JEPPESEN

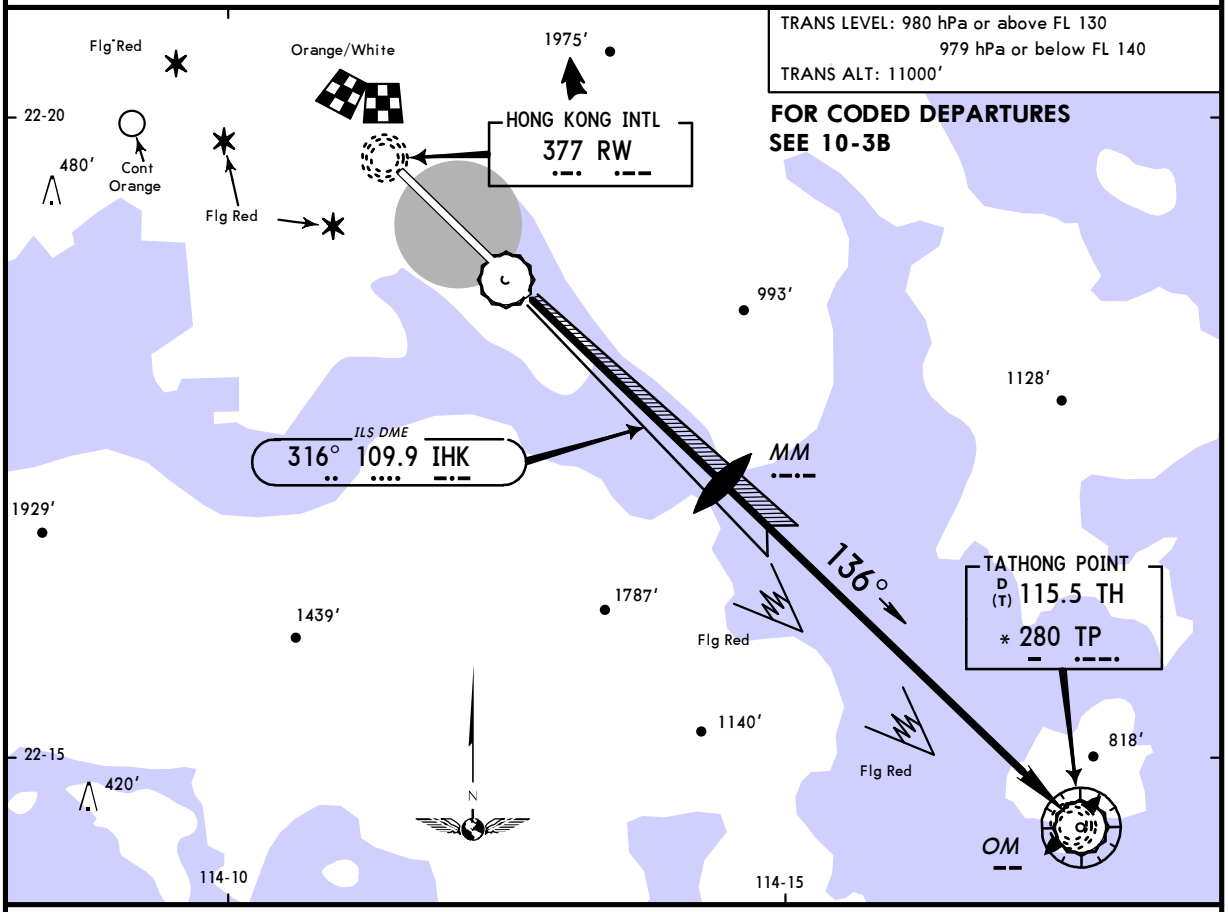
10-3

HONG KONG, PR OF CHINA

HONG KONG INTL

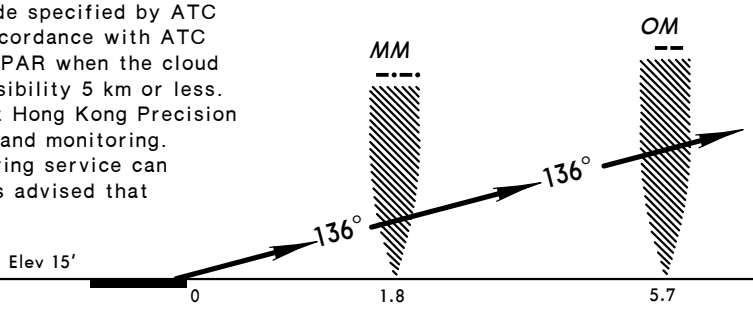
HONG KONG Approach (R) 119.1
HONG KONG Precision 119.5

RWY 13
INSTRUMENT DEPARTURE PROCEDURES



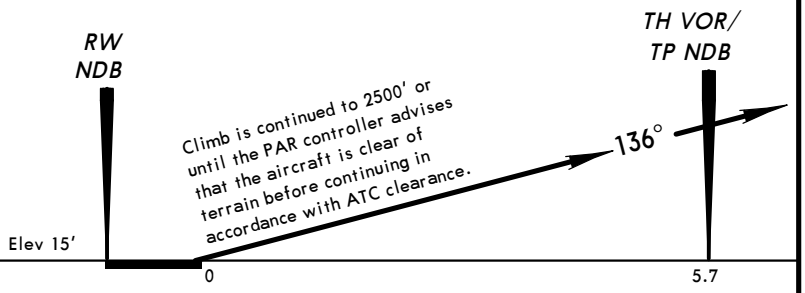
Instrument Departure on ILS

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 136° 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.

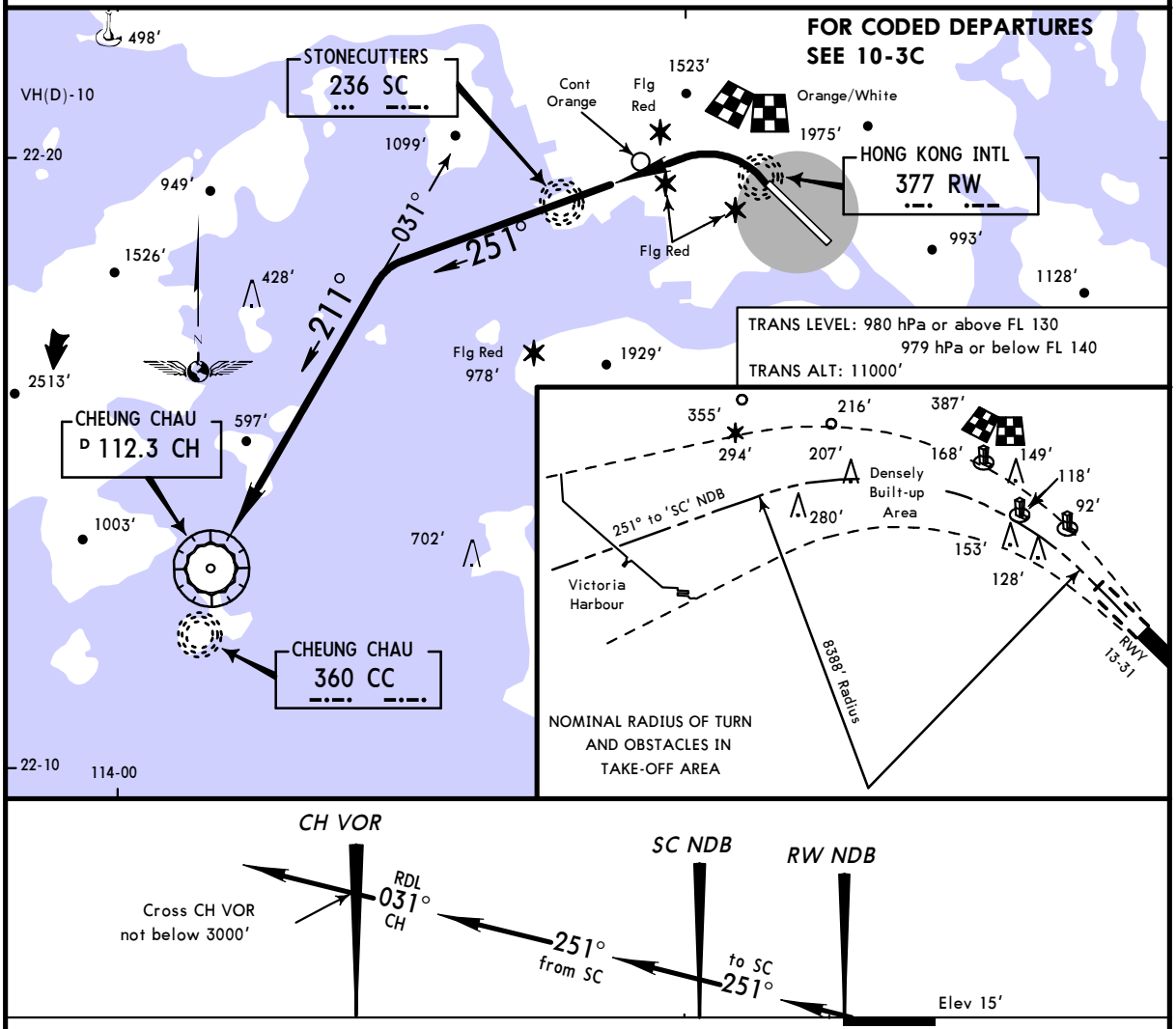
JEPPESEN

10-3A

HONG KONG, PR OF CHINA

HONG KONG INTL

RWY 31
INSTRUMENT DEPARTURE PROCEDURE



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

Climb on track 316° 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.

JEPPESEN

10-3B

DEPARTURE

HONG KONG, PR OF CHINA

HONG KONG INTL

FOR QNE/QNH INFO SEE GRAPHIC

NOTES:

a. Report crossing TH VOR or TP NDB
b. Report maintaining 7000′.
c. Report leaving 7000′.
d. Report maintaining FL 140.
e. Report when established on assigned radial from CH VOR.
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. CH 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 CH VOR is required to climb on CH 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.

INSTRUMENT DEPARTURE ON ILS AND INSTRUMENT DEPARTURE PAR CONTROLLED - SEE 10-3

TAKE-OFF

Rwy 13: Depart on a 136° track as defined by IHK ILS, TH VOR or TP NDB. For Bekol One Alpha departure: Proceed to Lima Int, cross Lima Int at or below 7000′. For all other departures except Bekol One Alpha departure: Proceed 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: At Whiskey Int continue on 136° track to intercept CH R-117, climbing from 7000′ to FL 140. When established on CH R-117 and CH 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: At Whiskey Int turn RIGHT and track 180° to intercept CH R-132, climbing from 7000′ to FL 140. When established on CH R-132 and CH 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.

BEKOL ONE ALPHA: At Lima Int turn LEFT to Juliett Int, maintain or continue climb to 7000′. From Juliett Int proceed direct to Bekol Int, climbing from 7000′ to 11820′ *3600m* or an altitude specified by ATC.

DAGON ONE ALFA: At Whiskey Int turn RIGHT and track 235° to intercept CH R-199, climbing from 7000′ to FL 140. When established on CH R-199 and CH 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: At Whiskey Int turn RIGHT and track 235° to intercept CH R-214, climbing from 7000′ to FL 140. When established on CH R-214 and CH DME reads at least 40 NM, climb from FL 140 to assigned cruising level.

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

DOVAR ONE BRAVO: At Whiskey Int turn RIGHT and track 180° to intercept CH R-154, climbing from 7000′ to FL 140. When established on CH R-154 and CH DME reads at least 40 NM, climb from FL 140 to assigned cruising level.

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

ENVAR ONE ALPHA: At Whiskey Int, continue on 136° track to W/P Kilog, climbing from 7000′ to FL140. At W/P Kilog, turn LEFT and establish on M750 to W/P Envar. When established on M750, climb from FL140 to assigned cruising level.

IDOSI ONE BRAVO: At Whiskey Int turn RIGHT and track 235° to intercept CH R-205, climbing from 7000′ to FL 140. When established on CH R-205 and CH DME reads at least 40 NM, climb from FL 140 to assigned cruising level.

