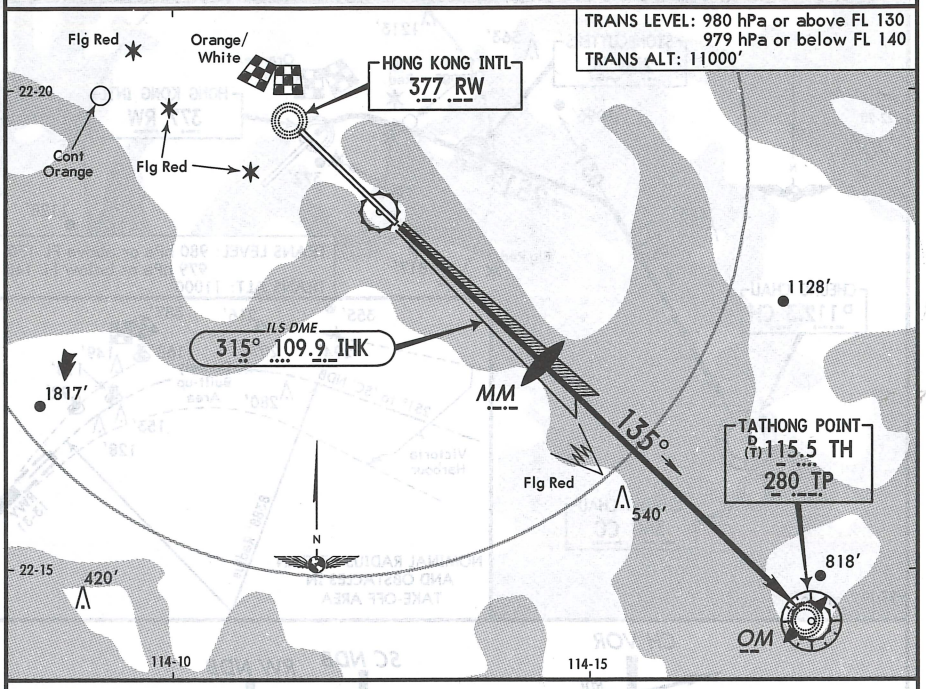
HONG KONG, BCC
HONG KONG INTL

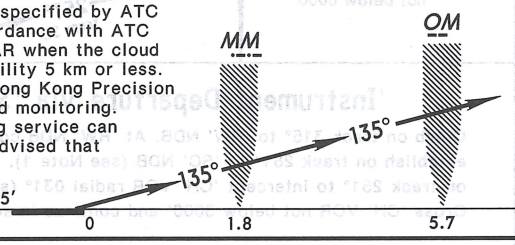
HONG KONG Departure (R) 119.1 (126.3 as assigned)
HONG KONG Precision 119.5

RWY 13
INSTRUMENT DEPARTURE PROCEDURES



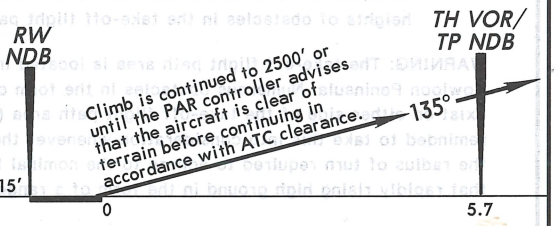
Instrument Departure on ILS

Climb on Localizer to 2500' or altitude specified by ATC and after crossing OM continue in accordance with ATC clearance. This will be monitored by PAR when the cloud ceiling is 1000' or less and/or the visibility 5 km or less. Aircraft will be instructed to contact Hong Kong Precision on 119.5 MHz for take-off clearance and monitoring. Pilots are reminded that PAR monitoring service can only be given after the controller has advised that radar contact is established.



Instrument Departure PAR Controlled

Prior to take-off tune to 'TH' VOR/'TP' NDB and contact Hong Kong Precision on 119.5 MHz for instructions. (Aircraft fitted with twin ADF should also tune to 'RW' NDB)
After take-off the PAR controller advises the pilot that radar contact has been established.



