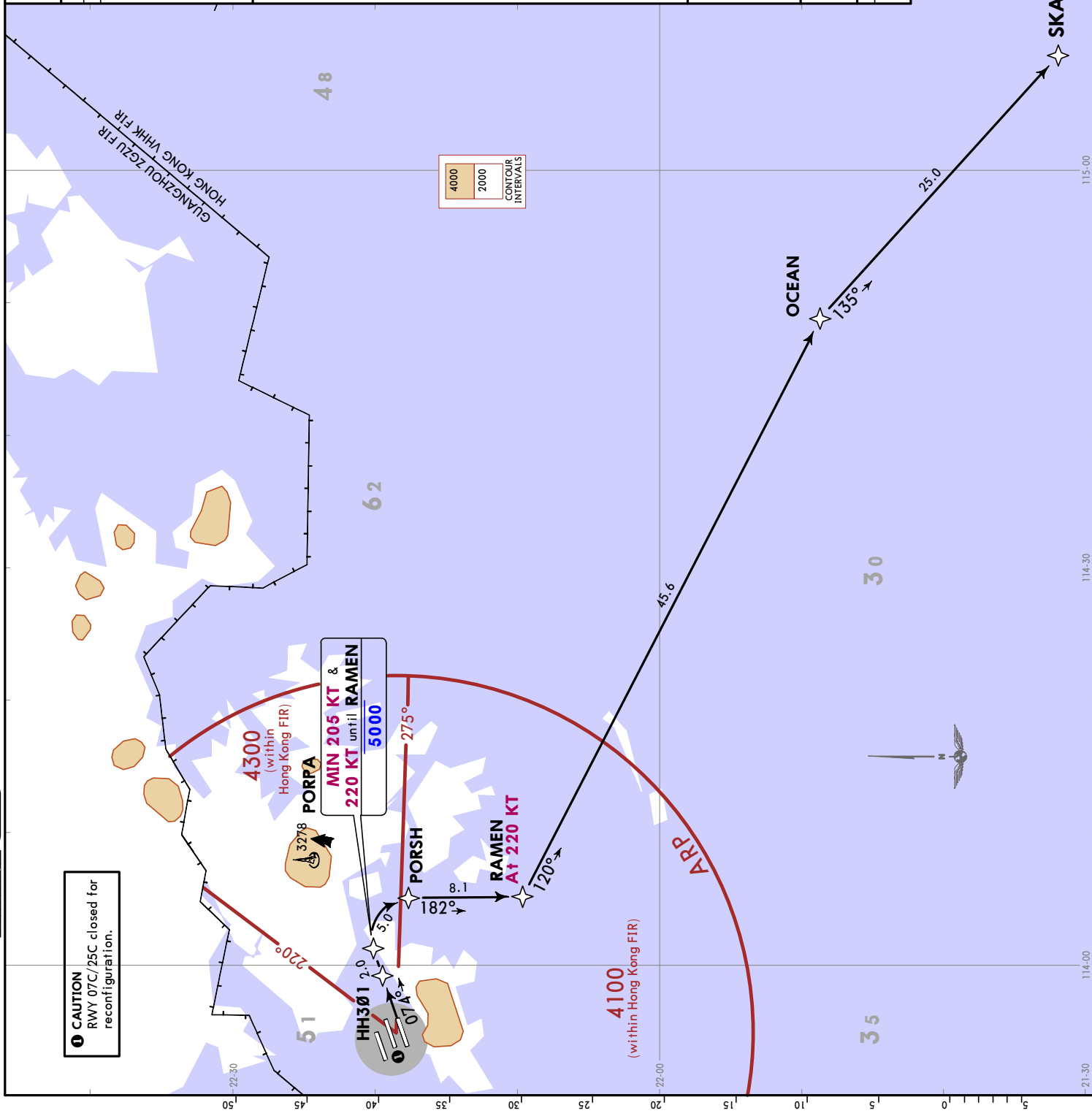
SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

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

End 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
 HH301 - PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - OCEAN - SKATE.



CAUTION
 RWY 07C/25C closed for reconfiguration.

JEPPESEN
 5 APR 24 10-3V Eff 18 APR
VHHH/HKG
 HONG KONG INTL

HONG KONG, PR OF CHINA
RNAV SID

HONG KONG Departure	123.8	Apt Elev	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 call sign, 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

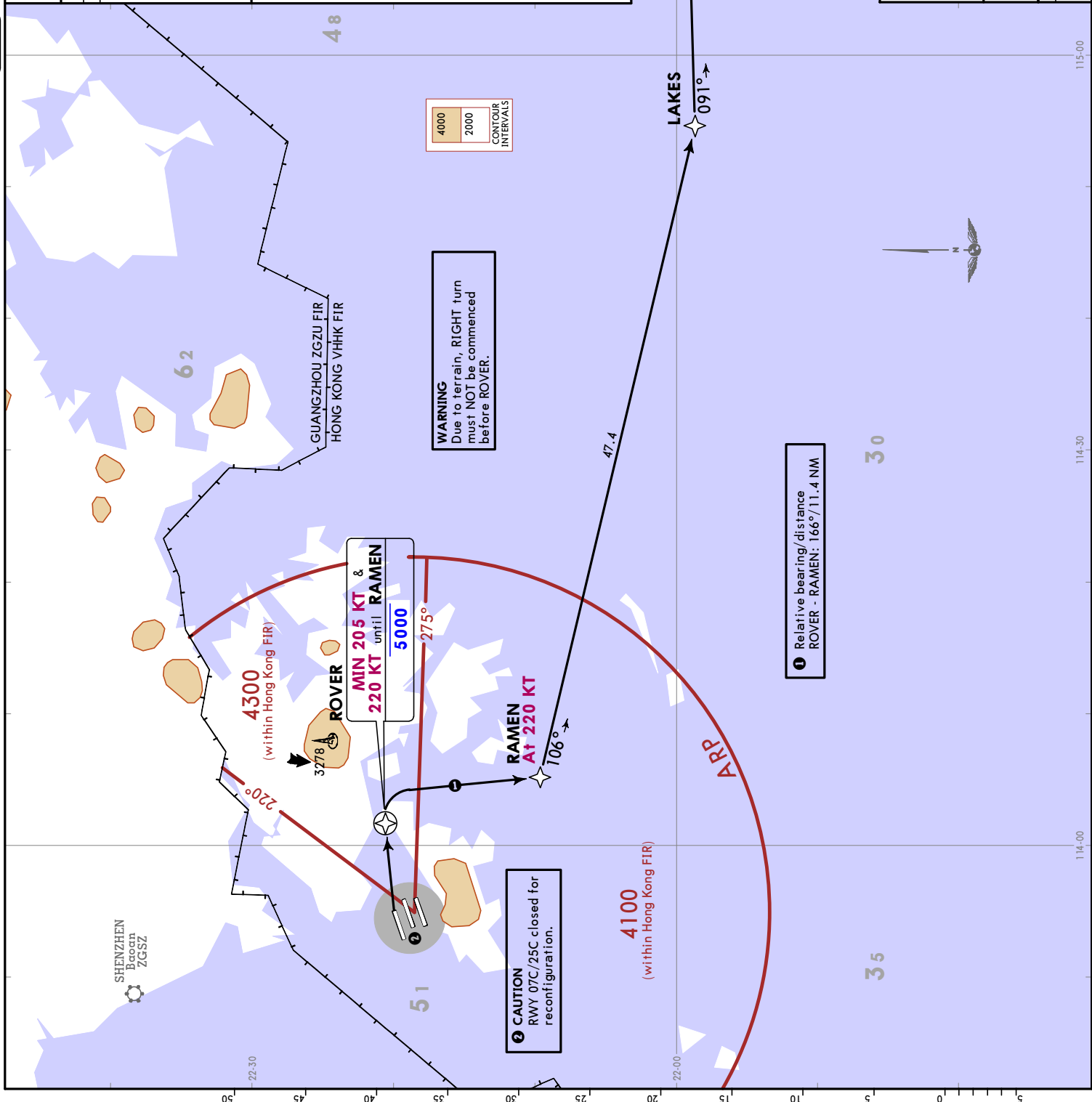
This SID requires a minimum climb gradient of 3.4% (207 per NM) until leaving 1400.

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.



HONG KONG, PR OF CHINA
RNAV SID

VHHH/HKG
HONG KONG INTL
 5 APR 24
 Eff 18 Apr
 10-3V1
JEPPESSEN

HONG KONG Departure 123.8	Apt Elev 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 call sign, 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 2X [VENG2X]
 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 2A (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**

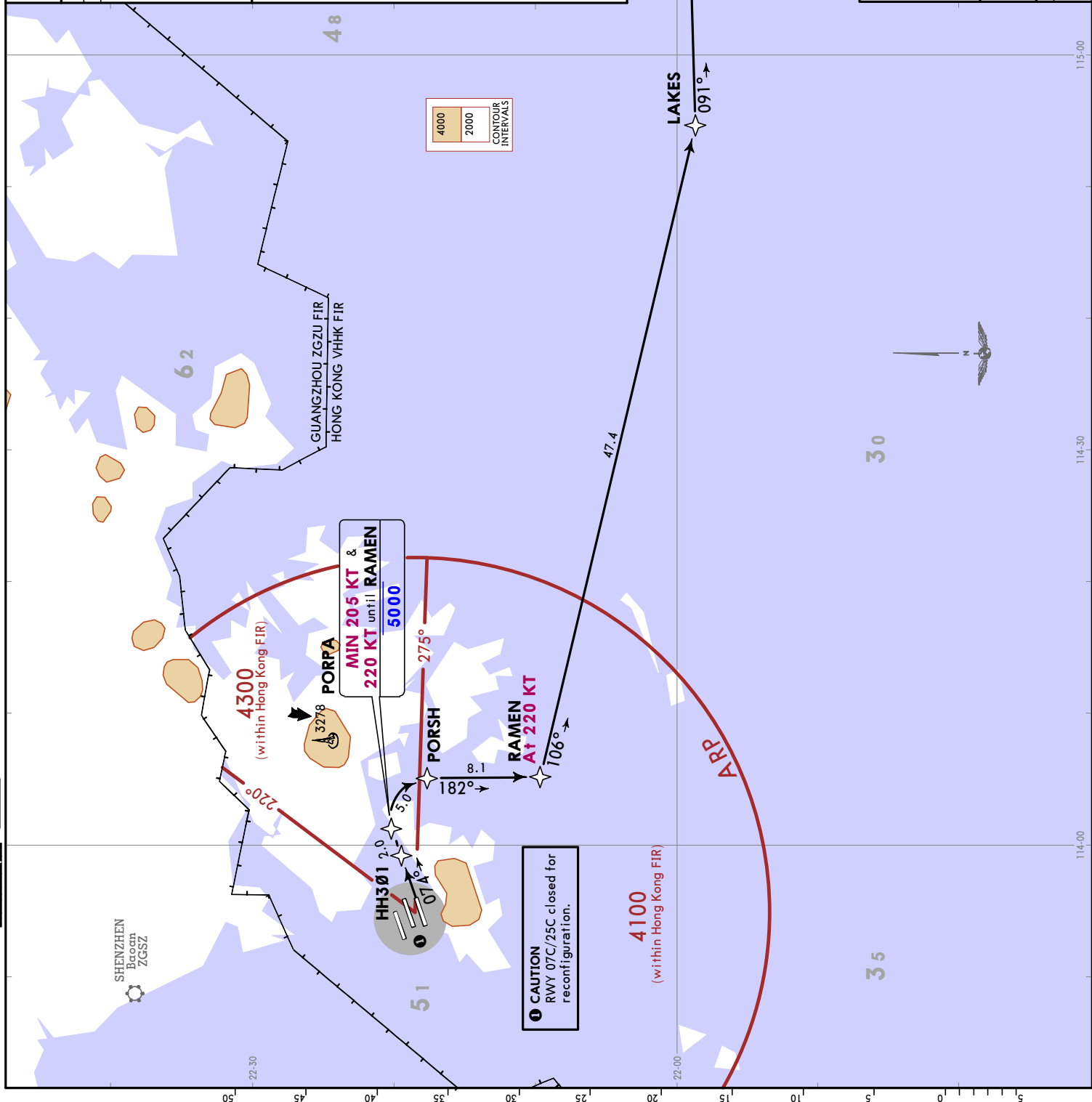
This SID requires a minimum climb gradient of 4.9% (298 per NM) until leaving 1400.

Grnd 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

HH301 - PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - LAKES - VENGO.



JEPPESEN
 5 APR 24 (10-3V2) Eff. 18 Apr. **RNAV SID**

VHHH/HKG
 HONG KONG INTL

HONG KONG, PR OF CHINA

HONG KONG Departure
123.8

Apt Elev
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 call sign, 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.

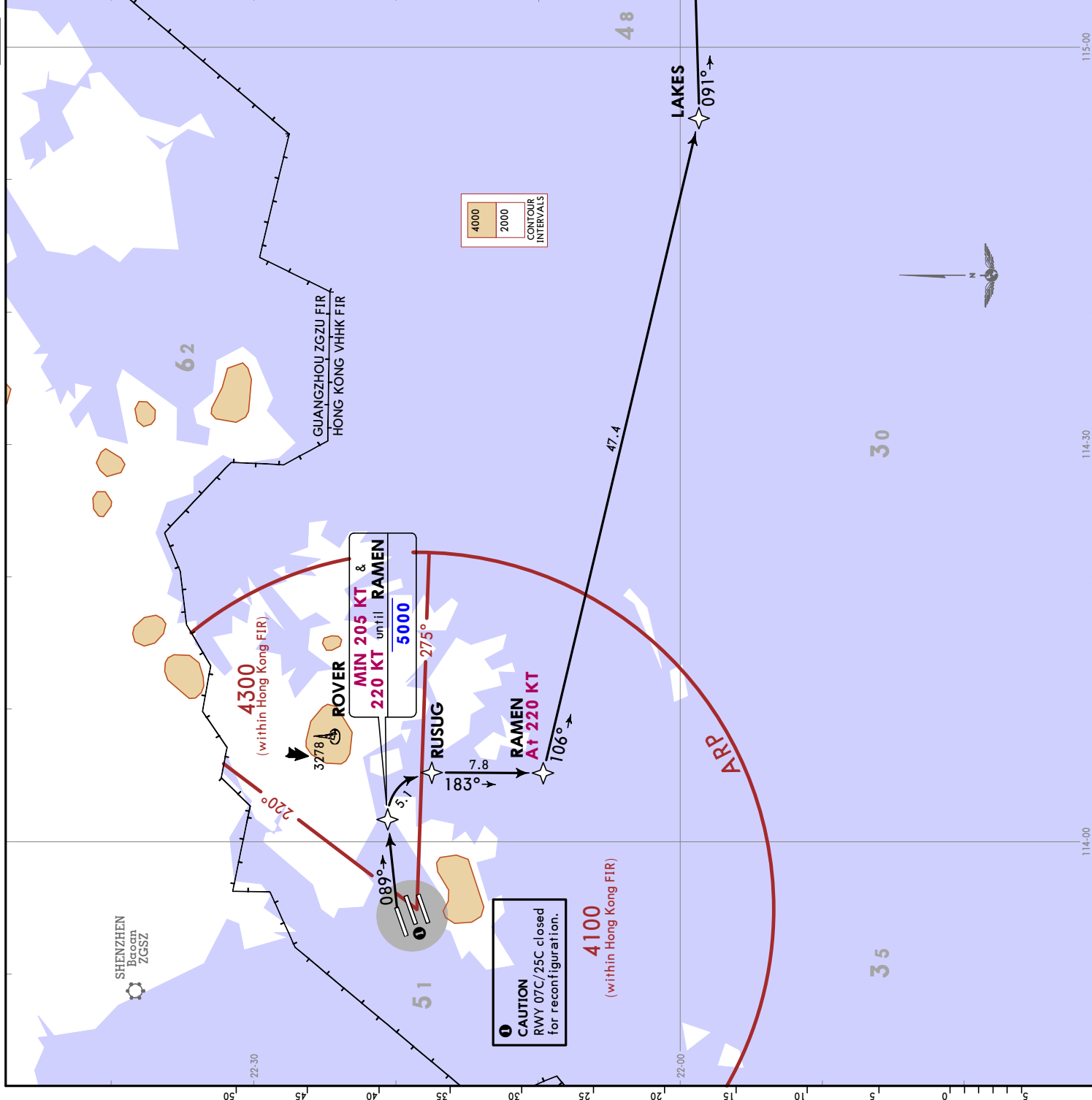
VENGO 1Z [VENG 1Z]
RNAV (GNSS) DEPARTURE
(RWY 07L)

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



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

Grnd 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.