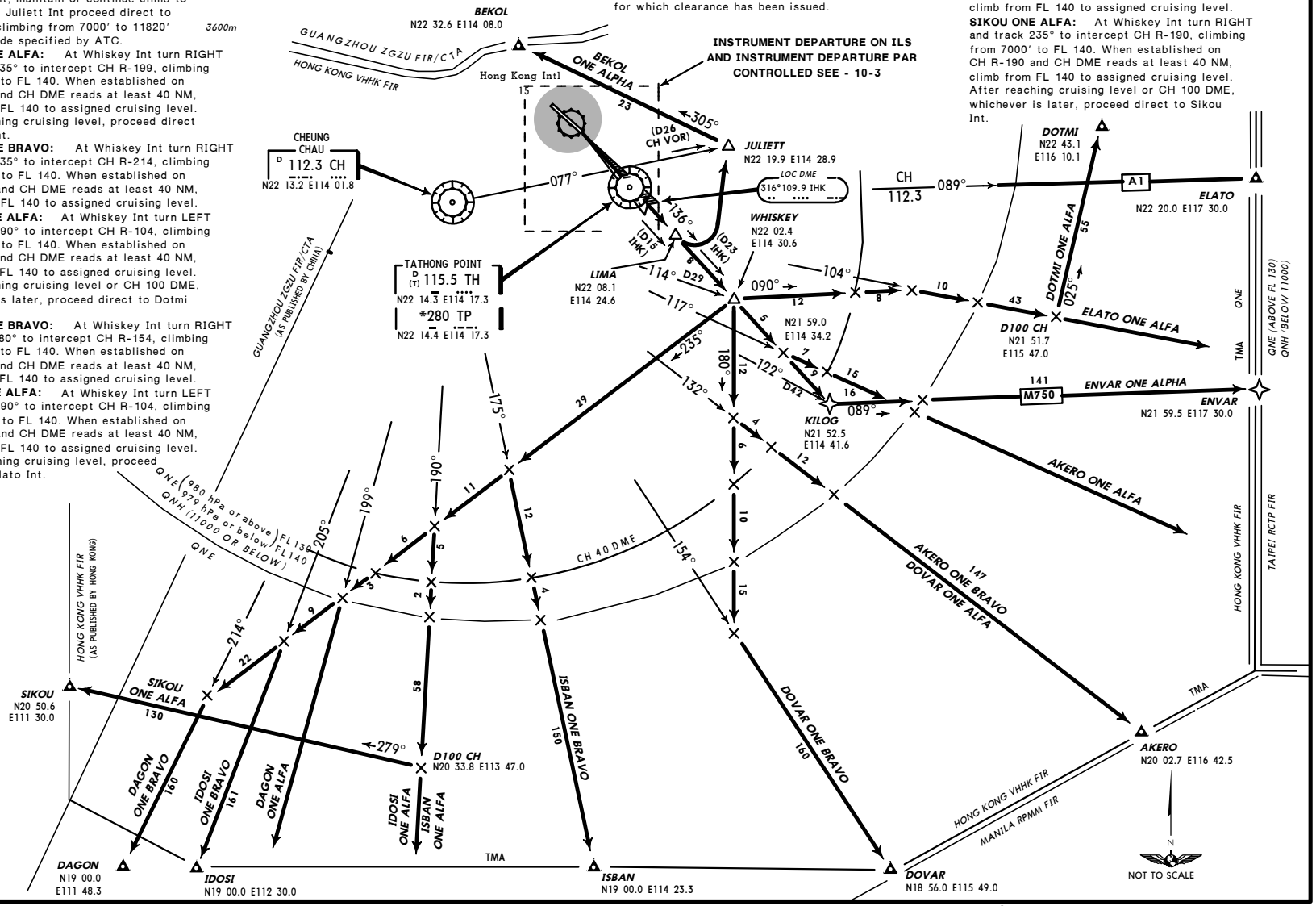
IDOSI ONE ALFA/ISBAN ONE ALFA: At Whiskey Int turn RIGHT and track 235° to intercept CH R-190, climbing from 7000′ to FL 140. When established on CH R-190 and CH DME reads at least 40 NM, climb from FL 140 to assigned cruising level. After reaching cruising level, proceed direct to the TMA boundary reporting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

RWY 13 CODED DEPARTURE

INSTRUMENT DEPARTURE ON ILS AND INSTRUMENT DEPARTURE PAR CONTROLLED SEE - 10-3

ISBAN ONE BRAVO: At Whiskey Int turn RIGHT and track 235° to intercept CH R-175, climbing from 7000′ to FL 140. When established on CH R-175 and CH DME reads at least 40 NM, climb from FL 140 to assigned cruising level.

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



JEPPESEN

10-3C

DEPARTURE

HONG KONG, PR OF CHINA

HONG KONG INTL

FOR QNE/QNH INFO SEE GRAPHIC

NOTES:

a. Report crossing CH VOR.
b. Report maintaining 9000′.
c. Report leaving 9000′.
d. Report maintaining 11000′.
e. Report when established on assigned radial from CH VOR.
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. CH 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 CH VOR is required to climb on CH 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 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

Instrument departure via SC NDB and CH VOR See 10-3A.

DEPARTURES

AKERO TWO CHARLIE: Depart CH VOR on CH R-154 to Oscar Int, climbing to maintain 9000′ until Oscar Int. At Oscar Int turn LEFT on a 090° track to intercept and proceed on CH R-117, climbing from 9000′ to 11000′. When established on CH R-117 and CH DME reads at least 50 NM, climb from 11000′ to assigned cruising level. After reaching cruising level proceed direct to Akero Int.

AKERO TWO DELTA: Depart CH VOR on CH R-154 to Oscar Int, climbing to maintain 9000′ until Oscar Int. At Oscar Int turn LEFT on a 090° track to intercept and proceed on CH R-132, climbing from 9000′ to 11000′. When established on CH R-132 and CH DME reads at least 50 NM, climb from 11000′ to assigned cruising level.

BEKOL TWO CHARLIE: Depart CH VOR on CH R-154 climb to **MAINTAIN** 11000′. On passing 9000′ turn LEFT to TH VOR or TD VOR. From TH VOR or TD VOR proceed direct to Bekol Int, climb from 11000′ to 11820′ *(3600m)* or an altitude specified by ATC.

DAGON TWO CHARLIE: Depart CH VOR on CH R-199 to **MAINTAIN** 9000′ until CH 25 DME. When CH DME reads at least 25 NM, climb from 9000′ to 11000′. When CH 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 CH VOR on CH R-214 to **MAINTAIN** 9000′ until CH 25 DME. When CH DME reads at least 25 NM, climb from 9000′ to 11000′. When CH DME reads at least 50 NM, climb from 11000′ to assigned cruising level.

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

DOVAR TWO CHARLIE/ISBAN TWO DELTA: Depart CH VOR on CH R-175 to **MAINTAIN** 9000′ until CH 25 DME. When CH DME reads at least 25 NM, climb from 9000′ to 11000′. When CH 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 CH VOR on CH R-154, climbing to **MAINTAIN** 9000′ until Oscar Int (CH 25 DME). When CH DME reads at least 25 NM, climb from 9000′ to 11000′. When CH DME reads at least 50 NM, climb from 11000′ to assigned cruising level.

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

ENVAR TWO CHARLIE: Depart CH VOR on CH R-154 to Oscar Int, to **MAINTAIN** 9000′ until Oscar Int. At Oscar Int turn LEFT direct to Kilog and establish on M750 to W/P Envar, climbing from 9000′ to 11000′. When established on M750 and CH VOR DME reads at least 50 NM, climb from 11000′ to assigned cruising level.

RWY 31 CODED DEPARTURE

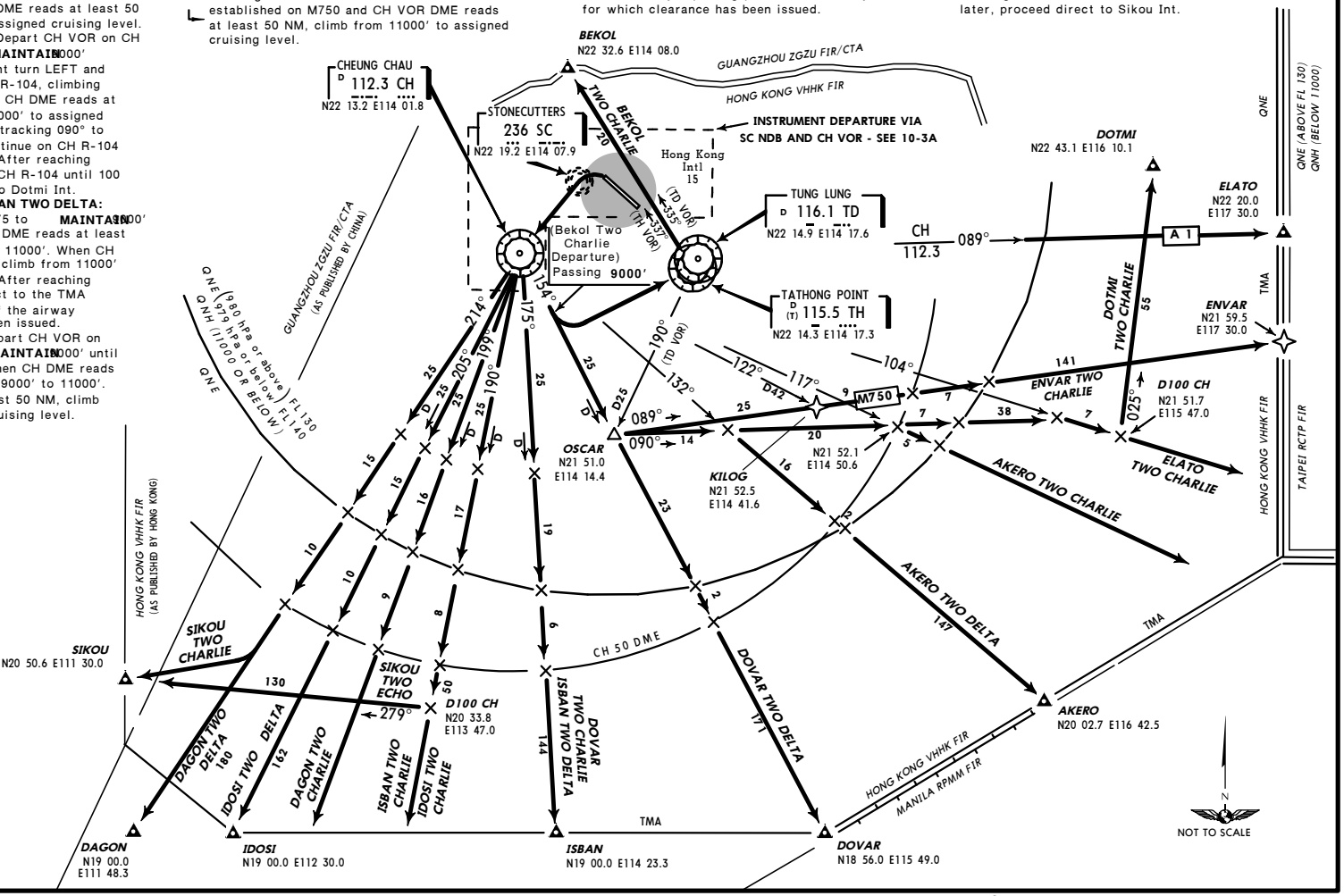
INSTRUMENT DEPARTURE VIA SC NDB AND CH VOR - SEE 10-3A

IDOSI TWO DELTA: Depart CH VOR on CH R-205 to **MAINTAIN** 9000′ until CH 25 DME. When CH DME reads at least 25 NM, climb from 9000′ to 11000′. When CH DME reads at least 50 NM, climb from 11000′ to assigned cruising level.

ISBAN TWO CHARLIE/IDOSI TWO CHARLIE: Depart CH VOR on CH R-190 to **MAINTAIN** 9000′ until CH 25 DME. When CH DME reads at least 25 NM, climb from 9000′ to 11000′. When CH 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 CH VOR on CH R-214 to **MAINTAIN** 9000′ until CH 25 DME. When CH DME reads at least 25 NM, climb from 9000′ to 11000′. When CH DME reads at least 50 NM, climb from 11000′ to assigned cruising level. After reaching cruising level proceed direct to Sikou Int.

SIKOU TWO ECHO: Depart CH VOR on CH R-190 to **MAINTAIN** 9000′ until CH 25 DME. When CH DME reads at least 25 NM, climb from 9000′ to 11000′. When CH DME reads at least 50 NM, climb from 11000′ to assigned cruising level. After reaching cruising level or CH 100 DME, whichever is later, proceed direct to Sikou Int.



HONG KONG, PR OF CHINA

HONG KONG INTL

FOR QNE/QNH INFO SEE GRAPHIC

NOTES:

a. Report crossing TH VOR or TP NDB.
b. Report maintaining 7000′.
c. Report leaving 7000′.
d. Report maintaining FL 140.
e. Report when established on assigned radial from TD VOR.
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. TD 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 is required to climb on TD 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.

INSTRUMENT DEPARTURE ON ILS AND INSTRUMENT DEPARTURE PAR CONTROLLED - SEE 10-3

TAKE-OFF

Rwy 13: Depart on a 136° track as defined by IHK ILS, TH VOR or TP NDB. For Bekol One Echo departure: Proceed to Lima Int, cross Lima Int at or below 7000′. For all other departures except Bekol One Echo departure: Proceed 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 ECHO: At Whiskey Int turn LEFT and track 090° to intercept TD R-120, climbing from 7000′ to FL 140. When established on TD R-120 and TD 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 FOXTROT/DOVAR ONE ECHO: After Whiskey Int move LEFT to intercept TD R-136, climbing from 7000′ to FL 140. When established on TD R-136 and TD 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.

BEKOL ONE ECHO: At Lima Int turn LEFT to Juliett Int, maintain or continue climb to 7000′. From Juliett Int proceed direct to Bekol Int, climbing from 7000′ to 11820′ *(3600m)* or an altitude specified by ATC.

DAGON ONE ECHO: At Whiskey Int turn RIGHT and track 235° to intercept TD R-203, climbing from 7000′ to FL 140. When established on TD R-203 and TD 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 FOXTROT: At Whiskey Int turn RIGHT and track 235° to intercept TD R-218, climbing from 7000′ to FL 140. When established on TD R-218 and TD DME reads at least 40 NM, climb from FL 140 to assigned cruising level.

DOTMI ONE ECHO: At Whiskey Int turn LEFT and track 090° to intercept TD R-104, climbing from 7000′ to FL 140. When established on TD R-104 and TD DME reads at least 40 NM, climb from FL 140 to assigned cruising level. After reaching cruising level or TD 90 DME, whichever is later, proceed direct to Dotmi Int.

DOVAR ONE FOXTROT: At Whiskey Int turn RIGHT and track 180° to intercept TD R-158, climbing from 7000′ to FL 140. When established on TD R-158 and TD DME reads at least 40 NM, climb from FL 140 to assigned cruising level.

ELATO ONE ECHO: At Whiskey Int turn LEFT and track 090° to intercept TD R-104, climbing from 7000′ to FL 140. When established on TD R-104 and TD 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 FOXTROT: At Whiskey Int turn RIGHT and track 235° to intercept TD R-209, climbing from 7000′ to FL 140. When established on TD R-209 and TD DME reads at least 40 NM, climb from FL 140 to assigned cruising level.

IDOSI ONE ECHO/ISBAN ONE ECHO: At Whiskey Int turn RIGHT and track 235° to intercept TD R-194, climbing from 7000′ to FL 140. When established on TD R-194 and TD 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.

