

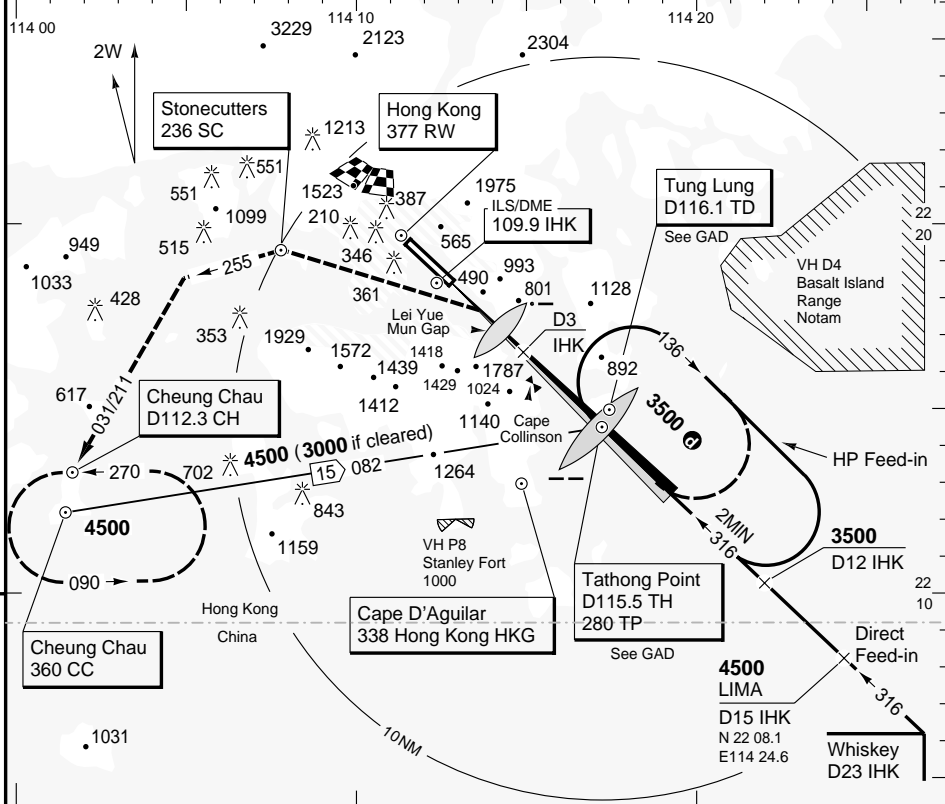
Hong Kong  
 ATIS 128.20 22-16  
 APP RAD 119.10  
 TWR 118.70  
 GND 121.60 00-16 \* DLV 124.65 00-16

HKG - VHHH **1** 20 SEP 97 ILS - 31

PAR Precision 119.50  
 CUT 131.45 HIAS OPS

PAPI 3.00L  
 LDG 3030x6170 593

ILS/DME **109.9 IHK 316°** GP 3.00 GHT 51



**c** Climb on 316° towards [377 RW] to 2500, when passing D1 before D109.9 IHK and above 330, turn left to [236 SC] continue climb to 4500. Turn left to 255° from [SC], and intercept R031 [D112.3 CH] to [CH] and hold.