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VHHH/HKG
HONG KONG INTL

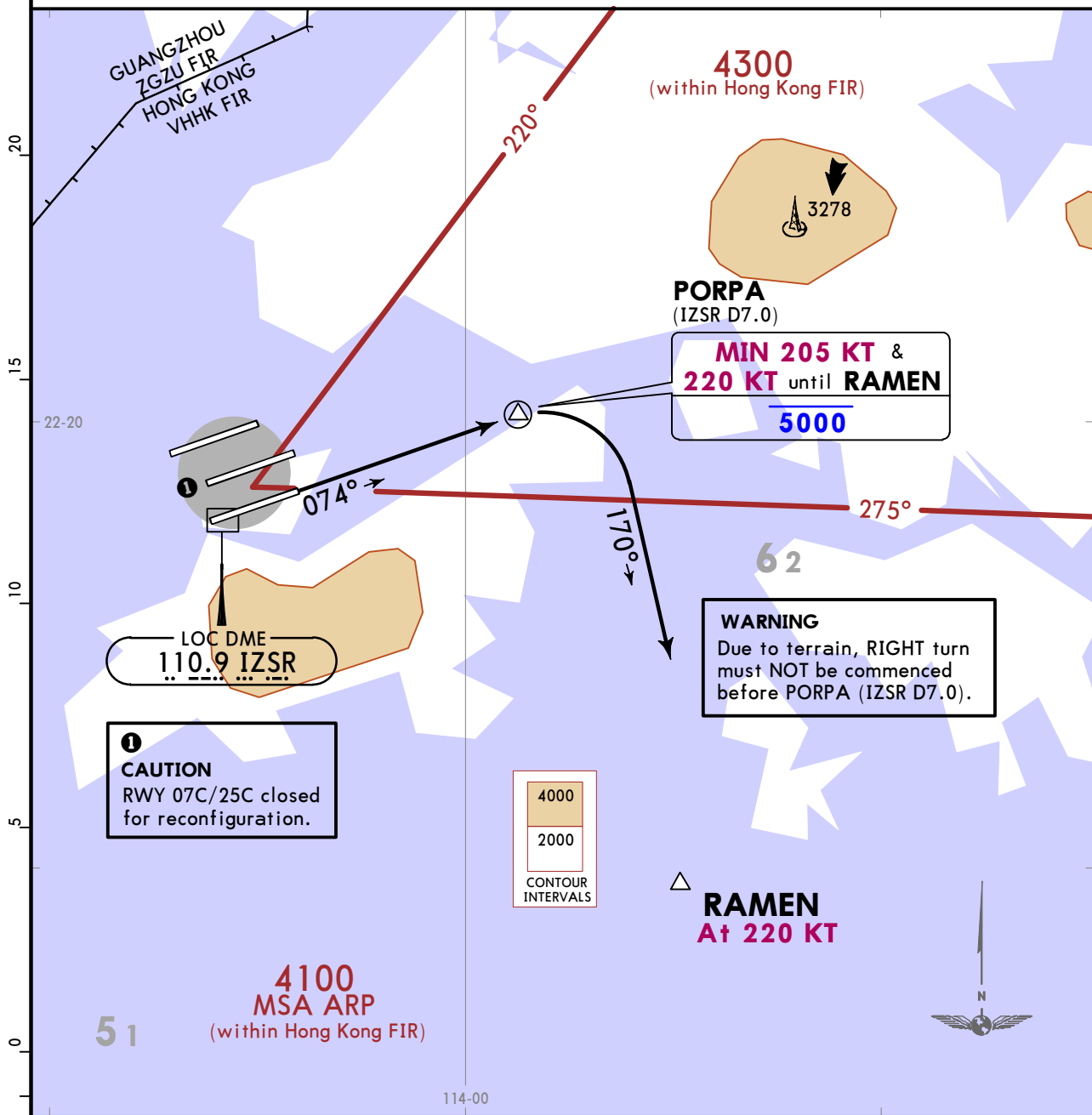
JEPPESEN HONG KONG, PR OF CHINA
9 FEB 24 (10-3W) Eff 22 Feb SID

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 2A DEPARTURE [RAME2A]
(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 (IZSR D7.0), turn RIGHT, 170° track, request RADAR vectors to RAMEN.

VHHH/HKG
HONG KONG INTL

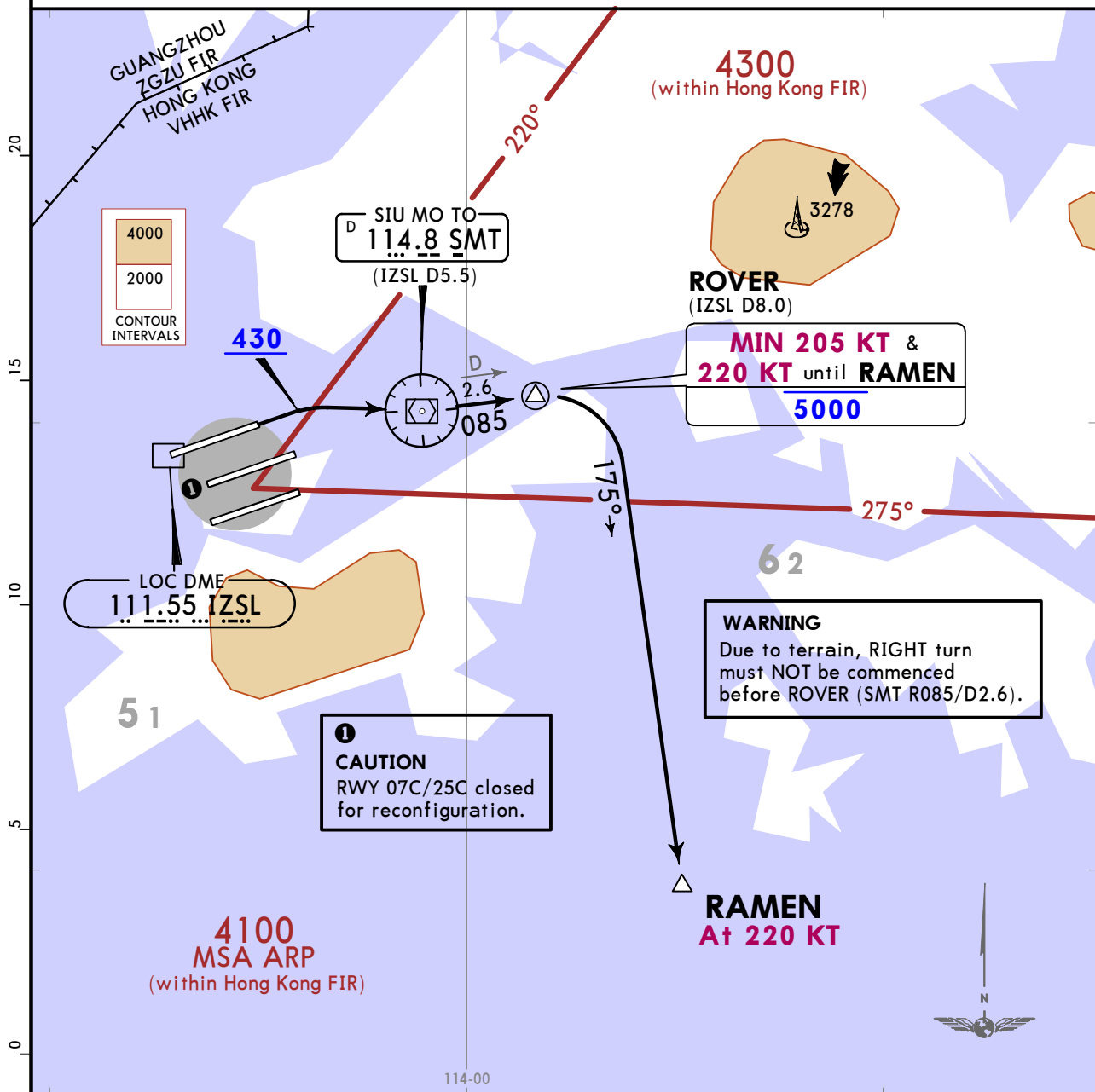
JEPPESEN HONG KONG, PR OF CHINA
9 FEB 24 10-3X Eff 22 Feb SID

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.

VHHH/HKG
HONG KONG INTL

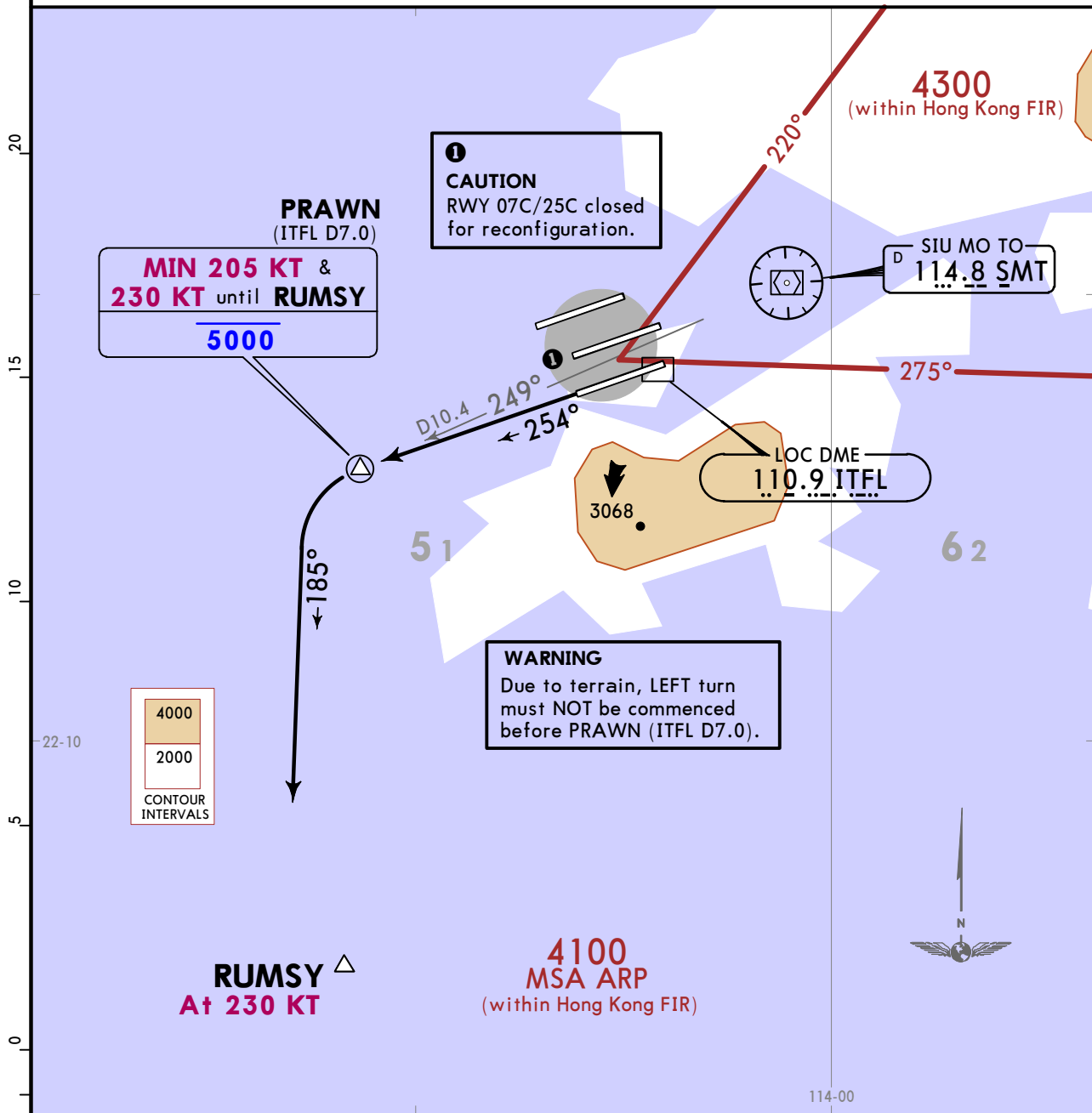
JEPPESEN HONG KONG, PR OF CHINA
17 NOV 23 (10-3X1) Eff 30 Nov SID

HONG KONG Departure 123.8	Apt Elev 28	Trans alt: 9000
		DME required
<ol style="list-style-type: none"> 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 2B DEPARTURE [RUMS2B]
(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 (ITFL D7.0), turn LEFT, 185° track, request RADAR vectors to RUMSY.

VHHH/HKG
HONG KONG INTL

17 NOV 23 (10-3X2) Eff 30 Nov

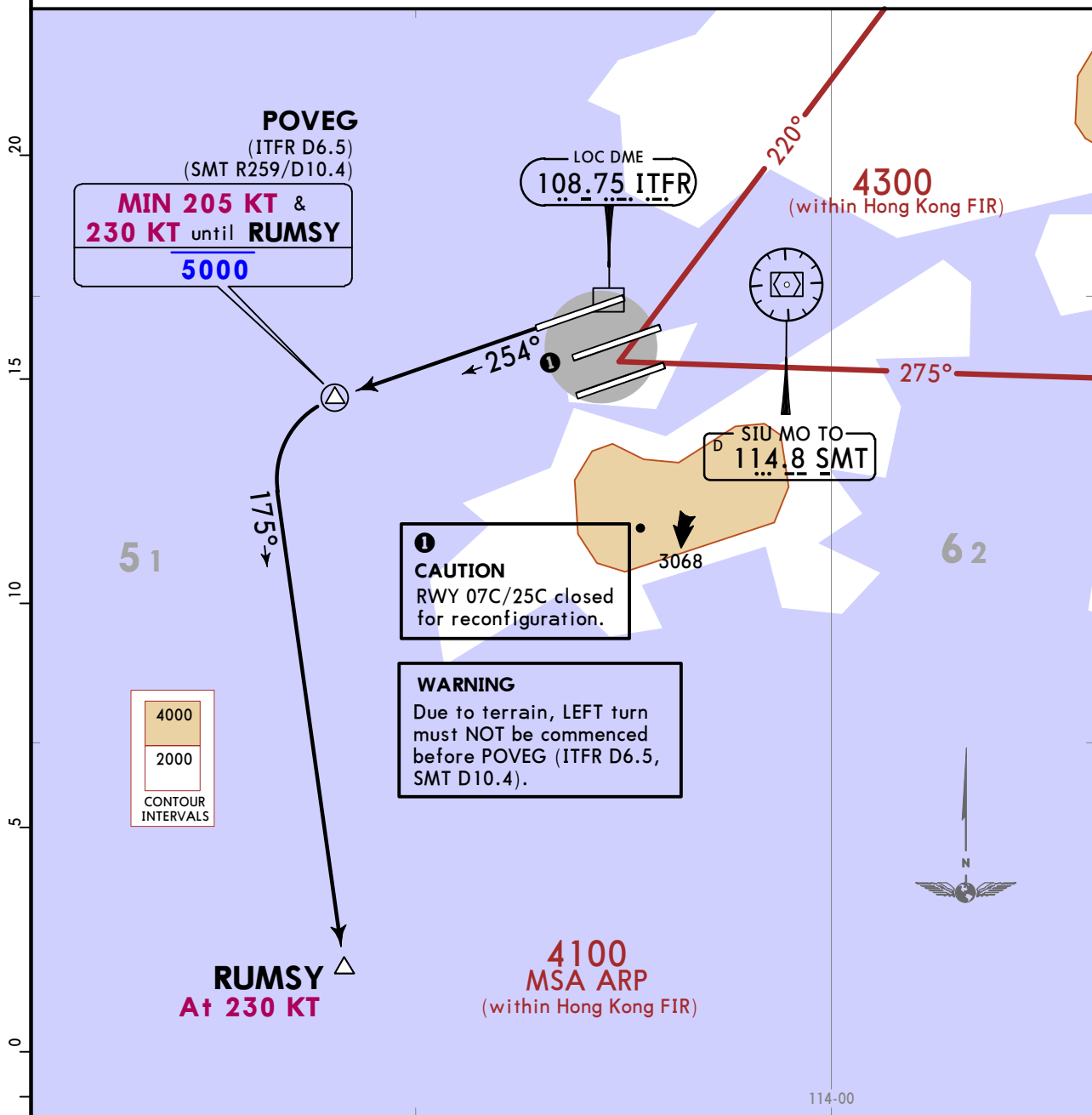
JEPPESEN HONG KONG, PR OF CHINA
SID

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

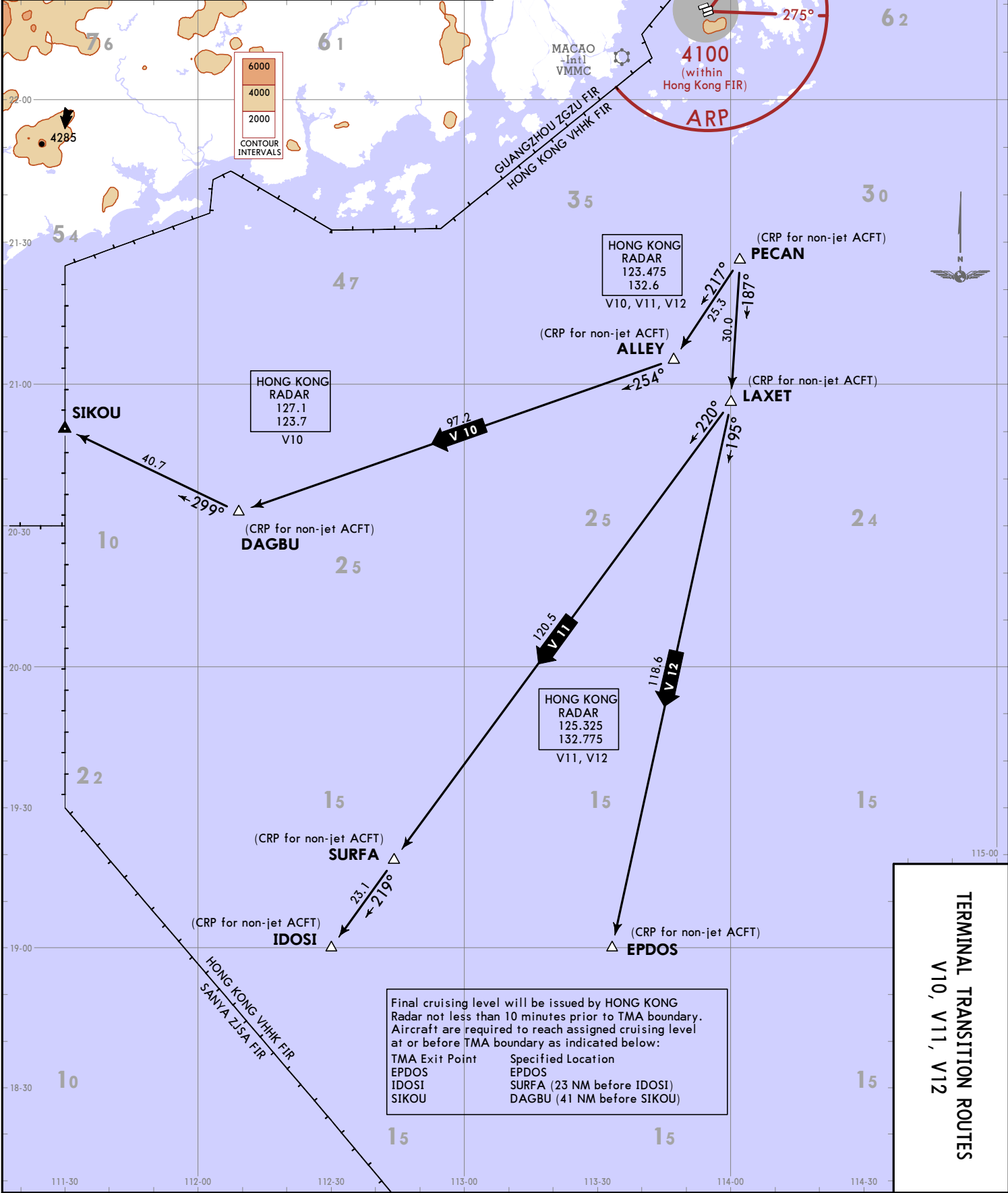
ROUTING

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

CHANGES: Chart reindexed.

