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Enroute Chart - CPA959 Departure
NavData cycle 2024-08 Expired: 14 Aug 2024
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 11 Apr 2025
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Enroute Chart - CPA959 Destination
NavData cycle 2024-08 Expired: 14 Aug 2024
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 11 Apr 2025
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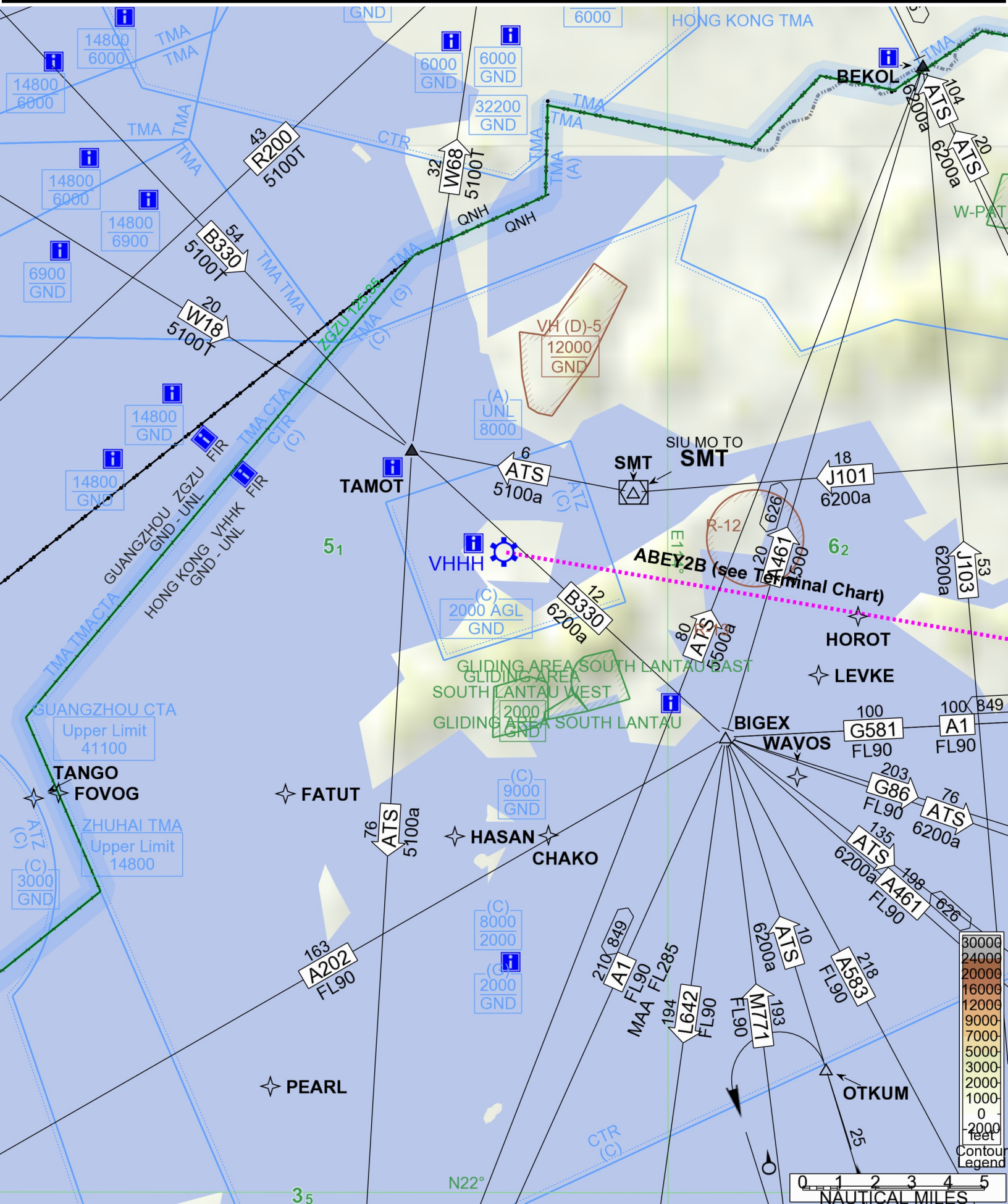

Enroute Chart - CPA959 Full Route
NavData cycle 2024-08 Expired: 14 Aug 2024
Scale: 1:4937808 (1 inch = 67.72 naut mi). Printed on 11 Apr 2025
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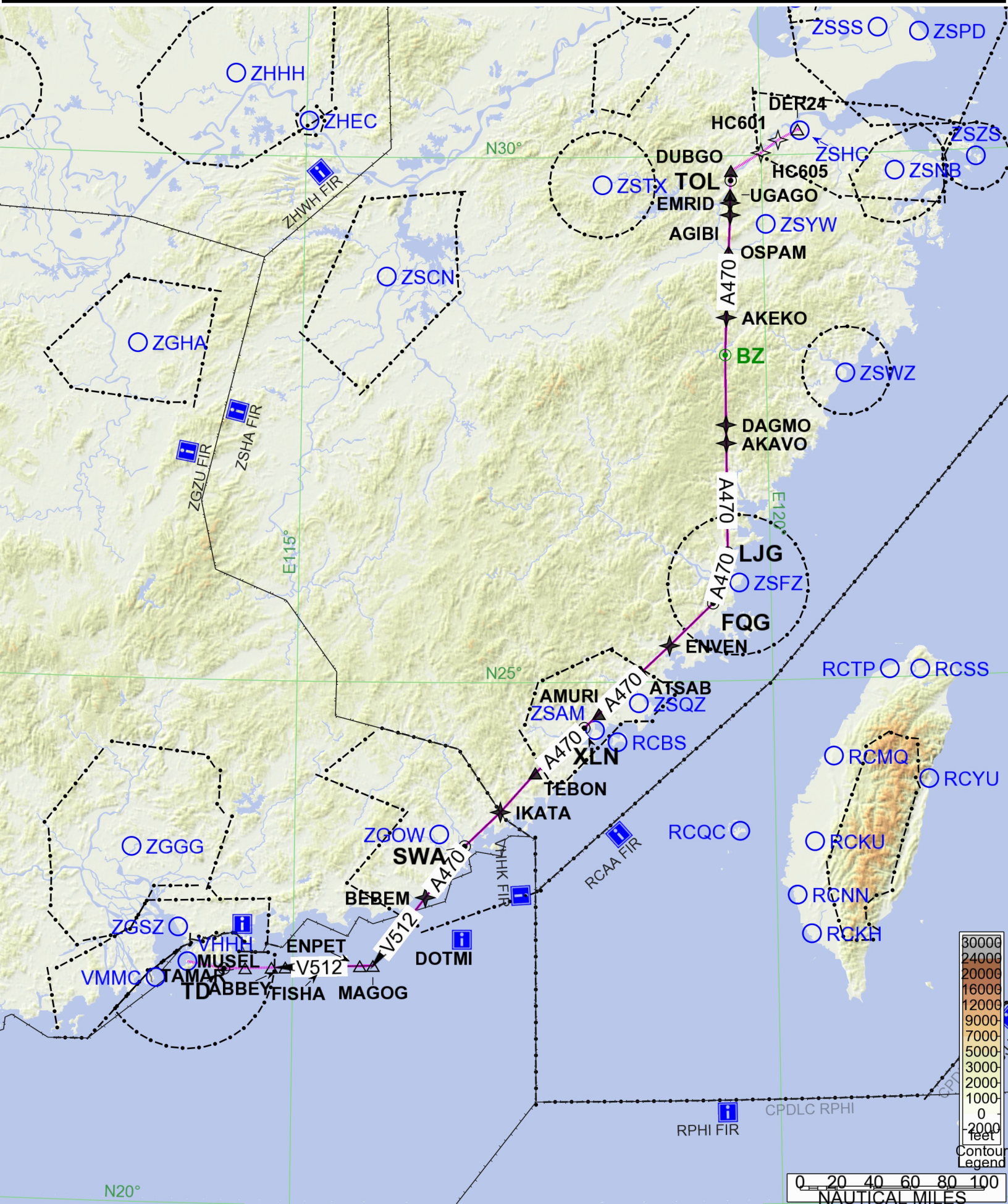

Enroute Chart - CPA959 Strip Chart Page 1
NavData cycle 2024-08 Expired: 14 Aug 2024
Scale: 1:4374806 (1 inch = 60.00 naut mi). Printed on 11 Apr 2025
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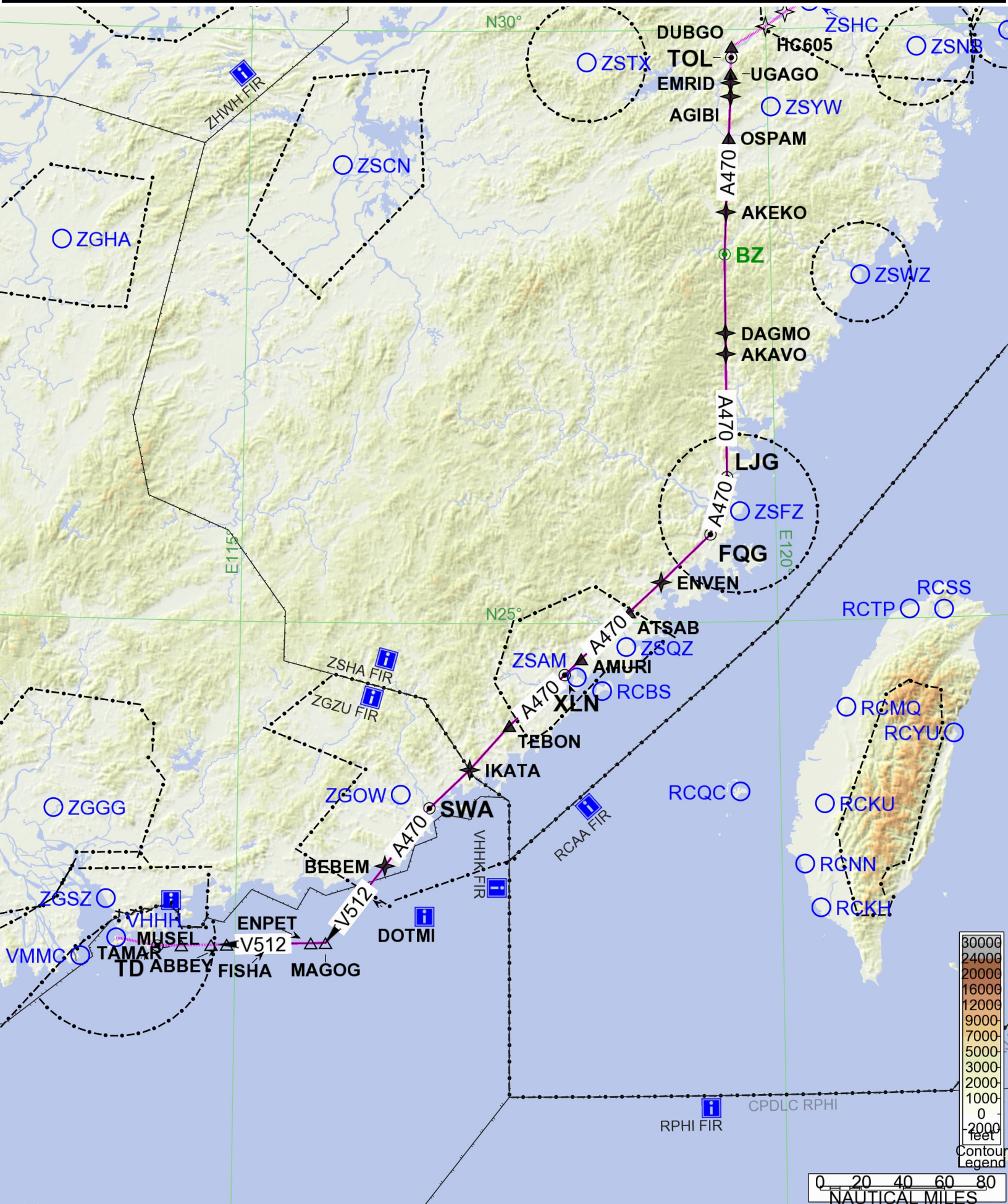
JeppView for Windows



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## General Information

Location: HANGZHOU CHN
ICAO/IATA: ZSHC / HGH
Lat/Long: N30° 13.7', E120° 26.0'
Elevation: 22 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 6.0° W

Fuel Types: Jet
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2137 Z
Sunset: 1023 Z

## Runway Information

Runway: 06
Length x Width: 11155 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 22 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 07
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 22 ft
Lighting: Edge, ALS, Centerline

Runway: 24
Length x Width: 11155 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 22 ft
Lighting: Edge, ALS, Centerline

Runway: 25

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Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 22 ft
Lighting: Edge, ALS, Centerline

## Communication Information

ATIS: 131.450
ATIS: 127.250
Hangzhou Tower: 118.750 Secondary
Hangzhou Tower: 118.300
Hangzhou Tower: 123.650
Hangzhou Ground: 121.650
Hangzhou Ramp/Taxi: 121.850
Hangzhou Ramp/Taxi: 121.550 Secondary
Hangzhou Clearance Delivery: 121.950
Hangzhou Approach: 125.550
Hangzhou Approach: 127.700
Hangzhou Approach: 125.275 Secondary
Hangzhou Approach: 124.650 Secondary
Hangzhou Approach: 119.150 Secondary
Hangzhou Approach: 120.400
Hangzhou Approach: 126.050
Hangzhou Approach: 120.050
Hangzhou Approach: 119.425

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# 1. GENERAL

## 1.1. ATIS

D-ATIS 127.25

## 1.2. WAKE TURBULENCE RE-CATEGORIZATION (RECAT-CN)

For Wake Turbulence Re-Categorization (RECAT-CN) Separation Standards see ATC pages.

## 1.3. NOISE ABATEMENT PROCEDURES

### 1.3.1. RUN-UP TESTS

Engine run-ups are subject to the clearance of HANGZHOU Ramp, and may only be carried out at designated location.

Engine idle test can be carried on stands 102 thru 105, 106, 108A, 203, 204, 381thru 386, 500, apron 6, apron 7 and apron 9.

Fast engine run-ups can be carried out on stand 500, 363, TWY B (East of intersection of TWY B4 and B), TWY Z17 (between stands 913 and 914) and TWY Z19 (West of intersection of TWY D0 and Z19).

## 1.4. LOW VISIBILITY PROCEDURES (LVP)

### 1.4.1. GENERAL

ACFT should be authorized to operate LVP.

The following information should be obtained by ACFT:

- Meteorological forecast;
- LVP is implementing.

For LVP taxi routes refer to 10-9 charts.

### 1.4.2. PREPARATION

When RVR is 800m and forecast to descend or ceiling is 90m and forecast to descend.

When meteorological forecast RVR rise to 150m or above.

Preparation for LVP shall start-up under deterioration of weather conditions.

### 1.4.3. IMPLEMENTATION

Under the following circumstances, TWR declares start-up of LVP via D-ATIS, ATIS and VHF:

- RVR is greater or equal 150m and less than 600m, and ceiling is greater or equal 30m and less than 60m.

### 1.4.4. TERMINATION

Under the following circumstances, TWR declares termination of LVP via D-ATIS, ATIS and VHF:

- RVR rises to 600m, ceiling rises to 90m and forecast to clear-up or keep status for 20 minutes;
- RVR is less than 150m, or ceiling is less than 30m and weather condition is not expected to improve in the next hour.

## 1.5. RWY OPERATIONS

When changing RWY-in-use, if downwind speed is more than 3m/s (6 KT) and not exceeding 5m/s (10 KT), ATC may instruct downwind take-off or landing for a short time. Pilot shall inform ATC if unable.

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# 1. GENERAL

## 1.6. TAXI PROCEDURES

For Tower Control area and Ramp Control area see 10-9 pages.

Repeat the taxiing instructions issued by GND Control, especially those containing boundary limitation. Make it clear when there is a doubt.

MAX ACFT allowed to taxi on guidance lines of TWYs A3, A4, B1 and B3 thru B7 is B747-400. ACFT B777, A340-600 and A350-1000 shall use Judgement Oversteering Method while taxiing on these TWYs.

180° turnaround on TWY is forbidden for all ACFT.

180° turnaround on RWY is forbidden for all ACFT without ATC permission.

TWYs C7, C8, D (East of D4), D4 (South of D), D5, D6, J6 (between E4 and D7) and K wingspan restricted to less than 262'/80m.

TWYs B3, B6, B7, B11, D (West of D4), D3, E4, E5, E6, J, J0, J2 thru J5, J6 (East of D7), L, Z1, Z10, Z11 (between B and stand 214), Z13 (between B and Z1) and Z14, wingspan restricted to less than 213'/65m.

TWY Z13 (between Z1 and stand 217) wingspan restricted to less than 157'/48m.

TWYs B (between K and B11), B10, B20, D0, D7 (between stands 339 and 343), E7, E8, E9, H7, H9, Z7, Z8, Z11 (between stands 206 and 210), Z13 (between stands 217 and 218), Z17, Z19 and Z20 wingspan restricted to less than 118'/36m.

Contact HANGZHOU Operation Control on 130.65 to get towing service.

Contact HANGZHOU Ramp on 121.725 for Follow-me service.

## 1.7. PARKING INFORMATION

Stands 102 thru 106, 108A, 203, 204, 211 thru 218, 301 thru 343, 401 thru 432, 500, 512 thru 517, 520 thru 534, 601 thru 613, 630 thru 636, 640, 719 thru 721, 901 thru 904 and 929 thru 946 are push-back.

Stands 981 and 982 are push-in and push-back, nose to North.

Red/blue push-back procedures established for stands 102 thru 105, 108A, 215, 304 thru 315, 317, 318, 329, 330, 332 thru 337, 339 thru 342, 403thru405, 407, 409 thru 411, 415 thru 418, 419B, 420, 422, 429, 515, 516, 520thru 526, 528 thru 534, 602 thru 613, 630 thru 633, 640, 720, 721, 901 thru 904, 930 thru 937 and 940 thru 946.

Red/blue push-back procedure used to command ground worker as follows:

- After receiving push-back clearance, pilot shall repeat and tell ground worker.
- Ground worker will then repeat and recognize. Before push-back, ground worker shall ensure push-back direction again.

Stands 211 thru 218, 301 thru 343 and 401 thru 418, 419B and 420 thru 432 equipped with visual docking guidance system.

Safety lines of stands 313, 322 and 325 are overlapping safety lines of adjacent stands. The overlapping lines are shown in a red stripe area. Aircrew shall ensure that no vehicles and people are in this area during ACFT maneuvering.

ACFT parking at boarding bridge stands shall turn off APU and use bridge power supply equipment (400 Hz) and special air conditioner.

ACFT can use APU in the following situation:

- Bridge equipment is unserviceable.
- ACFT needs APU to start up engine.
- During maintenance of APU.

In case of exceptional circumstance influencing the regularity and safety of operation, such as extreme weather, special plane support, and insufficient flight transition time, ACFT can also use APU.

## 1.8. OTHER INFORMATION

RNAV flight procedures are primary and conventional procedures are secondary procedures. If ACFT cannot fulfil requirements of RNAV procedures, pilot shall inform ATC at first contact.

Birds in vicinity of APT.

RWYs 07 and 24 Right-hand circuit.

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# 2. ARRIVAL

## 2.1. CAT II OPERATIONS

RWY 06 approved for CAT II operations, special aircrew and ACFT certification required.

## 2.2. RWY OPERATIONS

ACFT shall fully vacate the RWY within 50 sec after touchdown (except for wet or contaminated RWY). If unable, inform ATC before LOC is established.

ACFT shall report to TWR Control "RWY vacated" and TWY used for vacating RWY.

ACFT shall vacate RWY 07 via TWY A5 and RWY 25 via TWY A4. ACFT shall inform TWR Control at initial contact if need to vacate RWY via other TWY.

# 3. DEPARTURE

## 3.1. DE-ICING

De-icing available at local stands or at stands 381 thru 386 with priority for stands 385 and 386, 618 thru 626, TWY C8 between TWY D and Z14 for severe icing conditions.

De-icing should be applied in advance.

Snow cleaning and de-icing service not available for A380.

## 3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

ACFT shall contact HANGZHOU Ramp for push-back and start-up clearance and conduct within 5 minutes. Otherwise, request new clearance.

Obtain delivery clearance through DCL (available 24h) and ATC clearance. No readback required when delivery clearance received through DCL.

Push-back of ACFT on its own power or by towing strictly forbidden without clearance from Ramp Control.

ACFT are forbidden to enter RWY via TWYs A3 thru A6 and C3 thru C6.

When taxiing to RWY holding position, nose of ACFT shall get close to RWY holding position marking without exceeding it when ACFT is waiting at the holding position. Pilot shall report to Tower when nose of ACFT exceeding holding position without instruction.

Ramp Control transfers departure ACFT to Tower Control at intersections of TWYs. Aircrew shall taxi following ATC instructions.

RWY 06: D3 and D5 are transfer points. D3 is for stands 719 thru 721 and 901 thru 928, D5 for others.

RWY 07: B1 and B3 are transfer points. B1 is for stands 102 thru 106 and 108A, B3 is for others.

RWY 24: JC and C7 are transfer points. C7 is for stands 601 thru 613, 616 thru 626, 630 thru 636 and 640, JC is for others.

RWY 25: B10 and JA are transfer points. B10 is for stands 500 thru 506, 512 thru 517 and 520 thru 534. JA is for others.

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# 3. DEPARTURE

## 3.3. NOISE ABATEMENT PROCEDURES

With take-off performance permission, pilot shall take reduced-thrust flight as far as possible.

During reduced-thrust flight:

| | |
|---|---|
| Take-off to 1480'/450m | - Take-off flaps/slats;<br>- Climb at $V_2$+20km/h (10 KT). |
| At 1480'/450m | - Adjust and keep engine climbing power and thrust;<br>- Take-off flaps/slats;<br>- Climb at $V_2$+20km/h (10 KT). |
| At 2960'/900m | - Adjust to en-route climb speed and retract flaps and slats. |

If noise abatement procedure is not implemented, report the reason to ATC before take-off.

## 3.4. RWY OPERATIONS

ACFT shall finish RWY alignment within 60 seconds from holding position (except for wet or contaminated RWY). If unable, inform TWR before entering RWY.

During initial contact after take-off, pilot shall report take-off RWY designation to ATC.

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# ZSHC/HGH XIAOSHAN

23 DEC 22
Eff 28 Dec 1600Z

JEPPESEN

10-1R

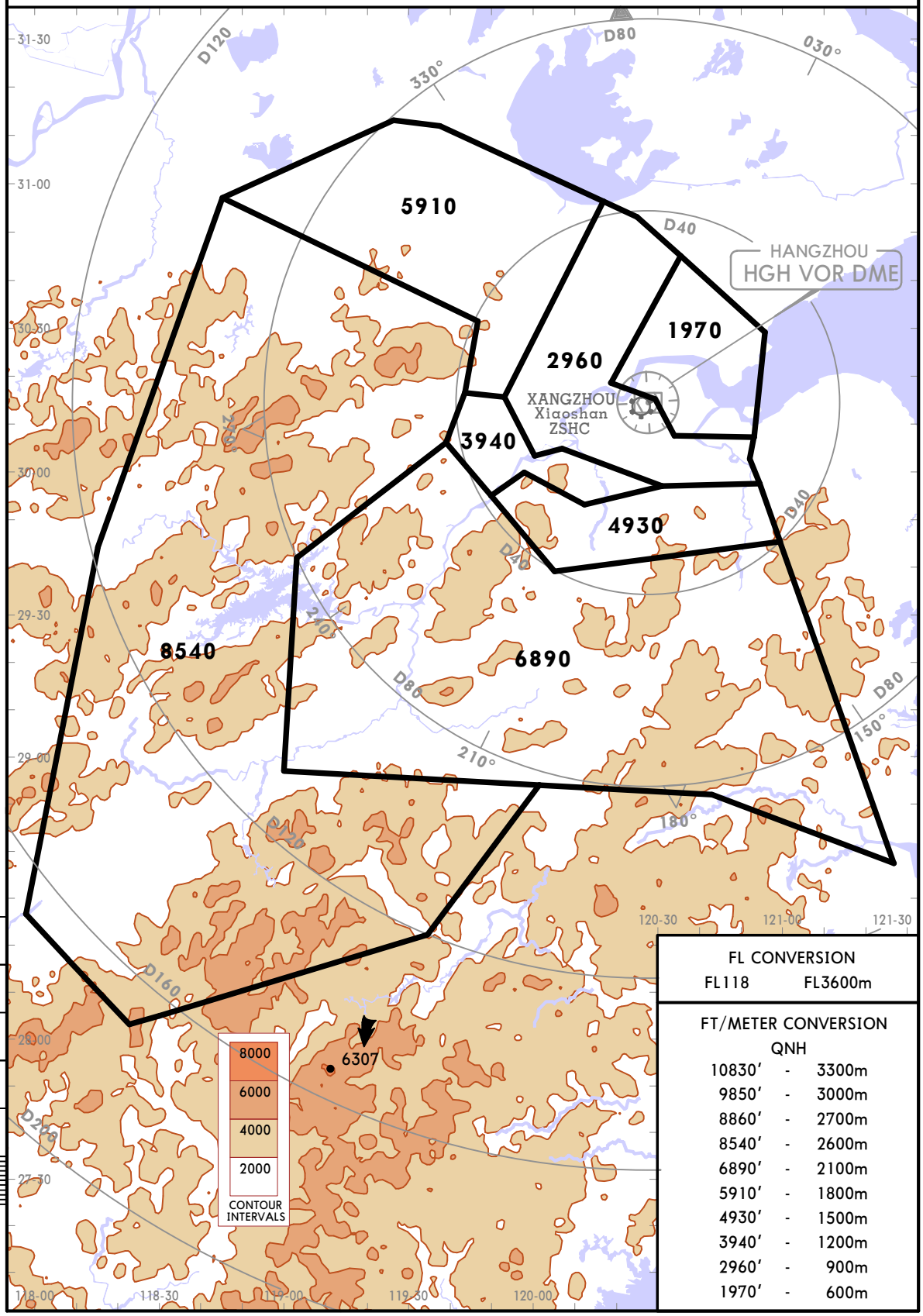
# HANGZHOU, PR OF CHINA

## RADAR MINIMUM ALTITUDES

HANGZHOU Approach (R)

| *APPØ1 | *APPØ2 | APPØ3 | *APPØ4 | *APPØ5 | *APPØ7 | Apt Elev |
|---|---|---|---|---|---|---|
| 120.05 | 125.55 | 126.05 | 120.4 | 119.425 | 127.7 | 22 |

Alt Set: hPa Trans level: FL118
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Chart only to be used for cross-checking of altitudes assigned while under RADAR control.




FL CONVERSION

| FL118 | FL3600m |
|---|---|

FT/METER CONVERSION

| QNH | | |
|---|---|---|
| 10830′ | - | 3300m |
| 9850′ | - | 3000m |
| 8860′ | - | 2700m |
| 8540′ | - | 2600m |
| 6890′ | - | 2100m |
| 5910′ | - | 1800m |
| 4930′ | - | 1500m |
| 3940′ | - | 1200m |
| 2960′ | - | 900m |
| 1970′ | - | 600m |

CHANGES: APPØ7.

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# HANGZHOU, PR OF CHINA

RNAV STAR

| D-ATIS 127.25 | Alt Set: hPa Trans level: FL118 |
|---|---|
| | RNAV 1 GNSS OR RNP 1 GNSS |
| Apt Elev 22 | 1. RADAR required for RNAV 1.<br>2. Join the HC11Ø holding pattern for RADAR vectoring. |

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Landing aircraft via RNAV procedures RWYS 24, 25 from OKTUG, SUPAR: after flying to IAF via STAR fly to HC3Ø6 and join holding, descend to altitude, then join the relevant approach procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

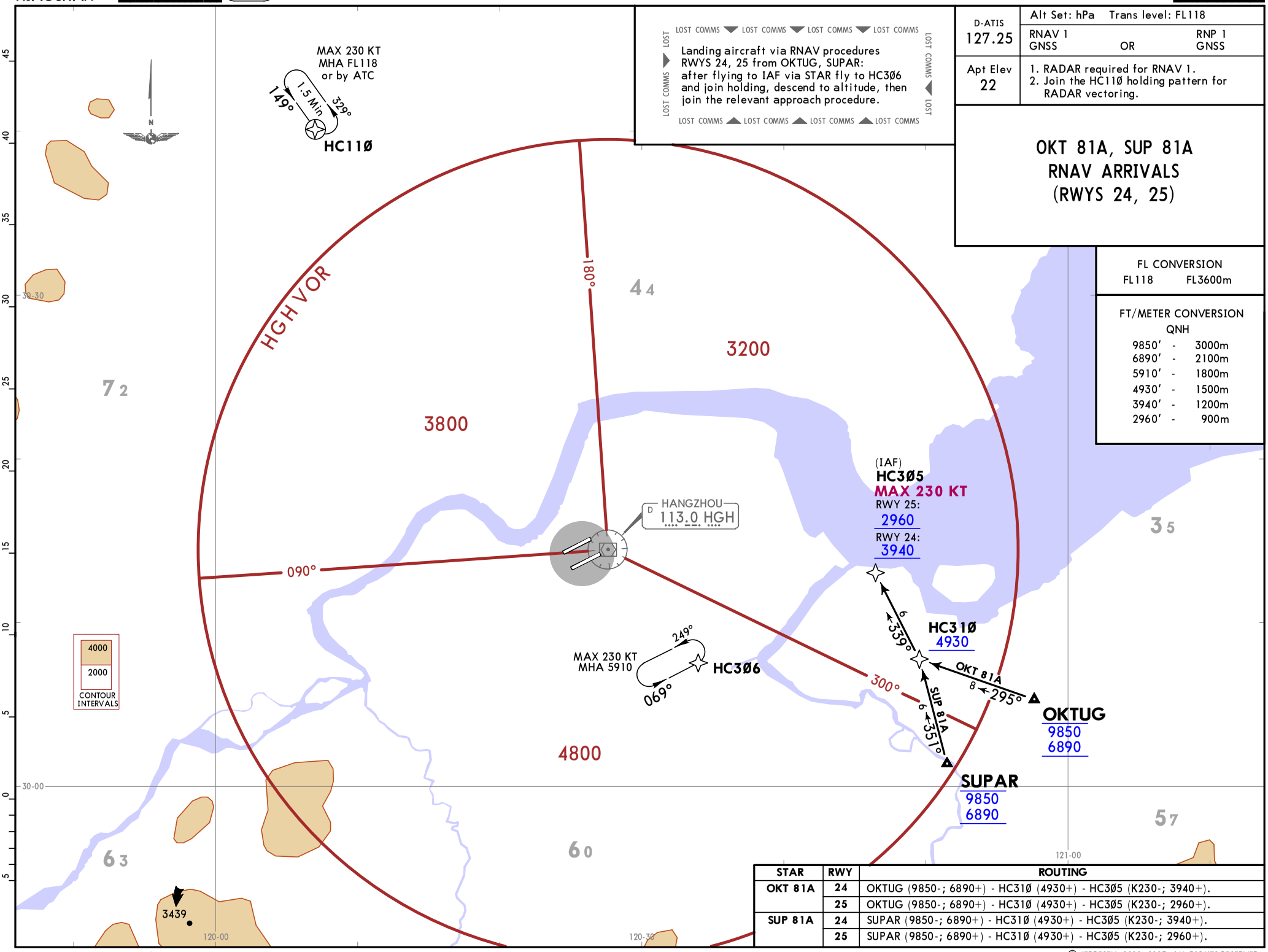
## OKT 81A, SUP 81A RNAV ARRIVALS (RWYS 24, 25)

FL CONVERSION

| FL118 | FL3600m |
|---|---|

FT/METER CONVERSION

| QNH | | |
|---|---|---|
| 9850′ | - | 3000m |
| 6890′ | - | 2100m |
| 5910′ | - | 1800m |
| 4930′ | - | 1500m |
| 3940′ | - | 1200m |
| 2960′ | - | 900m |




| STAR | RWY | ROUTING |
|---|---|---|
| OKT 81A | 24 | OKTUG (9850-; 6890+) - HC31Ø (4930+) - HC3Ø5 (K230-; 3940+). |
| | 25 | OKTUG (9850-; 6890+) - HC31Ø (4930+) - HC3Ø5 (K230-; 2960+). |
| SUP 81A | 24 | SUPAR (9850-; 6890+) - HC31Ø (4930+) - HC3Ø5 (K230-; 3940+). |
| | 25 | SUPAR (9850-; 6890+) - HC31Ø (4930+) - HC3Ø5 (K230-; 2960+). |

CHANGES: LOST COMMS revised.

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| D-ATIS 127.25 | Alt Set: hPa Trans level: FL118 | | |
|---|---|---|---|
| | RNAV 1 GNSS | OR | RNP 1 GNSS |
| Apt Elev 22 | 1. RADAR required for RNAV 1.<br>2. Join the HC11Ø holding pattern for RADAR vectoring. | | |

# OKT 91A, SUP 91A RNAV ARRIVALS (RWYS 06, 07)

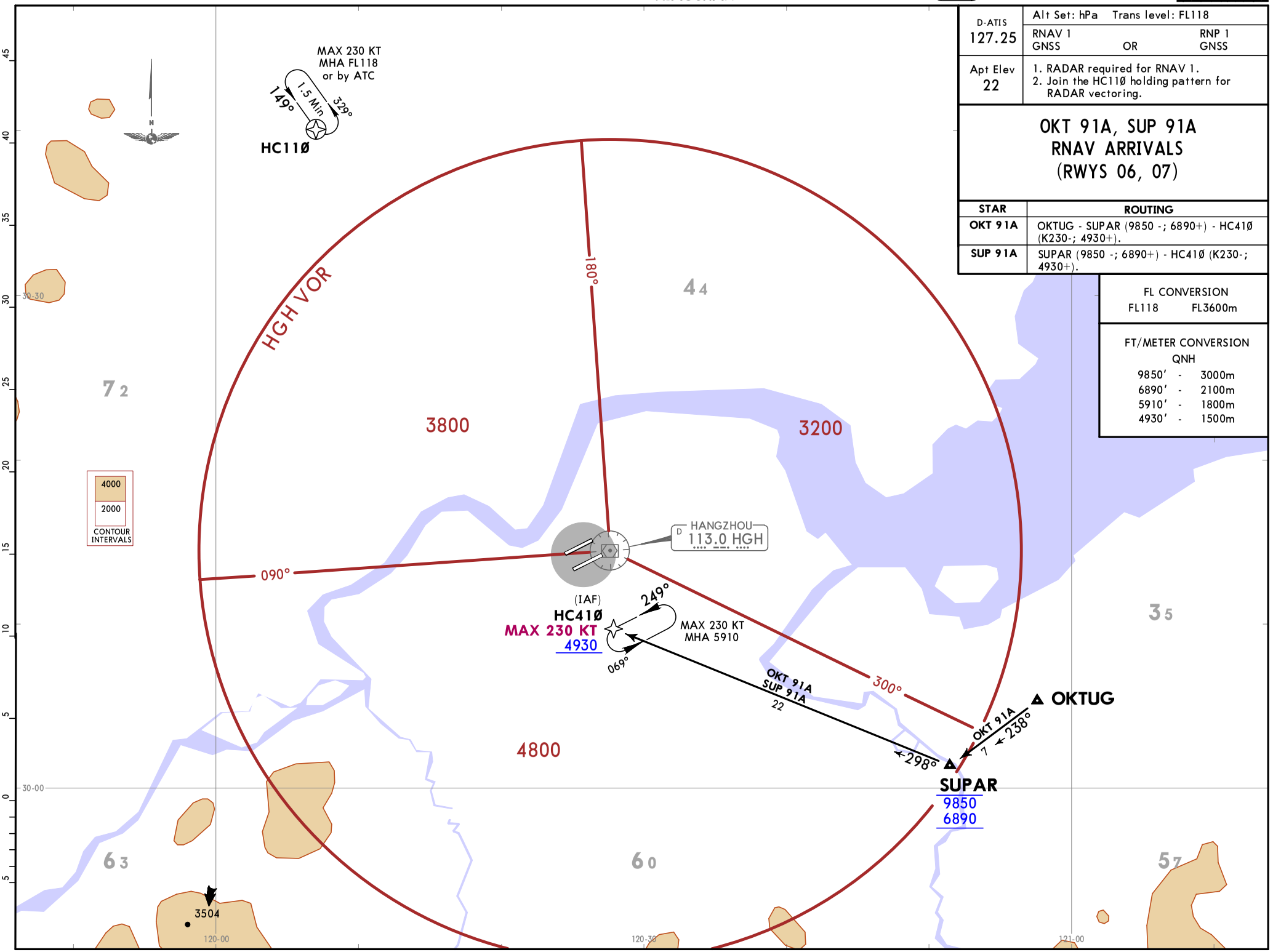
| STAR | ROUTING |
|---|---|
| OKT 91A | OKTUG - SUPAR (9850 -; 6890+) - HC41Ø (K230-; 4930+). |
| SUP 91A | SUPAR (9850 -; 6890+) - HC41Ø (K230-; 4930+). |

FL CONVERSION

| FL118 | FL3600m |
|---|---|

FT/METER CONVERSION

| QNH | | |
|---|---|---|
| 9850' | - | 3000m |
| 6890' | - | 2100m |
| 5910' | - | 1800m |
| 4930' | - | 1500m |




CHANGES: LOST COMMS withdrawn.

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# HANGZHOU, PR OF CHINA

RNAV STAR

| D-ATIS 127.25 | Alt Set: hPa Trans level: FL118 |
|---|---|
| | RNAV 1 GNSS OR RNP 1 GNSS |
| Apt Elev 22 | 1. RADAR required for RNAV 1.<br>2. Join the HC11Ø holding pattern for RADAR vectoring. |

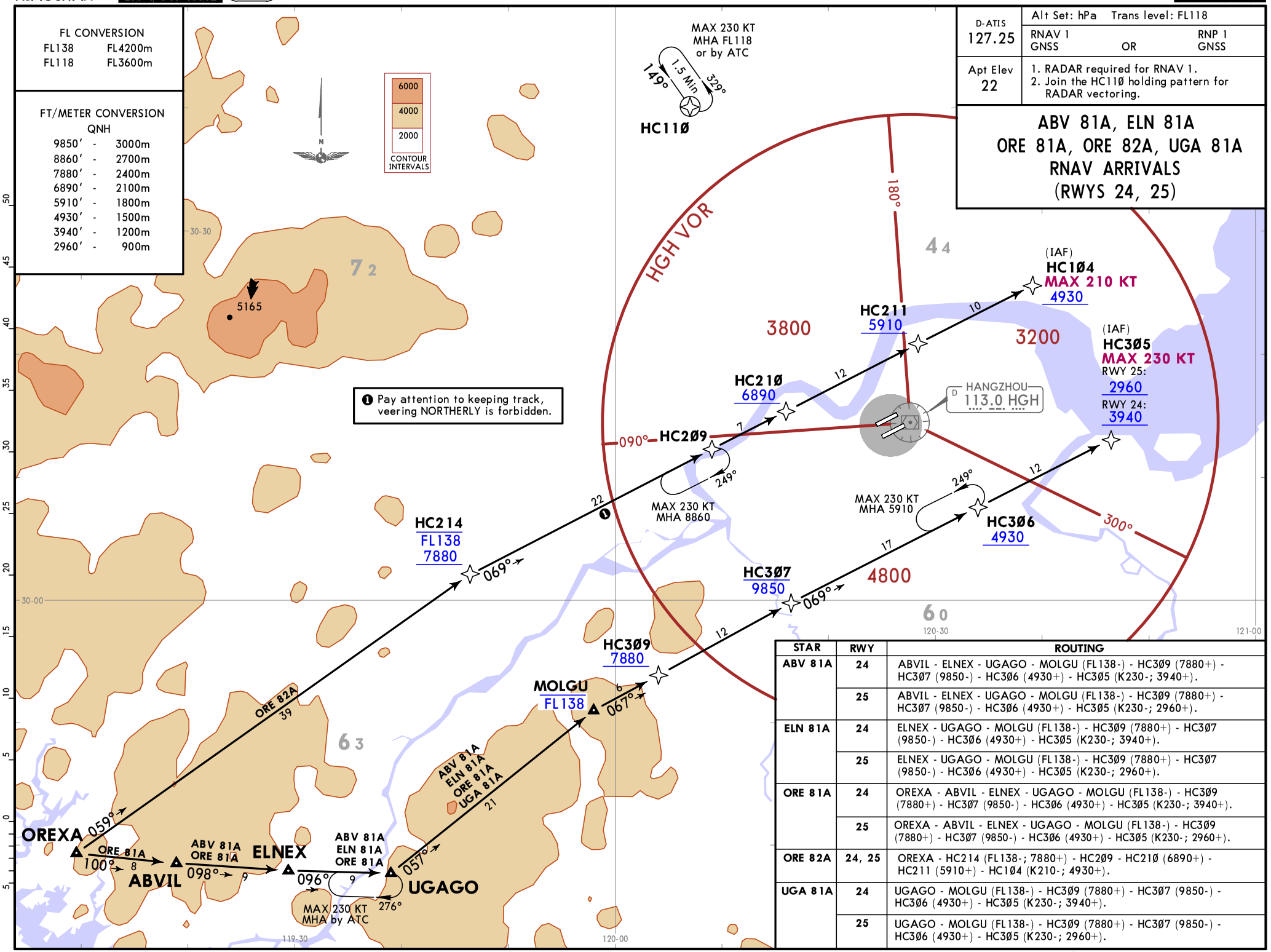
## ABV 81A, ELN 81A ORE 81A, ORE 82A, UGA 81A RNAV ARRIVALS (RWYS 24, 25)

**FL CONVERSION**

| | |
|---|---|
| FL138 | FL4200m |
| FL118 | FL3600m |

**FT/METER CONVERSION**

| QNH | |
|---|---|
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 7880′ - | 2400m |
| 6890′ - | 2100m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 3940′ - | 1200m |
| 2960′ - | 900m |




❶ Pay attention to keeping track, veering NORTHERLY is forbidden.

| STAR | RWY | ROUTING |
|---|---|---|
| ABV 81A | 24 | ABVIL - ELNEX - UGAGO - MOLGU (FL138-) - HC3Ø9 (7880+) - HC3Ø7 (9850-) - HC3Ø6 (4930+) - HC3Ø5 (K230-; 3940+). |
| | 25 | ABVIL - ELNEX - UGAGO - MOLGU (FL138-) - HC3Ø9 (7880+) - HC3Ø7 (9850-) - HC3Ø6 (4930+) - HC3Ø5 (K230-; 2960+). |
| ELN 81A | 24 | ELNEX - UGAGO - MOLGU (FL138-) - HC3Ø9 (7880+) - HC3Ø7 (9850-) - HC3Ø6 (4930+) - HC3Ø5 (K230-; 3940+). |
| | 25 | ELNEX - UGAGO - MOLGU (FL138-) - HC3Ø9 (7880+) - HC3Ø7 (9850-) - HC3Ø6 (4930+) - HC3Ø5 (K230-; 2960+). |
| ORE 81A | 24 | OREXA - ABVIL - ELNEX - UGAGO - MOLGU (FL138-) - HC3Ø9 (7880+) - HC3Ø7 (9850-) - HC3Ø6 (4930+) - HC3Ø5 (K230-; 3940+). |
| | 25 | OREXA - ABVIL - ELNEX - UGAGO - MOLGU (FL138-) - HC3Ø9 (7880+) - HC3Ø7 (9850-) - HC3Ø6 (4930+) - HC3Ø5 (K230-; 2960+). |
| ORE 82A | 24, 25 | OREXA - HC214 (FL138-; 7880+) - HC2Ø9 - HC21Ø (6890+) - HC211 (5910+) - HC1Ø4 (K210-; 4930+). |
| UGA 81A | 24 | UGAGO - MOLGU (FL138-) - HC3Ø9 (7880+) - HC3Ø7 (9850-) - HC3Ø6 (4930+) - HC3Ø5 (K230-; 3940+). |
| | 25 | UGAGO - MOLGU (FL138-) - HC3Ø9 (7880+) - HC3Ø7 (9850-) - HC3Ø6 (4930+) - HC3Ø5 (K230-; 2960+). |

CHANGES: LOST COMMS withdrawn.

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| STAR | RWY | ROUTING |
|---|---|---|
| ELN 91A | 06, 07 | ELNEX - DUBGO (FL148-; 8860+) - HC214 (FL138-; 7880+) - HC2Ø7 (5910+) - HC2Ø8 (K210-; 5910+). |
| ELN 92A | 07 | ELNEX - DUBGO (FL148-; 8860+) - HC414 (7880+) - HC413 (6890+ or by ATC) - HC412 (K230-; 3940 or by ATC). |
| ORE 91A | 06, 07 | OREXA - HC214 (FL138-; 7880+) - HC2Ø7 (5910+) - HC2Ø8 (K210-; 5910+). |
| ORE 92A | 07 | OREXA - ABVIL - ELNEX - DUBGO (FL148-; 8860+) - HC414 (7880+) - HC413 (6890+ or by ATC) - HC412 (K230-; 3940 or by ATC). |
| UGA 91A | 06, 07 | UGAGO - TOL - DUBGO (FL148-; 8860+) - HC214 (FL138-; 7880+) - HC2Ø7 (5910+) - HC2Ø8 (K210-; 5910+). |
| UGA 92A | 07 | UGAGO - TOL - DUBGO (FL148-; 8860+) - HC414 (7880+) - HC413 (6890+ or by ATC) - HC412 (K230-; 3940 or by ATC). |
| UGA 93A By ATC | 06, 07 | UGAGO - TOL - HC4Ø8 (7880+) - HC4Ø7 (6890+ or by ATC) - HC4Ø5 (K210-; 3940+). |

FL CONVERSION

| | |
|---|---|
| FL148 | FL4500m |
| FL138 | FL4200m |
| FL118 | FL3600m |

FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 8860' | - | 2700m |
| 7880' | - | 2400m |
| 6890' | - | 2100m |
| 5910' | - | 1800m |
| 3940' | - | 1200m |

MAX 230 KT
MHA FL118
or by ATC

HC11Ø
NOT TO SCALE

| D-ATIS 127.25 | Alt Set: hPa Trans level: FL118 |
|---|---|
| | RNAV 1 GNSS OR RNP 1 GNSS |
| Apt Elev 22 | 1. RADAR required for RNAV 1. 2. Join the HC11Ø holding pattern for RADAR vectoring. |

# ELN 91A, ELN 92A
# ORE 91A, ORE 92A
# UGA 91A, UGA 92A, UGA 93A
# RNAV ARRIVALS
# (RWYS 06, 07)

❶ Pay attention to keeping track, veering NORTHERLY is forbidden.

HC2Ø8 (IAF) MAX 210 KT 5910
HC2Ø7 5910
HC412 (IAF) MAX 230 KT 3940 or by ATC
HC214 FL138 7880
HC413 6890 or by ATC
HC4Ø5 (IAF) MAX 210 KT 3940
HC414 7880
HC4Ø7 6890 or by ATC
HC4Ø8 7880
DUBGO FL148 8860
MAX 230 KT MHA by ATC
OREXA
ABVIL
ELNEX
UGAGO
HGH VOR
HANGZHOU 113.0 HGH
TONGLU 115.9 TOL
4091
3800
3200
4800
CONTOUR INTERVALS 6000 4000 2000


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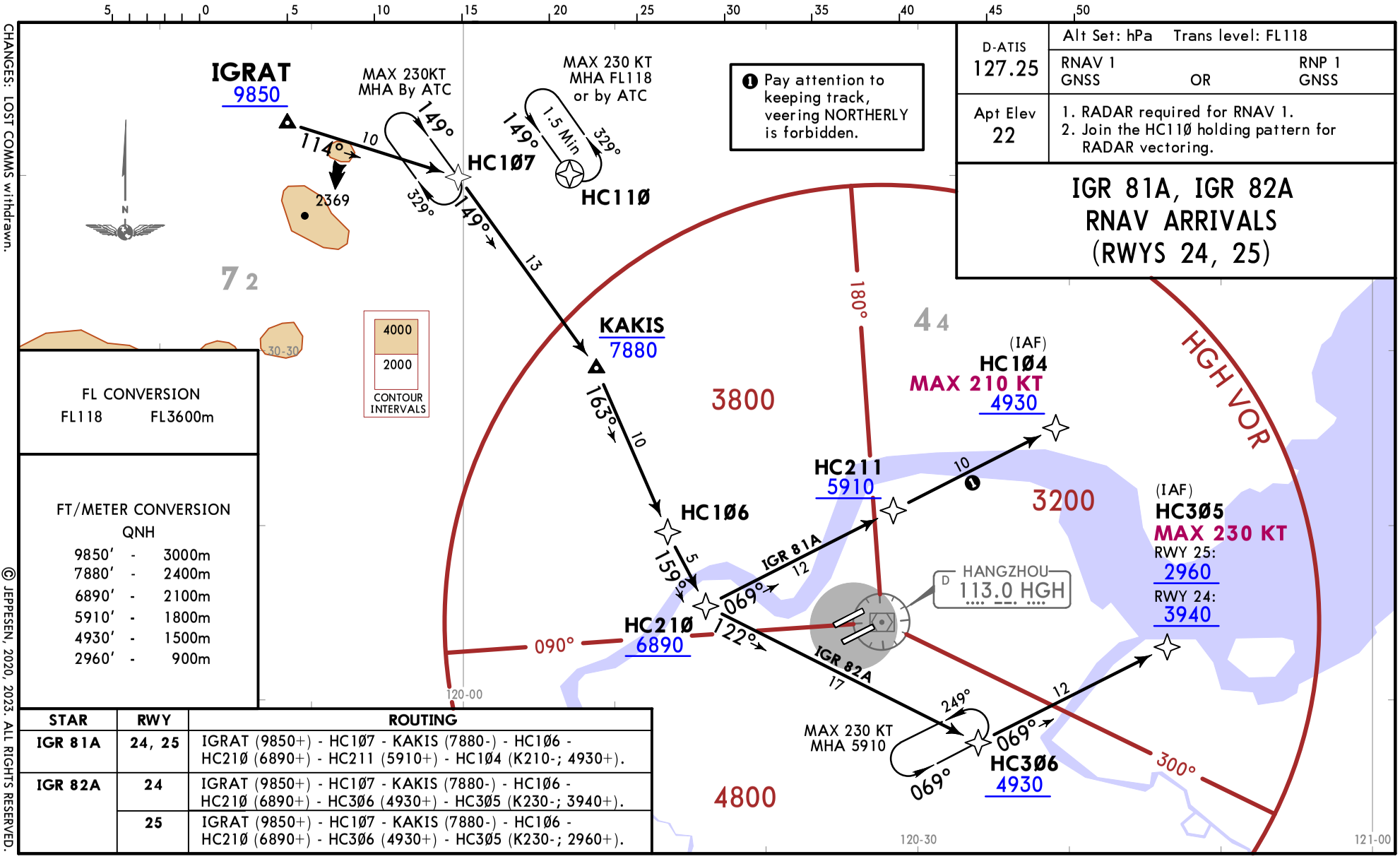
# IGR 81A, IGR 82A RNAV ARRIVALS (RWYS 24, 25)

| D-ATIS 127.25 | Alt Set: hPa Trans level: FL118 | |
|---|---|---|
| | RNAV 1 GNSS OR | RNP 1 GNSS |
| Apt Elev 22 | 1. RADAR required for RNAV 1.<br>2. Join the HC11Ø holding pattern for RADAR vectoring. | |




FL CONVERSION

| FL118 | FL3600m |
|---|---|

FT/METER CONVERSION

QNH

| | | |
|---|---|---|
| 9850′ | - | 3000m |
| 7880′ | - | 2400m |
| 6890′ | - | 2100m |
| 5910′ | - | 1800m |
| 4930′ | - | 1500m |
| 2960′ | - | 900m |

| STAR | RWY | ROUTING |
|---|---|---|
| IGR 81A | 24, 25 | IGRAT (9850+) - HC1Ø7 - KAKIS (7880-) - HC1Ø6 - HC21Ø (6890+) - HC211 (5910+) - HC1Ø4 (K210-; 4930+). |
| IGR 82A | 24 | IGRAT (9850+) - HC1Ø7 - KAKIS (7880-) - HC1Ø6 - HC21Ø (6890+) - HC3Ø6 (4930+) - HC3Ø5 (K230-; 3940+). |
| | 25 | IGRAT (9850+) - HC1Ø7 - KAKIS (7880-) - HC1Ø6 - HC21Ø (6890+) - HC3Ø6 (4930+) - HC3Ø5 (K230-; 2960+). |

CHANGES: LOST COMMS withdrawn.

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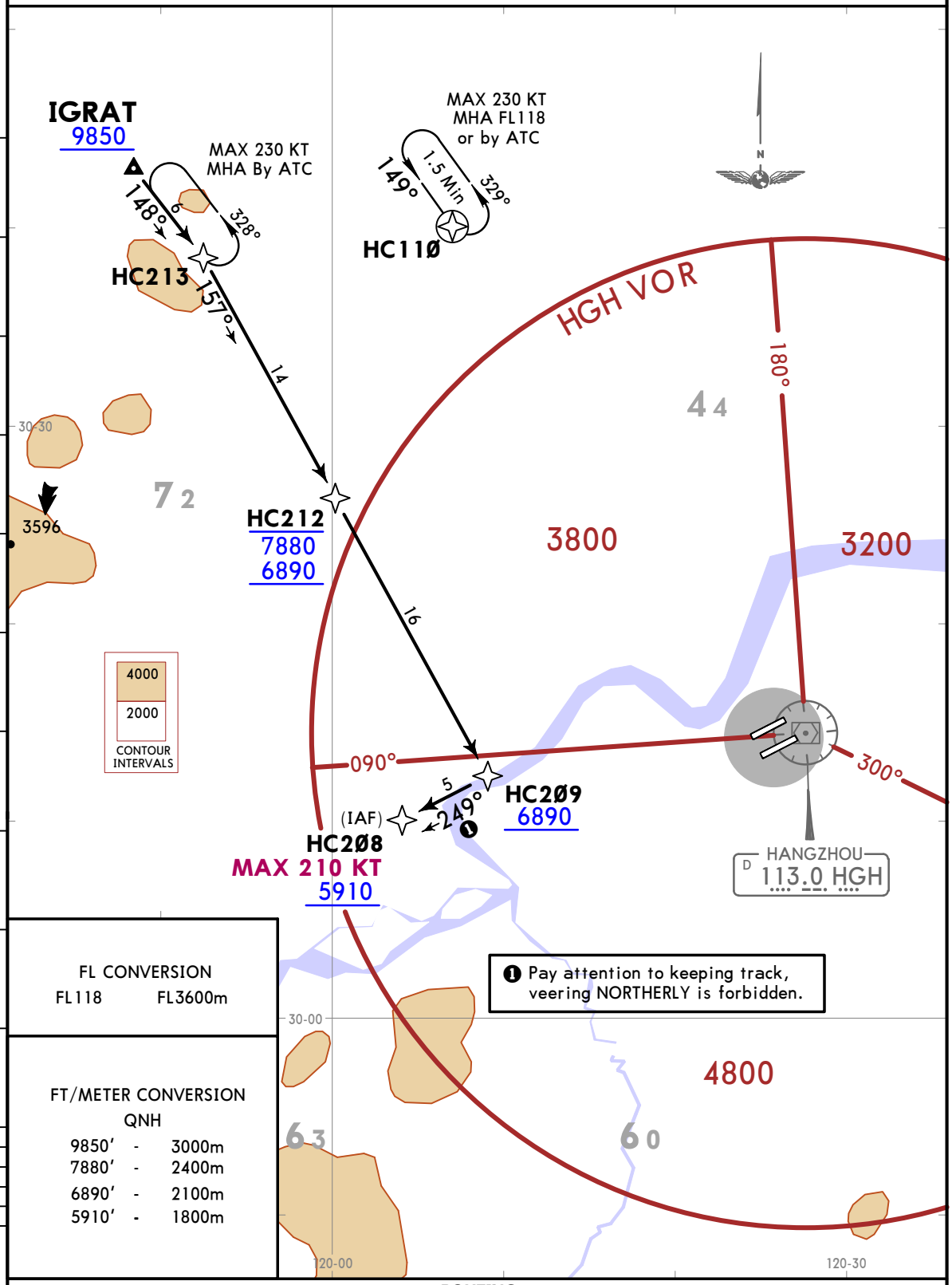
| D-ATIS | Apt Elev | Alt Set: hPa Trans level: FL118 |
|---|---|---|
| 127.25 | 22 | RNAV 1 GNSS OR RNP 1 GNSS |
| | | 1. RADAR required for RNAV 1.<br>2. Join the HC11Ø holding pattern for RADAR vectoring. |

# IGR 91A RNAV ARRIVAL
## (RWYS 06, 07)




| FL CONVERSION | |
|---|---|
| FL118 | FL3600m |

| FT/METER CONVERSION QNH | | |
|---|---|---|
| 9850′ | - | 3000m |
| 7880′ | - | 2400m |
| 6890′ | - | 2100m |
| 5910′ | - | 1800m |

**ROUTING**

IGRAT (9850+) - HC213 - HC212 (7880-; 6890+) - HC2Ø9 (6890+) - HC2Ø8 (K210-; 5910+).

CHANGES: LOST COMMS withdrawn.

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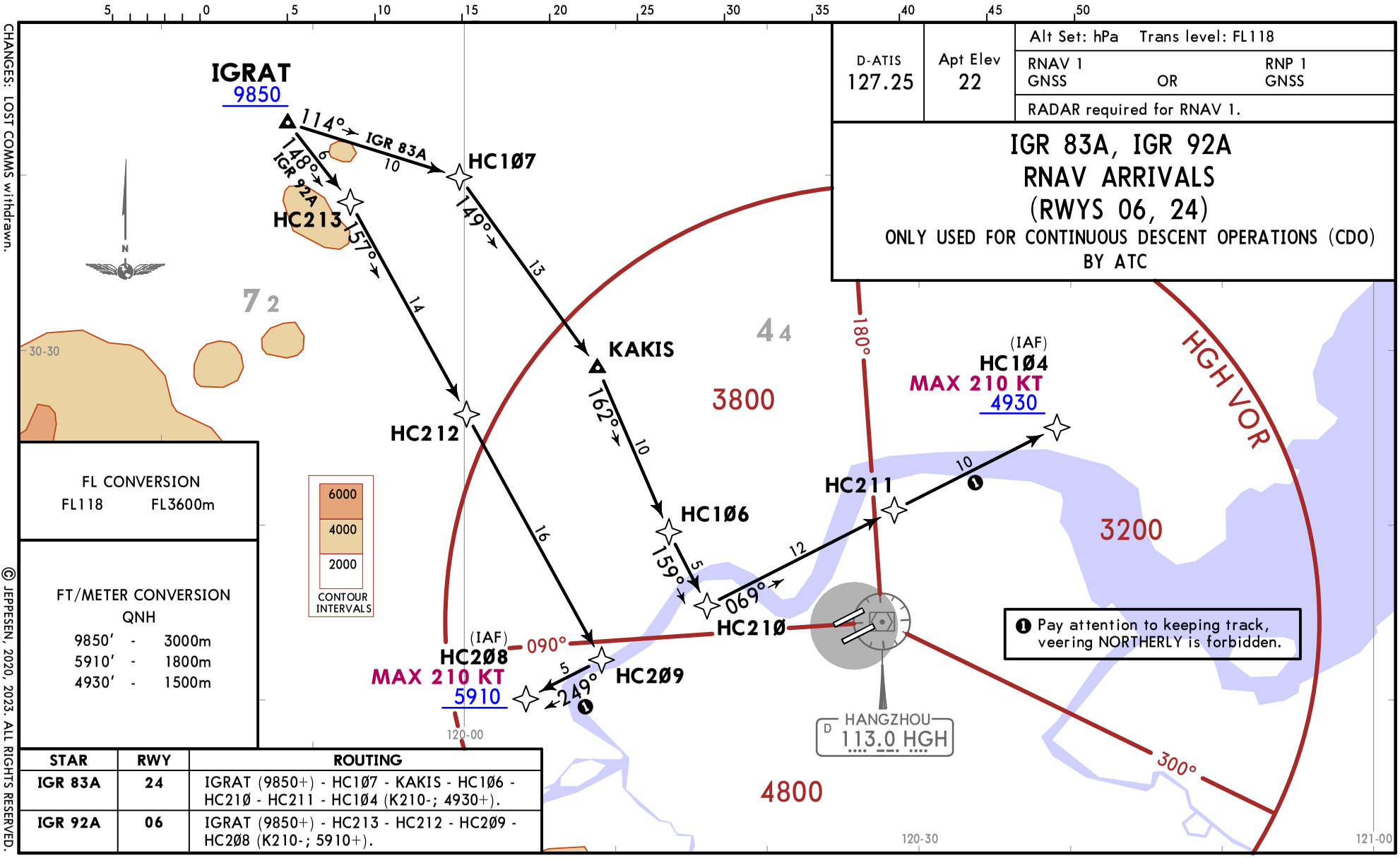
| D-ATIS | Apt Elev | Alt Set: hPa Trans level: FL118 |
|---|---|---|
| 127.25 | 22 | RNAV 1 GNSS OR RNP 1 GNSS |
| | | RADAR required for RNAV 1. |

# IGR 83A, IGR 92A RNAV ARRIVALS (RWYS 06, 24)

ONLY USED FOR CONTINUOUS DESCENT OPERATIONS (CDO) BY ATC




| FL CONVERSION | |
|---|---|
| FL118 | FL3600m |

| FT/METER CONVERSION QNH | | |
|---|---|---|
| 9850′ | - | 3000m |
| 5910′ | - | 1800m |
| 4930′ | - | 1500m |

| STAR | RWY | ROUTING |
|---|---|---|
| IGR 83A | 24 | IGRAT (9850+) - HC1Ø7 - KAKIS - HC1Ø6 - HC21Ø - HC211 - HC1Ø4 (K210-; 4930+). |
| IGR 92A | 06 | IGRAT (9850+) - HC213 - HC212 - HC2Ø9 - HC2Ø8 (K210-; 5910+). |

CHANGES: LOST COMMS withdrawn.

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# SUP Ø1A ARRIVAL
## (RWYS 06, 07)

**SPEED: INITIAL APPROACH MAX 205 KT**

| D-ATIS | Apt Elev | Alt Set: hPa | Trans level: FL118 |
|---|---|---|---|
| 127.25 | 22 | | |

FL CONVERSION
FL118 FL3600m

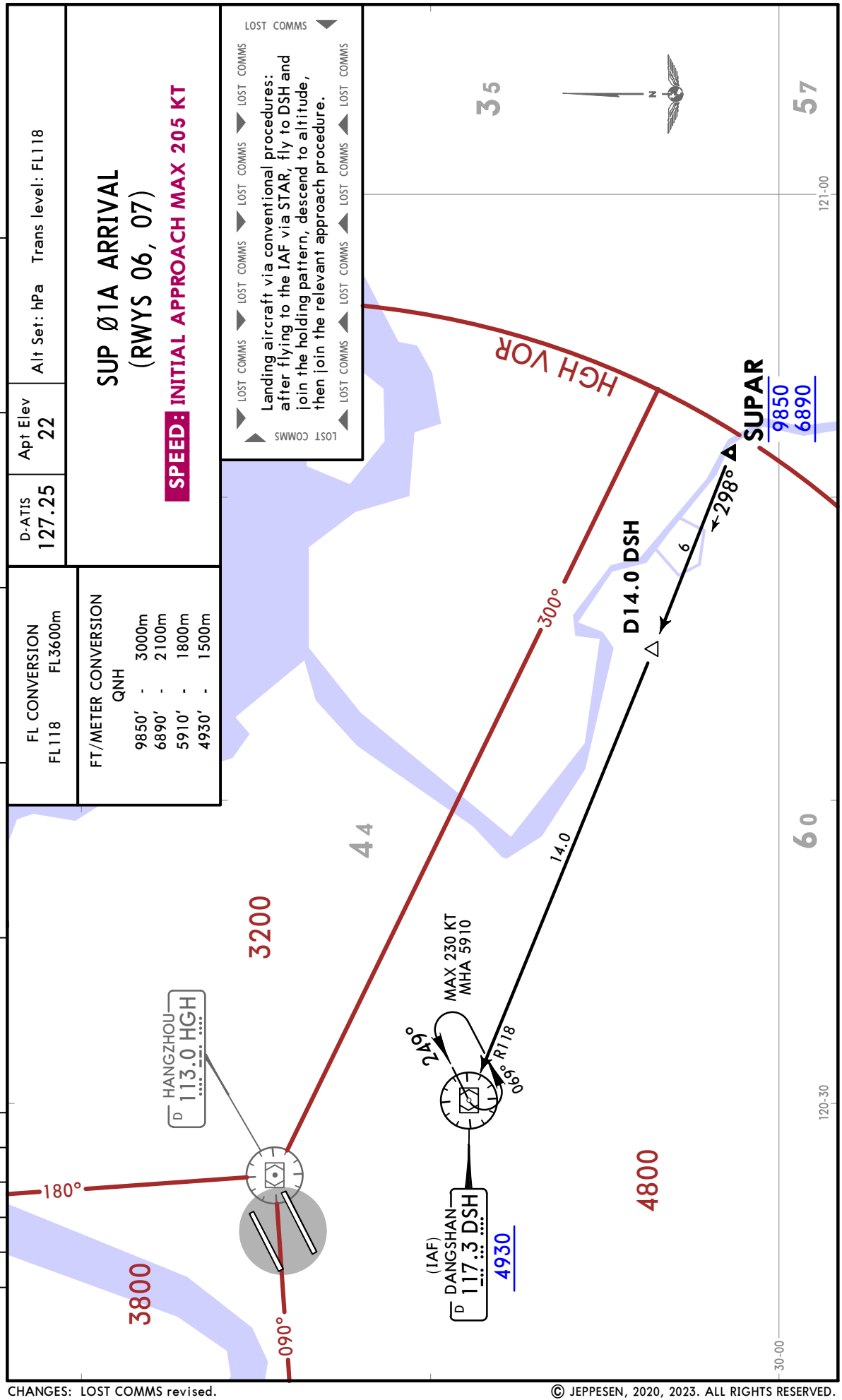
FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 9850′ | - | 3000m |
| 6890′ | - | 2100m |
| 5910′ | - | 1800m |
| 4930′ | - | 1500m |

LOST COMMS

Landing aircraft via conventional procedures: after flying to the IAF via STAR, fly to DSH and join the holding pattern, descend to altitude, then join the relevant approach procedure.

LOST COMMS




CHANGES: LOST COMMS revised.

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D-ATIS 127.25

Apt Elev 22

Alt Set: hPa Trans level: FL118

# OKT 11A, SUP 11A (RWYS 24, 25) ARRIVALS

**SPEED: INITIAL APPROACH MAX 205 KT**

COMMS

LOST COMMS ▶ LOST

Refer to 10-2H.

◀ LOST COMMS ◀ LOST

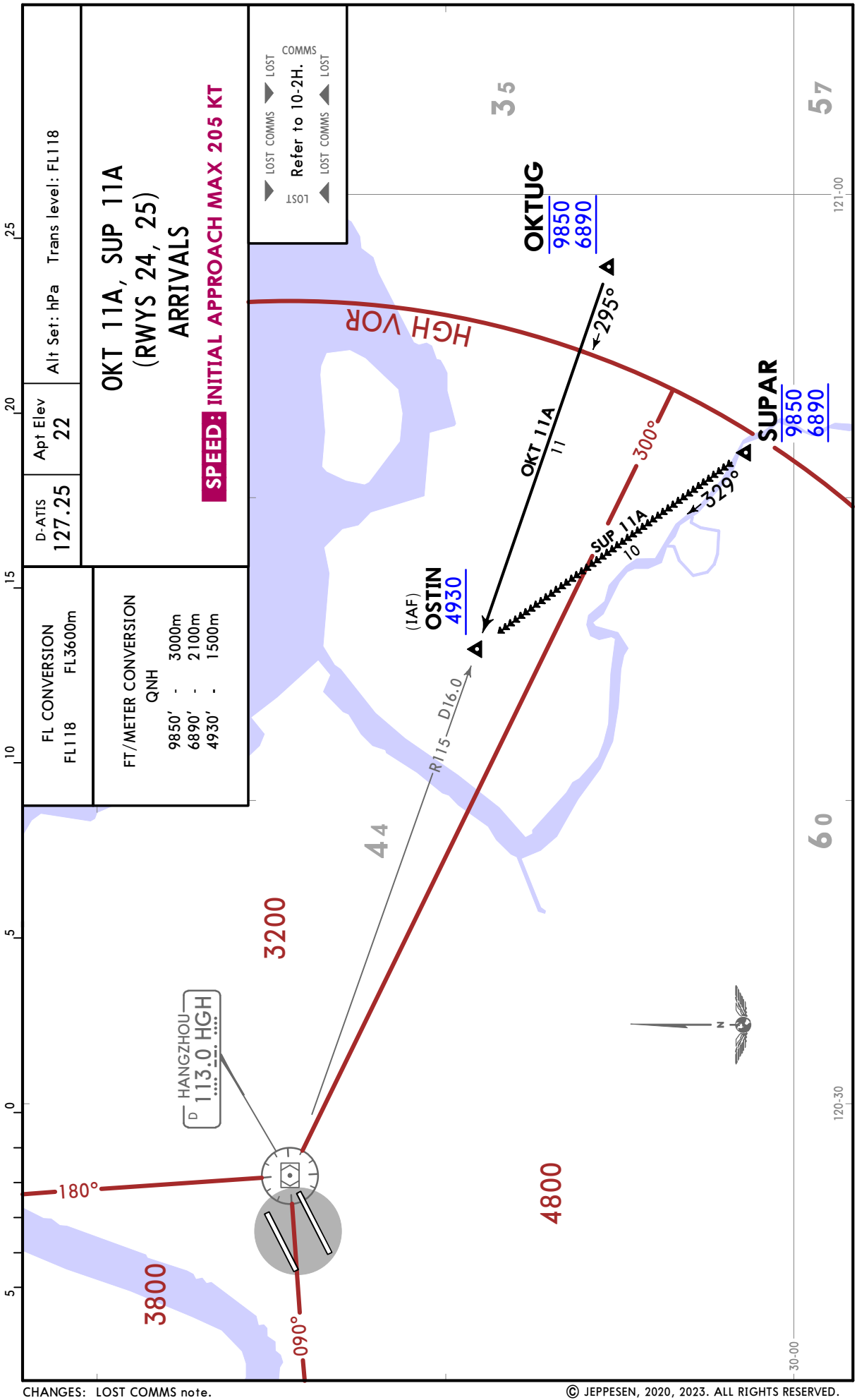
FL CONVERSION

FL118 FL3600m

FT/METER CONVERSION

QNH

9850′ - 3000m
6890′ - 2100m
4930′ - 1500m




CHANGES: LOST COMMS note.

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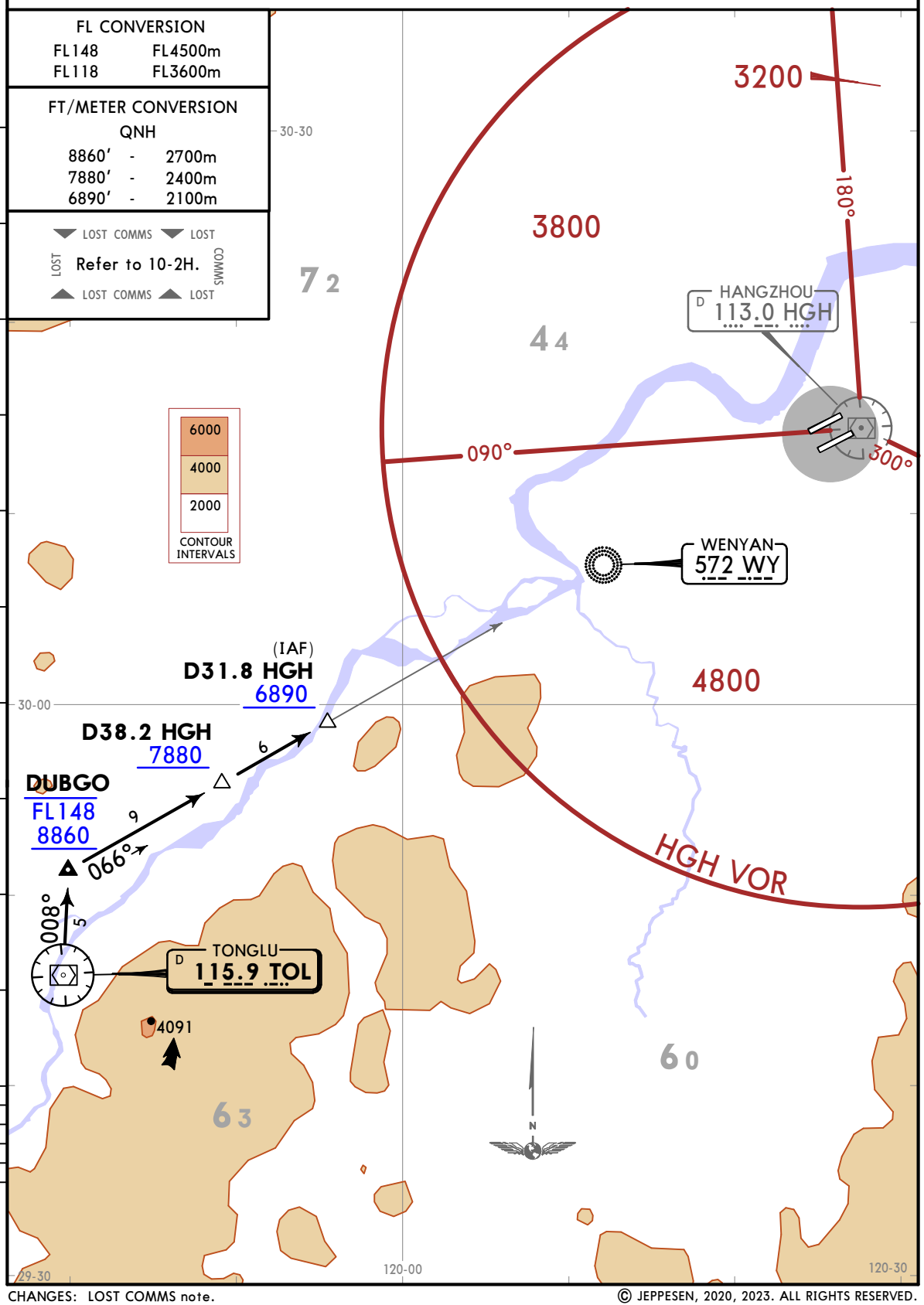
| D-ATIS | Apt Elev | |
|---|---|---|
| 127.25 | 22 | Alt Set: hPa Trans level: FL118 |

# TOL Ø1A ARRIVAL
## (RWYS 06, 07)

**SPEED: INITIAL APPROACH MAX 205 KT**




CHANGES: LOST COMMS note.

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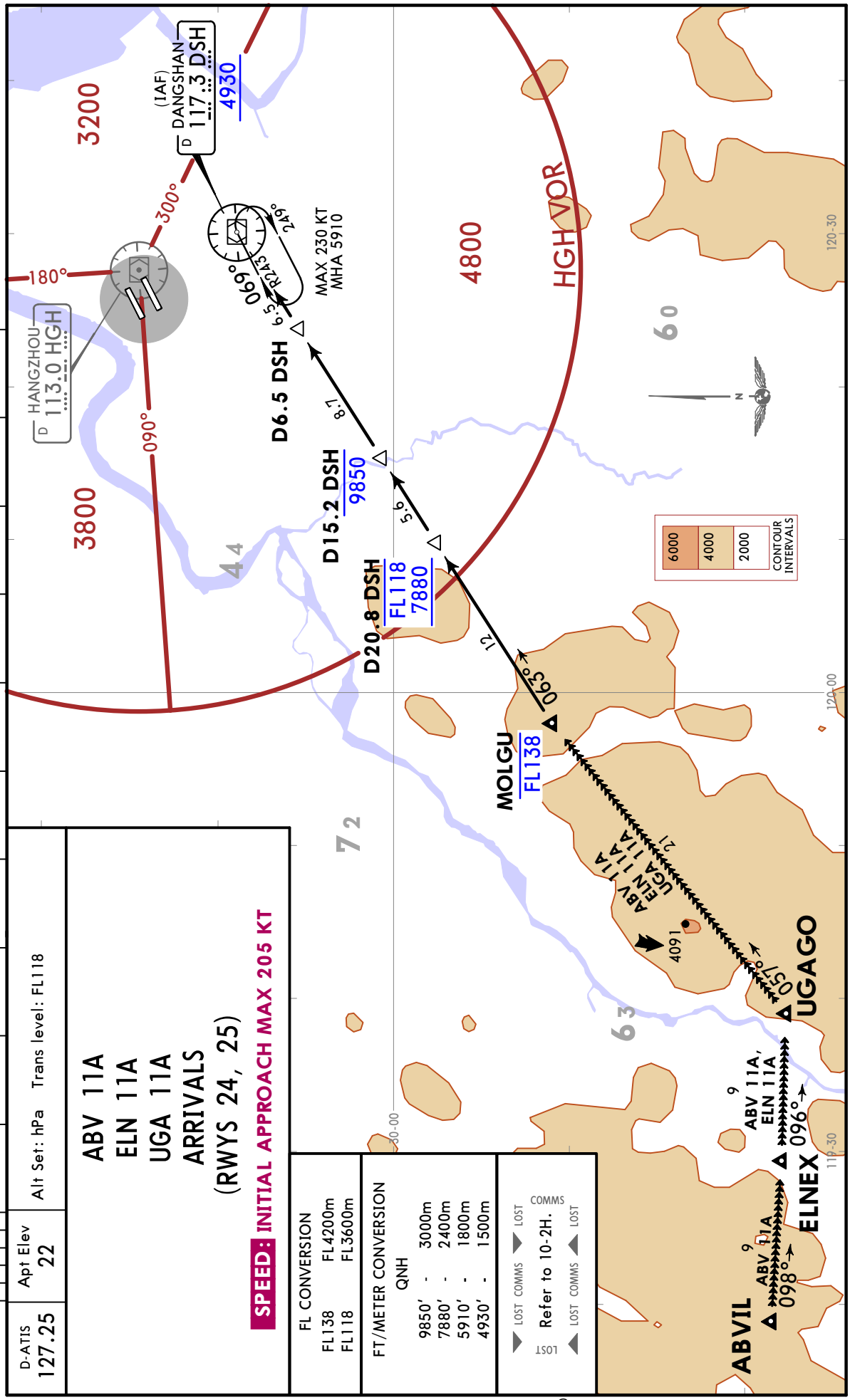
# ZSHC/HGH
XIAOSHAN

JEPPESEN HANGZHOU, PR OF CHINA

29 SEP 23 (10-2L) Eff 4 Oct 1600Z

STAR




CHANGES: LOST COMMS note.

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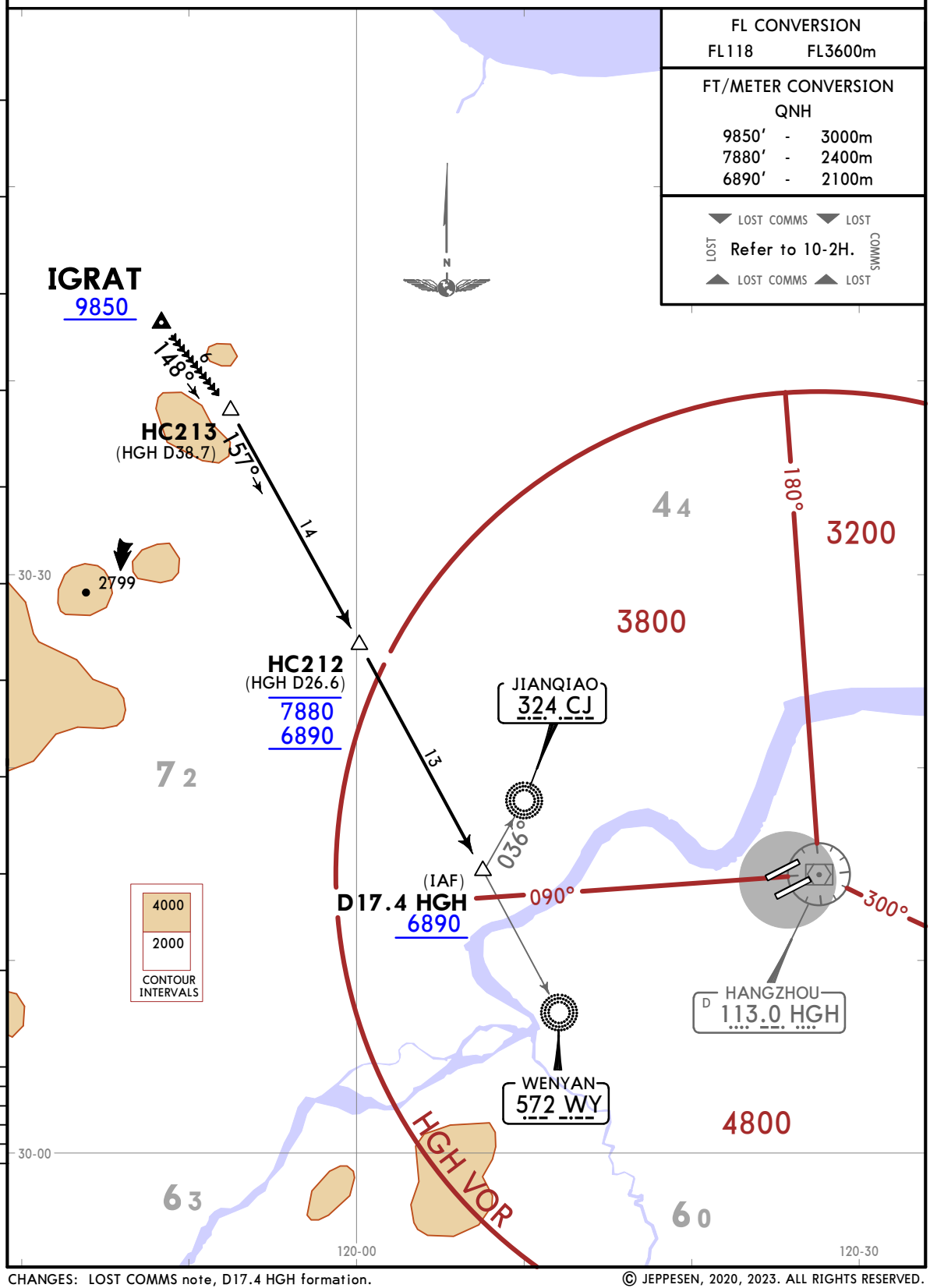
| D-ATIS | Apt Elev | |
|---|---|---|
| 127.25 | 22 | Alt Set: hPa Trans level: FL118 |

# IGR Ø1A ARRIVAL
## (RWY 06, 07)

**SPEED: INITIAL APPROACH MAX 205 KT**




CHANGES: LOST COMMS note, D17.4 HGH formation.

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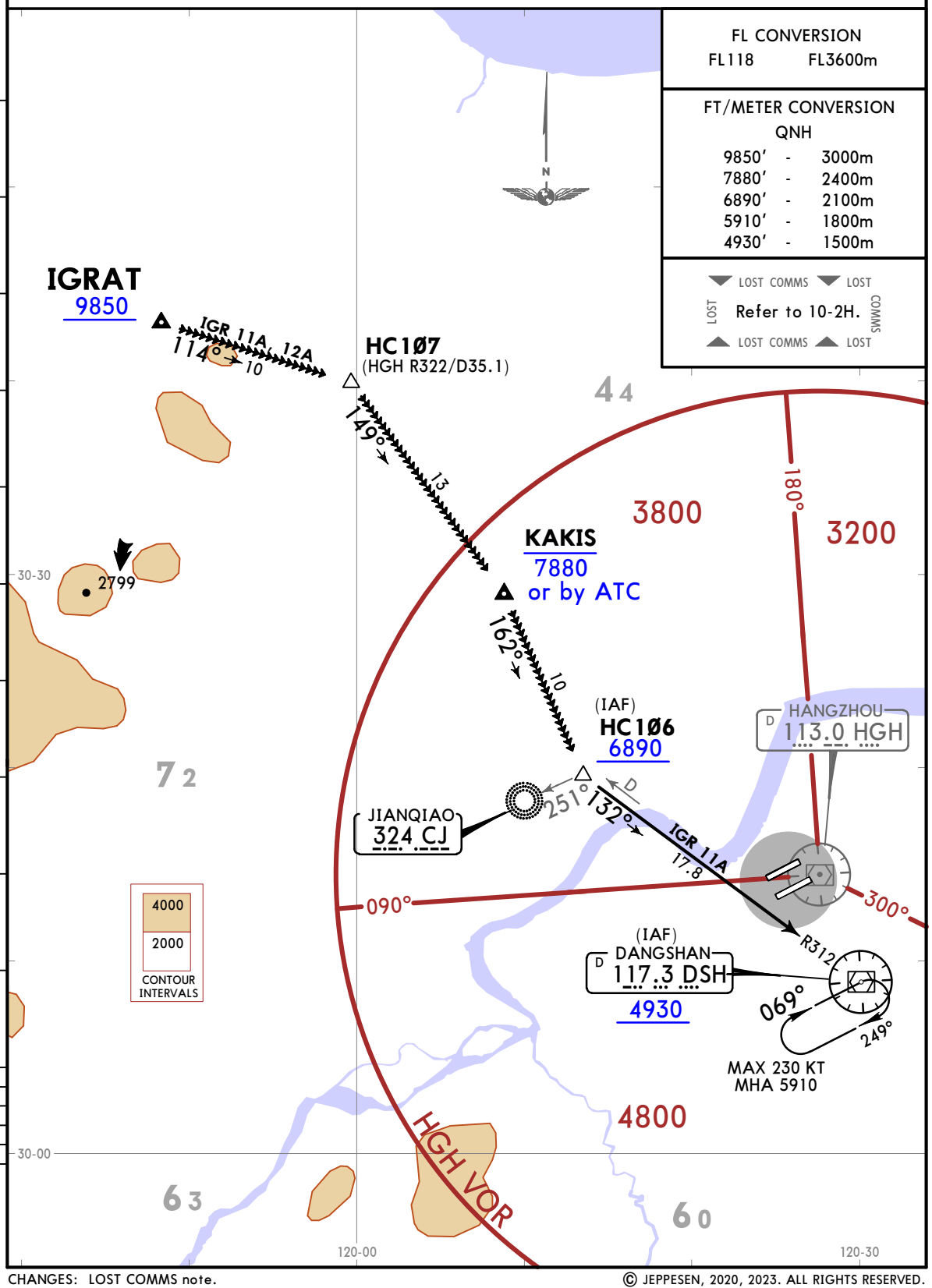
| D-ATIS | Apt Elev | |
|---|---|---|
| 127.25 | 22 | Alt Set: hPa Trans level: FL118 |

# IGR 11A, IGR 12A
# (RWYS 24, 25)
# ARRIVALS

**SPEED: INITIAL APPROACH MAX 205 KT**




CHANGES: LOST COMMS note.

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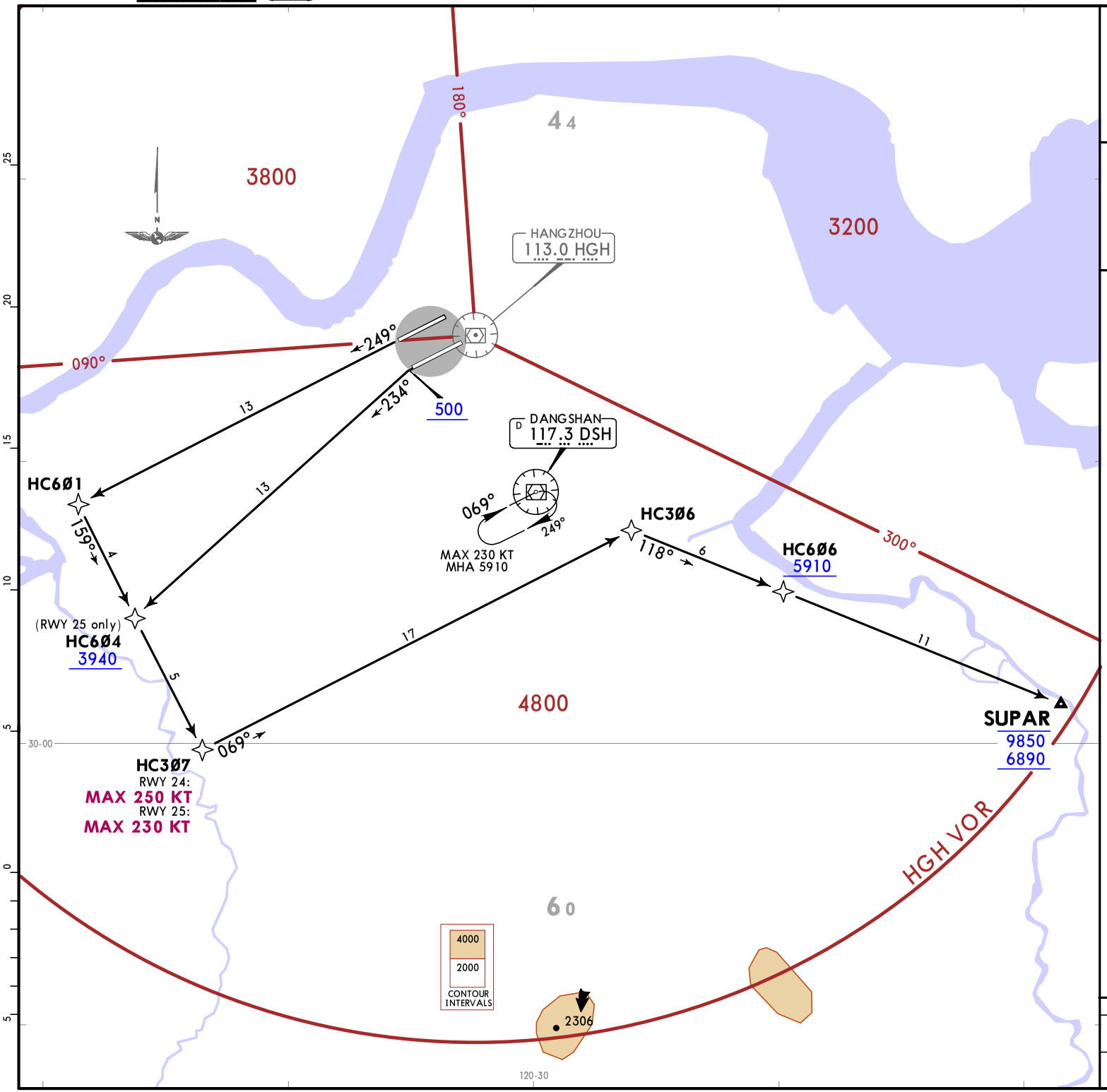
# HANGZHOU, PR OF CHINA

RNAV SID




| Apt Elev | Trans alt: 9850<br>10830 1031 hPa or above<br>8860 979 hPa or below | |
|---|---|---|
| 22 | RNAV 1 GNSS OR | RNP 1 GNSS |

1. RADAR required for RNAV 1.
2. Turn before DER is prohibited.

## SUP 81D
## RNAV DEPARTURE
## (RWYS 24, 25)

FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 500′ | - | 150m |
| 3940′ | - | 1200m |
| 5910′ | - | 1800m |
| 6890′ | - | 2100m |
| 8860′ | - | 2700m |
| 9850′ | - | 3000m |
| 10830′ | - | 3300m |

| RWY | ROUTING |
|---|---|
| 24 | HC6Ø1 - HC3Ø7 (K250-) - HC3Ø6 - HC6Ø6 (5910+) -SUPAR (6890+; 9850-). |
| 25 | (500+) - HC6Ø4 (3940+) - HC3Ø7 (K230-) - HC3Ø6 - HC6Ø6 (5910+) - SUPAR (6890+; 9850-). |

CHANGES: LOST COMMS withdrawn.

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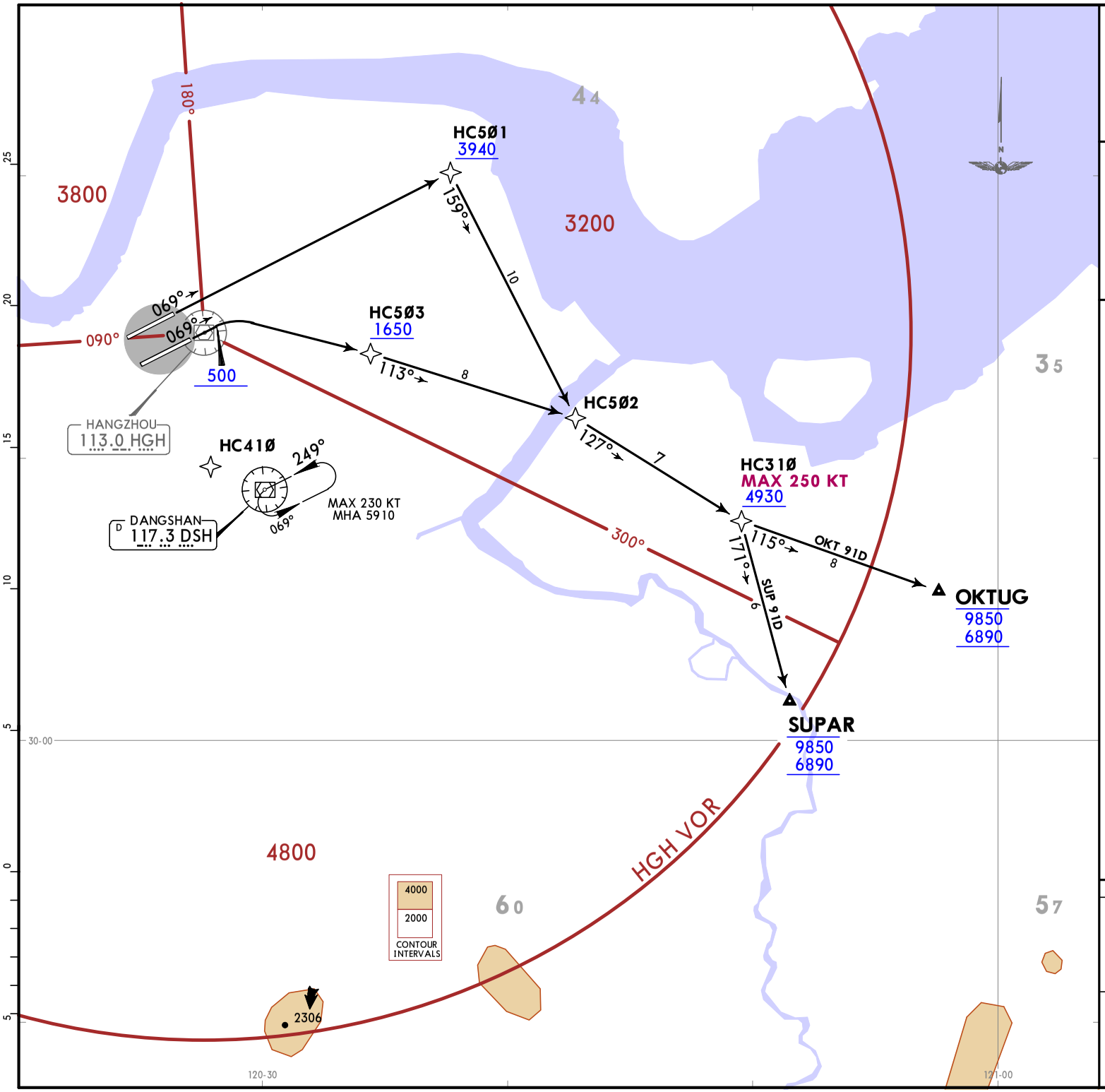


| Apt Elev 22 | Trans alt: 9850<br>10830 1031 hPa or above<br>8860 979 hPa or below |
|---|---|
| | RNAV 1 GNSS OR RNP 1 GNSS |
| | 1. RADAR required for RNAV 1.<br>2. Turn before DER is prohibited. |

# OKT 91D
# SUP 91D
# RNAV DEPARTURES
# (RWYS 06, 07)

FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 500′ | - | 150m |
| 1650′ | - | 500m |
| 3940′ | - | 1200m |
| 4930′ | - | 1500m |
| 6890′ | - | 2100m |
| 8860′ | - | 2700m |
| 9850′ | - | 3000m |
| 10830′ | - | 3300m |

| SID | RWY | ROUTING |
|---|---|---|
| OKT 91D | 06 | HC5Ø1 (3940+) - HC5Ø2 - HC31Ø (K250-; 4930+) - OKTUG (6890+; 9850-). |
| | 07 | (500+) - HC5Ø3 (1650+) - HC5Ø2 - HC31Ø (K250-; 4930+) - OKTUG (6890+; 9850-). |
| SUP 91D | 06 | HC5Ø1 (3940+) - HC5Ø2 - HC31Ø (K250-; 4930+) - SUPAR (6890+; 9850-). |
| | 07 | (500+) - HC5Ø3 (1650+) - HC5Ø2 - HC31Ø (K250-; 4930+) - SUPAR (6890+; 9850-). |

CHANGES: LOST COMMS withdrawn.

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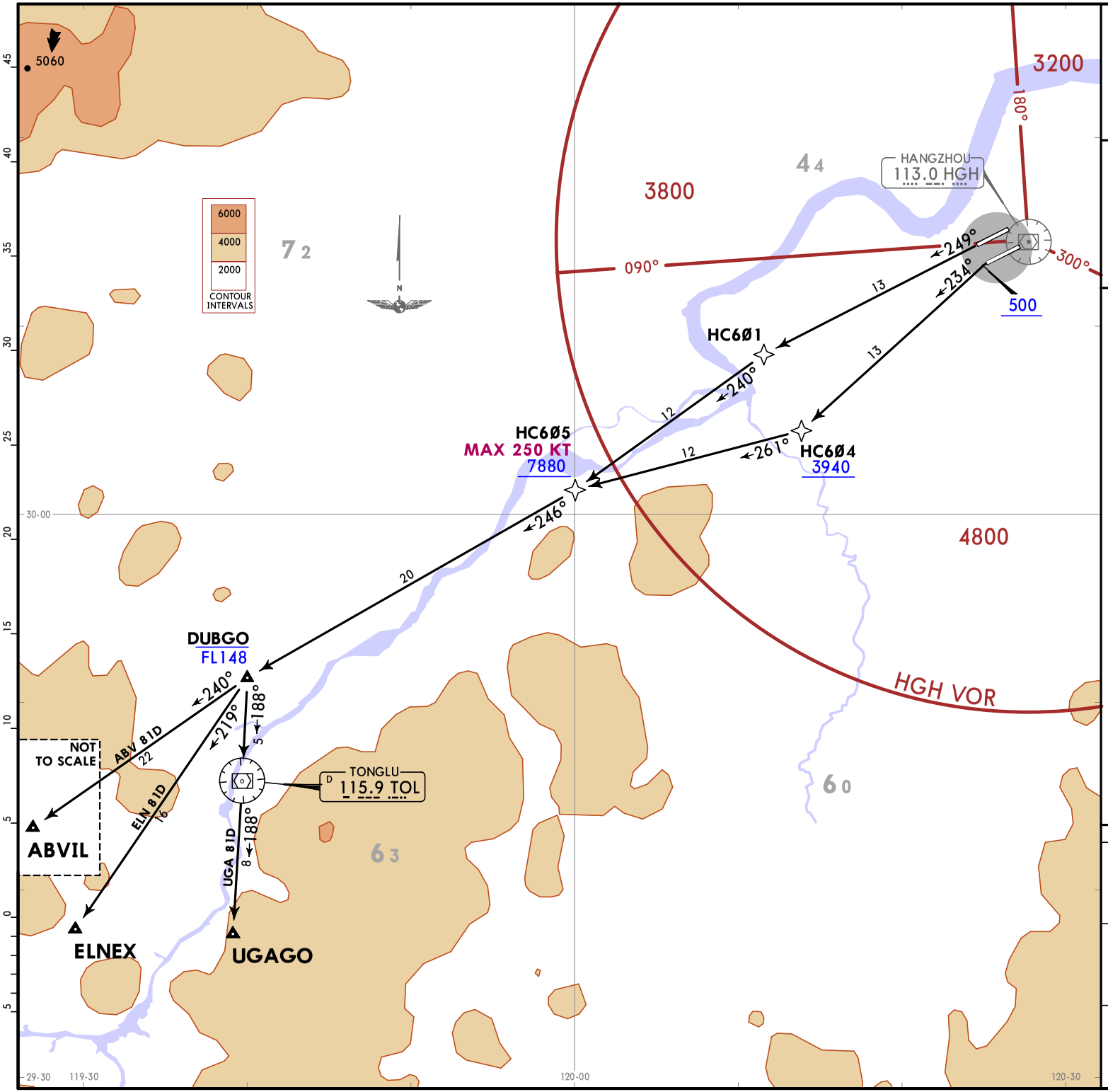
RNAV SID




| Apt Elev 22 | Trans alt: 9850<br>10830 1031 hPa or above<br>8860 979 hPa or below |
|---|---|
| | RNAV 1 GNSS OR RNP 1 GNSS |
| | 1. RADAR required for RNAV 1.<br>2. Turn before DER is prohibited. |

## ABV 81D
## ELN 81D
## UGA 81D
## RNAV DEPARTURES
## (RWYS 24, 25)

| FT/METER CONVERSION | | |
|---|---|---|
| QNH | | |
| 500′ | - | 150m |
| 3940′ | - | 1200m |
| 7880′ | - | 2400m |
| 8860′ | - | 2700m |
| 9850′ | - | 3000m |
| 10830′ | - | 3300m |

| FL CONVERSION | |
|---|---|
| FL148 | FL4500m |

| SID | RWY | ROUTING |
|---|---|---|
| ABV 81D | 24 | HC601 - HC605 (K250-; 7880+) - DUBGO (FL148-) - ABVIL. |
| | 25 | (500+) - HC604 (3940+) - HC605 (K250-; 7880+) - DUBGO (FL148-) - ABVIL. |
| ELN 81D | 24 | HC601 - HC605 (K250-; 7880+) - DUBGO (FL148-) - ELNEX. |
| | 25 | (500+) - HC604 (3940+) - HC605 (K250-; 7880+) - DUBGO (FL148-) - ELNEX. |
| UGA 81D | 24 | HC601 - HC605 (K250-; 7880+) - DUBGO (FL148-) - TOL - UGAGO. |
| | 25 | (500+) - HC604 (3940+) - HC605 (K250-; 7880+) - DUBGO (FL148-) - TOL - UGAGO. |

CHANGES: LOST COMMS withdrawn.

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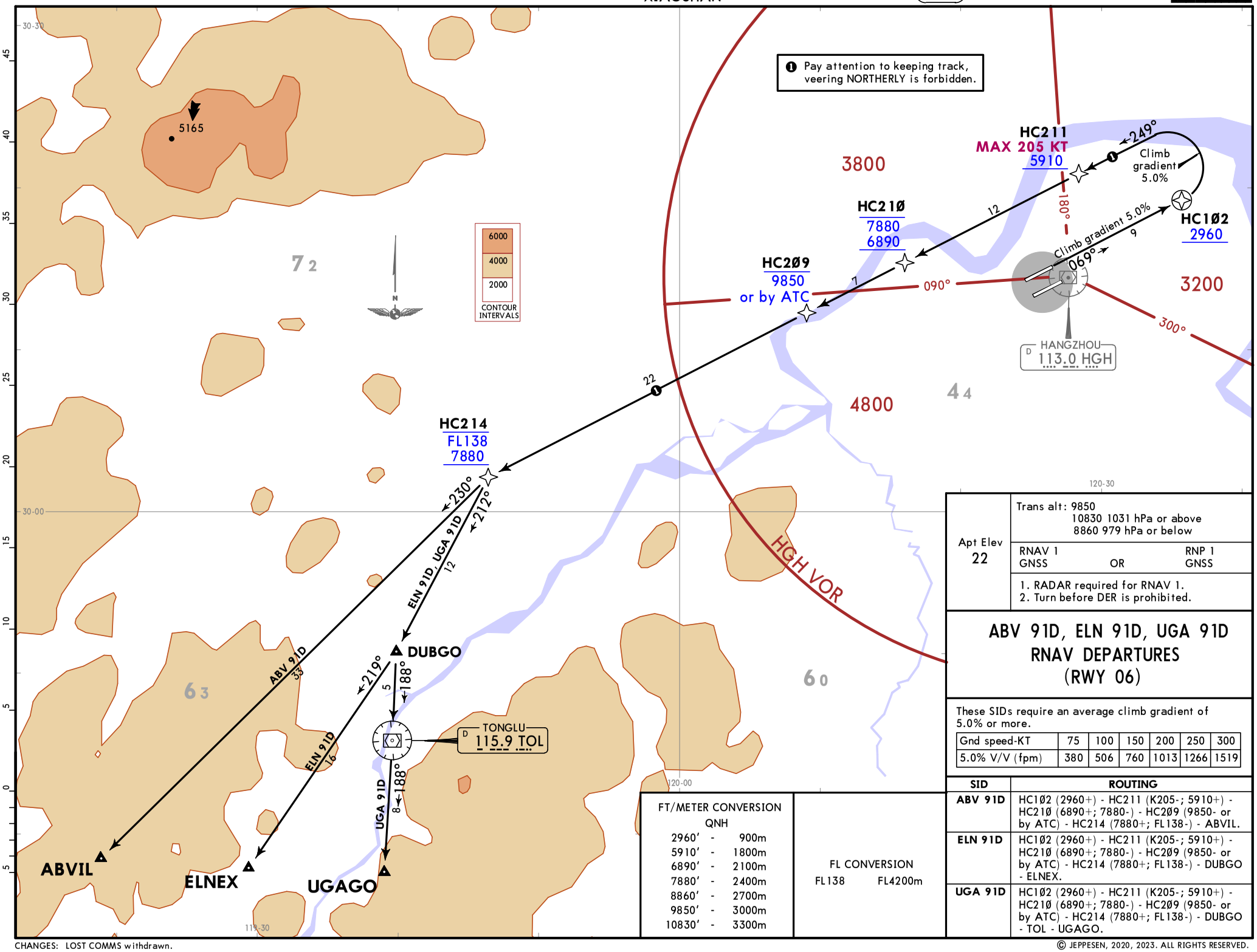


| Apt Elev 22 | Trans alt: 9850<br>10830 1031 hPa or above<br>8860 979 hPa or below | |
|---|---|---|
| | RNAV 1 GNSS OR | RNP 1 GNSS |
| | 1. RADAR required for RNAV 1.<br>2. Turn before DER is prohibited. | |

## ABV 91D, ELN 91D, UGA 91D RNAV DEPARTURES (RWY 06)

These SIDs require an average climb gradient of 5.0% or more.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

| SID | ROUTING |
|---|---|
| ABV 91D | HC102 (2960+) - HC211 (K205-; 5910+) - HC210 (6890+; 7880-) - HC209 (9850- or by ATC) - HC214 (7880+; FL138-) - ABVIL. |
| ELN 91D | HC102 (2960+) - HC211 (K205-; 5910+) - HC210 (6890+; 7880-) - HC209 (9850- or by ATC) - HC214 (7880+; FL138-) - DUBGO - ELNEX. |
| UGA 91D | HC102 (2960+) - HC211 (K205-; 5910+) - HC210 (6890+; 7880-) - HC209 (9850- or by ATC) - HC214 (7880+; FL138-) - DUBGO - TOL - UGAGO. |

FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 2960′ | - | 900m |
| 5910′ | - | 1800m |
| 6890′ | - | 2100m |
| 7880′ | - | 2400m |
| 8860′ | - | 2700m |
| 9850′ | - | 3000m |
| 10830′ | - | 3300m |

FL CONVERSION
FL138 FL4200m

CHANGES: LOST COMMS withdrawn.