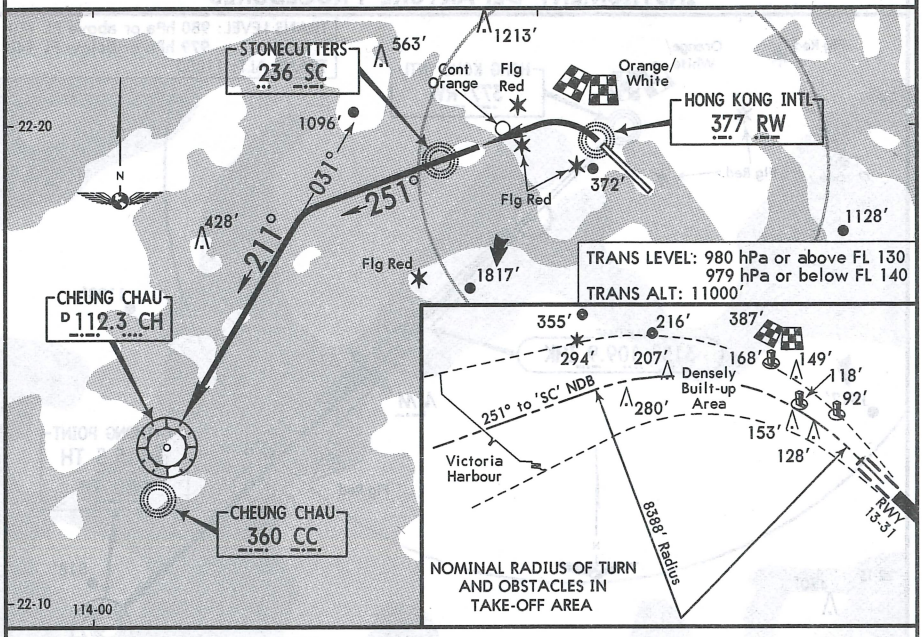
RADIO FAILURE PROCEDURE: Climb on track 135° to 'TH' VOR/'TP' NDB to 2500' or altitude specified by ATC and after crossing 'TH' VOR/'TP' NDB continue with ATC clearance. Change frequency to 119.1 MHz and contact Hong Kong APP. To maintain terrain clearance aircraft must achieve a climb gradient of at least 200' per mile.

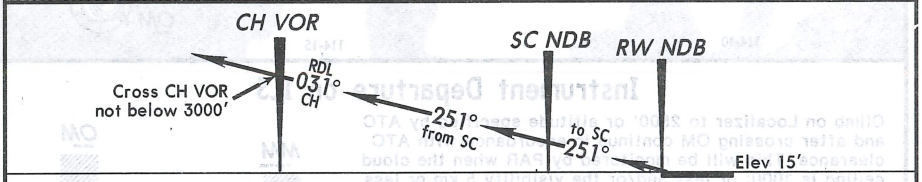
CHANGES: See other side.

HONG KONG, BCC
HONG KONG INTL

HONG KONG Departure (R) 119.1 (126.3 as assigned)

RWY 31
INSTRUMENT DEPARTURE PROCEDURE





Instrument Departure via 'SC' NDB & 'CH' VOR

Climb on track 315° to 'RW' NDB. At 'RW' NDB commence a climbing left turn to establish on track 251° to 'SC' NDB (see Note 1). After crossing 'SC' NDB continue on track 251° to intercept 'CH' VOR radial 031° (see note 2) to proceed to 'CH' VOR. Cross 'CH' VOR not below 3000' and continue in accordance with ATC clearance.

Note 1: For the purpose of applying the operating limitations in ICAO Annex 6, it is essential to refer to the inset above for nominal radius of turn, locations and heights of obstacles in the take-off flight path area.

WARNING: The take-off flight path area is located in a densely built-up area of the Kowloon Peninsula. Numerous obstacles in the form of buildings and natural features exist on either side of the take-off flight path area (see inset above). Operators are reminded to take this into consideration whenever their aircraft are unable to achieve the radius of turn required to adhere to the nominal track. They are further reminded that rapidly rising high ground in the form of a range of hills lies north of this area.

Note 2: In the event that 'CH' VOR is unserviceable, 'CC' NDB may be used instead. In this case, track 251° from 'SC' NDB until 'CC' NDB bears 214°, then turn left to track 211° to 'CC' NDB. Cross 'CC' NDB not below 3000' and continue in accordance with ATC clearance.

CHANGES: SC NDB frequency.

HONG KONG Departure (R) 119.1 (126.3 as assigned)

FOR QNE/QNH INFO SEE GRAPHIC

RWY 13 CODED DEPARTURE

An ILS or a PAR controlled Departure may be assigned for use prior to Tathong Point (TH VORDME/TP NDB). Refer to 10-3 for details.