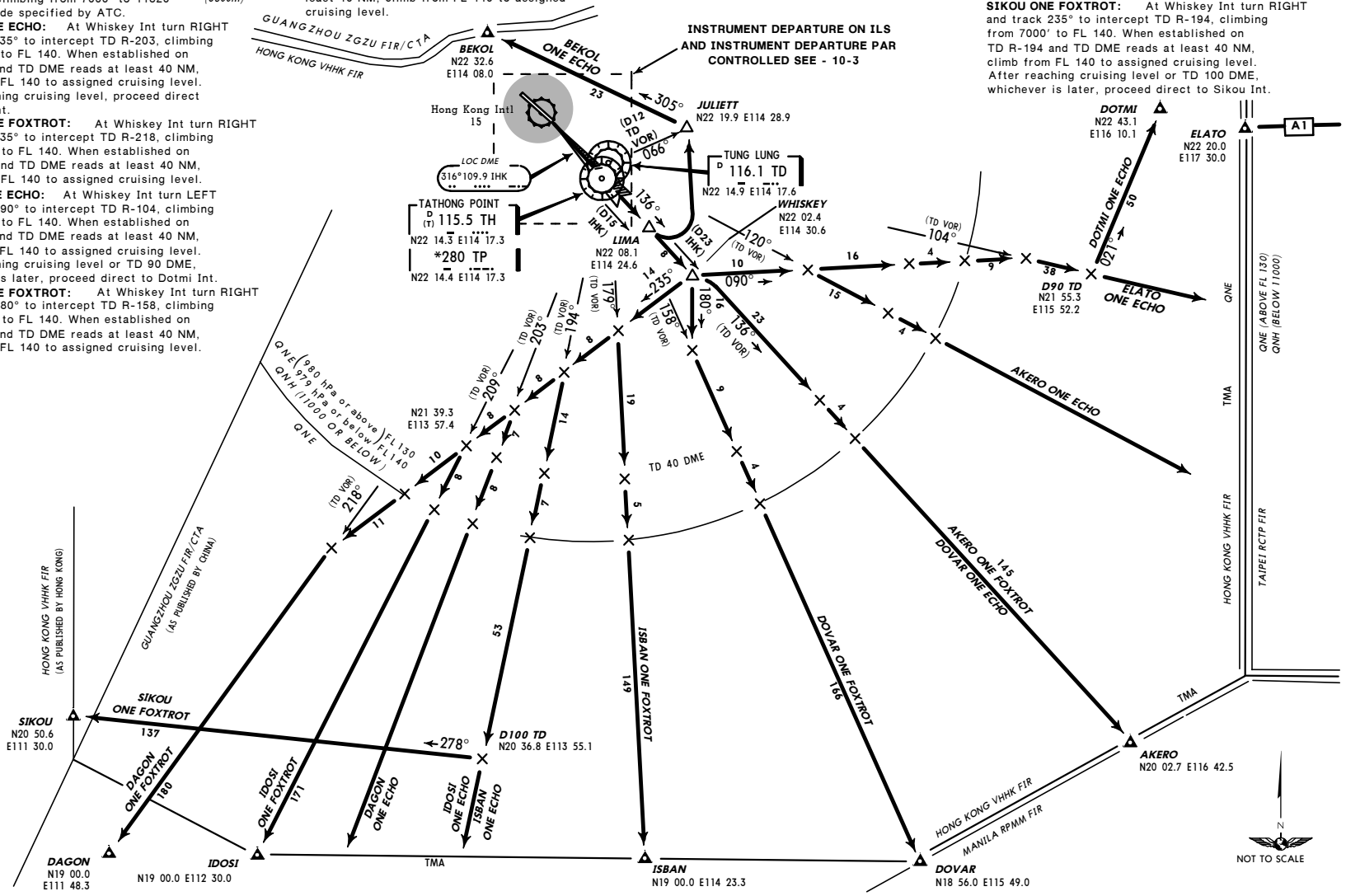
ALTERNATE RWY 13 CODED DEPARTURE

(WHEN CH VOR UNSERVICEABLE)

INSTRUMENT DEPARTURE ON ILS AND INSTRUMENT DEPARTURE PAR CONTROLLED SEE - 10-3

ISBAN ONE FOXTROT: At Whiskey Int turn RIGHT and track 235° to intercept TD R-179, climbing from 7000′ to FL 140. When established on TD R-179 and TD DME reads at least 40 NM, climb from FL 140 to assigned cruising level. Continue on TD R-179 until crossing the TMA boundary.

SIKOU ONE FOXTROT: At Whiskey Int turn RIGHT and track 235° to intercept TD R-194, climbing from 7000′ to FL 140. When established on TD R-194 and TD DME reads at least 40 NM, climb from FL 140 to assigned cruising level. After reaching cruising level or TD 100 DME, whichever is later, proceed direct to Sikou Int.



FOR QNE/QNH INFO SEE GRAPHIC

NOTES:

a. Report crossing CC NDB.
b. Report maintaining 9000′.
c. Report leaving 9000′.
d. Report maintaining 11000′.
e. Report when established on assigned radial from TD VOR.
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. TD 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 is required to climb on TD 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

Instrument departure via SC NDB and CC NDB See 10-3A.

DEPARTURES

AKERO TWO GOLF: Depart CC NDB on track 154° to Oscar Int, climbing to **MAINTAIN** 9000′. At Oscar Int turn LEFT and track 090° to intercept TD R-120, climbing from 9000′ to 11000′. When established on TD R-120 and TD DME reads at least 50 NM, climb from 11000′ to assigned cruising level. After reaching cruising level proceed direct to Akero Int.

AKERO TWO HOTEL: Depart CC NDB on track 154° to Oscar Int, climbing to **MAINTAIN** 9000′. At Oscar Int turn LEFT and track 090° to intercept TD R-135, climbing from 9000′ to 11000′. When established on TD R-135 and TD DME reads at least 50 NM, climb from 11000′ to cruising level.

BEKOL TWO GOLF: Depart CC NDB on track 154° climbing to **MAINTAIN** 11000′. On passing 9000′ turn LEFT to TD VOR or TH VOR. At TD VOR or TH VOR proceed direct to Bekol Int, climb from 11000′ to 11820′ *(3600m)* or altitude specified by ATC.

DAGON TWO GOLF: Depart CC NDB on track 180° to intercept TD R-203, climbing to **MAINTAIN** 9000′. When established on TD R-203 and TD DME reads at least 25 NM climb from 9000′ to 11000′. When TD DME reads at least 50 NM, climb from 11000′ to assigned cruising level. After reaching cruising level proceed direct to Dagon Int.

DAGON TWO HOTEL: Depart CC NDB on track 180° to intercept TD R-218, climbing to **MAINTAIN** 9000′. When established on TD R-218 and TD DME reads at least 25 NM climb from 9000′ to 11000′. When TD DME reads at least 50 NM, climb from 11000′ to assigned level.

DOTMI TWO GOLF: Depart CC NDB on track 154° to Oscar Int, climbing to **MAINTAIN** 9000′. At Oscar Int turn LEFT and track 090° to intercept TD R-104, climbing from 9000′ to 11000′. When TD DME reads at least 50 NM, climb from 11000′ to assigned cruising level; continue tracking 090° until reaching cruising level or TD DME reads 90 NM, whichever is later then proceed direct to Dotmi Int.

DOVAR TWO GOLF: Depart CC NDB on track 154° to intercept TD R-179, climbing to **MAINTAIN** 9000′. When TD DME reads at least 25 NM climb from 9000′ to 11000′. When established on TD R-179 and TD DME reads at least 50 NM, climb from 11000′ to assigned cruising level. After reaching cruising level proceed direct to Dovar Int.

DOVAR TWO HOTEL: Depart CC NDB on track 154° to Oscar Int, climbing to **MAINTAIN** 9000′. At Oscar Int turn LEFT and track 090° to intercept TD R-158, climbing from 9000′ to 11000′. When established on TD R-158 and TD DME reads at least 50 NM, climb from 11000′ to cruising level.

ELATO TWO GOLF: Depart CC NDB on track 154° to Oscar Int, climbing to **MAINTAIN** 9000′. At Oscar Int turn LEFT and track 090° to intercept TD R-104, climbing from 9000′ to 11000′. When TD DME reads at least 50 NM, climb from 11000′ to assigned cruising level; continue tracking 090° to establish on TD R-104. Remain on TD R-104 until reaching cruising level; then proceed direct to Elato Int.

IDOSI TWO GOLF/ISBAN TWO GOLF: Depart CC NDB on track154° to intercept TD R-194, climbing to **MAINTAIN** 9000′. When established on TD R-194 and TD DME reads at least 25 NM climb from 9000′ to 11000′. When TD 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.

ALTERNATE RWY 31 CODED DEPARTURE

(WHEN CH VOR UNSERVICEABLE)

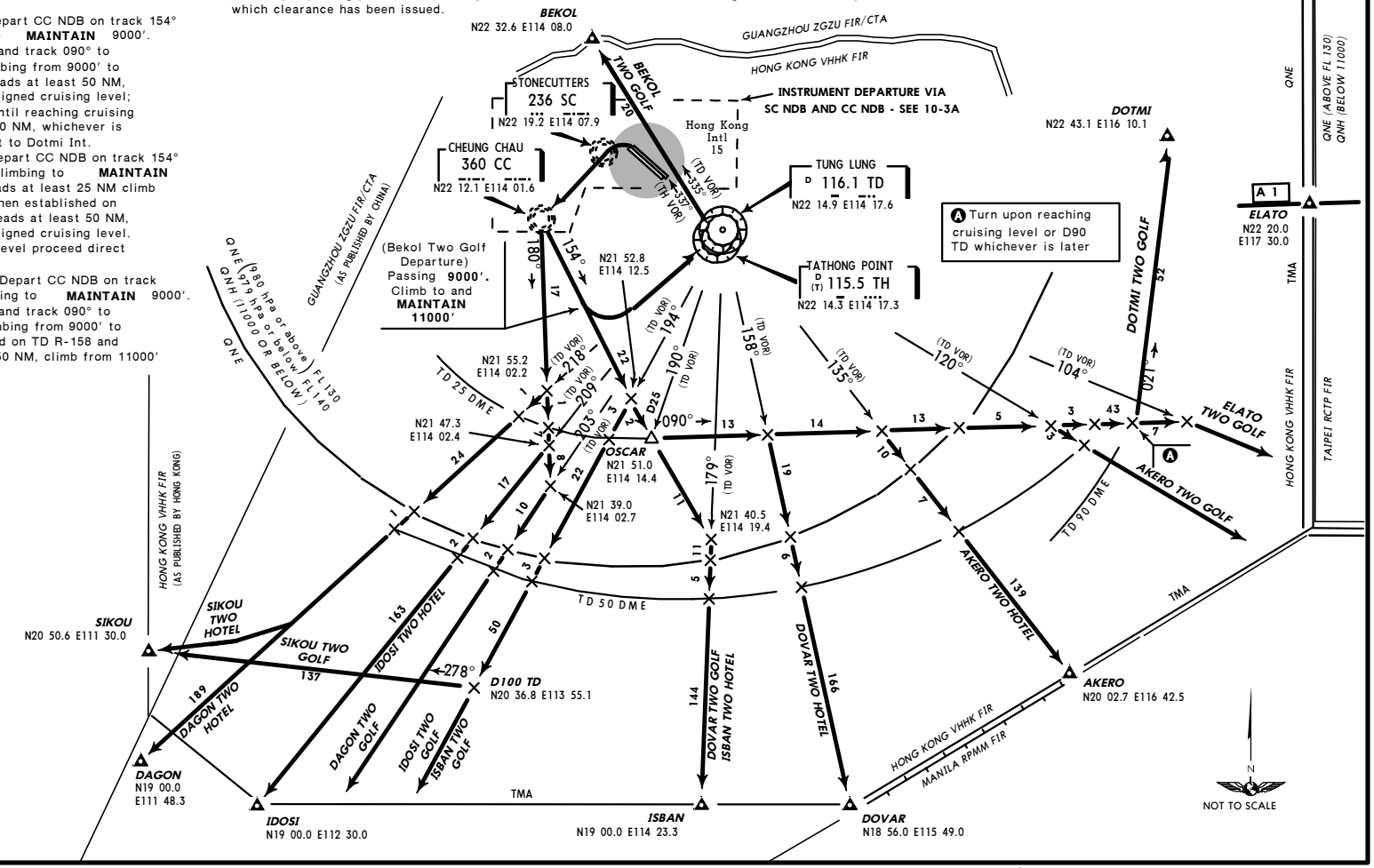
INSTRUMENT DEPARTURE VIA SC NDB AND CC NDB - SEE 10-3A

IDOSI TWO HOTEL: Depart CC NDB on track 180° to intercept TD R-209, climbing to **MAINTAIN** 9000′. When established on TD R-209 and TD DME reads at least 25 NM climb from 9000′ to 11000′. When TD DME reads at least 50 NM, climb from 11000′ to assigned cruising level.

ISBAN TWO HOTEL: Depart CC NDB on track 154° to intercept TD R-179, climbing to **MAINTAIN** 9000′. When TD DME reads at least 25 NM climb from 9000′ to 11000′. When established on TD R-179 and TD DME reads at least 50 NM, climb from 11000′ to assigned cruising level. After reaching cruising level continue on TD R-179 until crossing the TMA boundary.

SIKOU TWO GOLF: Depart CC NDB on track 154° to intercept TD R-194, climbing to **MAINTAIN** 9000′. When established on TD R-194 and TD DME reads at least 25 NM climb from 9000′ to 11000′. When TD DME reads at least 50 NM, climb from 11000′ to assigned crusing level. After reaching cruising level or TD 100 DME, whichever is later, proceed direct to Sikou Int.