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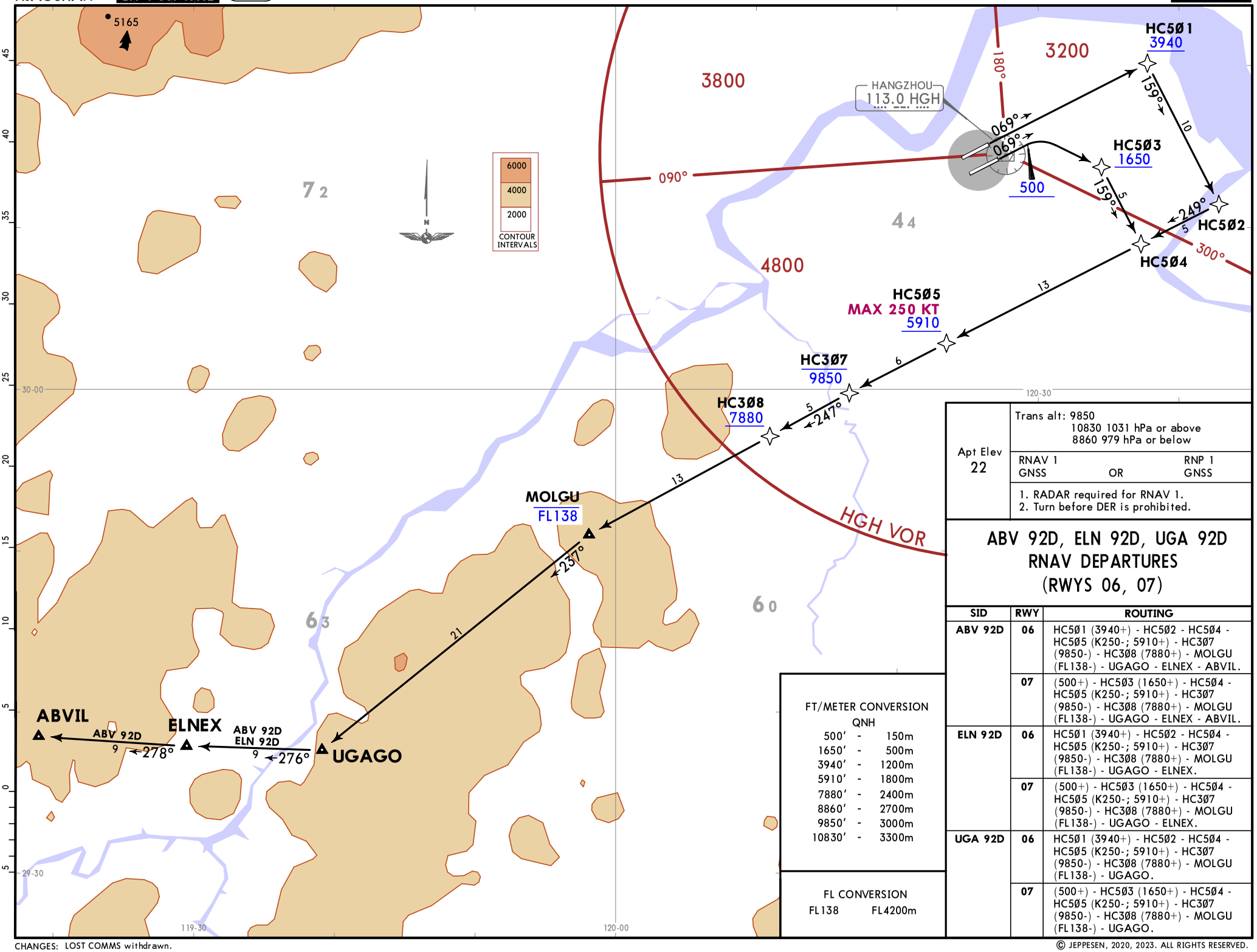


| Apt Elev 22 | Trans alt: 9850<br>10830 1031 hPa or above<br>8860 979 hPa or below | |
|---|---|---|
| | RNAV 1 GNSS OR | RNP 1 GNSS |
| | 1. RADAR required for RNAV 1.<br>2. Turn before DER is prohibited. | |

## ABV 92D, ELN 92D, UGA 92D RNAV DEPARTURES (RWYS 06, 07)

| SID | RWY | ROUTING |
|---|---|---|
| ABV 92D | 06 | HC501 (3940+) - HC502 - HC504 - HC505 (K250-; 5910+) - HC307 (9850-) - HC308 (7880+) - MOLGU (FL138-) - UGAGO - ELNEX - ABVIL. |
| | 07 | (500+) - HC503 (1650+) - HC504 - HC505 (K250-; 5910+) - HC307 (9850-) - HC308 (7880+) - MOLGU (FL138-) - UGAGO - ELNEX - ABVIL. |
| ELN 92D | 06 | HC501 (3940+) - HC502 - HC504 - HC505 (K250-; 5910+) - HC307 (9850-) - HC308 (7880+) - MOLGU (FL138-) - UGAGO - ELNEX. |
| | 07 | (500+) - HC503 (1650+) - HC504 - HC505 (K250-; 5910+) - HC307 (9850-) - HC308 (7880+) - MOLGU (FL138-) - UGAGO - ELNEX. |
| UGA 92D | 06 | HC501 (3940+) - HC502 - HC504 - HC505 (K250-; 5910+) - HC307 (9850-) - HC308 (7880+) - MOLGU (FL138-) - UGAGO. |
| | 07 | (500+) - HC503 (1650+) - HC504 - HC505 (K250-; 5910+) - HC307 (9850-) - HC308 (7880+) - MOLGU (FL138-) - UGAGO. |

FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 500′ | - | 150m |
| 1650′ | - | 500m |
| 3940′ | - | 1200m |
| 5910′ | - | 1800m |
| 7880′ | - | 2400m |
| 8860′ | - | 2700m |
| 9850′ | - | 3000m |
| 10830′ | - | 3300m |

FL CONVERSION

| | |
|---|---|
| FL138 | FL4200m |

CHANGES: LOST COMMS withdrawn.

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| Apt Elev 22 | Trans alt: 9850<br>10830 1031 hPa or above<br>8860 979 hPa or below | |
|---|---|---|
| | RNAV 1 GNSS OR | RNP 1 GNSS |
| | 1. RADAR required for RNAV 1.<br>2. Turn before DER is prohibited. | |

# NIV 81D
# RNAV DEPARTURE
# (RWYS 24, 25)

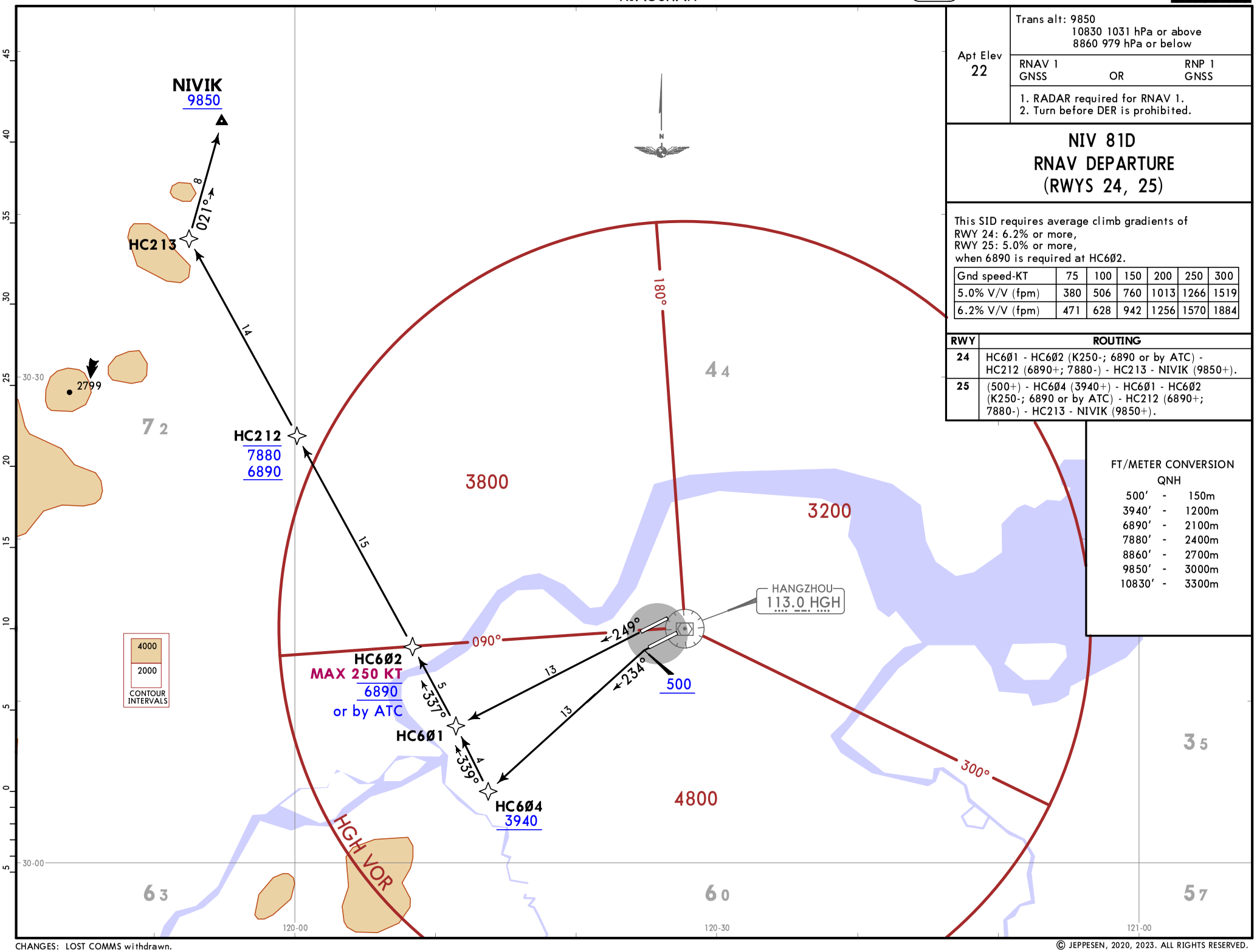
This SID requires average climb gradients of
RWY 24: 6.2% or more,
RWY 25: 5.0% or more,
when 6890 is required at HC6Ø2.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 6.2% V/V (fpm) | 471 | 628 | 942 | 1256 | 1570 | 1884 |

| RWY | ROUTING |
|---|---|
| 24 | HC6Ø1 - HC6Ø2 (K250-; 6890 or by ATC) - HC212 (6890+; 7880-) - HC213 - NIVIK (9850+). |
| 25 | (500+) - HC6Ø4 (3940+) - HC6Ø1 - HC6Ø2 (K250-; 6890 or by ATC) - HC212 (6890+; 7880-) - HC213 - NIVIK (9850+). |

FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 500′ | - | 150m |
| 3940′ | - | 1200m |
| 6890′ | - | 2100m |
| 7880′ | - | 2400m |
| 8860′ | - | 2700m |
| 9850′ | - | 3000m |
| 10830′ | - | 3300m |




CHANGES: LOST COMMS withdrawn.

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# HANGZHOU, PR OF CHINA

RNAV SID

| Apt Elev 22 | Trans alt: 9850<br>10830 1031 hPa or above<br>8860 979 hPa or below |
|---|---|
| | RNAV 1 GNSS OR RNP 1 GNSS |
| | RADAR required for RNAV 1. |

## NIV 82D
## RNAV DEPARTURE
## (RWY 24)

ONLY USED FOR CONTINOUS CLIMB OPERATIONS (CCO) BY ATC

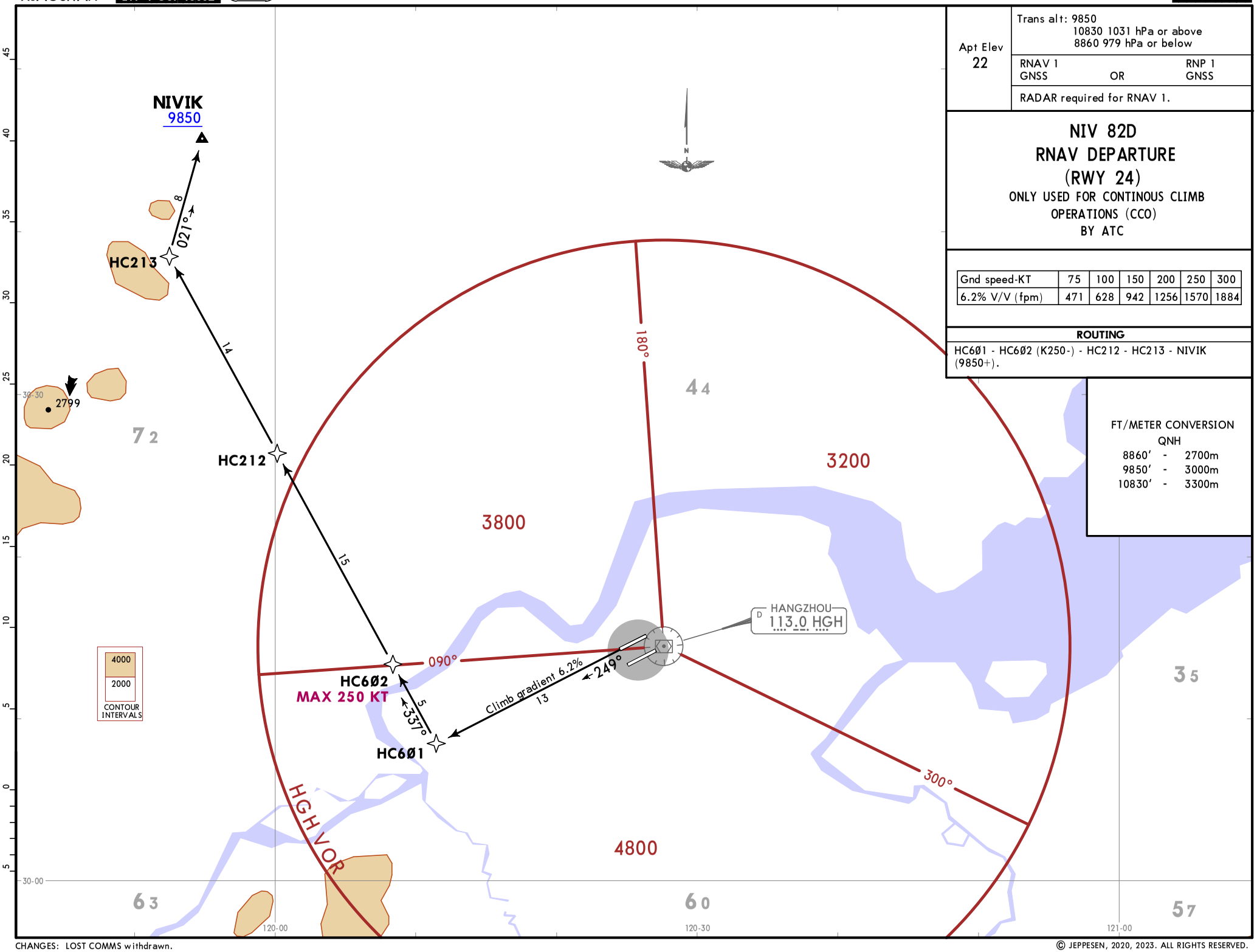
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.2% V/V (fpm) | 471 | 628 | 942 | 1256 | 1570 | 1884 |

**ROUTING**

HC601 - HC602 (K250-) - HC212 - HC213 - NIVIK (9850+).

FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 8860' | - | 2700m |
| 9850' | - | 3000m |
| 10830' | - | 3300m |




CHANGES: LOST COMMS withdrawn.

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| Apt Elev 22 | Trans alt: 9850<br>10830 1031 hPa or above<br>8860 979 hPa or below | |
|---|---|---|
| | RNAV 1 GNSS OR | RNP 1 GNSS |
| | 1. RADAR required for RNAV 1.<br>2. Turn before DER is prohibited. | |

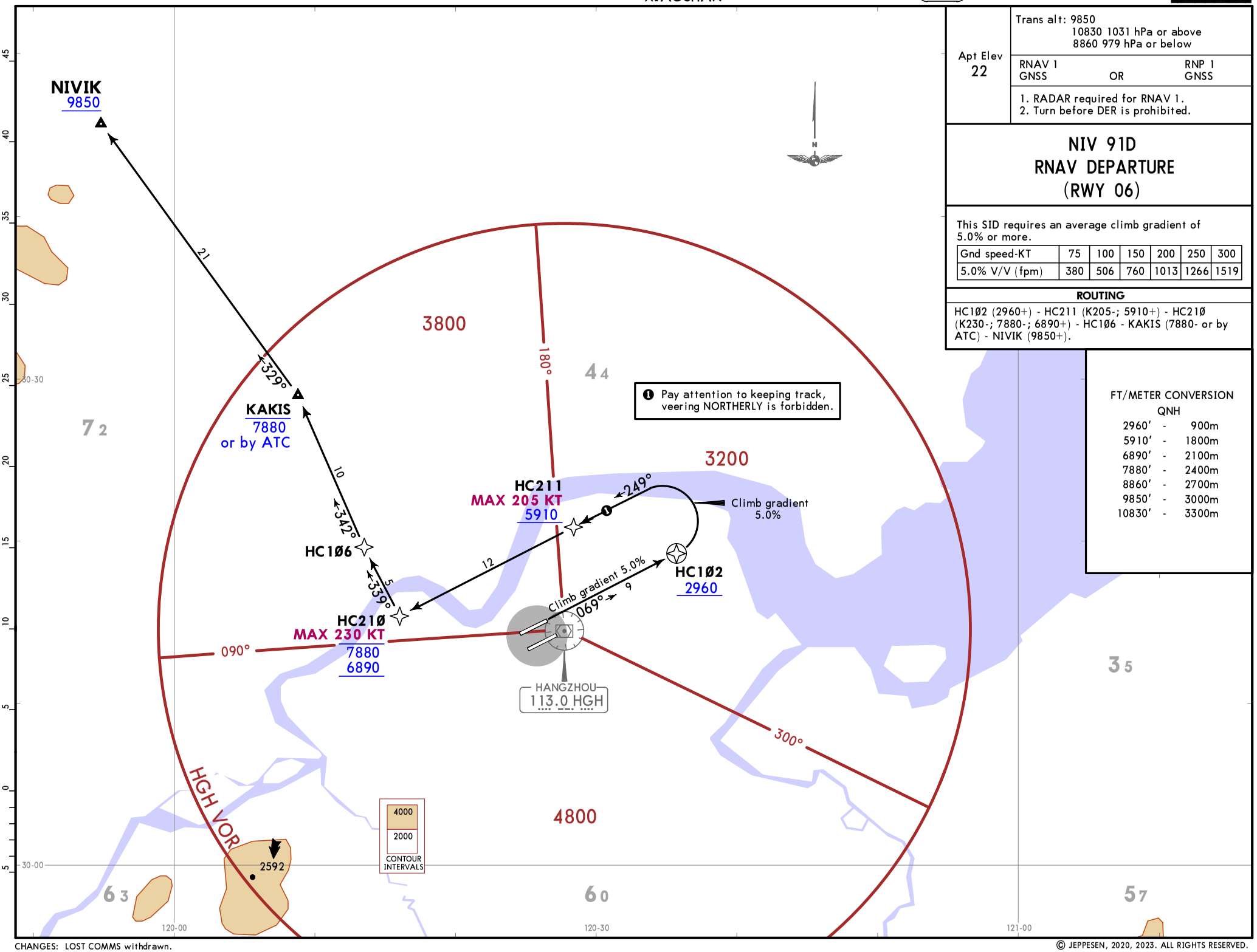
# NIV 91D
# RNAV DEPARTURE
# (RWY 06)

This SID requires an average climb gradient of 5.0% or more.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

**ROUTING**

HC1Ø2 (2960+) - HC211 (K205-; 5910+) - HC21Ø (K230-; 7880-; 6890+) - HC1Ø6 - KAKIS (7880- or by ATC) - NIVIK (9850+).




FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 2960′ | - | 900m |
| 5910′ | - | 1800m |
| 6890′ | - | 2100m |
| 7880′ | - | 2400m |
| 8860′ | - | 2700m |
| 9850′ | - | 3000m |
| 10830′ | - | 3300m |

CHANGES: LOST COMMS withdrawn.

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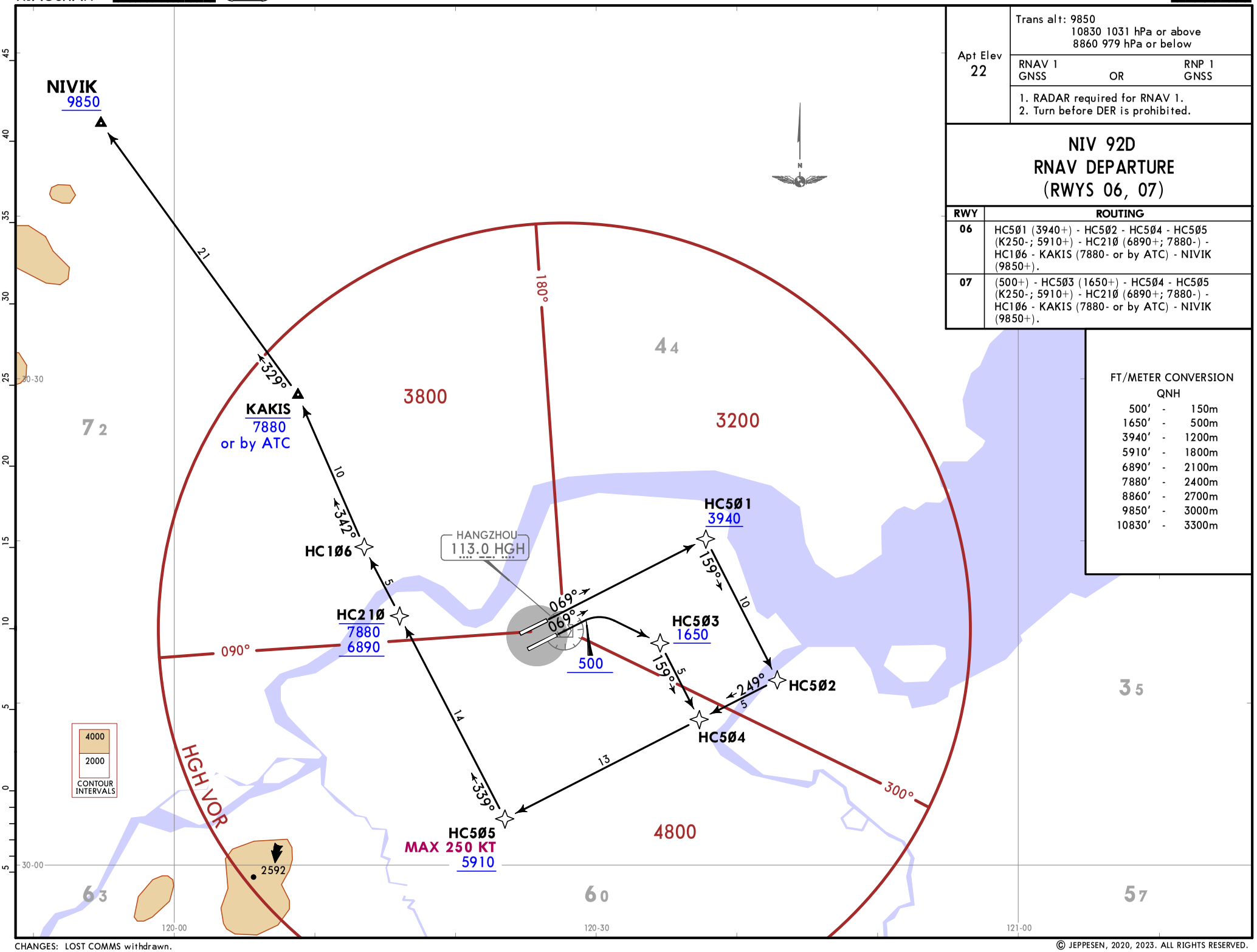
# HANGZHOU, PR OF CHINA

RNAV SID

| Apt Elev 22 | Trans alt: 9850<br>10830 1031 hPa or above<br>8860 979 hPa or below |
|---|---|
| | RNAV 1 GNSS OR RNP 1 GNSS |
| | 1. RADAR required for RNAV 1.<br>2. Turn before DER is prohibited. |

## NIV 92D
## RNAV DEPARTURE
## (RWYS 06, 07)

| RWY | ROUTING |
|---|---|
| 06 | HC5Ø1 (3940+) - HC5Ø2 - HC5Ø4 - HC5Ø5 (K250-; 5910+) - HC21Ø (6890+; 7880-) - HC1Ø6 - KAKIS (7880- or by ATC) - NIVIK (9850+). |
| 07 | (500+) - HC5Ø3 (1650+) - HC5Ø4 - HC5Ø5 (K250-; 5910+) - HC21Ø (6890+; 7880-) - HC1Ø6 - KAKIS (7880- or by ATC) - NIVIK (9850+). |




FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 500′ | - | 150m |
| 1650′ | - | 500m |
| 3940′ | - | 1200m |
| 5910′ | - | 1800m |
| 6890′ | - | 2100m |
| 7880′ | - | 2400m |
| 8860′ | - | 2700m |
| 9850′ | - | 3000m |
| 10830′ | - | 3300m |

CHANGES: LOST COMMS withdrawn.

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| Apt Elev 22 | Trans alt: 9850<br>10830 1031 hPa or above<br>8860 979 hPa or below |
|---|---|
| | RNAV 1 GNSS OR RNP 1 GNSS |
| | RADAR required for RNAV 1. |

# NIV 93D
# RNAV DEPARTURE
# (RWY 06)

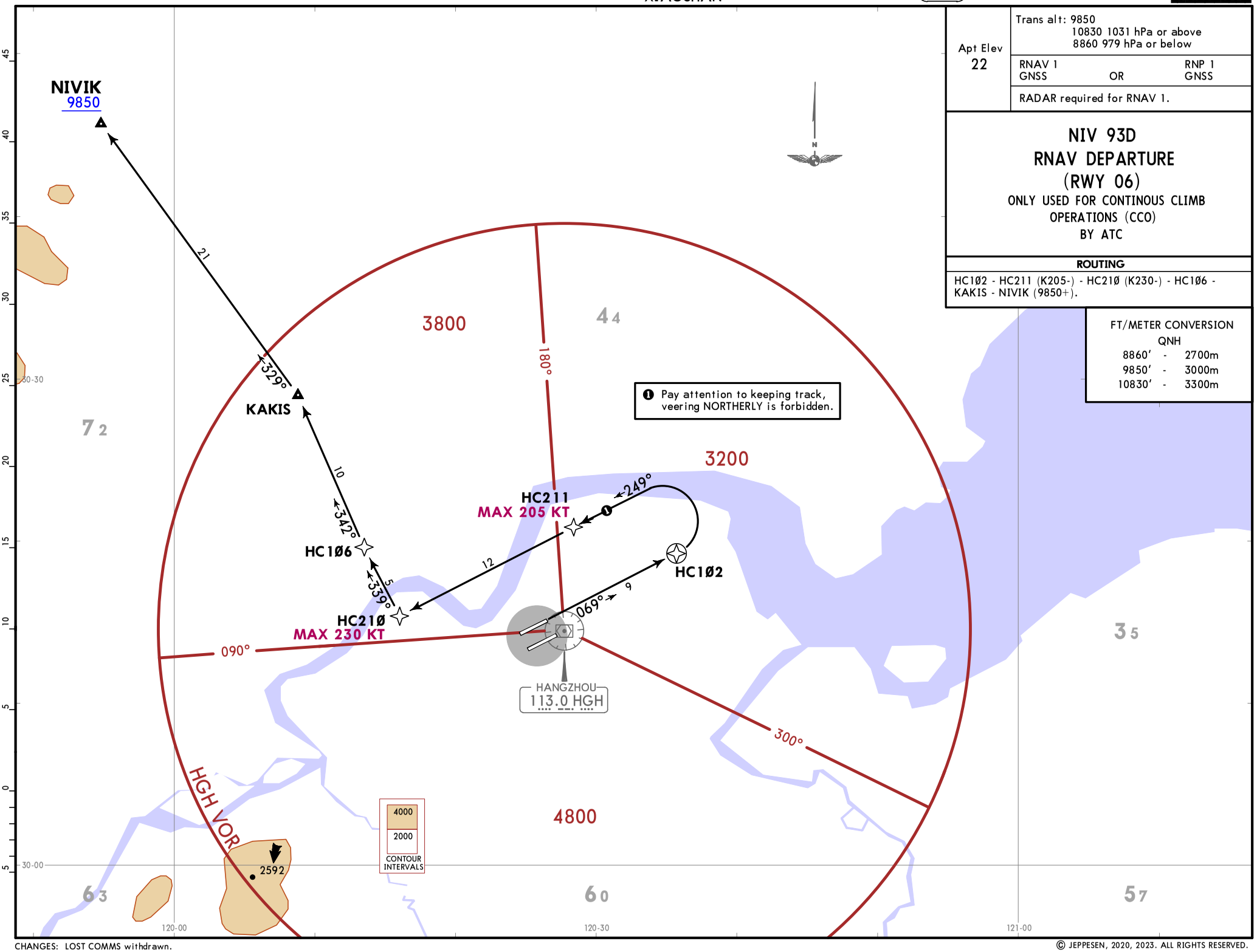
ONLY USED FOR CONTINOUS CLIMB OPERATIONS (CCO) BY ATC

**ROUTING**

HC1Ø2 - HC211 (K205-) - HC21Ø (K230-) - HC1Ø6 - KAKIS - NIVIK (9850+).

FT/METER CONVERSION

| QNH | | |
|---|---|---|
| 8860′ | - | 2700m |
| 9850′ | - | 3000m |
| 10830′ | - | 3300m |

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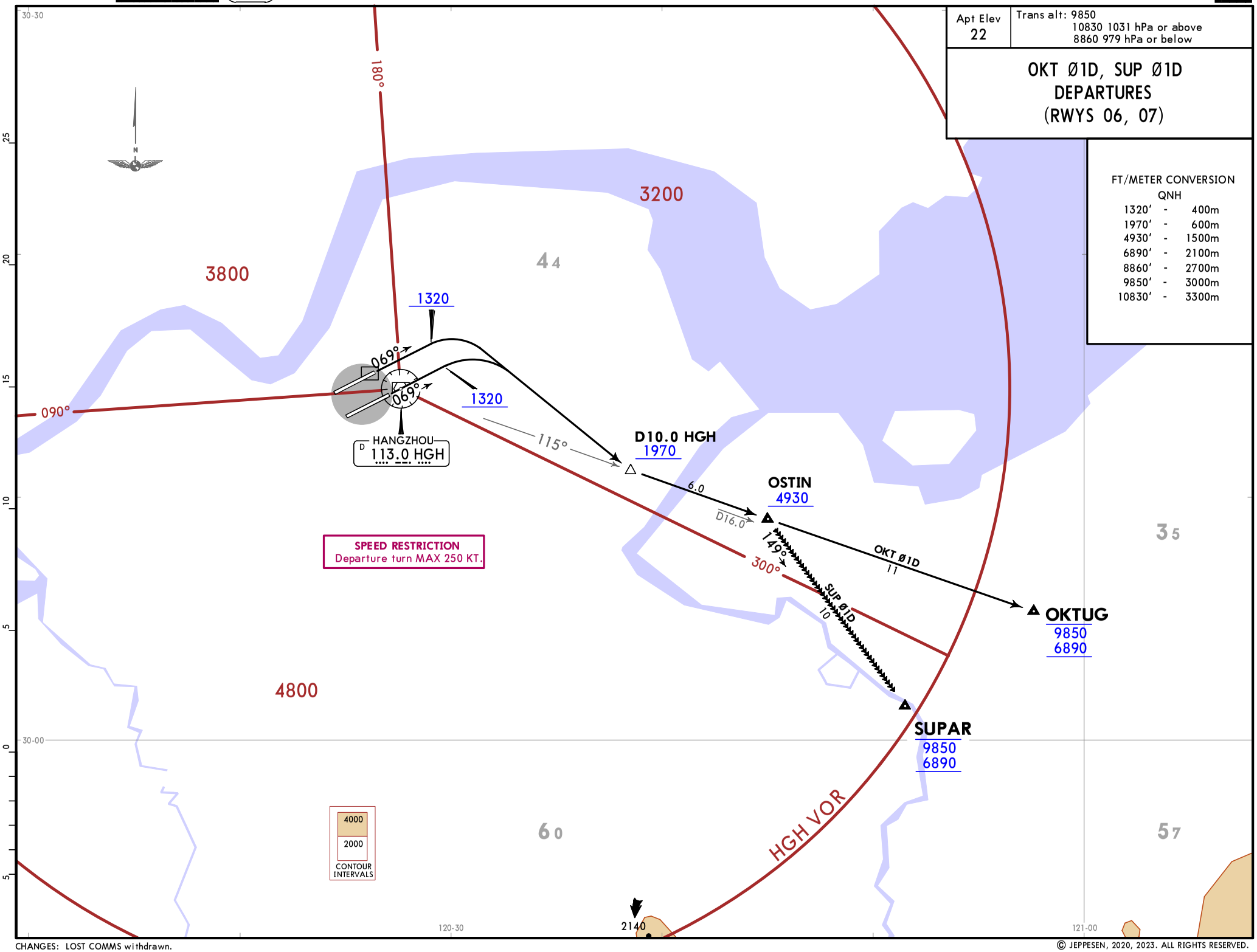
| Apt Elev | Trans alt: 9850 |
|---|---|
| 22 | 10830 1031 hPa or above<br>8860 979 hPa or below |

# OKT Ø1D, SUP Ø1D DEPARTURES (RWYS 06, 07)




CHANGES: LOST COMMS withdrawn.

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JEPPESEN
29 SEP 23 (10-3L) Eff 4 Oct 1600Z

# HANGZHOU, PR OF CHINA

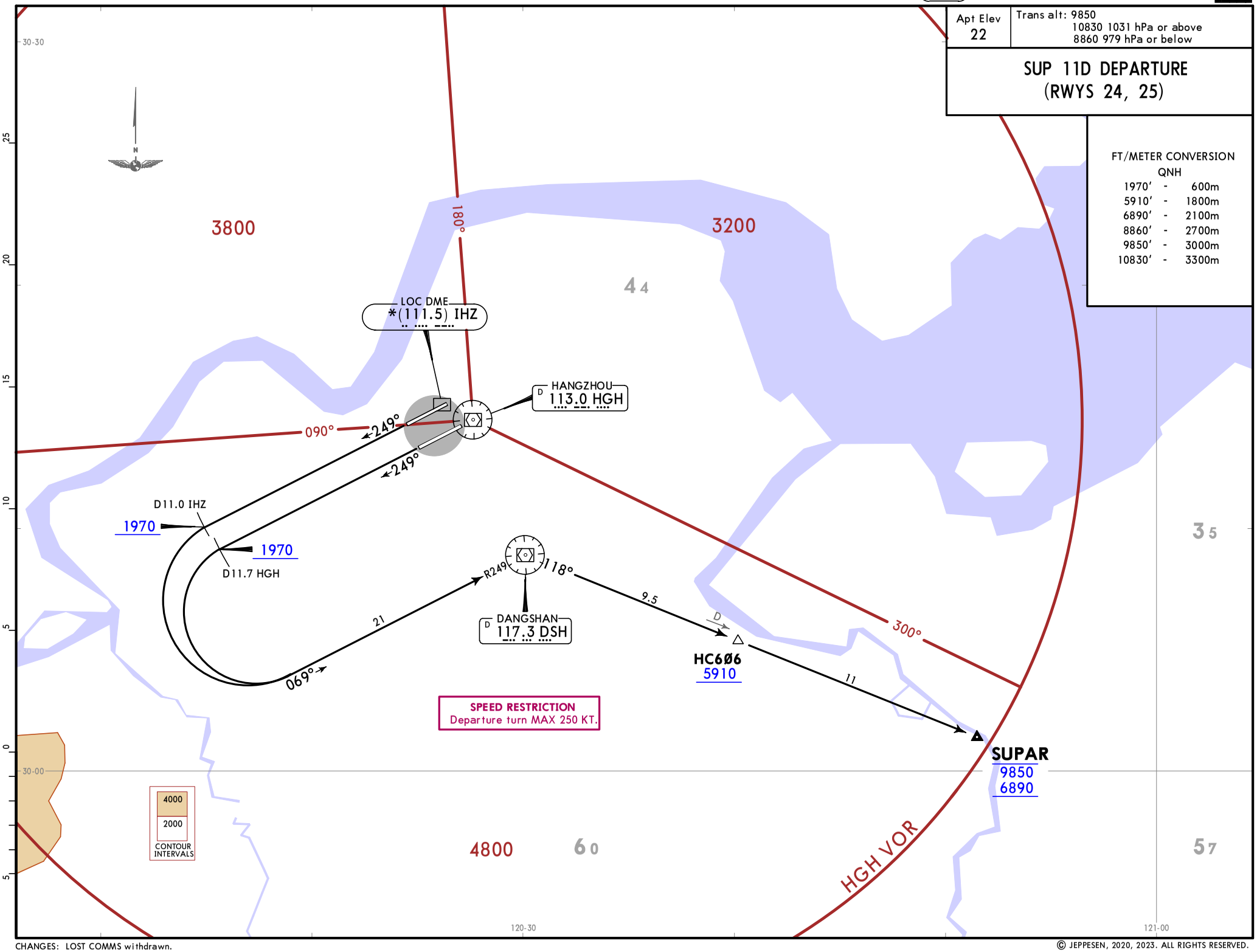
SID

| Apt Elev | Trans alt: 9850 |
|---|---|
| 22 | 10830 1031 hPa or above<br>8860 979 hPa or below |

## SUP 11D DEPARTURE
## (RWYS 24, 25)

FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 1970′ | - | 600m |
| 5910′ | - | 1800m |
| 6890′ | - | 2100m |
| 8860′ | - | 2700m |
| 9850′ | - | 3000m |
| 10830′ | - | 3300m |




CHANGES: LOST COMMS withdrawn.

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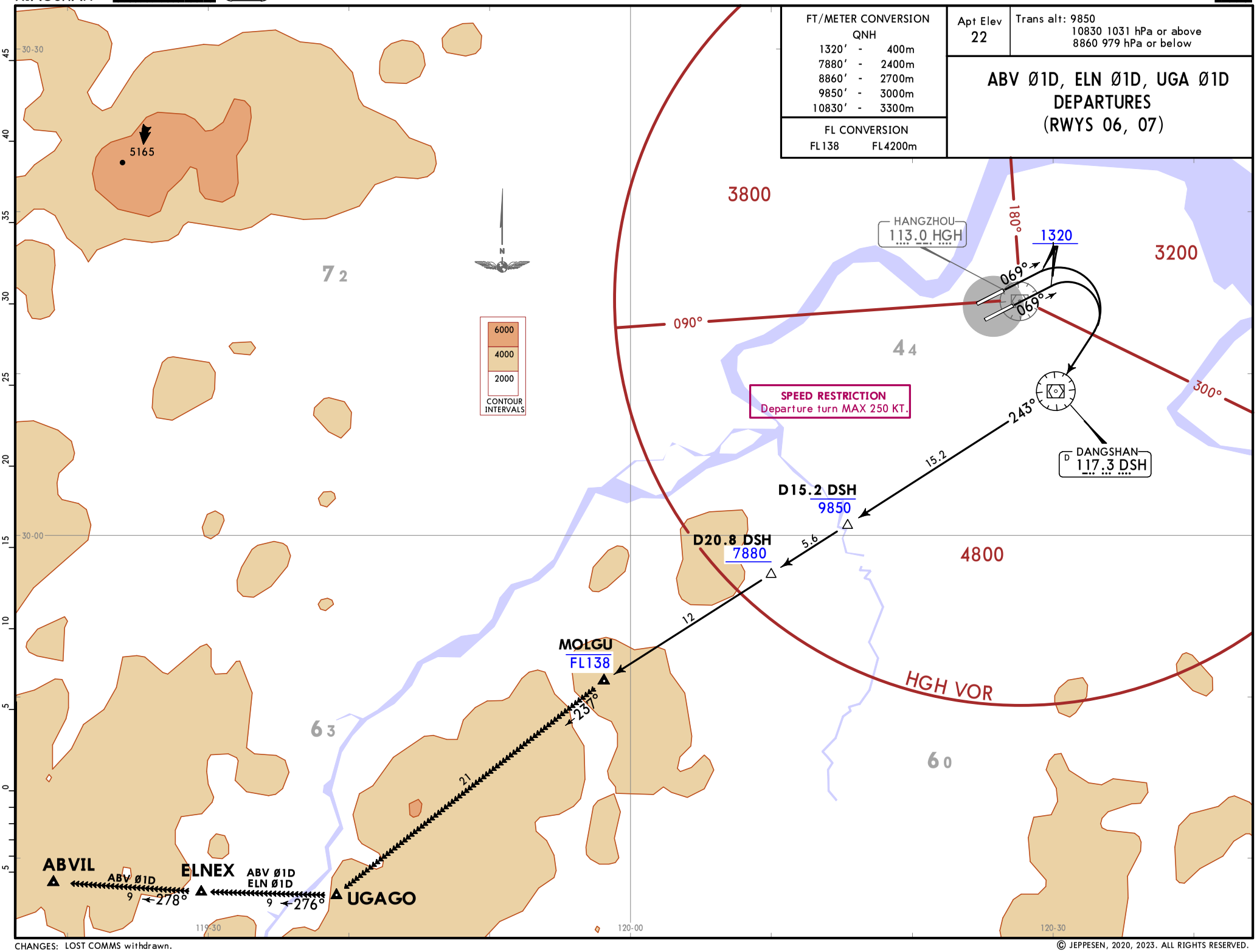
| FT/METER CONVERSION QNH | |
|---|---|
| 1320′ - | 400m |
| 7880′ - | 2400m |
| 8860′ - | 2700m |
| 9850′ - | 3000m |
| 10830′ - | 3300m |

| FL CONVERSION | |
|---|---|
| FL138 | FL4200m |

Apt Elev 22

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

# ABV Ø1D, ELN Ø1D, UGA Ø1D DEPARTURES (RWYS 06, 07)




CHANGES: LOST COMMS withdrawn.

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| Apt Elev | Trans alt: 9850 |
|---|---|
| 22 | 10830 1031 hPa or above<br>8860 979 hPa or below |

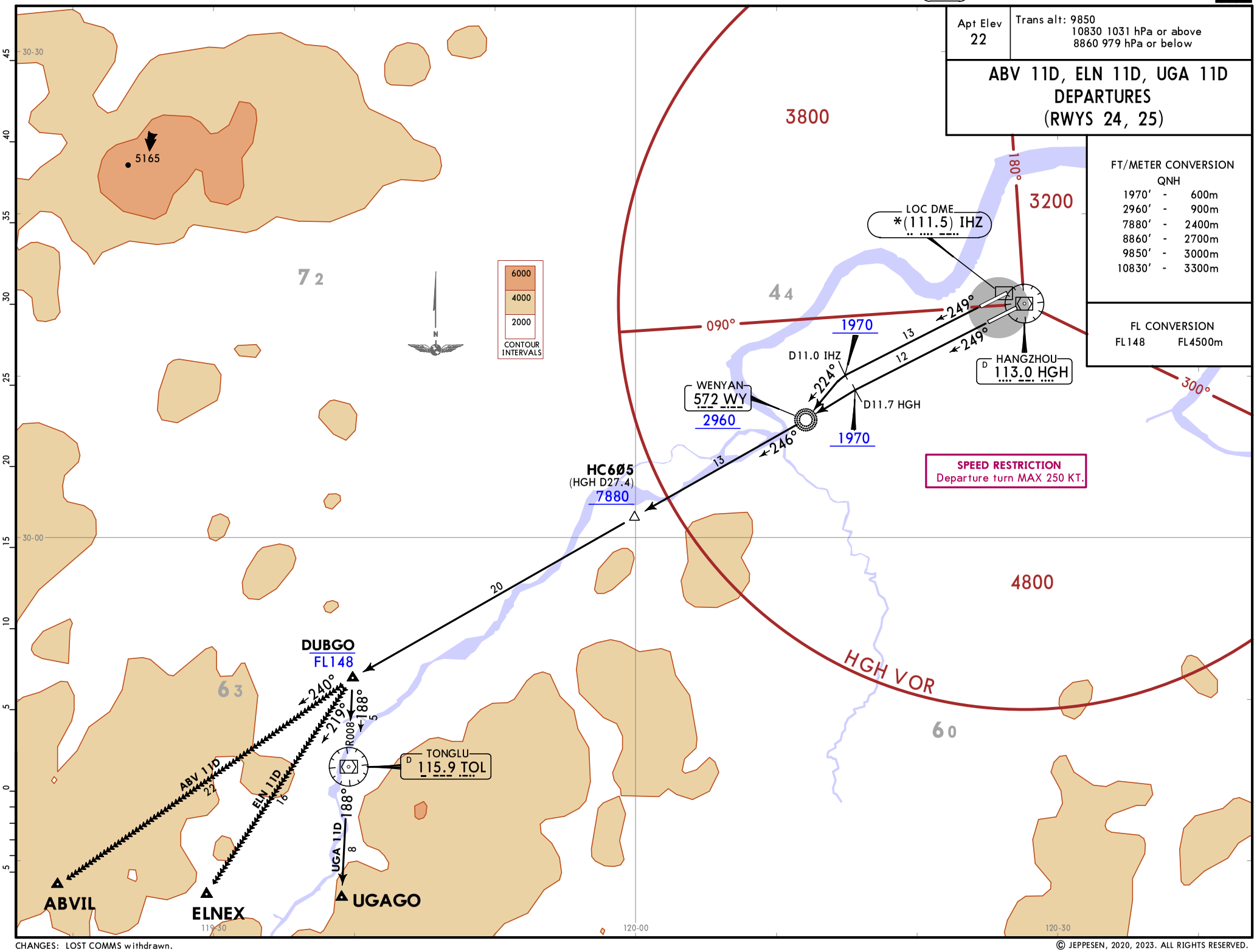
# ABV 11D, ELN 11D, UGA 11D DEPARTURES (RWYS 24, 25)

FT/METER CONVERSION

| QNH | | |
|---|---|---|
| 1970′ | - | 600m |
| 2960′ | - | 900m |
| 7880′ | - | 2400m |
| 8860′ | - | 2700m |
| 9850′ | - | 3000m |
| 10830′ | - | 3300m |

FL CONVERSION

| | |
|---|---|
| FL148 | FL4500m |

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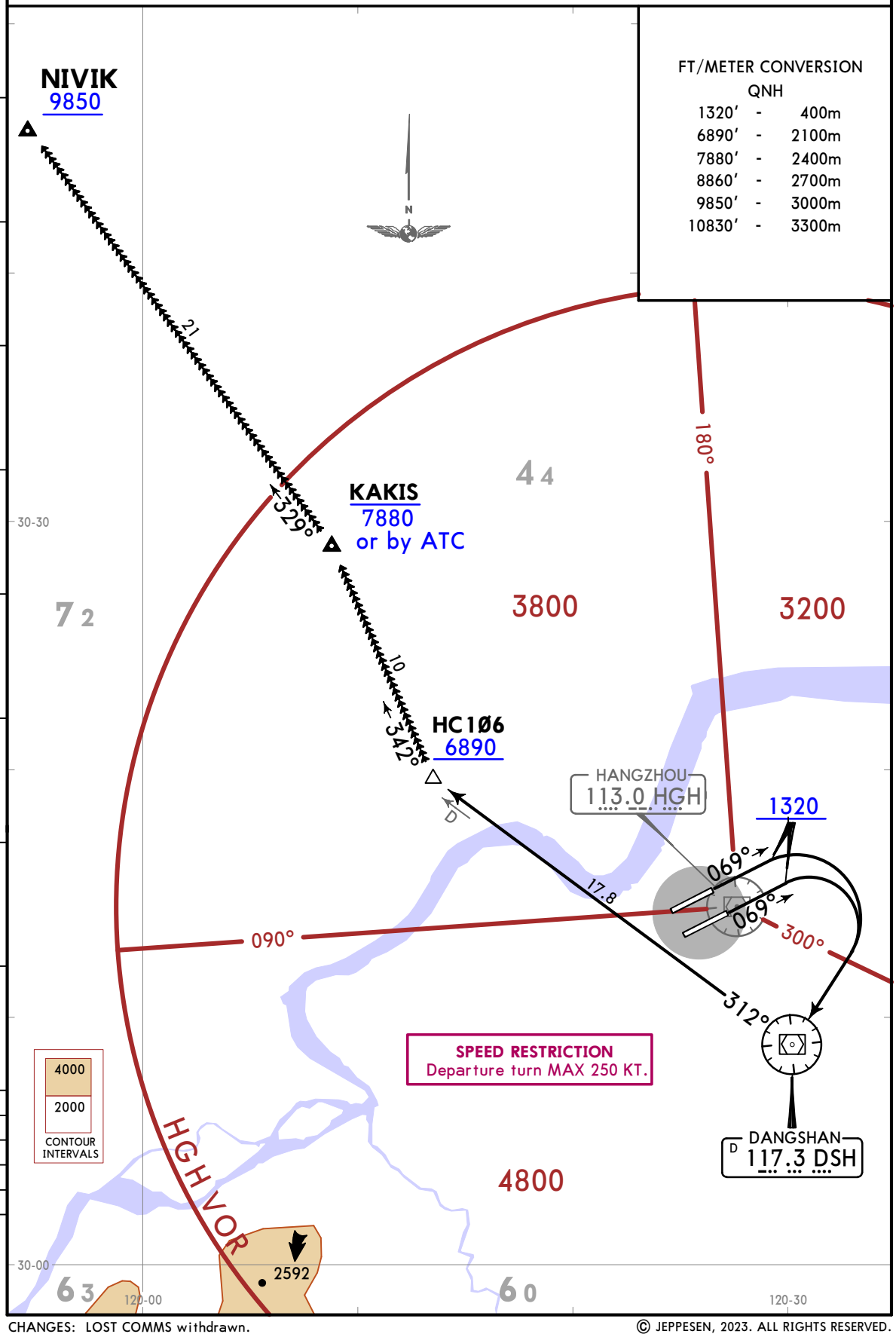
| Apt Elev | Trans alt: 9850 |
|---|---|
| 22 | 10830 1031 hPa or above<br>8860 979 hPa or below |

# NIV Ø1D DEPARTURE
## (RWYS 06, 07)

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| Apt Elev | Trans alt: 9850 |
|---|---|
| 22 | 10830 1031 hPa or above<br>8860 979 hPa or below |

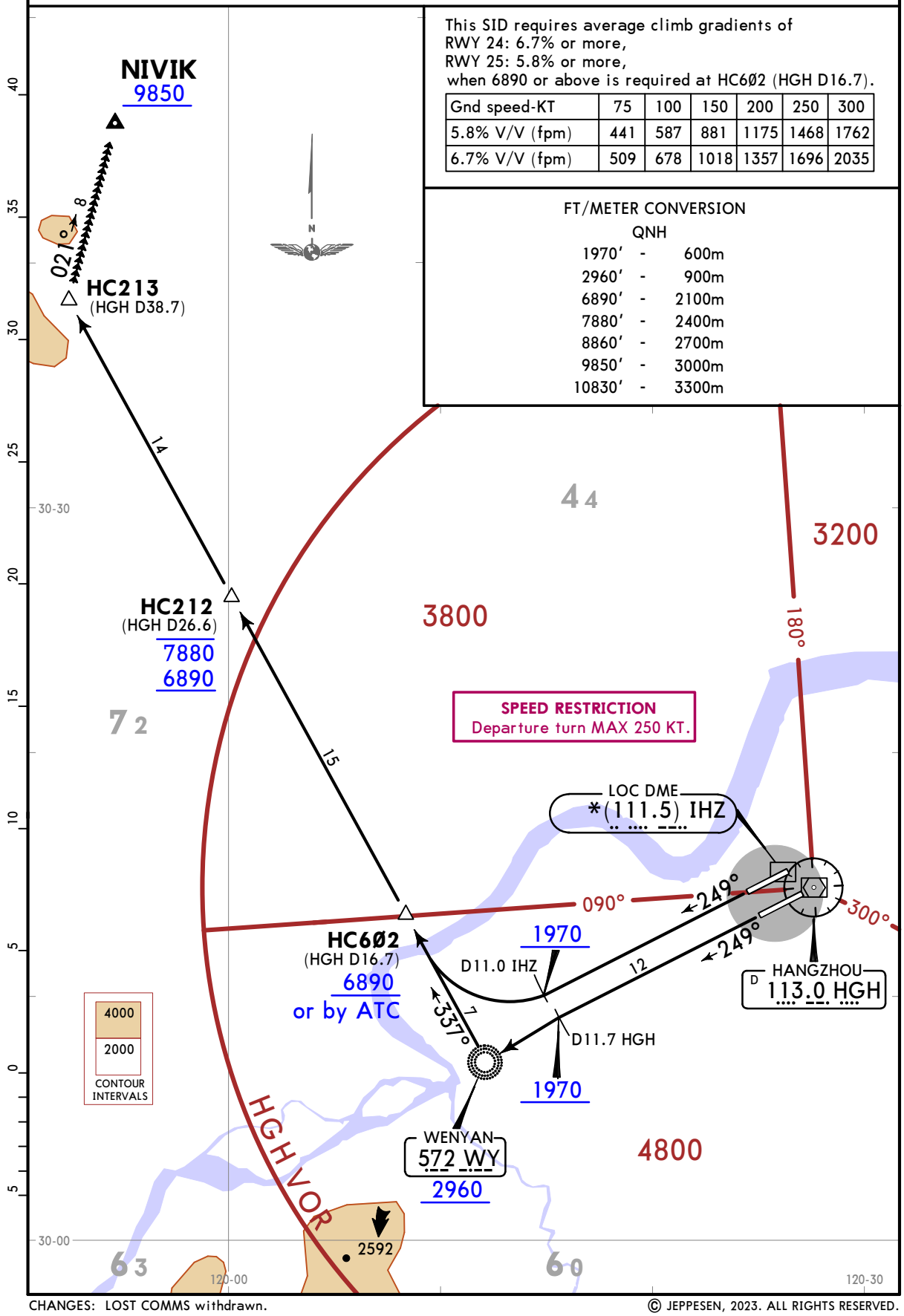
# NIV 11D DEPARTURE
## (RWYS 24, 25)

This SID requires average climb gradients of
RWY 24: 6.7% or more,
RWY 25: 5.8% or more,
when 6890 or above is required at HC6Ø2 (HGH D16.7).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.8% V/V (fpm) | 441 | 587 | 881 | 1175 | 1468 | 1762 |
| 6.7% V/V (fpm) | 509 | 678 | 1018 | 1357 | 1696 | 2035 |

FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 1970′ | - | 600m |
| 2960′ | - | 900m |
| 6890′ | - | 2100m |
| 7880′ | - | 2400m |
| 8860′ | - | 2700m |
| 9850′ | - | 3000m |
| 10830′ | - | 3300m |




CHANGES: LOST COMMS withdrawn.

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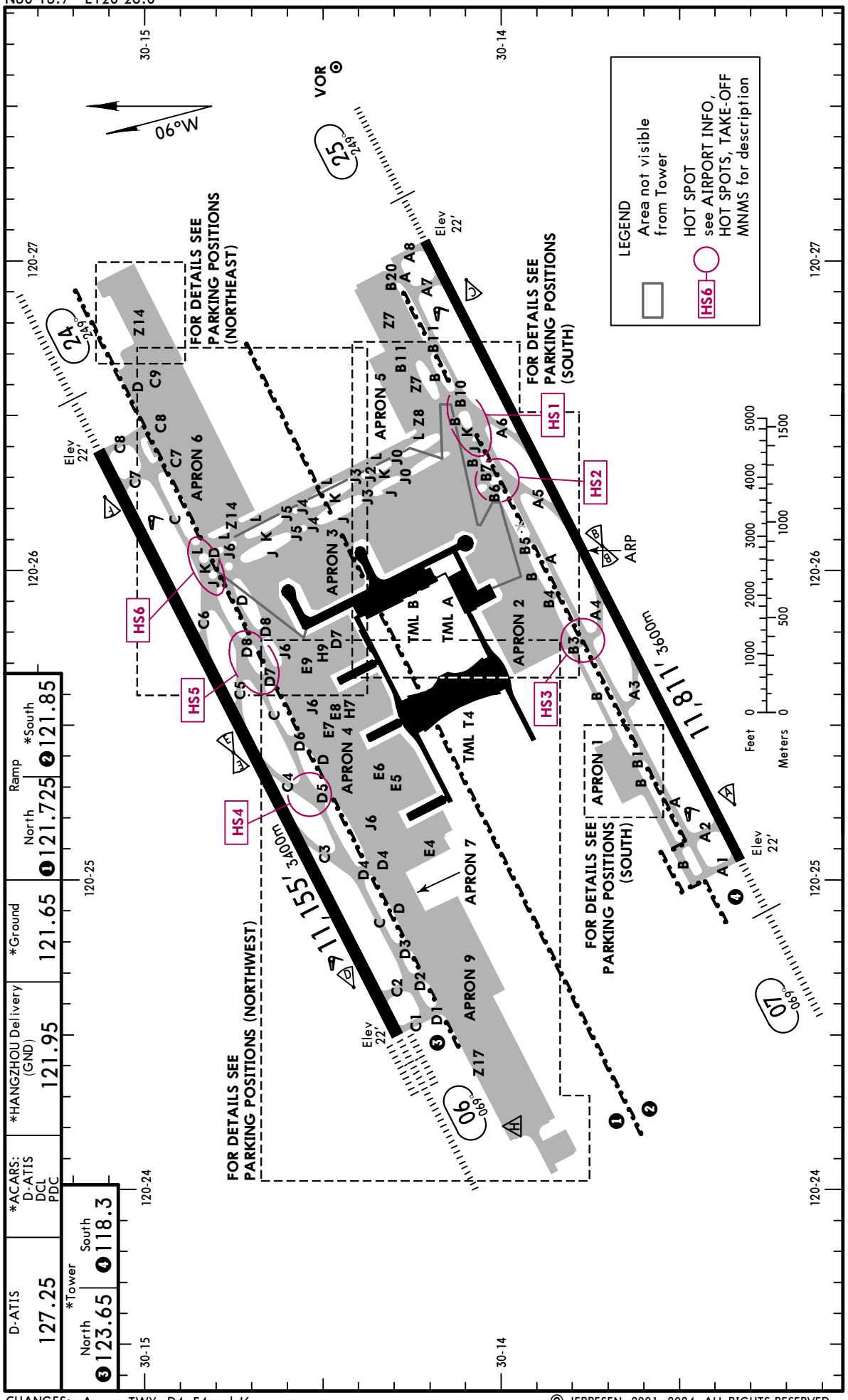
# ZSHC/HGH

Apt Elev 22′
N30 13.7 E120 26.0

JEPPESEN HANGZHOU, PR OF CHINA
XIAOSHAN

3 MAY 24 (10-9) Eff 15 May 1600Z




CHANGES: Apron, TWYs D4, E4 and J6.

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ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 06 ❶ 24 | HIRL (60m) CL (15m) ❷HIALS-II SFL TDZ ❸ ❼ RVR<br>HIRL (60m) CL (15m) ❷HIALS SFL ❹ ❼ RVR | | 10,148′ 3093m | ❽ | 197′ 60m |
| 07 ❶ 25 | HIRL (60m) CL (15m) ❷HIALS SFL ❺ ❼ RVR<br>HIRL (60m) CL (15m) ❷HIALS SFL ❻ ❼ RVR | | 10,797′ 3291m | ❽ | 148′ 45m |

❶ Rwy grooved
❷ length 900m
❸ HSTIL-C5 & C6
❹ HSTIL-C4 & C3
❺ HSTIL-A5 & A6
❻ HSTIL-A4 & A3
❼ PAPI-L (angle 3.0°)
❽ TAKE-OFF RUN AVAILABLE (If pilot can not accept int take-off, inform ATC immediately.)

RWY 06:
From rwy head 11,155′ (3400m)
twy C2 int 10,456′ (3187m)

RWY 24:
From rwy head 11,155′ (3400m)
twy C7 int 10,456′ (3187m)

RWY 07:
From rwy head 11,811′ (3600m)
twy A2 int 11,115′ (3388m)

RWY 25:
From rwy head 11,811′ (3600m)
twy A7 int 11,115′ (3388m)

## HOT SPOTS

**HS1** Aircraft shall hold short of TWYs J, K, B10 before enter TWY A. Aircraft are forbidden to enter TWY A without ATC clearance. Aircraft taxiing from TWY B10 to TWY A shall avoid entering TWY A6 by mistake.

**HS2** Aircraft shall hold short of TWYs B6 or B7 before enter TWY A. Aircraft are forbidden to enter TWY A without ATC clearance. Aircraft taxiing from TWYs B6 or B7 to TWY A shall avoid entering TWY A5 by mistake.

**HS3** Aircraft shall hold short of TWY B3 before enter TWY A. Aircraft are forbidden to enter TWY A without ATC clearance. Aircraft taxiing from TWY B3 to TWY A shall avoid entering TWY A4 by mistake.

**HS4** Aircraft shall hold short of TWY D5 before enter TWY C. Aircraft are forbidden to enter TWY C without ATC clearance. Aircraft taxiing from TWY D5 to TWY C shall avoid entering TWY C4 by mistake.

**HS5** Aircraft shall hold short of TWYs D8 or D7 before enter TWY C. Aircraft are forbidden to enter TWY C without ATC clearance. Aircraft taxiing from TWYs D7 or D8 to TWY C shall avoid entering TWY C5 by mistake.

**HS6** Aircraft shall hold short of TWYs J, K, L before enter TWY C. Aircraft are forbidden to enter TWY C without ATC clearance. Aircraft taxiing from TWYs J or K to TWY C shall avoid entering TWY C6 by mistake.

**State**

TAKE-OFF (with reliable alternate)

| | | Rwy 06 | Rwys 06/24 | Rwys 07/25 | | All Rwys | |
|---|---|---|---|---|---|---|---|
| | | LVP must be in force | | | | RL & RCLM | NIL (DAY only) |
| | | HUD & RL & CL | RL & CL | HUD & RL & CL | RL & CL | | |
| 2 TURB Eng or 3 & 4 Eng | A B C D | R150m | R200m | R200m | R200m | R400m V800m | R500m V800m |
| Other 1 & 2 Eng | | Minimums not established by CAAC | | | | Ceiling 100m/V1600m | |

CHANGES: None.

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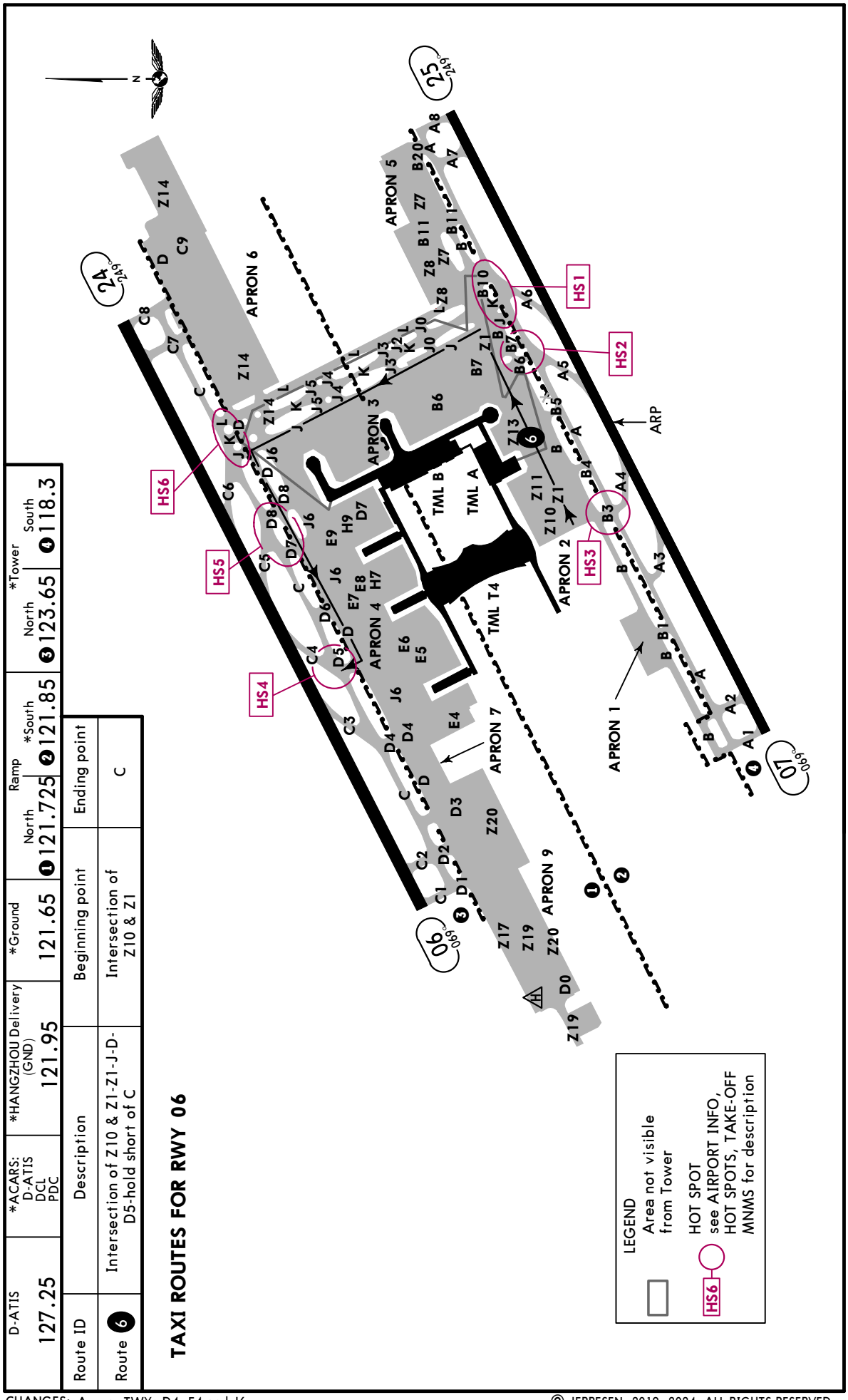


| D-ATIS | *ACARS: D-ATIS DCL PDC | *HANGZHOU Delivery (GND) | *Ground | Ramp North | Ramp *South | *Tower North | *Tower South |
|---|---|---|---|---|---|---|---|
| 127.25 | | 121.95 | 121.65 | ❶ 121.725 | ❷ 121.85 | ❸ 123.65 | ❹ 118.3 |

## TAXI ROUTES FOR RWY 06

| Route ID | Description | Beginning point | Ending point |
|---|---|---|---|
| Route ❻ | Intersection of Z10 & Z1-Z1-J-D-D5-hold short of C | Intersection of Z10 & Z1 | C |

CHANGES: Apron, TWYs D4, E4 and J6.

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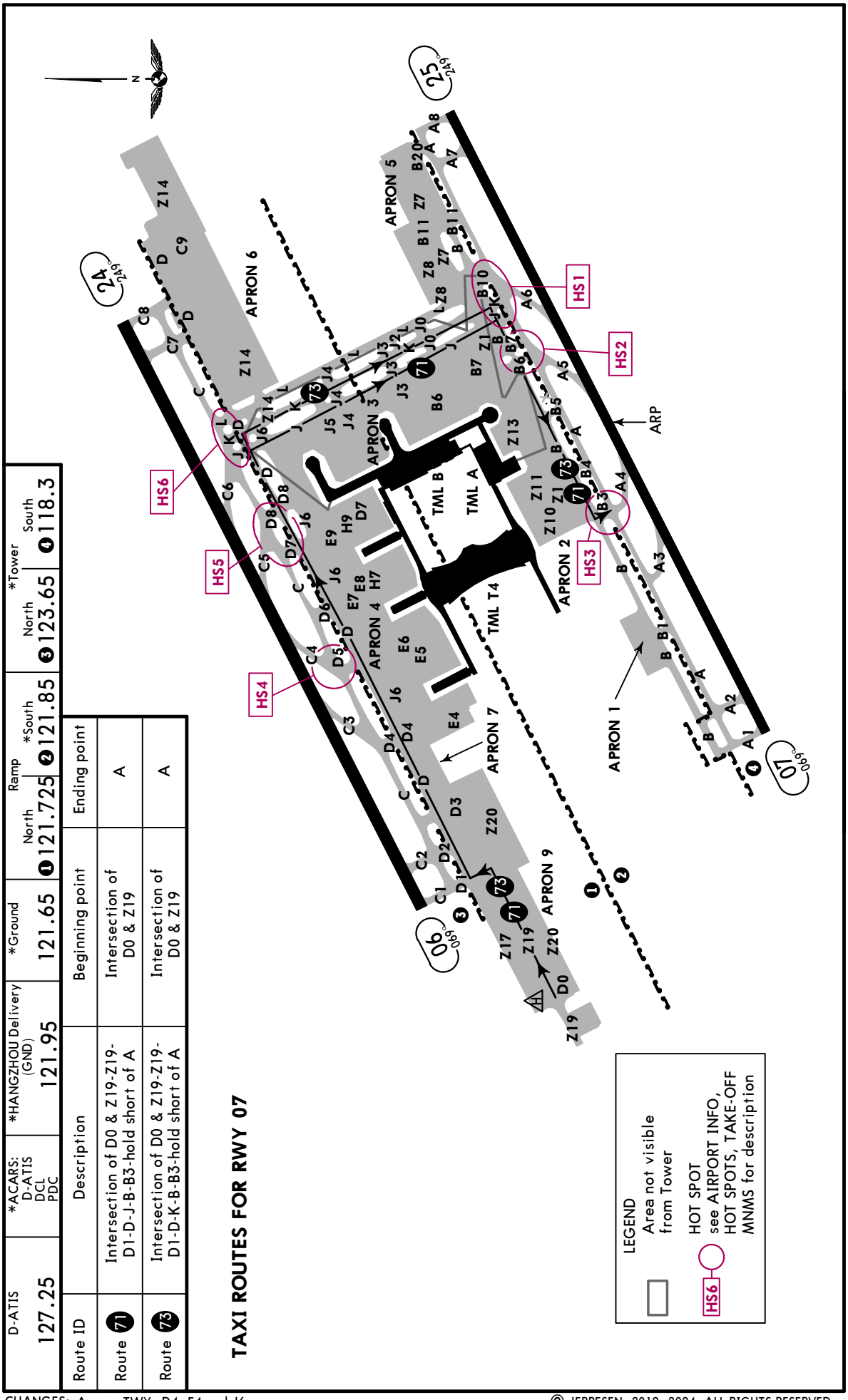


| D-ATIS | *ACARS: D-ATIS DCL PDC | *HANGZHOU Delivery (GND) | *Ground | Ramp North | Ramp *South | *Tower North | *Tower South |
|---|---|---|---|---|---|---|---|
| 127.25 | | 121.95 | 121.65 | ❶ 121.725 | ❷ 121.85 | ❸ 123.65 | ❹ 118.3 |

## TAXI ROUTES FOR RWY 07

| Route ID | Description | Beginning point | Ending point |
|---|---|---|---|
| Route 71 | Intersection of D0 & Z19-Z19-D1-D-J-B-B3-hold short of A | Intersection of D0 & Z19 | A |
| Route 73 | Intersection of D0 & Z19-Z19-D1-D-K-B-B3-hold short of A | Intersection of D0 & Z19 | A |

CHANGES: Apron, TWYs D4, E4 and J6.

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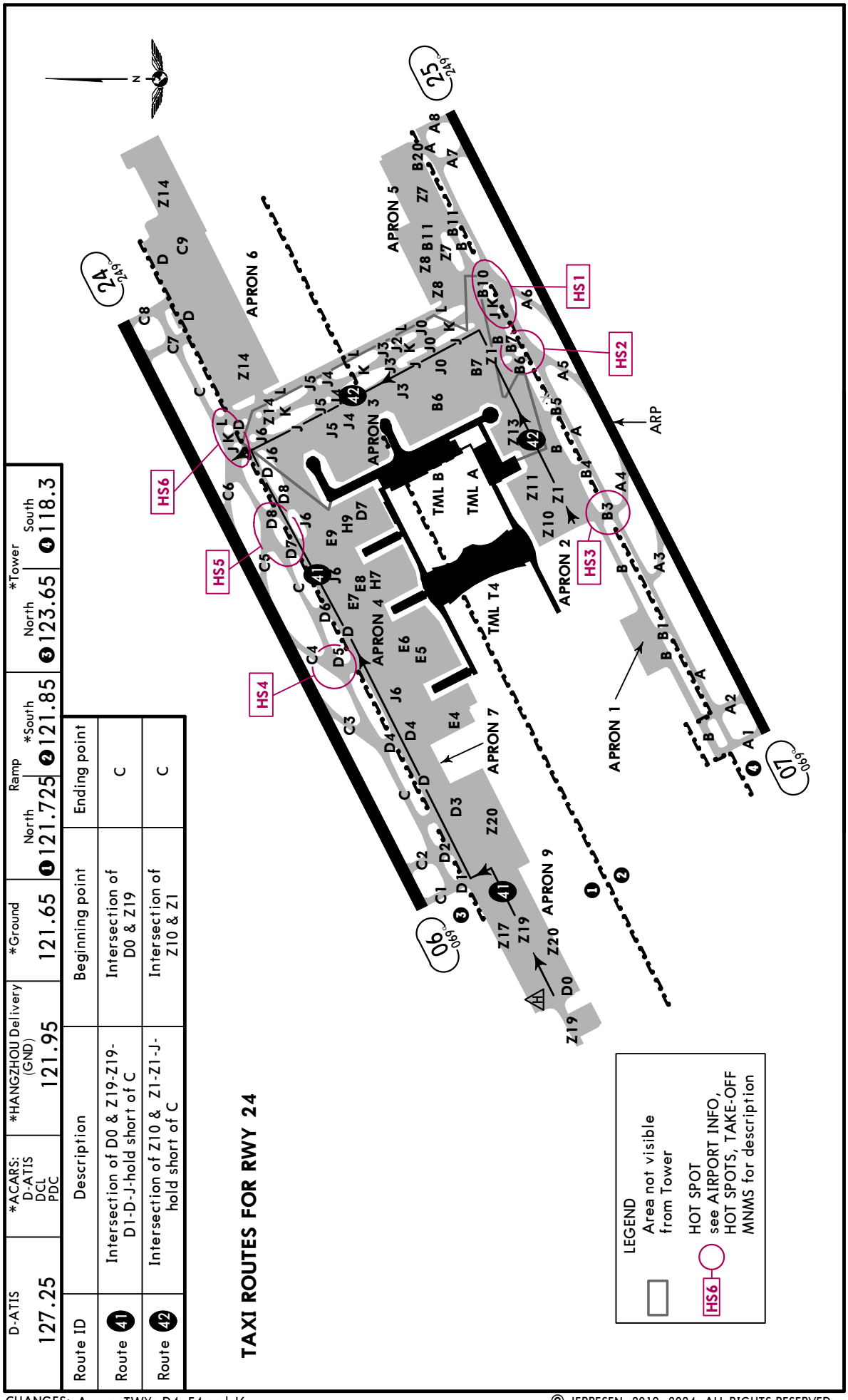


| D-ATIS | *ACARS: D-ATIS DCL PDC | *HANGZHOU Delivery (GND) | *Ground | Ramp North | Ramp *South | *Tower North | *Tower South |
|---|---|---|---|---|---|---|---|
| 127.25 | | 121.95 | 121.65 | ❶ 121.725 | ❷ 121.85 | ❸ 123.65 | ❹ 118.3 |

| Route ID | Description | Beginning point | Ending point |
|---|---|---|---|
| Route 41 | Intersection of D0 & Z19-Z19-D1-D-J-hold short of C | Intersection of D0 & Z19 | C |
| Route 42 | Intersection of Z10 & Z1-Z1-J-hold short of C | Intersection of Z10 & Z1 | C |

CHANGES: Apron, TWYs D4, E4 and J6.

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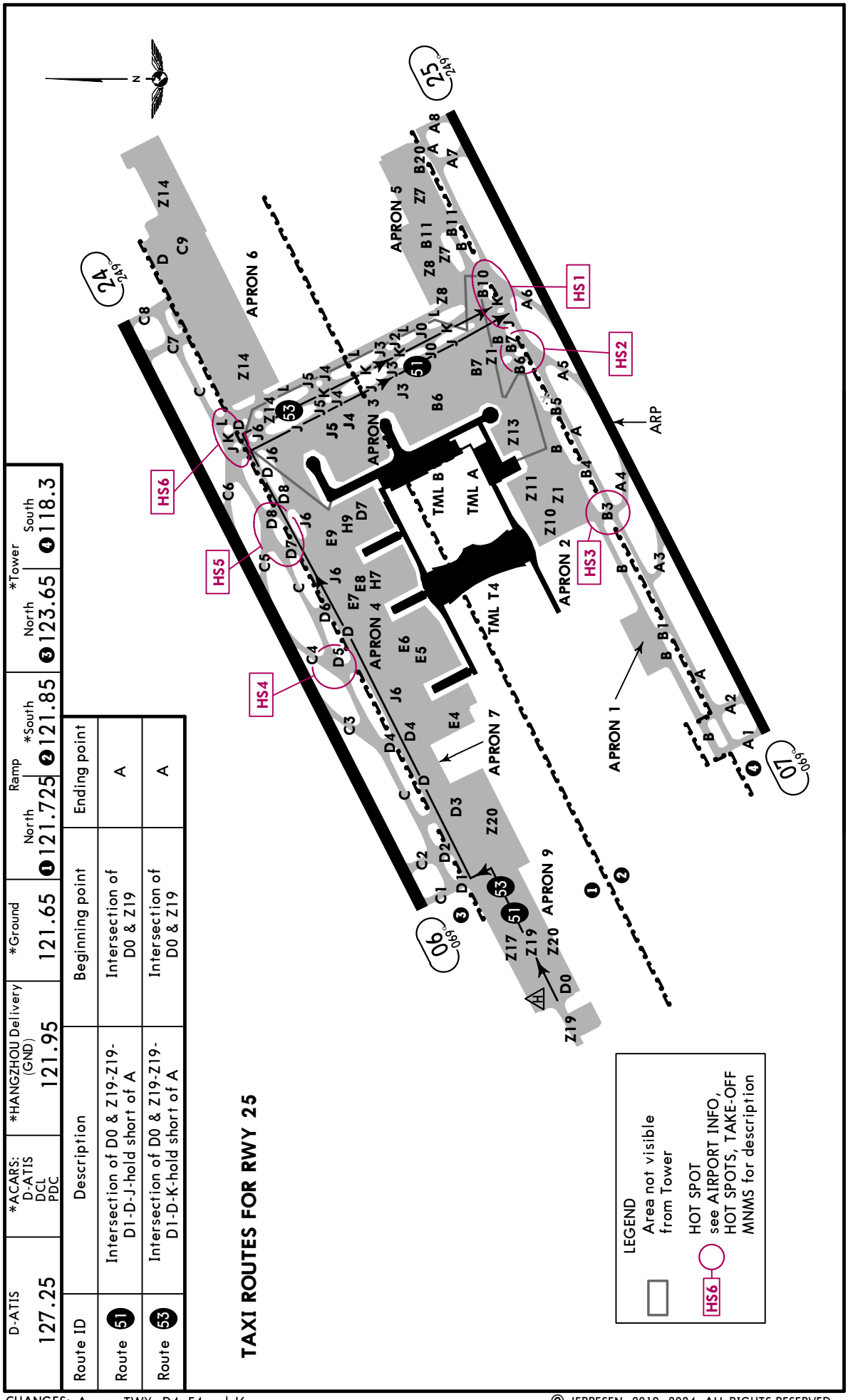
| D-ATIS | *ACARS: D-ATIS DCL PDC | *HANGZHOU Delivery (GND) | *Ground | Ramp North | Ramp *South | *Tower North | *Tower South |
|---|---|---|---|---|---|---|---|
| 127.25 | | 121.95 | 121.65 | ❶ 121.725 | ❷ 121.85 | ❸ 123.65 | ❹ 118.3 |

| Route ID | Description | Beginning point | Ending point |
|---|---|---|---|
| Route 51 | Intersection of D0 & Z19-Z19-D1-D-J-hold short of A | Intersection of D0 & Z19 | A |
| Route 53 | Intersection of D0 & Z19-Z19-D1-D-K-hold short of A | Intersection of D0 & Z19 | A |

## TAXI ROUTES FOR RWY 25




CHANGES: Apron, TWYs D4, E4 and J6.

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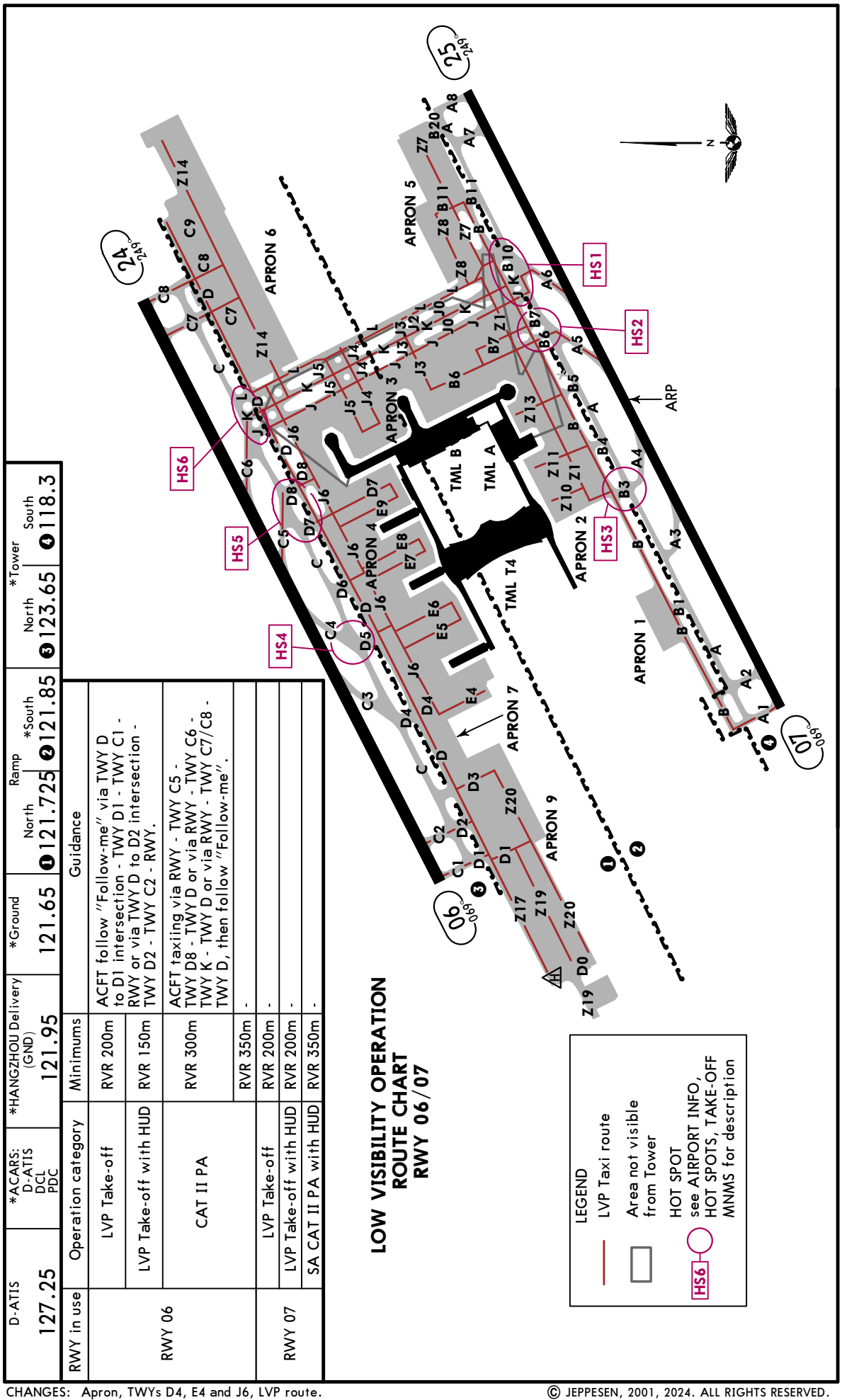
| D-ATIS | *ACARS: D-ATIS DCL PDC | *HANGZHOU Delivery (GND) | *Ground | Ramp North | Ramp *South | *Tower North | *Tower South |
|---|---|---|---|---|---|---|---|
| 127.25 | | 121.95 | 121.65 | ❶ 121.725 | ❷ 121.85 | ❸ 123.65 | ❹ 118.3 |

| RWY in use | Operation category | Minimums | Guidance |
|---|---|---|---|
| RWY 06 | LVP Take-off | RVR 200m | ACFT follow "Follow-me" via TWY D to D1 intersection - TWY D1 - TWY C1 - RWY or via TWY D to D2 intersection - TWY D2 - TWY C2 - RWY. |
| | LVP Take-off with HUD | RVR 150m | |
| | CAT II PA | RVR 300m | ACFT taxiing via RWY - TWY C5 - TWY D8 - TWY D or via RWY - TWY C6 - TWY K - TWY D or via RWY - TWY C7/C8 - TWY D, then follow "Follow-me". |
| | | RVR 350m | - |
| RWY 07 | LVP Take-off | RVR 200m | - |
| | LVP Take-off with HUD | RVR 200m | - |
| | SA CAT II PA with HUD | RVR 350m | - |





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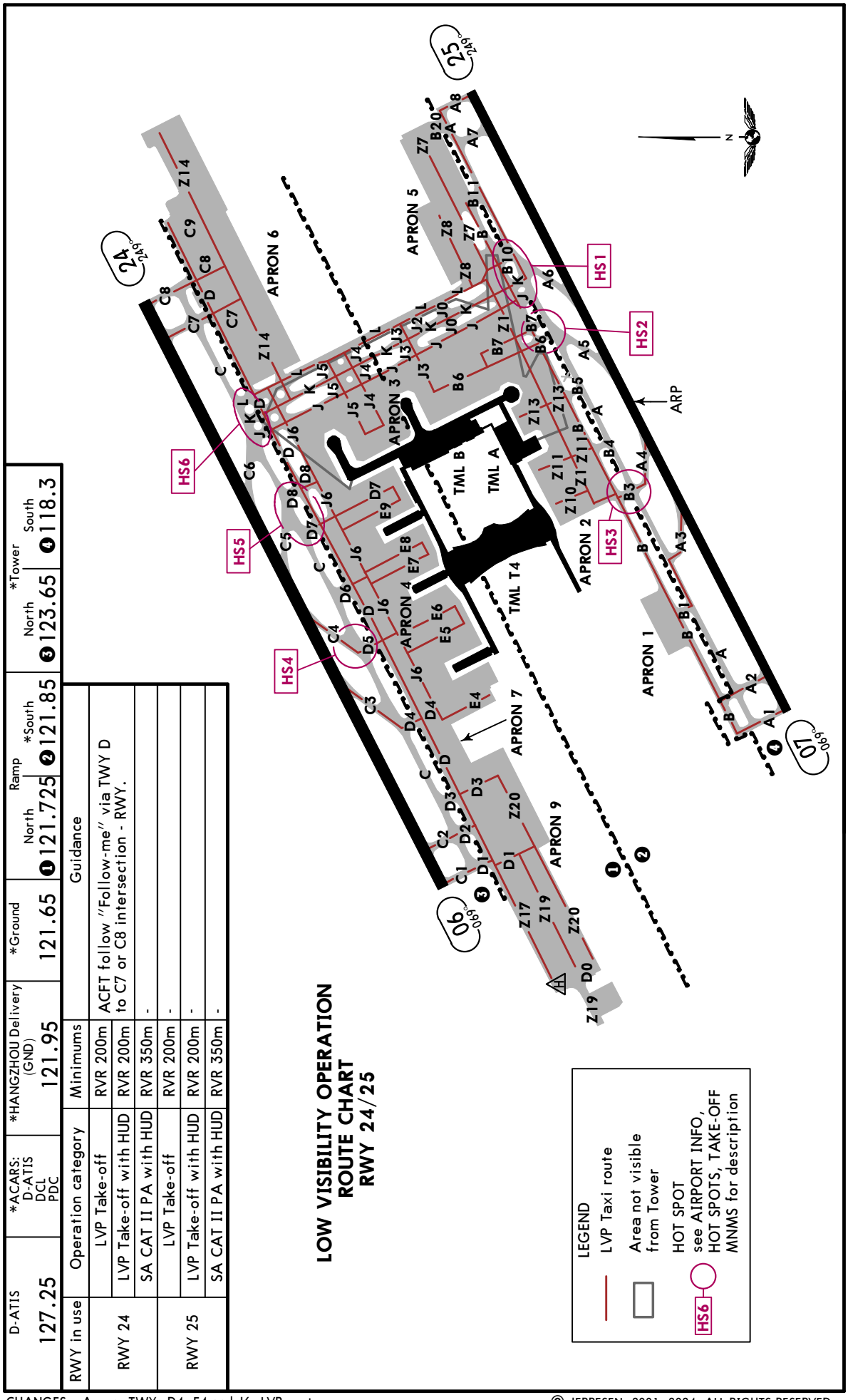


| D-ATIS | *ACARS: D-ATIS DCL PDC | *HANGZHOU Delivery (GND) | *Ground | Ramp North | Ramp *South | *Tower North | *Tower South |
|---|---|---|---|---|---|---|---|
| 127.25 | | 121.95 | 121.65 | ❶ 121.725 | ❷ 121.85 | ❸ 123.65 | ❹ 118.3 |

| RWY in use | Operation category | Minimums | Guidance |
|---|---|---|---|
| RWY 24 | LVP Take-off | RVR 200m | ACFT follow "Follow-me" via TWY D to C7 or C8 intersection - RWY. |
| | LVP Take-off with HUD | RVR 200m | |
| | SA CAT II PA with HUD | RVR 350m | - |
| RWY 25 | LVP Take-off | RVR 200m | - |
| | LVP Take-off with HUD | RVR 200m | - |
| | SA CAT II PA with HUD | RVR 350m | - |

CHANGES: Apron, TWYs D4, E4 and J6, LVP route.

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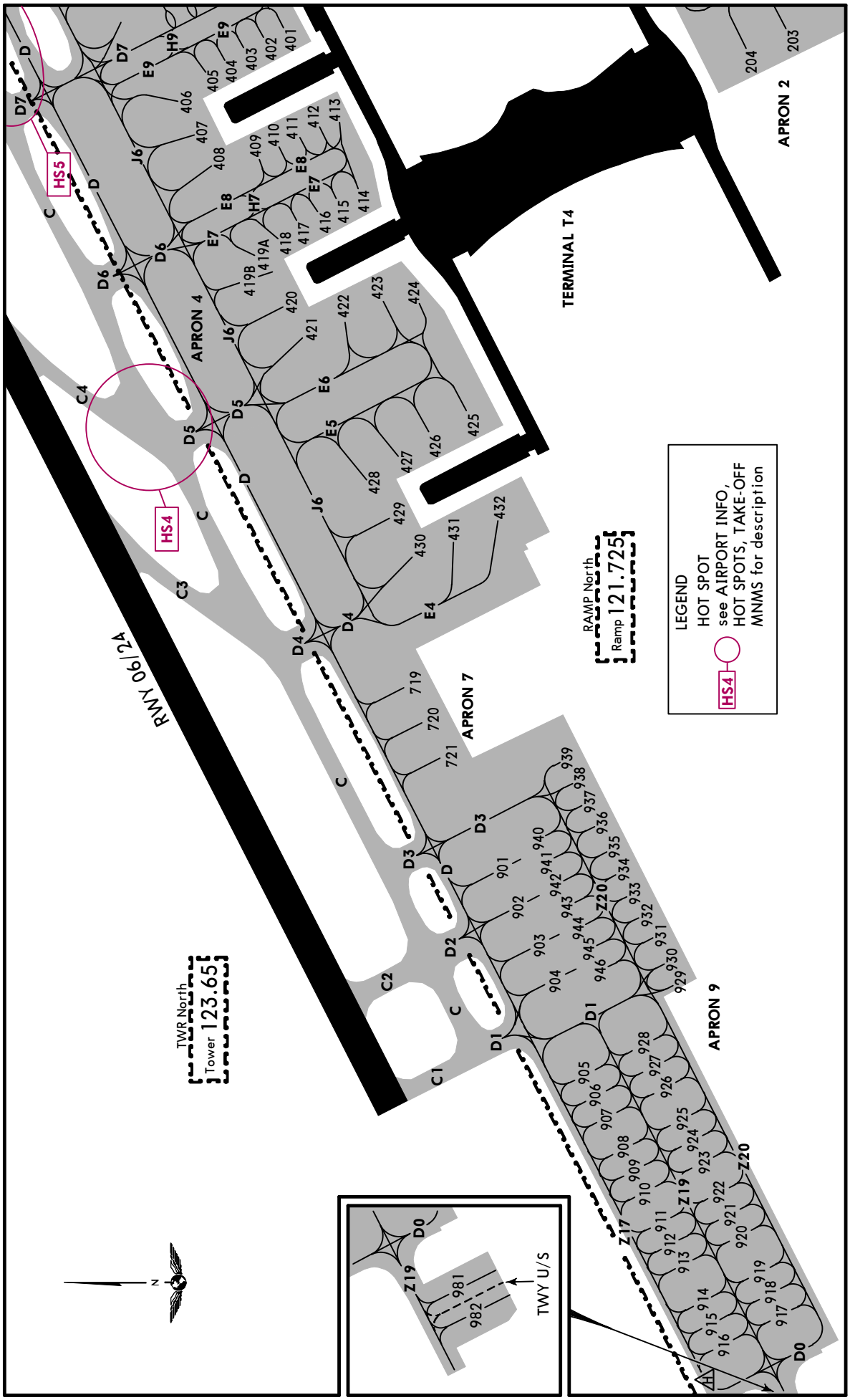


CHANGES: Apron, TWYs D4, E4 and J6.

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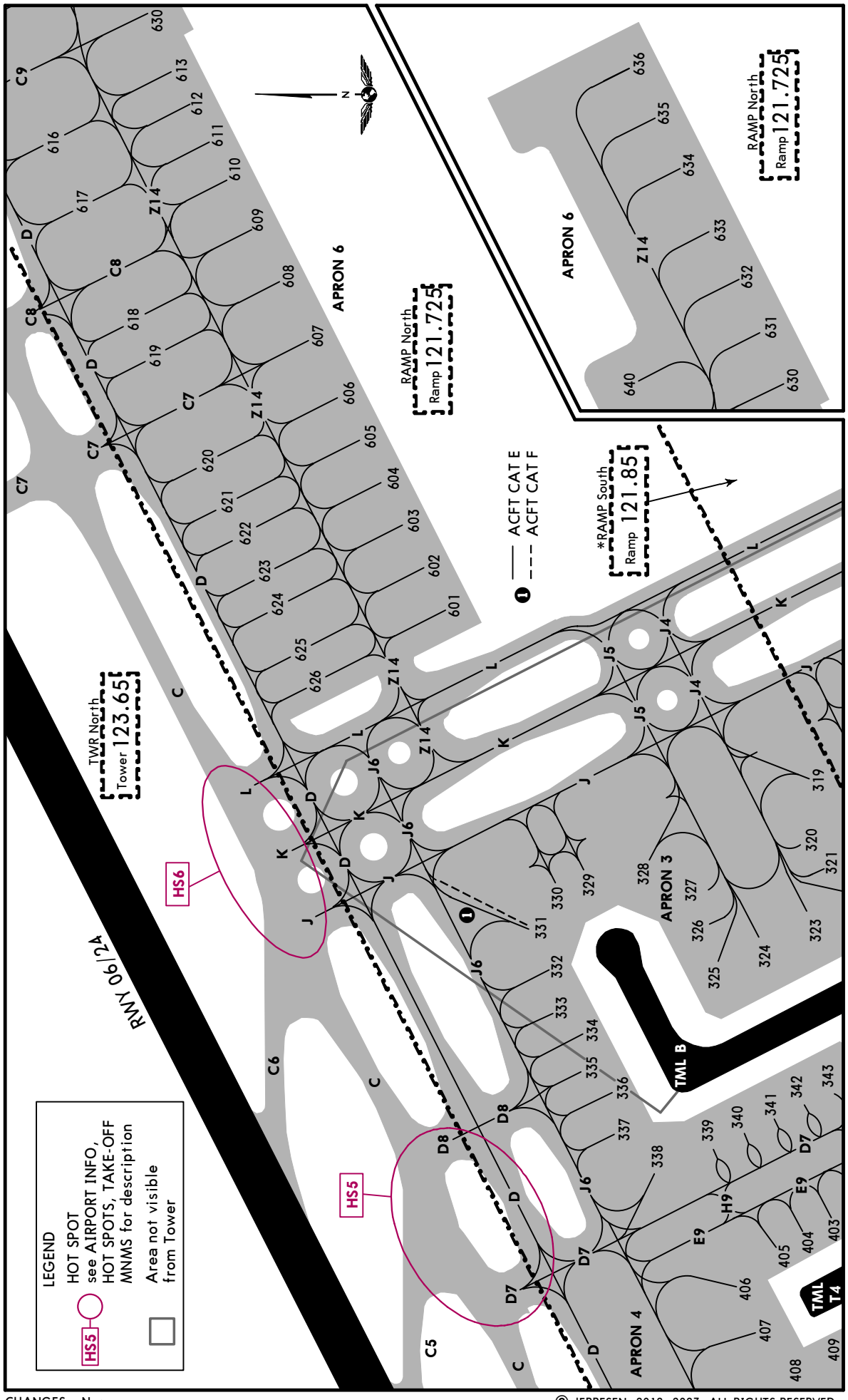


CHANGES: None.

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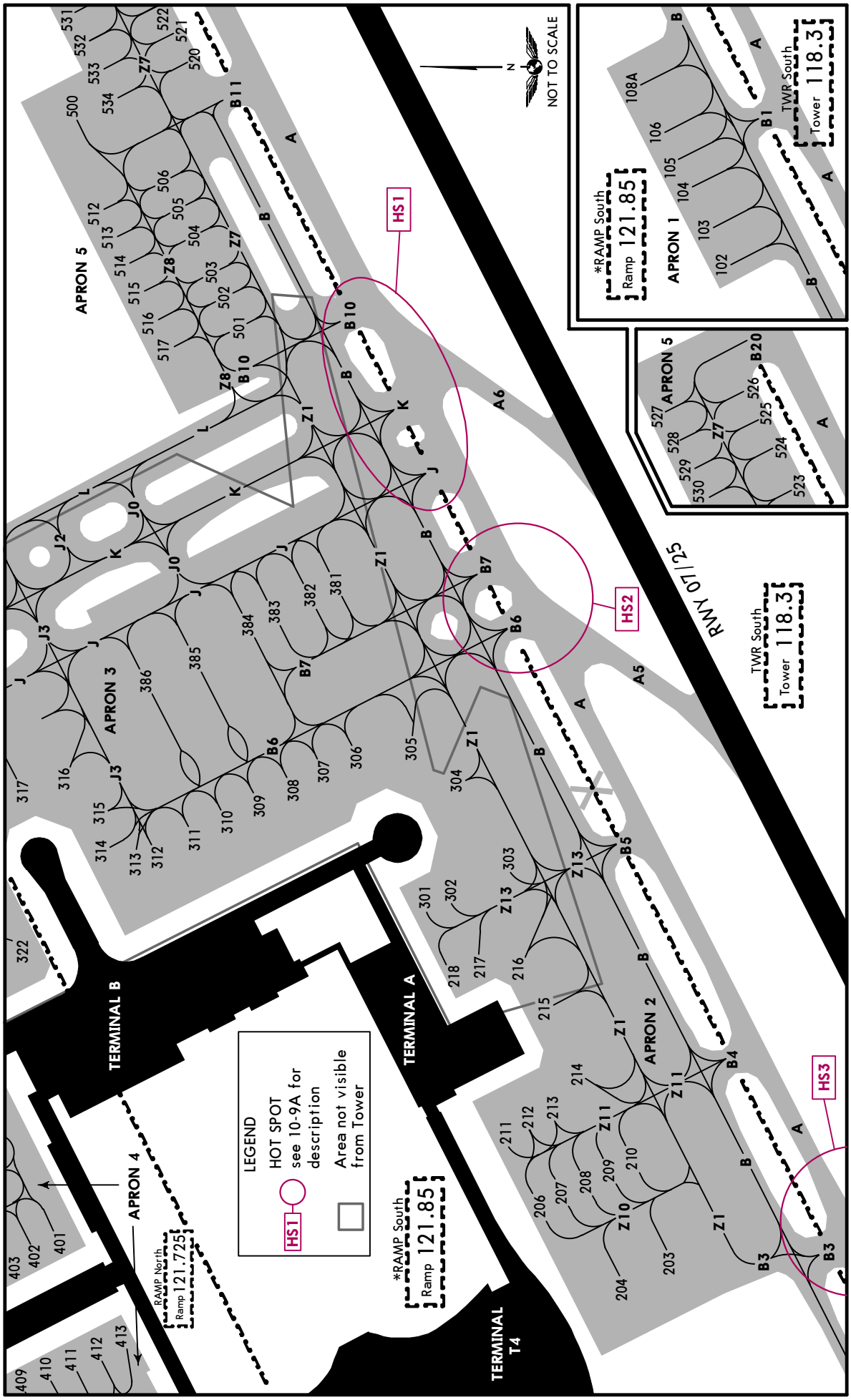
ZSHC/HGH

JEPPESEN HANGZHOU, PR OF CHINA

15 MAR 24 (10-9K) Eff 20 Mar 1600Z

XIAOSHAN




CHANGES: Stands 106A, 107 and 108 withdrawn.

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# HANGZHOU, PR OF CHINA

## XIAOSHAN

| STRAIGHT-IN RWY | A | B | C | D |
|---|---|---|---|---|
| **06** CAT 2 RNAV ILS DME Z or CAT 2 ILS DME Y | **122**′(100′)<br>**RA102**′<br>R300m | **122**′(100′)<br>**RA102**′<br>R300m | **122**′(100′)<br>**RA102**′<br>R300m | **122**′(100′)<br>**RA102**′<br>❶ R300m |
| ❷ SA CAT 2 RNAV ILS DME Z or ❷ SA CAT 2 ILS DME Y | **122**′(100′)<br>**RA102**′<br>❸ R350m | **122**′(100′)<br>**RA102**′<br>❸ R350m | **122**′(100′)<br>**RA102**′<br>❸ R350m | **122**′(100′)<br>**RA102**′<br>❸ R350m |
| ❷ SA CAT 1 RNAV ILS DME Z or ❷ SA CAT 1 ILS DME Y | **172**′(150′)<br>**RA151**′R450m | **172**′(150′)<br>**RA151**′R450m | **172**′(150′)<br>**RA151**′R450m | **172**′(150′)<br>**RA151**′R450m |
| RNAV ILS DME Z or ILS DME Y | **222**′(200′)<br>R550m V800m | **222**′(200′)<br>R550m V800m | **222**′(200′)<br>R550m V800m | **222**′(200′)<br>R550m V800m |
| TDZ or CL out | ❹R550m V800m | ❹R550m V800m | ❹R550m V800m | ❹R550m V800m |
| ALS out | R/V1200m | R/V1200m | R/V1200m | R/V1200m |
| ❺LOC | **560**′(538′)<br>R/V2400m | **560**′(538′)<br>R/V2400m | **560**′(538′)<br>R/V2600m | **560**′(538′)<br>R/V2800m |
| ALS out | R/V3200m | R/V3200m | R/V3200m | R/V3200m |
| **07** | | | | |
| ❷ SA CAT 2 RNAV ILS DME Z or ❷ SA CAT 2 ILS DME Y | **122**′(100′)<br>**RA105**′<br>❸ R350m | **122**′(100′)<br>**RA105**′<br>❸ R350m | **122**′(100′)<br>**RA105**′<br>❸ R350m | **122**′(100′)<br>**RA105**′<br>❸ R350m |
| ❷ SA CAT 1 RNAV ILS DME Z or ❷ SA CAT 1 ILS DME Y | **172**′(150′)<br>**RA155**′R450m | **172**′(150′)<br>**RA155**′R450m | **172**′(150′)<br>**RA155**′R450m | **172**′(150′)<br>**RA155**′R450m |
| RNAV ILS DME Z or ILS DME Y | **222**′(200′)<br>❹R550m V800m | **222**′(200′)<br>❹R550m V800m | **222**′(200′)<br>❹R550m V800m | **222**′(200′)<br>❹R550m V800m |
| ALS out | R/V1200m | R/V1200m | R/V1200m | R/V1200m |
| ❺LOC | **430**′(408′)<br>R/V1600m | **430**′(408′)<br>R/V1600m | **430**′(408′)<br>R/V1800m | **430**′(408′)<br>R/V2000m |
| ALS out | R/V2400m | R/V2400m | R/V2400m | R/V2400m |
| ❺VOR DME | **500**′(478′)<br>R/V2000m | **500**′(478′)<br>R/V2000m | **500**′(478′)<br>R/V2200m | **500**′(478′)<br>R/V2400m |
| ALS out | R/V2800m | R/V2800m | R/V2800m | R/V2800m |
| **24** | | | | |
| ❷ SA CAT 2 RNAV ILS DME Z or ❷ SA CAT 2 ILS DME Y | **122**′(100′)<br>**RA102**′<br>❸ R350m | **122**′(100′)<br>**RA102**′<br>❸ R350m | **122**′(100′)<br>**RA102**′<br>❸ R350m | **122**′(100′)<br>**RA102**′<br>❸ R350m |
| ❷ SA CAT 1 RNAV ILS DME Z or ❷ SA CAT 1 ILS DME Y | **172**′(150′)<br>**RA155**′R450m | **172**′(150′)<br>**RA155**′R450m | **172**′(150′)<br>**RA155**′R450m | **172**′(150′)<br>**RA155**′R450m |
| RNAV ILS DME Z or ILS DME Y | **222**′(200′)<br>❹R550m V800m | **222**′(200′)<br>❹R550m V800m | **222**′(200′)<br>❹R550m V800m | **222**′(200′)<br>❹R550m V800m |
| ALS out | R/V1200m | R/V1200m | R/V1200m | R/V1200m |
| ❺LOC | **500**′(478′)<br>R/V2000m | **500**′(478′)<br>R/V2000m | **500**′(478′)<br>R/V2200m | **500**′(478′)<br>R/V2400m |
| ALS out | R/V2800m | R/V2800m | R/V2800m | R/V2800m |

❶ Requires autoland or HUDLS, otherwise: R350m.
❷ HUD required.
❸ CL out: R400m.
❹ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❺ Continuous Descent Final Approach.

CHANGES: New chart.

