

AD 2 AERODROMES**VHHH****VHHH AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

VHHH - HONG KONG/ INTERNATIONAL

VHHH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	<i>ARP co-ordinates and site at AD</i>	221832N 1135453E Mid-point of aerodrome
2	<i>Direction and distance from city</i>	25 km west of Central District, Hong Kong Island
3	<i>Elevation/Reference temperature</i>	28 ft/34°C
4	<i>MAG VAR / Annual change</i>	3°W (2020) / 4°W
5	<i>AD Administration, address, telephone, telefax, internet</i>	Chief Executive Officer Airport Authority Hong Kong HKIA Tower 1 Sky Plaza Road Hong Kong International Airport Lantau Hong Kong Tel: +852 2188 7111 Telefax: +852 2824 0717 internet: http://www.hkairport.com
6	<i>Types of traffic permitted (IFR/VFR)</i>	IFR/VFR
7	<i>Remarks</i>	Nil

VHHH AD 2.3 OPERATIONAL HOURS

1	<i>AD Administration</i>	H24
2	<i>Customs and immigration</i>	H24
3	<i>Health and sanitation</i>	H24
4	<i>AIS Briefing Office</i>	H24
5	<i>ATS Reporting Office</i>	H24
6	<i>MET Briefing Office</i>	H24
7	<i>ATS</i>	H24
8	<i>Fuelling</i>	H24
9	<i>Handling</i>	H24
10	<i>Security</i>	H24
11	<i>De-icing</i>	Nil
12	<i>Remarks</i>	Nil

VHHH AD 2.4 HANDLING SERVICES AND FACILITIES

1	<i>Cargo handling facilities</i>	All modern facilities handling weights up to 4 500kg
2	<i>Fuel/oil types</i>	Jet A1 (AVTUR 650) and all oil grades normally available
3	<i>Fuelling facilities/capacity</i>	Jet A1 available by hydrant refuelling on all main apron and cargo stands, at a rate of 500 gpm
4	<i>De-icing facilities</i>	Nil
5	<i>Hangar space for visiting aircraft</i>	Limited and unheated. Available to all types of aircraft by prior arrangement
6	<i>Repair facilities for visiting aircraft</i>	Major and minor repair facilities available. Engine changes available. Spare parts and major repairs by prior arrangement
7	<i>Remarks</i>	Fixed ground power supply (960V 400 Hz) available at all main apron and cargo apron stands

VHHH AD 2.5 PASSENGER FACILITIES

1	<i>Hotels</i>	Adjacent to airport terminal and in the city
2	<i>Restaurants</i>	At terminal and in the city
3	<i>Transportation</i>	Rail, buses, taxis and ferries
4	<i>Medical facilities</i>	At terminal and Hospital in city
5	<i>Bank and Post Office</i>	At terminal
6	<i>Tourist office</i>	At terminal
7	<i>Remarks</i>	Transit passenger lounge available. Bonded storage for transhipment goods.

VHHH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD category for fire fighting</i>	Category 10
2	<i>Rescue equipment</i>	Yes. Additional: (i) 2 rescue launches with rescue and fire fighting (foam with water) facility and life rafts; (ii) 8 high speed rescue boats.
3	<i>Capability for removal of disabled aircraft</i>	Specialized aircraft recovery equipment available for up to Code F aircraft. The Airport Authority Hong Kong is the co-ordinator for the removal of disabled aircraft. Various lifting jacks, gantry crane, tractors, portable lighting and other miscellaneous equipment can be provided by aircraft engineering companies.
4	<i>Remarks</i>	If pilots wish to communicate direct with RFFS, they should inform ATC.

VHHH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	<i>Types of clearing equipment</i>	Nil
2	<i>Clearance priorities</i>	Nil
3	<i>Remarks</i>	Nil

VHHH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	<i>Apron surface and strength</i>	North / South aprons : West apron : Cargo apron : Refer to pavement diagram on page AD 2-VHHH-ADC-5 Maintenance apron : BAC apron:
2	<i>Taxiway width</i> <i>Taxiway surface</i> <i>Taxiway strength</i>	All TWYs (except A1, A2, A4, A9, A11, A12, B1 - B3, B10 - B12, C, C1 - C12, D, D1, D4, D5, D7, D8, E, E2, E3, F, F1 - F8, J2, Q1, Q2, T, V4, Y, Z, Z1, Z2, Z3) : Width 29 m, TWYs A1, A2, A4, A9, A11, A12, B1 - B3, B10 - B12, C, C1 - C12, D, D1, D4, D5, D7, D8, E, E2, E3, F, F1 - F8, J2, Y, Z, Z1, Z2, Z3 : Width 25 m TWYs Q1, Q2: Width 10.5 m TWY T : Width 27 m TWY V4 : Width 60 m All TWYs : Asphalt All TWYs : Refer to pavement diagram on page AD 2-VHHH-ADC-5
3	<i>ACL location and elevation</i>	Location :Main apron (not marked) Elevation :19 ft
4	<i>VOR checkpoint</i> <i>INS checkpoints</i>	NIL see COORDINATES OF AIRCRAFT STANDS
5	<i>Remarks</i>	Straight sections of taxiway at the ends of bridges on TWYs V, V4, W, S and T, D and E are not available at: a) junction of TWY H and TWY V; b) junction of TWY V and TWY V4; c) junction of TWY V4 and TWY W; d) junction of TWY W and TWY H; e) junction of TWY W and TXL W2; f) junction of TWY S and TWY H; g) junction of TWY T and TWY H; h) junction of TWY D and TWY E.

COORDINATES OF AIRCRAFT STANDS

1 Passenger apron

Stand	Coordinates for First Nose Wheel Guideline Stop Location	
S1	221847.75N	1135604.77E
S1R	221847.34N	1135604.45E
TW1	221835.86N	1135523.96E
S2	221845.52N	1135605.61E
S2R	221845.11N	1135605.28E
TW2	221837.17N	1135523.90E
S3	221843.30N	1135606.43E
S3R	221842.88N	1135606.11E
S4	221841.07N	1135607.27E
N5	221857.47N	1135559.22E
N6	221901.10N	1135559.81E
N6R	221900.72N	1135559.54E
N7	221903.33N	1135558.99E
N7R	221902.93N	1135558.71E
N8	221905.56N	1135558.17E
N9	221907.79N	1135557.35E
N10	221855.10N	1135557.44E
S11	221849.97N	1135601.58E
N12	221854.77N	1135555.55E
R13	221904.08N	1135550.12E
R14	221902.79N	1135550.60E
R15	221901.50N	1135551.08E
R16	221859.75N	1135550.33E
R17	221859.35N	1135548.96E
R18	221858.80N	1135547.68E
R19	221900.03N	1135547.59E
R20	221901.32N	1135547.11E
R21	221902.61N	1135546.63E
S23	221851.07N	1135557.18E
N24	221853.07N	1135553.19E
N24R	221853.22N	1135552.76E
S25	221850.18N	1135554.71E
S25R	221850.09N	1135555.08E
N26	221852.26N	1135550.81E
N26R	221852.40N	1135550.42E
S27	221849.46N	1135552.30E
S27R	221849.31N	1135552.69E
N28	221851.48N	1135548.41E

Stand	Coordinates for First Nose Wheel Guideline Stop Location	
N28R	221851.64N	1135548.03E
S29	221848.42N	1135549.08E
S29R	221848.41N	1135549.41E
N30	221850.64N	1135545.79E
N30R	221850.79N	1135545.40E
S31	221847.65N	1135546.68E
S31R	221847.64N	1135547.03E
N32	221849.87N	1135543.40E
N32R	221850.02N	1135543.01E
S33	221846.88N	1135544.30E
S33R	221846.73N	1135544.68E
N34	221849.10N	1135541.00E
N34R	221849.24N	1135540.62E
S35	221846.11N	1135541.89E
S35R	221845.96N	1135542.28E
N36	221849.61N	1135537.09E
W40	221842.88N	1135535.20E
W40R	221842.75N	1135534.77E
S41	221842.64N	1135538.92E
S41R	221842.80N	1135539.29E
W42	221840.62N	1135534.07E
W42R	221840.47N	1135533.69E
S43	221840.41N	1135537.75E
S43R	221840.56N	1135538.13E
W44	221838.39N	1135532.91E
W44R	221838.24N	1135532.52E
S45	221838.18N	1135536.58E
S45R	221838.32N	1135536.98E
W46	221836.16N	1135531.74E
W46R	221836.00N	1135531.36E
S47	221835.94N	1135535.42E
S47R	221836.02N	1135535.96E
W48	221833.92N	1135530.58E
W48R	221833.81N	1135530.10E
S49	221833.84N	1135534.28E
S49R	221833.90N	1135534.85E
W50	221831.79N	1135529.49E
N60	221850.87N	1135534.34E
N60R	221851.37N	1135534.34E
W61	221847.56N	1135533.87E
W61R	221847.13N	1135534.00E
N62	221852.10N	1135531.59E

Stand	Coordinates for First Nose Wheel Guideline Stop Location	
N62R	221852.59N	1135531.65E
W63	221848.58N	1135531.59E
W63R	221847.97N	1135531.70E
N64	221853.56N	1135528.95E
N64R	221854.05N	1135528.82E
W65	221849.61N	1135529.32E
W65R	221849.37N	1135529.54E
N66	221854.59N	1135526.09E
N66R	221855.08N	1135526.04E
W67	221850.64N	1135527.04E
W67R	221849.98N	1135527.20E
N68	221854.58N	1135523.37E
N68R	221854.61N	1135522.70E
W69	221851.67N	1135524.76E
W69R	221851.02N	1135524.88E
N70	221853.49N	1135520.52E
N70R	221853.46N	1135519.94E
W71	221852.31N	1135522.78E
W71R	221852.02N	1135522.91E
S101	221838.62N	1135558.37E
S102	221840.85N	1135557.54E
S103	221843.08N	1135556.71E
S104	221842.67N	1135555.45E
S105	221840.44N	1135556.27E
S106	221838.21N	1135557.10E
S107	221837.41N	1135548.32E
S108	221839.74N	1135547.79E
S109	221839.41N	1135546.47E
S110	221837.51N	1135546.60E
S111	221835.52N	1135545.22E
W121	221839.33N	1135524.28E
W121L	221838.73N	1135524.59E
W122	221841.45N	1135525.39E
W122L	221840.35N	1135525.43E
W122R	221841.97N	1135526.28E
W123	221843.58N	1135526.48E
W123R	221843.60N	1135527.13E
W124	221843.41N	1135524.25E
W124L	221843.76N	1135524.76E
W125	221844.45N	1135521.98E
W125L	221844.55N	1135523.02E
W125R	221845.34N	1135521.28E

Stand	Coordinates for First Nose Wheel Guideline Stop Location	
W126	221847.08N	1135520.94E
N141	221859.58N	1135536.27E
N142	221858.55N	1135538.54E
N143	221856.55N	1135540.72E
N144	221858.78N	1135539.89E
N145	221900.80N	1135540.09E
D201	221847.78N	1135501.74E
D202	221846.52N	1135457.84E
D203	221845.55N	1135502.57E
D204	221844.30N	1135458.67E
D205	221843.33N	1135503.40E
D206	221842.07N	1135459.50E
D207	221841.10N	1135504.23E
D208	221839.84N	1135500.33E
D209	221838.87N	1135505.06E
D210	221837.62N	1135501.16E
D211	221836.11N	1135506.09E
D212	221831.89N	1135503.29E
D213	221833.88N	1135506.92E
D214	221829.43N	1135504.21E
D215	221831.65N	1135507.75E
D216	221826.97N	1135505.12E
D217	221829.43N	1135508.57E
D218	221824.51N	1135506.03E
D219	221827.20N	1135509.40E
D301	221842.62N	1135445.50E
D301L	221842.17N	1135446.56E
D301R	221843.41N	1135446.09E
D302	221840.39N	1135446.33E
D302L	221839.68N	1135447.48E
D302R	221840.92N	1135447.02E
D303	221838.16N	1135447.16E
D304	221835.93N	1135447.99E
D304L	221835.93N	1135448.88E
D304R	221837.17N	1135448.41E
D305	221833.71N	1135448.81E
D305L	221833.44N	1135449.80E
D305R	221834.69N	1135449.34E
D306	221830.66N	1135449.78E
D306L	221830.29N	1135450.98E
D306R	221831.64N	1135450.47E
D307	221827.98N	1135450.78E

Stand	Coordinates for First Nose Wheel Guideline Stop Location	
D307L	221827.61N	1135451.98E
D307R	221828.96N	1135451.47E
D308	221825.29N	1135451.78E
D308L	221824.92N	1135452.98E
D308R	221826.27N	1135452.48E
D309	221822.88N	1135452.84E
D309L	221822.86N	1135453.74E
D310	221820.65N	1135453.67E
D310L	221820.37N	1135454.67E
D310R	221821.61N	1135454.21E
D311	221841.31N	1135442.25E
D312	221838.62N	1135443.25E
D313	221836.06N	1135444.21E
D314	221833.62N	1135445.12E
D315	221830.62N	1135446.23E
D316	221828.20N	1135447.14E
D317	221825.75N	1135448.05E
D318	221823.31N	1135448.95E
D319	221820.87N	1135449.86E

2 Cargo Apron

Stand	Coordinates for First Nose Wheel Guideline Stop Location	
TC1	221809.15N	1135543.54E
X1	221757.24N	1135458.52E
X2	221755.01N	1135459.35E
X3	221752.71N	1135500.99E
X4	221749.72N	1135502.48E
X5	221747.40N	1135503.20E
X6	221745.18N	1135504.04E
X7	221747.83N	1135511.05E
X7L	221748.31N	1135510.48E
X7R	221746.87N	1135511.50E
X8	221750.05N	1135510.23E
X8L	221750.14N	1135509.80E
X9	221751.92N	1135508.76E
X9R	221752.10N	1135508.18E
X10	221752.89N	1135511.76E
X10L	221753.37N	1135512.10E
X10R	221752.73N	1135510.14E
X11	221753.76N	1135514.40E

Stand	Coordinates for First Nose Wheel Guideline Stop Location	
X12	221754.53N	1135516.79E
X13	221755.51N	1135519.83E
X14	221756.28N	1135522.22E
X15	221757.05N	1135524.62E
X16	221758.03N	1135527.65E
X17	221758.80N	1135530.05E
X18	221759.58N	1135532.50E
X19	221800.51N	1135534.77E
X20	221801.19N	1135537.47E
X21	221802.00N	1135539.98E
X22	221802.80N	1135542.48E
X23	221803.61N	1135544.99E
X24	221809.15N	1135534.53E
X25	221808.38N	1135532.14E
X26	221807.61N	1135529.74E
X27	221806.83N	1135527.35E
X28	221806.06N	1135524.96E
X29	221805.02N	1135521.74E
X30	221804.24N	1135519.31E
X31	221803.45N	1135516.89E
X33	221801.38N	1135510.50E
X33L	221800.57N	1135509.12E
X33R	221801.21N	1135511.09E
X34	221800.41N	1135507.50E
X34L	221759.94N	1135507.16E
X35	221759.31N	1135505.19E
D321	221838.50N	1135433.52E
D322	221835.81N	1135434.52E
D323	221833.24N	1135435.44E
D324	221830.79N	1135436.35E
D325	221827.80N	1135437.47E
D326	221825.36N	1135438.38E
D327	221818.97N	1135440.75E
D328	221816.52N	1135441.66E
L417	221824.13N	1135436.45E
L427	221821.38N	1135427.91E
L431	221815.45N	1135430.02E
L432	221815.90N	1135431.41E
L433	221816.34N	1135432.79E
L434	221816.21N	1135435.26E
L435	221817.14N	1135438.15E
X451	221834.53N	1135420.42E

Stand	Coordinates for First Nose Wheel Guideline Stop Location	
X452	221832.31N	1135421.25E
X453	221830.08N	1135422.07E
X454	221826.99N	1135423.22E
X455	221823.73N	1135424.64E
X456	221821.14N	1135425.40E
X458	221815.15N	1135427.63E
X459	221813.13N	1135427.57E

3 Maintenance and Long Term Parking Apron

Stand	Coordinates for First Nose Wheel Guideline Stop Location	
M1	221800.32N	1135353.09E
M1A	221802.29N	1135353.96E
M2	221801.81N	1135400.93E
M3	221802.58N	1135403.33E
M4	221803.35N	1135405.72E
M5	221804.20N	1135408.36E
M6	221805.07N	1135411.06E
M7	221805.88N	1135413.57E
M8	221806.69N	1135416.07E
M9	221807.49N	1135418.58E
M10	221808.30N	1135421.08E
M21	221816.09N	1135402.96E
M22	221818.23N	1135401.86E
M24	221819.91N	1135358.41E
M25	221823.30N	1135409.37E
M26	221824.08N	1135411.76E
M27	221824.85N	1135414.15E
M31	221825.84N	1135351.27E
M32	221826.69N	1135353.91E
M33	221827.63N	1135356.88E
M34	221828.40N	1135359.28E
M35	221829.33N	1135405.83E
M36	221830.83N	1135407.42E
M37	221831.60N	1135409.81E
M38	221832.38N	1135412.20E
L411	221838.05N	1135431.34E
L412	221835.83N	1135432.17E
L413	221833.60N	1135433.00E
L414	221831.37N	1135433.83E
L415	221829.15N	1135434.66E

Stand	Coordinates for First Nose Wheel Guideline Stop Location	
L416	221826.92N	1135435.48E
L421	221835.45N	1135423.26E
L422	221833.22N	1135424.09E
L423	221831.00N	1135424.92E
L424	221828.77N	1135425.75E
L425	221826.54N	1135426.58E
L426	221824.31N	1135427.40E

VHHH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	<i>Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands.</i>	Guidance sign boards available. Nosewheel guidance lines at apron. Continuous yellow nosewheel guidance lines at aircraft stands for use by wide-body aircraft, e.g. stand S25, dashed yellow nosewheel guidance lines at stands for use by narrow-body aircraft, e.g. stand S25R (see AD 2.23 para 3). Safegate Docking System for wide-body aircraft at every stand, except W126, on passenger terminal aprons (see AD 2.23 para 4).
2	<i>RWY and TWY markings and LGT</i>	RWY markings - RWY designation, THR, TDZ, centreline, aiming point marking and side stripe. RWY LGT - THR, TDZ, centreline, wing bars, RETIL, RWY edge and end lights. TWY markings - TWY Centre-line, edge, TWY intermediate holding positions. (See Remark 2) TWY LGT - Centre-line, edge lights on some sections and TWY intermediate holding position lights.
3	<i>Stop bars</i>	All stop bars lit. (See Remark 3) Crossing of illuminated stop bars is prohibited. Aircraft and vehicles may cross stop bars only when ATC has given permission to proceed and the stop bar lights are switched off.
4	<i>Variable Message Sign (VMS)</i>	VMS are installed at the entrances of TWY B1 and B12 with two display options depending on the use of RWY 07C/25C: a) Direction sign will be displayed when TWY B1 or TWY B12 is available; b) No entry sign will be displayed when entries to TWY B1 or TWY B12 are not available.

5	Remarks	1) Follow nosewheel guidance lines when taxiing on apron and taxiways, and entering/exiting the runway.
		2) Runway holding position markings and stop bars are applied at the entrances of TWY B1 and TWY B12 to safeguard RWY 07C/25C from taxiing aircraft via TWY B1 or TWY B12 depending on the use of RWY 07C/25C.
		3) Stop bars at the entrances of TWY B1 and TWY B12 will be illuminated depending on the use of RWY 07C/25C.
		4) Stop bars at runway holding positions E9, F9, E11 and F11 will be illuminated depending on the use of RWY 07C/25C.

VHHH AD 2.10 AERODROME OBSTACLES**1 Obstacles in Approach/Take-off Areas**

1.1 RWY 07L Approach, RWY 07C Approach, RWY 07R Approach, RWY 25L Approach, RWY 25C Approach and RWY 25R Approach - NIL

1.2 RWY 07L Take-off, RWY 07C Take-off, RWY 07R Take-off, RWY 25L Take-off, RWY 25C Take-off and RWY 25R Take-off - NIL

2 On-Airport Obstacles

NOTE 1 : All obstacles elevations are rounded up to the next foot.

NOTE 2 : Sky Bridge extends across and above Taxilane B7 between Passenger Terminal Building and T1 Satellite Concourse in the proximity of Stand N12 and Stand R16. Height clearance 28 metres for aircraft to taxi underneath.

No	Type of Obstacle	Elevation (FT AMSL)	Lit	Co-ordinates
1	AnemometerA1	53.2	LGTD	221826.9N 1135545.9E
2	AnemometerA2	47.3	LGTD	221804.7N 1135502.5E
3	AnemometerA3	53.5	LGTD	221748.5N 1135412.2E
4	AnemometerA4	51.9	LGTD	221912.9N 1135523.1E
5	AnemometerA5	49.2	LGTD	221859.7N 1135443.0E
6	AnemometerA6	52.0	LGTD	221848.6N 1135407.4E
7	AnemometerA7	55.0	LGTD	221954.6N 1135436.9E
8	AnemometerA8	50.9	LGTD	221940.1N 1135351.9E
9	AnemometerA9	54.9	LGTD	221925.6N 1135307.0E
10	AnemometerA10	53.5	LGTD	221819.0N 1135547.0E
11	AnemometerA11	48.6	LGTD	221808.1N 1135514.0E
12	AnemometerA12	49.2	LGTD	221903.3N 1135454.6E
13	ATC Control Tower Building	282.9	LGTD	221838.1N 1135516.8E
14	Back-up ATC Control Tower Building	200.6	LGTD	221842.9N 1135515.6E
15	Forward ScatterR11	30.2	LGTD	221820.5N 1135548.9E
16	Forward ScatterR21	23.6	LGTD	221806.8N 1135503.5E
17	Forward ScatterR33	29.9	LGTD	221748.8N 1135411.1E
18	Forward ScatterR41	30.6	LGTD	221911.5N 1135523.6E

No	Type of Obstacle	Elevation (FT AMSL)	Lit	Co-ordinates
19	Forward ScatterR51	29.2	LGTD	221858.7N 1135444.2E
20	Forward ScatterR63	30.7	LGTD	221847.1N 1135408.0E
21	Forward ScatterR71	31.6	LGTD	221953.2N 1135437.4E
22	Forward ScatterR81	30.3	LGTD	221938.7N 1135352.4E
23	Forward ScatterR93	31.8	LGTD	221924.3N 1135307.5E
24	NAT Control Tower Building	335.1	LGTD	221924.6N 1135454.2E
25	Radar Rain ReflectorR2	26.8		221832.4N 1135605.8E
26	Radar Rain ReflectorR3	20.1		221803.4N 1135434.6E
27	Radar Rain ReflectorR7	19.2		221809.7N 1135518.5E
28	RVR TransmissometerR12	30.8	LGTD	221820.5N 1135548.8E
29	RVR TransmissometerR13	30.8	LGTD	221820.2N 1135547.8E
30	RVR TransmissometerR22	24.3	LGTD	221806.6N 1135503.2E
31	RVR TransmissometerR23	24.3	LGTD	221806.3N 1135502.1E
32	RVR TransmissometerR31	29.5	LGTD	221749.8N 1135414.0E
33	RVR TransmissometerR32	29.5	LGTD	221749.4N 1135413.0E
34	RVR TransmissometerR42	30.4	LGTD	221911.4N 1135523.2E
35	RVR TransmissometerR43	30.5	LGTD	221911.1N 1135522.2E
36	RVR TransmissometerR52	29.3	LGTD	221858.6N 1135443.8E
37	RVR TransmissometerR53	29.3	LGTD	221858.3N 1135442.8E
38	RVR TransmissometerR61	30.5	LGTD	221847.6N 1135409.3E
39	RVR TransmissometerR62	30.4	LGTD	221847.3N 1135408.3E
40	RVR TransmissometerR72	31.6	LGTD	221953.1N 1135437.0E
41	RVR TransmissometerR73	31.6	LGTD	221952.8N 1135436.1E
42	RVR TransmissometerR82	30.3	LGTD	221938.6N 1135352.1E
43	RVR TransmissometerR83	30.3	LGTD	221938.3N 1135351.1E
44	RVR TransmissometerR91	31.7	LGTD	221924.7N 1135308.8E
45	RVR TransmissometerR92	31.7	LGTD	221924.4N 1135307.8E
46	RWY 07C GP Aerial	65.7	LGTD	221848.0N 1135405.7E
47	RWY 07L GP Aerial	67.3	LGTD	221925.1N 1135305.4E
48	RWY 07R GP Aerial	77.5	LGTD	221747.8N 1135409.5E
49	RWY 25C GP Aerial	66.1	LGTD	221913.4N 1135524.7E
50	RWY 25L GP Aerial	77.7	LGTD	221819.9N 1135549.2E
51	RWY 25R GP Aerial	67.1	LGTD	221955.2N 1135438.6E
52	Sky Bridge (Note 2)	167.0	LGTD	221857.7N 1135553.3E
53	Wind Direction IndicatorIWDI1E	40.1	LGTD	221827.6N 1135546.7E
54	Wind Direction IndicatorIWDI2E	25.7	LGTD	221947.9N 1135441.6E
55	Wind Direction IndicatorIWDI3E	34.5	LGTD	221905.7N 1135526.5E
56	Wind Direction IndicatorIWDI1W	37.8	LGTD	221755.0N 1135405.4E
57	Wind Direction IndicatorIWDI2W	25.4	LGTD	221917.5N 1135307.4E
58	Wind Direction IndicatorIWDI3W	34.6	LGTD	221840.6N 1135410.8E

3 Aeronautical Ground Lights

- 3.1 Obstruction lights are located on peaks within the approach and take-off areas. They are omni-directional red strobe lights of 2 000 candelas power that flash every second. (See Aeronautical Ground Lights Chart page AD 2-VHHH-AERO-GND-LGT).

No	Location of Peak	Elevation (FT AMSL)	Co-ordinates
1	CASTLE PEAK	1919	222318N 1135712E
2	FA PENG TENG	883	222004N 1140243E
3	HILL AT SHEK LUNG KUNG	1550	222253N 1140514E
4	HILL AT TAI LAM CHUNG	1123	222218N 1140202E
5	HILL AT TSING YI 1	1095	222013N 1140603E
6	HILL AT TSING YI 2	993	222027N 1140600E
7	HILL AT TUEN MUN 1	1576	222315N 1135942E
8	HILL AT TUEN MUN 2	1286	222321N 1140030E
9	TAI CHE TUNG	956	221851N 1140024E

VHHH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Associated MET office</i>	Hong Kong Airport MET Office
2	<i>Hours of service</i> <i>MET office outside hours</i>	H24 Not applicable
3	<i>Office responsible for TAF preparation</i> <i>Periods of validity</i> <i>Interval of issuance</i>	Hong Kong Airport MET Office 30 hr Normally every 3 hr
4	<i>Type of landing forecasts</i> <i>Interval of issuance</i>	TREND Normally every 30 minutes
5	<i>Briefing/consultation provided</i>	Self-briefing using AMIDS and telephone consultation
6	<i>Flight documentation</i> <i>Language used</i>	Charts, METARs, TAFs, SIGMETs, VA and TC advisory information English
7	<i>Charts and other information available for briefing or consultation</i>	S, U, P, W, T, satellite and radar pictures available from AMIDS.
8	<i>Supplementary equipment available for providing information</i>	AMIDS
9	<i>ATS units provided with information</i>	Hong Kong ACC/APP/TWR/RCC
10	<i>Additional information (limitation of service etc.)</i>	Nil

VHHH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	2	3	4	5	6
<i>RWY Designator</i>	<i>True and MAG BRG</i>	<i>Dimensions of RWY (m)</i>	<i>Strength (PCR) and surface of RWY - SWY</i>	<i>THR Co-ordinates</i>	<i>THR ELEV and highest point of TDZ of Precision APP RWY</i>
07L	070.90°T 073.90°M	3800 x 60	PCR 720/F/B/W/T Asphalt	221917.72N 1135256.26E	23.3FT 23.2FT
25R	250.90°T 253.90°M	3800 x 60	PCR 720/F/B/W/T Asphalt	221954.45N 1135450.24E	23.1FT 23.0FT
7	8	9	10	11	12
<i>Slope of RWY-SWY</i>	<i>SWY dimensions (m)</i>	<i>CWY dimensions (m)</i>	<i>Strip dimensions (m)</i>	<i>OFZ</i>	<i>Remarks</i>
07L: NIL	NIL	60 x 150	3920 x 300	YES	Full length of RWY is grooved RESA 240 x 150 m
25R: NIL	NIL	60 x 150	3920 x 300	YES	Full length of RWY is grooved RESA 240 x 150 m

1	2	3	4	5	6
<i>RWY Designator</i>	<i>True and MAG BRG</i>	<i>Dimensions of RWY (m)</i>	<i>Strength (PCR) and surface of RWY - SWY</i>	<i>THR Co-ordinates</i>	<i>THR ELEV and highest point of TDZ of Precision APP RWY</i>
07C	070.90°T 073.90°M	3800 x 60	PCR 720/F/B/W/T Asphalt	221840.58N 1135356.64E	22.3FT 22.4FT
25C	250.90°T 253.90°M	3800 x 60	PCR 720/F/B/W/T Asphalt	221912.85N 1135536.78E	22.0FT 21.8FT
7	8	9	10	11	12
<i>Slope of RWY-SWY</i>	<i>SWY dimensions (m)</i>	<i>CWY dimensions (m)</i>	<i>Strip dimensions (m)</i>	<i>OFZ</i>	<i>Remarks</i>
07C: NIL	NIL	178 x 150	3920 x 300	YES	Full length of RWY is grooved RESA 240 x 150 m
25C: NIL	NIL	178 x 150	3920 x 300	YES	Full length of RWY is grooved RESA 240 x 150 m

1	2	3	4	5	6
<i>RWY Designator</i>	<i>True and MAG BRG</i>	<i>Dimensions of RWY (m)</i>	<i>Strength (PCR) and surface of RWY - SWY</i>	<i>THR Co-ordinates</i>	<i>THR ELEV and highest point of TDZ of Precision APP RWY</i>
07R	070.90°T 073.90°M	3800 x 60	PCR 720/F/B/W/T Asphalt	221748.03N 1135357.99E	27.0FT 26.6FT
25L	250.90°T 253.90°M	3800 x 60	PCR 720/F/B/W/T Asphalt	221826.75N 1135558.15E	26.9FT 26.6FT
7	8	9	10	11	12
<i>Slope of RWY-SWY</i>	<i>SWY dimensions (m)</i>	<i>CWY dimensions (m)</i>	<i>Strip dimensions (m)</i>	<i>OFZ</i>	<i>Remarks</i>
07R: NIL	NIL	300 x 150	3920 x 300	YES	Full length of RWY is grooved RESA 240 x 150 m
25L: NIL	NIL	300 x 150	3920 x 300	YES	Full length of RWY is grooved RESA 240 x 150 m

VHHH AD 2.13 DECLARED DISTANCES

1	2	3	4	5	6
<i>RWY Designator</i>	<i>TORA (m) (Note 1-6, 8-12)</i>	<i>TODA (m) (Note 1-6, 8-12)</i>	<i>ASDA (m) (Note 1-6, 8-12)</i>	<i>LDA (m)</i>	<i>Remarks</i>
07L	3800	3860	3800	3626	THR displaced by 174 m. When entering RWY from TWY C3 the TORA/ASDA is 3317 m.
25R	3800	3860	3800	3626	THR displaced by 174 m. When entering RWY from TWY C10 the TORA/ASDA is 3228 m.
07C	3800	3978	3800	3629	THR displaced by 171 m from start of RWY 07C TORA/ASDA, i.e. TWY A1 or TWY F1. (Note 13) When entering RWY from TWY A4 the TORA/ASDA is 3014 m.
25C	3800	3978	3800	3629	THR displaced by 171 m from start of RWY 25C TORA/ASDA, i.e. TWY A12 or TWY F8. (Note 14) When entering RWY from TWY A9 the TORA/ASDA is 3249 m.
07R	3800	4100	3800	3640	THR displaced by 160 m. When entering RWY from TWY J3 the TORA/ASDA is 3130 m. When entering RWY from TWY K2 the TORA/ASDA is 2720 m. (Note 7 & 8)
25L	3800	4100	3800	3800	When entering RWY from TWY J9 the TORA/ASDA is 3200 m. When entering RWY from TWY K6 the TORA/ASDA is 2880 m. (Note 8)

Note 1 : The nosewheel guidelines from the lead-on taxiways J1, J11, K1 and K7 intersect the runway centreline 100 m from the commencement of the TORA/TODA/ASDA.

Note 2 : The nosewheel guideline from lead-on taxiway C1 intersects the runway centreline 121 m from the commencement of the TORA/TODA/ASDA.

- Note 3 : The nosewheel guideline from lead-on taxiway C2 intersects the runway centreline 241 m from the commencement of the TORA/TODA/ASDA.
- Note 4 : The nosewheel guideline from lead-on taxiway C11 intersects the runway centreline 295 m from the commencement of the TORA/TODA/ASDA.
- Note 5 : The nosewheel guideline from lead-on taxiway C12 intersects the runway centreline 61 m from the commencement of the TORA/TODA/ASDA.
- Note 6 : The nosewheel guideline from the lead-on taxiway J10 intersects the runway centreline 199 m from the commencement of the TORA/TODA/ASDA.
- Note 7 : The nosewheel guideline from the lead-on taxiway J2 intersects the runway centreline 180 m from the commencement of the TORA/TODA/ASDA.
- Note 8 : The TORA/ASDA when entering RWY from taxiways A4, A9, C3, C10, J3, J9, K2 and K6 is measured from the intersection of the lead-on taxiway centreline and runway centreline.
- Note 9 : The nosewheel guideline from lead-on taxiway A1 and F1 intersects the runway centreline 121 m from the commencement of the TORA/TODA/ASDA.
- Note 10 : The nosewheel guideline from lead-on taxiway A2 and F2 intersects the runway centreline 219 m from the commencement of the TORA/TODA/ASDA.
- Note 11 : The nosewheel guideline from lead-on taxiway A11 and F7 intersects the runway centreline 219 m from the commencement of the TORA/TODA/ASDA.
- Note 12 : The nosewheel guideline from lead-on taxiway A12 and F8 intersects the runway centreline 121 m from the commencement of the TORA/TODA/ASDA.
- Note 13 : The section of the runway with arrow markings between taxiways B2 or B3 and taxiways A1 or F1 shall not be used for RWY 07C landing and take-off.
- Note 14 : The section of the runway with arrow markings between taxiways A12 or F8 and taxiways B10 or B11 shall not be used for RWY 25C landing and take-off.

VHHH AD 2.14 APPROACH AND RUNWAY LIGHTING

1	2	3	4	5	6	7	8	9	10
RWY Designator	APCH LGT Type LEN (Note 1)	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
07L	CAT III 900M LIH Sequenced strobe lights (2 flashes/sec) on centreline from 900M to 300M from THR	Green Green	PAPI 65.3FT BOTH SIDES 3°	900m	3800M, 15M FM 0 M-2891M White; FM 2891-3491M Red/ White; FM 3491M Red LIH	3800M, 58M-60M FM 0 M-176M Red; FM 176M-3146M White; FM 3146M-3800M Yellow-	RED -	NIL	RETIL for TWY C7, C8 and C9
25R	CAT I 900M LIH Sequenced strobe lights (2 flashes/sec) on centreline from 900M to 300M from THR	Green Green	PAPI 65.3FT BOTH SIDES 3.1°	900m	3800M, 15M FM 0 M-2891M White; FM 2891-3491M Red/ White; FM 3491M Red LIH	3800M, 58M-60M FM 0M-176M Red; FM 176M-3146M White; FM 3146M-3800M Yellow-	RED -	NIL	RETIL for TWY C4, C5 and C6
07C	CAT II 900M LIH Sequenced strobe lights (2 flashes/sec) on centreline from 900M to 300M from THR	Green Green	PAPI 72.3FT LEFT SIDE 3°	900m	3800M, 15M FM 0 M - 2900M White; FM 2900-3500M Red/ White; FM 3500M Red LIH	3800M, 58M-60M FM 0 M-180M Red; FM 180M-3200M White; FM 3200M-3800M Yellow-	RED -	NIL	RETIL for TWY A7, A8, A10, F5 and F6
25C	CAT III 900M LIH Sequenced strobe lights (2 flashes/sec) on centreline from 900M to 300M from THR	Green Green	PAPI 72.3FT BOTH SIDES 3°	900m	3800M, 15M FM 0 M - 2900M White; FM 2900-3500M Red/ White; FM 3500M Red LIH	3800M, 58M-60M FM 0 M-180M Red; FM 180M-3200M White; FM 3200M-3800M Yellow-	RED -	NIL	RETIL for TWY A3, A5, A6, F3 and F4
07R	CAT II 900M LIH Sequenced strobe lights (2 flashes/sec) on centreline from 900M to 300M from THR	Green Green	PAPI 71.2FT BOTH SIDES 3°	900m	3800M, 30M FM 0 M - 2900M White; FM 2900-3500M Red/ White; FM 3500M Red LIH	3800M, 60M FM 0 M-160M Red; FM 160M-3200M White; FM 3200M-3800M Yellow-	RED -	NIL	RETIL for TWY K5
25L	CAT II 900M LIH Sequenced strobe lights (2 flashes/sec) on centreline from 900M to 300M from THR	Green Green	PAPI 77.4FT BOTH SIDES 3°	900m	3800M, 30M FM 0 M - 2900M White; FM 2900-3500M Red/ White; FM 3500M Red LIH	3800M, 60M FM 0 M-3200M White; FM 3200M-3800M Yellow-	RED -	NIL	RETIL for TWY K3

Note 1: The APCH LGT Type is declared depending on the limitation of operation mode of the respective RWY.

VHHH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	<i>ABN/IBN location, characteristics and hours of operation</i>	Nil
2	<i>LDI location and LGT</i> <i>Anemometer location and LGT</i>	LDI: Nil RWY 07L/25R Anemometers: 390 m from DISP THR 07L to N of RWY; mid-point to N of RWY; 380 m from DISP THR 25R to N of RWY RWY 07C/25C Anemometers: 372 m from DISP THR 07C to N of RWY; 69 m & 279 m from mid-point to N of RWY; 371 m from THR 25C to N of RWY RWY 07R/25L Anemometers: 280 m from DISP THR 07R to S of RWY; mid-point to S of RWY; 335 m from THR 25L to N of RWY
3	<i>TWY edge and centre line lighting</i>	Taxiway centreline lights - all taxiways Taxiway edge lights - on some sections of taxiways
4	<i>Secondary power supply/switch-over time</i>	Stand-by generator as secondary power supply to all lighting at AD. Switch-over time within 1 sec for all CAT II/III facilities, others within 15 sec.
5	<i>Remarks</i>	Nil

VHHH AD 2.16 HELICOPTER LANDING AREA

NIL

VHHH AD 2.17 ATS AIRSPACE**1 Hong Kong Aerodrome Traffic Zone**

1	<i>Designation and lateral limits</i>	Hong Kong ATZ Straight lines joining the following points: 22 19 58N 113 51 11E 22 21 45N 113 56 58E 22 17 05N 113 58 41E 22 15 24N 113 53 00E 22 19 58N 113 51 11E
2	<i>Vertical limits</i>	SFC to 2 000 ft AAL
3	<i>Airspace classification</i>	C
4	<i>ATS unit call sign</i> <i>Language</i>	Hong Kong Tower English
5	<i>Transition altitude</i>	9 000 ft
6	<i>Remarks</i>	Nil

2 Hong Kong Control Zone

1	<i>Designation and Lateral Limits</i>	Hong Kong CTR (see note below) Straight lines joining the following points: 22 28 34N 114 00 54E 22 26 59N 114 00 25E 22 25 51N 114 03 03E 22 24 20N 114 04 10E 22 25 15N 114 07 08E 22 24 40N 114 10 40E 22 22 40N 114 13 20E 22 20 30N 114 13 25E 22 15 15N 114 21 00E 22 08 50N 114 21 00E 22 08 50N 114 17 05E 22 08 20N 114 15 20E 22 08 50N 114 14 10E 22 08 50N 114 11 45E 22 06 40N 114 11 45E 21 56 25N 113 48 00E 22 13 44N 113 39 57E 22 24 34N 113 49 44E
2	<i>Vertical limits</i>	SFC to 9 000 ft AMSL
3	<i>Airspace classification</i>	C
4	<i>ATS Unit call sign Language</i>	Hong Kong Tower/Zone/Approach English
5	<i>Transition altitude</i>	9 000 ft
6	<i>Remarks</i>	Nil

Note: Subdivision of CTR

That portion of the CTR from surface to 2 000 ft AMSL is subdivided into 7 smaller zones, viz: DELTA ZONE, ISLAND ZONE, LANTAU ZONE, MA WAN ZONE, SOUTH OUTER ZONE, TUEN MUN ZONE and WAGLAN ZONE. The lateral limits of these 7 CTR zones are shown in Uncontrolled Airspace Reporting Areas and CTR Zones Chart, AD 2-VHHH-CTR-1.

VHHH AD 2.18 ATS COMMUNICATION FACILITIES

1	2	3	4	5
Service Designator	Call sign	Frequency	Hours of Operation	Remarks
APP	HONG KONG APPROACH	119.1 MHZ	H24	
	HONG KONG APPROACH	119.35 MHZ		Secondary
	HONG KONG DEPARTURE	123.8 MHZ	H24	
	HONG KONG DEPARTURE	122.0 MHZ	H24	
	HONG KONG DEPARTURE	122.65 MHZ	As advised	
	HONG KONG DEPARTURE	124.05 MHZ		Secondary
	HONG KONG DIRECTOR	119.5 MHZ	As advised	
	HONG KONG DIRECTOR	123.225 MHZ		Secondary
		121.5 MHZ	H24	Emergency frequency
TWR	HONG KONG TOWER	118.2 MHZ	H24	
	HONG KONG TOWER	118.4 MHZ	H24	
	HONG KONG TOWER	118.7 MHZ	H24	
		124.65 MHZ		Secondary
		121.5 MHZ	H24	Emergency frequency

1	2	3	4	5
Service Designator	Call sign	Frequency	Hours of Operation	Remarks
GMC	HONG KONG GROUND	121.6 MHZ	H24	
	HONG KONG GROUND	121.875 MHZ	H24	
	HONG KONG GROUND	122.125 MHZ	H24	
	HONG KONG GROUND	122.55 MHZ	H24	
	HONG KONG GROUND	122.6 MHZ	H24	
		121.925 MHZ		Secondary
ZNC	HONG KONG ZONE	120.6 MHZ	H24	
		122.075 MHZ		Secondary
FIS	HONG KONG INFORMATION	121.0 MHZ	01:00-SS	
		122.075 MHZ		Secondary
CDC	HONG KONG DELIVERY	122.15 MHZ	H24	2-way PDC via data-link available
		121.925 MHZ		Secondary
ATIS	HONG KONG INTERNATIONAL AIRPORT ARRIVAL INFORMATION	128.2 MHZ	H24	Data-link D-ATIS available at VHHHA Tel +852 3141 2820 http://www.hkatc.gov.hk
	HONG KONG INTERNATIONAL AIRPORT DEPARTURE INFORMATION	127.05 MHZ	H24	Data-link D-ATIS available at VHHHD Tel. +852 3141 2705 http://www.hkatc.gov.hk

VHHH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

1	2	3	4	5	6	7
<i>Type of aid, CAT of ILS/MLS</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Site of transmitting antenna coordinates</i>	<i>Elevation of DME transmitting antenna</i>	<i>Remarks</i>
DME25C	ITFC	CH 30X	H24	221913.45N 1135524.77E	6.26M	Co-located with GP 25C
GP25C CAT III	ITFC	332 MHZ	H24	221913.45N 1135524.77E		GP 3° (Nominal)
LOC25C CAT III	ITFC	109.3 MHZ	H24	221830.88N 1135326.53E		Unusable beyond 19° right of course
DME25L	ITFL	CH 46X	H24	221819.93N 1135549.28E	6.16M	Co-located with GP 25L
GP25L CAT II	ITFL	330.8 MHZ	H24	221819.93N 1135549.28E		Unusable beyond 7° left of course GP 3° (Nominal)
LOC25L CAT II	ITFL	110.9 MHZ	H24	221742.98N 1135342.30E		Unusable beyond 28° left of course and beyond 22° right of course
DME25R	ITFR	CH 24Y	H24	221955.16N 1135438.56E	6.36M	Co-located with GP 25R
GP25R CAT I	ITFR	330.35 MHZ	H24	221955.16N 1135438.56E		GP 3.1° (Nominal) Unusable below elevation angle of 1.8°
LOC25R CAT I	ITFR	108.75 MHZ	H24	221912.67N 1135240.61E		Unusable beyond 16° right of course
DME07C	IZSC	CH 30X	H24	221847.96N 1135405.67E	6.26M	Co-located with GP 07C
GP07C CAT II	IZSC	332 MHZ	H24	221847.96N 1135405.67E		GP 3° (Nominal)
LOC07C CAT II	IZSC	109.3 MHZ	H24	221922.54N 1135606.89E		Unusable beyond 22° left of course and beyond 26° right of course
DME07L	IZSL	CH 52Y	H24	221925.10N 1135305.29E	6.50M	Co-located with GP 07L
GP07L CAT III	IZSL	332.75 MHZ	H24	221925.10N 1135305.29E		Unusable beyond 6° left of course
LOC07L CAT III	IZSL	111.55 MHZ	H24	222000.02N 1135507.54E		
DME07R	IZSR	CH 46X	H24	221747.78N 1135409.48E	6.21M	Co-located with GP 07R

1	2	3	4	5	6	7
Type of aid, CAT of ILS/MLS	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
GP07R CAT II	IZSR	330.8 MHZ	H24	221747.78N 1135409.48E		GP 3° (Nominal)
LOC07R CAT II	IZSR	110.9 MHZ	H24	221830.05N 1135608.39E		Unusable beyond 19° right of course
DVOR/DME	SMT	114.8 MHZ CH 95X	H24	222015.43N 1135855.46E	12M	(See Note 1)
DVOR/DME 3°W (2020)	TD	116.1 MHZ CH 108X	H24	221452.42N 1141735.30E	249.87M	(See Note 2)

Notes:

1. Coverage not less than 25 NM from SMT DVOR/DME with the following restrictions:-
 - (a) unusable between radials 041 and 051 beyond 15 NM,
 - (b) unusable between radials 051 and 071 beyond 15 NM below 7 000 ft,
 - (c) unusable between radials 112 and 155 beyond 20 NM below 9 000 ft,
 - (d) unusable between radials 155 and 216 beyond 13 NM below 12 000 ft,
 - (e) unusable between radials 216 and 301 beyond 15 NM,
 - (f) unusable between radials 301 and 041 beyond 10 NM.
2. Coverage not less than 200 NM from TD DVOR at 35 000 ft and above.

VHHH AD 2.20 LOCAL TRAFFIC REGULATIONS**1 Regulations for Local Flights in Hong Kong****1.1 GENERAL**

- 1.1.1 The attention of pilots is drawn to ICAO Annex 2 and the Air Navigation (Hong Kong) Order 1995, Schedule 14, which detail the Rules of the Air applicable to all aircraft operating in Hong Kong, including low flying, the display of lights by aircraft, and general flying rules.
- 1.1.2 Pilots are reminded that it is the direct responsibility of the pilot-in-command of an aircraft to avoid collision with other aircraft when flying under VFR, notwithstanding that the flight is being conducted on an ATC clearance.
- 1.1.3 Flight notification for a local flight shall be submitted to Hong Kong ATC in accordance with the following procedures:
 - a) IFR Flight - by filing a CAD Flight Plan form DCA6a (see ENR 1.10 paragraph 2.4), or for authorised operators, filing a CAD approved flight notification form at least 60 minutes prior to the estimated off-block time (EOBT);
 - b) VFR Flight - by filing a CAD VFR Local Flight Notification Form DCA 6b which is downloadable from the CAD website (<http://www.cad.gov.hk/application/DCA6b.pdf>) or a CAD approved flight notification form at least 20 minutes prior to the estimated time of departure (ETD).
- 1.1.4 Aircraft are required to carry communication equipment enabling them to maintain two-way communications with the appropriate ATS unit serving the airspace within which they intend to operate.
- 1.1.5 The pilot of a helicopter departing from any location within the Territory, except for Hong Kong International Airport, shall contact ATC immediately after lift off and inform them of their position and intentions.
- 1.1.6 The pilot of a helicopter landing at any location within the Territory, except for Hong Kong International Airport, shall inform ATC prior to descent to the landing site and state their intentions, including the duration of ground stop-over.
- 1.1.7 The attention of all pilots is drawn to Section ENR 5 of this document, which details airspace restrictions and hazardous areas within the Hong Kong FIR.
- 1.1.8 Prior approval should be obtained from ATC for any deviation from the published procedures due to adverse weather conditions, or operational necessity.