NOTES:

a. Report crossing Tathong Point VORDME or NDB.
b. Report maintaining 7000'.
c. Report leaving 7000'.
d. Report maintaining FL 140.
e. Report when established on assigned radial from Cheung Chau VORDME.
f. Outbound aircraft intending to cruise at a level at or below the transition level are also required to follow the specified standard departure route procedure to whichever of the following occurs later:
   1. Cheung Chau 40 DME, or
   2. Reaching the assigned flight level (or altitude), in which case pilots are also to report maintaining the assigned level (or altitude).
g. Aircraft outbound from Hong Kong are required to reach cruising level at or before the boundary of the Hong Kong Terminal Control Area.
h. All departing aircraft, whether climbing on designated adjacent VOR radial or parallel radar track given by ATC to provide separation from inbound traffic are required to proceed to the TMA exit point of the appropriate ATS Route after reaching cruising level unless otherwise instructed by ATC.
i. Whenever traffic intending to depart via A-1 east of Cheung Chau VORDME is required to climb on Cheung Chau R-104 or parallel radar track given by ATC to provide lateral separation from inbound traffic on A-1, the departing traffic is required to reach cruising level in time to join A-1 at Elato Int within the Hong Kong FIR.
j. Failure to reach cruising levels in accordance with these requirements may result in loss of separation. To guard against this possibility, pilots of aircraft that are unable to reach cruising level as required are to inform ATCC Hong Kong prior to departure, so that action can be taken to prevent loss of separation.
k. Aircraft not receiving DME information shall substitute DR distances for DME ranges. Such aircraft should request radar distances from ATC when necessary.

TAKE-OFF

Rwy 13: Depart on a 135° track as defined by IHK ILS, Tathong Point VORDME or NDB to Whiskey Int. Cross Whiskey Int at or below 7000'. At Whiskey Int fly in accordance with the routing instructions given below.

DEPARTURES

AKERO ONE ALFA: Continue on 135° track to intercept Cheung Chau R-117, climbing from 7000' to FL 140. When established on Cheung Chau R-117 and Cheung Chau DME reads at least 40 NM, climb from FL 140 to assigned cruising level. After reaching cruising level, proceed direct to Akero Int.

AKERO ONE BRAVO/DOVAR ONE ALFA: Turn RIGHT and track 180° to intercept Cheung Chau R-132, climbing from 7000' to FL 140. When established on Cheung Chau R-132 and Cheung Chau DME reads at least 40 NM, climb from FL 140 to assigned cruising level. After reaching cruising level, proceed direct to the TMA boundary reporting point of the airway for which clearance has been issued.

DAGON ONE ALFA: Turn RIGHT and track 235° to intercept Cheung Chau R-199, climbing from 7000' to FL 140. When established on Cheung Chau R-199 and Cheung Chau DME reads at least 40 NM, climb from FL 140 to assigned cruising level. After reaching cruising level, proceed direct to Dagon Int.

DAGON ONE BRAVO: Turn RIGHT and track 235° to intercept Cheung Chau R-214, climbing from 7000' to FL 140. When established on Cheung Chau R-214 and Cheung Chau DME reads at least 40 NM, climb from FL 140 to assigned cruising level.

DOTMI ONE ALFA: Turn LEFT and track 090° to intercept Cheung Chau R-104, climbing from 7000' to FL 140. When established on Cheung Chau R-104 and Cheung Chau DME reads at least 40 NM, climb from FL 140 to assigned cruising level. After reaching cruising level or Cheung Chau 100 DME, whichever is later, proceed direct to Dotmi Int.

DOVAR ONE BRAVO: Turn RIGHT and track 180° to intercept Cheung Chau R-154, climbing from 7000' to FL 140. When established on Cheung Chau R-154 and Cheung Chau DME reads at least 40 NM, climb from FL 140 to assigned cruising level.

ELATO ONE ALFA: Turn LEFT and track 090° to intercept Cheung Chau R-104, climbing from 7000' to FL 140. When established on Cheung Chau R-104 and Cheung Chau DME reads at least 40 NM, climb from FL 140 to assigned cruising level. After reaching cruising level, proceed direct to Elato Int.