SIKOU TWO HOTEL: Depart CC NDB on track 180° to intercept TD R-218, climbing to **MAINTAIN** 9000′. When established on TD R-218 and TD DME reads at least 25 NM climb from 9000′ to 11000′. When TD DME reads at least 50 NM, climb from 11000′ to assigned cruising level. After reaching cruising level proceed direct to Sikou Int.



PROVISION OF AN ADDITIONAL TAXIWAY BETWEEN TAXIWAYS A11 AND A12

Airport operators are advised that as a means to increase runway capacity, an additional exit taxiway will be provided between A11 and A12 near the southeast end of the runway. Construction works will commence at 0001 LT on 10 February 1995 for a period of 9 months until 7 October 1995. On completion, the new taxiway will be designated as A12, and consequently the existing taxiway A12 will be redesignated as A13.

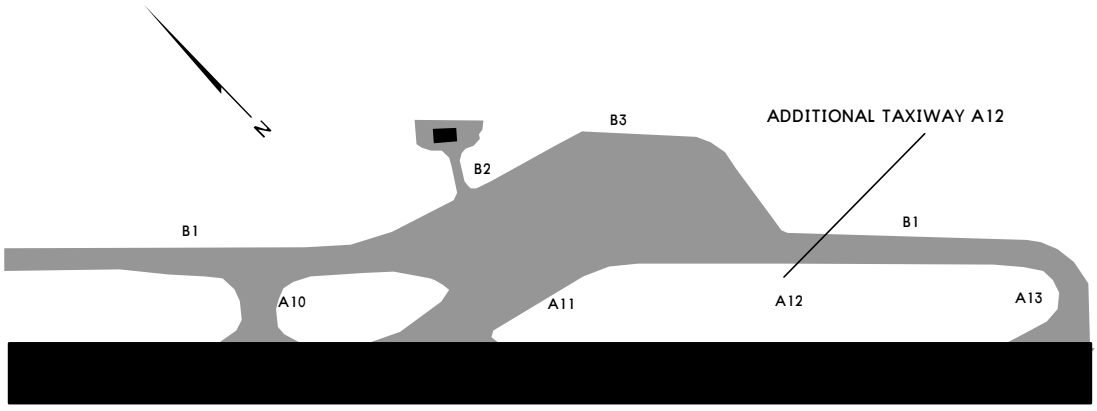
1. The major works to be undertaken in this project are as follows:
   (1) Construction of flexible taxiway pavement at the existing grass area between Taxiway A11 and A12, the location of which is shown on the diagram below.
   (2) Provision of associated taxiways lights.
   (3) Provision of ancillary works including drainage and ground markings.

2. The runway will be closed to all commercial aircraft movements from 0001 LT to 0630 LT daily. However, emergency landing may be allowed during this period. To cater for any unforeseen aircraft technical or flight operations difficulties, or other exceptional circumstances during the above period, the following conditions for deferring or suspending the runway closure will apply.
   (1) A "grace period" from 0001 LT to 0030 LT for delayed operations due to unforeseen technical reasons may be allowed, subject to the provisions in the Hong Kong Aeronautical Information Publication on Noise Abatement Procedures (10-4). Such requests must be made to the Air Traffic Services (ATS) Watch Supervisor, preferably before 2100 LT. The runway will be closed to all commercial aircraft movements from 0030 LT.

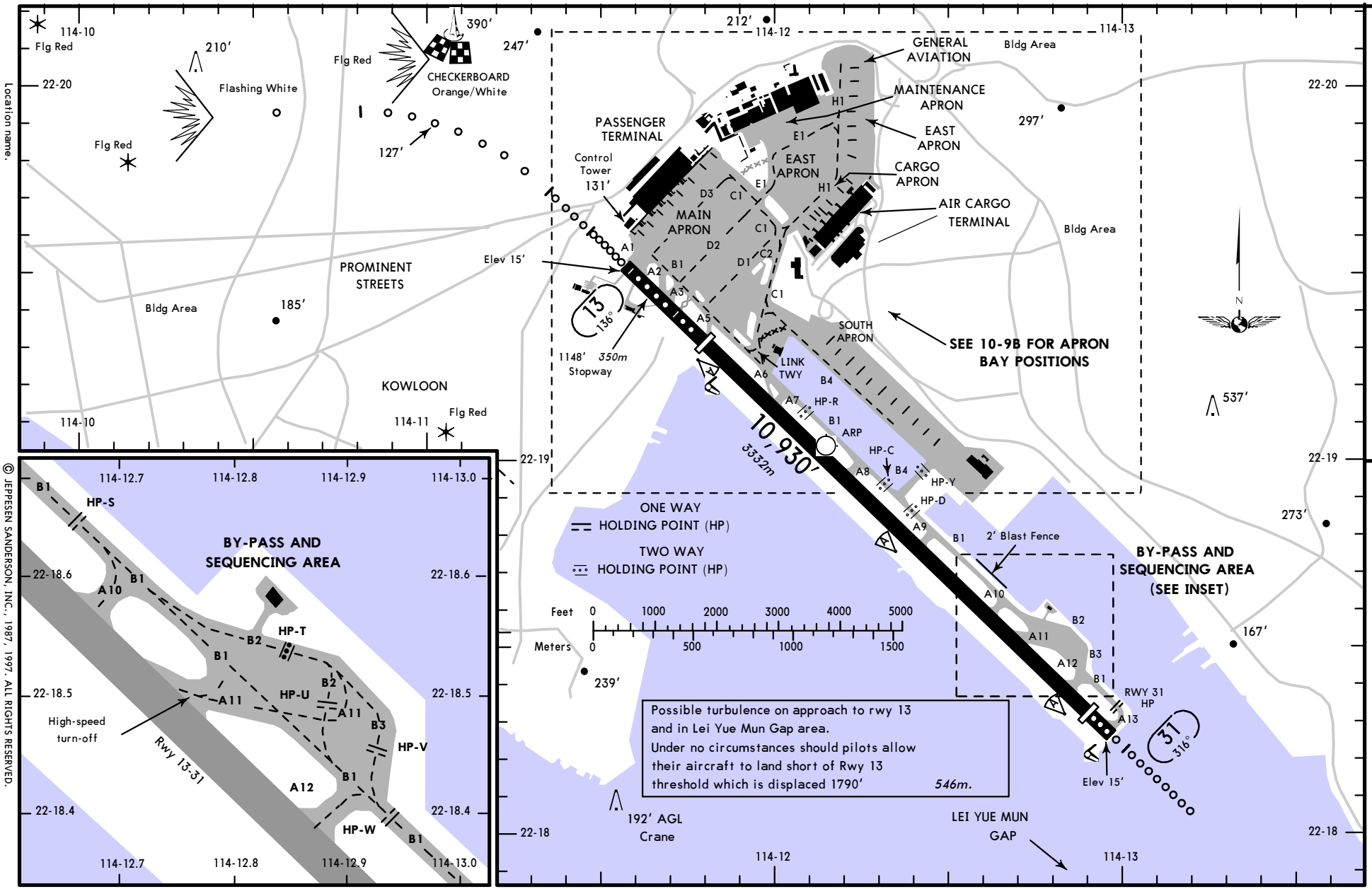
   (2) When approving a delayed operation, the ATS Watch Supervisor may stipulate a time limit earlier than 0030 LT for it to operate. Restrictions will be necessary when there is more than one request for delayed operation. Failure to meet the time limit will result in the dispensation being revoked automatically.

   (3) Under exceptional circumstances of bad weather or runway blockage resulting in a large number of flights being delayed beyond midnight, individual airlines should make their requests to the ATS Watch Supervisor for suspension of runway works. The ATS Watch supervisor, after consultation with Airport Management Division (AMD) and Technical & Planning Division (T & PD) of CAD, and Development & Airport Division (D & A) of Civil Engineering Department would decide whether the runway works should be suspended. Likewise, if D & A is not able to undertake any work on any particular day. Apron Control and the ATS Watch Supervisor will be informed. The ATS Watch Supervisor will notify airlines of the suspension of runway works by issuing a NOTAM.

   (4) Under exceptional circumstances other than those mentioned in paragraph 2.(3) above whereby large number of flights are likely to be delayed to beyond midnight, consultation amongst Airport Operating Commission (AOC) through the AOC Chairman, ATS Watch Supervisor, AMD, T & PD and D & A would be necessary in order to assess the situation and to determine whether runway work should be suspended. The consultation will be initiated either by the AOC Chairman, ATMD or AMD as the situation warrants.



RUNWAY 13/31



JEPPESEN

*ATIS 128.2
*HONG KONG Delivery 124.65
*Ground 121.6
Tower 118.7

10-9

AIRPORT

VHHH HONG KONG, PR OF CHINA

HONG KONG INTL

311.2°/6.5 From TD 116.1

N22 19.0 E114 12.2

Var 02°W Elev 15'

Location name.

JEPPESEN

11-1

HONG KONG, PR OF CHINA

HONG KONG INTL

RACETRACK FEED-IN

ILS Rwy 31

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

Alt Set: hPa
Apt Elev: 1 hPa

Trans level: 980 hPa or above FL 130
979 hPa or below FL 140
Trans alt: 11000′ (10985′)

MSA
TH VOR/TP NDB
❶ within Hong Kong FIR

LOC 109.9 IHK

Apt. Elev 15′

PAR monitored when 1000′-5 km or below or pilot request. ATC will advise when PAR monitored.

STONECUTTERS 236 SC

CHEUNG CHAU D 112.3 CH

CHEUNG CHAU 360 CC

HONG KONG INTL 377 RW

TATHONG POINT D (T) 115.5 TH
*280 TP

ILS DME 316° 109.9 IHK

PROHIBITED AREA VH(P)-8

When authorized by ATC 14.8

Cont Orange

Flg Red

Orange/White

VH(D)-10

VH(D)-4

22-20

22-10

Radar service will be automatically terminated at the time the aircraft leaves the last assigned heading to intercept the localizer and its termination will not be notified to the pilot.

Radar vectored aircraft (between 091°-147° within 10 NM TH VOR/TP NDB) may be cleared to descend to 2000′ to establish on localizer.

114-00 114-10 114-20

❷ Aircraft approaching within the sector 091°-241° may approach at 3500′.

OCL RWY 31
ILS 405′ (390′)
LOC(GS out) 505′ (490′)
TCH 51′ at displaced threshold
APT. 15′

MM GS 647′ (632′) (D1.3 IHK when MM inop)

D3.0 IHK

OM GS 1864′ (1849′)

❸ LOC 750′ (735′)

❸ GS inop: At OM descend as for a 3.0° glide slope to cross D3.0 IHK at not less than 750′ (735′).

VOR/NDB 4500′ (4485′)
❷3500′ (3485′)
2000′ (1985′)
3000′ (2985′) 2 Min

0 0.8 1.8 3.1 5.7 To Displaced Threshold

MISSED APPROACH: Upon reaching DA(H)/MDA(H), climb on track 316° towards RW NDB. Remain at or below 2500′ until 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 at 4500′ or as directed by ATC.

STRAIGHT-IN LANDING RWY 31					CIRCLE-TO-LAND	
ILS			LOC (GS out)			
DA(H) 405′ (390′)			MDA(H) 510′ (495′)			
		ALS out		ALS out		
A, B C & D	RVR 1500m VIS 1600m	2100m	2300m	2800m	A, B C & D	NA

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	375	482	535	642	749	856

JEPPESEN

11-2

HONG KONG, PR OF CHINA

HONG KONG INTL

DIRECT FEED-IN — ILS Rwy 31

LOC 109.9 IHK

Apt. Elev 15′

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

Alt Set: hPa
Apt Elev: 1 hPa

Trans level: 980 hPa or above FL 130
979 hPa or below FL 140
Trans alt: 11000′ (10985′)

MSA
1 TH VOR/TP NDB within Hong Kong FIR
4300′ 3300′ 3000′ 180° 260° 075°

PAR monitored when 1000′-5 km or below or pilot request. ATC will advise when PAR monitored.

STONECUTTERS 236 SC

HONG KONG INTL 377 RW

CHEUNG CHAU D 112.3 CH

CHEUNG CHAU 360 CC

TATHONG POINT D (T) 115.5 TH *280 TP

ILS DME 316° 109.9 IHK

D1.0 IHK

D3.0 IHK

MM

OM

VH(D)-10

VH(D)-4

Orange/White

Cont Orange

Flg Red

PROHIBITED AREA VH(P)-8

031° 255° 211° 270° 090° 091° 241° 147° 316°

4500 270° 090° 4500

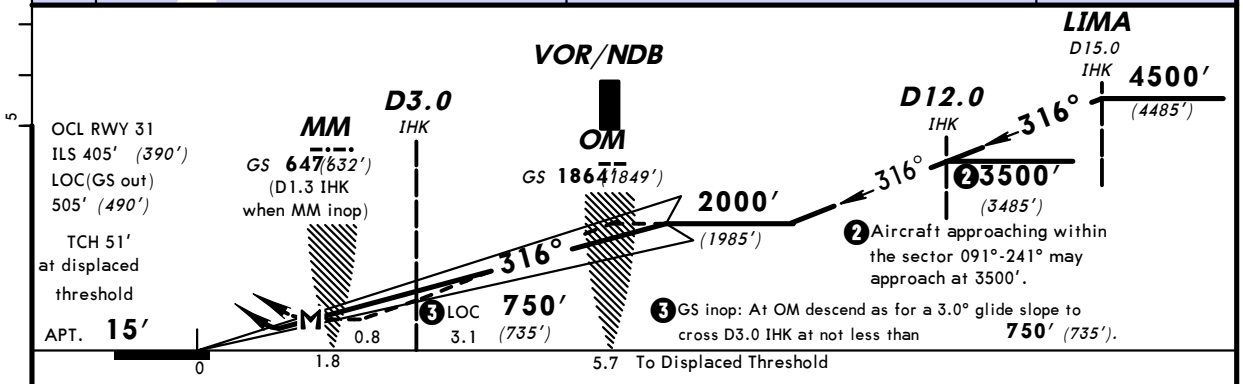
D12.0 IHK

LIMA
D15.0 IHK
N22 08.1
E114 24.6

Radar service will be automatically terminated at the time the aircraft leaves the last assigned heading to intercept the localizer and its termination will not be notified to the pilot.

