

CATHAY PACIFIC AIRWAYS

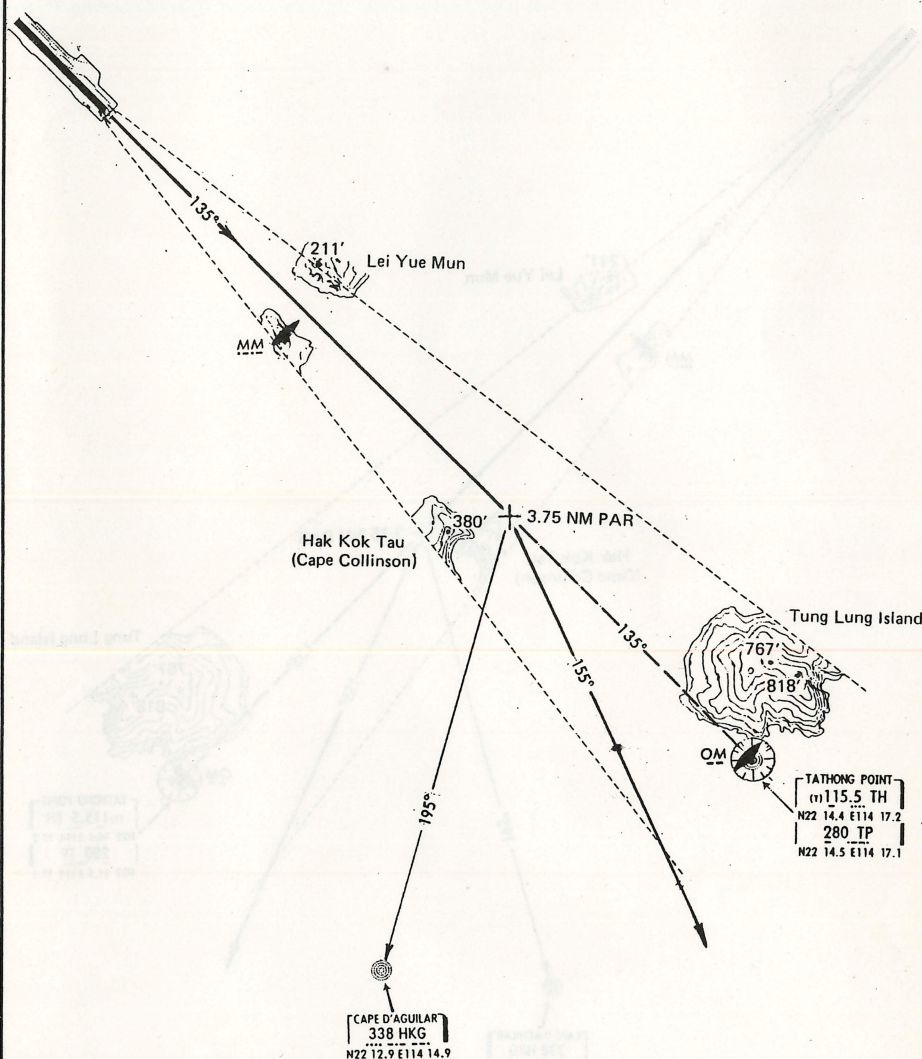
CARTRIDGE

AIRWAY MANUAL

INTRODUCTION KIT



Copies issued to Trainees are not revised
and are for information only. They are not
to be used for navigation.



Route To Be Flown In The Event Of
ENG FAIL When Using HKG 13
Contingency Route RTOW Chart

The Contingency Route gives clearance over a 380 FT OBST on Cape Collinson, and avoids overflying the highest ground on Tung Lung Island by initiating a RIGHT turn at 3.75 NM PAR, in the event of **ENG FAIL** before 3.75 NM PAR.

NOTE: Call ATC 30 MIN before DEP whenever the RTOW requires the Contingency Route and DEP MUST be monitored by PAR.

PROCEDURE

If **ENG FAIL** occurs after V1 and before 3.75 NM PAR the Contingency Route MUST be flown:

- After T/O climb on LLZ 135° until 3.75 NM PAR – initiate a 15° banked RIGHT turn onto HDG 155°. In still air ACFT will track over Waglan.
- At 1,200 FT or achieved ALT if higher, accelerate to VFO retracting flaps on schedule; then climb to SAA 3,000 FT in IMC, or as required in VMC, and continue as cleared.
- If **ENG FAIL** occurs AFTER 3.75 NM PAR and BELOW 1,200 FT turn RIGHT onto HDG 155°.
- If no **ENG FAIL** occurs the STD all ENG OPR T/O procedure is to be followed.