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# HANGZHOU, PR OF CHINA

## XIAOSHAN

| STRAIGHT-IN RWY | A | B | C | D |
|---|---|---|---|---|
| **25** | | | | |
| ❶ SA CAT 2 RNAV ILS DME Z or ❶ SA CAT 2 ILS DME Y | **122**′(100′)<br>**RA105**′<br>❷ R350m | **122**′(100′)<br>**RA105**′<br>❷ R350m | **122**′(100′)<br>**RA105**′<br>❷ R350m | **122**′(100′)<br>**RA105**′<br>❷ R350m |
| ❶ SA CAT 1 RNAV ILS DME Z or ❶ SA CAT 1 ILS DME Y | **172**′(150′)<br>**RA155**′R450m | **172**′(150′)<br>**RA155**′R450m | **172**′(150′)<br>**RA155**′R450m | **172**′(150′)<br>**RA155**′R450m |
| RNAV ILS DME Z or ILS DME Y | **222**′(200′)<br>❸ R550m V800m | **222**′(200′)<br>❸ R550m V800m | **222**′(200′)<br>❸ R550m V800m | **222**′(200′)<br>❸ R550m V800m |
| ALS out | R/V1200m | R/V1200m | R/V1200m | R/V1200m |
| ❹ LOC | **460**′(438′)<br>R/V1800m | **460**′(438′)<br>R/V1800m | **460**′(438′)<br>R/V2000m | **460**′(438′)<br>R/V2200m |
| ALS out | R/V2600m | R/V2600m | R/V2600m | R/V2600m |
| ❹ VOR DME | **500**′(478′)<br>R/V2000m | **500**′(478′)<br>R/V2000m | **500**′(478′)<br>R/V2200m | **500**′(478′)<br>R/V2400m |
| ALS out | R/V2800m | R/V2800m | R/V2800m | R/V2800m |

❶ HUD required.
❷ CL out: R400m.
❸ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❹ Continuous Descent Final Approach.

| CIRCLE-TO-LAND ❺ | 100 KT | 135 KT | 180 KT | 205 KT |
|---|---|---|---|---|
| | **1420**′(1398′)<br>V3200m | **1420**′(1398′)<br>V3600m | **1510**′(1488′)<br>V4800m | **1510**′(1488′)<br>V5000m |

❺ Not authorized North of runway

**TAKE-OFF** (with reliable alternate)

| | | Rwy 06 | Rwys 06/24 | Rwys 07/25 | | All Rwys | |
|---|---|---|---|---|---|---|---|
| | | Low Visibility Procedures required. | | | | RL & RCLM | NIL (DAY only) |
| | | Approval for Low Visibility Take-off required | | | | | |
| | | HUD & RL & CL | RL & CL | HUD & RL & CL | RL & CL | | |
| 2 TURB Eng or 3 & 4 Eng | A, B, C, D | R150m | R200m | R200m | R200m | R400m V800m | R500m V800m |
| Other 1 & 2 Eng | | Minimums not established by CAAC | | | | Ceiling 100m/V1600m | |



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# ZSHC/HGH XIAOSHAN

JEPPESEN 7 JUL 23 Eff 12 Jul 1600Z (11-1)

# HANGZHOU, PR OF CHINA RNAV ILS DME Z Rwy 06

BRIEFING STRIP ™

| D-ATIS | HANGZHOU Approach (R) *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | *HANGZHOU Tower North | *Ground |
|---|---|---|---|---|---|---|---|---|
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 123.65 | 121.65 |

| LOC IXS | Final Apch Crs | D12.3 IXS MANDATORY | ILS DA(H) | Apt Elev 22' |
|---|---|---|---|---|
| 110.5 | 069° | 3940' (3918') | 222' (200') | Rwy 22' |

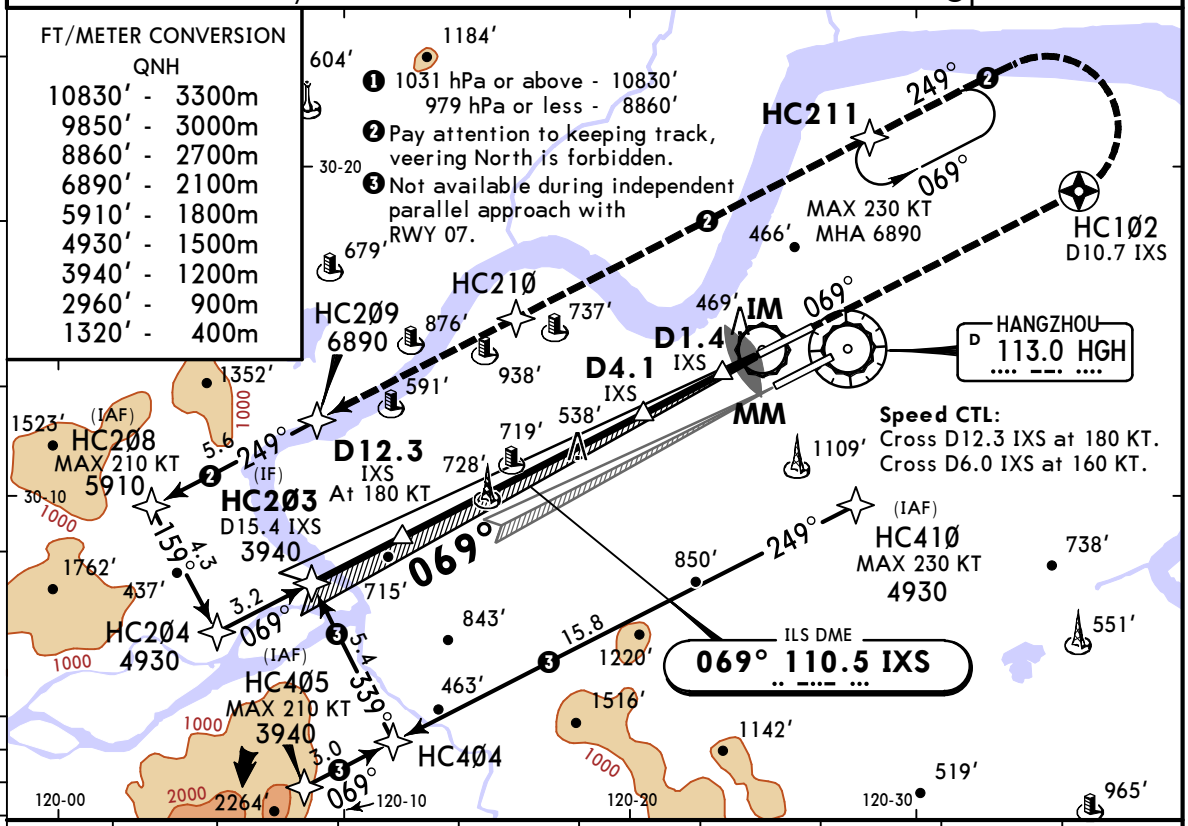
**MISSED APCH:** Climb STRAIGHT AHEAD to HC1Ø2 at 2960' or above, turn LEFT (MAX 205 KT) to HC211 on 249° at 5910' or above to HC211 for approach or join holding and as directed.
Missed approach requires a minimum climb gradient of 5.0%.

Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL118  Trans alt: 9850' ❶

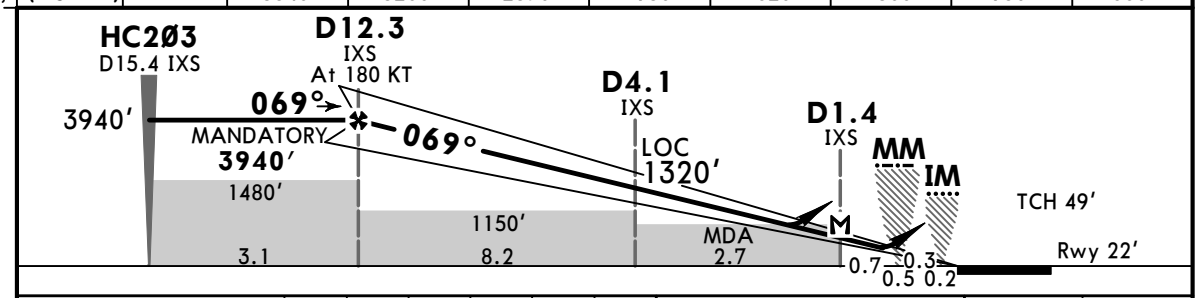
MSA HGH VOR: 180° 3800 3200 090° 300° 4800

FT/METER CONVERSION
QNH

| | |
|---|---|
| 10830' - | 3300m |
| 9850' - | 3000m |
| 8860' - | 2700m |
| 6890' - | 2100m |
| 5910' - | 1800m |
| 4930' - | 1500m |
| 3940' - | 1200m |
| 2960' - | 900m |
| 1320' - | 400m |




| LOC (GS out) | IXS DME | 12.0 | 10.0 | 8.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|---|---|---|---|
| | ALTITUDE | 3840' | 3200' | 2570' | 1930' | 1620' | 1300' | 980' | 660' |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.4 IXS | | | | | | | |

HIALS-II PAPI **HC1Ø2**

PANS OPS

**State**

| | STRAIGHT-IN LANDING ILS DA(H) 222' (200') | ALS out | LOC (GS out) CDFA MDA(H) 560' (538') | ALS out |
|---|---|---|---|---|
| A | R550m V800m | V1200m | V2400m | V3200m |
| B | | | | |
| C | | | V2600m | |
| D | | | V2800m | |

CIRCLE-TO-LAND: Not authorized North of runway

| Max Kts | MDA(H) | |
|---|---|---|
| 100 | 1420' (1398') | V3200m |
| 135 | 1420' (1398') | V3600m |
| 180 | 1510' (1488') | V4800m |
| 205 | 1510' (1488') | V5000m |

CHANGES: Pocedure, minimums, new AOM concept.

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# ZSHC/HGH XIAOSHAN

7 JUL 23
Eff 12 Jul 1600Z

(11-1A)

JEPPESEN

# HANGZHOU, PR OF CHINA
# CAT II RNAV ILS DME Z Rwy 06

BRIEFING STRIP ™

| D-ATIS | HANGZHOU Approach (R) | | | | | | *HANGZHOU Tower North | *Ground |
|---|---|---|---|---|---|---|---|---|
| | *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | | |
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 123.65 | 121.65 |

| LOC IXS | Final Apch Crs | D12.3 IXS MANDATORY | CAT II ILS RA 102′ DA(H) | Apt Elev 22′ Rwy 22′ |
|---|---|---|---|---|
| 110.5 | 069° | 3940′ (3918′) | 122′ (100′) | |

**MISSED APCH:** Climb STRAIGHT AHEAD to HC1Ø2 at 2960′ or above, turn LEFT (MAX 205 KT) to HC211 on 249° at 5910′ or above to HC211 for approach or join holding and as directed. Missed apch requires a MIN climb gradient of 5.0%.

Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL118  Trans alt: 9850′ ❶

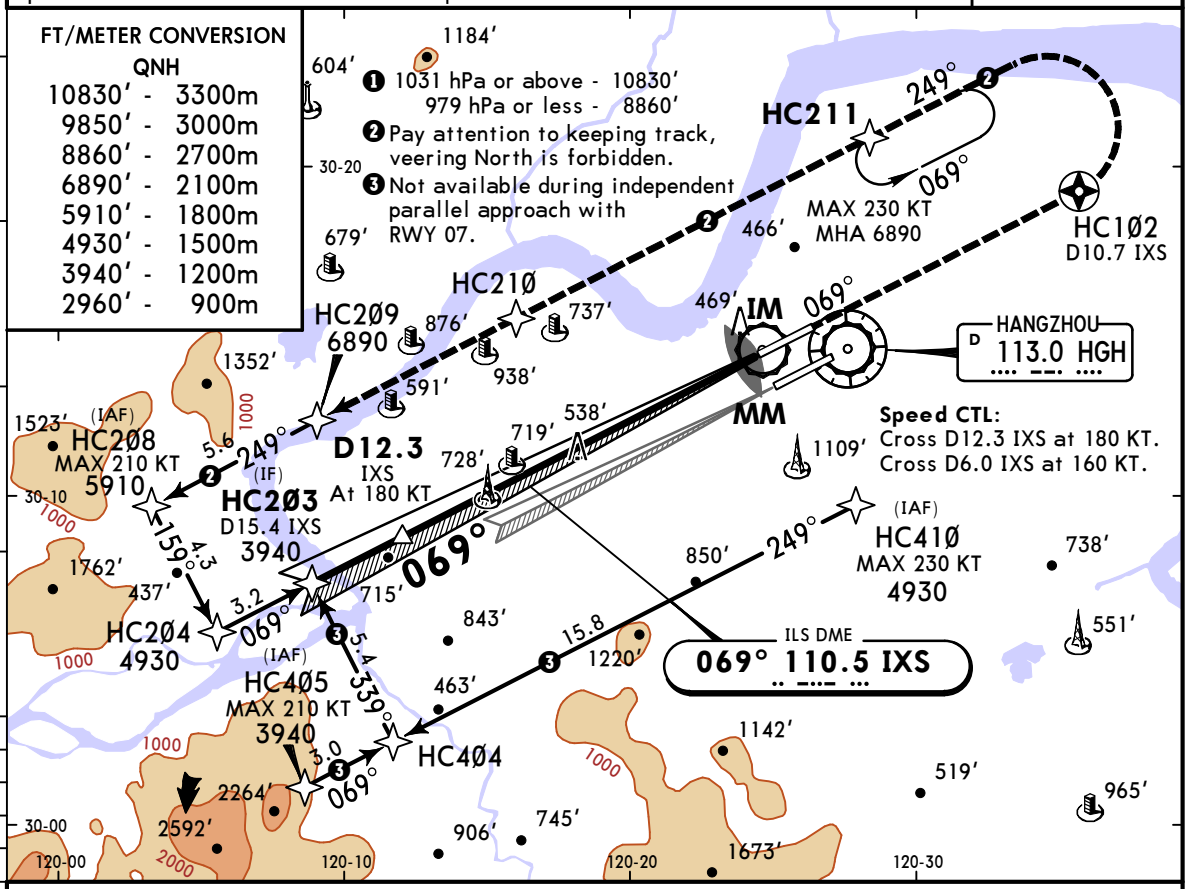
Special Aircrew & Acft Certification Required.

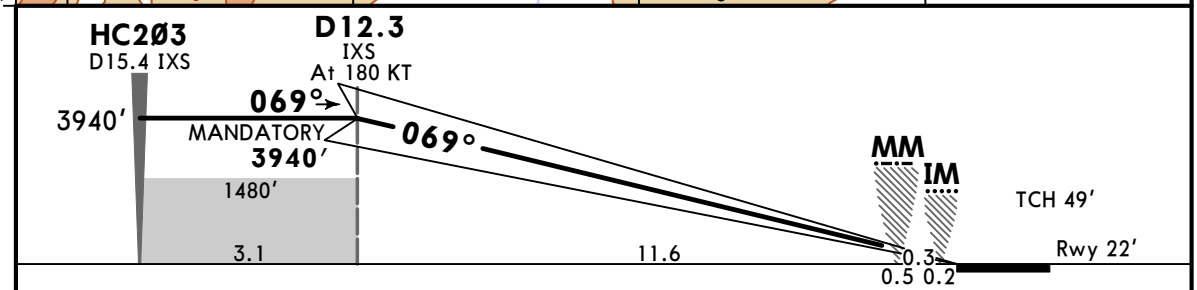
MSA HGH VOR: 180° 3800 3200 090° 300° 4800

**FT/METER CONVERSION**

| QNH | |
|---|---|
| 10830′ - | 3300m |
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 6890′ - | 2100m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 3940′ - | 1200m |
| 2960′ - | 900m |

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′
❷ Pay attention to keeping track, veering North is forbidden.
❸ Not available during independent parallel approach with RWY 07.




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II
PAPI
HC1Ø2

**State**

STRAIGHT-IN LANDING
**CAT II ILS**

**RA 102′**
DA(H) **122′** (100′)

PANS OPS

❶ R300m

❶ CAT D: R350m for manual operation below DH.

CHANGES: Procedure, new AOM concept.

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# ZSHC/HGH XIAOSHAN

JEPPESEN

7 JUL 23
Eff 12 Jul 1600Z
(11-2)

# HANGZHOU, PR OF CHINA
## ILS DME Y Rwy 06

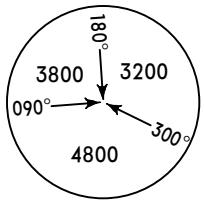
BRIEFING STRIP ™

| D-ATIS | HANGZHOU Approach (R) *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | *HANGZHOU Tower North | *Ground |
|---|---|---|---|---|---|---|---|---|
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 123.65 | 121.65 |

| LOC IXS | Final Apch Crs | D9.2 IXS | ILS DA(H) | Apt Elev 22′ |
|---|---|---|---|---|
| 110.5 | 069° | 2960′ (2938′) | 222′ (200′) | Rwy 22′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to D8.0 IXS at 1150′ or above, turn RIGHT (MAX 205 KT) to DSH VOR at 4930′ or above to DSH VOR for approach or join holding and as directed.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

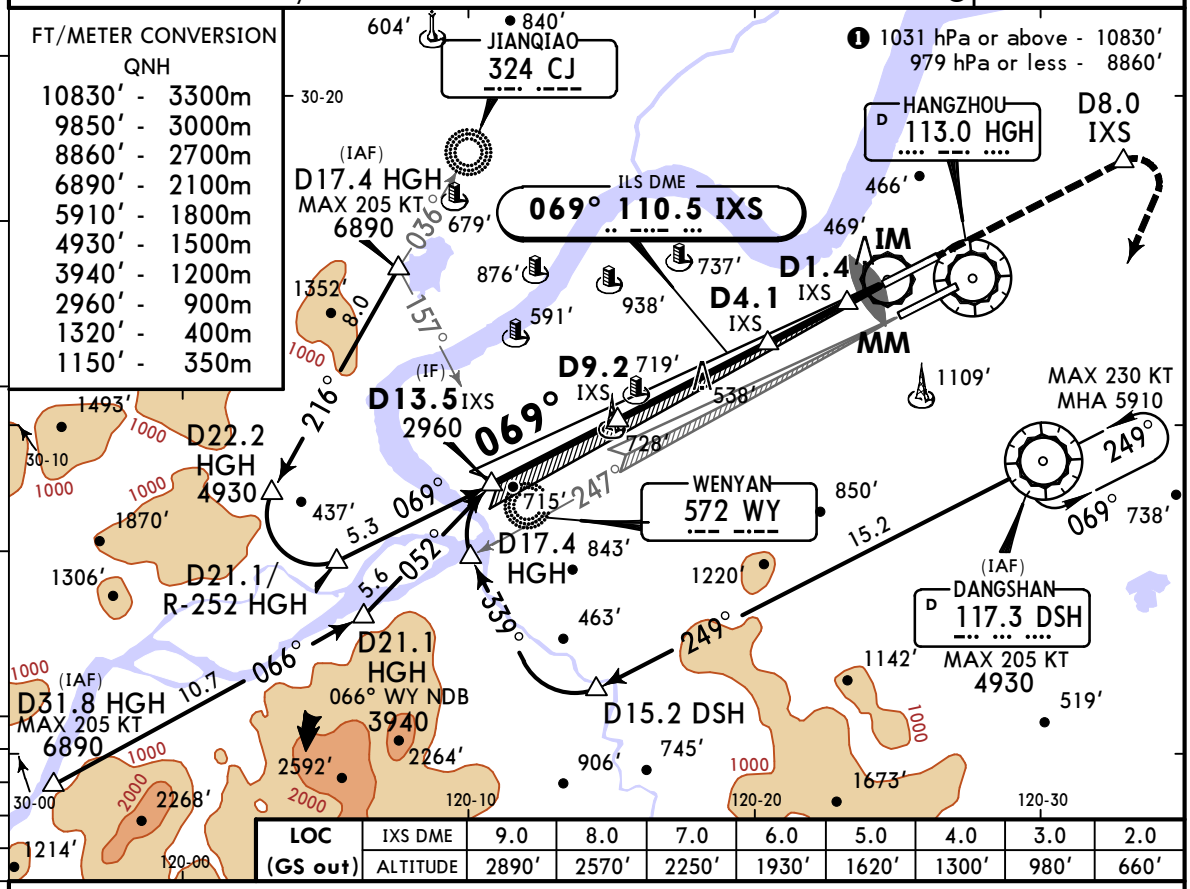



MSA HGH VOR

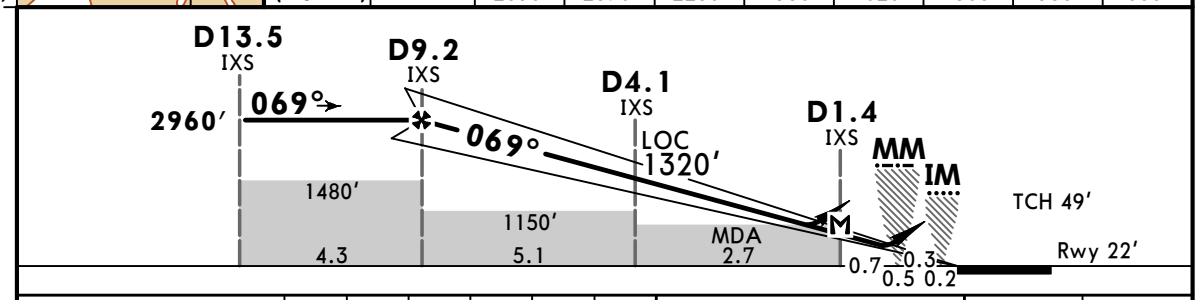
FT/METER CONVERSION

| QNH | |
|---|---|
| 10830′ - | 3300m |
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 6890′ - | 2100m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 3940′ - | 1200m |
| 2960′ - | 900m |
| 1320′ - | 400m |
| 1150′ - | 350m |

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′




| LOC (GS out) | IXS DME | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|---|---|---|---|
| | ALTITUDE | 2890′ | 2570′ | 2250′ | 1930′ | 1620′ | 1300′ | 980′ | 660′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.4 IXS | | | | | | | |

HIALS-II
PAPI
D8.0 IXS

**State**

STRAIGHT-IN LANDING

| | ILS DA(H) 222′ (200′) | ILS ALS out | LOC (GS out) CDFA MDA(H) 560′ (538′) | LOC (GS out) ALS out |
|---|---|---|---|---|
| A | R550m V800m | V1200m | V2400m | V3200m |
| B | | | | |
| C | | | V2600m | |
| D | | | V2800m | |

CIRCLE-TO-LAND

Not authorized North of runway

| Max Kts | MDA(H) | |
|---|---|---|
| 100 | 1420′ (1398′) | V3200m |
| 135 | 1420′ (1398′) | V3600m |
| 180 | 1510′ (1488′) | V4800m |
| 205 | 1510′ (1488′) | V5000m |

PANS OPS

CHANGES: Procedure, minimums, new AOM concept.

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# ZSHC/HGH
XIAOSHAN

7 JUL 23
Eff 12 Jul 1600Z

JEPPESEN

(11-2A)

# HANGZHOU, PR OF CHINA
# CAT II ILS DME Y Rwy 06

BRIEFING STRIP ™

| D-ATIS | HANGZHOU Approach (R) | | | | | | *HANGZHOU Tower North | *Ground |
|---|---|---|---|---|---|---|---|---|
| | *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | | |
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 123.65 | 121.65 |

| LOC IXS | Final Apch Crs | D9.2 IXS | CAT II ILS | Apt Elev 22′ |
|---|---|---|---|---|
| 110.5 | 069° | 2960′ (2938′) | RA 102′ DA(H) 122′ (100′) | Rwy 22′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to D8.0 IXS at 1150′ or above, turn RIGHT (MAX 205 KT) to DSH VOR at 4930′ or above to DSH VOR for approach or join holding and as directed.

Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL118  Trans alt: 9850′ ❶

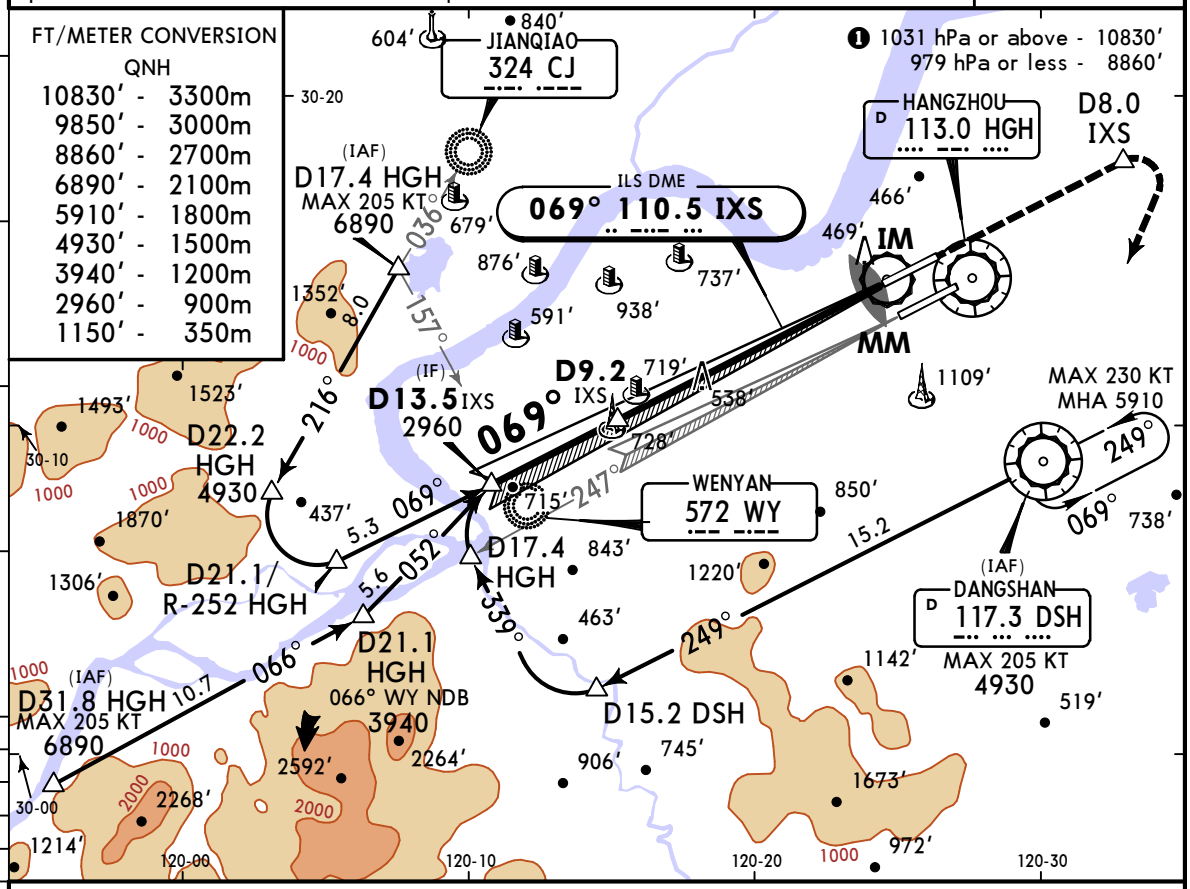
Special Aircrew & Acft Certification Required.

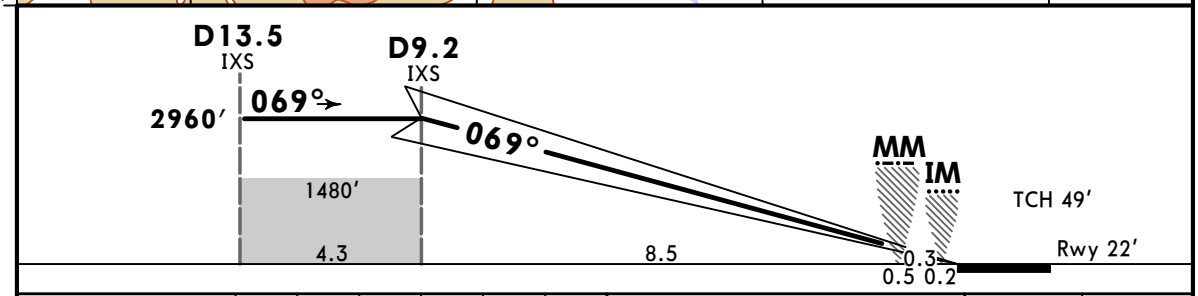
MSA HGH VOR: 180°, 3800, 3200, 090°, 300°, 4800

FT/METER CONVERSION

| QNH | |
|---|---|
| 10830′ - | 3300m |
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 6890′ - | 2100m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 3940′ - | 1200m |
| 2960′ - | 900m |
| 1150′ - | 350m |

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II
PAPI

**D8.0**
IXS

**State**

STRAIGHT-IN LANDING
**CAT II ILS**

**RA 102′**
DA(H) **122′** (100′)

PANS OPS

❶ R300m

❶ CAT D: R350m for manual operation below DH.

CHANGES: Procedure, new AOM concept.

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# ZSHC/HGH

JEPPESEN

# HANGZHOU, PR OF CHINA
## SA CAT I & SA CAT II
## RNAV ILS DME Z Rwy 06

XIAOSHAN

7 JUL 23
Eff 12 Jul 1600Z

11-2B

BRIEFING STRIP ™

| D-ATIS | HANGZHOU Approach (R) | | | | | | *HANGZHOU Tower North | *Ground |
|---|---|---|---|---|---|---|---|---|
| | *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | | |
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 123.65 | 121.65 |

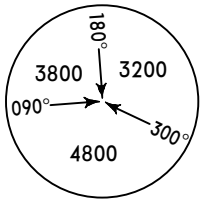
| LOC IXS | Final Apch Crs | D12.3 IXS MANDATORY | SA CAT I & SA CAT II ILS Refer to Minimums | Apt Elev 22′ Rwy 22′ |
|---|---|---|---|---|
| 110.5 | 069° | 3940′ (3918′) | | |

**MISSED APCH:** Climb STRAIGHT AHEAD to HC1Ø2 at 2960′ or above, turn LEFT (MAX 205 KT) to HC211 on 249° at 5910′ or above to HC211 for approach or join holding and as directed. Missed apch requires a MIN climb gradient of 5.0%.

Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL118  Trans alt: 9850′ ❷

Special Aircrew & Acft Certification Required.

MSA HGH VOR

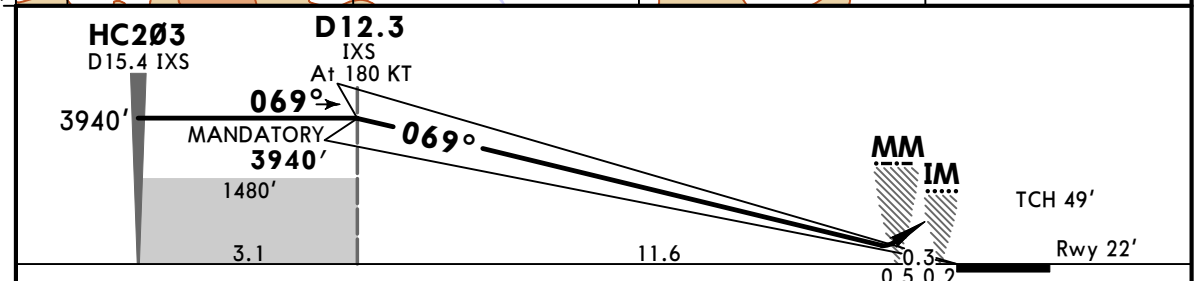



FT/METER CONVERSION

| QNH | |
|---|---|
| 10830′ - | 3300m |
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 6890′ - | 2100m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 3940′ - | 1200m |
| 2960′ - | 900m |

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′
❷ Pay attention to keeping track, veering North is forbidden.
❸ Not available during independent parallel approach with RWY 07.

HC211 249° ❷ 069° MAX 230 KT MHA 6890
HC1Ø2 D10.7 IXS
HC21Ø
HC2Ø9 6890
HC2Ø8 (IAF) MAX 210 KT 5910 249° 5.6 ❷
HC2Ø3 (IF) D15.4 IXS 3940
D12.3 IXS At 180 KT
IM 069°
MM
HANGZHOU D 113.0 HGH
Speed CTL: Cross D12.3 IXS at 180 KT. Cross D6.0 IXS at 160 KT.
HC41Ø (IAF) MAX 230 KT 4930 249°
069° 715′
HC2Ø4 4930 159° 4.3 069° 3.2
HC4Ø5 (IAF) MAX 210 KT 3940 339° 5.4 ❸ 069° 3.0 ❸
HC4Ø4 ❸ 15.8 069°
ILS DME 069° 110.5 IXS




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II
PAPI
HC1Ø2

**State**

STRAIGHT-IN LANDING

| SA CAT II ILS ❶ | SA CAT I ILS ❶ |
|---|---|
| RA 102′ | RA 151′ |
| DA(H) 122′ (100′) | DA(H) 172′ (150′) |
| R350m | R450m |

PANS OPS

❶ HUD required.

CHANGES: Procedure, new AOM concept.

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# ZSHC/HGH

JEPPESEN

# HANGZHOU, PR OF CHINA
## SA CAT I & SA CAT II
## ILS DME Y Rwy 06

XIAOSHAN

7 JUL 23
Eff 12 Jul 1600Z

11-2C

BRIEFING STRIP ™

| D-ATIS | HANGZHOU Approach (R) | | | | | | *HANGZHOU Tower North | *Ground |
|---|---|---|---|---|---|---|---|---|
| | *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | | |
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 123.65 | 121.65 |

| LOC IXS | Final Apch Crs | D9.2 IXS | SA CAT I & SA CAT II ILS Refer to Minimums | Apt Elev 22′ Rwy 22′ |
|---|---|---|---|---|
| 110.5 | 069° | 2960′ (2938′) | | |

**MISSED APCH:** Climb STRAIGHT AHEAD to D8.0 IXS at 1150′ or above, turn RIGHT (MAX 205 KT) to DSH VOR at 4930′ or above to DSH VOR for approach or join holding and as directed.

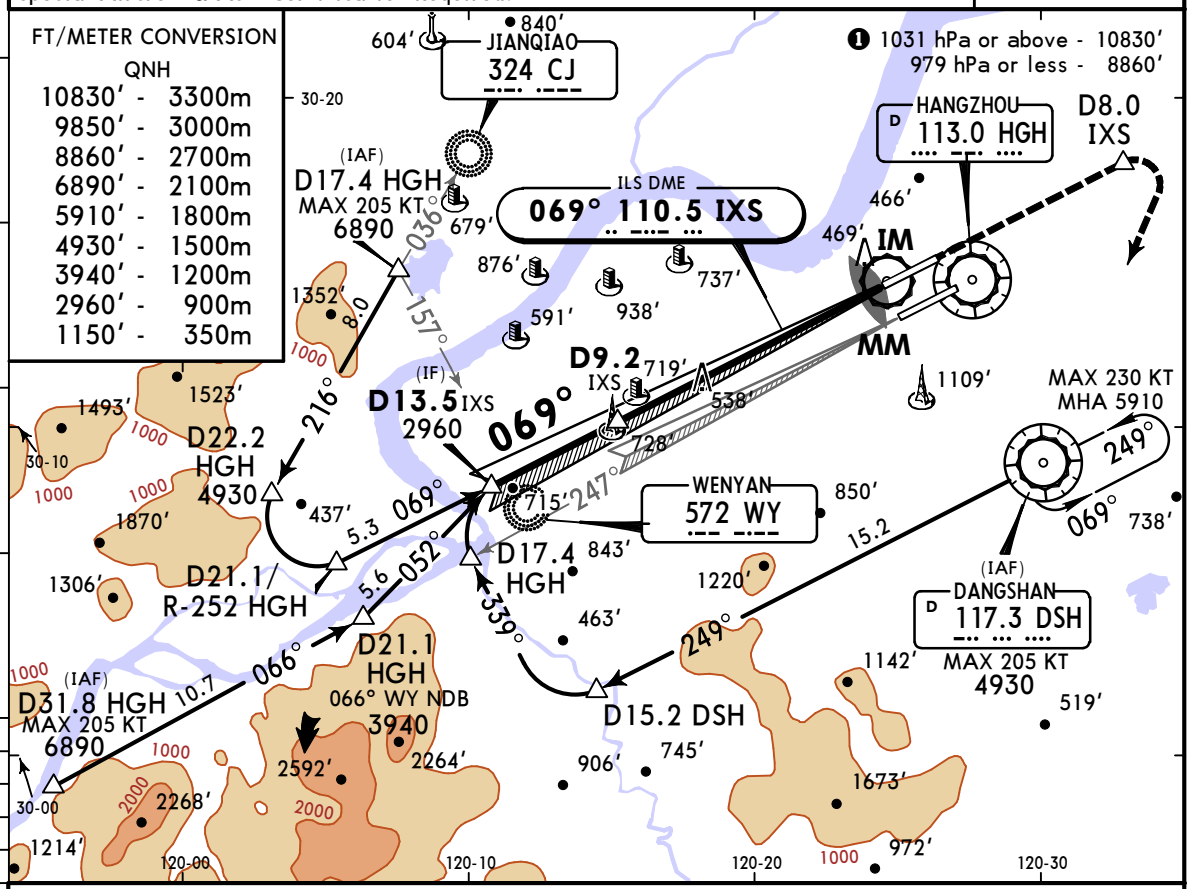
Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL118  Trans alt: 9850′ ❶

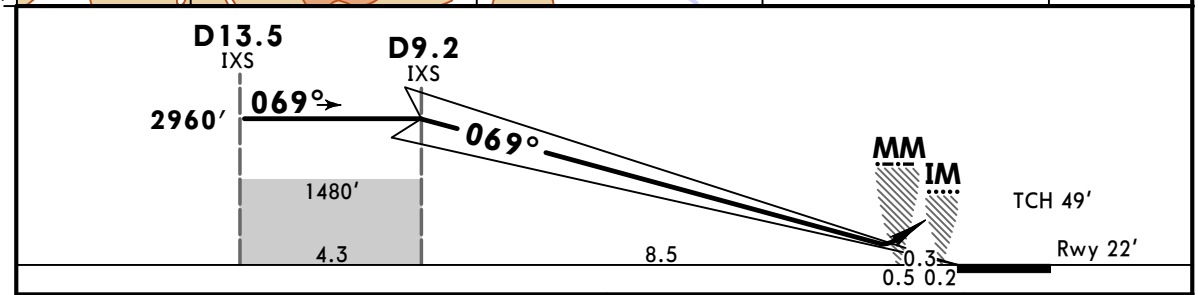
Special Aircrew & Acft Certification Required.

MSA HGH VOR: 180° 3800 3200 090° 300° 4800

FT/METER CONVERSION

| QNH | |
|---|---|
| 10830′ - | 3300m |
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 6890′ - | 2100m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 3940′ - | 1200m |
| 2960′ - | 900m |
| 1150′ - | 350m |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II
PAPI

D8.0
IXS

PANS OPS

| State | STRAIGHT-IN LANDING | |
|---|---|---|
| | SA CAT II ILS ❶ | SA CAT I ILS ❶ |
| | RA 102′ | RA 151′ |
| | DA(H) 122′ (100′) | DA(H) 172′ (150′) |
| | R350m | R450m |

❶ HUD required.

CHANGES: Procedure, new AOM concept.

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# ZSHC/HGH XIAOSHAN

JEPPESEN 7 JUL 23 Eff 12 Jul 1600Z (11-3)

# HANGZHOU, PR OF CHINA RNAV ILS DME Z Rwy 07

BRIEFING STRIP ™

| D-ATIS | HANGZHOU Approach (R) *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | *HANGZHOU Tower South | *Ground |
|---|---|---|---|---|---|---|---|---|
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 118.3 | 121.65 |

| LOC IXX | Final Apch Crs | D9.2 IXX MANDATORY | ILS DA(H) | Apt Elev 22' Rwy 22' |
|---|---|---|---|---|
| 110.35 | 069° | 2960' (2938') | 222' (200') | |

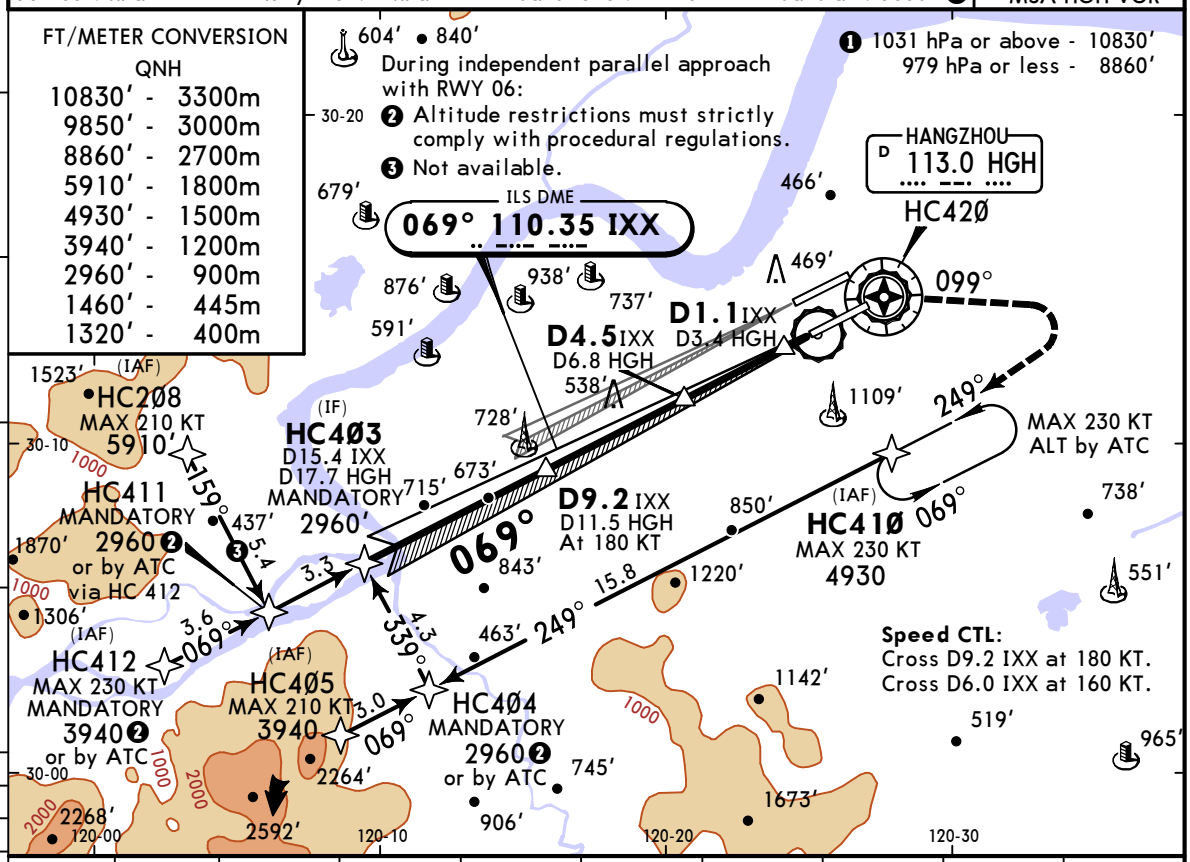
**MISSED APCH:** Climb STRAIGHT AHEAD to HC42Ø, turn RIGHT (MAX 210 KT) climb on 099° to 1320', then turn RIGHT (MAX 210 KT) to HC41Ø at 4930' or above to HC41Ø for approach or join holding and as directed.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL118 | Trans alt: 9850' ❶

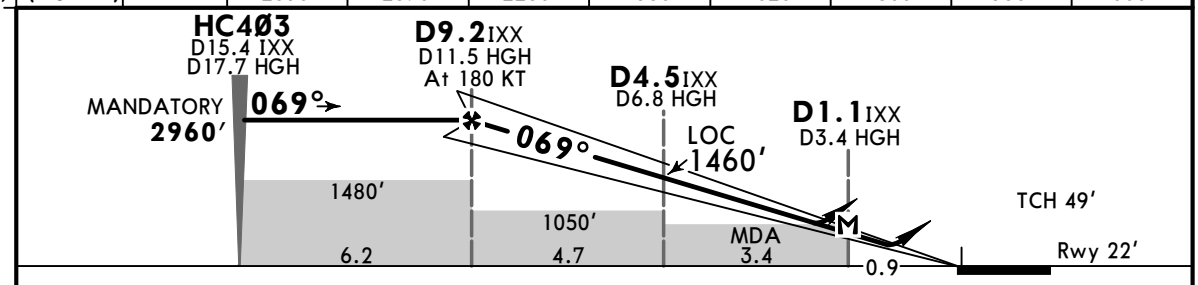
MSA HGH VOR: 180° 3800, 090° 3200, 300° 4800

FT/METER CONVERSION

| QNH | |
|---|---|
| 10830' - | 3300m |
| 9850' - | 3000m |
| 8860' - | 2700m |
| 5910' - | 1800m |
| 4930' - | 1500m |
| 3940' - | 1200m |
| 2960' - | 900m |
| 1460' - | 445m |
| 1320' - | 400m |




| LOC (GS out) | IXX DME | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|---|---|---|---|
| | ALTITUDE | 2890' | 2570' | 2250' | 1930' | 1620' | 1300' | 980' | 660' |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.1 IXX/D3.4 HGH | | | | | | | |

HIALS PAPI HC42Ø

PANS OPS

**State**

| | STRAIGHT-IN LANDING ILS DA(H) 222' (200') | ALS out | LOC (GS out) CDFA MDA(H) 430' (408') | ALS out |
|---|---|---|---|---|
| A | R550m V800m | V1200m | V1600m | V2400m |
| B | | | | |
| C | | | V1800m | |
| D | | | V2000m | |

CIRCLE-TO-LAND: Not authorized North of runway

| Max Kts | MDA(H) | |
|---|---|---|
| 100 | 1420' (1398') | V3200m |
| 135 | 1420' (1398') | V3600m |
| 180 | 1510' (1488') | V4800m |
| 205 | 1510' (1488') | V5000m |

CHANGES: Procedure, minimums, new AOM concept.

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# ZSHC/HGH XIAOSHAN

JEPPESEN

7 JUL 23
Eff 12 Jul 1600Z

(11-4)

# HANGZHOU, PR OF CHINA
## ILS DME Y Rwy 07

BRIEFING STRIP ™

| D-ATIS | HANGZHOU Approach (R) *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | *HANGZHOU Tower South | *Ground |
|---|---|---|---|---|---|---|---|---|
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 118.3 | 121.65 |

| LOC IXX | Final Apch Crs | D9.2 IXX | ILS DA(H) | Apt Elev 22′ |
|---|---|---|---|---|
| 110.35 | 069° | 2960′ (2938′) | 222′ (200′) | Rwy 22′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to 1320′, turn RIGHT (MAX 205 KT) to DSH VOR at 4930′ or above to DSH VOR for approach or join holding and as directed.

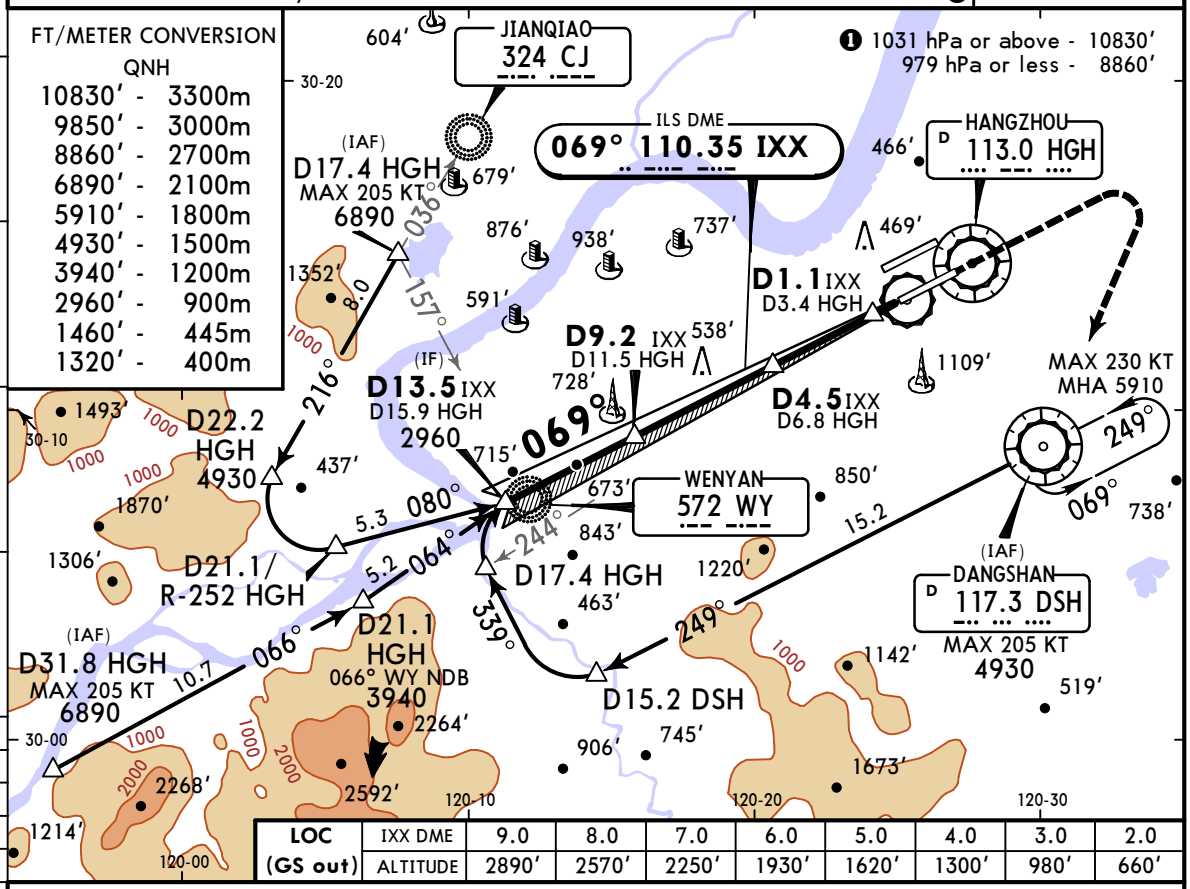
Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL118  Trans alt: 9850′ ❶

MSA HGH VOR: 180°, 3800, 3200, 090°, 300°, 4800

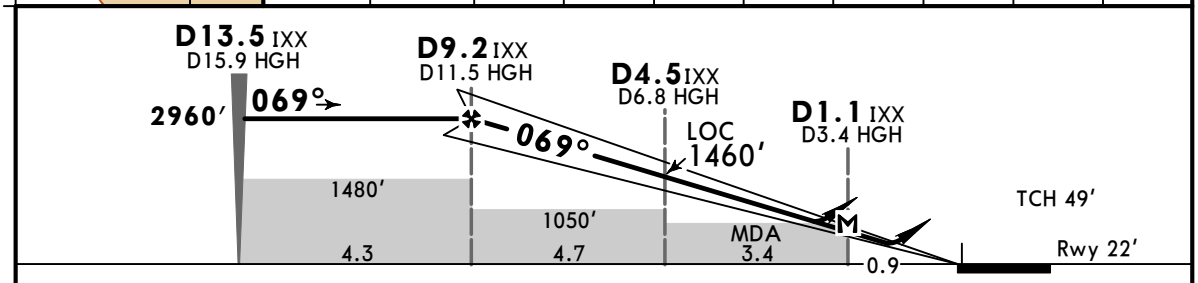
FT/METER CONVERSION

| QNH | |
|---|---|
| 10830′ - | 3300m |
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 6890′ - | 2100m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 3940′ - | 1200m |
| 2960′ - | 900m |
| 1460′ - | 445m |
| 1320′ - | 400m |

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′




| LOC (GS out) | IXX DME | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|---|---|---|---|
| | ALTITUDE | 2890′ | 2570′ | 2250′ | 1930′ | 1620′ | 1300′ | 980′ | 660′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.1 IXX/D3.4 HGH | | | | | | | |

HIALS
PAPI
1320′

PANS OPS

**State**

| | STRAIGHT-IN LANDING ILS DA(H) 222′ (200′) | ALS out | LOC (GS out) CDFA MDA(H) 430′ (408′) | ALS out | CIRCLE-TO-LAND Not authorized North of runway Max Kts | MDA(H) | |
|---|---|---|---|---|---|---|---|
| A | R550m V800m | V1200m | V1600m | V2400m | 100 | 1420′ (1398′) | V3200m |
| B | | | | | 135 | 1420′ (1398′) | V3600m |
| C | | | V1800m | | 180 | 1510′ (1488′) | V4800m |
| D | | | V2000m | | 205 | 1510′ (1488′) | V5000m |

CHANGES: Procdure, minimums, new AOM concept.

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# ZSHC/HGH

JEPPESEN

# HANGZHOU, PR OF CHINA
## SA CAT I & SA CAT II
## RNAV ILS DME Z Rwy 07

XIAOSHAN

7 JUL 23
Eff 12 Jul 1600Z

(11-4A)

| D-ATIS | HANGZHOU Approach (R) | | | | | | *HANGZHOU Tower South | *Ground |
|---|---|---|---|---|---|---|---|---|
| | *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | | |
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 118.3 | 121.65 |

BRIEFING STRIP ™

| LOC IXX | Final Apch Crs | D9.2 IXX MANDATORY | SA CAT I & SA CAT II ILS Refer to Minimums | Apt Elev 22′ Rwy 22′ |
|---|---|---|---|---|
| 110.35 | 069° | 2960′ (2938′) | | |

**MISSED APCH:** Climb STRAIGHT AHEAD to HC42Ø, turn RIGHT (MAX 210 KT) climb on 099° to 1320′, then turn RIGHT (MAX 210 KT) to HC41Ø at 4930′ or above to HC41Ø for approach or join holding and as directed.

Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL118  Trans alt: 9850′ ❶

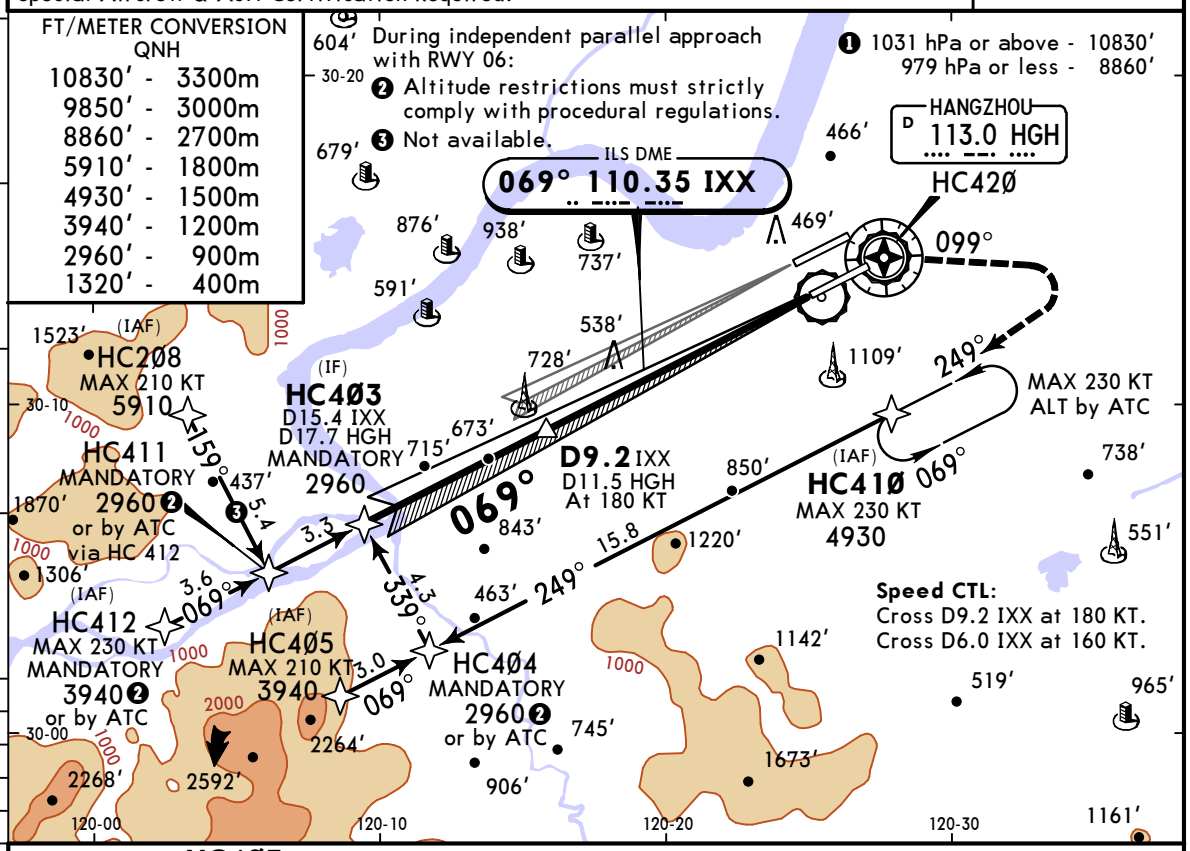
Special Aircrew & Acft Certification Required.

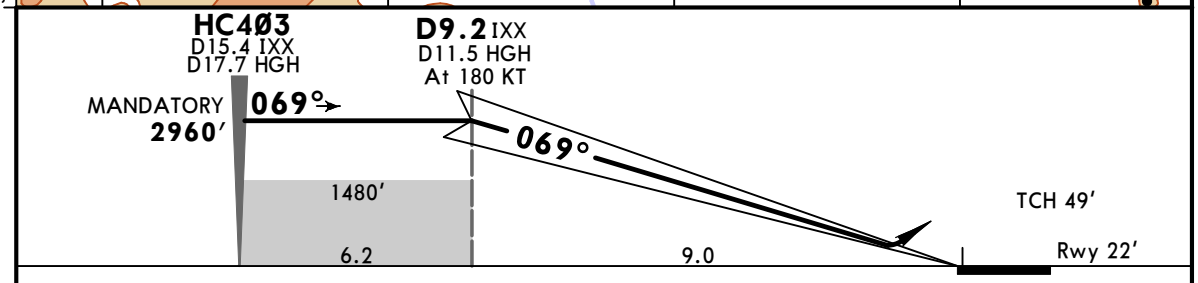
MSA HGH VOR: 3800 (090°–180°), 3200 (180°–300°), 4800 (300°–090°)

FT/METER CONVERSION
QNH
10830′ - 3300m
9850′ - 3000m
8860′ - 2700m
5910′ - 1800m
4930′ - 1500m
3940′ - 1200m
2960′ - 900m
1320′ - 400m

During independent parallel approach with RWY 06:
❷ Altitude restrictions must strictly comply with procedural regulations.
❸ Not available.

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS
PAPI
HC42Ø

**State**

STRAIGHT-IN LANDING

| SA CAT II ILS ❶ | SA CAT I ILS ❶ |
|---|---|
| RA 105′ | RA 155′ |
| DA(H) 122′ (100′) | DA(H) 172′ (150′) |
| R350m | R450m |

PANS OPS

❶ HUD required.

CHANGES: Procedure, SA CAT II minimums established, new AOM concept.

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# ZSHC/HGH

JEPPESEN

# HANGZHOU, PR OF CHINA
# SA CAT I & SA CAT II
# ILS DME Y Rwy 07

XIAOSHAN

7 JUL 23
Eff 12 Jul 1600Z

11-4B

| D-ATIS | HANGZHOU Approach (R) | | | | | | *HANGZHOU Tower South | *Ground |
|---|---|---|---|---|---|---|---|---|
| | *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | | |
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 118.3 | 121.65 |

BRIEFING STRIP ™

| LOC IXX | Final Apch Crs | D9.2 IXX | SA CAT I & SA CAT II ILS Refer to Minimums | Apt Elev 22′ |
|---|---|---|---|---|
| 110.35 | 069° | 2960′ (2938′) | | Rwy 22′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to 1320′, turn RIGHT (MAX 205 KT) to DSH VOR at 4930′ or above to DSH VOR for approach or join holding and as directed.

Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL118  Trans alt: 9850′ ❶

Special Aircrew & Acft Certification Required.

MSA HGH VOR: 180°, 3800, 3200, 090°, 300°, 4800

FT/METER CONVERSION

| QNH | |
|---|---|
| 10830′ - | 3300m |
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 6890′ - | 2100m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 3940′ - | 1200m |
| 2960′ - | 900m |
| 1320′ - | 400m |

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

JIANQIAO 324 CJ

HANGZHOU D 113.0 HGH

ILS DME 069° 110.35 IXX

(IAF) D17.4 HGH MAX 205 KT 6890

D9.2 IXX D11.5 HGH

(IF) D13.5 IXX D15.9 HGH 2960

D22.2 HGH 4930

D21.1/ R-252 HGH

D17.4 HGH

WENYAN 572 WY

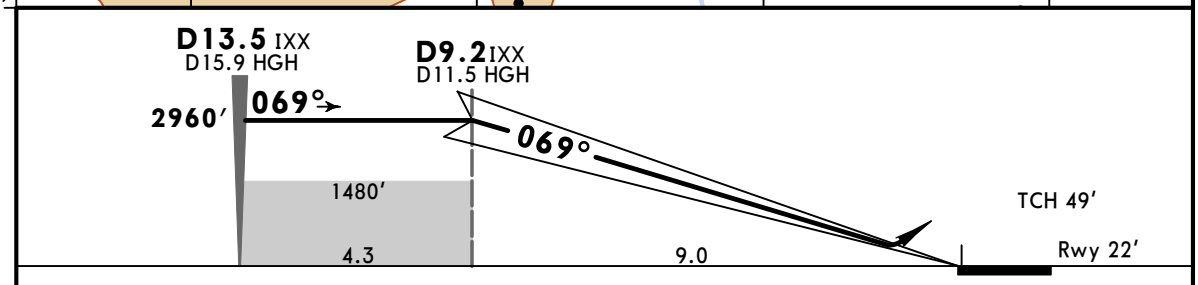
(IAF) D31.8 HGH MAX 205 KT 6890′

D21.1 HGH 066° WY NDB 3940

D15.2 DSH

(IAF) DANGSHAN D 117.3 DSH MAX 205 KT 4930

MAX 230 KT MHA 5910




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS
PAPI
1320′

PANS OPS

**State**

STRAIGHT-IN LANDING

| SA CAT II ILS ❶ | SA CAT I ILS ❶ |
|---|---|
| RA 105′ | RA 155′ |
| DA(H) 122′ (100′) | DA(H) 172′ (150′) |
| R350m | R450m |

❶ HUD required.

CHANGES: Procedure, SA CAT II minimums established, new AOM concept.

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# ZSHC/HGH XIAOSHAN

JEPPESEN

7 JUL 23
Eff 12 Jul 1600Z

(11-5)

# HANGZHOU, PR OF CHINA
# RNAV ILS DME Z Rwy 24

BRIEFING STRIP ™

| D-ATIS | HANGZHOU Approach (R) | | | | | | *HANGZHOU Tower North | *Ground |
|---|---|---|---|---|---|---|---|---|
| | *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | | |
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 123.65 | 121.65 |

| LOC IHZ | Final Apch Crs | D9.2 IHZ MANDATORY | ILS DA(H) | Apt Elev 22′ Rwy 22′ |
|---|---|---|---|---|
| 111.5 | 249° | 2960′ (2938′) | 222′ (200′) | |

**MISSED APCH:** Climb STRAIGHT AHEAD to 660′, turn RIGHT (MAX 210 KT) on 266° to HC2Ø9 at 3940′ or above to HC2Ø9, join holding and climb to 5910′ for approach and as directed.

Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL118  Trans alt: 9850′ ❶

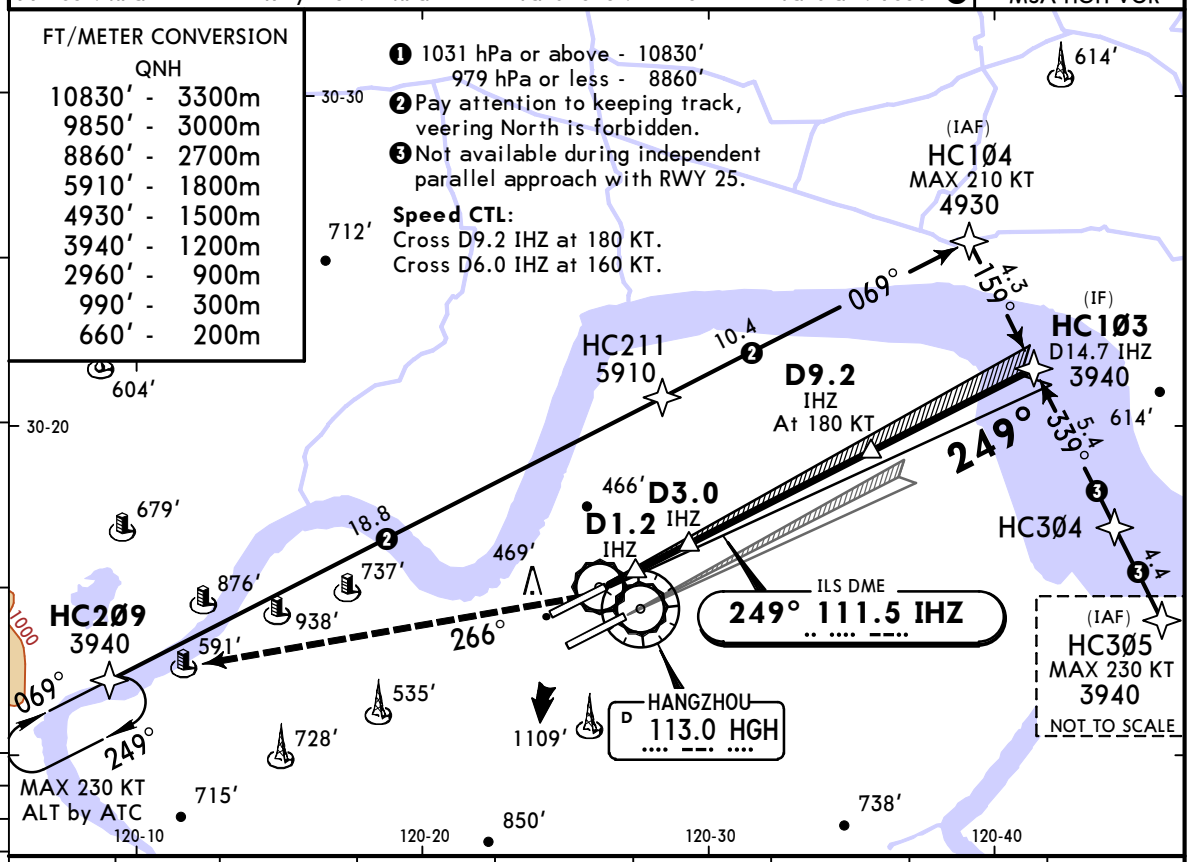
MSA HGH VOR: 180° 3800, 090° 3200, 300° 4800

FT/METER CONVERSION

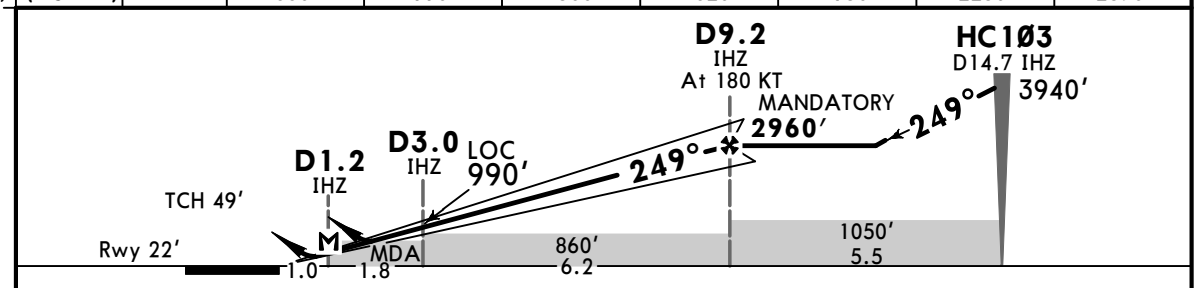
| QNH | |
|---|---|
| 10830′ - | 3300m |
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 3940′ - | 1200m |
| 2960′ - | 900m |
| 990′ - | 300m |
| 660′ - | 200m |

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′
❷ Pay attention to keeping track, veering North is forbidden.
❸ Not available during independent parallel approach with RWY 25.

**Speed CTL:**
Cross D9.2 IHZ at 180 KT.
Cross D6.0 IHZ at 160 KT.




| LOC (GS out) | IHZ DME | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 |
|---|---|---|---|---|---|---|---|---|
| | ALTITUDE | 660′ | 990′ | 1300′ | 1620′ | 1930′ | 2250′ | 2570′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 | HIALS / PAPI | 660′ | 266° RT | 210 KT MAX | HC2Ø9 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | | | |
| MAP at D1.2 IHZ | | | | | | | | | | | | |

**State**

| | STRAIGHT-IN LANDING ILS DA(H) 222′ (200′) | ALS out | LOC (GS out) CDFA MDA(H) 500′ (478′) | ALS out | CIRCLE-TO-LAND Not authorized North of runway | MDA(H) | |
|---|---|---|---|---|---|---|---|
| | | | | | Max Kts | | |
| A | R550m V800m | V1200m | V2000m | V2800m | 100 | 1420′ (1398′) | V3200m |
| B | | | | | 135 | 1420′ (1398′) | V3600m |
| C | | | V2200m | | 180 | 1510′ (1488′) | V4800m |
| D | | | V2400m | | 205 | 1510′ (1488′) | V5000m |

PANS OPS

CHANGES: Procedure, minimums, new AOM concept.

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# ZSHC/HGH XIAOSHAN

JEPPESEN

7 JUL 23
Eff 12 Jul 1600Z
(11-6)

# HANGZHOU, PR OF CHINA
# ILS DME Y Rwy 24

BRIEFING STRIP ™

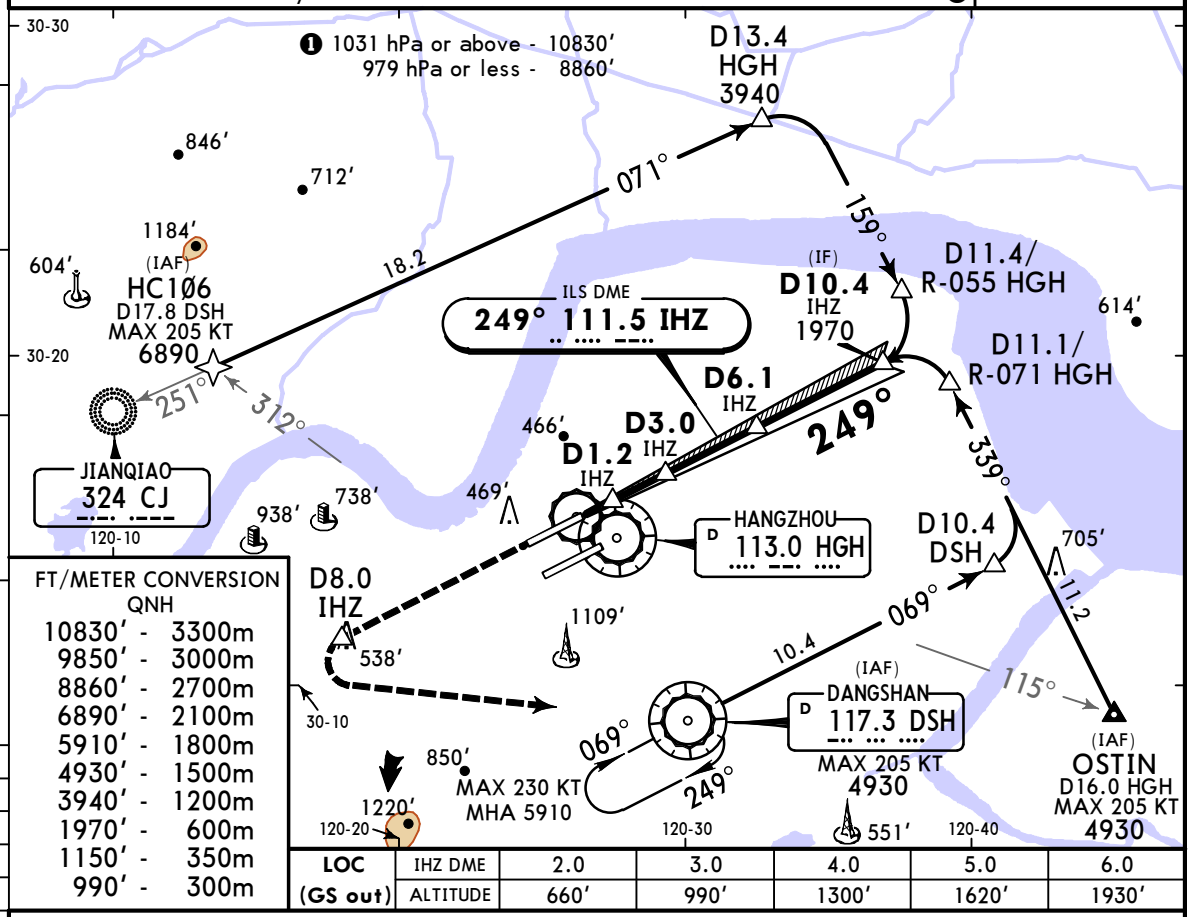
| D-ATIS | HANGZHOU Approach (R) | | | | | | *HANGZHOU Tower North | *Ground |
|---|---|---|---|---|---|---|---|---|
| | *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | | |
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 123.65 | 121.65 |

| LOC IHZ | Final Apch Crs | D6.1 IHZ | ILS DA(H) | Apt Elev 22′ |
|---|---|---|---|---|
| 111.5 | 249° | 1970′ (1948′) | 222′ (200′) | Rwy 22′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to D8.0 IHZ at 1150′ or above, turn LEFT (MAX 205 KT) to DSH VOR at 4930′ or above for approach or join holding and as directed.

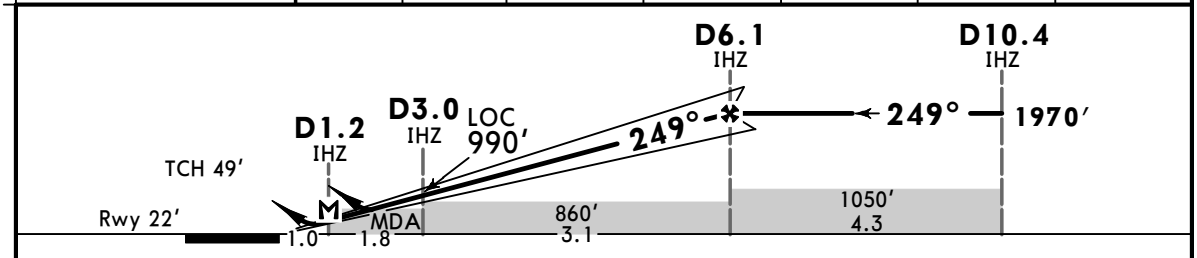
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

MSA HGH VOR: 180° 3800 3200 090° 300° 4800




| FT/METER CONVERSION QNH | |
|---|---|
| 10830′ - | 3300m |
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 6890′ - | 2100m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 3940′ - | 1200m |
| 1970′ - | 600m |
| 1150′ - | 350m |
| 990′ - | 300m |

| LOC (GS out) | IHZ DME | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 |
|---|---|---|---|---|---|---|
| | ALTITUDE | 660′ | 990′ | 1300′ | 1620′ | 1930′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.2 IHZ | | | | | | | |

HIALS
PAPI
D8.0 IHZ

PANS OPS

**State**

STRAIGHT-IN LANDING

| | ILS DA(H) 222′ (200′) ALS out | | LOC (GS out) CDFA MDA(H) 500′ (478′) ALS out | |
|---|---|---|---|---|
| A | R550m V800m | V1200m | V2000m | V2800m |
| B | | | | |
| C | | | V2200m | |
| D | | | V2400m | |

CIRCLE-TO-LAND

Not authorized North of runway

| Max Kts | MDA(H) | |
|---|---|---|
| 100 | 1420′ (1398′) | V3200m |
| 135 | 1420′ (1398′) | V3600m |
| 180 | 1510′ (1488′) | V4800m |
| 205 | 1510′ (1488′) | V5000m |

CHANGES: Procedure, minimums, new AOM concept.

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# ZSHC/HGH

JEPPESEN

# HANGZHOU, PR OF CHINA
# SA CAT I & SA CAT II
# RNAV ILS DME Z Rwy 24

XIAOSHAN

7 JUL 23
Eff 12 Jul 1600Z

11-6A

BRIEFING STRIP ™

| D-ATIS | HANGZHOU Approach (R) | | | | | | *HANGZHOU Tower North | *Ground |
|---|---|---|---|---|---|---|---|---|
| | *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | | |
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 123.65 | 121.65 |

| LOC IHZ | Final Apch Crs | D9.2 IHZ MANDATORY | SA CAT I & SA CAT II ILS Refer to Minimums | Apt Elev 22′ Rwy 22′ |
|---|---|---|---|---|
| 111.5 | 249° | 2960′ (2938′) | | |

**MISSED APCH:** Climb STRAIGHT AHEAD to 660′, turn RIGHT (MAX 210 KT) on 266° to HC2Ø9 at 3940′ or above to HC2Ø9, join holding and climb to 5910′ for approach and as directed.

Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL118  Trans alt: 9850′ ❶

Special Aircrew & Acft Certification Required.

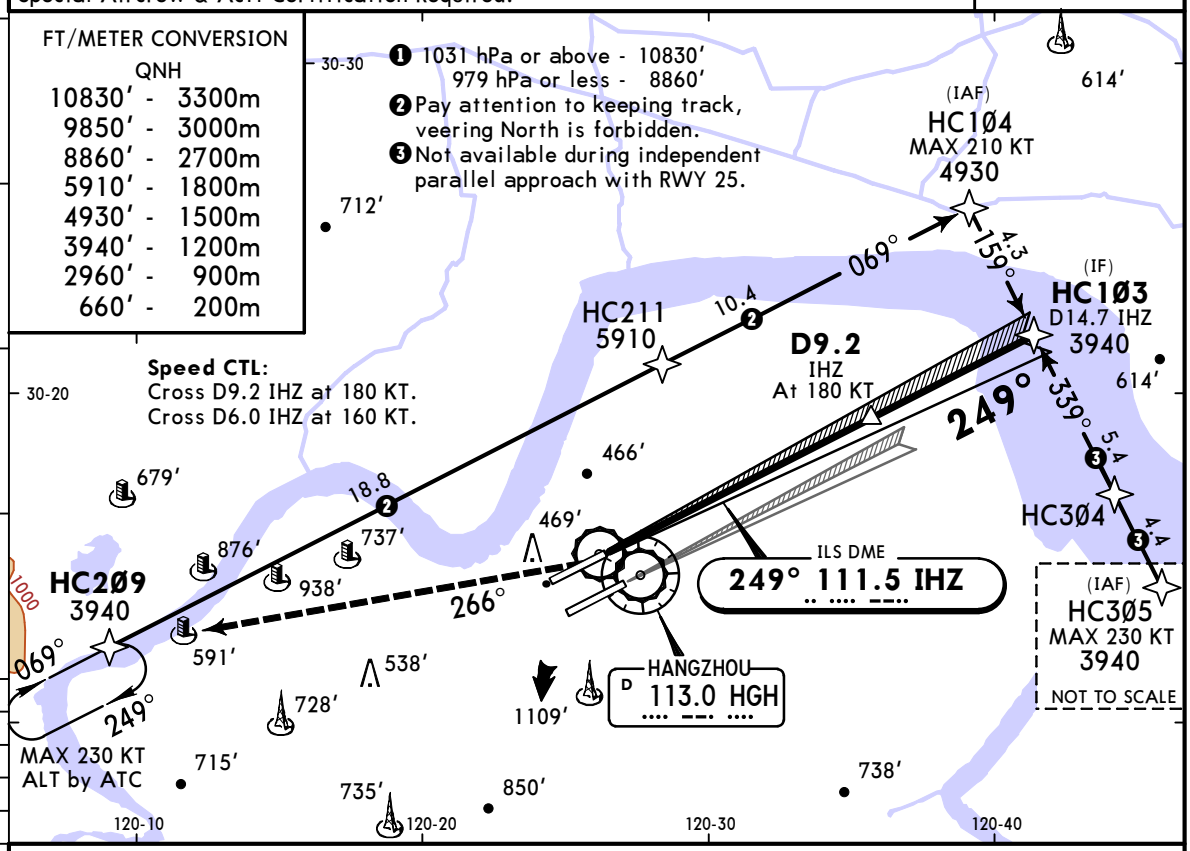
MSA HGH VOR: 3800 (090°–180°), 3200 (180°–300°), 4800 (300°–090°)

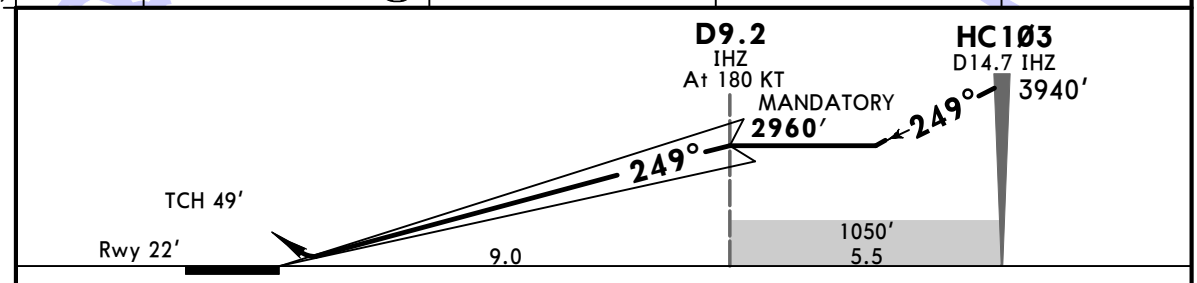
FT/METER CONVERSION

| QNH | |
|---|---|
| 10830′ - | 3300m |
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 3940′ - | 1200m |
| 2960′ - | 900m |
| 660′ - | 200m |

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′
❷ Pay attention to keeping track, veering North is forbidden.
❸ Not available during independent parallel approach with RWY 25.

**Speed CTL:**
Cross D9.2 IHZ at 180 KT.
Cross D6.0 IHZ at 160 KT.




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 | HIALS / PAPI | 660′ | 266° RT | 210 KT MAX | HC2Ø9 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | | | |

**State**

STRAIGHT-IN LANDING

| SA CAT II ILS ❶ | SA CAT I ILS ❶ |
|---|---|
| RA 102′ | RA 155′ |
| DA(H) 122′ (100′) | DA(H) 172′ (150′) |
| R350m | R450m |

PANS OPS

❶ HUD required.

CHANGES: Procedure, new AOM concept.

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# ZSHC/HGH

JEPPESEN

# HANGZHOU, PR OF CHINA
# SA CAT I & SA CAT II
# ILS DME Y Rwy 24

XIAOSHAN

7 JUL 23
**Eff 12 Jul 1600Z**

11-6B

BRIEFING STRIP ™

| D-ATIS | HANGZHOU Approach (R) | | | | | | *HANGZHOU Tower North | *Ground |
|---|---|---|---|---|---|---|---|---|
| | *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | | |
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 123.65 | 121.65 |

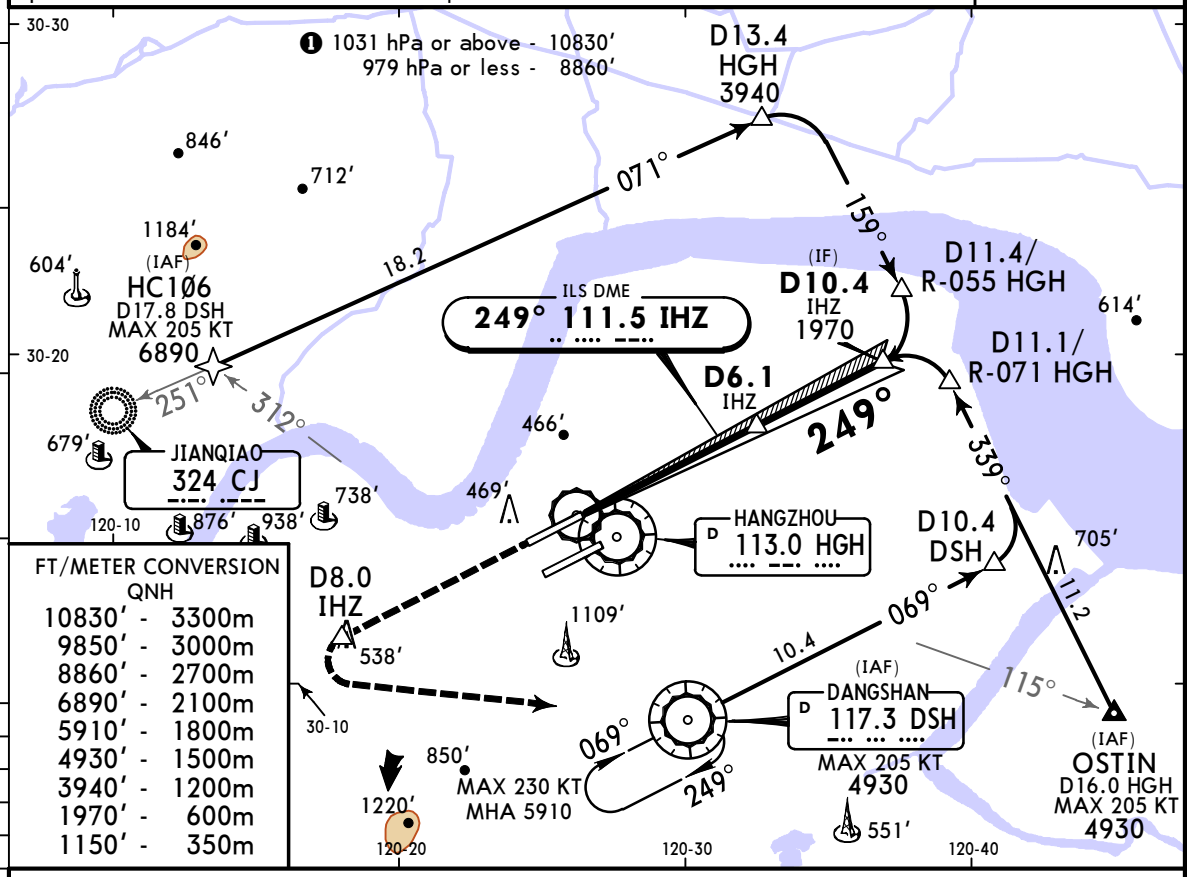
| LOC IHZ | Final Apch Crs | D6.1 IHZ | SA CAT I & SA CAT II ILS Refer to Minimums | Apt Elev 22′ Rwy 22′ |
|---|---|---|---|---|
| **111.5** | **249°** | **1970′** (1948′) | | |

**MISSED APCH:** Climb STRAIGHT AHEAD to D8.0 IHZ at 1150′ or above, turn LEFT (MAX 205 KT) to DSH VOR at 4930′ or above for approach or join holding and as directed.

Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL118  Trans alt: 9850′ ❶

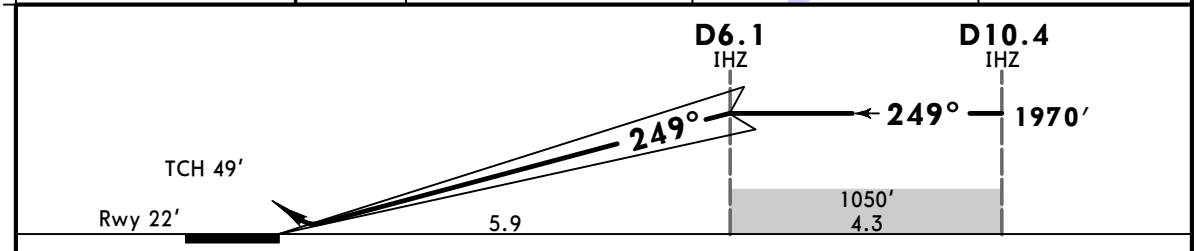
Special Aircrew & Acft Certification Required.

MSA HGH VOR: 180° 3800, 090° 3200, 300° 4800




FT/METER CONVERSION
QNH

| | |
|---|---|
| 10830′ - | 3300m |
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 6890′ - | 2100m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 3940′ - | 1200m |
| 1970′ - | 600m |
| 1150′ - | 350m |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS
PAPI

**D8.0**
IHZ

PANS OPS

**State**

STRAIGHT-IN LANDING

| SA CAT II ILS ❶ | SA CAT I ILS ❶ |
|---|---|
| **RA 102′** | **RA 155′** |
| DA(H) **122′** (100′) | DA(H) **172′** (150′) |
| R350m | R450m |

❶ HUD required.

CHANGES: Procedure, new AOM concept.

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# ZSHC/HGH
## XIAOSHAN

JEPPESEN

7 JUL 23
Eff 12 Jul 1600Z
(11-7)

# HANGZHOU, PR OF CHINA
## RNAV ILS DME Z Rwy 25

BRIEFING STRIP ™

| D-ATIS | HANGZHOU Approach (R) *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | *HANGZHOU Tower South | *Ground |
|---|---|---|---|---|---|---|---|---|
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 118.3 | 121.65 |

| LOC IDD | Final Apch Crs | D6.1 IDD MANDATORY | ILS DA(H) | Apt Elev 22′ Rwy 22′ |
|---|---|---|---|---|
| 108.5 | 249° | 1970′(1948′) | 222′(200′) | |

**MISSED APCH:** Climb STRAIGHT AHEAD to HC32Ø, then turn LEFT (MAX 210 KT) and climb on 219° to 1320′, turn LEFT (MAX 210 KT) at 4930′ or above to HC3Ø6 for approach or join holding and as directed.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

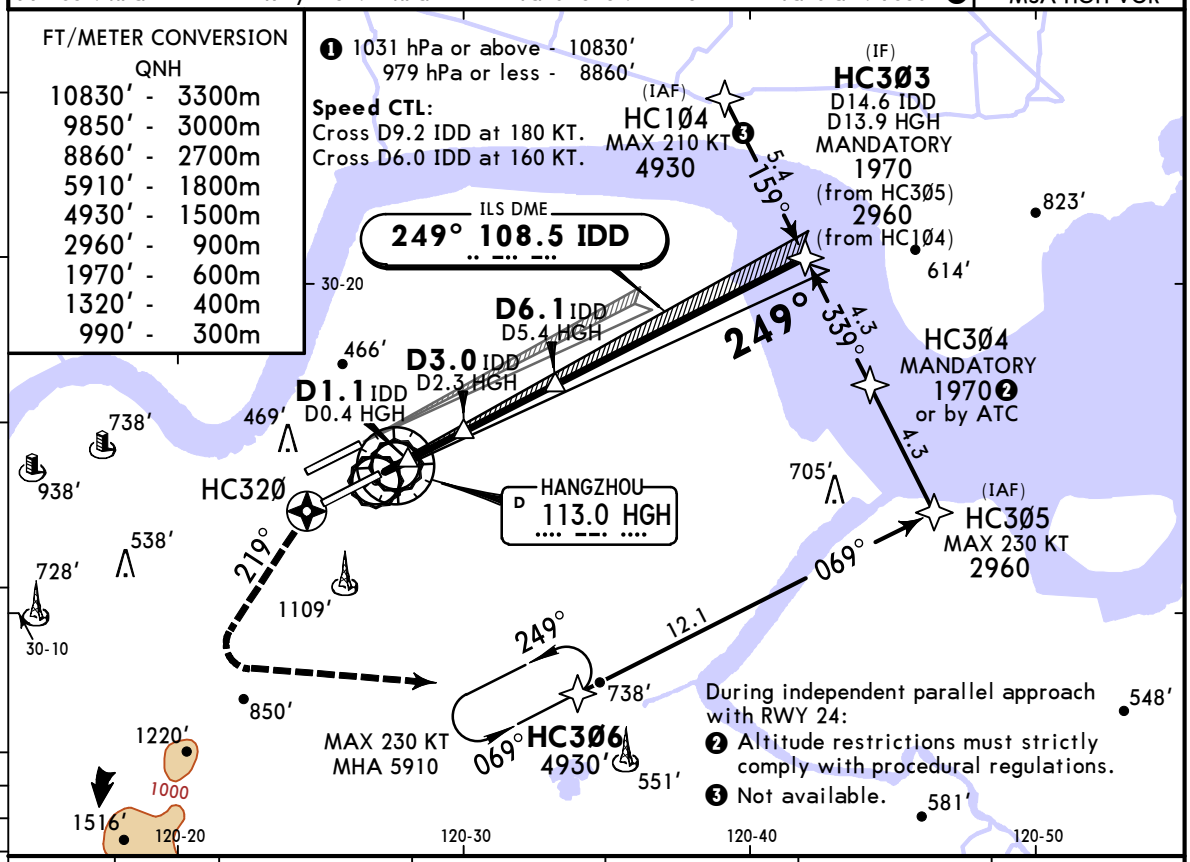
MSA HGH VOR: 180° 3800, 090° 3200, 300° 4800

FT/METER CONVERSION

| QNH | |
|---|---|
| 10830′ - | 3300m |
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 2960′ - | 900m |
| 1970′ - | 600m |
| 1320′ - | 400m |
| 990′ - | 300m |

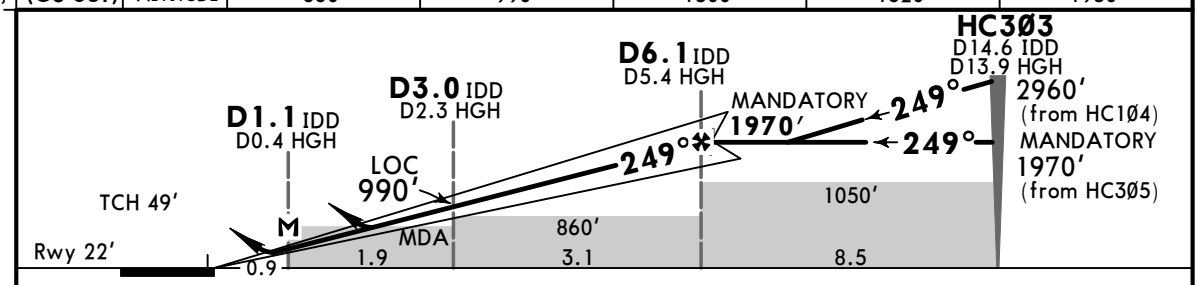
❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

**Speed CTL:**
Cross D9.2 IDD at 180 KT.
Cross D6.0 IDD at 160 KT.




During independent parallel approach with RWY 24:
❷ Altitude restrictions must strictly comply with procedural regulations.
❸ Not available.

| LOC (GS out) | IDD DME | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 |
|---|---|---|---|---|---|---|
| | ALTITUDE | 660′ | 990′ | 1300′ | 1620′ | 1930′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.1 IDD/D0.4 HGH | | | | | | | |

HIALS
PAPI
HC32Ø

PANS OPS

| State | STRAIGHT-IN LANDING ILS DA(H) 222′(200′) | | LOC (GS out) CDFA MDA(H) 460′(438′) | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| A | R550m V800m | V1200m | V1800m | V2600m |
| B | | | | |
| C | | | V2000m | |
| D | | | V2200m | |

CIRCLE-TO-LAND
Not authorized North of runway

| Max Kts | MDA(H) | |
|---|---|---|
| 100 | 1420′(1398′) | V3200m |
| 135 | 1420′(1398′) | V3600m |
| 180 | 1510′(1488′) | V4800m |
| 205 | 1510′(1488′) | V5000m |

CHANGES: Procedure, minimums, new AOM concept.

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# ZSHC/HGH XIAOSHAN

JEPPESEN

7 JUL 23
Eff 12 Jul 1600Z

(11-8)

# HANGZHOU, PR OF CHINA
# ILS DME Y Rwy 25

BRIEFING STRIP™

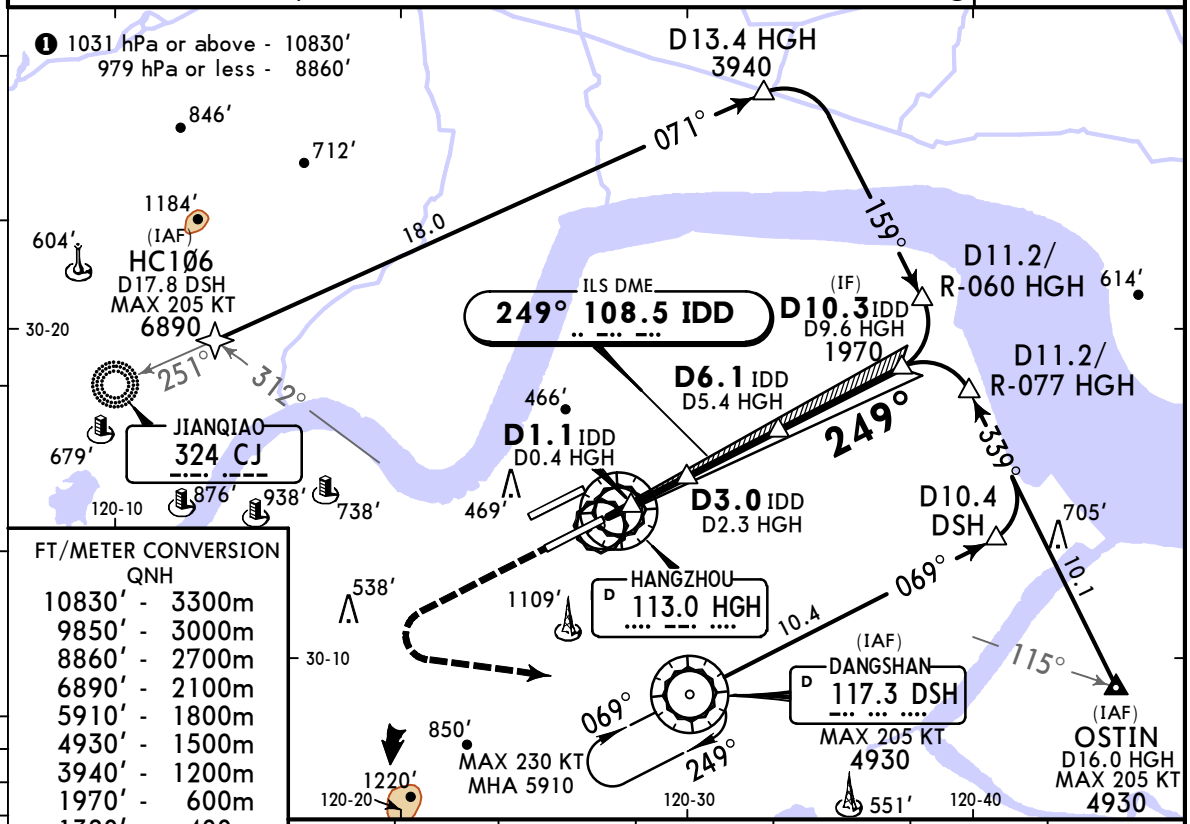
| D-ATIS | HANGZHOU Approach (R) *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | *HANGZHOU Tower South | *Ground |
|---|---|---|---|---|---|---|---|---|
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 118.3 | 121.65 |

| LOC IDD | Final Apch Crs | D6.1 IDD | ILS DA(H) | Apt Elev 22′ |
|---|---|---|---|---|
| 108.5 | 249° | 1970′ (1948′) | 222′ (200′) | Rwy 22′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to 1320′, turn LEFT (MAX 205 KT) to DSH VOR at 4930′ or above to DSH VOR for approach or join holding and as directed.

Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL118  Trans alt: 9850′ ❶

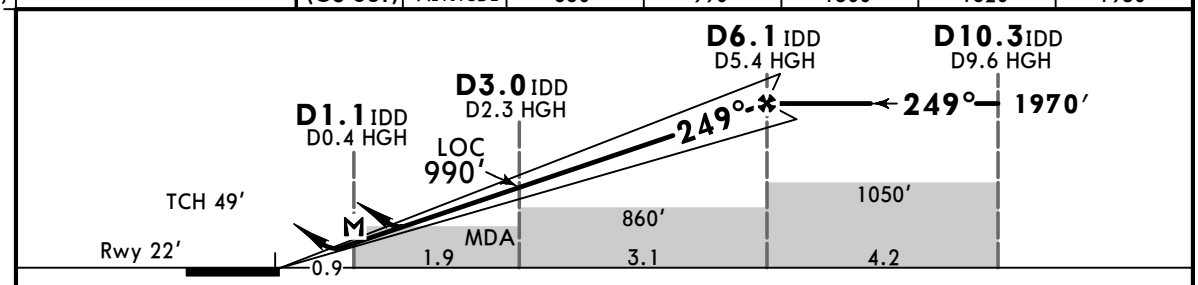
180° 3800 3200 090° 300° 4800
MSA HGH VOR




FT/METER CONVERSION
QNH

| | |
|---|---|
| 10830′ - | 3300m |
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 6890′ - | 2100m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 3940′ - | 1200m |
| 1970′ - | 600m |
| 1320′ - | 400m |
| 990′ - | 300m |

| LOC (GS out) | IDD DME | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 |
|---|---|---|---|---|---|---|
| | ALTITUDE | 660′ | 990′ | 1300′ | 1620′ | 1930′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.1 IDD/D0.4 HGH | | | | | | | |

HIALS
PAPI
1320′

PANS OPS

**State**

STRAIGHT-IN LANDING

| | ILS DA(H) 222′ (200′) | ALS out | LOC (GS out) CDFA MDA(H) 460′ (438′) | ALS out |
|---|---|---|---|---|
| A | R550m V800m | V1200m | V1800m | V2600m |
| B | | | | |
| C | | | V2000m | |
| D | | | V2200m | |

CIRCLE-TO-LAND

Not authorized North of runway

| Max Kts | MDA(H) | |
|---|---|---|
| 100 | 1420′ (1398′) | V3200m |
| 135 | 1420′ (1398′) | V3600m |
| 180 | 1510′ (1488′) | V4800m |
| 205 | 1510′ (1488′) | V5000m |

CHANGES: Procedure, minimums, new AOM concept.

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# ZSHC/HGH

JEPPESEN

# HANGZHOU, PR OF CHINA
## SA CAT I & SA CAT II
## RNAV ILS DME Z Rwy 25

XIAOSHAN

7 JUL 23
Eff 12 Jul 1600Z

11-8A

| D-ATIS | HANGZHOU Approach (R) | | | | | | *HANGZHOU Tower South | *Ground |
|---|---|---|---|---|---|---|---|---|
| | *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | | |
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 118.3 | 121.65 |

| LOC IDD | Final Apch Crs | D6.1 IDD MANDATORY | SA CAT I & SA CAT II ILS Refer to Minimums | Apt Elev 22′ Rwy 22′ |
|---|---|---|---|---|
| 108.5 | 249° | 1970′ (1948′) | | |

**MISSED APCH:** Climb STRAIGHT AHEAD to HC32Ø, then turn LEFT (MAX 210 KT) and climb on 219° to 1320′, turn LEFT (MAX 210 KT) at 4930′ or above to HC3Ø6 for approach or join holding and as directed.

Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL118  Trans alt: 9850′ ❶

Special Aircrew & Acft Certification Required.

MSA HGH VOR: 3800 (090°–180°), 3200 (180°–300°), 4800 (300°–090°)

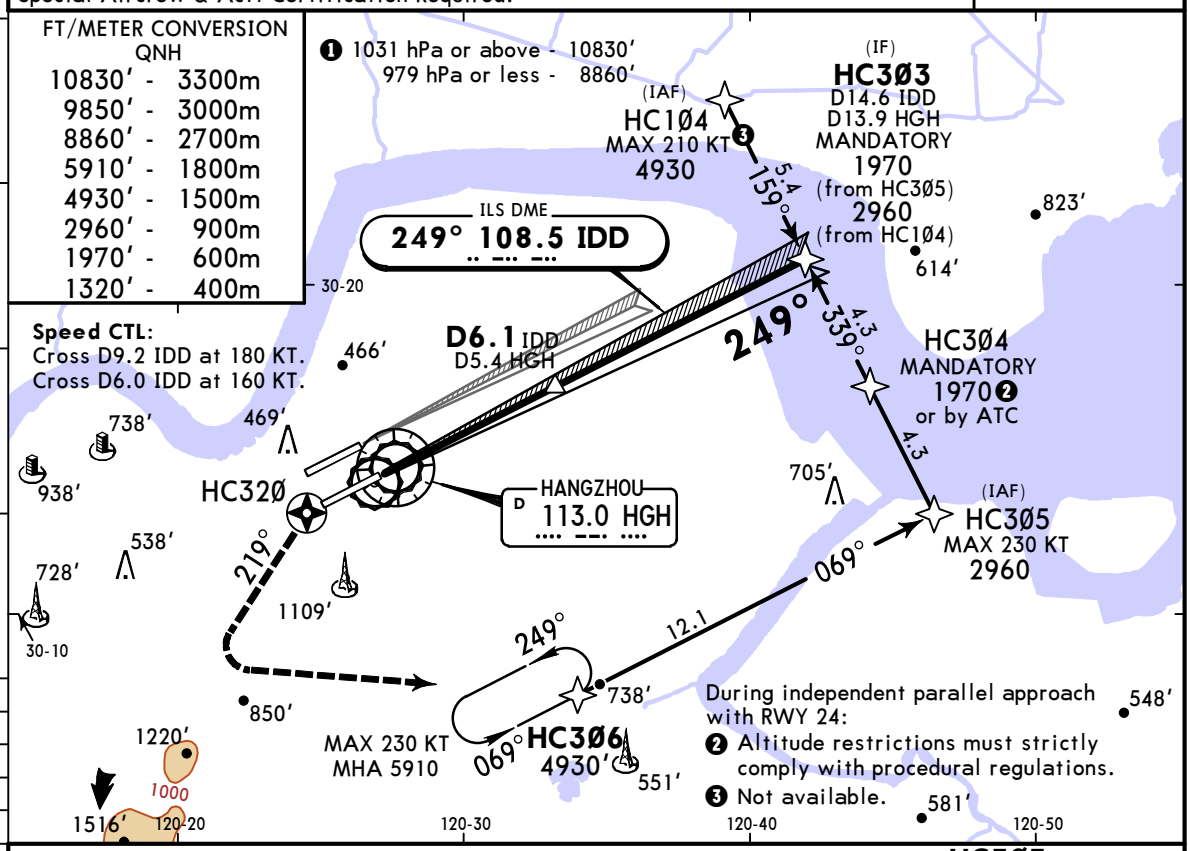
BRIEFING STRIP ™

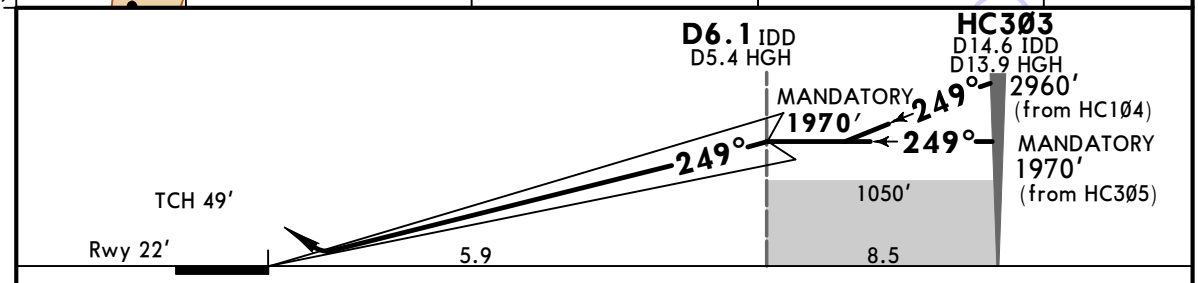
FT/METER CONVERSION
QNH

| | |
|---|---|
| 10830′ - | 3300m |
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 2960′ - | 900m |
| 1970′ - | 600m |
| 1320′ - | 400m |

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

**Speed CTL:**
Cross D9.2 IDD at 180 KT.
Cross D6.0 IDD at 160 KT.




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS
PAPI

HC32Ø

**State**

STRAIGHT-IN LANDING

| SA CAT II ILS ❶ | SA CAT I ILS ❶ |
|---|---|
| RA 105′ | RA 155′ |
| DA(H) 122′ (100′) | DA(H) 172′ (150′) |
| R350m | R450m |

❶ HUD required.

PANS OPS

CHANGES: Procedure, new AOM concept.

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# ZSHC/HGH

JEPPESEN

# HANGZHOU, PR OF CHINA
# SA CAT I & SA CAT II
# ILS DME Y Rwy 25

XIAOSHAN

7 JUL 23
Eff 12 Jul 1600Z

11-8B

BRIEFING STRIP™

| D-ATIS | HANGZHOU Approach (R) | | | | | | *HANGZHOU Tower South | *Ground |
|---|---|---|---|---|---|---|---|---|
| | *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | | |
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 118.3 | 121.65 |

| LOC IDD | Final Apch Crs | D6.1 IDD | SA CAT I & SA CAT II ILS Refer to Minimums | Apt Elev 22′ Rwy 22′ |
|---|---|---|---|---|
| 108.5 | 249° | 1970′ (1948′) | | |

**MISSED APCH:** Climb STRAIGHT AHEAD to 1320′, turn LEFT (MAX 205 KT) to DSH VOR at 4930′ or above to DSH VOR for approach or join holding and as directed.

Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL118  Trans alt: 9850′ ❶

Special Aircrew & Acft Certification Required.

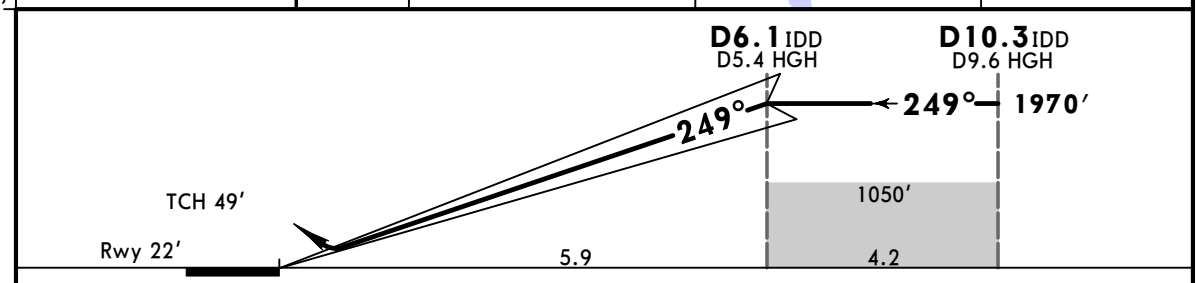
MSA HGH VOR: 180°, 3800, 3200, 090°, 300°, 4800

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

D13.4 HGH 3940
071°
159°
18.0
(IF) D10.3 IDD D9.6 HGH 1970′
D11.2/ R-060 HGH
D11.2/ R-077 HGH
ILS DME 249° 108.5 IDD
D6.1 IDD D5.4 HGH
249°
339°
(IAF) HC106 D17.8 DSH MAX 205 KT 6890
251°
312°
JIANQIAO 324 CJ
HANGZHOU 113.0 HGH
D10.4 DSH
069°
10.4
10.1
115°
(IAF) DANGSHAN 117.3 DSH MAX 205 KT 4930′
MAX 230 KT MHA 5910
(IAF) OSTIN D16.0 HGH MAX 205 KT 4930′
846′ 712′ 1184′ 604′ 679′ 876′ 738′ 466′ 469′ 538′ 1109′ 850′ 1220′ 551′ 705′ 614′
30-20 30-10 120-10 120-20 120-30 120-40

FT/METER CONVERSION
QNH

| | |
|---|---|
| 10830′ - | 3300m |
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 6890′ - | 2100m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 3940′ - | 1200m |
| 1970′ - | 600m |
| 1320′ - | 400m |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS
PAPI
1320′

**State**

STRAIGHT-IN LANDING

| SA CAT II ILS ❶ | SA CAT I ILS ❶ |
|---|---|
| RA 105′ | RA 155′ |
| DA(H) 122′ (100′) | DA(H) 172′ (150′) |
| R350m | R450m |

PANS OPS

❶ HUD required.