Radar vectored aircraft (between 091°-147° within 10 NM TH VOR/TP NDB) may be cleared to descend to 2000′ to establish on localizer.

114-00 114-10 114-20 22-10 22-20



MISSED APPROACH: Upon reaching DA(H)/MDA(H), climb on track 316° towards RW NDB. Remain at or below 2500′ until 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 at 4500′ or as directed by ATC.

STRAIGHT-IN LANDING RWY 31

	ILS		LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) 405′ (390′)		MDA(H) 510′ (495′)			
		ALS out		ALS out		
A, B C & D	RVR 1500m VIS 1600m	2100m	2300m	2800m	A, B C & D	NA

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	375	482	535	642	749	856

JEPPESEN

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

Alt Set: hPa
Apt Elev: 1 hPa

Trans level: 980 hPa or above FL 130
979 hPa or below FL 140
Trans alt: 11000′ *(10985′)*

11-3A

HONG KONG, PR OF CHINA

HONG KONG INTL

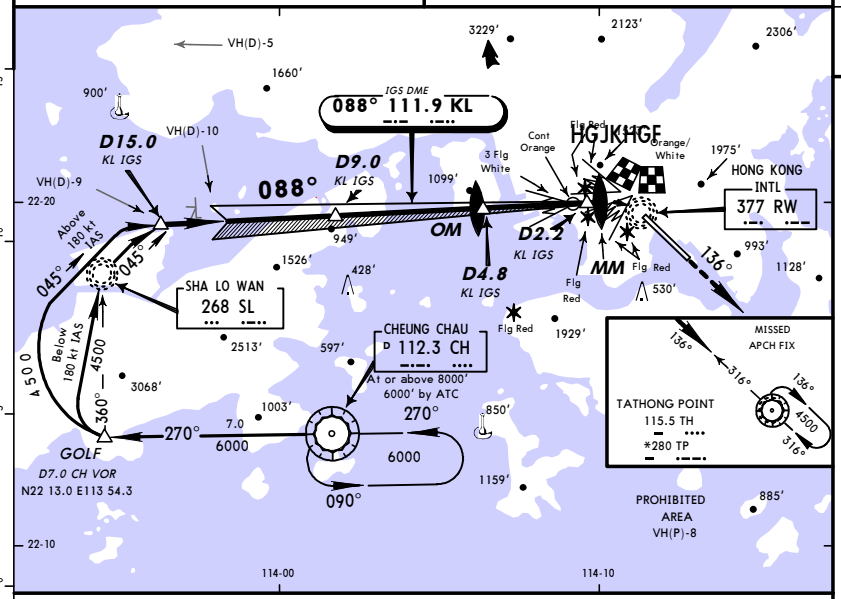
IGS Rwy 13

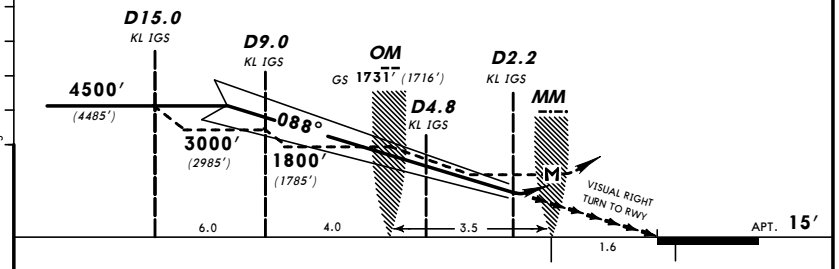
LOC 111.9 KL

Apt. Elev 15′

Within FIR 4300′ 260° 030° 3900′ MSA CH VOR

CH VOR FEED-IN





MISSED APPROACH: **Continue on the** IGS LOC, climbing to 4500′; at the MM (or D2.2 KL IGS if MM is inop), turn RIGHT to intercept and establish inbound on TH VOR R-316 and join the TH VOR holding pattern or proceed as directed by ATC.
Or, if TH VOR is not available, continue on the IGS LOC, climbing to 4500′; at the MM (or D2.2 KL IGS if MM is inop), turn RIGHT to track through RW NDB on 130° and join the TP NDB holding pattern or proceed as directed by ATC.
Missed approach turn is based on 15° bank, 1.5° per second rate of turn and an average speed of 180 kt while turning.

LANDING RWY 13	IGS (with GS)	IGS (GS out)	CIRCLE-TO-LAND
	DA(H) 675′ (660′)	MDA(H) 680′ (665′)	
A, B	3200m	3200m	A, B: NA
C & D			C & D: NA

Gnd speed-Kts	70	90	100	120	140	160
GS 3.10°	386	497	552	663	773	883
MAP at MM or D2.2 KL IGS when MM inop.						

OCL RWY 13
IGS 675′ *(660′)*
IGS (GS out)
675′ *(660′)*

GS inop: When established on localizer at 4500′ and not greater than D15.0 KL IGS descend to 3000′. At D9.0 KL IGS, descend as for a 3° glide path to cross OM at not less than 1800′ *(1785′)*.

In the event of unserviceability of the OM and/or the MM the co-located DME can be used to determine these positions. ICAO system tolerance for DME is ± 0.5 NM. Therefore the following values for this tolerance have been applied to ensure safe terrain clearance:
D4.8 KL IGS for the OM
D2.2 KL IGS for the MM

WARNING
Continued flight on the Instrument Guidance System flight path after passing the MM will result in loss of terrain clearance.

WARNING
Missed approach is mandatory by MM if visual flight is not achieved by this point. In carrying out the missed approach procedure, the right turn must be made at the MM (or 2.2 NM from KL DME if MM is unserviceable) as any early or late turn will result in loss of terrain clearance. After passing the MM flight path indications must be ignored.

To safeguard against inadvertent infringement of the danger areas, pilots are to ensure that aircraft do not descend below 3300′ until passing D12.0 KL IGS.

OCL RWY 13
IGS 675′ *(660′)*
IGS (GS out)
675′ *(660′)*

GS inop: When established on localizer at 4500′ and not greater than D15.0 KL IGS descend to 3000′. At D9.0 KL IGS, descend as for a 3° glide path to cross OM at not less than 1800′ *(1785′)*.

In the event of unserviceability of the OM and/or the MM the co-located DME can be used to determine these positions. ICAO system tolerance for DME is ± 0.5 NM. Therefore the following values for this tolerance have been applied to ensure safe terrain clearance:

D4.8 KL IGS for the OM
D2.2 KL IGS for the MM

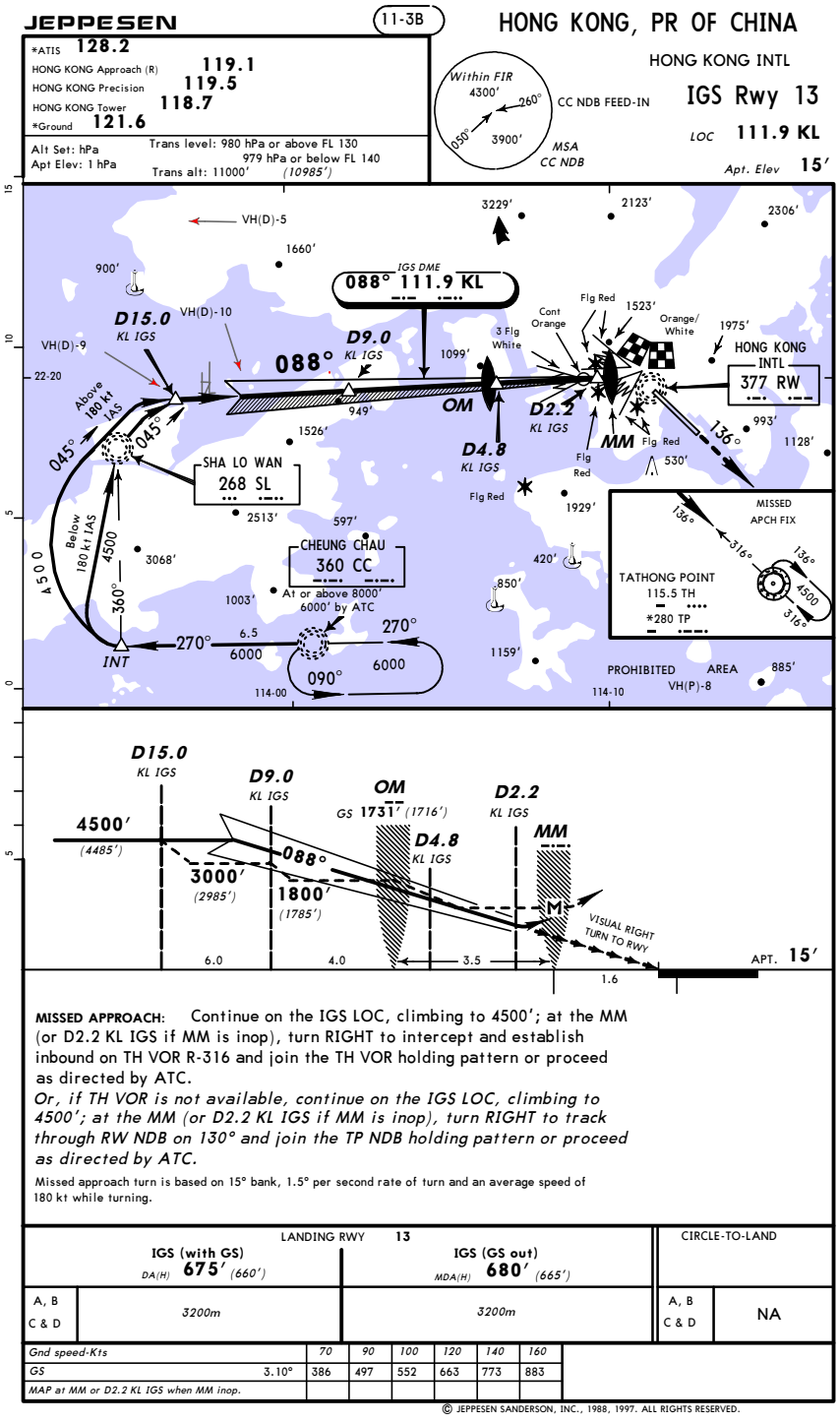
WARNING

Continued flight on the Instrument Guidance System flight path after passing the MM will result in loss of terrain clearance.

WARNING

Missed approach is mandatory by MM if visual flight is not achieved by this point. In carrying out the missed approach procedure, the right turn must be made at the MM (or 2.2 NM from KL DME if MM is unserviceable) as any early or late turn will result in loss of terrain clearance. After passing the MM flight path indications must be ignored.

To safeguard against inadvertent infringement of the danger areas, pilots are to ensure that aircraft do not descend below 3300′ until passing D12.0 KL IGS.



INSTRUMENT GUIDANCE SYSTEM (IGS)

The system uses ILS components but is offset from the landing direction by 47°. Pilots on final approach on the IGS must therefore make a visual RIGHT turn to line up with the runway after reaching decision height. During this visual portion it is imperative that the correct visual cue with the surface is carefully maintained, making reference to aeronautical ground lights where appropriate. In view of the local terrain and the IGS being offset from runway, operators intending to use the IGS must ensure, for flight safety reasons, that their pilots are fully conversant with, and have adequate practice in, published procedures.

The system is designed for the instrument flight segment of the approach to be completed not later than the MM when visual flight must be established or an immediate right turn into the missed approach procedure initiated.

The localizer has a repeating voice transmission advising pilots that the Instrument Guidance System (IGS) is **not** an Instrument Landing System (ILS), that a visual turn to the runway is required and that missed approach is mandatory by the MM.

Out-of-tolerance roughness occurs at 1.6 NM from Runway 13 threshold on the localizer and at 550′ on the glide path.

The DME contains a delay so that the indicated distances are from the Runway 13 threshold at which point the extrapolated nominal glide slope is 35′ above the runway.

In the event of unserviceability of the OM and/or the MM the co-located DME can be used to determine these positions. ICAO system tolerance for DME is ±0.5 NM. Therefore the following values for this tolerance have been applied to ensure safe terrain clearance:

D4.8 KL IGS for the OM
D2.2 KL IGS for the MM

WARNING

Continued flight on the Instrument Guidance System flight path after passing the MM will result in loss of terrain clearance.

IGS is designated as the primary procedure when Runway 13 is in use. Pilots requesting other types of approach may be delayed in favor of following aircraft using the primary procedure.

WARNING

Missed approach is mandatory by the MM if visual flight is not achieved by this point. In carrying out the missed approach procedure, the right turn must be made at the MM (or 2.2 NM from KL DME if MM is unserviceable) as any early or late turn will result in loss of terrain clearance. After passing the MM, flight path indications must be ignored.

To safeguard against inadvertent infringement of the danger areas, pilots are to ensure that aircraft do not descend below 3300′ until passing D12.0 KL IGS.