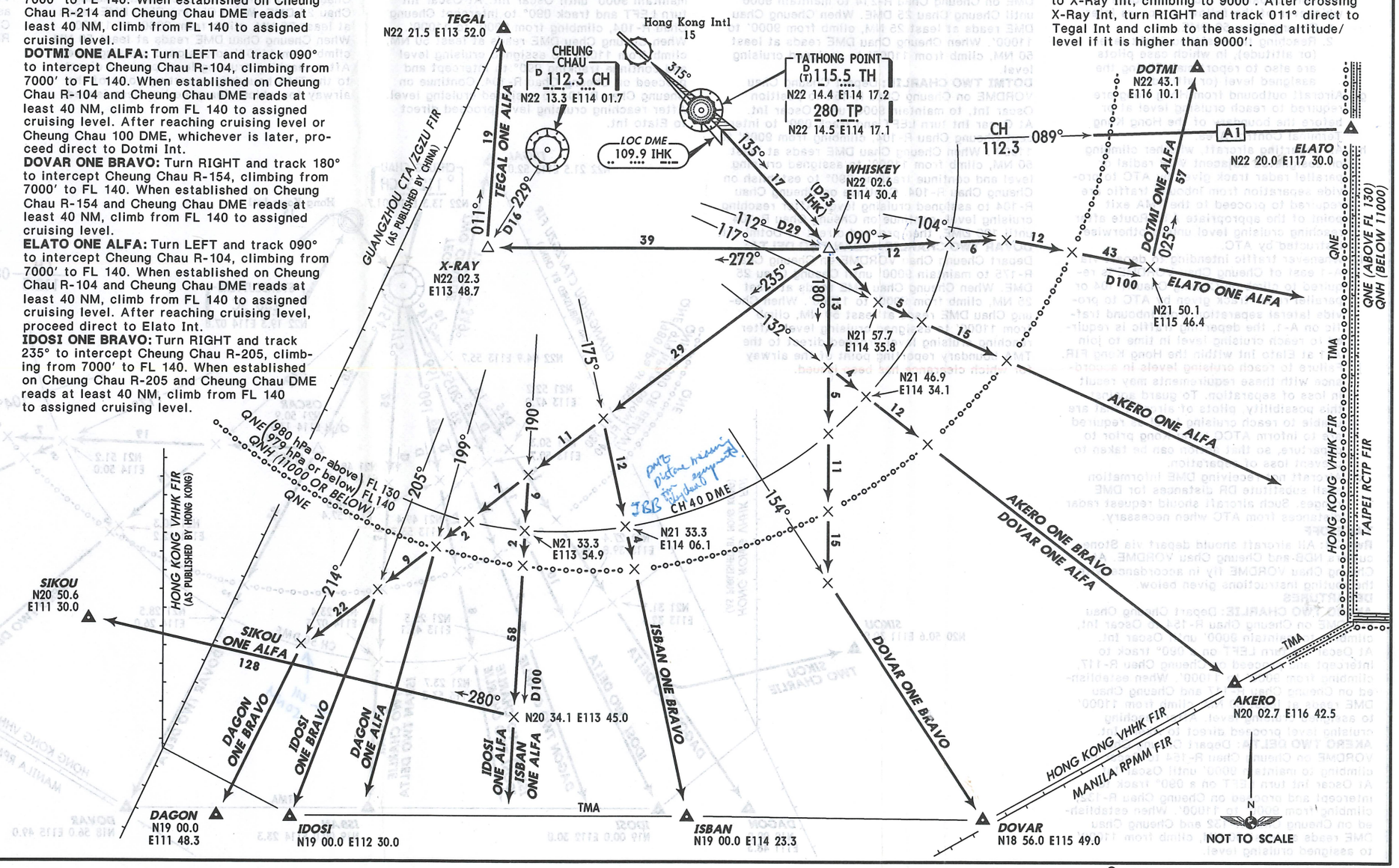
IDOSI ONE BRAVO: Turn RIGHT and track 235° to intercept Cheung Chau R-205, climbing from 7000' to FL 140. When established on Cheung Chau R-205 and Cheung Chau DME reads at least 40 NM, climb from FL 140 to assigned cruising level.

IDOSI ONE ALFA/ISBAN ONE ALFA: Turn RIGHT and track 235° to intercept Cheung Chau R-190, climbing from 7000' to FL 140. When established on Cheung Chau R-190 and Cheung Chau DME reads at least 40 NM, climb from FL 140 to assigned cruising level. After reaching cruising level, proceed direct to the TMA boundary reporting point of the airway for which clearance has been issued.

ISBAN ONE BRAVO: Turn RIGHT and track 235° to intercept Cheung Chau R-175, climbing from 7000' to FL 140. When established on Cheung Chau R-175 and Cheung Chau DME reads at least 40 NM, climb from FL 140 to assigned cruising level.