- 1.1.9 ATC may waive such of these procedures as considered necessary under special circumstances, such as search and rescue operations.
- 1.1.10 The pilot of non-Hong Kong registered fixed wing aircraft or helicopter that intends to conduct a local flight in Hong Kong may be required to produce the necessary flight documents as listed in GEN 1.5 para 4 prior to undertaking the flight.
- 1.1.11 The following conditions have also been laid down to govern flights by foreign military helicopters within the Territory:
- Advance approval for such flights must be obtained from the Director-General of Civil Aviation.
 - The flight plan is to be approved by the ATC Watch Manager at Hong Kong International Airport, who will brief the pilot as necessary. If considered necessary, the pilot will be required to report in person to the ATC Supervisor for a detailed briefing.
 - The area of the flight is to be restricted to that sanctioned by the Director-General of Civil Aviation, and approved by ATC for a particular flight.
 - Under no circumstances are helicopters to take-off without clearance from the duty Aerodrome Controller, whose decision as to whether the flight may take place, will be final.

2 Regulations for Local Flights at Hong Kong International Airport (HKIA)

- 2.1 All training, test or demonstration flights at HKIA must have prior approval from the Director-General of Civil Aviation. Note that training flights at HKIA will be approved only in exceptional circumstances.
- 2.2 All non-commercial fixed wing aircraft and helicopter flights at HKIA must have prior approval from the Director-General of Civil Aviation. In addition, helicopter flights also require prior approval from the Airport Authority Hong Kong.
- 2.3 Recreational flights are not normally permitted at HKIA.
- 2.4 Notwithstanding having obtained prior approval, the pilot of any fixed wing aircraft or helicopter intending to operate a local flight at Hong Kong International Airport must contact Aerodrome Control Supervisor (Tel: 2910 6822) for final approval on the day of flight.
- 2.5 HELICOPTER OPERATIONS AT HONG KONG INTERNATIONAL AIRPORT
- 2.5.1 Helicopter operations at Hong Kong International Airport are categorised depending on the nature of the flight as tabulated below:

Category	Nature of Flight	Designated Parking Location
Technical Flight	Maintenance flight	Maintenance Apron
Flights operated for Hire or Reward	Includes domestic and international non-scheduled flights	Hong Kong Business Aviation Apron, Stand X1 and Stand X2
International Flights operated NOT for Hire or Reward	Hong Kong registered helicopter	Maintenance Apron
	Non-Hong Kong registered helicopter	Hong Kong Business Aviation Apron
CASEVAC	Medical	As instructed by ATC

3 Regulations for Local Flights in the Hong Kong Aerodrome Traffic Zone (ATZ) and Control Zone (CTR)

- 3.1 GENERAL
- 3.1.1 Hong Kong Aerodrome Traffic Zone (ATZ) and Control Zone (CTR) airspace are classified as Category C.
- 3.1.2 ATC clearance for local flying will only be given if, in the opinion of Aerodrome Control, or Zone Control as appropriate, such flying will not interrupt or unnecessarily delay the normal operation of public transport aircraft.
- 3.1.3 Recreational and training flights, including practice approaches, landings or departures, by privately owned light aircraft are not normally permitted at Hong Kong International Airport.
- 3.1.4 Before entering the ATZ or CTR, pilots shall inform ATC of their entry route, altitude, subsequent route and destination, or other intentions and obtain an ATC clearance for the proposed flight.
- 3.1.5 Before leaving the ATZ or CTR, pilots shall inform ATC of their exit route and destination, before contacting the next ATS unit, and when Flight Information Service is not available, pilots should notify ATC of their ETA for the re-entry route and on their return adhere to within 15 minutes of that notified time.

- 3.1.6 Flights by fixed wing aircraft within the ATZ are normally restricted to joining the traffic circuit for landing or leaving the traffic circuit to proceed to the CTR or Uncontrolled Airspace Reporting Areas (UCARAs).
- 3.1.7 Flights by fixed wing aircraft and helicopters are restricted on the following CTR routes:
- | | | |
|----|---------------------|--|
| a) | Tung Chung Pass | fixed wing aircraft not permitted; |
| b) | Silvermine | fixed wing aircraft not permitted; |
| c) | Gold Coast Corridor | fixed wing aircraft not permitted; |
| d) | South Pass | fixed wing aircraft and single engine helicopters not permitted; |
| e) | East Pass | single engine aircraft not permitted; |
| f) | Sha Tin Pass | single engine aircraft not permitted. |

4 Weather Minima

- 4.1 VFR flights during daylight hours may be approved:
- within the Hong Kong ATZ providing the weather observation at Hong Kong International Airport shows a visibility of at least 5 km and a cloud ceiling of not less than 1 500 ft;
 - within the Hong Kong CTR providing the weather conditions on the intended track of the aircraft are a visibility of at least 5 km and a cloud ceiling of not less than 1 500 ft;

5 Regulations for Local Flights in the Uncontrolled Airspace Reporting Areas (UCARAs)

5.1 GENERAL

- 5.1.1 All pilots intending to operate within UCARAs are required to have satisfactorily completed a border check of the areas with a company approved Training Captain, Qualified Flying Instructor or Assistant Flying Instructor.
- 5.1.2 UCARAs airspace is classified as Category G with an additional requirement of two-way radio communication.
- 5.1.3 Civil aircraft operators who wish to operate in UCARA North Border are required to submit flight notification to Hong Kong Police Headquarters (Command and Control Centre) Duty Officer, Tel 2860 2400, in addition to Hong Kong ATC.
- 5.1.4 Pilots in UCARAs will be requested to squawk discrete SSR codes. If Flight Information Service is not available, then pilots shall squawk code 5200 and continue to make regular blind transmissions on FIS frequency.
- 5.1.5 Use of transponder in UCARAs does not imply ATC service is provided. Pilots shall continue to be responsible for their own navigation and collision avoidance while in flight.

5.2 UNLICENSED PILOTS

- 5.2.1 Unlicensed pilots are restricted to flights within UCARAs Port Shelter and those parts of Tolo and New Town, south of 'line a'. (See Uncontrolled Airspace Reporting Areas (UCARAs) and CTR Zones chart, AD 2-VHHH-CTR-1, for delineation of 'line a'.)

VHHH AD 2.21 NOISE ABATEMENT PROCEDURES

1 ICAO Noise Abatement Departure Procedure RWY 07

- 1.1 ICAO have developed aircraft operating procedures, Noise Abatement Departure Procedure 1 (NADP 1) and Noise Abatement Departure Procedure 2 (NADP 2), for the take-off climb to ensure that the necessary safety of flight operations is maintained whilst minimizing exposure to noise on the ground.
- 1.2 NADP 1 is intended to provide noise reduction for noise sensitive areas in close proximity to the departure end of the runway. NADP 2 provides noise reduction to areas more distant from the runway end.
- 1.3 All operators are to adopt either NADP 1 or NADP 2 procedures for all take-offs on RWY 07. Operators are not required to inform CAD of the adopted procedure.
- 1.4 Full details of NADP 1 and NADP 2 are contained in ICAO Procedures for Air Navigation Services - Aircraft Operations, Volume 1 - Flight Procedures, (PANS-OPS, Doc 8168 Volume 1).

2 Noise Mitigating Measures

2.1 GENERAL

- 2.1.1 The following measures are implemented daily between 1500 and 2300 UTC (the “Noise Mitigation period”) to manage aircraft noise exposure levels when operating conditions permit. These measures include:
- a) South Runway (07R/25L) on Standby Mode where possible;
 - b) Preferential use of RWY 07;
 - c) Usage of southbound SID route via RAMEN for RWY 07;
 - d) Preferential use of RNP Y (AR) APCH procedures for RWY 25;
 - e) Continuous Descent Approach (CDA) procedure for RWY 25;
 - f) Special ATC handling procedures for RWY 25 departures.
- 2.1.2 Noise mitigating measures are not applicable to special authorised flights, flights with medical or SAR priority, and flights necessary for the calibration of procedures, navigation aids and landing aids.
- 2.2 SOUTH RUNWAY (07R/25L) ON STANDBY MODE WHERE POSSIBLE
- 2.2.1 South Runway (07R/25L) will be placed on Standby Mode during Noise Mitigation Period where possible.
- 2.2.2 Under emergency or declared contingency circumstances, the South Runway (07R/25L) may be returned to Operational Mode. (Note: The scheduled runway maintenance periods will override Standby Mode on selected nights, AD 1.1 para. 11 refers.)
- 2.3 PREFERENTIAL USE OF RWY 07
- 2.3.1 RWY 07 will be selected as the runway-in-use whenever the tailwind component is not greater than 5 knots. RWY 25 may be used if operationally required, e.g. unserviceability of navigation aids, adverse weather conditions, aircraft performance, traffic situations, etc.
- 2.4 USAGE OF SOUTHBOUND SID ROUTE VIA RAMEN FOR RWY 07
- 2.4.1 All departures from RWY 07 may expect the appropriate BEKOL, DALOL, LEKEN or PECAN SID via RAMEN (see list of Hong Kong International Airport SIDs in AD 2.22 para. 6.1). These SIDs route predominantly overwater via the West Lamma Channel and avoid overflight of densely populated areas at low altitude.
- 2.4.2 Pilots shall comply with the Standard Instrument Departure (SID) procedures and requirements (i.e. level and speed restrictions; terrain clearance, etc.) as specified in AD 2.22 para. 2 and on relevant SID charts published in AD 2.24.
- 2.5 PREFERENTIAL USE OF RNP Y (AR) APCH PROCEDURES FOR RUNWAY 25
- 2.5.1 When meteorological conditions are suitable and Runway 25 is nominated as the arrival runway, Hong Kong ATC will endeavor to preferentially sequence arrival flights having authorization to conduct RNP Y (AR) APCH to Hong Kong International Airport.
- 2.5.2 Flights with authorization will be facilitated and assigned the appropriate STAR or radar vectors to LUDLA for the RNP Y RWY 25 (AR) procedure to the appropriate runway.
- 2.5.3 Flights without RNP AR authorization will be processed via the ILS/LOC or RNP (LNAV/VNAV) approach procedures and may be accorded lower priority when sequencing is required.
- 2.6 CONTINUOUS DESCENT APPROACH (CDA) PROCEDURE FOR RWY 25
- 2.6.1 Arrivals to RWY 25 via straight-in ILS/LOC or RNP (LNAV/VNAV) instrument approach procedures may expect continuous descent approach (CDA) subject to the prevailing traffic situation.
- 2.6.2 CDA Procedure
- a) Pilots may expect to commence a continuous descent profile from altitude of 8 000 ft or higher. Subject to ATC clearance, low thrust settings and a relatively clean configuration should be maintained to minimise noise nuisance.
 - b) 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.
 - c) Pilots should maintain aircraft’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.
 - d) If aircraft cannot comply with the CDA procedures or speed restrictions, the pilot should advise ATC in good time so that alternative arrangements can be made.
- 2.7 SPECIAL ATC HANDLING PROCEDURES FOR RWY 25 DEPARTURES

- 2.7.1 Departures from RWY 25 may expect to remain on the appropriate SID track until passing 9 000 ft or until they are south of Lantau Island, before being provided with radar vectors, as appropriate.

VHHH AD 2.22 FLIGHT PROCEDURES

1 ATC Clearance, Engine Start-Up and Push-back Procedures

- 1.1 All aircraft, other than helicopters and locally based light aircraft, shall obtain an ATC clearance prior to engine start. Pilots are to inform Hong Kong Ground/Delivery, as appropriate, of the following:

- a) call sign,
- b) parking stand number/location,
- c) Identifier of the latest ATIS received unless it has been included in the RCD (Request for Departure Clearance Downlink) message via data link,
- d) proposed flight level if it is different from the filed flight plan, and
- e) when applicable, special requirements (e.g. request for another departure runway or inability to comply with SID climb profile).

Radius-to-Fix SID procedures (BEKOL 1X/1Z, DALOL 1X/1Z, LEKEN 1X/1Z or PECAN 3X/2Z) are issued as the default procedures H24 to all aircraft departing from RWY 07R/07L.

RWY 07C departures can expect to be assigned SIDs with 'T' designator (ADLAD 1T, LARIT 1T, DUMEP 1T, XEMEK 1T or SOSLU 1T) during three-runway operations and Radius-to-Fix SID procedures (BEKOL 1Y, DALOL 1Y, LEKEN 1Y or PECAN 1Y) during noise mitigating period (between 1500 and 2300 UTC).

For aircraft that are unable to fly the Radius-to-Fix SID procedures, pilots shall make voice request to Hong Kong Delivery to obtain the corresponding non-Radius-to-Fix SID procedures. For aircraft using 2-way Pre-Departure Clearance (PDC) data-link service, pilots shall make such voice request prior to sending 'Request for Departure Clearance Downlink' (RCD) message.

- 1.2 A 2-way Pre-Departure Clearance (PDC) data-link service is available to approved operators. Pilots should send a 'Request for Departure Clearance Downlink' (RCD) message to ATC not more than 20 minutes prior to EOBT. If a 'Departure Clearance Uplink' (CLD) message is not received within 5 minutes or there is any problem with data link exchanges, the pilot shall inform Hong Kong Delivery on frequency 122.15 MHZ.
- 1.3 Pilots not participating in the PDC service shall contact Hong Kong Delivery on frequency 122.15 MHZ, 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:
 - a) aircraft call sign,
 - b) destination,
 - c) route,
 - d) SID and
 - e) transponder code.
- 1.4 Pilots shall comply with instructions issued by Hong Kong Delivery regarding when to contact the relevant Hong Kong Ground frequency.
- 1.5 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.
- 1.6 Aircraft should not commence start-up, push-back, or any other manoeuvre on the apron, unless they have obtained approval from Hong Kong Ground.
- 1.7 Prior to requesting for push back or taxi from a parking stand, pilots of aircraft 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. Aircraft with Mode S transponder capable of reporting Aircraft Identification should have its identification in the ICAO flight plan format entered via FMS or Control Panel.
- 1.8 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 taxi lane abeam the adjacent parking stand, but where this would result in the aircraft entering a critical area the push-back is extended to a Tug Stop Point clear of the critical area. A limited number of parking stands have a Push-back/Tow-forward procedure, Push-back GREEN. (The push-back procedures for each parking stand are shown on AD 2-VHHH-PBP-1 to AD 2-VHHH-PBP-3 for passenger aprons, AD 2-VHHH-PBP-4 for the cargo apron and AD 2-VHHH-PBP-5 for the maintenance and west cargo apron.)

- 1.9 Under certain traffic conditions it may be necessary for Hong Kong Ground to issue non-standard push-back instructions to expedite the flow of traffic. Pilots will be issued a 'non-standard push-back' to a defined location and direction.
- 1.10 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.
- 1.11 There is a restriction to the starting of engines for aircraft in parking stands S103, S108 and W123. If aircraft 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 manoeuvre has been completed.
- 1.12 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.
- 1.13 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 aircraft whilst being pushed back, unless the pilot so requests.
- 1.14 To avoid delay to other traffic using the apron, aircraft should be ready to taxi as soon as the push-back manoeuvre and engine start procedure are completed. The standard push-back for stands N68 and N70 is onto TWY B. Therefore, to avoid delays to other traffic, it is essential that the aircraft should be ready to taxi as soon as the push-back manoeuvre is complete. If aircraft are unable to comply with these procedures, pilots shall immediately inform Hong Kong Ground in order that alternative taxi instructions may be issued to other traffic.
- 1.15 Pilots are reminded that they should always use minimum power when starting engines or manoeuvring 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.

2 Standard Instrument Departures (SIDs)

2.1 GENERAL

- 2.1.1 Due to the proximity of the FIR boundary to the west, pilots departing RWY 25C or RWY 25R are advised to maintain a careful cross-check of aircraft position after passing HH421 and HH422. In the event of any weather avoidance manoeuvre, permission must be obtained from ATC prior to making any turn away from the prescribed departure track.

2.2 RNP 1 REQUIREMENT

- 2.2.1 RNP 1 SIDs have been implemented in Hong Kong TMA. (See SID charts under AD 2.24 for details of the SID procedures). All aircraft departing HKIA, other than those specified in GEN 1.5 para 3.5.3.4 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.
- 2.2.2 See GEN 1.5 para 3.5.3 for details of RNP 1 requirement and the Exemption Policy.
- 2.2.3 *Contingency Procedures.*
 - 2.2.3.1 The Contingency Procedures are only available for flights exempted from RNP 1 requirement as specified in GEN 1.5 para 3.5.3.5.
 - 2.2.3.2 *Failure of RNP 1 capability before departure at HKIA.* In case of failure or degradation of the RNP 1 system which is detected before departure at HKIA and it is not practicable to effect a repair, the aircraft concerned should be permitted to depart. For this purpose, the flight would be exempted under the category "Maintenance or delivery flights" (See GEN 1.5 para 3.5.3.5).
 - 2.2.3.3 *Failure of RNP 1 capability whilst airborne.* In the event that PBN performance ceases to comply with the requirements for RNP 1, pilots must notify ATC with the phraseology "**UNABLE RNP 1 [DUE TO (reason)]**" as soon as possible. Dependent upon the nature of the reported system failure or degradation, continued operation with the current ATC clearance may be possible in many circumstances. When this cannot be achieved, ATC assistance would be provided as necessary.

2.2.3.4 It is important that pilots flying the contingency procedures in para 2.2.3.5 to OVERFLY the significant points as tabulated below. ATC assistance may also be provided when necessary.

RWY	Significant Point	Cross Reference from Navaid
RWY 07L	SMT DVOR	IZSL ILS DME 5.5 NM
	ROVER	IZSL ILS DME 8.0 NM SMT RDL 085/DME 2.6 NM
RWY 07C	SMT DVOR	IZSC ILS DME 4.7 NM
	ROVER	IZSC ILS DME 7.2 NM SMT RDL 085/DME 2.6 NM
RWY 07R	PORPA	IZSR ILS DME 7.0 NM
RWY 25L	PRAWN	ITFL ILS DME 7.0 NM SMT RDL 249/DME 10.4 NM
RWY 25C	PRAWN	ITFC ILS DME 7.0 NM SMT RDL 249/DME 10.4 NM
RWY 25R	POVEG	ITFR ILS DME 6.5 NM SMT RDL 259/DME 10.4 NM

2.2.3.5 Hong Kong SID Contingency Procedures for aircraft with exemption from RNP 1 requirement:

Hong Kong SID	Contingency Procedures
RAMEN 1C (RWY 07C)	See AD 2-VHHH-SID-RAMEN-C for details. Expect vectors to join flight plan route.
RAMEN 1E (RWY 07L)	See AD 2-VHHH-SID-RAMEN-E for details. Expect vectors to join flight plan route.
RAMEN 2A (RWY 07R)	See AD 2-VHHH-SID-RAMEN-A for details. Expect vectors to join flight plan route.
RUMSY 1D (RWY 25C)	See AD 2-VHHH-SID-RUMSY-D for details. Expect vectors to join flight plan route.
RUMSY 1F (RWY 25R)	See AD 2-VHHH-SID-RUMSY-F for details. Expect vectors to join flight plan route.
RUMSY 2B (RWY 25L)	See AD 2-VHHH-SID-RUMSY-B for details. Expect vectors to join flight plan route.

2.3 TERRAIN CLEARANCE

2.3.1 To maintain terrain clearance on the appropriate SID the following climb gradients and procedures must be adhered to, except for the radius-to-fix SID or when directed by ATC.

Runway	SID Group	Rate of Climb (under normal operation conditions)	Flyover Point
RWY 07R	RNP 1, RF	4.8% or 292 ft/NM until passing 1200 ft	Nil
	RNP 1, non-RF	4.8% or 292 ft/NM until passing 1200 ft	Do not turn right before passing PORPA
	RAMEN (Contingency)	4.9% or 298 ft/NM until passing 1400 ft	Do not turn right before passing PORPA

Runway	SID Group	Rate of Climb (under normal operation conditions)	Flyover Point
RWY 07C	RNP 1 via TEGUB	6.8% or 414 ft/NM until passing 3900 ft	Nil
	RNP 1 via ROVER, RF	3.4% or 207 ft/NM until passing 1200 ft	Nil
	RNP 1 via ROVER, non RF	3.8% or 231 ft/NM until passing 1300 ft	Do not turn right before passing ROVER
	RAMEN (Contingency)	3.8% or 231 ft/NM until passing 1300 ft	Do not turn right before passing ROVER
RWY 07L	RNP 1, RF	3.3% or 201 ft/NM	Nil
	RNP 1, non-RF	3.3% or 201 ft/NM	Do not turn right before passing ROVER
	RAMEN (Contingency)	3.4% or 207 ft/NM until passing 1400 ft	Do not turn right before passing ROVER
RWY 25L	RNP 1	4.7% or 286 ft/NM until passing 1600 ft	Nil
	RUMSY (Contingency)	3.3% or 201 ft/NM	Do not turn left before passing PRAWN
RWY 25C	RNP 1	3.3% or 201 ft/NM	Nil
	RUMSY (Contingency)	3.3% or 201 ft/NM	Do not turn left before passing PRAWN
RWY 25R	RNP 1	3.3% or 201 ft/NM	Nil
	RUMSY (Contingency)	3.3% or 201 ft/NM	Do not turn left before passing POVEG

2.4 DEPARTURE SPEED REQUIREMENT

- 2.4.1 To comply with the speed requirement, crossing PORPA, ROVER, HH412, HH421, PRAWN or POVEG at 205 KIAS or greater, it is recommended that the Noise Abatement Departure Procedure 2 (NADP 2) (see VHHH AD 2.21 for details) or the manufacturer's recommended procedure be used.
- 2.4.2 Pilots shall inform ATC prior to entering the runway if they will not be able to comply with the departure speed requirement due to aircraft performance limitations or other factors for safety consideration.

2.5 CLIMB REQUIREMENT

- 2.5.1 Hong Kong SID and STAR procedures are designed in accordance with the ICAO guidance for Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO). Level requirements/restrictions are stipulated at key waypoints to ensure vertical separation is strategically achieved between arrivals and departures and adjacent FIR airspace. The table below listed the most critical waypoints for achievement of strategic separation.

ADLAD Departures	
RWY 07C	Cross BEKOL at or above 4 800 m (FL157).
BEKOL Departures	
RWY 07R/07C/07L	Cross BEKOL at or above 4 800 m (FL157).
RWY 25L	Cross HH481 at or above 7 000 ft. Cross HH482 at or above FL110. Cross BEKOL at or above 4 800 m (FL157).
RWY 25C/25R	Cross HH485 at or above FL130. Cross BEKOL at or above 4 800 m (FL157).
DALOL and LEKEN Departures	
RWY 07R/07C/07L	Cross VEDVO at or above FL110. Cross SEGPO at or above FL140.
RWY 25L	Cross HH471 at or above 9 000 ft. Cross SUDVA at or above FL140.

RWY 25C/25R	Cross SUPAD at or above FL150. Cross HH477 at or above FL160.
DUMEP, LARIT and XEMEK Departures	
RWY 07C	Cross VEMSO at or above 9 000 ft. Cross SAMED at or above FL130. Cross LUBMO at or above FL160.
PECAN Departures	
RWY 07R/07C/07L	Cross VEDVO at or above FL110. Cross SEGPO at or above FL140.
RWY 25L	Cross HH471 at or above 9 000 ft. Cross HH477 and HH478 at FL140.
RWY 25C/25R	Cross SUGAP at or above FL140.
SOSLU Departures	
RWY 07C	Cross VEMSO at or above 9 000 ft. Cross SAMED at or above FL130. Cross SEGPO at or above FL140.

- 2.5.2 Upon SID issuance, pilots of departing flights shall review their aircraft's capability to achieve the published climb requirements and inform Hong Kong Delivery prior to start-up if unable to comply. Pilots should advise the first requirement which cannot be complied with and what altitude/level is achievable at that waypoint so that alternative procedures/actions can be coordinated.

2.6 READBACK OF SID PRIOR TO DEPARTURE

- 2.6.1 Pilots departing from RWY 07C should note the existence of alternative SID procedures with either left or right turns after departure for use with difference runway operating modes.
- 2.6.2 In particular during independent parallel departure operations of RWY 07C and RWY 07R, which may be conducted in full IMC conditions, it is imperative that the correct SID is selected and entered into the Flight Management System to ensure separation with simultaneous departure on the adjacent runway.
- 2.6.3 To mitigate against incorrect SID selection when independent parallel departure operations are in progress, flight departing from RWY 07C will be instructed by Hong Kong Ground to report assigned SID to Hong Kong Tower on first contact. Pilots should verify that the correct SID has been entered and that the expected turn direction is valid.

2.7 LOSS OF COMMUNICATION

- 2.7.1 In the event of a loss of communication aircraft shall comply with the last acknowledged clearance up to the next reporting point/waypoint in the SID/Transition procedure listed in para 5.2 then climb to the flight planned cruising level and follow the SID/Transition track to the TMA exit point.

3 Terminal Transition Routes

- 3.1 Within the Hong Kong TMA a number of Terminal Transition Routes are established. Operators departing from Hong Kong International Airport shall flight plan via the relevant Terminal Transition Route until exiting the Hong Kong TMA to join the appropriate ATS route. (See ENR 3.1 para.(2) and Area Chart - Departure Routes under AD 2.24)

4 SID Navigation Aids

Navaid	Frequency	Coordinates
SMT DVOR/DME	114.8 MHZ (CH 95X)	222015.43N 1135855.46E
IZSR DME	CH 46X	221747.78N 1135409.48E
ITFR LOC	108.75 MHZ	221912.67N 1135240.61E
ITFR DME	CH 24Y	221955.16N 1135438.56E
ITFL DME	CH 46X	221819.93N 1135549.28E

5 SID Locations

- 5.1 SID FLYOVER WAYPOINTS (Note: PORPA and ROVER are flyby waypoints in the following radius-to-fix SIDs - BEKOL X/Y/Z, DALOL X/Y/Z, LEKEN X/Y/Z and PECAN X/Y/Z.)

Flyover Waypoint	Coordinates (WGS 84)	Cross Reference from Navaid
PORPA	222009.10N 1140116.30E	IZSR ILS DME 7.0NM SMT RDL 096/DME 2.2 NM
POVEG	221743.28N 1134803.62E	ITFR ILS DME 6.5 NM SMT RDL 259/DME 10.4 NM
PRAWN	221605.40N 1134840.10E	ITFL ILS DME 7.0NM SMT RDL 249/DME 10.4 NM
ROVER	222035.58N 1140139.12E	IZSL ILS DME 8.0 NM SMT RDL 085/DME 2.6 NM

5.2 SID REPORTING POINTS / FLYBY WAYPOINTS

Reporting Point/ Flyby Waypoint	Coordinates (WGS 84)	Cross Reference from Navaid
ADLAD	223040.74N 1141952.57E	PBN Waypoint
AGOMU	223015.17N 1142229.86E	PBN Waypoint
ANRUX	222705.73N 1141241.76E	PBN Waypoint
BEKOL	223236.00N 1140800.00E	TD RDL 336/DME 19.8 NM
DAKIG	215052.90N 1142633.33E	PBN Waypoint
DALOL	214436.90N 1145045.34E	PBN Waypoint
DUMEP	214436.30N 1151249.87E	PBN Waypoint
HH301	221929.01N 1135911.61E	PBN Waypoint
HH302	222000.43N 1135804.56E	PBN Waypoint
HH303	222050.02N 1135742.83E	PBN Waypoint
HH311	221452.34N 1140512.73E	PBN Waypoint
HH322	221508.88N 1140512.88E	PBN Waypoint
HH332	221522.17N 1140513.00E	PBN Waypoint
HH341	221925.15N 1140419.86E	PBN Waypoint
HH342	221712.51N 1140514.01E	PBN Waypoint
HH355	221945.97N 1140415.23E	PBN Waypoint
HH356	221722.57N 1140514.10E	PBN Waypoint
HH363	221929.68N 1140409.36E	PBN Waypoint
HH364	221656.52N 1140513.86E	PBN Waypoint
HH381	220902.10N 1141506.66E	PBN Waypoint
HH382	221123.06N 1142604.39E	PBN Waypoint
HH384	222311.51N 1142117.83E	PBN Waypoint
HH393	221943.83N 1141615.26E	PBN Waypoint
HH411	221708.52N 1135155.32E	PBN Waypoint
HH412	221510.92N 1134848.95E	PBN Waypoint
HH413	221148.90N 1134841.37E	PBN Waypoint

Reporting Point/ Flyby Waypoint	Coordinates (WGS 84)	Cross Reference from Navaid
HH414	220944.51N 1135109.66E	PBN Waypoint
HH421	221531.13N 1134409.41E	PBN Waypoint
HH422	221258.53N 1134227.41E	PBN Waypoint
HH423	220726.10N 1134459.40E	PBN Waypoint
HH471	220728.61N 1140333.28E	PBN Waypoint
HH472	220551.49N 1141305.41E	PBN Waypoint
HH477	215729.80N 1141254.07E	PBN Waypoint
HH478	215229.09N 1141247.31E	PBN Waypoint
HH481	221123.11N 1140129.60E	PBN Waypoint
HH482	221715.28N 1140722.59E	PBN Waypoint
HH484	220223.21N 1135601.92E	PBN Waypoint
HH485	220419.90N 1140035.87E	PBN Waypoint
HH486	220656.32N 1140643.85E	PBN Waypoint
HH487	221517.49N 1141246.60E	PBN Waypoint
HH941 (RF Turn Centre)	221737.96N 1140212.36E	PBN Waypoint
HH942 (RF Turn Centre)	221714.13N 1140144.03E	PBN Waypoint
HH955 (RF Turn Centre)	221758.85N 1140208.75E	PBN Waypoint
HH956 (RF Turn Centre)	221724.31N 1140127.97E	PBN Waypoint
HH963 (RF Turn Centre)	221704.89N 1140124.20E	PBN Waypoint
HH964 (RF Turn Centre)	221658.35N 1140116.75E	PBN Waypoint
LARIT	215341.37N 1151606.56E	PBN Waypoint
LEKEN	215301.06N 1145444.95E	PBN Waypoint
LUBMO	215755.24N 1143152.98E	PBN Waypoint
PECAN	212620.19N 1140205.64E	TD RDL 200/DME 50.5 NM
PORPA	222009.10N 1140116.30E	PBN Waypoint
RAMEN	220939.22N 1140509.89E	TD RDL 249/DME 12.6 NM
ROVER	222035.58N 1140139.12E	PBN Waypoint
RUMSY	220456.94N 1134816.79E	TD RDL 253/DME 28.9 NM
SAMED	220443.00N 1142631.83E	PBN Waypoint
SEGPO	215732.77N 1142118.59E	PBN Waypoint
SMT	222015.43N 1135855.46E	Co-located with SMT DVOR/DME
SOSLU	213844.03N 1140518.39E	PBN Waypoint
SUDVA	220425.14N 1142133.87E	PBN Waypoint
SUGAP	215557.44N 1140201.64E	PBN Waypoint
SUPAD	220005.99N 1140730.72E	PBN Waypoint
TEGUB	222418.28N 1140454.69E	PBN Waypoint
VANPU	220357.95N 1134803.85E	PBN Waypoint
VEDMU	220814.02N 1135508.18E	PBN Waypoint
VEDVO	220438.19N 1141543.05E	PBN Waypoint
VEMSO	221425.06N 1141852.28E	PBN Waypoint
XEMEK	213816.17N 1145943.04E	PBN Waypoint

6 Hong Kong International Airport SIDs**6.1 RUNWAY 07 SIDS**

SID	Runway	Remarks
ADLAD1T	RWY 07C	Between 1500-2300 UTC expect BEKOL1Y
BEKOL1C	RWY 07C	-
BEKOL1Y	RWY 07C	Radius-to-fix (RF) leg is required
BEKOL1Z	RWY 07L	Radius-to-fix (RF) leg is required
BEKOL2E	RWY 07L	-
BEKOL1X	RWY 07R	Radius-to-fix (RF) leg is required
BEKOL5A	RWY 07R	-
DALOL1C	RWY 07C	-
DALOL1Y	RWY 07C	Radius-to-fix (RF) leg is required
DALOL1E	RWY 07L	-
DALOL1Z	RWY 07L	Radius-to-fix (RF) leg is required
DALOL1A	RWY 07R	-
DALOL1X	RWY 07R	Radius-to-fix (RF) leg is required
DUMEP1T	RWY 07C	Between 1500-2300 UTC expect DALOL1Y
LARIT1T	RWY 07C	Between 1500-2300 UTC expect LEKEN1Y
LEKEN1C	RWY 07C	-
LEKEN1Y	RWY 07C	Radius-to-fix (RF) leg is required
LEKEN1E	RWY 07L	-
LEKEN1Z	RWY 07L	Radius-to-fix (RF) leg is required
LEKEN1A	RWY 07R	-
LEKEN1X	RWY 07R	Radius-to-fix (RF) leg is required
PECAN1C	RWY 07C	-
PECAN1Y	RWY 07C	Radius-to-fix (RF) leg is required
PECAN2E	RWY 07L	-
PECAN2Z	RWY 07L	Radius-to-fix (RF) leg is required
PECAN3A	RWY 07R	-
PECAN3X	RWY 07R	Radius-to-fix (RF) leg is required
SOSLU1T	RWY 07C	Between 1500-2300 UTC expect PECAN1Y
XEMEK1T	RWY 07C	Between 1500-2300 UTC expect DALOL1Y

6.2 RUNWAY 25 SIDS

SID	Runway	Remarks
BEKOL1D	RWY 25C	-
BEKOL3B	RWY 25L	-
BEKOL2F	RWY 25R	-
DALOL1D	RWY 25C	-
DALOL1B	RWY 25L	-
DALOL1F	RWY 25R	-

SID	Runway	Remarks
LEKEN1D	RWY 25C	-
LEKEN1B	RWY 25L	-
LEKEN1F	RWY 25R	-
PECAN1D	RWY 25C	-
PECAN2B	RWY 25L	-
PECAN2F	RWY 25R	-

7 Standard Instrument Arrivals (STARs)

7.1 RNP 1 REQUIREMENT

7.1.1 RNP 1 STARs have been implemented in Hong Kong TMA. (See STAR charts under AD 2.24 for details of the STAR procedures). All aircraft arriving HKIA, other than those specified in GEN 1.5 para 3.5.3.5, 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.

7.1.2 See GEN 1.5 para 3.5.3 for details of RNP 1 requirement and the Exemption Policy.

7.1.3 *Failure of RNP 1 capability whilst airborne.* In the event that PBN performance ceases to comply with the requirements for RNP 1, pilots must notify ATC with phraseology “UNABLE RNP 1 [DUE TO (reason)]” as soon as possible. Dependent upon the nature of the reported system failure of degradation, continued operation with the current ATC clearance may be possible in many circumstances. When this cannot be achieved, ATC assistance would be provided as necessary.

7.1.4 For flights exempted from RNP 1 requirement as specified in GEN 1.5 para 3.5.3.5, pilots shall follow the RNP 1 STAR procedures as far as practicable and observe all instructions and requirements (i.e. level and speed restrictions, etc.) specified in the charts. ATC assistance would also be provided when necessary.

7.2 LOSS OF COMMUNICATION

7.2.1 In the event of a loss of communication:

- a) if a STAR clearance has been issued and acknowledged, aircraft shall comply with the descent planning profile and the STAR track to RIVMI/LUDLA/LIMES as appropriate, join the relevant holding pattern and descend to 4 500 ft, then carry out the ILS approach (or RNP AR approach from LUDLA);
- b) if a STAR clearance has not been issued or acknowledged, aircraft shall proceed in accordance with the STAR procedure appropriate for the ATS route and landing direction, (arrivals from SIERA should proceed in accordance with SIERA_n A or SIERA_n B STAR as appropriate), at RIVMI/LIMES as appropriate, join the relevant holding pattern and descend to 4 500 ft, then carry out the ILS approach.

7.3 UNSERVICEABILITY OF AIRCRAFT EQUIPMENT OR GROUND EQUIPMENT

7.3.1 Pilots shall inform ATC if they are unable to comply with the STAR procedure due to unserviceability of aircraft equipment or ground equipment and request radar assistance.

7.4 STAR COMMENCEMENT AND TERMINATION POINTS

7.4.1 Except for SIERA STARs, Hong Kong STARs commence from ABBEY, BETTY or CANTO and terminate at the Initial Approach Fix (IAF) (e.g. RIVMI/LUDLA (RWY 25) or LIMES (RWY 07) as appropriate).

7.4.2 While the SIERA STARs commence directly from the TMA boundary point SIERA, other STARs are connected to the TMA boundary points by Terminal Transition Routes (TTR). (See ENR 3.1 para. (2) and Area Chart - Arrival Routes and Terminal Holding Patterns under AD2.24)

8 STAR Navigational Aids

(Nil)

9 STAR Waypoints

Waypoint	Coordinates (WGS 84)	Cross Reference from Navaid
* ABBEY	221611.00N 1145525.92E	TD RDL 091/DME 35.1 NM
* BETTY	212910.82N 1143331.92E	TD RDL 165/DME 47.9 NM
BORDA	214132.37N 1132429.01E	TD RDL 239/DME 59.5 NM
* CANTO	213902.63N 1134225.09E	TD RDL 226/DME 48.4 NM
HH511	215332.24N 1141131.99E	PBN Waypoint
HH512	220121.80N 1143156.70E	PBN Waypoint
HH622	215714.02N 1142643.79E	PBN Waypoint
HH623	215134.24N 1141232.62E	PBN Waypoint
HH631	220746.57N 1140738.63E	PBN Waypoint
HH632	220230.12N 1141028.02E	PBN Waypoint
HH633	215303.75N 1141523.47E	PBN Waypoint
HH634	215744.18N 1141257.27E	PBN Waypoint
HH635	215128.24N 1140844.19E	PBN Waypoint
# LIMES	220625.60N 1134632.60E	PBN Waypoint
# LUDLA	221340.79N 1140428.75E	PBN Waypoint
MANGO	213649.00N 1143053.00E	TD RDL 165/DME 39.9 NM
MURRY	214528.37N 1134841.97E	TD RDL 226/DME 39.7 NM
MUSEL	221553.99N 1144652.13E	TD RDL 091/DME 27.2 NM
# RIVMI	222403.96N 1141909.28E	PBN Waypoint
ROCCA	213155.42N 1133451.44E	TD RDL 226/DME 58.4 NM
* SIERA	215912.00N 1133312.00E	TD RDL 252/DME 44.1 NM
SILVA	215104.50N 1135410.88E	TD RDL 226/DME 32.2 NM
TEDUR	221118.77N 1142351.26E	PBN Waypoint

* STAR commencement point
IAF

10 Instrument Landing System (ILS) - General

- 10.1 RWY 25R ILS is equipped for CAT I landings. RWY 07R, RWY 25L and RWY 07C ILS are equipped for CAT II landings. RWY 07L and RWY 25C ILS are equipped for CAT III landings. Operators must obtain approval prior to conducting CAT II/III operations, (see AD 1.1 paragraph 7). Pilots wishing to make an ILS CAT II/III approach shall notify Approach Control on initial contact.
- 10.2 The standard instrument approach at Hong Kong International Airport is the ILS approach procedure.
- 10.3 No marker beacons are provided. DME equivalents for Outer Marker Fix (OMF) and Middle Marker Fix (MMF) with glidepath reference altitudes are established.
- 10.4 Due to the proximity of the FIR boundary to the west, pilots carrying out RWY 07L, RWY 07C or RWY 07R ILS approach are advised to maintain a careful cross-check of aircraft position after passing the initial approach fix LIMES by the use of appropriate navigational aids to ensure the aircraft remains on the prescribed track. In the event of any weather avoidance manoeuvre, permission must be obtained from ATC prior to making any turn away from the prescribed track.
- 10.5 The ILS approach procedures include specific speed restrictions. These speed restrictions are applicable to aircraft that are vectored to join the initial or intermediate approach as well as aircraft commencing the approach from the Initial Approach Fix. Pilots unable to comply with these speed restrictions shall

inform Approach Control on first contact so that additional inter-arrival spacing can be provided. Pilots shall also advise Approach Control on first contact if the planned final approach speed is below 125 KIAS. The final approach speed is defined as the Reference Landing Speed (V_{ref}) plus corrections.

- 10.6 Pilots are warned that during ILS CAT I operations RWY 07R and RWY 25L GP signals may be liable to interference from aircraft taxiing in the vicinity of the GP aerial. Pilots should therefore closely monitor their ILS approach profile and rate of descent.
- 10.7 Due to terrain and obstacles some of the ILS LOC and GP signals at Hong Kong International Airport 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.
- 10.8 If ground based navigational aids or GNSS are not available, ATC will provide an alternative clearance or give radar assistance.

11 RWY 25R ILS Approach

- 11.1 RWY 25R ILS approach consists of RNAV initial approach transition and ILS final approach transition. The ILS approach should be conducted via the RNAV transition only.
- 11.2 When flying an RNAV transition to RWY 25R ILS final approach, pilots are strongly cautioned to adhere to all published altitude restrictions. To safely overfly the critical terrain along the flight path, engagement of the ILS modes (i.e. LOC and Glideslope) before crossing waypoint TOPUN is not permitted for compliance with obstacle clearance requirements. Pilots planning to conduct the ILS approach for RWY 25R shall familiarize themselves with the operating requirements as prescribed in the updated AIC of "Operation Requirements for RWY 25R ILS Approach of Hong Kong International Airport".
- 11.3 See AD 2-VHHH-IAC-06A and AD 2-VHHH-IAC-06B for procedure details.

12 RNP AR APCH

- 12.1 RNP AR APCH RWY 07 via north of HKIA
 - 12.1.1 RNP Y RWY 07R (AR) is available to provide alternative approach path for arriving aircraft to approach from the north of HKIA on a left hand circuit (North Circuit).
 - 12.1.2 The procedure is provided to cater for circumstances when weather precludes the conduct of approach from the south. Therefore, requests for this procedure in other situations would not normally be entertained.
 - 12.1.3 Should the weather situation mentioned in para. 12.1.2 arise, pilots of authorized airline operators, who are qualified and wish to fly the RNP AR APCH procedure, shall make a request to Hong Kong Air Traffic control (ATC) unit. Subject to prevailing traffic situation, ATC may consider granting the approval of such request.
 - 12.1.4 Special Authorization from Hong Kong CAD is required to conduct RNP AR APCH in Hong Kong.
- 12.2 RNP AR APCH Operational Approval
 - 12.2.1 Refer to the relevant AIC regarding application to conduct RNP AR APCH procedures at HKIA by foreign aircraft operators.
- 12.3 Speed Control
 - 12.3.1 Pilots unable to comply with the speed restrictions specified in RNP AR APCH procedures shall inform Approach Control on first contact so that additional inter-arrival spacing can be provided. Pilots shall also advise Approach Control on first contact if the planned final approach speed is below 125 KIAS. The final approach speed is defined as the Reference Landing Speed (V_{ref}) plus corrections.

13 Procedures for Local Flights in Hong Kong Aerodrome Traffic Zone (ATZ) and Control Zone (CTR) Zones

- 13.1 GENERAL
 - 13.1.1 Local flights operating in the Aerodrome Traffic Zone (ATZ) are under the control of Hong Kong Aerodrome Control. The ATZ is split into two sectors – ATZ North and ATZ South sectors. The Dividing line is along the centreline of the centre runway. ATZ North is normally under the control of AMC North, operating on frequency 118.7 MHz, call sign 'Hong Kong Tower'; ATZ South is normally under the control of AMC South, operating on frequency 118.4 MHz, call sign 'Hong Kong Tower'.

- 13.1.2 Non-IFR flights within the CTR Zones (see chart page AD 2-VHHH-CTR-1), are under the control of Hong Kong Zone Control operating on frequency 120.6 MHZ primary and 122.075 MHZ secondary, call sign 'Hong Kong Zone'.
- 13.1.3 Flights within the CTR above 2 000 ft AMSL are under the control of Hong Kong Approach Control on frequency 119.1 MHZ or Departure Control on frequency 123.8 MHZ/122.0 MHZ. The appropriate frequency will be advised by ATC.
- 13.1.4 To enhance flight safety, it is recommended that all local operators display landing lights whilst entering, leaving or operating within the ATZ or CTR Zones.

13.2 VERTICAL LIMITS AND ALTITUDE RESTRICTIONS

13.2.1 The vertical limits are:

- a) ATZ surface up to 2 000 ft AAL;
- b) CTR Zones surface up to 2 000 ft AMSL (subject to paras. 13.2.2 and 13.2.3 below).

13.2.2 In the following CTR Zones ATC will apply an altitude restriction dependent on the runway in use at Hong Kong International Airport:

CTR Zone	RWY in Use	Altitude Restriction
South Outer Zone	RWY 07	500 ft
Delta Zone		As instructed by ATC
Island Zone routes:		
Green Island - Ma Wan Corridor		1 000 ft
Green Island - Silvermine		800 ft
Green Island - Cheung Chau		1 000 ft
Green Island - Lamma	RWY 25	1 000 ft
Green Island - west of Star Ferry		1 000 ft
South Outer Zone		1 200 ft
Delta Zone		As instructed by ATC

13.2.3 In addition, flights requesting to operate in Ma Wan Zone, Tuen Mun Zone north of Line B above 1 000 ft AMSL and Lantau Zone above 2 000 ft AMSL, including operations at landing sites above these levels, are subject to specific approval from Hong Kong Zone. The altitude restrictions and clearance limits will be instructed by ATC.

13.3 ATZ AND CTR ZONES ENTRY AND EXIT ROUTES

13.3.1 Subject to ATC approval, pilots shall normally comply with the following standard exit and entry routes and altitudes within the ATZ and CTR Zones (see chart page AD 2-VHHH-CTR-2):

Radio Call Sign	Route Direction	Routeing
East Pass	In/Out	Entering/Leaving Island Zone from/to UCARA Port Shelter Single engine aircraft not permitted
Fan Lau (See Note 1)	North/South East/West	Transiting to/from West Lantau Corridor and Island Zone and Transiting to/from Island Zone and Delta Zone
Gold Coast Corridor (See Note 2 and 7)	East/West (one direction at a time)	Transiting Ma Wan Zone between Pearl Island and Brothers Point Upper limit 500 ft AMSL Width 0.5 NM. Helicopters only
Lei Yue Mun	In/Out	Entering/Leaving Island Zone from/to Waglan Zone Inbound to CTR 1 500 ft AMSL Outbound from CTR not above 1 000 ft AMSL (If weather precludes use of 1 500 ft AMSL inbound, operations shall be restricted to one direction at a time)
Ma Wan Corridor (See Note 2 and 3)	In/Out	Transiting from/to Ma Wan Zone and Island Zone Upper limit 1000 ft AMSL
Pak Mong	In/Out	Entering/Leaving ATZ for Ma Wan Zone
Pillar Point	In/Out	Entering/Leaving ATZ for Tuen Mun Zone
Sha Chau	In/Out	Entering/Leaving ATZ for Tuen Mun Zone
Sham Shek	In/Out (one direction at a time)	Entering/Leaving ATZ for West Lantau Corridor

Radio Call Sign	Route Direction	Routeing
Sha Tin Pass	In/Out	Entering/Leaving Island Zone from/to UCARA New Town Single engine aircraft not permitted
Silvermine	In/Out	Entering/Leaving ATZ and Ma Wan Zone for Lantau Zone Helicopters only
South Pass	In/Out	Transiting Island Zone between Hong Kong South and Victoria Harbour Fixed wing aircraft and single engine helicopters not permitted
Toll Plaza Route (see Note 2, 4 and 5)	East/West (one direction at a time)	Transiting from/to North Lantau Expressway and Kap Shui Mun. Upper limit 800 ft AMSL for twin engine aircraft, 1 000 ft AMSL for single engine aircraft
Toll Plaza Crossing (See Note 2)	North/South	Between Yam O and Brothers Point Upper limit 500 ft AMSL
Tung Chung Pass	In/Out	Entering/Leaving ATZ for Lantau Zone Helicopters only Inbound to ATZ 2 000 ft AMSL Outbound from ATZ not above 1 500 ft AMSL (If weather precludes use of 2 000 ft AMSL inbound, operations shall be restricted to one direction at a time)
West Lantau Corridor (See Note 6)	North/South (one direction at a time)	Transiting from/to Yi O and Fan Lau Width 1 NM between Fan Lau and Yi O, 0.5 NM between Yi O and Sham Shek Upper Limit 500 ft AMSL

Note 1: Pilots should note traffic information on non-IFR helicopters operating between Macao and Hong Kong routeing south of Lantau Island.

Note 2: Operators should limit their requests for use of these routes to essential operations only due to the close proximity of the Hong Kong International Airport approach/departure routes. The use of this route will be subject to ATC clearance.

Note 3: Silvermine is the primary route for helicopters to transit between ATZ, Ma Wan Zone and Lantau Zone.

Note 4: Helicopters with underslung load are not permitted.

Note 5: Traffic at 1 000 ft AMSL is not separated from RWY 25 arrivals or RWY 07 departures. Aircraft from Island Zone awaiting ATC clearance to transit the Toll Plaza route may hold to the west of Tsing Yi Island not above 500 ft AMSL, remaining clear of VHR12.

Note 6: Radio coverage on the western coast of Lantau may be intermittent, pilots should note relevant traffic information prior to entering the West Lantau Corridor.

Note 7: Traffic using this route is not separated from RWY 25 arrivals or RWY 07 departures. The use of this route is subject to specific approval from Hong Kong Zone.

