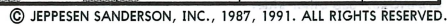


Var 02°W Elev 15'



GENERAL

CAUTION: Bird flocks may be present at any time of the year on the approach to rwy 31.

Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

				USABLE LENGTHS		TAKE-OFF	WIDTH
RWY				LANDING BEYOND Threshold	Glide Slope		
13	HIRL CL LDIN (L.I. red, H.I. white) REIL grooved RVR			9140' 2786m			200' 61m
31	HIRL CL HIALS (L.I. red, H.I. white) REIL grooved RVR Strobe PAPI-L (angle 3.0			9943' 3031m	8983' 2738m	9490' 2893m	

① Take-off from both runways commences behind the displaced threshold.

TAKE-OFF

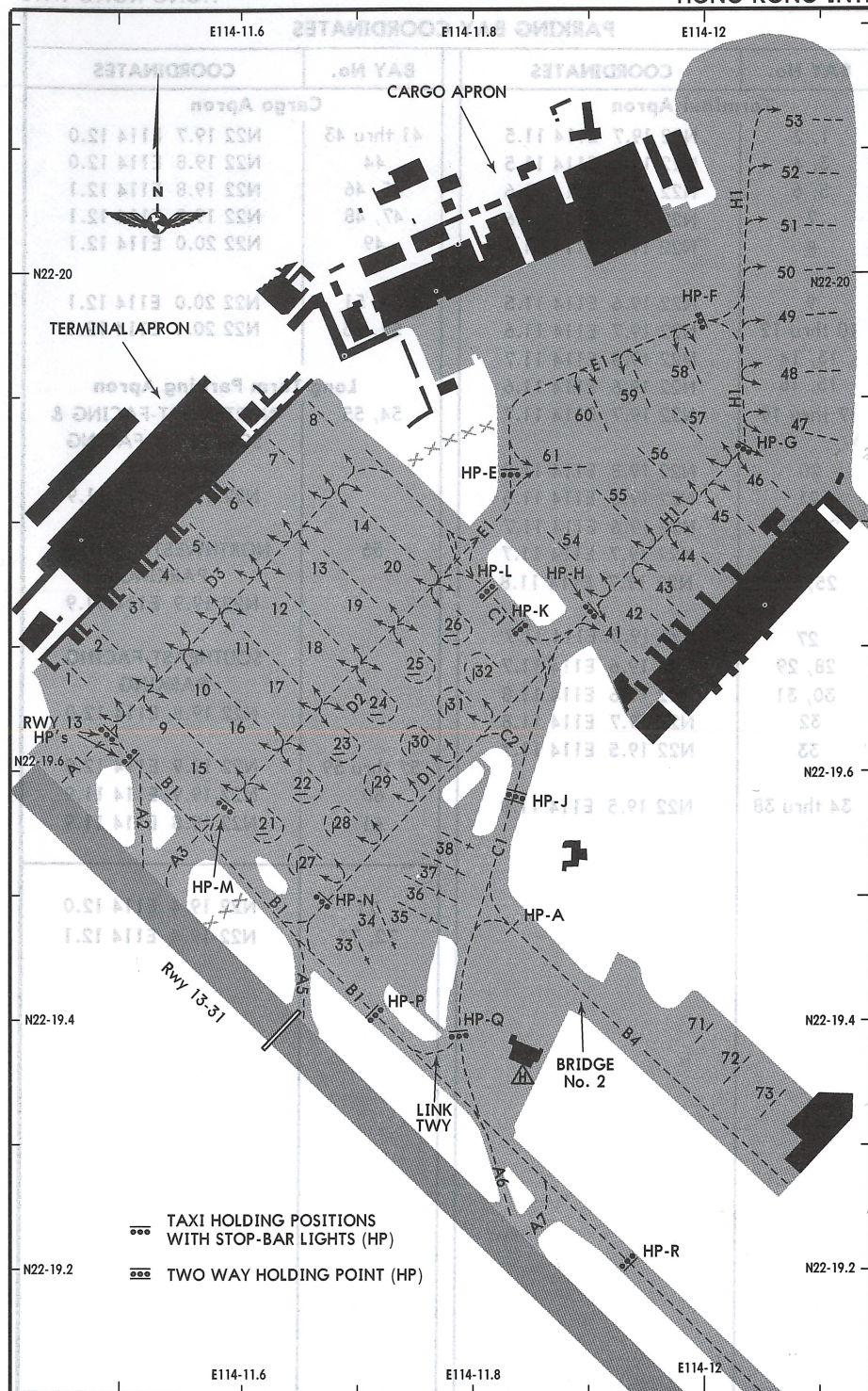
Rwy 13		Rwy 31
With CL	Without CL	
RVR <i>200m</i> VIS <i>250m</i>	RVR <i>480m</i> VIS <i>400m</i>	RVR or VIS <i>700m</i>