JEPPESEN 11-4

HONG KONG, BCC

HONG KONG INTL

IGS Rwy 13

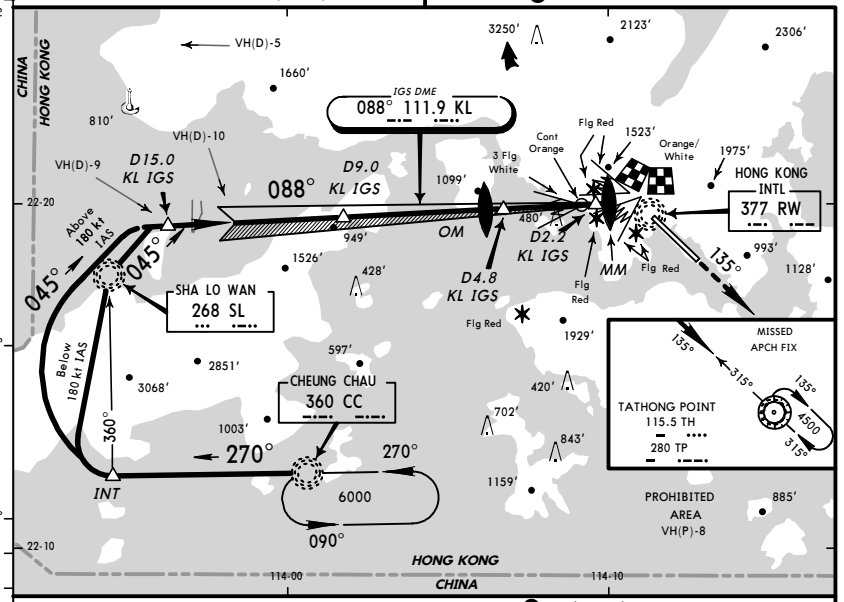
*ATIS 128.2
HONG KONG Approach (R) 119.1
HONG KONG Precision 119.5
HONG KONG Tower 118.7 (Domestic 121.7 121.9)
*Ground 121.6

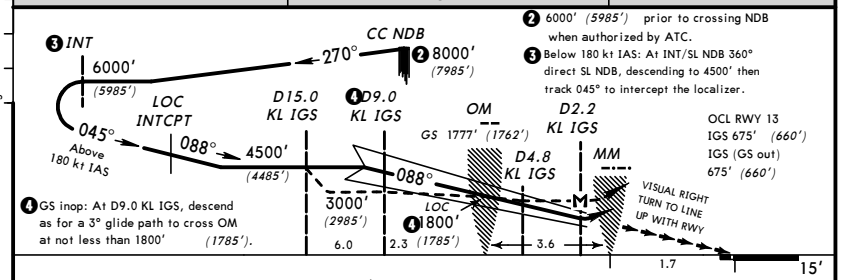
Alt Set: hPa
Apt Elev: 1 hPa

Trans level: 980 hPa or above FL 130
979 hPa or below FL 140
Trans alt: 11000′ (10985′)

❶ 4300′ 260° 050° 3900′ CC NDB FEED-IN
MSA
CC NDB
❶ within Hong Kong FIR

LOC 111.9 KL
Apt. Elev 15′





❹ GS inop: At D9.0 KL IGS, descend as for a 3° glide path to cross OM at not less than 1800′ (1785′).

❷ 6000′ (5985′) prior to crossing NDB when authorized by ATC.

❸ Below 180 kt IAS: At INT/SL NDB 360° direct SL NDB, descending to 4500′ then track 045° to intercept the localizer.

MISSED APPROACH: Upon reaching DA(H)/MDA(H), continue on the IGS LOC, climbing to 4500′; at the MM (or D2.2 KL IGS if MM is unserviceable), turn RIGHT to intercept and establish inbound on TH VOR R-315 and join the TH VOR holding pattern or proceed as directed by ATC. Or, if TH VOR is not available, continue on the IGS LOC, climbing to 4500′; at the MM (or D2.2 KL IGS if MM is unserviceable), turn RIGHT to track through RW NDB on 130° and join the TP NDB holding pattern or proceed as directed by ATC.

Missed approach turn is based on 15° bank, 1.5° per second rate of turn and an average speed of 180 kt while turning.

LANDING RWY 13	IGS (with GS)	IGS (GS out)	CIRCLE-TO-LAND
	DA(H) 675′ (660′)	MDA(H) 680′ (665′)	
A, B C & D	3200m	3200m	A, B C & D: NA

Gnd speed-Kts		70	90	100	120	140	160
GS	3.10°	390	501	557	668	779	891

JEPPESEN

13-1

HONG KONG, PR OF CHINA

HONG KONG INTL

CH VOR DME Rwy 13

RACE TRACK FEED-IN

VOR 112.3 CH

Apt. Elev 15′

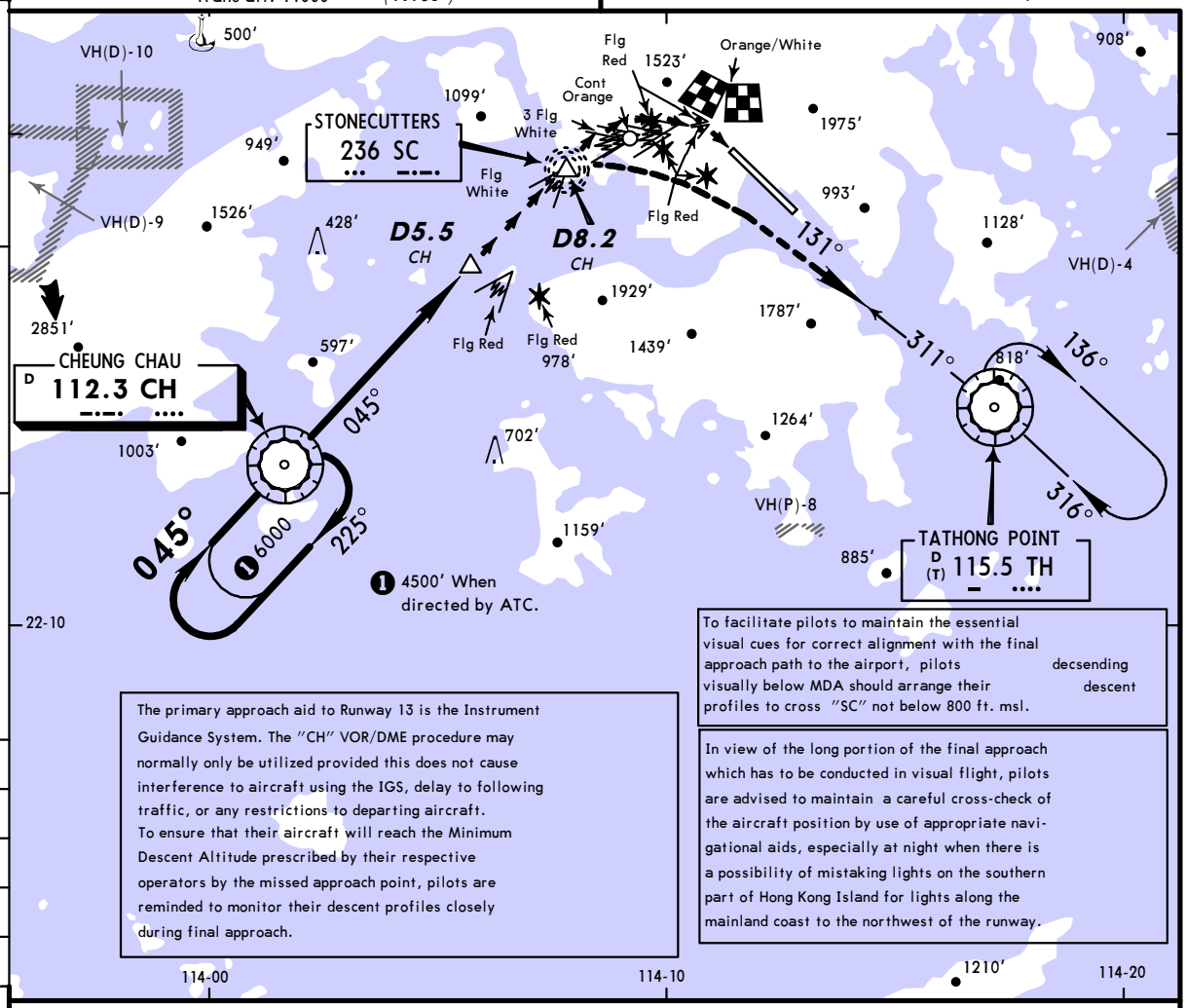
*ATIS 128.2
HONG KONG Approach (R) 119.1
HONG KONG Precision 119.5
HONG KONG Tower 118.7
*Ground 121.6

Alt Set: hPa
Apt Elev: 1 hPa

Trans level: 980 hPa or above FL 130
979 hPa or below FL 140
Trans alt: 11000′ (10985′)

Within FIR 4300′ 260° 050° 3900′

MSA CH VOR

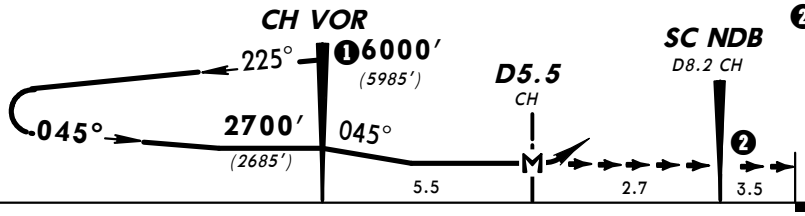


To facilitate pilots to maintain the essential visual cues for correct alignment with the final approach path to the airport, pilots visually below MDA should arrange their profiles to cross "SC" not below 800 ft. msl. decsending descent

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.

The primary approach aid to Runway 13 is the Instrument Guidance System. The "CH" VOR/DME procedure may normally only be utilized provided this does not cause interference to aircraft using the IGS, delay to following traffic, or any restrictions to departing aircraft. To ensure that their aircraft will reach the Minimum Descent Altitude prescribed by their respective operators by the missed approach point, pilots are reminded to monitor their descent profiles closely during final approach.

Start turn at
CAT A & B 3 Min
CAT C & D 2 Min
to
4100′ (4085′)



1 4500′ (4485′) When directed by ATC.

MISSED APPROACH: Climb to 4500′ outbound on CH VOR R-045 towards SC NDB (D8.2 CH). At SC NDB turn RIGHT and establish inbound on TH VOR R-311. Proceed to TH VOR and hold or proceed as directed by ATC.
Missed approach turn is limited to 185 KIAS max.

	LANDING RWY 13		CIRCLE-TO-LAND
	With a 3% or Greater Climb Gradient During Missed Approach		
	MDA(H) 1040′ (1025′)	MDA(H) 1150′ (1135′)	
A	3200m	3200m	NA
B			
C	4800m	4800m	
D			

MAP at D5.5 CH

JEPPESEN

13-2

HONG KONG, PR OF CHINA

HONG KONG INTL

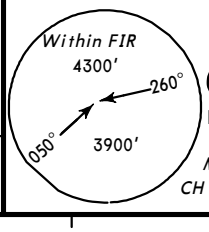
CH VOR DME Rwy 13

DIRECT FEED-IN

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

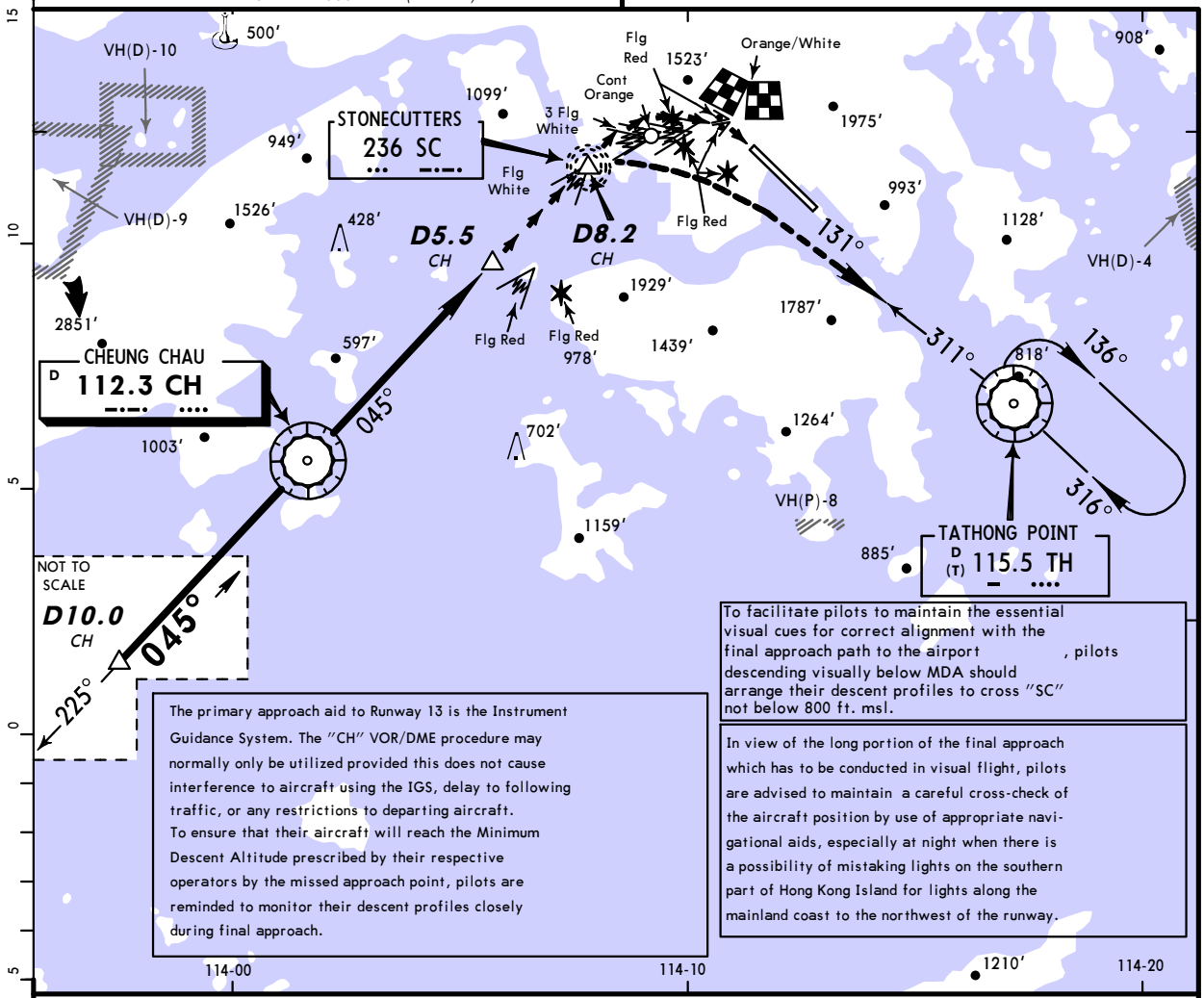
Alt Set: hPa
Apt Elev: 1 hPa

Trans level: 980 hPa or above FL 130
979 hPa or below FL 140
Trans alt: 11000′ (10985′)



VOR 112.3 CH

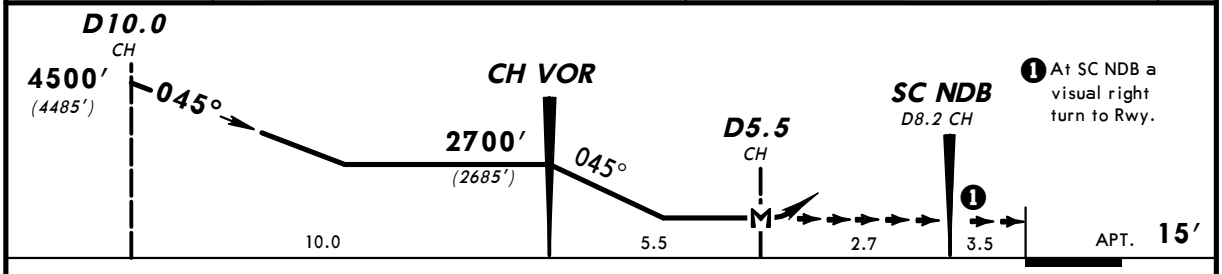
Apt. Elev 15′



To facilitate pilots to maintain the essential visual cues for correct alignment with the final approach path to the airport , pilots descending visually below MDA should arrange their descent profiles to cross "SC" not below 800 ft. msl.