HONG KONG Departure 123.8	Apt Elev 28	Trans alt: 9000
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TERMINAL TRANSITION ROUTES
V10, V11, V12
SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED



TERMINAL TRANSITION ROUTES
V10, V11, V12

VHHH/HKG
HONG KONG INTL
28 OCT 22
JEPPESSEN
10-3X4
EFT 3 No 9
HONG KONG, PR OF CHINA
TERMINAL TRANSITION ROUTE

VHHH/HKG

JEPPESEN HONG KONG, PR OF CHINA

16 JUN 23 (10-8)

HONG KONG INTL

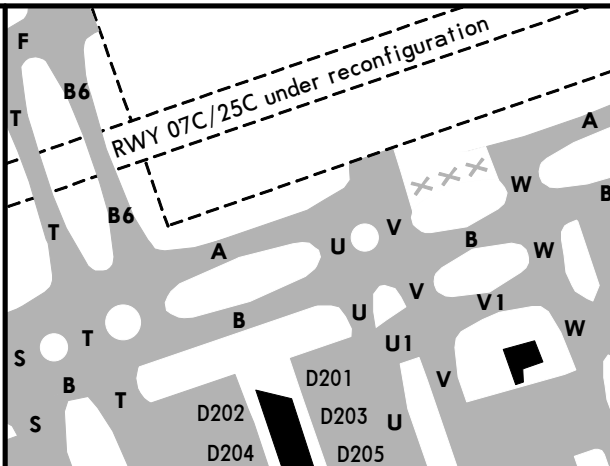
WORKS ON EASTERN AIRFIELD

REFER ALSO TO LATEST NOTAMS

PHASE 3:

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

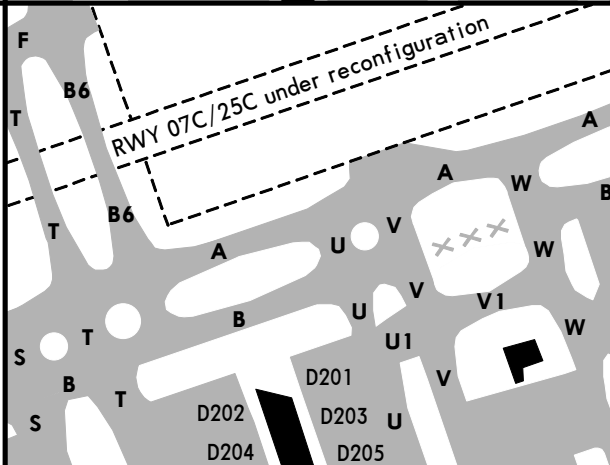
Construction works commenced on 3 June 2023. Expected to be completed in Q4 2024.



PHASE 4:

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

Construction works will commence after completion of Phase 3, tentatively scheduled to be completed in Q3 2025.



LEGEND

U Taxiway

D201 Stand

×× Closed TWY

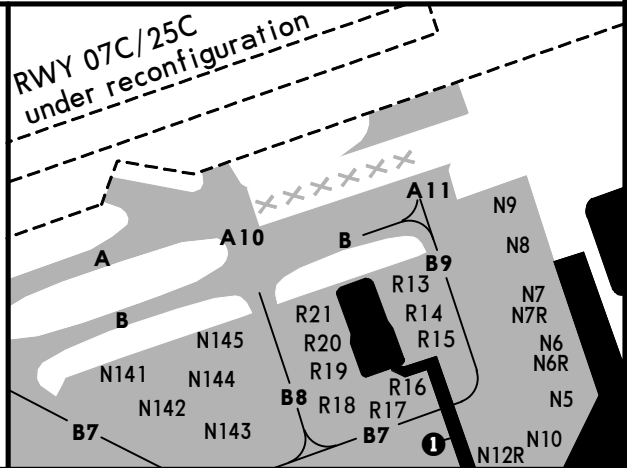
VHHH/HKG

JEPPESEN HONG KONG, PR OF CHINA
23 FEB 24 (10-8A) HONG KONG INTL

CONSTRUCTION WORKS ON TWY A
REFER ALSO TO LATEST NOTAMS

TWY A east of TWY A10 closed.
Expected to be completed in Q4 2024.

① Sky Bridge.
Height clearance:
92'/28m.



LEGEND

A Taxiway

R13 Stand

x x Closed TWY

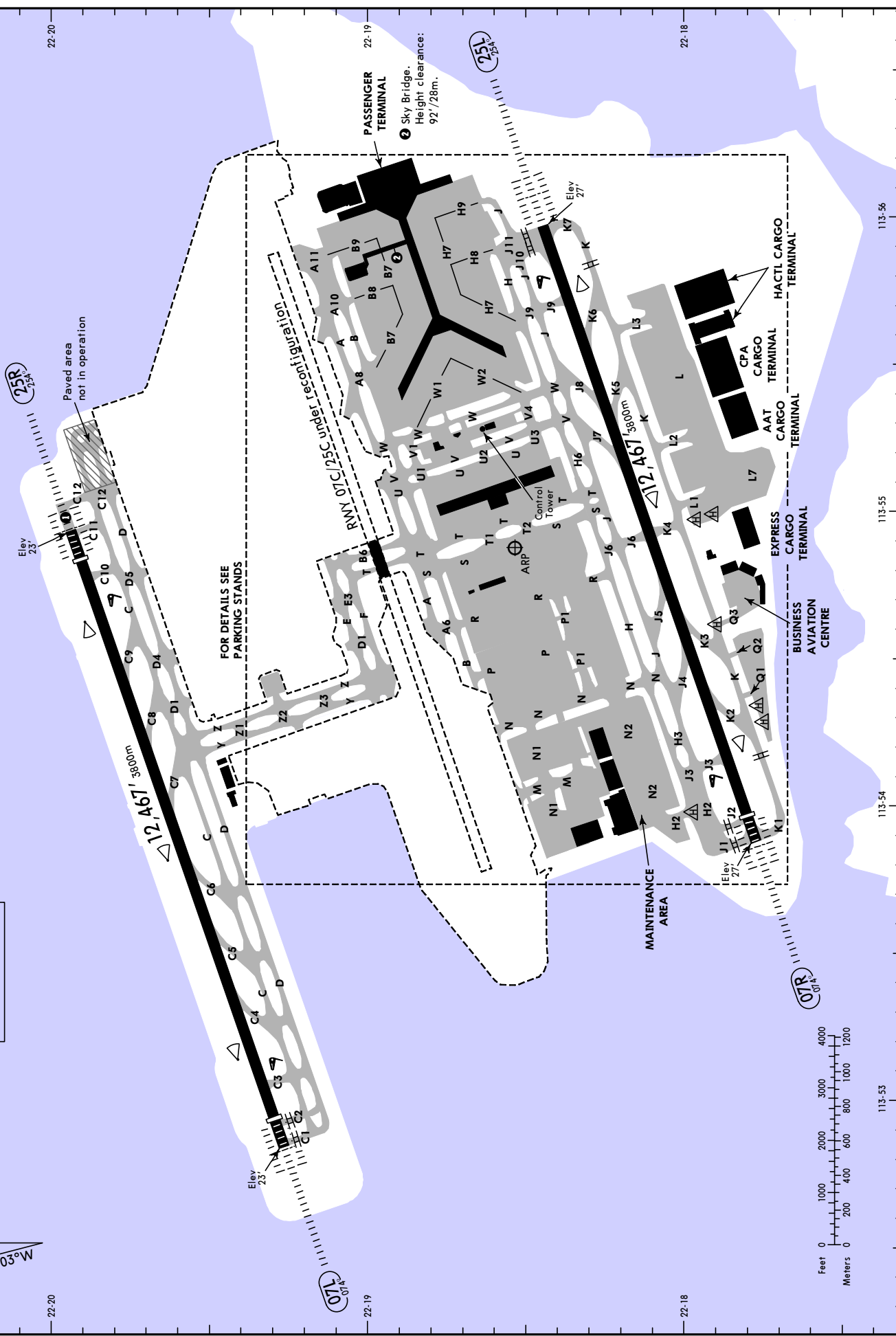
HONG KONG, PR OF CHINA
HONG KONG INTL

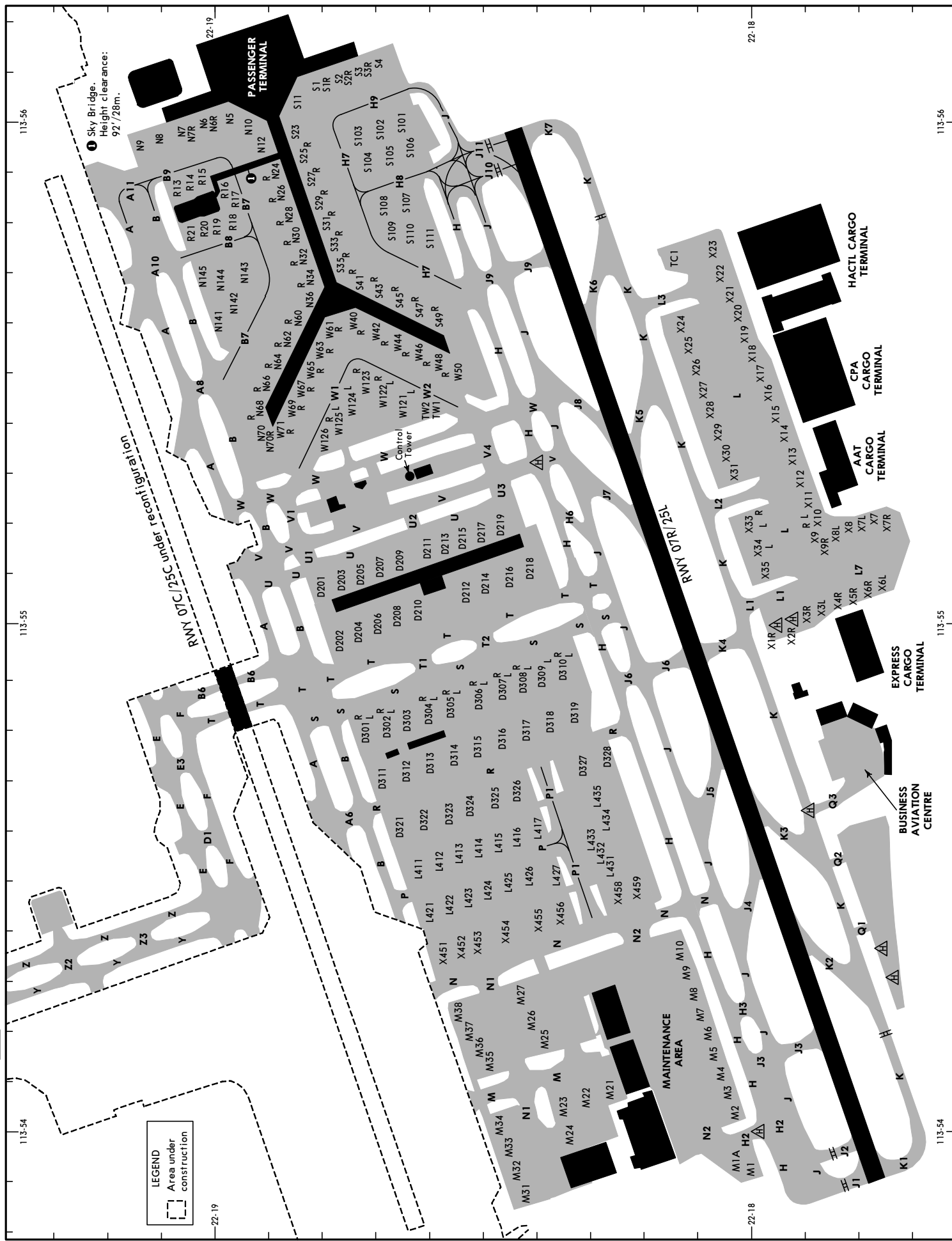
VHHH/HKG
Apt Elev 28'
N22 18.5 E113 54.9
8 DEC 23 (10-9)
JEPPESSEN

D-ATIS 127.05	ACARS: D-ATIS DCL	HONG KONG Delivery	North 121.6	Mid-field 121.875	South 122.55	West 122.125	Tower 118.2	HONG KONG Departure (by ATC) 123.8
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LEGEND
Area under construction

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





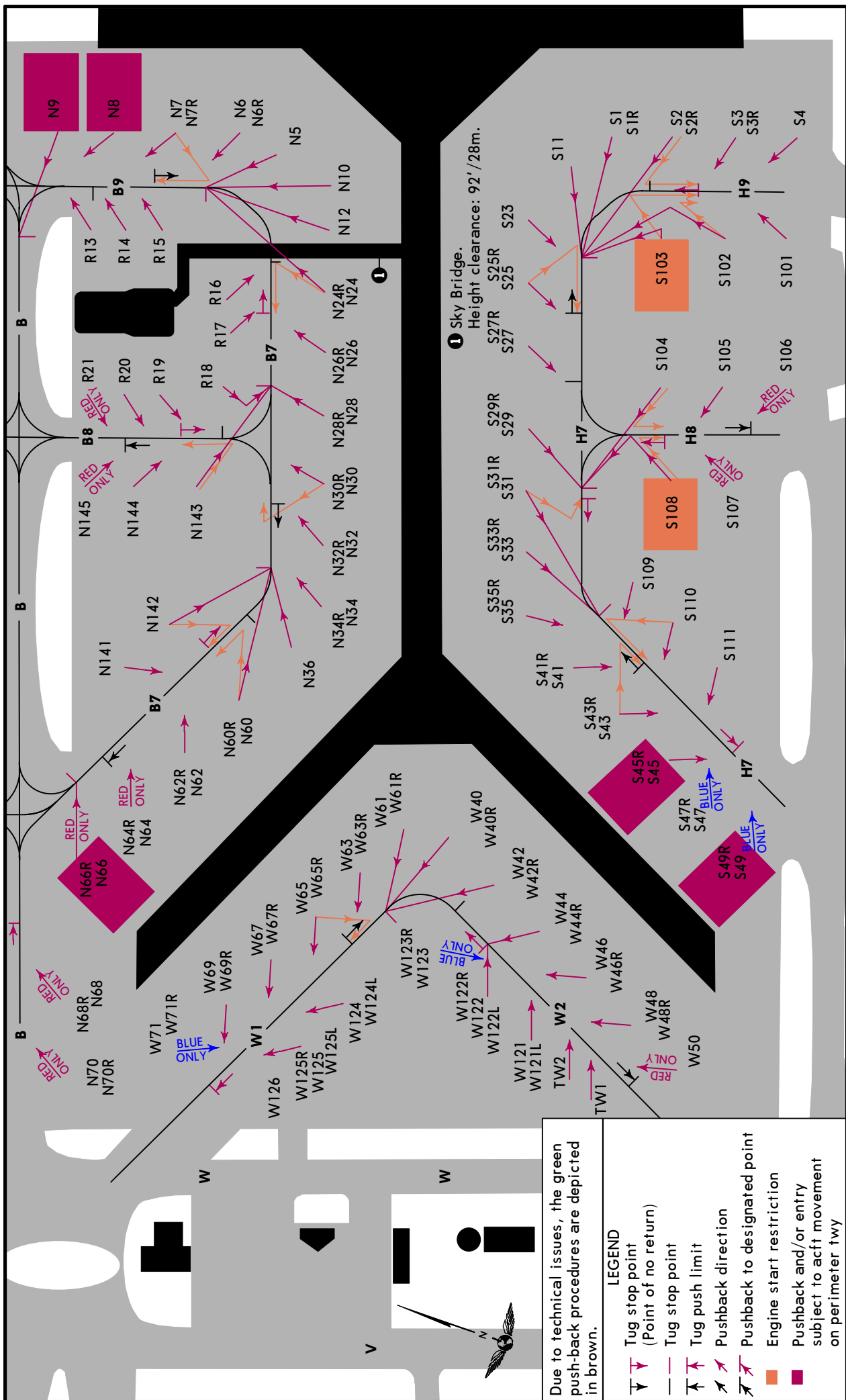
LEGEND
 [Dashed Line] Area under construction