FOR FILING AS ALTERNATE

FOR ITEMS AS ALTERNATE				
	ILS Rwy 31 PAR Rwy 31	IGS Rwy 13	LOC Rwy 31 IGS (GS out) Rwy 13	CC NDB Rwy 13
D	600'-3200m	700'-3200m	800'-3200m	NA

CHANGES: See other side.

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CHANGES: Twys, ramps, parking bays 71,72,73 & holding points. © JEPPESEN SANDERSON, INC., 1987, 1993. ALL RIGHTS RESERVED.

PARKING BAY COORDINATES			
BAY No.	COORDINATES	BAY No.	COORDINATES
Terminal Apron		Cargo Apron	
1, 2	N22 19.7 E114 11.5	41 thru 43	N22 19.7 E114 12.0
3, 4	N22 19.8 E114 11.5	44	N22 19.8 E114 12.0
5, 6	N22 19.8 E114 11.6	45, 46	N22 19.8 E114 12.1
7	N22 19.9 E114 11.6	47, 48	N22 19.9 E114 12.1
8	N22 19.9 E114 11.7	49	N22 20.0 E114 12.1
9	N22 19.6 E114 11.5	50, 51	N22 20.0 E114 12.1
10 thru 12	N22 19.7 E114 11.6	52, 53	N22 20.1 E114 12.1
13, 14	N22 19.8 E114 11.7	Long Term Parking Apron	
15, 16	N22 19.6 E114 11.6	54, 55	NORTHWEST-FACING & SOUTHEAST-FACING PARKING N22 19.8 E114 11.9
17 thru 19	N22 19.7 E114 11.7	56	NORTHWEST-FACING PARKING N22 19.9 E114 11.9
20	N22 19.8 E114 11.8	SOUTHEAST-FACING PARKING N22 19.8 E114 12.0	
21	N22 19.6 E114 11.6	57 thru 59	N22 19.9 E114 12.0
22, 23	N22 19.6 E114 11.7	60	N22 19.9 E114 11.9
24	N22 19.7 E114 11.7	61	N22 19.8 E114 11.9
25, 26	N22 19.7 E114 11.8	71	N22 19.4 E114 12.0
27	N22 19.5 E114 11.7	72, 73	N22 19.4 E114 12.1
28, 29	N22 19.6 E114 11.7		
30, 31	N22 19.6 E114 11.8		
32	N22 19.7 E114 11.8		
33	N22 19.5 E114 11.7		
34 thru 38	N22 19.5 E114 11.8		

CHANGES: Parking bays 71, 72, 73.