The primary approach aid to Runway 13 is the Instrument Guidance System. The "CH" VOR/DME procedure may normally only be utilized provided this does not cause interference to aircraft using the IGS, delay to following traffic, or any restrictions to departing aircraft. To ensure that their aircraft will reach the Minimum Descent Altitude prescribed by their respective operators by the missed approach point, pilots are reminded to monitor their descent profiles closely during final approach.

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: Climb to 4500′ outbound on CH VOR R-045 towards SC NDB (D8.2 CH). At SC NDB turn RIGHT and establish inbound on TH VOR R-311. Proceed to TH VOR and hold or proceed as directed by ATC.

Missed approach turn is limited to 185 KIAS max.

	LANDING RWY 13		CIRCLE-TO-LAND
	With a 3% or Greater Climb Gradient During Missed Approach		
	MDA(H) 1040′ (1025′)	MDA(H) 1150′ (1135′)	
A	3200m	3200m	NA
B			
C	4800m	4800m	
D			

MAP at D5.5 CH

JEPPESEN

16-1

HONG KONG, BCC

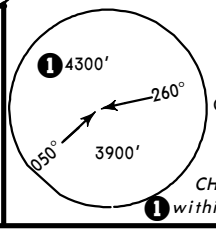
HONG KONG INTL

NDB Rwy13

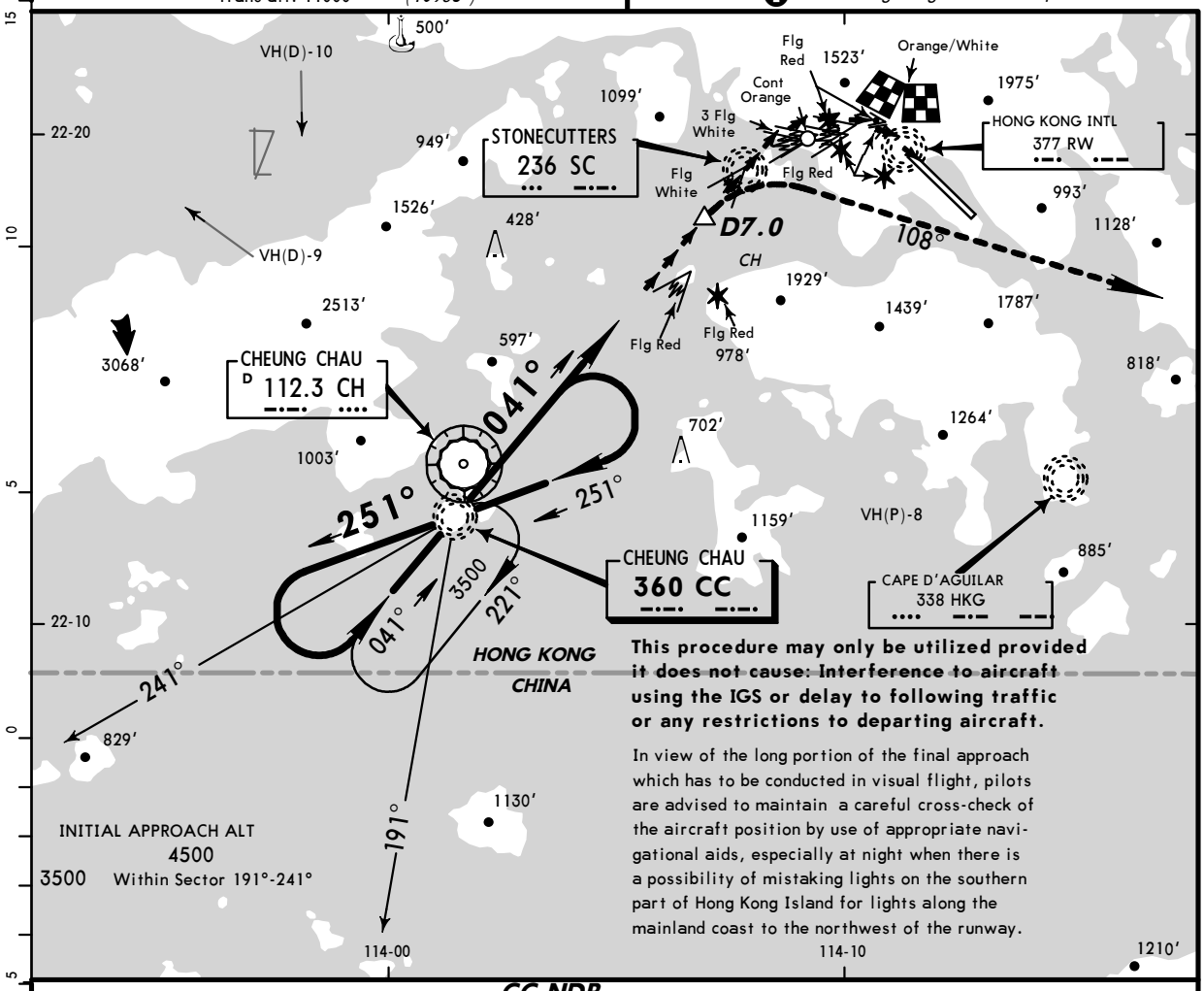
*ATIS 128.2
HONG KONG Approach (R) 119.1
HONG KONG Precision 119.5
HONG KONG Tower 118.7 (Domestic 121.7 121.9
*Ground 121.6

Alt Set: hPa
Apt Elev: 1 hPa

Trans level: 980 hPa or above FL 130
979 hPa or below FL 140
Trans alt: 11000′ (10985′)

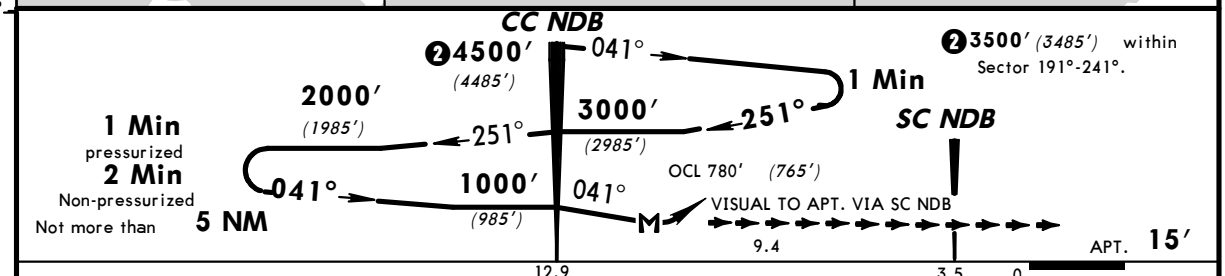


NDB 360 CC
Apt. Elev 15′



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.

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 ½ rate 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) 780′ (765′)			
A	3200m	A	NA
B		B	
C	3600m	C	
D	4000m	D	

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

JEPPESEN

16-2

HONG KONG, BCC

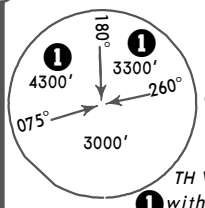
HONG KONG INTL

NDB Rwy 13

*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
Apt Elev: 1 hPa

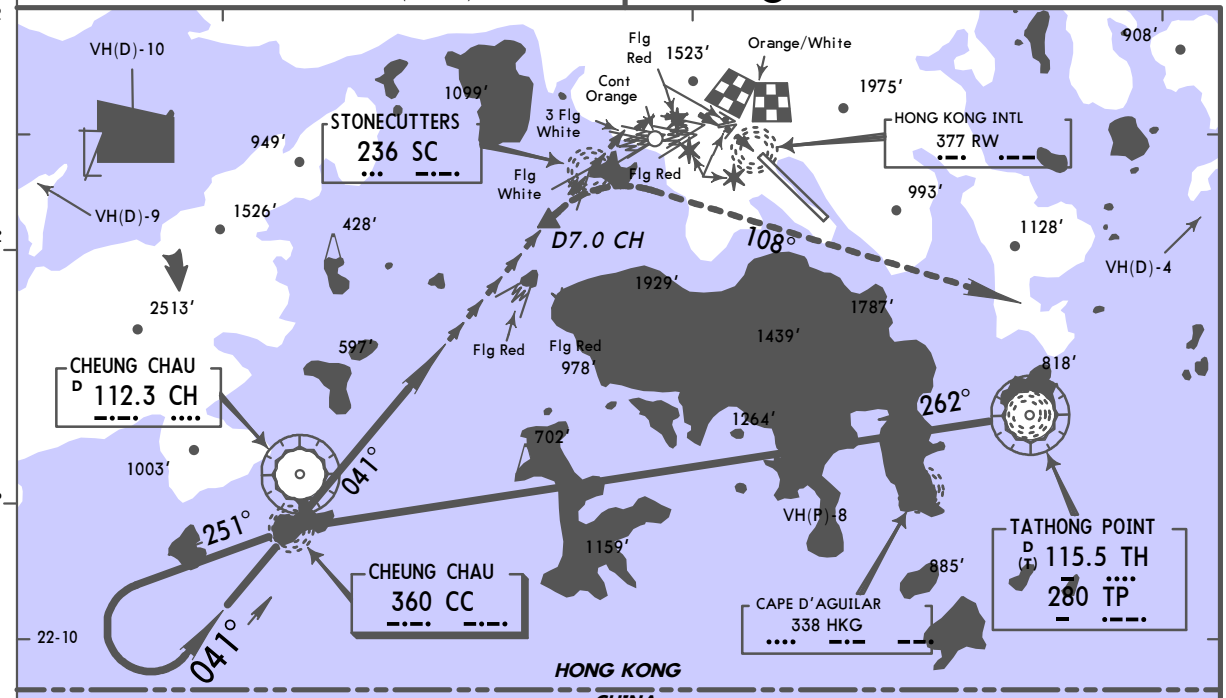
Trans level: 980 hPa or above FL 130
979 hPa or below FL 140
Trans alt: 11000' (10985')



MSA
TH VOR/TP NDB
1 within Hong Kong FIR

ABBREVIATED
CHEUNG CHAU

NDB 360 CC
Apt. Elev 15'

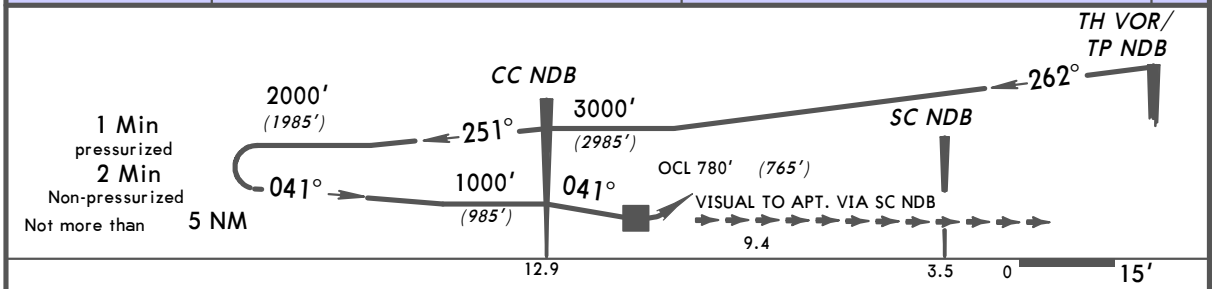


This procedure may only be utilized provided it does not cause: Interference to aircraft using the IGS or delay to following traffic or any restrictions to departing aircraft.

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.

114-00 114-10 114-20



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 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.