NOTES:

- ATC is to be advised of the **ENG FAIL** and that the Contingency Route will be flown.
- F/O to monitor LLZ tracking and call D3.75 IHK or QDM 195 HKG.

Route To Be Flown In The Event Of
ENG FAIL When Using HKG 13, ECS
Off, Contingency Route RTOW Chart.

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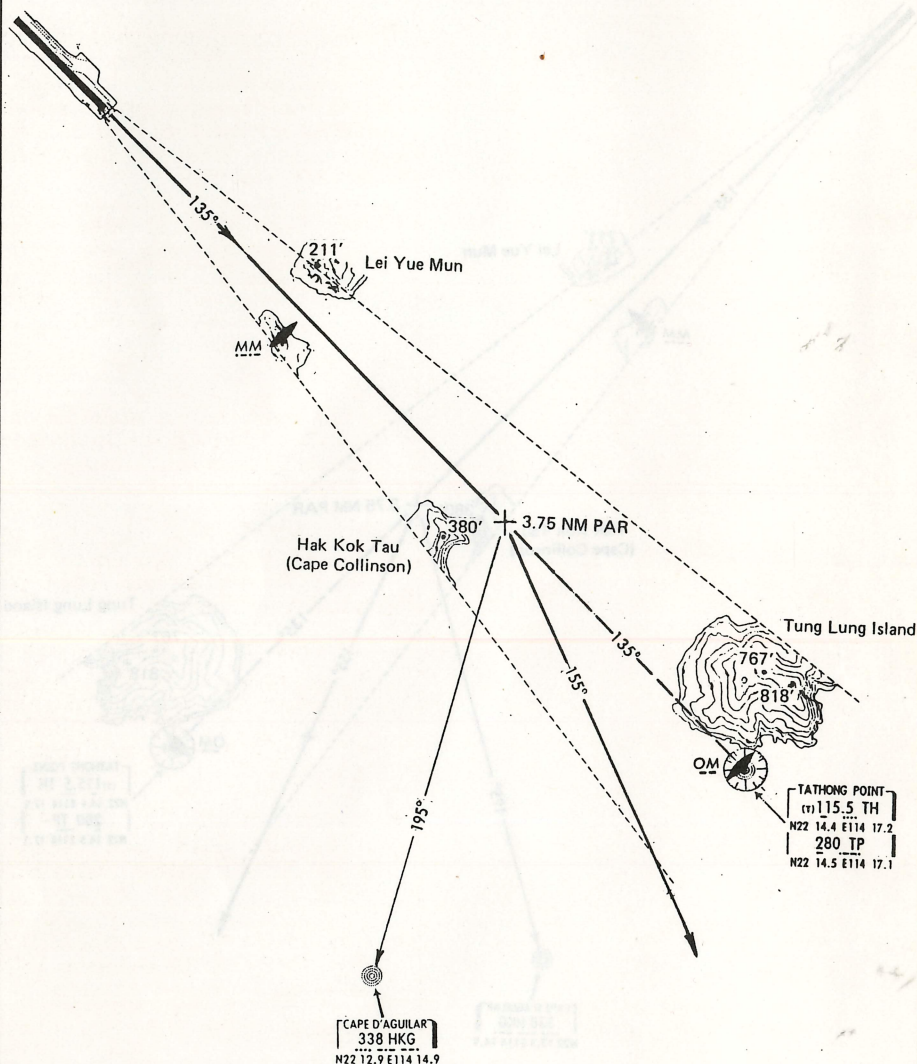
PROCEDURE

If **ENG FAIL** occurs after V1 and before 3.75 NM PAR the Contingency Route MUST be flown:

- After T/O climb on LLZ 135° until 3.75 NM PAR – initiate a 15° banked RIGHT turn onto HDG 155°. In still air the ACFT will track over Waglan.
- At 1,000 FT or achieved ALT if higher, accelerate to V2 + 70 KTS retracting flaps on schedule; then climb to SAA 3,000 FT in IMC, or as required in VMC, and continue as cleared.
- If **ENG FAIL** occurs AFTER 3.75 NM PAR and BELOW 1,200 FT turn RIGHT onto HDG 155°.
- If no **ENG FAIL** occurs the STD all ENG OPR T/O procedure is to be followed.