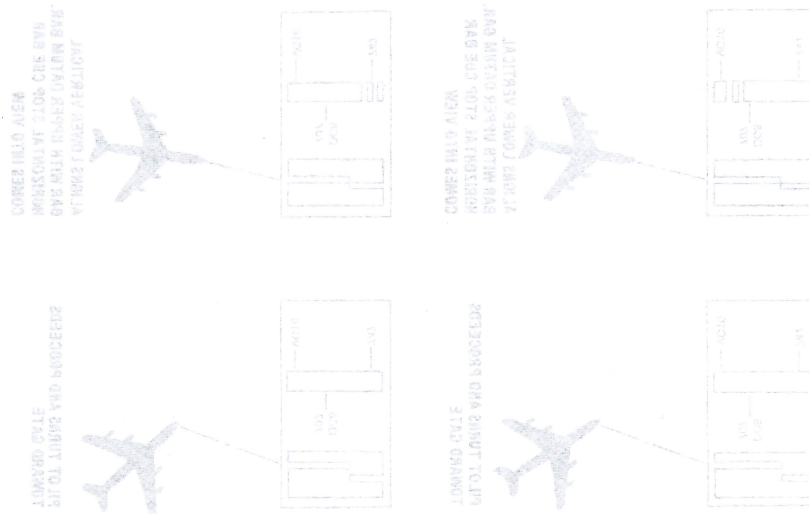
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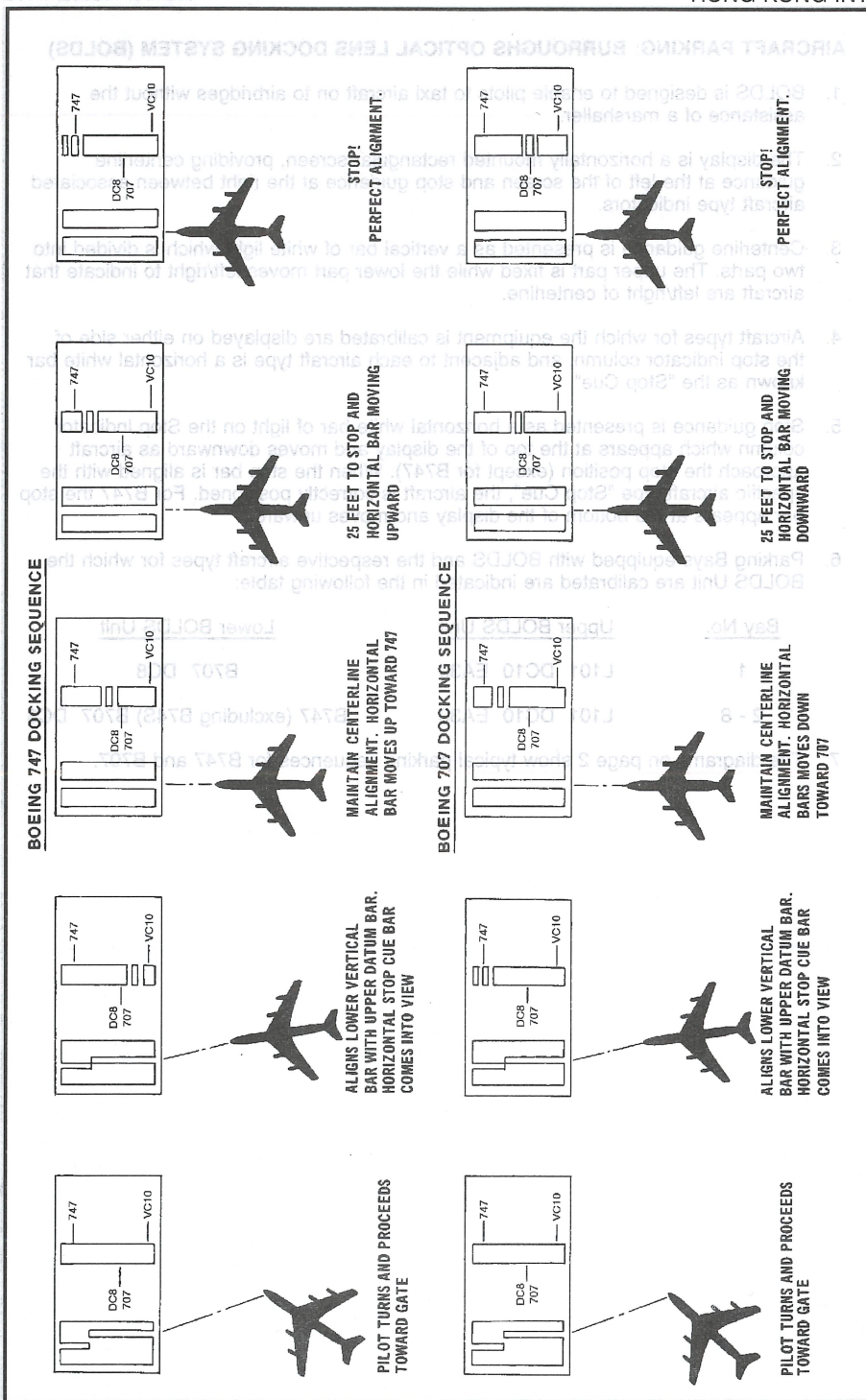
AIRCRAFT PARKING: BURROUGHS OPTICAL LENS DOCKING SYSTEM (BOLDS)