14 Helicopter Departure and Arrival Procedures

14.1 DEPARTURE FROM GFS/BAC TO PAK MONG OR SILVERMINE

14.1.1 **Kilo East Departure** Subject to ATC approval and when traffic permits, lift off from TWY K in an easterly direction, then turn south between TXL Q3 and the Fire Station to follow the airport coastline until abeam the western roundabout on Chun Wan Road (see chart AD 2-VHHH-VFR-3, Route A).

14.1.2 **For departure in other directions**, turn south as soon as practicable after lift off and track along the airport coastline until abeam the western roundabout on Chun Wan Road.

14.1.3 From abeam the western roundabout, helicopters should keep 1 000 m south of the runway extended centreline, may track direct to Silvermine or Pak Mong at not above 1 500 ft AMSL (see chart AD 2-VHHH-VFR-3, Route B).

14.1.4 During Special VFR operations pilots are required to report passing AFFC (radio c/s 'Freight Centre') to Hong Kong Tower when departing from the airport.

14.1.5 Helicopters departing from sites at the airport that require to cross the south runway, e.g. HAECO maintenance area, shall initially route as directed by ATC.

14.2 ARRIVALS FROM PAK MONG OR SILVERMINE TO GFS/BAC

14.2.1 Follow the reciprocal of paras. 14.1.3 above to AFFC at not above 1 500 ft AMSL. From AFFC follow ATC instructions to commence an approach. ATC approval must be obtained before overflying or landing on TWY K.

14.2.2 Helicopters operating to sites on the airport that require to cross the south runway, e.g. Temporary Parking Apron, shall initially comply with para 14.2.1 above then the final approach route will be as directed by ATC.

14.2.3 If holding is required, follow ATC instructions and comply with para 14.4 below.

14.3 HELICOPTER LANDING LOCATIONS

14.3.1 Two locations on the airport are designated as landing/lift off locations for visiting helicopters. The locations are on taxiways and helicopter ground markings are NOT provided (see chart AD 2-VHHH-HLL).

14.3.2 JUNCTION OF TWY H AND TWY H2

14.3.2.1 For use by helicopters parking at Maintenance Apron. The final approach and initial departure tracks are over TWY H in the direction of the runway-in-use. Hover taxi to or from the parking apron as directed by ATC.

14.3.3 JUNCTION OF TWY K AND TXL Q3

14.3.3.1 For use by helicopters parking at the Business Aviation Centre (BAC) Apron. The final approach and initial departure tracks are over TWY K in the direction of the runway-in-use. Hover taxi via TXL Q3 to or from the BAC Apron.

14.3.4 Direct approaches to the parking location are NOT permitted. Helicopters shall NOT overfly parked or taxiing aircraft and airport buildings when making an approach or departure at the airport.

14.3.5 Helicopters are not permitted to land or lift off when there is movement on RWY 07R/25L. Notwithstanding, helicopter arrivals and departures may still be subject to wake turbulence from aircraft operations on RWY 07R/25L, particularly during certain cross-wind conditions. Pilots should plan or adjust their flight path to minimise the possible effects of wake turbulence.

14.3.6 During landing and lift off pilots shall maintain a good lookout for vehicles operating on the taxiways.

14.4 HELICOPTER HOLDING PROCEDURES

14.4.1 The following holding procedures shall be used by helicopters awaiting clearance for landing at the airport.

Location	VFR/SVFR	Altitude AMSL	Remarks
Mount Rooster	VFR and SVFR	Not above 500 ft	Over water west of Yi O.
Tai O	VFR and SVFR	Not above 1 000 ft	Over water west of Tai O.
Sham Shek	VFR	Not above 1 000 ft	
Pak Mong	VFR and SVFR	Not above 1 000 ft	
Tung Chung Bay	VFR	800 ft - 1 000 ft	
Freight Centre	VFR and SVFR	Not below 800 ft	Bounded by roundabouts to the NE and W of AFFC building and Lantau coast. Remain 1 000 m south of South Runway and have full length of runway in sight at all times.
Cathay City	VFR and SVFR	Not above 800 ft	Secondary hold when weather precludes use of Freight Centre hold. Remain 1 000 m south of south runway. Hold over water between Cathay City and Tung Chung Ferry Pier.

15 Helicopter Runway Crossing Procedures**15.1 ROUTES**

15.1.1 Helicopters shall cross the runways via one of the two Runway Crossing Corridors - Runway 25 Crossing Corridor at the eastern boundary of the airport and Runway 07 Crossing Corridor at the western boundary of the airport (see chart AD 2-VHHH-VFR-2). Helicopters are not normally permitted to cross over the airport.

- 15.1.2 Runway 25 Crossing Corridor is between Holding Point ECHO and Abeam Cathay City, passing over RWY 25L/25C/25R approach lights and to the east of Sky City.
- 15.1.3 Runway 07 Crossing Corridor is between Holding Point WHISKEY and Sha Lo Wan, passing over RWY 07L/07C/07R approach lights and to the west of HAECO hangar.
- 15.1.4 The recommended altitude for the Runway Crossing Corridors is 800 ft - 1 000 ft AMSL for wake turbulence avoidance. The Crossing Corridors are wide enough to permit helicopters approaching or departing the airport to manoeuvre and cross above the glidepath profile of landing traffic.
- 15.1.5 ATC will normally issue a conditional crossing clearance with specific instructions to cross behind landing traffic. Pilots should be aware that the spacing between arrivals varies subject to wake turbulence separation minima. Once the relevant traffic has been visually identified, pilots should adjust their speed and track to ensure the crossing is completed with the minimum of delay after the landing aircraft has passed.
- 15.1.6 Pilots unable to comply with these procedures, e.g. when operating with underslung loads, should provide adequate prior notification to ATC to facilitate alternative plans.
- 15.1.7 VFR holding areas, West Sea Berth and Expo, are established between the North and South Runways at the extended runway centreline of RWY 07C and RWY 25C respectively to facilitate helicopter crossing all three runways at a suitable arrival gap.
- 15.2 HELICOPTER HOLDING PROCEDURES FOR RUNWAY CROSSING
- 15.2.1 The following holding procedures shall be used by helicopters awaiting a runway crossing:

Location	VFR/SVFR	Altitude AMSL	Remarks
WHISKEY	VFR	Maximum 1 000 ft	Remain at least 1 000 m north of north runway
ECHO	VFR	Maximum 1 000 ft	Remain at least 1 000 m north of north runway
West Sea Berth (See Note 1 and 2)	VFR	800 ft – 1 000 ft	Helicopter holding area dimensions: 600 m x 1 800 m Remain at least 1 000 m from the extended centrelines of the north and south runways
Expo (See Note 1 and 2)	VFR	800 ft – 1 000 ft	Helicopter holding area dimensions: 600 m x 1 800 m Remain at least 1 000 m from the extended centrelines of the north and south runways
Sha Lo Wan	VFR	Not above 1 000 ft	Remain at least 1 000 m south of south runway
Cathay City	VFR	Not above 800 ft	Remain at least 1 000 m south of south runway
	SVFR	Not above 500 ft	
Tai O	VFR and SVFR	Not above 1 000 ft	
Pillar Point	VFR and SVFR	Not above 1 000 ft	
Sha Chau	VFR and SVFR	500 ft - 1 000 ft	

Note 1: West Sea Berth and Expo holding areas are mainly for essential helicopter operations. Helicopter with underslung load is permitted to use these holding areas.

Note 2: Holding at West Sea Berth and Expo shall be suspended when the Centre Runway (RWY 07C/25C) is operated as an arrival runway.

- 15.2.2 Helicopter holding patterns are right hand orbits with a speed restriction of not more than 70 KIAS.
- 15.2.3 Helicopters operating SVFR may be subject to extensive delay in waiting to cross the runways. Therefore, runway crossings should be limited to flights of an urgent nature only. Other flights should consider re-routing and crossing the extended runway centre-line via Yam O - Brothers Point route. (When planning a SVFR flight operators should make allowances for possible holding delays and the alternative routing.)

16 Rejoining Procedures for Fixed Wing Aircraft

- 16.1 Three visual holding areas are established over prominent geographical features in the CTR to assist in the sequencing of VFR flights with other traffic. The holding areas are:

Location	Altitude AMSL	Runway in Use	Routeing
Green Island Left hand hold	Maximum 2 000 ft	RWY 25	For flights from the south
Soko Island Left hand hold	Maximum 2 000 ft	RWY 07	For flights from the south
Lung Kwu Chau/ Sha Chau Left hand hold	Maximum 1 500 ft	RWY 07	For flights from the north
	Maximum 1 000 ft	RWY 25	

17 Procedures for Local Flights in Uncontrolled Airspace Reporting Areas (UCARAs)

17.1 GENERAL

- 17.1.1 Special areas have been defined to permit aircraft operations to take place under VFR. The associated procedures have been developed to allow such flying to take place without interference to aircraft operating in accordance with IFR and/or in the Hong Kong Aerodrome Traffic Zone and Control Zone. The six areas are designated as Uncontrolled Airspace Reporting Areas (UCARAs): Mirs Bay, North Border, New Town, Ninepins, Port Shelter and Tolo.

- 17.1.2 UCARA airspace is classified as Category G with an additional requirement for two-way radio communication.

17.2 LATERAL LIMITS

- 17.2.1 The lateral boundaries of the UCARAs are indicated on AD 2-VHHH-CTR-1.

17.3 VERTICAL LIMITS

- 17.3.1 The vertical limits of the UCARAs are:

- a) New Town, Port Shelter and Ninepins Surface to 2 000 ft AMSL
- b) Mirs Bay and Tolo Surface to 3 000 ft AMSL
- c) North Border Surface to 2 000 ft AMSL *

Note: * Normally aircraft will be restricted to 1 000 ft AMSL or below. For operations above 1 000 ft, prior permission from Hong Kong ATC is required which will be subject to co-ordination with Zhuhai ATC.

17.4 FLIGHT NOTIFICATION

- 17.4.1 Flight notification shall be submitted to Hong Kong Aerodrome Control in accordance with Regulations for Local Flights in Hong Kong (see AD 2.20 para 1.1.4).

- 17.4.2 Aircraft or helicopters landing at Shek Kong aerodrome or any other site in UCARAs shall report their arrival to 'Hong Kong Information' immediately prior to landing. If no radio contact is made with 'Hong Kong Information' or if outside the notified hours of operation, pilots shall report to Hong Kong Aerodrome Control by telephone (tel no 2910 6822) as soon as possible after landing.

- 17.4.3 Pilots must note that if no landing report is received within 30 minutes of the estimated time of arrival, alerting action will be initiated by ATC.

17.5 COMMUNICATIONS

- 17.5.1 Pilots shall establish and maintain two-way communication with 'Hong Kong Information' on entering and when operating within UCARAs.

- 17.5.2 Pilots shall report their position and altitude as follows:

- a) When entering /leaving each UCARA;
- b) Every 15 minutes if no other communication have been made within that period.

- 17.5.3 When 'Hong Kong Information' is not available, pilots should broadcast their positions on frequency 121.0 MHZ at appropriate intervals and when crossing UCARA boundaries, for the information of other aircraft in the area.

17.5.4 Flights in North Border have to be coordinated with Zhuhai ATC. Therefore, pilots must advise Hong Kong Information at least 2 minutes prior to entering North Border when operating at 1 000 feet AMSL and below, or give at least 3 minutes notice if operating above 1 000 feet AMSL.

17.5.5 In order to enhance flight safety in the vicinity of the entry/exit routes to/from the Shek Kong Aerodrome Reporting Area (SKARA), pilots are to include in their initial transmission on leaving the SKARA, the name of the entry/exit route, as well as the UCARA they are entering.

17.6 RADIO COMMUNICATION FAILURE PROCEDURES

17.6.1 Fixed wing aircraft shall proceed to Shek Kong Aerodrome, carry out a standard joining procedure to the circuit keeping a good look-out whilst making all normal transmissions. Carry out a standard circuit to land, at all times exercising extreme caution with respect to other aircraft in the vicinity. After landing pilots are to taxi clear of the runway and shutdown. Pilots shall contact Hong Kong Aerodrome Control by telephone (tel. no. 2910 6822) as soon as possible after landing.

17.6.2 Helicopters shall land at a suitable helicopter landing site and pilots shall contact Hong Kong Aerodrome Control by telephone as soon as possible after landing.

18 Aerobatic Area

18.1 An Aerobatic Area is established within the northern portions of MIRS BAY and TOLO UCARAs and the TMA airspace immediately above them (see chart page AD 2-VHHH-CTR-1). The vertical limits of the Aerobatic Area are SFC - 3 500 ft AMSL.

18.2 The Aerobatic Area is available daily from 0900 - 1700 (local time), subject to VMC within the area and the aircraft having a serviceable transponder with Mode C. Aircraft shall remain below 3 000 ft AMSL and request clearance to climb to 3 500 ft AMSL from Hong Kong Information on frequency 121.0 MHZ. Pilots are reminded that they are responsible for maintaining their own separation from other traffic operating in the UCARAs.

19 Flight Information Service

19.1 Hong Kong Flight Information Service provides a flight information service and an alerting service between 0900 local time and sunset, daily, to non-IFR flights operating within the UCARAs. Between sunset and 0859 local time, alerting service only is available. The radio call sign is 'Hong Kong Information' and the frequency is 121.0 MHZ primary and 122.075 MHZ secondary.

19.2 It is emphasised that the service offered by Hong Kong Flight Information Service is an information service only and collision avoidance is entirely the responsibility of the pilot-in-command. Traffic information will normally be provided to an aircraft only when it reports entering a UCARA sector or makes a periodic 'ops normal' report. Aircraft already operating within a UCARA are expected to maintain their own traffic watch between 'ops normal' reports by monitoring the FIS frequency for the transmissions of other aircraft.

19.3 Outside of the hours of operation of Hong Kong Flight Information Service pilots should make 'blind' transmissions on the Hong Kong Information frequency and maintain a particularly good look-out for any deterioration of weather conditions.

20 Procedures for Entry and Exit to/from Shek Kong Aerodrome Reporting Area (SKARA)

20.1 Prior permission must be obtained from the appropriate military authority for any flight intending to operate within the Shek Kong Aerodrome Reporting Area (SKARA). (Details of the flight procedures applicable within the SKARA will be provided by the military authority.)

20.2 Aircraft shall enter or exit the Shek Kong Aerodrome Reporting Area (SKARA) via the following routes

Radio Call Sign	Route	Coordinates (WGS 84)	Coordinates (UTM Grid)
Kadoorie Gap	SKARA to/from UCARA New Town	22 26 22N 114 07 23E	KK 039843
Fire Station Gap	SKARA to/from UCARA New Town	22 28 14N 114 06 38E	KK 027878
Mai Po	SKARA to/from UCARA North Border	22 27 41N 114 03 09E	JK 973868
Pagoda	SKARA to/from CTR Tuen Mun Zone	22 27 48N 114 00 25E	JK 920872

Radio Call Sign	Route	Coordinates (WGS 84)	Coordinates (UTM Grid)
Kam Tin Gap	SKARA to/from CTR Tuen Mun Zone	22 26 00N 114 02 57E	JK 963838

- 20.3 The SKARA reporting point 'PAGODA' is very close to the North Border boundary, therefore pilots exiting or entering the SKARA at this location should ensure they do not enter the North Border area without prior coordination.

VHHH AD 2.23 ADDITIONAL INFORMATION

1 Low Level TCAS Alerts within Hong Kong CTR

- 1.1 IFR flights may experience TCAS alerts caused by transponder-equipped VFR or Special VFR flights operating on low-level routes in the vicinity of the airport.
- 1.2 Even though separation is provided, ATC will, under such circumstances, issue traffic information to the aircraft concerned as far as practicable so that pilots will be aware of the possible TCAS alerts.

2 Use of Mode S Transponder after Landing

- 2.1 Aircraft equipped with a 'weight-on-wheel' switch must continue to have its transponder operating (on 'AUTO' or 'XPNDR', and not 'STDBY' or 'OFF') until fully parked at a stand.

3 Aircraft Parking

3.1 Frontal Parking Stands

- 3.1.1 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-bodied aircraft have continuous yellow nosewheel guidance lines to indicate the correct parking centreline.
- 3.1.2 Some frontal parking stands can also accommodate narrow-bodied aircraft at a separate parking stand location displaced 9 m to the right of the wide-body centre-line and indicated by a dashed yellow guidance line. The narrow-body parking stand is referred to by an 'R' suffix, e.g. S25R. The following parking stands can accommodate narrow-bodied aircraft:

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

3.2 Remote Parking Stands

- 3.2.1 All remote parking stands in the South and North aprons, except parking stands S109, N145, and R13 to R21, can accommodate wide-bodied or narrow-bodied aircraft and have a single centreline with continuous yellow nosewheel guidance lines. Parking stands S109, N145, and R13 to R21 can only accommodate narrow-bodied aircraft and have a single centreline with continuous yellow nosewheel guidance lines.
- 3.2.2 The remote parking stands on the West apron are configured to accommodate up to 5 wide-bodied or up to 7 narrow-bodied aircraft, or a combination of wide and narrow-bodied aircraft. The wide-body parking locations have continuous yellow nosewheel guidance lines to indicate the correct parking centreline.
- 3.2.3 The remote parking stands D301 to D310 on Midfield apron are configured to accommodate up to 10 wide-bodied or up to a maximum of 18 narrow-bodied aircraft, or a combination of wide and narrow-bodied aircraft. The wide-body parking locations have continuous yellow nosewheel guidance lines to indicate the correct parking centreline.
- 3.2.4 The narrow-body parking locations are displaced to the left and the right of the wide-body centre-line and are indicated by dashed yellow nosewheel guidance lines. These narrow-body parking stands are referred to by an 'L' or 'R' suffix, eg W121L and W123R. The following parking stands can accommodate narrow-bodied aircraft: W121L, W122 L, W122R, W123R, W124L, W125L and W125R.

- 3.2.5 Remote parking stand W126 is a self-manoeuvring stand (ie taxi out with no push-back) and can only accommodate aircraft up to Code C size (e.g. A320, B737).

4 Safegate Docking System

- 4.1 All frontal parking stands are equipped with a docking system to enable wide-bodied aircraft to park at the correct position on the parking stands without the assistance of a marshaller.
- 4.2 Detailed information on the operation of the Safegate Docking System may be obtained from Aeronautical Information Circulars or the Airport Authority Hong Kong.

5 Lighting Provisions on Hong Kong-Zhuhai-Macao Bridge (HZMB), Hong Kong Link Road (HKLR) and Hong Kong Boundary Crossing Facilities (HKBCF) Nearby

- 5.1 To provide illumination, the lighting provisions on the HZMB, HKLR and HKBCF include lights outlining the boundary of two Artificial Islands, street and traffic sign lights, high mast lights, etc. The locations of the HZMB, HKLR and HKBCF are shown in Diagram: The HZMB and Artificial Islands, HKLR and HKBCF (AD 2-VHHH-HZMB-LGT), and the coordinates of the Artificial Islands (viz. A and B in the Diagram) are as follows:

A - 221657N 1135031E
B - 221659N 1134707E

- 5.2 Given their close proximity to the HKIA, pilots are reminded to remain vigilant to avoid any possible distractions and confusion by these lights when operating into the HKIA.

6 Procedures for Airlines to Adopt Reduced Engine Taxi Out (RETO) Operation in HKIA (for A320 Series only)

- 6.1 Due to potential jet blast hazards which may adversely affect the safety of ground personnel in apron, RETO operations are only permitted for particular aircraft type and engine type combination of Airbus A320 series in HKIA.
- 6.2 Airlines concerned shall submit the Standard Operating Procedure (SOP) of RETO operation and Quality Control Plan of SOP compliance for AAHK's consideration. A written approval from AAHK shall be obtained before commencing RETO operation in HKIA.
- 6.3 The single engine operation thrust for taxi out maneuver must not exceed 40% N1.
- 6.4 Airlines that have been given approval for RETO operation in HKIA shall monitor and ensure full compliance with the SOP by their pilots to safeguard the safety of ground personnel operating on the ramp and in apron areas. Statistical analysis reports demonstrating full compliance of thrust applied not exceeding 40% N1 for each RETO operation shall be submitted to AAHK on a monthly basis.
- 6.5 Further information in connection with the RETO operation in HKIA may be obtained from:

Airport Authority Hong Kong
1 Cheong Yip Road
Hong Kong International Airport
Lantau
Hong Kong

7 Visual Segment Surface (VSS) Penetration

- 7.1 There is no penetration of VSS for all instrument approach procedures.

8 Maritime Facilities and Tall Vessels to the West of the Hong Kong International Airport

- 8.1 The following five maritime facilities are located to the west of the HKIA:
- i) Dayushan (Lantau) Anchorage No. 1
 - ii) Dayushan (Lantau) Anchorage No. 2
 - iii) Longgu West Fairway
 - iv) Tonggu Fairway
 - v) Lingding Fairway
- 8.2 Refer to AD 2-VHHH-AOC-1, AD 2-VHHH-AOC-2, AD 2-VHHH-AOC-3 and AD 2-VHHH-AOC-4 for the locations of these maritime facilities.

- 8.3 Tall vessels of variable heights up to 170 metres air-draft may enter Dayushan (Lantau) Anchorage No.1 during contingency and relevant information will be promulgated by NOTAM.
- 8.4 Tall vessels operating along Longgu West Fairway (2.8 NM from RWY 07L/25R) or mooring in Dayushan (Lantau) Anchorage No. 2 (1.3 NM from RWY 07L/25R), depending on the locations and heights of the vessels, affect the instrument approach and departure procedures of RWY 07L/25R, and the departure procedures of RWY 25C. Relevant information of these vessel movements and flight procedures affected will be promulgated by NOTAM and advised by ATC. Restrictions on flight procedures are listed below:

Maritime Facilities / Vessel Height (Air-draft see Note)		Affected Flight Procedures		
Longgu West Fairway	Dayushan (Lantau) Anchorage No. 2	RWY 07L APCH	All RWY 25R SID	ALL RWY 25C SID
	Above 49 m and up to 55 m	RNP: Suspended ILS: Available LOC: Available	(No Change)	(No Change)
	Above 55 m and up to 63 m	RNP: Suspended ILS: Available LOC: Available	Increase minimum climb gradient to 3.8% (231 ft/NM) until passing 700 ft	(No Change)
	Above 63 m and up to 66 m	RNP: Suspended ILS: Suspended LOC: Available	Increase minimum climb gradient to 4.3% (262 ft/NM) until passing 700 ft	(No Change)
Above 110 m and up to 170 m		RNP: Suspended ILS: Suspended LOC: Available	Increase minimum climb gradient to 5.0% (304 ft/NM) until passing 700 ft	Increase minimum climb gradient to 3.6% (219 ft/NM) until passing 700 ft

Note: Air-draft of a vessel is assumed to be measured from 2.65 metres above mean sea level (AMSL). For example, 170 metres of air-draft is equivalent to 172.65 metres AMSL.

VHHH AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart (Aerodrome Layout) - ICAO	AD 2-VHHH-ADC-1
Aerodrome Chart (Visual markings) - ICAO	AD 2-VHHH-ADC-2
Aerodrome Chart (Lighting Plan) - ICAO	AD 2-VHHH-ADC-3
Aircraft Parking/Docking Chart – ICAO	AD 2-VHHH-ADC-4
Pavement Types and PCN Numbers	AD 2-VHHH-ADC-5
Taxiways/Taxilanes for Code F Aircraft	AD 2-VHHH-ADC-6
Aerodrome Obstacle Chart - ICAO Type A (RWY 07R/25L)	AD 2-VHHH-AOC-1
Aerodrome Obstacle Chart - ICAO Type A (RWY 07C/25C)	AD 2-VHHH-AOC-2
Aerodrome Obstacle Chart - ICAO Type A (RWY 07L/25R)	AD 2-VHHH-AOC-3
Aerodrome Obstacle Chart - ICAO Type B	AD 2-VHHH-AOC-4
Precision Approach Terrain Chart - ICAO (RWY 07R)	AD 2-VHHH-PATC-1
Precision Approach Terrain Chart - ICAO (RWY 25L)	AD 2-VHHH-PATC-2
■ Precision Approach Terrain Chart - ICAO (RWY 07L)	AD 2-VHHH-PATC-5
■ Precision Approach Terrain Chart - ICAO (RWY 25R)	AD 2-VHHH-PATC-6
Aerodrome Terrain and Obstacle Chart - ICAO (Electronic)	AD 2-VHHH-ATOC-1
Area Chart - Departure Routes	AD 2-VHHH-AC-DEP
RNAV(GNSS) ADLAD SID RWY 07C	AD 2-VHHH-SID-ADLAD-T
RNAV(GNSS) LARIT SID RWY 07C	AD 2-VHHH-SID-LARIT-T
RNAV(GNSS) DUMEP SID RWY 07C	AD 2-VHHH-SID-DUMEP-T
RNAV(GNSS) XEMEK SID RWY 07C	AD 2-VHHH-SID-XEMEK-T
RNAV(GNSS) SOSLU SID RWY 07C	AD 2-VHHH-SID-SOSLU-T
RNAV(GNSS) BEKOL SID RWY 07R	AD 2-VHHH-SID-BEKOL-A
RNAV(GNSS) BEKOL SID RWY 25L	AD 2-VHHH-SID-BEKOL-B
RNAV(GNSS) BEKOL SID RWY 07C	AD 2-VHHH-SID-BEKOL-C
RNAV(GNSS) BEKOL SID RWY 25C	AD 2-VHHH-SID-BEKOL-D
RNAV(GNSS) BEKOL SID RWY 07L	AD 2-VHHH-SID-BEKOL-E
RNAV(GNSS) BEKOL SID RWY 25R	AD 2-VHHH-SID-BEKOL-F
RNAV(GNSS) BEKOL SID RWY 07R (RF capability required)	AD 2-VHHH-SID-BEKOL-X
RNAV(GNSS) BEKOL SID RWY 07C (RF capability required)	AD 2-VHHH-SID-BEKOL-Y
RNAV(GNSS) BEKOL SID RWY 07L (RF capability required)	AD 2-VHHH-SID-BEKOL-Z
RNAV(GNSS) LEKEN SID RWY 07R	AD 2-VHHH-SID-LEKEN-A
RNAV(GNSS) LEKEN SID RWY 25L	AD 2-VHHH-SID-LEKEN-B
RNAV(GNSS) LEKEN SID RWY 07C	AD 2-VHHH-SID-LEKEN-C
RNAV(GNSS) LEKEN SID RWY 25C	AD 2-VHHH-SID-LEKEN-D
RNAV(GNSS) LEKEN SID RWY 07L	AD 2-VHHH-SID-LEKEN-E
RNAV(GNSS) LEKEN SID RWY 25R	AD 2-VHHH-SID-LEKEN-F
RNAV(GNSS) LEKEN SID RWY 07R (RF capability required)	AD 2-VHHH-SID-LEKEN-X
RNAV(GNSS) LEKEN SID RWY 07C (RF capability required)	AD 2-VHHH-SID-LEKEN-Y
RNAV(GNSS) LEKEN SID RWY 07L (RF capability required)	AD 2-VHHH-SID-LEKEN-Z
RNAV(GNSS) DALOL SID RWY 07R	AD 2-VHHH-SID-DALOL-A
RNAV(GNSS) DALOL SID RWY 25L	AD 2-VHHH-SID-DALOL-B

RNAV(GNSS) DALOL SID RWY 07C	AD 2-VHHH-SID-DALOL-C
RNAV(GNSS) DALOL SID RWY 25C	AD 2-VHHH-SID-DALOL-D
RNAV(GNSS) DALOL SID RWY 07L	AD 2-VHHH-SID-DALOL-E
RNAV(GNSS) DALOL SID RWY 25R	AD 2-VHHH-SID-DALOL-F
RNAV(GNSS) DALOL SID RWY 07R (RF capability required)	AD 2-VHHH-SID-DALOL-X
RNAV(GNSS) DALOL SID RWY 07C (RF capability required)	AD 2-VHHH-SID-DALOL-Y
RNAV(GNSS) DALOL SID RWY 07L (RF capability required)	AD 2-VHHH-SID-DALOL-Z
RNAV(GNSS) PECAN SID RWY 07R	AD 2-VHHH-SID-PECAN-A
RNAV(GNSS) PECAN SID RWY 25L	AD 2-VHHH-SID-PECAN-B
RNAV(GNSS) PECAN SID RWY 07C	AD 2-VHHH-SID-PECAN-C
RNAV(GNSS) PECAN SID RWY 25C	AD 2-VHHH-SID-PECAN-D
RNAV(GNSS) PECAN SID RWY 07L	AD 2-VHHH-SID-PECAN-E
RNAV(GNSS) PECAN SID RWY 25R	AD 2-VHHH-SID-PECAN-F
RNAV(GNSS) PECAN SID RWY 07R (RF capability required)	AD 2-VHHH-SID-PECAN-X
RNAV(GNSS) PECAN SID RWY 07C (RF capability required)	AD 2-VHHH-SID-PECAN-Y
RNAV(GNSS) PECAN SID RWY 07L (RF capability required)	AD 2-VHHH-SID-PECAN-Z
RAMEN SID RWY 07R	AD 2-VHHH-SID-RAMEN-A
RAMEN SID RWY 07C	AD 2-VHHH-SID-RAMEN-C
RAMEN SID RWY 07L	AD 2-VHHH-SID-RAMEN-E
RUMSY SID RWY 25L	AD 2-VHHH-SID-RUMSY-B
RUMSY SID RWY 25C	AD 2-VHHH-SID-RUMSY-D
RUMSY SID RWY 25R	AD 2-VHHH-SID-RUMSY-F
Area Chart – Arrival Routes and Terminal Holding Patterns	AD 2-VHHH-AC-ARR
RNAV(GNSS) ABBEY 4A / 3B STAR	AD 2-VHHH-STAR-ABBHEY
RNAV(GNSS) BETTY 3A / 3B STAR	AD 2-VHHH-STAR-BETTY
RNAV(GNSS) CANTO 3A STAR RWY 07L/C/R	AD 2-VHHH-STAR-CANTO-A
RNAV(GNSS) CANTO 3B STAR RWY 25L/C/R	AD 2-VHHH-STAR-CANTO-B
RNAV(GNSS) SIERA 7A / 7C STAR RWY 07L/C/R	AD 2-VHHH-STAR-SIERA-AC
RNAV(GNSS) SIERA 7B / 7D STAR RWY 25L/C/R	AD 2-VHHH-STAR-SIERA-BD
RNAV(GNSS) ABBEY 2G / BETTY 2G / CANTO 2G / SIERA 2G STAR RWY 25L/C/R	AD 2-VHHH-STAR-G
ATC Surveillance Minimum Altitude Chart	AD 2-VHHH-SMAC-1
Instrument Approach Chart - ICAO - ILS - RWY 07R	AD 2-VHHH-IAC-01A
Instrument Approach Chart - ICAO - LOC - RWY 07R	AD 2-VHHH-IAC-01C
Instrument Approach Chart - ICAO - RNP Z - RWY 07R (AR)	AD 2-VHHH-IAC-01E
Instrument Approach Chart - ICAO - RNP Y - RWY 07R (AR)	AD 2-VHHH-IAC-01G
Instrument Approach Chart - ICAO - ILS - RWY 25L	AD 2-VHHH-IAC-02A
Instrument Approach Chart - ICAO - LOC - RWY 25L	AD 2-VHHH-IAC-02C
Instrument Approach Chart - ICAO - RNP Z - RWY 25L (AR)	AD 2-VHHH-IAC-02E
Instrument Approach Chart - ICAO - RNP Y - RWY 25L (AR)	AD 2-VHHH-IAC-02G
Instrument Approach Chart - ICAO - ILS or LOC - RWY 07C	AD 2-VHHH-IAC-03A
Instrument Approach Chart - ICAO - RNP RWY 07C (LNAV/VNAV only)	AD 2-VHHH-IAC-03E
Instrument Approach Chart - ICAO - ILS - RWY 25C	AD 2-VHHH-IAC-04A
Instrument Approach Chart - ICAO - LOC - RWY 25C	AD 2-VHHH-IAC-04C
Instrument Approach Chart - ICAO - RNP Z - RWY 25C (LNAV/VNAV only)	AD 2-VHHH-IAC-04E

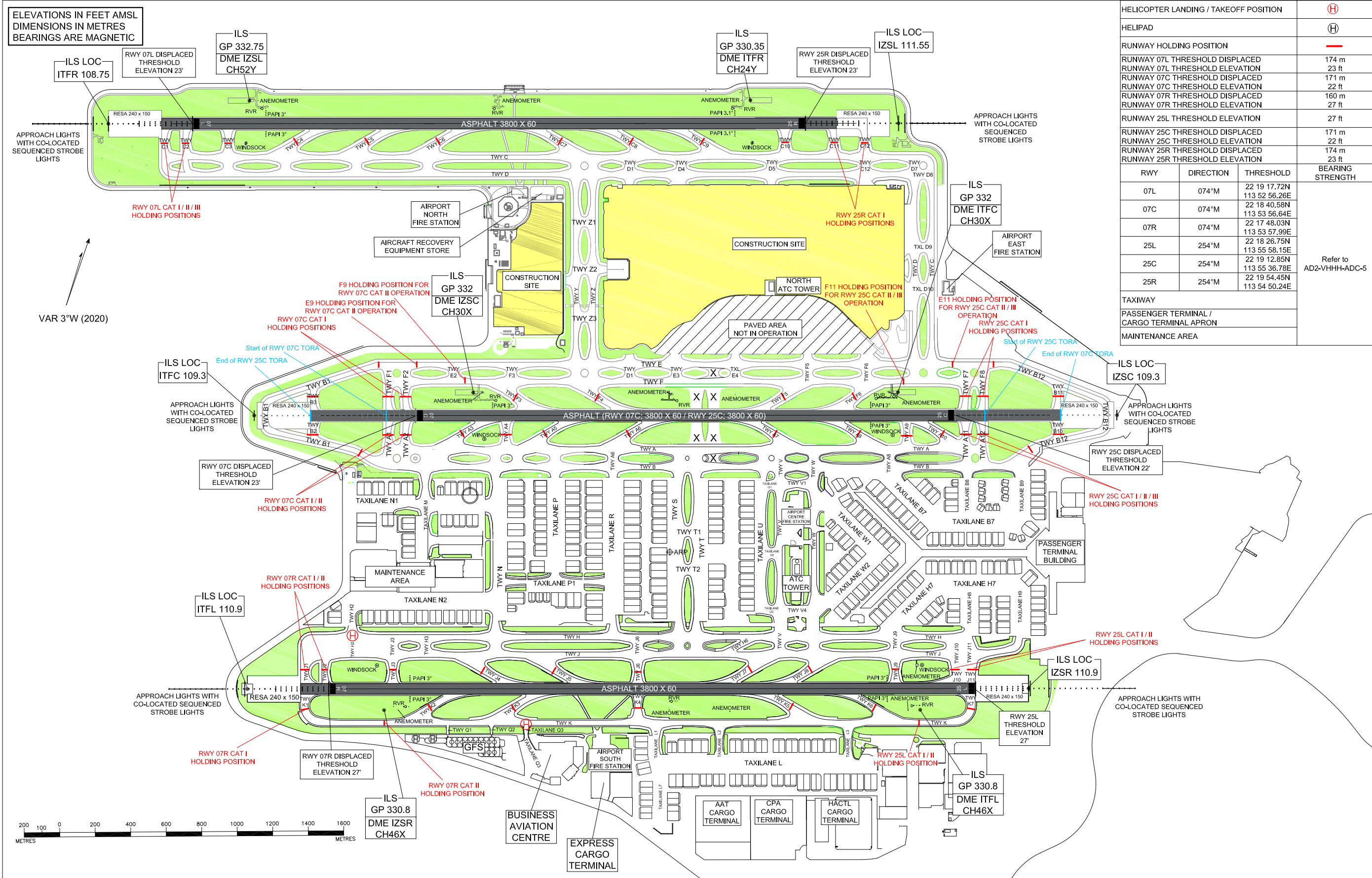
Instrument Approach Chart - ICAO - RNP Y - RWY 25C (AR)	AD 2-VHHH-IAC-04G
Instrument Approach Chart - ICAO - ILS or LOC - RWY 07L	AD 2-VHHH-IAC-05A
Instrument Approach Chart - ICAO - RNP RWY 07L (LNAV/VNAV only)	AD 2-VHHH-IAC-05E
Instrument Approach Chart - ICAO - ILS - RWY 25R	AD 2-VHHH-IAC-06A
Approach Transition Chart - RNAV TRANSITION TO ILS - RWY 25R	AD 2-VHHH-IAC-06B
Instrument Approach Chart - ICAO - LOC - RWY 25R	AD 2-VHHH-IAC-06C
Instrument Approach Chart - ICAO - RNP Z - RWY 25R (LNAV/VNAV only)	AD 2-VHHH-IAC-06E
Instrument Approach Chart - ICAO - RNP Y - RWY 25R (AR)	AD 2-VHHH-IAC-06G
Aircraft Pushback Red / Green Procedures	AD 2-VHHH-PBP-1
Aircraft Pushback Blue / Green Procedures	AD 2-VHHH-PBP-2
Aircraft Pushback Procedures (Blue/Red) for T1 Midfield Apron	AD 2-VHHH-PBP-3
Aircraft Pushback Procedure (Blue/Red) for Cargo Apron	AD 2-VHHH-PBP-4
Aircraft Pushback Procedure (Blue/Red) for West Cargo Apron, Temporary Stands, Maintenance Apron and Long Term Parking Stands	AD 2-VHHH-PBP-5
Subdivisions of the Control Zone (CTR Zones) and Uncontrolled Airspace Reporting Areas (UCARAs)	AD 2-VHHH-CTR-1
Entry / Exit Routes from ATZ, CTR Zones and SKARA	AD 2-VHHH-CTR-2
Fixed Wing VFR Holding Points	AD 2-VHHH-VFR-1
Helicopter VFR Holding Areas	AD 2-VHHH-VFR-2
Helicopter Holding Areas and Transit Routes in Tung Chung Area	AD 2-VHHH-VFR-3
Helicopter Landing Locations in HKIA	AD 2-VHHH-HLL
The HZMB and Artificial Islands, HKLR and HKBCF	AD 2-VHHH-HZMB-LGT
Aeronautical Ground Lights	AD 2-VHHH-AERO-GND-LGT

INTENTIONALLY

LEFT

BLANK

ELEVATION 28 FT AMSL	TWR 118.7 (North Runway) 118.4 (South Runway)	118.2 (Centre Runway)
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VHHH / HONG KONG
INTERNATIONAL AIRPORT

AD 2-VHHH-ADC-1_V14_250326lh

AERODROME CHART
(VISUAL MARKINGS)

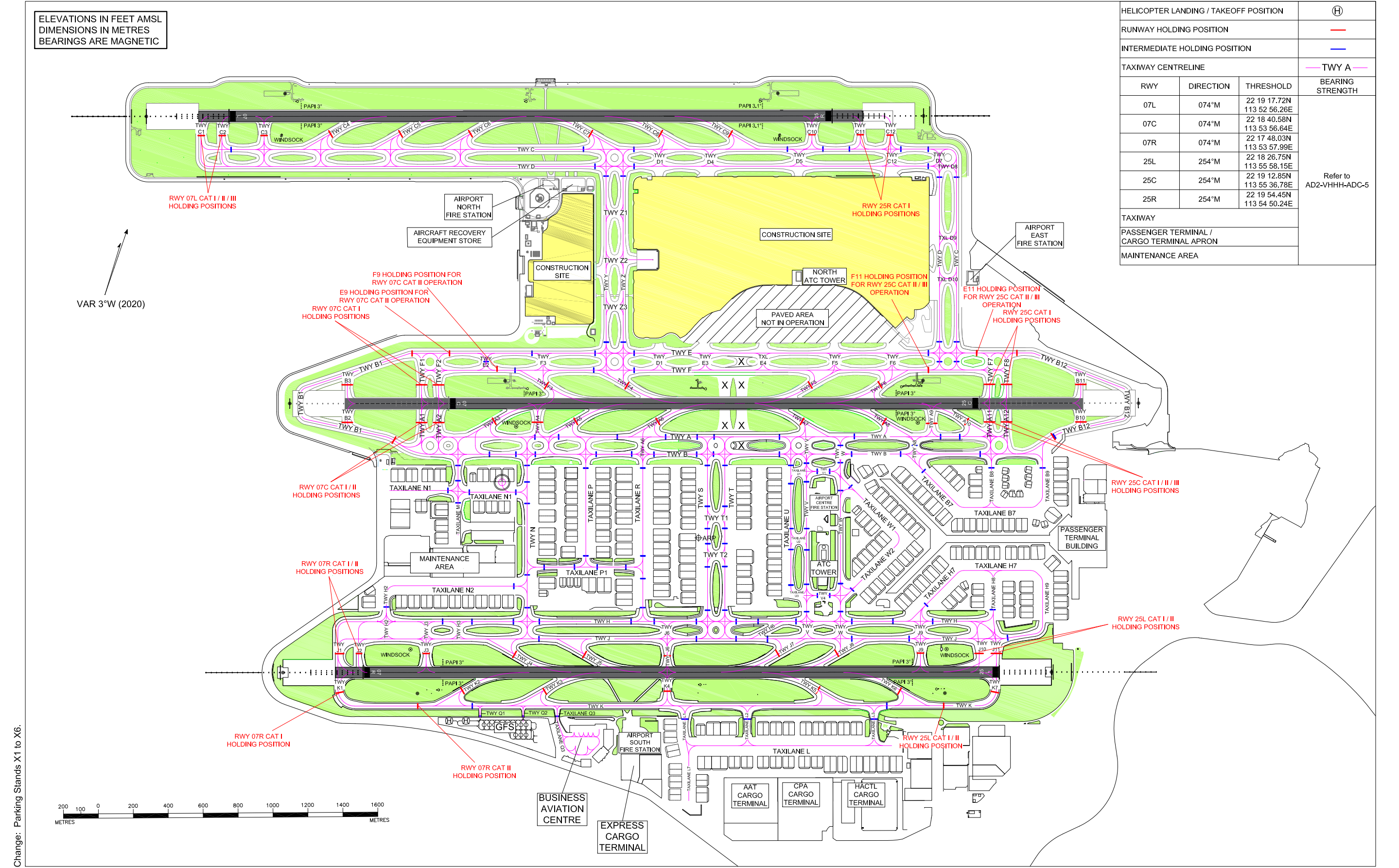
ARP 22° 18' 32.11"N
113° 54' 52.57"E

ELEVATION 28 FT AMSL TWR 118.7 (North Runway) 118.2 (Centre Runway)
118.4 (South Runway)

VHHH / HONG KONG
INTERNATIONAL AIRPORT

ELEVATIONS IN FEET AMSL
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

HELICOPTER LANDING / TAKEOFF POSITION			Ⓜ
RUNWAY HOLDING POSITION			—
INTERMEDIATE HOLDING POSITION			—
TAXIWAY CENTRELINE			— TWY A —
RWY	DIRECTION	THRESHOLD	BEARING STRENGTH
07L	074°M	22 19 17.72N 113 52 56.26E	Refer to AD2-VHHH-ADC-5
07C	074°M	22 18 40.58N 113 53 56.64E	
07R	074°M	22 17 48.03N 113 53 57.99E	
25L	254°M	22 18 26.75N 113 55 58.15E	
25C	254°M	22 19 12.85N 113 55 36.78E	
25R	254°M	22 19 54.45N 113 54 50.24E	
TAXIWAY			
PASSENGER TERMINAL / CARGO TERMINAL APRON			
MAINTENANCE AREA			



AD 2-VHHH-ADC-2_V16_250425km

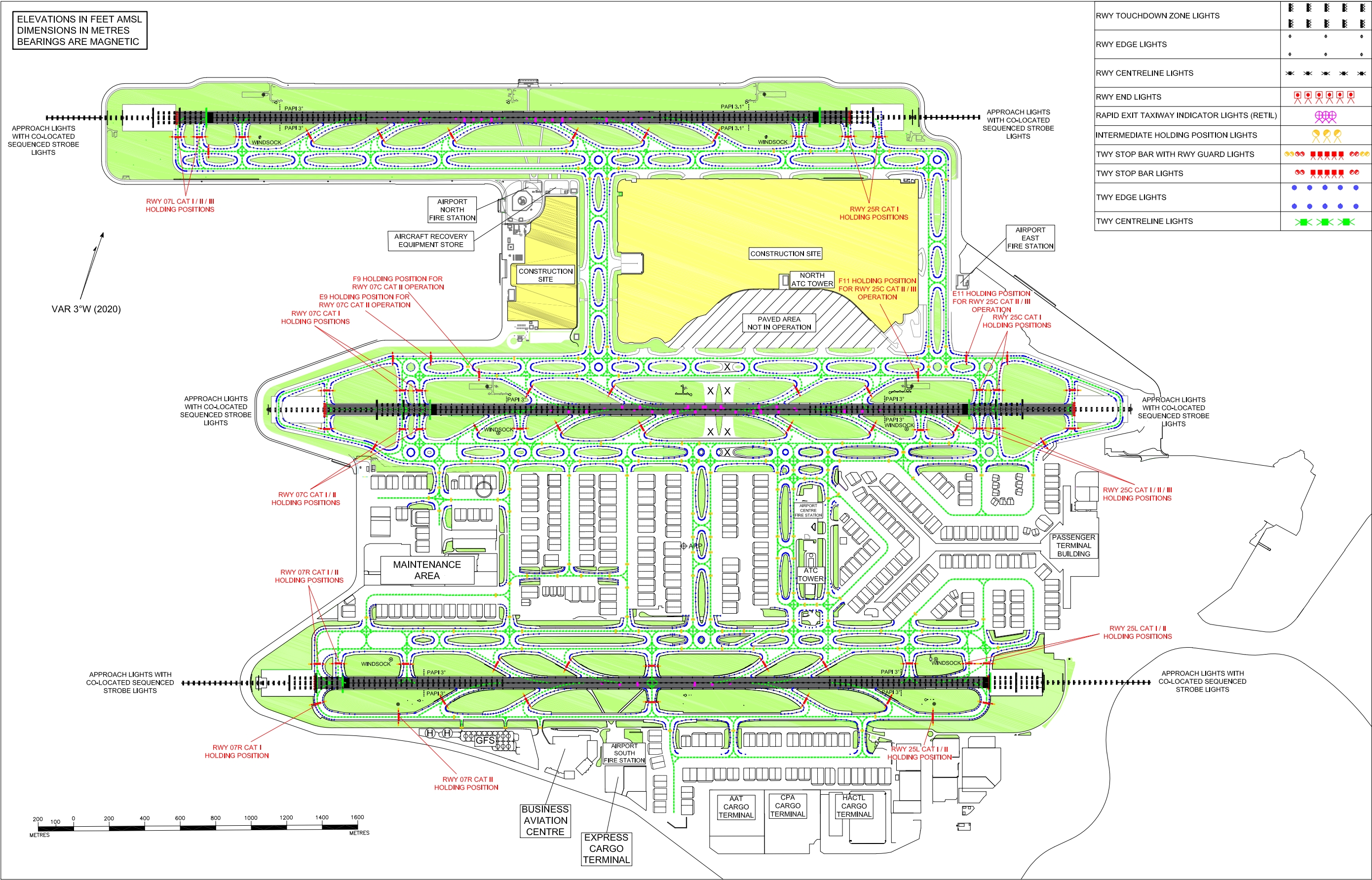
AERODROME CHART
(LIGHTING PLAN)

ARP 22° 18' 32.11"N
113° 54' 52.57"E

ELEVATION 28 FT AMSL

TWR 118.7 (North Runway) 118.2 (Centre Runway)
118.4 (South Runway)

VHHH / HONG KONG
INTERNATIONAL AIRPORT



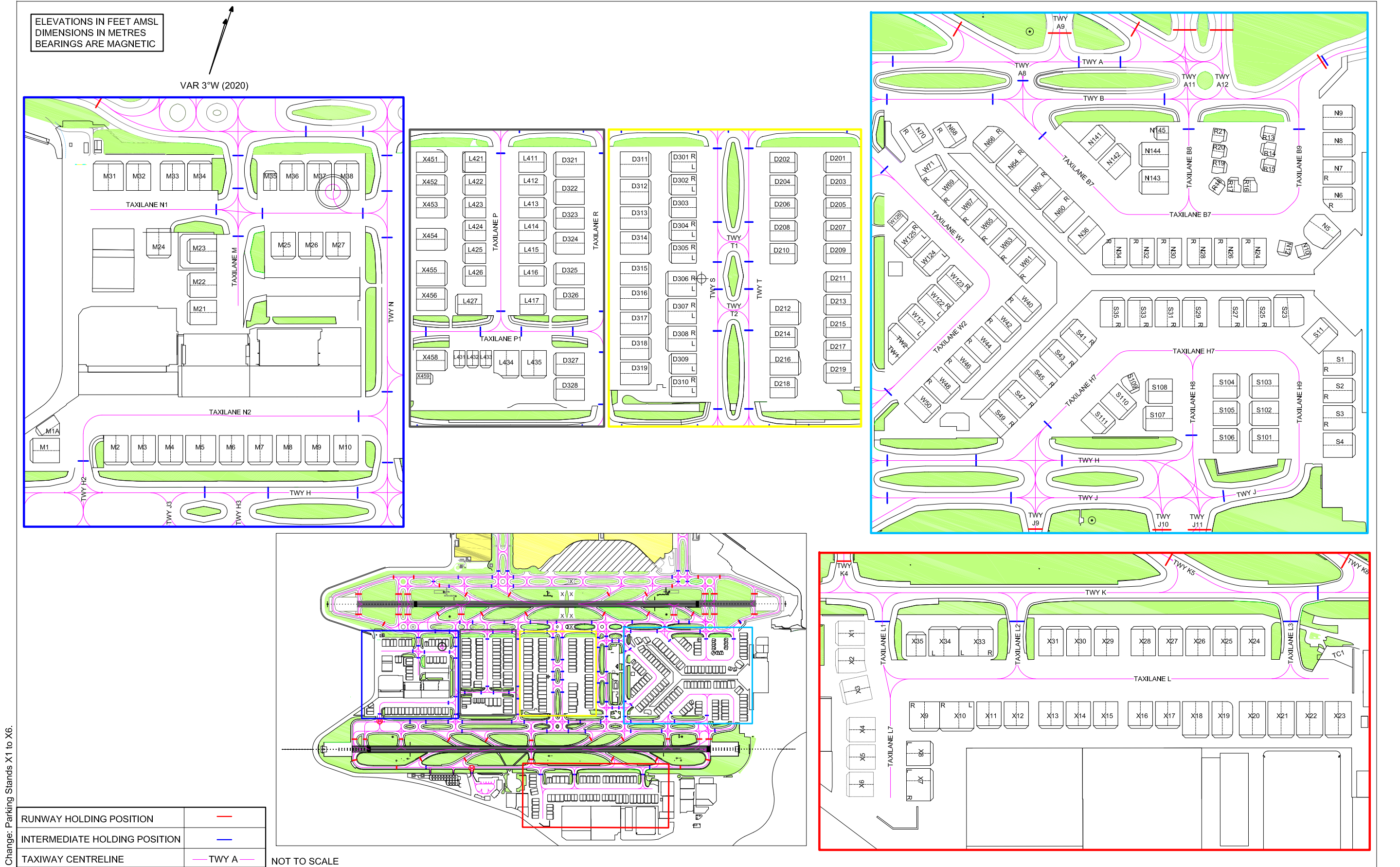
Change: Parking Stands X1 to X6.