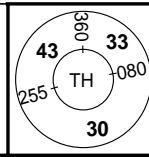
**c** IHK TH/TP

MSA 136 2MIN 3000 Direct Feed-in

**a** LLZ: 2000 (HP Whiskey see LC)  
**b** LLZ: 750

TL See RAR TA 11000

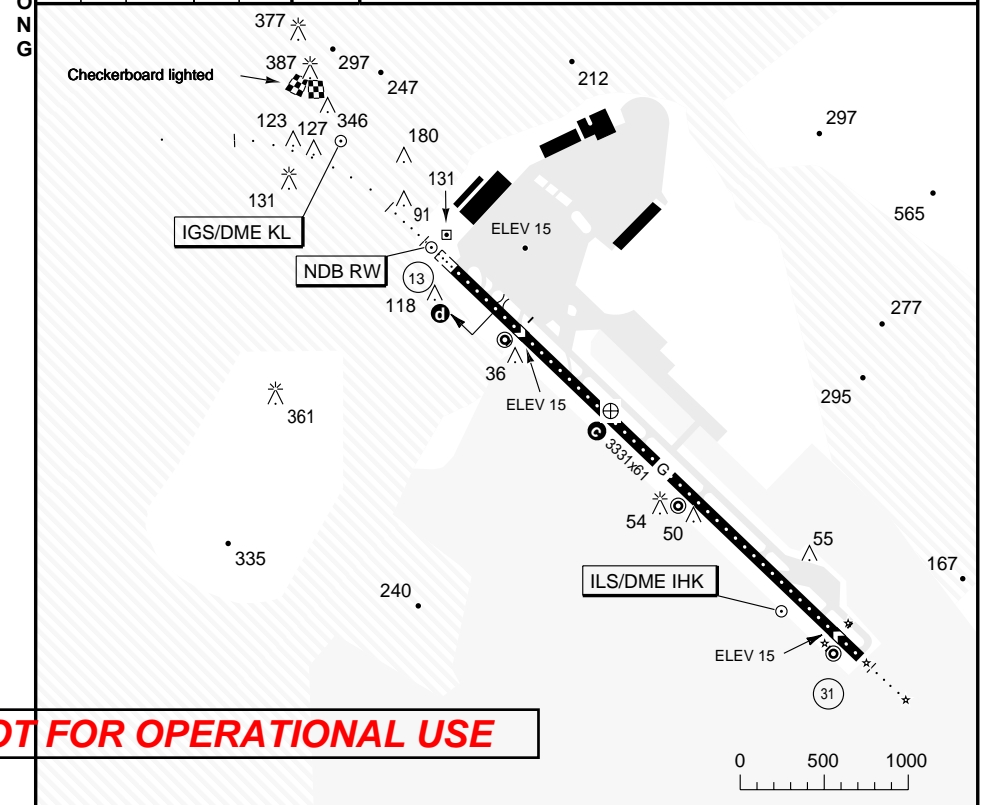
DME IHK	ALT	GS/KT	ROD	STATE	ILS + PAR	ILS or PAR	LLZ+DME
D6	2000	90	480	ACFT	C D	C D	C D
D5	1650	100	530	MIN	420 (405)	510 (495)	610 (565)
D4	1330	120	640	RVR-KM	1.8	2.2	2.4
D3	1020	140	740	APL U/S	1.8	2.2	2.4
D2	700	160	850	Qualification requirements see OPS INFO 7.1.2			
D1.8 .LLZ	610	RVR=Vis x:		<b>c</b> If MM U/S use D1.3 IHK <b>d</b> 4500 in turbulent conditions. <b>e</b> MISAP (VOR CH U/S): At [236 SC] turn left to track 255° from [SC], at 214° to [360 CC] turn left to [CC], and hold at 4500. See LC			



THR ELEV 15 FT/AD ELEV 15 FT Change: VOR, Min

N22 19.0 E114 12.2

RWY	QFU	APL	THL	RWL	SLOPE	a	b	c	d
13	136	HL	H	HL	0	1925M curved APL CL of LIH/white and LIL/red, EFAS, PAPI 3.10	593M, LIH/white and LIL/red, 4 white strobe lights, PAPI 3.00 L	Avbl length LDG RWY 13 2786M	Avbl length TKOF RWY 31 2892M, LDG RWY 31 3030M
31	316	HL	H	HL	0				Last 350M of RWY 31 declared as SWY



**NOT FOR OPERATIONAL USE**

TKOF	RWY	13	31	Visual DEP RWY 13
	CLG/RVR or VIS KM	0/1.0	250/2.0	600/3.0 See GWC

**Circling**

**NA**

**HP/MISAP HP**

Tathong Point  
 D115.5 TH  
 280 TP

Cheung Chau  
 360 CC

WHISKEY  
 D23 IHK

*This document was published on the Internet by Bertil Gullmar (gullmar@dalnet.se) in collaboration with SAS Flight Support, Stockholm, Sweden. It is freeware and must not be resold or misused. Moreover, it must not be incorporated into any other shareware packages, payware or CD-ROM-s, publications or periodicals prepared merely for sale without our permission. However, it may be freely uploaded and distributed to any site on the Net*