1. BOLDS is designed to enable pilots to taxi aircraft on to airbridges without the assistance of a marshaller.
2. The display is a horizontally mounted rectangular screen, providing centerline guidance at the left of the screen and stop guidance at the right between associated aircraft type indicators.
3. Centerline guidance is presented as a vertical bar of white light which is divided into two parts. The upper part is fixed while the lower part moves left/right to indicate that aircraft are left/right of centerline.
4. Aircraft types for which the equipment is calibrated are displayed on either side of the stop indicator column, and adjacent to each aircraft type is a horizontal white bar known as the "Stop Cue".
5. Stop guidance is presented as a horizontal white bar of light on the Stop indicator column which appears at the top of the display and moves downward as aircraft approach the stop position (except for B747). When the stop bar is aligned with the specific aircraft type "Stop Cue", the aircraft is correctly positioned. For B747 the stop bar appears at the bottom of the display and moves upward.
6. Parking Bays equipped with BOLDS and the respective aircraft types for which the BOLDS Unit are calibrated are indicated in the following table:

<u>Bay No.</u>	<u>Upper BOLDS Unit</u>	<u>Lower BOLDS Unit</u>
1	L101 DC10 EA30	B707 DC8
2 - 8	L101 DC10 EA30	B747 (excluding B74S) B707 DC8

7. The diagrams on page 2 show typical parking sequences for B747 and B707.





**SPEED CONTROL PROCEDURE AT
HONG KONG INTERNATIONAL AIRPORT
DURING PEAK PERIOD OF 0300-0800**

- A. During this period. Speed control will be in force unless otherwise advised. Pilots will be informed when speed control is cancelled e.g. via ATIS if lifted in respect of all traffic, or by ATC instruction if lifted individually.
- B. The procedure requires aircraft to fly at target speeds during the various phases of descent and approach as follows:
- (i) 250 KIAS within 20NM of CH DME when runway 13 is in use, or within 30NM of TH DME when runway 31 is in use.
 - (ii) 210 KIAS while below 6000' when runway 13 is in use, or while below 5000' when runway 31 is in use, and
 - (iii) When established on the final approach track, reduce speed to cross OM (or TH/TP in the case of PAR approach) at 160 KIAS. Thereafter, make speed adjustments as necessary.
- C. Controllers may issue further speed adjustment instructions during the various phases as and when required by traffic situation.
- D. In order to achieve accurate spacing between arriving aircraft. Pilots are requested to comply with speed control as promptly as practicable. Aircraft unable to comply with the speeds specified should inform ATC as soon as possible so that alternative action can be taken.
- E. The procedure is aimed at achieving maximum runway utilization within the parameters of safe separation minima (including vortex effect) and runway occupancy. To assist in realizing this objective, pilots should also keep the runway occupancy time to a minimum.

ENGINE START-UP PROCEDURES

All aircraft, other than helicopters and locally based light aircraft, are to call one of the following services five minutes prior to start-up to put their clearance on request:

- a. Hong Kong Delivery on 124.65 MHz from 0200Z thru 1600Z;
- b. Hong Kong Ground on 121.6 MHz from 0001Z thru 0159Z;
- c. Hong Kong Tower on 118.7 MHz from 1601Z thru 2400Z.

Aircraft should not commence start-up, push back or any other maneuver on the apron unless they have obtained clearance.

Operators of suitably equipped aircraft who wish to start engines during push back may do so provided they will be ready to taxi immediately after the tow bar is disconnected so as to avoid possible delay to other aircraft waiting to use the taxiway.

Where known conditions exist which necessitate that engine start-up is carried out after push back is completed, ATC is to be advised when push back clearance is requested.

While push back procedure is being conducted it is essential for safety reasons that communications contact is maintained between pilot and ground engineer in charge. ATC clearance will not normally be issued to an aircraft while it is being pushed back, unless the pilot so requests.

Once a request for clearance has been made, delays in getting ready to start, taxi or take-off may result in withdrawal of the ATC clearance.