

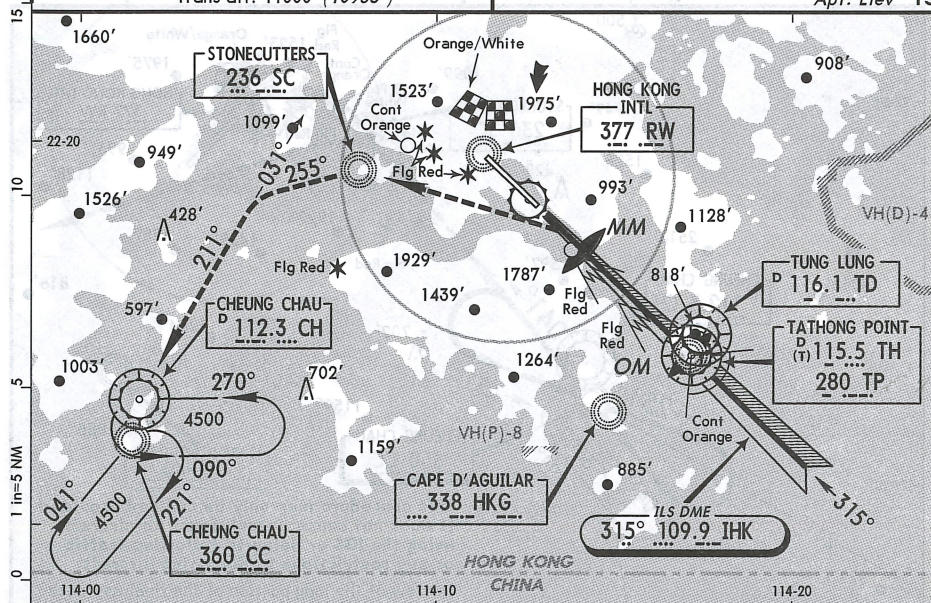
*ATIS 128.2
HONG KONG Approach (R) 119.1
HONG KONG Precision 119.5
HONG KONG Tower 118.7 (Domestic 121.7 121.9)
*Ground 121.6

Alt Set: hPa Trans level: 980 hPa or above FL 130
Apt Elev: 1 hPa 979 hPa or below FL 140
Trans alt: 11000' (10985')

HONG KONG INTL

PAR Rwy 31

Apt. Elev 15'



The maximum range of the PAR is normally 10 NM from touchdown point which is 960' from the threshold of Runway 31. The glidepath is set at 3° and coincides with that of the ILS.

OCL 405' (390')

Initial Approach: Initial approach to PAR coverage is normally made under radar direction from Hong Kong Approach. Aircraft are positioned on final approach at approximately 10 NM at 2500'.

Intermediate Approach: When radar service is not available feed-ins are the same as for ILS except that aircraft are to maintain 2500' inbound until the PAR controller gives final descent instructions.

Final Approach: When aircraft enter PAR coverage, the PAR controller gives instructions calculated to establish the aircraft on track and glidepath at a range of not less than 5 NM from touchdown. Thereafter continuous instructions are given to keep the aircraft on track and glidepath until it is half a mile from touchdown. Instructions are terminated at this point unless an emergency exists, in which case instructions are given until the aircraft touches down. During a precision radar approach, after having been advised that no further acknowledgement of transmission is required, the pilot is to assume that radio communication has failed if the transmission is interrupted for intervals of more than 5 seconds. He is then to initiate missed approach procedure unless the approach can be continued visually or on the ILS.

MISSED APPROACH: Climb to 2500' on track 315° towards RW NDB. When passing within 1 NM SOUTHEAST of IHK DME (coverage between 100° and 170°) and above 330'; turn LEFT to SC NDB and continue climb to 4500'. From SC NDB track 255° to intercept CH VOR R-031. Turn LEFT to track 211° to CH VOR and join the CH VOR holding pattern or as directed by ATC.

In the event CH VOR is unserviceable, track 255° from SC NDB until CC NDB bears 214°, then turn LEFT to track 211° to CC NDB and join the CC NDB holding pattern or as directed by ATC.