INS COORDINATES				INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
D201 thru D203	N22 18.8 E113 55.0 N22 18.7 E113 55.0 N22 18.7 E113 55.1	M8, M9 M10 M21, M22 M23 M24	N22 18.1 E113 54.3 N22 18.1 E113 54.4 N22 18.3 E113 54.0 N22 18.4 E113 54.0 N22 18.3 E113 54.0	W40, W42 W44 thru W48 W50 W61 W63 thru W67	N22 18.7 E113 55.6 N22 18.6 E113 55.5 N22 18.5 E113 55.5 N22 18.8 E113 55.6 N22 18.8 E113 55.5		
D208	N22 18.7 E113 55.0	M25 thru M27	N22 18.4 E113 54.2	W69, W71	N22 18.9 E113 55.4		
D209	N22 18.6 E113 55.1	M31, M32	N22 18.4 E113 53.9	W121L	N22 18.6 E113 55.4		
D210	N22 18.6 E113 55.0	M33	N22 18.5 E113 53.9	W121 thru W123	N22 18.7 E113 55.4		
D211	N22 18.6 E113 55.1	M34	N22 18.5 E113 54.0	W123R	N22 18.7 E113 55.5		
D212	N22 18.5 E113 55.1	M35, M36	N22 18.5 E113 54.1	W124, W125	N22 18.7 E113 55.4		
D213	N22 18.6 E113 55.1	M37, M38	N22 18.5 E113 54.2	W125R	N22 18.8 E113 55.4		
D214, D215	N22 18.5 E113 55.1	N5 thru N6R, N7R	N22 19.0 E113 56.0	W126	N22 18.8 E113 55.3		
D216	N22 18.4 E113 55.1	N7 thru N9	N22 19.1 E113 56.0	X1R	N22 18.0 E113 55.0		
D217	N22 18.5 E113 55.1	N10	N22 18.9 E113 56.0	X2R thru X3R	N22 17.9 E113 55.0		
D218	N22 18.4 E113 55.1	N12, N24	N22 18.9 E113 55.9	X4R, X5R	N22 17.8 E113 55.0		
D219	N22 18.5 E113 55.2	N26, N28	N22 18.9 E113 55.8	X6L	N22 17.7 E113 55.1		
D301 thru D302	N22 18.7 E113 54.8	N30	N22 18.8 E113 55.8	X6R	N22 17.8 E113 55.1		
D303 thru D305	N22 18.6 E113 54.8	N32, N34	N22 18.8 E113 55.7	X7 thru X8L	N22 17.8 E113 55.2		
D306	N22 18.5 E113 54.8	N36, N60	N22 18.8 E113 55.6	X9, X9R	N22 17.9 E113 55.1		
D307L	N22 18.5 E113 54.9	N60R	N22 18.9 E113 55.6	X10 thru X11	N22 17.9 E113 55.2		
D307	N22 18.5 E113 54.8	N62, N64	N22 18.9 E113 55.5	X12, X13	N22 17.9 E113 55.3		
D307R	N22 18.5 E113 54.9	N66, N68	N22 18.9 E113 55.4	X14	N22 17.9 E113 55.4		
D308 thru D309	N22 18.4 E113 54.9	N70	N22 18.9 E113 55.3	X15	N22 18.0 E113 55.4		
D310L, D310	N22 18.3 E113 54.9	N141, N142	N22 19.0 E113 55.6	X16 thru X18	N22 18.0 E113 55.5		
D310R	N22 18.4 E113 54.9	N143	N22 18.9 E113 55.7	X19, X20	N22 18.0 E113 55.6		
D311	N22 18.7 E113 54.7	N144, N145	N22 19.0 E113 55.7	X21, X22	N22 18.0 E113 55.7		
D312, D313	N22 18.6 E113 54.7	R13	N22 19.1 E113 55.8	X23	N22 18.1 E113 55.7		
D314	N22 18.6 E113 54.8	R14	N22 19.0 E113 55.8	X24	N22 18.2 E113 55.6		
D315, D316	N22 18.5 E113 54.8	R15	N22 19.0 E113 55.9	X25 thru X27	N22 18.1 E113 55.5		
D317, D318	N22 18.4 E113 54.8	R16 thru R21	N22 19.0 E113 55.8	X28, X29	N22 18.1 E113 55.4		
D319	N22 18.3 E113 54.8	S1, S2	N22 18.8 E113 56.1	X30, X31	N22 18.1 E113 55.3		
D321 thru D323	N22 18.6 E113 54.6	S3, S4	N22 18.7 E113 56.1	X33 thru X33R	N22 18.0 E113 55.2		
D324, D325	N22 18.5 E113 54.6	S11	N22 18.8 E113 56.0	X34 thru X35	N22 18.0 E113 55.1		
D326	N22 18.4 E113 54.6	S23	N22 18.9 E113 56.0	X451	N22 18.6 E113 54.3		
D327, D328	N22 18.3 E113 54.7	S25, S27	N22 18.8 E113 55.9	X452, X453	N22 18.5 E113 54.4		
L411, L412	N22 18.6 E113 54.5	S29, S31	N22 18.8 E113 55.8	X454 thru X456	N22 18.4 E113 54.4		
L413	N22 18.6 E113 54.6	S33, S35	N22 18.8 E113 55.7	X458	N22 18.3 E113 54.5		
L414, L415	N22 18.5 E113 54.6	S41	N22 18.7 E113 55.6	X459	N22 18.2 E113 54.5		
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				

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JEPPESSEN
19 APR 24 10-9D

HONG KONG, PR OF CHINA
HONG KONG INTL



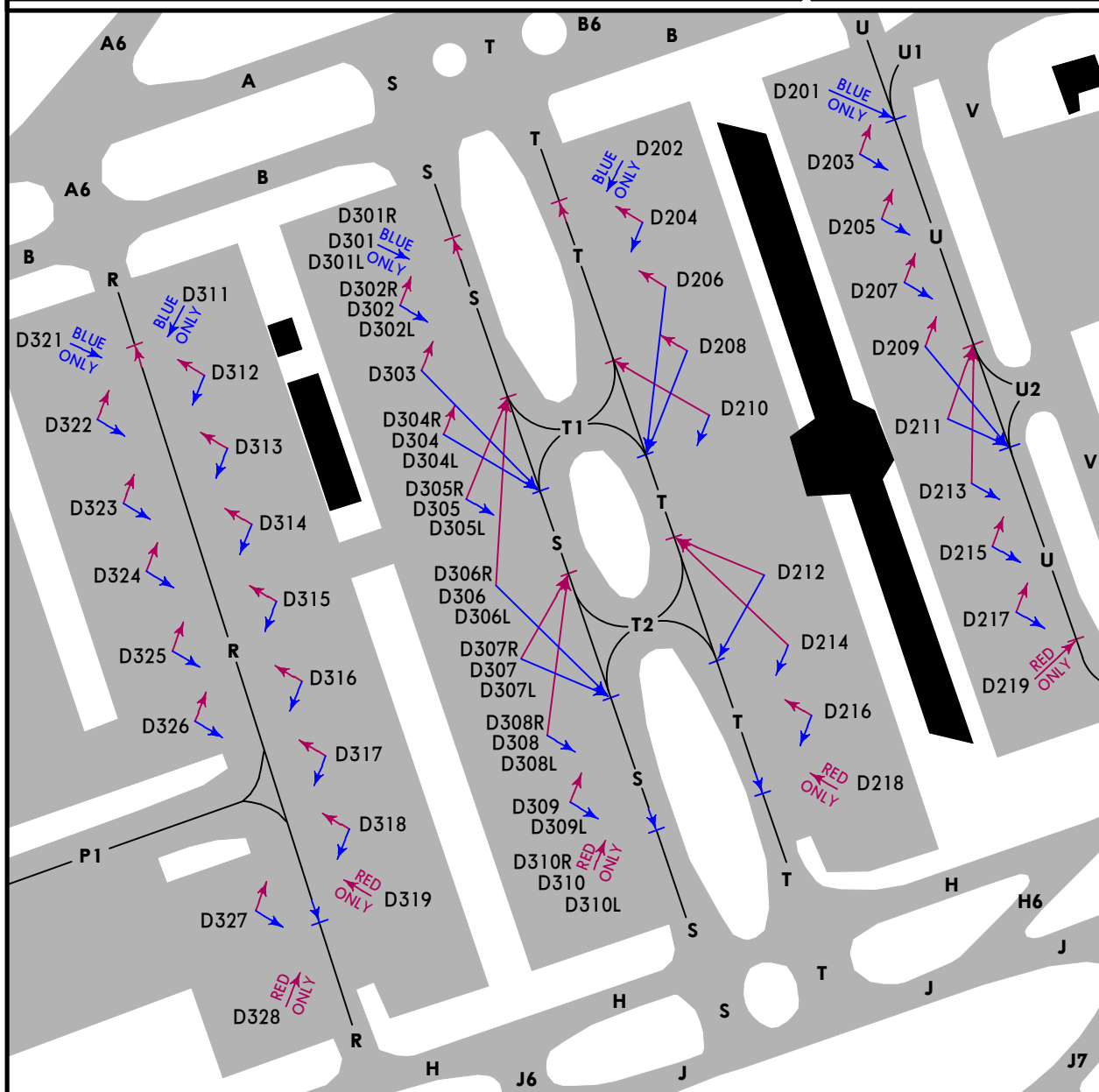
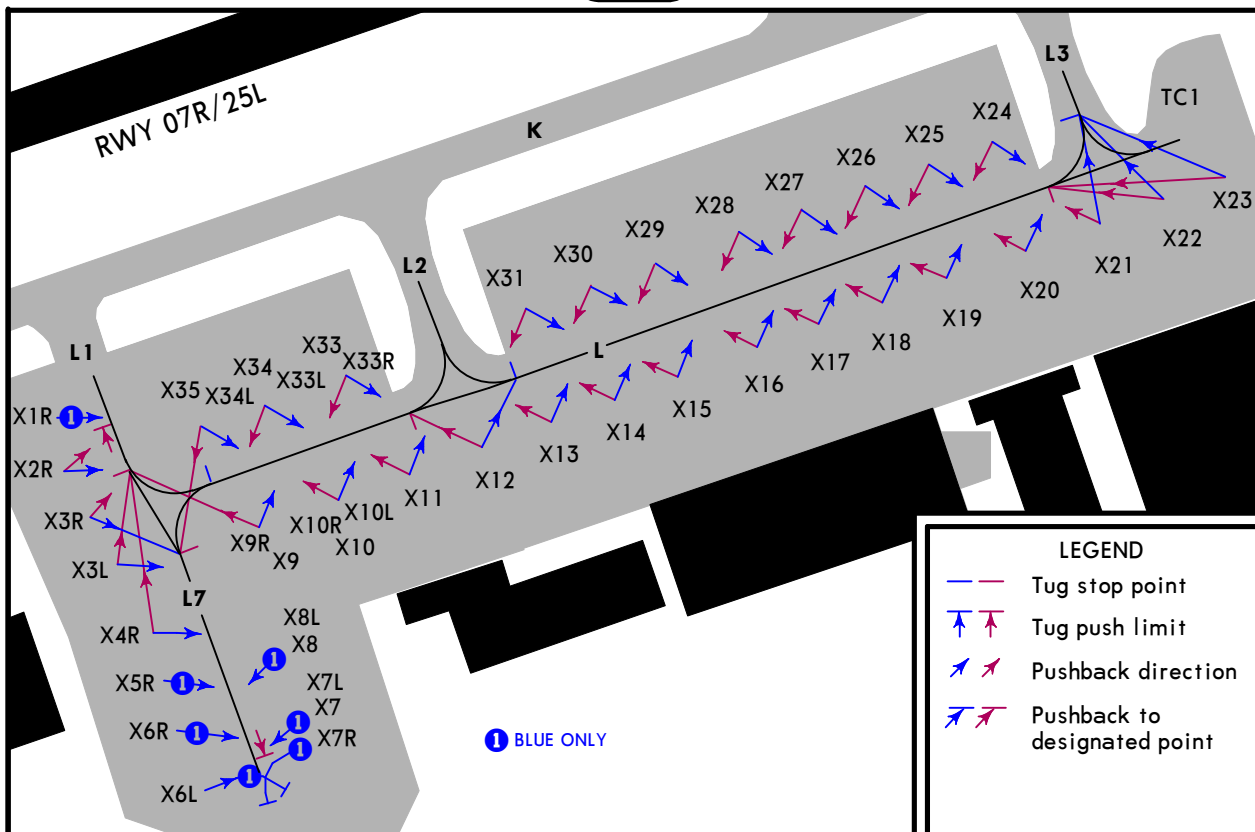
CHANGES: Stand N12R withdrawn.

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24 NOV 23 10-9F Eff 30 Nov HONG KONG INTL

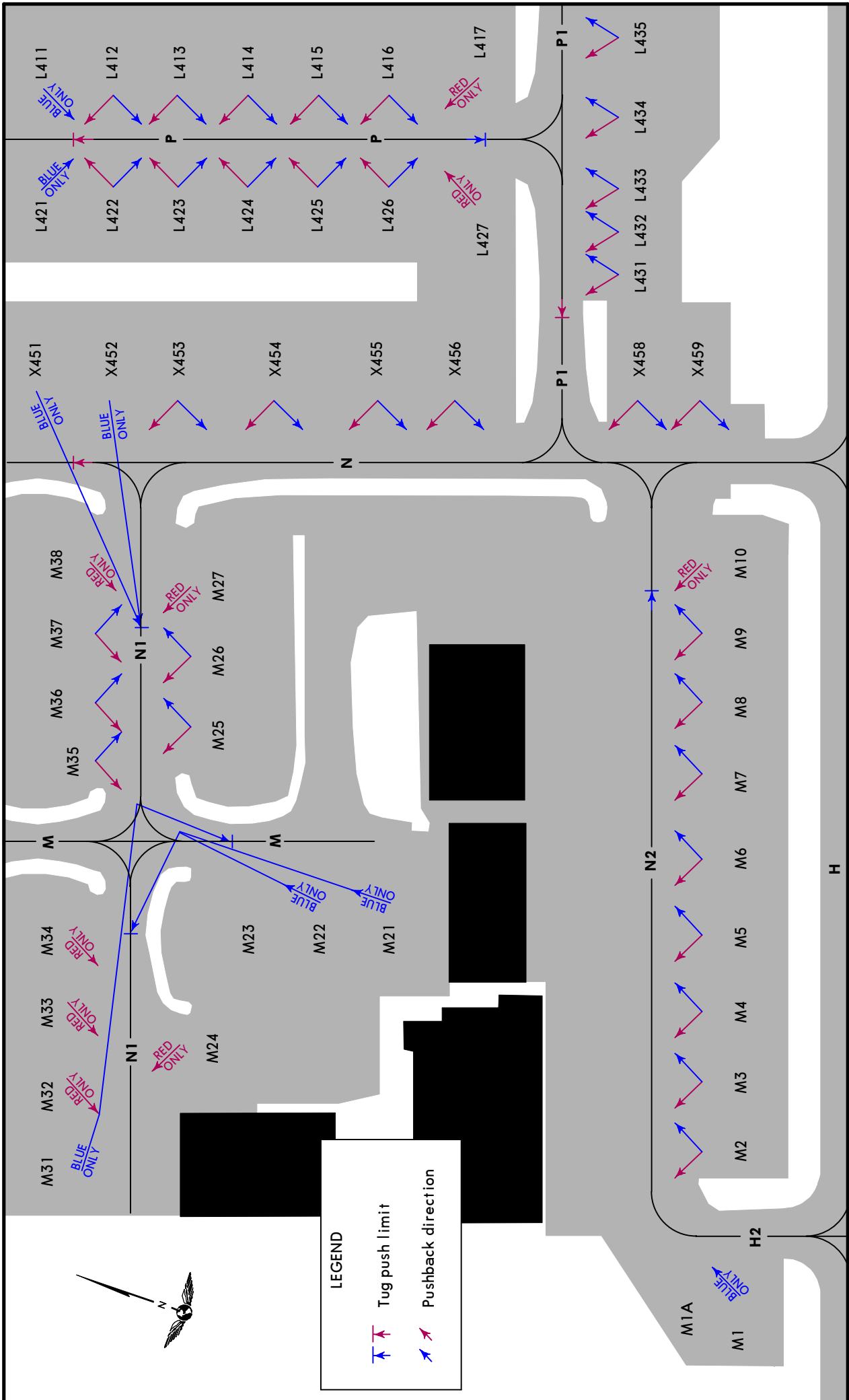


CHANGES: Stand D300 withdrawn.

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24 NOV 23 10-9G Eff 30 Nov HONG KONG INTL



CHANGES: None.

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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.

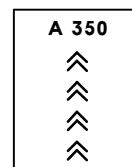
The aircraft docking guidance system consists of a LED screen and a laser scanner located at the head of the parking bay to ensure the aircraft stops in the correct location.

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

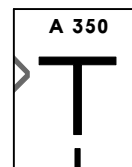
- a. Type of arriving aircraft;
- b. Floating arrows to indicate the system is active to search for an approaching aircraft;
- c. Lateral guidance with an illuminated "T" when the aircraft is within 262'/80m of the correct parking position;
- d. Display of the distance to go when the aircraft is within 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.



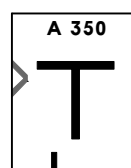
If the laser unit detects a discrepancy in the type of aircraft or cannot identify the aircraft, the message "STOP ID FAIL" will be displayed on the LED screen.



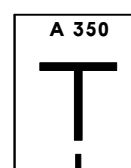
TRACKING MODE

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

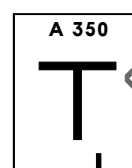
When the aircraft is approximately 262'/80m from the correct parking position, the aircraft will be tracked and information on its lateral position relative to the parking centerline will be displayed, by a "T" symbol representing the centerline, and an arrow representing the location of the aircraft.