AD 2-VHHH-ADC-3_V14_250326lh

AIRCRAFT PARKING /
DOCKING CHART

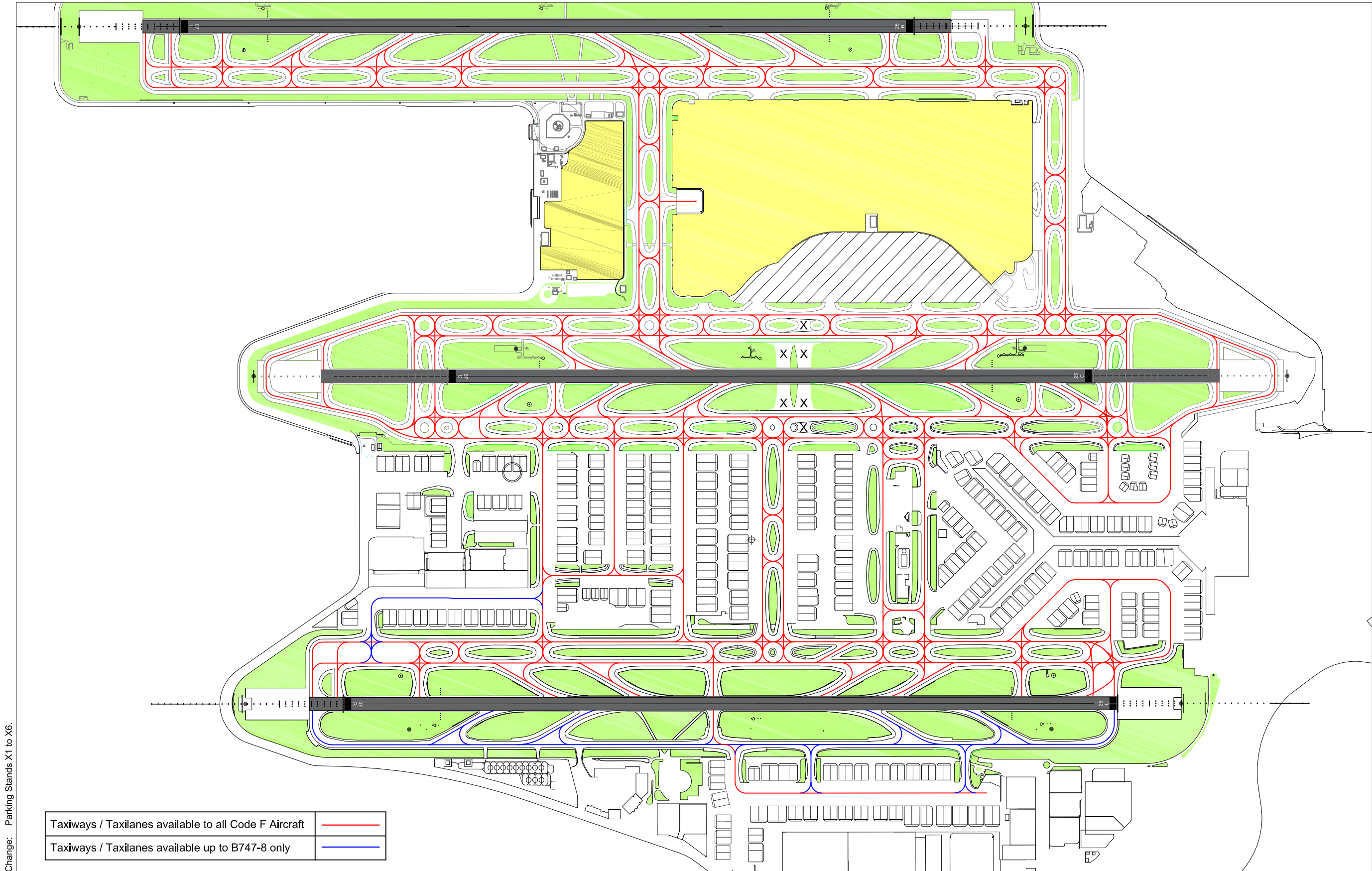
TWR 118.7 (North Runway) 118.2 (Centre Runway)
118.4 (South Runway)

VHHH / HONG KONG
INTERNATIONAL AIRPORT





Taxiways / Taxilanes for Code F Aircraft



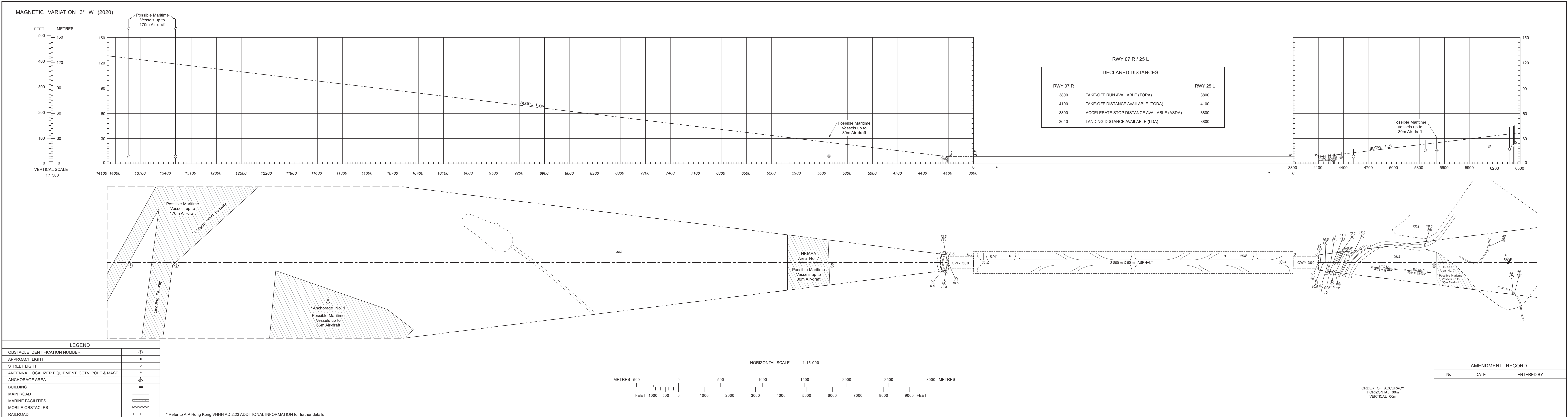
AD 2-VHHH-ADC-6_V12_250326h

AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

DIMENSIONS, ELEVATIONS AND HEIGHTS IN METRES

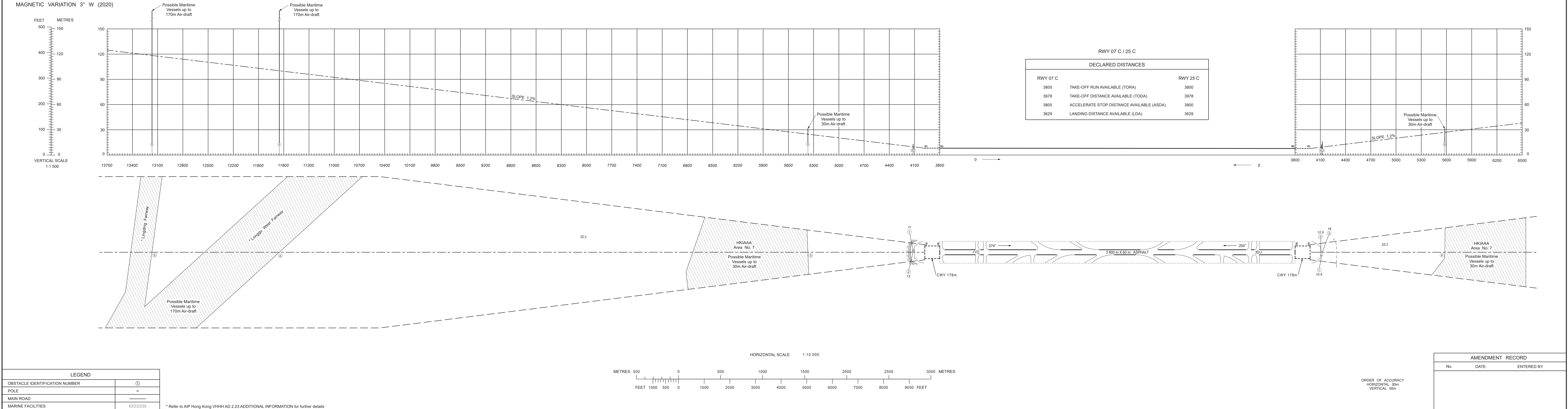
VERTICAL DATUM USED - MEAN SEA LEVEL

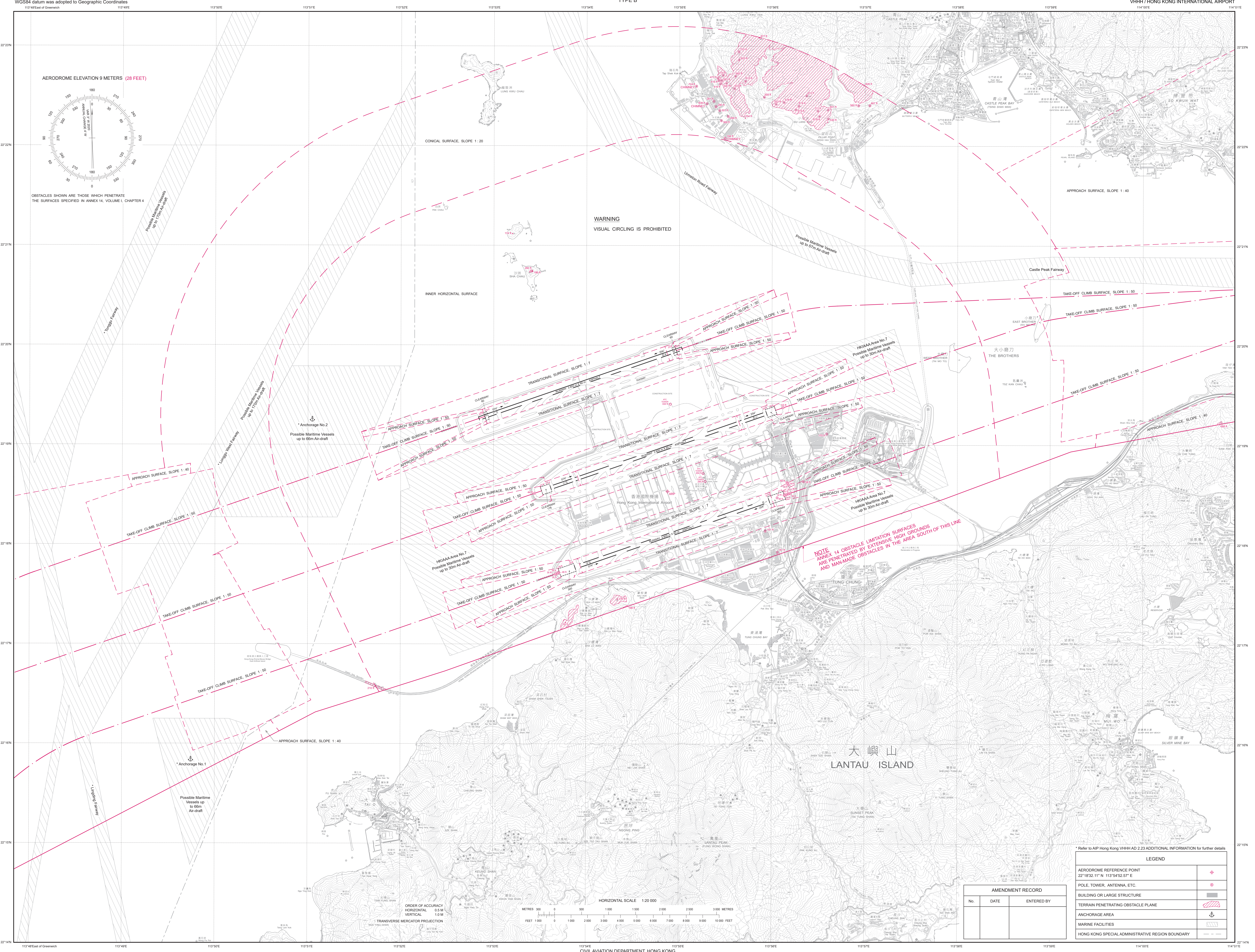


AERODROME OBSTACLE CHART - ICAO

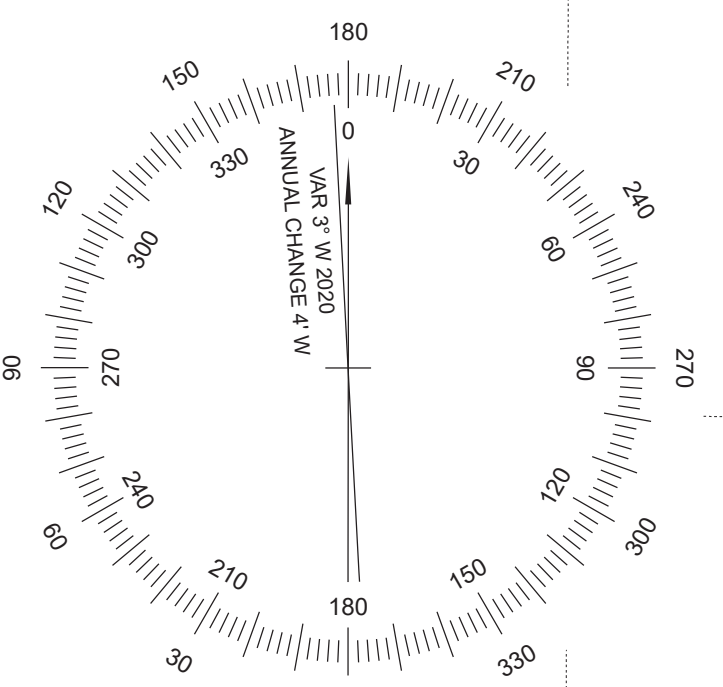
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS, ELEVATIONS AND HEIGHTS IN METRES
VERTICAL DATUM USED - MEAN SEA LEVEL





AERODROME ELEVATION 9 METERS (28 FEET)



OBSTACLES SHOWN ARE THOSE WHICH PENETRATE THE SURFACES SPECIFIED IN ANNEX 14, VOLUME I, CHAPTER 4

WARNING
VISUAL CIRCLING IS PROHIBITED

NOTE
ANNEX 14 OBSTACLE LIMITATION SURFACES
ARE PENETRATED BY EXTENSIVE HIGH GROUNDS
AND MAN-MADE OBSTACLES IN THE AREA SOUTH OF THIS LINE

* Refer to AIP Hong Kong VHHH AD 2.23 ADDITIONAL INFORMATION for further details

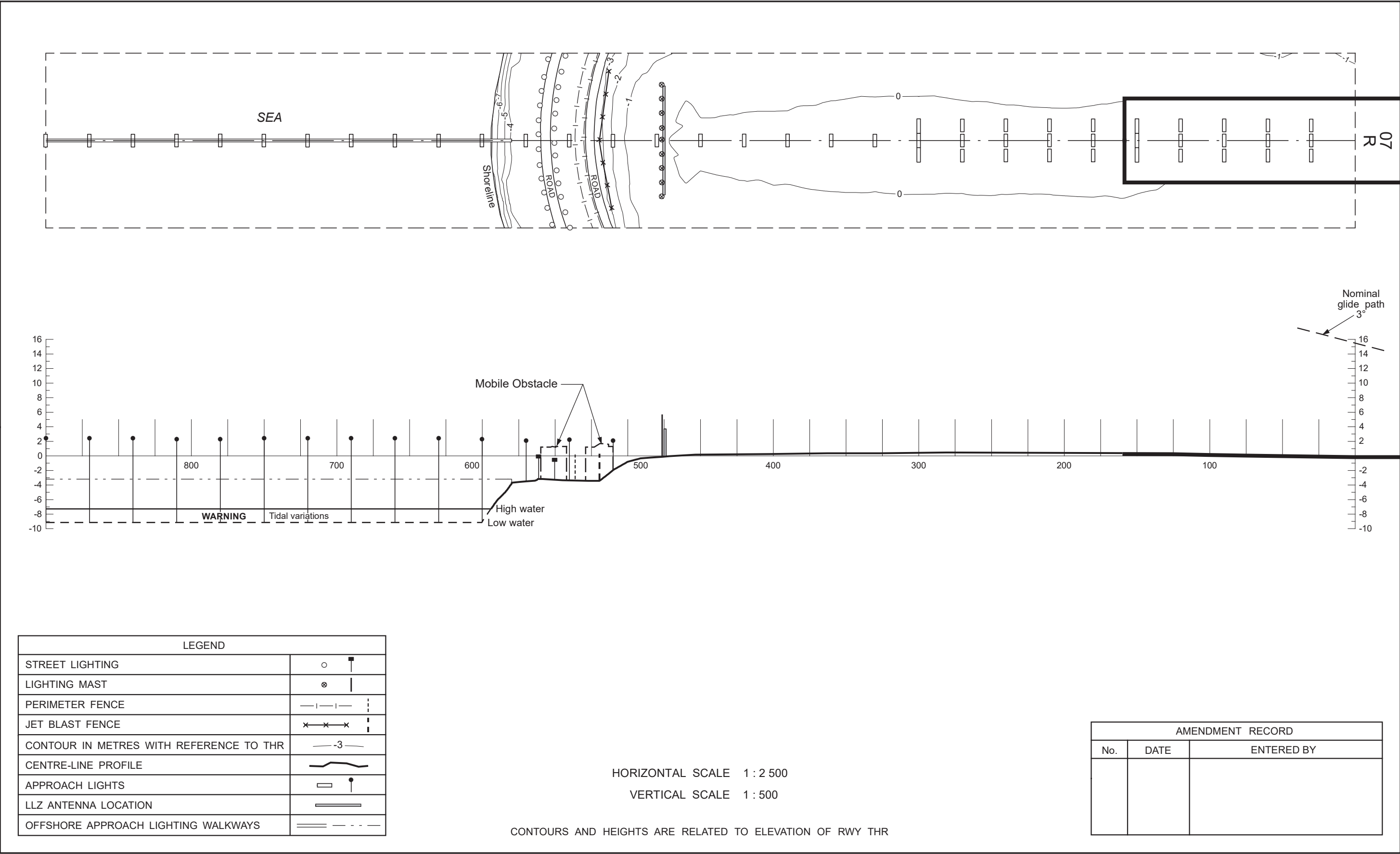
AMENDMENT RECORD		
No.	DATE	ENTERED BY

LEGEND	
AERODROME REFERENCE POINT 22°18'32.11" N 113°54'52.57" E	+
POLE, TOWER, ANTENNA, ETC.	⊙
BUILDING OR LARGE STRUCTURE	■
TERRAIN PENETRATING OBSTACLE PLANE	▨
ANCHORAGE AREA	⚓
MARINE FACILITIES	▨
HONG KONG SPECIAL ADMINISTRATIVE REGION BOUNDARY	---

PRECISION APPROACH TERRAIN CHART - ICAO

HONG KONG INTERNATIONAL AIRPORT
RWY 07R

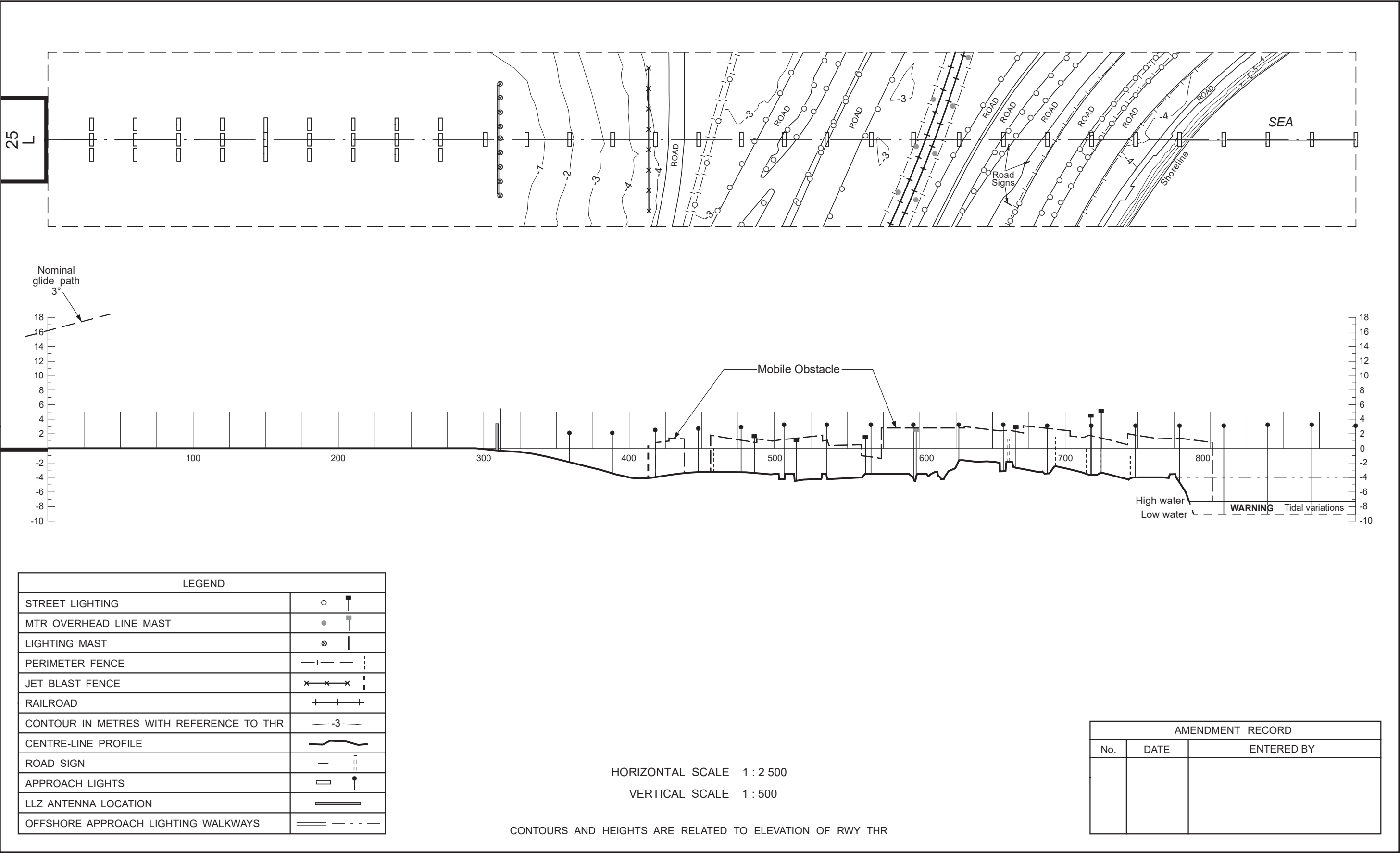
DISTANCES AND HEIGHTS IN METRES



PRECISION APPROACH TERRAIN CHART - ICAO

HONG KONG INTERNATIONAL AIRPORT
RWY 25L

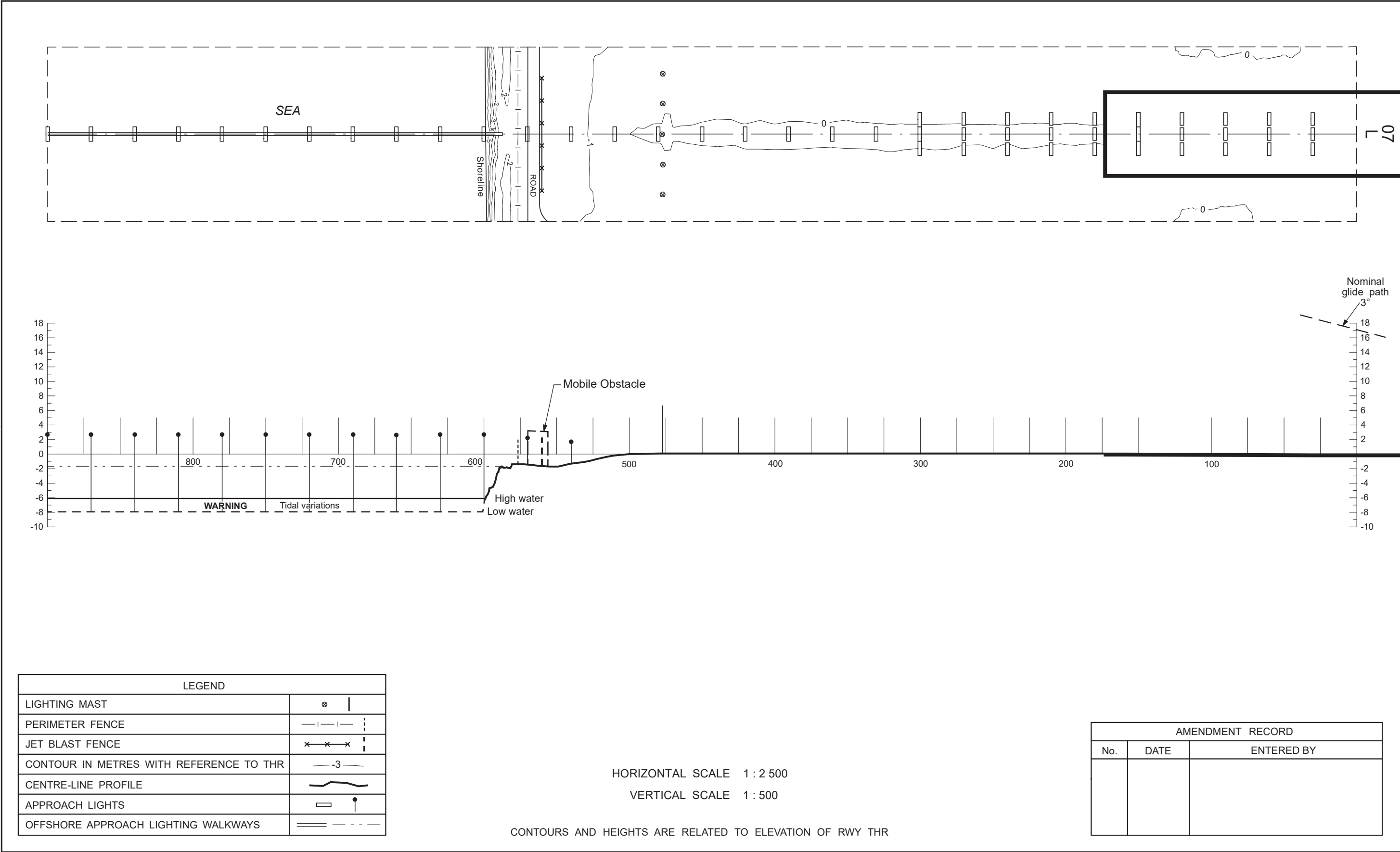
DISTANCES AND HEIGHTS IN METRES



PRECISION APPROACH TERRAIN CHART - ICAO

HONG KONG INTERNATIONAL AIRPORT
RWY 07L

DISTANCES AND HEIGHTS IN METRES

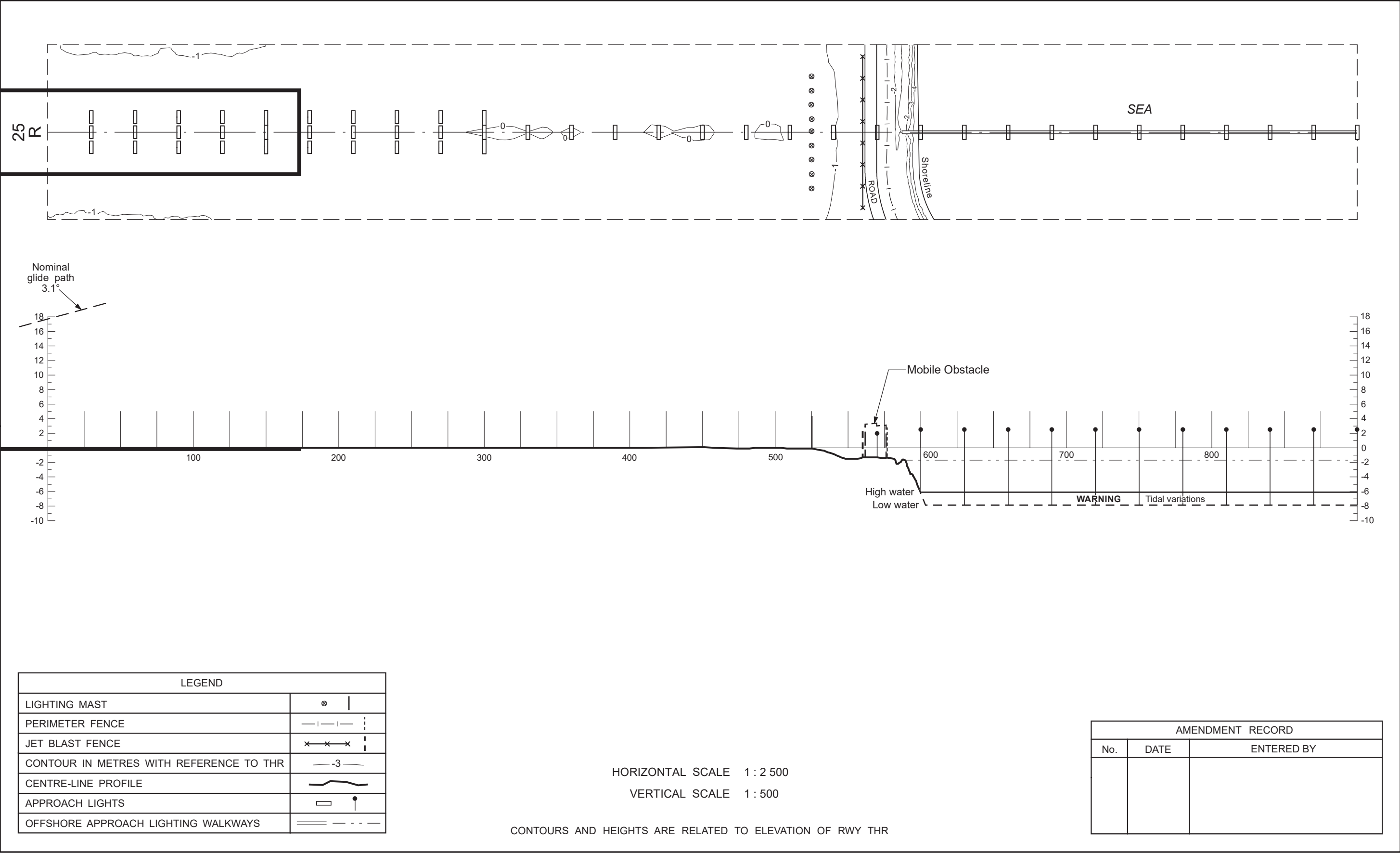


PRECISION APPROACH TERRAIN CHART - ICAO

HONG KONG INTERNATIONAL AIRPORT

DISTANCES AND HEIGHTS IN METRES

RWY 25R



Aerodrome Terrain and Obstacle Chart - ICAO (Electronic)

Electronic terrain data for Area 4 for all six runways (07C, 07L, 07R, 25C, 25L and 25R) at HKIA are available from the airport operator as follows:

Attn: Manager, Infrastructure Management & Coordination
Airfield Department
Hong Kong Airport Authority,
HKIA Tower, 1 Sky Plaza Rd,
Hong Kong International Airport.

Tel : +852 21887902
FAX : +852 21827902

AIP HONG KONG

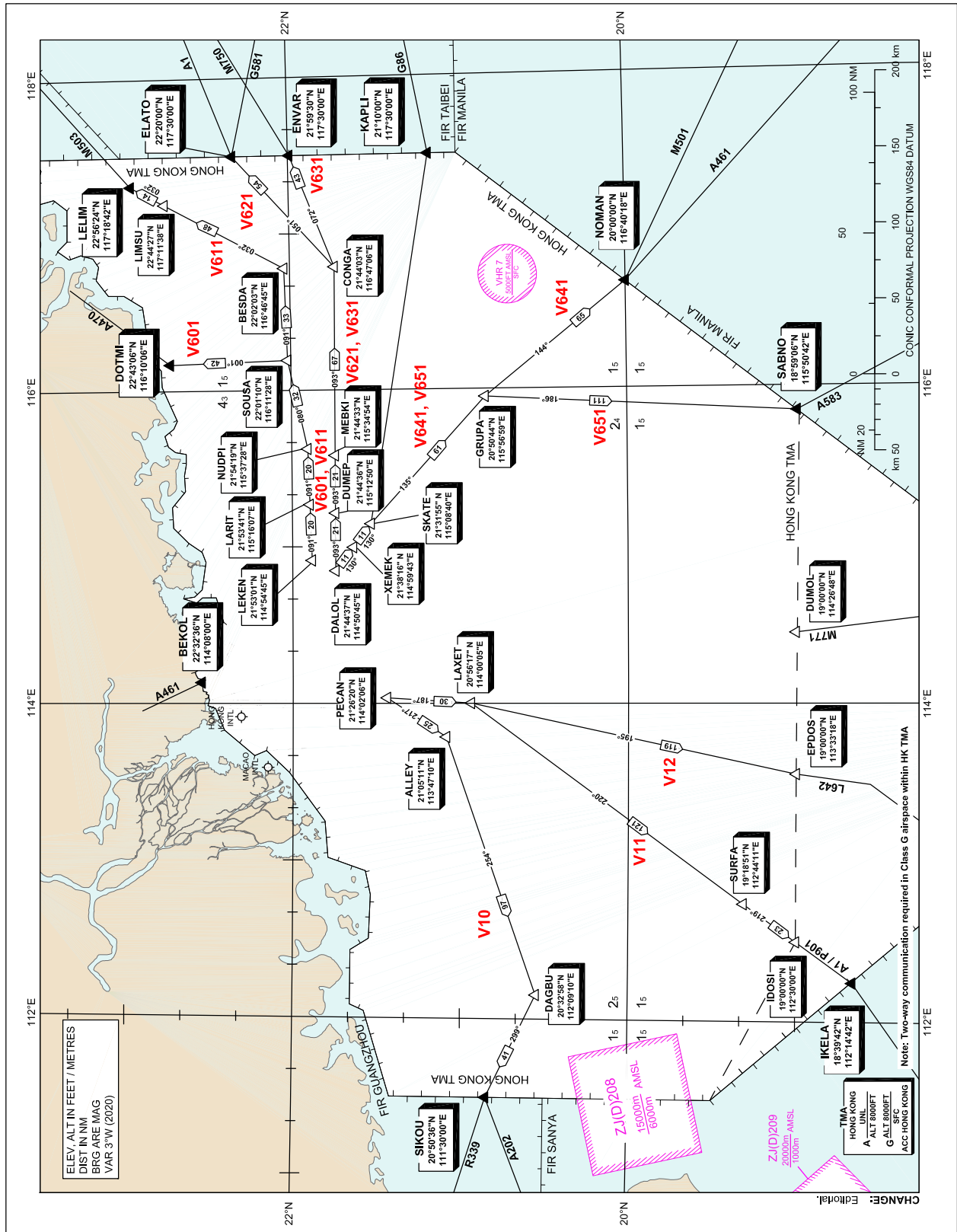
VHHH / HONG KONG TMA

LEGEND
Standard Instrument Departure Routes →
See page ENR 6-1 ENROUTE CHART for additional legend. See page ENR 6-3 for communication frequencies.
REMARK: CONSULT RESPECTIVE NOTAMS AND AIPs FOR THE LATEST AERONAUTICAL INFORMATION OUTSIDE HONG KONG FIR.

AD 2-VHHH-AC-DEP_V02_24128km

DEPARTURE ROUTES

AREA CHART

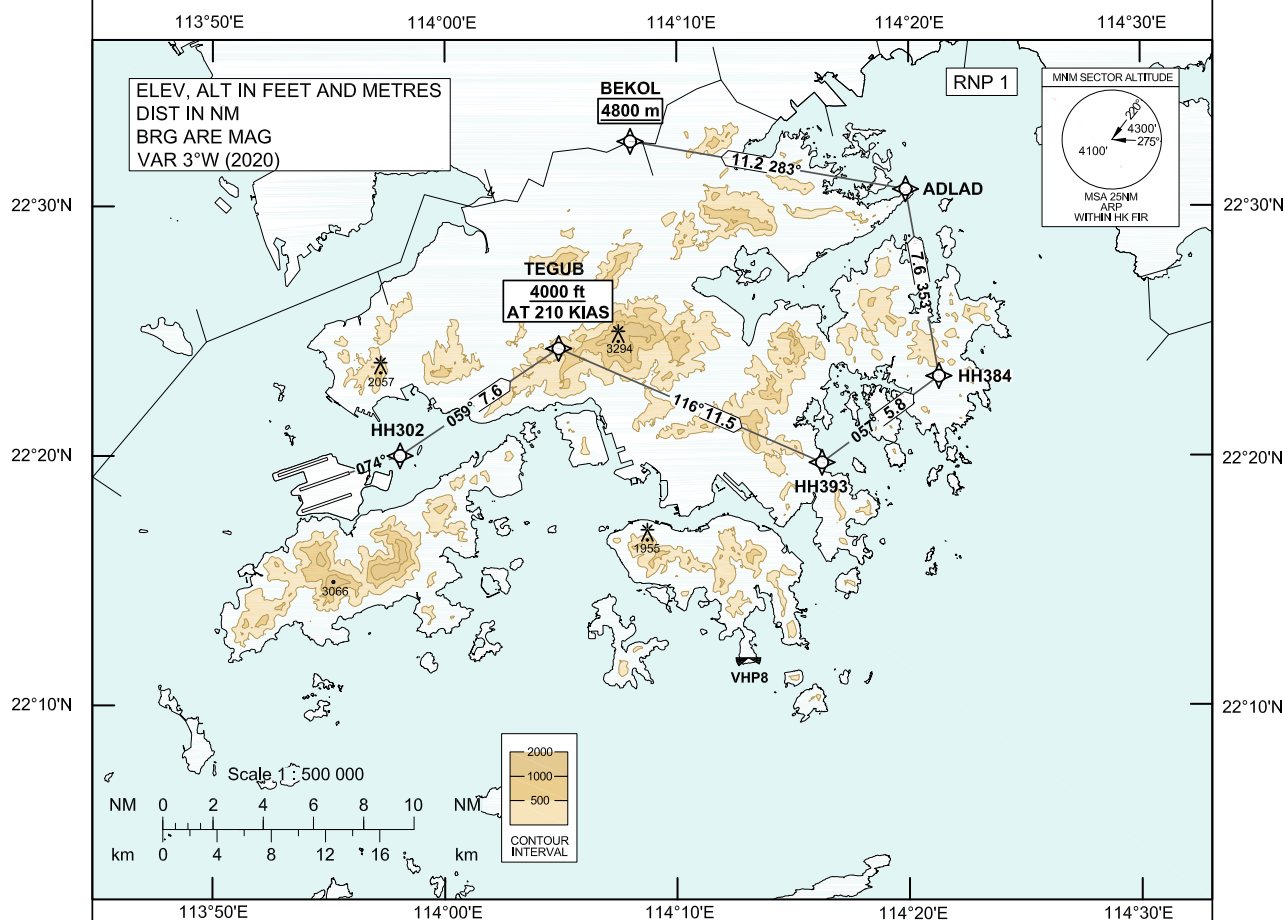


**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.2
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) ADLAD 1T SID RWY 07C**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.

**ADLAD 1T SID RWY 07C****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 6.8% (414 ft/NM) until passing 3 900 ft is required.

SPEED RESTRICTION

Speed restriction of 210 KIAS at TEGUB.

CHANGE: New procedure.

AD 2-VHHH-SID-ADLAD-T_V01_240513km

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: ADLAD 1T RWY 07C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH302	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	TEGUB	-	059 (056)	+3.0	7.6	-	+4000	@210	RNP 1
03	TF	HH393	-	116 (113)	+3.0	11.5	-	-	-	RNP 1
04	TF	HH384	-	057 (054)	+3.0	5.8	-	-	-	RNP 1
05	TF	ADLAD	-	353 (350)	+3.0	7.6	-	-	-	RNP 1
06	TF	BEKOL	-	283 (280)	+3.0	11.2	-	+4800m	-	RNP 1

WAYPOINT LIST

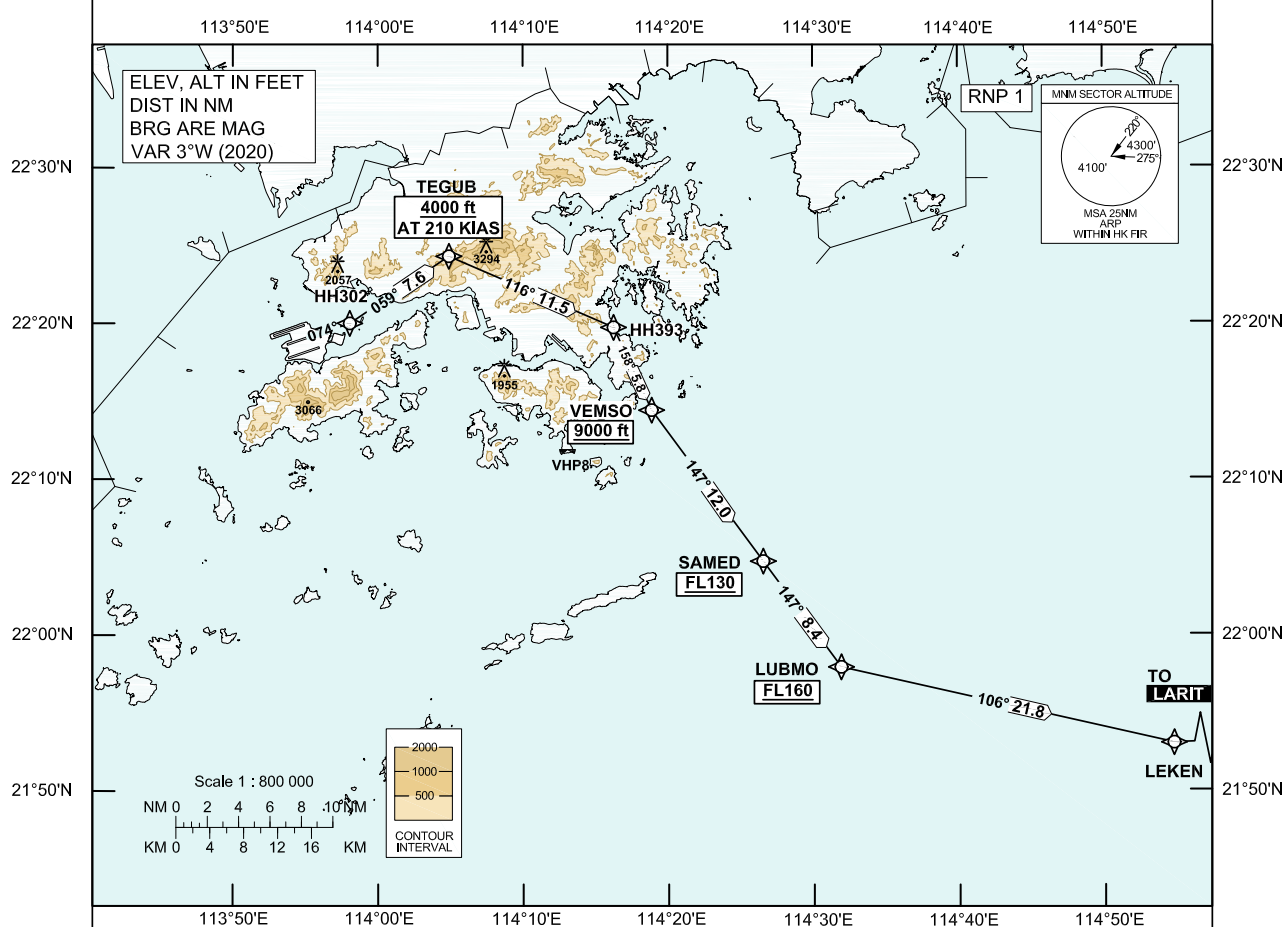
ADLAD 1T RWY 07C		
Waypoint Identifier	Coordinates (WGS-84)	
HH302	22 20 00.43N	113 58 04.56E
TEGUB	22 24 18.28N	114 04 54.69E
HH393	22 19 43.83N	114 16 15.26E
HH384	22 23 11.51N	114 21 17.83E
ADLAD	22 30 40.74N	114 19 52.57E
BEKOL	22 32 36.00N	114 08 00.00E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.2
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) LARIT 1T SID RWY 07C**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.

**LARIT 1T SID RWY 07C****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 6.8% (414 ft/NM) until passing 3 900 ft is required.