SIKOU ONE ALFA: Turn RIGHT and track 235° to intercept Cheung Chau R-190, climbing from 7000' to FL 140. When established on Cheung Chau R-190 and Cheung Chau DME reads at least 40 NM, climb from FL 140 to assigned cruising level. After reaching cruising level or Cheung Chau 100 DME, whichever is later, proceed direct to Sikou Int.

TEGAL ONE ALFA: Turn RIGHT and track 272° to X-Ray Int, climbing to 9000'. After crossing X-Ray Int, turn RIGHT and track 011° direct to Tegal Int and climb to the assigned altitude/level if it is higher than 9000'.



CHANGES: See other side.

RWY 31 CODED DEPARTURE

A Departure procedure may be assigned for use prior to CHEUNG CHAU (CH VORDME). Refer to 10-3A for details.

OTES:

a. Report crossing Cheung Chau VORDME.
b. Report maintaining 9000′.
c. Report leaving 9000′.
d. Report maintaining 11000′.
e. Report when established on assigned radial from Cheung Chau VORDME.
f. Outbound aircraft intending to cruise at a level at or below the transition level are also required to follow the specified standard departure route procedure to whichever of the following occurs later:
   1. Cheung Chau 50 DME, or
   2. Reaching the assigned flight level (or altitude), in which case pilots are also to report maintaining the assigned level (or altitude).
g. Aircraft outbound from Hong Kong are required to reach cruising level at or before the boundary of the Hong Kong Terminal Control Area.
h. All departing aircraft, whether climbing on designated adjacent VOR radial or parallel radar track given by ATC to provide separation from inbound traffic are required to proceed to the TMA exit point of the appropriate ATS Route after reaching cruising level unless otherwise instructed by ATC.
i. Whenever traffic intending to depart via A-1 east of Cheung Chau VORDME is required to climb on Cheung Chau R-104 or parallel radar track given by ATC to provide lateral separation from inbound traffic on A-1, the departing traffic is required to reach cruising level in time to join A-1 at Elato Int within the Hong Kong FIR.
j. Failure to reach cruising levels in accordance with these requirements may result in loss of separation. To guard against this possibility, pilots of aircraft that are unable to reach cruising level as required are to inform ATCC Hong Kong prior to departure, so that action can be taken to prevent loss of separation.
k. Aircraft not receiving DME information shall substitute DR distances for DME ranges. Such aircraft should request radar distances from ATC when necessary.

AKE-OFF

wy 31: All aircraft should depart via Stonecutters NDB and Cheung Chau VORDME. At heung Chau VORDME fly in accordance with e routing instructions given below.

EPARTURES

KERO TWO CHARLIE: Depart Cheung Chau ORDME on Cheung Chau R-154 to Oscar Int, imbing to maintain 9000′ until Oscar Int. t Oscar Int turn LEFT on a 090° track to tercept and proceed on Cheung Chau R-117, imbing from 9000′ to 11000′. When establish- d on Cheung Chau R-117 and Cheung Chau ME reads at least 50 NM, climb from 11000′ assigned cruising level. After reaching uising level proceed direct to Akero Int.

KERO TWO DELTA: Depart Cheung Chau ORDME on Cheung Chau R-154 to Oscar Int, imbing to maintain 9000′ until Oscar Int. t Oscar Int turn LEFT on a 090° track to tercept and proceed on Cheung Chau R-132, imbing from 9000′ to 11000′. When establish- d on Cheung Chau R-132 and Cheung Chau ME reads at least 50 NM, climb from 11000′ assigned cruising level.

DAGON TWO CHARLIE: Depart Cheung Chau VORDME on Cheung Chau R-199 to maintain 9000′ until Cheung Chau 25 DME. When Cheung Chau DME reads at least 25 NM, climb from 9000′ to 11000′. When Cheung Chau DME reads at least 50 NM, climb from 11000′ to assigned cruising level. After reaching cruising level proceed direct to Dagon Int.

DAGON TWO DELTA: Depart Cheung Chau VORDME on Cheung Chau R-214 to maintain 9000′ until Cheung Chau 25 DME. When Cheung Chau DME reads at least 25 NM, climb from 9000′ to 11000′. When Cheung Chau DME reads at least 50 NM, climb from 11000′ to assigned cruising level.