CHANGES: Procedure, new AOM concept.

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# ZSHC/HGH XIAOSHAN

JEPPESEN 7 JUL 23 (13-1) Eff 12 Jul 1600Z

# HANGZHOU, PR OF CHINA VOR DME Rwy 07

BRIEFING STRIP ™

| D-ATIS | HANGZHOU Approach (R) *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | *HANGZHOU Tower South | *Ground |
|---|---|---|---|---|---|---|---|---|
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 118.3 | 121.65 |

| VOR HGH | Final Apch Crs | D11.5 HGH | MDA(H) | Apt Elev 22′ Rwy 22′ |
|---|---|---|---|---|
| 113.0 | 069° | 2960′ (2938′) | 500′ (478′) | |

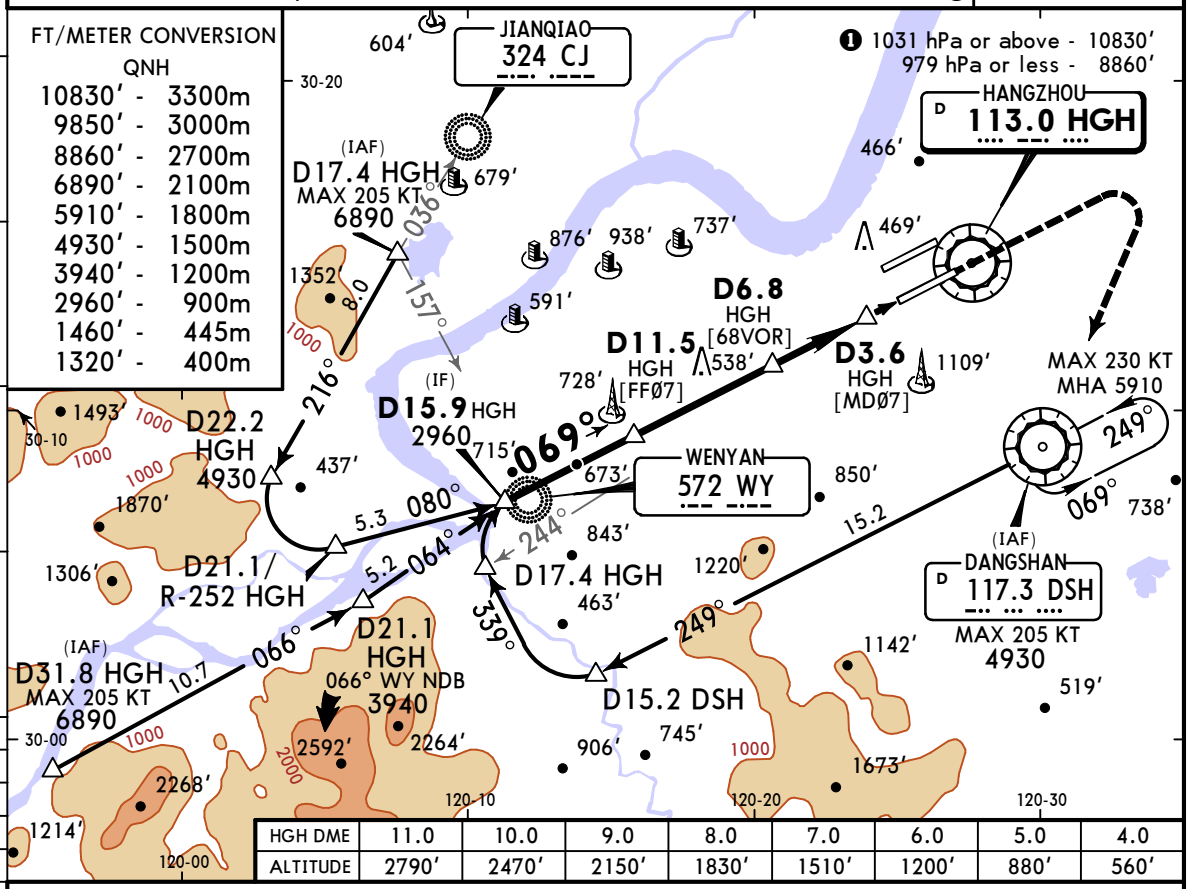
**MISSED APCH:** Climb STRAIGHT AHEAD to 1320′, turn RIGHT (MAX 205 KT) to DSH VOR at 4930′ or above to DSH VOR for approach or join holding and as directed.

Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL118  Trans alt: 9850′ ❶

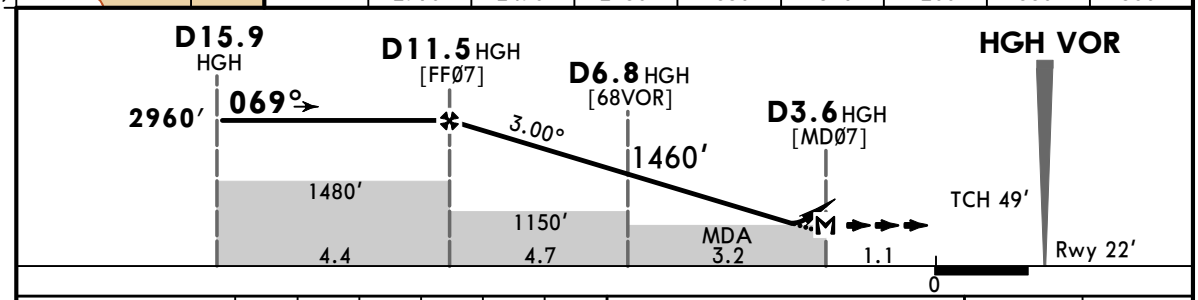
MSA HGH VOR: 180°, 3800, 3200, 090°, 300°, 4800

FT/METER CONVERSION

| QNH | |
|---|---|
| 10830′ - | 3300m |
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 6890′ - | 2100m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 3940′ - | 1200m |
| 2960′ - | 900m |
| 1460′ - | 445m |
| 1320′ - | 400m |




| HGH DME | 11.0 | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 |
|---|---|---|---|---|---|---|---|---|
| ALTITUDE | 2790′ | 2470′ | 2150′ | 1830′ | 1510′ | 1200′ | 880′ | 560′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D3.6 HGH | | | | | | |

HIALS PAPI 1320′

PANS OPS

**State**

STRAIGHT-IN LANDING

CDFA MDA(H) 500′ (478′)

| | | ALS out |
|---|---|---|
| A | V2000m | V2800m |
| B | | |
| C | V2200m | |
| D | V2400m | |

CIRCLE-TO-LAND

Not authorized North of runway

| Max Kts | MDA(H) | |
|---|---|---|
| 100 | 1420′ (1398′) | V3200m |
| 135 | 1420′ (1398′) | V3600m |
| 180 | 1510′ (1488′) | V4800m |
| 205 | 1510′ (1488′) | V5000m |

CHANGES: Procedure, minimums, new AOM concept.

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# ZSHC/HGH
## XIAOSHAN

JEPPESEN 7 JUL 23 (13-2) Eff 12 Jul 1600Z

# HANGZHOU, PR OF CHINA
## VOR DME Rwy 25

BRIEFING STRIP™

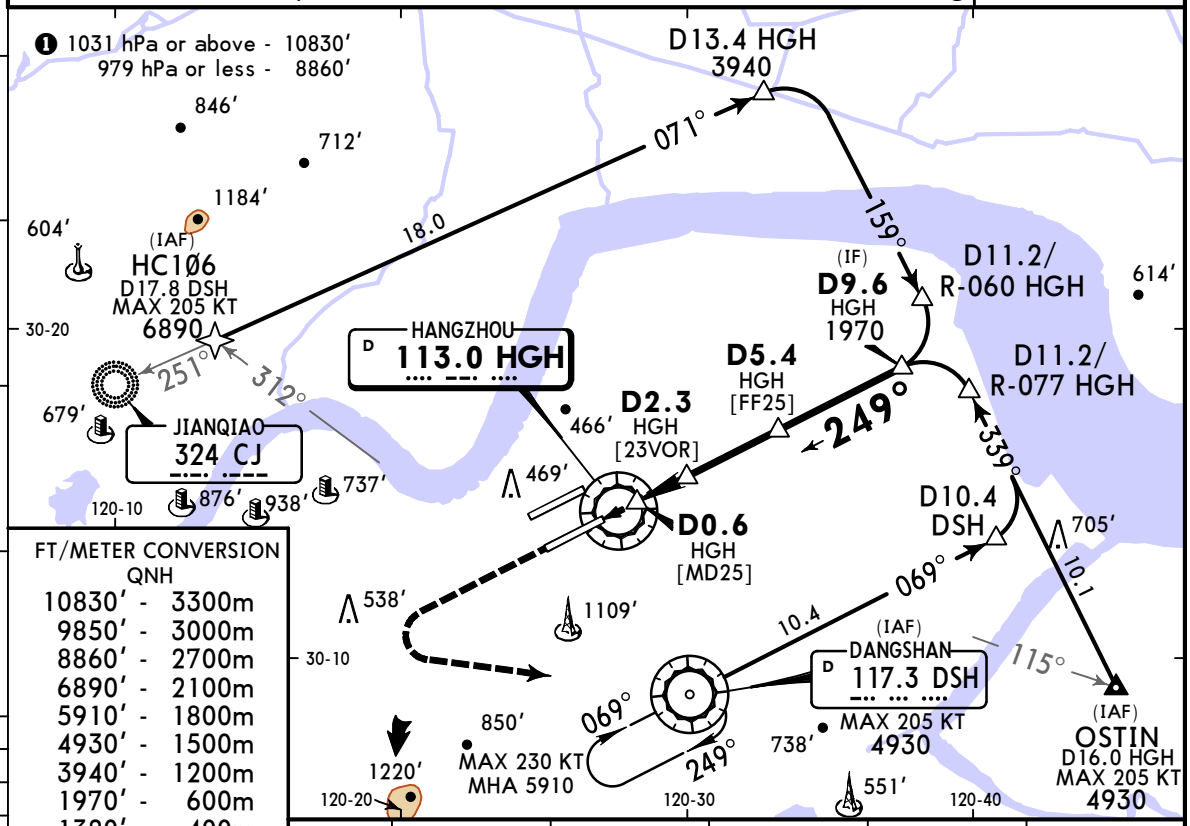
| D-ATIS | HANGZHOU Approach (R) *APP01 | APP02 | APP03 | *APP04 | *APP05 | APP07 | *HANGZHOU Tower South | *Ground |
|---|---|---|---|---|---|---|---|---|
| 127.25 | 120.05 | 125.55X | 126.05 | 120.4 | 119.425 | 127.7X | 118.3 | 121.65 |

| VOR HGH | Final Apch Crs | D5.4 HGH | MDA(H) | Apt Elev 22′ Rwy 22′ |
|---|---|---|---|---|
| 113.0 | 249° | 1970′ (1948′) | 500′ (478′) | |

**MISSED APCH:** Climb STRAIGHT AHEAD to 1320′, turn LEFT (MAX 205 KT) to DSH VOR at 4930′ or above to DSH for approach or join holding and as directed.

Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL118  Trans alt: 9850′ ❶

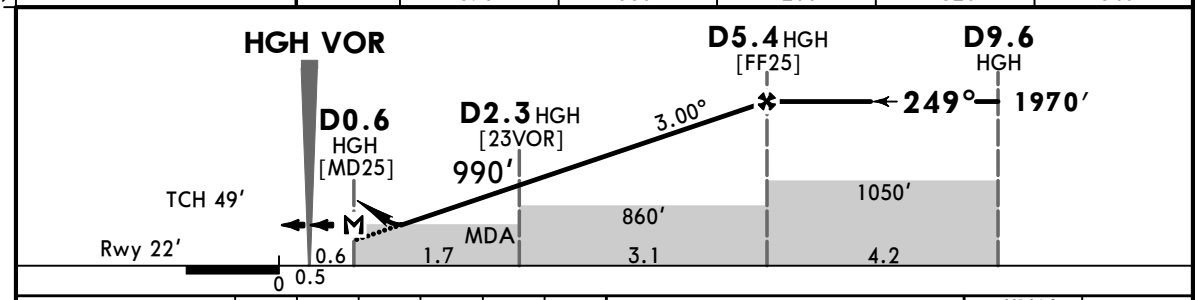
MSA HGH VOR: 180° 3800, 3200; 090°; 300°; 4800




FT/METER CONVERSION
QNH

| | |
|---|---|
| 10830′ - | 3300m |
| 9850′ - | 3000m |
| 8860′ - | 2700m |
| 6890′ - | 2100m |
| 5910′ - | 1800m |
| 4930′ - | 1500m |
| 3940′ - | 1200m |
| 1970′ - | 600m |
| 1320′ - | 400m |
| 990′ - | 300m |

| HGH DME | 1.0 | 2.0 | 3.0 | 4.0 | 5.0 |
|---|---|---|---|---|---|
| ALTITUDE | 570′ | 880′ | 1200′ | 1520′ | 1840′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D0.6 HGH | | | | | | |

HIALS
PAPI
1320′

PANS OPS

**State**

STRAIGHT-IN LANDING

CDFA
MDA(H) 500′ (478′)

| | | ALS out |
|---|---|---|
| A | V2000m | V2800m |
| B | | |
| C | V2200m | |
| D | V2400m | |

CIRCLE-TO-LAND

Not authorized
North of runway

| Max Kts | MDA(H) | |
|---|---|---|
| 100 | 1420′ (1398′) | V3200m |
| 135 | 1420′ (1398′) | V3600m |
| 180 | 1510′ (1488′) | V4800m |
| 205 | 1510′ (1488′) | V5000m |

CHANGES: Procedure, minimums, new AOM concept.

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## General Information

Location: HONG KONG HKG
ICAO/IATA: VHHH / HKG
Lat/Long: N22° 18.5', E113° 54.9'
Elevation: 28 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 3.0° W

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: No

Sunrise: 2209 Z
Sunset: 1043 Z

## Runway Information

Runway: 07L
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 571 ft

Runway: 07R
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 27 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 525 ft

Runway: 25L
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 27 ft
Lighting: Edge, ALS, Centerline, TDZ

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Runway: 25R
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 571 ft

## Communication Information

ATIS: 128.200 Arrival Service
ATIS: 127.050 Departure Service
Hong Kong Tower: 124.650 Secondary
Hong Kong Tower: 118.700
Hong Kong Tower: 118.200
Hong Kong Tower: 118.400
Hong Kong Ground: 121.600
Hong Kong Ground: 121.875
Hong Kong Ground: 121.925 Secondary
Hong Kong Ground: 122.125
Hong Kong Ground: 122.550
Hong Kong Clearance Delivery: 122.150
Hong Kong Clearance Delivery: 121.925 Secondary
Hong Kong Approach: 119.350 Secondary
Hong Kong Approach: 119.100
Hong Kong Departure: 122.000
Hong Kong Departure: 124.050 Secondary
Hong Kong Departure: 123.800
Hong Kong Zone Terminal Area: 122.075 Secondary
Hong Kong Zone Terminal Area: 120.600
Hong Kong Direct (Approach Control Radar): 119.350 Secondary
Hong Kong Direct (Approach Control Radar): 119.500
Hong Kong Information: 121.000 Flight Info Service RCO
Hong Kong Information: 122.075 Flight Info Service Secondary RCO

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# 1. GENERAL

## 1.1. ATIS

D-ATIS Arrival 128.2
D-ATIS Departure 127.05

## 1.2. NOISE ABATEMENT PROCEDURES

### 1.2.1. NOISE MITIGATING MEASURES

The following procedures are implemented daily to reduce ACFT noise levels when operating conditions permit. Noise mitigating procedures are not applicable to calibration flights.

#### 1.2.1.1. PREFERENTIAL USE OF RWYs 07L/R

As a noise mitigating measure between 2300-0700LT, RWYs 07L/R will be selected as the RWY-in-use when the tailwind component is not greater than 5 KT.

During this period, RWYs 25L/R may be used if operationally required, e.g. unserviceability of navigation aids, adverse weather conditions, ACFT performance, traffic situations etc.

### 1.2.2. RUN-UP TESTS

Engine run-ups are subject to the following conditions:

- An engine ground run is defined as any engine start-up not associated with a planned ACFT departure.
- Engine ground runs at ground idle power of not more than two engines at a time and for a duration not exceeding ten minutes may be carried out on the Passenger apron or Cargo apron.
- Engine runs above ground idle power shall be carried out in the run-up facility and engine ground runs at idle power for a duration in excess of 10 minutes shall only be carried out in approved locations.
- All engine ground runs must be fully supervised by ground staff.
- Maintenance or test running of jet engines not mounted on an ACFT is prohibited unless performed in a test cell of adequate design.

**Engine Ground Run Procedures**

Initial request for a ground engine run should be made to the APT Authority Apron Control Center (Tel. No.: 2910 1112). The airline, ACFT maintenance agent engineer or mechanic in charge of the engine test is responsible for ensuring that all safety precautions against injury to persons or damage to properties, ACFT, vehicles and equipment in the vicinity are adopted.

When ready to conduct the engine run, the pilot or authorized engineer shall obtain start-up clearance from Apron Control on 121.775 and a listening watch shall be maintained on the frequency throughout the engine run. The ACFT anti-collision beacons must be activated for the entire duration of the ground engine run and Apron Control should be advised on its completion. The ground crew in charge must maintain communication with cockpit personnel and be able to stop the engine run immediately if directed.

## 1.3. IN CASE OF UNSERVICABILITY OF ACFT OR GROUND EQUIPMENT

### 1.3.1. ARRIVALS

In case of ACFT equipment u/s, request ATC assistance.

In case of ground equipment u/s, ATC will provide an alternative arrival clearance or assist by vectoring.

### 1.3.2. DEPARTURES

In case of ACFT equipment u/s, request ATC assistance.

In case of ground equipment u/s, ATC will provide an alternative departure clearance or assist by vectoring.

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# 1. GENERAL

## 1.4. LOW VISIBILITY PROCEDURES (LVP)

### 1.4.1. GENERAL

LVP are established for operations in a visibility of less than RVR 550m or a cloudbase of less than 200ft.

Special procedures and safeguards will be applied during CAT II/III operations to protect ACFT operating in low visibility and to avoid interference to the ILS signals.

Pilots shall be informed when:

- Meteorological reports preclude ILS CAT I operations;
- Low Visibility Procedures are in operation;
- There is any unserviceability in a promulgated facility so that they may amend their minima.

Pilots who wish to carry out an ILS CAT III approach shall inform Approach Control on initial contact. Pilots may carry out a practice ILS CAT II/III approach at any time, but the full safeguarding procedures will not be applied and pilots should anticipate the possibility of ILS signal interference.

### 1.4.2. ARRIVAL

All RWY exit TWYs are available.

All RWY exits have TWY centerline lead-off lights that are colour coded (green/yellow) to indicate that portion of the TWY that is within the ILS sensitive area. Pilots are to delay the 'RWY vacated' call until the ACFT has completely vacated the ILS sensitive area and passed the end of the colour coded TWY centerline lights.

### 1.4.3. DEPARTURE

ACFT shall normally enter:

- RWY 07L via TWYs C1 or C2;
- RWY 07R via TWYs J1, J2 or K1;
- RWY 25L via TWYs J10, J11 or K7;
- RWY 25R via TWYs C11 or C12.

Holding positions on TWYs J1, J2, J10 and J11 are CAT I/II holding positions.

Separate CAT II holding positions are provided on TWYs K1, K7 and K.

Holding positions on TWYs C1 and C2 are CAT I/II/III holding positions.

## 1.5. USE OF MODE S TRANSPONDER AFTER LANDING

ACFT equipped with a 'weight on wheel' switch must continue to have its transponder operating on "AUTO" or "XPNDR" until fully parked at a stand.

## 1.6. RWY OPERATIONS

The North RWY, RWY 07L/25R, is the normal arrival RWY.

The South RWY, RWY 07R/25L, is the normal departure RWY.

## 1.7. TAXI PROCEDURES

Taxi with extreme CAUTION and MIM required engines power only.

## 1.8. PARKING INFORMATION

### 1.8.1. GENERAL

All stands on passenger terminal aprons, except stand W126, are equipped with Safegate Docking System for wide-body ACFT.

ACFT Docking Guidance System (ADGS) is available at most of the frontal and remote stands to enable ACFT to park at the correct main centerline position on the parking stand (except W126 and X459). However, the ADGS is not provided at Main Cargo apron and all off-centerline parking positions of stands.

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# 1. GENERAL

### 1.8.2. FRONTAL PARKING STANDS

Frontal parking stands are those stands which are served by airbridges with direct access to the passenger terminal building. Frontal parking stands that can accommodate wide-body types of ACFT have continuous yellow nosewheel guidance lines to indicate the correct parking centerline.

Some frontal parking stands can also accommodate narrow-body types of ACFT at a separate parking bay location displaced 30'/9m to the RIGHT of the wide-body centerline and indicated by a dashed yellow guidance line. The narrow-body parking stand is referred to by a "R" suffix, e.g. S23R. The following parking stands can accommodate narrow-body types of ACFT:

- South apron: S1R, S2R, S3R, S25R, S27R, S29R, S31R, S33R, S35R, S41R, S43R, S45R, S47R and S49R.
- North apron: N6R, N7R, N24R, N26R, N28R, N30R, N32R, N34R, N60R, N62R, N64R, N66R, N68R and N70R
- West apron: W40R, W42R, W44R, W46R, W48R, W61R, W63R, W65R, W67R, W69R and W71R.

### 1.8.3. REMOTE PARKING STANDS

All remote parking stands on the North and South aprons have continuous yellow nosewheel guidance lines.

The remote parking stands on the West apron are configured to accommodate up to 5 wide-body type ACFT or up to 7 narrow-body type ACFT, or a combination of wide and narrow-body type ACFT. The wide-body parking locations have continuous yellow nosewheel guidance lines to indicate the correct parking centerline.

The remote parking stands D301 thru D309 on Midfield apron are configured to accommodate up to 9 wide-body type ACFT or up to 18 narrow-body type ACFT, or a combination of wide and narrow-body type ACFT. The wide-body parking locations have continuous yellow nosewheel guidance lines to indicate the correct parking centerline.

The narrow-body parking locations are displaced to the Left and the Right of the wide-body centerline and are indicated by dashed yellow nosewheel guidance lines. These narrow-body parking stands are referred to by a "L" or "R" suffix, e.g. W121L or W123R.

## 1.9. OTHER INFORMATION

### 1.9.1. AVAILABILITY OF RNP 1 AND CONTINGENCY SID/STAR s

RNP 1 SID/STARs have been implemented in Hong Kong TMA. All ACFT departing/arriving, other than those specified below, shall be equipped with appropriate systems and approved by the relevant State of Registry in accordance with ICAO RNP 1 standard. Carriage of a certified GNSS receiver is mandatory.

RNP 1 operational approval or compliance documentation shall be readily available for inspections.

Exempted from RNP 1 requirement and approved for contingency SID/STARs are

- Humanitarian or SAR flights;
- State ACFT;
- Flight check;
- Maintenance or delivery flights;
- Air tests (e.g. post maintenance);
- Flights with specific prior approval by Director-General of Civil Aviation;
- Flights with failure or degradation of RNP 1 system before departure.

In case of failure of RNP 1 when airborne and dependent upon the system failure or degradation reported to ATC, continued operation with current clearance may be possible. If not, ATC assistance would be provided as necessary.

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# 1. GENERAL

## 1.9.2. LOCAL WIND EFFECTS

### 1.9.2.1. GENERAL WARNING

Due to the proximity of the hilly terrain of Lantau Island to the South and East of APT, significant low-level wind shear and moderate to severe turbulence can be expected along the approaches to and departures from the RWYs when winds blow off these hills, i.e. from East through Southwest at about 15 KT or more. As the hills to the North are further away, they play a less significant role, but nonetheless can create local wind effects when strong winds blow off these hills, i.e. from Northwest through Northeast, at about 20 KT or more.

The terrain-induced wind disturbances from nearby hills can be of very small scale, sporadic and transient in nature. Whilst these wind disturbances may be small in physical dimension and correspond to only several seconds of flight time, significant headwind changes (i.e. RWY-orientated wind speed losses and/or gains being 15 KT or greater), can be expected as the ACFT flies through them. The sporadic and transient nature of the terrain-induced wind disturbances results in some ACFT experiencing wind shear and/or turbulence, whilst others do not, even though the broad meteorological conditions are the same. Successive ACFT which experience wind shear and/or turbulence may also encounter a different sequence of events.

Surface winds at the APT are generally not good indicators of the wind that may be experienced during the final phase of the approach. Winds at approximately 2000' may be a better representation of the prevailing wind conditions in the region.

Generally, mean wind speed should decrease towards lower altitudes but isolated strong gusts may be expected. Wind direction would also change with altitude due to blocking of the general wind flow by nearby hills or in the presence of low-level temperature inversion which occurs mostly in the cool season (about half of the time or more from November to April). It is possible for the magnitude of wind shear and turbulence to increase towards final approach, resulting in deteriorating rather than improving conditions prior to touchdown.

### 1.9.2.2. EASTERLY THROUGH SOUTHWESTERLY WINDS

When prevailing winds are from the East through Southwest and with a speed in excess of 15 KT, significant wind shear and moderate turbulence can be expected on the approaches to or on departure from the RWYs. Larger magnitude wind shear and turbulence is possible when the wind speed is in excess of 30 KT. Because of the proximity to the hills of Lantau, wind shear and turbulence are more significant over the South RWY (RWY 07R/25L).

Low-level wind shear and turbulence are expected to be more significant when the wind is from the direction 130-210°, especially in the presence of low-level temperature inversion or when the wind speed is more than 30 KT.

### 1.9.2.3. NORTHWESTERLY THROUGH NORTHEASTERLY WINDS

Significant low-level wind shear and moderate turbulence can be expected when wind speeds exceed 20 KT, especially for approaches to RWY 25L/R and along the departure and missed approach corridors from RWY 07L/R as these approach/departure corridors are closer to the hills to the North as compared with approaches to RWY 07. Larger magnitude wind shear and turbulence over these approach and departure corridors is possible if the wind speed exceeds 30KT, especially in the vicinity of "LOTUS".

### 1.9.2.4. LAND-SEA BREEZE

Land-sea breeze is not a strong wind phenomenon but it can create a complex wind field in the vicinity of the APT and it can cause a significant change in wind direction within a distance of a few kilometers along the approach/departure areas. If the sea breeze opposes the prevailing wind flow, it can resu lt in significant wind shear even if fine weather conditions.

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# 1. GENERAL

### 1.9.2.5. LOW-LEVEL JET IN COOL SEASON

During a surge of the winter monsoon, strong low-level jets of northeasterly wind with speeds up to 50 KT occasionally affect the APT. Under such circumstances significant wind shear along the departure corridors of RWY 07 can be expected.

### 1.9.2.6. LOW-LEVEL WIND EFFECTS

Pilots should be aware of building-induced turbulence and wind shear effects over the touch down zone when landing on:

- RWY 07R in strong northwesterly/northerly winds with a background speed of about 15 KT or more.

Pilots should be aware of building-induced turbulence and wind shear effects when landing on:

- RWY 25L in strong northwesterly/northerly winds;
- RWY 25R in strong southwesterly/southerly/southeasterly winds.

### 1.9.3. WIND SHEAR AND TURBULENCE WARNING SYSTEM (WTWS)

### 1.9.3.1. MICROBURST/WIND SHEAR ALERTS

The Microburst or Wind Shear Alert passed by ATC includes the type of alert (i.e. microburst or wind shear), the magnitude of the RWY-orientated wind speed difference and the location (final approach, departure or RWY area as appropriate).

When more than one occurence of wind shear is detected for a particular RWY corridor, WTWS provides a consolidated Microburst or Wind Shear Alert for that particular RWY corridor based on a priority system which takes into consideration the severity of the alerts and the confidence level of the different data sources which generate the alerts.

E.g., if a microburst with an intensity of minus 30 KT and a wind shear with an intensity of plus 15 KT are detected, only a Microburst Alert will be issued.

Gain and loss events can co-exist within the same RWY corridor, particularly for terrain-induced wind shear. The WTWS is designed to assign a higher priority to a Wind Shear Alert of wind loss than a Wind Shear Alert of wind gain. If the former is issued, pilots are reminded that they may still encounter wind gain events.

### 1.9.3.2. TURBULENCE ALERTS

The Turbulence Alert passed by ATC includes the intensity and type of alert (i.e. moderate or severe turbulence), and the location (final approach, departure or RWY area as appropriate).

### 1.9.3.3. MICROBURST/WIND SHEAR ALERT COMBINED WITH TURBULENCE ALERT

When a "Microburst Alert" or a "Wind Shear Alert" is given for a particular RWY and turbulence is also detected for that particular RWY, a "Turbulence Alert" will be passed by ATC together with the "Microburst Alert" or "Wind Shear Alert".

### 1.9.4. LIGHTNING WARNING SYSTEM

When the system predicts or detects a lightning strike on the APT platform, APT authority will issue a Red Lightning Warning. When airlines and handling agents receive a Red Lightning Warning through SITA they should advise inbound flights of the warning.

If the period of the Red Lightning Warning is forecast to be prolonged, a message will be included on the ATIS broadcast advising of delays to parking and/or push-back.

Because ground crew operations are suspended, the wheels will not be chocked. APU should remain in operation. In the event of an inoperative APU, pilot shall keep one starboard engine running. ACFT unable to comply with this procedure should notify Ground Movement Control on initial contact.

Ground crews will not commence a push-back when a Red Lightning Warning is in force.

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# 1. GENERAL

## 1.10. LOW LEVEL TCAS ALERTS WITH HONG KONG CONTROL ZONE

IFR flights sometimes experience TCAS alerts, these may be caused by transponder-equipped VFR or Special VFR flights operating on low-level routes in the vicinity of APT.

Even though separation is provided, ATC will, under such circumstances, issue traffic information to the ACFT concerned whenever practicable so that pilots will be aware of the possible TCAS alerts.

## 1.11. ILS COVERAGE

Pilots are warned that during ILS CAT I operations RWY 07R and RWY 25L GP signals may be liable to interference from ACFT taxiing in the vicinity of the GP aerial. Pilots should therefore closely monitor their ILS approach profile and rate of descent.

Due to terrain and obstacles some of the ILS LOC and GP signals at HONG KONG INTL APT do not have the standard ICAO protected areas. Pilots shall refer to flight procedure charts for service volume restrictions of LOC and GP. Using ILS signals outside of the coverage areas stated on flight procedure charts may lead to false capture or reverse sense indications.

# 2. ARRIVAL

## 2.1. NOISE ABATEMENT PROCEDURES

### 2.1.1 NOISE MITIGATING MEASURES

The following procedures are implemented daily to reduce ACFT noise levels, when operating conditions permit. Noise mitigating procedures are not applicable to calibration flights.

#### 2.1.1.1. CONTINUOUS DESCENT APPROACH (CDA) FOR RWY s 25L/R

As a noise mitigating measure between 2300-0700LT arrivals to RWYs 25L/R via STAR ending at TD may expect instrument approach with a CDA procedure subject to the prevailing traffic situation.

- Pilots may expect to commence a continuous descent profile from altitude of 8000' or higher.
- Subject to ATC clearance, low thrust settings and a relatively clean configuration should be maintained to minimize noise.
- If radar vectors are given, the estimated track miles to touchdown will be passed with descent clearance and further distance information may be given as required.
- Pilots should maintain ACFT's minimum clean configuration speed as far as practicable and are expected to descend in a manner that complies with the published or assigned speed restrictions.
- If ACFT cannot comply with the CDA procedures or speed limitations, the pilot should advise ATC in good time so that alternative arrangements can be made.

## 2.2. CAT II/III OPERATIONS

RWYs 07R and 25L approved for CAT II, RWY 07L for CAT II/III operations, special aircrew and ACFT certification required.

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# 2. ARRIVAL

## 2.3. RWY OPERATIONS

### 2.3.1. RWY UTILIZATION

Vacate RWY as quickly as practicable.

To facilitate minimum RWY occupancy time, each RWY has multiple rapid exit TWYs. Vacate via the first available rapid exit TWY commensurate with operational conditions, or as instructed.

ACFT vacating the RWY should not stop on the exit TWY until the entire ACFT has passed the RWY holding point.

### 2.3.2. REDUCED RWY SEPARATION MINIMUMS (RRSM)

RRSM may be applied between a departing ACFT and a succeeding landing ACFT or between two successive landing ACFT on the same RWY provided the following conditions exist:

- visibility of at least 5km;
- ceiling in the departure/missed approach area 3000' or more;
- during daylight hours from 30 minutes after local sunrise to 30 minutes before local sunset;
- the second ACFT able to see the first ACFT clearly and continuously until the first is clear of the RWY;
- no unfavorable surface wind conditions (including significant tailwind/turbulence or wind shear, etc.);
- braking action not adversely affected by water or other contaminants (i.e. RRSM will be suspended whenever the RWY is wet or there is pilot report of poor braking action).

When RRSM is applied, the successive landing ACFT may be given clearance to land before the first ACFT has cleared the RWY-in-use after landing or crossed the RWY end on departure provided there is reasonable assurance that the following separation distances will exist when the landing ACFT crosses the THR:

RWY 07L/25R

- Landing following departure:

  The departing ACFT is/will be airborne and has passed a point at least 2400m from THR (ABEAM TWY C8 for RWY 07L or TWY C5 for RWY 25R).
- Landing following landing:

  The preceding ACFT has landed and has passed a point at least 2400m from THR (ABEAM TWY C8 for RWY 07L or TWY C5 for RWY 25R), is in motion and will vacate the RWY without backtracking.

RWY 07R/25L

- Landing following departure:

  The departing ACFT is/will be airborne and has passed a point at least 2900m from THR (ABEAM TWY K6 for RWY 07R or TWY K2 for RWY 25L).
- Landing following landing:

  The preceding ACFT has landed and has passed a point at least 2900m from THR (ABEAM TWY K6 for RWY 07R or TWY K2 for RWY 25L), is in motion and will vacate the RWY without backtracking.

ATC will provide warning to the second ACFT when issuing the landing clearance in line with ICAO standard phraseology, e.g:

- (Callsign....), preceding B737 landing about to vacate the RWY, surface wind 090 degrees/11 KT, cleared to land.
- (Callsign....), departing A320 ahead about to rotate, surface wind 230 degrees/6 KT, cleared to land.

Pilots must notify ATC in advance if they anticipate not being able to comply with any of the above requirements.

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# 2. ARRIVAL

## 2.4. OTHER INFORMATION

### 2.4.1. DESCENT RATE

For Terminal Transition Routes, RNAV and contingency STARs, a minimum descent rate of 500' per minute is assumed, if unable inform ATC.

### 2.4.2. NOTIFICATION OF ARRIVAL DELAY AND DIVERSION PLANNING

ATC will issue a NOTAM to advise operators of extent of holding delays when expected average delay is in excess of 20 minutes in the terminal area.

A delay notification message will be included in the Arrival ATIS when the arrival delay is expected to be 30 minutes or more, e.g. "Expect 30 minutes holding due to traffic/extensive frontal weather conditions in the terminal area".

ATC will supplement this information as required on first contact on radiotelephony should there be a possibility of further delay, e.g. high rate of unsuccessful approaches, forecast weather deteriorations etc. to assist pilots to determine if they have sufficient holding fuel to continue or if a diversion is imminent. ATC will update flights that continue inbound with further revisions to their onward clearance times as traffic situation develops.

Flights that are diverting to VHHH may be subjected to ATFM restrictions imposed at FIR entry points in addition to the prevalent holding requirements.

Unless informed by the pilots, ATC will consider flights that continue inbound to VHHH have the required holding fuel for the notified delay and will provide further updates to onward clearance times as needed.

In case of delay caused by extensive inclement weather conditions, operators should take into account that other APTs in the Pearl River Delta region would likely be affected by the same weather system and the possibility of using these APTs as alternates could be severely reduced. Operators should consider nominating APTs outside the region as a suitable alternate APT under such circumstances.

ATC will only accept diversions on emergency basis when inclement weather conditions have already caused prolonged traffic holding and/or extensive ground delays at VHHH. A NOTAM to this effect will be issued to warn operators when such restrictions apply.

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# 3. DEPARTURE

## 3.1. APT COLLABORATIVE DECISION-MAKING (A-CDM)

### 3.1.1. INTRODUCTION

Target Off Block Time (TOBT) is the most important time in the A-CDM turn-around process and this time is essential for calculation of ATC departure release and Target Start-up Approval Time (TSAT).

TOBT submitted to A-CDM system reflects the progress of the turnaround process. Estimated Off Block Time (EOBT) in flight plan filed to ATC shall be revised to maintain overall system integrity when EOBT deviates from TOBT significantly.

The latest version of the A-CDM Operations guidelines is available for download from https://extranet.hongkongairport.com/ (click "Procedure Manual" icon, followed by "A-CDM Operations Guidelines").

### 3.1.2. VALIDITY OF TOBT AND TSAT

TOBT has a tolerance of ±5 minutes. It is the responsibility of the Airline Operators/Ground Handlers (AO/GH) to assess situation and update TOBT.

Departure flights will not be considered ready if submitted TOBT differs from Actual Ready Time (ARDT) for more than 5 minutes.

ATC will advise flight crew to update TOBT if invalid TOBT is noted. Frequency change and/or start-up clearances would be withheld until a proper TOBT update is observed.

Flight crew shall update TOBT through the AO/GH under normal circumstances. However, flight crew shall report to ATC if they encounter difficulties in updating TOBT through published procedures.

ACFT can expect to start up and push back within 10 minutes of issued TSAT, as displayed in A-CDM system (issued TSAT ±10 minutes). Actual start-up and push-back time may fall outside this TSAT window because of ATC operational conditions.

### 3.1.3. REQUIREMENTS TO SUBMIT DELAY (DLA) MESSAGES OR RE-FILE FLIGHT PLAN

If TOBT is earlier than EOBT of filed flight plan by 30 minutes or more, the AO/GH is required to inform Aeronautical Information Management Center (AIMC) the updated EOBT by telephone (Tel: +852 2910 6174), so that a Cancellation (CNL) message can be sent by AIMC. The AO/GH shall then re-file a flight plan with an updated EOBT.

If TOBT is later than EOBT of filed flight plan by 15 minutes or more, the AO/GH is required to inform AIMC the updated EOBT by telephone, so that a Delay (DLA) message can be sent by AIMC.

The requirements stated above are exempted when a flight is regulated by Air Traffic Flow Management (ATFM) measures (flow control), i.e. a Calculated Take Off Time (CTOT) has been issued. In that case a new flight plan that aims to revise EOBT should NOT be filed as it might result in a further delayed CTOT.

## 3.2. START-UP AND PUSH-BACK PROCEDURES

### 3.2.1. START-UP PROCEDURES

All ACFT other than helicopters and locally light ACFT shall obtain an ATC clearance prior to engine start. Pilots are to inform HONG KONG Ground/Delivery, as appropriate, of callsign, parking stand number/location, identifier of the latest ATIS received unless it has been included in the Request for Departure Clearance Downlink (RCD) message via data link, proposed flight level if it is different from the filed flight plan and when applicable, special requirements (e.g. request for another departure RWY or inability to comply with SID climb profile).

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Additionally, departures for destinations in China routing via BEKOL shall contact HONG KONG Delivery 15 minutes before Estimated Off-Block Time (EOBT) to obtain advance notification of any flow control restriction that may affect the flight.

Radius-to-Fix SIDs ATENA 2X/1Z, PECAN 2X/1Z, RASSE 2X/1Z, SKATE 2X/1Z or VENGO 2X/1Z are issued as default 1500-2300UTC from RWY 07L/R.

If unable to fly Radius-to-Fix SIDs, make voice request to HONG KONG Delivery for non-Radius-to-Fix SID. When using two-way Pre-Departure Clearance (PDC) data-link service, make such voice request prior sending RCD message.

A two-way PDC data link service is available to approved operators. Pilots should send a RCD to ATC not more than 20 minutes prior to EOBT. If the CLD message is not received within 5 minutes or there is any problem with data link exchange, pilot shall inform HONG KONG Delivery.

Pilots not participating in the PDC service shall contact HONG KONG Delivery 5 minutes prior to start to put their ATC clearance on request. Upon receipt of the ATC clearance, the pilot shall read back the following information:

- Callsign,
- Destination,
- Route,
- SID,
- SSR code.

Pilots shall comply with instructions issued by HONG KONG Delivery regarding when to contact the relevant HONG KONG Ground frequency.

Once an ATC clearance has been received, unless there is a specific time restriction included in the clearance, any delay in being ready to push-back, start engines or taxi may result in the clearance being cancelled.

### 3.2.2. PUSH-BACK PROCEDURES

Pilots shall contact HONG KONG Ground (South) except when notified it is sectorized, in which case pilots shall contact:

- HONG KONG Ground (North) for North and West aprons.
- HONG KONG Ground (South) for South, Cargo and Business Aviation aprons.

Prior to requesting for push-back or taxi from a parking stand, pilots of ACFT equipped with a "weight-on-wheel" switch must ensure the transponder is operating (on "AUTO" or "XPNDR", and not "STDBY" or "OFF") and the assigned Mode A code is selected. ACFT with Mode S transponder capable of reporting ACFT Identification should have its identification in the ICAO flight plan format entered via FMS or Control Panel.

The majority of parking stands have two standard push-back procedures, push-back BLUE and push-back RED. The normal push-back procedure is to the taxilane ABEAM the adjacent parking stand, but where this would result in the ACFT entering a critical area, the push-back is extended to a tug stop point clear of the critical area. Stands N7, N24, N30, N60, N142, N143, S2, S25, S31, S43, S102 thru S104, S108, S110 and W65 have a push-back/tow-forward procedure, push-back GREEN.

Under certain traffic conditions it may be necessary for HONG KONG Ground to issue non-standard push-back instructions to expedite to flow of traffic. Pilots will be issued a "non-standard push-back" to a defined location and direction.

Pilots shall ensure that the push-back colour code or non-standard push-back instructions issued by HONG KONG Ground are accurately relayed to their ground crew before push-back or engine start commences.

There is a restriction to the starting of engines for ACFT in parking stands S103, S108 and W123. If ACFT in these stands are required to push-back through 180°, only one engine shall be started during the push-back, other engines shall only be started when the push-back maneuver has been completed.

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When known conditions exist which necessitate that engine start-up is carried out in the parking stand prior to the commencement of push-back, or greater than idle engine thrust will be required during engine start (e.g. cross-bleed start procedure), the pilot shall advise HONG KONG Ground of the fact when engine start or push-back clearance is requested.

Whilst push-back procedure is being conducted, it is essential for safety reasons that communication contact is maintained between pilot and ground engineer in charge. ATC clearance will not normally be issued to ACFT whilst being pushed back, unless the pilot so requests.

To avoid delay to other traffic using the apron, ACFT should be ready to taxi as soon as the push-back maneuver and engine start procedure are completed. The standard push-back for stands N68 and N70 is into TWY B, therefore to avoid delays to other traffic it is essential that the ACFT should be ready to taxi as soon as the push-back maneuver is complete. If ACFT are unable to comply with this procedure, pilots shall immediately inform HONG KONG Ground in order that alternative taxi instructions may be issued to other traffic.

Pilots are reminded that they should always use minimum power when starting engines or maneuvering within the apron area. It is especially important when commencing to taxi that break-away thrust is kept to an absolute minimum and then reduced to idle thrust as soon as practicable.

## 3.3. NOISE ABATEMENT PROCEDURES

### 3.3.1. SPEED REQUIREMENT

To comply with speed requirements at PORPA, ROVER, PRAWN or VEPIK/POVEG at 205 KT or greater it is recommended to use NADP 2 or the manufacturer's recommended procedure.

If unable to comply with SID speed requirements inform ATC prior entering the RWY.

**RWY 07L/R**

In order to minimize noise on the ground and to ensure safety of flight operations all operators are to adopt either NADP 1 or NADP 2 procedures for all take-offs.

Operators are not required to inform Civilian Aviation Department (CAD) of the adopted procedure.

### 3.3.2. NOISE MITIGATING MEASURES

The following procedures are implemented daily to reduce ACFT noise levels, when operating conditions permit. Noise mitigating procedures are not applicable to calibration flights.

#### 3.3.2.1. NOISE MITIGATING SIDs RWYs 07L/R

As a noise mitigating measure between 2300-0700LT, all departures from RWYs 07L/R Eastbound (e.g. via ELATO), Northbound (e.g. via BEKOL) or Southeast bound (e.g. via NOMAN) may expect the appropriate ATENA, RASSE, SKATE or VENGO SID routing via RAMEN. These noise mitigating SIDs route over the West Lamma Channel and avoid overflight of densely populated areas.

#### 3.3.2.2. SPECIAL ATC HANDLING PROCEDURES FOR RWY s 25L/R DEPARTURES

As a noise mitigating measure between 2300-0700LT, departures from RWYs 25L/R may expect to remain on the appropriate SID track until passing 9000' or until they are South of Lantau Island, before being provided with radar vectors, as appropriate.

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# 3. DEPARTURE

## 3.4. RWY OPERATIONS

### 3.4.1. RWY UTILIZATION

When instructed to enter the RWY, pilots should commence the maneuver without delay.

Pilots should commence take-off roll as soon as take-off clearance is issued by ATC.

To enable efficient handling of departures, all RWYs have a pair of lead-on TWYs at the beginning of the RWY. For application of wake turbulence longitudinal separation, ATC considers ACFT using these two TWYs as departing from a similar position.

| RWY | Pair of TWYs |
|---|---|
| 07L | C1 and C2 |
| 25R | C11 and C12 |
| 07R | J1 and J2 |
| 25L | J10 and J11 |

To provide an expeditious departure sequence, ATC may request a flight to depart from an intersection TWY with a reduced RWY length. In this case and when applicable, the intermediate (intersection) departure wake turbulence longitudinal separation shall be applied.

If pilot is unable to comply, he must inform ATC prior to entering RWY.

## 3.5. OTHER INFORMATION

### 3.5.1. GENERAL

Due to the proximity of the FIR boundary to the West, pilots departing RWY 25L or RWY 25R are advised to maintain a careful cross-check of ACFT position after passing PRAWN, VEPIK or POVEG. In the event of any weather avoidance maneuver, permission must be obtained from ATC prior to making any turn away from the prescribed departure track.

### 3.5.2. CLIMB RATE

For Terminal Transition Routes, RNAV and contingency SIDs, a minimum climb rate of 500' per minute is assumed, if unable inform ATC.

### 3.5.3. TERRAIN CLEARANCE FOR ARRIVING AND DEPARTING ACFT

#### 3.5.3.1. ADHERENCE TO SID AND IAP/MAP

In general, ATC can only provide limited assistance to pilots whilst ACFT is below Minimum Sector Altitude (MSA).

To ensure ACFT maintain clearance from terrain it is essential that pilots ensure correct SID for correct departure RWY has been programmed prior to departure.

Once airborne, pilots are further reminded to remain on SID track and follow appropriate waypoint until passing MSA, unless otherwise instructed by ATC.

Likewise, pilots should ensure correct IAP for correct arrival RWY has been programmed prior to commencing approach.

In the event a missed approach is initiated, it is equally essential for pilots to closely follow published MAP until passing MSA, unless otherwise instructed by ATC.

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# 3. DEPARTURE

## 3.5.3.2. ATC INTERVENTION

The Hong Kong Air Traffic Management System (ATMS) is equipped with an Approach/Departure Path Monitor (APM/DPM), which provides ATC with an audio and visual warning when an arrival or departure, as appropriate, deviates off the defined final approach path or SID path.

In the event of receiving an APM/DPM alarm, ATC will provide pilot with a terrain alert, for example:

"(Call sign) TERRAIN ALERT, CLIMB IMMEDIATELY TO (altitude)"; or

"(Call sign) LOW ALTITUDE WARNING, CHECK YOUR ALTITUDE IMMEDIATELY".

Due to proximity of terrain, ATC vectoring is only available at or above the ATC Surveillance Minimum Altitude (also known as Minimum Vectoring Altitude). Relevant information has been published on 10-1R chart.

Should a pilot inadvertently deviate from assigned SID or IAP/MAP, they can expect the following warning from ATC:

- When below MSA:
  "(Call sign) TERRAIN ALERT, CLIMB IMMEDIATELY TO (altitude)".
- When above MSA:
  "(Call sign) TURN (left or right) HEADING (heading)".

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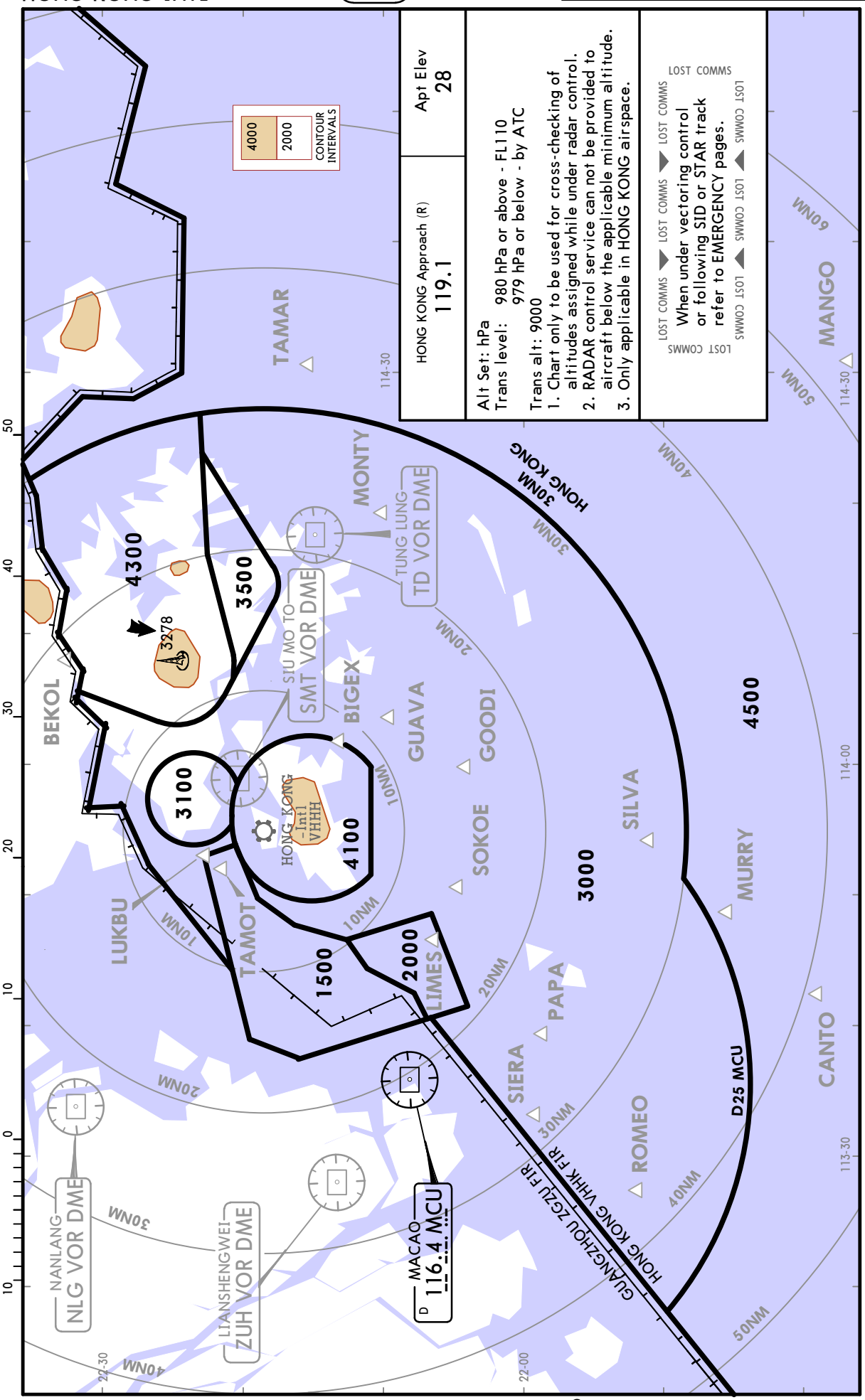
# VHHH/HKG
## HONG KONG INTL

JEPPESEN

9 FEB 24 (10-1R) Eff 22 Feb

# HONG KONG, PR OF CHINA
## RADAR MINIMUM ALTITUDES




CHANGES: LKC decommissioned, LUKBU established.

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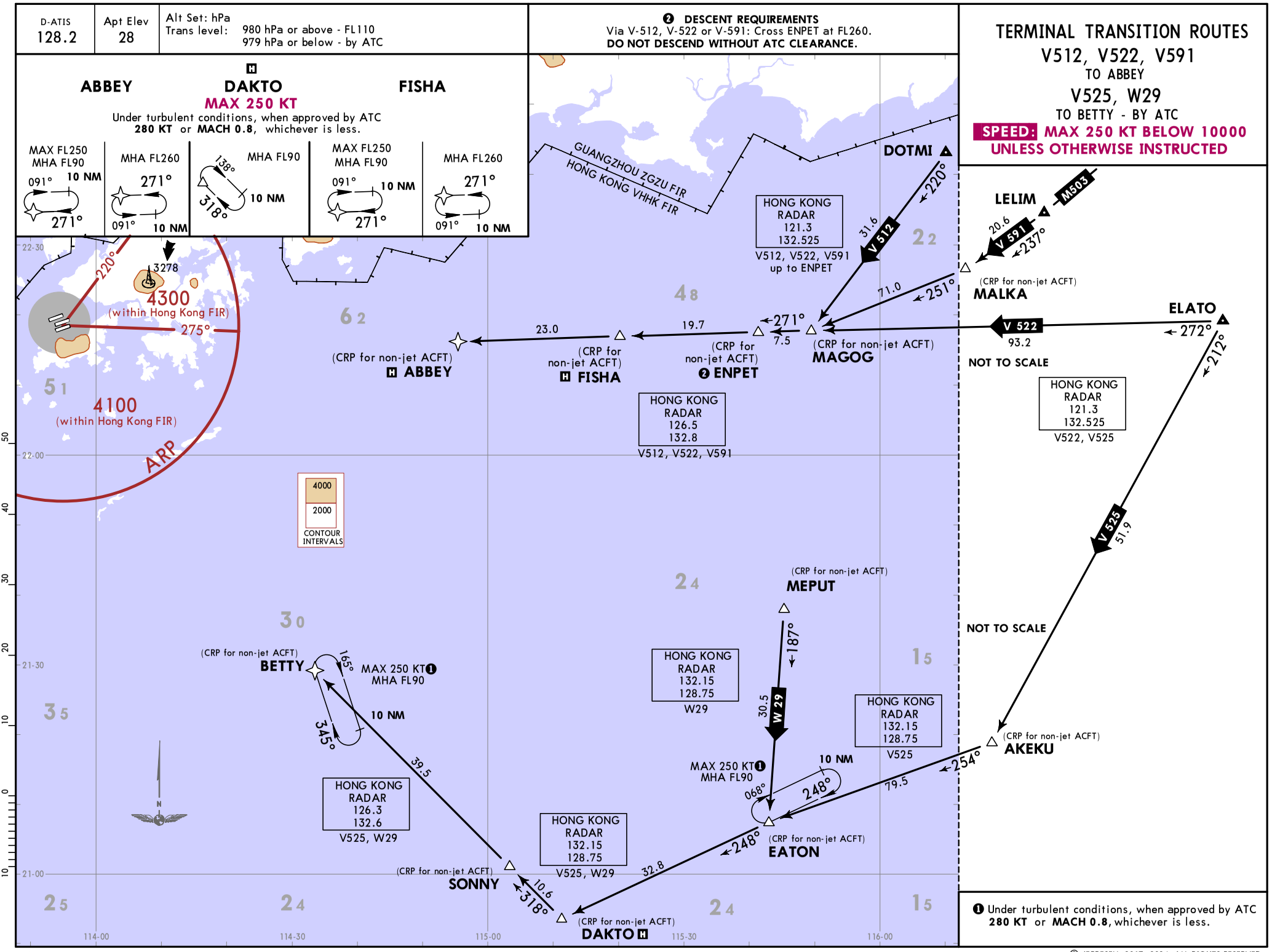
| D-ATIS | Apt Elev | Alt Set: hPa<br>Trans level: 980 hPa or above - FL110<br>979 hPa or below - by ATC |
|---|---|---|
| 128.2 | 28 | |

❷ **DESCENT REQUIREMENTS**
Via V-512, V-522 or V-591: Cross ENPET at FL260.
**DO NOT DESCEND WITHOUT ATC CLEARANCE.**

## TERMINAL TRANSITION ROUTES
## V512, V522, V591
TO ABBEY
## V525, W29
TO BETTY - BY ATC
**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

CHANGES: Reissue.

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CHANGES: Reissue.

| D-ATIS | Apt Elev | Alt Set: hPa |
|---|---|---|
| 128.2 | 28 | Trans level: 980 hPa or above - FL110<br>979 hPa or below - by ATC |

# TERMINAL TRANSITION ROUTES
## V532, V542, V551
TO BETTY

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

**BAKER** **BETTY**

**MAX 250 KT**
Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

MHA FL90 — 165° / 345° — 10 NM

MHA FL90 — 165° / 345° — 10 NM

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

❷ **DESCENT REQUIREMENTS**
Via V-542, V-551: cross CYBER at FL 260.
Via V-532: cross SONNY at FL260.
**DO NOT DESCEND WITHOUT ATC CLEARANCE.**

SHENZHEN Baoan ZGSZ

MACAO Macao Intl VMMC

4138

GUANGZHOU ZGZU FIR
HONG KONG VHHK FIR

4300 (within Hong Kong FIR)
220°
275°
4100 (within Hong Kong FIR)
ARP

6000
4000
2000
CONTOUR INTERVALS

(CRP for non-jet ACFT) BETTY
HONG KONG RADAR 126.3 132.6 V532
39.5
(CRP for non-jet ACFT) SONNY ❷
10 NM
068°
248°
MAX 250 KT❶
MHA FL90
(CRP for non-jet ACFT) EATON
HONG KONG RADAR 126.3 132.6 V542, V551
38.2
003°
(CRP for non-jet ACFT) BAKER
10.6
138°
MAX 250 KT❶
MHA FL90
10 NM
(CRP for non-jet ACFT) DAKTO
28.4
318°
(CRP for non-jet ACFT) OSUMO
(CRP for non-jet ACFT) ❷ CYBER
15.0
178°
MAX 250 KT❶
MHA FL90
10 NM
(CRP for non-jet ACFT) HOCKY
HONG KONG RADAR 132.15 128.75 V532
V 532
71.8
301°
NOMAN
V 542
55.2
V 551
(CRP for non-jet ACFT) SUKER
HONG KONG RADAR 128.125 128.75 V542
42.5
V 542
304°
(CRP for non-jet ACFT) TOFEE
HONG KONG RADAR 128.125 128.75 V551
40.5
V 551
358°
(CRP for non-jet ACFT) CARSO
36.7
305°
SABNO
HONG KONG VHHK FIR
MANILA RPHI FIR

VHHH/HKG
HONG KONG INTL
26 JAN 24
10-2A
JEPPESEN
HONG KONG, PR OF CHINA
TERMINAL TRANSITION ROUTE

TERMINAL TRANSITION ROUTES
V532, V542, V551
TO BETTY

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| D-ATIS | Apt Elev | Alt Set: hPa<br>Trans level: |
|---|---|---|
| 128.2 | 28 | 980 hPa or above - FL110<br>979 hPa or below - by ATC |

# TERMINAL TRANSITION ROUTES
## V561, V571
TO CANTO

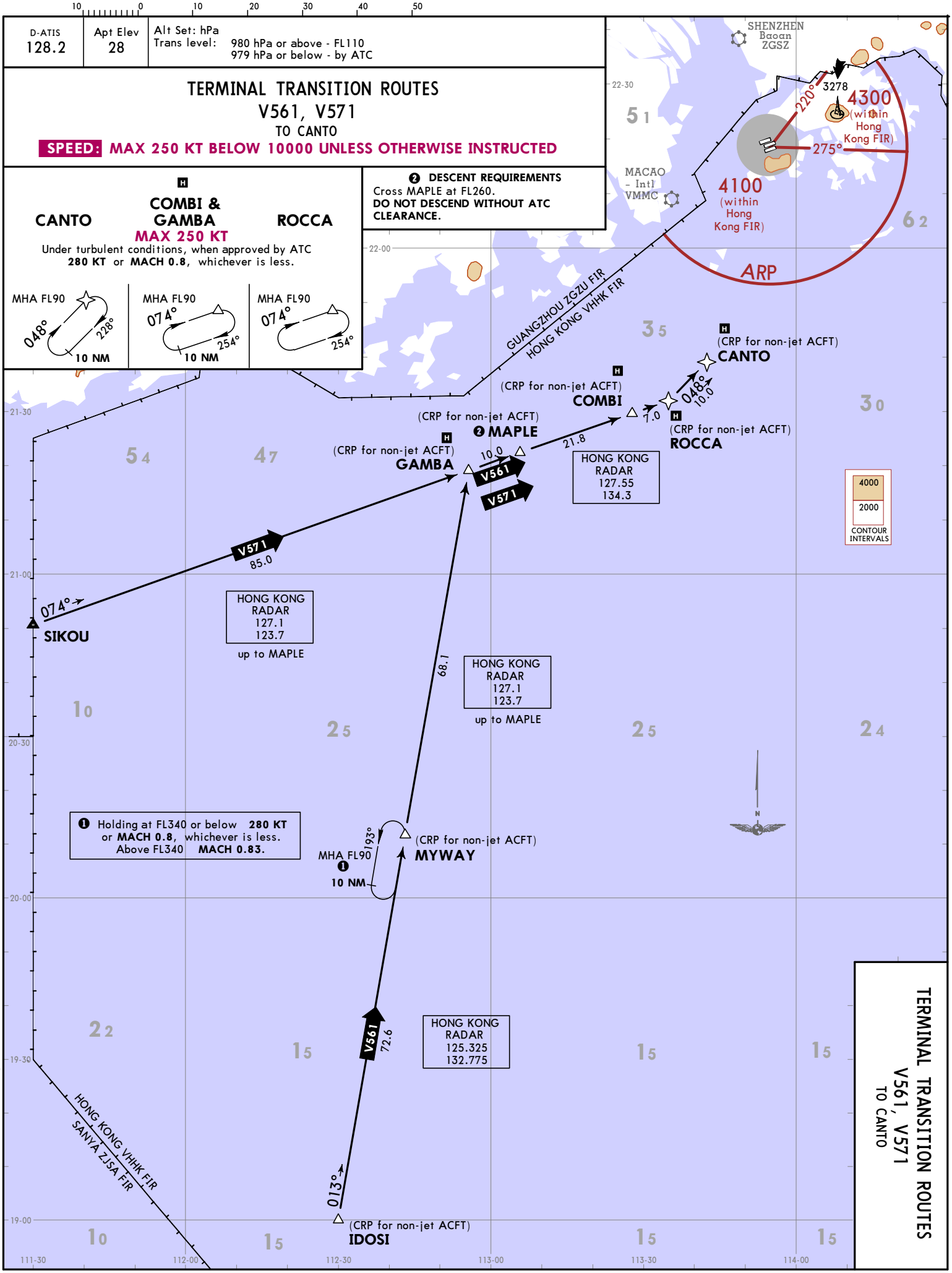
**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

**❷ DESCENT REQUIREMENTS**
Cross MAPLE at FL260.
**DO NOT DESCEND WITHOUT ATC CLEARANCE.**

**CANTO** | **COMBI & GAMBA** | **ROCCA**

**MAX 250 KT**
Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

MHA FL90 048° 228° 10 NM
MHA FL90 074° 254° 10 NM
MHA FL90 074° 254°




TERMINAL TRANSITION ROUTES
V561, V571
TO CANTO

HONG KONG, PR OF CHINA
TERMINAL TRANSITION ROUTE

VHHH/HKG
HONG KONG INTL

JEPPESEN
26 JAN 24
10-2B

CHANGES: Reissue.

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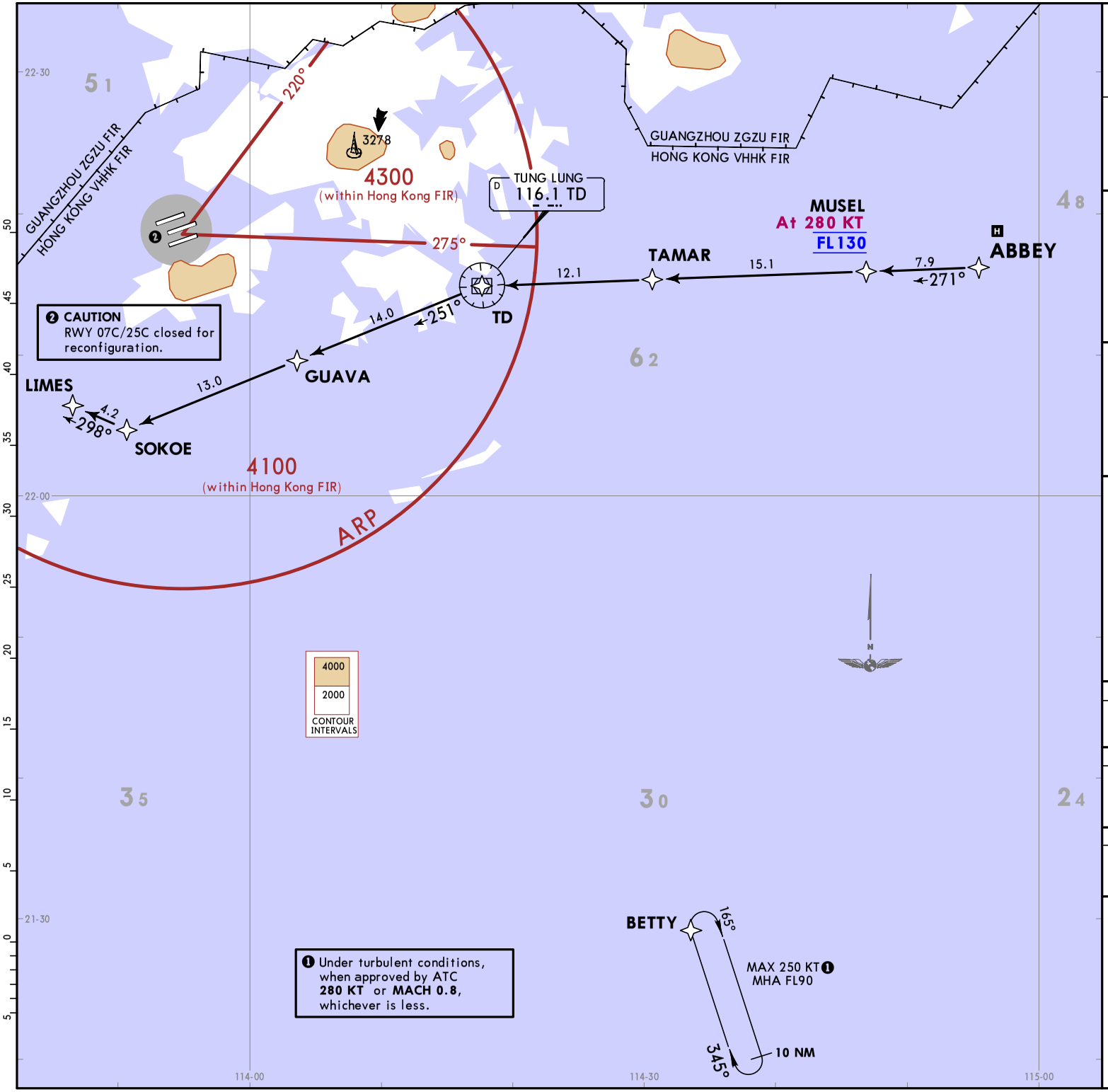


| D-ATIS 128.2 | Alt Set: hPa<br>Trans level: 980 hPa or above - FL110<br>979 hPa or below - by ATC |
|---|---|
| | RNP 1 |
| Apt Elev 28 | 1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.<br>2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. |

# ABBEY 3A [ABEY3A]
# RNAV (GNSS) ARRIVAL
# (RWYS 07L/R)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

LOST COMMS ▶ Comply with descent requirement and STAR to MAINTAIN FL130 to LIMES, join LIMES holding and descend to 4500, then carry out the appropriate ILS approach procedure. ◀ LOST COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

**DESCENT REQUIREMENTS**

Cross MUSEL at FL130.
If holding over ABBEY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY or other holding as by ATC.
**DO NOT DESCEND WITHOUT ATC CLEARANCE.**

**ROUTING**

ABBEY - MUSEL (K280; FL130) - TAMAR - TD VOR - GUAVA - SOKOE - LIMES. EXPECT ILS approach. Descend as directed by ATC.

**NON-RNP 1 CONTINGENCY PROCEDURE**

Direct to MUSEL, then to TAMAR, then to TD VOR, then to GUAVA (TD R251/D14), then direct to SOKOE (TD R251/D27), then to LIMES, EXPECT ILS approach. Descend as directed by ATC.

**IF TD VOR NOT AVAILABLE**

From MUSEL direct to TAMAR, then to TD INT, then direct to GUAVA, then to SOKOE, then direct to LIMES. Descend as directed by ATC.

**H ABBEY**
**MAX 250 KT**
Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

MAX FL250
MHA FL90
091° 10 NM 271°

MHA FL260
271° 091° 10 NM

CHANGES: Trans level.

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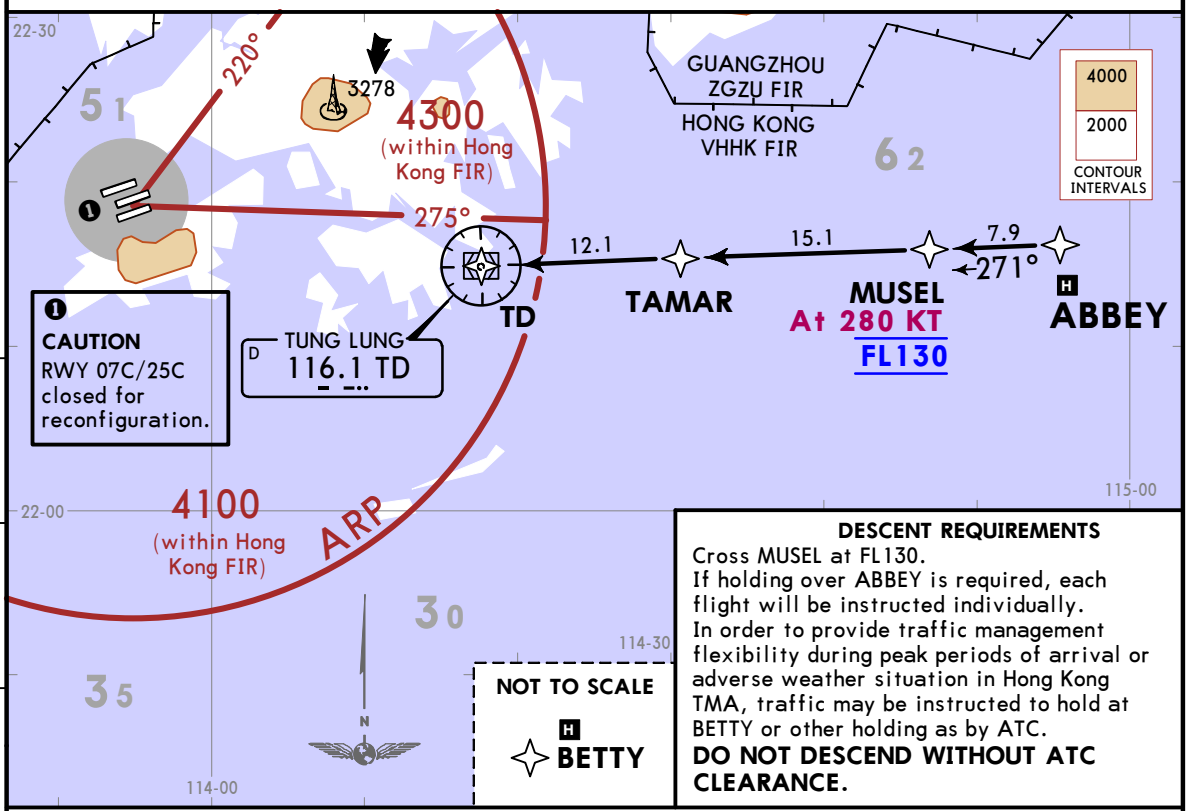
| D-ATIS | Apt Elev | |
|---|---|---|
| 128.2 | 28 | Alt Set: hPa<br>Trans level: 980 hPa or above - FL110<br>979 hPa or below - by ATC |
| | | RNP 1 |
| | | 1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.<br>2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. |

# ABBEY 2B [ABEY2B]
# RNAV (GNSS) ARRIVAL
# (RWYS 25L/R)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




**DESCENT REQUIREMENTS**

Cross MUSEL at FL130.
If holding over ABBEY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY or other holding as by ATC.
**DO NOT DESCEND WITHOUT ATC CLEARANCE.**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

Comply with descent requirement and STAR to MAINTAIN FL130 to TD, join TD holding and descend to 4500, then carry out the appropriate ILS approach procedure.

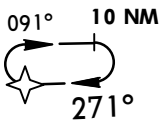
LOST ▲ COMMS ▲ LOST ▲ COMMS ▲ LOST ▲ COMMS ▲ LOST ▲ COMMS ▲ LOST ▲ COMMS ▲ LOST ▲ COMMS ▲ LOST ▲ COMMS ▲ LOST ▲ COMMS ▲ LOST

**ABBEY**

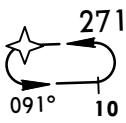
**MAX 250 KT**

Under turbulent conditions, when approved by ATC
**280 KT** or **MACH 0.8**, whichever is less.

MAX FL250
MHA FL90

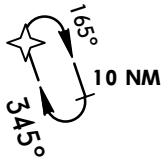



MHA FL260




**BETTY**

MHA FL90




**ROUTING**

ABBEY - MUSEL (K280; FL130) - TAMAR - TD VOR. EXPECT ILS approach. Descend as directed by ATC.

**NON-RNP 1 CONTINGENCY PROCEDURE**

Direct to MUSEL, then to TAMAR, then direct to TD VOR, EXPECT ILS approach for RWY 25L or LOC approach for RWY 25R. Descend as directed by ATC.

**IF TD VOR NOT AVAILABLE**

From MUSEL direct to TAMAR, then to TD INT. Descend as directed by ATC.

CHANGES: Trans level.

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CHANGES: Cross reference in text box changed to RNP AR approach.

| D-ATIS | Apt Elev |
|---|---|
| 128.2 | 28 |

Alt Set: hPa
Trans level: 980 hPa or above - FL110
979 hPa or below - by ATC

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.

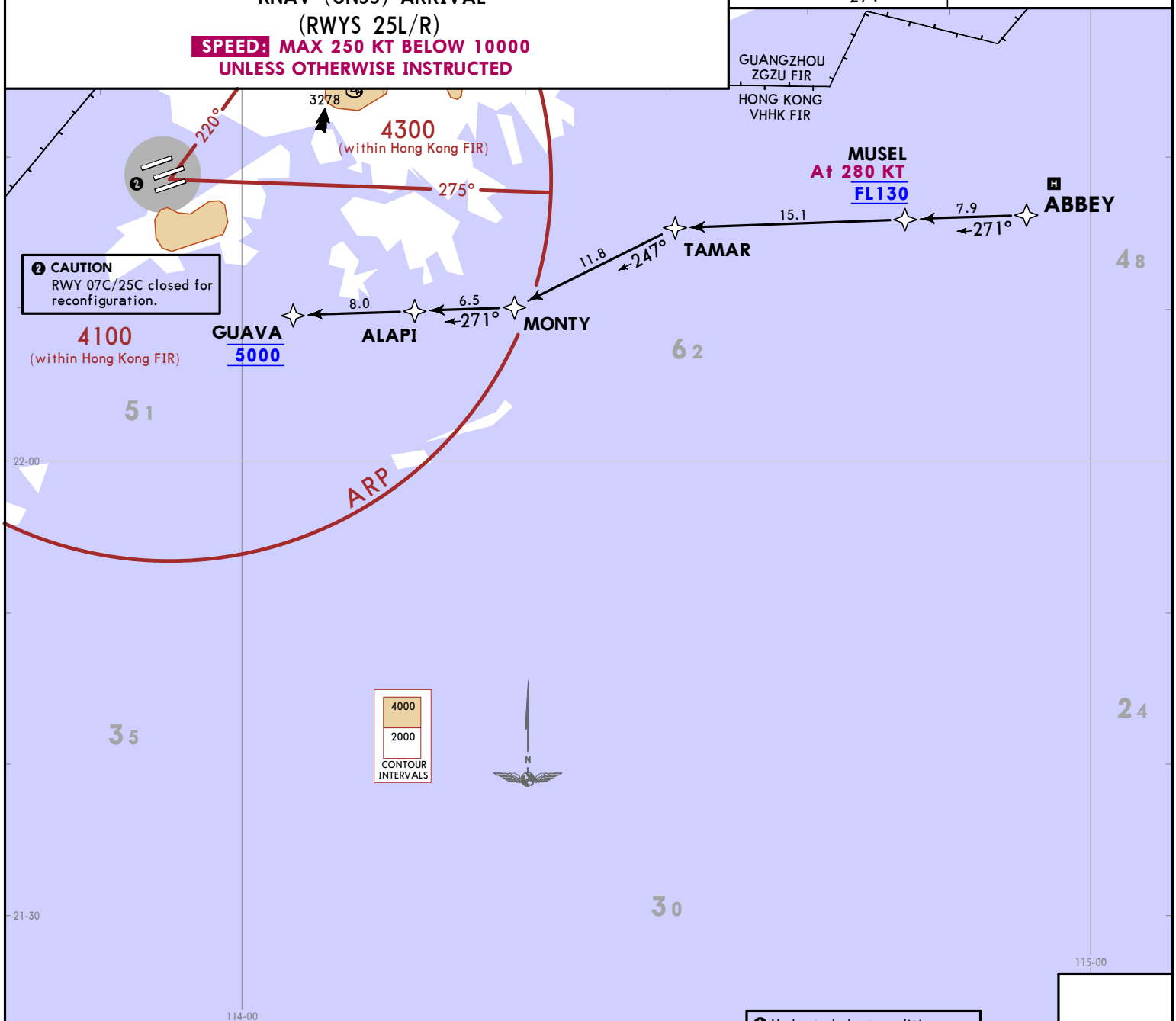
**ABBEY**
**MAX 250 KT**
Under turbulent conditions, when approved by ATC
**280 KT** or **MACH 0.8**, whichever is less.

MAX FL250
MHA FL90
091° 10 NM 271°

MHA FL260
271° 091° 10 NM

# ABBEY 1G [ABEY1G]
# RNAV (GNSS) ARRIVAL
# (RWYS 25L/R)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Comply with descent requirements and STAR to MAINTAIN FL130 to GUAVA, join GUAVA holding and descend to 5000, then carry out the appropriate RNP approach procedure.

**DESCENT REQUIREMENTS**

Cross MUSEL at FL130 and GUAVA at 5000.
If holding over ABBEY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER or other holding as by ATC.
**DO NOT DESCEND WITHOUT ATC CLEARANCE.**

**ROUTING**

ABBEY - MUSEL (K280; FL130) - TAMAR - MONTY - ALAPI - GUAVA (5000).
EXPECT RNP AR approach. Descend as directed by ATC.

**BAKER**
165°
MAX 250 KT ❶
MHA FL90
345°
10 NM

ABBEY 1G [ABEY1G]
RNAV (GNSS) ARRIVAL
(RWYS 25L/R)

HONG KONG, PR OF CHINA
RNAV STAR

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CHANGES: None.

| D-ATIS | Apt Elev |
|---|---|
| 128.2 | 28 |

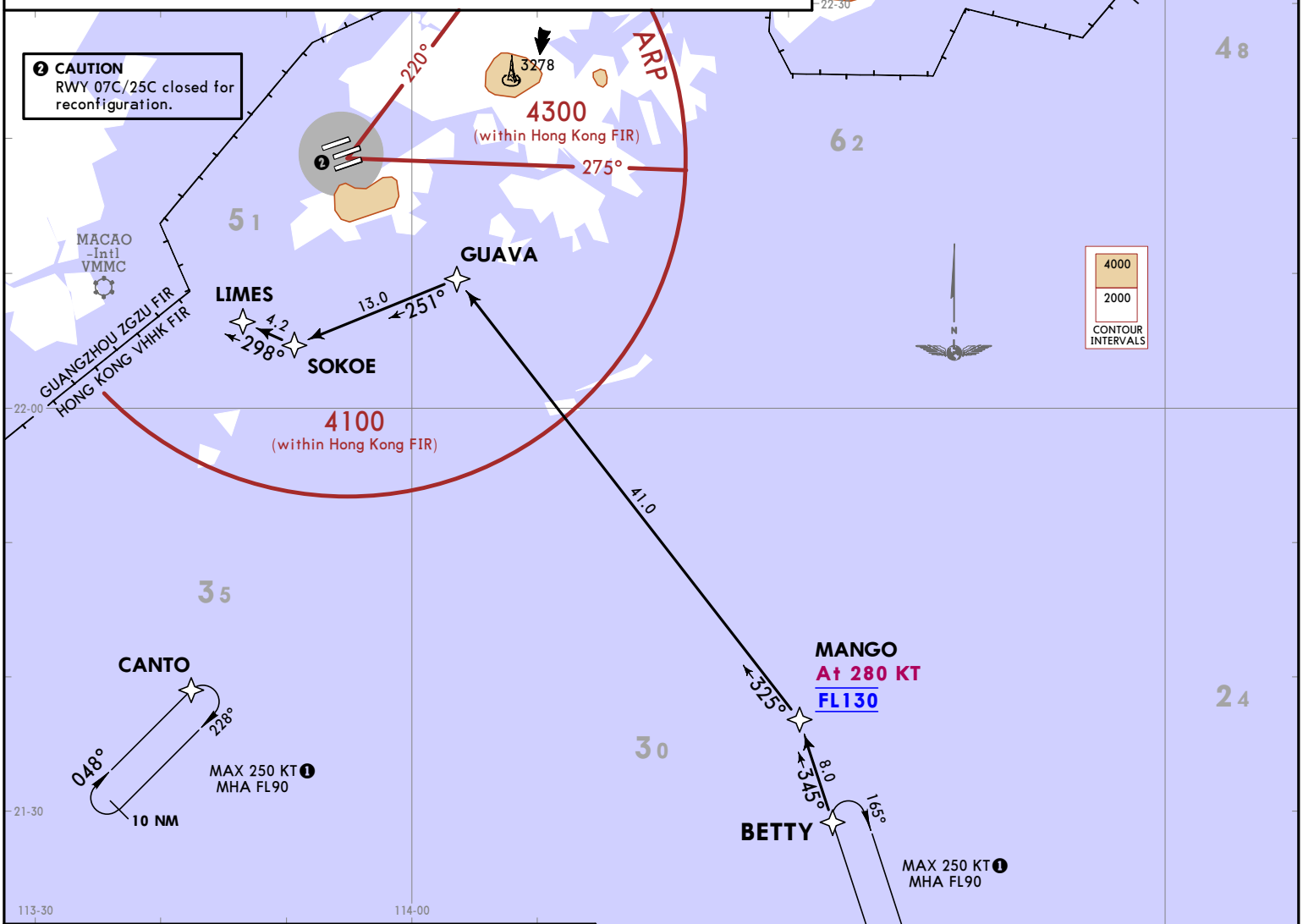
Alt Set: hPa
Trans level: 980 hPa or above - FL110
979 hPa or below - by ATC

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.

# BETTY 2A [BETY2A]
# RNAV (GNSS) ARRIVAL
# (RWYS 07L/R)

**SPEED:** MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED




LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Comply with descent requirements and STAR to MAINTAIN FL130 to LIMES, join LIMES holding and descend to 4500, then carry out the appropriate ILS approach procedure.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

**DESCENT REQUIREMENTS**

Cross MANGO at FL130.
If holding over BETTY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER, CANTO or other holding as by ATC.
**DO NOT DESCEND WITHOUT ATC CLEARANCE.**

**ROUTING**

BETTY - MANGO (K280; FL130) - GUAVA - SOKOE - LIMES.
EXPECT ILS approach. Descend as directed by ATC.

**NON-RNP 1 CONTINGENCY PROCEDURE**

Direct to MANGO, then to GUAVA (TD R251/D14), then direct to SOKOE (TD R251/D27), then to LIMES, EXPECT ILS approach. Descend as directed by ATC.

**IF TD VOR NOT AVAILABLE**

From MANGO direct to GUAVA, then to SOKOE, then direct to LIMES. Descend as directed by ATC.

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

BETTY 2A [BETY2A]
RNAV (GNSS) ARRIVAL
(RWYS 07L/R)

VHHH/HKG
HONG KONG INTL

JEPPESEN
20 JAN 23
(10-2G)

HONG KONG, PR OF CHINA
RNAV STAR

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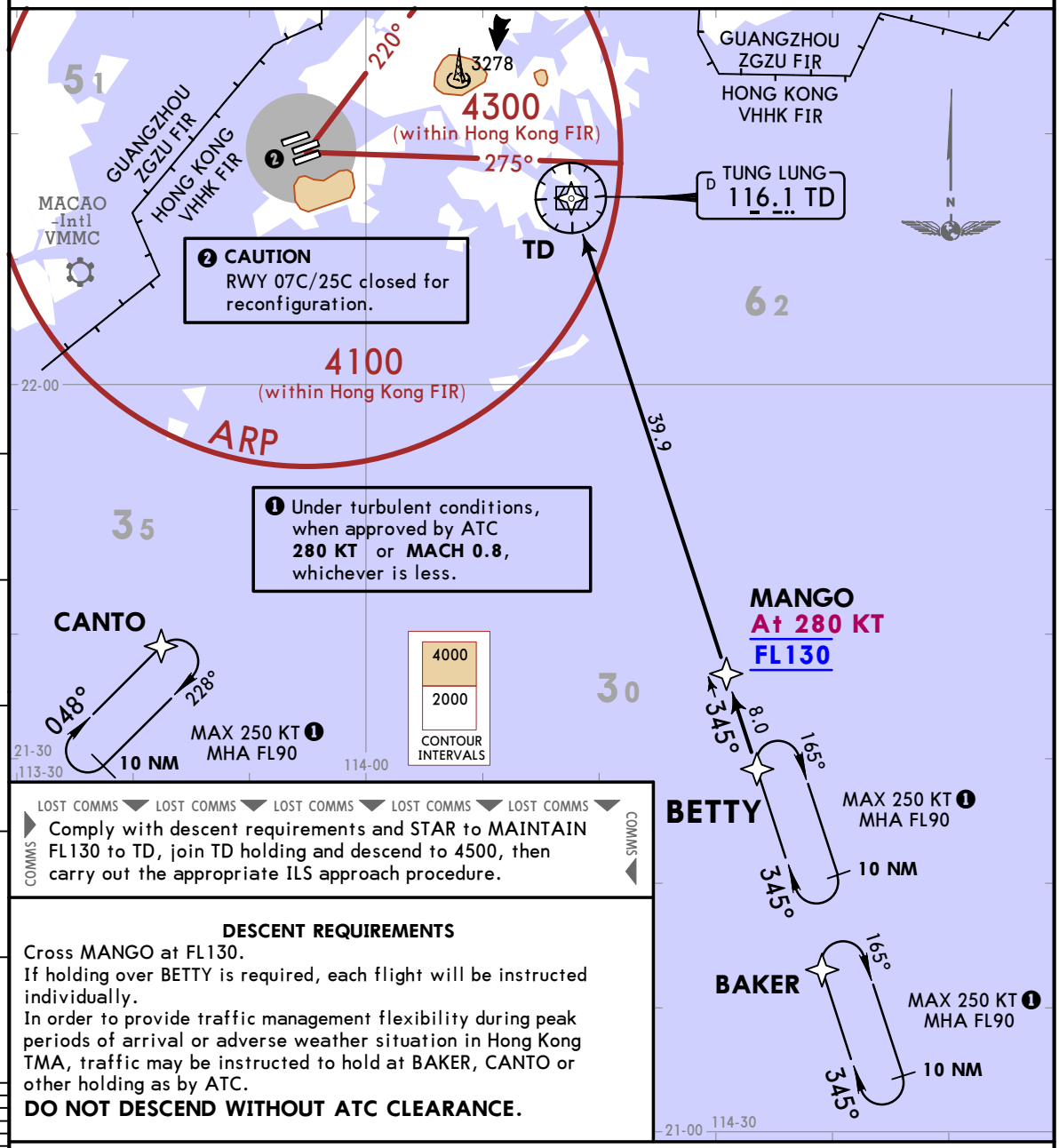
| D-ATIS | Apt Elev | |
|---|---|---|
| 128.2 | 28 | Alt Set: hPa<br>Trans level: 980 hPa or above - FL110<br>979 hPa or below - by ATC |
| | | RNP 1 |
| | | 1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.<br>2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. |

# BETTY 2B [BETY2B]
# RNAV (GNSS) ARRIVAL
# (RWYS 25L/R)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

COMMS: Comply with descent requirements and STAR to MAINTAIN FL130 to TD, join TD holding and descend to 4500, then carry out the appropriate ILS approach procedure.

**DESCENT REQUIREMENTS**

Cross MANGO at FL130.
If holding over BETTY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER, CANTO or other holding as by ATC.
**DO NOT DESCEND WITHOUT ATC CLEARANCE.**

**ROUTING**

BETTY - MANGO (K280; FL130) - TD VOR. EXPECT ILS approach. Descend as directed by ATC.

**NON-RNP 1 CONTINGENCY PROCEDURE**

Direct to MANGO, then to TD VOR, EXPECT ILS approach for RWY 25L, or LOC approach for RWY 25R. Descend as directed by ATC.

**IF TD VOR NOT AVAILABLE**

From MANGO direct to TD INT. Descend as directed by ATC.

CHANGES: None.

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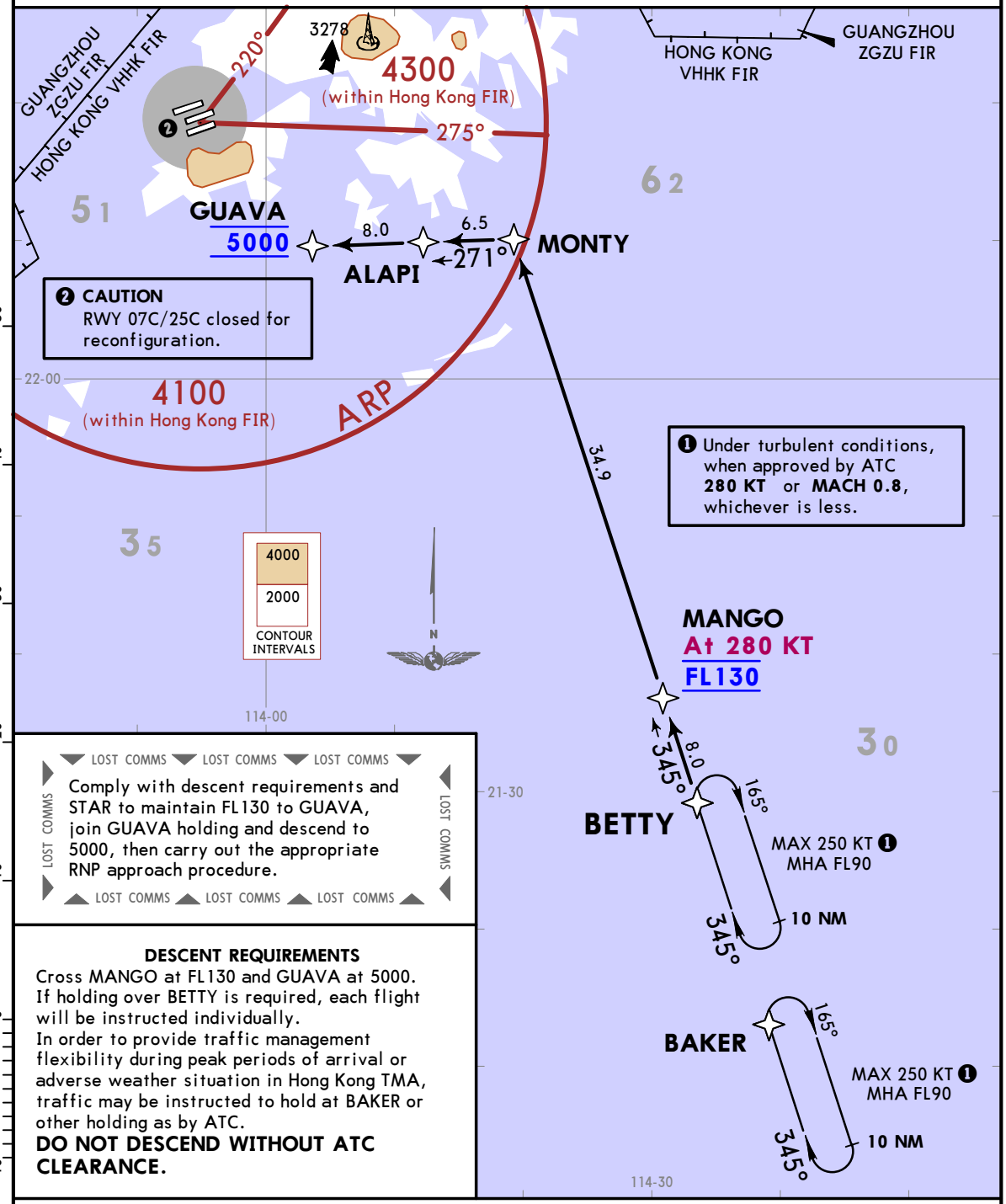
| D-ATIS | Apt Elev | |
|---|---|---|
| 128.2 | 28 | Alt Set: hPa<br>Trans level: 980 hPa or above - FL110<br>979 hPa or below - by ATC |
| | | RNP 1 |
| | | 1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.<br>2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. |

# BETTY 1G [BETY1G]
# RNAV (GNSS) ARRIVAL
# (RWYS 25L/R)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




LOST COMMS LOST COMMS LOST COMMS
Comply with descent requirements and STAR to maintain FL130 to GUAVA, join GUAVA holding and descend to 5000, then carry out the appropriate RNP approach procedure.
LOST COMMS LOST COMMS LOST COMMS

**DESCENT REQUIREMENTS**

Cross MANGO at FL130 and GUAVA at 5000.
If holding over BETTY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER or other holding as by ATC.
**DO NOT DESCEND WITHOUT ATC CLEARANCE.**

**ROUTING**

BETTY - MANGO (K280; FL130) - MONTY - ALAPI - GUAVA (5000). EXPECT RNP AR approach.
Descend as directed by ATC.

CHANGES: Cross reference in text box changed to RNP AR approach.

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# VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

25 NOV 22 (10-2K) Eff 1 Dec

RNAV STAR

CHANGES: Trans level.

LOST COMMS LOST COMMS LOST COMMS

Comply with descent requirements and STAR to maintain FL130 to LIMES, join LIMES holding and descend to 4500, then carry out the appropriate ILS approach procedure.

LOST COMMS LOST COMMS LOST COMMS

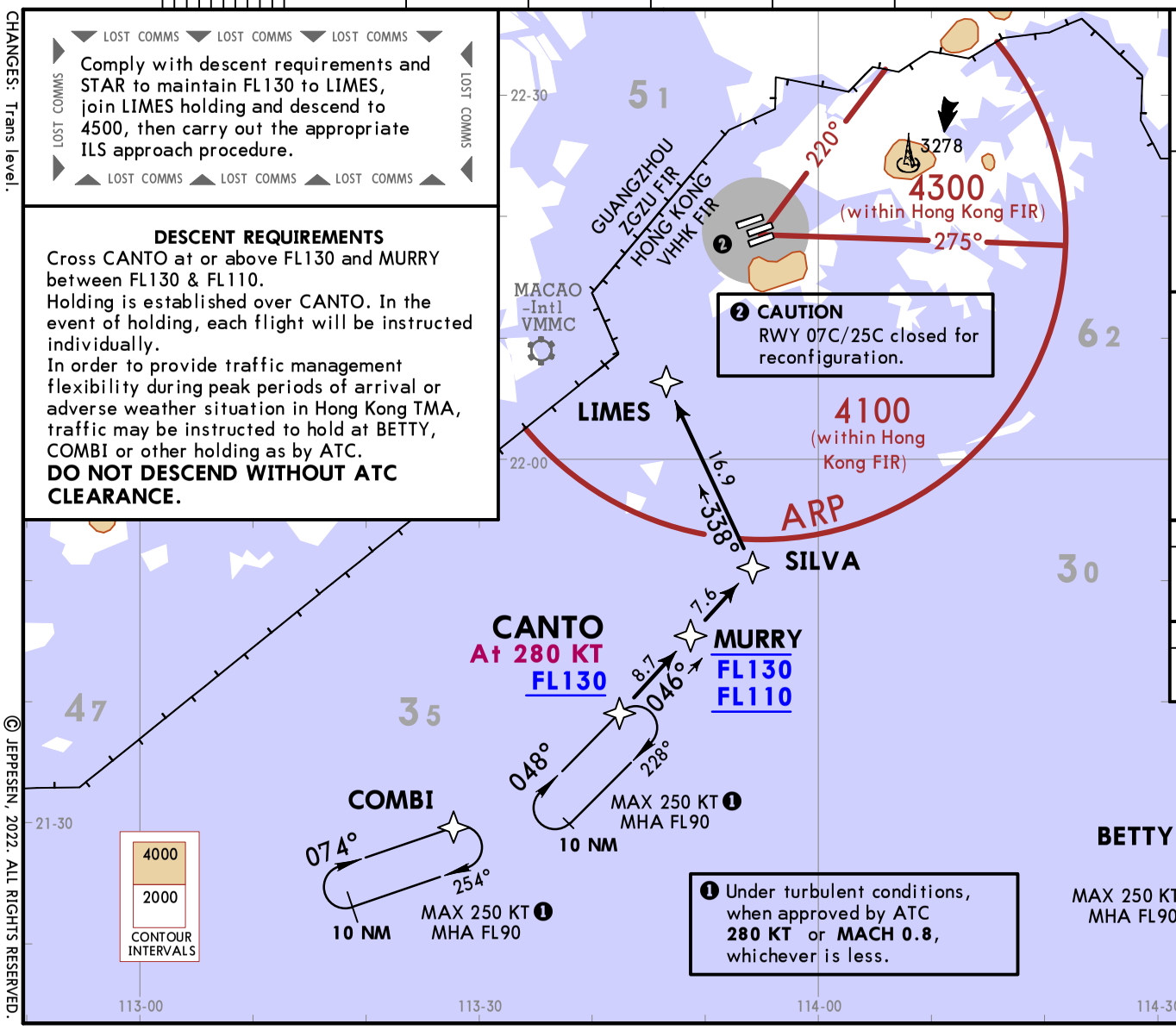
**DESCENT REQUIREMENTS**

Cross CANTO at or above FL130 and MURRY between FL130 & FL110.

Holding is established over CANTO. In the event of holding, each flight will be instructed individually.

In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY, COMBI or other holding as by ATC.

**DO NOT DESCEND WITHOUT ATC CLEARANCE.**




❷ **CAUTION**
RWY 07C/25C closed for reconfiguration.

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

| | |
|---|---|
| D-ATIS 128.2 | Alt Set: hPa<br>Trans level: 980 hPa or above - FL110<br>979 hPa or below - by ATC |
| Apt Elev 28 | RNP 1<br>1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.<br>2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. |

## CANTO 3A [CANT3A] RNAV (GNSS) ARRIVAL (RWYS 07L/R)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

**ROUTING**

CANTO (K280; FL130+) - MURRY (FL130-; FL110+) - SILVA - LIMES. EXPECT ILS approach. Descend as directed by ATC.

**NON-RNP 1 CONTINGENCY PROCEDURE**

Direct to MURRY, then to SILVA, turn LEFT to LIMES, EXPECT ILS approach. Descend as directed by ATC.

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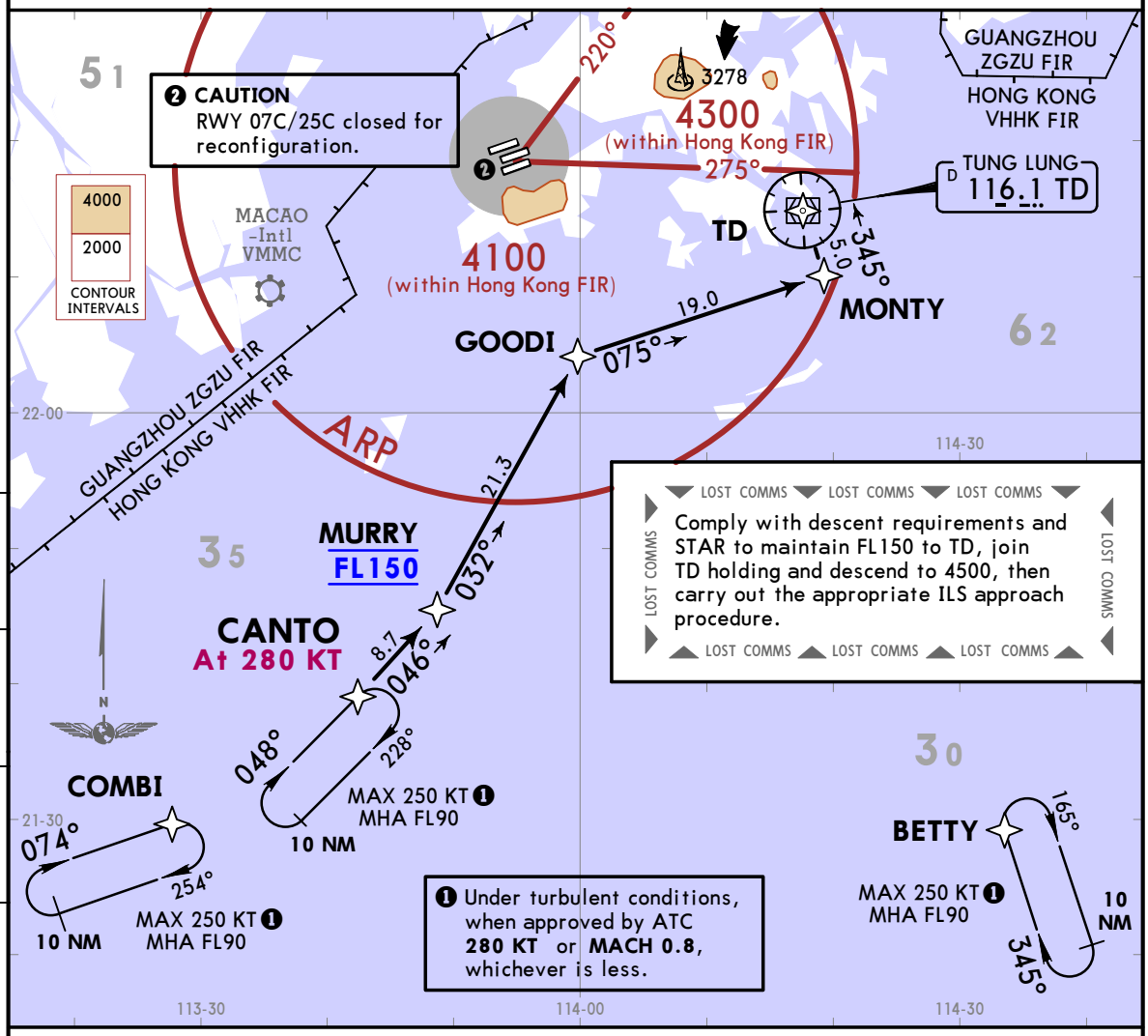
| D-ATIS | Apt Elev | |
|---|---|---|
| 128.2 | 28 | Alt Set: hPa<br>Trans level: 980 hPa or above - FL110<br>979 hPa or below - by ATC |
| | | RNP 1 |
| | | 1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.<br>2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. |

# CANTO 2B [CANT2B]
# RNAV (GNSS) ARRIVAL
# (RWYS 25L/R)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




**DESCENT REQUIREMENTS**

Cross MURRY at FL150.
Holding is established over CANTO. In the event of holding, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY, COMBI or other holding as by ATC.

**DO NOT DESCEND WITHOUT ATC CLEARANCE.**

**ROUTING**

CANTO (K280) - MURRY (FL150) - GOODI - MONTY - TD VOR. EXPECT ILS approach. Descend as directed by ATC.

**NON-RNP 1 CONTINGENCY PROCEDURE**

Direct to MURRY, then to GOODI, then direct to MONTY, turn LEFT to TD VOR, EXPECT ILS approach for RWY 25L or LOC approach for RWY 25R. Descend as directed by ATC.

**IF TD VOR NOT AVAILABLE**

From MONTY turn LEFT direct to TD INT. Descend as directed by ATC.

CHANGES: Trans level.

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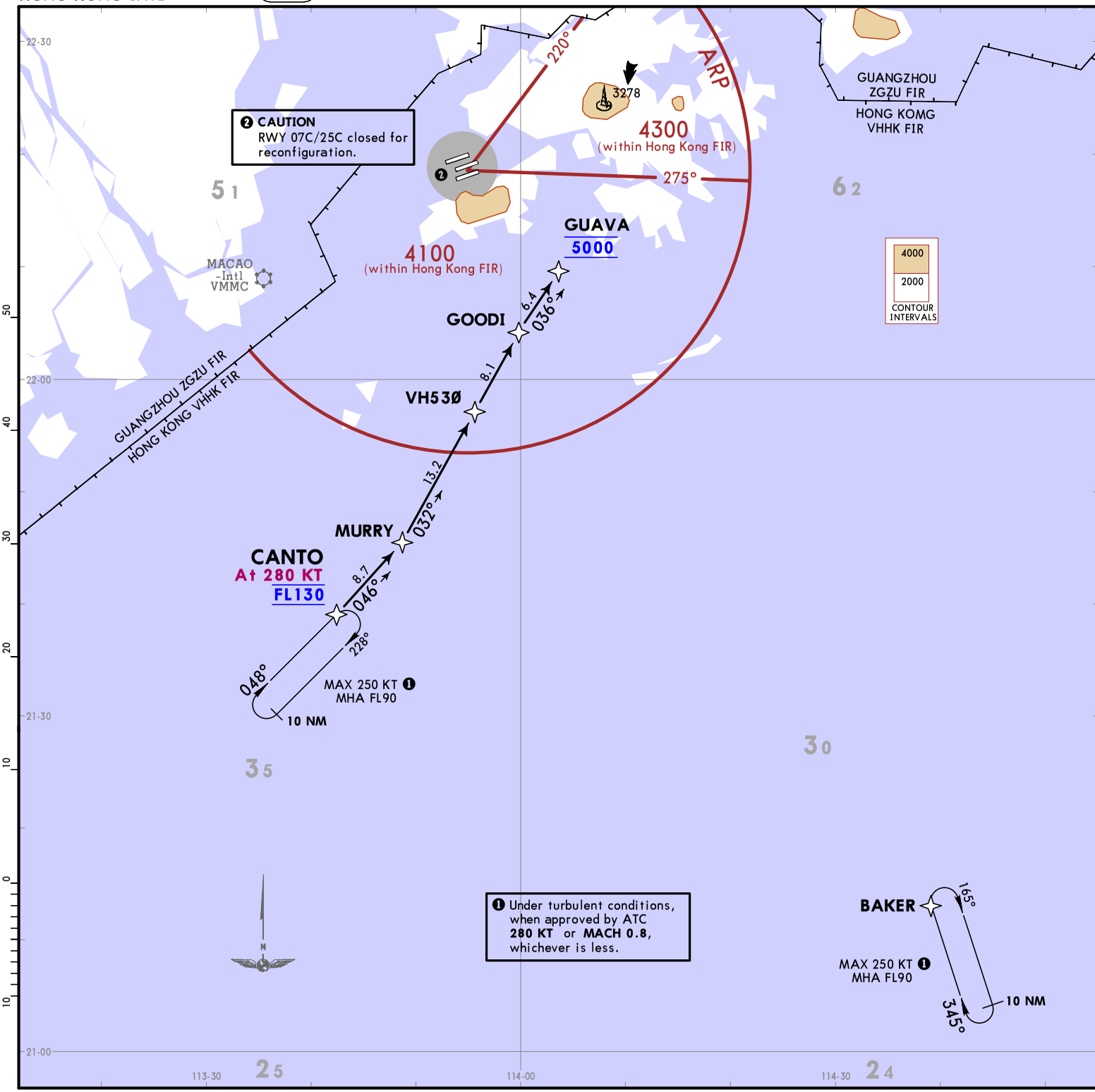


| D-ATIS 128.2 | Alt Set: hPa<br>Trans level: 980 hPa or above - FL110<br>979 hPa or below - by ATC |
|---|---|
| | RNP 1 |
| Apt Elev 28 | 1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.<br>2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. |

# CANTO 1G [CANT1G]
# RNAV (GNSS) ARRIVAL
# (RWYS 25L/R)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Comply with descent requirement and STAR to MAINTAIN FL130 to GUAVA, join GUAVA holding and descend to 5000, then carry out the appropriate RNP approach procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

**DESCENT REQUIREMENTS**

Cross CANTO at FL130 and GUAVA at 5000.
If holding over CANTO is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER or other holding as by ATC.
**DO NOT DESCEND WITHOUT ATC CLEARANCE.**

**ROUTING**

CANTO (K280; FL130) - MURRY - VH53Ø - GOODI - GUAVA (5000). EXPECT RNP AR approach.
Descend as directed by ATC.