AD: Night flight restrictions see GAD.  
 Fire and Rescue: CAT 9

Change: Note

© SAS Flight Support - SAS - 1000 - Y - 2

vhh01si

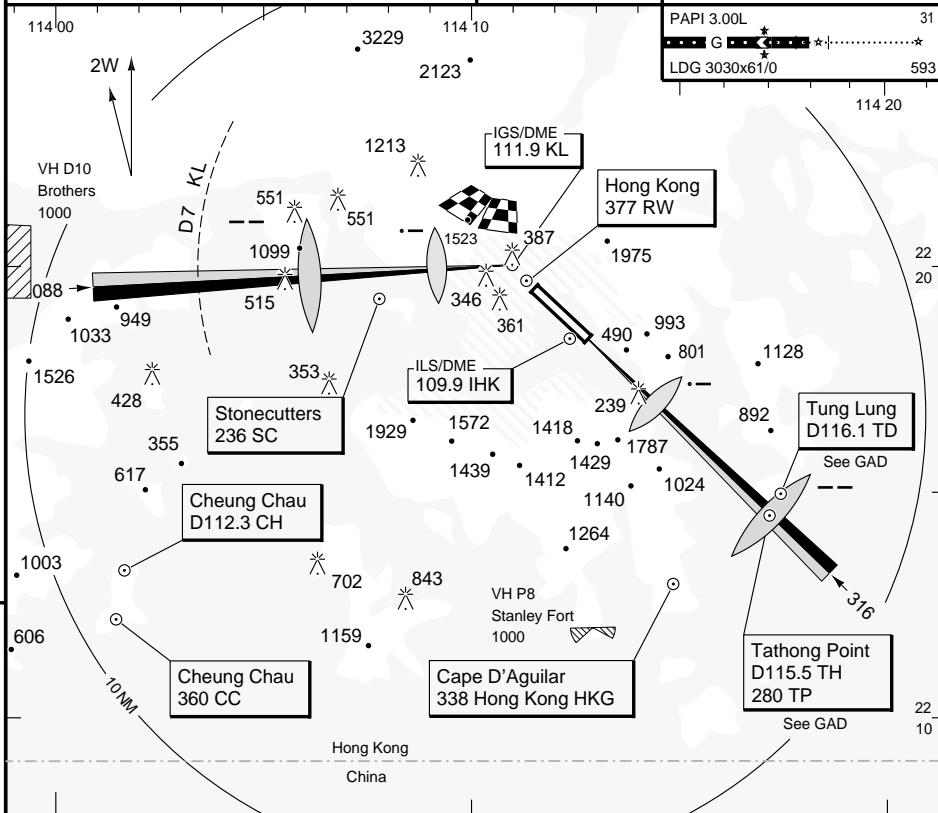
None

Hong Kong  
 ATIS 128.20 22-16  
 APP RAD 119.10  
 TWR 118.70  
 GND 121.60 00-16 \* DLV 124.65 00-16

HKG - VHHH **4** 20 SEP 97 **VISUAL APCH 13/31**

PAR GP 3.00 Precision 119.50  
 CUT 131.45 HIAS OPS

13	PAPI 3.10
1925	LDG 2786x61/0
PAPI 3.00L	31
LDG 3030x61/0	593



*This document was published on the Internet by Bertil Gullmar (gullmar@dalnet.se) in collaboration with SAS Flight Support, Stockholm, Sweden. It is freeware and must not be resold or misused. Moreover, it must not be incorporated into any other shareware packages, payware or CD-ROM:s, publications or periodicals prepared merely for sale without our permission. However, it may be freely uploaded and distributed to any site on the Net*

- RWY 13 / VISUAL STEP DOWN APCH PROC** will only be permitted provided that:
- (A) Cloud ceiling is not less than 4500FT. Visibility is not less than 9KM.
  - (B) No interference is caused to ACFT carrying out instrument approach/departure procedure.
  - (C) Maintain MNM **2000** until within D7 KL.

**NOT FOR OPERATIONAL USE**

- RWY 31 / VISUAL APCH PROC** will only be permitted provided that:
- (A) APCH is tracked through Tathong Point.
  - (B) Cloud ceiling is not less than 3500FT. Visibility is not less than 9KM unless pilot report visual contact with the RWY.
  - (C) No interference is caused to ACFT carrying out instrument approach/departure procedure.

© SAS Flight Support - SAS - 900 - Y - 2

Reverse side blank

vhhh04si

None