DOTMI TWO CHARLIE: Depart Cheung Chau VORDME on Cheung Chau R-154 to position Oscar Int, to maintain 9000′ until Oscar Int. At Oscar Int turn LEFT and track 090° to intercept Cheung Chau R-104, climbing from 9000′ to 11000′. When Cheung Chau DME reads at least 50 NM, climb from 11000′ to assigned cruising level and continue tracking 090° to establish on Cheung Chau R-104. Continue on Cheung Chau R-104 to assigned cruising level. After reaching cruising level, continue on Cheung Chau R-104 until 100 DME, then proceed direct to Dotmi Int.

DOVAR TWO CHARLIE/ISBAN TWO DELTA: Depart Cheung Chau VORDME on Cheung Chau R-175 to maintain 9000′ until Cheung Chau 25 DME. When Cheung Chau DME reads at least 25 NM, climb from 9000′ to 11000′. When Cheung Chau DME reads at least 50 NM, climb from 11000′ to assigned cruising level. After reaching cruising level proceed direct to the TMA boundary reporting point of the airway for which clearance has been issued.

DOVAR TWO DELTA: Depart Cheung Chau VORDME on Cheung Chau R-154, climbing to maintain 9000′ until Oscar Int (Cheung Chau 25 DME). When Cheung Chau DME reads at least 25 NM, climb from 9000′ to 11000′. When Cheung Chau DME reads at least 50 NM, climb from 11000′ to assigned cruising level.

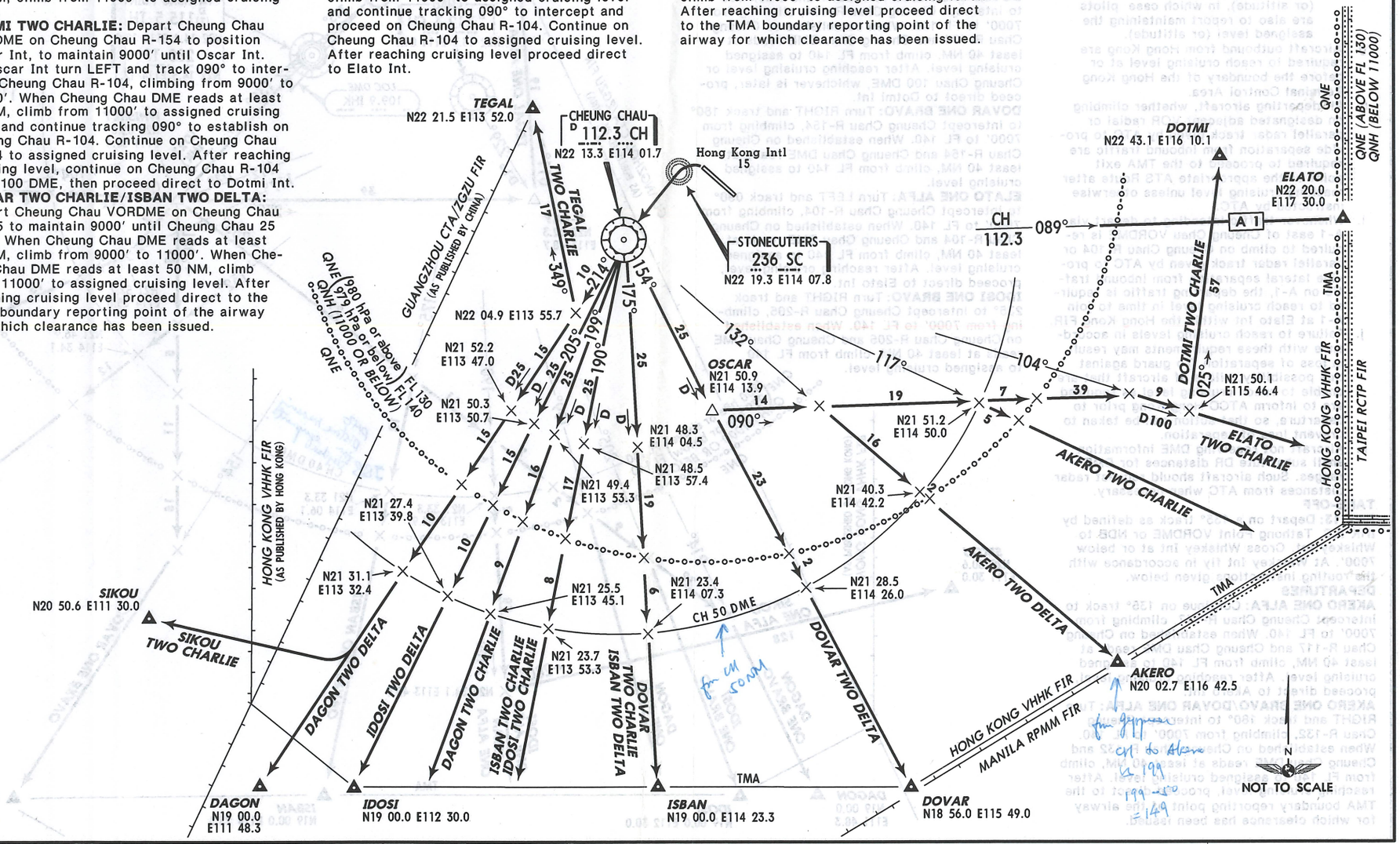
ELATO TWO CHARLIE: Depart Cheung Chau VORDME on Cheung Chau R-154, climbing to maintain 9000′ until Oscar Int. At Oscar Int turn LEFT and track 090° to intercept Cheung Chau R-104, climbing from 9000′ to 11000′. When Cheung Chau DME reads at least 50 NM, climb from 11000′ to assigned cruising level and continue tracking 090° to intercept and proceed on Cheung Chau R-104. Continue on Cheung Chau R-104 to assigned cruising level. After reaching cruising level proceed direct to Elato Int.