CHANGES: Cross reference in text box changed to RNP AR approach.

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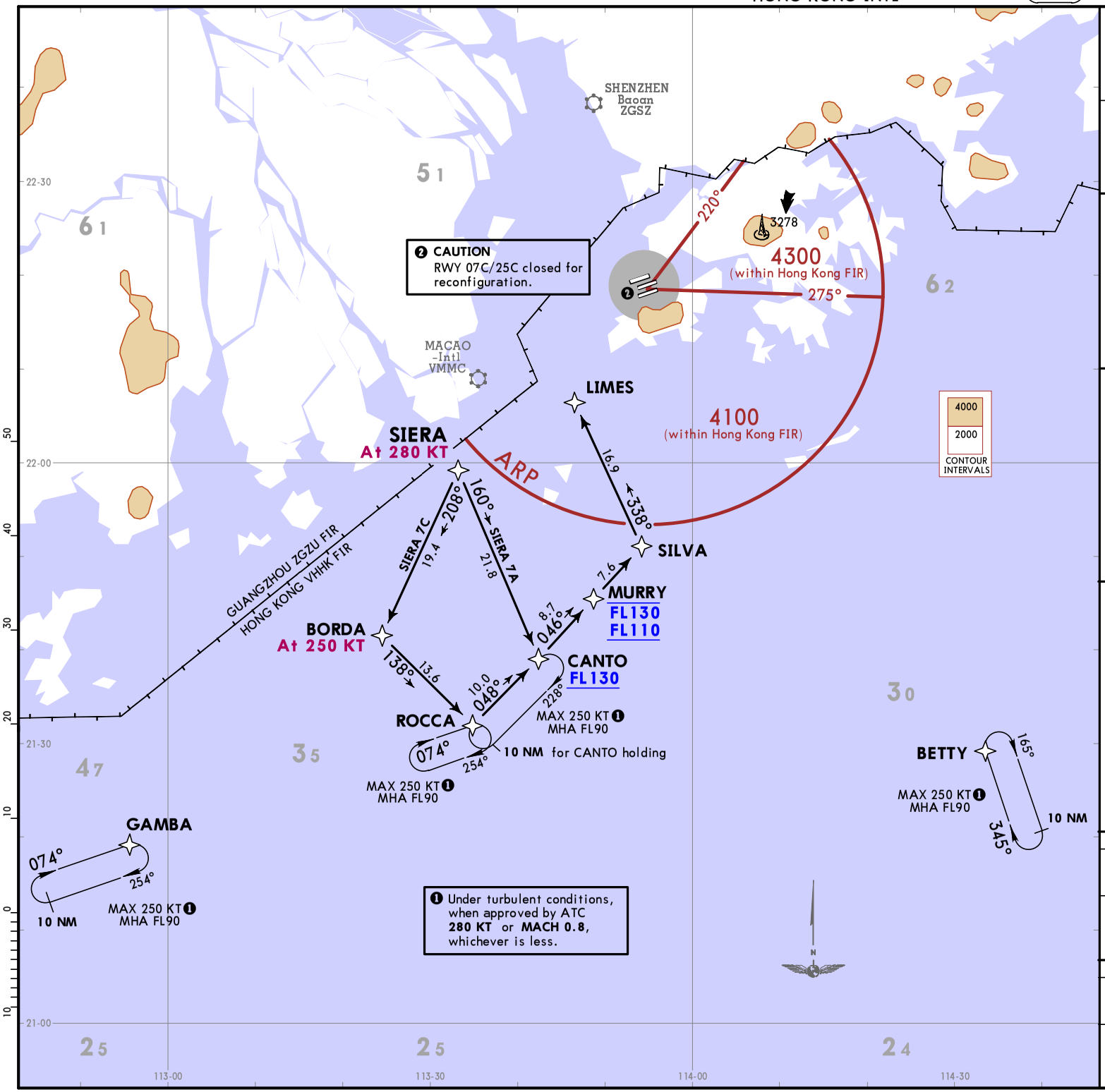


| D-ATIS 128.2 | Alt Set: hPa<br>Trans level: 980 hPa or above - FL110<br>979 hPa or below - by ATC |
|---|---|
| Apt Elev 28 | RNP 1<br>1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.<br>2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. |

# SIERA 7A [SIER7A]
# SIERA 7C [SIER7C]
# RNAV (GNSS) ARRIVALS
# (RWYS 07L/R)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

Comply with descent requirement and STAR to MAINTAIN FL130 to LIMES, join LIMES holding and descend to 4500, then carry out the appropriate ILS approach procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

**DESCENT REQUIREMENTS**

Cross CANTO at or above FL130 and MURRY between FL130 & FL110.
Holdings are established over CANTO and ROCCA.
In the event of holding, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY, GAMBA or other holding as by ATC.

**DO NOT DESCEND WITHOUT ATC CLEARANCE.**

| STAR | ROUTING |
|---|---|
| SIERA 7A | SIERA (K280) - CANTO (FL130+) - MURRY (FL130-; FL110+) - SILVA - LIMES. EXPECT ILS approach. Descend as directed by ATC. |
| SIERA 7C | SIERA (K280) - BORDA (K250) - ROCCA - CANTO (FL130+) - MURRY (FL130-; FL110+) - SILVA - LIMES. EXPECT ILS approach. Descend as directed by ATC. |

| STAR | NON-RNP 1 CONTINGENCY PROCEDURE |
|---|---|
| SIERA 7A | Direct to CANTO, turn LEFT, via MURRY to SILVA, turn LEFT to LIMES, EXPECT ILS approach. Descend as directed by ATC. |
| SIERA 7C | Direct to BORDA, turn LEFT to ROCCA, then to CANTO, then via MURRY to SILVA, turn LEFT to LIMES, EXPECT ILS approach. Descend as directed by ATC. |

CHANGES: None.

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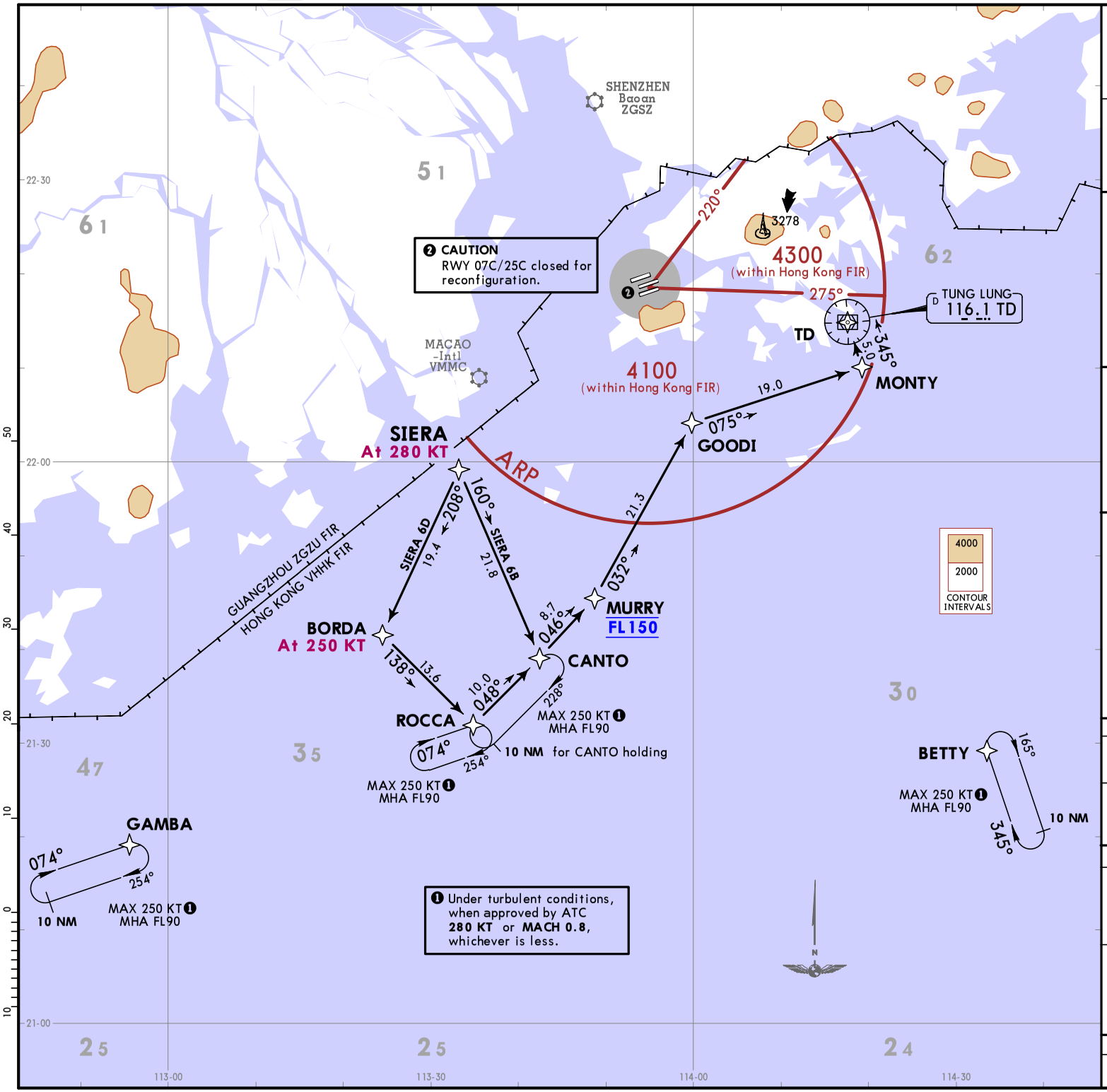


| D-ATIS 128.2 | Alt Set: hPa<br>Trans level: 980 hPa or above - FL110<br>979 hPa or below - by ATC |
|---|---|
| | RNP 1 |
| Apt Elev 28 | 1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.<br>2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. |

# SIERA 6B [SIER6B]
# SIERA 6D [SIER6D]
# RNAV (GNSS) ARRIVALS
# (RWYS 25L/R)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Comply with descent requirement and STAR to MAINTAIN FL150 to TD, join TD holding and descend to 4500, then carry out the appropriate ILS approach procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

**DESCENT REQUIREMENTS**

Cross MURRY at FL150. If holding over CANTO or ROCCA is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY, GAMBA or other holding as by ATC.
**DO NOT DESCEND WITHOUT ATC CLEARANCE.**

| STAR | ROUTING |
|---|---|
| SIERA 6B | SIERA (K280) - CANTO - MURRY (FL150) - GOODI - MONTY - TD VOR. EXPECT ILS approach. Descend as directed by ATC. |
| SIERA 6D | SIERA (K280) - BORDA (K250)- ROCCA - CANTO - MURRY (FL150) - GOODI - MONTY - TD VOR. EXPECT ILS approach. Descend as directed by ATC. |

| STAR | NON-RNP 1 CONTINGENCY PROCEDURE |
|---|---|
| SIERA 6B | Direct to CANTO, turn LEFT to MURRY, then to GOODI, then direct to MONTY, turn LEFT to TD VOR, EXPECT ILS approach for RWY 25L or LOC approach for RWY 25R. Descend as directed by ATC. |
| SIERA 6D | Direct to BORDA, turn LEFT to ROCCA, then to CANTO, then to MURRY, then to GOODI, then to MONTY, turn LEFT direct to TD VOR, EXPECT ILS approach for RWY 25L or LOC approach for RWY 25R. Descend as directed by ATC. |

**IF TD VOR NOT AVAILABLE**

From MONTY turn LEFT direct to TD INT.
Descend as directed by ATC.

CHANGES: None.

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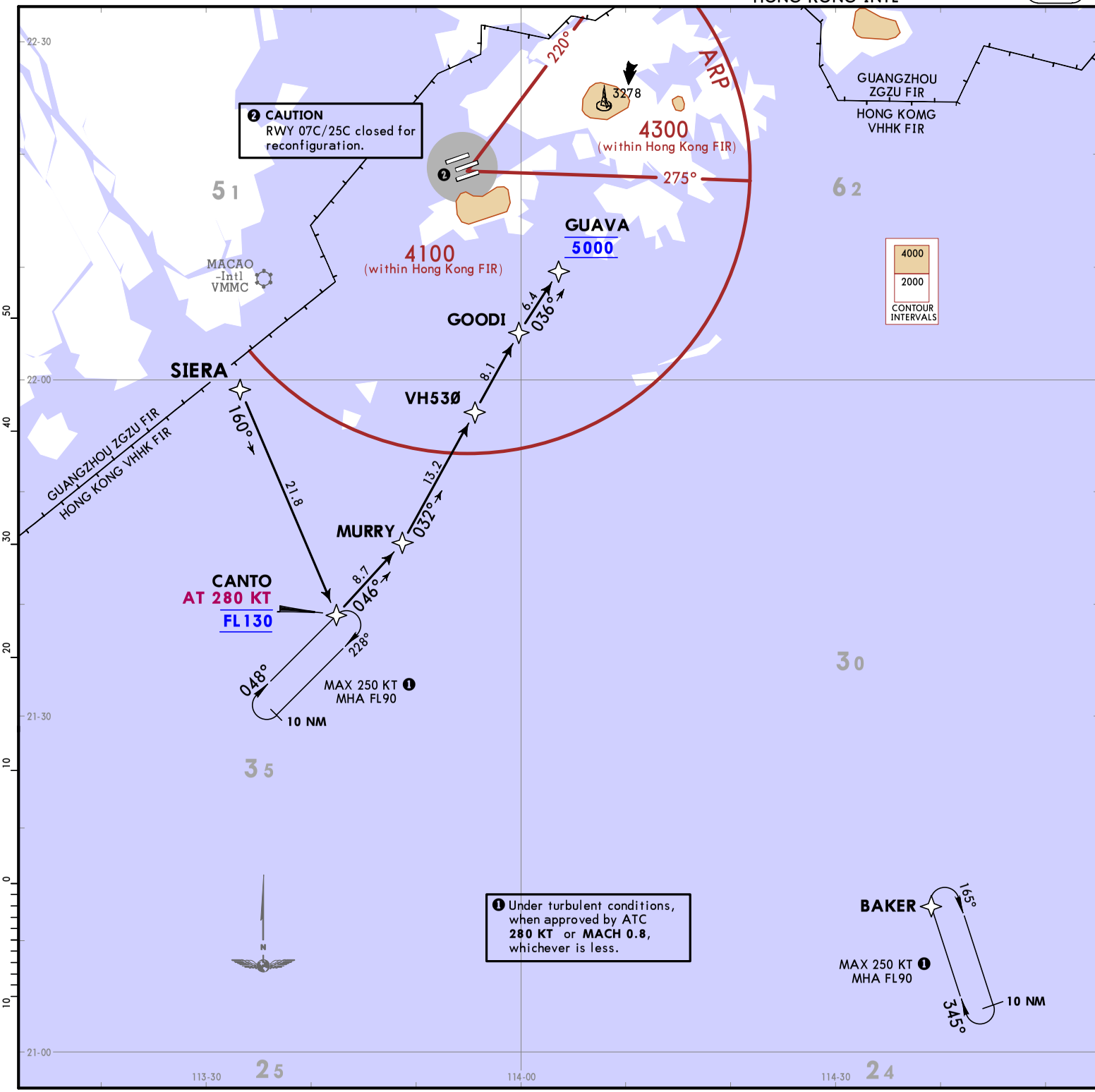


| D-ATIS 128.2 | Alt Set: hPa<br>Trans level: 980 hPa or above - FL110<br>979 hPa or below - by ATC |
|---|---|
| | RNP 1 |
| Apt Elev 28 | 1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.<br>2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. |

# SIERA 1G [SIER1G]
# RNAV (GNSS) ARRIVAL
# (RWYS 25L/R)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Comply with descent requirement and STAR to MAINTAIN FL130 to GUAVA, join GUAVA holding and descend to 5000, then carry out the appropriate RNP approach procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

**DESCENT REQUIREMENTS**

Cross CANTO at FL130 and GUAVA at 5000.
If holding over CANTO is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER or other holding as by ATC.
**DO NOT DESCEND WITHOUT ATC CLEARANCE.**

**ROUTING**

SIERA - CANTO (K280; FL130) - MURRY - VH53Ø - GOODI - GUAVA (5000). EXPECT RNP AR approach. Descent as directed by ATC.

CHANGES: Cross reference in text box changed to RNP AR approach.

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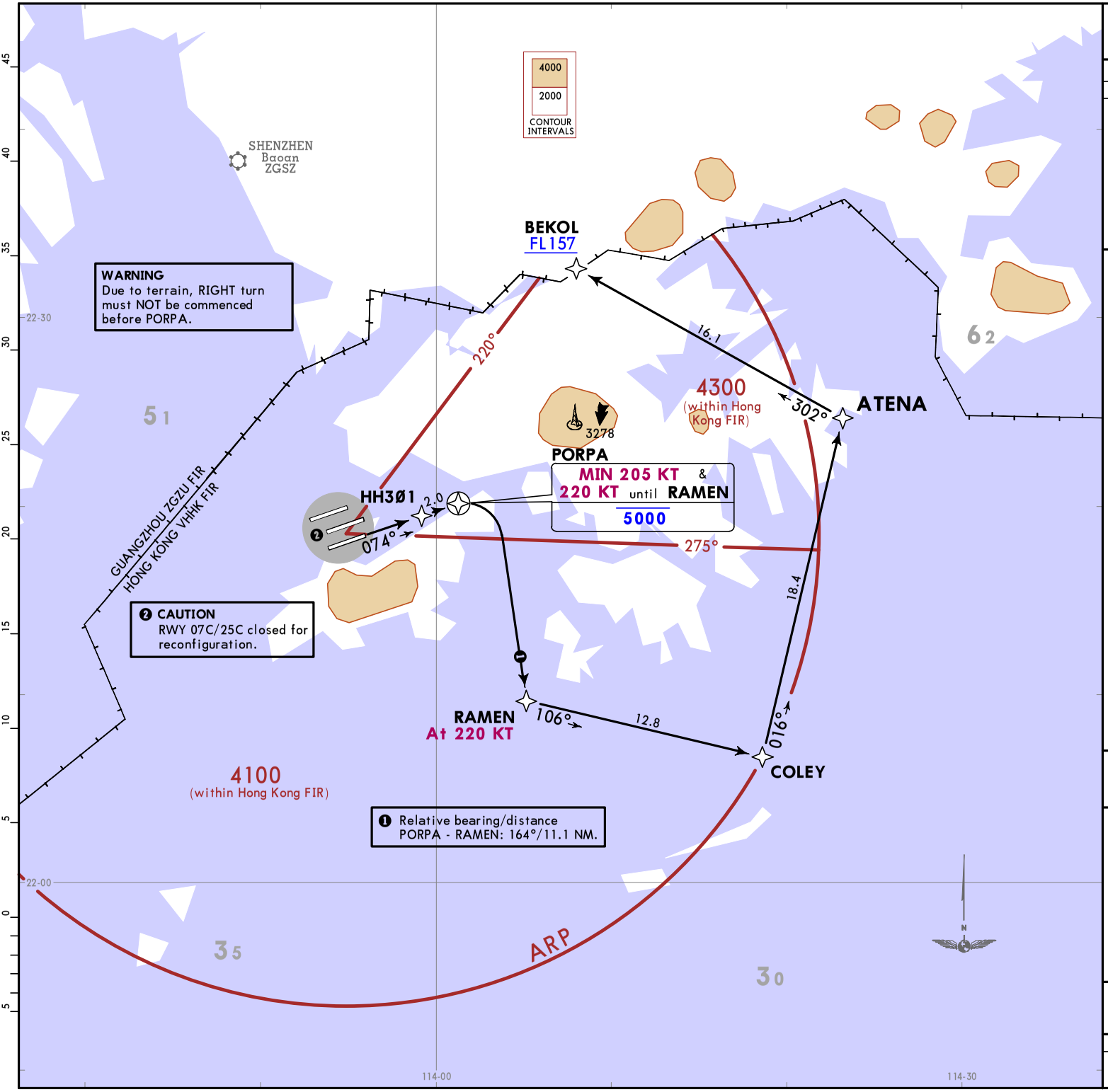
# HONG KONG, PR OF CHINA

RNAV SID




| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## ATENA 3A [ATEN3A] RNAV (GNSS) DEPARTURE (RWY 07R)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157 ADVISE ATC PRIOR TO DEPARTURE

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 2A (CHART 10-3W)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

FL CONVERSION
FL157 **FL4800m**

This SID requires a minimum climb gradient of
4.9% (298 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

**ROUTING**

HH3Ø1 - PORPA (K205+; 5000-) - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).

CHANGES: SID renumbered, HH3Ø1 added.

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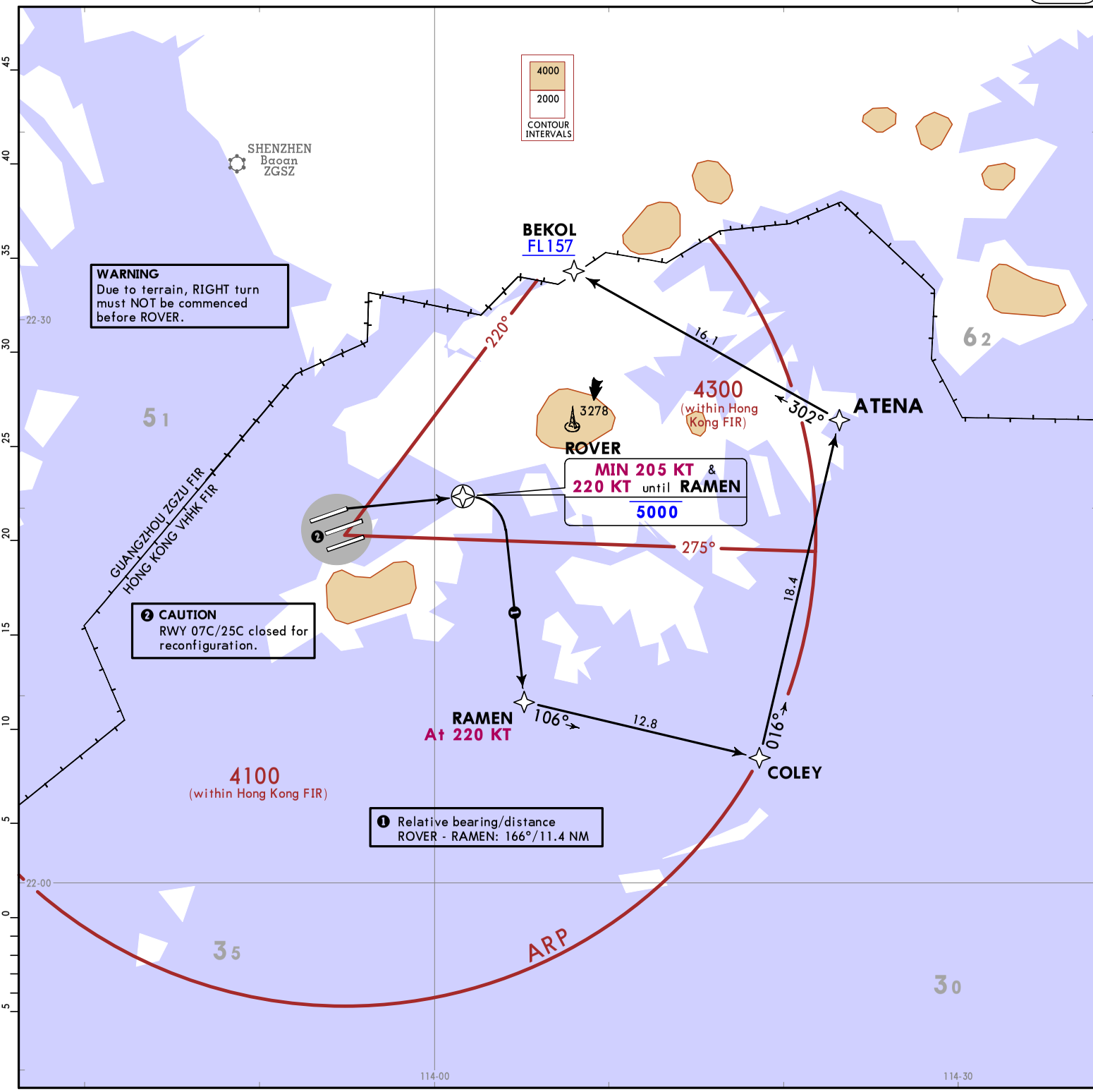


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## ATENA 2E [ATEN2E]
## RNAV (GNSS) DEPARTURE
## (RWY 07L)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157 ADVISE ATC PRIOR TO DEPARTURE

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 1E (CHART 10-3X)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

FL CONVERSION
FL157 FL4800m

This SID requires a minimum climb gradient of
3.4% (207 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.4% V/V (fpm) | 258 | 344 | 516 | 689 | 861 | 1033 |

Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

**ROUTING**

DER - ROVER (K205+; 5000-) - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).

CHANGES: None.

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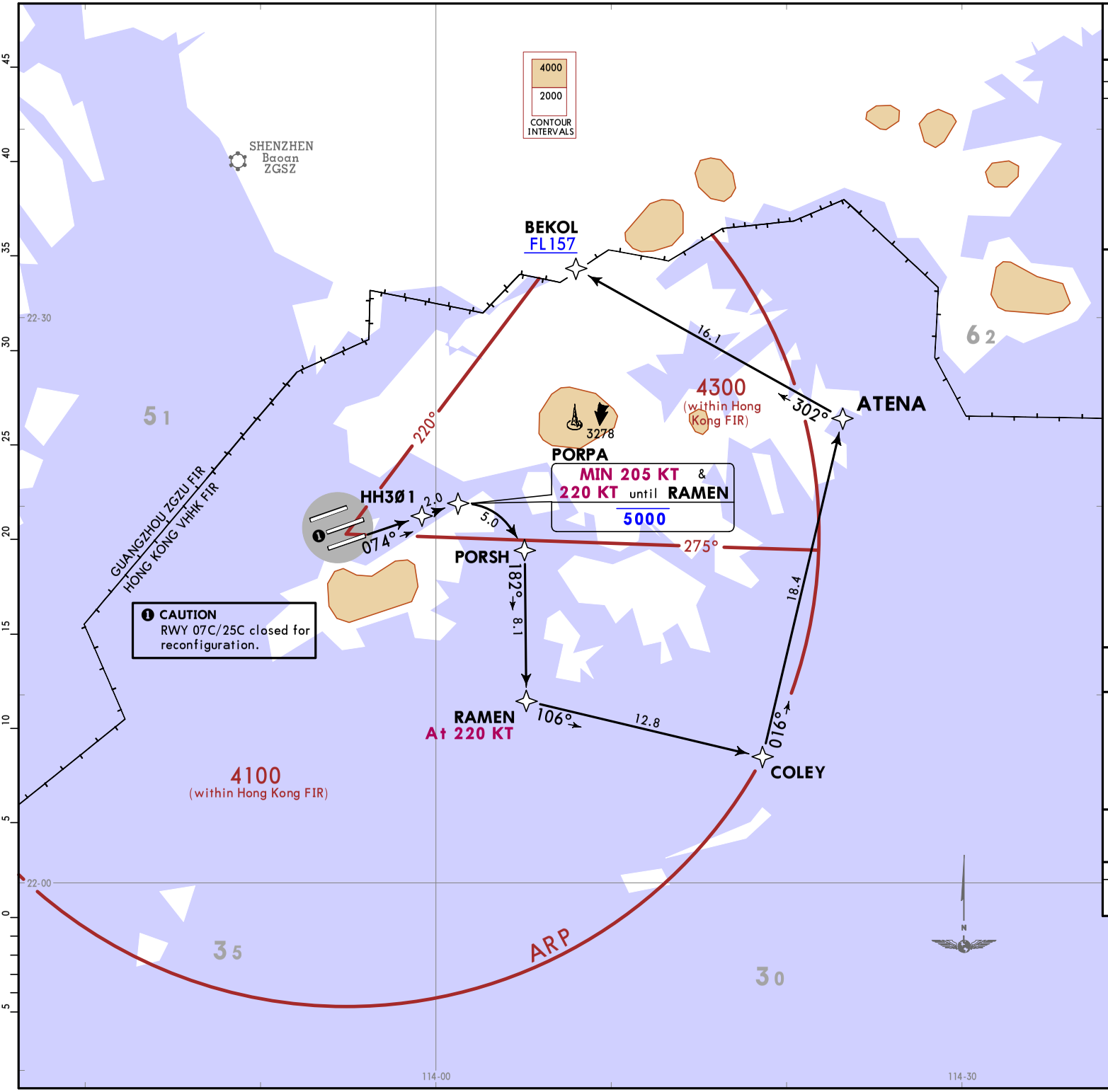
# HONG KONG, PR OF CHINA

RNAV SID




| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1 RF required

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## ATENA 2X [ATEN2X]
## RNAV (GNSS) DEPARTURE
## (RWY 07R)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID ATENA 3A (CHART 10-3)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157 ADVISE ATC PRIOR TO DEPARTURE

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

FL CONVERSION
FL157 **FL4800m**

This SID requires a minimum climb gradient of
4.9% (298 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

**ROUTING**

HH3Ø1 - PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).

CHANGES: SID renumbered, HH3Ø1 added.

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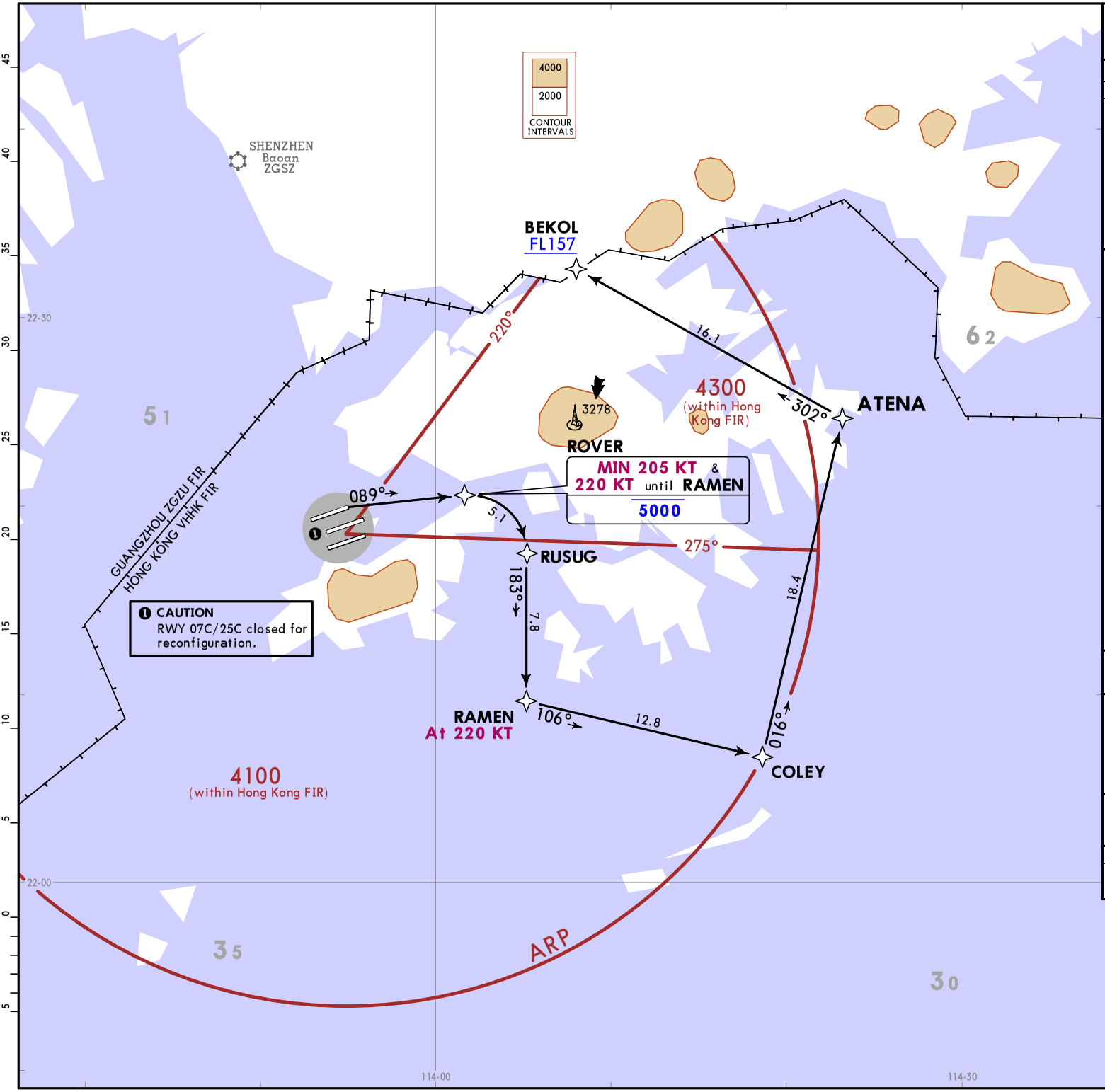


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1 RF required

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## ATENA 1Z [ATEN1Z]
## RNAV (GNSS) DEPARTURE
## (RWY 07L)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID ATENA 2E (CHART 10-3A)

NOISE MITIGATING SID FOR USE BETWEEN 2300-0700LT

IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157 ADVISE ATC PRIOR TO DEPARTURE

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

FL CONVERSION
FL157 FL4800m

This SID requires a minimum climb gradient of 3.3% (201 per NM).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

**ROUTING**

DER - ROVER (K205+; 5000-) - RUSUG - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).

CHANGES: None.

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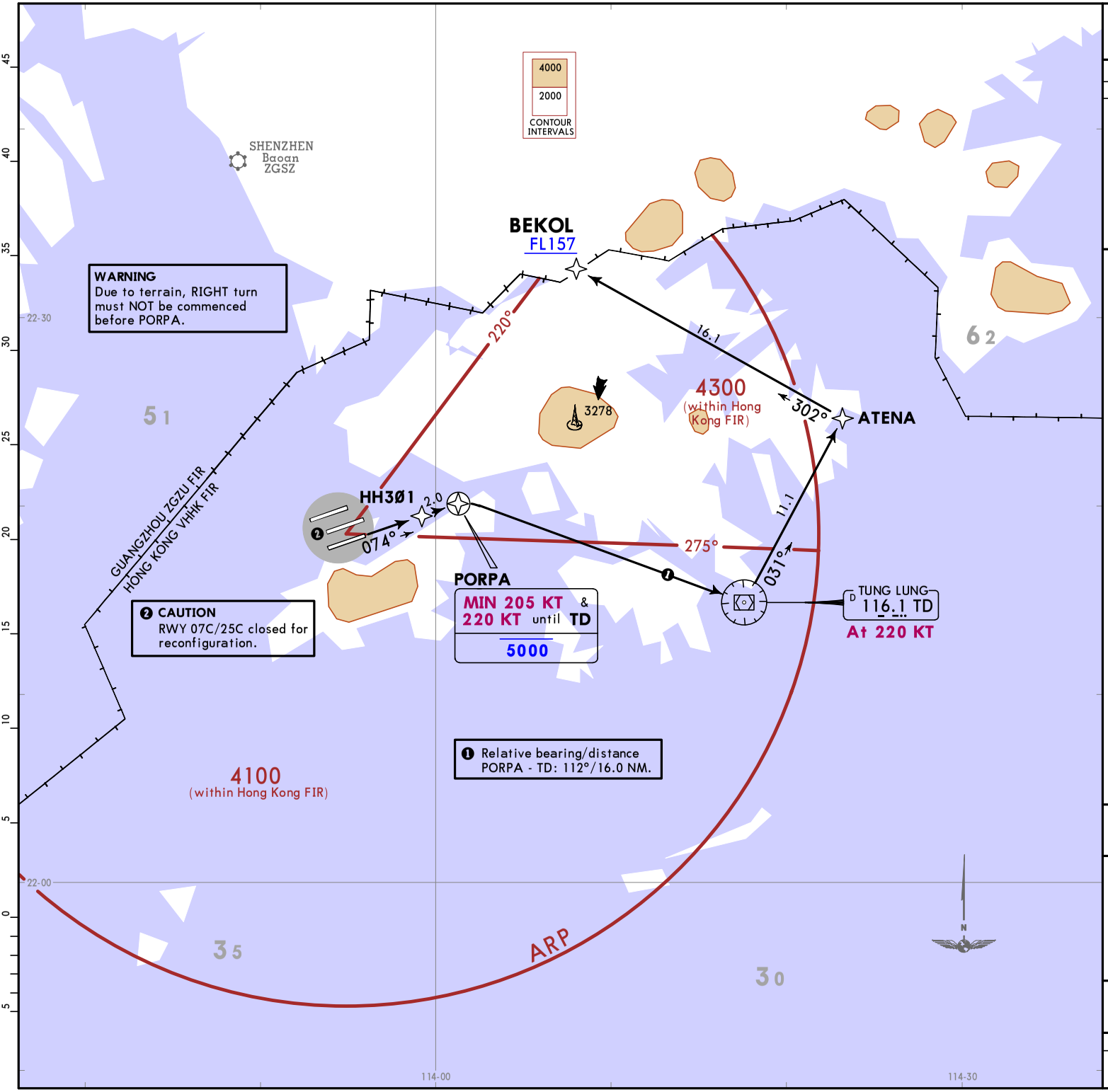


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## BEKOL 4A [BEKO4A]
## RNAV (GNSS) DEPARTURE
## (RWY 07R)

IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157 ADVISE ATC PRIOR TO DEPARTURE

BETWEEN 2300-0700LT EXPECT SID ATENA 3A (CHART 10-3)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 2A (CHART 10-3W)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

FL CONVERSION
FL157 **FL4800m**

This SID requires a minimum climb gradient of
4.9% (298 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

**ROUTING**

HH3Ø1 - PORPA (K205+; 5000-) - TD (K220) - ATENA - BEKOL (FL157+).

CHANGES: SID renumbered, HH3Ø1 added.

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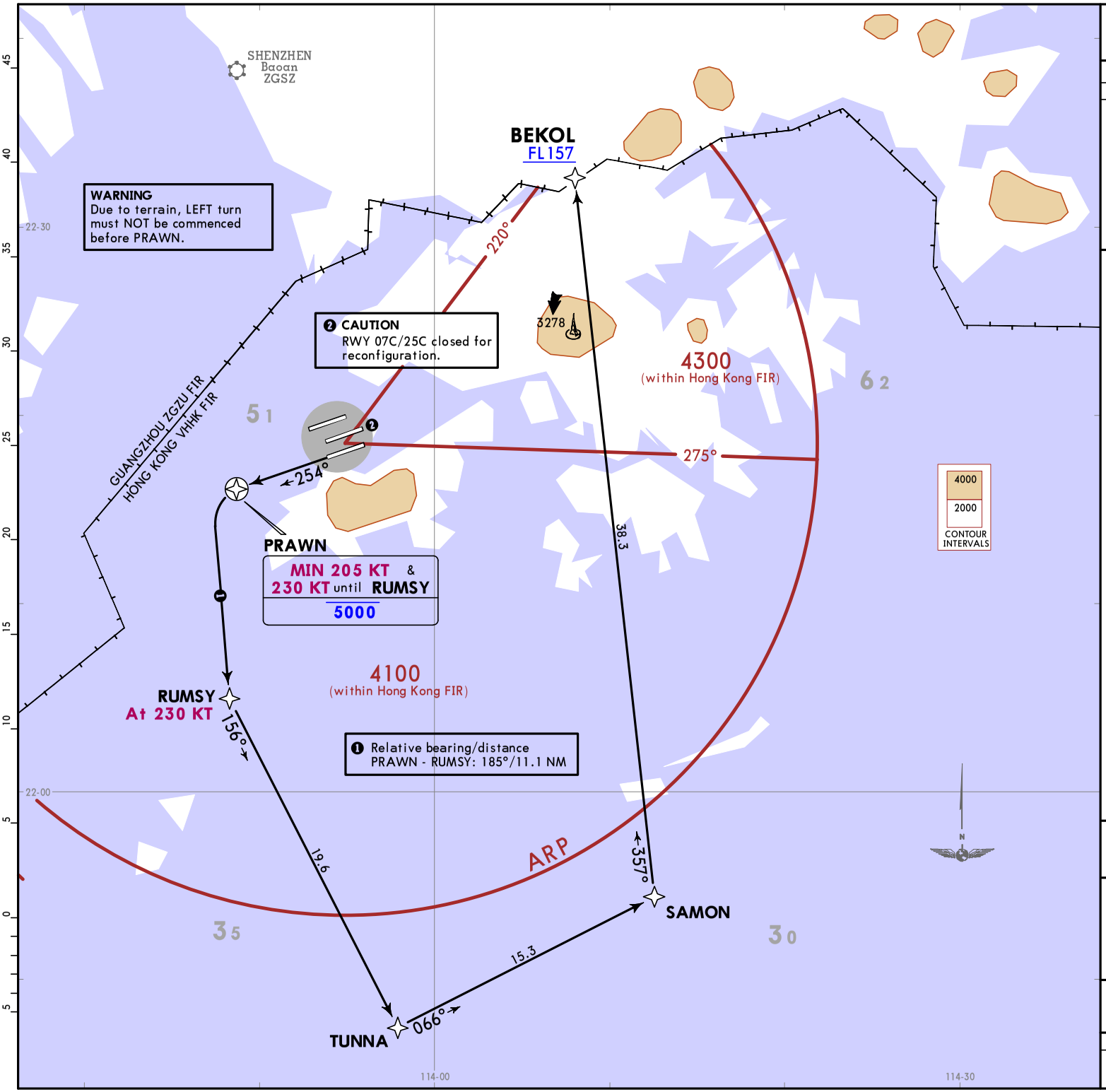


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## BEKOL 2B [BEKO2B]
## RNAV (GNSS) DEPARTURE
## (RWY 25L)

IF UNABLE TO CROSS BEKOL
AT OR ABOVE FL157
ADVISE ATC PRIOR TO DEPARTURE

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RUMSY 2B (CHART 10-3X1)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

FL CONVERSION
FL157 **FL4800m**

This SID requires a minimum climb gradient of
3.3% (201 per NM).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

**ROUTING**

PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - SAMON - BEKOL (FL157+).

CHANGES: None.

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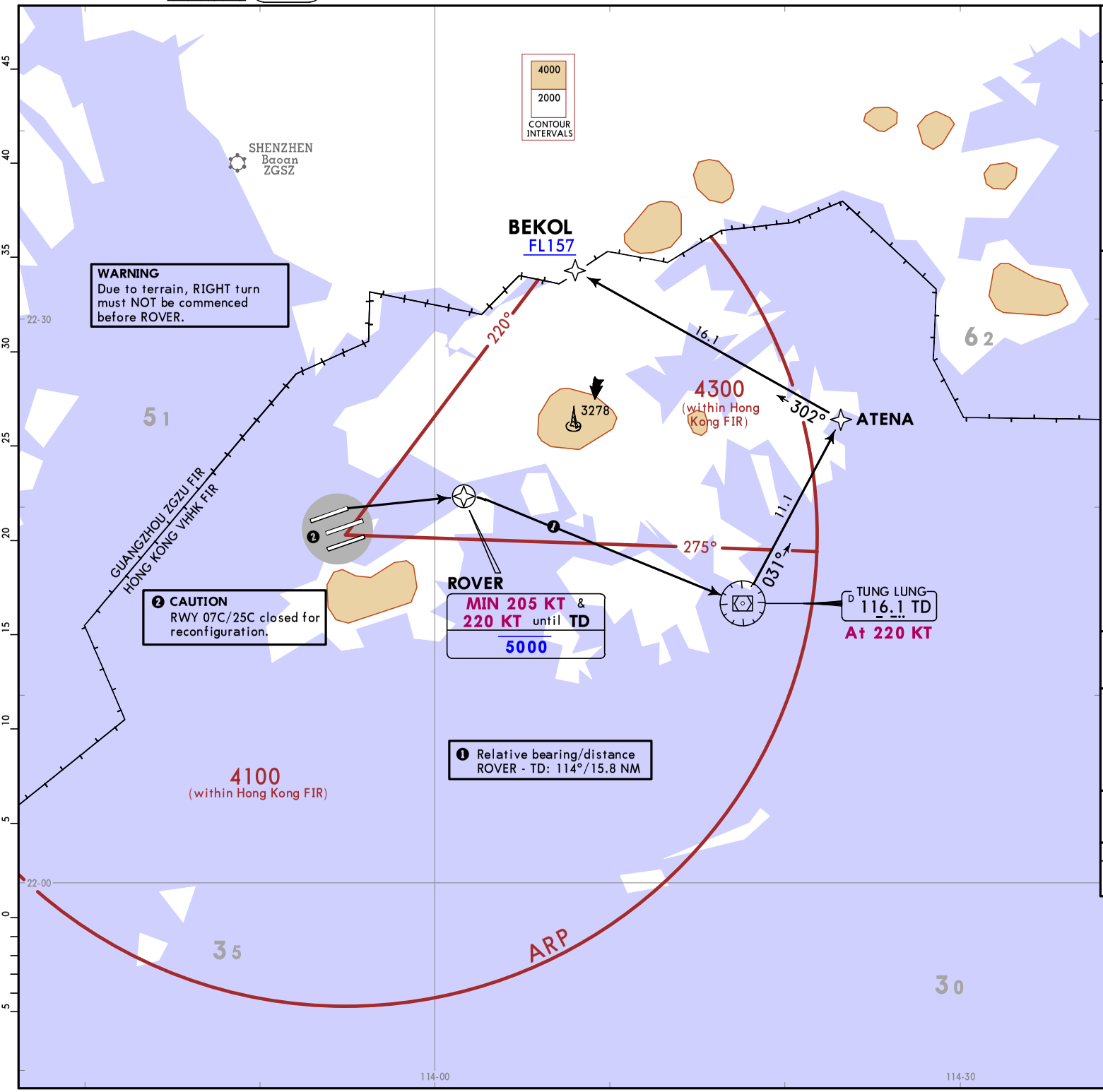


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## BEKOL 1E [BEKO1E]
## RNAV (GNSS) DEPARTURE
## (RWY 07L)

IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157 ADVISE ATC PRIOR TO DEPARTURE

BETWEEN 2300-0700LT EXPECT SID ATENA 2E (CHART 10-3A)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 1E (CHART 10-3X)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

FL CONVERSION
FL157 FL4800m

This SID requires a minimum climb gradient of
3.4% (207 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.4% V/V (fpm) | 258 | 344 | 516 | 689 | 861 | 1033 |

Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

**ROUTING**

DER - ROVER (K205+; 5000-) - TD (K220) - ATENA - BEKOL (FL157+).

CHANGES: Center RWY closed; cross reference to alternate SID & contingency procedure; chart reindexed.

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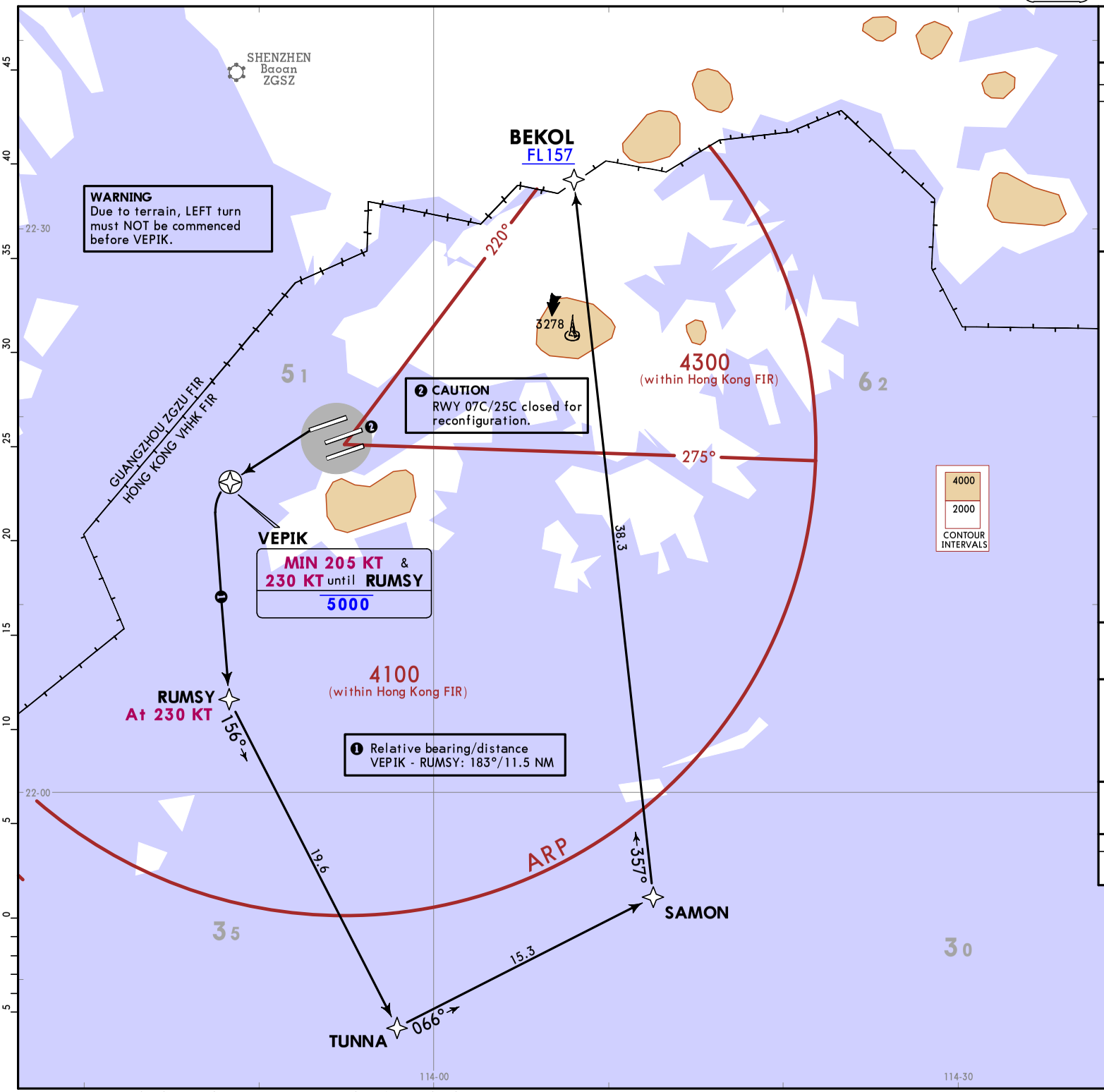


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## BEKOL 1F [BEKO1F]
## RNAV (GNSS) DEPARTURE
## (RWY 25R)

IF UNABLE TO CROSS BEKOL
AT OR ABOVE FL157
ADVISE ATC PRIOR TO DEPARTURE

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RUMSY 1F (CHART 10-3X2)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

FL CONVERSION
FL157 FL4800m

This SID requires a minimum climb gradient of
3.3% (201 per NM).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

**ROUTING**

DER - VEPIK (K205+; 5000-) - RUMSY (K230) - TUNNA - SAMON - BEKOL (FL157+).

CHANGES: Center RWY closed; cross reference to contingency procedure; chart reindexed.

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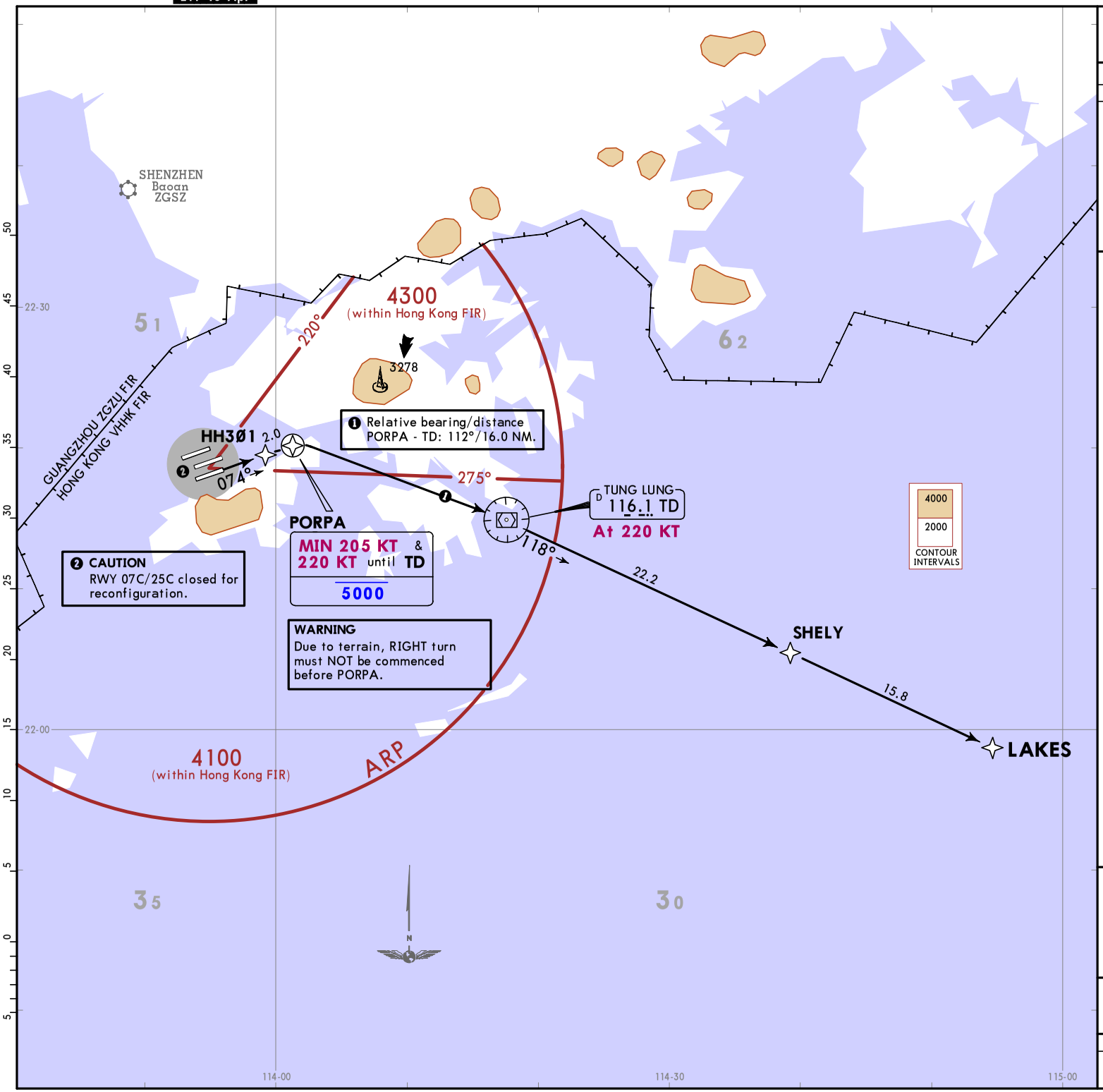
# HONG KONG, PR OF CHINA

RNAV SID




| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## LAKES 4A [LAKE4A] RNAV (GNSS) DEPARTURE (RWY 07R)

BETWEEN 2300-0700LT EXPECT SID VENGO 2A (CHART 10-3U)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 2A (CHART 10-3W)

FOR TERMINAL TRANSITION ROUTES V1 & V13 REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradient of 4.9% (298 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

**ROUTING**

HH3Ø1 - PORPA (K205+; 5000-) - TD (K220) - SHELY - LAKES.

CHANGES: SID renumbered, HH3Ø1 added.

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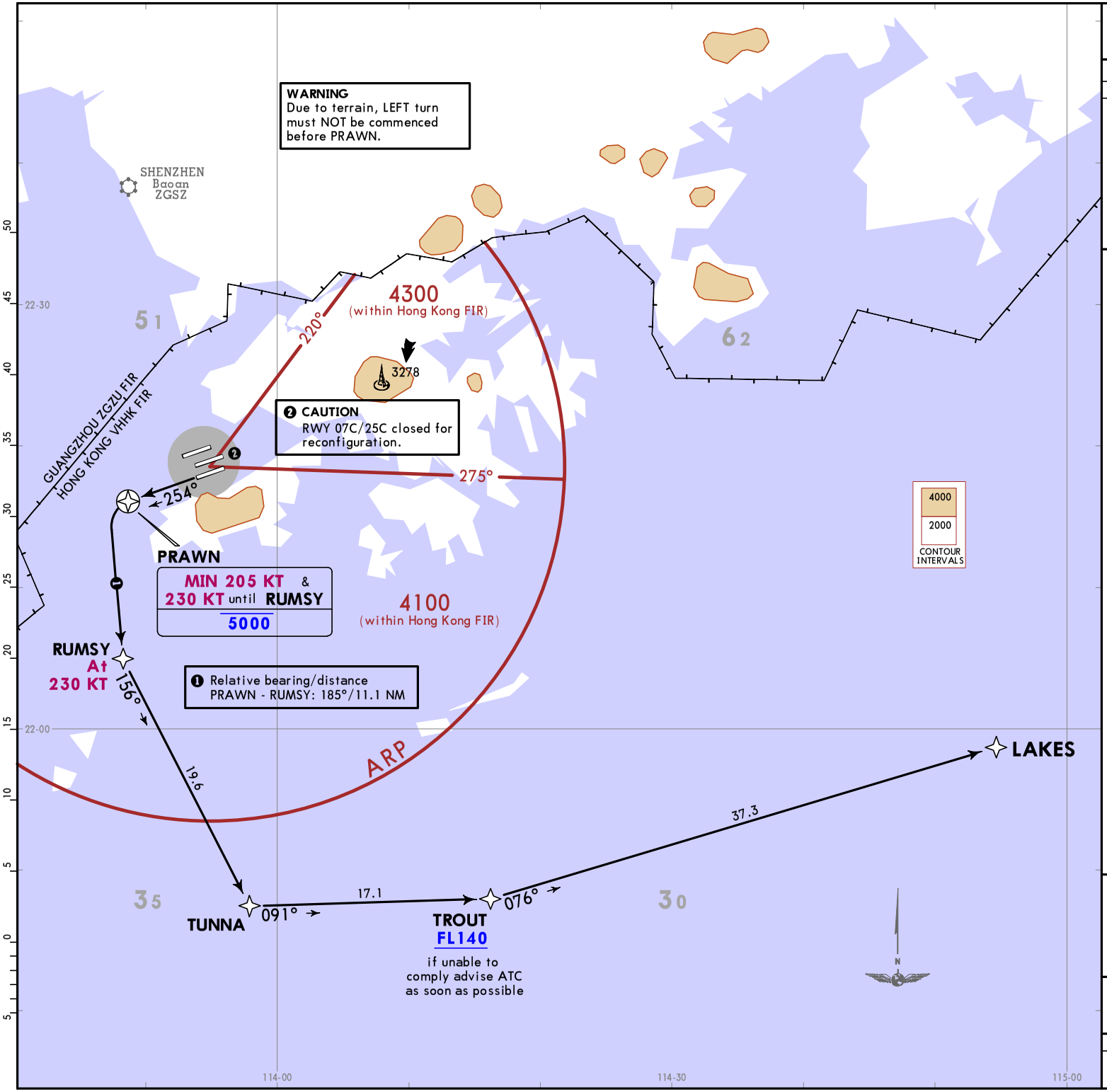


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## LAKES 2B [LAKE2B] RNAV (GNSS) DEPARTURE (RWY 25L)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RUMSY 2B (CHART 10-3X1)

FOR TERMINAL TRANSITION ROUTES V1 & V13 REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradient of 3.3% (201 per NM).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

**ROUTING**

PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TROUT (FL140+) - LAKES.

CHANGES: None.

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| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

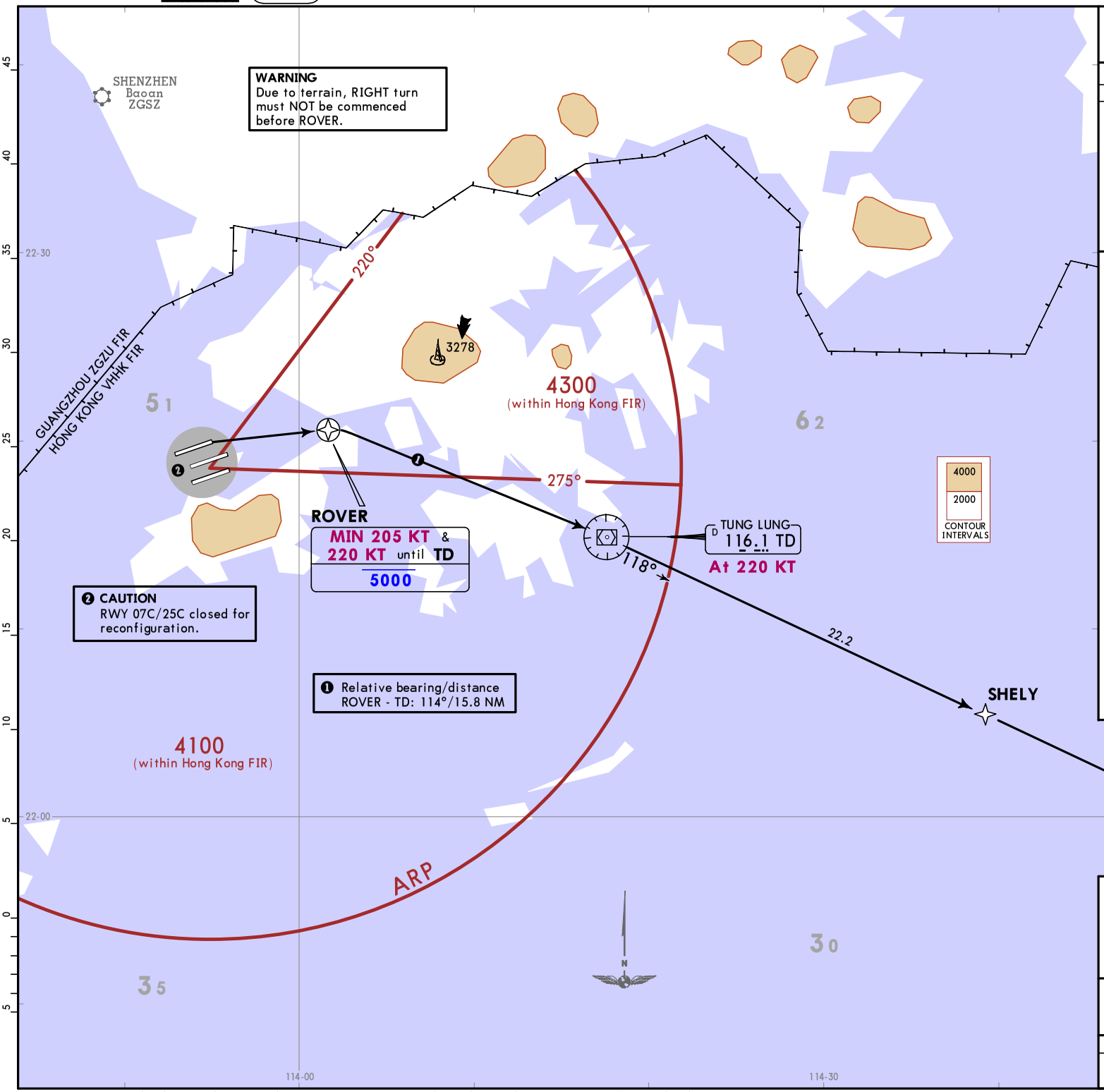
# LAKES 1E [LAKE1E] RNAV (GNSS) DEPARTURE (RWY 07L)

BETWEEN 2300-0700LT EXPECT SID VENGO 2E (CHART 10-3V)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 1E (CHART 10-3X)

FOR TERMINAL TRANSITION ROUTES V1 & V13 REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




This SID requires a minimum climb gradient of 3.4% (207 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.4% V/V (fpm) | 258 | 344 | 516 | 689 | 861 | 1033 |

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

**ROUTING**

DER - ROVER (K205+; 5000-) - TD (K220) - SHELY - LAKES.

CHANGES: Center RWY closed; cross references to alternate SID, contingency procedure and Terminal Transition Routes; chart reindexed.

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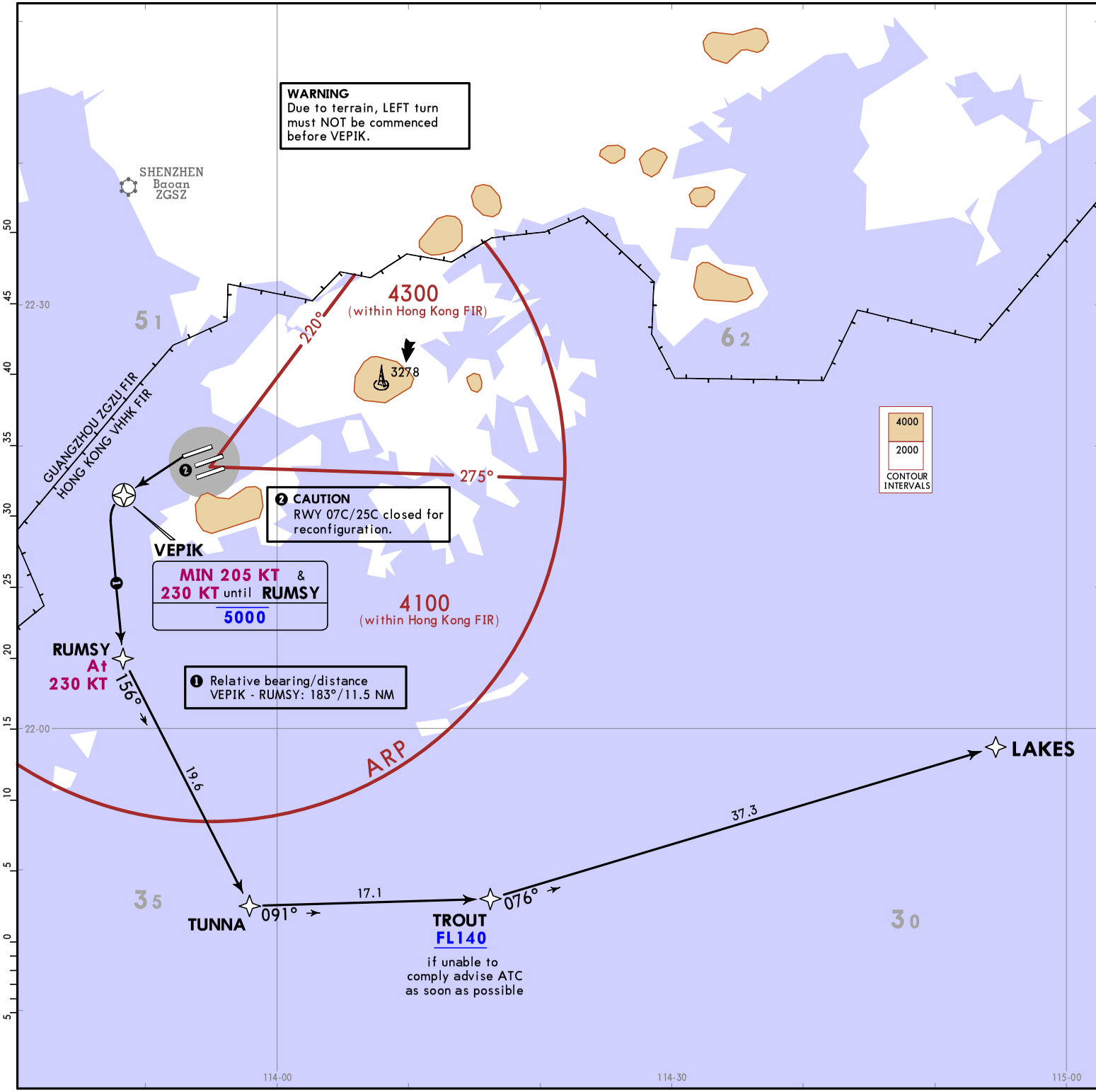


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## LAKES 1F [LAKE1F]
## RNAV (GNSS) DEPARTURE
## (RWY 25R)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RUMSY 1F (CHART 10-3X2)

FOR TERMINAL TRANSITION ROUTES V1 & V13 REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradient of 3.3% (201 per NM).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

**ROUTING**

DER - VEPIK (K205+; 5000-) - RUMSY (K230) - TUNNA - TROUT (FL140+) - LAKES.

CHANGES: Center RWY closed; cross references to contingency procedure and Terminal Transition Routes; chart reindexed.

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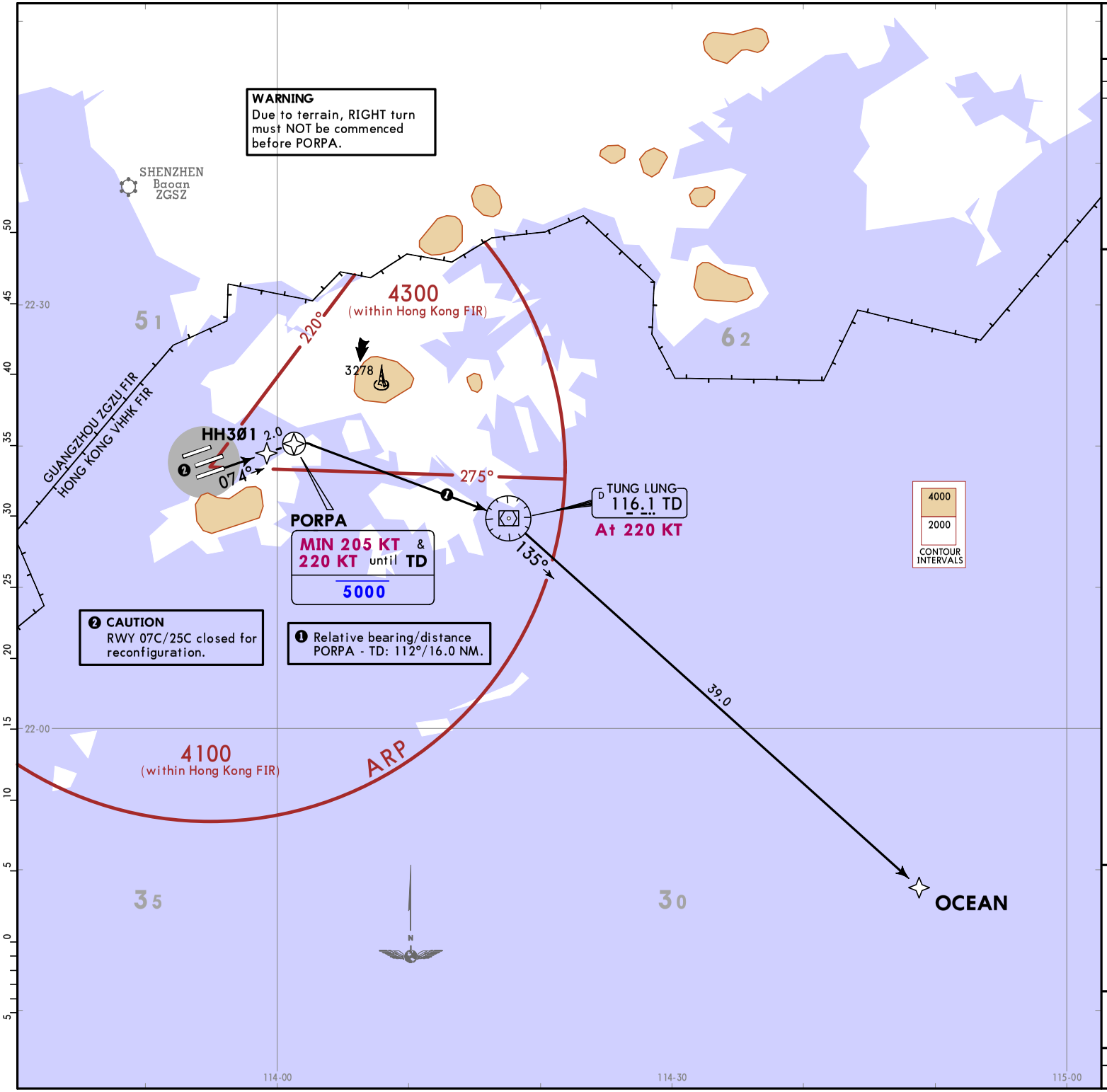


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## OCEAN 3A [OCEA3A]
## RNAV (GNSS) DEPARTURE
## (RWY 07R)

BETWEEN 2300-0700LT EXPECT
SID RASSE 4A (CHART 10-3S) OR
SID SKATE 4A (CHART 10-3T3)

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 2A (CHART 10-3W)

FOR TERMINAL TRANSITION ROUTES
V2, V3, V4 & V5
REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradient of
4.9% (298 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

**ROUTING**

HH3Ø1 - PORPA (K205+; 5000-) - TD (K220) - OCEAN.

CHANGES: SID renumbered, HH3Ø1 added.

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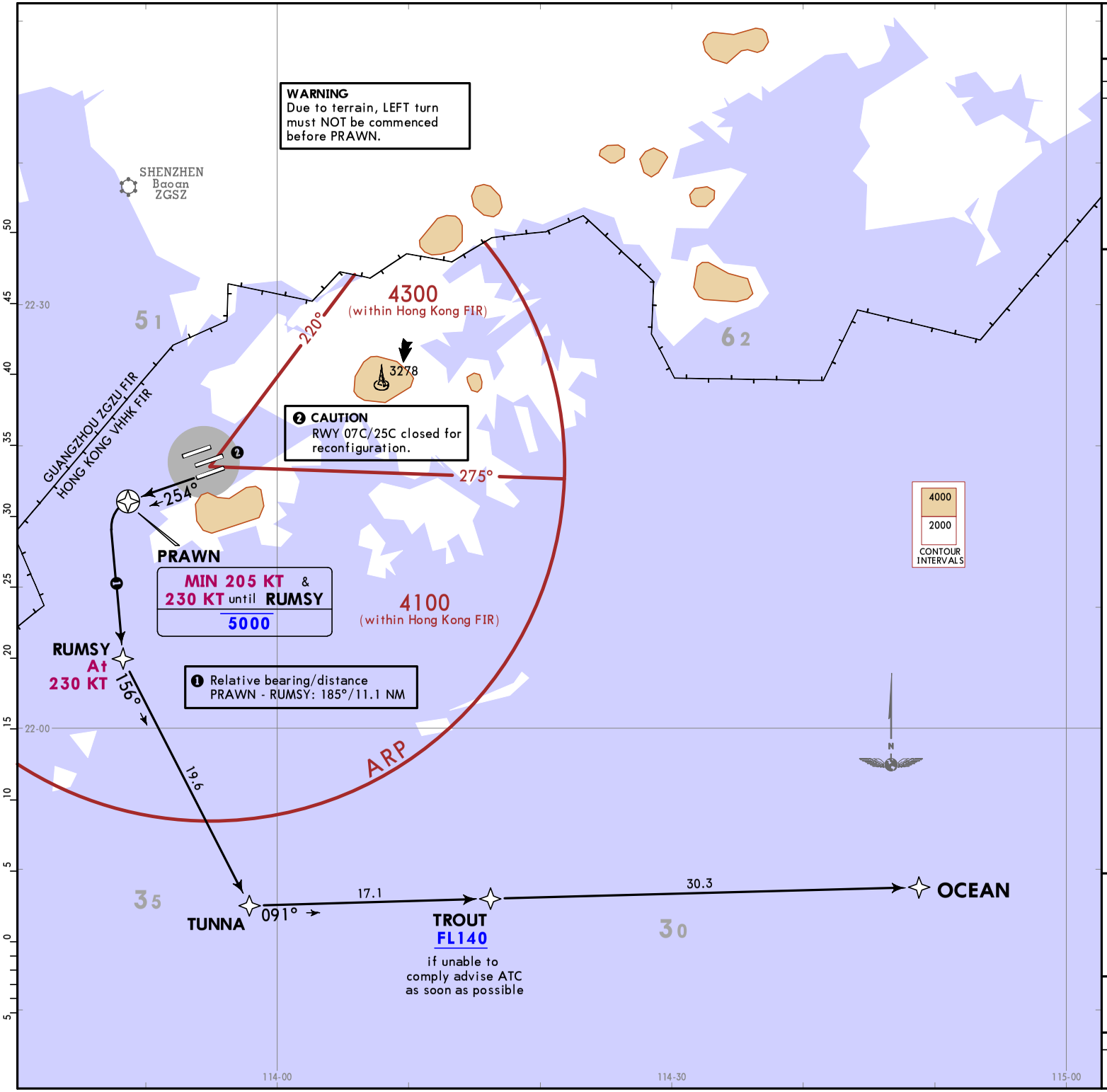


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## OCEAN 2B [OCEA2B]
## RNAV (GNSS) DEPARTURE
## (RWY 25L)

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RUMSY 2B (CHART 10-3X1)

FOR TERMINAL TRANSITION ROUTES
V2, V3, V4 & V5
REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requirea a minimum climb gradient of
3.3% (201 per NM).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

**ROUTING**

PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TROUT (FL140+) - OCEAN.

CHANGES: None.

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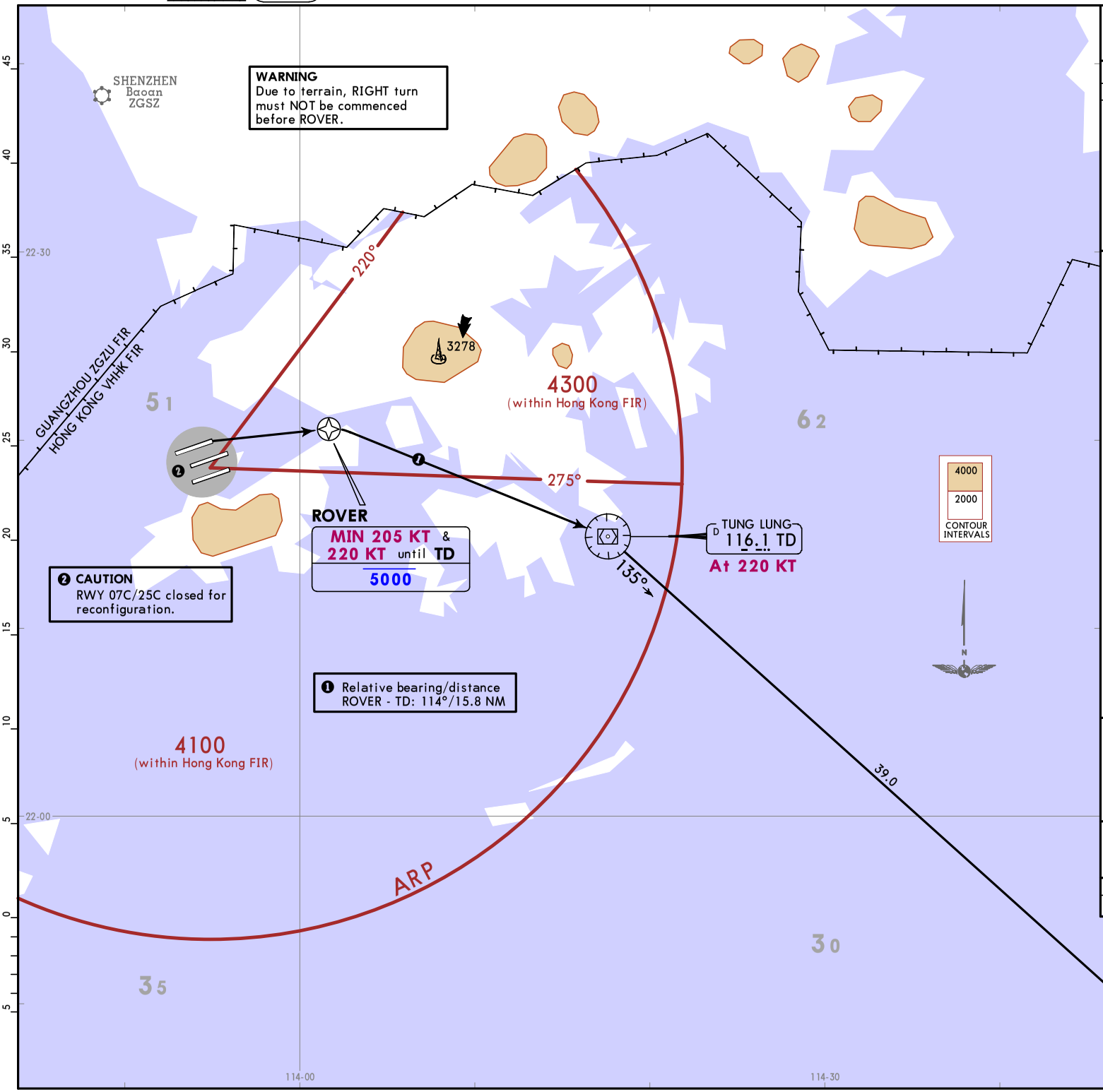


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## OCEAN 1E [OCEA1E]
## RNAV (GNSS) DEPARTURE
## (RWY 07L)

BETWEEN 2300-0700LT EXPECT
SID RASSE 2E (CHART 10-3T) OR
SID SKATE 2E (CHART 10-3T4)

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 1E (CHART 10-3X)

FOR TERMINAL TRANSITION ROUTES
V2, V3, V4 & V5
REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradients of
3.4% (207 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.4% V/V (fpm) | 258 | 344 | 516 | 689 | 861 | 1033 |

Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

**ROUTING**

DER - ROVER (K205+; 5000-) - TD (K220) - OCEAN.

CHANGES: Center RWY closed; cross references to alternate SID, contingency procedure and Terminal Transition Routes; chart reindexed.

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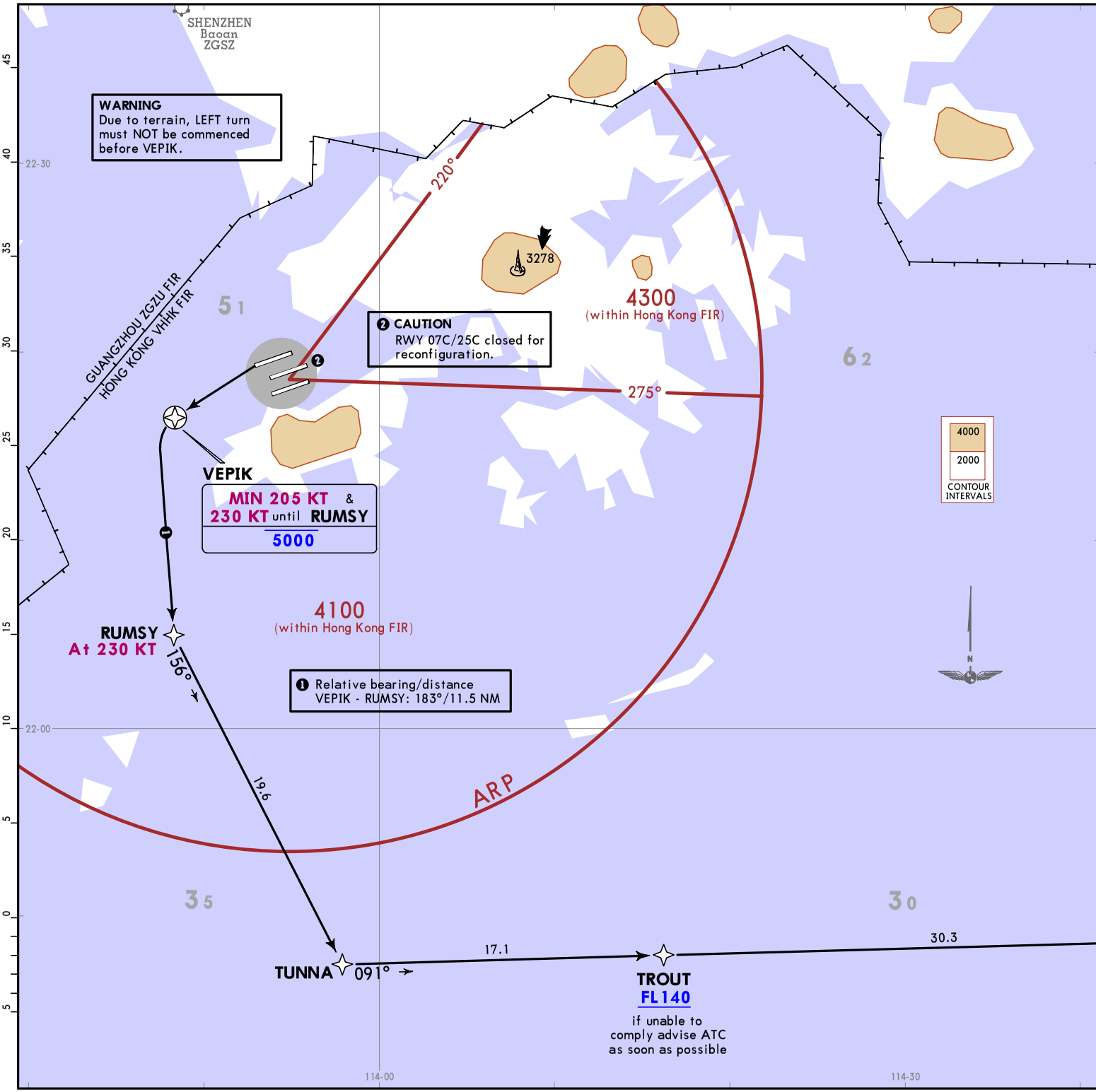


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## OCEAN 1F [OCEA1F]
## RNAV (GNSS) DEPARTURE
## (RWY 25R)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RUMSY 1F (CHART 10-3X2)

FOR TERMINAL TRANSITION ROUTES V2, V3, V4 & V5 REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradient of 3.3% (201 per NM).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

**ROUTING**

DER - VEPIK (K205+; 5000-) - RUMSY (K230) - TUNNA - TROUT (FL140+) - OCEAN.

CHANGES: Center RWY closed; cross references to contingency procedure and Terminal Transition Routes; chart reindexed.

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CHANGES: SID renumbered, HH301 added.

| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

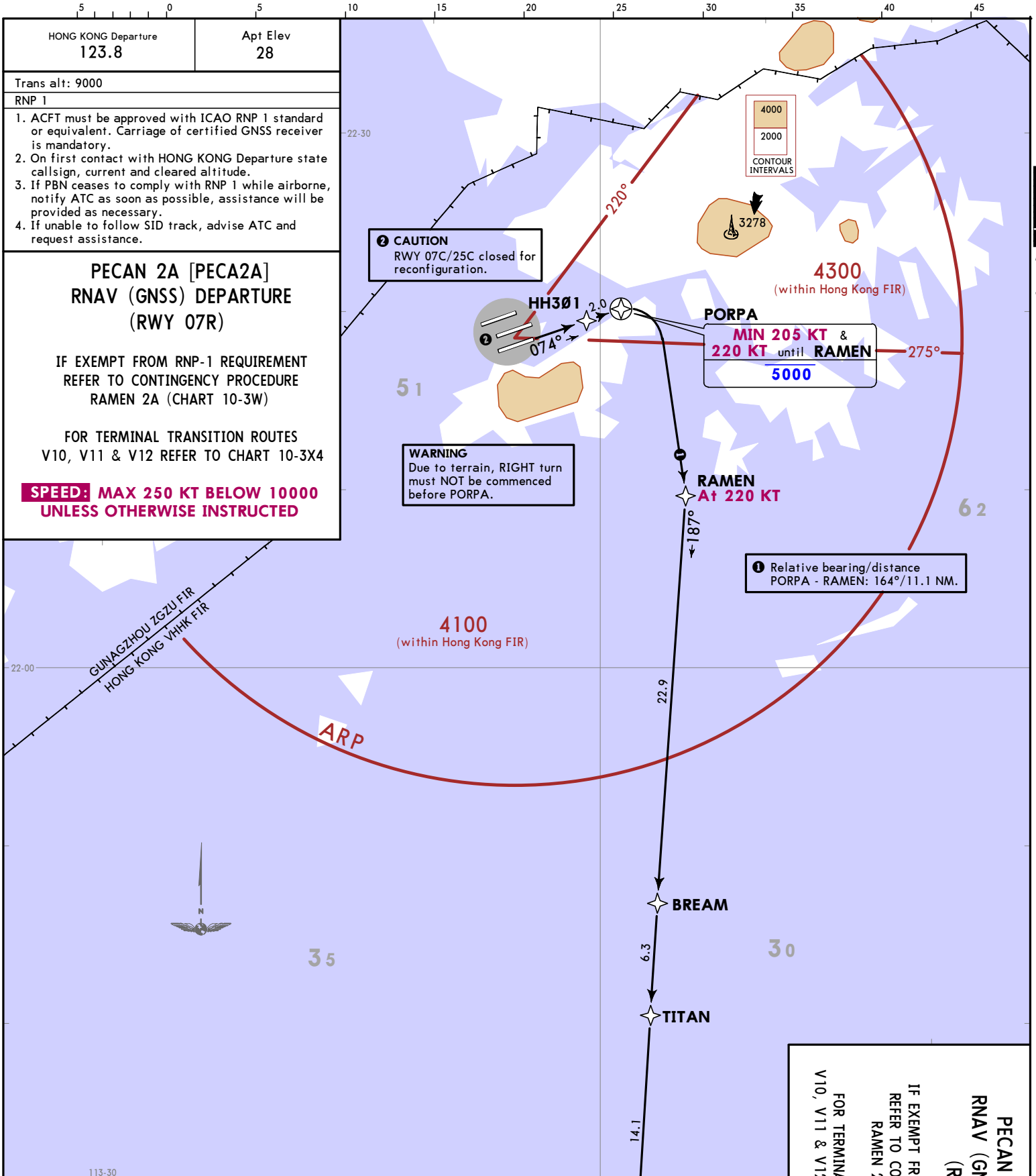
1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

# PECAN 2A [PECA2A] RNAV (GNSS) DEPARTURE (RWY 07R)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 2A (CHART 10-3W)

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




This SID requires a minimum climb gradient of 4.9% (298 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

**ROUTING**

HH301 - PORPA (K205+; 5000-) - RAMEN (K220) - BREAM - TITAN - PECAN.

PECAN 2A [PECA2A] RNAV (GNSS) DEPARTURE (RWY 07R)
IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 2A (CHART 10-3W)
FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

HONG KONG, PR OF CHINA

RNAV SID

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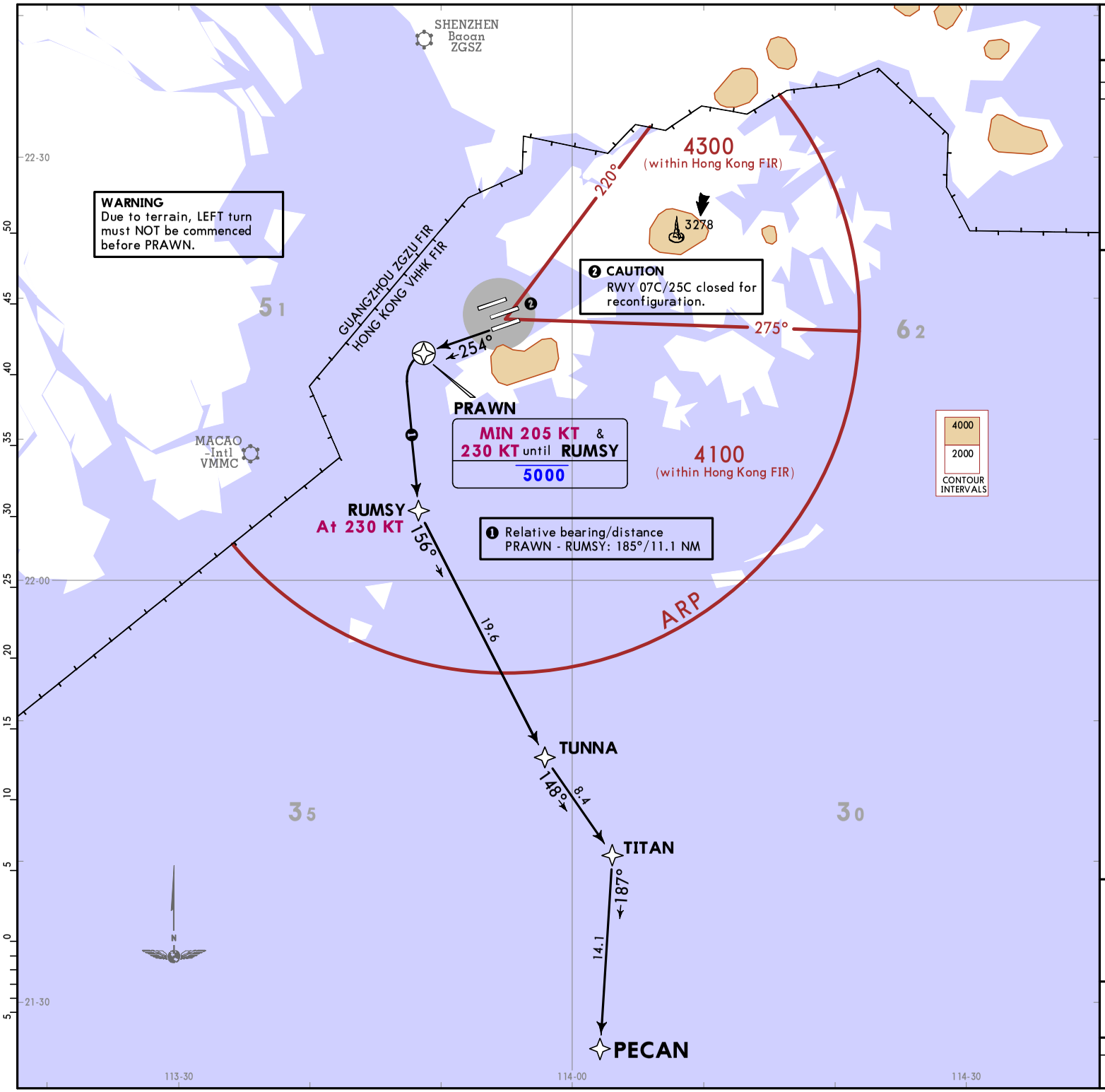


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## PECAN 1B [PECA1B]
## RNAV (GNSS) DEPARTURE
## (RWY 25L)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RUMSY 2B (CHART 10-3X1)

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradient of 3.3% (201 per NM).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

**ROUTING**

PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TITAN - PECAN.

CHANGES: None.

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| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

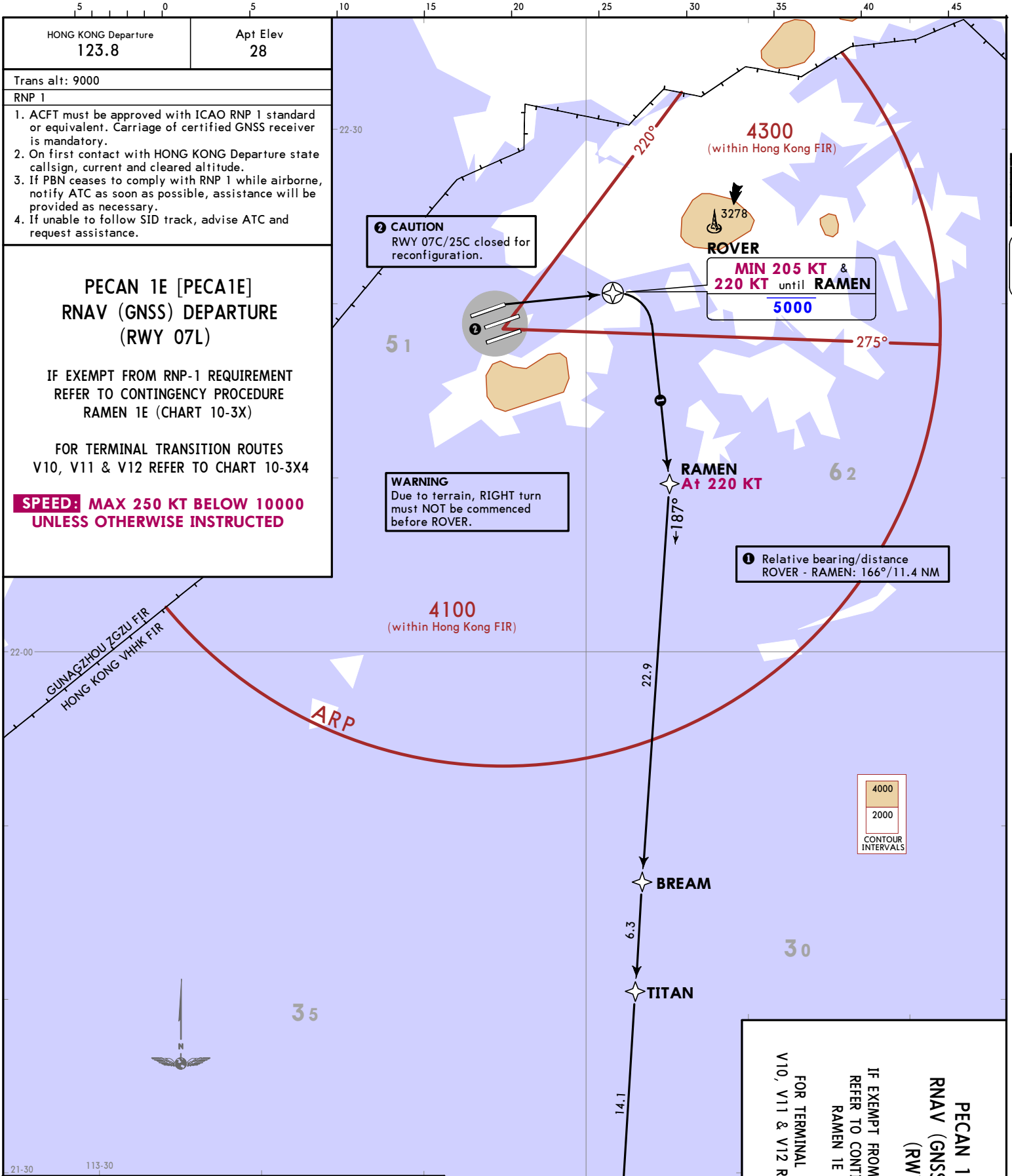
1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

# PECAN 1E [PECA1E]
# RNAV (GNSS) DEPARTURE
# (RWY 07L)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 1E (CHART 10-3X)

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




This SID requires a minimum climb gradient of 3.4% (207 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.4% V/V (fpm) | 258 | 344 | 516 | 689 | 861 | 1033 |

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

**ROUTING**

DER - ROVER (K205+; 5000-) - RAMEN (K220) - BREAM - TITAN - PECAN.

PECAN 1E [PECA1E]
RNAV (GNSS) DEPARTURE
(RWY 07L)
IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RAMEN 1E (CHART 10-3X)
FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

HONG KONG, PR OF CHINA

RNAV SID

CHANGES: Center RWY closed; cross references to contingency procedure and Terminal Transition Routes; chart reindexed.

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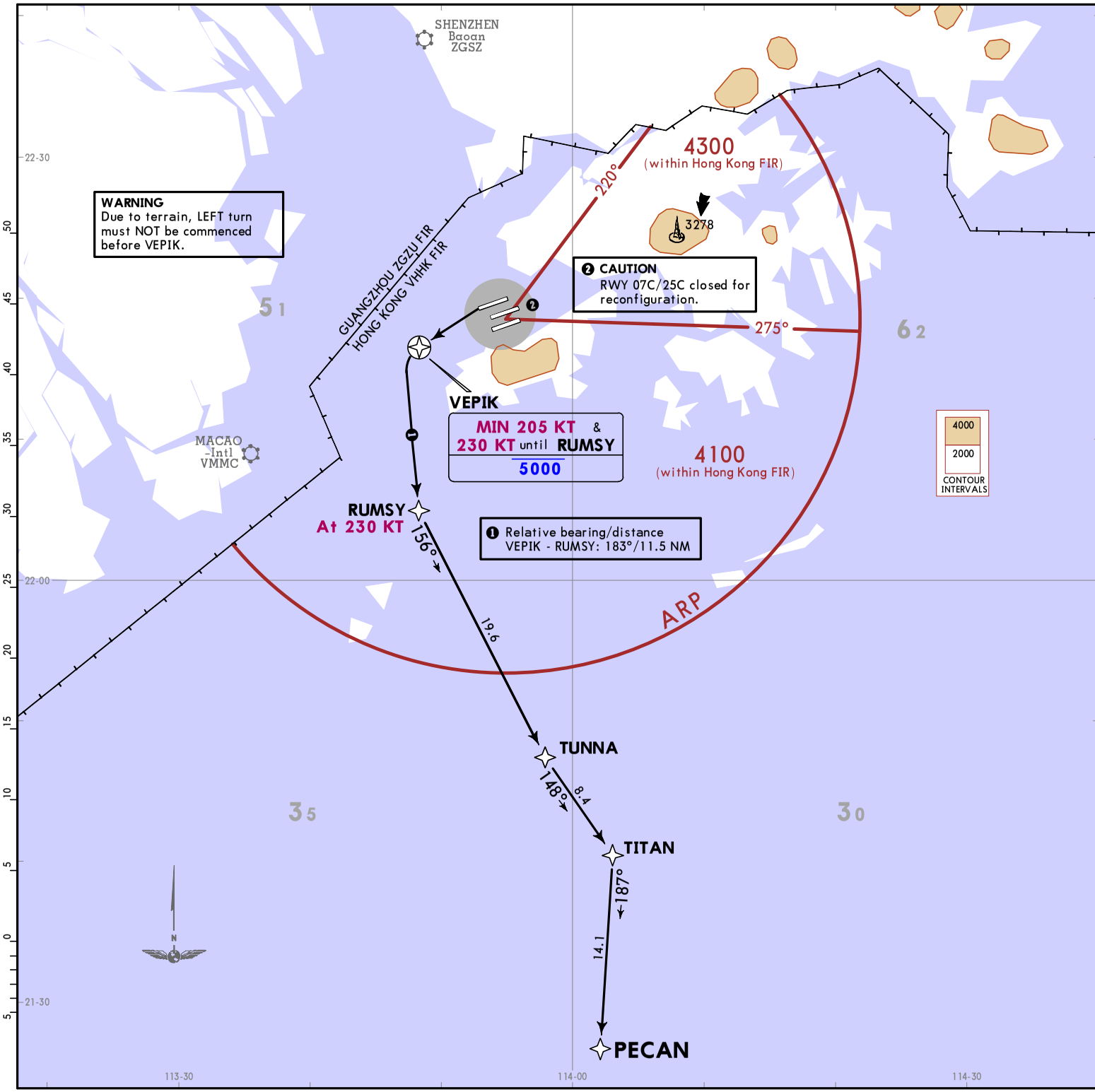


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## PECAN 1F [PECA1F]
## RNAV (GNSS) DEPARTURE
## (RWY 25R)

IF EXEMPT FROM RNP-1 REQUIREMENT REFER TO CONTINGENCY PROCEDURE RUMSY 1F (CHART 10-3X2)

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradient of 3.3% (201 per NM).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

**ROUTING**

DER - VEPIK (K205+; 5000-) - RUMSY (K230) - TUNNA - TITAN - PECAN.

CHANGES: Center RWY closed; cross references to contingency procedure and Terminal Transition Routes; chart reindexed.

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CHANGES: SID renumbered, HH3Ø1 added.

| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1 RF required

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

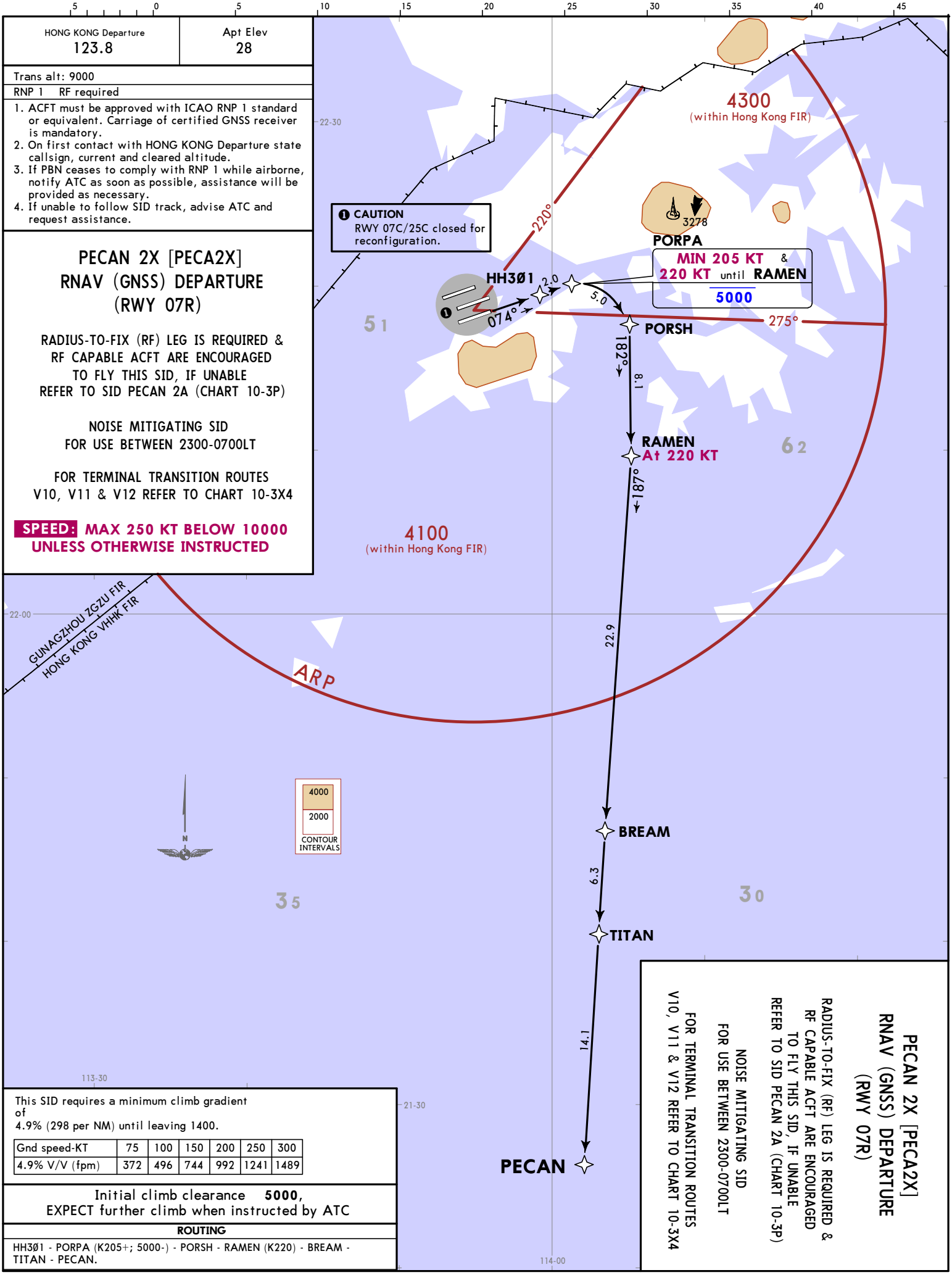
## PECAN 2X [PECA2X]
## RNAV (GNSS) DEPARTURE
## (RWY 07R)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID PECAN 2A (CHART 10-3P)

NOISE MITIGATING SID FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




This SID requires a minimum climb gradient of 4.9% (298 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

Initial climb clearance **5000**,
EXPECT further climb when instructed by ATC

**ROUTING**

HH3Ø1 - PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - BREAM - TITAN - PECAN.