NOTES:

- ATC is to be advised of the **ENG FAIL** and that the Contingency Route will be flown.
- F/O to monitor LLZ tracking and call D3.75 IHK or QDM 195 HKG.



A. GENERAL

- CO. *company frequency* **FREQ — 131.75**
- Dragon Air Flights
Inbound to HKG should call IAS on 131.45 with ETA and info on any special PAX handling required.
- UTC + 8
- AD OPERATING HRS — H24
Refer 10-4 for restrictions governing night operations.
- NOTE: HKG may be nominated and used as an alternate during airport restricted hours.
- GROUND MANOEUVRING — Nil
- WARNINGS
 - RWY 13 visual step down approach procedure and RWY 31 visual approach procedure are not authorized at night.
 - NOTE: This does not preclude Cheung Chau NDB or radar monitored NDB 13 approaches or a radar monitored approach to RWY 31.
 - Significant windshear may be encountered during approach and LDG both RWY's.
 - NOTE: A low level windshear detection system is presently operating on an experimental basis.
 - GPWS
To avoid nuisance GS warnings from the IGS on final approach to RWY 13 the GS may be inhibited when visual and below 1,000 FT.

(Gen Cont'd)

- ◆ IGS approach
ACFT being vectored from the south for the IGS approach — should not descend below 6,000 FT until north of the CH 270°R to avoid GPWS warnings over Lantau.
- To avoid possible GPWS hard warnings on visual approach to RWY 31 the ACFT should be positioned on or left of localizer when passing TH.
- IGS outer marker
From experience both visual and aural reception is intermittent.

B. ARRIVAL PROCEDURES

- AUTOLAND APPROVED
RWY 31 : L-1011/B747
- [● REPORTED RVR
As stated in the HONG KONG AIP, RVR values should only be reported, "Whenever the RVR at one of the thresholds and/or the horizontal visibility is observed to be less than 1,500 M". Should RVR values of 1,500 M or more be reported by ATC, which has been the case with RWY 13 in use, these values may be regarded as a visibility.]
- IGS approach
 - B747 (COUPLED)
V/S mode may be used in lieu of GS capture. However by 2,000 FT the ACFT must have a full capture of both LOC and GS or be manually flown. ALT SEL need not be used for this 2,000 FT restriction.

CONT'D

(Arr Pro Cont'd)

- RWY 13 : B747 — All types

Normal landing flap : Flap 30

- **ENG INOP** — Standard except

- Go-around RWY 13

Flap retraction altitude 1,200 FT
AAL.

- **RADIO FAILURE**

Non ICAO — Refer Aerad Flight
Guide & Jeppesen departure plate.

C. DEPARTURE PROCEDURES

- **PREFLIGHT**

Call 5 MIN before start

0001 — 0200 GND 121.60

0201 — 1600 DELIVERY 124.65

1601 — 2400 TWR 118.70

or as advised by ATIS.

Any anticipated departure delays,
particularly to evening flights, must
be advised to Movement Control
(FOCC) who will liaise with ATC.

- **RWY 31**

Commence LEFT turn at 300 —
500 FT and no later than RW.

- **ENG INOP**

- RWY 13

[ONE ENG INOP flap retraction
altitude 1,200 FT AAL.]

- Refer Contingency route for
MAX WT T/O procedure.

CONT'D

D. SPEED CONTROL

- **ARRIVAL**

- IGS SPEED CONTROL

Refer to 10-9H.

- **DEPARTURE** — Nil

E. NOISE ABATEMENT

- **ARRIVAL** — Nil

- **DEPARTURE** — Standard RWY 31

- RWY 13 is preferred RWY for
T/O between 2100 — 0700 LT.

- RWY 31 is preferred RWY
for LDG between 2100 —
0700 LT.

F. ADDITIONAL

- Direct communication with the
'Rescue Leader' is available on
121.9 MHZ in the event that
Emergency Vehicles are required.

- **MSA for all approaches** is
4,500 FT.

- **ALTN POLICY**

- During hours of normal
operation CAN is the primary
alternate for HKG.

- Outside CAN normal hours of
operation or when HKG WX is
marginal and there is a
possibility of a diversion,
payload permitting, fuel should
be carried for KHH or TPE.