SPEED RESTRICTION

Speed restriction of 210 KIAS at TEGUB.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: LARIT 1T RWY 07C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH302	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	TEGUB	-	059 (056)	+3.0	7.6	-	+4000	@210	RNP 1
03	TF	HH393	-	116 (113)	+3.0	11.5	-	-	-	RNP 1
04	TF	VEMSO	-	158 (155)	+3.0	5.8	-	+9000	-	RNP 1
05	TF	SAMED	-	147 (144)	+3.0	12.0	-	+FL130	-	RNP 1
06	TF	LUBMO	-	147 (144)	+3.0	8.4	-	+FL160	-	RNP 1
07	TF	LEKEN	-	106 (103)	+3.0	21.8	-	-	-	RNP 1
08	TF	LARIT	-	091 (088)	+3.0	19.9	-	-	-	RNP 1

WAYPOINT LIST

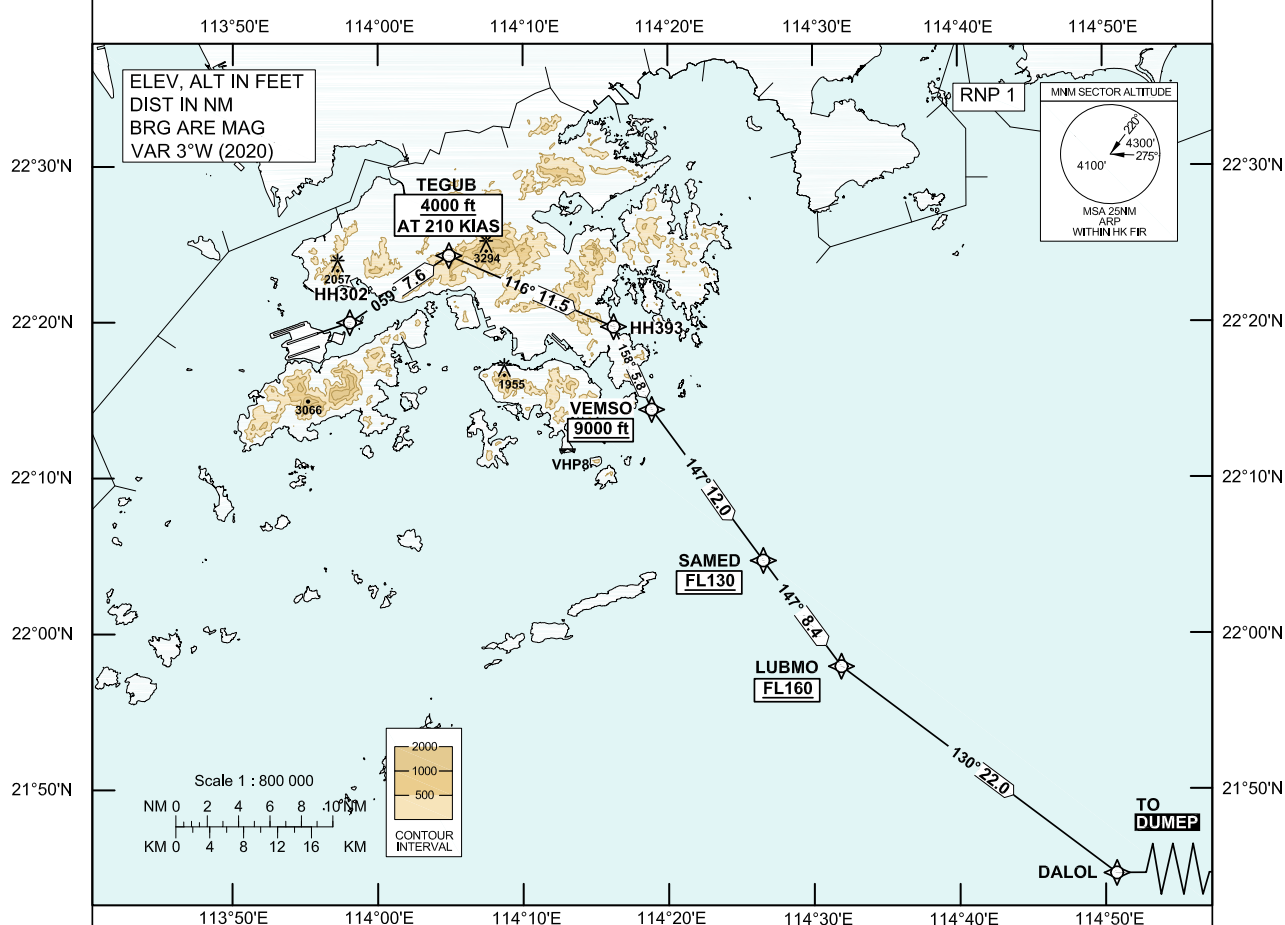
LARIT 1T RWY 07C		
Waypoint Identifier	Coordinates (WGS-84)	
HH302	22 20 00.43N	113 58 04.56E
TEGUB	22 24 18.28N	114 04 54.69E
HH393	22 19 43.83N	114 16 15.26E
VEMSO	22 14 25.06N	114 18 52.28E
SAMED	22 04 43.00N	114 26 31.83E
LUBMO	21 57 55.24N	114 31 52.98E
LEKEN	21 53 01.06N	114 54 44.95E
LARIT	21 53 41.37N	115 16 06.56E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.2
Hong Kong Departure	123.8

HONG KONG / Intl (VHHH)
RNAV (GNSS) DUMEP 1T SID RWY 07C

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.

**DUMEP 1T SID RWY 07C****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 6.8% (414 ft/NM) until passing 3 900 ft is required.

SPEED RESTRICTION

Speed restriction of 210 KIAS at TEGUB.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: DUMEP 1T RWY 07C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH302	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	TEGUB	-	059 (056)	+3.0	7.6	-	+4000	@210	RNP 1
03	TF	HH393	-	116 (113)	+3.0	11.5	-	-	-	RNP 1
04	TF	VEMSO	-	158 (155)	+3.0	5.8	-	+9000	-	RNP 1
05	TF	SAMED	-	147 (144)	+3.0	12.0	-	+FL130	-	RNP 1
06	TF	LUBMO	-	147 (144)	+3.0	8.4	-	+FL160	-	RNP 1
07	TF	DALOL	-	130 (127)	+3.0	22.0	-	-	-	RNP 1
08	TF	DUMEP	-	093 (090)	+3.0	20.6	-	-	-	RNP 1

WAYPOINT LIST

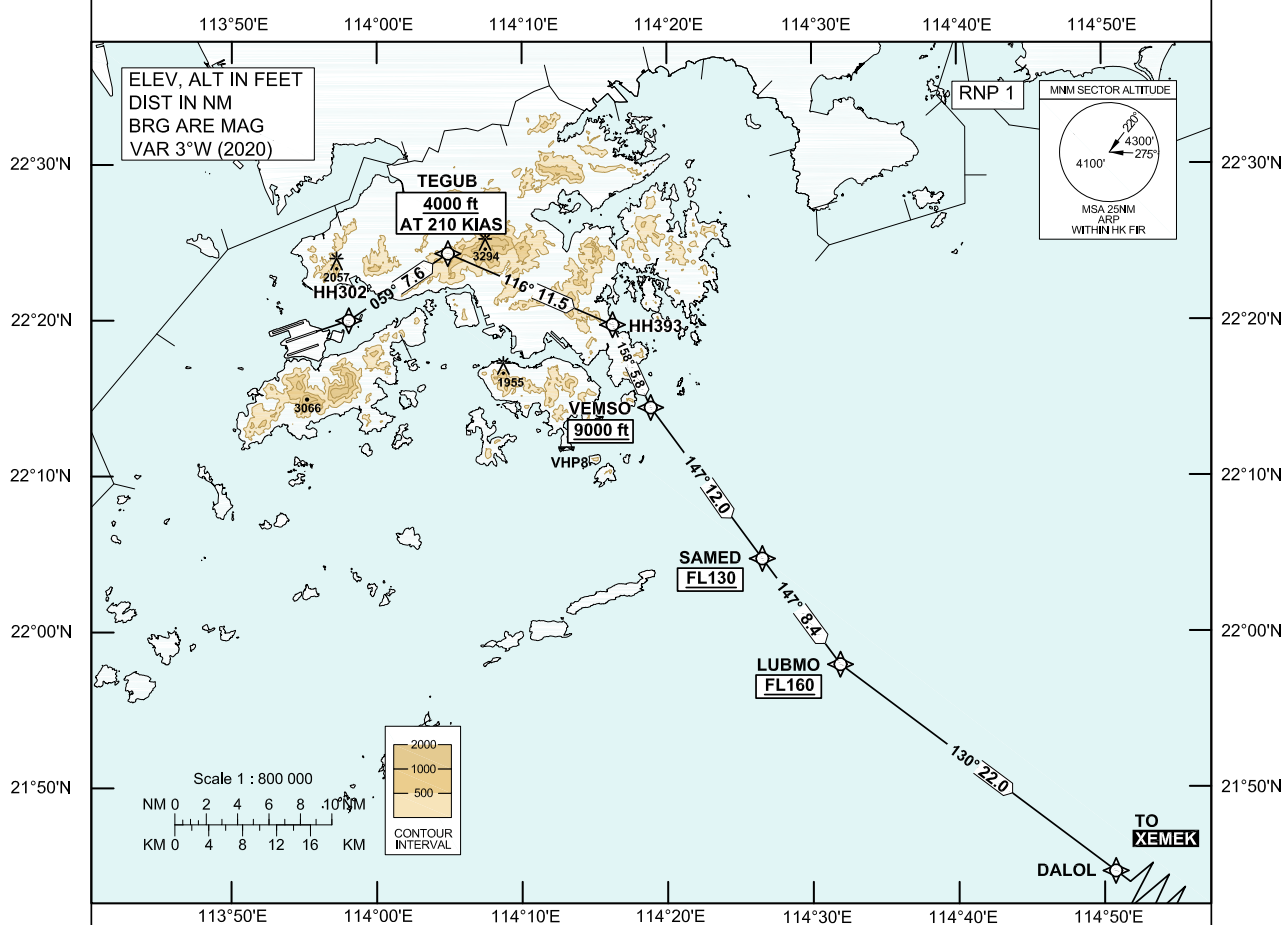
DUMEP 1T RWY 07C		
Waypoint Identifier	Coordinates (WGS-84)	
HH302	22 20 00.43N	113 58 04.56E
TEGUB	22 24 18.28N	114 04 54.69E
HH393	22 19 43.83N	114 16 15.26E
VEMSO	22 14 25.06N	114 18 52.28E
SAMED	22 04 43.00N	114 26 31.83E
LUBMO	21 57 55.24N	114 31 52.98E
DALOL	21 44 36.90N	114 50 45.34E
DUMEP	21 44 36.30N	115 12 49.87E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.2
Hong Kong Departure	123.8

HONG KONG / Intl (VHHH)
RNAV (GNSS) XEMEK 1T SID RWY 07C

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.

**XEMEK 1T SID RWY 07C****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 6.8% (414 ft/NM) until passing 3 900 ft is required.

SPEED RESTRICTION

Speed restriction of 210 KIAS at TEGUB.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: XEMEK 1T RWY 07C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH302	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	TEGUB	-	059 (056)	+3.0	7.6	-	+4000	@210	RNP 1
03	TF	HH393	-	116 (113)	+3.0	11.5	-	-	-	RNP 1
04	TF	VEMSO	-	158 (155)	+3.0	5.8	-	+9000	-	RNP 1
05	TF	SAMED	-	147 (144)	+3.0	12.0	-	+FL130	-	RNP 1
06	TF	LUBMO	-	147 (144)	+3.0	8.4	-	+FL160	-	RNP 1
07	TF	DALOL	-	130 (127)	+3.0	22.0	-	-	-	RNP 1
08	TF	XEMEK	-	130 (127)	+3.0	10.5	-	-	-	RNP 1

WAYPOINT LIST

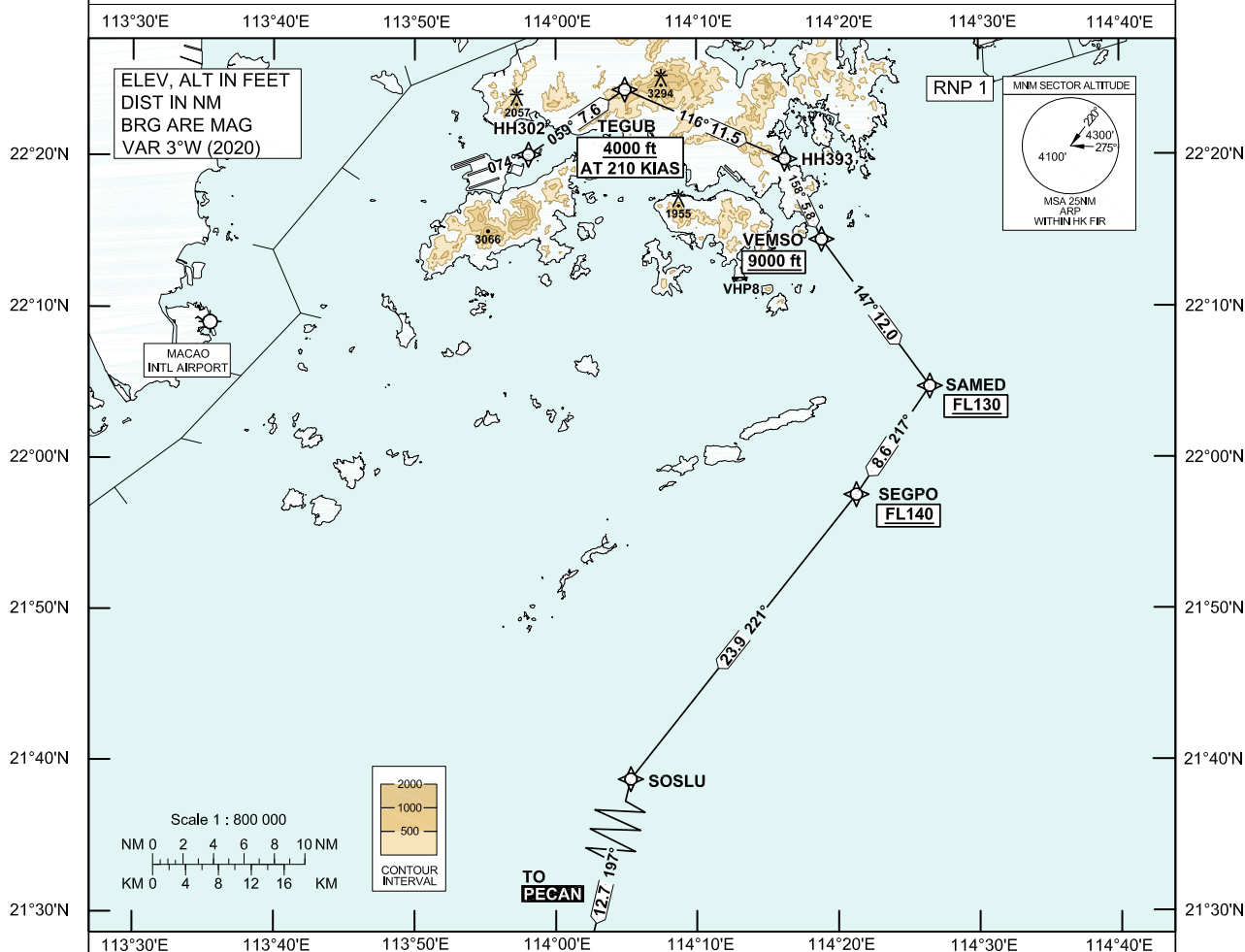
XEMEK 1T RWY 07C		
Waypoint Identifier	Coordinates (WGS-84)	
HH302	22 20 00.43N	113 58 04.56E
TEGUB	22 24 18.28N	114 04 54.69E
HH393	22 19 43.83N	114 16 15.26E
VEMSO	22 14 25.06N	114 18 52.28E
SAMED	22 04 43.00N	114 26 31.83E
LUBMO	21 57 55.24N	114 31 52.98E
DALOL	21 44 36.90N	114 50 45.34E
XEMEK	21 38 16.17N	114 59 43.04E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.2
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) SOSLU 1T SID RWY 07C**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.

**SOSLU 1T SID RWY 07C****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 6.8% (414 ft/NM) until passing 3 900 ft is required.

SPEED RESTRICTION

Speed restriction of 210 KIAS at TEGUB.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: SOSLU 1T RWY 07C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH302	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	TEGUB	-	059 (056)	+3.0	7.6	-	+4000	@210	RNP 1
03	TF	HH393	-	116 (113)	+3.0	11.5	-	-	-	RNP 1
04	TF	VEMSO	-	158 (155)	+3.0	5.8	-	+9000	-	RNP 1
05	TF	SAMED	-	147 (144)	+3.0	12.0	-	+FL130	-	RNP 1
06	TF	SEGPO	-	217 (214)	+3.0	8.6	-	+FL140	-	RNP 1
07	TF	SOSLU	-	221 (218)	+3.0	23.9	-	-	-	RNP 1
08	TF	PECAN	-	197 (194)	+3.0	12.7	-	-	-	RNP 1

WAYPOINT LIST

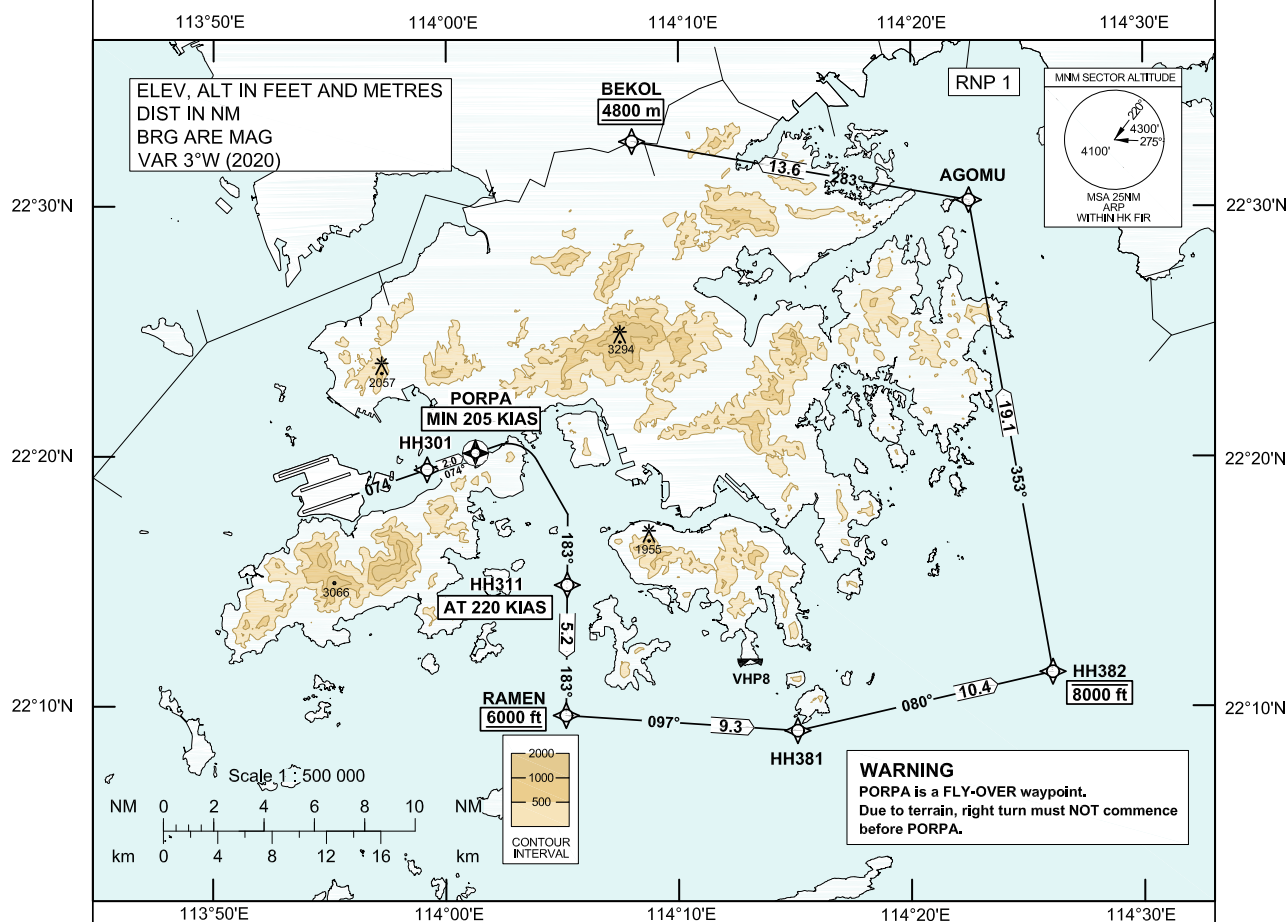
SOSLU 1T RWY 07C		
Waypoint Identifier	Coordinates (WGS-84)	
HH302	22 20 00.43N	113 58 04.56E
TEGUB	22 24 18.28N	114 04 54.69E
HH393	22 19 43.83N	114 16 15.26E
VEMSO	22 14 25.06N	114 18 52.28E
SAMED	22 04 43.00N	114 26 31.83E
SEGPO	21 57 32.77N	114 21 18.59E
SOSLU	21 38 44.03N	114 05 18.39E
PECAN	21 26 20.19N	114 02 05.64E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.4
Hong Kong Departure	122.0

**HONG KONG / Intl (VHHH)
RNAV (GNSS) BEKOL 5A SID RWY 07R**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. PORPA is a **FLY-OVER** waypoint. All other waypoints are fly-by.

**BEKOL 5A SID RWY 07R****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 4.8% (292 ft/NM) until passing 1 200 ft is required.

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at PORPA and 220 KIAS until HH311.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: BEKOL 5A RWY 07R**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH301	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	PORPA	Y	074 (071)	+3.0	2.0	-	-	+205	RNP 1
03	CF	HH311	-	183 (180)	+3.0	-	R	-	@220	RNP 1
04	TF	RAMEN	-	183 (180)	+3.0	5.2	-	+6000	-	RNP 1
05	TF	HH381	-	097 (094)	+3.0	9.3	-	-	-	RNP 1
06	TF	HH382	-	080 (077)	+3.0	10.4	-	-8000	-	RNP 1
07	TF	AGOMU	-	353 (350)	+3.0	19.1	-	-	-	RNP 1
08	TF	BEKOL	-	283 (280)	+3.0	13.6	-	+4800m	-	RNP 1

WAYPOINT LIST

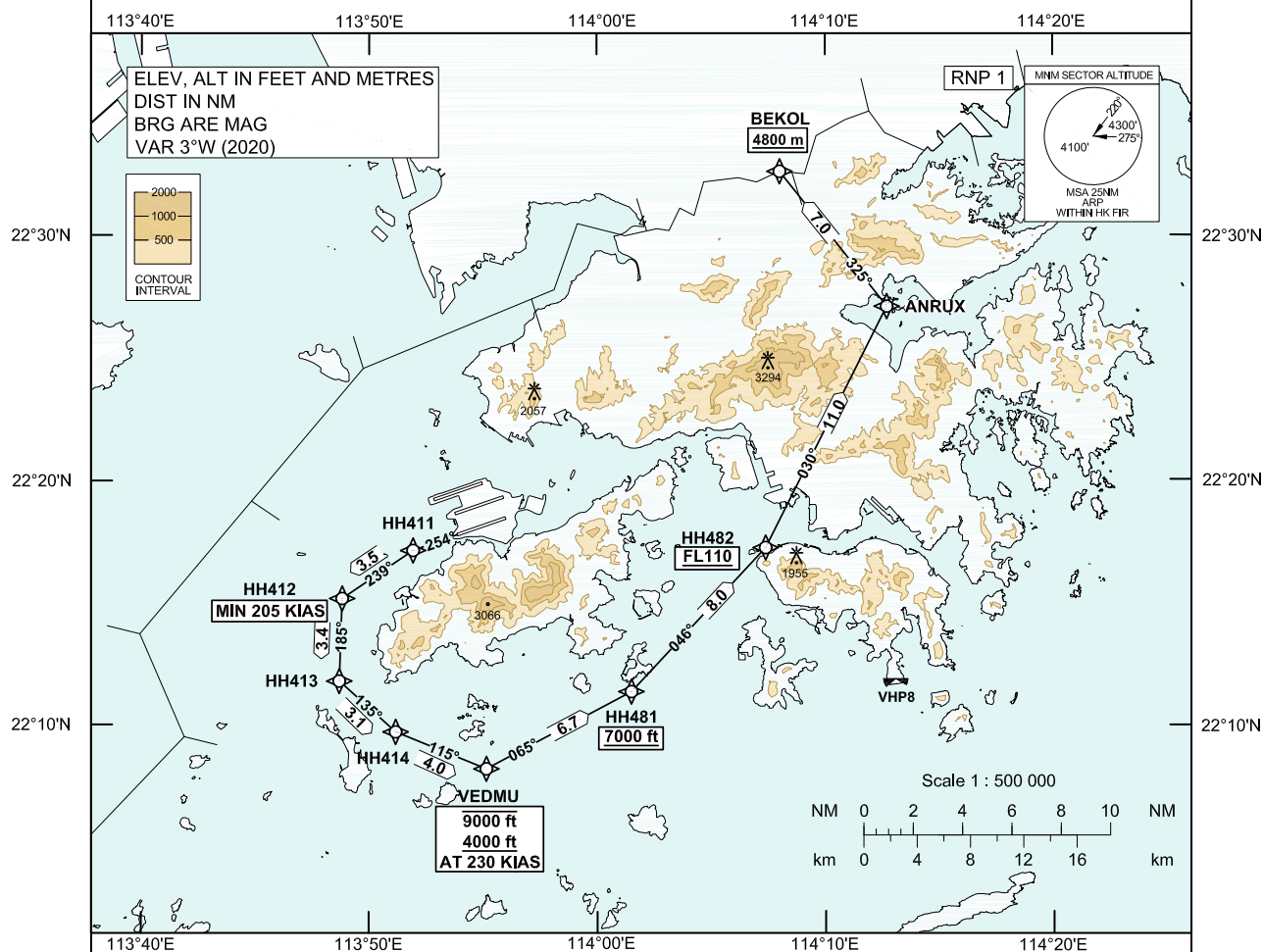
BEKOL 5A RWY 07R		
Waypoint Identifier	Coordinates (WGS-84)	
HH301	22 19 29.01N	113 59 11.61E
PORPA	22 20 09.10N	114 01 16.30E
HH311	22 14 52.34N	114 05 12.73E
RAMEN	22 09 39.22N	114 05 09.89E
HH381	22 09 02.10N	114 15 06.66E
HH382	22 11 23.06N	114 26 04.39E
AGOMU	22 30 15.17N	114 22 29.86E
BEKOL	22 32 36.00N	114 08 00.00E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft
Hong Kong Tower 118.4
Hong Kong Departure 122.0

**HONG KONG / Intl (VHHH)
RNAV (GNSS) BEKOL 3B SID RWY 25L**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.

**BEKOL 3B SID RWY 25L****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 4.7% (286 ft/NM) until passing 1 600 ft is required.

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at HH412 and 230 KIAS until VEDMU.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID

TABULAR DESCRIPTION: BEKOL 3B RWY 25L

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH411	-	254 (251)	+3.0	-	-	-	-	RNP 1
02	TF	HH412	-	239 (236)	+3.0	3.5	-	-	+205	RNP 1
03	TF	HH413	-	185 (182)	+3.0	3.4	-	-	-	RNP 1
04	TF	HH414	-	135 (132)	+3.0	3.1	-	-	-	RNP 1
05	TF	VEDMU	-	115 (112)	+3.0	4.0	-	-9000 +4000	@230	RNP 1
06	TF	HH481	-	065 (062)	+3.0	6.7	-	+7000	-	RNP 1
07	TF	HH482	-	046 (043)	+3.0	8.0	-	+FL110	-	RNP 1
08	TF	ANRUX	-	030 (027)	+3.0	11.0	-	-	-	RNP 1
09	TF	BEKOL	-	325 (322)	+3.0	7.0	-	+4800m	-	RNP 1

WAYPOINT LIST

BEKOL 3B RWY 25L		
Waypoint Identifier	Coordinates (WGS-84)	
HH411	22 17 08.52N	113 51 55.32E
HH412	22 15 10.92N	113 48 48.95E
HH413	22 11 48.90N	113 48 41.37E
HH414	22 09 44.51N	113 51 09.66E
VEDMU	22 08 14.02N	113 55 08.18E
HH481	22 11 23.11N	114 01 29.60E
HH482	22 17 15.28N	114 07 22.59E
ANRUX	22 27 05.73N	114 12 41.76E
BEKOL	22 32 36.00N	114 08 00.00E

HONG KONG / Intl (VHHH)
RNAV (GNSS) BEKOL 1C SID RWY 07C

-
- ELEV, ALT IN FEET AND METRES
DIST IN NM
BRG ARE MAG
VAR 3°W (2020)**
- BEKOL**
4800 m
- RNP 1**
- AGOMU**
- MIN 205 KIAS**
- HH302**
- HH322**
AT 220 KIAS
- RAMEN**
6000 ft
- HH381**
- HH382**
8000 ft
- WARNING**
ROVER is a FLY-OVER waypoint.
Due to terrain, right turn must NOT commence
before ROVER.
- Scale 1:500 000**
- NM 0 2 4 6 8 10 NM**
km 0 4 8 12 16 km
- CONTOUR INTERVAL**
2000
1000
500
- MIN SECTOR ALTITUDE**
4300'
4100'
MSA 25NM
ARP
WITHIN HK FIR

Speed restriction of 205 KIAS or greater at ROVER and 220 KIAS until HH322.

AD 2-VHHH-SID-BEKOL-C V01 240513km

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: BEKOL 1C RWY 07C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH302	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	ROVER	Y	083 (080)	+3.0	3.4	-	-	+205	RNP 1
03	CF	HH322	-	183 (180)	+3.0	-	R	-	@220	RNP 1
04	TF	RAMEN	-	183 (180)	+3.0	5.5	-	+6000	-	RNP 1
05	TF	HH381	-	097 (094)	+3.0	9.3	-	-	-	RNP 1
06	TF	HH382	-	080 (077)	+3.0	10.4	-	-8000	-	RNP 1
07	TF	AGOMU	-	353 (350)	+3.0	19.1	-	-	-	RNP 1
08	TF	BEKOL	-	283 (280)	+3.0	13.6	-	+4800m	-	RNP 1

WAYPOINT LIST

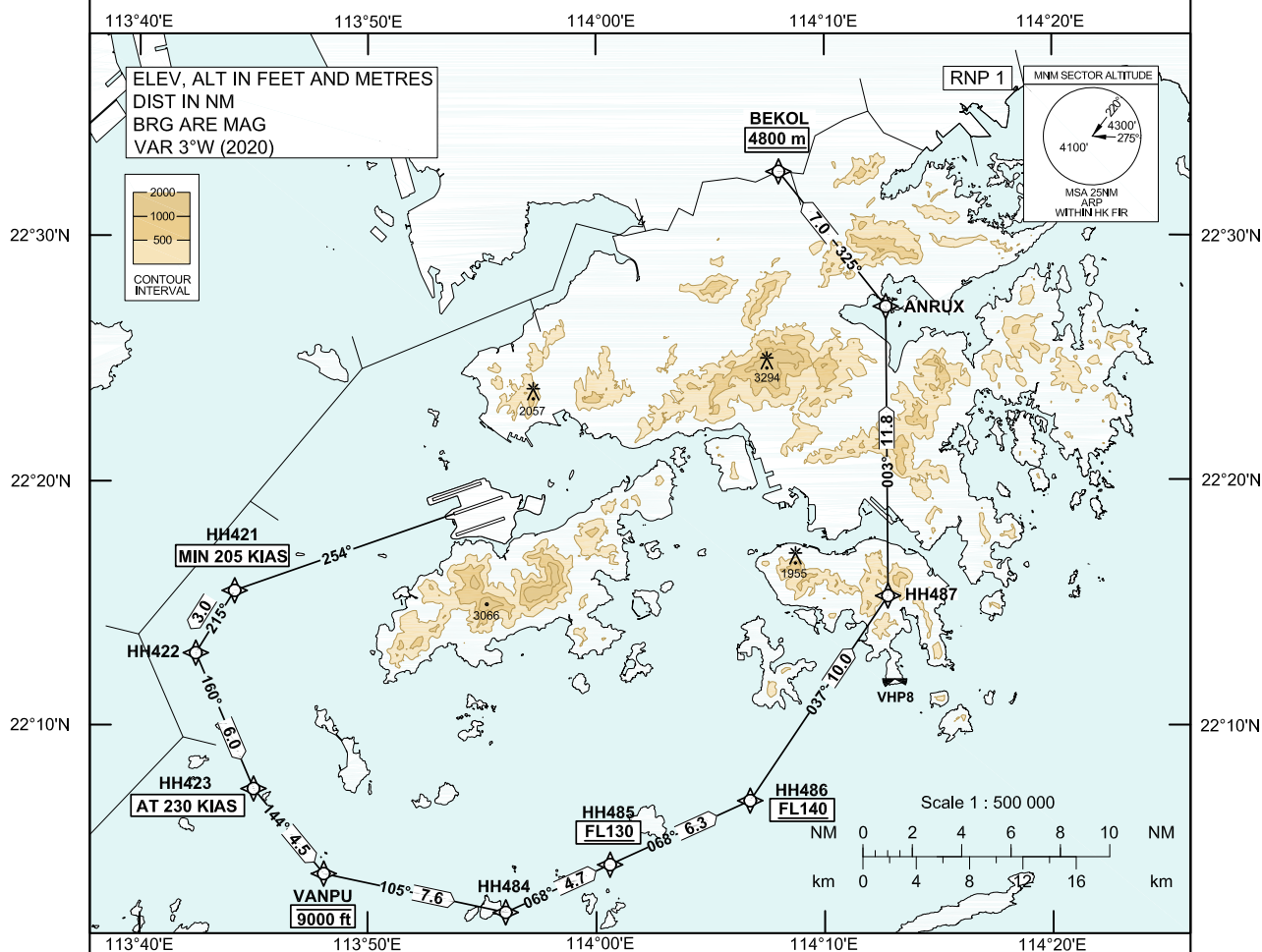
BEKOL 1C RWY 07C		
Waypoint Identifier	Coordinates (WGS-84)	
HH302	22 20 00.43N	113 58 04.56E
ROVER	22 20 35.58N	114 01 39.12E
HH322	22 15 08.88N	114 05 12.88E
RAMEN	22 09 39.22N	114 05 09.89E
HH381	22 09 02.10N	114 15 06.66E
HH382	22 11 23.06N	114 26 04.39E
AGOMU	22 30 15.17N	114 22 29.86E
BEKOL	22 32 36.00N	114 08 00.00E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.2
Hong Kong Departure	123.8

HONG KONG / Intl (VHHH)
RNAV (GNSS) BEKOL 1D SID RWY 25C

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.

**BEKOL 1D SID RWY 25C****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at HH421 and 230 KIAS until HH423.

CHANGE: New procedure.

AD 2-VHHH-SID-BEKOL-D_V01_240513km

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: BEKOL 1D RWY 25C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH421	-	254 (251)	+3.0	-	-	-	+205	RNP 1
02	TF	HH422	-	215 (212)	+3.0	3.0	-	-	-	RNP 1
03	TF	HH423	-	160 (157)	+3.0	6.0	-	-	@230	RNP 1
04	TF	VANPU	-	144 (141)	+3.0	4.5	-	-9000	-	RNP 1
05	TF	HH484	-	105 (102)	+3.0	7.6	-	-	-	RNP 1
06	TF	HH485	-	068 (065)	+3.0	4.7	-	+FL130	-	RNP 1
07	TF	HH486	-	068 (065)	+3.0	6.3	-	+FL140	-	RNP 1
08	TF	HH487	-	037 (034)	+3.0	10.0	-	-	-	RNP 1
09	TF	ANRUX	-	003 (000)	+3.0	11.8	-	-	-	RNP 1
10	TF	BEKOL	-	325 (322)	+3.0	7.0	-	+4800m	-	RNP 1

WAYPOINT LIST

BEKOL 1D RWY 25C		
Waypoint Identifier	Coordinates (WGS-84)	
HH421	22 15 31.13N	113 44 09.41E
HH422	22 12 58.53N	113 42 27.41E
HH423	22 07 26.10N	113 44 59.40E
VANPU	22 03 57.95N	113 48 03.85E
HH484	22 02 23.21N	113 56 01.92E
HH485	22 04 19.90N	114 00 35.87E
HH486	22 06 56.32N	114 06 43.85E
HH487	22 15 17.49N	114 12 46.60E
ANRUX	22 27 05.73N	114 12 41.76E
BEKOL	22 32 36.00N	114 08 00.00E

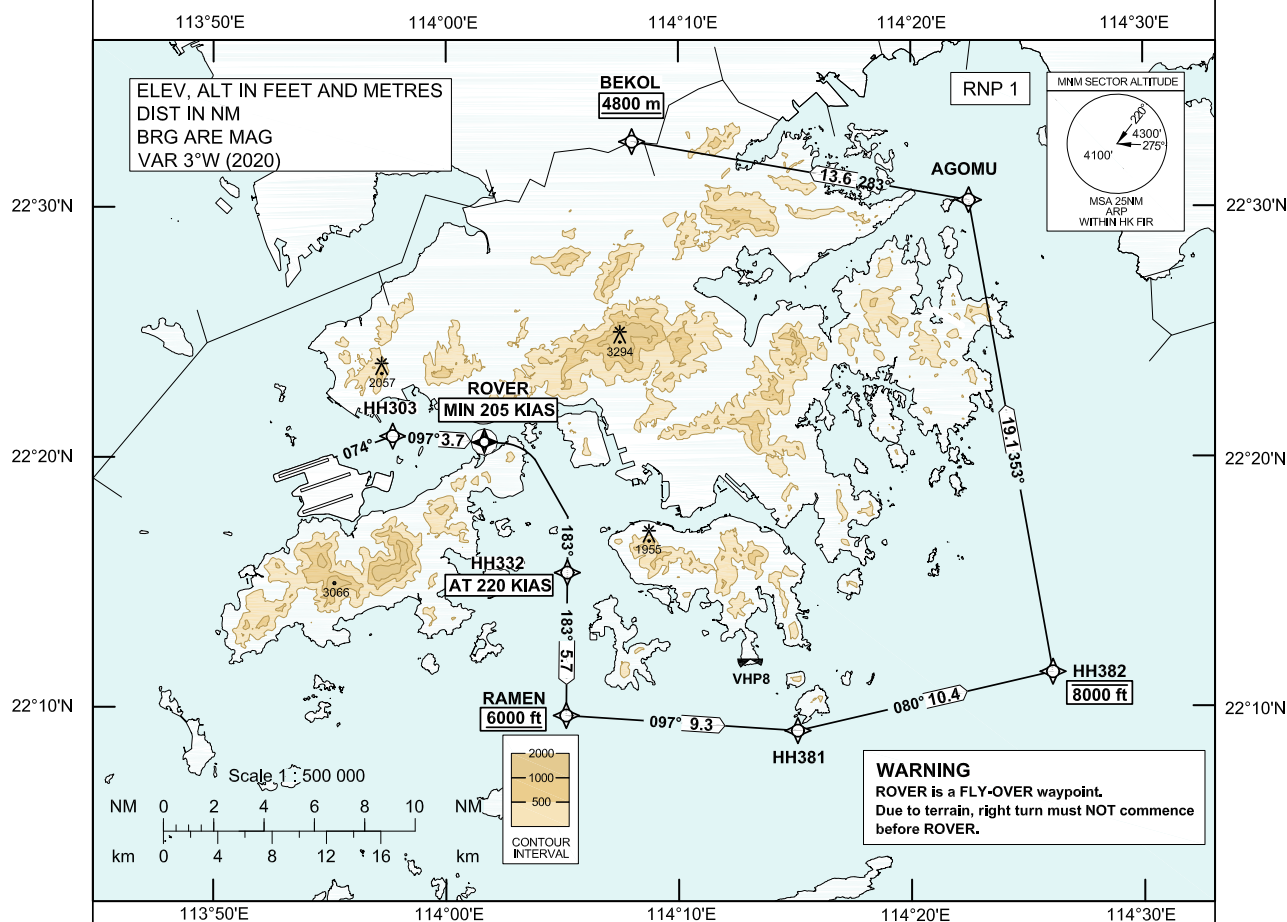
**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft

Hong Kong Tower	118.7
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) BEKOL 2E SID RWY 07L**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. ROVER is a **FLY-OVER** waypoint. All other waypoints are fly-by.

**BEKOL 2E SID RWY 07L****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at ROVER and 220 KIAS until HH332.

CHANGE: New procedure.

AD 2-VHHH-SID-BEKOL-E_V01_240513km

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: BEKOL 2E RWY 07L**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH303	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	ROVER	Y	097 (094)	+3.0	3.7	-	-	+205	RNP 1
03	CF	HH332	-	183 (180)	+3.0	-	R	-	@220	RNP 1
04	TF	RAMEN	-	183 (180)	+3.0	5.7	-	+6000	-	RNP 1
05	TF	HH381	-	097 (094)	+3.0	9.3	-	-	-	RNP 1
06	TF	HH382	-	080 (077)	+3.0	10.4	-	-8000	-	RNP 1
07	TF	AGOMU	-	353 (350)	+3.0	19.1	-	-	-	RNP 1
08	TF	BEKOL	-	283 (280)	+3.0	13.6	-	+4800m	-	RNP 1

WAYPOINT LIST

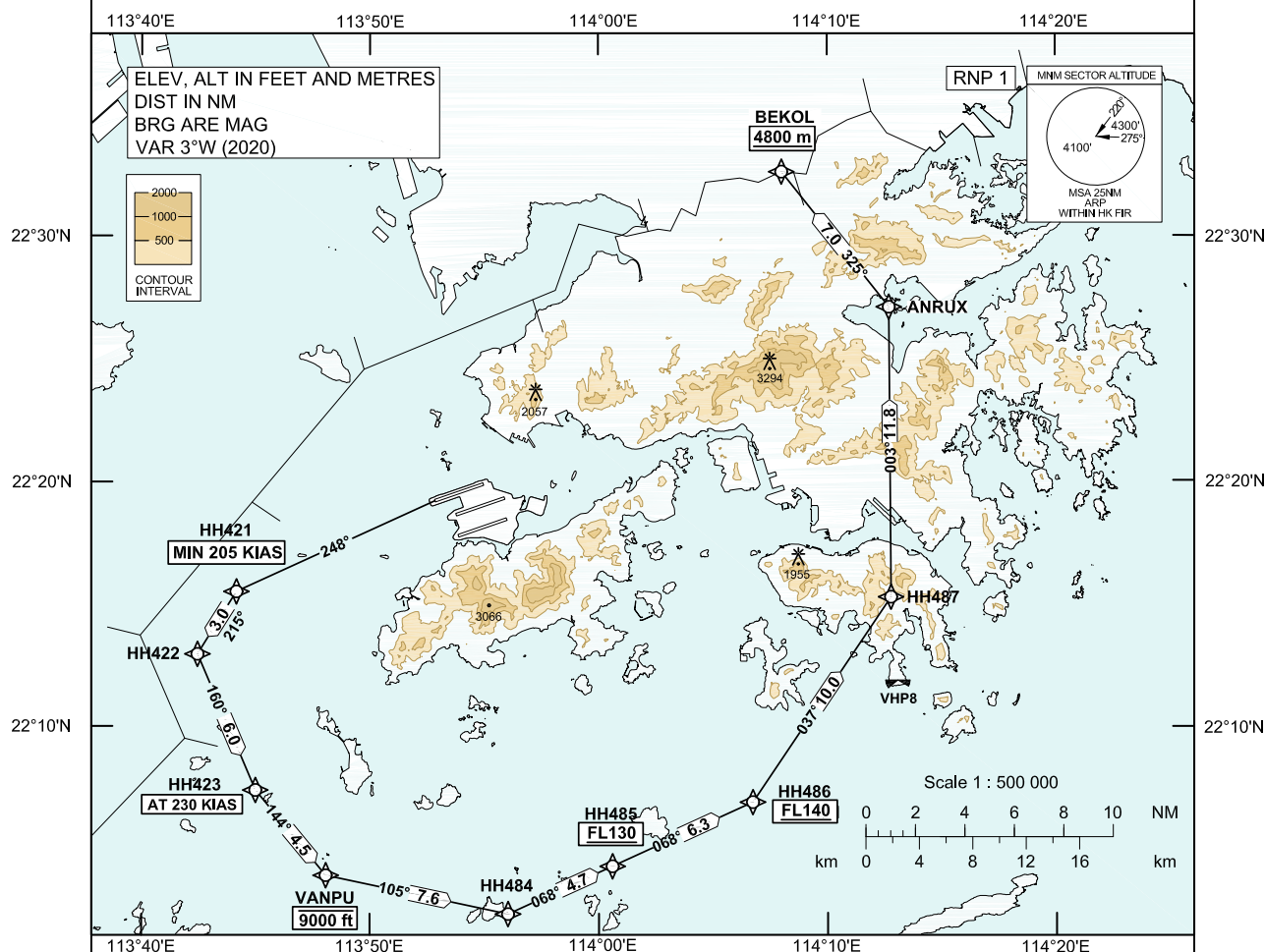
BEKOL 2E RWY 07L		
Waypoint Identifier	Coordinates (WGS-84)	
HH303	22 20 50.02N	113 57 42.83E
ROVER	22 20 35.58N	114 01 39.12E
HH332	22 15 22.17N	114 05 13.00E
RAMEN	22 09 39.22N	114 05 09.89E
HH381	22 09 02.10N	114 15 06.66E
HH382	22 11 23.06N	114 26 04.39E
AGOMU	22 30 15.17N	114 22 29.86E
BEKOL	22 32 36.00N	114 08 00.00E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft
Hong Kong Tower 118.7
Hong Kong Departure 123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) BEKOL 2F SID RWY 25R**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.

**BEKOL 2F SID RWY 25R****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at HH421 and 230 KIAS at HH423.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: BEKOL 2F RWY 25R**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH421	-	248 (245)	+3.0	-	-	-	+205	RNP 1
02	TF	HH422	-	215 (212)	+3.0	3.0	-	-	-	RNP 1
03	TF	HH423	-	160 (157)	+3.0	6.0	-	-	@230	RNP 1
04	TF	VANPU	-	144 (141)	+3.0	4.5	-	-9000	-	RNP 1
05	TF	HH484	-	105 (102)	+3.0	7.6	-	-	-	RNP 1
06	TF	HH485	-	068 (065)	+3.0	4.7	-	+FL130	-	RNP 1
07	TF	HH486	-	068 (065)	+3.0	6.3	-	+FL140	-	RNP 1
08	TF	HH487	-	037 (034)	+3.0	10.0	-	-	-	RNP 1
09	TF	ANRUX	-	003 (000)	+3.0	11.8	-	-	-	RNP 1
10	TF	BEKOL	-	325 (322)	+3.0	7.0	-	+4800m	-	RNP 1

WAYPOINT LIST

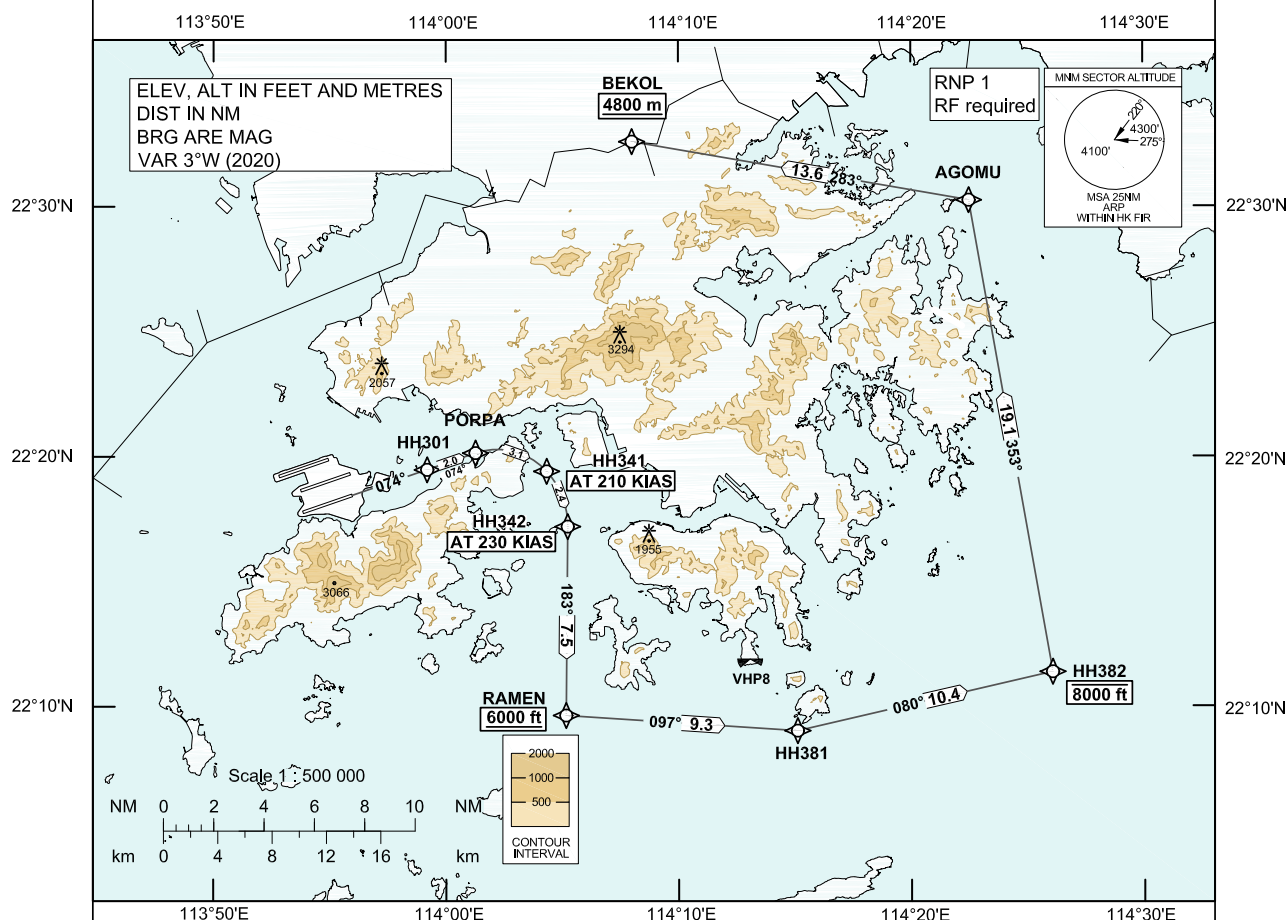
BEKOL 2F RWY 25R		
Waypoint Identifier	Coordinates (WGS-84)	
HH421	22 15 31.13N	113 44 09.41E
HH422	22 12 58.53N	113 42 27.41E
HH423	22 07 26.10N	113 44 59.40E
VANPU	22 03 57.95N	113 48 03.85E
HH484	22 02 23.21N	113 56 01.92E
HH485	22 04 19.90N	114 00 35.87E
HH486	22 06 56.32N	114 06 43.85E
HH487	22 15 17.49N	114 12 46.60E
ANRUX	22 27 05.73N	114 12 41.76E
BEKOL	22 32 36.00N	114 08 00.00E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.4
Hong Kong Departure	122.0

HONG KONG / Intl (VHHH)
RNAV (GNSS) BEKOL 1X SID RWY 07R

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. **Radius-to-fix (RF) leg is required.** Aircraft shall have RF capability as stipulated in the Aircraft Flight Manual or its FMS manual. For aircraft without RF capability, pilot shall request the corresponding non-RF SID procedure from Hong Kong Delivery.