LEFT of centerline



ON centerline



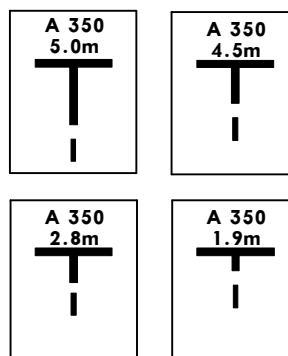
RIGHT of centerline

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JEPPESEN HONG KONG, PR OF CHINA
 23 FEB 24 (10-9J)
 HONG KONG INTL

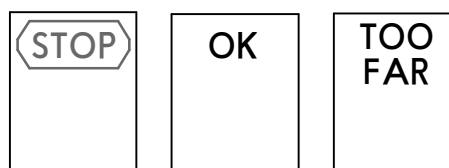
DISTANCE TO GO INDICATOR

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 10'/3m, further at 0.6'/0.2m intervals between 10'/3m and 0.7'/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 at the appointed parking bay. If any discrepancy on aircraft type is noticed, pilots shall stop the aircraft immediately. Pilots must follow the floating arrows displaying on the LED screen to enter the appointed parking bay. 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 floating arrows, guidance from a local marshaller shall be mandatory. Pilots shall not enter the parking bay in the absence of marshalling service.

FURTHER INFORMATION

The aircraft docking guidance system is able to be activated and monitored by a remote marshaller without presence at the parking bay. Such remote marshalling will be implemented in phases and details will be disseminated via NOTAM and Airfield Circular.

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EASA AIR OPS

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 FULL	223' (200') R550m V800m	223' (200') R550m V800m	223' (200') R550m V800m	223' (200') R550m V800m
	TDZ or CL out ALS out	③ R550mV800m R1200m	③ R550mV800m R1200m	③ R550mV800m R1200m	③ R550mV800m R1200m
	④ ILS	1359' (1336') R1500m	1369' (1346') R1500m	1379' (1356') R2400m	1388' (1365') R2400m
	⑤⑥ LOC with SDF ALS out	500' (477') R1500m R1500m	500' (477') R1500m R1500m	500' (477') R1500m R2200m	500' (477') R1500m R2200m
	⑤⑦ LOC without SDF	820' (797') R1500m	820' (797') R1500m	820' (797') R2400m	820' (797') R2400m
	⑧ RNP LNAV/VNAV ALS out	302' (279') ⑨ R750m R1300m	312' (289') ⑩ R750m R1400m	322' (299') ⑩ R750m R1400m	332' (309') ⑪ R750m R1400m

- 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.
- ⑩ With TDZ & CL & HUD: R650m.
- ⑪ With TDZ & CL & HUD: R700m.

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JEPPESEN
9 JUN 23 (10-9S1)

EASA AIR OPS

HONG KONG, PR OF CHINA
HONG KONG INTL

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 R550m V800m	③ R550m V800m	③ R550m V800m	③ R550m V800m
	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
	⑤⑥ LOC	460' (432')	460' (432')	460' (432')	460' (432')
ALS out	R1300m R1500m	R1300m R1500m	R1300m R2000m	R1300m R2000m	
④⑤ 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')	
ALS out	R1200m R1500m	R1200m R1500m	R1200m R1900m	R1200m 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 R550m V800m	③ R550m V800m	③ R550m V800m	③ R550m V800m
	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 R1500m	R1100m R1500m	R1100m R1800m	R1100m R1800m	
RNP Z or Y (AR)	507' (480')	507' (480')	507' (480')	507' (480')	
ALS out	R1500m R1500m	R1500m R1500m	R1500m R2200m	R1500m R2200m	

- 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'.

VHHH/HKG

JEPPESEN
9 JUN 23 **10-9S2**

EASA AIR OPS
HONG KONG, PR OF CHINA
HONG KONG INTL

STRAIGHT-IN RWY	A	B	C	D
25R				
① ILS FULL	223' (200') R550m V800m	223' (200') R550m V800m	223' (200') R550m V800m	223' (200') R550m V800m
TDZ or CL out	② R550mV800m	② R550mV800m	② R550mV800m	② R550mV800m
ALS out	R1200m	R1200m	R1200m	R1200m
③ ILS	1425' (1402') R1500m	1435' (1412') R1500m	1445' (1422') R2400m	1455' (1432') R2400m
④⑤ LOC	430' (402') R1200m	430' (402') R1200m	430' (402') R1200m	430' (402') R1200m
ALS out	R1500m	R1500m	R1900m	R1900m
⑥ RNP Y (AR)	485' (462') R1500m	495' (472') R1500m	505' (482') R1500m	515' (492') R1500m
ALS out	R1500m	R1500m	R2300m	R2300m
⑦ RNP Z LNAV/VNAV	485' (462') R1500m	495' (472') R1500m	505' (482') R1500m	515' (492') R1500m
ALS out	R1500m	R1500m	R2300m	R2300m
⑧ RNP Z LNAV/VNAV	1425' (1402') R1500m	1435' (1412') R1500m	1445' (1422') R2400m	1455' (1432') R2400m

- ① Missed apch climb gradient MIN 6.5%.
- ② R750m when a Flight Director or Autopilot or HUD to DA is not used.
- ③ Missed apch climb gradient MIN 2.5%.
- ④ Continuous Descent Final Approach.
- ⑤ Missed apch climb gradient MIN 5.1% up to 4000'.
- ⑥ Missed apch climb gradient MIN 4.0% up to 4000'.
- ⑦ 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
	R200m	R400m		R400m		R/V500m

VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
19 APR 24 (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 IZSR 110.9	Final Apch Crs 074°	VH721 1600' (1573')	DA(H) Refer to Minimums Rwy 27'	Apt Elev 28'

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 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.

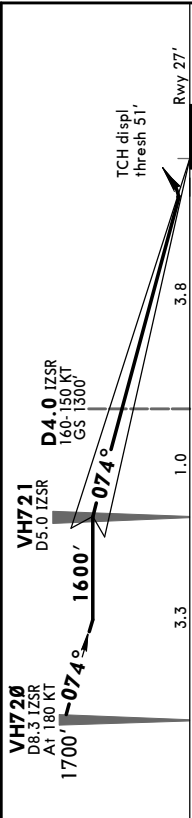
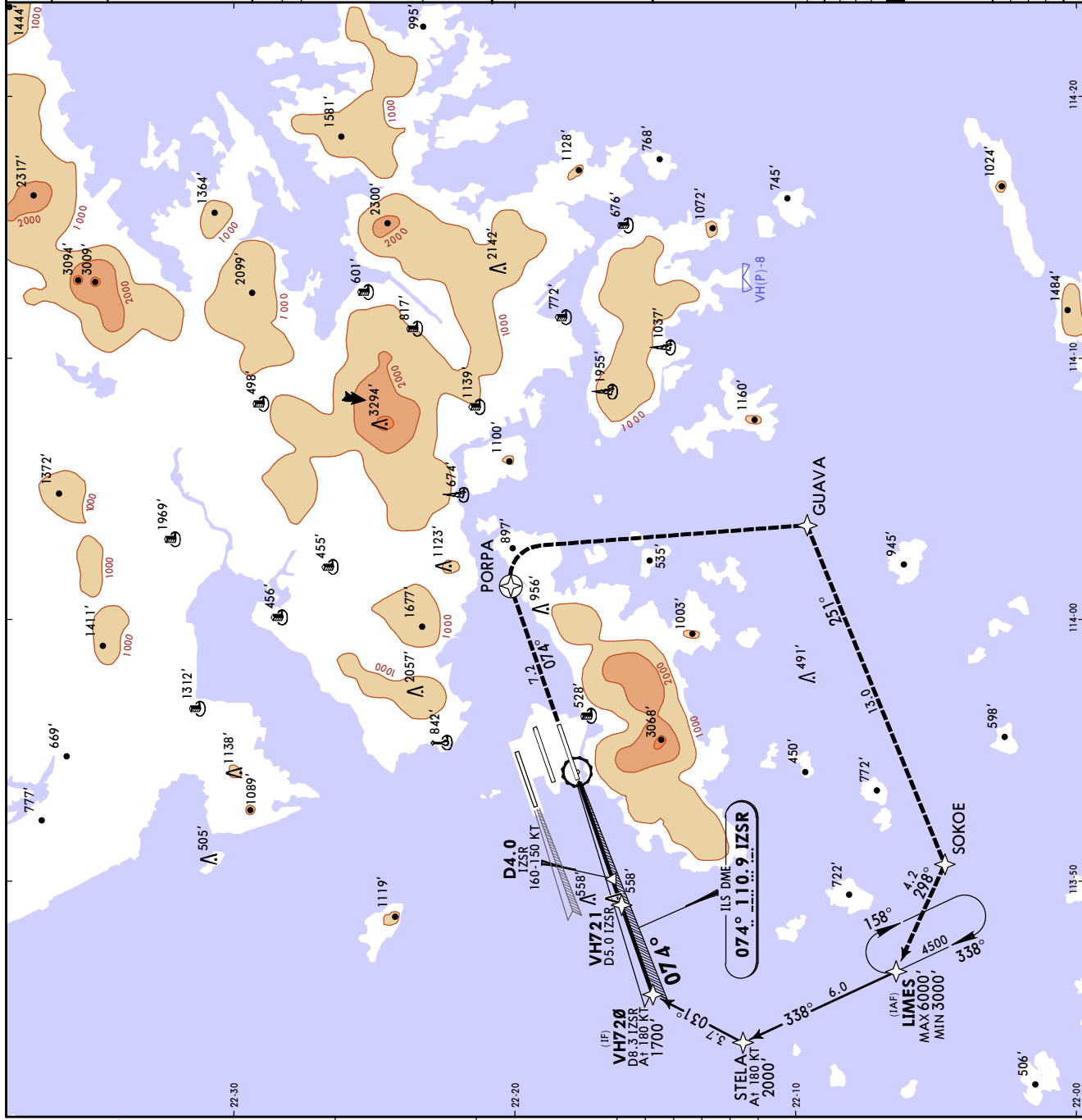
Alt Set: hPa Rwy Elev: 1 hPa
Trans level: 980 hPa or above - FL110
979 hPa or below - by ATC

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

- DME required. If unable to receive IZSR DME, advise ATC.
- WARNING: LOC IZSR unusable beyond 19° RIGHT of course.
- WARNING: GS signal might be interfered by ground traffic.
- WARNING: Pilots should monitor for false capture of LOC and GS by comparing indications with ACFT position and altitude.
- Circling prohibited.
- Simultaneous dependent operation is authorized with RWY 07L.
- CAUTION: RWY 07C/25C closed for reconfiguration.

SPEED CTL:

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



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

State STRAIGHT-IN LANDING ILS

Missed apch climb grad MIN 3.6% up to 1400'
Missed apch climb grad MIN 2.5%

FULL	DA(H) 227' (200')	ALS out	FULL/TDZ or CL out	ALS out	ALS out
A	R550m	V800m	R1200m	R1500m	R2400m
B					
C					
D					

DA(H) A: **594'** (567') C: **615'** (588')
B: **606'** (579') D: **625'** (598')

VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
24 NOV 23 (11-4) **EFF 30 Nov**
LOC RWY 07R

D-ATIS Arrival HONG KONG Approach (R) *HONG KONG Director HONG KONG Tower

128.2 119.1 119.5 118.4 122.55

LOC IZSR	Final Apch Crs	VH721	DA/MDA(H) Refer to Minimums	Apt Elev 28'
110.9	074°	1600' (1572')		

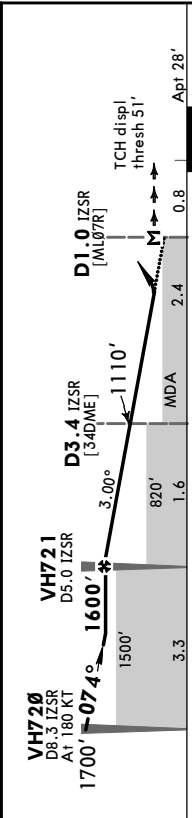
MISSED APCH: Climb to 5000'. Proceed to PORPA at or below 5000', then turn RIGHT direct to GUAVA, then SOKOE, then LIMES and hold, or as directed.
 MAX 210 KT until established on track to GUAVA, cross GUAVA at 210 KT, then maintain 230 KT until LIMES.
 Do not turn before PORPA.
 If unable RNP, continue 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.
- DME required
 - LOC IZSR unusable beyond 19° RIGHT of course.
 - Circle prohibited.
 - Simultaneous dependent operation is authorized with RWY 07L.
 - CAUTION: RWY 07C/25C closed for reconfiguration.

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

IZSR DME	5.0	4.0	3.0	2.0
ALTIMITUDE	1620'	1300'	980'	660'



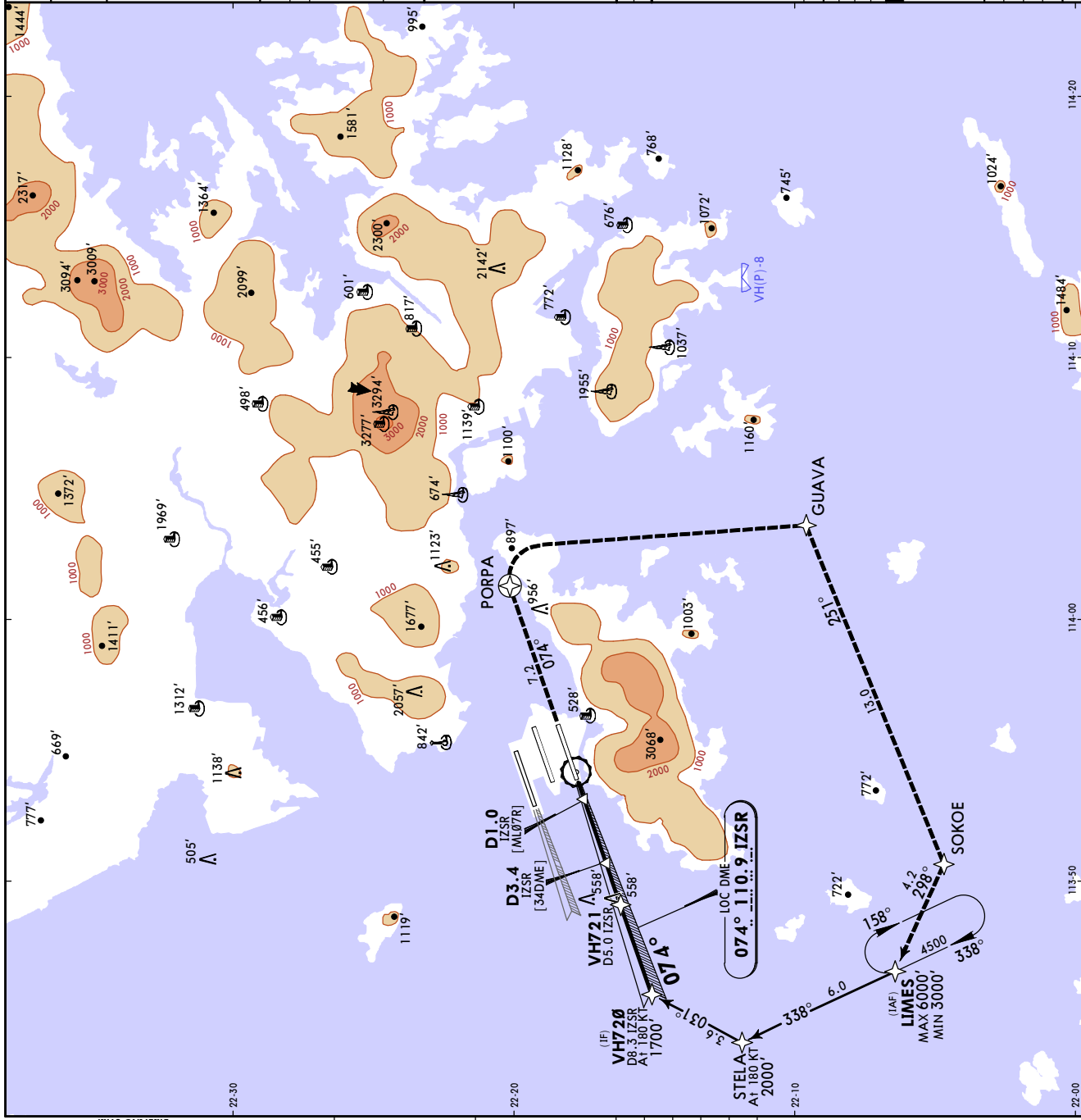
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
					849	