CONT'D

TS14015/DFM/ww/
REV 115 (7 MAY 93)

(Add Cont'd)

- Flights which nominate CAN as alternate outside normal hours of operation should advise HKG FOCC who will contact HKG ATC and CAN advising them and confirming the availability of CAN should a diversion be necessary.
- Flights originating from PRC may not nominate an alternate in Taiwan on the ATS flight plan.
- **WX INFORMATION**
 - ACFT within 240 NM of HKG may request WX radar info from HKG ATC.
 - Canton actual WX conditions can vary significantly from forecast. The PRC authorities may close the airport if they consider conditions are unsuitable for LDG.
 - RWY anemometers. There are 3 anemometers located at the SE, mid-point and NW end. The official surface wind comes from the SE end.
 - Dew point is not broadcast on the ATIS but is available on request.
 - Local Winds
- ◆ **RWY 13 Approach**

Turbulence:

Considerable turbulence can exist on the approach to RWY 13 with wind speeds of 15 KTS or more. The shear effect seems to follow a pattern and it has been observed that when the wind is between 090° and 130° the shear effect can give a marked increase in airspeed opposite the checkerboard and an abrupt decrease between the end of the RWY and the displaced threshold.

(Add Cont'd)

The opposite occurs when the wind has more crosswind component i.e. when the wind direction is 050° to 070° a marked decrease in airspeed can occur opposite the checkerboard and an increase in airspeed near the RWY.

During the winter months if the wind is from the north at less than 10 KTS the degree of turbulence to be anticipated on the approach to RWY 13 would normally preclude an attempt at LDG on RWY 13 even though the surface wind speed is well below the allowable tail wind.

Crosswind from the right:

When the surface wind direction is from 140° to 220° particular care should be taken not to overshoot the RWY centreline during the final turn onto RWY 13. The situation is insidious in that the surface wind may be only 10 KTS yet the wind at 500 to 1,000 FT may be considerably more due to the funnel effect of the hills just north of the approach path.

CONT'D

(Add Cont'd)

◆ RWY 31 Approach

Crosswind from the left:

Occasionally during the southwest monsoon the surface wind will be 220°/15 gusting to 25 KTS. In these circumstances sudden severe turbulence on RWY 31 approach will be experienced opposite Mt Parker. Other wind directions are not so critical; if the wind direction is more southerly RWY 13 will be in use, if the direction is more westerly the wind is funnelled between the hills and conditions on the approach are much smoother.

This situation usually occurs during the onset of the southwest monsoon in May and June and only for a few days per year, the timing being between 1100 and 1700 local time, build up of the sea breeze being considered a factor.

If however a tropical storm passing near HKG results in a surface wind from the same direction but giving wind speeds of 30 KTS plus, then extreme caution is advised in respect of LDG and T/O. Fortunately this is a rare occurrence.

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(Add Cont'd)

● MEDICAL SERVICES FOR
EMERGENCY CASES

■ The Port Health Medical Officer is normally available for emergency treatment of patients aboard ACFT. This facility should only be used in an emergency when the patient is in danger. In this situation it is essential that other PAX should not be allowed to disembark or hinder access until the doctor and his team have boarded, examined the patient and removed the patient from the ACFT. If the "emergency" is resolved before docking, Port Health should be informed that it is no longer necessary to meet the ACFT.

The request for emergency medical assistance should be made to Cathay Movements with the following information:

Name; age; sex; nationality; ETA; port of embarkation; transit or disembarking PAX; place where the sickness occurred; and symptoms.

■ Advice on sick PAX not requiring immediate assistance should be made to Cathay Operations. These PAX will be taken by wheelchair to the Port Health Clinic.