STRAIGHT-IN LANDING

PAR 31

DA(H) 405' (390')

CIRCLE-TO-LAND

ALS out

D	1300m		D	NA
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Gnd speed-Kts	70	90	100	120	140	160
PAR GS 3.00°	377	484	538	646	753	861

CHANGES: Stonecutters NDB frequency, glidepath note.

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*ATIS 128.2

HONG KONG Approach (R) 119.1

HONG KONG Precision 119.5

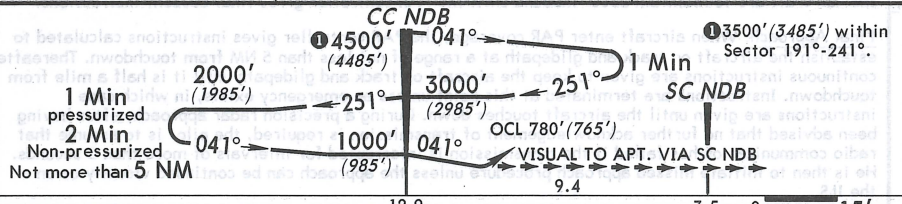
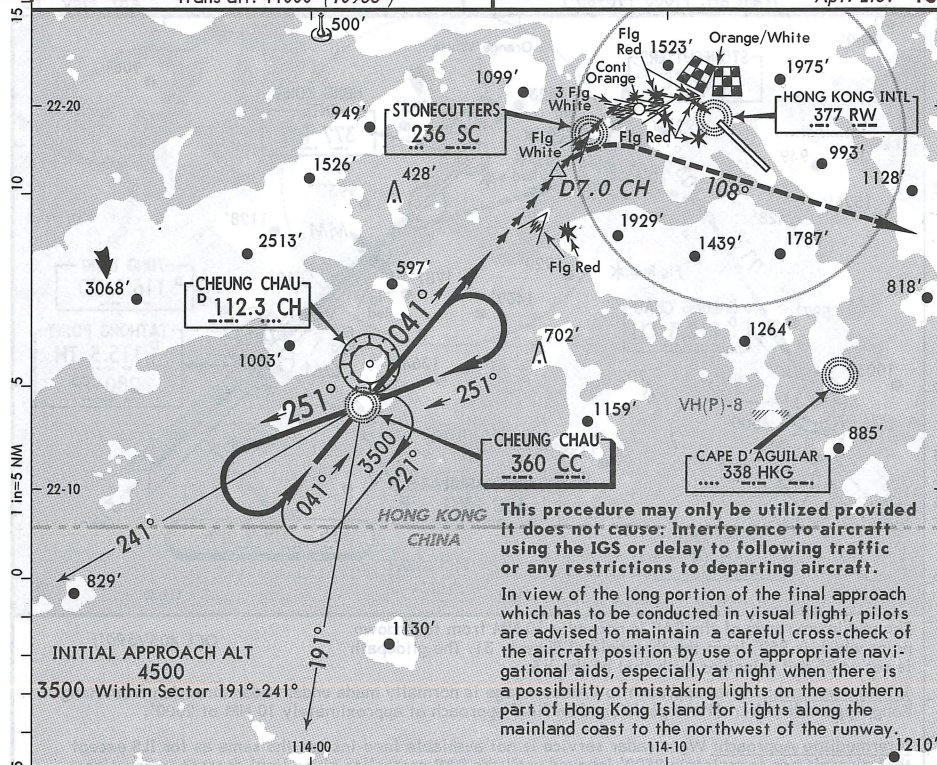
HONG KONG Tower 118.7 (Domestic 121.7 121.9)

*Ground 121.6

Alt Set: hPa Trans level: 980 hPa or above FL 130

Apt Elev: 1 hPa 979 hPa or below FL 140

Trans alt: 11000' (10985')



MISSED APPROACH: If unable to proceed visually at approved MDA(H), climb immediately on track 041° towards SC NDB until D7.0 CH. Commence a rate ½ turn to the RIGHT to track 108° from SC NDB. During the turn, climb is to be maintained at not less than 500' per minute. Do not climb above 2500' until instructed by ATC. It is imperative that missed approach procedure is initiated in good time whenever any doubt exists of ability to maintain visual flight.