IDOSI TWO DELTA: Depart Cheung Chau VORDME on Cheung Chau R-205 to maintain 9000′ until Cheung Chau 25 DME. When Cheung Chau DME reads at least 25 NM, climb from 9000′ to 11000′. When Cheung Chau DME reads at least 50 NM, climb from 11000′ to assigned cruising level.

ISBAN TWO CHARLIE/IDOSI TWO CHARLIE: Depart Cheung Chau VORDME on Cheung Chau R-190 to maintain 9000′ until Cheung Chau 25 DME. When Cheung Chau DME reads at least 25 NM, climb from 9000′ to 11000′. When Cheung Chau DME reads at least 50 NM, climb from 11000′ to assigned cruising level. After reaching cruising level proceed direct to the TMA boundary reporting point of the airway for which clearance has been issued.

SIKOU TWO CHARLIE: Depart Cheung Chau VORDME on Cheung Chau R-214 to maintain 9000′ until Cheung Chau 25 DME. When Cheung Chau DME reads at least 25 NM, climb from 9000′ to 11000′. When Cheung Chau DME reads at least 50 NM, climb from 11000′ to assigned cruising level. After reaching cruising level proceed direct to Sikou Int.

TEGAL TWO CHARLIE: Depart Cheung Chau VORDME on Cheung Chau R-214, climbing to assigned altitude/level. When passing 6000′ or Cheung Chau 10 DME whichever is later, turn RIGHT direct to Tegal Int.



GES: SC NDB frequency.

NOISE ABATEMENT PROCEDURES

The following procedures govern night operations at Hong Kong International Airport:

1. Airport Restricted Hours

1.1 No operator is permitted to programme flights between 2330-0630 hours local time, but all aircraft delayed by unforeseen circumstances will be permitted to operate up to midnight.

1.2 Aircraft delayed beyond midnight by unforeseen circumstances may be permitted on request to operate provided they are:

(a) passenger flights, or
(b) aircraft which are certificated in accordance with noise level specified in Volume I of Annex 16 to the Convention on International Civil Aviation.

1.3 Requests for delayed operations between 2400 and 0630 hours local time are to be made to ATS Watch Supervisor before midnight and subsequently a written report is to be submitted to the Air Traffic General Manager explaining the reasons for the delay.

1.4 Emergency landings will be permitted at any time subject to the proviso that they will always be made from the Lei Yue Mun direction except when landings from this direction are rendered dangerous by adverse runway operating conditions.

1.5 All operations between 2100 and 0700 hours local time are subject to the Noise Abatement Operating Restrictions detailed in para. 2.

1.6 Pilots should consider non-use of reverse thrust on landing between 2100 and 0700 hours local time when in their judgement such non-use will not be prejudicial to safe operations.

2. Noise Abatement Operating Restrictions

2.1 Departing Aircraft

2.1.1 Take-off on Runway 31 between the hours of 2100 to 2400 and 0630 to 0700 local time is only permitted in the following circumstances:

(i) When weather conditions are below the company minima for Runway 13 departure, or

(ii) When cross/tailwind components would adversely affect the safety of aircraft taking off from Runway 13, or

(iii) When track guidance is not available to aircraft after take-off on Runway 13 due to unserviceability of ground navigation aids or aircraft equipment.