CONT'D



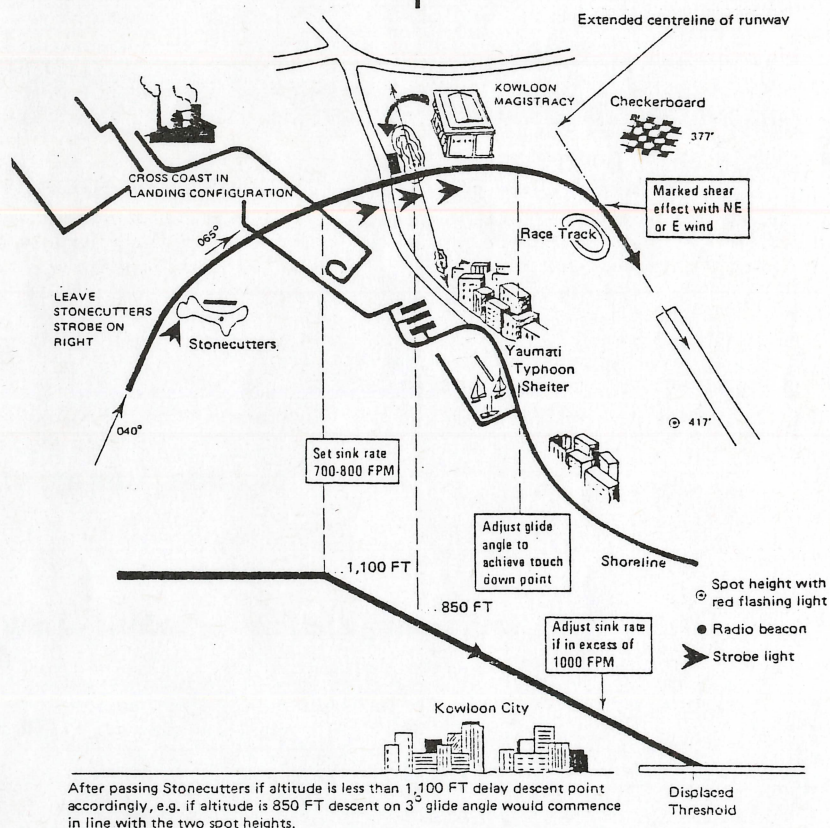
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- CMDR's of ACFT with PAX suffering from acute gastroenteritis, diarrhoea and vomiting are under obligation to inform the Port Health Office, Kai Tak.
- Doctors are AVBL at the airport from (0800 — 2300 LST everyday. Between 2300 — 0800 LST they are on call.
- In addition the PMO may be contacted by phone patch through Cathay Movements at any time.

(Add Cont'd)

● VISUAL APPROACH RUNWAY 13
HONG KONG

- Keep initial approach path slightly north of lead in lights. This will give a longer final with wings level to assess drift when LDG in a crosswind.
- Take particular note of the tower reported wind and anticipate its effect on the turn to finals. Be particularly wary of winds from the SW quarter.
- Expect lifting or sinking windshear. GPWS "Sink Rate" warnings are possible.



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App (R)	Dep (R)	Twr	Gnd	* ATIS
Hong Kong Intl	119.1	118.7	121.6	128.2
	(126.3		*Delivery	
			by ATIS	124.65C
Guangzhou				
Bayun				
				*118.1 *121.8

1 A-599 & G-471
15 JUN - 15 SEP
MEA FL 262 FL 8000m
MAA FL 295 FL 9000m

2 Aircraft inbound to Guangzhou airport are to contact TWR at least 3 minutes prior to entering Corridors and comply strictly with instructions. If unable to contact TWR maintain listening watch and follow instructions from ACC. Do not change FL without permission.

3 CROSSING AL:
Beijing/Shanghai-Hong
Cross Yingle VOR at er
FL 6000m and Rumet in
FL 98 FL 3000m).
Kunming - Hong Kong
Cross Gaoyang NDB at en
FL 8000m, Shilong NDB
int at FL 157 FL 4800m
Hong Kong Intl - Beijing
Cross Tegal int at FL 100
2700m), Pingzhou NDB
VOR at enroute FL.
Hong Kong Intl - Kunming
Cross Tegal int at FL 100
2700m), Pingzhou NDB
NDB at FL 230 FL 7000

- A One hour prior coordination required below FL 260.
- B Contingency arrangements for air traffic operations between Hong Kong FIR and Bangkok, Manila FIRs & Hanoi ACC. See Enroute Page P-31.
- C Overflight authority should be obtained from appropriate government aviation authority prior to flight.
- D HONG KONG VHHK FIR (AS PUBLISHED BY HONG KONG)
- E GUANGZHOU ZGZU FIR/CTA (AS PUBLISHED BY CHINA)
- F Aircraft entering Hong Kong FIR from PR OF CHINA airspace should establish contact with Hong Kong ATIS on 119.1 at least 5 minutes before reaching Rumet int.
- G Aircraft proceeding to Guangzhou shall establish radio contact with Guangzhou ATIS PRIOR to crossing Tegal int.

HOLDING SPEEDS	Turbulence Conditions
Normal Conditions	*Max IAS 280 Kts
Max IAS 230 Kts	*Max IAS 280 Kts
Max IAS 240 Kts	*Max IAS 280 Kts or
Max IAS 265 Kts	Mach 0.8, whichever is less
Max Mach 0.83	Max Mach 0.83

Max Mach 0.83 required.

ENROUTE HOLDING PATTERNS