State
 Missed apch climb grad MIN 4.1%
 CDEFA
 DA/MDA(H) 460' (432') ALS out

A	R1300m	R1500m	R1500m
B			
C			
D			

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

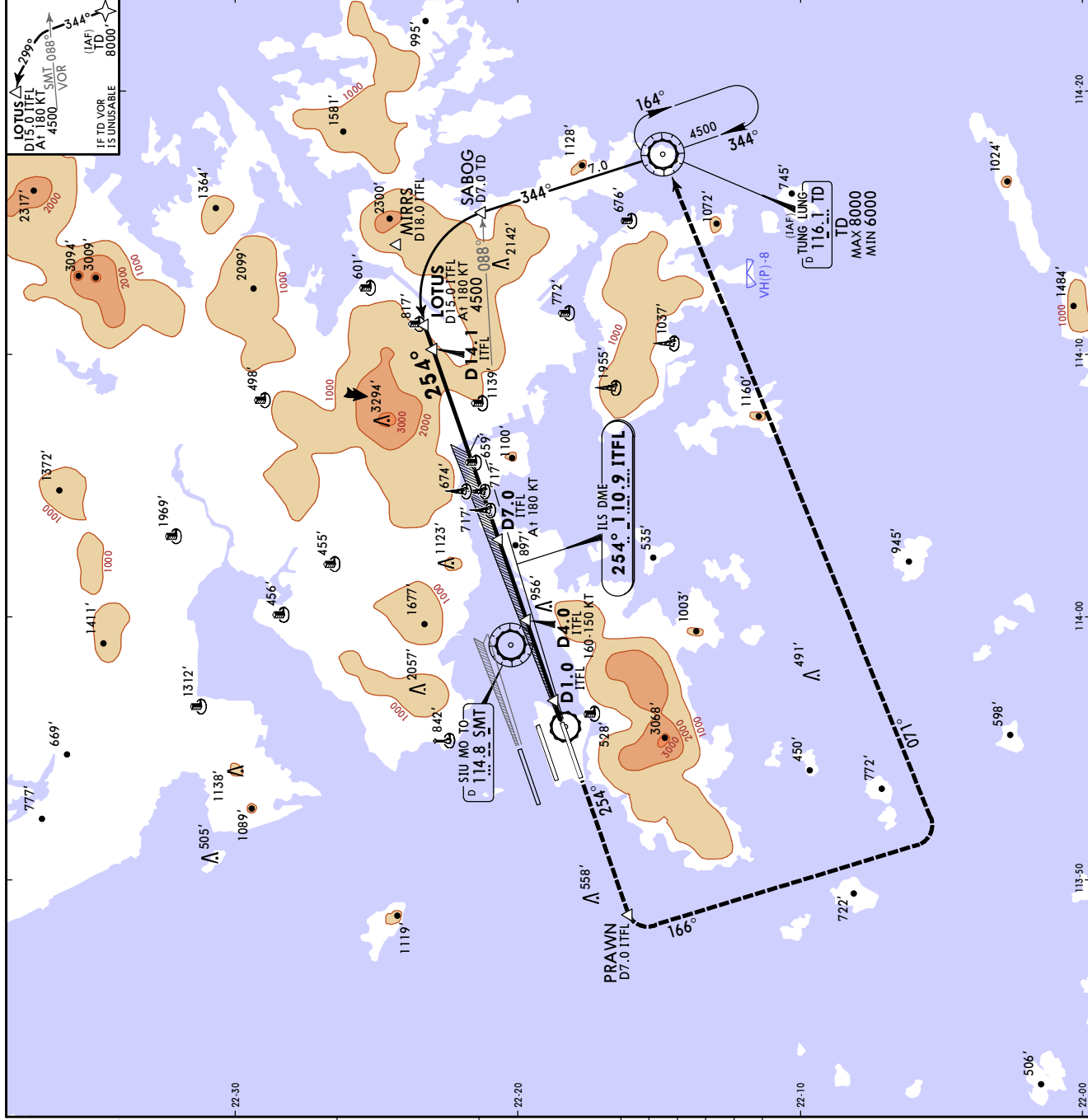
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CHANGES: LOC ILS ident and frequency, TCH.

VHHH/HKG
HONG KONG INTL

JEPPESSEN HONG KONG, PR OF CHINA
19 APR 24 (11-5)
ILS Rwy 25L



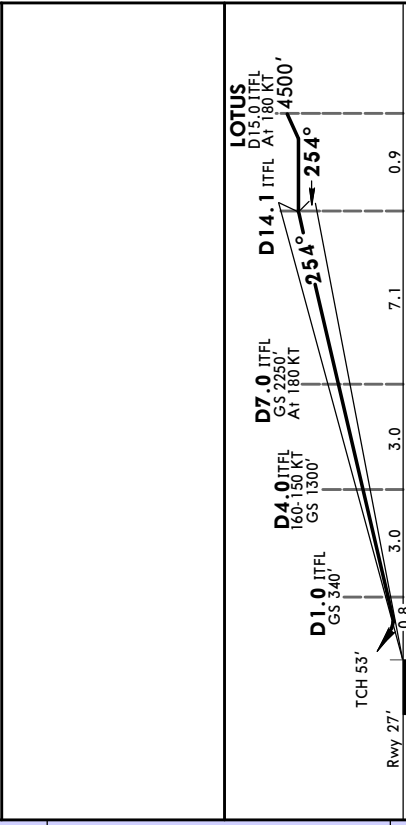
D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55
LOC IFTL	Final Appch Crs	No. Altitude published	DA(H) Refer to Minimums	Apt Elev 28'
110.9	254°			Rwy 27'

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. 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

1. DME required. If unable to receive IFTL DME, advise ATC.
 2. WARNING: LOC IFTL unusable beyond 28° LEFT of course, GS unusable beyond 7° LEFT of runway center line.
 3. WARNING: GS signal might be interfered by ground traffic
 4. WARNING: Pilots should monitor for false capture of LOC and GS by comparing indications with ACFT position and altitude.
 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 IFTL at 180 KT and maintain until D7.0 IFTL.
 Cross D4.0 IFTL between 160 and 150 KT.
 Advise Apch Control if planned final apch speed is below 125 KT.



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

State		STRAIGHT-IN LANDING		ILS	
Missed apch climb grad MIN 4.0% up to 1800'		Missed apch climb grad MIN 2.5%			
FULL	DA(H) 227' (200')	ALS out	DA(H) 437' (410')	ALS out	
A	R550m V800m	ALS out	R1200m	R1500m	
B	R550m V800m	ALS out	R1200m	R1500m	
C	R550m V800m	ALS out	R1200m	R1500m	
D	R550m V800m	ALS out	R1200m	R1500m	

VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
24 NOV 23 (11-6) **EFF 30 NOV**
LOC Rwy 25L

D-ATIS Arrival HONG KONG Approach (R) *HONG KONG Director HONG KONG Tower

128.2 Final 119.1 119.5 118.4 Ground 122.55

LOC ITFL 110.9 Final Apch Crs 254° DA/MDA(H) 420' (392') Apt Elev 28'
D11.8 ITFL 3800' (3772')

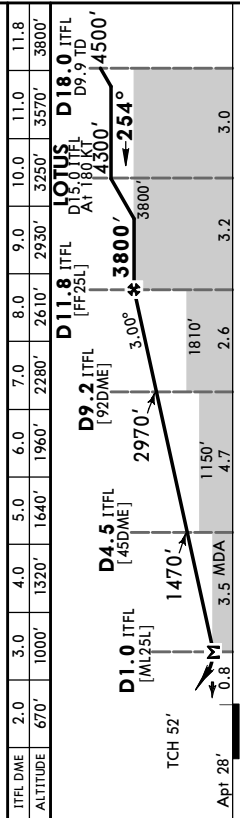
MISSED APCH: Climb to 5000'. Remain on 254°. At PRAWN turn LEFT onto 166° to intercept R-251 inbound to TD VOR and hold, or as directed.
MAX 185 KT until established on 166°, then maintain 230 KT until TD. Expect radar vectoring to final approach track if TD VOR is u/s.

Alt Set: hPa Apt Elev: 1 hPa Trans level: 980 hPa or above - FL110
979 hPa or below - by ATC

1. DME required.
2. LOC ITFL 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 ITFL at 180 KT.
Cross D8.0 ITFL at 160 KT.

ITFL/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'



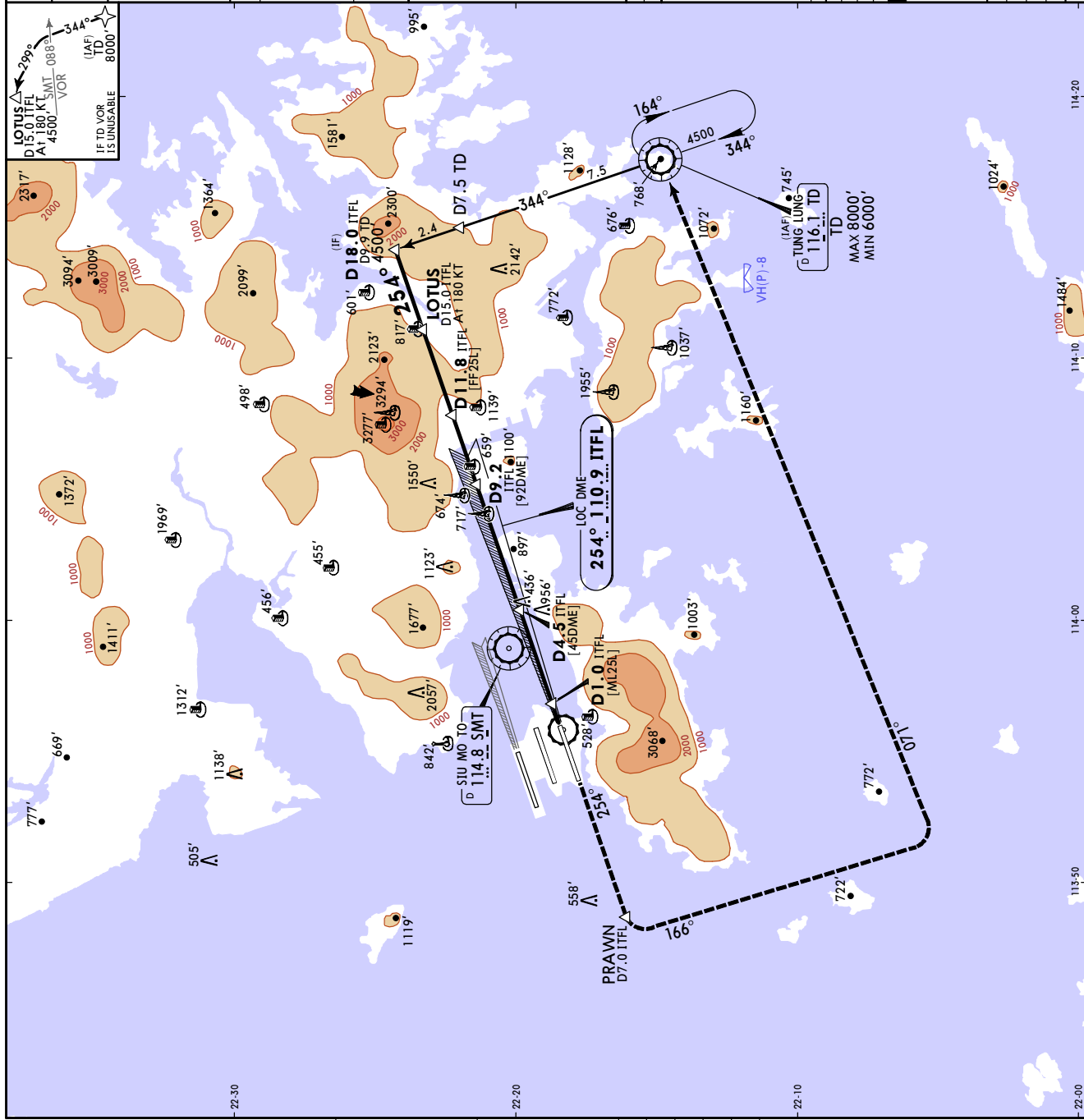
MAP at D1.0 ITFL	70	90	100	120	140	160
Gnd speed-Kts	372	478	531	637	743	849
Descent Angle	3.00°					

State STRAIGHT-IN LANDING
CDFA
DA/MDA(H) 420' (392')

A	R1100m	ALS out
B	R1500m	
C	R1800m	
D		

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

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CHANGES: LOC ident and frequency, TCH.

PANS OPS

VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
ILS or LOC RWY 07L

19 APR 24 (11-9)

D-ATIS Arrival	128.2	HONG KONG Approach (R)	119.1	HONG KONG Director	119.5	HONG KONG Tower	118.7	Ground	121.6
LOC IZSL	111.55	Final Apch Crs	074°	ILS VHF02	1500' (1477')	DA(H) Refer to Minimums	Apt Elev 28' Rwy 23'		
<p>MISSED APCH: Climb to 5000', Track 074° to VH726. Then proceed to VH727, VH754, SAMPU at 5000', TD, GUAVA, SOKOE and LIMES.</p> <p>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.</p> <p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC</p> <p>RNP1 for initial and missed apch. If unable, inform ATC.</p> <p>1. WARNING: Pilots should monitor for false capture of LOC and GS by comparing indications with ACFT position and altitude. 2. DME required. 3. Simultaneous dependent operation is authorized with RWY 07R. 4. Circling prohibited. 5. CAUTION: RWY 07C/25C closed for reconfiguration.</p> <p>SPEED CTL: Cross TUTBA and VH701 at 180 KT. Cross VH702 between 160 and 150 KT. Advise Apch Control if planned final apch speed is below 125 KT.</p>									
LOC (GS out)	VH701	IZSL DME	4.0	ALTIMETER	1300'		3.0	970'	2.0
	VH702	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D2.5	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D4.0	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D7.6	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D16.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D25.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D37.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D49.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D61.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D73.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D85.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D97.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D109.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D121.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D133.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D145.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D157.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D169.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D181.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D193.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D205.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D217.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D229.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D241.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D253.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D265.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D277.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D289.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D301.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D313.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D325.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D337.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
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	D553.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D565.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D577.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D589.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D601.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
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	D697.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
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	D1393.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D1405.1	IZSL DME	0.6	ALTIMETER	1300'		3.0	970'	650'
	D1417.1	IZSL DME	0.6	ALTIMETER	1300'				

VHHH/HKG
HONG KONG INTL
HONG KONG Approach (R)
19 APR 24 (11-9A)
JEPPESEN HONG KONG, PR OF CHINA
CAT II/III ILS Rwy 07L

D-ATIS Arrival
 HONG KONG Director
 *HONG KONG Tower

LOC IZSL 111.55	Final Apch Crs 074°	VH702 1500' (1477')	CAT III Minimums Refer to DA(H) 123 (100')	CAT II ILS RA 100' DA(H) 123 (100')	Apt Elev 28' Rwy 23'	Ground 121.6
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MISSD 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.

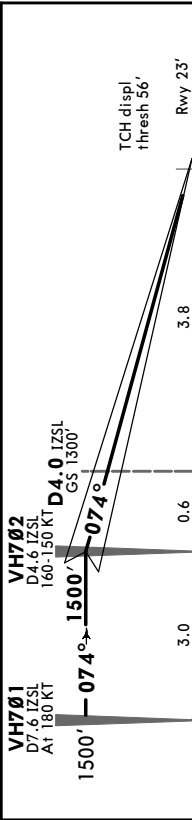
Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC

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

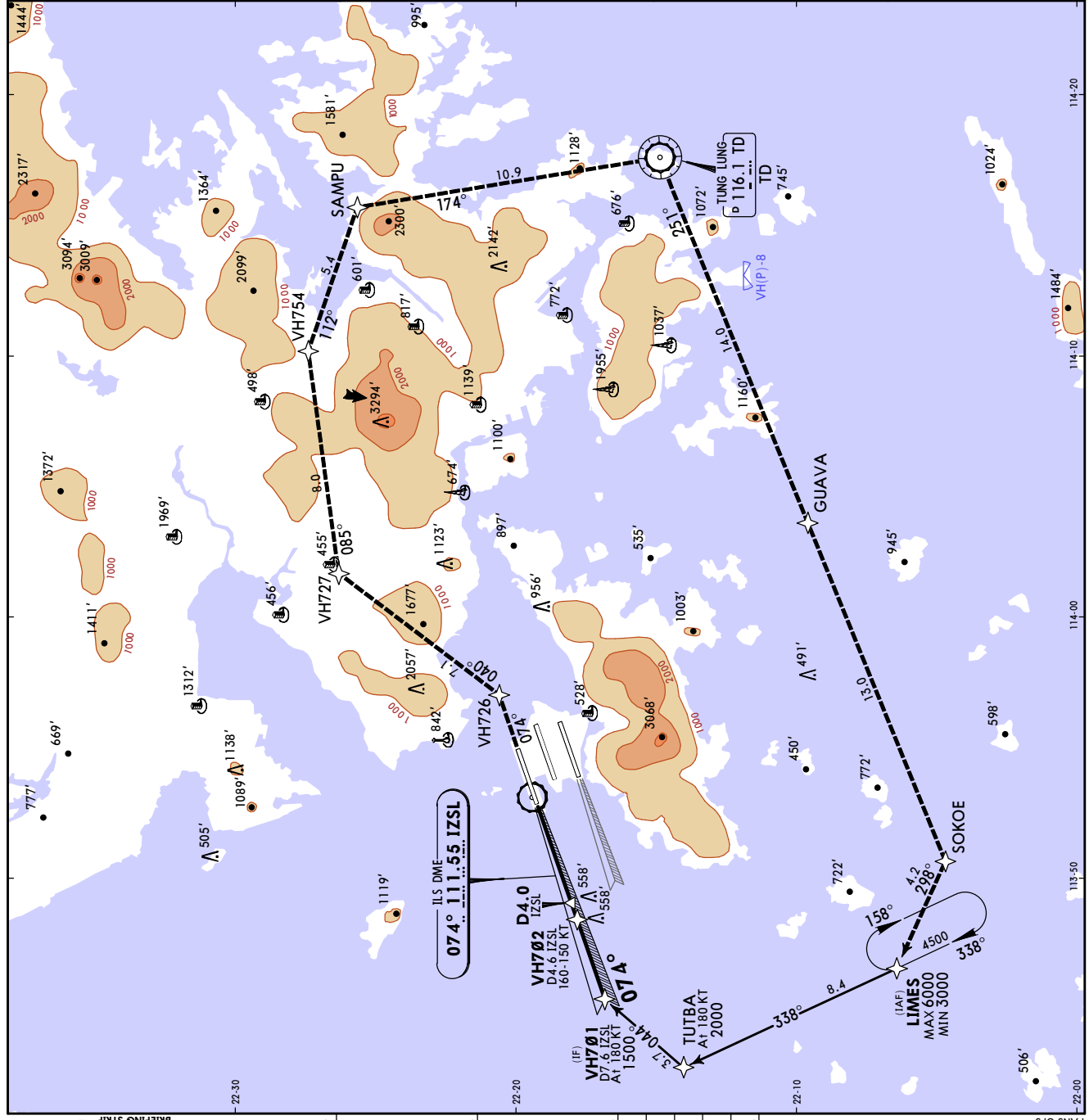
1. WARNING: Pilots should monitor for false capture of LOC and GS by comparing indications with ACFT position and altitude.
2. Special Aircrew & Acft Certification Required.
3. DME required.
4. Simultaneous dependent operation is authorized with Rwy 07R.
5. Circling prohibited.
6. CAUTION: Rwy 07/25C closed for reconfiguration.