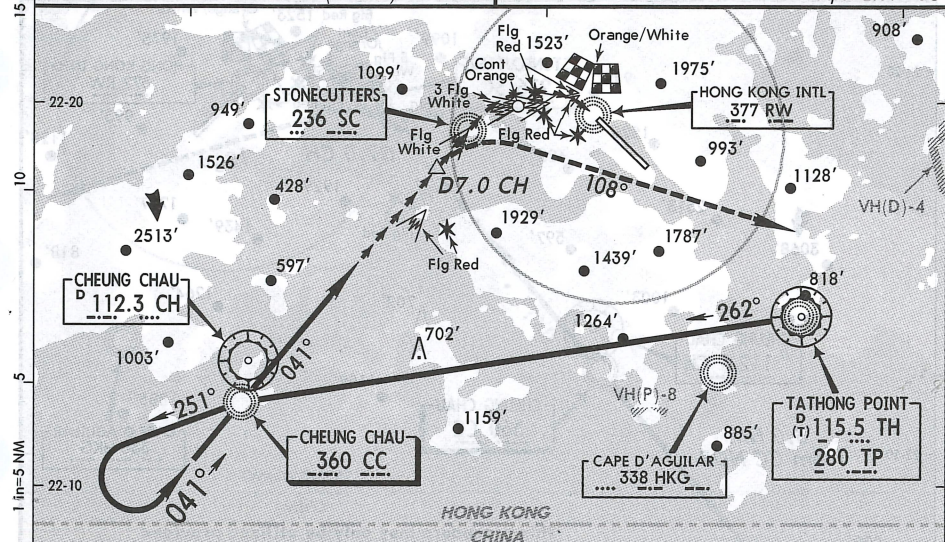
LANDING RWY 13						CIRCLE-TO-LAND	
MDA(H) 800' (785')							
D	3500m					D	NA

Gnd speed-Kts	70	90	100	120	140	160
CC NDB to commencement of right turn (108° overshoot) 7.9	6:46	5:16	4:44	3:57	3:23	2:58

CHANGES: Stonecutters NDB frequency, notes.

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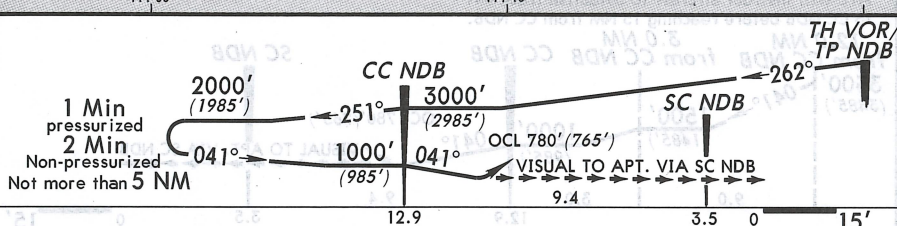


This procedure may only be utilized provided it does not cause interference to aircraft using the IGS or delay to following traffic or any restrictions to departing aircraft.

Aircraft approaching CC NDB from TH VOR/TP NDB may be cleared to 3000' provided that holding is not indicated or anticipated. In order to guard against overshooting CC NDB, aircraft having two ADFs should tune one to SC NDB and are not to proceed beyond a bearing of 221° from SC NDB

before commencing the next phase of the procedure.

In view of the long portion of the final approach which has to be conducted in visual flight, pilots are advised to maintain a careful cross-check of the aircraft position by use of appropriate navigational aids, especially at night when there is a possibility of mistaking lights on the southern part of Hong Kong Island for lights along the mainland coast to the northwest of the runway.



MISSED APPROACH: If unable to proceed visually at approved MDA(H), climb immediately on track 041° towards SC NDB until D7.0 CH. Commence a rate ½ turn to the RIGHT to track 108° from SC NDB. During the turn, climb is to be maintained at not less than 500' per minute. Do not climb above 2500' until instructed by ATC. It is imperative that missed approach procedure is initiated in good time whenever any doubt exists of ability to maintain visual flight.