**BEKOL 1X SID RWY 07R****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 4.8% (292 ft/NM) until passing 1 200 ft is required.

SPEED RESTRICTION

Speed restriction of 210 KIAS at HH341 and 230 KIAS at HH342.

CHANGE: New procedure.

AD 2-VHHH-SID-BEKOL-X_V01_240523km

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: BEKOL 1X RWY 07R**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH301	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	PORPA	-	074 (071)	+3.0	2.0	-	-	-	RNP 1
03	RF Centre: HH941 r=2.656 NM	HH341	-	-	+3.0	3.1	R	-	@210	RNP 1
04	RF Centre: HH942 r=3.246 NM	HH342	-	-	+3.0	2.4	R	-	@230	RNP 1
05	TF	RAMEN	-	183 (180)	+3.0	7.5	-	+6000	-	RNP 1
06	TF	HH381	-	097 (094)	+3.0	9.3	-	-	-	RNP 1
07	TF	HH382	-	080 (077)	+3.0	10.4	-	-8000	-	RNP 1
08	TF	AGOMU	-	353 (350)	+3.0	19.1	-	-	-	RNP 1
09	TF	BEKOL	-	283 (280)	+3.0	13.6	-	+4800m	-	RNP 1

WAYPOINT LIST

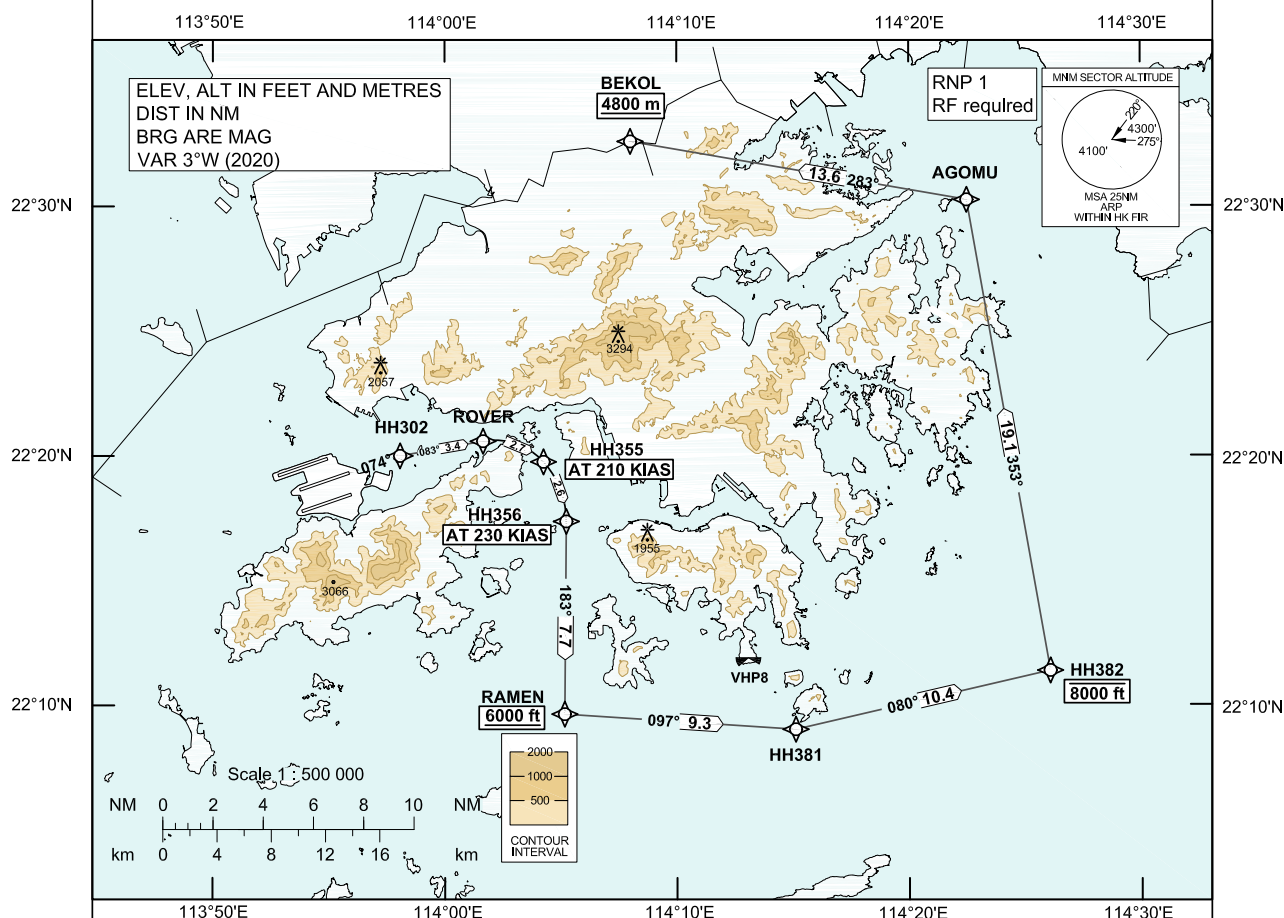
BEKOL 1X RWY 07R		
Waypoint Identifier	Coordinates (WGS-84)	
HH301	22 19 29.01N	113 59 11.61E
PORPA	22 20 09.10N	114 01 16.30E
HH341	22 19 25.15N	114 04 19.86E
HH342	22 17 12.51N	114 05 14.01E
RAMEN	22 09 39.22N	114 05 09.89E
HH381	22 09 02.10N	114 15 06.66E
HH382	22 11 23.06N	114 26 04.39E
AGOMU	22 30 15.17N	114 22 29.86E
BEKOL	22 32 36.00N	114 08 00.00E
RF Arc Centre Identifier	Coordinates (WGS-84)	
HH941	22 17 37.96N	114 02 12.36E
HH942	22 17 14.13N	114 01 44.03E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.2
Hong Kong Departure	123.8

HONG KONG / Intl (VHHH)
RNAV (GNSS) BEKOL 1Y SID RWY 07C

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. **Radius-to-fix (RF) leg is required.** Aircraft shall have RF capability as stipulated in the Aircraft Flight Manual or its FMS manual. For aircraft without RF capability, pilot shall request the corresponding non-RF SID procedure from Hong Kong Delivery.

**BEKOL 1Y SID RWY 07C****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.4% (207 ft/NM) until passing 1 200 ft is required.

SPEED RESTRICTION

Speed restriction of 210 KIAS at HH355 and 230 KIAS at HH356.

CHANGE: New procedure.

AD 2-VHHH-SID-BEKOL-Y_V01_240523km

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: BEKOL 1Y RWY 07C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH302	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	ROVER	-	083 (080)	+3.0	3.4	-	-	-	RNP 1
03	RF Centre: HH955 r=2.642 NM	HH355	-	-	+3.0	2.7	R	-	@210	RNP 1
04	RF Centre: HH956 r=3.494 NM	HH356	-	-	+3.0	2.6	R	-	@230	RNP 1
05	TF	RAMEN	-	183 (180)	+3.0	7.7	-	+6000	-	RNP 1
06	TF	HH381	-	097 (094)	+3.0	9.3	-	-	-	RNP 1
07	TF	HH382	-	080 (077)	+3.0	10.4	-	-8000	-	RNP 1
08	TF	AGOMU	-	353 (350)	+3.0	19.1	-	-	-	RNP 1
09	TF	BEKOL	-	283 (280)	+3.0	13.6	-	+4800m	-	RNP 1

WAYPOINT LIST

BEKOL 1Y RWY 07C		
Waypoint Identifier	Coordinates (WGS-84)	
HH302	22 20 00.43N	113 58 04.56E
ROVER	22 20 35.58N	114 01 39.12E
HH355	22 19 45.97N	114 04 15.23E
HH356	22 17 22.57N	114 05 14.10E
RAMEN	22 09 39.22N	114 05 09.89E
HH381	22 09 02.10N	114 15 06.66E
HH382	22 11 23.06N	114 26 04.39E
AGOMU	22 30 15.17N	114 22 29.86E
BEKOL	22 32 36.00N	114 08 00.00E
RF Arc Centre Identifier	Coordinates (WGS-84)	
HH955	22 17 58.85N	114 02 08.75E
HH956	22 17 24.31N	114 01 27.97E

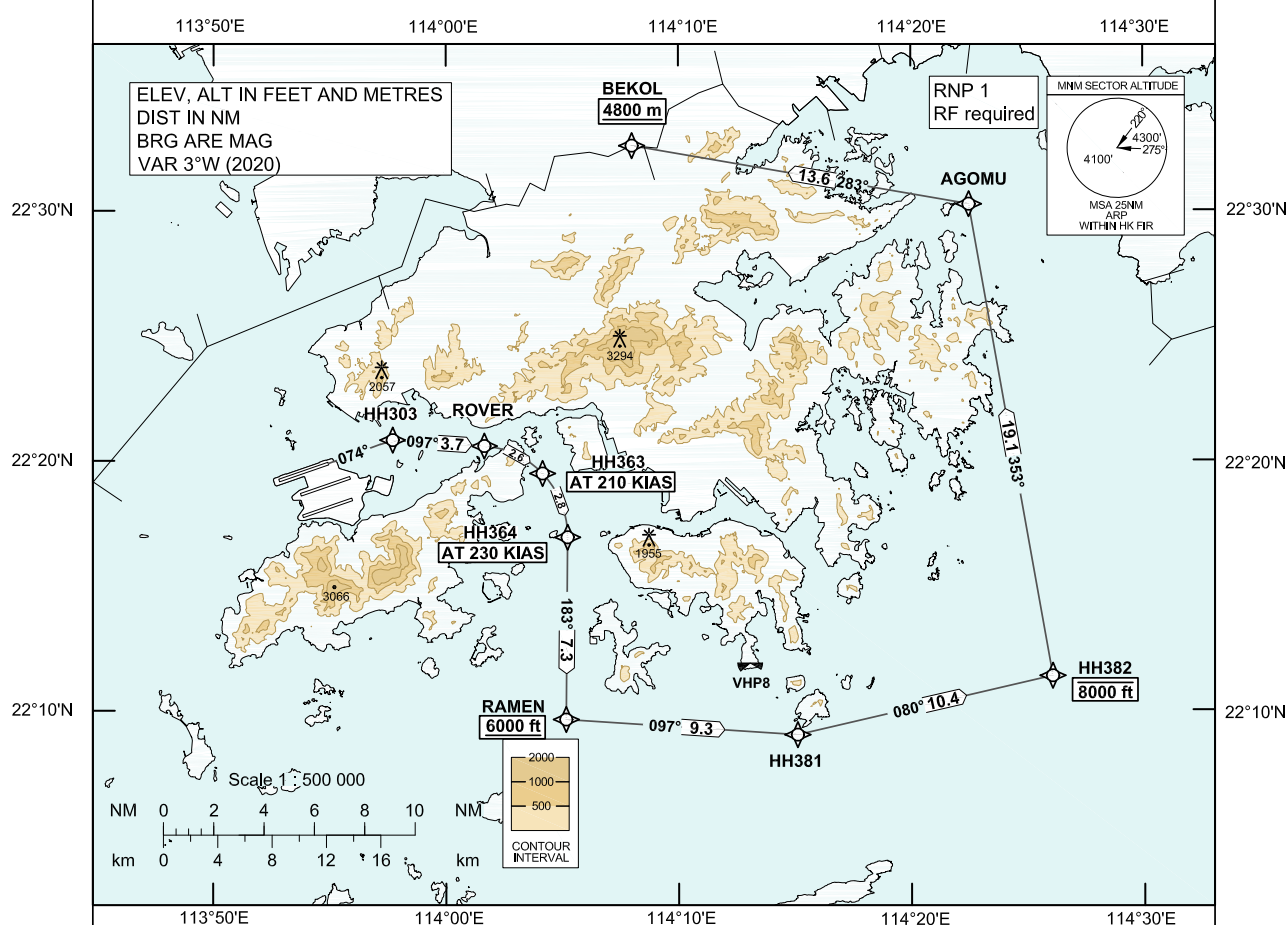
**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft

Hong Kong Tower	118.7
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) BEKOL 1Z SID RWY 07L**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. **Radius-to-fix (RF) leg is required.** Aircraft shall have RF capability as stipulated in the Aircraft Flight Manual or its FMS manual. For aircraft without RF capability, pilot shall request the corresponding non-RF SID procedure from Hong Kong Delivery.

**BEKOL 1Z SID RWY 07L****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 210 KIAS at HH363 and 230 KIAS at HH364.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: BEKOL 1Z RWY 07L**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH303	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	ROVER	-	097 (094)	+3.0	3.7	-	-	-	RNP 1
03	RF Centre: HH963 r=3.507 NM	HH363	-	-	+3.0	2.6	R	-	@210	RNP 1
04	RF Centre: HH964 r=3.665 NM	HH364	-	-	+3.0	2.8	R	-	@230	RNP 1
05	TF	RAMEN	-	183 (180)	+3.0	7.3	-	+6000	-	RNP 1
06	TF	HH381	-	097 (094)	+3.0	9.3	-	-	-	RNP 1
07	TF	HH382	-	080 (077)	+3.0	10.4	-	-8000	-	RNP 1
08	TF	AGOMU	-	353 (350)	+3.0	19.1	-	-	-	RNP 1
09	TF	BEKOL	-	283 (280)	+3.0	13.6	-	+4800m	-	RNP 1

WAYPOINT LIST

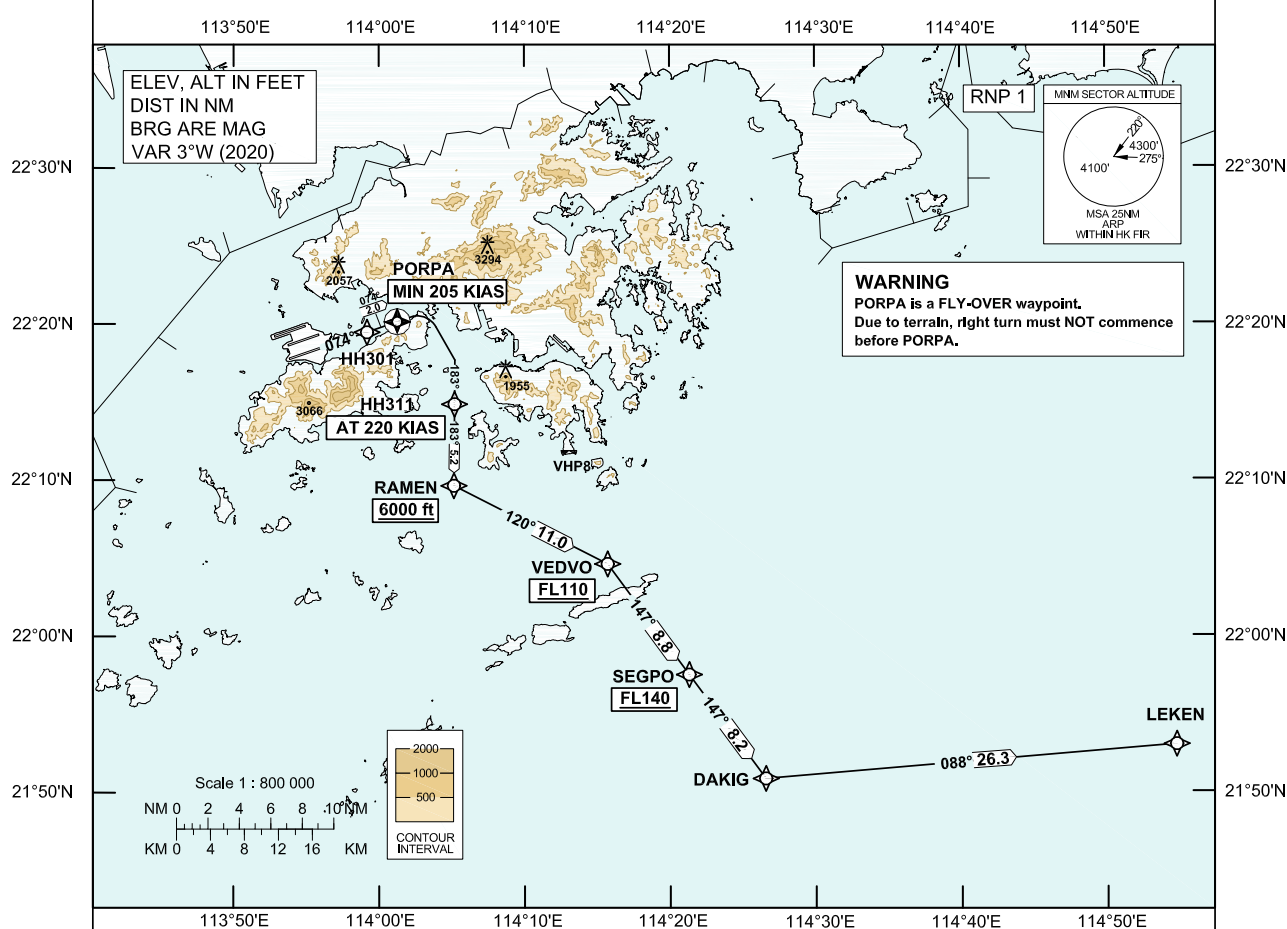
BEKOL 1Z RWY 07L		
Waypoint Identifier	Coordinates (WGS-84)	
HH303	22 20 50.02N	113 57 42.83E
ROVER	22 20 35.58N	114 01 39.12E
HH363	22 19 29.68N	114 04 09.36E
HH364	22 16 56.52N	114 05 13.86E
RAMEN	22 09 39.22N	114 05 09.89E
HH381	22 09 02.10N	114 15 06.66E
HH382	22 11 23.06N	114 26 04.39E
AGOMU	22 30 15.17N	114 22 29.86E
BEKOL	22 32 36.00N	114 08 00.00E
RF Arc Centre Identifier	Coordinates (WGS-84)	
HH963	22 17 04.89N	114 01 24.20E
HH964	22 16 58.35N	114 01 16.75E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.4
Hong Kong Departure	122.0

**HONG KONG / Intl (VHHH)
RNAV (GNSS) LEKEN 1A SID RWY 07R**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. PORPA is a **FLY-OVER** waypoint. All other waypoints are fly-by.

**LEKEN 1A SID RWY 07R****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 4.8% (292 ft/NM) until passing 1 200 ft is required.

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at PORPA and 220 KIAS until HH311.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: LEKEN 1A RWY 07R**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH301	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	PORPA	Y	074 (071)	+3.0	2.0	-	-	+205	RNP 1
03	CF	HH311	-	183 (180)	+3.0	-	R	-	@220	RNP 1
04	TF	RAMEN	-	183 (180)	+3.0	5.2	-	+6000	-	RNP 1
05	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
06	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
07	TF	DAKIG	-	147 (144)	+3.0	8.2	-	-	-	RNP 1
08	TF	LEKEN	-	088 (085)	+3.0	26.3	-	-	-	RNP 1

WAYPOINT LIST

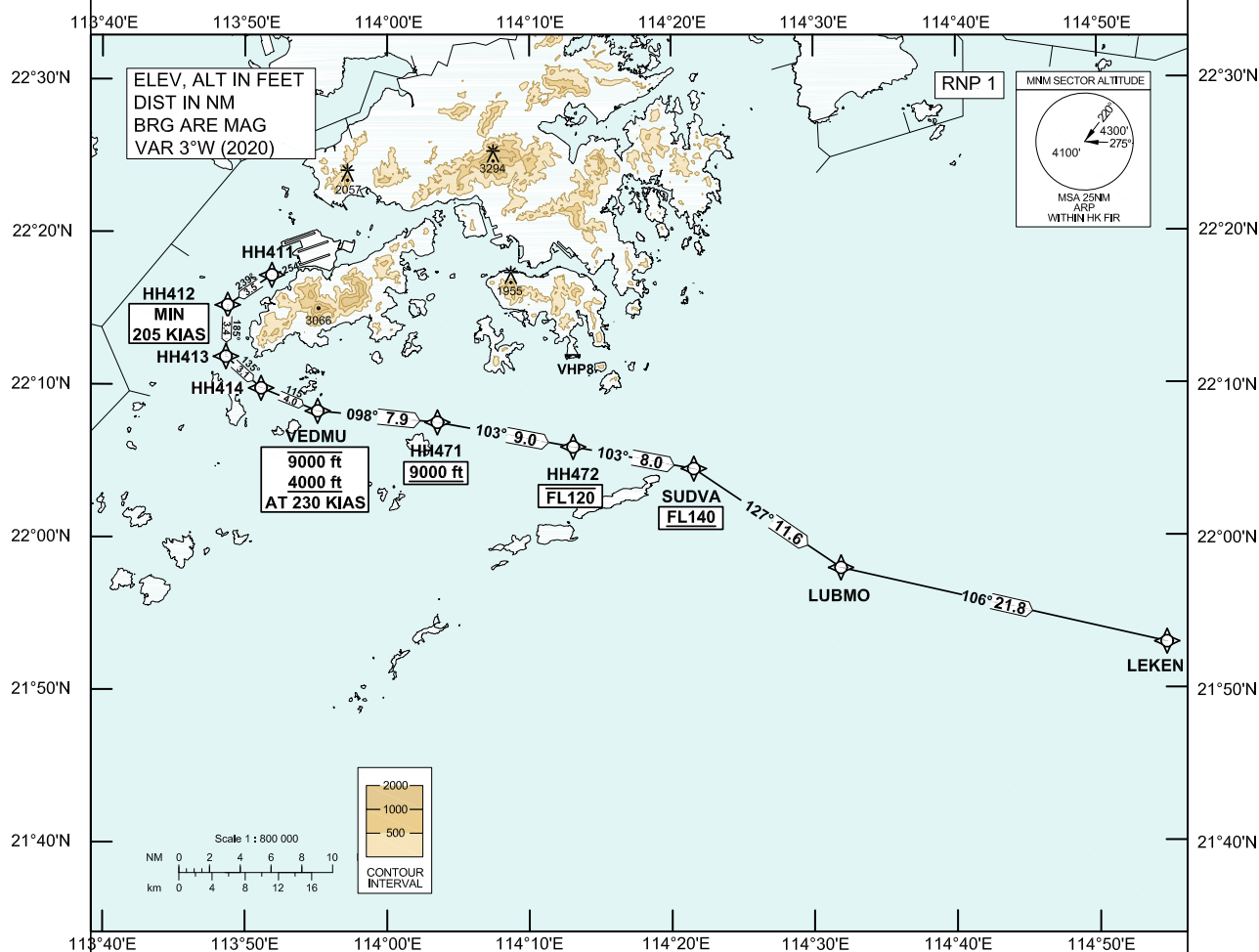
LEKEN 1A RWY 07R		
Waypoint Identifier	Coordinates (WGS-84)	
HH301	22 19 29.01N	113 59 11.61E
PORPA	22 20 09.10N	114 01 16.30E
HH311	22 14 52.34N	114 05 12.73E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
DAKIG	21 50 52.90N	114 26 33.33E
LEKEN	21 53 01.06N	114 54 44.95E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.4
Hong Kong Departure	122.0

**HONG KONG / Intl (VHHH)
RNAV (GNSS) LEKEN 1B SID RWY 25L**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.

**LEKEN 1B SID RWY 25L****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 4.7% (286 ft/NM) until passing 1 600 ft is required.

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at HH412 and 230 KIAS until VEDMU.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: LEKEN 1B RWY 25L**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH411	-	254 (251)	+3.0	-	-	-	-	RNP 1
02	TF	HH412	-	239 (236)	+3.0	3.5	-	-	+205	RNP 1
03	TF	HH413	-	185 (182)	+3.0	3.4	-	-	-	RNP 1
04	TF	HH414	-	135 (132)	+3.0	3.1	-	-	-	RNP 1
05	TF	VEDMU	-	115 (112)	+3.0	4.0	-	-9000 +4000	@230	RNP 1
06	TF	HH471	-	098 (095)	+3.0	7.9	-	+9000	-	RNP 1
07	TF	HH472	-	103 (100)	+3.0	9.0	-	-FL120	-	RNP 1
08	TF	SUDVA	-	103 (100)	+3.0	8.0	-	+FL140	-	RNP 1
09	TF	LUBMO	-	127 (124)	+3.0	11.6	-	-	-	RNP 1
10	TF	LEKEN	-	106 (103)	+3.0	21.8	-	-	-	RNP 1

WAYPOINT LIST

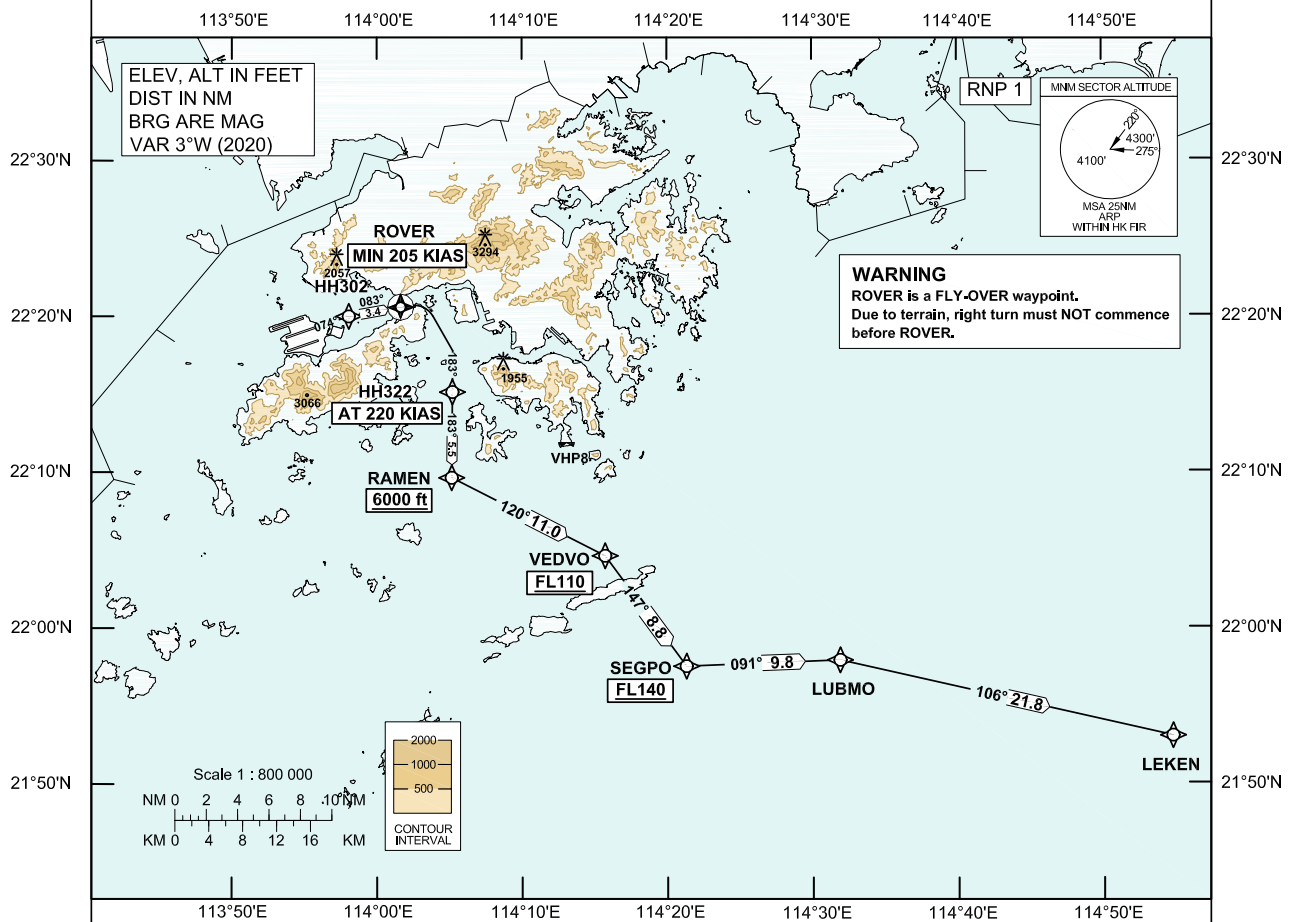
LEKEN 1B RWY 25L		
Waypoint Identifier	Coordinates (WGS-84)	
HH411	22 17 08.52N	113 51 55.32E
HH412	22 15 10.92N	113 48 48.95E
HH413	22 11 48.90N	113 48 41.37E
HH414	22 09 44.51N	113 51 09.66E
VEDMU	22 08 14.02N	113 55 08.18E
HH471	22 07 28.61N	114 03 33.28E
HH472	22 05 51.49N	114 13 05.41E
SUDVA	22 04 25.14N	114 21 33.87E
LUBMO	21 57 55.24N	114 31 52.98E
LEKEN	21 53 01.06N	114 54 44.95E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.2
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) LEKEN 1C SID RWY 07C**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. ROVER is a **FLY-OVER** waypoint. All other waypoints are fly-by.

**LEKEN 1C SID RWY 07C****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.8% (231 ft/NM) until passing 1 300 ft is required.

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at ROVER and 220 KIAS until HH322.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: LEKEN 1C RWY 07C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH302	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	ROVER	Y	083 (080)	+3.0	3.4	-	-	+205	RNP 1
03	CF	HH322	-	183 (180)	+3.0	-	R	-	@220	RNP 1
04	TF	RAMEN	-	183 (180)	+3.0	5.5	-	+6000	-	RNP 1
05	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
06	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
07	TF	LUBMO	-	091 (088)	+3.0	9.8	-	-	-	RNP 1
08	TF	LEKEN	-	106 (103)	+3.0	21.8	-	-	-	RNP 1

WAYPOINT LIST

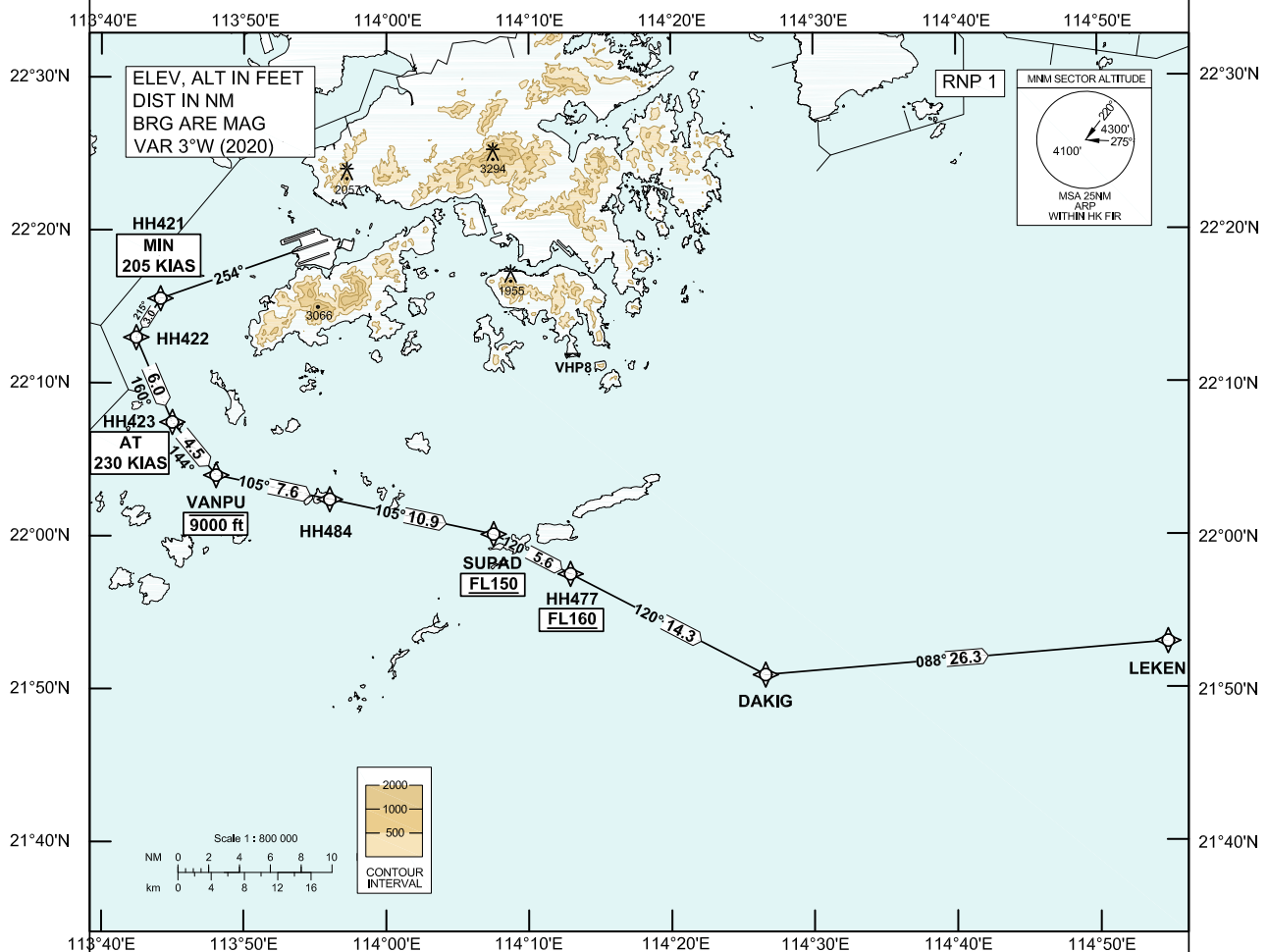
LEKEN 1C RWY 07C		
Waypoint Identifier	Coordinates (WGS-84)	
HH302	22 20 00.43N	113 58 04.56E
ROVER	22 20 35.58N	114 01 39.12E
HH322	22 15 08.88N	114 05 12.88E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
LUBMO	21 57 55.24N	114 31 52.98E
LEKEN	21 53 01.06N	114 54 44.95E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.2
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) LEKEN 1D SID RWY 25C**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.

**LEKEN 1D SID RWY 25C****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at HH421 and 230 KIAS until HH423.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: LEKEN 1D RWY 25C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH421	-	254 (251)	+3.0	-	-	-	+205	RNP 1
02	TF	HH422	-	215 (212)	+3.0	3.0	-	-	-	RNP 1
03	TF	HH423	-	160 (157)	+3.0	6.0	-	-	@230	RNP 1
04	TF	VANPU	-	144 (141)	+3.0	4.5	-	-9000	-	RNP 1
05	TF	HH484	-	105 (102)	+3.0	7.6	-	-	-	RNP 1
06	TF	SUPAD	-	105 (102)	+3.0	10.9	-	+FL150	-	RNP 1
07	TF	HH477	-	120 (117)	+3.0	5.6	-	+FL160	-	RNP 1
08	TF	DAKIG	-	120 (117)	+3.0	14.3	-	-	-	RNP 1
09	TF	LEKEN	-	088 (085)	+3.0	26.3	-	-	-	RNP 1

WAYPOINT LIST

LEKEN 1D RWY 25C		
Waypoint Identifier	Coordinates (WGS-84)	
HH421	22 15 31.13N	113 44 09.41E
HH422	22 12 58.53N	113 42 27.41E
HH423	22 07 26.10N	113 44 59.40E
VANPU	22 03 57.95N	113 48 03.85E
HH484	22 02 23.21N	113 56 01.92E
SUPAD	22 00 05.99N	114 07 30.72E
HH477	21 57 29.80N	114 12 54.07E
DAKIG	21 50 52.90N	114 26 33.33E
LEKEN	21 53 01.06N	114 54 44.95E

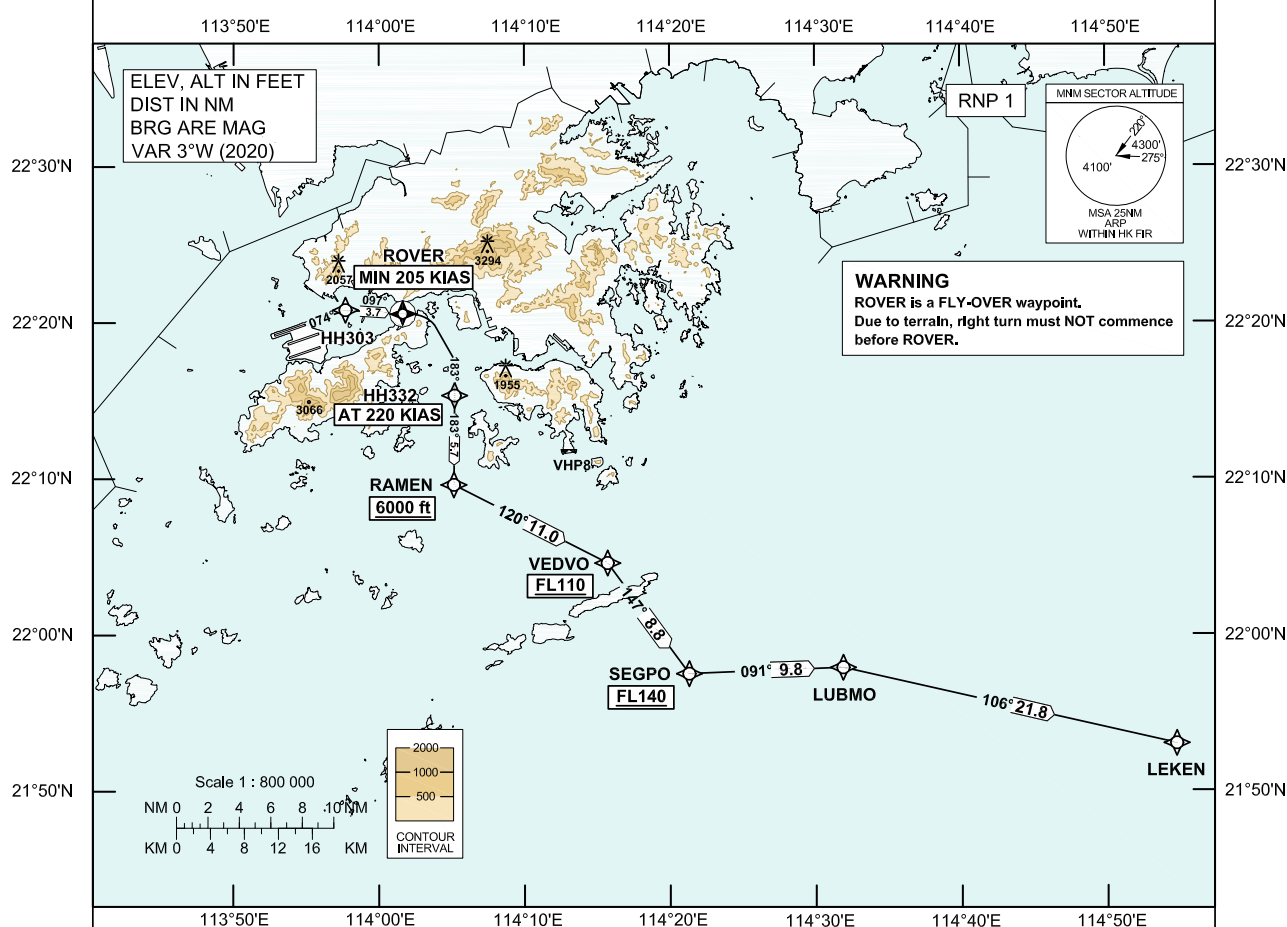
**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft

Hong Kong Tower	118.7
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) LEKEN 1E SID RWY 07L**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. ROVER is a **FLY-OVER** waypoint. All other waypoints are fly-by.

**CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at ROVER and 220 KIAS until HH332.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: LEKEN 1E RWY 07L**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH303	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	ROVER	Y	097 (094)	+3.0	3.7	-	-	+205	RNP 1
03	CF	HH332	-	183 (180)	+3.0	-	R	-	@220	RNP 1
04	TF	RAMEN	-	183 (180)	+3.0	5.7	-	+6000	-	RNP 1
05	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
06	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
07	TF	LUBMO	-	091 (088)	+3.0	9.8	-	-	-	RNP 1
08	TF	LEKEN	-	106 (103)	+3.0	21.8	-	-	-	RNP 1

WAYPOINT LIST

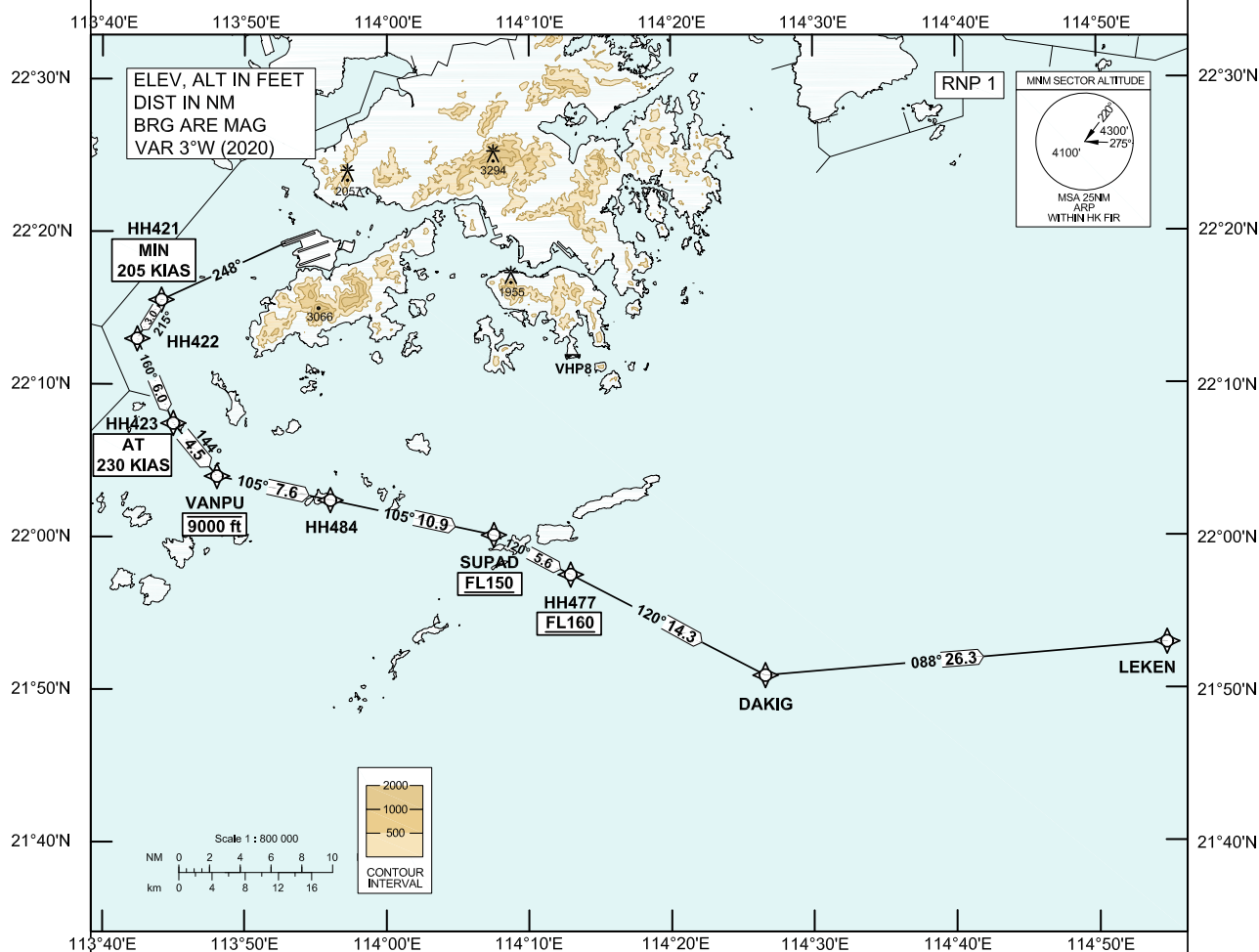
LEKEN 1E RWY 07L		
Waypoint Identifier	Coordinates (WGS-84)	
HH303	22 20 50.02N	113 57 42.83E
ROVER	22 20 35.58N	114 01 39.12E
HH332	22 15 22.17N	114 05 13.00E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
LUBMO	21 57 55.24N	114 31 52.98E
LEKEN	21 53 01.06N	114 54 44.95E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft
Hong Kong Tower 118.7
Hong Kong Departure 123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) LEKEN 1F SID RWY 25R**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.

**LEKEN 1F SID RWY 25R****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at HH421 and 230 KIAS until HH423.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: LEKEN 1F RWY 25R**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH421	-	248 (245)	+3.0	-	-	-	+205	RNP 1
02	TF	HH422	-	215 (212)	+3.0	3.0	-	-	-	RNP 1
03	TF	HH423	-	160 (157)	+3.0	6.0	-	-	@230	RNP 1
04	TF	VANPU	-	144 (141)	+3.0	4.5	-	-9000	-	RNP 1
05	TF	HH484	-	105 (102)	+3.0	7.6	-	-	-	RNP 1
06	TF	SUPAD	-	105 (102)	+3.0	10.9	-	+FL150	-	RNP 1
07	TF	HH477	-	120 (117)	+3.0	5.6	-	+FL160	-	RNP 1
08	TF	DAKIG	-	120 (117)	+3.0	14.3	-	-	-	RNP 1
09	TF	LEKEN	-	088 (085)	+3.0	26.3	-	-	-	RNP 1

WAYPOINT LIST

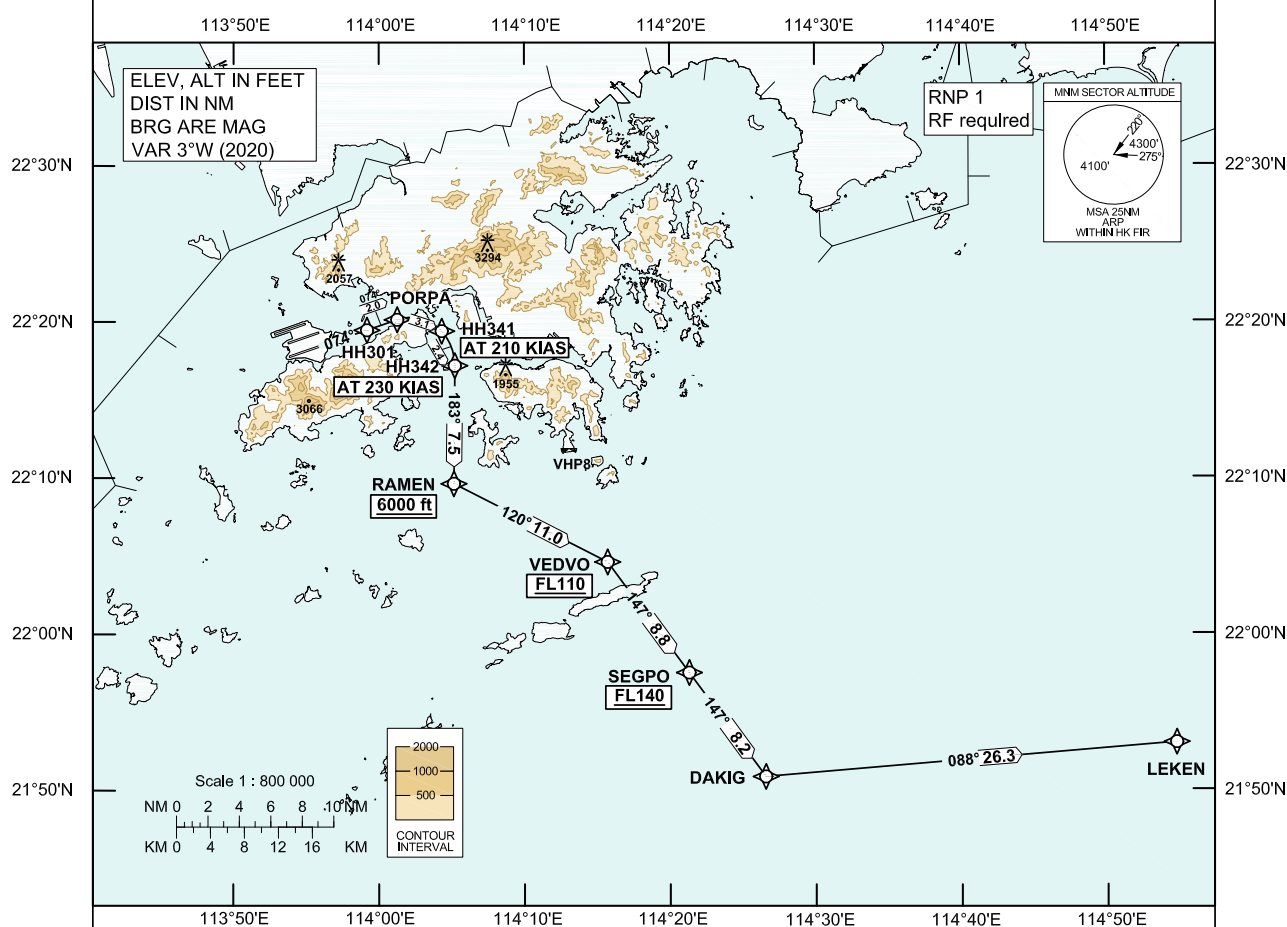
LEKEN 1F RWY 25R		
Waypoint Identifier	Coordinates (WGS-84)	
HH421	22 15 31.13N	113 44 09.41E
HH422	22 12 58.53N	113 42 27.41E
HH423	22 07 26.10N	113 44 59.40E
VANPU	22 03 57.95N	113 48 03.85E
HH484	22 02 23.21N	113 56 01.92E
SUPAD	22 00 05.99N	114 07 30.72E
HH477	21 57 29.80N	114 12 54.07E
DAKIG	21 50 52.90N	114 26 33.33E
LEKEN	21 53 01.06N	114 54 44.95E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.4
Hong Kong Departure	122.0

**HONG KONG / Intl (VHHH)
RNAV (GNSS) LEKEN 1X SID RWY 07R**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. **Radius-to-fix (RF) leg is required.** Aircraft shall have RF capability as stipulated in the Aircraft Flight Manual or its FMS manual. For aircraft without RF capability, pilot shall request the corresponding non-RF SID procedure from Hong Kong Delivery.