SPEED CTL:
 Cross TUTBA and VH701 at 180 KT
 Cross VH702 between 160 KT and 150 KT.
 Advise Apch Control if planned final apch speed is below 125 KT.

CAT III IMACG 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 IMACG 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 IMACG 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.



State	CAT III ILS					CAT II ILS					
A	70	90	100	120	140	160	Missed apch climb gradient MIN 7.1%				
B	372	478	531	637	743	849	RA 100'				
C							DA(H) 123' (100')				
D							R300m				



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	VHS10	MDA(H)	Apt Elev
108.75	254°	3800' (3772')	430' (402')	28'

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'.

Alt Set: hPa Apt Elev: 1 hPa Trans level: 980 hPa or above - FL110
979 hPa or below - by ATC

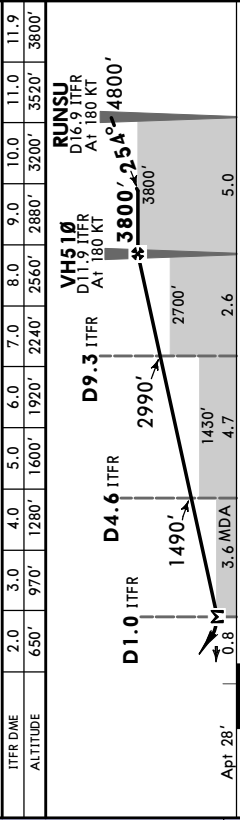
RNP 1 for initial and missed apch.

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.

● 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'

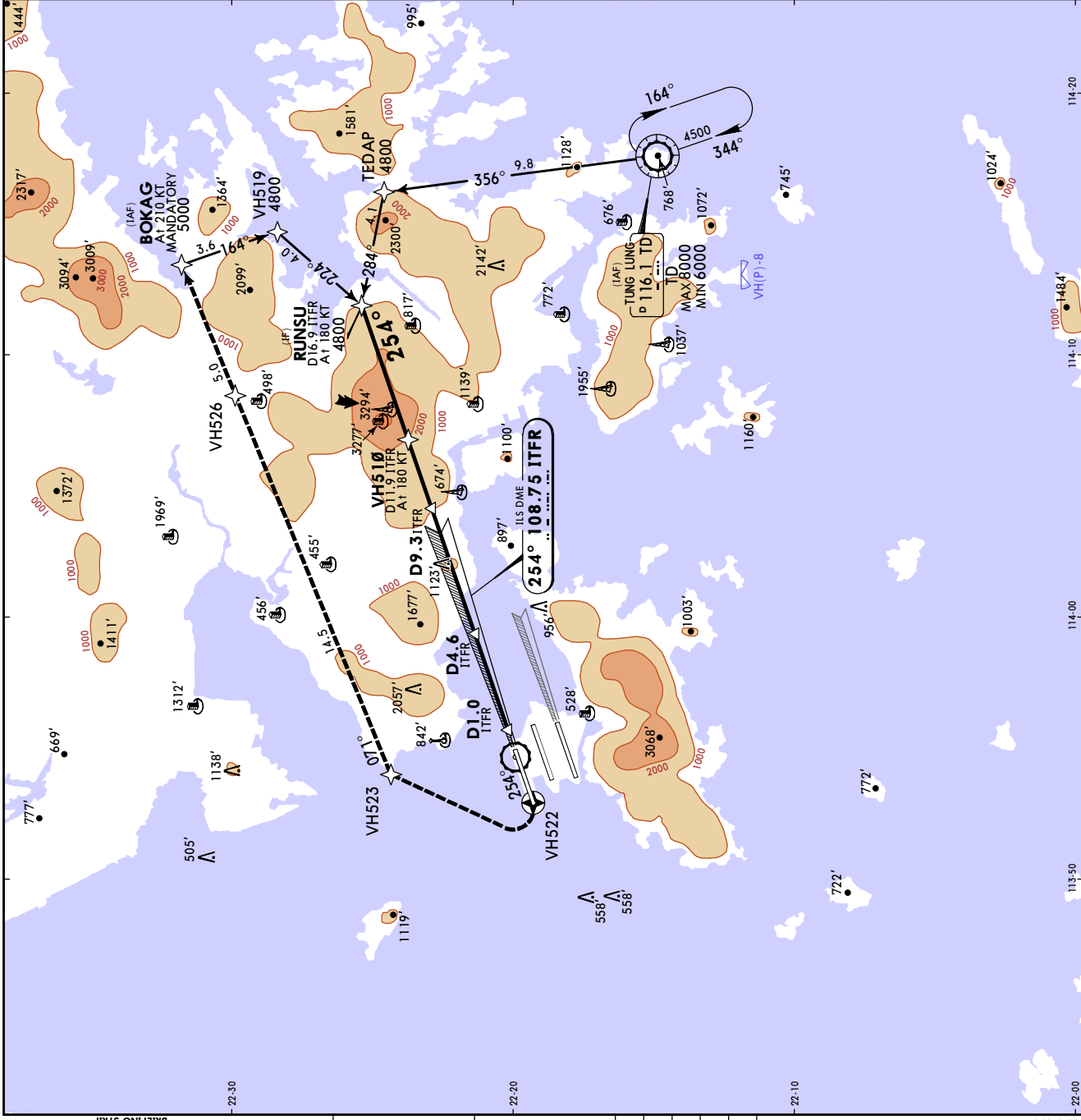


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
MAP at D1.0 ITFR						

State STRAIGHT-IN LANDING
CDFA
MDA(H) 430' (402')

A	R1100m	ALS out
B		
C		
D	R1900m	

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VHHH/HKG
HONG KONG INTL 30 DEC 22
JEPPESEN **HONG KONG, PR OF CHINA**
HONG KONG INTL 12-2 **RNP Z Rwy 25R (LNAV/VNAV only)**

D-ATIS Arrival
 HONG KONG Approach (R) *HONG KONG Director
 HONG KONG Tower

128.2	119.1	119.5	118.7	121.6
RNAV	Final Apch Crs 254°	LNAV/VNAV MANDATORY DA(H) Refer to Minimums 4300' (4277')	LNAV/VNAV DA(H) Refer to Minimums Apt Elev 28' Rwy 23'	Ground 121.6

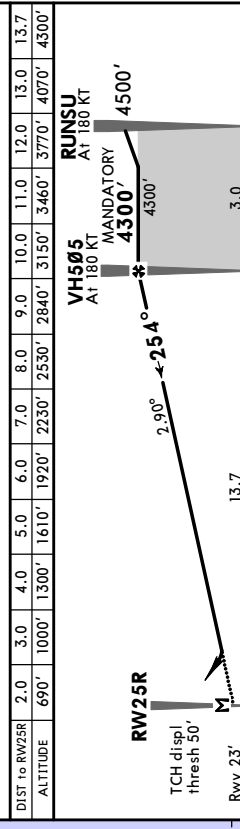
MISSED APCH: Climb initially to 4000'. From RW25R track 254° to VH522, then turn RIGHT direct to VH523 and cross between 3000' and 4000'. Climb to 5000' and track via VH526 to BOKAG.
 MAX 185 KT until VH523, then maintain 230 KT until VH526, then maintain 210 KT until BOKAG.
 Refer to minimums for missed apch climb gradient.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL110
 979 hPa or below - by ATC

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 VH505 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'

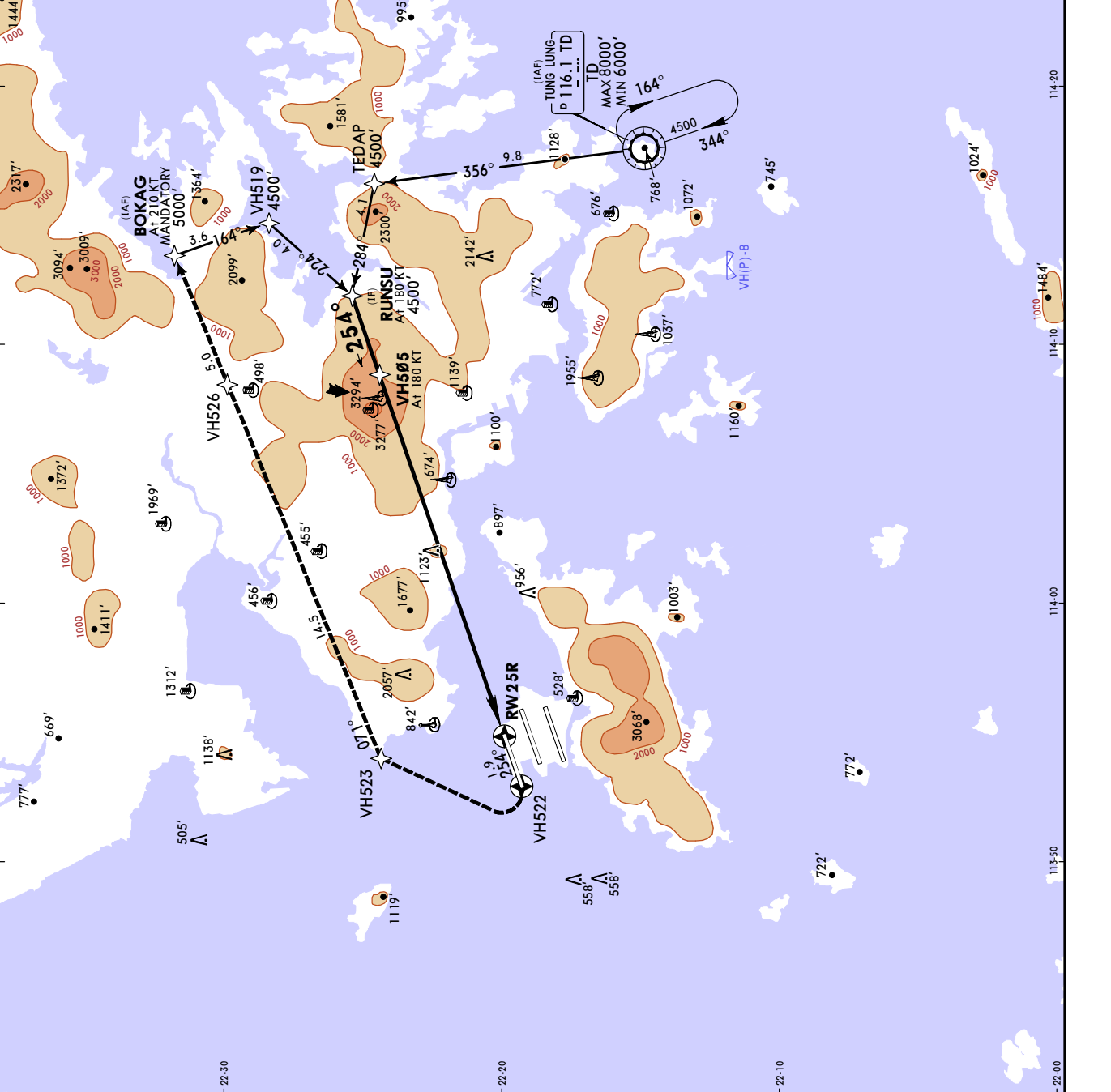


MAP at RW25R	70	90	100	120	140	160
Gnd speed-Kts	359	462	513	616	718	821
Glide Path Angle	2.90°					

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')	DA(H)	A: 1425' (1402')	C: 1445' (1422')
	B: 495' (472')	D: 515' (492')		B: 1435' (1412')	D: 1455' (1432')
A	ALS out			ALS out	
B	R1500m			R1500m	
C	R2300m			R2400m	
D	R1500m			R2400m	

CHANGES: Minimums MACG 5.6%.
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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

128.2 119.1 119.5 118.4 122.55

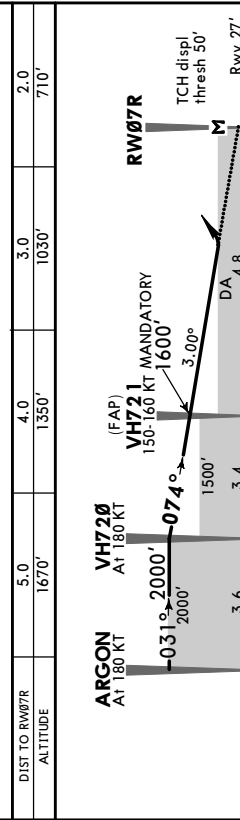
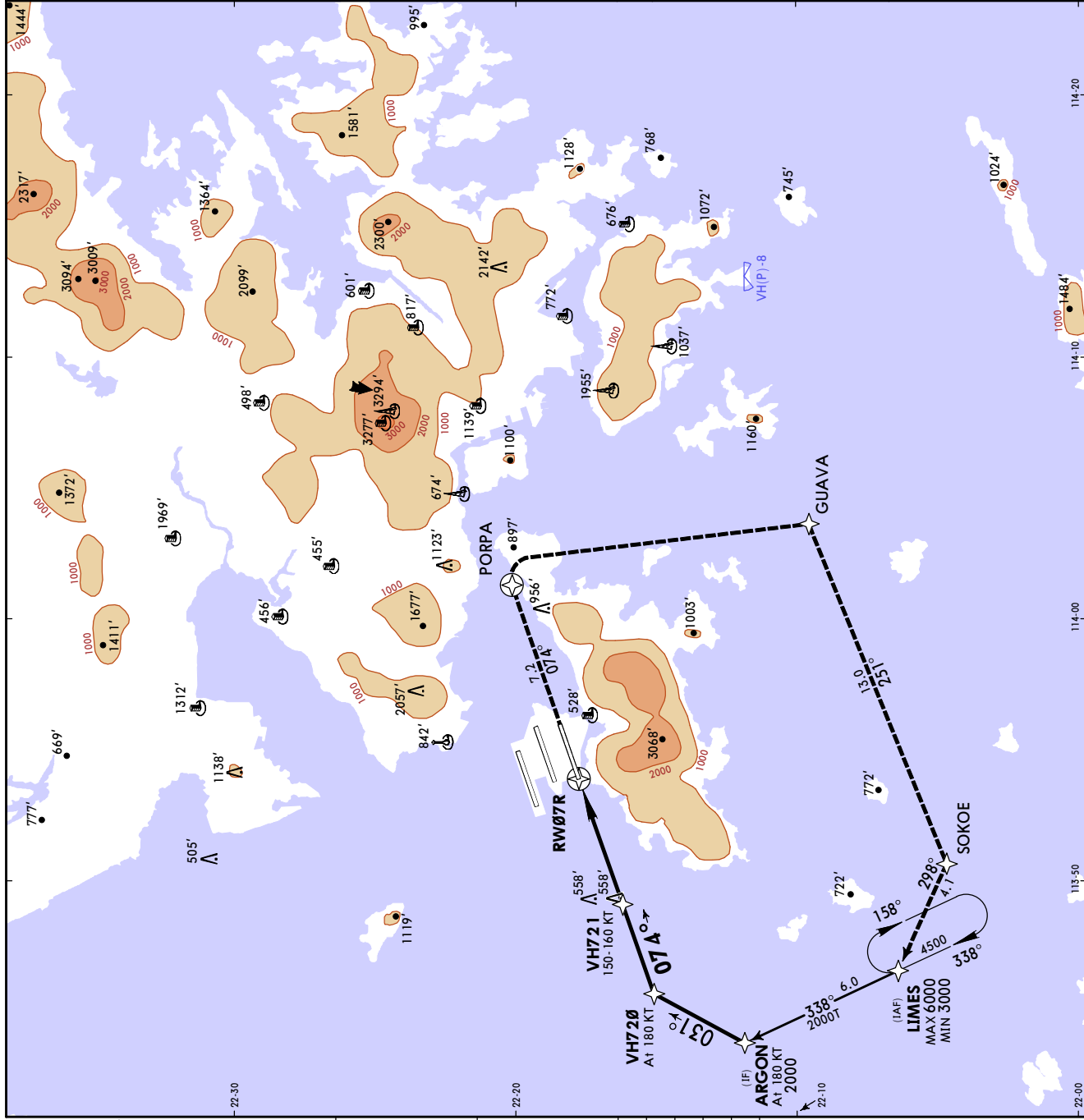
RNAV Final Apch Crs **074°** VEH721 MANDATORY DA(H) **1600'** (1573') RNP 0.3 **437'** (410') Apt Elev **28'** Rwy **27'**

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
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 VEH720.
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 VEH720 at 180 KT.
Cross VEH721 between 160 and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.