PECAN 2X [PECA2X]
RNAV (GNSS) DEPARTURE
(RWY 07R)
RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID PECAN 2A (CHART 10-3P)
NOISE MITIGATING SID FOR USE BETWEEN 2300-0700LT
FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

HONG KONG, PR OF CHINA

RNAV SID

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CHANGES: None.

| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1 RF required

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

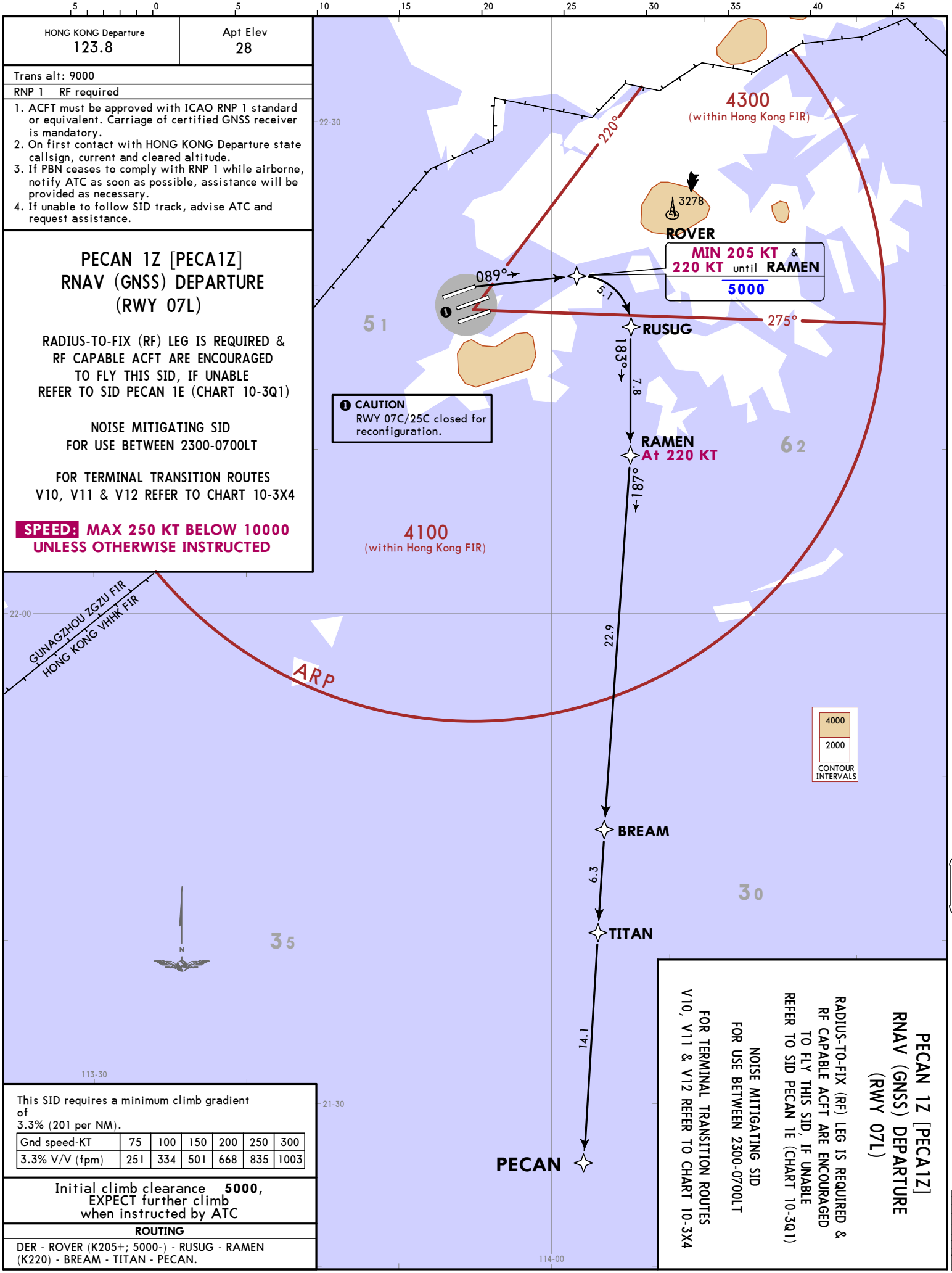
# PECAN 1Z [PECA1Z] RNAV (GNSS) DEPARTURE (RWY 07L)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID PECAN 1E (CHART 10-3Q1)

NOISE MITIGATING SID FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




This SID requires a minimum climb gradient of 3.3% (201 per NM).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

**ROUTING**

DER - ROVER (K205+; 5000-) - RUSUG - RAMEN (K220) - BREAM - TITAN - PECAN.

PECAN 1Z [PECA1Z] RNAV (GNSS) DEPARTURE (RWY 07L)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID PECAN 1E (CHART 10-3Q1)

NOISE MITIGATING SID FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3X4

VHHH/HKG HONG KONG INTL

JEPPESEN 5 APR 24 (10-3Q4) Eff 18 Apr

HONG KONG, PR OF CHINA

RNAV SID

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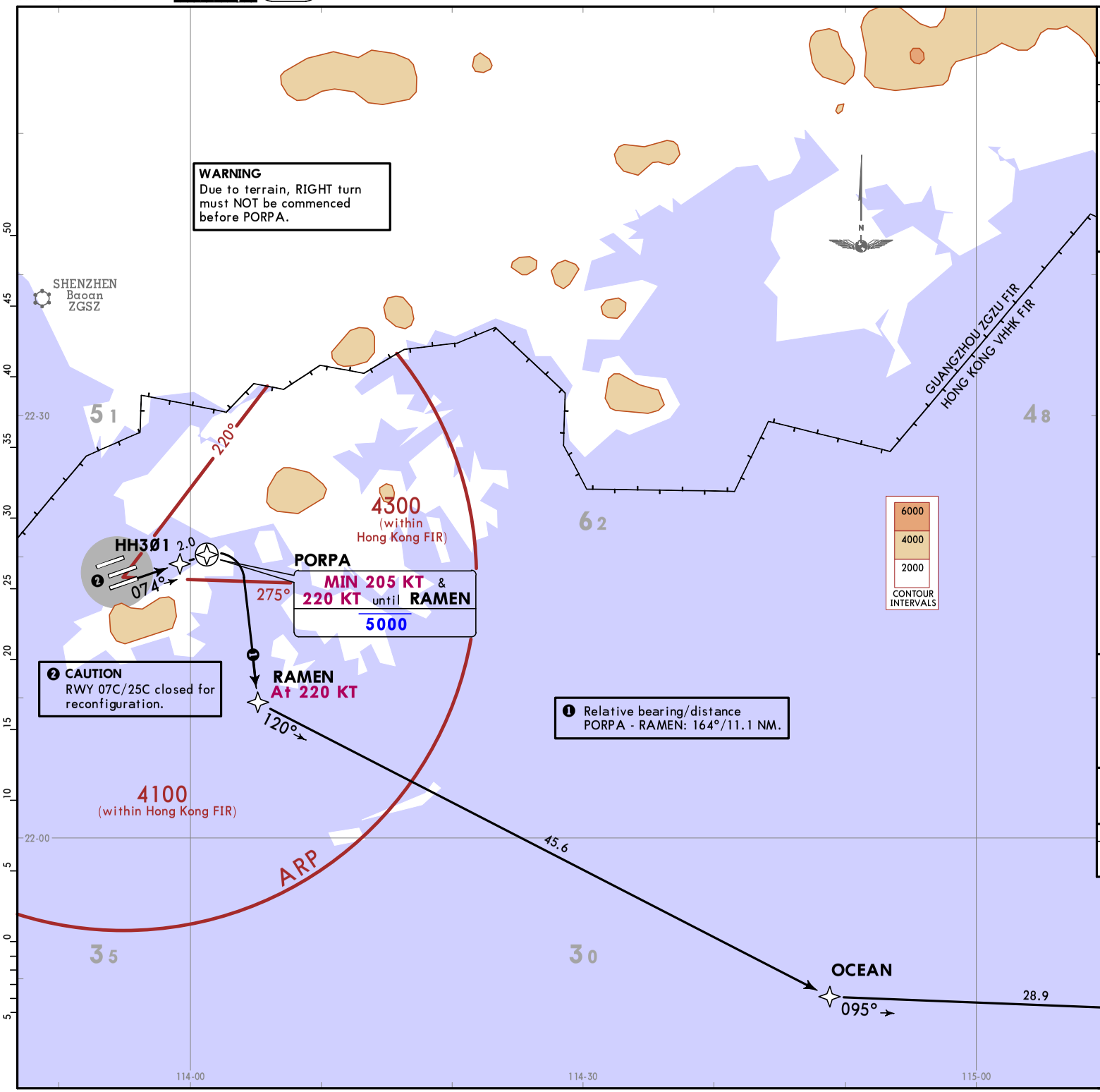


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## RASSE 4A [RASE4A]
## RNAV (GNSS) DEPARTURE
## (RWY 07R)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 2A (CHART 10-3W)

FOR TERMINAL TRANSITION ROUTES V2 & V3
REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradient of
4.9% (298 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

**ROUTING**

HH3Ø1 - PORPA (K205+; 5000-) - RAMEN (K220) - OCEAN - RASSE.

CHANGES: SID renumbered, HH3Ø1 added.

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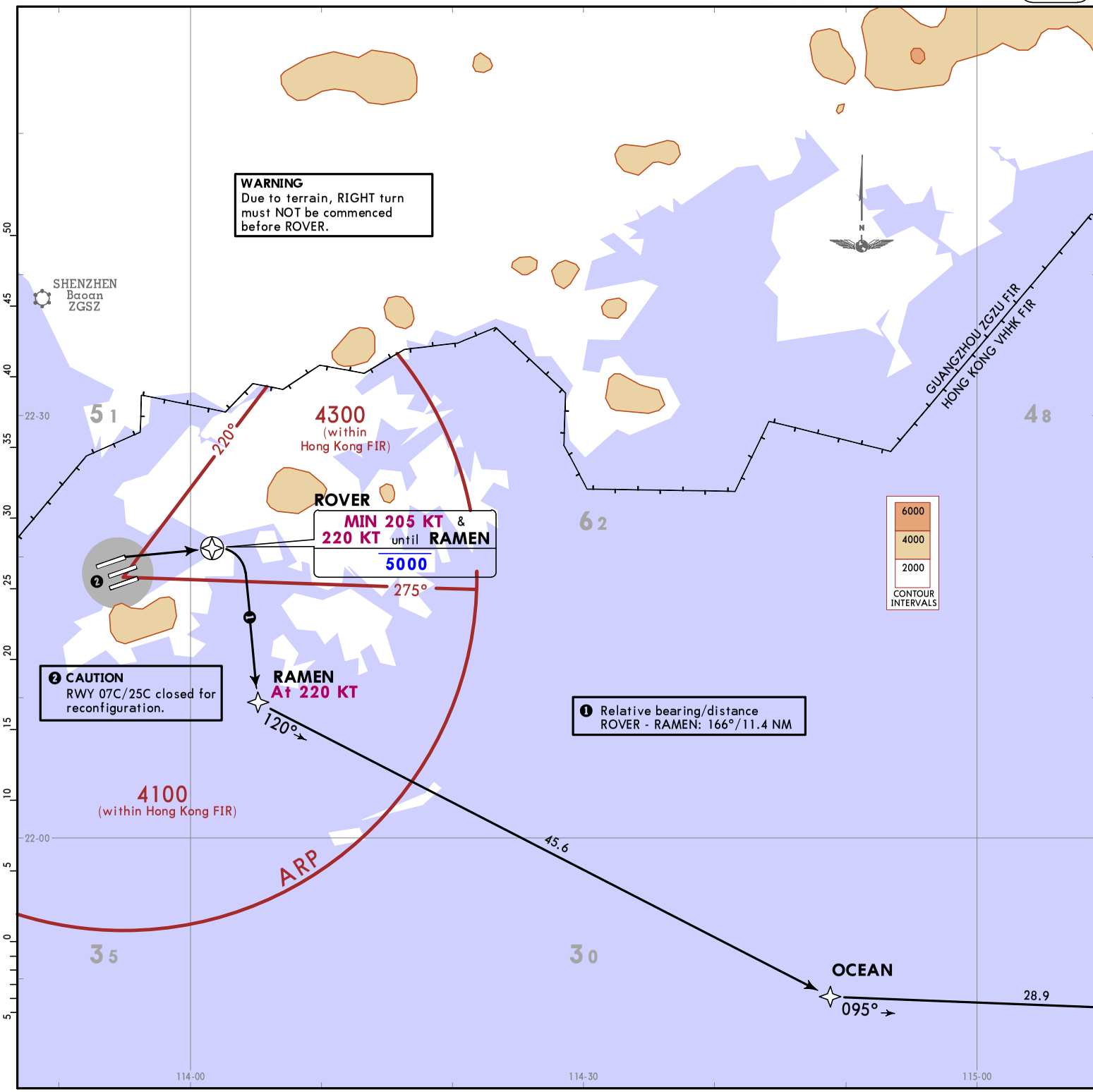


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## RASSE 2E [RASE2E]
## RNAV (GNSS) DEPARTURE
## (RWY 07L)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 1E (CHART 10-3X)

FOR TERMINAL TRANSITION ROUTES V2 & V3
REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradient of
3.4% (207 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.4% V/V (fpm) | 258 | 344 | 516 | 689 | 861 | 1033 |

Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

**ROUTING**

DER - ROVER (K205+; 5000-) - RAMEN (K220) - OCEAN - RASSE.

CHANGES: None.

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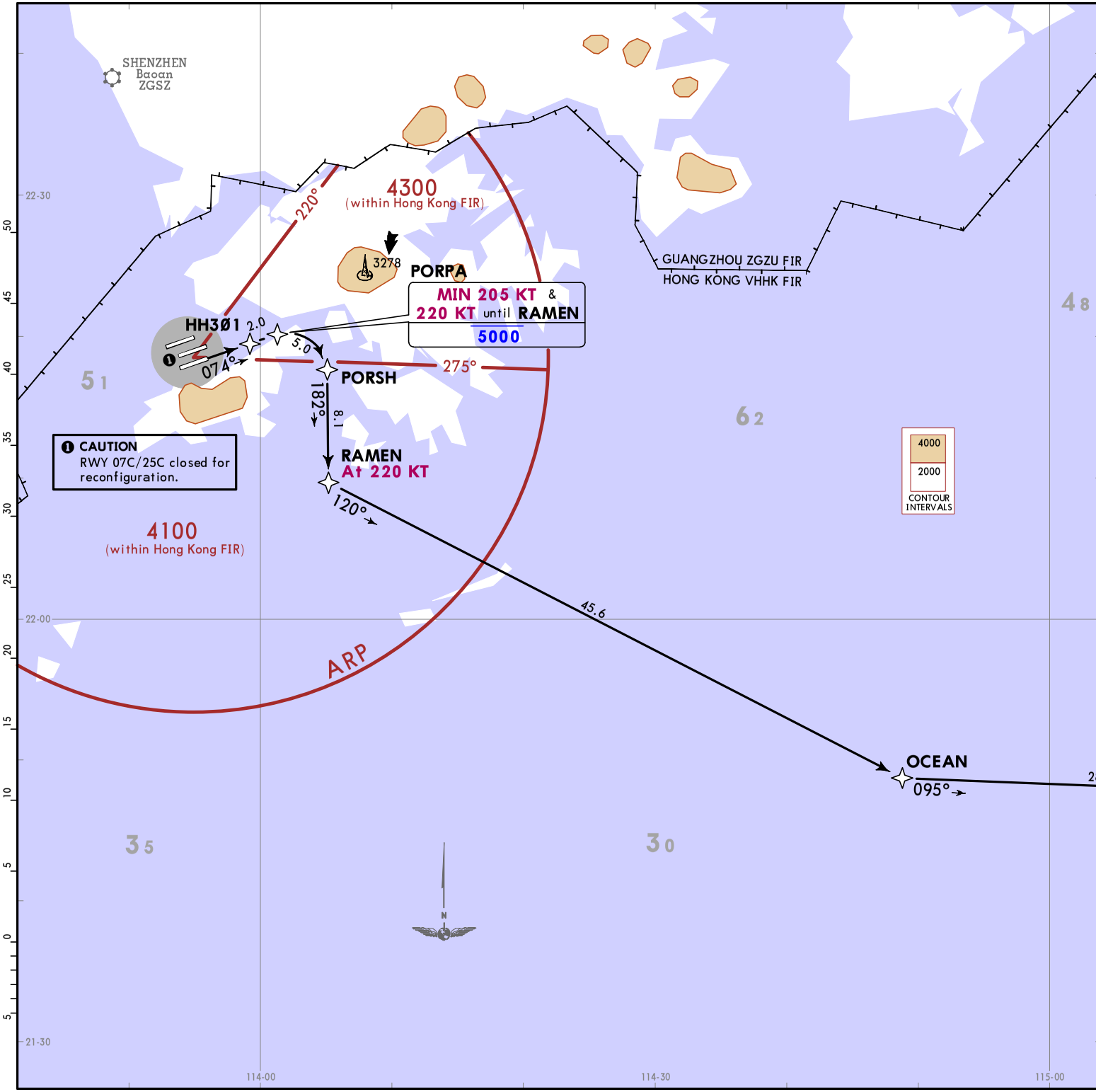


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1 RF required

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## RASSE 2X [RASE2X]
## RNAV (GNSS) DEPARTURE
## (RWY 07R)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID RASSE 4A (CHART 10-3S)

NOISE MITIGATING SID FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V2 & V3 REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradient of 4.9% (298 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

**ROUTING**

HH3Ø1 - PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - OCEAN - RASSE.

CHANGES: SID renumbered, HH3Ø1 added.

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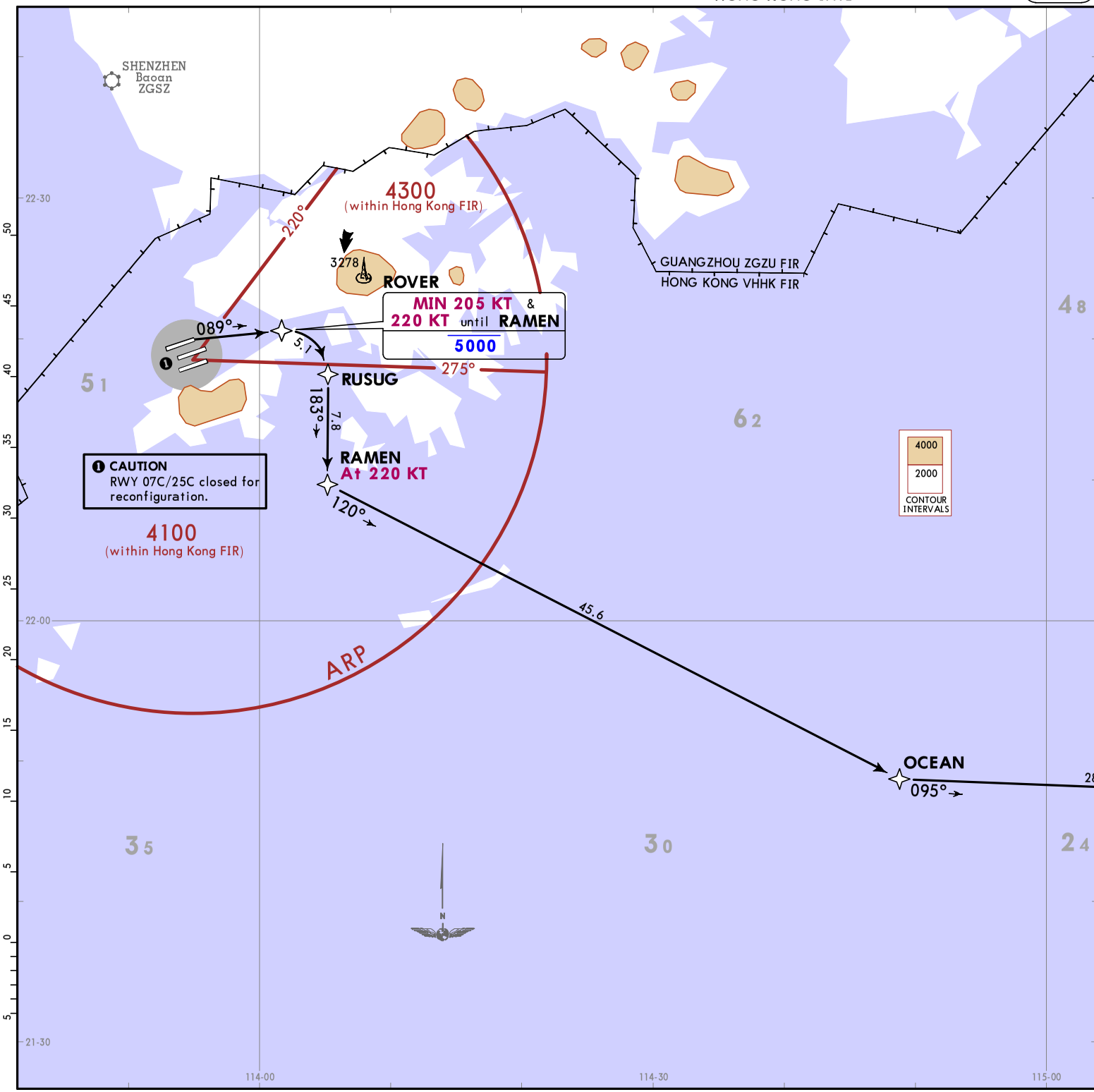


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1 RF required

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## RASSE 1Z [RASE1Z]
## RNAV (GNSS) DEPARTURE
## (RWY 07L)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID RASSE 2E (CHART 10-3T)

NOISE MITIGATING SID FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V2 & V3 REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradient of 3.3% (201 per NM).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

**ROUTING**

DER - ROVER (K205+; 5000-) - RUSUG - RAMEN (K220) - OCEAN - RASSE.

CHANGES: None.

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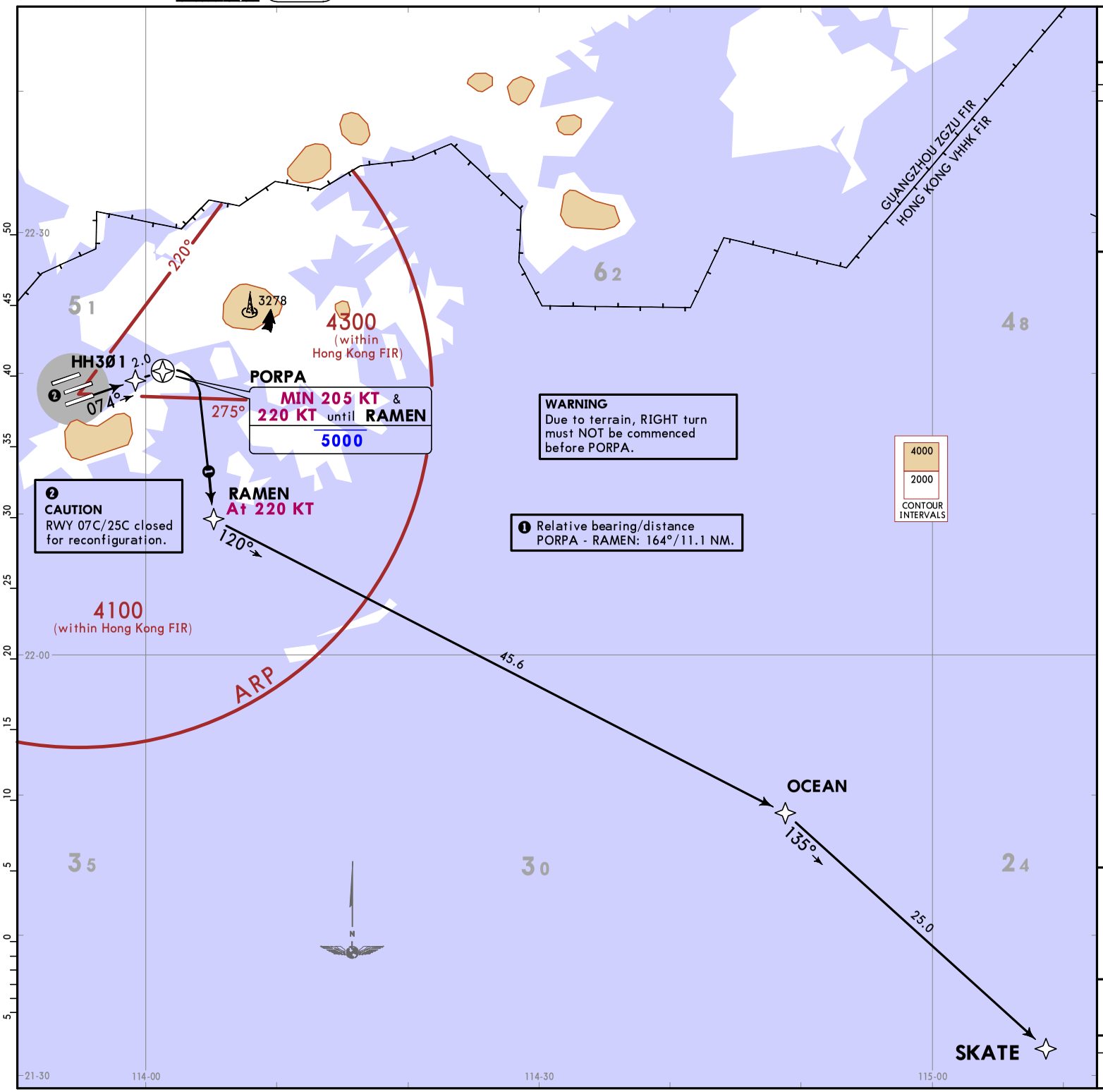
# HONG KONG, PR OF CHINA

RNAV SID




| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## SKATE 4A [SKAT4A] RNAV (GNSS) DEPARTURE (RWY 07R)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 2A (CHART 10-3W)

FOR TERMINAL TRANSITION ROUTES V4 & V5
REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradient of
4.9% (298 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

**ROUTING**

HH30 1 - PORPA (K205+; 5000-) - RAMEN (K220) - OCEAN - SKATE.

CHANGES: SID renumbered, HH30 1 added.

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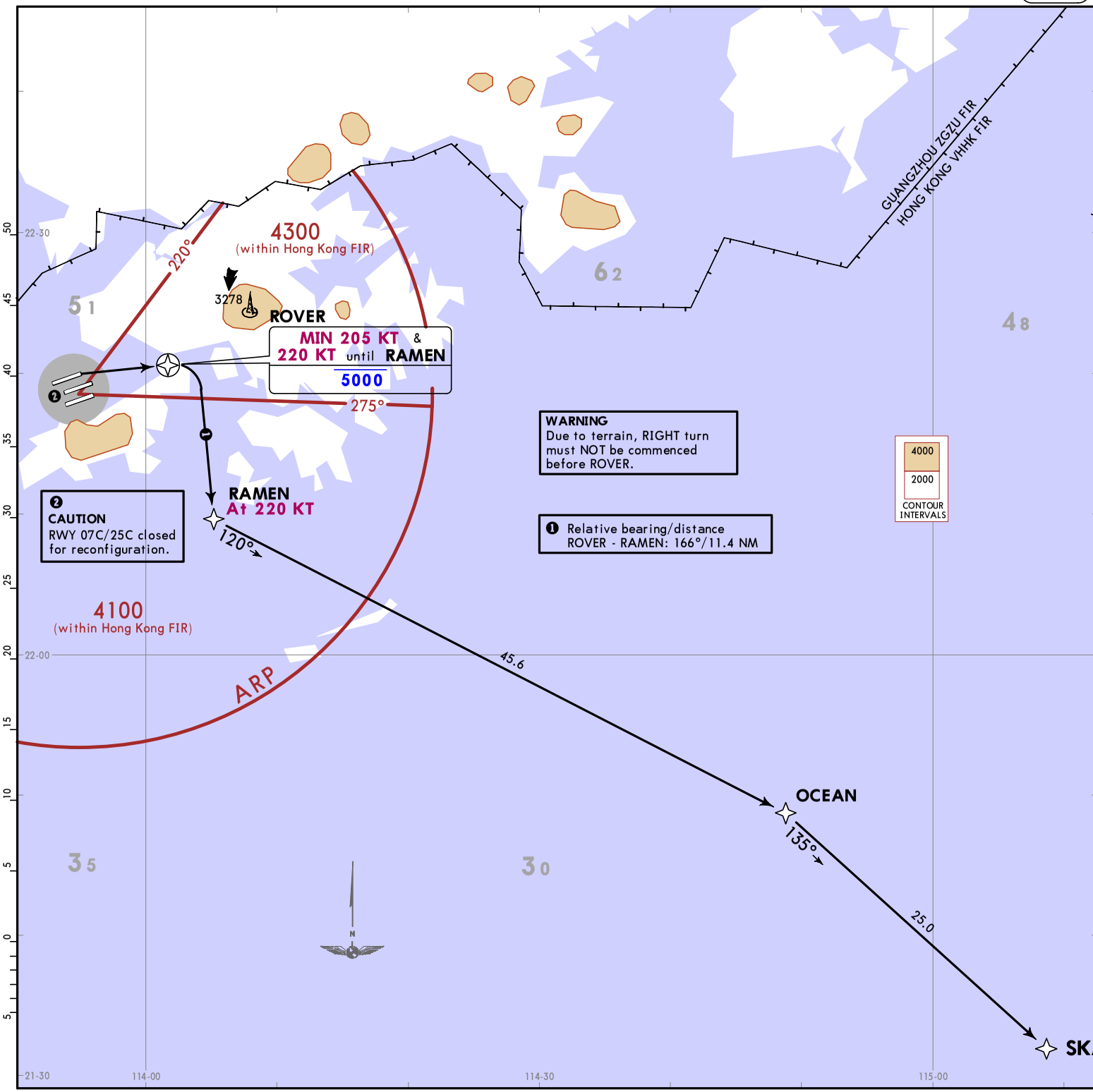


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## SKATE 2E [SKAT2E]
## RNAV (GNSS) DEPARTURE
## (RWY 07L)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 1E (CHART 10-3X)

FOR TERMINAL TRANSITION ROUTES V4 & V5
REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradient of
3.4% (207 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.4% V/V (fpm) | 258 | 344 | 516 | 689 | 861 | 1033 |

Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

**ROUTING**

DER - ROVER (K205+; 5000-) - RAMEN (K220) - OCEAN - SKATE.

CHANGES: None.

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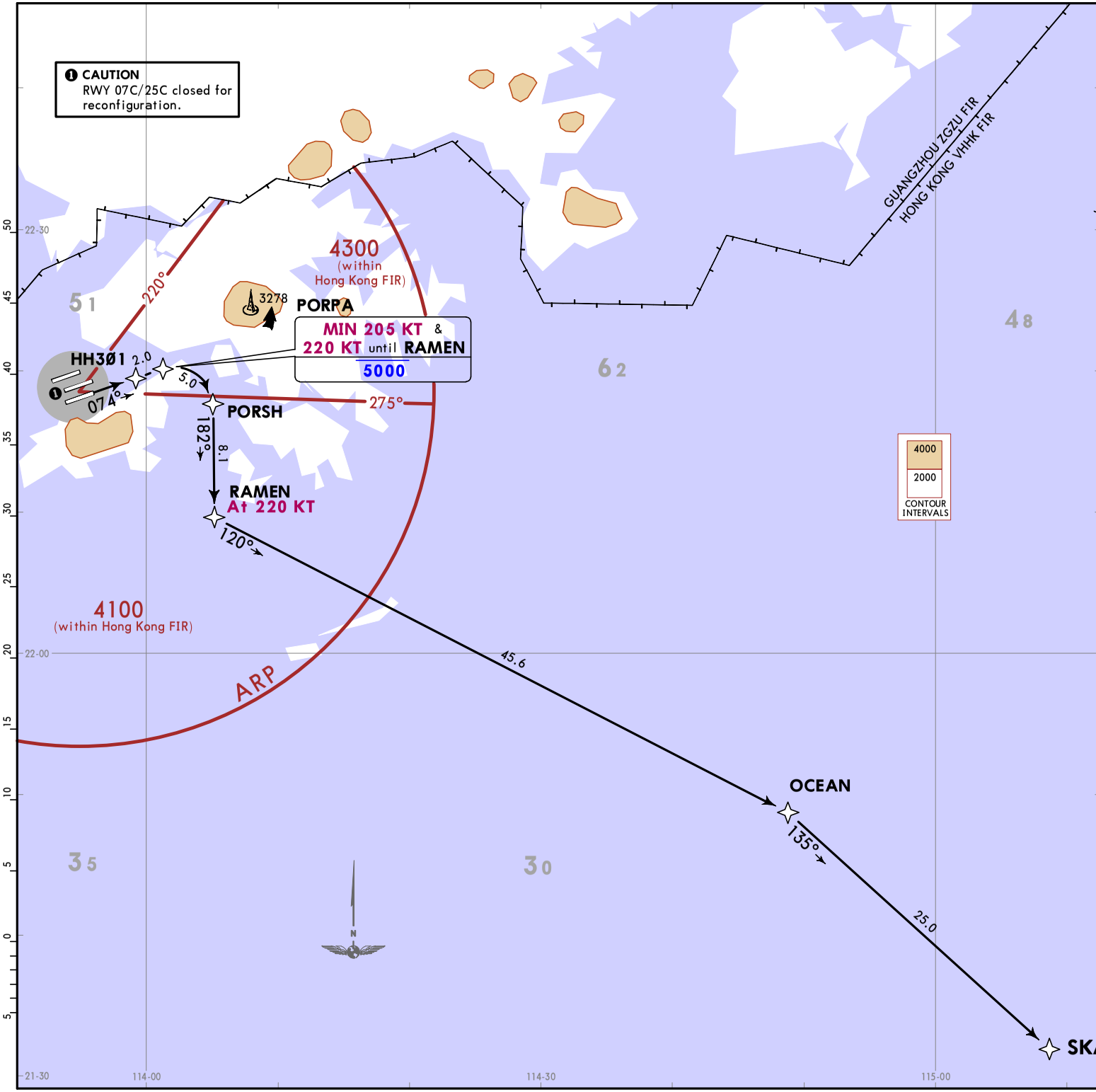


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1 RF required

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## SKATE 2X [SKAT2X]
## RNAV (GNSS) DEPARTURE
## (RWY 07R)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID SKATE 4A (CHART 10-3T3)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V4 & V5 REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradient of
4.9% (298 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

**ROUTING**

HH3Ø1 - PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - OCEAN - SKATE.

CHANGES: SID renumbered, HH3Ø1 added.

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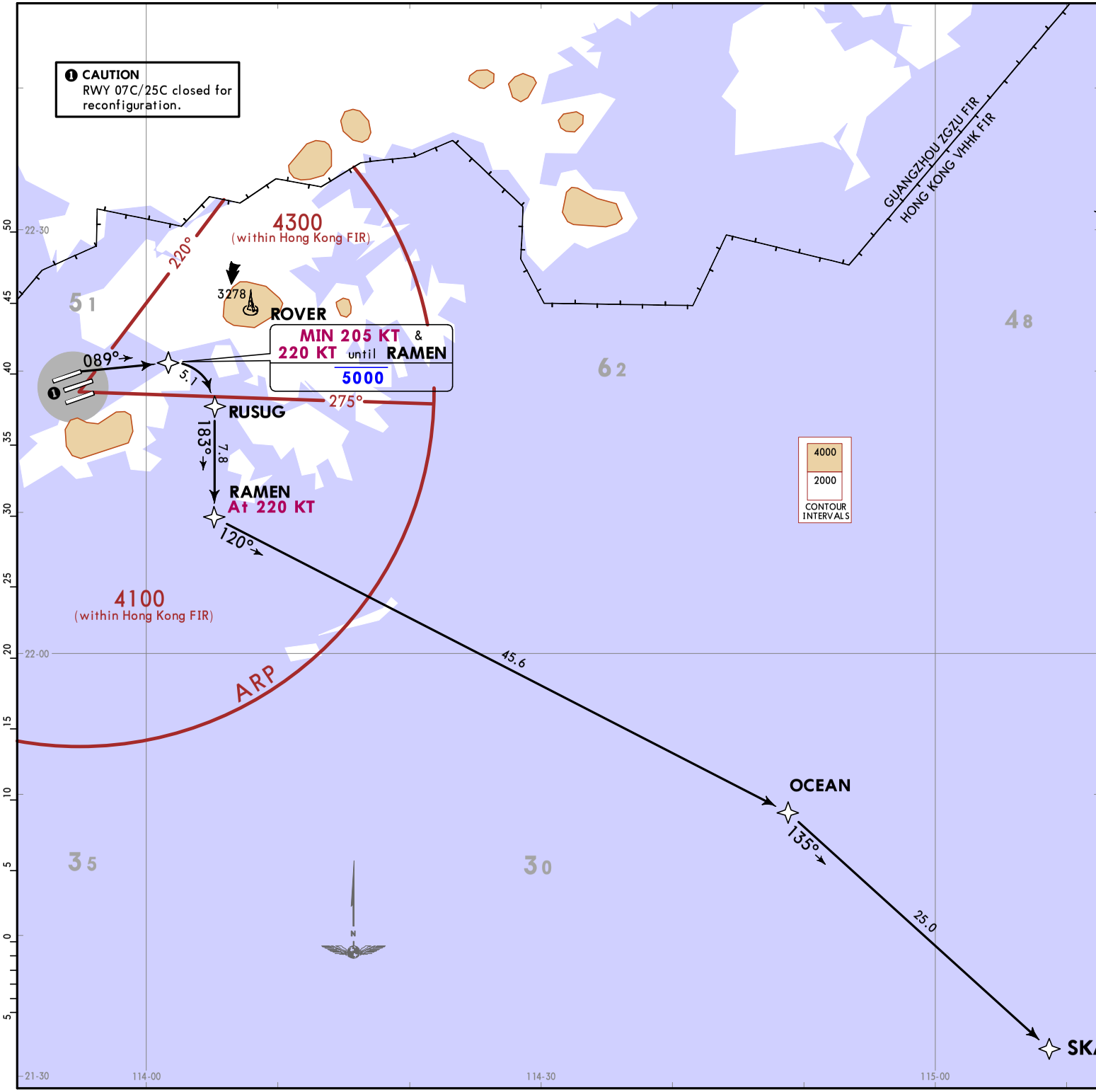


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1 RF required

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## SKATE 1Z [SKAT1Z]
## RNAV (GNSS) DEPARTURE
## (RWY 07L)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID SKATE 2E (CHART 10-3T4)

NOISE MITIGATING SID FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V4 & V5 REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradient of 3.3% (201 per NM).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

**ROUTING**

DER - ROVER (K205+; 5000-) - RUSUG - RAMEN (K220) - OCEAN - SKATE.

CHANGES: None.

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| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

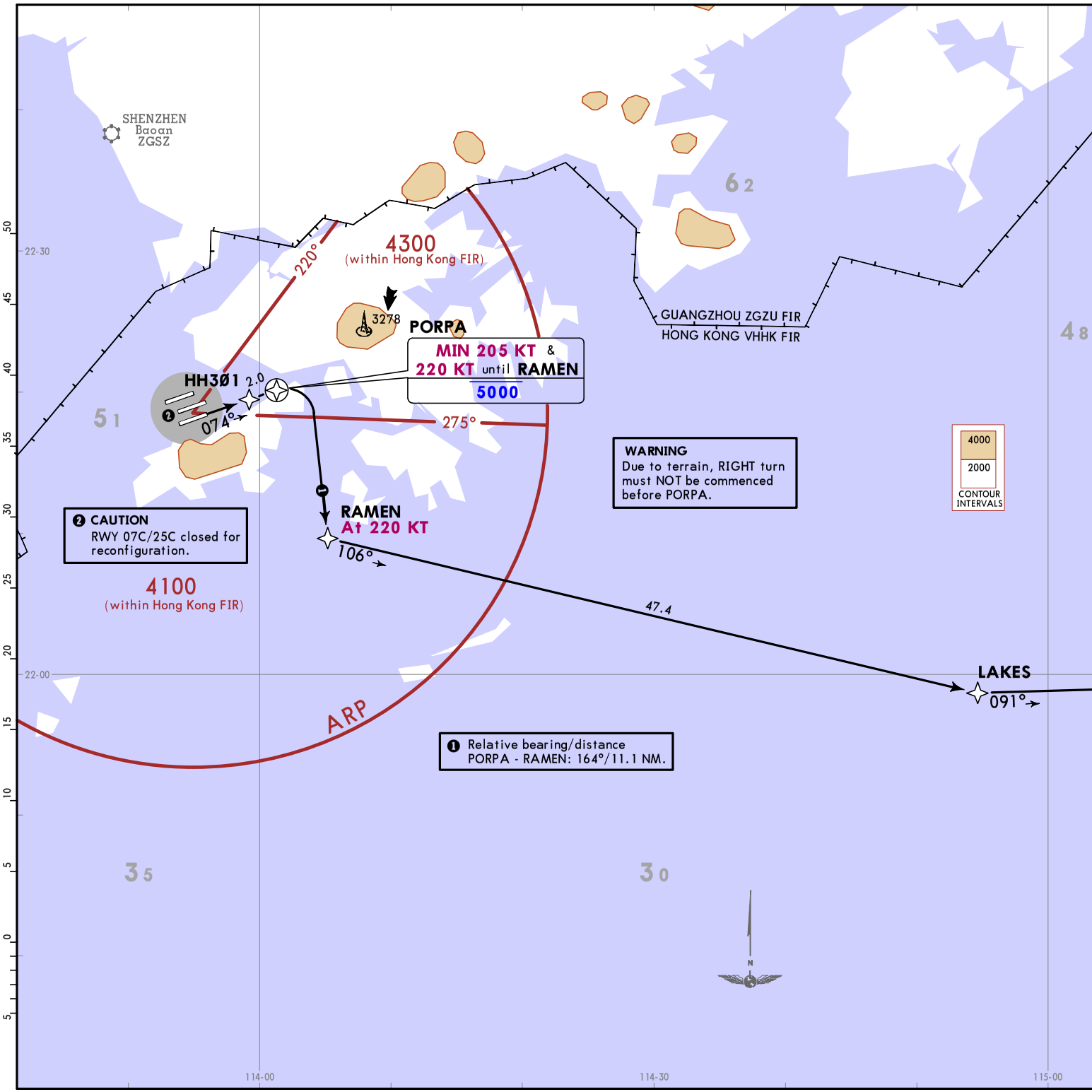
# VENGO 2A [VENG2A] RNAV (GNSS) DEPARTURE (RWY 07R)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 2A (CHART 10-3W)

FOR TERMINAL TRANSITION ROUTES V1 & V13
REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




This SID requires a minimum climb gradient of
4.9% (298 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

Initial climb clearance **5000**,
EXPECT further climb when
instructed by ATC

**ROUTING**

HH3Ø1 - PORPA (K205+; 5000-) - RAMEN (K220) - LAKES - VENGO.

CHANGES: SID renumbered, HH3Ø1 added.

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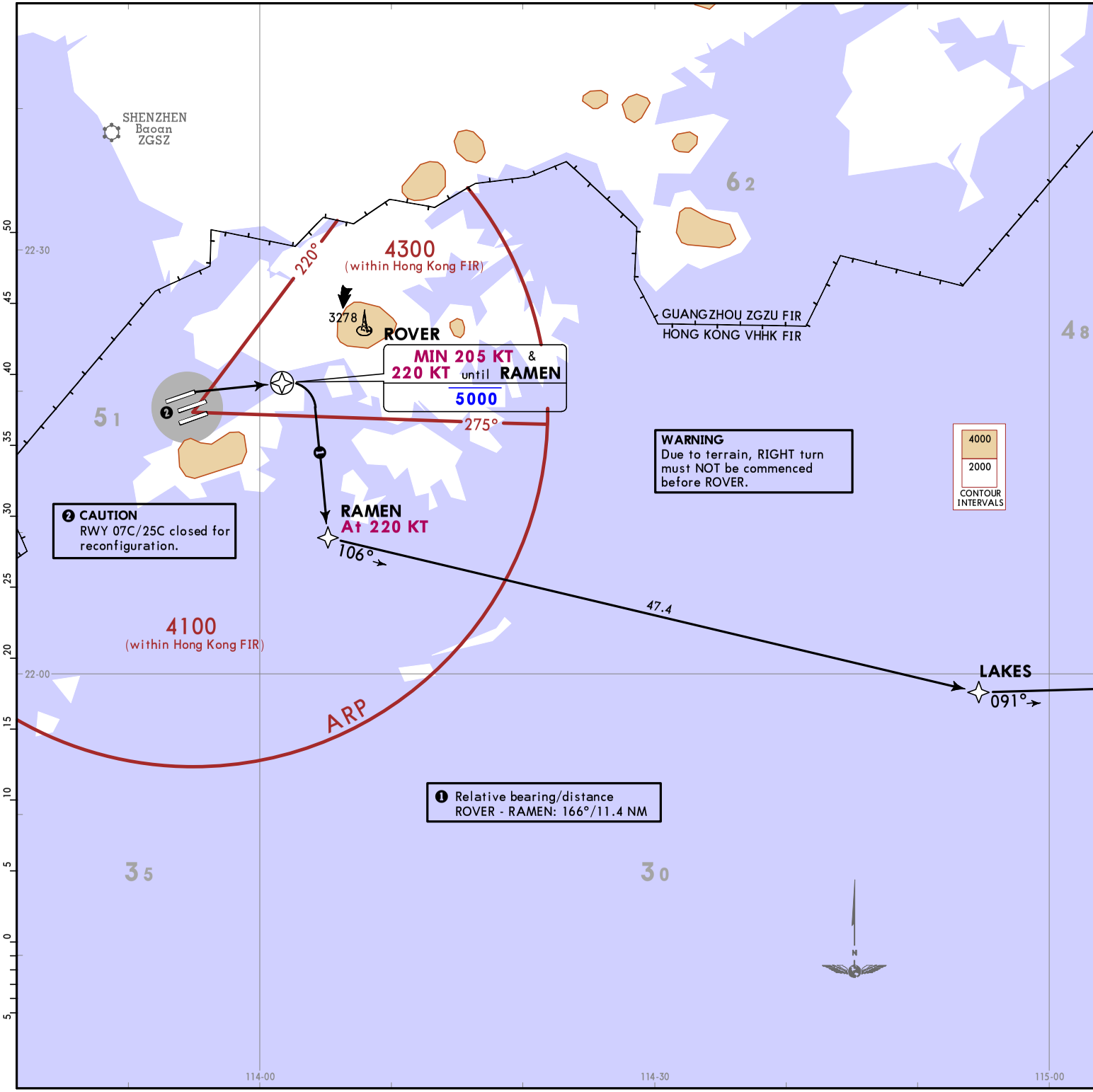


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## VENGO 2E [VENG2E]
## RNAV (GNSS) DEPARTURE
## (RWY 07L)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

IF EXEMPT FROM RNP-1 REQUIREMENT
REFER TO CONTINGENCY PROCEDURE
RAMEN 1E (CHART 10-3X)

FOR TERMINAL TRANSITION ROUTES V1 & V13
REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradient of
3.4% (207 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.4% V/V (fpm) | 258 | 344 | 516 | 689 | 861 | 1033 |

Initial climb clearance **5000**,
EXPECT further climb when
instructed by ATC

**ROUTING**

DER - ROVER (K205+; 5000-) - RAMEN (K220) - LAKES - VENGO.

CHANGES: None.

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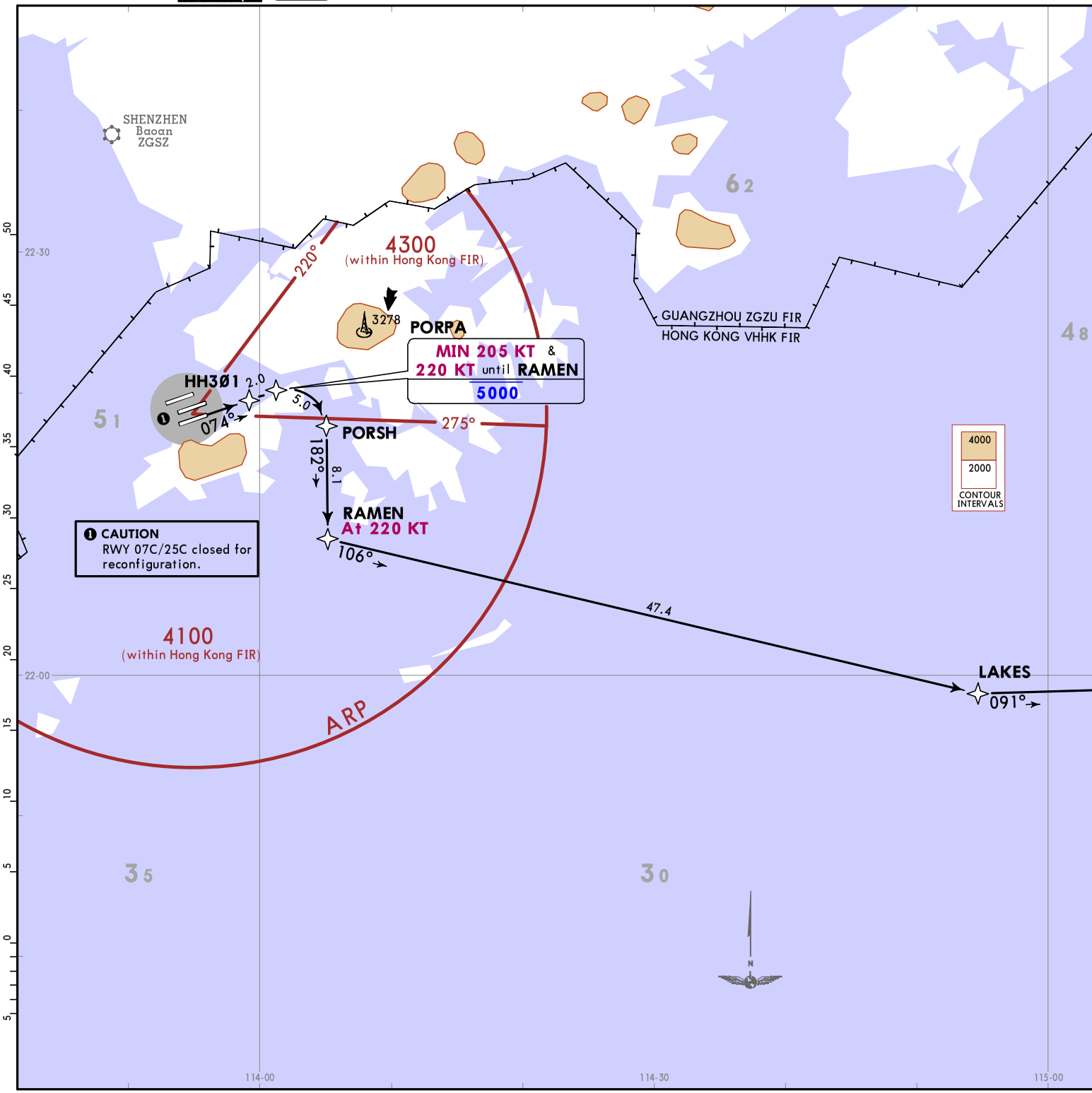


| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1 RF required

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

## VENGO 2X [VENG2X]
## RNAV (GNSS) DEPARTURE
## (RWY 07R)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID VENGO 2A (CHART 10-3U)

NOISE MITIGATING SID FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V1 & V13 REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**

This SID requires a minimum climb gradient of 4.9% (298 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

**ROUTING**

HH3Ø1 - PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - LAKES - VENGO.

CHANGES: SID renumbered, HH3Ø1 added.

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| HONG KONG Departure | Apt Elev |
|---|---|
| 123.8 | 28 |

Trans alt: 9000

RNP 1 RF required

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
4. If unable to follow SID track, advise ATC and request assistance.

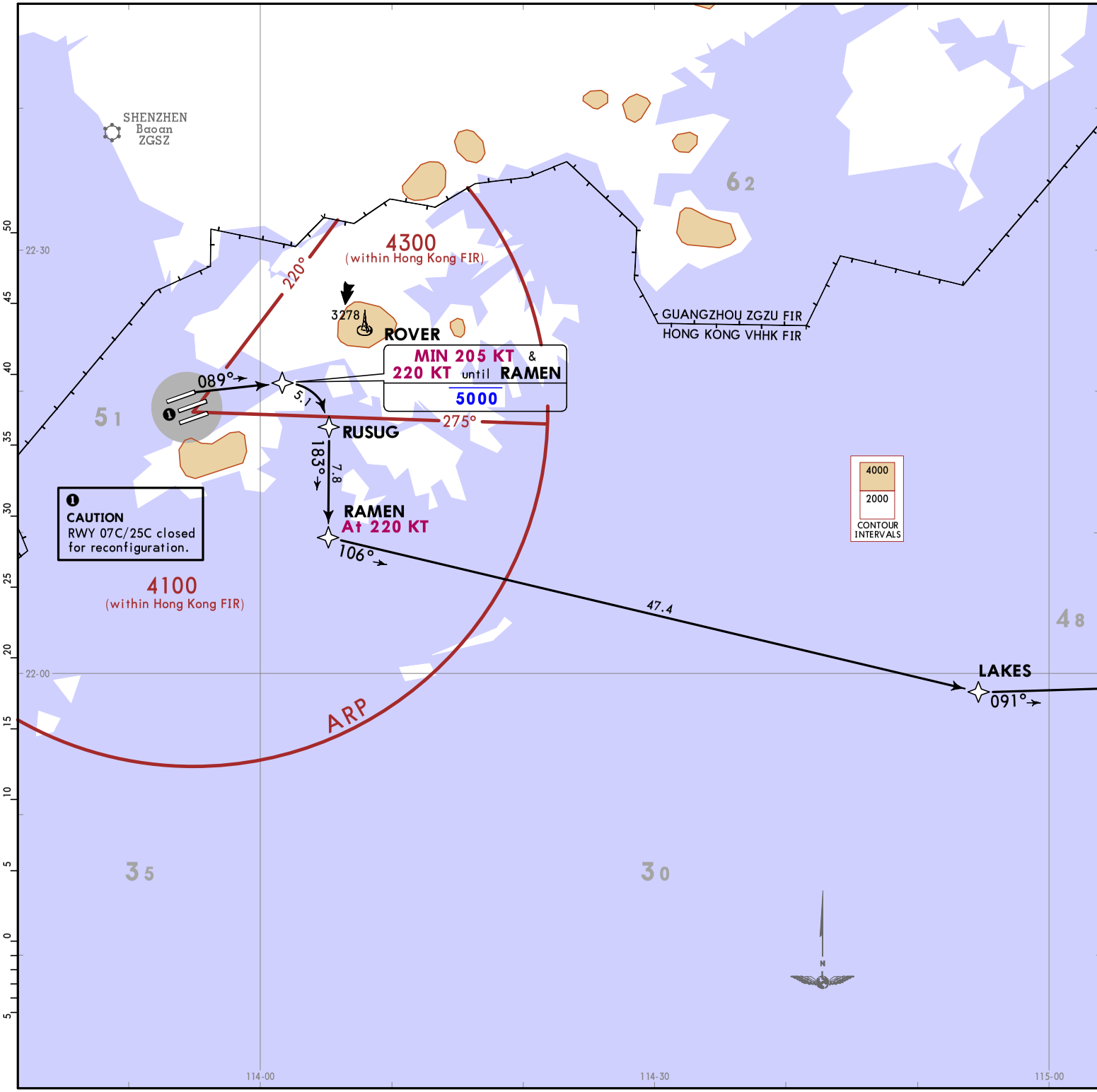
## VENGO 1Z [VENG1Z]
## RNAV (GNSS) DEPARTURE
## (RWY 07L)

RADIUS-TO-FIX (RF) LEG IS REQUIRED & RF CAPABLE ACFT ARE ENCOURAGED TO FLY THIS SID, IF UNABLE REFER TO SID VENGO 2E (CHART 10-3V)

NOISE MITIGATING SID
FOR USE BETWEEN 2300-0700LT

FOR TERMINAL TRANSITION ROUTES V1 & V13 REFER TO CHART 10-3X3

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




This SID requires a minimum climb gradient of
3.3% (201 per NM).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

**ROUTING**

DER - ROVER (K205+; 5000-) - RUSUG - RAMEN (K220) - LAKES - VENGO.

CHANGES: None.

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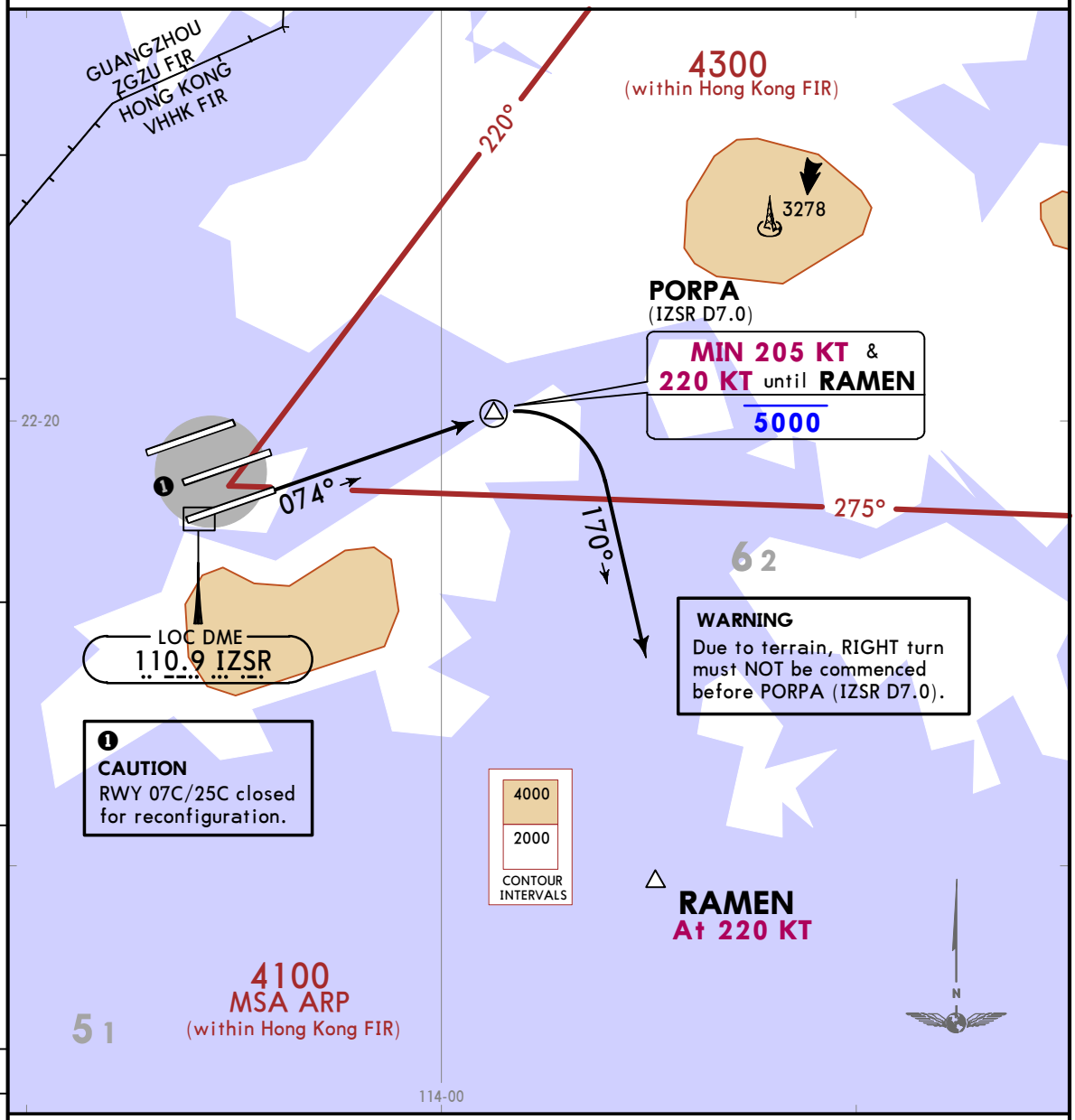
| HONG KONG Departure 123.8 | Apt Elev 28 | Trans alt: 9000<br>DME required<br>1. On first contact with HONG KONG Departure state callsign, current and cleared altitude.<br>2. If unable to follow SID track, advise ATC and request assistance.<br>3. EXPECT vectors to join flight plan route. |
|---|---|---|

# RAMEN 2A DEPARTURE [RAME2A]
## (RWY 07R)

THIS CONTINGENCY PROCEDURE IS EXCLUSIVE FOR FLIGHTS EXEMPT FROM RNP 1 REQUIREMENT (REFER TO 10-1P2)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




This SID requires a minimum climb gradient of 4.9% (298 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

Initial climb clearance **5000**,
EXPECT further climb when instructed by ATC

**ROUTING**

074° track to PORPA (IZSR D7.0), turn RIGHT, 170° track, request RADAR vectors to RAMEN.

CHANGES: LKC decommissioned.

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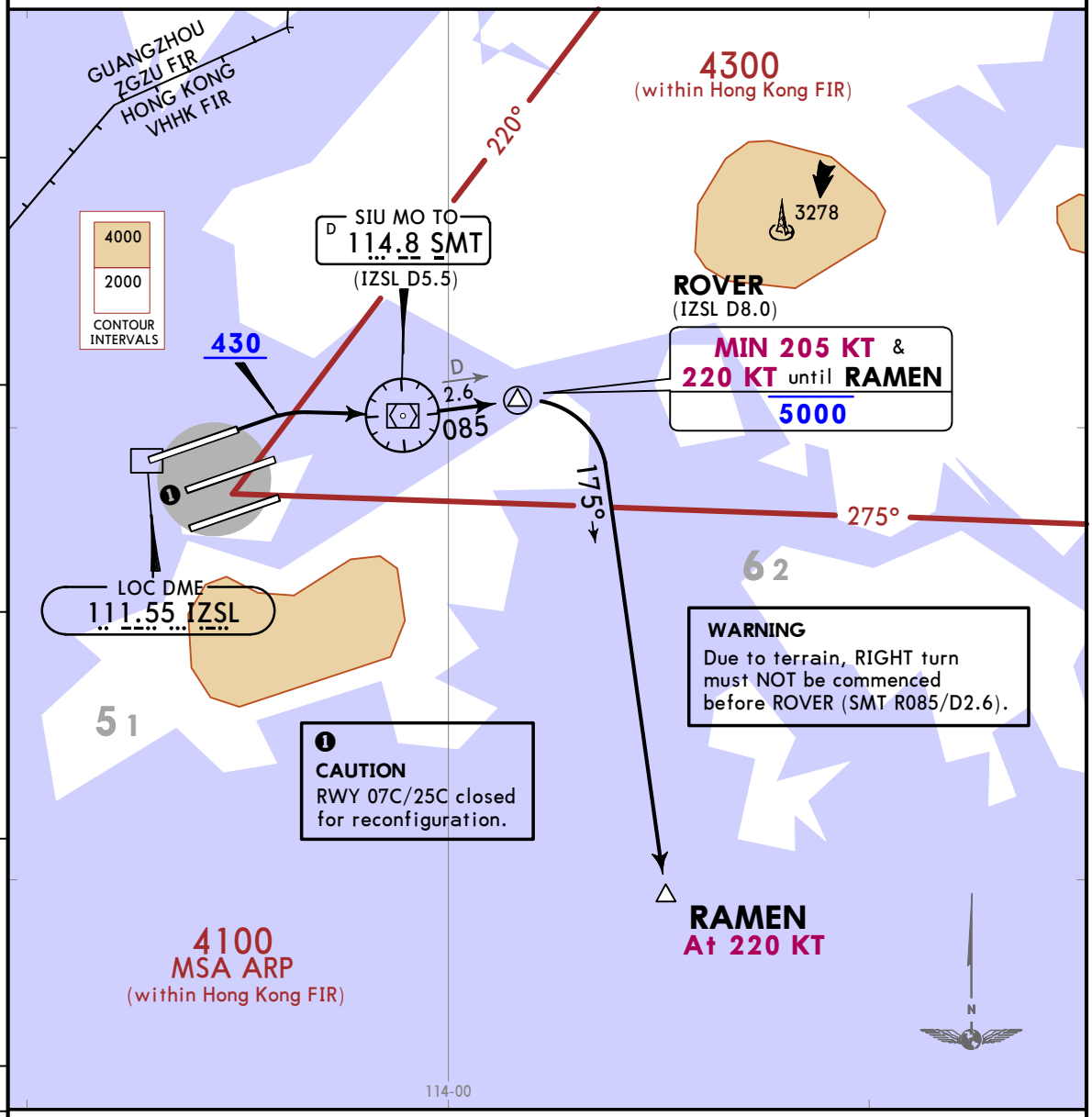
| HONG KONG Departure 123.8 | Apt Elev 28 | Trans alt: 9000<br>DME required<br>1. On first contact with HONG KONG Departure state callsign, current and cleared altitude.<br>2. If unable to follow SID track, advise ATC and request assistance.<br>3. EXPECT vectors to join flight plan route. |
|---|---|---|

# RAMEN 1E DEPARTURE [RAME1E]
## (RWY 07L)

THIS CONTINGENCY PROCEDURE IS EXCLUSIVE FOR FLIGHTS EXEMPT FROM RNP 1 REQUIREMENT (REFER TO 10-1P2)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




This SID requires a minimum climb gradient of
3.4% (207 per NM) until leaving 1400.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.4% V/V (fpm) | 258 | 344 | 516 | 689 | 861 | 1033 |

Initial climb clearance **5000**,
EXPECT further climb when instructed by ATC

**ROUTING**

Climb straight ahead to 430, turn RIGHT direct to SMT, turn LEFT, 085° track to ROVER, turn RIGHT, 175° track, request RADAR vectors to RAMEN.

CHANGES: None.

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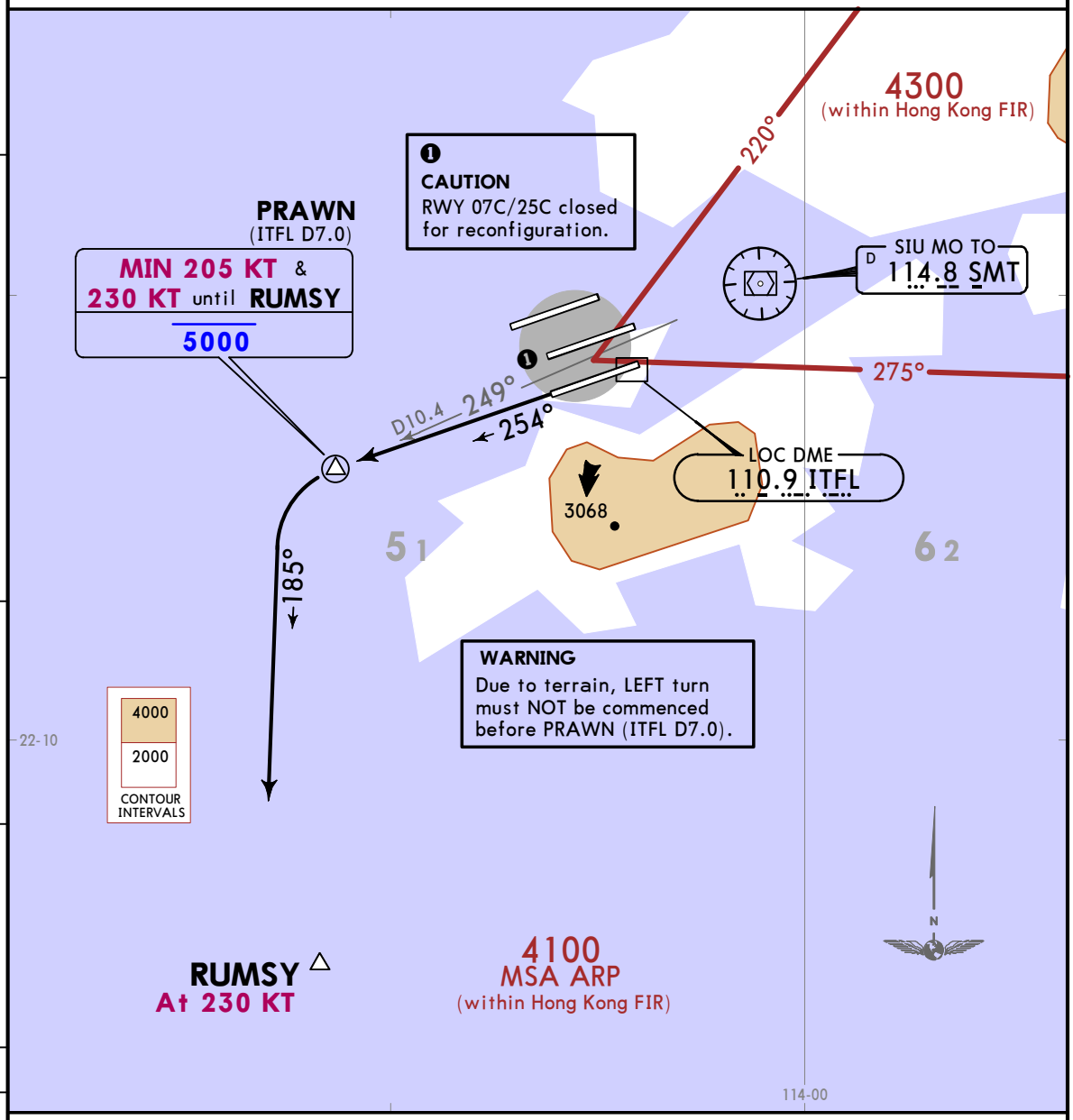
| HONG KONG Departure 123.8 | Apt Elev 28 | Trans alt: 9000<br>DME required<br>1. On first contact with HONG KONG Departure state callsign, current and cleared altitude.<br>2. If unable to follow SID track, advise ATC and request assistance.<br>3. EXPECT vectors to join flight plan route. |
|---|---|---|

# RUMSY 2B DEPARTURE [RUMS2B]
## (RWY 25L)

THIS CONTINGENCY PROCEDURE IS EXCLUSIVE FOR FLIGHTS EXEMPT FROM RNP 1 REQUIREMENT (REFER TO 10-1P2)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




This SID requires a minimum climb gradient of 3.3% (201 per NM).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

Initial climb clearance **5000**,
EXPECT further climb when instructed by ATC

**ROUTING**

254° track to PRAWN (ITFL D7.0), turn LEFT, 185° track, request RADAR vectors to RUMSY.

CHANGES: Procedure renumbered & revised.

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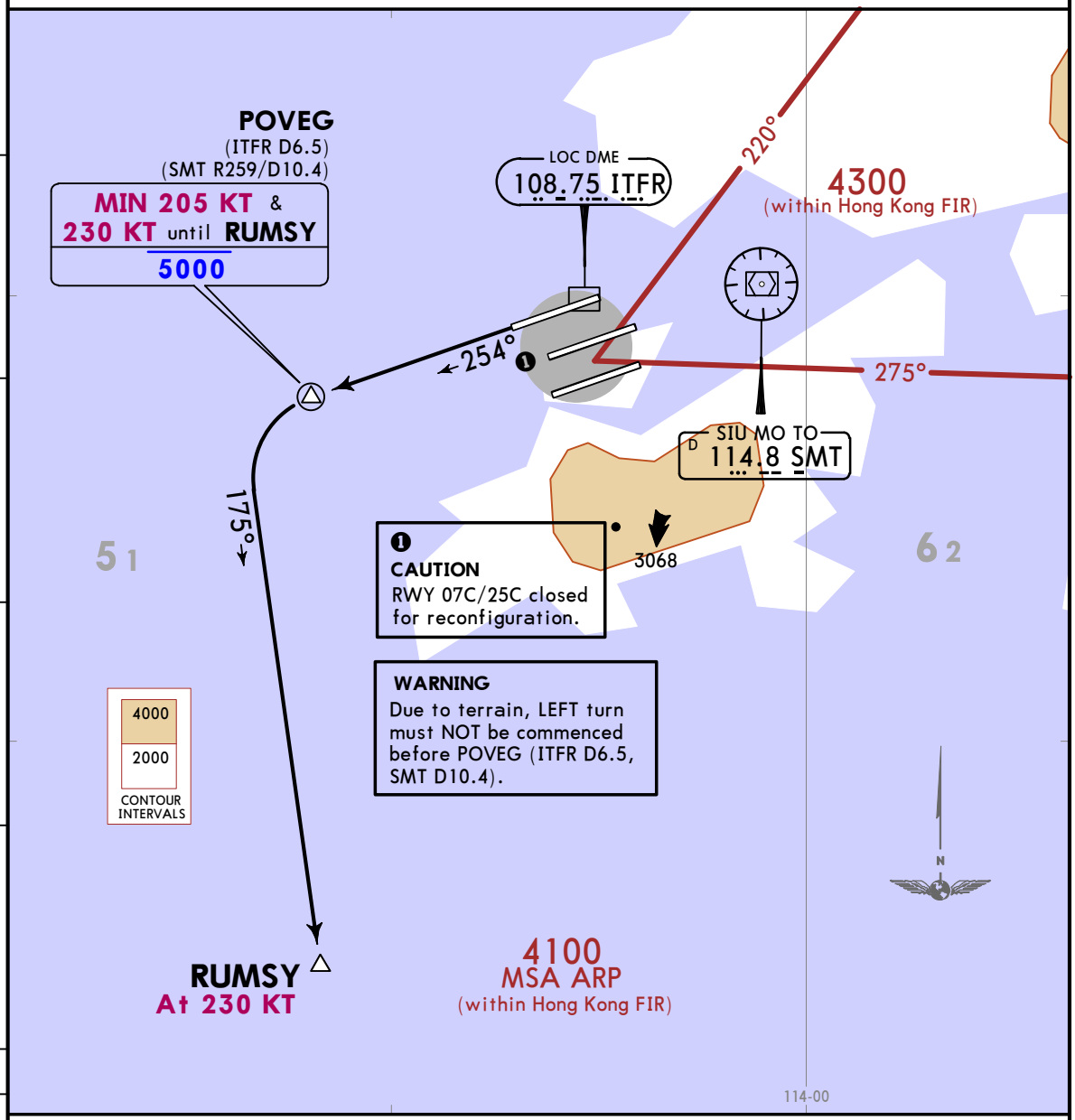
| HONG KONG Departure 123.8 | Apt Elev 28 | Trans alt: 9000<br>DME required<br>1. On first contact with HONG KONG Departure state callsign, current and cleared altitude.<br>2. If unable to follow SID track, advise ATC and request assistance.<br>3. EXPECT vectors to join flight plan route. |
|---|---|---|

# RUMSY 1F DEPARTURE [RUMS1F]
## (RWY 25R)

THIS CONTINGENCY PROCEDURE IS EXCLUSIVE FOR FLIGHTS EXEMPT FROM RNP 1 REQUIREMENT (REFER TO 10-1P2)

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




This SID requires a minimum climb gradient of 3.3% (201 per NM).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

Initial climb clearance **5000**,
EXPECT further climb when instructed by ATC

**ROUTING**

Climb straight ahead to POVEG, turn LEFT, 175° track, request RADAR vectors to RUMSY.

CHANGES: None.

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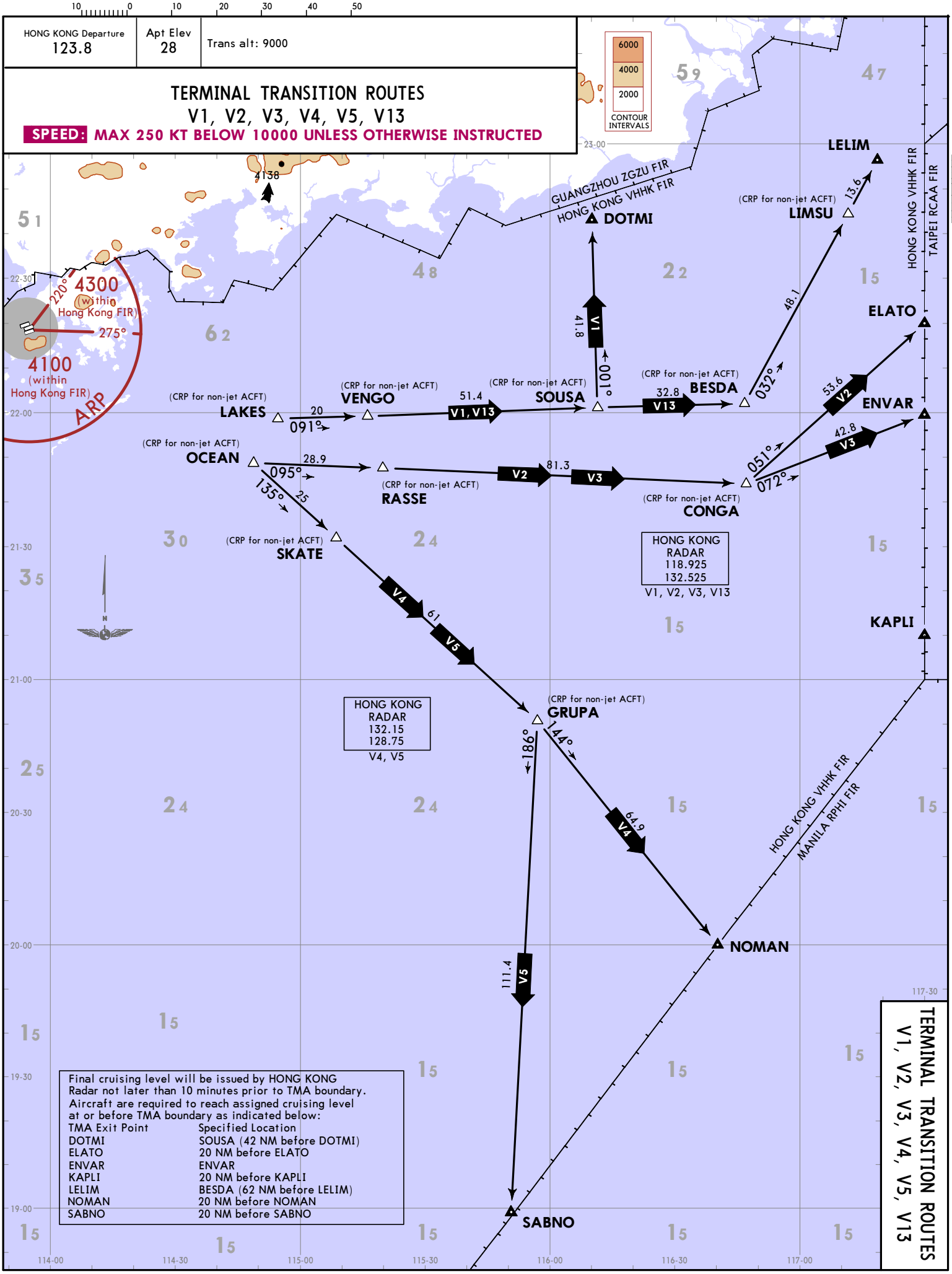
| HONG KONG Departure | Apt Elev | Trans alt: 9000 |
|---|---|---|
| 123.8 | 28 | |

# TERMINAL TRANSITION ROUTES
## V1, V2, V3, V4, V5, V13

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary. Aircraft are required to reach assigned cruising level at or before TMA boundary as indicated below:

| TMA Exit Point | Specified Location |
|---|---|
| DOTMI | SOUSA (42 NM before DOTMI) |
| ELATO | 20 NM before ELATO |
| ENVAR | ENVAR |
| KAPLI | 20 NM before KAPLI |
| LELIM | BESDA (62 NM before LELIM) |
| NOMAN | 20 NM before NOMAN |
| SABNO | 20 NM before SABNO |

CHANGES: Chart reindexed.

VHHH/HKG
HONG KONG INTL

JEPPESEN
28 OCT 22
Eff 3 Nov
10-3X3

HONG KONG, PR OF CHINA
TERMINAL TRANSITION ROUTE

TERMINAL TRANSITION ROUTES
V1, V2, V3, V4, V5, V13

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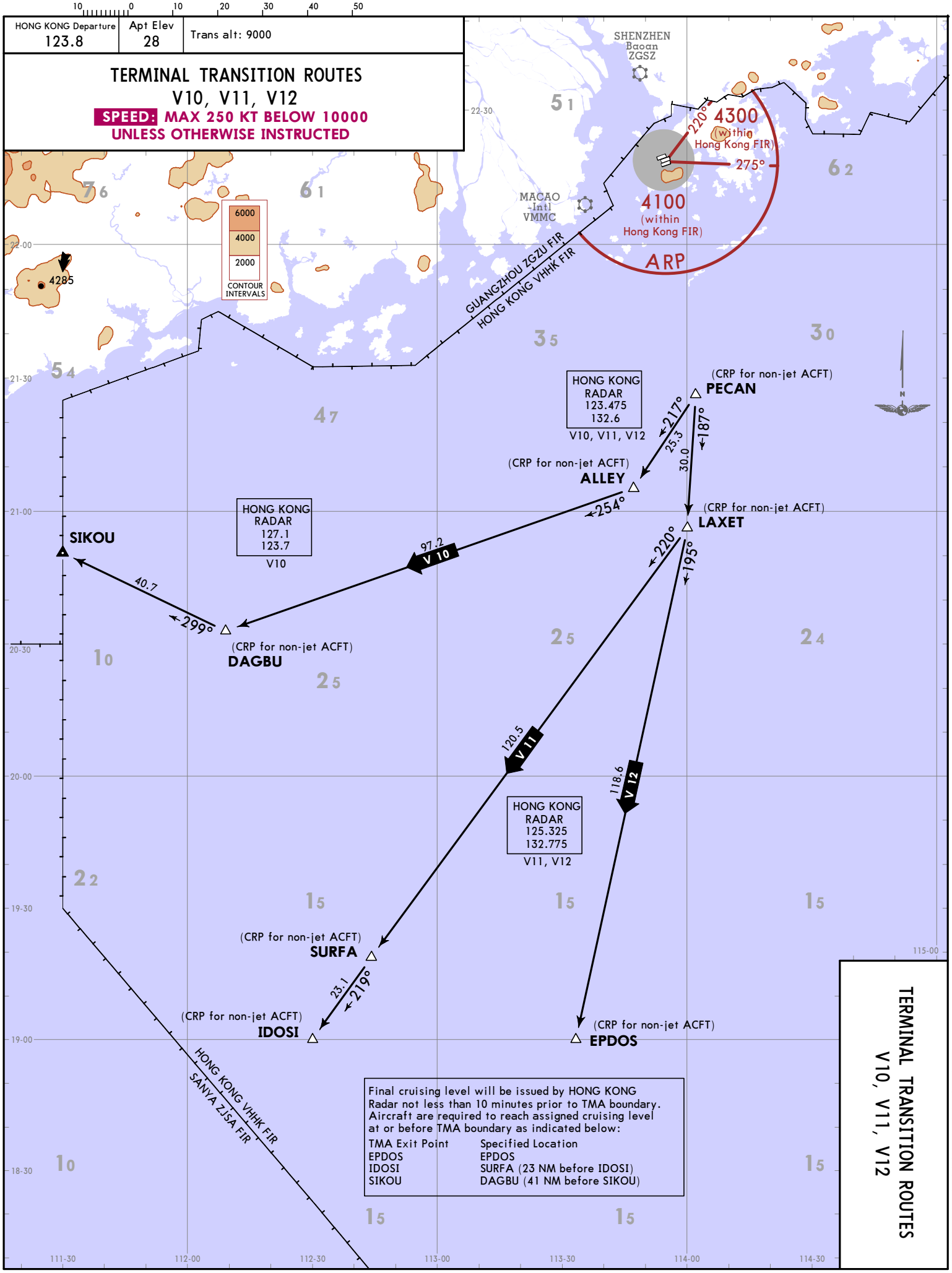
| HONG KONG Departure | Apt Elev | Trans alt: 9000 |
|---|---|---|
| 123.8 | 28 | |

# TERMINAL TRANSITION ROUTES
## V10, V11, V12

**SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED**




Final cruising level will be issued by HONG KONG Radar not less than 10 minutes prior to TMA boundary. Aircraft are required to reach assigned cruising level at or before TMA boundary as indicated below:

| TMA Exit Point | Specified Location |
|---|---|
| EPDOS | EPDOS |
| IDOSI | SURFA (23 NM before IDOSI) |
| SIKOU | DAGBU (41 NM before SIKOU) |

CHANGES: Chart reindexed.

VHHH/HKG
HONG KONG INTL

JEPPESEN
28 OCT 22
10-3X4
Eff 3 Nov

HONG KONG, PR OF CHINA
TERMINAL TRANSITION ROUTE

TERMINAL TRANSITION ROUTES
V10, V11, V12

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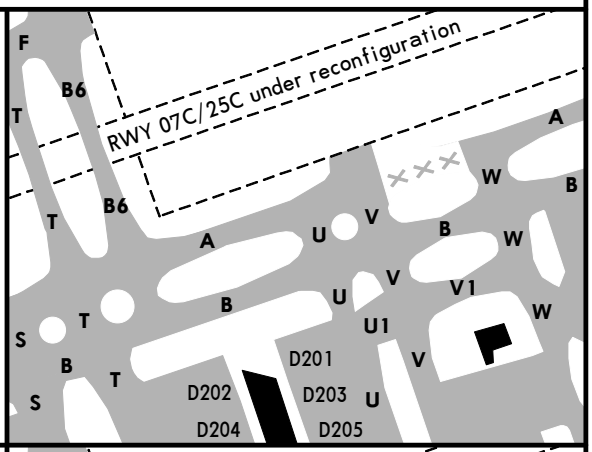
## WORKS ON EASTERN AIRFIELD

**REFER ALSO TO LATEST NOTAMS**

### PHASE 3:

- TWY A between TWYs V and W closed.
- TWY B between TWYs V and W downgraded to max code E ACFT.

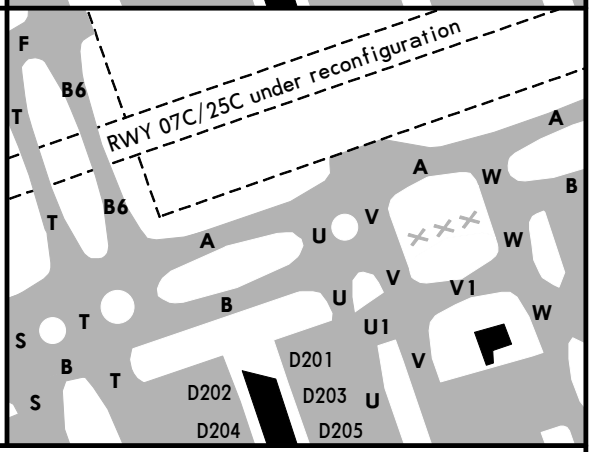
Construction works commenced on 3 June 2023. Expected to be completed in Q4 2024.




### PHASE 4:

- TWY B between TWYs V and W closed.
- TWY V1 downgraded to max code E ACFT.

Construction works will commence after completion of Phase 3, tentatively scheduled to be completed in Q3 2025.




LEGEND

| | | | | | |
|---|---|---|---|---|---|
| **U** | Taxiway | D201 | Stand | ×× | Closed TWY |

CHANGES: Construction works phases updated.

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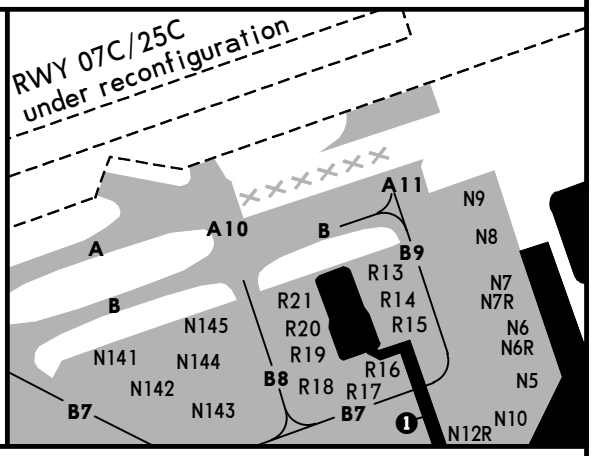
## CONSTRUCTION WORKS ON TWY A

**REFER ALSO TO LATEST NOTAMS**

TWY A east of TWY A10 closed.

Expected to be completed in Q4 2024.

❶ Sky Bridge.
Height clearance:
92'/28m.




LEGEND

| | | | | | |
|---|---|---|---|---|---|
| **A** | Taxiway | R13 | Stand | ✕✕ | Closed TWY |

CHANGES: New chart.

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# WORKS AND FLIGHT CHECK FOR RWY 07C/25C

**REFER ALSO TO LATEST NOTAMS**

**For all construction sites, closed RWYs and TWYs see other AIRPORT, PARKING or WORKS pages. Those are still valid. The non-operational areas, which are shown there are still NOT open for ACFT operations.**

**This page is just to inform about changes of markings, signs and measures to conduct flight checks in preparation for the commissioning of RWY 07C/25C.**

Changes to AD environment in vicinity of Closed Center RWY 07C/25C:

Starting from 31 July 2024, the security fence separating the closed Center RWY 07C/25C and associated TWYs from the operational area will be progressively replaced by marker boards. APT users will thus have a clearer view of the non-operational areas still under construction. Despite these changes to the aerodrome environment, attention of APT users should be drawn that the enclosed area remains non-operational and that the Center RWY 07C/25C and associated TWYs are still NOT open for ACFT operations.

White closed RWY markings have been displayed on the pavement surface at intervals along entire length of RWY and a flashing white-lighted cross has been placed at each end of closed Center RWY 07C/25C. In addition, yellow closed TWY markings will be displayed at each junction of the new TWYs under construction which have interface with the existing operational area.

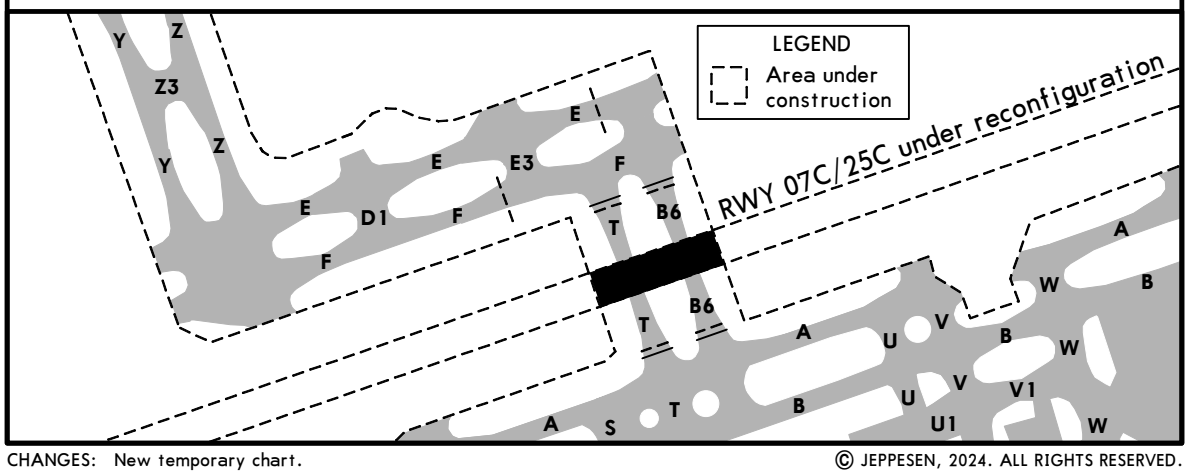
RWY holding position markings and mandatory instruction markings for Center RWY 07C/25C will be painted on the entry and exit points to the RWY on TWY T and TWY B6 as a visual alert. While the Center RWY 07C/25C remains non-operational (except during the flight check period mentioned in next paragraph below, where it will be used by flight check ACFT only), APT users shall closely follow ATC instructions and are reminded to be vigilant when crossing Center RWY 07C/25C.

Temporary Arrangement during Flight Check of Center RWY 07C/25C:

In preparation for commissioning of Center RWY 07C/25C, flight check will be conducted daily from 2200 UTC to 0200 UTC between 4 AUG 2024 and 11 SEP 2024 tentatively.

To facilitate the safe conduct of flight check, the flashing white-lighted crosses, closed RWY markings, closed TWY markings and marker boards within RWY strip of Center RWY 07C/25C will be temporarily removed before flight check and reinstated after completion of flight check daily during this period. APT users are reminded that despite such temporary arrangement, Center RWY 07C/25C and associated TWYs are still NOT open for ACFT operations.

During flight check operations, arrival ACFT from North RWY 07L/25R may be held on TWY E or TWY F before being cleared to cross Center RWY 07C/25C. APT users shall closely follow ATC instructions and are reminded to be vigilant when crossing Center RWY 07C/25C.




CHANGES: New temporary chart.

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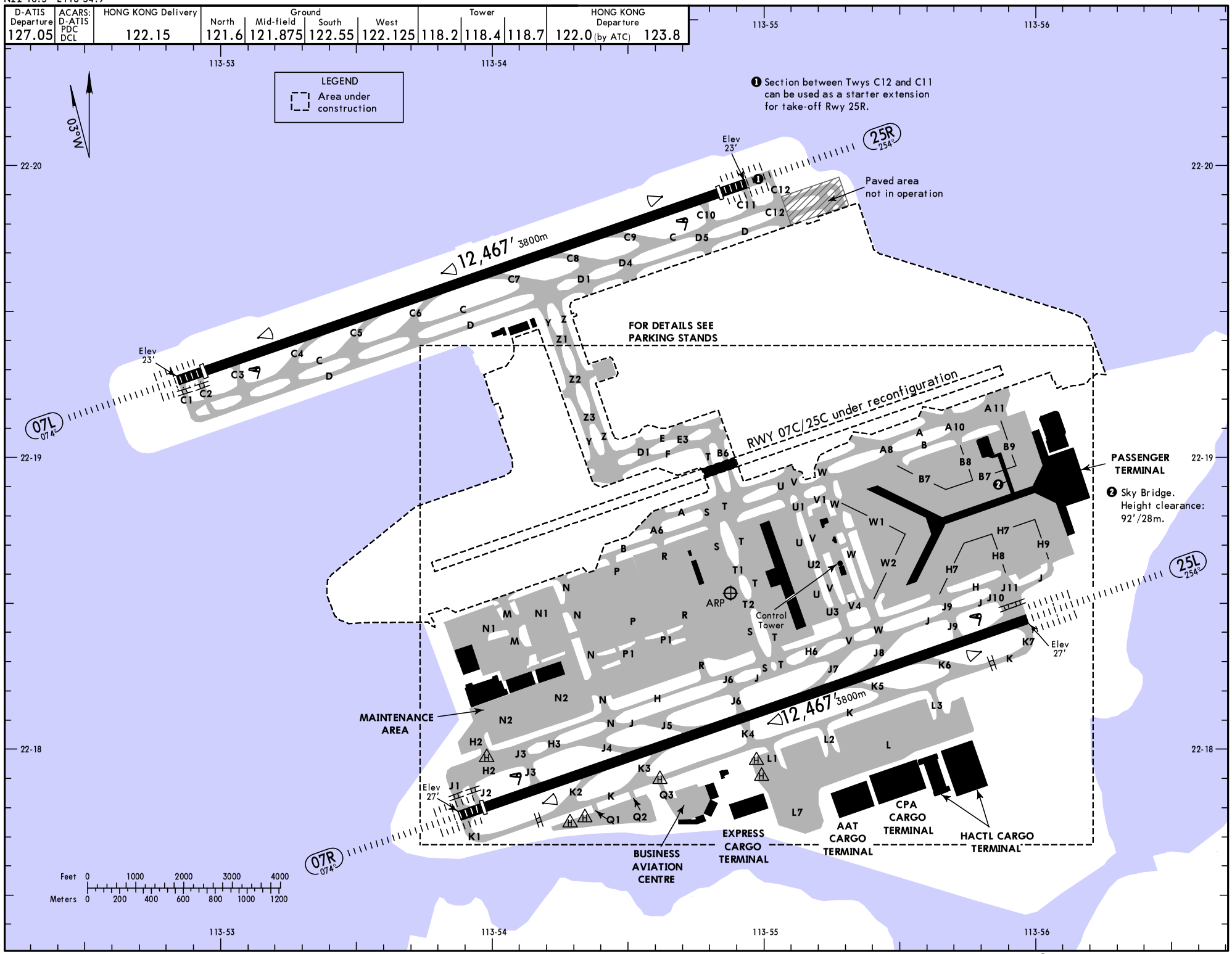
| D-ATIS Departure | ACARS: D-ATIS PDC DCL | HONG KONG Delivery | Ground North | Ground Mid-field | Ground South | Ground West | Tower | Tower | Tower | HONG KONG Departure | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 127.05 | | 122.15 | 121.6 | 121.875 | 122.55 | 122.125 | 118.2 | 118.4 | 118.7 | 122.0 (by ATC) | 123.8 |




CHANGES: Apron North of TWY H adjusted.

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ADDITIONAL RUNWAY INFORMATION

| RWY | | | | | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|---|---|---|---|
| 07L ❶ | HIRL (60m) | CL (15m) | HIALS-II | SFL TDZ | ❷ RVR | 11,896' 3626m | 10,863' 3311m | ❹ | 197' 60m |
| 25R | HIRL (60m) | CL (15m) | HIALS-II | SFL TDZ | ❸ RVR | | | | |

❶ Rwy grooved.
❷ PAPI (3.0°), HST-C7, C8 & C9 (all with HSTIL)
❸ PAPI (3.1°), HST-C4, C5 & C6 (all with HSTIL)

❹ TAKE-OFF RUN AVAILABLE
RWY 07L: From rwy head 12,467' (3800m)
Twy C3 int 10,883' (3317m)
RWY 25R: From twy head 12,467' (3800m)
Twy C10 int 10,591' (3228m)

**❺ Scheduled closure period for Rwy 07L/25R (North runway)**

| Period (UTC) | Days of closure (UTC) |
|---|---|
| 1715 - 2314 | Every Tuesday, Wednesday, Friday, Saturday and Sunday. |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 07R ❻ | HIRL (60m) | CL (30m) | HIALS-II | SFL TDZ | ❼ RVR | 11,942' 3640m | 10,909' 3325m | ❾ | 197' 60m |
| 25L | HIRL (60m) | CL (30m) | HIALS-II | SFL TDZ | ❽ RVR | | 11,434' 3485m | | |

❻ Rwy grooved.
❼ PAPI (3.0°), HST-J7, K5 (with HSTIL), J8 & K6
❽ PAPI (3.0°), HST-J5, K3 (with HSTIL), J4 & K2
❾ TAKE-OFF RUN AVAILABLE
RWY 07R: From rwy head 12,467' (3800m)
Twy J3 int 10,269' (3130m)
Twy K2 int 8924' (2720m)
RWY 25L: From rwy head 12,467' (3800m)
Twy J9 int 10,499' (3200m)
Twy K6 int 9449' (2880m)

**❺ Scheduled closure period for Rwy 07R/25L (South runway)**

| Period (UTC) | Days of closure (UTC) |
|---|---|
| 1715 - 2314 | Every Monday and Thursday. |

❺ Any revision to the runway closure programme will be promulgated by NOTAM.

| State | TAKE-OFF | |
|---|---|---|
| | HIRL & CL | HIRL or CL |
| | R200m | R400m |

CHANGES: None.

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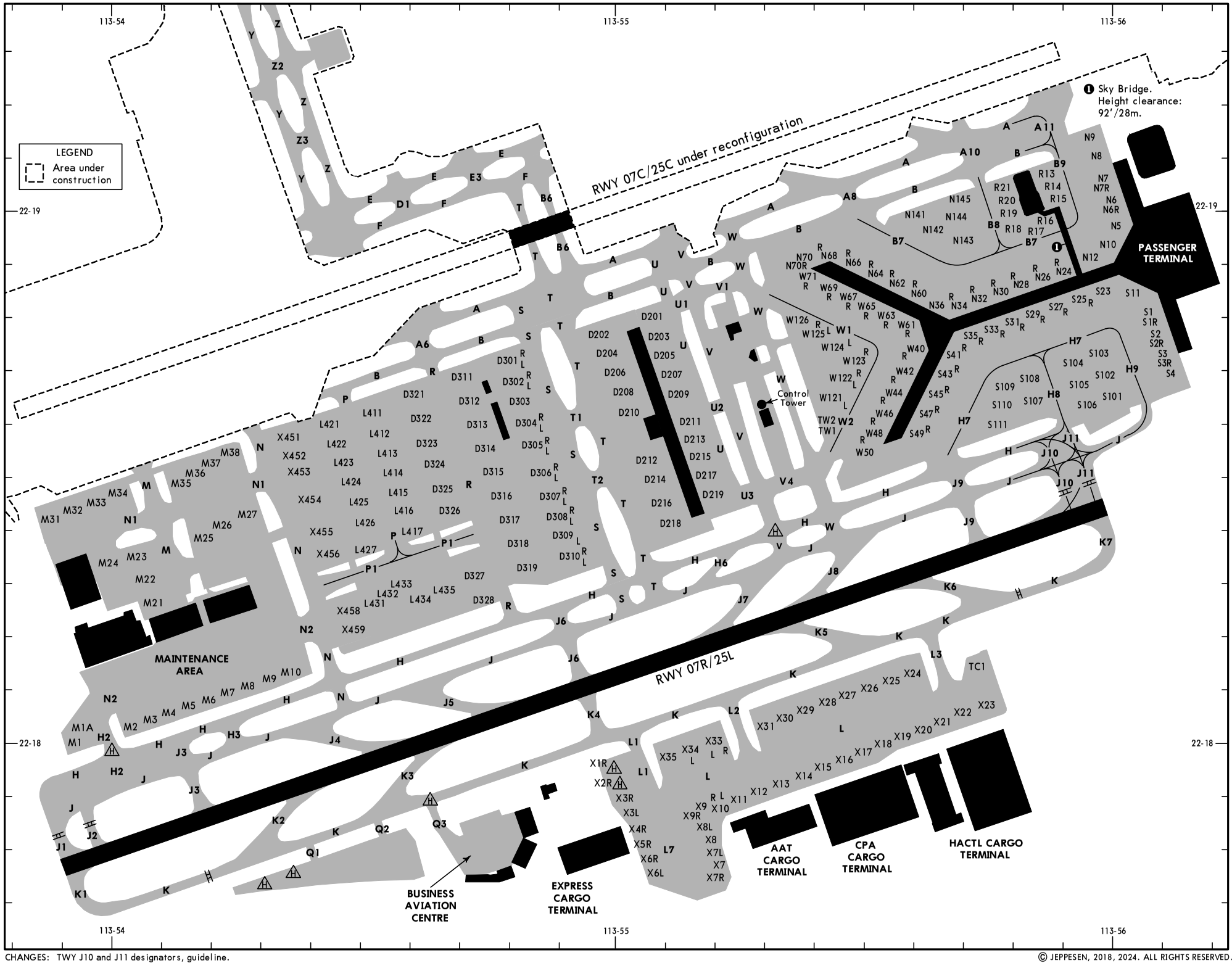
# HONG KONG, PR OF CHINA

## HONG KONG INTL




CHANGES: TWY J10 and J11 designators, guideline.

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## INS COORDINATES

| STAND No. | COORDINATES | STAND No. | COORDINATES |
|---|---|---|---|
| D201 thru D203 | N22 18.8 E113 55.0 | M8, M9 | N22 18.1 E113 54.3 |
| D204 | N22 18.7 E113 55.0 | M10 | N22 18.1 E113 54.4 |
| D205 | N22 18.7 E113 55.1 | M21, M22 | N22 18.3 E113 54.0 |
| D206 | N22 18.7 E113 55.0 | M23 | N22 18.4 E113 54.0 |
| D207 | N22 18.7 E113 55.1 | M24 | N22 18.3 E113 54.0 |
| D208 | N22 18.7 E113 55.0 | M25 thru M27 | N22 18.4 E113 54.2 |
| D209 | N22 18.6 E113 55.1 | M31, M32 | N22 18.4 E113 53.9 |
| D210 | N22 18.6 E113 55.0 | M33 | N22 18.5 E113 53.9 |
| D211 | N22 18.6 E113 55.1 | M34 | N22 18.5 E113 54.0 |
| D212 | N22 18.5 E113 55.1 | M35, M36 | N22 18.5 E113 54.1 |
| D213 | N22 18.6 E113 55.1 | M37, M38 | N22 18.5 E113 54.2 |
| D214, D215 | N22 18.5 E113 55.1 | N5 thru N6R, N7R | N22 19.0 E113 56.0 |
| D216 | N22 18.4 E113 55.1 | N7 thru N9 | N22 19.1 E113 56.0 |
| D217 | N22 18.5 E113 55.1 | N10 | N22 18.9 E113 56.0 |
| D218 | N22 18.4 E113 55.1 | N12, N24 | N22 18.9 E113 55.9 |
| D219 | N22 18.5 E113 55.2 | N26, N28 | N22 18.9 E113 55.8 |
| D301 thru D302 | N22 18.7 E113 54.8 | N30 | N22 18.8 E113 55.8 |
| D303 thru D305 | N22 18.6 E113 54.8 | N32, N34 | N22 18.8 E113 55.7 |
| D306 | N22 18.5 E113 54.8 | N36, N60 | N22 18.8 E113 55.6 |
| D307L | N22 18.5 E113 54.9 | N60R | N22 18.9 E113 55.6 |
| D307 | N22 18.5 E113 54.8 | N62, N64 | N22 18.9 E113 55.5 |
| D307R | N22 18.5 E113 54.9 | N66, N68 | N22 18.9 E113 55.4 |
| D308 thru D309 | N22 18.4 E113 54.9 | N70 | N22 18.9 E113 55.3 |
| D310L, D310 | N22 18.3 E113 54.9 | N141, N142 | N22 19.0 E113 55.6 |
| D310R | N22 18.4 E113 54.9 | N143 | N22 18.9 E113 55.7 |
| D311 | N22 18.7 E113 54.7 | N144, N145 | N22 19.0 E113 55.7 |
| D312, D313 | N22 18.6 E113 54.7 | R13 | N22 19.1 E113 55.8 |
| D314 | N22 18.6 E113 54.8 | R14 | N22 19.0 E113 55.8 |
| D315, D316 | N22 18.5 E113 54.8 | R15 | N22 19.0 E113 55.9 |
| D317, D318 | N22 18.4 E113 54.8 | R16 thru R21 | N22 19.0 E113 55.8 |
| D319 | N22 18.3 E113 54.8 | S1, S2 | N22 18.8 E113 56.1 |
| D321 thru D323 | N22 18.6 E113 54.6 | S3, S4 | N22 18.7 E113 56.1 |
| D324, D325 | N22 18.5 E113 54.6 | S11 | N22 18.8 E113 56.0 |
| D326 | N22 18.4 E113 54.6 | S23 | N22 18.9 E113 56.0 |
| D327, D328 | N22 18.3 E113 54.7 | S25, S27 | N22 18.8 E113 55.9 |
| L411, L412 | N22 18.6 E113 54.5 | S29, S31 | N22 18.8 E113 55.8 |
| L413 | N22 18.6 E113 54.6 | S33, S35 | N22 18.8 E113 55.7 |
| L414, L415 | N22 18.5 E113 54.6 | S41 | N22 18.7 E113 55.6 |
| L416, L417 | N22 18.4 E113 54.6 | S41R | N22 18.7 E113 55.7 |
| L421, L422 | N22 18.6 E113 54.4 | S43 | N22 18.7 E113 55.6 |
| L423, L424 | N22 18.5 E113 54.4 | S45 thru S49 | N22 18.6 E113 55.6 |
| L425 | N22 18.4 E113 54.4 | S101 | N22 18.6 E113 56.0 |
| L426, L427 | N22 18.4 E113 54.5 | S102 | N22 18.7 E113 56.0 |
| L431 thru L433 | N22 18.3 E113 54.5 | S103 thru S105 | N22 18.7 E113 55.9 |
| L434, L435 | N22 18.3 E113 54.6 | S106 | N22 18.6 E113 56.0 |
| M1, M1A | N22 18.0 E113 53.9 | S107 | N22 18.6 E113 55.8 |
| M2 | N22 18.0 E113 54.0 | S108, S109 | N22 18.7 E113 55.8 |
| M3 | N22 18.0 E113 54.1 | S110, S111 | N22 18.6 E113 55.8 |
| M4, M5 | N22 18.1 E113 54.1 | TC1 | N22 18.2 E113 55.7 |
| M6, M7 | N22 18.1 E113 54.2 | TW1, TW2 | N22 18.6 E113 55.4 |

## INS COORDINATES

| STAND No. | COORDINATES | STAND No. | COORDINATES |
|---|---|---|---|
| W40, W42 | N22 18.7 E113 55.6 | | |
| W44 thru W48 | N22 18.6 E113 55.5 | | |
| W50 | N22 18.5 E113 55.5 | | |
| W61 | N22 18.8 E113 55.6 | | |
| W63 thru W67 | N22 18.8 E113 55.5 | | |
| W69, W71 | N22 18.9 E113 55.4 | | |
| W121L | N22 18.6 E113 55.4 | | |
| W121 thru W123 | N22 18.7 E113 55.4 | | |
| W123R | N22 18.7 E113 55.5 | | |
| W124, W125 | N22 18.7 E113 55.4 | | |
| W125R | N22 18.8 E113 55.4 | | |
| W126 | N22 18.8 E113 55.3 | | |
| X1R | N22 18.0 E113 55.0 | | |
| X2R thru X3R | N22 17.9 E113 55.0 | | |
| X4R, X5R | N22 17.8 E113 55.0 | | |
| X6L | N22 17.7 E113 55.1 | | |
| X6R | N22 17.8 E113 55.1 | | |
| X7 thru X8L | N22 17.8 E113 55.2 | | |
| X9, X9R | N22 17.9 E113 55.1 | | |
| X10 thru X11 | N22 17.9 E113 55.2 | | |
| X12, X13 | N22 17.9 E113 55.3 | | |
| X14 | N22 17.9 E113 55.4 | | |
| X15 | N22 18.0 E113 55.4 | | |
| X16 thru X18 | N22 18.0 E113 55.5 | | |
| X19, X20 | N22 18.0 E113 55.6 | | |
| X21, X22 | N22 18.0 E113 55.7 | | |
| X23 | N22 18.1 E113 55.7 | | |
| X24 | N22 18.2 E113 55.6 | | |
| X25 thru X27 | N22 18.1 E113 55.5 | | |
| X28, X29 | N22 18.1 E113 55.4 | | |
| X30, X31 | N22 18.1 E113 55.3 | | |
| X33 thru X33R | N22 18.0 E113 55.2 | | |
| X34 thru X35 | N22 18.0 E113 55.1 | | |
| X451 | N22 18.6 E113 54.3 | | |
| X452, X453 | N22 18.5 E113 54.4 | | |
| X454 thru X456 | N22 18.4 E113 54.4 | | |
| X458 | N22 18.3 E113 54.5 | | |
| X459 | N22 18.2 E113 54.5 | | |

CHANGES: None.