**LEKEN 1X SID RWY 07R****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 4.8% (292 ft/NM) until passing 1 200 ft is required.

SPEED RESTRICTION

Speed restriction of 210 KIAS at HH341 and 230 KIAS at HH342.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: LEKEN 1X RWY 07R**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH301	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	PORPA	-	074 (071)	+3.0	2.0	-	-	-	RNP 1
03	RF Centre: HH941 r=2.656 NM	HH341	-	-	+3.0	3.1	R	-	@210	RNP 1
04	RF Centre: HH942 r=3.246 NM	HH342	-	-	+3.0	2.4	R	-	@230	RNP 1
05	TF	RAMEN	-	183 (180)	+3.0	7.5	-	+6000	-	RNP 1
06	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
07	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
08	TF	DAKIG	-	147 (144)	+3.0	8.2	-	-	-	RNP 1
09	TF	LEKEN	-	088 (085)	+3.0	26.3	-	-	-	RNP 1

WAYPOINT LIST

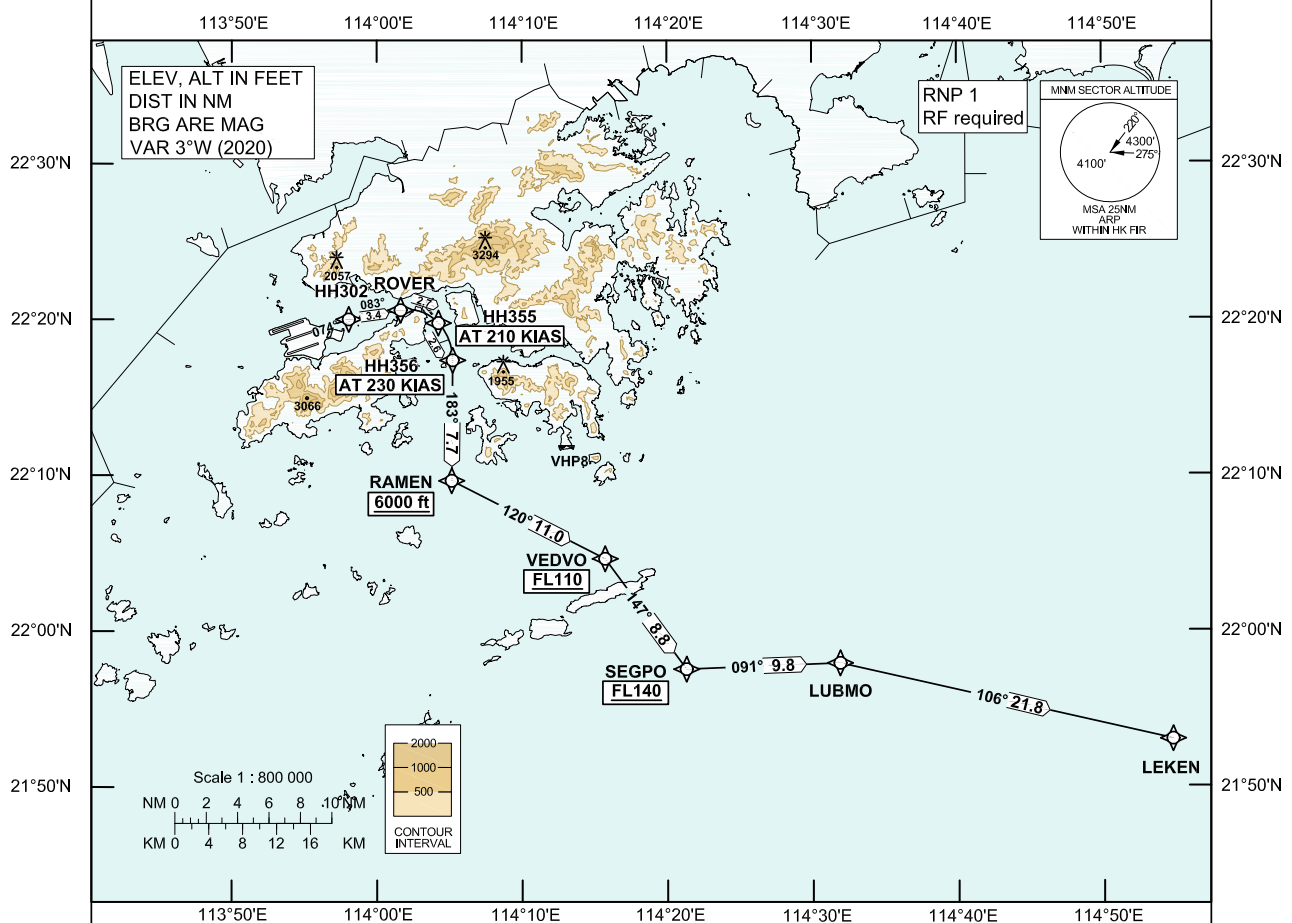
LEKEN 1X RWY 07R		
Waypoint Identifier	Coordinates (WGS-84)	
HH301	22 19 29.01N	113 59 11.61E
PORPA	22 20 09.10N	114 01 16.30E
HH341	22 19 25.15N	114 04 19.86E
HH342	22 17 12.51N	114 05 14.01E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
DAKIG	21 50 52.90N	114 26 33.33E
LEKEN	21 53 01.06N	114 54 44.95E
RF Arc Centre Identifier	Coordinates (WGS-84)	
HH941	22 17 37.96N	114 02 12.36E
HH942	22 17 14.13N	114 01 44.03E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.2
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) LEKEN 1Y SID RWY 07C**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. **Radius-to-fix (RF) leg is required.** Aircraft shall have RF capability as stipulated in the Aircraft Flight Manual or its FMS manual. For aircraft without RF capability, pilot shall request the corresponding non-RF SID procedure from Hong Kong Delivery.

**LEKEN 1Y SID RWY 07C****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.4% (207 ft/NM) until passing 1 200 ft is required.

SPEED RESTRICTION

Speed restriction of 210 KIAS at HH355 and 230 KIAS at HH356.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: LEKEN 1Y RWY 07C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH302	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	ROVER	-	083 (080)	+3.0	3.4	-	-	-	RNP 1
03	RF Centre: HH955 r=2.642 NM	HH355	-	-	+3.0	2.7	R	-	@210	RNP 1
04	RF Centre: HH956 r=3.494 NM	HH356	-	-	+3.0	2.6	R	-	@230	RNP 1
05	TF	RAMEN	-	183 (180)	+3.0	7.7	-	+6000	-	RNP 1
06	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
07	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
08	TF	LUBMO	-	091 (088)	+3.0	9.8	-	-	-	RNP 1
09	TF	LEKEN	-	106 (103)	+3.0	21.8	-	-	-	RNP 1

WAYPOINT LIST

LEKEN 1Y RWY 07R		
Waypoint Identifier	Coordinates (WGS-84)	
HH302	22 20 00.43N	113 58 04.56E
ROVER	22 20 35.58N	114 01 39.12E
HH355	22 19 45.97N	114 04 15.23E
HH356	22 17 22.57N	114 05 14.10E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
LUBMO	21 57 55.24N	114 31 52.98E
LEKEN	21 53 01.06N	114 54 44.95E
RF Arc Centre Identifier	Coordinates (WGS-84)	
HH955	22 17 58.85N	114 02 08.75E
HH956	22 17 24.31N	114 01 27.97E

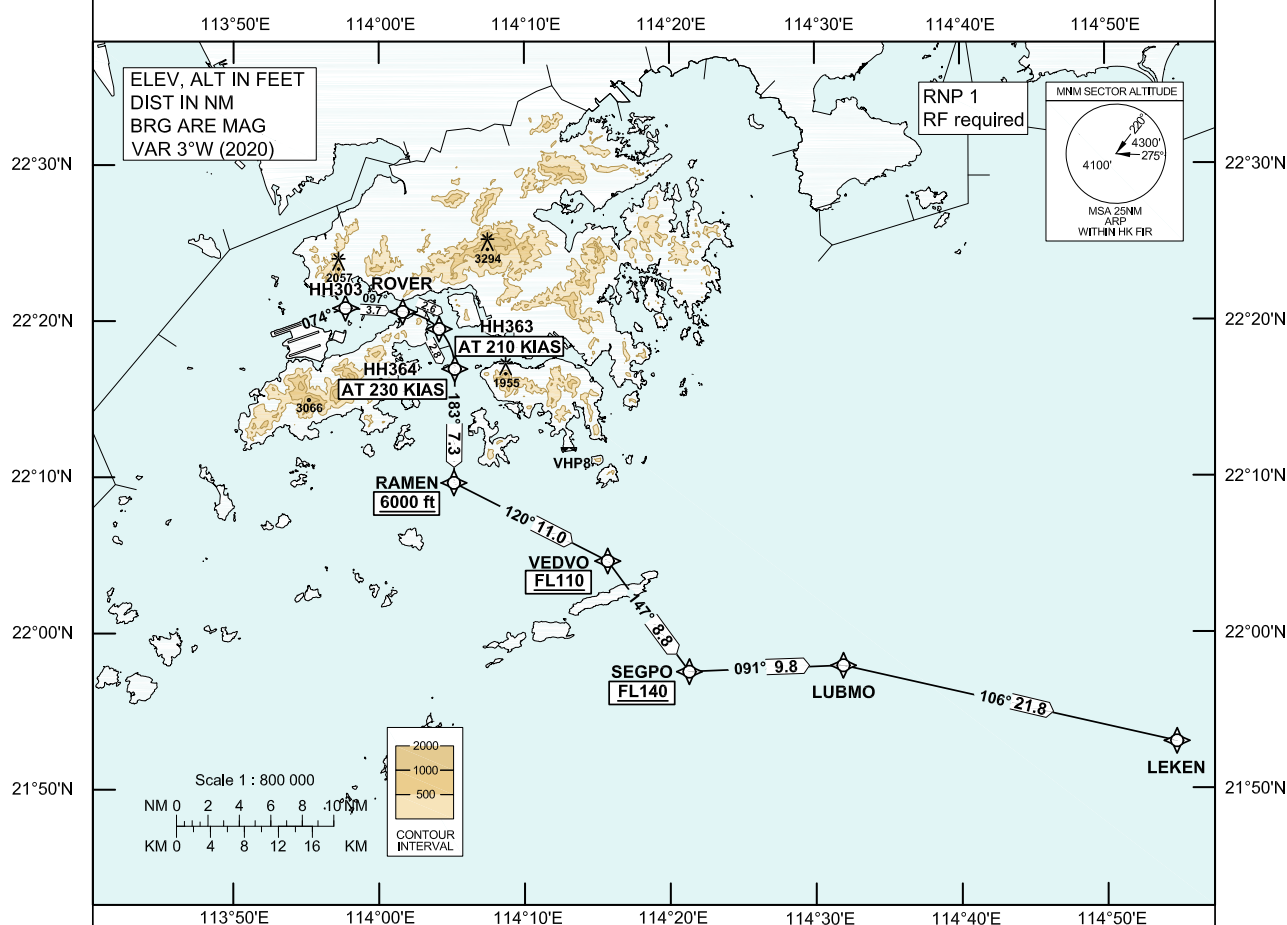
**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft

Hong Kong Tower	118.7
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) LEKEN 1Z SID RWY 07L**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. **Radius-to-fix (RF) leg is required.** Aircraft shall have RF capability as stipulated in the Aircraft Flight Manual or its FMS manual. For aircraft without RF capability, pilot shall request the corresponding non-RF SID procedure from Hong Kong Delivery.

**LEKEN 1Z SID RWY 07L****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 210 KIAS at HH363 and 230 KIAS at HH364.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: LEKEN 1Z RWY 07L**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH303	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	ROVER	-	097 (094)	+3.0	3.7	-	-	-	RNP 1
03	RF Centre: HH963 r=3.507 NM	HH363	-	-	+3.0	2.6	R	-	@210	RNP 1
04	RF Centre: HH964 r=3.665 NM	HH364	-	-	+3.0	2.8	R	-	@230	RNP 1
05	TF	RAMEN	-	183 (180)	+3.0	7.3	-	+6000	-	RNP 1
06	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
07	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
08	TF	LUBMO	-	091 (088)	+3.0	9.8	-	-	-	RNP 1
09	TF	LEKEN	-	106 (103)	+3.0	21.8	-	-	-	RNP 1

WAYPOINT LIST

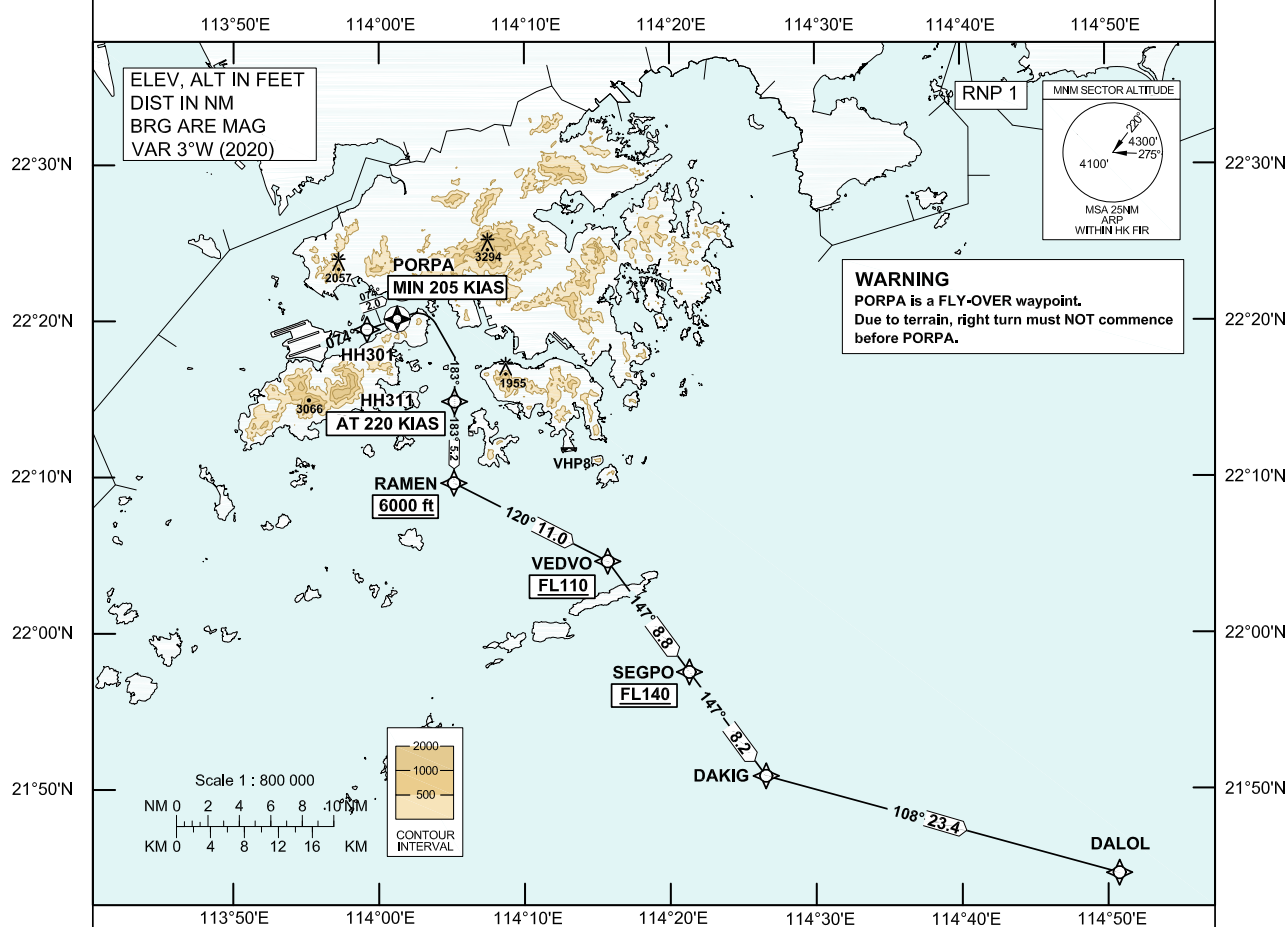
LEKEN 1Z RWY 07L		
Waypoint Identifier	Coordinates (WGS-84)	
HH303	22 20 50.02N	113 57 42.83E
ROVER	22 20 35.58N	114 01 39.12E
HH363	22 19 29.68N	114 04 09.36E
HH364	22 16 56.52N	114 05 13.86E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
LUBMO	21 57 55.24N	114 31 52.98E
LEKEN	21 53 01.06N	114 54 44.95E
RF Arc Centre Identifier	Coordinates (WGS-84)	
HH963	22 17 04.89N	114 01 24.20E
HH964	22 16 58.35N	114 01 16.75E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.4
Hong Kong Departure	122.0

**HONG KONG / Intl (VHHH)
RNAV (GNSS) DALOL 1A SID RWY 07R**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. PORPA is a **FLY-OVER** waypoint. All other waypoints are fly-by.

**DALOL 1A SID RWY 07R****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 4.8% (292 ft/NM) until passing 1 200 ft is required.

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at PORPA and 220 KIAS until HH311.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: DALOL 1A RWY 07R**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH301	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	PORPA	Y	074 (071)	+3.0	2.0	-	-	+205	RNP 1
03	CF	HH311	-	183 (180)	+3.0	-	R	-	@220	RNP 1
04	TF	RAMEN	-	183 (180)	+3.0	5.2	-	+6000	-	RNP 1
05	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
06	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
07	TF	DAKIG	-	147 (144)	+3.0	8.2	-	-	-	RNP 1
08	TF	DALOL	-	108 (105)	+3.0	23.4	-	-	-	RNP 1

WAYPOINT LIST

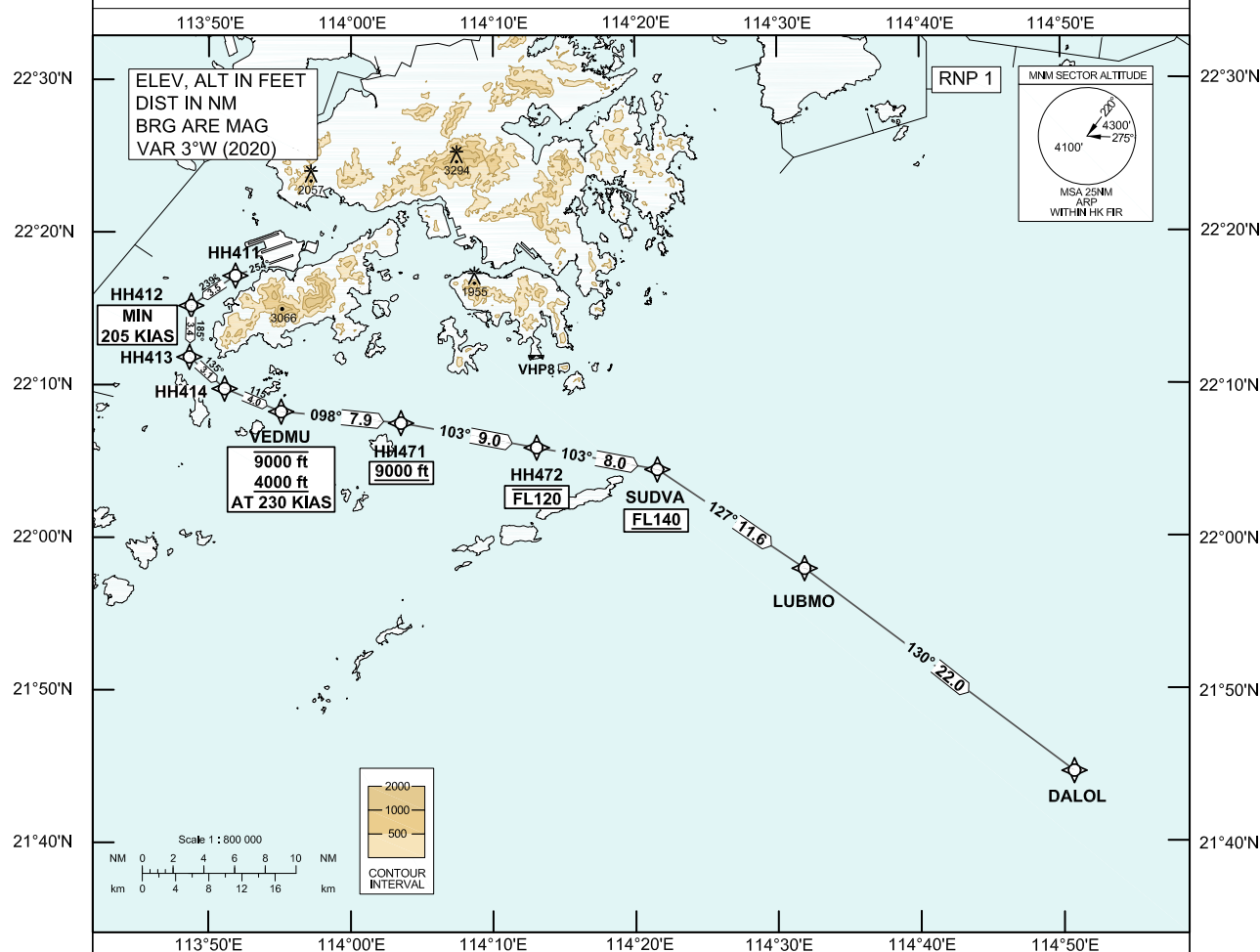
DALOL 1A RWY 07R		
Waypoint Identifier	Coordinates (WGS-84)	
HH301	22 19 29.01N	113 59 11.61E
PORPA	22 20 09.10N	114 01 16.30E
HH311	22 14 52.34N	114 05 12.73E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
DAKIG	21 50 52.90N	114 26 33.33E
DALOL	21 44 36.90N	114 50 45.34E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.4
Hong Kong Departure	122.0

**HONG KONG / Intl (VHHH)
RNAV (GNSS) DALOL 1B SID RWY 25L**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.

**DALOL 1B SID RWY 25L****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 4.7% (286 ft/NM) until passing 1 600 ft is required.

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at HH412 and 230 KIAS until VEDMU.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: DALOL 1B RWY 25L**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH411	-	254 (251)	+3.0	-	-	-	-	RNP 1
02	TF	HH412	-	239 (236)	+3.0	3.5	-	-	+205	RNP 1
03	TF	HH413	-	185 (182)	+3.0	3.4	-	-	-	RNP 1
04	TF	HH414	-	135 (132)	+3.0	3.1	-	-	-	RNP 1
05	TF	VEDMU	-	115 (112)	+3.0	4.0	-	-9000 +4000	@230	RNP 1
06	TF	HH471	-	098 (095)	+3.0	7.9	-	+9000	-	RNP 1
07	TF	HH472	-	103 (100)	+3.0	9.0	-	-FL120	-	RNP 1
08	TF	SUDVA	-	103 (100)	+3.0	8.0	-	+FL140	-	RNP 1
09	TF	LUBMO	-	127 (124)	+3.0	11.6	-	-	-	RNP 1
10	TF	DALOL	-	130 (127)	+3.0	22.0	-	-	-	RNP 1

WAYPOINT LIST

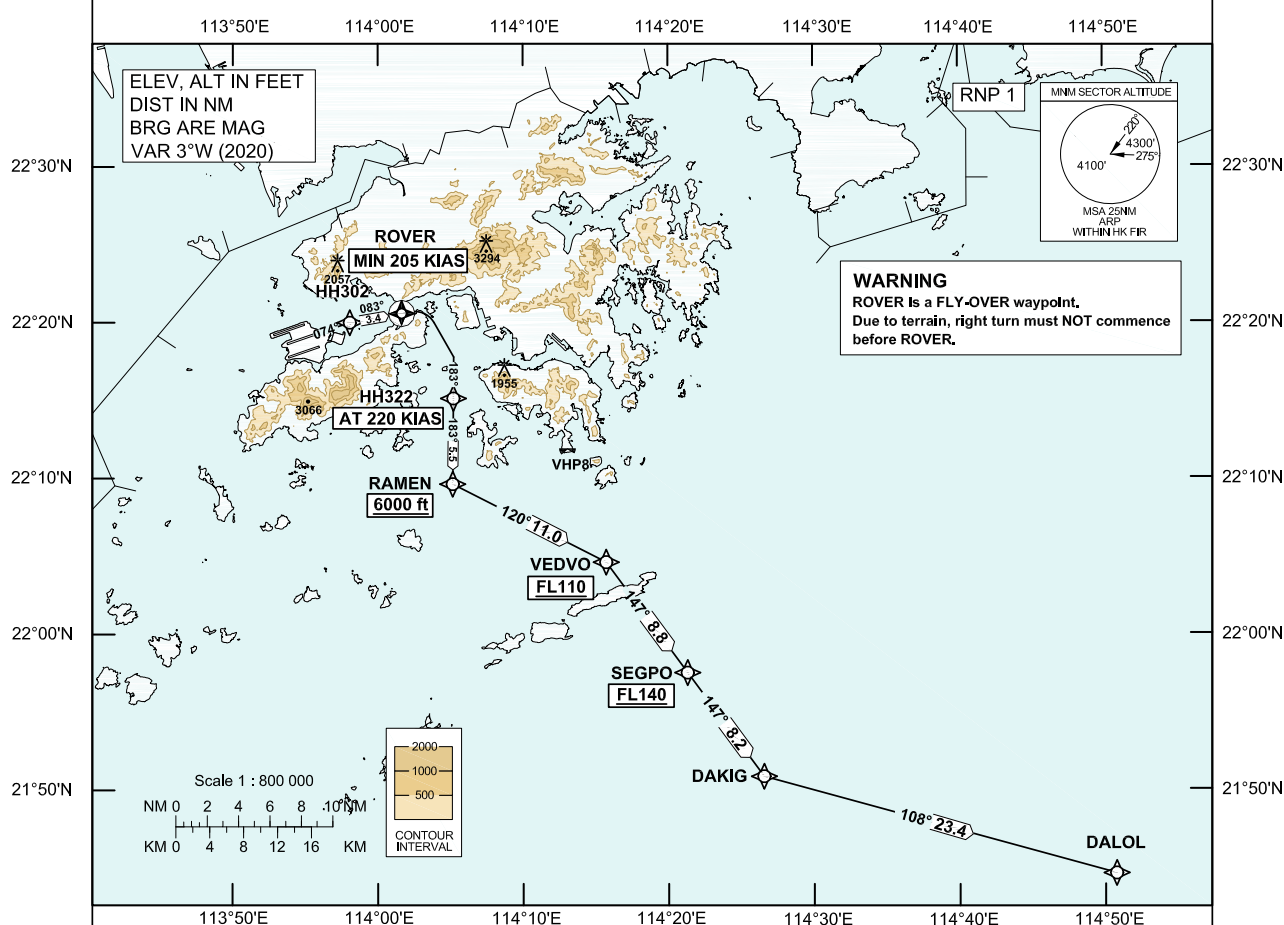
DALOL 1B RWY 25L		
Waypoint Identifier	Coordinates (WGS-84)	
HH411	22 17 08.52N	113 51 55.32E
HH412	22 15 10.92N	113 48 48.95E
HH413	22 11 48.90N	113 48 41.37E
HH414	22 09 44.51N	113 51 09.66E
VEDMU	22 08 14.02N	113 55 08.18E
HH471	22 07 28.61N	114 03 33.28E
HH472	22 05 51.49N	114 13 05.41E
SUDVA	22 04 25.14N	114 21 33.87E
LUBMO	21 57 55.24N	114 31 52.98E
DALOL	21 44 36.90N	114 50 45.34E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.2
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) DALOL 1C SID RWY 07C**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. ROVER is a **FLY-OVER** waypoint. All other waypoints are fly-by.

**DALOL 1C SID RWY 07C****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.8% (231 ft/NM) until passing 1 300 ft is required.

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at ROVER and 220 KIAS until HH322.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: DALOL 1C RWY 07C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH302	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	ROVER	Y	083 (080)	+3.0	3.4	-	-	+205	RNP 1
03	CF	HH322	-	183 (180)	+3.0	-	R	-	@220	RNP 1
04	TF	RAMEN	-	183 (180)	+3.0	5.5	-	+6000	-	RNP 1
05	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
06	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
07	TF	DAKIG	-	147 (144)	+3.0	8.2	-	-	-	RNP 1
08	TF	DALOL	-	108 (105)	+3.0	23.4	-	-	-	RNP 1

WAYPOINT LIST

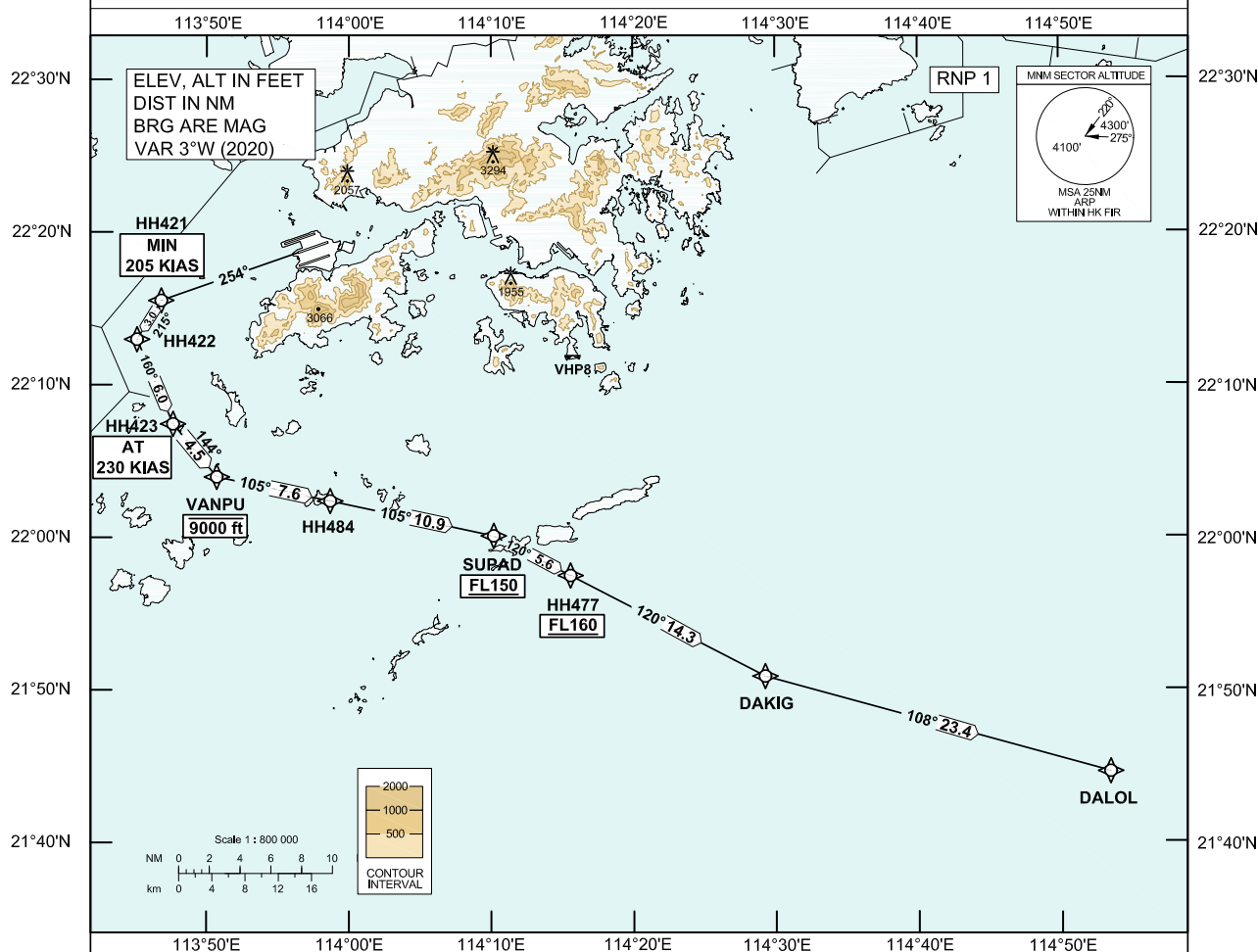
DALOL 1C RWY 07C		
Waypoint Identifier	Coordinates (WGS-84)	
HH302	22 20 00.43N	113 58 04.56E
ROVER	22 20 35.58N	114 01 39.12E
HH322	22 15 08.88N	114 05 12.88E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
DAKIG	21 50 52.90N	114 26 33.33E
DALOL	21 44 36.90N	114 50 45.34E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.2
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) DALOL 1D SID RWY 25C**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.

**DALOL 1D SID RWY 25C****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at HH421 and 230 KIAS until HH423.

CHANGE: New procedure.

AD 2-VHHH-SID-DALOL-D_V01_240513km

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: DALOL 1D RWY 25C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH421	-	254 (251)	+3.0	-	-	-	+205	RNP 1
02	TF	HH422	-	215 (212)	+3.0	3.0	-	-	-	RNP 1
03	TF	HH423	-	160 (157)	+3.0	6.0	-	-	@230	RNP 1
04	TF	VANPU	-	144 (141)	+3.0	4.5	-	-9000	-	RNP 1
05	TF	HH484	-	105 (102)	+3.0	7.6	-	-	-	RNP 1
06	TF	SUPAD	-	105 (102)	+3.0	10.9	-	+FL150	-	RNP 1
07	TF	HH477	-	120 (117)	+3.0	5.6	-	+FL160	-	RNP 1
08	TF	DAKIG	-	120 (117)	+3.0	14.3	-	-	-	RNP 1
09	TF	DALOL	-	108 (105)	+3.0	23.4	-	-	-	RNP 1

WAYPOINT LIST

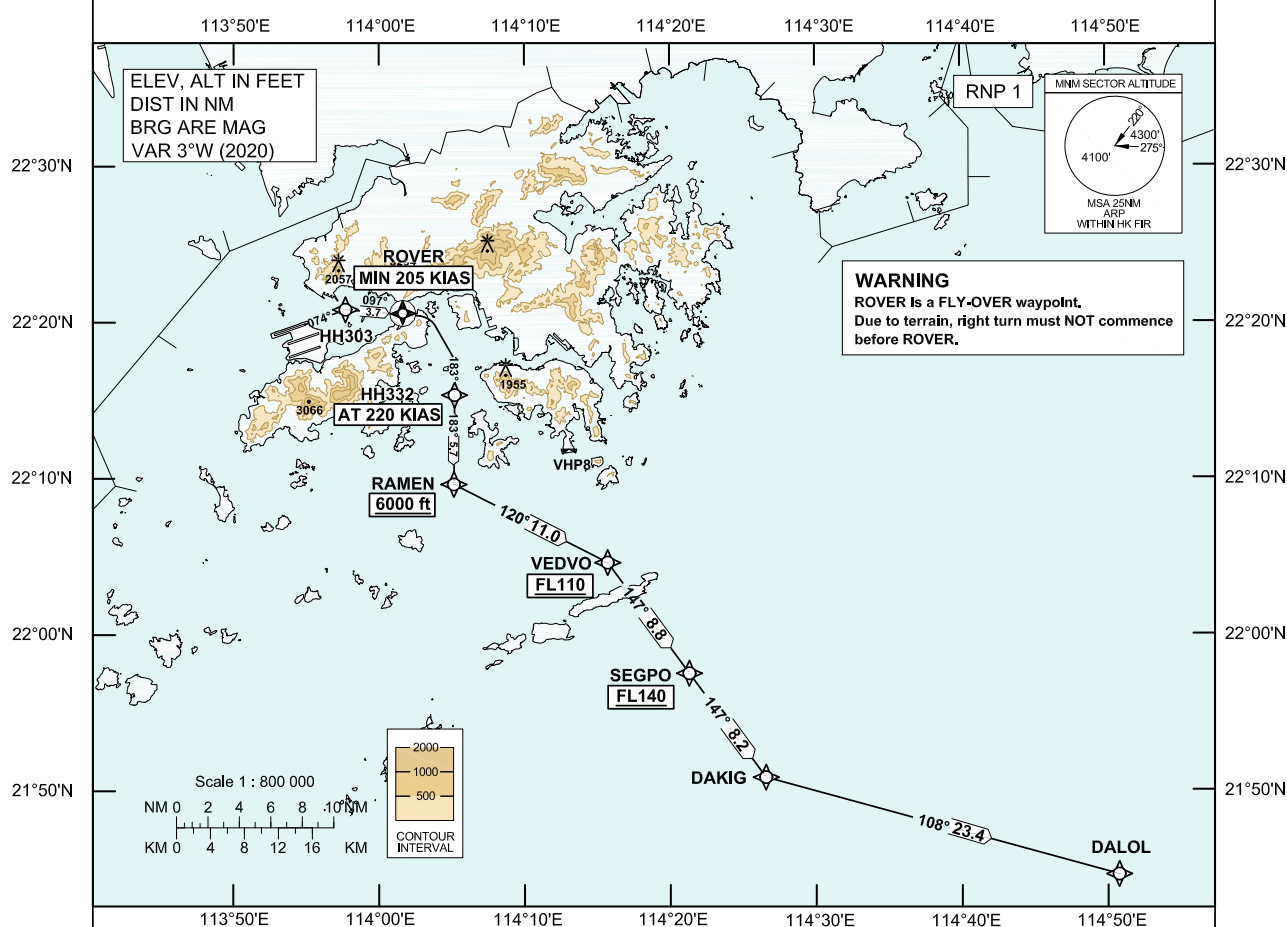
DALOL 1D RWY 25C		
Waypoint Identifier	Coordinates (WGS-84)	
HH421	22 15 31.13N	113 44 09.41E
HH422	22 12 58.53N	113 42 27.41E
HH423	22 07 26.10N	113 44 59.40E
VANPU	22 03 57.95N	113 48 03.85E
HH484	22 02 23.21N	113 56 01.92E
SUPAD	22 00 05.99N	114 07 30.72E
HH477	21 57 29.80N	114 12 54.07E
DAKIG	21 50 52.90N	114 26 33.33E
DALOL	21 44 36.90N	114 50 45.34E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.7
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) DALOL 1E SID RWY 07L**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. ROVER is a **FLY-OVER** waypoint. All other waypoints are fly-by.

**DALOL 1E SID RWY 07L****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at ROVER and 220 KIAS until HH332.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: DALOL 1E RWY 07L**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH303	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	ROVER	Y	097 (094)	+3.0	3.7	-	-	+205	RNP 1
03	CF	HH332	-	183 (180)	+3.0	-	R	-	@220	RNP 1
04	TF	RAMEN	-	183 (180)	+3.0	5.7	-	+6000	-	RNP 1
05	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
06	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
07	TF	DAKIG	-	147 (144)	+3.0	8.2	-	-	-	RNP 1
08	TF	DALOL	-	108 (105)	+3.0	23.4	-	-	-	RNP 1

WAYPOINT LIST

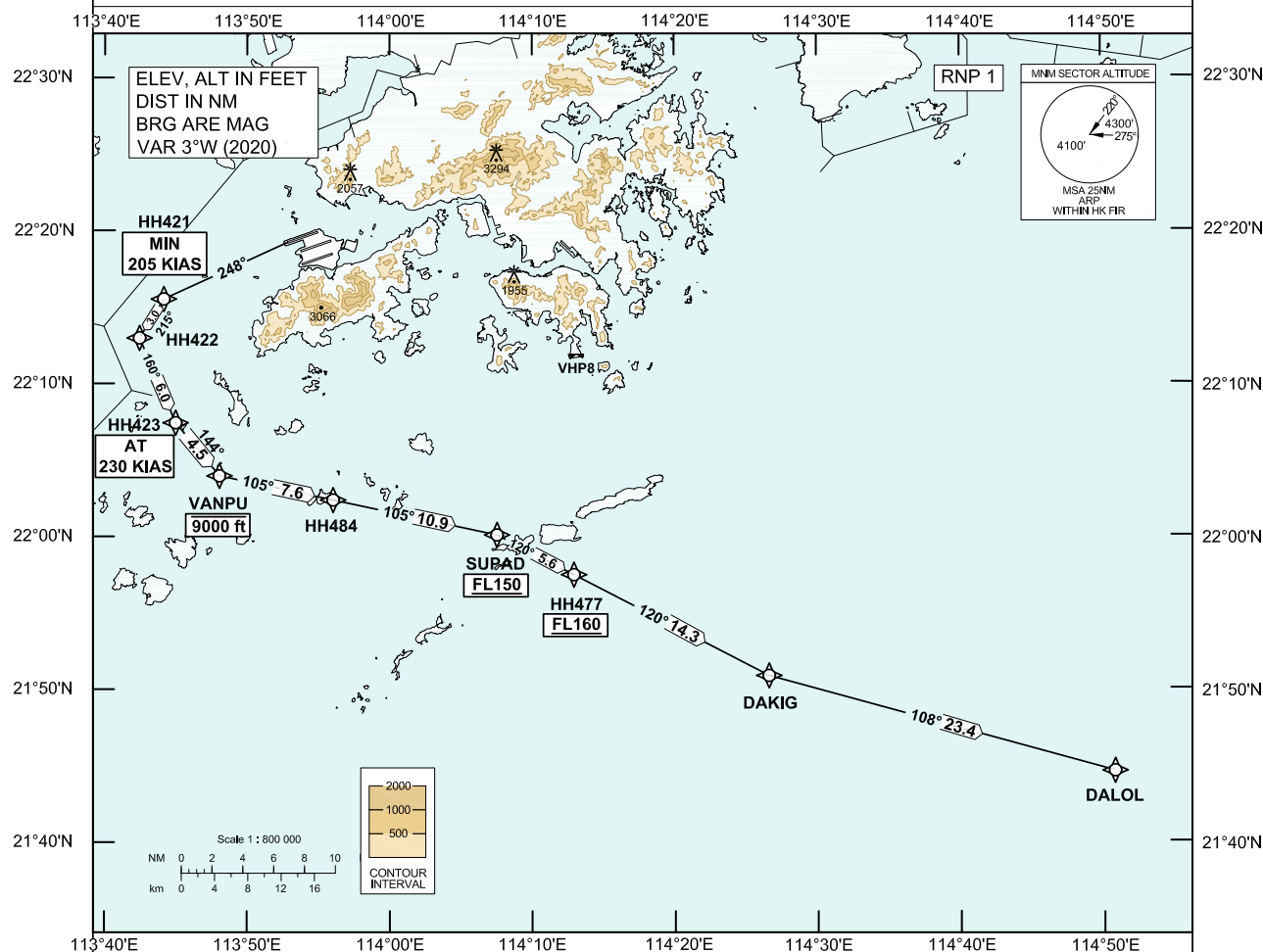
DALOL 1E RWY 07L		
Waypoint Identifier	Coordinates (WGS-84)	
HH303	22 20 50.02N	113 57 42.83E
ROVER	22 20 35.58N	114 01 39.12E
HH332	22 15 22.17N	114 05 13.00E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
DAKIG	21 50 52.90N	114 26 33.33E
DALOL	21 44 36.90N	114 50 45.34E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.7
Hong Kong Departure	123.8

HONG KONG / Intl (VHHH)
RNAV (GNSS) DALOL 1F SID RWY 25R

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.

**DALOL 1F SID RWY 25R****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at HH421 and 230 KIAS until HH423.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: DALOL 1F RWY 25R**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH421	-	248 (245)	+3.0	-	-	-	+205	RNP 1
02	TF	HH422	-	215 (212)	+3.0	3.0	-	-	-	RNP 1
03	TF	HH423	-	160 (157)	+3.0	6.0	-	-	@230	RNP 1
04	TF	VANPU	-	144 (141)	+3.0	4.5	-	-9000	-	RNP 1
05	TF	HH484	-	105 (102)	+3.0	7.6	-	-	-	RNP 1
06	TF	SUPAD	-	105 (102)	+3.0	10.9	-	+FL150	-	RNP 1
07	TF	HH477	-	120 (117)	+3.0	5.6	-	+FL160	-	RNP 1
08	TF	DAKIG	-	120 (117)	+3.0	14.3	-	-	-	RNP 1
09	TF	DALOL	-	108 (105)	+3.0	23.4	-	-	-	RNP 1

WAYPOINT LIST

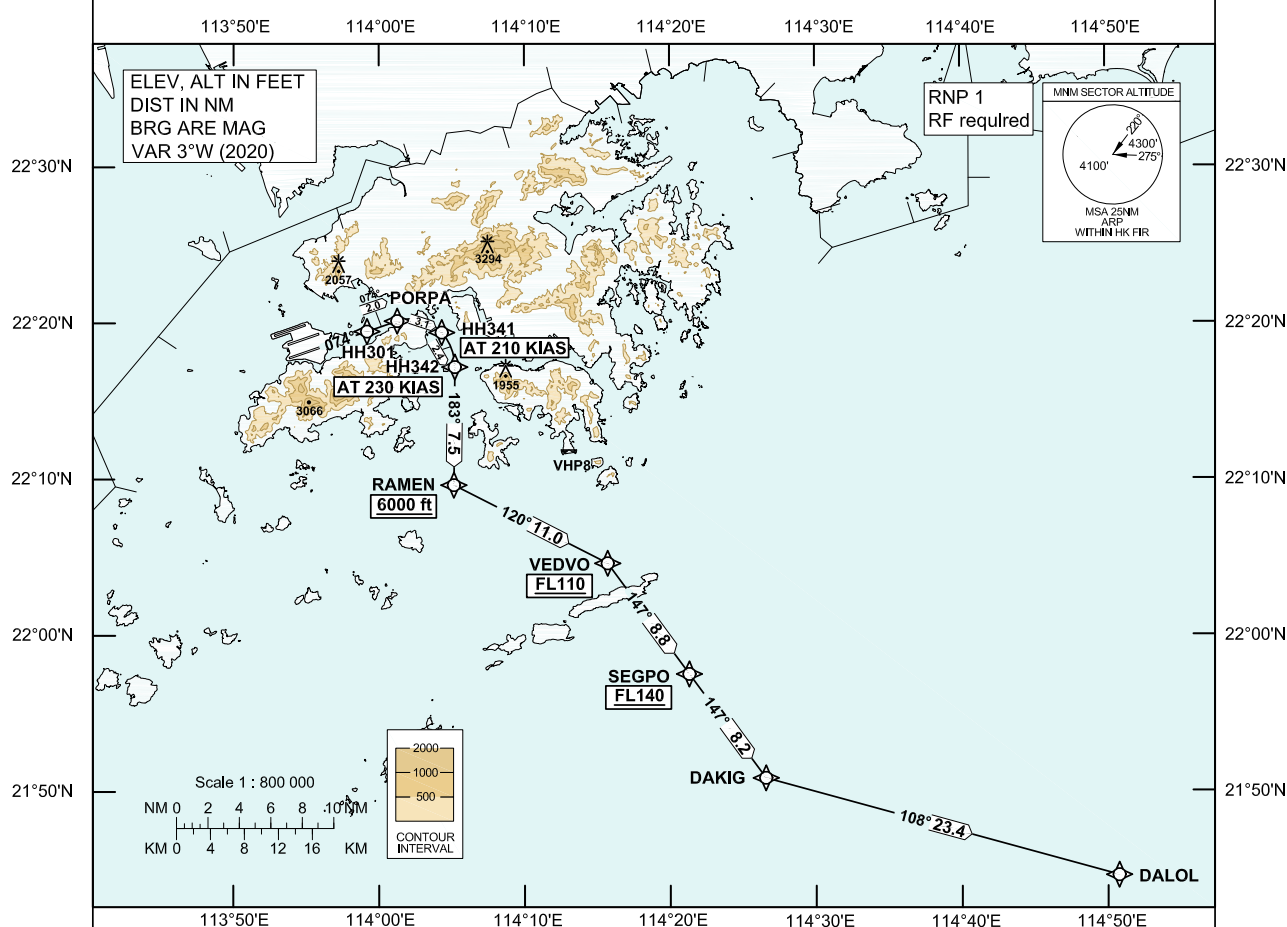
DALOL 1F RWY 25R		
Waypoint Identifier	Coordinates (WGS-84)	
HH421	22 15 31.13N	113 44 09.41E
HH422	22 12 58.53N	113 42 27.41E
HH423	22 07 26.10N	113 44 59.40E
VANPU	22 03 57.95N	113 48 03.85E
HH484	22 02 23.21N	113 56 01.92E
SUPAD	22 00 05.99N	114 07 30.72E
HH477	21 57 29.80N	114 12 54.07E
DAKIG	21 50 52.90N	114 26 33.33E
DALOL	21 44 36.90N	114 50 45.34E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.4
Hong Kong Departure	122.0

**HONG KONG / Intl (VHHH)
RNAV (GNSS) DALOL 1X SID RWY 07R**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. **Radius-to-fix (RF) leg is required.** Aircraft shall have RF capability as stipulated in the Aircraft Flight Manual or its FMS manual. For aircraft without RF capability, pilot shall request the corresponding non-RF SID procedure from Hong Kong Delivery.