TO DISPL THRESH	1.8	3.6	8.2	3.4	4.8	
Grnd speed-Kts	70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743
						849

State STRAIGHT-IN LANDING
RNP 0.3
DA(H) **437'** (410')

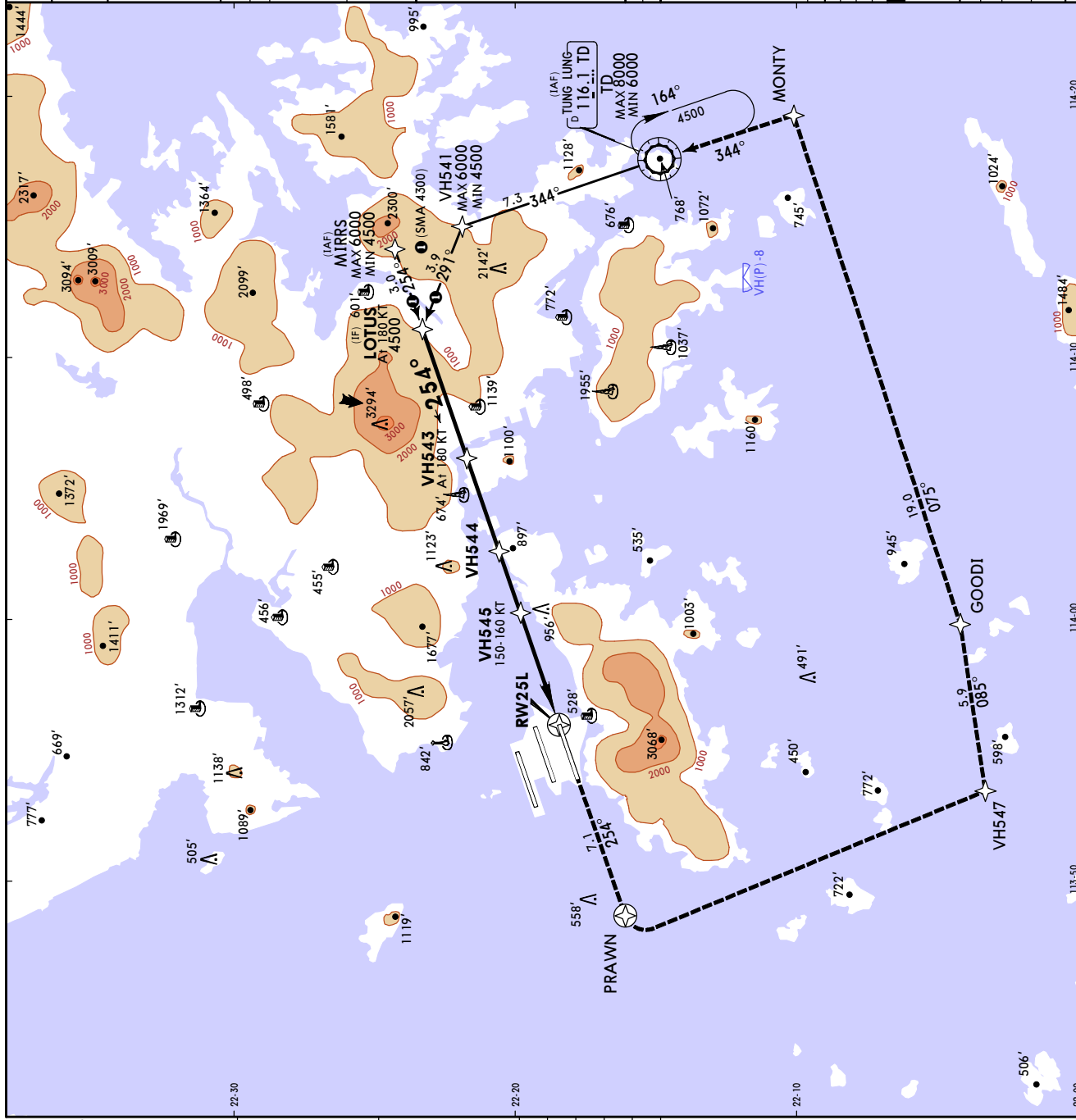
ALS out	R 1500m	R 1900m
A		
B		
C		
D		

VHHH/HKG
HONG KONG INTL

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

3 MAR 23 (12-24)

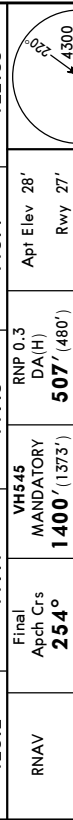
D-ATIS Arrival	128.2	HONG KONG Approach (R)	119.1	HONG KONG Director	119.5	HONG KONG Tower	118.4	122.55
RNAV	Final Apch Crs 254°	VH545 MANDATORY DA(H) 1400' (1373')	RNP 0.3 DA(H) 507' (480')	RNP 0.3 DA(H) 507' (480')	Rwy 27'	Rwy 27'	Apt Elev 28'	122.55
<p>MISSED APCH: Climb to 5000'. Proceed to PRAWN 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.</p>								
<p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by AIC</p>								
<p>RNP AR Apch. RNP 1.0 in initial segment, RNP 0.3 within intermediate, final and missed apch segments.</p>								
<p>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.</p>								
<p>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.</p>								
<p>State</p>								
<p>STRAIGHT-IN LANDING RNP 0.3 DA(H) 507' (480')</p>								
<p>ALS out</p>								
<p>R1500m R2200m</p>								



VHHH/HKG
HONG KONG INTL
HONG KONG Approach (R)
HONG KONG Director
HONG KONG Tower

JEPPESEN HONG KONG, PR OF CHINA
RNP Y Rwy 25L (AR)
 3 MAR 23 (12-25)

D-ATIS Arrival	128.2	119.1	119.5	118.4	122.55
RNAV	Final Apch Crs 254°	VH545 MANDATORY 1400' (1373')	RNP 0.3 DA(H) 507' (480')	Apt Elev 28' Rwy 27'	Ground

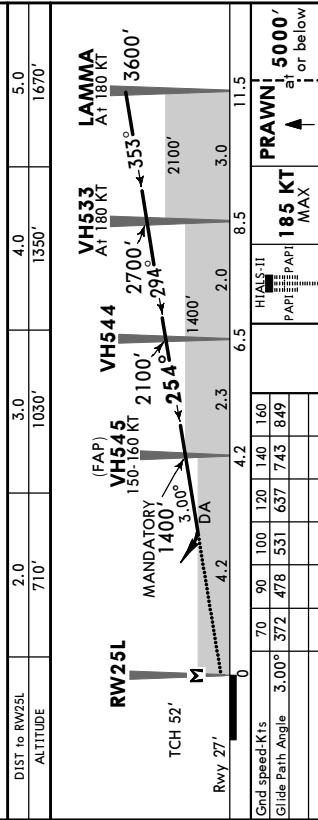


MISSED APCH: Climb to 5000'. Proceed to PRAWN at 5000' or below, then turn LEFT to VH547, then turn LEFT to GOODI, then turn LEFT to GUAVA or as directed.
 MAX 185 KT until established on track to VH547, then maintain 230 KT until GUAVA.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL110
 979 hPa or below - by ATC
 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.

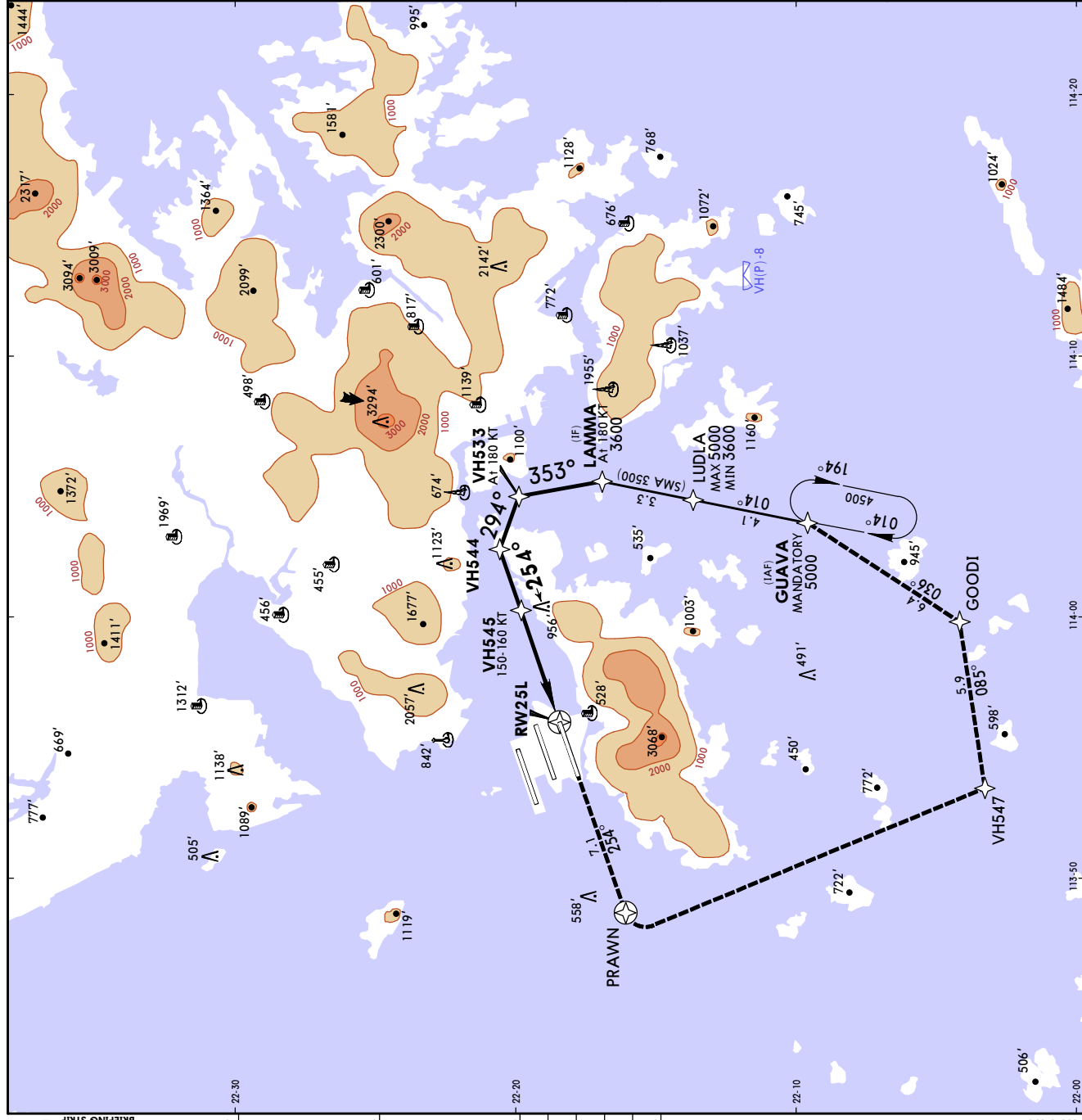
SPEED CTL:
 Cross LAMMA and VH533 at 180 KT.
 Cross VH545 between 160 KT and 150 KT.
 Advise Apch Control if planned final apch speed is below 125 KT.

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



State	STRAIGHT-IN LANDING			
RNP	RNP 0.3			
DA(H)	507' (480')			
ALS out	ALS out			
A	R1500m			
B	R1500m			
C	R2200m			
D	R2200m			

CHANGES: Chart format.
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VHHH/HKG
HONG KONG INTL

JEPESEN HONG KONG, PR OF CHINA
● RNP Y Rwy 25R (AR)

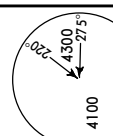
30 DEC 22 (12-28)

D-ATIS Arrival HONG KONG Approach (R) *HONG KONG Director HONG KONG Tower

128.2 119.1 119.5 118.7 121.6

RNAV Final Apch Crs **254°** RNP 0.3 MANDATORY DA(H) Refer to Minimums **1100' (1077')** 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'.



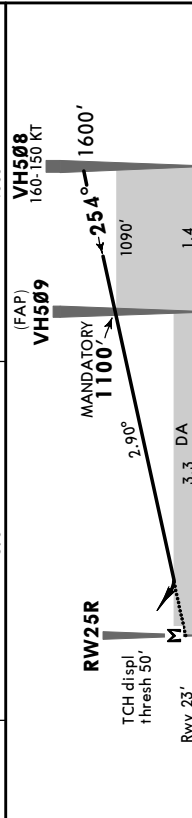
Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC

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 VH508 between 160 and 150 KT.
 Advise Apch Control if planned final apch speed is below 125 KT.

● MISSED APCH CLIMB GRADIENT
 MIN 4.0% UP TO 4000'.

DIST to RW25R	2.0	1000'	3.0
ALTITUDE	690'		

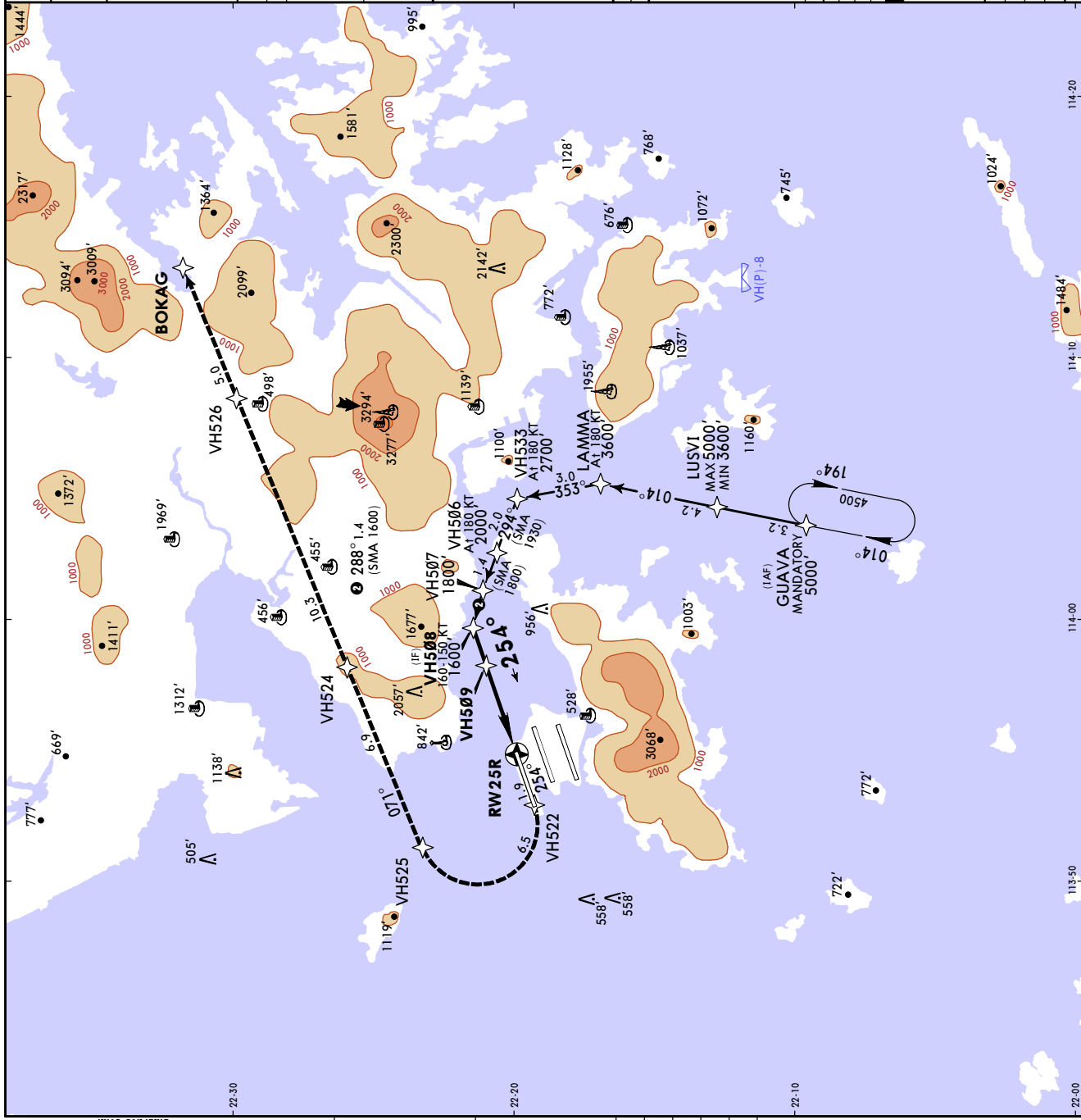


Gnd speed-Kts	70	90	100	120	140	160	185	210
Glide Path Angle	2.90°	359	462	513	616	718	821	

MAP at RW25R
State
 STRAIGHT-IN LANDING
 RNP 0.3
 DA(H) A: 485' (462') C: 505' (482')
 B: 495' (472') D: 515' (492')

A	R1500m	ALS out
B		
C	R1500m	
D	R2300m	

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CHANGES: Minimums.

Chart changes since cycle 10-2024

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

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

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport VHHH

Type: Terminal
Effectivity: Temporary
Begin Date: 20240223
End Date: Until Further Notice

For construction works on TWY A (based on SUP A 01-24) refer to temp chart 10-8A and latest NOTAMS.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20241225

Effective 0000 UTC on 21 MAR 24, SMT VOR DME will be unavailable for an estimated period of 10 months due to replacement works. There are no changes to flight planning requirements. ACFT operators shall continue to file flight plan routing via the co-located RNAV waypoint SMT. Based on SUP A 002-24 AIRAC.

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. (based on SUP A 003-24)

Type: Terminal
Effectivity: Temporary
Begin Date: 20211202
End Date: Until Further Notice

For construction works on Eastern Airfield (based on SUP A 007-23) refer to temp chart 10-8 and latest NOTAMS. Phase 2 is completed.

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

TWY B (West of TWY R) and TWY P (abeam stands L411 and L412) closed until EST Q4 2024 (based on SUP A 004-24).

Type: Terminal
Effectivity: Temporary
Begin Date: 20240321
End Date: Until Further Notice

(10-3X) During replacement of SMT VORDME, SID RAMEN 1E not permitted; for non-RNP 1 equipped/approved ACFT, EXPECT departure from RWY 07R or 25L/R.