1/2

LANDING RWY 13		CIRCLE-TO-LAND	
MDA(H) 780' (765')			
A	3200m	A	NA
B		B	
C	3600m	C	
D	4000m	D	

MAP at MDA(H)

JEPPESEN

16-3

HONG KONG, BCC

HONG KONG INTL

NDB Rwy 13

*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

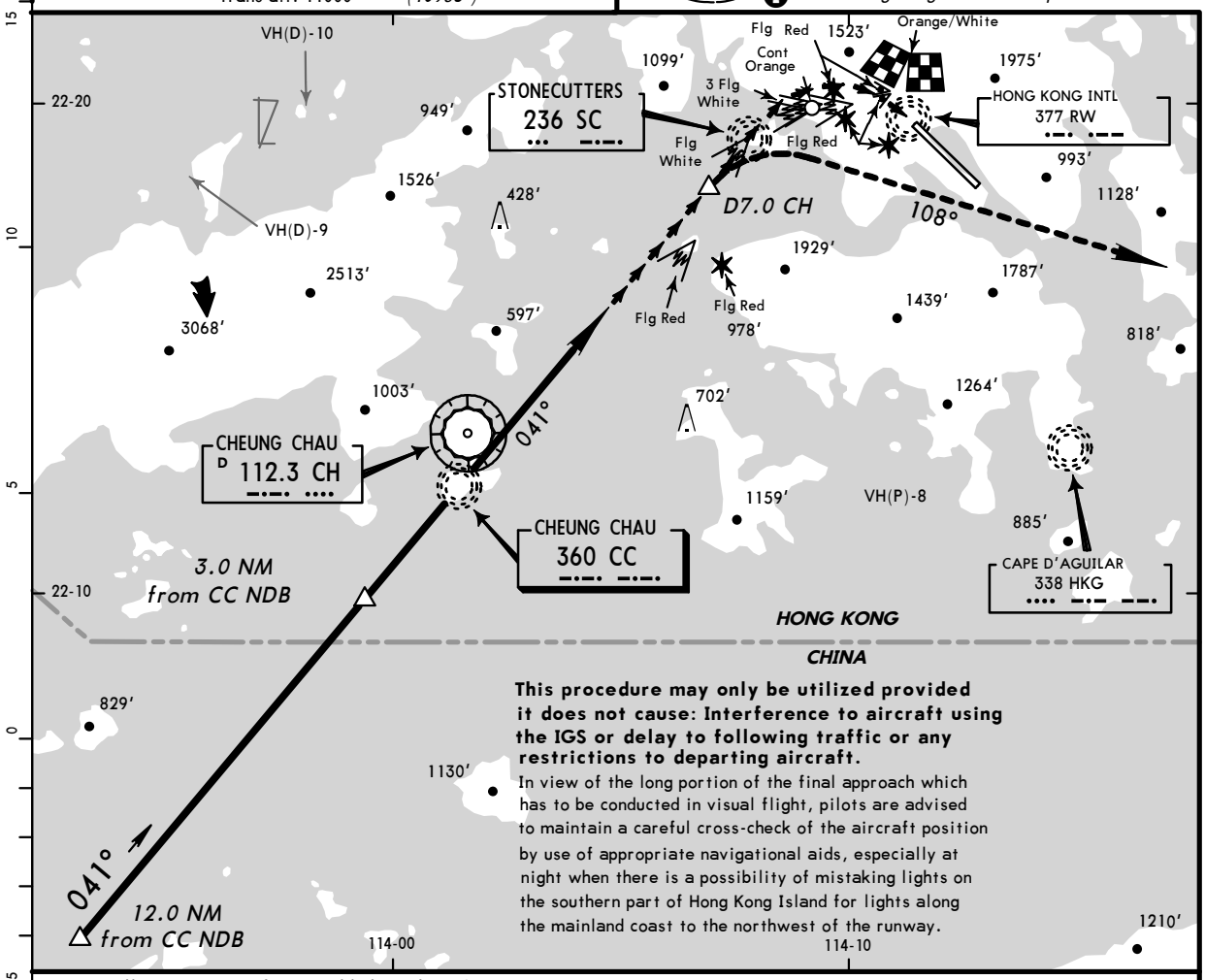
Alt Set: hPa
Apt Elev: 1 hPa

Trans level: 980 hPa or above FL 130
979 hPa or below FL 140
Trans alt: 11000′ (10985′)

RADAR MONITORED CHEUNG CHAU

MSA
CC NDB
1 4300′ 260° 050° 3900′
1 within Hong Kong FIR

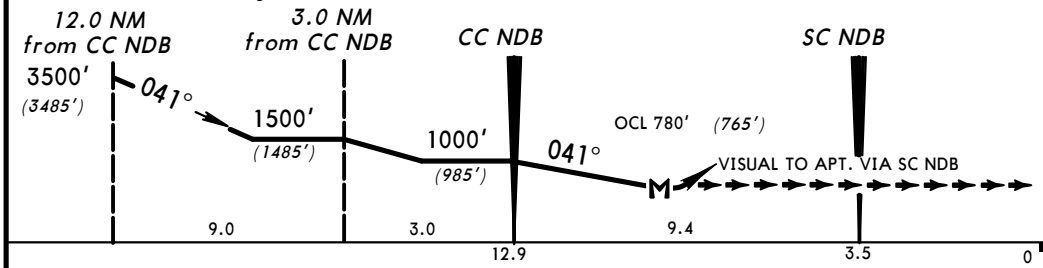
NDB 360 CC
Apt. Elev 15′



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.

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.

ATC will instruct aircraft to establish track 041° to CC NDB before reaching 15 NM from 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 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) 780′ (765′)	
A 3200m	A
B	B
C 3600m	C NA
D 4000m	D

MAP at MDA(H)							

JEPPESEN

18-1

HONG KONG, PR OF CHINA

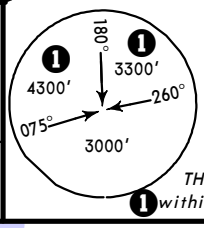
HONG KONG INTL

PAR Rwy 31

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

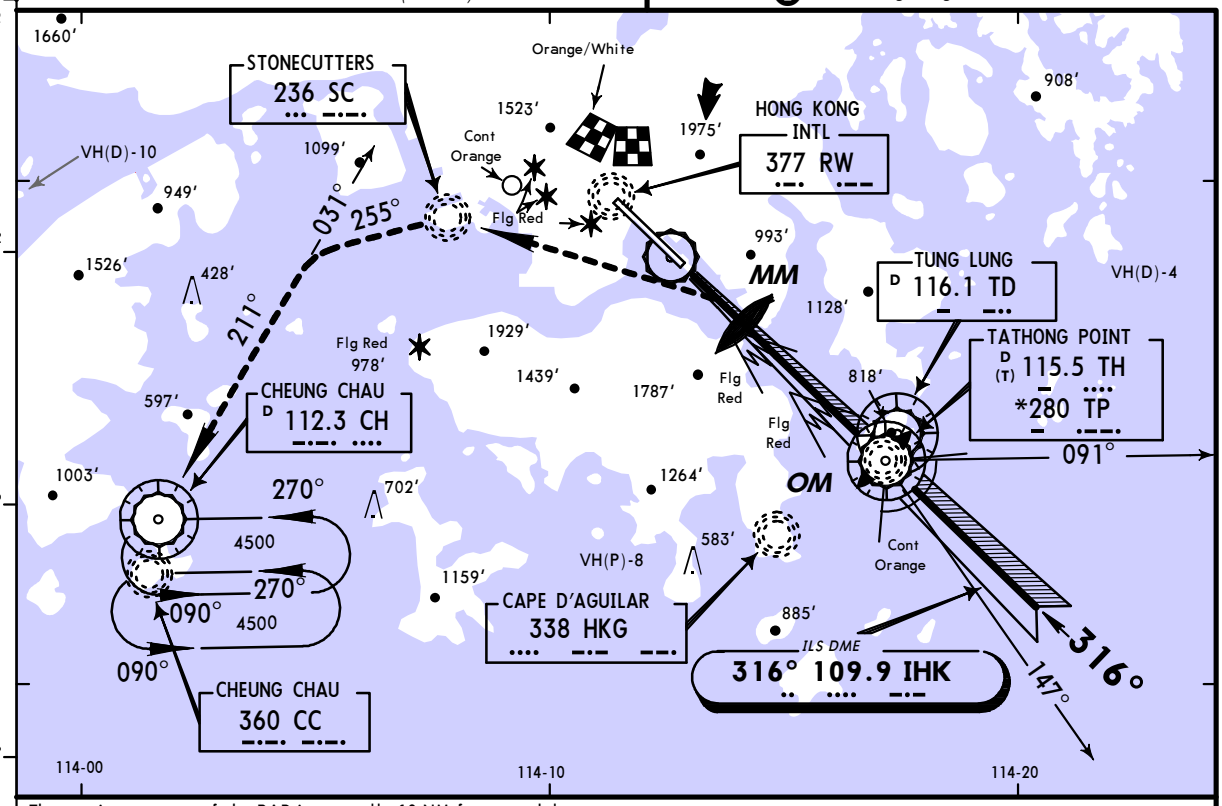
Alt Set: hPa
Apt Elev: 1 hPa

Trans level: 980 hPa or above FL 130
979 hPa or below FL 140
Trans alt: 11000′ (10985′)



MSA
TH VOR/TP NDB
within Hong Kong FIR

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′)

RADAR VECTORED AIRCRAFT: Between 091° and 147°, within 10 NM TH VOR/TP NDB aircraft may be cleared to descend to 2500′ to establish the final approach path.

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 316° 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 at 4500′ or as directed by ATC.

STRAIGHT-IN LANDING	CIRCLE-TO-LAND
PAR 31	
DA(H) **405′** (390′)	
ALS out	
A / B / C / D — RVR 1500m or VIS 1600m	A / B / C / D — NA

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

JEPPESEN

18-10

HONG KONG, PR OF CHINA

HONG KONG INTL

VISUAL STEPDOWN APPROACH PROC Rwy 13

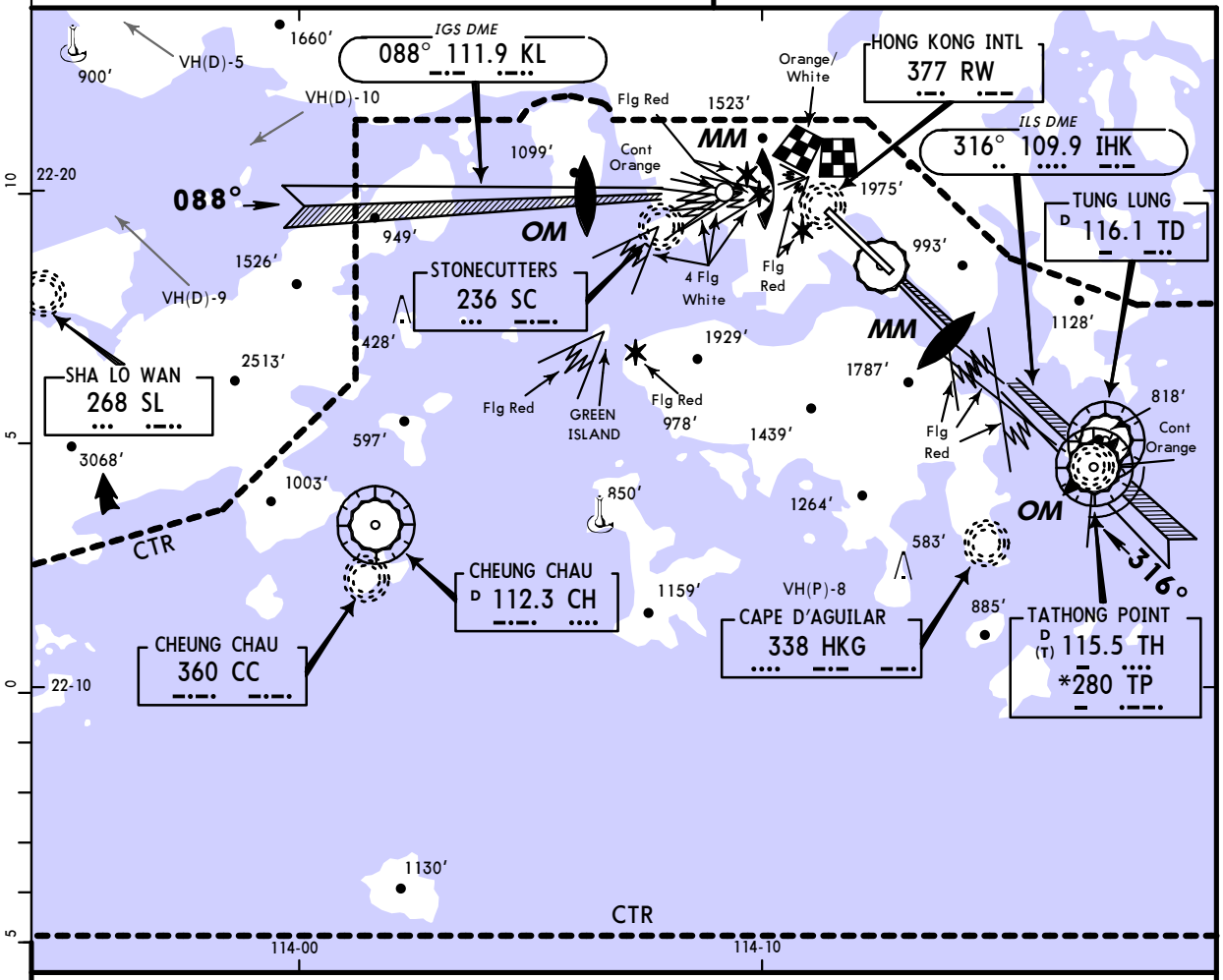
VISUAL APPROACH PROC Rwy 31

Apt. Elev 15′

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

Alt Set: hPa
Apt Elev: 1 hPa

Trans level: 980 hPa or above FL 130
979 hPa or below FL 140
Trans alt: 11000′ *(10985′)*



VISUAL APPROACH PROCEDURES

1. Weather Minima

For IFR flights, visual approaches to Runway 13 will only be permitted if the cloud ceiling is not less than 4500′ 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.