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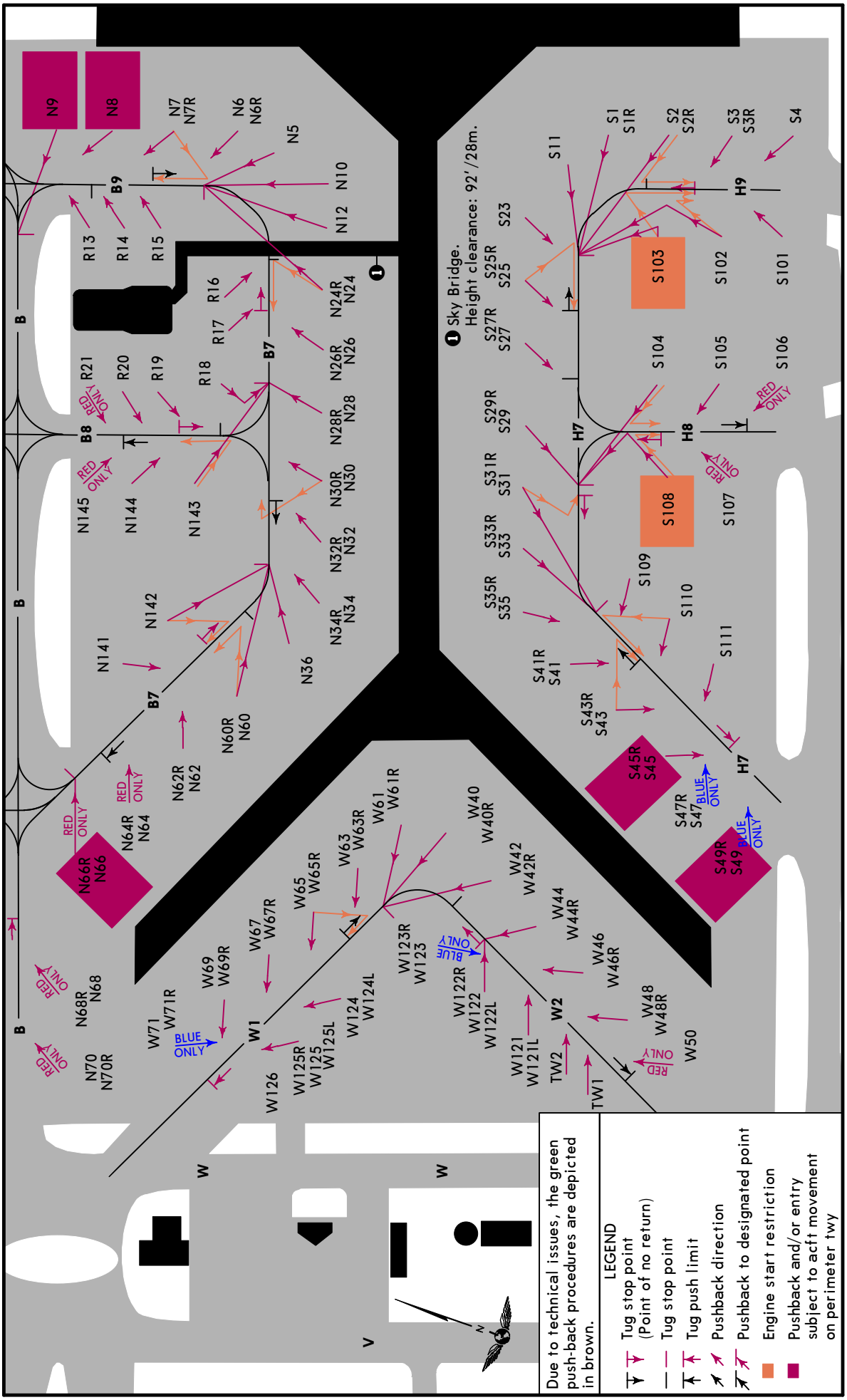


CHANGES: Stand N12R withdrawn.

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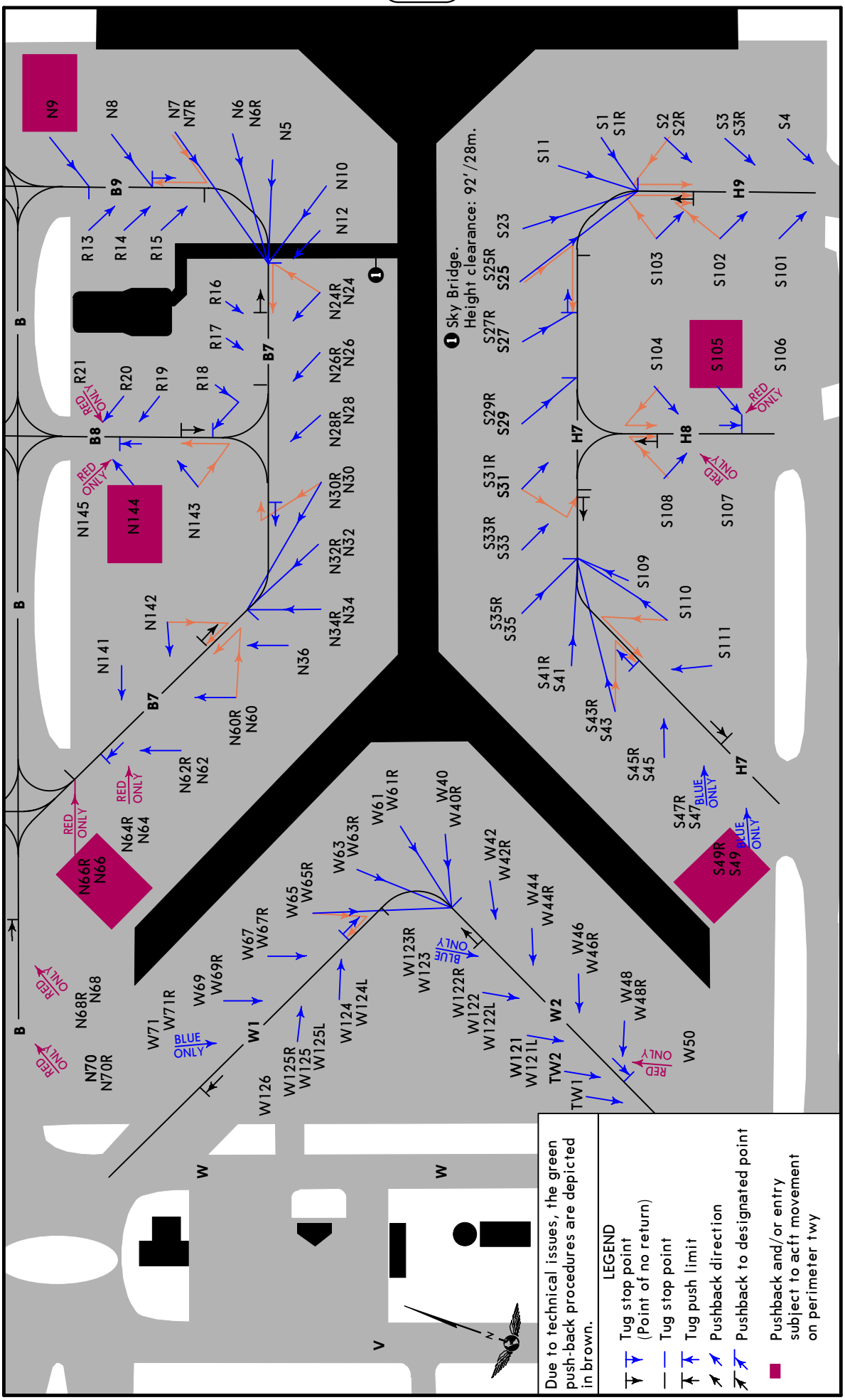
# HONG KONG, PR OF CHINA

## HONG KONG INTL




CHANGES: Stand N12R withdrawn.

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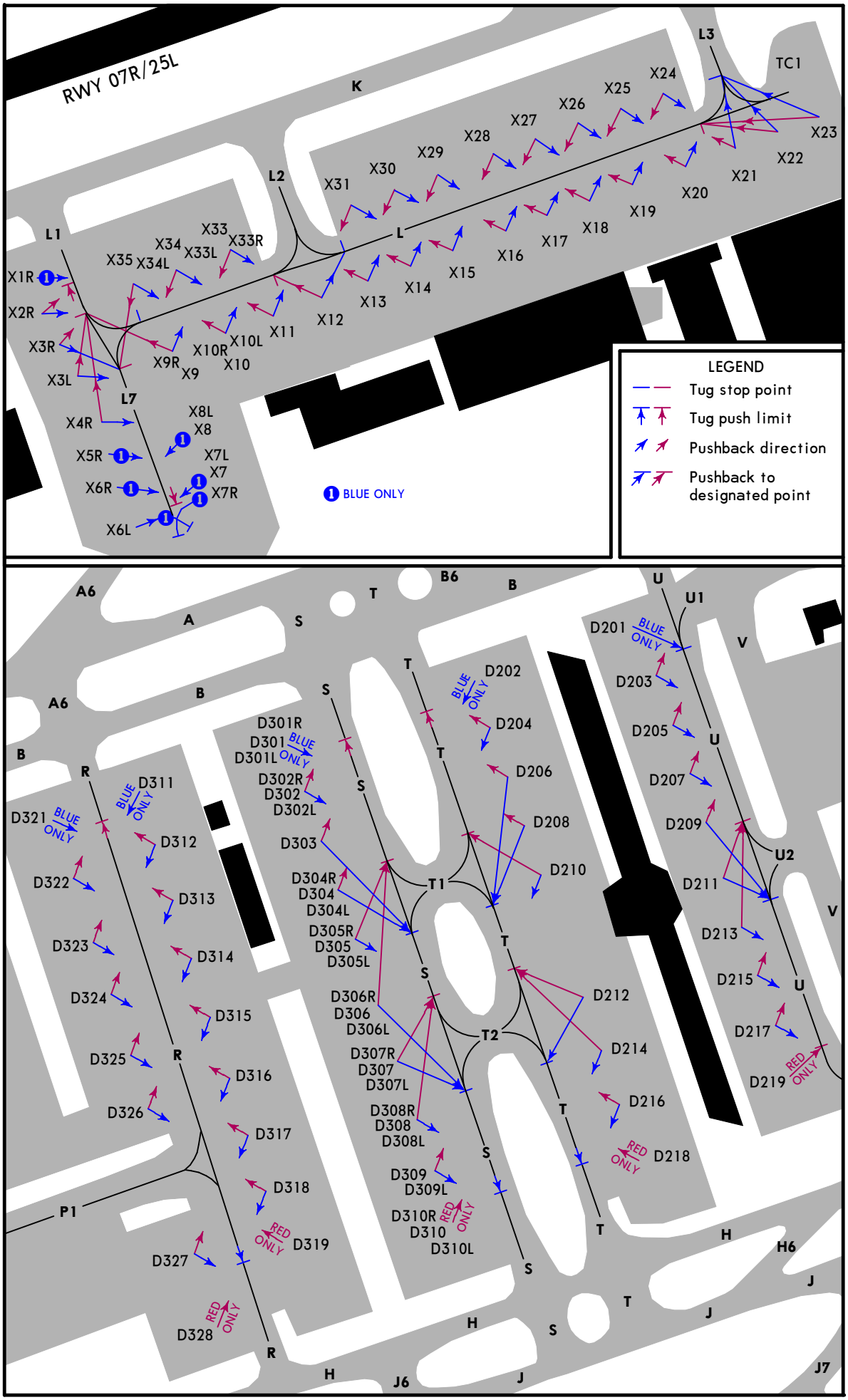
# VHHH/HKG

JEPPESEN HONG KONG, PR OF CHINA

24 NOV 23 10-9F Eff 30 Nov

HONG KONG INTL




CHANGES: Stand D300 withdrawn.

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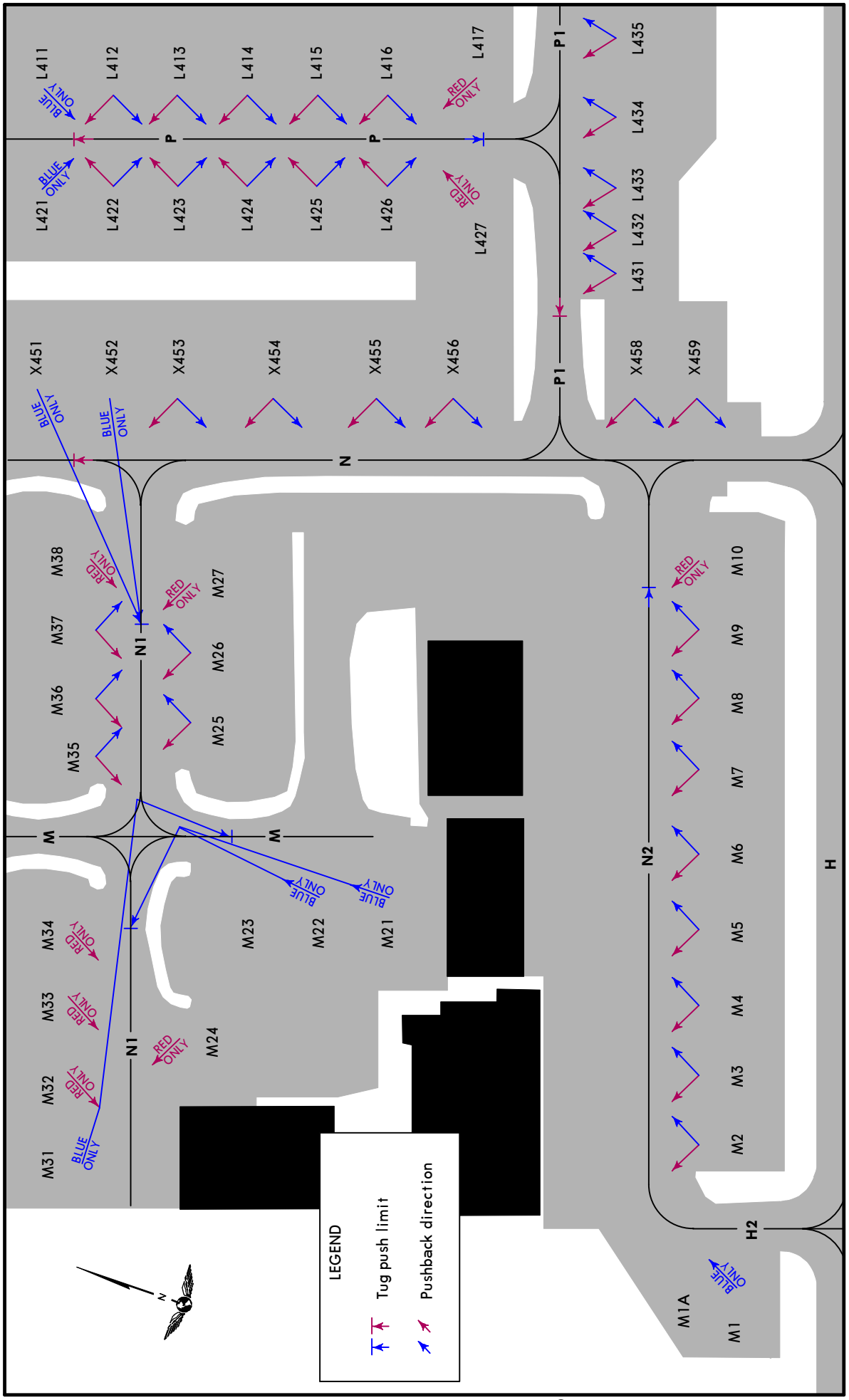


CHANGES: None.

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# AIRCRAFT DOCKING GUIDANCE SYSTEM

## GENERAL

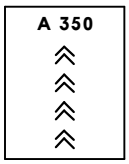
Several stands (named on 10-1P pages) are equipped with a docking guidance system, to enable aircraft to park at the correct main centerline position on the parking bays without the assistance of a marshaller.

The aircraft docking guidance system consists of a LED screen and a laser scanner located at the head of the parking bay to ensure the aircraft stops in the correct location.

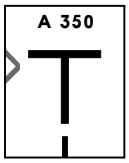
When the system is activated the following information will be displayed on the LED screen :
a. Type of arriving aircraft;
b. Floating arrows to indicate the system is active to search for an approaching aircraft;
c. Lateral guidance with an illuminated "T" when the aircraft is within 262'/80m of the correct parking position;
d. Display of the distance to go when the aircraft is within 66'/20m of the correct parking position;
e. STOP indication when the aircraft is at the correct parking position;
f. OK indication when the aircraft is parked.

## TYPE OF AIRCRAFT

The type of aircraft and floating arrows will be displayed on the LED screen which indicates the activation of the system, searching for an approaching aircraft. When the aircraft turns into the parking bay the system starts tracking the aircraft, and the laser scanner identifies the type of aircraft.



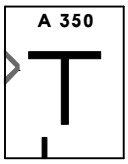

If the laser unit detects that the type of aircraft corresponds to the type entered into the system, the docking system will continue to function normally.



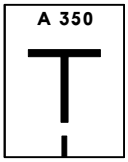

If the laser unit detects a discrepancy in the type of aircraft or cannot identify the aircraft, the message "STOP ID FAIL" will be displayed on the LED screen.

## TRACKING MODE

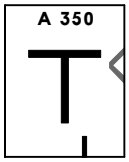
When the system is activated by the marshaller locally or remotely, the laser scanner automatically scans the pre-defined docking area in the parking bay to detect the arriving aircraft.
When the aircraft is approximately 262'/80m from the correct parking position, the aircraft will be tracked and information on its lateral position relative to the parking centerline will be displayed, by a "T" symbol representing the centerline, and an arrow representing the location of the aircraft.




LEFT of centerline




ON centerline




RIGHT of centerline

CHANGES: General and tracking mode updated.

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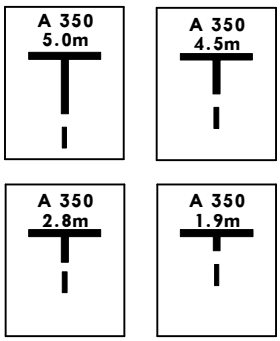
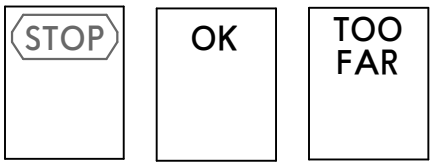
## DISTANCE TO GO INDICATOR

Distance to go information is displayed on the LED screen when the aircraft is within 66'/20m of the correct parking position. The distance is displayed above the "T" symbol at 3'/1m intervals between 66'/20m and 16'/5m, then at 1.6'/0.5m intervals between 16'/5m and 10'/3m, further at 0.6'/0.2m intervals between 10'/3m and 0.7'/2m, finally at 0.3'/0.1m intervals up to the STOP position.




## STOP POSITION INDICATOR

The correct parking position is displayed on the LED screen by a "STOP" message replacing the azimuth guidance and distance to go information.
The "STOP" message indicates the exact location of the aircraft nose wheel at the correct parking position.
When the system detects the aircraft has stopped, an "OK" message indicates the aircraft is correctly parked . A "TOO FAR" message indicates the aircraft has overshot the correct parking position by at least 3'/1m.




## PILOT PROCEDURES

Pilots must follow the parking bay lead-in ground marking as they approach the parking bay to ensure the docking guidance system laser unit starts tracking the aircraft.
Pilots must check that the correct type of aircraft is displayed on the LED screen at the appointed parking bay. If any discrepancy on aircraft type is noticed, pilots shall stop the aircraft immediately.
Pilots must follow the floating arrows displaying on the LED screen to enter the appointed parking bay.
Pilots should maintain a speed of 6 KT whilst using the docking guidance system and slow down to halt when the "STOP" message is displayed.
In case the docking system is not available, or the display panel of the docking system does not show the aircraft type and the floating arrows, guidance from a local marshaller shall be mandatory. Pilots shall not enter the parking bay in the absence of marshalling service.

## FURTHER INFORMATION

The aircraft docking guidance system is able to be activated and monitored by a remote marshaller without presence at the parking bay. Such remote marshalling will be implemented in phases and details will be disseminated via NOTAM and Airfield Circular.

CHANGES: Distance to go indicator updated.

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# HONG KONG, PR OF CHINA

## HONG KONG INTL

| STRAIGHT-IN RWY | | A | B | C | D |
|---|---|---|---|---|---|
| 07L | CAT 3B ILS | R75m | R75m | R75m | R100m |
| | CAT 3A ILS | **RA50**′ R200m | **RA50**′ R200m | **RA50**′ R200m | **RA50**′ R200m |
| | ❶ CAT 2 ILS | **123**′(100′)<br>RA100′R300m | **123**′(100′)<br>RA100′R300m | **123**′(100′)<br>RA100′R300m | **123**′(100′)<br>RA100′R300m |
| | ❷ ILS<br>FULL<br>TDZ or CL out<br>ALS out | **223**′(200′)<br>R550m V800m<br>❸ R550mV800m<br>R1200m | **223**′(200′)<br>R550m V800m<br>❸ R550mV800m<br>R1200m | **223**′(200′)<br>R550m V800m<br>❸ R550mV800m<br>R1200m | **223**′(200′)<br>R550m V800m<br>❸ R550mV800m<br>R1200m |
| | ❹ ILS | **1359**′(1336′)<br>R1500m | **1369**′(1346′)<br>R1500m | **1379**′(1356′)<br>R2400m | **1388**′(1365′)<br>R2400m |
| | ❺❻ LOC<br>with SDF<br>ALS out | **500**′(477′)<br>R1500m<br>R1500m | **500**′(477′)<br>R1500m<br>R1500m | **500**′(477′)<br>R1500m<br>R2200m | **500**′(477′)<br>R1500m<br>R2200m |
| | ❺❼ LOC<br>without SDF | **820**′(797′)<br>R1500m | **820**′(797′)<br>R1500m | **820**′(797′)<br>R2400m | **820**′(797′)<br>R2400m |
| | ❽ RNP<br>LNAV/VNAV<br>ALS out | **302**′(279′)<br>❾ R750m<br>R1300m | **312**′(289′)<br>❿ R750m<br>R1400m | **322**′(299′)<br>❿ R750m<br>R1400m | **332**′(309′)<br>⓫ R750m<br>R1400m |

❶ Missed apch climb gradient MIN 7.1%.
❷ Missed apch climb gradient MIN 6.9%.
❸ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❹ Missed apch climb gradient MIN 2.5%.
❺ Continuous Descent Final Approach.
❻ Missed apch climb gradient MIN 6.6%.
❼ Missed apch climb gradient MIN 5.3%.
❽ Missed apch climb gradient MIN 6.6% up to 4300′.
❾ With TDZ & CL & HUD: R600m.
❿ With TDZ & CL & HUD: R650m.
⓫ With TDZ & CL & HUD: R700m.

CHANGES: RWY 07C minimums removed.

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# HONG KONG, PR OF CHINA

## HONG KONG INTL

| STRAIGHT-IN RWY | | A | B | C | D |
|---|---|---|---|---|---|
| 07R | ❶ CAT 2 ILS | **127**′(100′) | **127**′(100′) | **127**′(100′) | **127**′(100′) |
| | | ❷ RA99′R350m | ❷ RA99′R350m | ❷ RA99′R350m | ❷ RA99′R350m |
| | ❶ILS | **227**′(200′) | **227**′(200′) | **227**′(200′) | **227**′(200′) |
| | FULL | R550m V800m | R550m V800m | R550m V800m | R550m V800m |
| | TDZ or CL out | ❸R550mV800m | ❸R550mV800m | ❸R550mV800m | ❸R550mV800m |
| | ALS out | R1200m | R1200m | R1200m | R1200m |
| | ❹ ILS | **594**′(567′) | **606**′(579′) | **615**′(588′) | **625**′(598′) |
| | FULL | R1500m | R1500m | R2000m | R2000m |
| | ALS out | R1500m | R1500m | R2400m | R2400m |
| | ❺❻LOC | **460**′(432′) | **460**′(432′) | **460**′(432′) | **460**′(432′) |
| | | R1300m | R1300m | R1300m | R1300m |
| | ALS out | R1500m | R1500m | R2000m | R2000m |
| | ❹❺LOC | **880**′(852′) | **880**′(852′) | **880**′(852′) | **880**′(852′) |
| | | R1500m | R1500m | R2400m | R2400m |
| | RNP Z or Y (AR) | **437**′(410′) | **437**′(410′) | **437**′(410′) | **437**′(410′) |
| | | R1200m | R1200m | R1200m | R1200m |
| | ALS out | R1500m | R1500m | R1900m | R1900m |
| 25L | ❼ CAT 2 ILS | **127**′(100′) | **127**′(100′) | **127**′(100′) | **127**′(100′) |
| | | ❷RA100′R350m | ❷RA100′R350m | ❷RA100′R350m | ❷RA100′R350m |
| | ❼ILS | **227**′(200′) | **227**′(200′) | **227**′(200′) | **227**′(200′) |
| | FULL | R550m V800m | R550m V800m | R550m V800m | R550m V800m |
| | TDZ or CL out | ❸R550mV800m | ❸R550mV800m | ❸R550mV800m | ❸R550mV800m |
| | ALS out | R1200m | R1200m | R1200m | R1200m |
| | ❹ILS | **437**′(410′) | **437**′(410′) | **437**′(410′) | **437**′(410′) |
| | | R1200m | R1200m | R1200m | R1200m |
| | ALS out | R1500m | R1500m | R1900m | R1900m |
| | ❺LOC | **420**′(392′) | **420**′(392′) | **420**′(392′) | **420**′(392′) |
| | | R1100m | R1100m | R1100m | R1100m |
| | | R1500m | R1500m | R1800m | R1800m |
| | RNP Z or Y (AR) | **507**′(480′) | **507**′(480′) | **507**′(480′) | **507**′(480′) |
| | | R1500m | R1500m | R1500m | R1500m |
| | ALS out | R1500m | R1500m | R2200m | R2200m |

❶ Missed apch climb gradient MIN 3.6% up to 1400′.
❷ R300m approved by state.
❸ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❹ Missed apch climb gradient MIN 2.5%.
❺ Continuous Descent Final Approach.
❻ Missed apch climb gradient MIN 4.1%.
❼ Missed apch climb gradient MIN 4.0% up to 1800′.

CHANGES: RWY 25C minimums removed.

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# HONG KONG, PR OF CHINA

## HONG KONG INTL

| STRAIGHT-IN RWY | | A | B | C | D |
|---|---|---|---|---|---|
| 25R | ❶ ILS | **223**′(200′) | **223**′(200′) | **223**′(200′) | **223**′(200′) |
| | FULL | R550m V800m | R550m V800m | R550m V800m | R550m V800m |
| | TDZ or CL out | ❷ R550mV800m | ❷ R550mV800m | ❷ R550mV800m | ❷ R550mV800m |
| | ALS out | R1200m | R1200m | R1200m | R1200m |
| | ❸ ILS | **1425**′(1402′) | **1435**′(1412′) | **1445**′(1422′) | **1455**′(1432′) |
| | | R1500m | R1500m | R2400m | R2400m |
| | ❹❺ LOC | **430**′(402′) | **430**′(402′) | **430**′(402′) | **430**′(402′) |
| | | R1200m | R1200m | R1200m | R1200m |
| | ALS out | R1500m | R1500m | R1900m | R1900m |
| | ❻ RNP Y (AR) | **485**′(462′) | **495**′(472′) | **505**′(482′) | **515**′(492′) |
| | | R1500m | R1500m | R1500m | R1500m |
| | ALS out | R1500m | R1500m | R2300m | R2300m |
| | ❼ RNP Z | **485**′(462′) | **495**′(472′) | **505**′(482′) | **515**′(492′) |
| | LNAV/VNAV | R1500m | R1500m | R1500m | R1500m |
| | ALS out | R1500m | R1500m | R2300m | R2300m |
| | ❸ RNP Z | **1425**′(1402′) | **1435**′(1412′) | **1445**′(1422′) | **1455**′(1432′) |
| | LNAV/VNAV | R1500m | R1500m | R2400m | R2400m |

❶ Missed apch climb gradient MIN 6.5%.
❷ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❸ Missed apch climb gradient MIN 2.5%.
❹ Continuous Descent Final Approach.
❺ Missed apch climb gradient MIN 5.1% up to 4000′.
❻ Missed apch climb gradient MIN 4.0% up to 4000′.
❼ Missed apch climb gradient MIN 5.6% up to 4000′.

| CIRCLE-TO-LAND | A | B | C | D |
|---|---|---|---|---|
| | PROHIBITED | | | |

TAKE-OFF

| Low Visibility Take-off | | | HIRL or RCLM | HIRL or CL | Adequate Vis Ref | |
|---|---|---|---|---|---|---|
| HIRL & CL | HIRL & RCLM | HIRL or CL | | | | |
| | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT |
| R200m | R400m | | R400m | | R/V500m | NA |

CHANGES: RWY 25C minimums removed.

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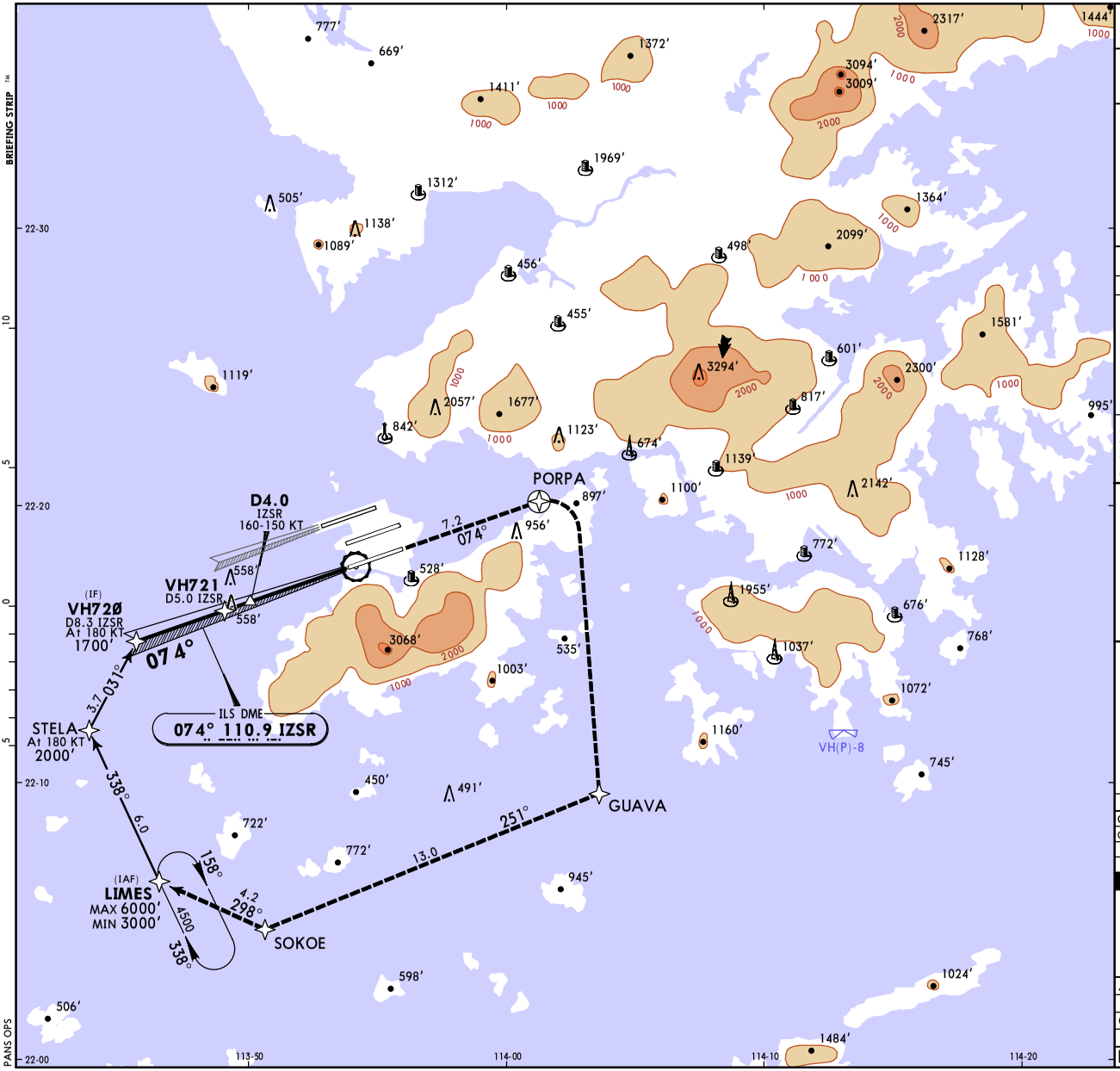
# VHHH/HKG
## HONG KONG INTL

JEPPESEN 19 APR 24 (11-3)

# HONG KONG, PR OF CHINA
## ILS Rwy 07R




| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.4 | 122.55 |

| LOC IZSR | Final Apch Crs | VH721 | DA(H) | Apt Elev 28' |
|---|---|---|---|---|
| 110.9 | 074° | 1600' (1573') | Refer to Minimums | Rwy 27' |

**MISSED APCH:** Climb to 5000'. Proceed to PORPA at or below 5000', then turn RIGHT direct to GUAVA, then SOKOE, then LIMES and hold, or as directed.
MAX 210 KT until established on track to GUAVA, cross GUAVA at 210 KT, then maintain 230 KT until LIMES.
Do not turn before PORPA.
If unable RNP, continue on published missed apch track, climb and pass MSA 4300' as soon as practicable and continue to 5000'.
Refer to minimums for missed apch climb gradients.

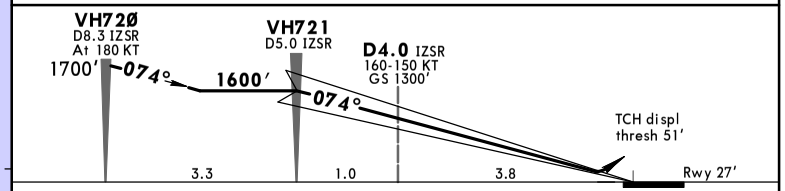
MSA ARP within Hong Kong FIR: 220° 4300 275° 4100

Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC  Trans alt: 9000'

RNP1 for initial and missed apch. If unable, inform ATC.

1. DME required. If unable to receive IZSR DME, advise ATC.
2. WARNING: LOC IZSR unusable beyond 19° RIGHT of course.
3. WARNING: GS signal might be interfered by ground traffic.
4. WARNING: Pilots should monitor for false capture of LOC and GS by comparing indications with ACFT position and altitude.
5. Circling prohibited.
6. Simultaneous dependent operation is authorized with RWY 07L.
7. CAUTION: RWY 07C/25C closed for reconfiguration.

**SPEED CTL:**
Cross STELA at 180 KT and maintain until D7.0 IZSR.
Cross D4.0 IZSR between 160 and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI

210 KT MAX

PORPA at 5000' or below

**State** STRAIGHT-IN LANDING
ILS

Missed apch climb grad MIN 3.6% up to 1400'
DA(H) 227' (200')

Missed apch climb grad MIN 2.5%
DA(H) A: 594' (567') B: 606' (579') C: 615' (588') D: 625' (598')

| | FULL | TDZ or CL out | ALS out | FULL/TDZ or CL out | ALS out |
|---|---|---|---|---|---|
| A, B, C, D | R550m V800m | 1 R550m V800m | R1200m | R1500m | |
| | | | | R2000m | R2400m |

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Note.

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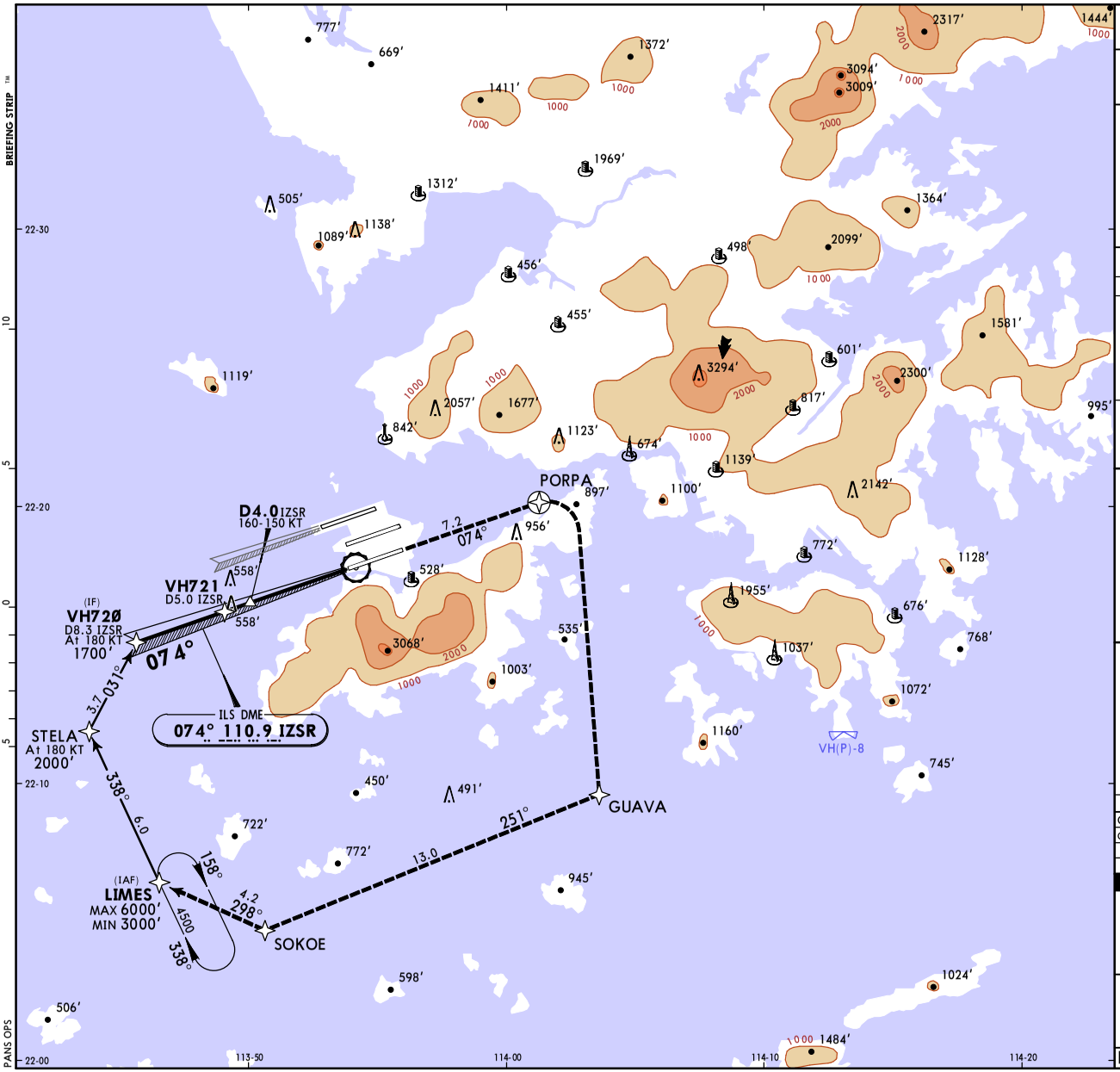
# VHHH/HKG
HONG KONG INTL

JEPPESEN 19 APR 24 (11-3A)

# HONG KONG, PR OF CHINA
## CAT II ILS Rwy 07R




| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.4 | 122.55 |

| LOC IZSR | Final Apch Crs | VH721 | CAT II ILS | Apt Elev 28′ |
|---|---|---|---|---|
| 110.9 | 074° | 1600′ (1573′) | RA 99′ DA(H) 127′ (100′) | Rwy 27′ |

**MISSED APCH:** Climb to 5000′. Proceed to PORPA at or below 5000′, then turn RIGHT direct to GUAVA, then SOKOE, then LIMES and hold, or as directed.
MAX 210 KT until established on track to GUAVA, cross GUAVA at 210 KT, then maintain 230 KT until LIMES.
Do not turn before PORPA.
If unable RNP, continue on published missed apch track, climb and pass MSA 4300′ as soon as practicable and continue to 5000′.
Missed apch requires a minimum climb gradient of 3.6% (219′/NM) up to 1400′.

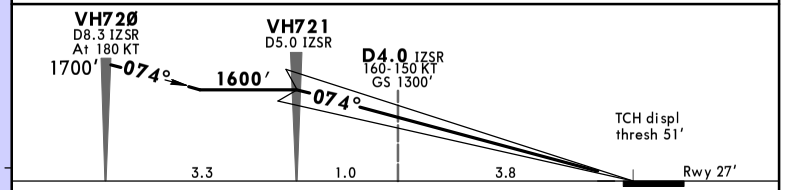
MSA ARP within Hong Kong FIR: 4100 (220°–275°), 4300 (275°–220°)

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000′

RNP1 for initial and missed apch. If unable, inform ATC.

1. Special Aircrew and Acft Certification Required.
2. DME required. If unable to receive IZSR DME, advise ATC.
3. WARNING: LOC IZSR unusable beyond 19° RIGHT of course.
4. WARNING: Pilots should monitor for false capture of LOC and GS by comparing indications with ACFT position and altitude.
5. Simultaneous dependent operation is authorized with RWY 07L.
6. CAUTION: RWY 07C/25C closed for reconfiguration.

**SPEED CTL:**
Cross STELA at 180 KT and maintain until D7.0 IZSR.
Cross D4.0 IZSR between 160 and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI

**210 KT** MAX

**PORPA** at **5000′** or below

**State** STRAIGHT-IN LANDING

**CAT II ILS**
**RA 99′**
DA(H) **127′** (100′)

**1** R300m

**1** CAT D without autoland: R350m.

CHANGES: Note.

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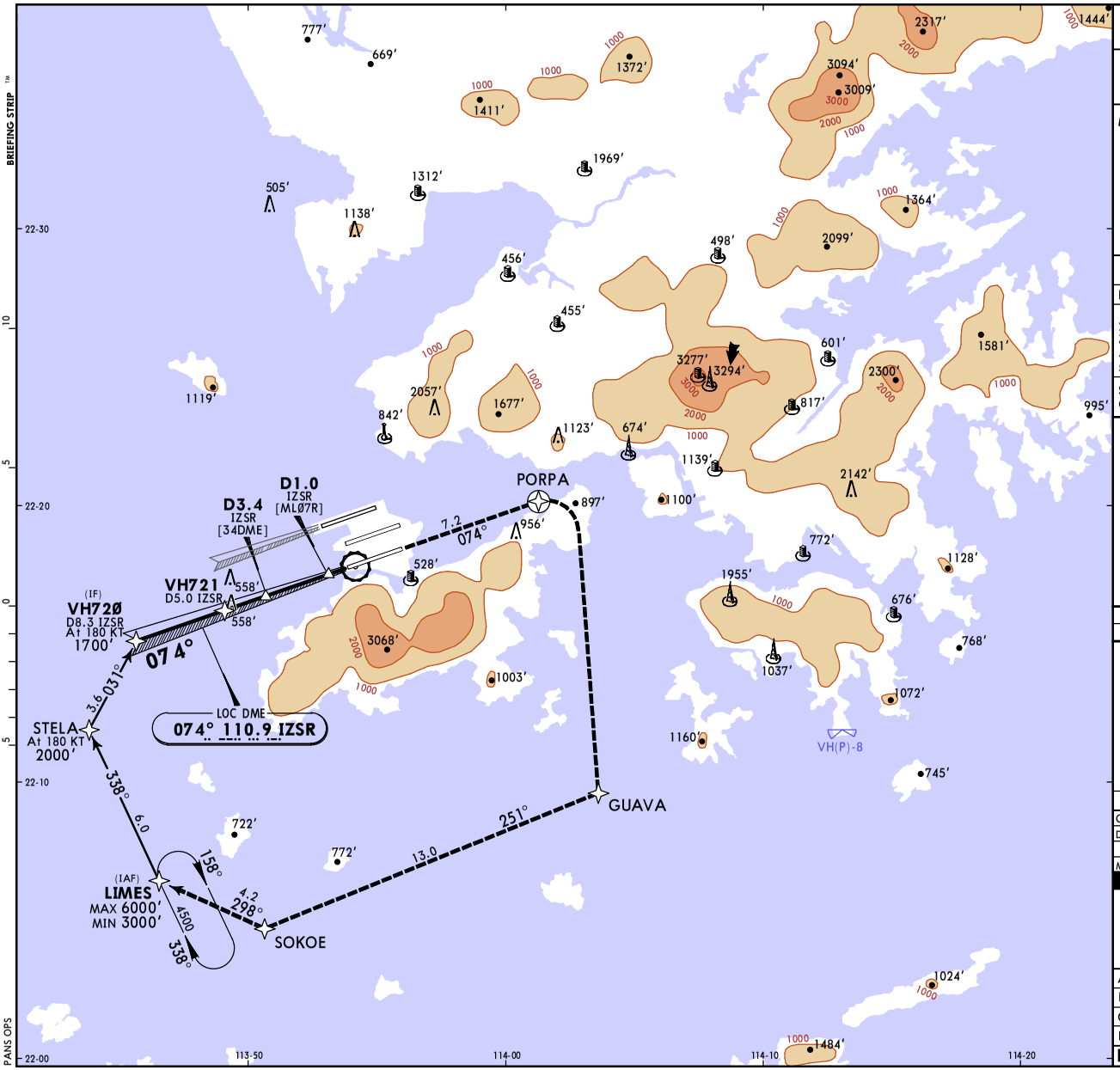
# VHHH/HKG
## HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
24 NOV 23 (11-4) Eff 30 Nov
LOC Rwy 07R




| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.4 | 122.55 |

| LOC IZSR | Final Apch Crs | VH721 | DA/MDA(H) | Apt Elev 28′ |
|---|---|---|---|---|
| 110.9 | 074° | 1600′ (1572′) | Refer to Minimums | |

**MISSED APCH:** Climb to 5000′. Proceed to PORPA at or below 5000′, then turn RIGHT direct to GUAVA, then SOKOE, then LIMES and hold, or as directed.

MAX 210 KT until established on track to GUAVA, cross GUAVA at 210 KT, then maintain 230 KT until LIMES.
Do not turn before PORPA.
If unable RNP, continue on published missed apch track, climb and pass MSA 4300′ as soon as practicable and continue to 5000′.
Refer to minimums for missed apch climb gradients.

MSA ARP within Hong Kong FIR: 220° 4300′, 275° 4100′

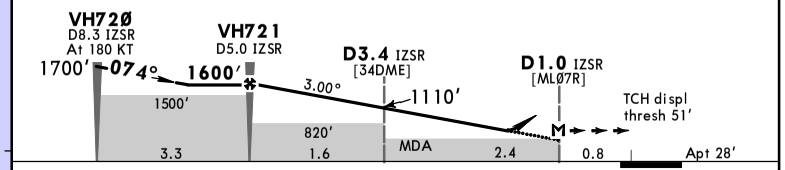
Alt Set: hPa | Apt Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000′

RNP1 for initial and missed apch. If unable, inform ATC.

1. DME required.
2. LOC IZSR unusable beyond 19° RIGHT of course.
3. Circling prohibited.
4. Simultaneous dependent operation is authorized with RWY 07L.
5. CAUTION: RWY 07C/25C closed for reconfiguration.

**SPEED CTL:**
Cross STELA at 180 KT and maintain until D7.0 IZSR.

| IZSR DME | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|
| ALTITUDE | 1620′ | 1300′ | 980′ | 660′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.0 IZSR | | | | | | |

HIALS-II PAPI PAPI

210 KT MAX

PORPA at 5000′ or below

**State** STRAIGHT-IN LANDING

| | Missed apch climb grad MIN 4.1% CDFA | | Missed apch climb grad MIN 2.5% CDFA | |
|---|---|---|---|---|
| | 1 DA/MDA(H) 460′ (432′) | ALS out | 1 DA/MDA(H) 880′ (852′) | ALS out |
| A | R1300m | R1500m | R1500m | |
| B | | | | |
| C | | R2000m | R2400m | |
| D | | | | |

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: LOC ILS ident and frequency, TCH.

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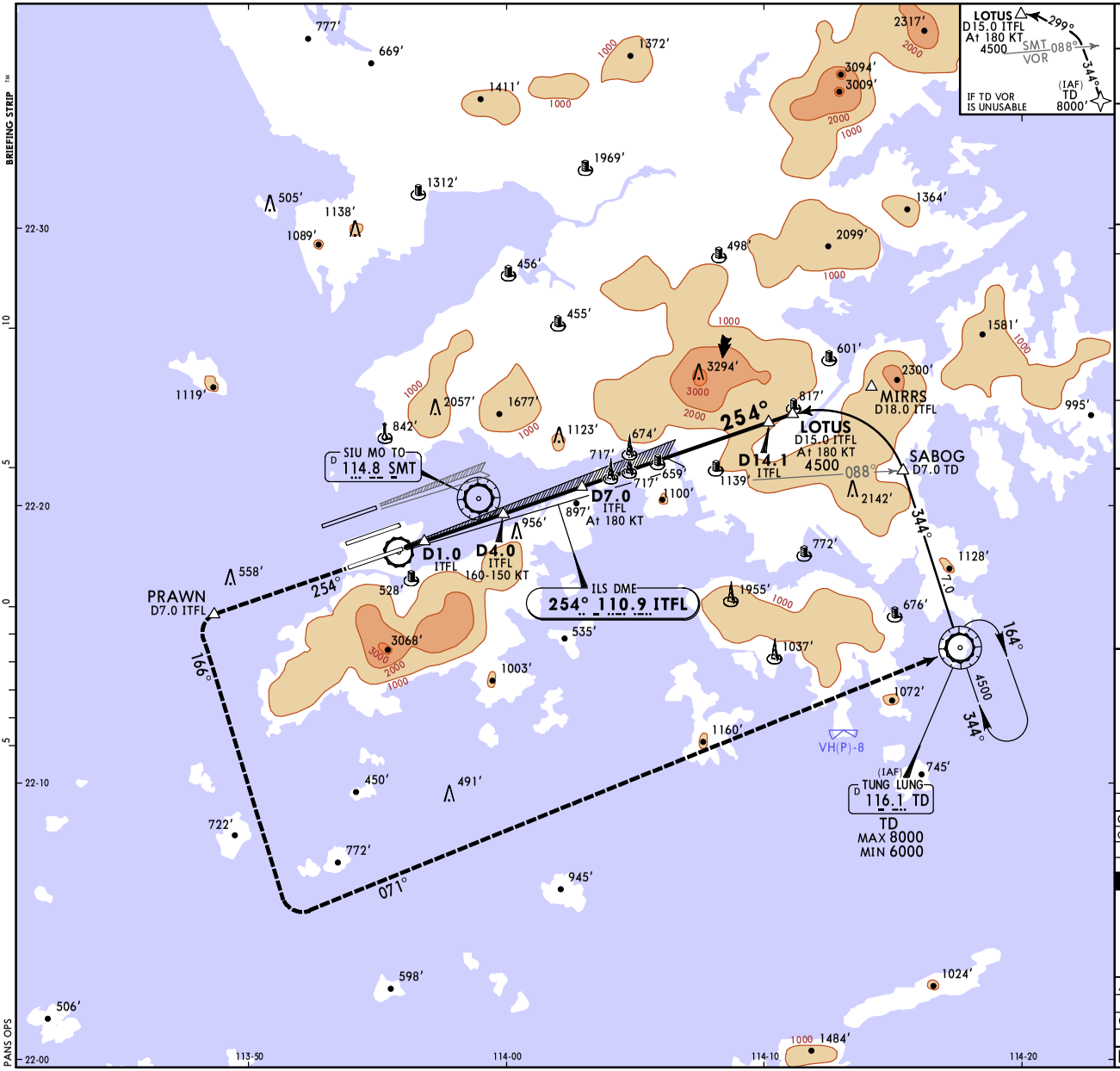
# VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
19 APR 24 (11-5)
ILS Rwy 25L




| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.4 | 122.55 |

| LOC ITFL | Final Apch Crs | No Altitude published | DA(H) Refer to Minimums | Apt Elev 28' Rwy 27' |
|---|---|---|---|---|
| 110.9 | 254° | | | |

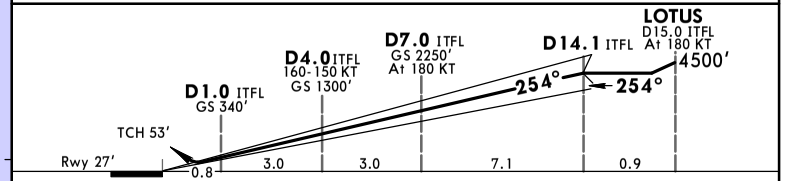
**MISSED APCH:** Climb to 5000'. Remain on 254°. At PRAWN turn LEFT onto 166° to intercept R-251 inbound to TD VOR and hold, or as directed.
MAX 185 KT until established on 166°, then maintain 230 KT until TD.
Expect radar vectoring to final approach track if TD VOR is u/s.
Refer to minimums for missed apch climb gradients.

MSA ARP within Hong Kong FIR: 4100 (220°–275°), 4300 (275°–220°)

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

1. DME required. If unable to receive ITFL DME, advise ATC.
2. WARNING: LOC ITFL unusable beyond 28° LEFT of course, GS unusable beyond 7° LEFT of runway centerline.
3. WARNING: GS signal might be interfered by ground traffic
4. WARNING: Pilots should monitor for false capture of LOC and GS by comparing indications with ACFT position and altitude.
5. Circling prohibited.
6. Simultaneous dependent operation is authorized with RWY 25R.
7. TUNG LUNG Transition usable with TD VOR [TD1] and without TD VOR [TD2].
8. CAUTION: RWY 07C/25C closed for reconfiguration.

**SPEED CTL:**
Cross D15.0 ITFL at 180 KT and maintain until D7.0 ITFL.
Cross D4.0 ITFL between 160 and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI | 185 KT MAX | PRAWN on 254°

**State** STRAIGHT-IN LANDING

| | ILS | | | | |
|---|---|---|---|---|---|
| | Missed apch climb grad MIN 4.0% up to 1800' | | | Missed apch climb grad MIN 2.5% | |
| | DA(H) 227' (200') | | | DA(H) 437' (410') | |
| | FULL | TDZ or CL out | ALS out | FULL/TDZ or CL out | ALS out |
| A | R550m V800m | 1 R550m V800m | R1200m | R1200m | R1500m |
| B | | | | | |
| C | | | | | R1900m |
| D | | | | | |

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Note.

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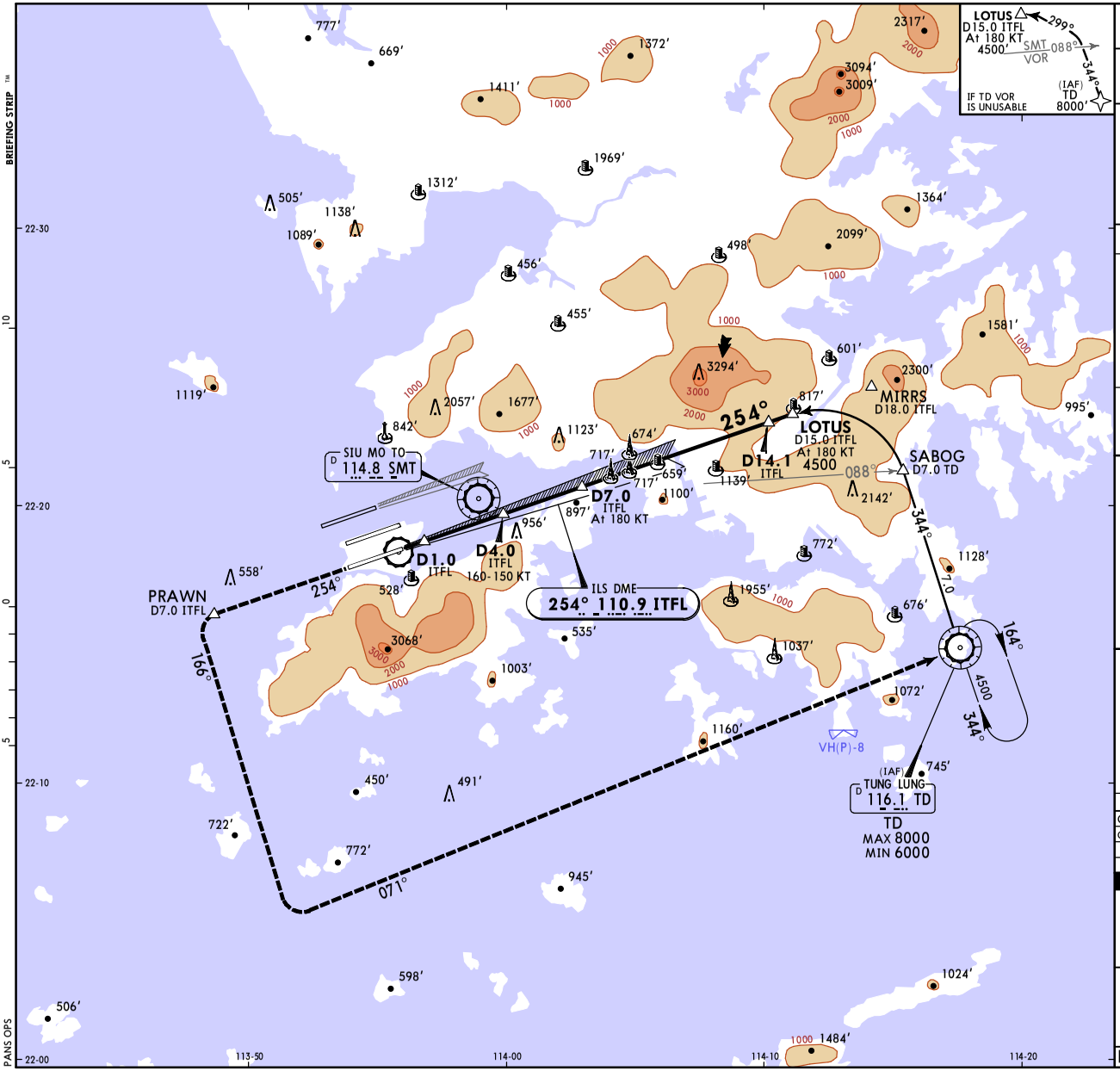
# VHHH/HKG
HONG KONG INTL

JEPPESEN 19 APR 24 (11-5A)

# HONG KONG, PR OF CHINA
## CAT II ILS Rwy 25L




| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.4 | 122.55 |

| LOC ITFL | Final Apch Crs | No Altitude published | CAT II ILS | Apt Elev 28' |
|---|---|---|---|---|
| 110.9 | 254° | | RA 100' DA(H) 127' (100') | Rwy 27' |

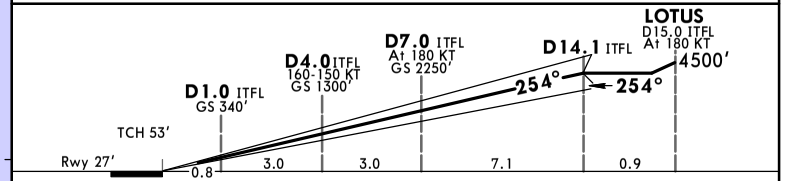
MSA ARP within Hong Kong FIR: 4100 (220°–275°), 4300 (275°–220°)

**MISSED APCH:** Climb to 5000'. Remain on 254°. At PRAWN turn LEFT onto 166° to intercept R-251 inbound to TD VOR and hold, or as directed.
MAX 185 KT until established on 166°, then maintain 230 KT until TD.
Expect radar vectoring to final approach track if TD VOR is u/s.
Missed apch requires a minimum climb gradient of 4.0% (244'/NM) up to 1800'.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

1. Special Aircrew & Acft Certification Required.
2. DME required. If unable to receive ITFL DME, advise ATC.
3. WARNING: LOC ITFL unusable beyond 28° LEFT of course, GS unusable beyond 7° LEFT of runway centerline.
4. WARNING: Pilots should monitor for false capture of LOC and GS by comparing indications with ACFT position and altitude.
5. Simultaneous dependent operation is authorized with RWY 25R.
6. TUNG LUNG Transition usable with TD VOR [TD1] and without TD VOR [TD2].
7. CAUTION: RWY 07C/25C closed for reconfiguration.

**SPEED CTL:**
Cross D15.0 ITFL at 180 KT and maintain until D7.0 ITFL.
Cross D4.0 ITFL between 160 and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI

185 KT MAX

PRAWN on 254°

**State** STRAIGHT-IN LANDING
CAT II ILS

RA 100'
DA(H) 127' (100')

1 R300m

1 CAT D without autoland: R350m.

CHANGES: Note.

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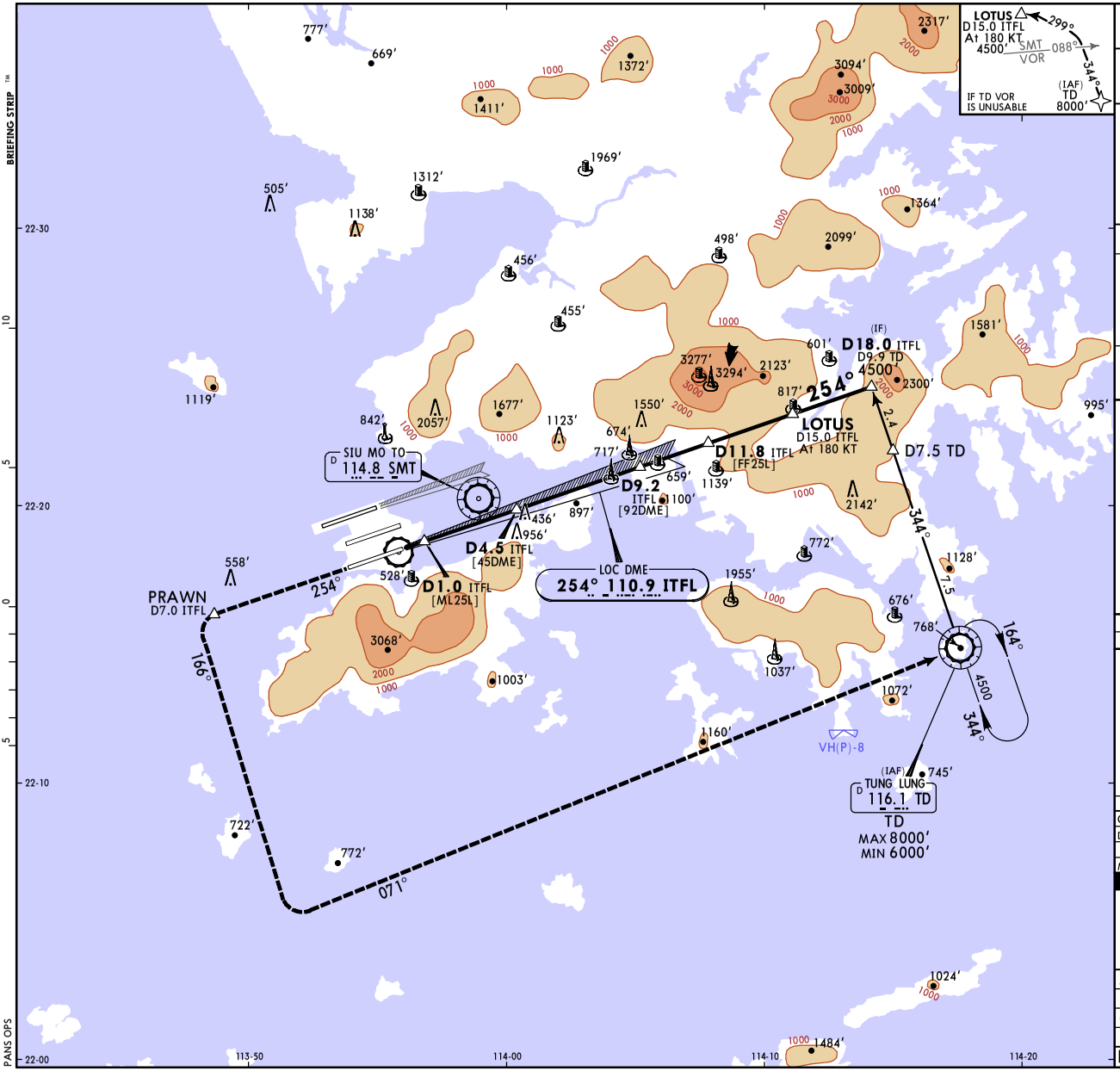
# VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
24 NOV 23 (11-6) Eff 30 Nov
LOC Rwy 25L




| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.4 | 122.55 |

| LOC ITFL | Final Apch Crs | D11.8 ITFL | DA/MDA(H) | Apt Elev 28' |
|---|---|---|---|---|
| 110.9 | 254° | 3800' (3772') | 420' (392') | |

**MISSED APCH:** Climb to 5000'. Remain on 254°. At PRAWN turn LEFT onto 166° to intercept R-251 inbound to TD VOR and hold, or as directed.
MAX 185 KT until established on 166°, then maintain 230 KT until TD.
Expect radar vectoring to final approach track if TD VOR is u/s.

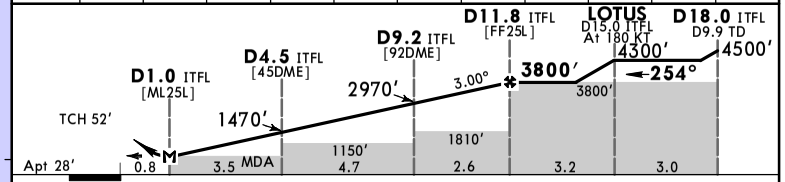
MSA ARP within Hong Kong FIR: 4100 (220°–275°), 4300 (275°–220°)

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

1. DME required.
2. LOC ITFL unusable beyond 28° LEFT of course.
3. Circling prohibited.
4. Simultaneous dependent operation is authorized with RWY 25R.
5. TUNG LUNG Transition usable with TD VOR [TD1] and without TD VOR [TD2].
6. CAUTION: RWY 07C/25C closed for reconfiguration.

**SPEED CTL:**
Cross D15.0 ITFL at 180 KT.
Cross D8.0 ITFL at 160 KT.

| ITFL DME | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 | 11.0 | 11.8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALTITUDE | 670' | 1000' | 1320' | 1640' | 1960' | 2280' | 2610' | 2930' | 3250' | 3570' | 3800' |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.0 ITFL | | | | | | |

HIALS-II PAPI PAPI | 185 KT MAX | PRAWN 6° | 254°

**State** STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 420' (392')

| | | ALS out |
|---|---|---|
| A | R1100m | R1500m |
| B | | |
| C | | R1800m |
| D | | |

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: LOC ident and frequency, TCH.

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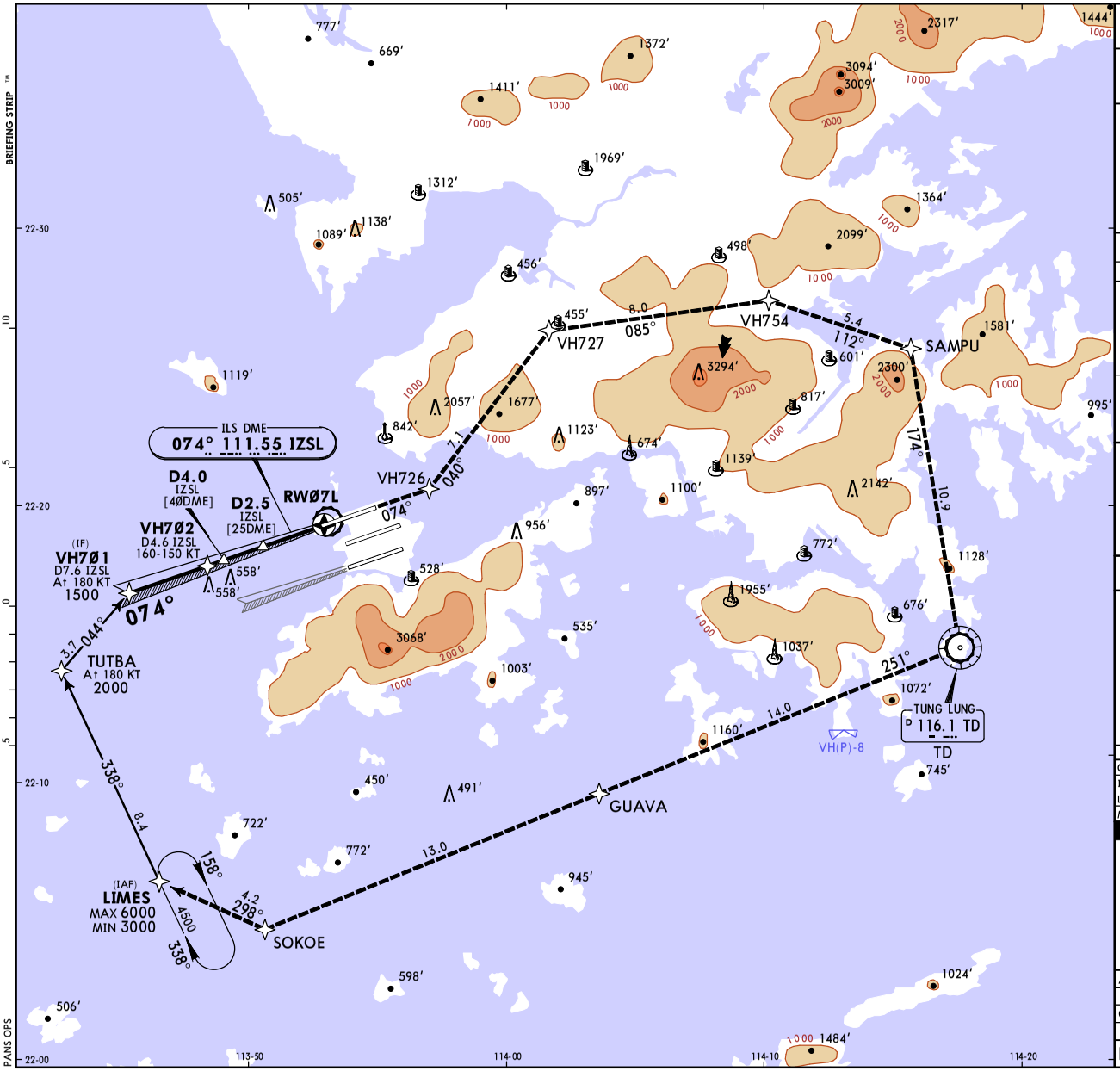
# VHHH/HKG
## HONG KONG INTL

JEPPESEN 19 APR 24 (11-9)

# HONG KONG, PR OF CHINA
## ILS or LOC Rwy 07L




| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.7 | 121.6 |

| LOC IZSL | Final Apch Crs | VH702 | ILS DA(H) Refer to Minimums | Apt Elev 28′ Rwy 23′ |
|---|---|---|---|---|
| 111.55 | 074° | 1500′(1477′) | | |

**MISSED APCH:** Climb to 5000′. Track 074° to VH726. Then proceed to VH727, VH754, SAMPU at 5000′, TD, GUAVA, SOKOE and LIMES.
MAX 200 KT until VH727, then maintain 230 KT until LIMES.
If unable RNP 1, continue on published missed apch track, climb and pass MSA 4300′ as soon as practicable and continue to 5000′.
Refer to minimums for missed apch climb gradients.

MSA ARP within Hong Kong FIR: 220° 4300, 275° 4100

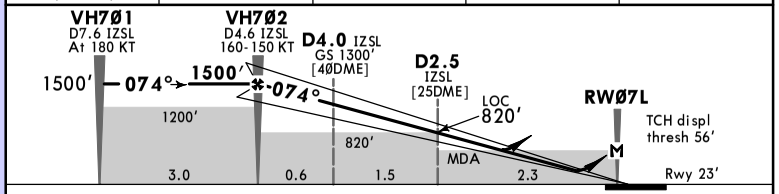
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000′

RNP1 for initial and missed apch. If unable, inform ATC.

1. WARNING: Pilots should monitor for false capture of LOC and GS by comparing Indications with ACFT position and altitude.
2. DME required.
3. Simultaneous dependent operation is authorized with RWY 07R.
4. Circling prohibited.
5. CAUTION: RWY 07C/25C closed for reconfiguration.

**SPEED CTL:**
Cross TUTBA and VH701 at 180 KT.
Cross VH702 between 160 and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

| LOC (GS out) | | | | |
|---|---|---|---|---|
| | IZSL DME | 4.0 | 3.0 | 2.0 |
| | ALTITUDE | 1300′ | 970′ | 650′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at RW07L | | | | | | | |

HIALS-II PAPI PAPI

200 KT MAX

VH726 on 074°

**State** STRAIGHT-IN LANDING

| | ILS | | | | LOC (GS out) | | | |
|---|---|---|---|---|---|---|---|---|
| | Missed apch climb grad MIN 6.9% DA(H) 223′(200′) | | | MACG MIN 2.5% DA(H) A:1359′(1336′) B:1369′(1346′) C:1379′(1356′) D:1388′(1365′) | | Missed apch climb grad MIN 6.6% with SDF CDFA MDA(H) 500′(477′) | | Missed apch climb grad MIN 5.3% without SDF CDFA MDA(H) 820′(797′) | |
| | FULL | TDZ/CL out | ALS out | FULL | ALS out | | ALS out | | ALS out |
| A | R550m V800m | [1] R550m V800m | R1200m | R1500m | | R1500m | R1500m | R1500m | |
| B | | | | | | | | | |
| C | | | | R2400m | | | R2200m | R2400m | |
| D | | | | | | | | | |

[1] R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Note.

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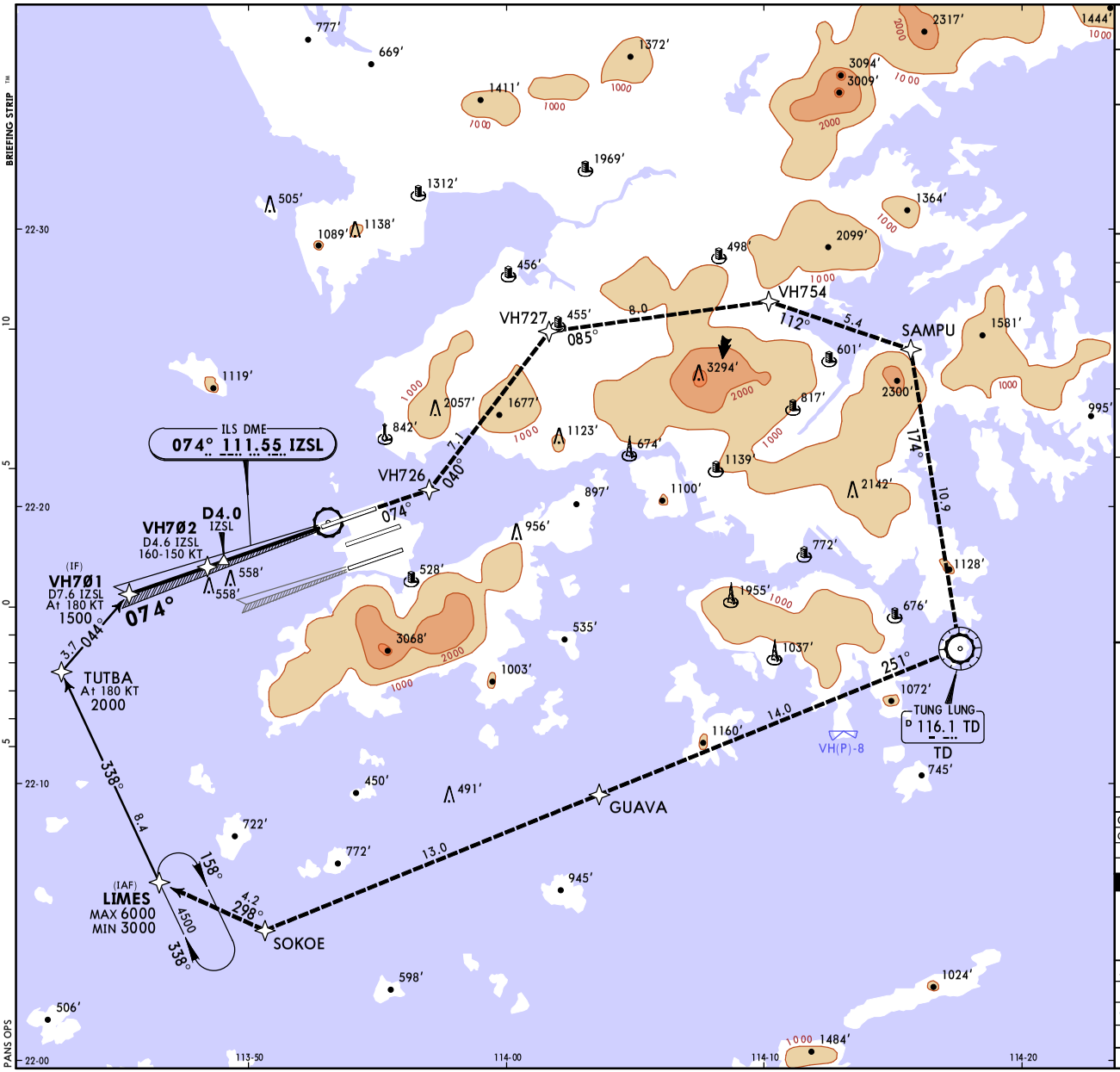
# VHHH/HKG
HONG KONG INTL

JEPPESEN 19 APR 24 (11-9A)

# HONG KONG, PR OF CHINA
## CAT II/III ILS Rwy 07L




| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.7 | 121.6 |

| LOC IZSL | Final Apch Crs | VH702 | CAT III | CAT II ILS | Apt Elev 28′ |
|---|---|---|---|---|---|
| 111.55 | 074° | 1500′ (1477′) | Refer to Minimums | RA 100′ DA(H) 123′ (100′) | Rwy 23′ |

**MISSED APCH:** Climb to 5000′. Track 074° to VH726. Then proceed to VH727, VH754, SAMPU at 5000′, TD, GUAVA, SOKOE and LIMES.

MAX 200 KT until VH727, then maintain 230 KT until LIMES.
If unable RNP 1, continue on published missed apch track, climb and pass MSA 4300′ as soon as practicable and continue to 5000′.
Refer to minimums for missed apch climb gradient.

MSA ARP within Hong Kong FIR: 4100 (220°), 4300 (275°)

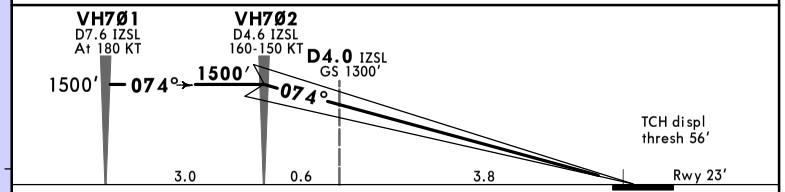
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000′

RNP1 for initial and missed apch. If unable, inform ATC.

1. WARNING: Pilots should monitor for false capture of LOC and GS by comparing Indications with ACFT position and altitude.
2. Special Aircrew & Acft Certification Required.
3. DME required.
4. Simultaneous dependent operation is authorized with RWY 07R.
5. Circling prohibited.
6. CAUTION: RWY 07/25C closed for reconfiguration.

**SPEED CTL:**
Cross TUTBA and VH701 at 180 KT.
Cross VH702 between 160 KT and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

CAT III MMACG shall normally be determined by operators based on specific CAT III systems/operations and Decision Height/Alert Height authorized. For reference, RWY 07L CAT III MACG is calculated to be at 7.9% assuming the start of missed approach climb is at 1800m after RWY 07L threshold. If the start of missed approach climb is beyond 1800m after RWY 07L threshold or the required MACG of concerned ACFT cannot be achieved, operators shall establish operating procedures to ensure adequate terrain clearance can be maintained in the event of missed approach.




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI | 200 KT MAX | VH726 on | 074°

**State** — STRAIGHT-IN LANDING

| | CAT III ILS | CAT II ILS<br>Missed apch climb gradient MIN 7.1%<br>RA 100′<br>DA(H) 123′ (100′) |
|---|---|---|
| A | R75m | R300m |
| B | | |
| C | | |
| D | R100m | |

CHANGES: Note.

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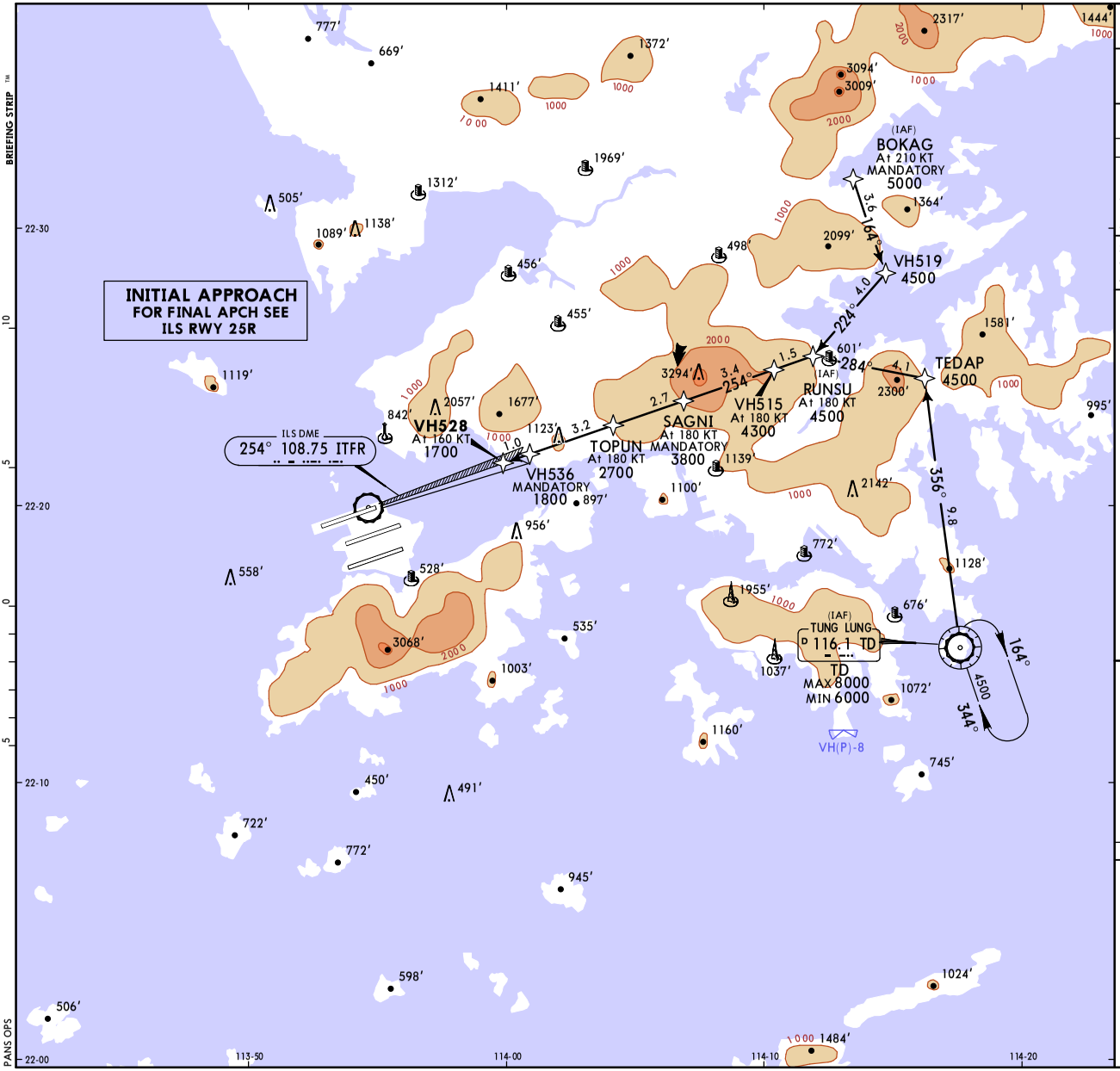
# VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
19 APR 24 (11-10) RNAV TRANSITION TO ILS Rwy 25R




| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.7 | 121.6 |

| RNAV | Final Apch Crs **254°** | Refer to ILS RWY 25R | ILS DA(H) Refer to ILS RWY 25R | Apt Elev 28′ Rwy 23′ |
|---|---|---|---|---|

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL110 Trans alt: 9000′
979 hPa or below - by ATC

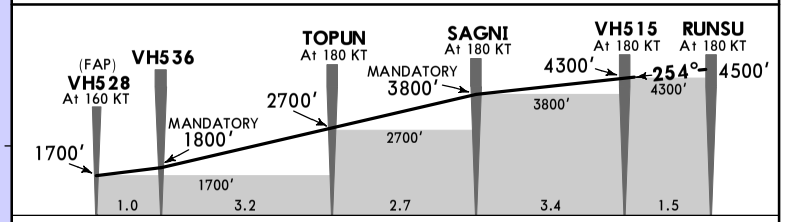
RNP 1

1. WARNING: Do not select ILS approach mode before TOPUN.
2. Do not accept radar vectors inside RUNSU.
3. Strictly comply with all charted altitude restrictions and descend via RNAV transition profile to FAP altitude.
4. CAUTION: RWY 07C/25C closed for reconfiguration.

MSA ARP within Hong Kong FIR: 4100 (220°–275°), 4300

**SPEED CTL:**
Cross RUNSU at 180 KT, maintain 180 KT until TOPUN.
Advise Apch Control if planned final apch speed is below 125 KT.

**HANDLING:**
1. If unable RNP 1, notify ATC as soon as possible. Expect vectors to the ILS approach to an alternative Rwy.
2. Due obstacle clearance constraints, ATC vectors to intercept ILS RWY 25R from headings are not allowed. ATC will only issue ILS approach clearance to Acft correctly following RNAV transition procedure. Non-complient Acft will have their clearance cancelled and will be repositioned.
3. In busy traffic, expect ATC verctors for inter-arrival spacing purposes followed by instruction direct to either TEDAP or RUNSU to re-join RNAV transition.
Resume own navigation from instructed waypoint. Be reminded not to delete RNAV waypoint sequence between TEDAP and TOPUN
4. When instructed "FROM [waypoint] DESCEND VIA RNAV TRANSITION", join the RNAV transition procedure and descend in compliance with the altitude restrictions to the FAP.
Engage the appropriate lateral and vertical modes to ensure compliance with the profile constraints of the RNAV transition. Engagement of the ILS modes (i.e. LOC and G/S) before crossing TOPUN will not conform to the required obstacle clearance.
5. When Acft is on the extended Rwy centerline track, ATC will issue the ILS approach clearance: "FROM TOPUN, CLEARED ILS APPROACH RWY 25R." Engage the ILS mode after passing TOPUN.
6. During hot weather conditions, Acft maintaining the published 3800′ at SAGNI may be above glide path. Descend via the RNAV transition complying with altitude restrictions. The mandatory altitude of 1800′ at VH536 will facilitate Acft to intercept the glide path from below.
After TOPUN, cross VH536 at 1800′ unless established on glide path.
7. Follow the prescribed operating procedures for obstacle clearance and possible ILS signal coverage issues. RNP Z Rwy 25R and LOC Rwy 25R approach procedures are available on request if pilots are unfamiliar with these operating requirements.




CHANGES: None.

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# VHHH/HKG HONG KONG INTL

JEPPESEN 19 APR 24 (11-10AA)

# HONG KONG, PR OF CHINA ILS Rwy 25R

| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.7 | 121.6 |

| LOC ITFR | Final Apch Crs | VH528 | DA(H) | Apt Elev 28′ |
|---|---|---|---|---|
| 108.75 | 254° | 1700′ (1677′) | Refer to Minimums | Rwy 23′ |

**MISSED APCH:** Climb initially to 4000′ and track 254° to VH522, then turn RIGHT direct to VH523 and cross between 3000′ and 4000′. Climb to 5000′ and track via VH526 to BOKAG.
MAX 185 KT until VH523, then maintain 230 KT until VH526, then maintain 210 KT until BOKAG.
If unable RNP 1, continue on published missed apch track, climb and pass MSA 4300′ as soon as practicable and continue to 5000′.
Refer to minimums for missed apch climb gradients.

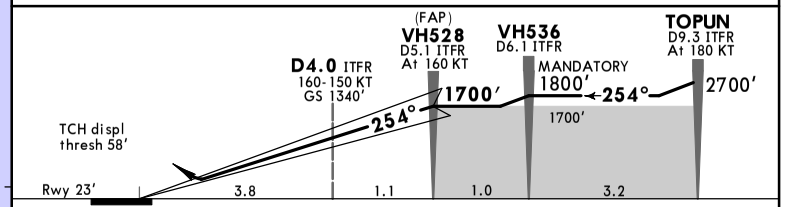
MSA ARP within Hong Kong FIR: 4100 (220°–275°), 4300 (275°–220°)

Alt Set: hPa  Apt Elev: 1 hPa  Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC  Trans alt: 9000′

RNP 1 for missed apch.

1. WARNING: GP signal unusable below elevation angle of 1.8°
2. WARNING: Do not select ILS approach mode before TOPUN.
3. WARNING: Pilots should monitor for false capture of LOC and GS by comparing indications with ACFT position and altitude.
4. Connect from RNAV transition only.
5. DME required. If unable to receive ITFR DME, advise ATC.
6. Simultaneous dependent operation is authorized with RWY 25L.
7. Cross VH536 at 1800′ unless established on GS.
8. Circling prohibited.
9. CAUTION: RWY 07C/25C closed for reconfiguration.

**SPEED CTL:**
Cross D4.0 ITFR between 160 and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.10° | 384 | 494 | 548 | 658 | 768 | 878 |

HIALS-II PAPI PAPI

185 KT MAX

VH522 ↑ 254° VH523 RT

**State** STRAIGHT-IN LANDING ILS

Missed apch climb grad MIN 6.5%
DA(H) 223′ (200′)

Missed apch climb grad MIN 2.5%
DA(H) A: 1425′ (1402′) B: 1435′ (1412′) C: 1445′ (1422′) D: 1455′ (1432′)

| | | TDZ or CL out | ALS out | | ALS out |
|---|---|---|---|---|---|
| A | R550m V800m | [1] R550m V800m | R1200m | R1500m | |
| B | | | | | |
| C | | | | R2400m | |
| D | | | | | |

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Note.

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BRIEFING STRIP™ PANS OPS

FOR INITIAL APPROACH SEE RNAV TRANSITION TO ILS RWY 25R

(IAF) BOKAG MANDATORY 5000

VH526 5.0 498′ 071° 14.5 VH523 VH522 254° 254°

VH528 D5.1 ITFR At 160 KT D4.0 ITFR 160-150 KT

VH536 D6.1 ITFR 1123′ 1677′ 2057′ 842′

TOPUN D9.3 ITFR At 180 KT 2700 3294′ 674′

ILS DME 254° 108.75 ITFR

VH(P)-8

22-30 22-20 22-10 22-00 113-50 114-00 114-10 114-20

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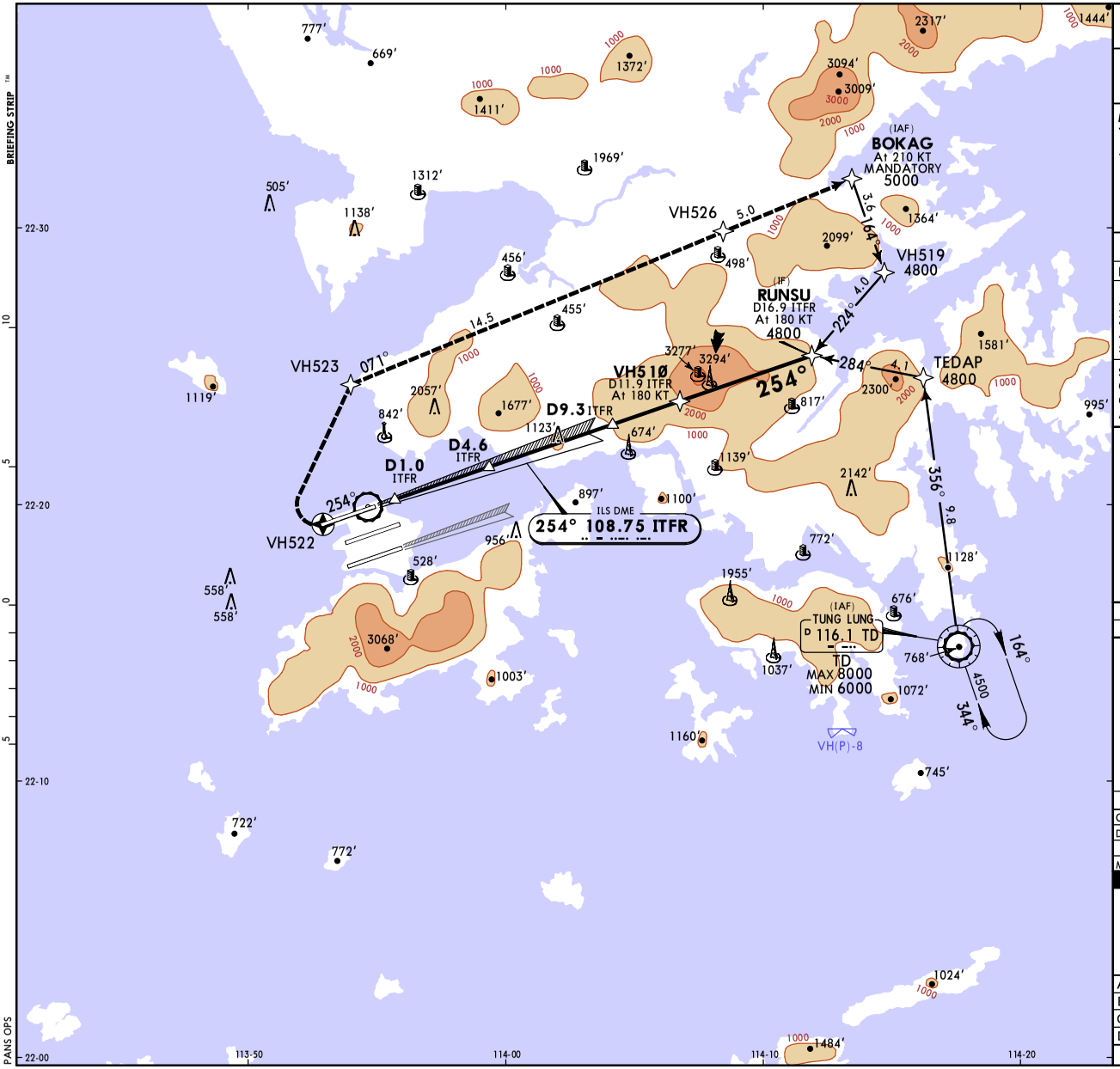
# VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
24 MAR 23 (11-11)
❶ LOC Rwy 25R




| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.7 | 121.6 |

| LOC ITFR | Final Apch Crs | VH510 | MDA(H) | Apt Elev 28′ |
|---|---|---|---|---|
| 108.75 | 254° | 3800′(3772′) | 430′(402′) | |

**MISSED APCH:** Climb initially to 4000′ and track 254° to VH522. Then turn RIGHT direct to VH523 and cross between 3000′ and 4000′. Climb to 5000′ and track via VH526 to BOKAG.
MAX 185 KT until VH523, then maintain 230 KT until VH526, then maintain 210 KT until BOKAG.
Missed apch requires a minimum climb gradient of 5.1% up to 4000′.

220° 4300 275° 4100
MSA ARP within Hong Kong FIR

Alt Set: hPa  Apt Elev: 1 hPa  Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC  Trans alt: 9000′

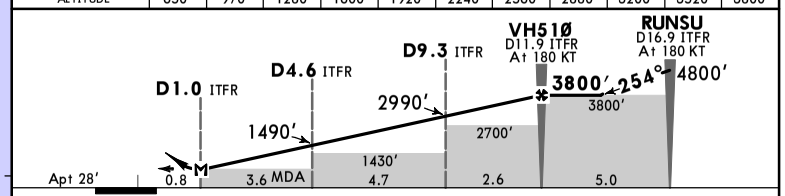
RNP 1 for initial and missed apch.

1. WARNING: LOC ITFR unusable beyond 22° Right of course.
2. DME required.
3. Simultaneous dependent operation is authorized with RWY 25L.
4. Circling prohibited.
5. CAUTION: RWY 07C/25C closed for reconfiguration.

**SPEED CTL:**
Cross RUNSU and D15.0 ITFR at 180 KT.
Cross D8.0 ITFR at 160 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

❶ **MISSED APCH CLIMB GRAD MIN 5.1% UP TO 4000′.**

| ITFR DME | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 | 11.0 | 11.9 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALTITUDE | 650′ | 970′ | 1280′ | 1600′ | 1920′ | 2240′ | 2560′ | 2880′ | 3200′ | 3520′ | 3800′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.0 ITFR | | | | | | |

HIALS-II PAPI PAPI

185 KT MAX

VH522 ↑ 254° VH523 RT

**State** STRAIGHT-IN LANDING

CDFA

MDA(H) 430′(402′)

| | | ALS out |
|---|---|---|
| A | R1100m | R1900m |
| B | | |
| C | | |
| D | | |

CHANGES: Chart reindexed.

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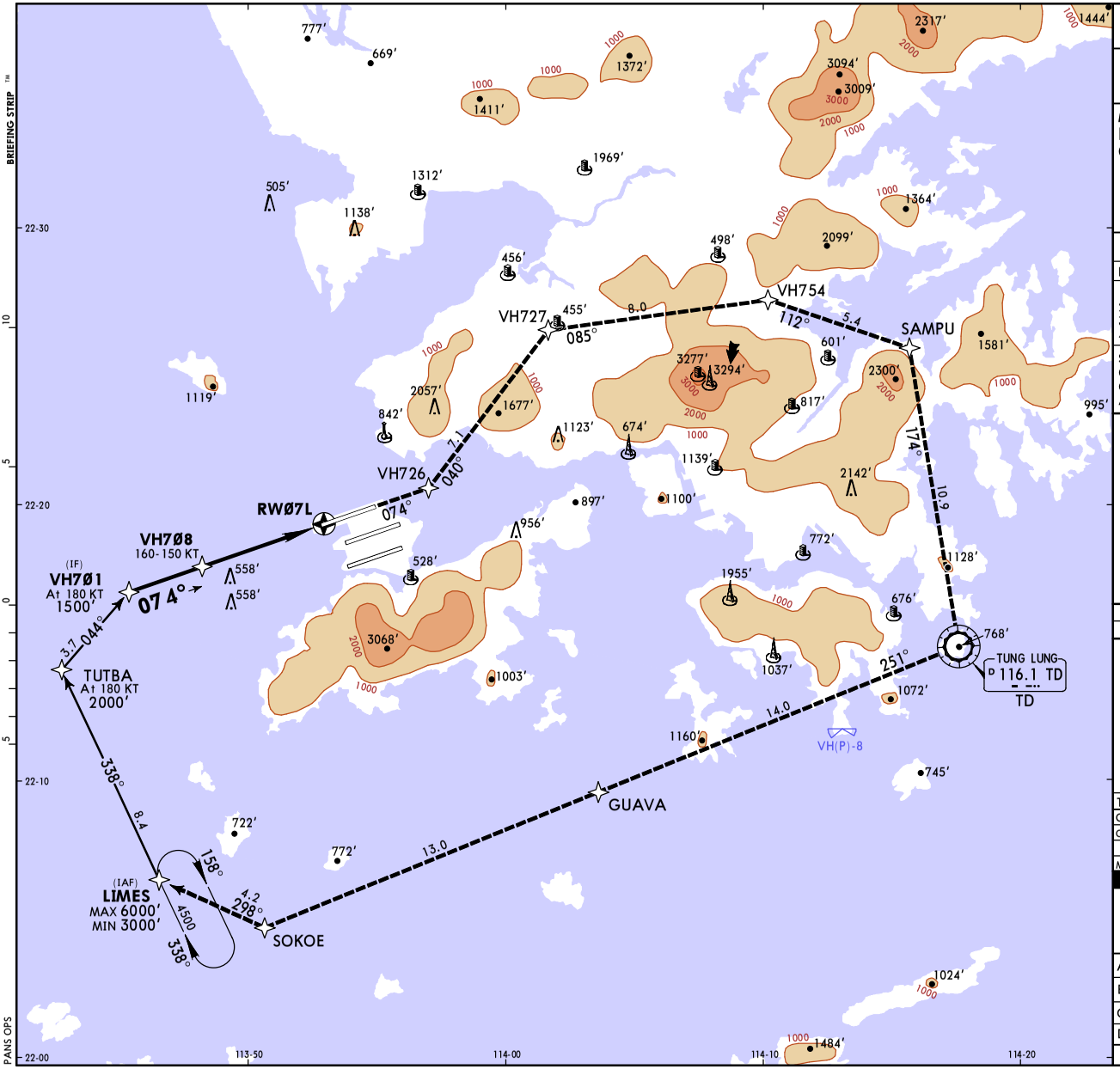
# VHHH/HKG
## HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

30 DEC 22 (12-1) ❶RNP Rwy 07L (LNAV/VNAV only)




| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.7 | 121.6 |

| RNAV | Final Apch Crs | VH7Ø8 MANDATORY | LNAV/VNAV DA(H) Refer to Minimums | Apt Elev 28′ Rwy 23′ |
|---|---|---|---|---|
| | 074° | 1500′(1477′) | | |

**MISSED APCH:** Climb to 5000′. From RWØ7L track 074° to VH726. Proceed to VH727, then to VH754, SAMPU at 5000′, TD, GUAVA, SOKOE and LIMES.

MAX 200 KT until VH727, then maintain 230 KT until LIMES.

Missed apch requires a minimum climb gradient of 6.6% up to 4300′.

MSA ARP within Hong Kong FIR: 4100 (220°–275°), 4300 (275°–220°)

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000′

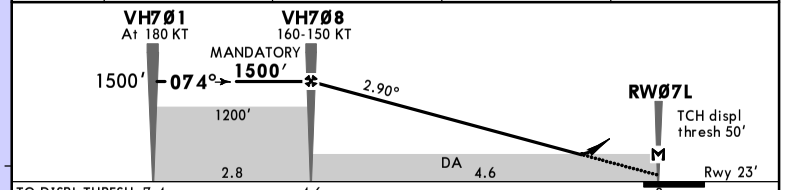
RNP Apch

1. Baro-VNAV not authorized below 0°C.
2. Simultaneous dependent operation is authorized with RWY 07R.
3. Circling prohibited.
4. CAUTION: RWY 07C/25C closed for reconfiguration.

**SPEED CTL:**
Cross TUTBA and VH7Ø1 at 180 KT.
Cross VH7Ø8 between 160 and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

❶ MISSED APCH CLIMB GRAD MIN 6.6% UP TO 4300′.

| DIST to RWØ7L | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|
| ALTITUDE | 1300′ | 1000′ | 690′ | 380′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 2.90° | 359 | 462 | 513 | 616 | 718 | 821 |
| MAP at RWØ7L | | | | | | |

HIALS-II PAPI PAPI

200 KT MAX

VH726 on 074°

**State** STRAIGHT-IN LANDING LNAV/VNAV

DA(H) A: 302′ (279′) C: 322′ (299′)
B: 312′ (289′) D: 332′ (309′)

| | | ALS out |
|---|---|---|
| A | R600m | R1300m |
| B | R650m | R1400m |
| C | | |
| D | R700m | |

CHANGES: None.