2.1.2 Take-off on Runway 31 between 2400 and 0630 hours local time is not permitted under any circumstances.

2.2 Arriving Aircraft

2.2.1 Landing on Runway 13 between the hours of 2100 to 2400 and 0630 to 0700 local time is only permitted in the following circumstances:

(i) When the tailwind component (including gust values) on Runway 31 exceeds 5 knots when the runway is wet or 10 knots when the runway is dry, or

(ii) When weather conditions are below the company minima for landing on Runway 31, or

(iii) When track guidance to Runway 31 is not available due to unserviceability of ground approach aids or aircraft equipment.

2.2.2 Landing on Runway 13 between 2400 and 0630 hours local time is not permitted, regardless of other factors, unless the tailwind component (including gust values) on Runway 31 exceeds 5 knots when the runway is wet or 10 knots when the runway is dry.

3. Engine Tests

Engine run-ups are subject to the following conditions:

3.1 Engine runs above ground idle power are not permitted during the critical hours of 2400 to 0700 local time.

3.2 Engine runs above ground idle power are not permitted between the hours of 2100 to 2400 local time except as described below:

3.2.1 Unrestricted power engine runs will be permitted between 2100 and 2330 hours local time and restricted power engine runs in accordance with the Schedule below will be permitted between 2330 and 2400 hours local time, for aircraft on scheduled service departure before 1000 hours local time. Aircraft required for early morning training sessions are also permitted engine runs in accordance with this sub-paragraph if they are required for scheduled service departure before 1200 hours local time, following the training flight.

3.2.2 Restricted power engine runs will be permitted between the hours of 2100 to 2400 local time by aircraft on scheduled service departure between the hours of 1000 to 1200 local time, in accordance with the Schedule below.

3.3 Initial requests for a ground engine run at any time should be made by telephone to Apron Control (Tel. 3-7696474). When ready to conduct the engine run, the pilot or authorized engineer must obtain start-up clearance from Hong Kong Ground/Hong Kong Tower on 121.6/118.7 MHz as appropriate. A listening watch must be maintained on the frequency throughout the engine run, and Hong Kong Ground/Tower advised on its completion.

SCHEDULE
Power Limitations

1. Turbo-Jet Aircraft

Boeing 707/720	One JT3C/JT3D/JT4A at a time up to 1.25 EPR
Boeing 727	One JT8D at a time up to 1,960 lbs thrust (1.09 EPR)
Boeing 737	One JT8D at a time up to 1,960 lbs thrust (1.09 EPR)
DC8/60 series	One JT3D/JT4 at a time up to 1.25 EPR
MD DC9/MD 80	One JT8D at a time up to 1,960 lbs thrust (1.09 EPR)
DH Trident	One Spey 512 at a time up to 1,870 lbs thrust (80% N2)

2. Low Noise Large Fan-Jet Aircraft

A300/A310	One PW4152/CF6 at a time up to take-off power for a maximum duration of 60 seconds One JT9D at a time up to 1.35 EPR for a maximum duration of 60 seconds
A320	One CFM 56/V2500 at a time up to take-off power for a maximum duration of 60 seconds
BAe 146	One ALF 502 at a time up to take-off power a maximum duration of 60 seconds
Boeing 737	One CFM 56 at a time up to take-off power for a maximum duration of 60 seconds
Boeing 747	One RB211/CF6 at a time up to take-off power for a maximum duration of 60 seconds One JT9D at a time up to 1.35 EPR for a maximum duration of 60 seconds
Boeing 757	One RB211/PW2037 at a time up to take-off power for a maximum duration of 60 seconds
Boeing 767	One RB211/PW4056/CF6 at a time up to take-off power for a maximum duration of 60 seconds One JT9D at a time up to 1.35 EPR for a maximum duration of 60 seconds
DC8/70 series	One CFM 56 at a time up to take-off power for a maximum duration of 60 seconds
DC10	One CF6 at a time up to take-off power for a maximum duration of 60 seconds One JT9D at a time up to 1.35 EPR for a maximum duration of 60 seconds
Lockheed L1011	One RB211 at a time up to take-off power for a maximum duration of 60 seconds

3. All other running engines are restricted to Ground Idle Power.