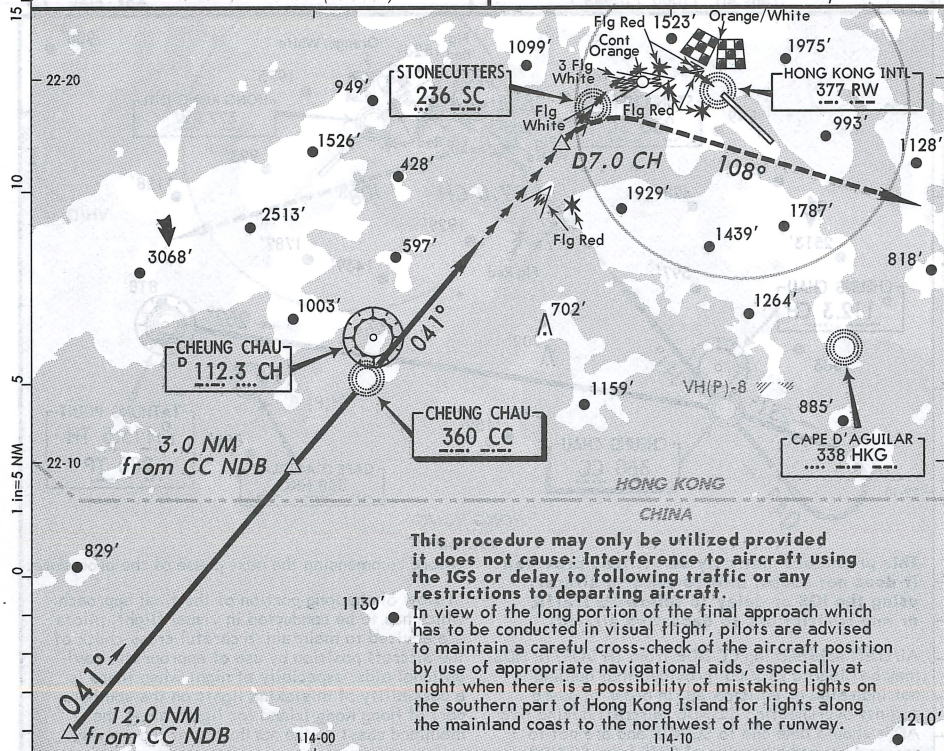
LANDING RWY 13					CIRCLE-TO-LAND	
MDA(H) 800' (785')						
3500m					NA	
MAP at MDA(H)						

CHANGES: Stonecutters NDB frequency.

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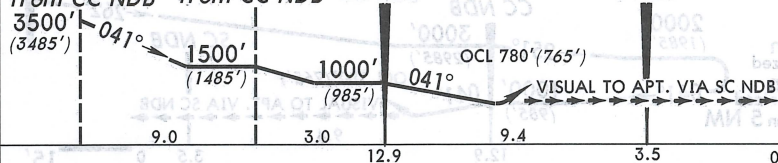
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HONG KONG INTL
RADAR MONITORED
CHEUNG CHAU
NDB Rwy 13
NDB 360 CC
Apt. Elev 15'



ATC will instruct aircraft to establish track 041° to CC NDB before reaching 15 NM from CC NDB.

12.0 NM from CC NDB 3.0 NM from CC NDB CC NDB



MISSED APPROACH: If unable to proceed visually at approved MDA(H), climb immediately on track 041° towards SC NDB until D7.0 CH. Commence a rate 1/2 turn to the RIGHT to track 108° from SC NDB. During the turn, climb is to be maintained at not less than 500' per minute. Do not climb above 2500' until instructed by ATC. It is imperative that missed approach procedure is initiated in good time whenever any doubt exists of ability to maintain visual flight.

LANDING RWY 13										CIRCLE-TO-LAND	
MDA(H) 800' (785')											
D	3500m									D	NA
MAP at MDA(H):											

CHANGES: Stonecutters NDB frequency.