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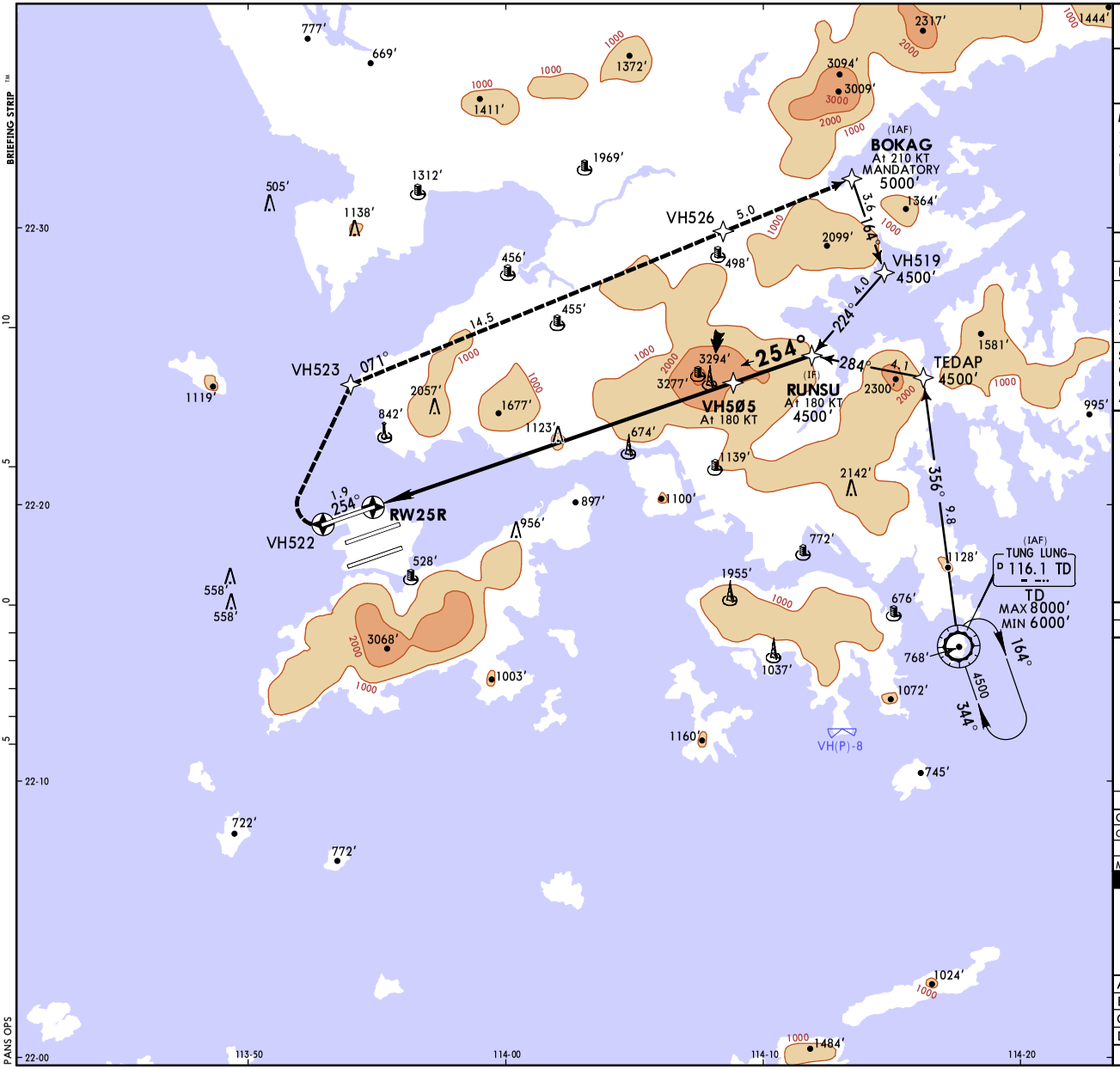
# VHHH/HKG HONG KONG INTL

JEPPESEN 30 DEC 22 (12-2)

# HONG KONG, PR OF CHINA RNP Z Rwy 25R (LNAV/VNAV only)




| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.7 | 121.6 |

| RNAV | Final Apch Crs | VH5Ø5 MANDATORY | LNAV/VNAV DA(H) Refer to Minimums | Apt Elev 28' Rwy 23' |
|---|---|---|---|---|
| | 254° | 4300'(4277') | | |

**MISSED APCH:** Climb initially to 4000'. From RW25R track 254° to VH522, then turn RIGHT direct to VH523 and cross between 3000' and 4000'. Climb to 5000' and track via VH526 to BOKAG.

MAX 185 KT until VH523, then maintain 230 KT until VH526, then maintain 210 KT until BOKAG.

Refer to minimums for missed apch climb gradient.

MSA ARP within Hong Kong FIR: 4100 (220°–275°), 4300

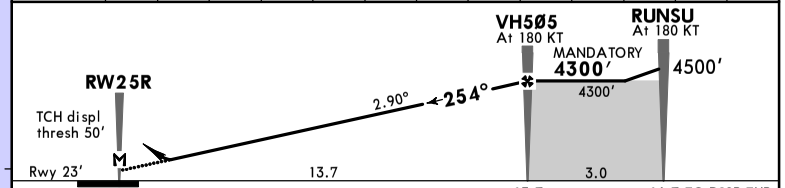
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000'

RNP Apch

1. Baro-VNAV not authorized below 0°C.
2. Simultaneous dependent operation is authorized with RWY 25L.
3. Circling prohibited.
4. CAUTION: RWY 07C/25C closed for reconfiguration.

**SPEED CTL:**
Cross RUNSU and VH5Ø5 at 180 KT.
Cross 4.0 NM before threshold between 160 and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

| DIST to RW25R | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 | 11.0 | 12.0 | 13.0 | 13.7 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALTITUDE | 690' | 1000' | 1300' | 1610' | 1920' | 2230' | 2530' | 2840' | 3150' | 3460' | 3770' | 4070' | 4300' |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 2.90° | 359 | 462 | 513 | 616 | 718 | 821 |
| MAP at RW25R | | | | | | |

HIALS-II PAPI PAPI

185 KT MAX

VH522 ↑ 254° VH523 RT

**State** STRAIGHT-IN LANDING LNAV/VNAV

| | Missed apch climb grad MIN 5.6% up to 4000' | Missed apch climb grad MIN 2.5% |
|---|---|---|
| DA(H) | A: 485' (462') C: 505' (482') B: 495' (472') D: 515' (492') | A: 1425' (1402') C: 1445' (1422') B: 1435' (1412') D: 1455' (1432') |
| | ALS out | ALS out |
| A | R1500m | R1500m |
| B | | |
| C | R2300m | R2400m |
| D | | |

CHANGES: Minimums MACG 5.6%.

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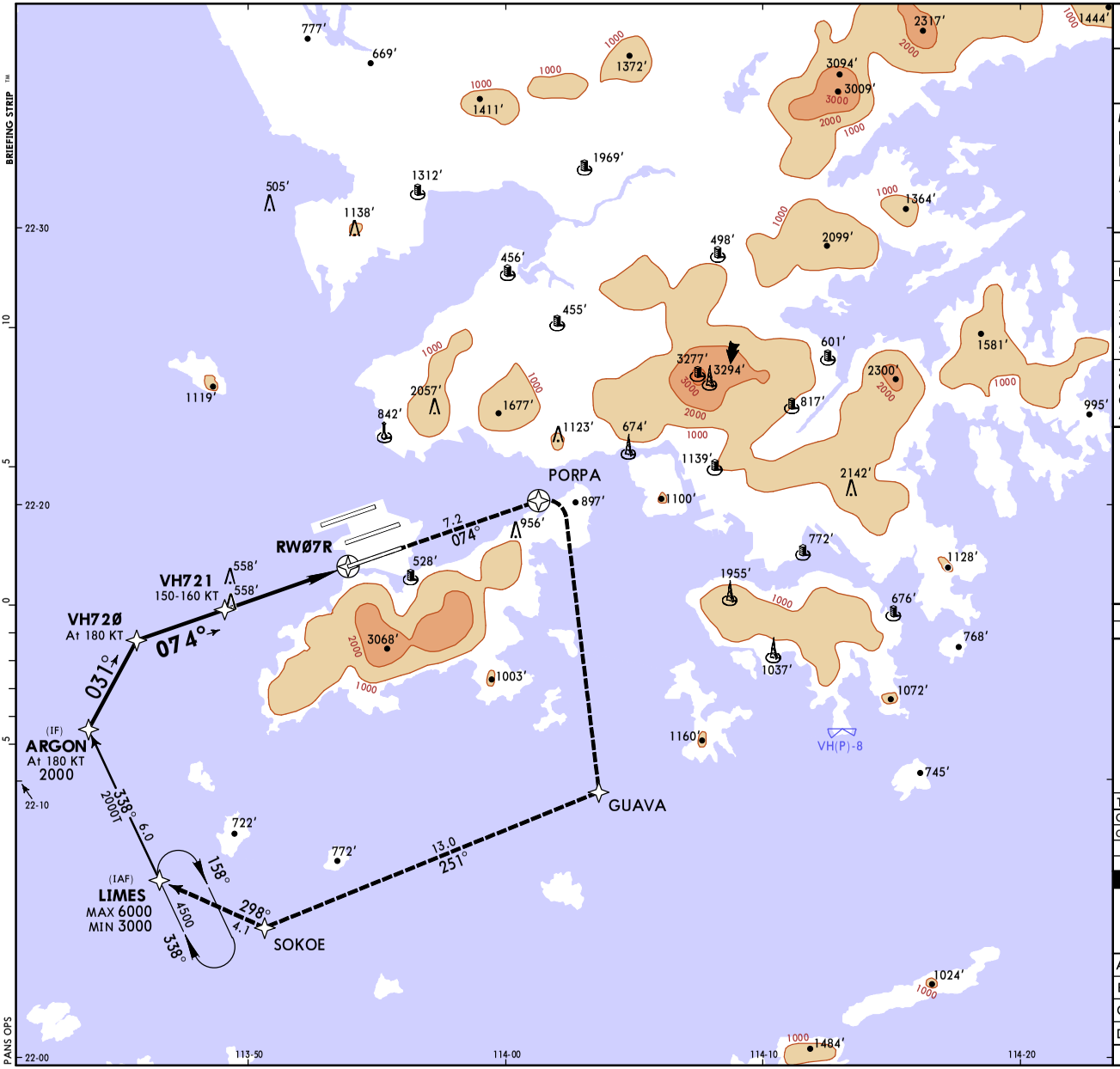
# VHHH/HKG
## HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
13 JAN 23 (12-22) Eff 26 Jan
## RNP Z Rwy 07R (AR)




| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.4 | 122.55 |

| RNAV | Final Apch Crs | VH721 MANDATORY | RNP 0.3 DA(H) | Apt Elev 28′ |
|---|---|---|---|---|
| | 074° | 1600′ (1573′) | 437′ (410′) | Rwy 27′ |

**MISSED APCH:** Climb to 5000′. Proceed to PORPA at 5000′ or below, then turn RIGHT direct to GUAVA. Then to SOKOE and LIMES or as directed.
MAX 210 KT until established on track to GUAVA, cross GUAVA at 210 KT, then maintain 230 KT until LIMES.

MSA ARP within Hong Kong FIR: 4100 (220°–275°), 4300 (275°–220°)

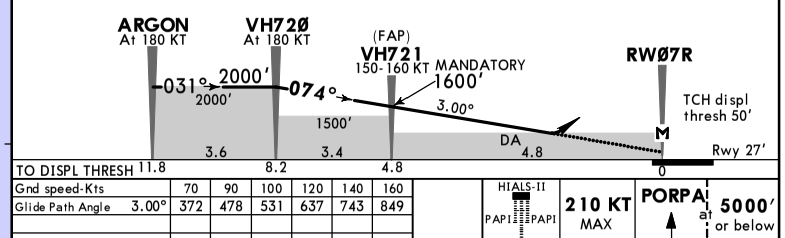
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000′

RNP AR Apch. RNP 1.0 in initial segment. RNP 0.3 in intermediate, final and missed apch segment.

1. Authorization required.
2. Do not accept radar vectors inside VH72Ø.
3. Baro-VNAV not authorized below 0°C.
4. Simultaneous dependent operation is authorized with RWY 07L.
5. CAUTION: RWY 07C/25C closed for reconfiguration.

**SPEED CTL:**
Cross ARGON and VH72Ø at 180 KT.
Cross VH721 between 160 and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

| DIST TO RWØ7R | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|
| ALTITUDE | 1670′ | 1350′ | 1030′ | 710′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI

**210 KT** MAX

**PORPA** at **5000′** or below

**State** STRAIGHT-IN LANDING

**RNP 0.3**

DA(H) **437′** (410′)

| | | ALS out |
|---|---|---|
| A | R1200m | |
| B | | R1500m |
| C | | R1900m |
| D | | R1900m |

CHANGES: Chart format.

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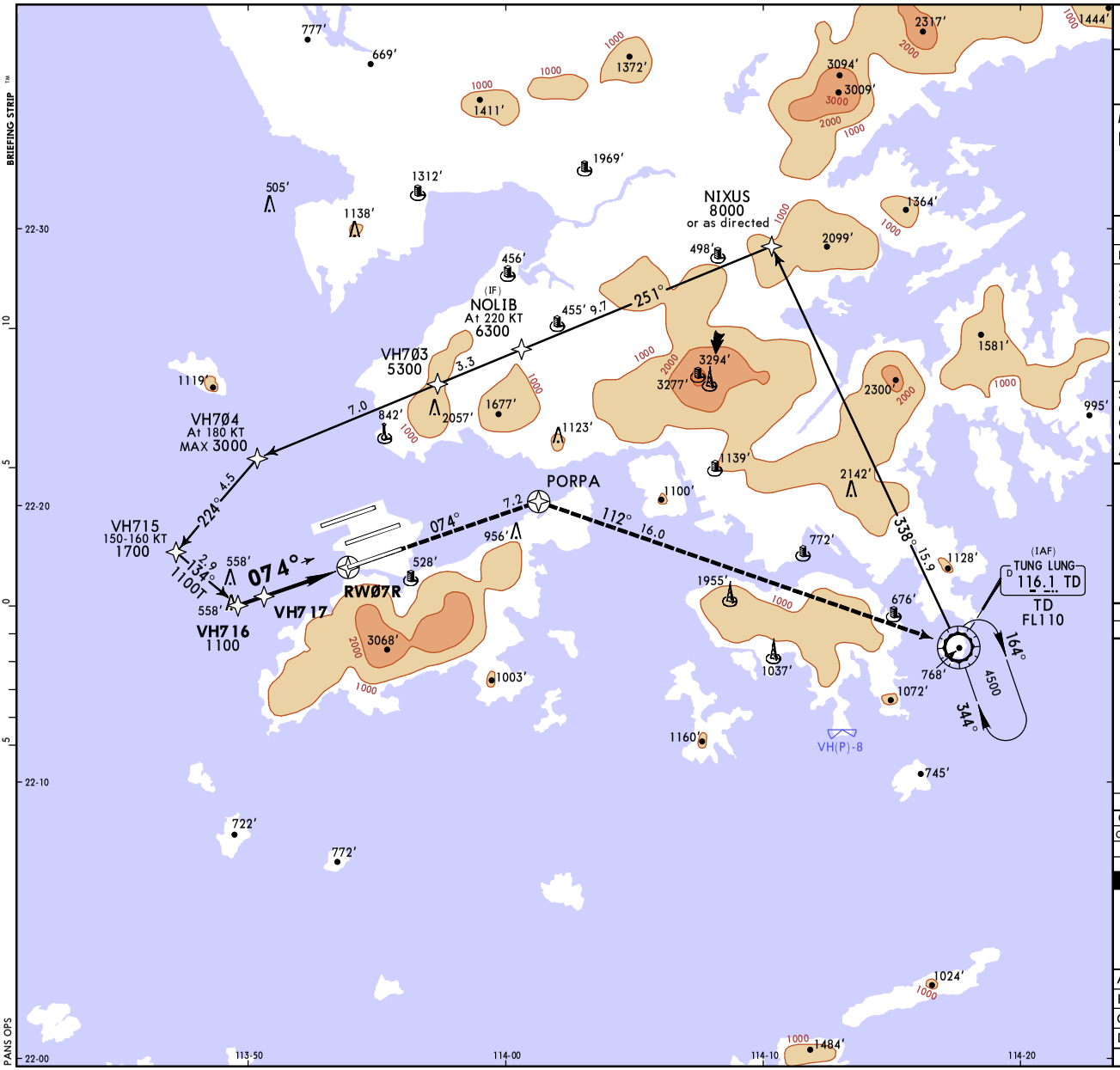
# VHHH/HKG
HONG KONG INTL

JEPPESEN 13 JAN 23 (12-23) Eff 26 Jan

# HONG KONG, PR OF CHINA
## RNP Y Rwy 07R (AR)




| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.4 | 122.55 |

| RNAV | Final Apch Crs | VH717 MANDATORY | RNP 0.3 DA(H) | Apt Elev 28′ Rwy 27′ |
|---|---|---|---|---|
| | 074° | 1100′(1073′) | 437′(410′) | |

**MISSED APCH:** Climb to 5000′. Proceed to PORPA at 5000′ or below, then to TD VOR, or as directed.

MAX 220 KT until TD, cross TD at 220 KT.

MSA ARP within Hong Kong FIR: 4100 (220°–275°), 4300 (275°–220°)

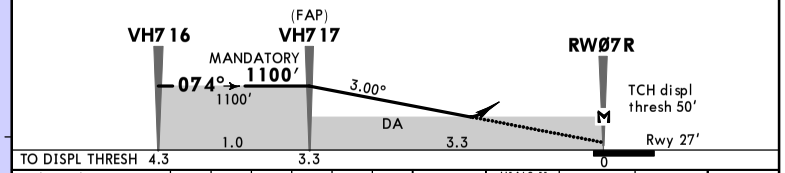
Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC  Trans alt: 9000′

RNP AR Apch. RNP 1.0 in initial segment, RNP 0.3 within intermediate, final and missed apch segments.

1. Authorization required.
2. Do not accept radar vectors inside NOLIB.
3. Baro-VNAV not authorized below 0°C.
4. Simultaneous dependent operation is authorized with RWY 07L.
5. CAUTION: RWY 07C/25C closed for reconfiguration.
6. To be used when flight path to Southwest is blocked.
7. Due to close FIR bndy, strict adherence to tracks necessary. If unable, fly missed apch and expect radar vectors.

**SPEED CTL:**
Cross NOLIB at 220 KT.
Cross VH704 at 180 KT.
Cross VH715 between 160 KT and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

| DIST TO RW07R | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|
| ALTITUDE | 1670′ | 1350′ | 1030′ | 710′ |




TO DISPL THRESH 4.3  3.3

| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI

220 KT MAX

PORPA at 5000′ or below

**State** STRAIGHT-IN LANDING

**RNP 0.3**

DA(H) **437′**(410′)

| | | ALS out |
|---|---|---|
| A | R1200m | R1500m |
| B | | |
| C | | R1900m |
| D | | |

CHANGES: Track distances, course from PORPA, chart format.

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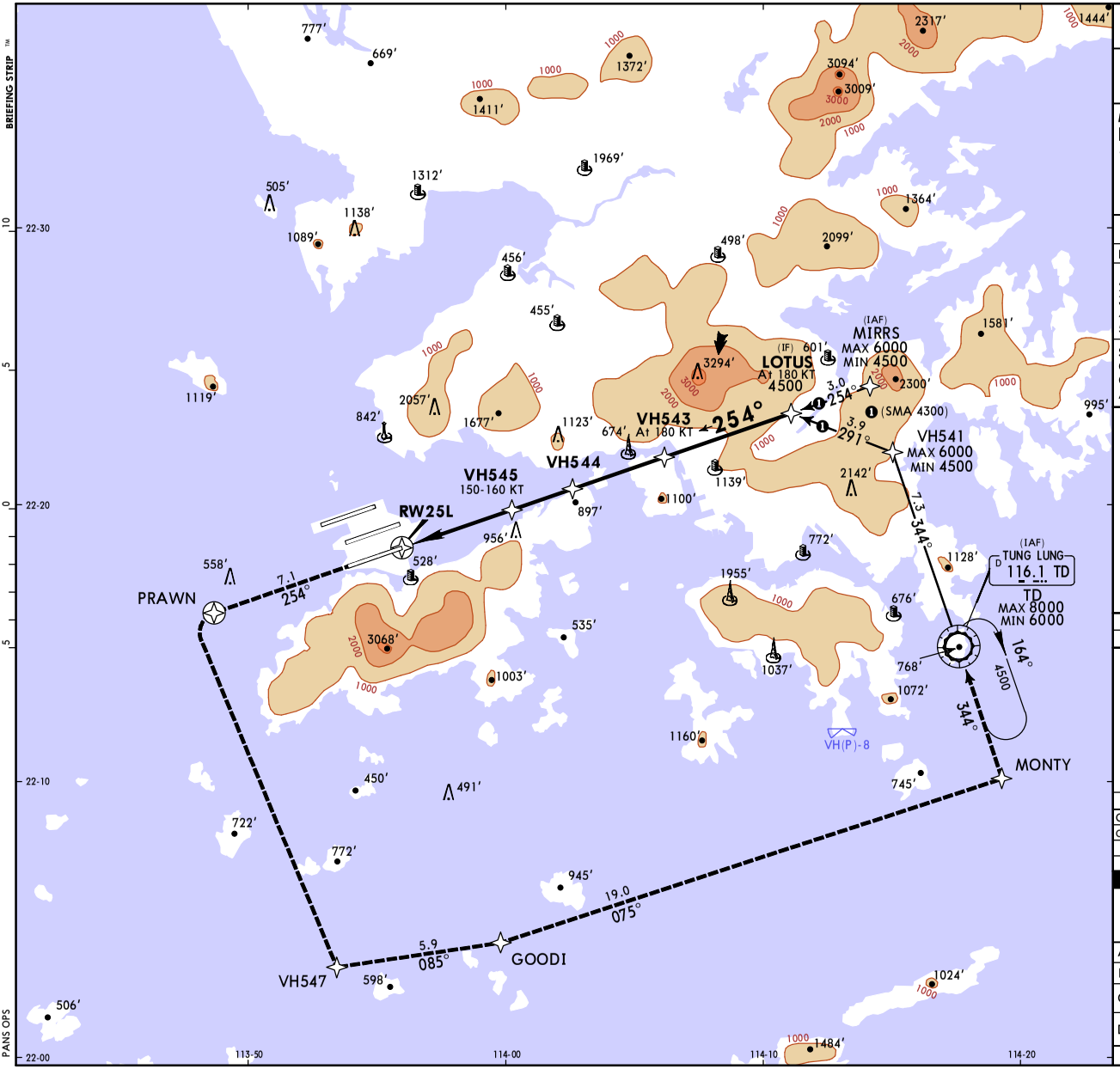
# VHHH/HKG
## HONG KONG INTL

JEPPESEN 3 MAR 23 (12-24)

# HONG KONG, PR OF CHINA
## RNP Z Rwy 25L (AR)




| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.4 | 122.55 |

| RNAV | Final Apch Crs | VH545 MANDATORY | RNP 0.3 DA(H) | Apt Elev 28′ Rwy 27′ |
|---|---|---|---|---|
| | 254° | 1400′(1373′) | 507′(480′) | |

**MISSED APCH:** Climb to 5000′. Proceed to PRAWN at 5000′ or below, then turn LEFT to VH547, then turn LEFT to GOODI, then turn LEFT to MONTY, then TD VOR or as directed.
MAX 185 KT until established on track to VH547, then maintain 230 KT until TD.

MSA ARP within Hong Kong FIR: 220° 4300; 275° 4100

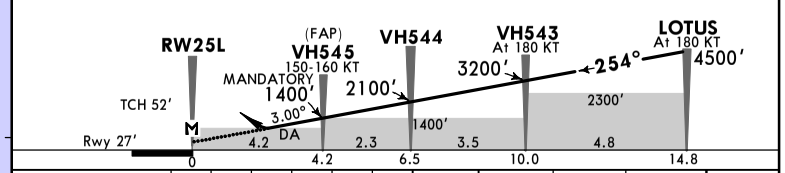
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000′

RNP AR Apch. RNP 1.0 in initial segment, RNP 0.3 within intermediate, final and missed apch segments.

1. Authorization required.
2. Do not accept radar vectors inside LOTUS.
3. Baro-VNAV not authorized below 0°C.
4. Simultaneous dependent operation is authorized with RWY 25R.
5. CAUTION: RWY 07C/25C closed for reconfiguration.

**SPEED CTL:**
Cross LOTUS and VH543 at 180 KT.
Cross VH545 between 160 KT and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

| DIST to RW25L | 2.0 | 3.0 | 4.0 | 5.0 |
|---|---|---|---|---|
| ALTITUDE | 710′ | 1030′ | 1350′ | 1670′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI

185 KT MAX

PRAWN at 5000′ or below

**State**

STRAIGHT-IN LANDING
RNP 0.3
DA(H) 507′(480′)

| | | ALS out |
|---|---|---|
| A | R1500m | |
| B | | |
| C | R1500m | R2200m |
| D | | |

CHANGES: Chart format.

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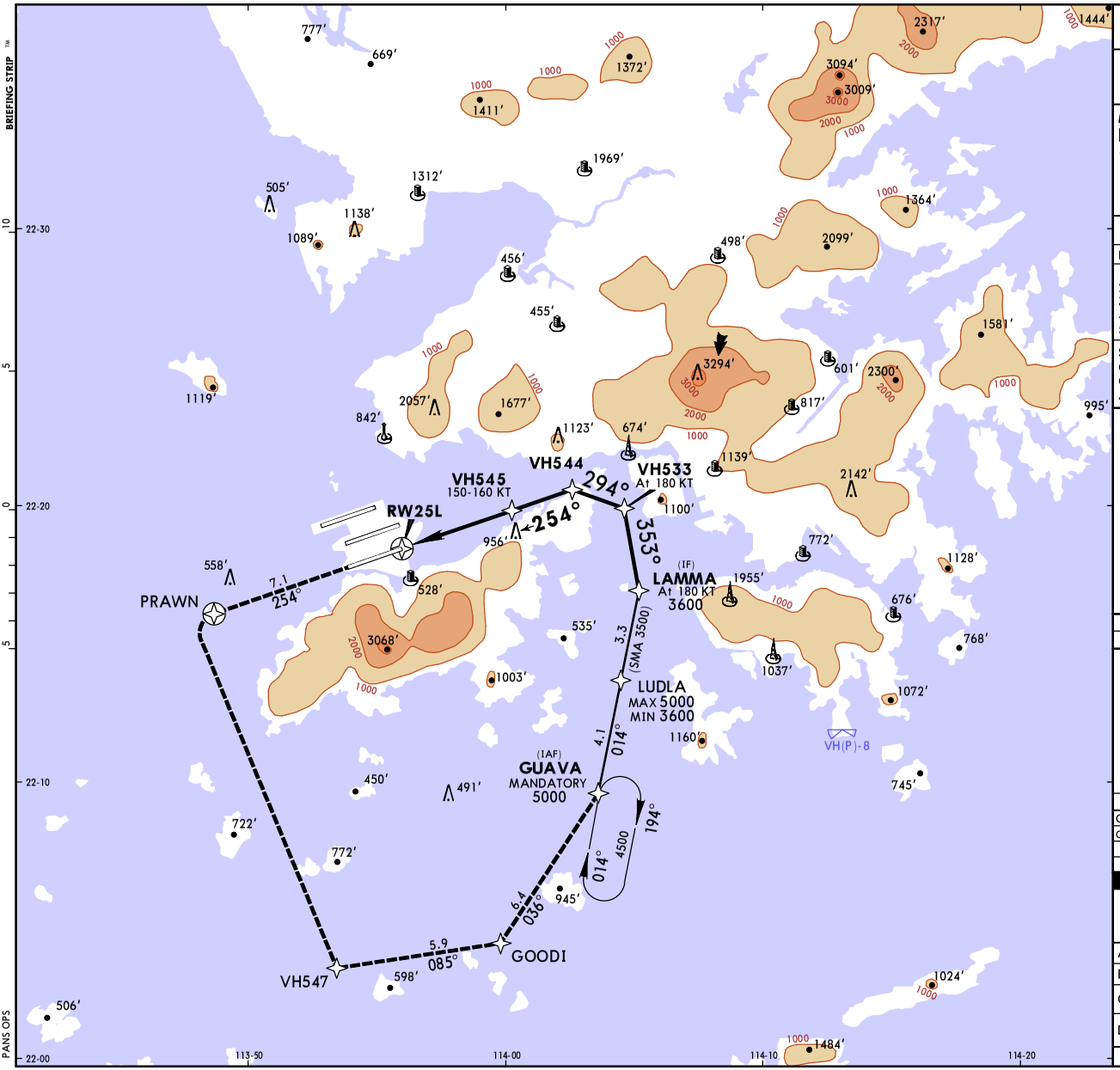
# VHHH/HKG HONG KONG INTL

JEPPESEN 3 MAR 23 (12-25)

# HONG KONG, PR OF CHINA RNP Y Rwy 25L (AR)




| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.4 | 122.55 |

| RNAV | Final Apch Crs | VH545 MANDATORY | RNP 0.3 DA(H) | Apt Elev 28′ Rwy 27′ |
|---|---|---|---|---|
| | 254° | 1400′(1373′) | 507′(480′) | |

**MISSED APCH:** Climb to 5000′. Proceed to PRAWN at 5000′ or below, then turn LEFT to VH547, then turn LEFT to GOODI, then turn LEFT to GUAVA or as directed.

MAX 185 KT until established on track to VH547, then maintain 230 KT until GUAVA.

MSA ARP within Hong Kong FIR: 4100 (220°), 4300 (275°)

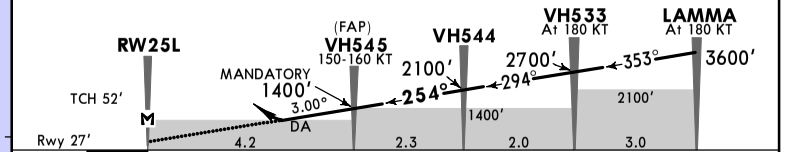
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000′

RNP AR Apch. RNP 1.0 in initial segment, RNP 0.3 within intermediate, final and missed apch segments.

1. Authorization required.
2. Do not accept radar vectors inside GUAVA.
3. Baro-VNAV not authorized below 0°C.
4. Simultaneous dependent operation is authorized with RWY 25R.
5. CAUTION: RWY 07C/25C closed for reconfiguration.

**SPEED CTL:**
Cross LAMMA and VH533 at 180 KT.
Cross VH545 between 160 KT and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

| DIST to RW25L | 2.0 | 3.0 | 4.0 | 5.0 |
|---|---|---|---|---|
| ALTITUDE | 710′ | 1030′ | 1350′ | 1670′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II PAPI PAPI

185 KT MAX

PRAWN at 5000′ or below

**State**

STRAIGHT-IN LANDING
RNP 0.3
DA(H) 507′(480′)

| | | ALS out |
|---|---|---|
| A | R1500m | |
| B | | |
| C | R1500m | R2200m |
| D | | |

CHANGES: Chart format.

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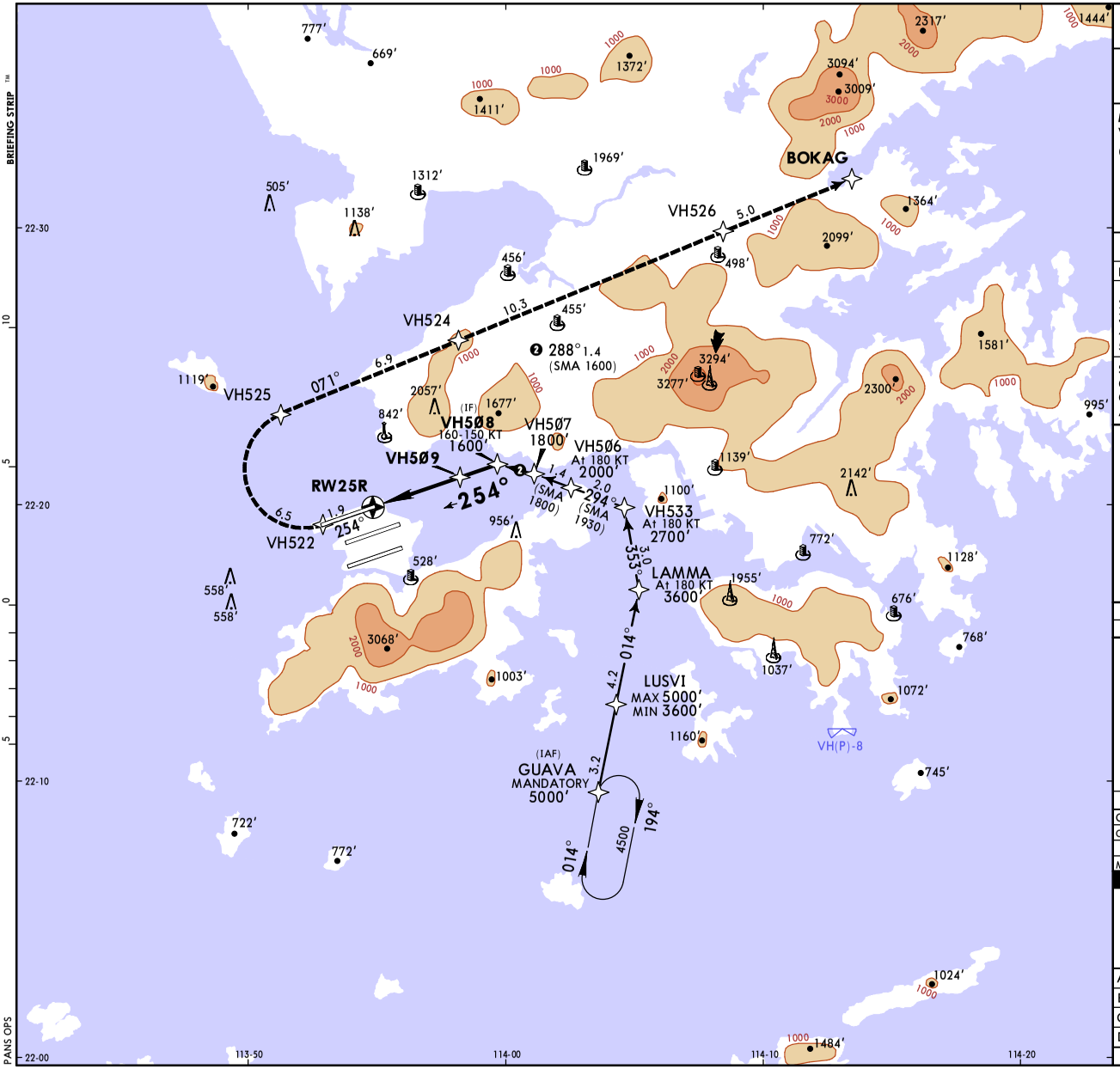
# VHHH/HKG
HONG KONG INTL

JEPPESEN 30 DEC 22 (12-28)

# HONG KONG, PR OF CHINA
## ❶ RNP Y Rwy 25R (AR)




| D-ATIS Arrival | HONG KONG Approach (R) | *HONG KONG Director | HONG KONG Tower | Ground |
|---|---|---|---|---|
| 128.2 | 119.1 | 119.5 | 118.7 | 121.6 |

| RNAV | Final Apch Crs | VH5Ø9 MANDATORY | RNP 0.3 DA(H) Refer to Minimums | Apt Elev 28′ Rwy 23′ |
|---|---|---|---|---|
| | 254° | 1100′(1077′) | | |

**MISSED APCH:** Climb initially to 4000′. From RW25R track 254° to VH522, then turn RIGHT direct to VH525, then VH524 at 4000′. Climb to 5000′ and track via VH526 to BOKAG.

MAX 185 KT until VH525, then maintain 230 KT until VH526, then maintain 210 KT until BOKAG.
Missed apch requires a minimum climb gradient of 4.0% up to 4000′.

MSA ARP within Hong Kong FIR: 4100 (220°–275°), 4300 (275°–220°)

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL110; 979 hPa or below - by ATC | Trans alt: 9000′

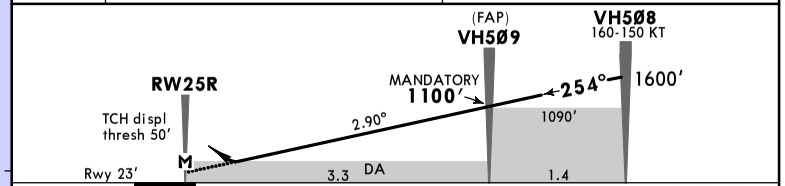
RNP AR Apch. RF required. RNP 0.3 within initial, intermediate and final segments.

1. Authorization required.
2. Do not accept radar vectors inside GUAVA.
3. Baro-VNAV not authorized below 0°C.
4. Simultaneous dependent operation is authorized with RWY 25L.
5. CAUTION: RWY 07C/25C closed for reconfiguration.

**SPEED CTL:**
Cross LAMMA and VH533 at 180 KT.
Cross VH5Ø8 between 160 and 150 KT.
Advise Apch Control if planned final apch speed is below 125 KT.

❶ **MISSED APCH CLIMB GRADIENT MIN 4.0% UP TO 4000′.**

| DIST to RW25R | 2.0 | 3.0 |
|---|---|---|
| ALTITUDE | 690′ | 1000′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 2.90° | 359 | 462 | 513 | 616 | 718 | 821 |
| MAP at RW25R | | | | | | |

HIALS-II PAPI PAPI

185 KT MAX | VH522 | 254° | VH525 RT

**State** STRAIGHT-IN LANDING
**RNP 0.3**

DA(H) A: **485′** (462′) B: **495′** (472′) C: **505′** (482′) D: **515′** (492′)

| | | ALS out |
|---|---|---|
| A | R1500m | R1500m |
| B | | |
| C | | R2300m |
| D | | |

CHANGES: Minimums.

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# Chart changes since cycle 15-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|
| **HANGZHOU, (XIAOSHAN - ZSHC)** | | | | |
| REV | AIRPORT BRIEFING (GEN) | 10-1P | 26 Jul 2024 | 07 Aug 2024 |
| REV | AIRPORT BRIEFING (GEN CON... | 10-1P1 | 26 Jul 2024 | 07 Aug 2024 |
| **HONG KONG, (HONG KONG INTL - VHHH)** | | | | |
| ADD | WORKS AND FLIGHT CHECK FO... | 10-8B | 02 Aug 2024 | |
| REV | PARKING STANDS | 10-9B | 26 Jul 2024 | |
| REV | PARKING STAND COORDS | 10-9C | 26 Jul 2024 | |

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# TERMINAL CHART CHANGE NOTICES

## Chart Change Notices for Airport VHHH

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20240223
**End Date:** Until Further Notice

For construction works on TWY A (based on SUP A 01-24) refer to temp chart 10-8A and latest NOTAMS.

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20211202
**End Date:** Until Further Notice

For construction works on Eastern Airfield (based on SUP A 007-23) refer to temp chart 10-8 and latest NOTAMS. Phase 2 is completed.

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** Immediately
**End Date:** Until Further Notice

Eff 31 JUL 24: CAUTION: Based on SUP A 005-24 center RWY 07C/25C under reconfiguration. Closure markings and boards will be temporarily removed for flight checks, but center RWY 07C/25C and associated TWYs are still NOT open for ACFT operations. For details refer to temporary chart 10-8B and latest NOTAMs.

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** Immediately
**End Date:** Until Further Notice

TWY B (West of TWY R) and TWY P (abeam stands L411 and L412) closed until EST Q4 2024 (based on SUP A 004-24).

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20240321
**End Date:** Until Further Notice

(10-3X) During replacement of SMT VORDME, SID RAMEN 1E not permitted; for non-RNP 1 equipped/approved ACFT, EXPECT departure from RWY 07R or 25L/R.

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** Immediately
**End Date:** 20241225

Effective 0000 UTC on 21 MAR 24, SMT VOR DME will be unavailable for an estimated period of 10 months due to replacement works. There are no changes to flight planning requirements. ACFT operators shall continue to file flight plan routing via the co-located RNAV waypoint SMT. Based on SUP A 002-24 AIRAC.

## Chart Change Notices for Airport ZSHC

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20221005
**End Date:** Until Further Notice

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Construction works on ramps and taxiways (based on SUP 008/22, from Eff 12 Jul 23 SUP 007/23). Refer to temporary chart 10-8 and latest NOTAMs.

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# Communication Information For RCAA ACC Both (ACC Sector)

| Callsign: | Frequency | Radar | ServiceIndicators |
|---|---|---|---|
| Type: ACC: | | | |
| TAIPEI: | 123.6 MHz | | |

# Communication Information For RCAA FIR

| Callsign: | Frequency | Radar | ServiceIndicators |
|---|---|---|---|
| Type: ACC: | | | |
| TAIPEI: | 122.65 MHz | (R) | Secondary |
| TAIPEI: | 123.0 MHz | (R) | Secondary |
| TAIPEI: | 123.6 MHz | (R) | |
| TAIPEI: | 125.5 MHz | (R) | |
| TAIPEI: | 125.8 MHz | (R) | Secondary |
| TAIPEI: | 126.5 MHz | (R) | Secondary |
| TAIPEI: | 126.7 MHz | (R) | |
| TAIPEI: | 126.9 MHz | (R) | |
| TAIPEI: | 127.9 MHz | (R) | |
| TAIPEI: | 128.7 MHz | (R) | Secondary |
| TAIPEI: | 129.1 MHz | (R) | |
| TAIPEI: | 130.3 MHz | (R) | |
| TAIPEI: | 130.6 MHz | (R) | |
| Type: Radio: | | | |
| TAIPEI: | 127.3 MHz | | |
| TAIPEI: | 13300 kHz | | |
| TAIPEI: | 6532 kHz | | |
| TAIPEI: | 8903 kHz | | |
| Type: VOLMET: | | | |
| TAIPEI: | 124.4 MHz | | |

# Communication Information For VHHK FIR

INMARSAT Service: INMARSAT SECURITY NUMBER FOR HONG KONG ATC IS 441299

| Callsign: | Frequency | Radar | ServiceIndicators |
|---|---|---|---|
| Type: ACC: | | | |
| HONG KONG RADAR: | 118.92 MHz | (R) | |
| HONG KONG RADAR: | 121.3 MHz | (R) | |
| HONG KONG RADAR: | 122.95 MHz | (R) | |
| HONG KONG RADAR: | 123.47 MHz | (R) | |
| HONG KONG RADAR: | 123.7 MHz | (R) | Secondary |
| HONG KONG RADAR: | 123.95 MHz | (R) | |
| HONG KONG RADAR: | 125.17 MHz | (R) | |
| HONG KONG RADAR: | 125.32 MHz | (R) | |
| HONG KONG RADAR: | 125.8 MHz | (R) | |
| HONG KONG RADAR: | 126.3 MHz | (R) | |
| HONG KONG RADAR: | 126.5 MHz | (R) | |
| HONG KONG RADAR: | 127.1 MHz | (R) | |
| HONG KONG RADAR: | 127.55 MHz | (R) | |
| HONG KONG RADAR: | 128.12 MHz | (R) | |
| HONG KONG RADAR: | 128.75 MHz | (R) | Secondary |
| HONG KONG RADAR: | 132.15 MHz | (R) | |

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| | | | |
|---|---|---|---|
| HONG KONG RADAR: | 132.52 MHz | (R) | Secondary |
| HONG KONG RADAR: | 132.6 MHz | (R) | Secondary |
| HONG KONG RADAR: | 132.77 MHz | (R) | Secondary |
| HONG KONG RADAR: | 132.8 MHz | (R) | Secondary |
| HONG KONG RADAR: | 134.3 MHz | (R) | Secondary |
| HONG KONG RADAR: | 135.6 MHz | (R) | Secondary |
| Type: Information: | | | |
| HONG KONG: | 121.0 MHz | | FIS |
| HONG KONG: | 122.07 MHz | | FIS, Secondary |
| HONG KONG: | 122.4 MHz | | FIS |
| Type: Radar: | | | |
| HONG KONG: | 126.3 MHz | (R) | |
| Type: Radio: | | | |
| HONG KONG: | 13309 kHz | | Secondary |
| HONG KONG: | 5655 kHz | | Secondary |
| HONG KONG: | 8942 kHz | | Secondary |
| Type: VOLMET: | | | |
| HONG KONG: | 128.87 MHz | | |
| HONG KONG: | 13282 kHz | | |
| HONG KONG: | 6679 kHz | | |
| HONG KONG: | 8828 kHz | | |

## Communication Information For ZGZU ACC Both (ACC Sector)

| Callsign: | Frequency | Radar | ServiceIndicators |
|---|---|---|---|
| Type: ACC: | | | |
| GUANGZHOU CONTROL: | 10066 kHz | | |
| GUANGZHOU CONTROL: | 132.4 MHz | | |
| GUANGZHOU CONTROL: | 133.97 MHz | | |
| GUANGZHOU CONTROL: | 3491 kHz | | |
| GUANGZHOU CONTROL: | 6556 kHz | | |

## Communication Information For ZGZU ACC High (ACC Sector High)

| Callsign: | Frequency | Radar | ServiceIndicators |
|---|---|---|---|
| Type: ACC: | | | |
| GUANGZHOU CONTROL: | 10066 kHz | | |
| GUANGZHOU CONTROL: | 126.75 MHz | | |
| GUANGZHOU CONTROL: | 133.77 MHz | | |
| GUANGZHOU CONTROL: | 3491 kHz | | |
| GUANGZHOU CONTROL: | 6556 kHz | | |

## Communication Information For ZGZU FIR

| Callsign: | Frequency | Radar | ServiceIndicators |
|---|---|---|---|
| Type: ACC: | | | |
| GUANGZHOU CONTROL: | 10066 kHz | (R) | |
| GUANGZHOU CONTROL: | 118.95 MHz | (R) | |

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| | | | |
|---|---|---|---|
| NANNING CONTROL: | 118.97 MHz | (R) | |
| NANNING CONTROL: | 119.32 MHz | (R) | |
| GUANGZHOU CONTROL: | 119.37 MHz | (R) | |
| NANNING CONTROL: | 120.55 MHz | (R) | Secondary |
| GUANGZHOU CONTROL: | 120.75 MHz | (R) | |
| GUANGZHOU CONTROL: | 120.95 MHz | (R) | |
| GUANGZHOU CONTROL: | 122.5 MHz | (R) | Secondary |
| CHANGSHA CONTROL: | 123.2 MHz | (R) | |
| CHANGSHA CONTROL: | 123.72 MHz | (R) | Secondary |
| CHANGSHA CONTROL: | 123.9 MHz | (R) | |
| GUANGZHOU CONTROL: | 124.45 MHz | (R) | |
| GUANGZHOU CONTROL: | 124.52 MHz | (R) | Secondary |
| NANNING CONTROL: | 124.57 MHz | (R) | |
| GUANGZHOU CONTROL: | 124.9 MHz | (R) | |
| GUANGZHOU CONTROL: | 125.35 MHz | (R) | |
| GUANGZHOU CONTROL: | 125.75 MHz | (R) | |
| GUANGZHOU CONTROL: | 126.1 MHz | (R) | Secondary |
| GUANGZHOU CONTROL: | 126.15 MHz | (R) | |
| GUANGZHOU CONTROL: | 126.75 MHz | (R) | |
| CHANGSHA CONTROL: | 127.15 MHz | (R) | |
| CHANGSHA CONTROL: | 127.35 MHz | (R) | Secondary |
| GUANGZHOU CONTROL: | 127.5 MHz | (R) | |
| GUANGZHOU CONTROL: | 128.1 MHz | (R) | |
| GUANGZHOU CONTROL: | 128.3 MHz | (R) | |
| NANNING CONTROL: | 128.37 MHz | (R) | |
| CHANGSHA CONTROL: | 128.55 MHz | (R) | |
| NANNING CONTROL: | 128.7 MHz | (R) | |
| GUANGZHOU CONTROL: | 128.72 MHz | (R) | |
| GUANGZHOU CONTROL: | 132.1 MHz | (R) | Secondary |
| GUANGZHOU CONTROL: | 132.3 MHz | (R) | |
| NANNING CONTROL: | 132.35 MHz | (R) | Secondary |
| GUANGZHOU CONTROL: | 132.4 MHz | (R) | Secondary |
| CHANGSHA CONTROL: | 132.55 MHz | (R) | |
| GUANGZHOU CONTROL: | 132.65 MHz | (R) | Secondary |
| NANNING CONTROL: | 132.7 MHz | (R) | |
| GUANGZHOU CONTROL: | 132.75 MHz | (R) | |
| GUANGZHOU CONTROL: | 132.82 MHz | (R) | |
| GUANGZHOU CONTROL: | 132.92 MHz | (R) | Secondary |
| NANNING CONTROL: | 132.97 MHz | (R) | Secondary |
| GUANGZHOU CONTROL: | 133.07 MHz | (R) | |
| NANNING CONTROL: | 133.1 MHz | (R) | |
| CHANGSHA CONTROL: | 133.15 MHz | (R) | Secondary |
| GUANGZHOU CONTROL: | 133.25 MHz | (R) | |
| GUANGZHOU CONTROL: | 133.27 MHz | (R) | |
| GUANGZHOU CONTROL: | 133.37 MHz | (R) | |
| NANNING CONTROL: | 133.4 MHz | (R) | Secondary |
| GUANGZHOU CONTROL: | 133.47 MHz | (R) | |
| GUANGZHOU CONTROL: | 133.52 MHz | (R) | |
| NANNING CONTROL: | 133.6 MHz | (R) | |
| NANNING CONTROL: | 133.75 MHz | (R) | |
| GUANGZHOU CONTROL: | 133.77 MHz | (R) | Secondary |
| GUANGZHOU CONTROL: | 133.85 MHz | (R) | |
| GUANGZHOU CONTROL: | 133.9 MHz | (R) | |
| NANNING CONTROL: | 133.95 MHz | (R) | |
| GUANGZHOU CONTROL: | 133.97 MHz | (R) | |
| NANNING CONTROL: | 134.02 MHz | (R) | |
| GUANGZHOU CONTROL: | 134.15 MHz | (R) | Secondary |
| GUANGZHOU CONTROL: | 134.2 MHz | (R) | Secondary |
| GUANGZHOU CONTROL: | 134.25 MHz | (R) | Secondary |
| NANNING CONTROL: | 134.37 MHz | (R) | |
| GUANGZHOU CONTROL: | 134.5 MHz | (R) | |
| GUANGZHOU CONTROL: | 134.8 MHz | (R) | |
| CHANGSHA CONTROL: | 135.1 MHz | (R) | |
| GUANGZHOU CONTROL: | 135.45 MHz | (R) | |
| CHANGSHA CONTROL: | 3016 kHz | (R) | |
| GUANGZHOU CONTROL: | 3491 kHz | (R) | |
| GUANGZHOU CONTROL: | 6556 kHz | (R) | Secondary |
| CHANGSHA CONTROL: | 6571 kHz | (R) | Secondary |
| CHANGSHA CONTROL: | 8897 kHz | (R) | |

Type: VOLMET:

| | |
|---|---|
| GUANGZHOU: | 13285 kHz |

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| | |
|---|---|
| GUANGZHOU: | 3458 kHz |
| GUANGZHOU: | 5673 kHz |
| GUANGZHOU: | 8849 kHz |

## Communication Information For ZSHA ACC Both (ACC Sector)

| Callsign: | Frequency | Radar | ServiceIndicators |
|---|---|---|---|
| Type: ACC: | | | |
| SHANGHAI CONTROL: | 123.7 MHz | | |
| SHANGHAI CONTROL: | 125.32 MHz | | |
| SHANGHAI CONTROL: | 3016 kHz | | |
| SHANGHAI CONTROL: | 6571 kHz | | |
| SHANGHAI CONTROL: | 8897 kHz | | |

## Communication Information For ZSHA ACC High (ACC Sector High)

| Callsign: | Frequency | Radar | ServiceIndicators |
|---|---|---|---|
| Type: ACC: | | | |
| SHANGHAI CONTROL: | 123.7 MHz | | |
| SHANGHAI CONTROL: | 125.95 MHz | | |
| SHANGHAI CONTROL: | 3016 kHz | | |
| SHANGHAI CONTROL: | 6571 kHz | | |
| SHANGHAI CONTROL: | 8897 kHz | | |

## Communication Information For ZSHA FIR

| Callsign: | Frequency | Radar | ServiceIndicators |
|---|---|---|---|
| Type: ACC: | | | |
| SHANGHAI CONTROL: | 118.97 MHz | (R) | |
| SHANGHAI CONTROL: | 119.3 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 120.1 MHz | (R) | |
| NANCHANG CONTROL: | 120.5 MHz | (R) | |
| XIAMEN CONTROL: | 120.52 MHz | (R) | |
| SHANGHAI CONTROL: | 120.55 MHz | (R) | |
| SHANGHAI CONTROL: | 120.7 MHz | (R) | |
| SHANGHAI CONTROL: | 120.75 MHz | (R) | |
| SHANGHAI CONTROL: | 120.9 MHz | (R) | |
| SHANGHAI CONTROL: | 120.95 MHz | (R) | |
| JINAN CONTROL: | 122.9 MHz | (R) | |
| XIAMEN CONTROL: | 123.22 MHz | (R) | |
| SHANGHAI CONTROL: | 123.27 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 123.37 MHz | (R) | |
| SHANGHAI CONTROL: | 123.7 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 123.77 MHz | (R) | |
| SHANGHAI CONTROL: | 123.95 MHz | (R) | |
| SHANGHAI CONTROL: | 124.1 MHz | (R) | |
| NANCHANG CONTROL: | 124.15 MHz | (R) | |
| XIAMEN CONTROL: | 124.55 MHz | (R) | |
| SHANGHAI CONTROL: | 124.57 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 124.95 MHz | (R) | |
| XIAMEN CONTROL: | 125.3 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 125.32 MHz | (R) | |
| NANCHANG CONTROL: | 125.37 MHz | (R) | |

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| | | | |
|---|---|---|---|
| JINAN CONTROL: | 125.7 MHz | (R) | |
| HEFEI CONTROL: | 125.77 MHz | (R) | |
| NANCHANG CONTROL: | 125.9 MHz | (R) | |
| SHANGHAI CONTROL: | 125.95 MHz | (R) | |
| SHANGHAI CONTROL: | 125.97 MHz | (R) | |
| HEFEI CONTROL: | 126.12 MHz | (R) | |
| QINGDAO CONTROL: | 126.15 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 126.17 MHz | (R) | |
| SHANGHAI CONTROL: | 126.9 MHz | (R) | |
| NANCHANG CONTROL: | 127.52 MHz | (R) | |
| SHANGHAI CONTROL: | 127.55 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 128.12 MHz | (R) | |
| QINGDAO CONTROL: | 128.15 MHz | (R) | |
| HEFEI CONTROL: | 128.17 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 128.32 MHz | (R) | |
| JINAN CONTROL: | 128.35 MHz | (R) | |
| QINGDAO CONTROL: | 128.55 MHz | (R) | |
| SHANGHAI CONTROL: | 128.7 MHz | (R) | |
| SHANGHAI CONTROL: | 128.75 MHz | (R) | |
| NANCHANG CONTROL: | 130.3 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 132.05 MHz | (R) | |
| SHANGHAI CONTROL: | 132.1 MHz | (R) | Secondary |
| QINGDAO CONTROL: | 132.12 MHz | (R) | |
| SHANGHAI CONTROL: | 132.27 MHz | (R) | Secondary |
| QINGDAO CONTROL: | 132.3 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 132.32 MHz | (R) | |
| JINAN CONTROL: | 132.37 MHz | (R) | |
| SHANGHAI CONTROL: | 132.4 MHz | (R) | |
| SHANGHAI CONTROL: | 132.45 MHz | (R) | |
| SHANGHAI CONTROL: | 132.5 MHz | (R) | |
| SHANGHAI CONTROL: | 132.62 MHz | (R) | |
| XIAMEN CONTROL: | 132.72 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 132.75 MHz | (R) | Secondary |
| QINGDAO CONTROL: | 132.82 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 132.9 MHz | (R) | Secondary |
| QINGDAO CONTROL: | 132.95 MHz | (R) | |
| SHANGHAI CONTROL: | 133.0 MHz | (R) | |
| QINGDAO CONTROL: | 133.05 MHz | (R) | |
| SHANGHAI CONTROL: | 133.07 MHz | (R) | |
| QINGDAO CONTROL: | 133.15 MHz | (R) | |
| XIAMEN CONTROL: | 133.17 MHz | (R) | |
| SHANGHAI CONTROL: | 133.22 MHz | (R) | |
| SHANGHAI CONTROL: | 133.27 MHz | (R) | |
| SHANGHAI CONTROL: | 133.32 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 133.4 MHz | (R) | Secondary |
| JINAN CONTROL: | 133.45 MHz | (R) | Secondary |
| GUANGZHOU CONTROL: | 133.47 MHz | (R) | |
| HEFEI CONTROL: | 133.55 MHz | (R) | Secondary |
| XIAMEN CONTROL: | 133.65 MHz | (R) | |
| SHANGHAI CONTROL: | 133.7 MHz | (R) | Secondary |
| QINGDAO CONTROL: | 133.72 MHz | (R) | |
| SHANGHAI CONTROL: | 133.8 MHz | (R) | |
| NANCHANG CONTROL: | 133.82 MHz | (R) | |
| JINAN CONTROL: | 133.85 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 133.87 MHz | (R) | |
| QINGDAO CONTROL: | 133.95 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 133.97 MHz | (R) | |
| SHANGHAI CONTROL: | 134.0 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 134.05 MHz | (R) | Secondary |
| QINGDAO CONTROL: | 134.12 MHz | (R) | |
| SHANGHAI CONTROL: | 134.2 MHz | (R) | Secondary |
| GUANGZHOU CONTROL: | 134.25 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 134.3 MHz | (R) | |
| JINAN CONTROL: | 134.37 MHz | (R) | |
| SHANGHAI CONTROL: | 134.4 MHz | (R) | Secondary |
| HEFEI CONTROL: | 134.42 MHz | (R) | |
| SHANGHAI CONTROL: | 134.47 MHz | (R) | |
| SHANGHAI CONTROL: | 134.55 MHz | (R) | |
| HEFEI CONTROL: | 134.7 MHz | (R) | |
| QINGDAO CONTROL: | 134.85 MHz | (R) | |
| SHANGHAI CONTROL: | 134.9 MHz | (R) | |
| SHANGHAI CONTROL: | 135.0 MHz | (R) | |

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| | | | |
|---|---|---|---|
| SHANGHAI CONTROL: | 135.05 MHz | (R) | |
| HEFEI CONTROL: | 135.4 MHz | (R) | |
| SHANGHAI CONTROL: | 135.5 MHz | (R) | Secondary |
| HEFEI CONTROL: | 135.65 MHz | (R) | |
| SHANGHAI CONTROL: | 135.7 MHz | (R) | Secondary |
| NANCHANG CONTROL: | 135.72 MHz | (R) | Secondary |
| SHANGHAI CONTROL: | 135.75 MHz | (R) | |
| HEFEI CONTROL: | 3016 kHz | (R) | |
| HEFEI CONTROL: | 6571 kHz | (R) | Secondary |
| HEFEI CONTROL: | 8897 kHz | (R) | |

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# Operational Notes

## Page 1 Strip Charts

**VHHH Type: Airport**
Notes: FLIGHTS WITHIN 50NM OF HONG KONG INTL AIRPORT SHALL NOT FLIGHT PLAN TO CRUISE AT LEVELS BETWEEN 9000' AND FL120.

**GUEIREN Type: Class E Airspace**
Notes: EAST TRAFFIC PATTERN IS USED FOR RCXY AD.

**SINSHE Type: Class E Airspace**
Notes: EAST TRAFFIC PATTERN IS USED FOR RCWK AD.

**AIRSPACE BENEATH HONG KONG TMA Type: Class G Airspace**
Notes: REQUIRES AIRCRAFT OPERATING IN SUCH CLASS G AIRSPACE TO HAVE EQUIPMENT CAPABLE OF MAINTAINING DIRECT TWO-WAY COMMUNICATION WITH ATC.

REQUIRES AIRCRAFT OPERATING IN SUCH CLASS G AIRSPACE TO HAVE EQUIPMENT CAPABLE OF MAINTAINING DIRECT TWO-WAY COMMUNICATION WITH ATC.

**CHANGSHA CTA ZGHAAR01 Type: Control Area (Airport)**
Notes: CONTACT ZGHAAR04 WHEN ZGHAAR01 U/S

**CHANGSHA CTA ZGHAAR02 Type: Control Area (Airport)**
Notes: CONTACT ZGHAAR04 WHEN ZGHAAR01 U/S

**CHANGSHA CTA ZGHAAR03 Type: Control Area (Airport)**
Notes: CONTACT ZGHAAR02 WHEN ZGHAAR03 U/S

**CHANGSHA CTA ZGHAAR05 Type: Control Area (Airport)**
Notes: CONTACT ZGHAAR01 WHEN ZGHAAR05 U/S

**GUANGZHOU CTA ZGGGAR20 Type: Control Area (Airport)**
Notes: EXCLUDE SECTOR ZGHAAR03

**HEFEI CTA ZSOFAR02 Type: Control Area (Airport)**
Notes: CONTACT ZSOFAR01 WHEN ZSOFAR02 U/S.

**HEFEI CTA ZSOFAR03 Type: Control Area (Airport)**
Notes: CONTACT ZSOFAR04 WHEN ZSOFAR03 U/S.

**NANNING CTA ZGNNAR12 Type: Control Area (Airport)**
Notes: CONTACT ZGNNAR10 WHEN ZGNNAR12 U/S

**SANYA CTA ZJSYAR01 Type: Control Area (Airport)**
Notes: EXCLUDE ZJSYAR04

**SANYA CTA ZJSYAR04 Type: Control Area (Airport)**
Notes: CONTACT ZJSYAR01 WHEN ZJSYAR04 U/S.

**SHANGHAI CTA ZSSSAR42 Type: Control Area (Airport)**
Notes: CONTACT ZSSSAR01 OR ZSSSAR44 WHEN ZSSSAR42 U/S.

**SHANGHAI CTA ZSSSAR43 Type: Control Area (Airport)**
Notes: CONTACT ZSSSAR15 WHEN ZSSSAR43 U/S.

**SHANGHAI CTA ZSSSAR44 Type: Control Area (Airport)**
Notes: CONTACT ZSSSAR01 WHEN ZSSSAR44 U/S.

**XIAMEN CTA ZSAMAR02 Type: Control Area (Airport)**
Notes: CONTACT ZSAMAR04 WHEN ZSAMAR02 U/S.

**XIAMEN CTA ZSAMAR03 Type: Control Area (Airport)**
Notes: CONTACT ZSAMAR04 WHEN ZSAMAR03 U/S.

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**XIAMEN CTA ZSAMAR05 Type: Control Area (Airport)**
Notes: CONTACT ZSAMAR01 WHEN ZSAMAR05 U/S.

**XIAMEN CTA ZSAMAR06 Type: Control Area (Airport)**
Notes: CONTACT ZSAMAR01 WHEN ZSAMAR06 U/S.

**RCAA Type: FIR**
Notes: TAIPEI RCTP FIR: UNLESS APPLIED IN ADVANCE WITH RELATED DOCUMENTS AND AUTHORIZED BY CAA, NO PERSON MAY OPERATE A CIVIL AIRCRAFT WHILE IN CONTROLLED AIRSPACE BELOW 10,000' FEET [MSL] AT AN INDICATED AIRSPEED OF MORE THAN 250 KNOTS. R-583 AUTHORIZED ONLY W-BND FL380 OR ABOVE WITHIN TAIPEI (RCAA) FIR. UNLESS OTHERWISE APPROVED BY ATC ARRIVAL AIRCRAFT INTO TAIPEI ARE PROHIBITED.

**RJJJ Type: FIR**
Notes: SPEED RESTRICTIONS WITHIN JAPAN AIRSPACE MAXIMUM IAS UNLESS OTHERWISE AUTHORIZED BY ATC. WITHIN AN APPROACH CONTROL AREA BELOW 10000' MSL 250 KIAS WITHIN A CONTROL ZONE 250 KTS PILOTS SHOULD MONITOR VHF EMERGENCY FREQUENCY 121.5 MHZ ON LONG OVERWATER ROUTES WHEN POSSIBLE. SEE VHF EMERGENCY FREQUENCY REQUIREMENT. CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF RJJJ IN FUKUOKA FIR CPDLC: INMARSAT: INMARSAT SECURITY NUMBER IS 443101 INMARSAT: SATCOM: SATCOM VOICE DIRECT DIAL IS 81-78-99-36-501 SATCOM:

**RPHI Type: FIR**
Notes: CPDLC: CPDLC: SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF RPHI IN MANILA FIR. AIRCRAFT SHOULD LOG ON TO "RPHI" PRIOR TO DEPARTING FROM NINOY AQUINO INTERNATIONAL AIRPORT OR BETWEEN 10 - 25 MINUTES PRIOR TO ENTERING THE MANILA FIR. DATA LINK SERVICES ARE AVAILABLE TO FANS 1/A CAPABLE AIRCRAFT IN THE EAST SECTOR OF MANILA FIR ON THE FOLLOWING AIR ROUTES: 1. A582 2. A590 3. G578 4. M501 5. G467 INMARSAT: INMARSAT SECURITY NUMBERS FOR MANILLA ACC ARE 454801, 454802, AND 454803 INMARSAT: WITHIN THE MANILA FIR, THE AIRSPACE IS DIVIDED INTO THE FOLLOWING CLASSES: CLASS A FL200-UNL (MANILA FIR UPPER CONTROL AREA, EXCEPT SPECIAL USE AIRSPACE) CLASS A LOWER LIMIT - UNL (OCEANIC) CLASS A MEA - UNL (ATS ROUTES OUTSIDE TMA) CLASS E 1500' TO FL200 (TMA, EXCLUDING ATS ROUTES AT FL130 AND ABOVE)

**VHHK Type: FIR**
Notes: AIRCRAFT SHALL ESTABLISH TWO-WAY RADIO COMMUNICATION WITH HONG KONG RADAR WHEN SO PRESCRIBED BY THE RESPECTIVE ATC UNIT, AND MAINTAIN A LISTENING WATCH. SUCH AIRCRAFT SHALL MAKE POSITION REPORTS WHEN ENTERING AND LEAVING HONG KONG AIRSPACE, AND AT SUCH OTHER TIMES AND/OR POSITIONS AS DIRECTED BY HONG KONG ACC. PILOT SHALL REPORT THE AIRCRAFT CALL SIGN, POSITION (WITH REFERENCE TO A REPORTING POINT), LEVEL (INCLUDING PASSING AND CLEARED LEVELS IF NOT MAINTAINING THE CLEARED LEVEL), TRANSPONDER CODE AND OTHER PERTINENT INFORMATION (E.G. SPEED ASSIGNED BY LAST ATC, TRACKING IF IT DIFFERS FROM THE FLIGHT PLAN ROUTE) IN THE INITIAL CALL BEFORE ENTERING HONG KONG FIR. AIRCRAFT ENTERING HONG KONG FIR OUTSIDE CONTROLLED AIRSPACE, BUT WISHING TO JOIN CONTROLLED AIRSPACE, SHALL REQUEST CLEARANCE FROM HONG KONG ACC STATING FLIGHT LEVEL AND ESTIMATED TIME/POSITION OF JOINING, IN RELATION TO A REPORTING POINT. UNTIL SPECIFIC CLEARANCE IS RECEIVED FROM HONG KONG ACC, THE AIRCRAFT SHALL REMAIN CLEAR OF CONTROLLED AIRSPACE. WITHIN VHHK FIR ALL NON-COMPULSORY REPORTING POINTS ON CONVENTIONAL AND VICTOR ATS-ROUTES ARE COMPULSORY FOR NON-JET AIRCRAFT. RVSM AIRSPACE FL290-FL410 INCLUSIVE. INMARSAT: INMARSAT SECURITY NUMBER FOR HONG KONG ATC IS 441299 INMARSAT:

**ZGZU Type: FIR**
Notes: ABOVE 19700' (6000M) THERE ARE FOLLOWING AIRSPACE CLASSES: 19700' (6000M)- 65700'(20000M) CLASS A AIRSPACE 65700'(20000M)-UNLTD CLASS D AIRSPACE AIRSPACE CLASS B DESIGNATED AS FOLLOWING: THE AIRSPACE DESIGNATED ABOVE TRANSPORT AIRPORTS. FOR TRANSPORT AIRPORTS WITH THREE RUNWAYS (INCLUSIVE) OR MORE, THREE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 10.8NM (20KM), 21.6NM (40KM), AND 32.4NM (60KM), ALTITUDES RESPECTIVELY FROM RUNWAY SURFACE TO 3000' (900M) ABOVE THE AIRPORT ELEVATION, FROM 3000' (900M) ABOVE THE AIRPORT ELEVATION TO 6000' (1800M) ABOVE THE AIRPORT ELEVATION, FROM 6000' (1800M) ABOVE THE AIRPORT ELEVATION TO QNE 19700' (6000M). FOR TRANSPORT AIRPORTS WITH TWO RUNWAYS, TWO-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 8.1NM (15KM) AND 16.2NM (30KM), ALTITUDES RESPECTIVELY FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION, FROM 2000' (600M) ABOVE THE AIRPORT ELEVATION TO 11900' (3600M) ABOVE THE AIRPORT ELEVATION, MAXIMUM TO THE LOWER LIMIT OF CLASS A AIRSPACE. FOR TRANSPORT AIRPORTS WITH ONE RUNWAY, ONE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 6.5NM (12KM), ALTITUDE FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION. AIRSPACE CLASS C DESIGNATED AS FOLLOWING: THE AIRSPACE DESIGNATED ABOVE GENERAL AVIATION AIRPORTS WITH TOWER, ONE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 2.7NM (5KM), ALTITUDE FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION. AIRSPACE CLASS D AND E DESIGNATED AS FOLLOWING: OUTSIDE OF CLASS A, B, C AND G AIRSPACE, IT CAN BE DESIGNATED AS CLASS D OR E AIRSPACE BASED ON OPERATION AND SAFETY REQUIREMENTS. AIRSPACE CLASS G DESIGNATED AS FOLLOWING: - THE AIRSPACE OUTSIDE OF CLASS B AND C AIRSPACE(CLASS W AIRSPACE EXCLUDED) AND BELOW 1000' (300M) AGL - AIRSPACE BELOW 19700' (6000M) MSL THAT DOES NOT AFFECT CIVIL AVIATION TRANSPORT FLIGHTS. AIRSPACE CLASS W DESIGNATED AS FOLLOWING: PART OF THE CLASS G AIRSPACE BELOW 400' (120M) AGL. RVSM AIRSPACE FL291-FL411 INCLUSIVE. ALL AIRCRAFT ENTERING OR EXITING PR OF CHINA SHALL CONTACT ATC 15-20 MINUTES PRIOR TO FIR ENTRY OR EXIT AND OBTAIN A CLEARANCE TO CROSS THE FIR BOUNDARIES.

**ZHWH Type: FIR**
Notes: ABOVE 19700' (6000M) THERE ARE FOLLOWING AIRSPACE CLASSES: 19700' (6000M)- 65700'(20000M) CLASS A AIRSPACE 65700'(20000M)-UNLTD CLASS D AIRSPACE AIRSPACE CLASS B DESIGNATED AS FOLLOWING: THE AIRSPACE DESIGNATED ABOVE TRANSPORT AIRPORTS. FOR TRANSPORT AIRPORTS WITH THREE RUNWAYS (INCLUSIVE) OR MORE, THREE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 10.8NM (20KM), 21.6NM (40KM), AND 32.4NM (60KM), ALTITUDES RESPECTIVELY FROM RUNWAY SURFACE TO 3000' (900M) ABOVE THE AIRPORT ELEVATION, FROM 3000' (900M) ABOVE THE AIRPORT ELEVATION TO 6000' (1800M) ABOVE THE AIRPORT ELEVATION, FROM 6000' (1800M) ABOVE THE AIRPORT ELEVATION TO QNE 19700' (6000M). FOR TRANSPORT AIRPORTS WITH TWO RUNWAYS, TWO-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 8.1NM (15KM) AND 16.2NM (30KM), ALTITUDES RESPECTIVELY FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION, FROM 2000' (600M) ABOVE THE AIRPORT ELEVATION TO 11900' (3600M) ABOVE THE AIRPORT ELEVATION, MAXIMUM TO THE LOWER LIMIT OF CLASS A AIRSPACE. FOR TRANSPORT AIRPORTS WITH ONE RUNWAY, ONE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 6.5NM (12KM), ALTITUDE FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION. AIRSPACE CLASS C DESIGNATED AS FOLLOWING: THE AIRSPACE DESIGNATED ABOVE GENERAL AVIATION AIRPORTS WITH TOWER, ONE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 2.7NM (5KM), ALTITUDE FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION. AIRSPACE CLASS D AND E DESIGNATED AS FOLLOWING: OUTSIDE OF CLASS A, B, C AND G AIRSPACE, IT CAN BE DESIGNATED AS CLASS D OR E AIRSPACE BASED ON OPERATION AND SAFETY REQUIREMENTS. AIRSPACE

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CLASS G DESIGNATED AS FOLLOWING: - THE AIRSPACE OUTSIDE OF CLASS B AND C AIRSPACE(CLASS W AIRSPACE EXCLUDED) AND BELOW 1000' (300M) AGL - AIRSPACE BELOW 19700' (6000M) MSL THAT DOES NOT AFFECT CIVIL AVIATION TRANSPORT FLIGHTS. AIRSPACE CLASS W DESIGNATED AS FOLLOWING: PART OF THE CLASS G AIRSPACE BELOW 400' (120M) AGL. RVSM AIRSPACE FL291-FL411 INCLUSIVE.

**ZJSA Type: FIR**

Notes: ALL FLIGHTS ENTERING THE SANYA FIR SHOULD ESTABLISH TWO-WAY RADIO COMMUNICATION WITH SANYA ACC WITHIN FIVE MINUTES BEFORE DESIGNATED REPORTING POINTS. ABOVE 19700' (6000M) THERE ARE FOLLOWING AIRSPACE CLASSES: 19700' (6000M)- 65700'(20000M) CLASS A AIRSPACE 65700'(20000M)-UNLTD CLASS D AIRSPACE AIRSPACE CLASS B DESIGNATED AS FOLLOWING: THE AIRSPACE DESIGNATED ABOVE TRANSPORT AIRPORTS. FOR TRANSPORT AIRPORTS WITH THREE RUNWAYS (INCLUSIVE) OR MORE, THREE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 10.8NM (20KM), 21.6NM (40KM), AND 32.4NM (60KM), ALTITUDES RESPECTIVELY FROM RUNWAY SURFACE TO 3000' (900M) ABOVE THE AIRPORT ELEVATION, FROM 3000' (900M) ABOVE THE AIRPORT ELEVATION TO 6000' (1800M) ABOVE THE AIRPORT ELEVATION, FROM 6000' (1800M) ABOVE THE AIRPORT ELEVATION TO QNE 19700' (6000M). FOR TRANSPORT AIRPORTS WITH TWO RUNWAYS, TWO-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 8.1NM (15KM) AND 16.2NM (30KM), ALTITUDES RESPECTIVELY FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION, FROM 2000' (600M) ABOVE THE AIRPORT ELEVATION TO 11900' (3600M) ABOVE THE AIRPORT ELEVATION, MAXIMUM TO THE LOWER LIMIT OF CLASS A AIRSPACE. FOR TRANSPORT AIRPORTS WITH ONE RUNWAY, ONE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 6.5NM (12KM), ALTITUDE FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION. AIRSPACE CLASS C DESIGNATED AS FOLLOWING: THE AIRSPACE DESIGNATED ABOVE GENERAL AVIATION AIRPORTS WITH TOWER, ONE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 2.7NM (5KM), ALTITUDE FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION. AIRSPACE CLASS D AND E DESIGNATED AS FOLLOWING: OUTSIDE OF CLASS A, B, C AND G AIRSPACE, IT CAN BE DESIGNATED AS CLASS D OR E AIRSPACE BASED ON OPERATION AND SAFETY REQUIREMENTS. AIRSPACE CLASS G DESIGNATED AS FOLLOWING: - THE AIRSPACE OUTSIDE OF CLASS B AND C AIRSPACE(CLASS W AIRSPACE EXCLUDED) AND BELOW 1000' (300M) AGL - AIRSPACE BELOW 19700' (6000M) MSL THAT DOES NOT AFFECT CIVIL AVIATION TRANSPORT FLIGHTS. AIRSPACE CLASS W DESIGNATED AS FOLLOWING: PART OF THE CLASS G AIRSPACE BELOW 400' (120M) AGL. ALL AIRCRAFT ENTERING OR EXITING PR OF CHINA SHALL CONTACT ATC 15-20

**ZSHA Type: FIR**

Notes: RVSM AIRSPACE FL291-FL411 INCLUSIVE. ALL AIRCRAFT ENTERING OR EXITING PR OF CHINA SHALL CONTACT ATC 15-20 MINUTES PRIOR TO FIR ENTRY OR EXIT AND OBTAIN A CLEARANCE TO CROSS THE FIR BOUNDARIES. ABOVE 19700' (6000M) THERE ARE FOLLOWING AIRSPACE CLASSES: 19700' (6000M)- 65700'(20000M) CLASS A AIRSPACE 65700'(20000M)-UNLTD CLASS D AIRSPACE AIRSPACE CLASS B DESIGNATED AS FOLLOWING: THE AIRSPACE DESIGNATED ABOVE TRANSPORT AIRPORTS. FOR TRANSPORT AIRPORTS WITH THREE RUNWAYS (INCLUSIVE) OR MORE, THREE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 10.8NM (20KM), 21.6NM (40KM), AND 32.4NM (60KM), ALTITUDES RESPECTIVELY FROM RUNWAY SURFACE TO 3000' (900M) ABOVE THE AIRPORT ELEVATION, FROM 3000' (900M) ABOVE THE AIRPORT ELEVATION TO 6000' (1800M) ABOVE THE AIRPORT ELEVATION, FROM 6000' (1800M) ABOVE THE AIRPORT ELEVATION TO QNE 19700' (6000M). FOR TRANSPORT AIRPORTS WITH TWO RUNWAYS, TWO-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 8.1NM (15KM) AND 16.2NM (30KM), ALTITUDES RESPECTIVELY FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION, FROM 2000' (600M) ABOVE THE AIRPORT ELEVATION TO 11900' (3600M) ABOVE THE AIRPORT ELEVATION, MAXIMUM TO THE LOWER LIMIT OF CLASS A AIRSPACE. FOR TRANSPORT AIRPORTS WITH ONE RUNWAY, ONE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 6.5NM (12KM), ALTITUDE FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION. AIRSPACE CLASS C DESIGNATED AS FOLLOWING: THE AIRSPACE DESIGNATED ABOVE GENERAL AVIATION AIRPORTS WITH TOWER, ONE-TIERED STRUCTURE IS USUALLY ESTABLISHED WITH RADIUS OF 2.7NM (5KM), ALTITUDE FROM RUNWAY SURFACE TO 2000' (600M) ABOVE THE AIRPORT ELEVATION. AIRSPACE CLASS D AND E DESIGNATED AS FOLLOWING: OUTSIDE OF CLASS A, B, C AND G AIRSPACE, IT CAN BE DESIGNATED AS CLASS D OR E AIRSPACE BASED ON OPERATION AND SAFETY REQUIREMENTS. AIRSPACE CLASS G DESIGNATED AS FOLLOWING: - THE AIRSPACE OUTSIDE OF CLASS B AND C AIRSPACE(CLASS W AIRSPACE EXCLUDED) AND BELOW 1000' (300M) AGL - AIRSPACE BELOW 19700' (6000M) MSL THAT

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DOES NOT AFFECT CIVIL AVIATION TRANSPORT FLIGHTS. AIRSPACE CLASS W DESIGNATED AS FOLLOWING: PART OF THE CLASS G AIRSPACE BELOW 400' (120M) AGL.

**16 Type: Special Use Airspace**
Notes: NO FLIGHT IS PERMITTED BELOW 4000 FEET IN R16 UNLESS PERMISSION FROM AOC HAS BEEN OBTAINED. HELICOPTERS ON MEDICAL SERVICES MAY OPERATE IN THIS AREA WITH PERMISSION FROM SUNGSHAN TOWER. IFR AIRCRAFT APPROACHING TAIPEI/SUNGSHAN AIRPORT ARE RESTRICTED TO AN ALTITUDE WHILE CROSSING (APU) VOR AND (LK) LOCATOR NOT LOWER THAN 5000 FEET.

**30 Type: Special Use Airspace**
Notes: IF PRIOR COORDINATION WITH TAFU PROVING GROUND HAS BEEN COMPLETED, CIVIL AIRCRAFT OPERATIONS IN R30 MAY BE APPROVED BY ATC DURING ACTIVE HOURS.

**41 Type: Special Use Airspace**
Notes: TAITUNG TMA EXCLUDES RC(R)-41 AND RC(R)-42.

**48 Type: Special Use Airspace**
Notes: NO AIRCRAFT MAY ENTER THIS AREA WITHOUT PRIOR PERMISSION FROM APPROPRIATE AUTHORITY.

**BEIDOU EA* Type: Special Use Airspace**
Notes: IN THOSE PARTS WITH HIGH TERRAIN, THE UPPER LIMIT IS 500 FT AGL.

**BULAO HOT* Type: Special Use Airspace**
Notes: IN THOSE PARTS WITH HIGH TERRAIN, THE UPPER LIMIT IS 500 FT AGL.

**DAHAN RIV* Type: Special Use Airspace**
Notes: IN THOSE PARTS WITH HIGH TERRAIN, THE UPPER LIMIT IS 500 FT AGL.

**DALI Type: Special Use Airspace**
Notes: IN THOSE PARTS WITH HIGH TERRAIN, THE UPPER LIMIT IS 500 FT AGL.

IN THOSE PARTS WITH HIGH TERRAIN, THE UPPER LIMIT IS 500 FT AGL.

IN THOSE PARTS WITH HIGH TERRAIN, THE UPPER LIMIT IS 500 FT AGL. FOR ENTERING AND EXITING AREA B. OTHER ACT PROHIBITED.

**GAOSHU Type: Special Use Airspace**
Notes: IN THOSE PARTS WITH HIGH TERRAIN, THE UPPER LIMIT IS 500 FT AGL.

**HUALIEN M* Type: Special Use Airspace**
Notes: FOR ENTERING AND EXITING ULM HUATUNG AIRSPACE. OTHER ACT PROHIBITED.

**HUATUNG Type: Special Use Airspace**
Notes: IN THOSE PARTS WITH HIGH TERRAIN, THE UPPER LIMIT IS 1000 FT AGL.

IN THOSE PARTS WITH HIGH TERRAIN, THE UPPER LIMIT IS 1000 FT AGL.

**LUODONG Type: Special Use Airspace**
Notes: IN THOSE PARTS WITH HIGH TERRAIN, THE UPPER LIMIT IS 500 FT AGL.

**MAOLUO RI* Type: Special Use Airspace**
Notes: FOR ENTERING AND EXITING BEIDOU EAST. OTHER ACT PROHIBITED. IN THOSE PARTS WITH HIGH TERRAIN, THE UPPER LIMIT IS 500 FT AGL.

IN THOSE PARTS WITH HIGH TERRAIN, THE UPPER LIMIT IS 500 FT AGL. FOR ENTERING AND EXITING BEIDOU EAST. OTHER ACT PROHIBITED.

**MIAOLI Type: Special Use Airspace**
Notes: IN THOSE PARTS WITH HIGH TERRAIN, THE UPPER LIMIT IS 500 FT AGL.

**NANHUA Type: Special Use Airspace**
Notes: IN THOSE PARTS WITH HIGH TERRAIN, THE UPPER LIMIT IS 500 FT AGL.

**NINGBO Type: Special Use Airspace**
Notes: 9900' (3000M) QNH OR BELOW: BY ATC

**RUEIFANG Type: Special Use Airspace**

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Notes: IN THOSE PARTS WITH HIGH TERRAIN, THE UPPER LIMIT IS 500 FT AGL.

**SAIJIA Type: Special Use Airspace**
Notes: IN THOSE PARTS WITH HIGH TERRAIN, THE UPPER LIMIT IS 500 FT AGL.

**SOUTH LAN* Type: Special Use Airspace**
Notes: FOR LANDING ONLY

**CHANGSHA APP CTL ZGHAAP02 Type: Terminal Area**
Notes: CONTACT ZGHAAP01 WHEN ZGHAAP02 U/S

**CHANGSHA APP CTL ZGHAAP03N Type: Terminal Area**
Notes: CONTACT ZGHAAP01 WHEN ZGHAAP03 U/S RWY36L/36R IN USE AT ZGHA

**CHANGSHA APP CTL ZGHAAP03S Type: Terminal Area**
Notes: RWY18L/18R IN USE AT ZGHA CONTACT ZGHAAP01 WHEN ZGHAAP03 U/S

**FUZHOU APP CTL AREA AP03 Type: Terminal Area**
Notes: CONTACT ZSFZAP01 WHEN ZSFZAP03 U/S

**GUANGZHOU APP CTL ZGGGAP01N Type: Terminal Area**
Notes: RWY01/02L/02R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP01S Type: Terminal Area**
Notes: RWY19/20L/20R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP02N Type: Terminal Area**
Notes: RWY01/02L/02R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP02S Type: Terminal Area**
Notes: RWY19/20L/20R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP03N1 Type: Terminal Area**
Notes: RWY01/02L/02R IN USE AT ZGGG EXCLUDE ZGGGAP02

**GUANGZHOU APP CTL ZGGGAP03N2 Type: Terminal Area**
Notes: RWY01/02L/02R IN USE AT ZGGG EXCLUDE ZGGGAP02

**GUANGZHOU APP CTL ZGGGAP03N3 Type: Terminal Area**
Notes: RWY01/02L/02R IN USE AT ZGGG EXCLUDE ZGGGAP02

**GUANGZHOU APP CTL ZGGGAP03N4 Type: Terminal Area**
Notes: RWY01/02L/02R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP03N5 Type: Terminal Area**
Notes: RWY01/02L/02R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP03N6 Type: Terminal Area**
Notes: RWY01/02L/02R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP03S1 Type: Terminal Area**
Notes: RWY19/20L/20R IN USE AT ZGGG EXCLUDE ZGGGAP01 AND ZGGGAP06

**GUANGZHOU APP CTL ZGGGAP03S2 Type: Terminal Area**
Notes: EXCLUDE ZGGGAP01 AND ZGGGAP06 RWY19/20L/20R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP03S3 Type: Terminal Area**
Notes: RWY19/20L/20R IN USE AT ZGGG EXCLUDE ZGGGAP01 AND ZGGG06

**GUANGZHOU APP CTL ZGGGAP03S4 Type: Terminal Area**
Notes: EXCLUDE ZGGGAP02 RWY19/20L/20R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP03S5 Type: Terminal Area**
Notes: RWY19/20L/20R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP03S6 Type: Terminal Area**
Notes: RWY19/20L/20R IN USE AT ZGGG

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**GUANGZHOU APP CTL ZGGGAP03S7 Type: Terminal Area**
Notes: RWY19/20L/20R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP04N1 Type: Terminal Area**
Notes: EXCLUDE ZHUHAI TMA RWY01/02L/02R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP04N2 Type: Terminal Area**
Notes: RWY01/02L/02R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP04S1 Type: Terminal Area**
Notes: RWY19/20L/20R IN USE AT ZGGG EXCLUDE ZHUHAI TMA

**GUANGZHOU APP CTL ZGGGAP04S2 Type: Terminal Area**
Notes: RWY19/20L/20R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP05N1 Type: Terminal Area**
Notes: RWY01/02L/02R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP05N2 Type: Terminal Area**
Notes: RWY01/02L/02R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP05N3 Type: Terminal Area**
Notes: RWY01/02L/02R IN USE AT ZGGG EXCLUDE ZGGGAP01, ZGGGAP04, ZGGGAP06 AND ZHUHAI TMA

**GUANGZHOU APP CTL ZGGGAP05N4 Type: Terminal Area**
Notes: RWY01/02L/02R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP05S1 Type: Terminal Area**
Notes: RWY19/20L/20R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP05S2 Type: Terminal Area**
Notes: RWY19/20L/20R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP05S3 Type: Terminal Area**
Notes: RWY19/20L/20R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP05S4 Type: Terminal Area**
Notes: EXCLUDE ZGGGAP04 AND ZHUHAI TMA RWY19/20L/20R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP05S5 Type: Terminal Area**
Notes: RWY19/20L/20R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP06N Type: Terminal Area**
Notes: RWY01/02L/02R IN USE AT ZGGG

**GUANGZHOU APP CTL ZGGGAP06S Type: Terminal Area**
Notes: RWY19/20L/20R IN USE AT ZGGG

**HANGZHOU APP CTL ZSHCAP01 Type: Terminal Area**
Notes: CONTACT ZSHCAP04 WHEN ZSHCAP01 U/S EXCLUDE ZSHCAP02/04

**HANGZHOU APP CTL ZSHCAP02 Type: Terminal Area**
Notes: CONTACT ZSHCAP04 WHEN ZSHCAP02 U/S

**HANGZHOU APP CTL ZSHCAP03 Type: Terminal Area**
Notes: EXCLUDE ZSHCAP02/06/07

**HANGZHOU APP CTL ZSHCAP04 Type: Terminal Area**
Notes: CONTACT ZSHCAP03 WHEN ZSHCAP04 U/S

**HANGZHOU APP CTL ZSHCAP05 Type: Terminal Area**
Notes: CONTACT ZSHCAP03 WHEN ZSHCAP05 U/S EXCLUDE ZSHCAP06/08 AND NINGBO APP

**HANGZHOU APP CTL ZSHCAP06 Type: Terminal Area**
Notes: CONTACT ZSHCAP02 WHEN ZSHCAP006 U/S

**HANGZHOU APP CTL ZSHCAP07 Type: Terminal Area**
Notes: CONTACT ZSHCAP03 WHEN ZSHCAP07 U/S

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**HANGZHOU APP CTL ZSHCAP08 Type: Terminal Area**
Notes: CONTACT ZSHCAP04 WHEN ZSHCAP08 U/S

**HEFEI APP CTL AREA ZSOFAP04 Type: Terminal Area**
Notes: CONTACT ZSOFAP03 WHEN ZSOFAP04 U/S.

CONTACT ZSOFAP03 WHEN ZSOFAP04 U/S.

**JINJIANG APP CONTROL AREA Type: Terminal Area**
Notes: CONTACT JINJIANG TWR WHEN JINJIANG APP U/S.

**NINGBO APP CTL ZSNBAP01N Type: Terminal Area**
Notes: RWY31 IN USE AT ZSNB

**NINGBO APP CTL ZSNBAP01S Type: Terminal Area**
Notes: RWY13 IN USE AT ZSNB

**NINGBO APP CTL ZSNBAP02N Type: Terminal Area**
Notes: RWY31 IN USE AT ZSNB

**NINGBO APP CTL ZSNBAP02S Type: Terminal Area**
Notes: RWY13 IN USE AT ZSNB

**SHANGHAI APP CTL ZSSSAP01 Type: Terminal Area**
Notes: EXCLUDE ZSSSAP05/07

**SHANGHAI APP CTL ZSSSAP02S Type: Terminal Area**
Notes: RWY16L/16R/17L/17R IN USE AT ZSPD

**SHANGHAI APP CTL ZSSSAP03 Type: Terminal Area**
Notes: EXCLUDE ZSSSAP02/04/06/07

**SHANGHAI APP CTL ZSSSAP04N Type: Terminal Area**
Notes: RWY34L/34R/35L/35R IN USE AT ZSPD

**SHANGHAI APP CTL ZSSSAP06N Type: Terminal Area**
Notes: RWY34L/34R/35L/35R IN USE AT ZSPD

**SHANGHAI APP CTL ZSSSAP10 Type: Terminal Area**
Notes: EXCLUDE ZSSSAP02/04/06

**TAITUNG TMA Type: Terminal Area**
Notes: EXCLUDING RC(R)-41

**WENZHOU APP CTL AREA ZSWZAP01 Type: Terminal Area**
Notes: EXCLUDE ZSWZAP02

**WENZHOU APP CTL AREA ZSWZAP03 Type: Terminal Area**
Notes: CONTACT ZSWZAP01 WHEN ZSWZAP03 U/S

**WUHAN APP CTL ZHHH AP01 Type: Terminal Area**
Notes: EXCLUDE ZHHHAP03 CONTACT ZHHHAP02 WHEN ZHHHAP01 U/S

**WUHAN APP CTL ZHHH AP02 Type: Terminal Area**
Notes: EXCLUDE ZHHHAP03

**WUHAN APP CTL ZHHH AP03 Type: Terminal Area**
Notes: CONTACT ZHHHAP01 WHEN ZHHHAP03 U/S RWY04L/04R IN USE AT ZHHH

CONTACT ZHHHAP02 WHEN ZHHHAP03 U/S RWY22L/22R IN USE AT ZHHH

**WUHAN APP CTL ZHHH AP04 Type: Terminal Area**
Notes: CONTACT ZHHHAP02 WHEN ZHHHAP04 U/S EXCLUDE ZHHHAP03

**XIAMEN APP CTL AREA ZSAMAP01 Type: Terminal Area**
Notes: EXCLUDE JINJIANG APP CONTROL AREA

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**ZHUHAI TMA ZGJDTM01N1 Type: Terminal Area**
Notes: CONTACT APP04 WHEN APP01 U/S RWY33/34 IN USE AT ZGSZ

**ZHUHAI TMA ZGJDTM01N2 Type: Terminal Area**
Notes: CONTACT APP04 WHEN APP01 U/S RWY33/34 IN USE AT ZGSZ

**ZHUHAI TMA ZGJDTM01S1 Type: Terminal Area**
Notes: RWY15/16 IN USE AT ZGSZ CONTACT APP04 WHEN APP01 U/S

**ZHUHAI TMA ZGJDTM01S2 Type: Terminal Area**
Notes: CONTACT APP04 WHEN APP01 U/S RWY15/16 IN USE AT ZGSZ

**ZHUHAI TMA ZGJDTM03N1 Type: Terminal Area**
Notes: CONTACT APP02 WHEN APP03 U/S RWY33/34 IN USE AT ZGSZ

**ZHUHAI TMA ZGJDTM03N2 Type: Terminal Area**
Notes: RWY33/34 IN USE AT ZGSZ CONTACT APP02 WHEN APP03 U/S

**ZHUHAI TMA ZGJDTM03S Type: Terminal Area**
Notes: RWY15/16 IN USE AT ZGSZ CONTACT APP02 WHEN APP03 U/S

**ZHUHAI TMA ZGJDTM04N1 Type: Terminal Area**
Notes: RWY33/34 IN USE AT ZGSZ CONTACT APP02 WHEN APP04 U/S

**ZHUHAI TMA ZGJDTM04N2 Type: Terminal Area**
Notes: RWY33/34 IN USE AT ZGSZ CONTACT APP02 WHEN APP04 U/S

**ZHUHAI TMA ZGJDTM04S1 Type: Terminal Area**
Notes: RWY15/16 IN USE AT ZGSZ

**ZHUHAI TMA ZGJDTM04S2 Type: Terminal Area**
Notes: RWY15/16 IN USE AT ZGSZ CONTACT APP02 WHEN APP04 U/S

**ZHUHAI TMA ZGJDTM05N Type: Terminal Area**
Notes: RWY33/34 IN USE AT ZGSZ CONTACT APP03 WHEN APP05 U/S

**ZHUHAI TMA ZGJDTM05S Type: Terminal Area**
Notes: CONTACT APP03 WHEN APP05 U/S RWY15/16 IN USE AT ZGSZ

**LIG Type: VOR**
Notes: TRAFFIC TO HONG KONG OR BEYOND REPORT ETO TAMOT OR SIERA INT TO GUANGZHOU ATC.

**PLT Type: VOR**
Notes: TRAFFIC TO HONG KONG OR BEYOND REPORT ETO TAMOT OR SIERA INT TO GUANGZHOU ATC.

**BEKOL Type: Waypoint**
Notes: CONTACT NEXT ATC UNIT AT LEAST 3 MINUTES PRIOR TO BEKOL.

**DOTMI Type: Waypoint**
Notes: CONTACT HONG KONG RADAR ON 121.300 AT LEAST 10NM PRIOR TO DOTMI.

**ELAGO Type: Waypoint**
Notes: AIRCRAFT FROM ZSHC IN DIRECTION OF ZSQD OR RJTG FIR AND VICE VERSA ROUTE W36 AND CROSS ELAGO AT FL197/FL6000M OR ABOVE. EXPECT REROUTING VIA W-37 BY ATC.

**ELATO Type: Waypoint**
Notes: CONTACT HONG KONG RADAR ON 121.300 AT LEAST 10NM PRIOR TO ELATO.

**KABAM Type: Waypoint**
Notes: DURING 2200-1600, TRANSIT FLIGHTS VIA KABAM SHALL FILE AIRWAY W4 FOR N-BND FLIGHTS & AWY B591/Q11 FOR S-BND FLIGHTS.

**KAPLI Type: Waypoint**
Notes: DURING 2200-1600, TRANSIT FLIGHTS VIA KAPLI SHALL FILE AIRWAY W4 FOR N-BND FLIGHTS & AWY B591/Q11 FOR S-BND FLIGHTS.
CONTACT HONG KONG RADAR ON 132.150 AT LEAST 10NM PRIOR TO KAPLI.

**LELIM Type: Waypoint**
Notes: CONTACT HONG KONG RADAR ON 121.300 AT LEAST 10NM PRIOR TO LELIM.

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**OSNOV Type: Waypoint**
Notes: G586, OSNOV-ALGAG NOT AVAILABLE. ROUTE VIA V147, V148.

**POTIB Type: Waypoint**
Notes: DURING 2200-1600, TRANSIT FLIGHTS VIA POTIB SHALL FILE AIRWAY W4 FOR N-BND FLIGHTS & AWY B591/Q11 FOR S-BND FLIGHTS.

**ROMEO Type: Waypoint**
Notes: CONTACT HONG KONG RADAR ON 123.950 AT LEAST 3 MINUTES PRIOR TO ROMEO.

**SIERA Type: Waypoint**
Notes: CONTACT HONG KONG RADAR ON 127.550 AT LEAST 3 MINUTES PRIOR TO SIERA.

**SIKOU Type: Waypoint**
Notes: CONTACT HONG KONG RADAR ON 127.100 AT LEAST 10NM PRIOR TO SIKOU.

**TAMOT Type: Waypoint**
Notes: CONTACT HONG KONG RADAR ON 127.100 AT LEAST 10 NM PRIOR TO TAMOT.

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# Regional Notes

## Page 1 Strip Charts

**RJJJ Type: FIR**
JDA AREAS, JDA CORRIDORS, AND JAPAN TRAINING AND TESTING AREAS
JDA AREAS Aircraft flying for purposes other than training/testing should not enter this airspace without prior coordination with Controlling Unit. Aircraft entering airspace inevitably for emergencies or avoidance of thunderclouds etc., should make a report to Controlling Unit on 121.5 MHz or 243.0 MHz (emergencies) or on the published frequency of the Controlling Unit (all other situations).
JDA CORRIDORS Aircraft should not penetrate corridors without permission by ACC controlling corridors.
JAPAN TRAINING AND TESTING AREAS EXCLUDES: Airways, ATS routes, SIDs, STARs, instrument approach routes, radar vectoring routes and holding areas and their protective airspace.

**ZGZU Type: FIR**
ALTIMETER SETTING Use QNH (where transition altitude established) for Take-off and climb until passing transition altitude. Use QFE (where transition height established) for Take-off and climb until passing transition height. Use QFE (where no transition altitude or transition height established) for Take-off and climb until passing 600m/1970'. Descent and landing as soon as passing transition level where established or after crossing ACA boundary or as instructed by ATC.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS CHINA ATC will issue the Flight Level clearance in meters. Pilots shall use the PR of China RVSM FLAS Diagram to determine the corresponding Flight Level in feet. The aircraft shall be flown using the Flight Level in FEET. Pilots should be aware that due to the rounding differences, the metric readout of the onboard avionics will not necessarily correspond to the cleared Flight Level in meters however the difference will never be more than 30 meters.

**ZHWH Type: FIR**
ALTIMETER SETTING Use QNH (where transition altitude established) for Take-off and climb until passing transition altitude. Use QFE (where transition height established) for Take-off and climb until passing transition height. Use QFE (where no transition altitude or transition height established) for Take-off and climb until passing 600m/1970'. Descent and landing as soon as passing transition level where established or after crossing ACA boundary or as instructed by ATC.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS CHINA ATC will issue the Flight Level clearance in meters. Pilots shall use the PR of China RVSM FLAS Diagram to determine the corresponding Flight Level in feet. The aircraft shall be flown using the Flight Level in FEET. Pilots should be aware that due to the rounding differences, the metric readout of the onboard avionics will not necessarily correspond to the cleared Flight Level in meters however the difference will never be more than 30 meters.

**ZJSA Type: FIR**
ALTIMETER SETTING Use QNH (where transition altitude established) for Take-off and climb until passing transition altitude. Use QFE (where transition height established) for Take-off and climb until passing transition height. Use QFE (where no transition altitude or transition height established) for Take-off and climb until passing 600m/1970'. Descent and landing as soon as passing transition level where established or after crossing ACA boundary or as instructed by ATC.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS CHINA ATC will issue the Flight Level clearance in meters. Pilots shall use the PR of China RVSM FLAS Diagram to determine the corresponding Flight Level in feet. The aircraft shall be flown using the Flight Level in FEET. Pilots should be aware that due to the rounding differences, the metric readout of the onboard avionics will not necessarily correspond to the cleared Flight Level in meters however the difference will never be more than 30 meters.

**ZSHA Type: FIR**
ALTIMETER SETTING Use QNH (where transition altitude established) for Take-off and climb until passing transition altitude. Use QFE (where transition height established) for Take-off and climb until passing transition height. Use QFE (where no transition altitude or transition height established) for Take-off and climb until passing 600m/1970'. Descent and landing as soon as passing transition level where established or after crossing ACA boundary or as instructed by ATC.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS CHINA ATC will issue the Flight Level clearance in meters. Pilots shall use the PR of China RVSM FLAS Diagram to determine the corresponding Flight Level in feet. The aircraft shall be flown using the Flight Level in FEET. Pilots should be aware that due to the rounding differences, the metric readout of the onboard avionics will not necessarily correspond to the cleared Flight Level in meters however the difference will never be more than 30 meters.

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# Reference Notes

## Page 1 Strip Charts

**RCAA Type: FIR**
REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

**RJJJ Type: FIR**
REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

NORTH PACIFIC (NOPAC) ROUTE PROCEDURES

a. The NOPAC Route System is comprised of five Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two northern routes are used for westbound traffic. The three southern routes are used for eastbound traffic, except that R-591 or G-344 may be used for westbound aircraft crossing the Fukuoka/Anchorage FIR between 0000UTC and 0600UTC. The routes are as follows: R-220, R-580, A-590, R-591 and G-344.

b. Transition Routes

1. Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System.

2. Within the Anchorage FIR, certain ATS routes are used for the same purpose. They are as follows: B-327 (For Westbound use only between BAMOK and SELDM), R-341, G-469, A-342, G-215, R-330, R-451, R-336, R-338, G-583 and G-349.

c. Separation Standards

1. The primary form of lateral separation within the NOPAC Route System is 25NM lateral either side of the centerline, based on Required Navigation Performance 10 (RNP-10) and 1000' vertical separation (FL290 - FL410) based on Reduced Vertical Separation Minimums (RVSM).

2. Lateral separation for Non-RNP10 aircraft and aircraft operating below FL180 is 50NM lateral either side of the centerline.

3. Standard longitudinal separation within the Anchorage Oceanic FIR is 15 minutes "in trail".

d. Flight Plans

1. Aircraft shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP 10 operations for the route of flight.

2. Aircraft shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM.

3. Aircraft not approved for RNP 10 and/or RVSM shall not enter "R" and/or "W" in item 10.

4. Aircraft approved for both RNP 10 and RVSM may flight plan any of the NOPAC routes with the following altitude restrictions:

(a) R-220: Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410

(b) R-580: Even Altitudes FL180 to FL400, also FL350, FL370

(c) A-590: Odd Altitudes FL190 to FL410, also FL300, FL320, FL340

(d) R-591: Eastbound, Odd Altitudes FL190 to FL410

(e) R-591: Westbound, Even Altitudes FL300 to FL400

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(f) G-344: Eastbound, Odd Altitudes FL190 to FL410

(g) G-344: Westbound, Even Altitudes FL300 to FL400

(h) R-591 and G-344 are Eastbound routes unless designated as Westbound PACOTS. Traffic flows are either Eastbound or Westbound with the tracks being emptied of traffic before changing direction.

5. Non-RNP-10 aircraft shall flight plan as follows:

(a) Westbound: R-220 at all times.

(b) Eastbound: A-590 at all times.

(c) Eastbound: G-344 when available for eastbound flights.

(d) The altitudes available on these routes are at or below FL280 and at or above FL430.

e. Procedures

1. Peak traffic periods:

(a) Eastbound - 0700UTC to 2100UTC

(b) Westbound - 1200UTC to 1900UTC and 2200UTC to 0800UTC

(c) Due to traffic volume, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels. If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. This will reduce congestion and expedite traffic.

f. Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce coordination time and errors between ATC and flight crews, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit.

1. Example 1: aircraft ABC101 is routed via R-220 to RJTT but can not be accommodated on R-220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R-580, expect further clearance from ATMC after OMOTO."

2. Example 2: aircraft ABC102 is routed via A-590 to PAFA but can not be accommodated on A-590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R-591, expect further routing from Anchorage ARTCC after AKISU."

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

FLIGHT PLANNING AND OVERFLIGHT ROUTES within the Pacific region: For complete Information see Enroute Tab.

TRANSPONDER REQUIRED
Transponder (Mode A/3 & Mode C) required in Approach Control Area and Control Zones.

TRANSPONDER REQUIRED
Transponder (Mode A/3 & Mode C) required in Approach Control Area and Control Zones.

FLIGHT PROCEDURES Okinawa Approach Control provides full time Stage III Service (RADAR sequencing and separation service for VFR aircraft) within the Okinawa TCA. No aircraft may operate within the TCA unless appropriate authorization is received from TAC prior to the operation.

a. VFR aircraft enroute to destination airports within the Okinawa TCA, should contact Okinawa Approach Control 50NM from the Kadena VORTAC.

1. Aircraft operating southeast of Kadena 050/230 radials use 258.3/126.5 MHz.

2. Aircraft operating northwest of Kadena 230/050 radials use 335.8/119.1 MHz.

3. Monitor ATIS broadcasts of destination airport prior to contacting Approach Control and advise ATIS code received on initial contact.

b. VFR aircraft departing Kadena AB will advise Ground Control prior to taxi, of intended direction of flight and proposed altitude to depart the TCA. VFR aircraft departing other airports that desire ATC service, will advise the appropriate tower prior to departure. The tower will then advise when to contact Departure Control and assign a frequency and beacon code.

c. The procedures used in this program are not to be interpreted as relieving pilots of their responsibilities to:

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1. See, and avoid other traffic operating in VFR conditions,
2. Maintain appropriate terrain and obstruction clearance,
3. Remain in weather conditions equal to, or better than, the minimum required by pertinent regulations, and
4. Whenever compliance with an assigned route or heading is likely to compromise any of the above, Okinawa Approach Control shall be so advised.

d. Except in the case of inflight failure, no person may operate an aircraft within the TCA unless equipped with the following:

1. VOR or TACAN receiver (except helicopters),
2. Two-way radio capable of communicating with ATC on the appropriate frequencies for the TCA, or
3. Coded RADAR Beacon Transponder having at least a Mode A/3 & Mode C, 64 code capability, replying to A/3 interrogation with the code specfied by ATC.

**RPHI Type: FIR**
TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

FLIGHT PROCEDURES AIRCRAFT SPEED CONTROL PROCEDURES Maximum IAS unless otherwise authorized by ATC. For arriving aircraft: 250KTS.
VFR OPERATIONS:

a. Be equipped with 118.1 MHz transceivers and approach frequency 119.7 MHz.

b. Prior to entering the designated VFR areas, contact Manila Tower on 118.1 MHz.

c. Adhere to the established MIA VFR arrival/departure routings.

d. Maintain the required altitude of 2500FT or below within 15NM from the ARP. Cruise/climb to higher altitude shall be on a prior approval from Manila Approach.

e. When intending to transit the IFR climb/descend areas, contact Manila Approach on 119.7 MHz for the necessary clearance.

f. When requesting radar vector within 15NM radius maintain 2500FT unless otherwise instructed by Manila Approach Control.

IFR OPERATIONS:

a. The radar traffic circuit shall not penetrate the aerodrome traffic zone.

b. IFR traffic radar vector to final approach of runways 06/24 shall maintain 3500FT prior to entering the IFR climb/descend area. Descent shall be made without violating the radar minimum vectoring altitude.

c. In the event of radar and/or communication failure, descent to 3000FT shall be effected only in the designated VFR areas-10 miles from the ARP. Otherwise, follow the Lost Communication Procedures.

d. All arriving IFR flights shall maintain an indicated airspeed (IAS) of 150KTS or more up to 5 DME final of Rwy 06/24.

e. Arriving aircraft on radar vector to Manila shall not cancel clearance within 20NM.

**VHHK Type: FIR**
TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

ATS ROUTE RESTRICTION NOTES
ATS ROUTE RESTRICTIONS For information regarding flight planning purposes refer to Enroute EE-101 and consecutive pages.

VHHK Transition Routes
For complete information of Terminal Transition Routes within VHHK FIR see VHHH Terminal charts.

REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

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RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

FLIGHT PLANNING AND OVERFLIGHT ROUTES within the Pacific region: For complete Information see Enroute Tab.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

FLIGHT PLANNING AND OVERFLIGHT ROUTES within the Pacific region: For complete information see Enroute section.

**ZGZU Type: FIR**
TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

**ZHWH Type: FIR**
RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

**ZJSA Type: FIR**
TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

**ZSHA Type: FIR**
ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

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REQUIRED NAVIGATION PERFORMANCE (RNP)
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