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*ATIS 128.2

HONG KONG Approach (R) 119.1

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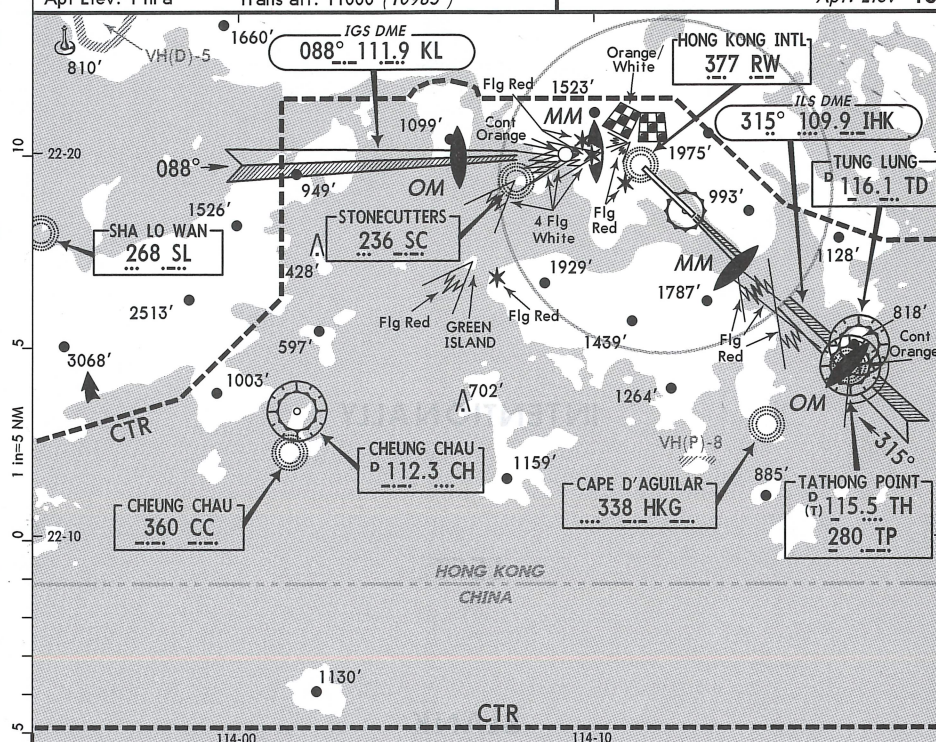
*Ground 121.6

Alt Set: hPa

Trans level: 980 hPa or above FL 130
979 hPa or below FL 140

Apt Elev: 1 hPa

Trans alt: 11000' (10985')



VISUAL APPROACH PROCEDURES

1. Weather Minima

For IFR flights, visual approaches to Runway 31 or 13 will only be permitted if the cloud ceiling is not less than 3500' and the visibility is not less than 9 km.

2. Runway 31 Visual Approach

When the pilot has reported that the approach can be executed with visual reference to terrain, an IFR flight approaching Tathong Point TVOR/Tathong Point NDB for Runway 31 may be cleared for a Visual Approach to track via Tathong Point.

3. Runway 13 Visual Step Down Approach

When the pilot has reported that the approach can be executed with visual reference to terrain, an IFR flight approaching Cheung Chau VOR/Cheung Chau NDB for Runway 13 may be cleared for a Visual Step Down Approach to track via Cheung Chau Island and Stonecutters Island, descending not below 2000' until 7.0 NM from KL IGS DME. (See notes A & B)

- A. The 2000' descent restriction is designed to enable non-IFR local traffic to operate in the CTR below the flight paths of IFR traffic. Requests for cancellation of the altitude restrictions are not normally approved.
- B. Pilots making night approaches should be aware that there is a possibility of mistaking lights on the southern part of Hong Kong Island for lights along the mainland coast to the northwest of the runway. They are therefore advised to maintain a careful cross-check of the aircraft position by use of appropriate navigational aids.

4. General Condition

Visual approaches to Runway 31 or 13 will only be cleared if they will not cause interruption to other aircraft carrying out instrument approach/departure procedures.

CHANGES: Chart reindexed.

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