**DALOL 1X SID RWY 07R****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 4.8% (292 ft/NM) until passing 1 200 ft is required.

SPEED RESTRICTION

Speed restriction of 210 KIAS at HH341 and 230 KIAS at HH342.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: DALOL 1X RWY 07R**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH301	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	PORPA	-	074 (071)	+3.0	2.0	-	-	-	RNP 1
03	RF Centre: HH941 r=2.656 NM	HH341	-	-	+3.0	3.1	R	-	@210	RNP 1
04	RF Centre: HH942 r=3.246 NM	HH342	-	-	+3.0	2.4	R	-	@230	RNP 1
05	TF	RAMEN	-	183 (180)	+3.0	7.5	-	+6000	-	RNP 1
06	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
07	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
08	TF	DAKIG	-	147 (144)	+3.0	8.2	-	-	-	RNP 1
09	TF	DALOL	-	108 (105)	+3.0	23.4	-	-	-	RNP 1

WAYPOINT LIST

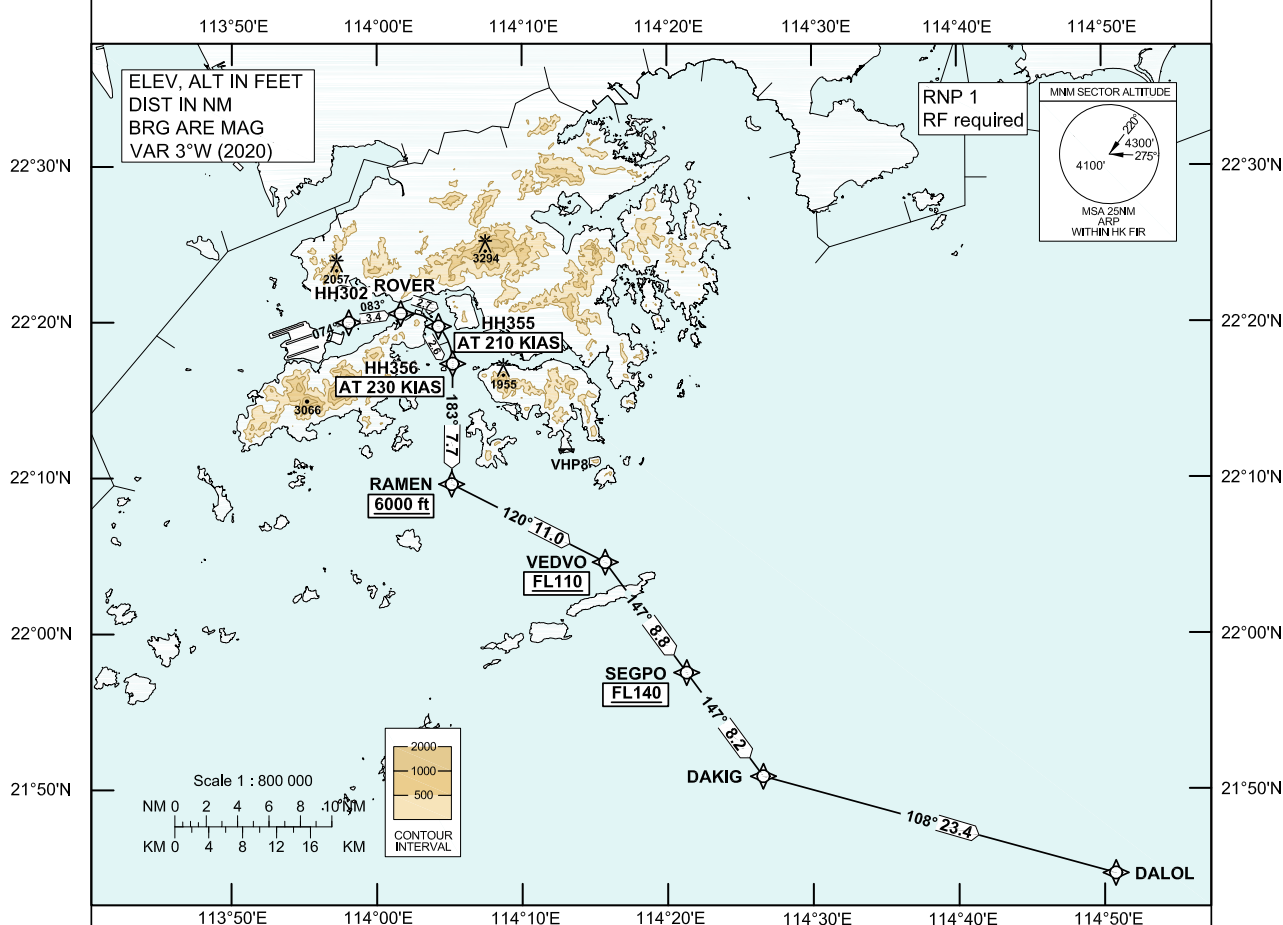
DALOL 1X RWY 07R		
Waypoint Identifier	Coordinates (WGS-84)	
HH301	22 19 29.01N	113 59 11.61E
PORPA	22 20 09.10N	114 01 16.30E
HH341	22 19 25.15N	114 04 19.86E
HH342	22 17 12.51N	114 05 14.01E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
DAKIG	21 50 52.90N	114 26 33.33E
DALOL	21 44 36.90N	114 50 45.34E
RF Arc Centre Identifier	Coordinates (WGS-84)	
HH941	22 17 37.96N	114 02 12.36E
HH942	22 17 14.13N	114 01 44.03E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.2
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) DALOL 1Y SID RWY 07C**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. **Radius-to-fix (RF) leg is required.** Aircraft shall have RF capability as stipulated in the Aircraft Flight Manual or its FMS manual. For aircraft without RF capability, pilot shall request the corresponding non-RF SID procedure from Hong Kong Delivery.

**DALOL 1Y SID RWY 07C****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.4% (207 ft/NM) until passing 1 200 ft is required.

SPEED RESTRICTION

Speed restriction of 210 KIAS at HH355 and 230 KIAS at HH356.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: DALOL 1Y RWY 07C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH302	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	ROVER	-	083 (080)	+3.0	3.4	-	-	-	RNP 1
03	RF Centre: HH955 r=2.642 NM	HH355	-	-	+3.0	2.7	R	-	@210	RNP 1
04	RF Centre: HH956 r=3.494 NM	HH356	-	-	+3.0	2.6	R	-	@230	RNP 1
05	TF	RAMEN	-	183 (180)	+3.0	7.7	-	+6000	-	RNP 1
06	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
07	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
08	TF	DAKIG	-	147 (144)	+3.0	8.2	-	-	-	RNP 1
09	TF	DALOL	-	108 (105)	+3.0	23.4	-	-	-	RNP 1

WAYPOINT LIST

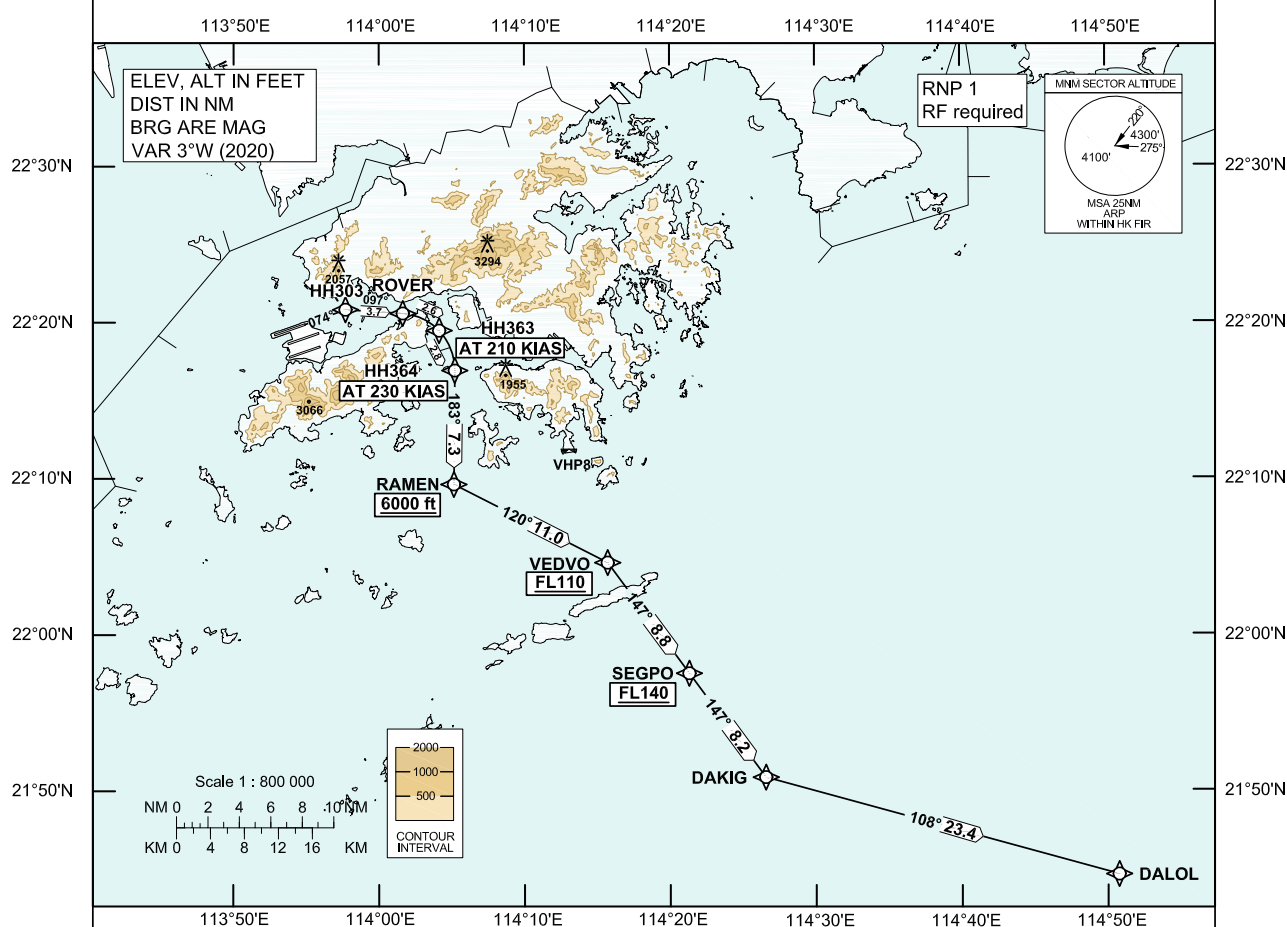
DALOL 1Y RWY 07C		
Waypoint Identifier	Coordinates (WGS-84)	
HH302	22 20 00.43N	113 58 04.56E
ROVER	22 20 35.58N	114 01 39.12E
HH355	22 19 45.97N	114 04 15.23E
HH356	22 17 22.57N	114 05 14.10E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
DAKIG	21 50 52.90N	114 26 33.33E
DALOL	21 44 36.90N	114 50 45.34E
RF Arc Centre Identifier	Coordinates (WGS-84)	
HH955	22 17 58.85N	114 02 08.75E
HH956	22 17 24.31N	114 01 27.97E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude	9 000 ft
Hong Kong Tower	118.7
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) DALOL 1Z SID RWY 07L**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. **Radius-to-fix (RF) leg is required.** Aircraft shall have RF capability as stipulated in the Aircraft Flight Manual or its FMS manual. For aircraft without RF capability, pilot shall request the corresponding non-RF SID procedure from Hong Kong Delivery.

**DALOL 1Z SID RWY 07L****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 210 KIAS at HH363 and 230 KIAS at HH364.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: DALOL 1Z RWY 07L**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH303	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	ROVER	-	097 (094)	+3.0	3.7	-	-	-	RNP 1
03	RF Centre: HH963 r=3.507 NM	HH363	-	-	+3.0	2.6	R	-	@210	RNP 1
04	RF Centre: HH964 r=3.665 NM	HH364	-	-	+3.0	2.8	R	-	@230	RNP 1
05	TF	RAMEN	-	183 (180)	+3.0	7.3	-	+6000	-	RNP 1
06	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
07	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
08	TF	DAKIG	-	147 (144)	+3.0	8.2	-	-	-	RNP 1
09	TF	DALOL	-	108 (105)	+3.0	23.4	-	-	-	RNP 1

WAYPOINT LIST

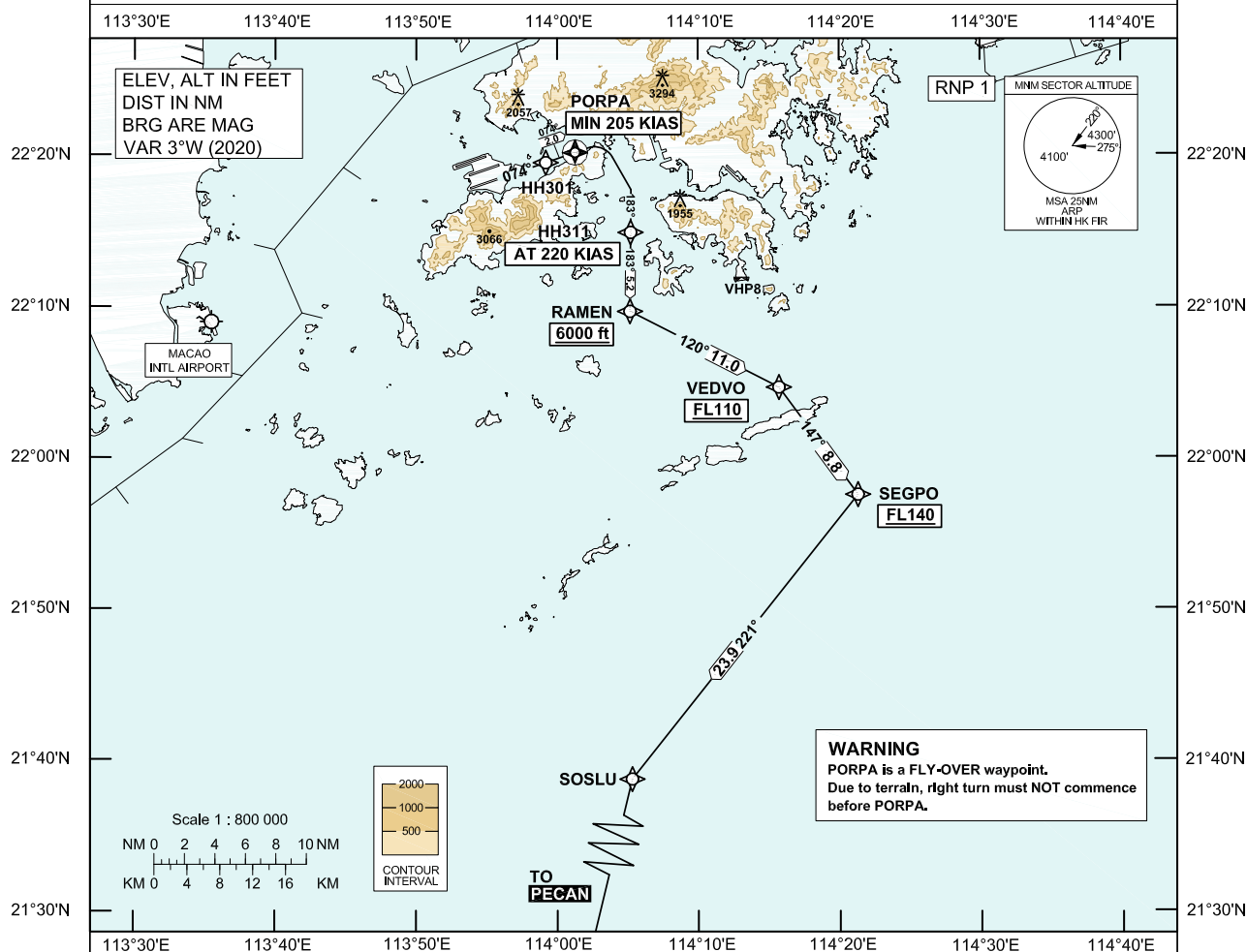
DALOL 1Z RWY 07L		
Waypoint Identifier	Coordinates (WGS-84)	
HH303	22 20 50.02N	113 57 42.83E
ROVER	22 20 35.58N	114 01 39.12E
HH363	22 19 29.68N	114 04 09.36E
HH364	22 16 56.52N	114 05 13.86E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
DAKIG	21 50 52.90N	114 26 33.33E
DALOL	21 44 36.90N	114 50 45.34E
RF Arc Centre Identifier	Coordinates (WGS-84)	
HH963	22 17 04.89N	114 01 24.20E
HH964	22 16 58.35N	114 01 16.75E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.4
Hong Kong Departure	122.0

**HONG KONG / Intl (VHHH)
RNAV (GNSS) PECAN 3A SID RWY 07R**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. PORPA is a **FLY-OVER** waypoint. All other waypoints are fly-by.

**PECAN 3A SID RWY 07R****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 4.8% (292 ft/NM) until passing 1 200 ft is required.

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at PORPA and 220 KIAS until HH31f.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: PECAN 3A RWY 07R**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH301	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	PORPA	Y	074 (071)	+3.0	2.0	-	-	+205	RNP 1
03	CF	HH311	-	183 (180)	+3.0	-	R	-	@220	RNP 1
04	TF	RAMEN	-	183 (180)	+3.0	5.2	-	+6000	-	RNP 1
05	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
06	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
07	TF	SOSLU	-	221 (218)	+3.0	23.9	-	-	-	RNP 1
08	TF	PECAN	-	197 (194)	+3.0	12.7	-	-	-	RNP 1

WAYPOINT LIST

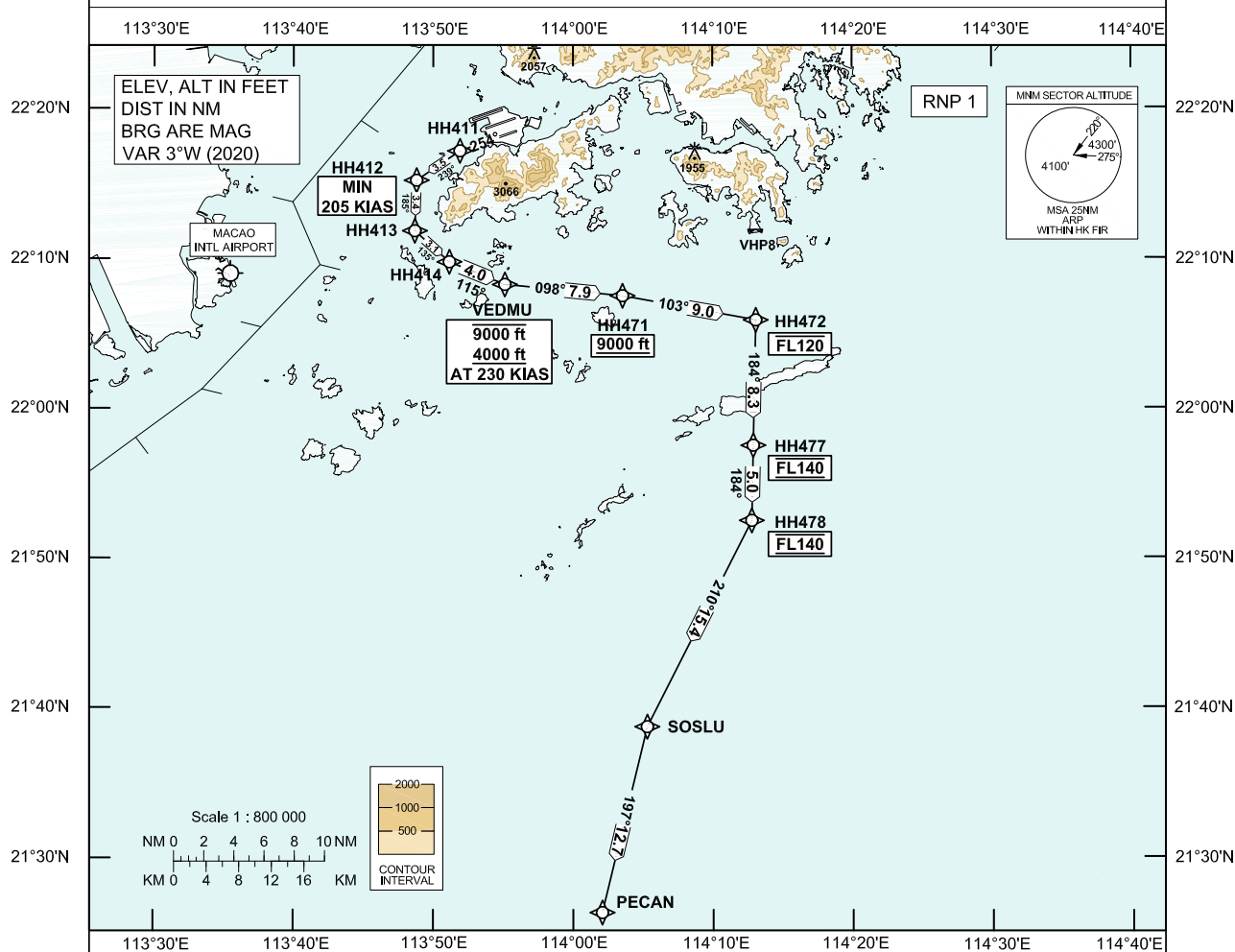
PECAN 3A RWY 07R		
Waypoint Identifier	Coordinates (WGS-84)	
HH301	22 19 29.01N	113 59 11.61E
PORPA	22 20 09.10N	114 01 16.30E
HH311	22 14 52.34N	114 05 12.73E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
SOSLU	21 38 44.03N	114 05 18.39E
PECAN	21 26 20.19N	114 02 05.64E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude	9 000 ft
Hong Kong Tower	118.4
Hong Kong Departure	122.0

**HONG KONG / Intl (VHHH)
RNAV (GNSS) PECAN 2B SID RWY 25L**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.

**PECAN 2B SID RWY 25L****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 4.7% (286 ft/NM) until passing 1 600 ft is required.

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at HH412 and 230 KIAS until VEDMU.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: PECAN 2B RWY 25L**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH411	-	254 (251)	+3.0	-	-	-	-	RNP 1
02	TF	HH412	-	239 (236)	+3.0	3.5	-	-	+205	RNP 1
03	TF	HH413	-	185 (182)	+3.0	3.4	-	-	-	RNP 1
04	TF	HH414	-	135 (132)	+3.0	3.1	-	-	-	RNP 1
05	TF	VEDMU	-	115 (112)	+3.0	4.0	-	-9000 +4000	@230	RNP 1
06	TF	HH471	-	098 (095)	+3.0	7.9	-	+9000	-	RNP 1
07	TF	HH472	-	103 (100)	+3.0	9.0	-	-FL120	-	RNP 1
08	TF	HH477	-	184 (181)	+3.0	8.3	-	@FL140	-	RNP 1
09	TF	HH478	-	184 (181)	+3.0	5.0	-	@FL140	-	RNP 1
10	TF	SOSLU	-	210 (207)	+3.0	15.4	-	-	-	RNP 1
11	TF	PECAN	-	197 (194)	+3.0	12.7	-	-	-	RNP 1

WAYPOINT LIST

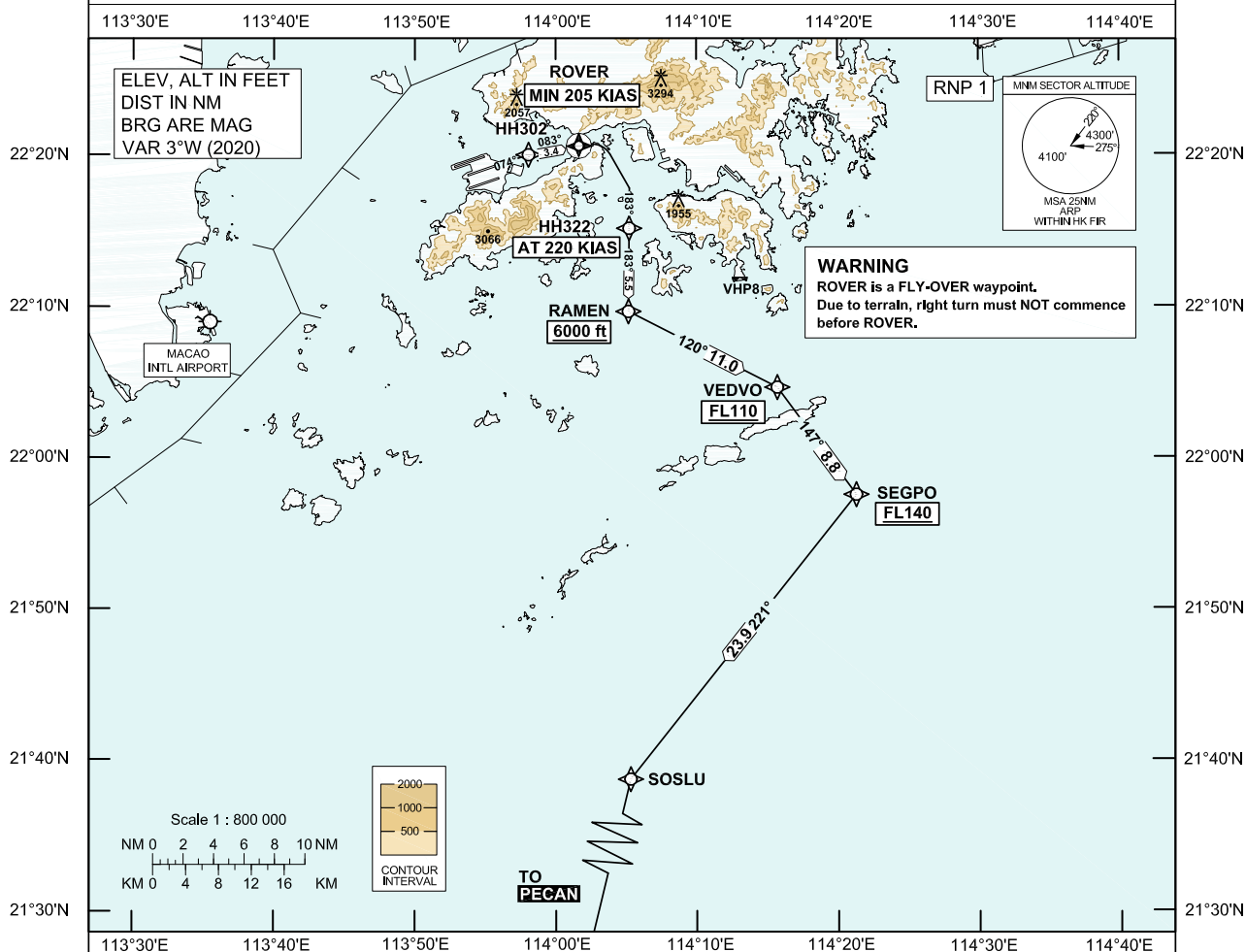
PECAN 2B RWY 25L		
Waypoint Identifier	Coordinates (WGS-84)	
HH411	22 17 08.52N	113 51 55.32E
HH412	22 15 10.92N	113 48 48.95E
HH413	22 11 48.90N	113 48 41.37E
HH414	22 09 44.51N	113 51 09.66E
VEDMU	22 08 14.02N	113 55 08.18E
HH471	22 07 28.61N	114 03 33.28E
HH472	22 05 51.49N	114 13 05.41E
HH477	21 57 29.80N	114 12 54.07E
HH478	21 52 29.09N	114 12 47.31E
SOSLU	21 38 44.03N	114 05 18.39E
PECAN	21 26 20.19N	114 02 05.64E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.2
Hong Kong Departure	123.8

HONG KONG / Intl (VHHH)
RNAV (GNSS) PECAN 1C SID RWY 07C

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. ROVER is a **FLY-OVER** waypoint. All other waypoints are fly-by.

**PECAN 1C SID RWY 07C****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.8% (231 ft/NM) until passing 1 300 ft is required.

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at ROVER and 220 KIAS until HH322.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: PECAN 1C RWY 07C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH302	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	ROVER	Y	083 (080)	+3.0	3.4	-	-	+205	RNP 1
03	CF	HH322	-	183 (180)	+3.0	-	R	-	@220	RNP 1
04	TF	RAMEN	-	183 (180)	+3.0	5.5	-	+6000	-	RNP 1
05	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
06	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
07	TF	SOSLU	-	221 (218)	+3.0	23.9	-	-	-	RNP 1
08	TF	PECAN	-	197 (194)	+3.0	12.7	-	-	-	RNP 1

WAYPOINT LIST

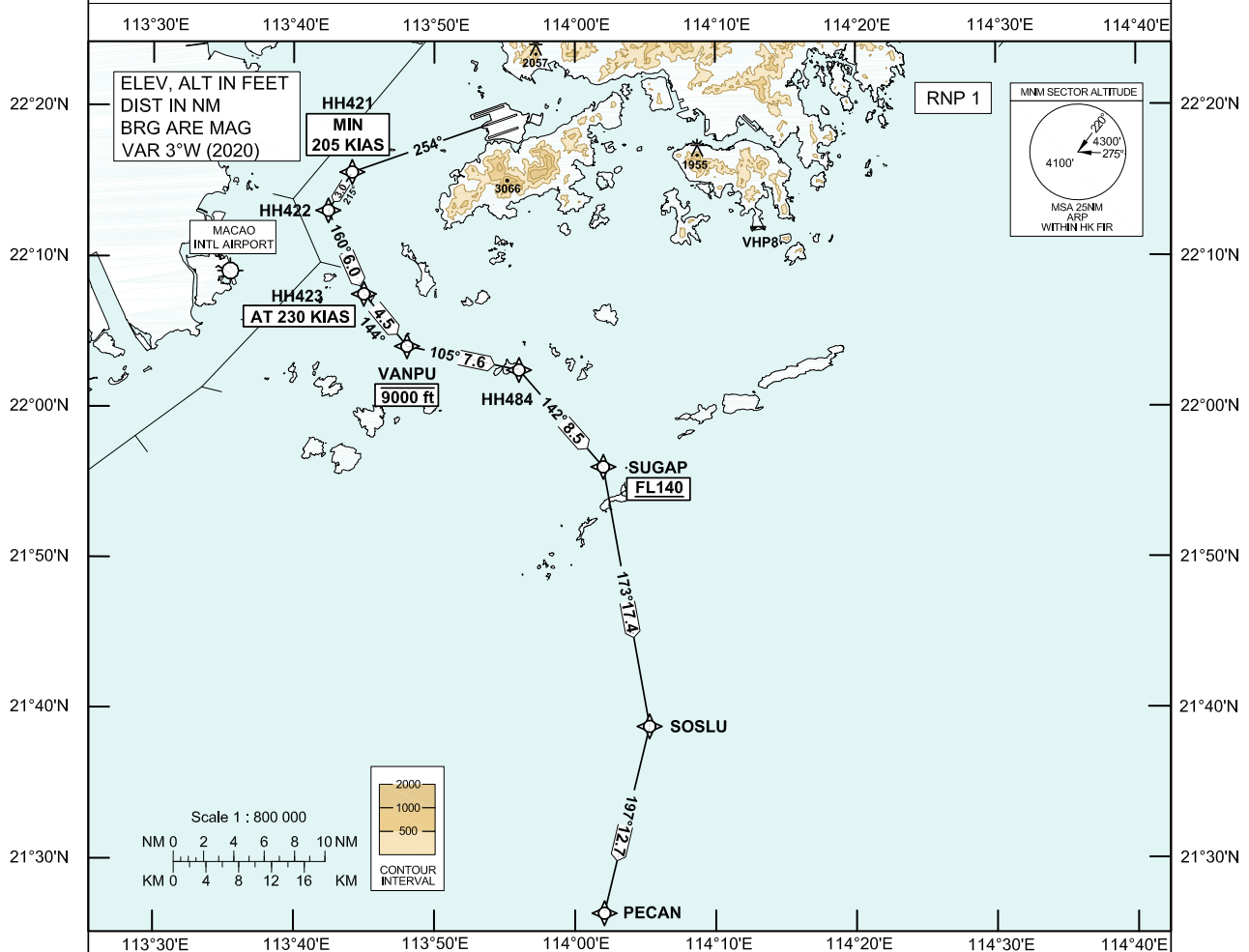
PECAN 1C RWY 07C		
Waypoint Identifier	Coordinates (WGS-84)	
HH302	22 20 00.43N	113 58 04.56E
ROVER	22 20 35.58N	114 01 39.12E
HH322	22 15 08.88N	114 05 12.88E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
SOSLU	21 38 44.03N	114 05 18.39E
PECAN	21 26 20.19N	114 02 05.64E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft
Hong Kong Tower 118.2
Hong Kong Departure 123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) PECAN 1D SID RWY 25C**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.

**PECAN 1D SID RWY 25C****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at HH421 and 230 KIAS until HH423.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: PECAN 1D RWY 25C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH421	-	254 (251)	+3.0	-	-	-	+205	RNP 1
02	TF	HH422	-	215 (212)	+3.0	3.0	-	-	-	RNP 1
03	TF	HH423	-	160 (157)	+3.0	6.0	-	-	@230	RNP 1
04	TF	VANPU	-	144 (141)	+3.0	4.5	-	-9000	-	RNP 1
05	TF	HH484	-	105 (102)	+3.0	7.6	-	-	-	RNP 1
06	TF	SUGAP	-	142 (139)	+3.0	8.5		+FL140	-	RNP 1
07	TF	SOSLU	-	173 (170)	+3.0	17.4		-	-	RNP 1
08	TF	PECAN	-	197 (194)	+3.0	12.7	-	-	-	RNP 1

WAYPOINT LIST

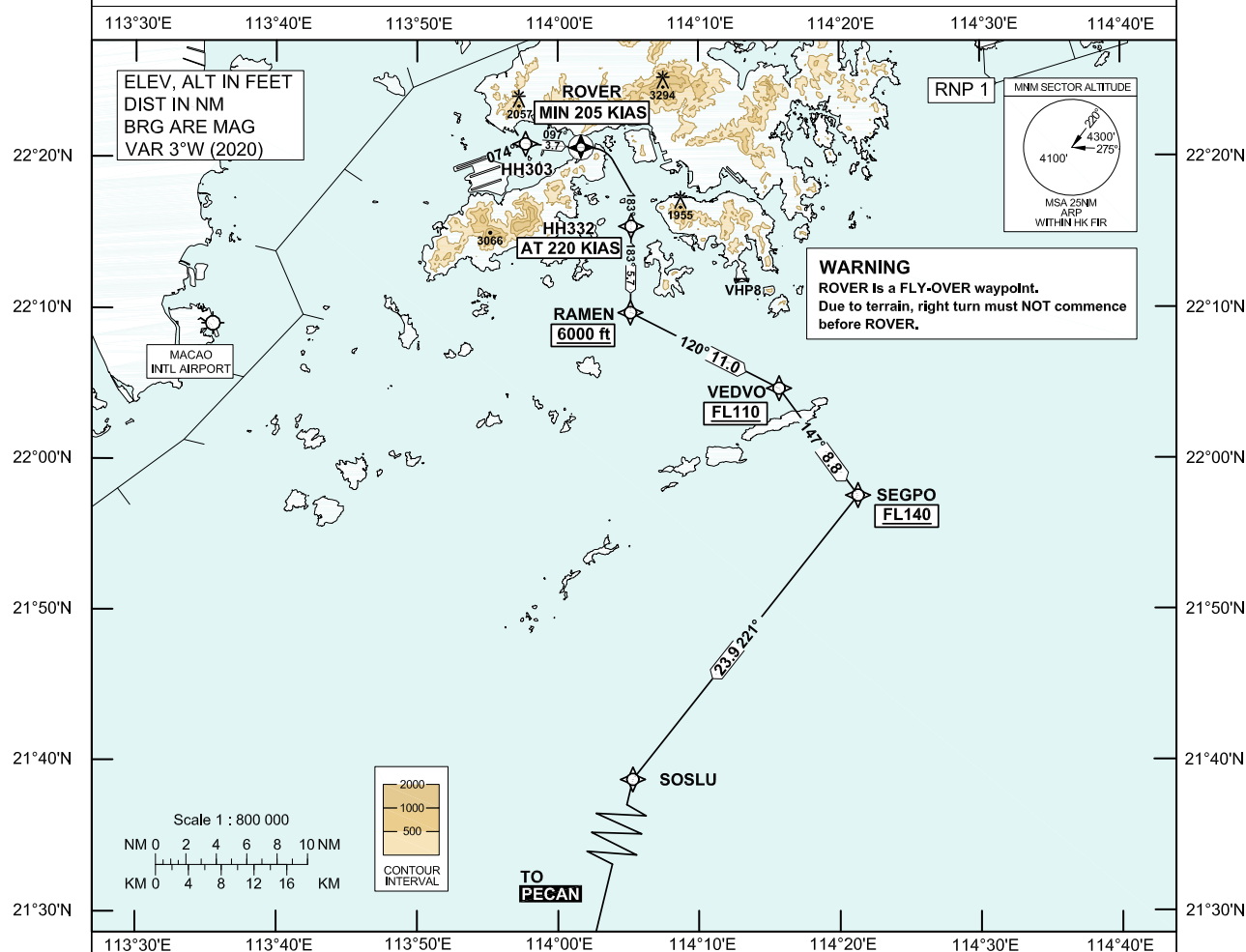
PECAN 1D RWY 25C		
Waypoint Identifier	Coordinates (WGS-84)	
HH421	22 15 31.13N	113 44 09.41E
HH422	22 12 58.53N	113 42 27.41E
HH423	22 07 26.10N	113 44 59.40E
VANPU	22 03 57.95N	113 48 03.85E
HH484	22 02 23.21N	113 56 01.92E
SUGAP	21 55 57.44N	114 02 01.64E
SOSLU	21 38 44.03N	114 05 18.39E
PECAN	21 26 20.19N	114 02 05.64E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.7
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) PECAN 2E SID RWY 07L**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. ROVER is a **FLY-OVER** waypoint. All other waypoints are fly-by.

**PECAN 2E SID RWY 07L****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at ROVER and 220 KIAS until HH332.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: PECAN 2E RWY 07L**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH303	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	ROVER	Y	097 (094)	+3.0	3.7	-	-	+205	RNP 1
03	CF	HH332	-	183 (180)	+3.0	-	R	-	@220	RNP 1
04	TF	RAMEN	-	183 (180)	+3.0	5.7	-	+6000	-	RNP 1
05	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
06	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
07	TF	SOSLU	-	221 (218)	+3.0	23.9	-	-	-	RNP 1
08	TF	PECAN	-	197 (194)	+3.0	12.7	-	-	-	RNP 1

WAYPOINT LIST

PECAN 2E RWY 07L		
Waypoint Identifier	Coordinates (WGS-84)	
HH303	22 20 50.02N	113 57 42.83E
ROVER	22 20 35.58N	114 01 39.12E
HH332	22 15 22.17N	114 05 13.00E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
SOSLU	21 38 44.03N	114 05 18.39E
PECAN	21 26 20.19N	114 02 05.64E

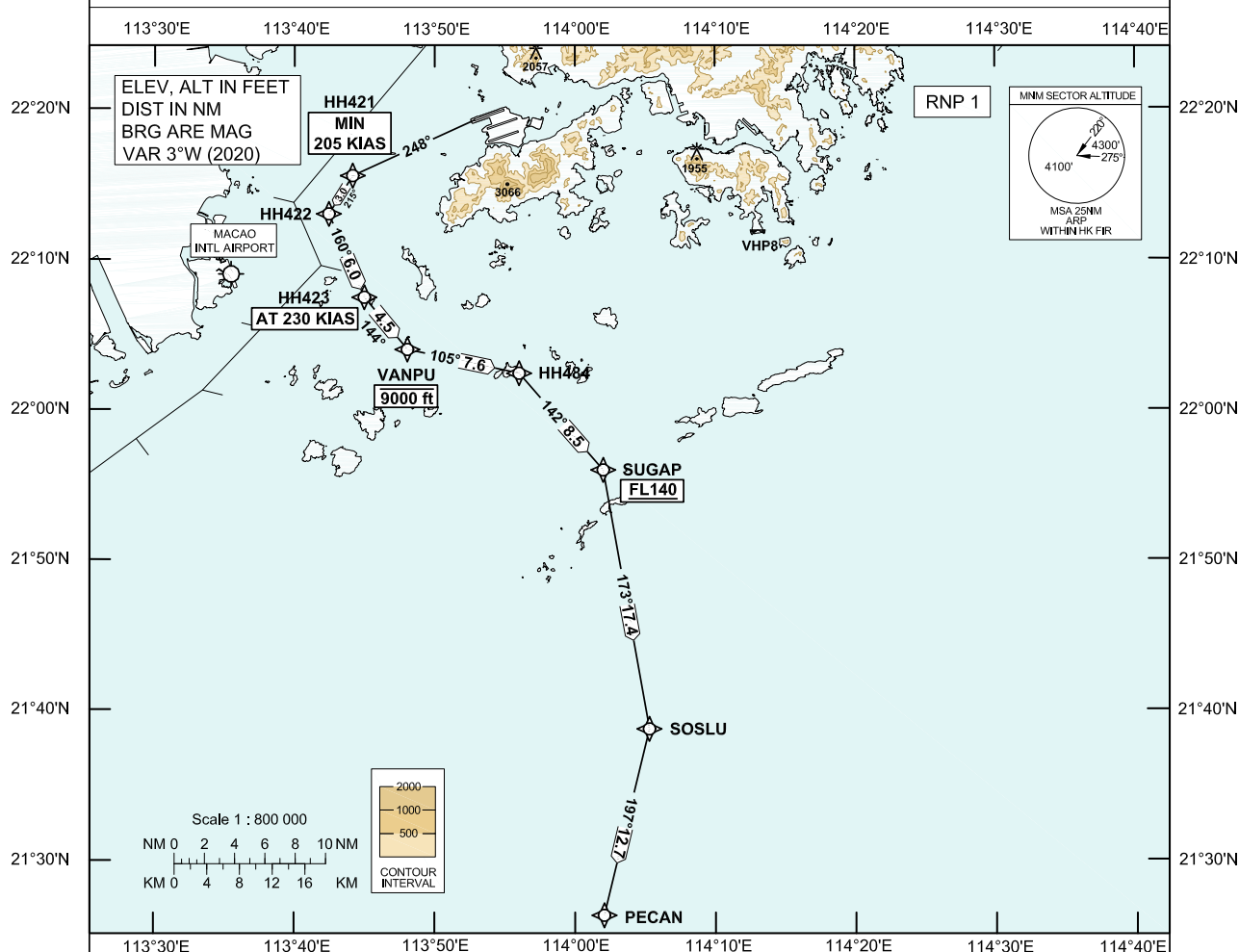
**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft

Hong Kong Tower	118.7
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) PECAN 2F SID RWY 25R**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.

**PECAN 2F SID RWY 25R****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at HH421 and 230 KIAS until HH423.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID

TABULAR DESCRIPTION: PECAN 2F RWY 25R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH421	-	248 (245)	+3.0	-	-	-	+205	RNP 1
02	TF	HH422	-	215 (212)	+3.0	3.0	-	-	-	RNP 1
03	TF	HH423	-	160 (157)	+3.0	6.0	-	-	@230	RNP 1
04	TF	VANPU	-	144 (141)	+3.0	4.5	-	-9000	-	RNP 1
05	TF	HH484	-	105 (102)	+3.0	7.6	-	-	-	RNP 1
06	TF	SUGAP	-	142 (139)	+3.0	8.5	-	+FL140	-	RNP 1
07	TF	SOSLU	-	173 (170)	+3.0	17.4	-	-	-	RNP 1
08	TF	PECAN	-	197 (194)	+3.0	12.7	-	-	-	RNP 1

WAYPOINT LIST

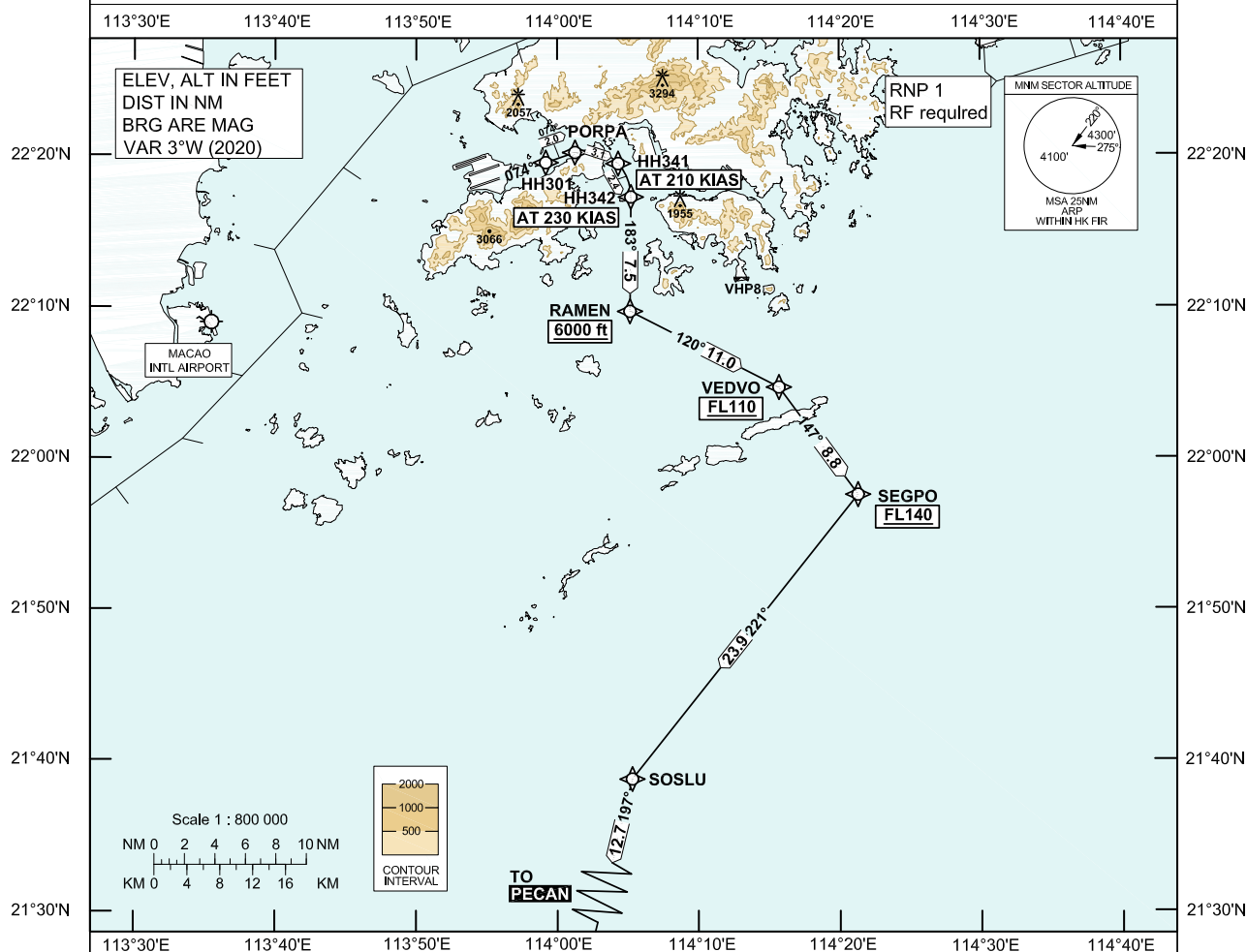
PECAN 2F RWY 25R		
Waypoint Identifier	Coordinates (WGS-84)	
HH421	22 15 31.13N	113 44 09.41E
HH422	22 12 58.53N	113 42 27.41E
HH423	22 07 26.10N	113 44 59.40E
VANPU	22 03 57.95N	113 48 03.85E
HH484	22 02 23.21N	113 56 01.92E
SUGAP	21 55 57.44N	114 02 01.64E
SOSLU	21 38 44.03N	114 05 18.39E
PECAN	21 26 20.19N	114 02 05.64E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.4
Hong Kong Departure	122.0

**HONG KONG / Intl (VHHH)
RNAV (GNSS) PECAN 3X SID RWY 07R**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. **Radius-to-fix (RF) leg is required.** Aircraft shall have RF capability as stipulated in the Aircraft Flight Manual or its FMS manual. For aircraft without RF capability, pilot shall request the corresponding non-RF SID procedure from Hong Kong Delivery.

**PECAN 3X SID RWY 07R****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 4.8% (292 ft/NM) until passing 1 200 ft is required.

SPEED RESTRICTION

Speed restriction of 210 KIAS at HH341 and 230 KIAS at HH342.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: PECAN 3X RWY 07R**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH301	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	PORPA	-	074 (071)	+3.0	2.0	-	-	-	RNP 1
03	RF Centre: HH941 r=2.656 NM	HH341	-	-	+3.0	3.1	R	-	@210	RNP 1
04	RF Centre: HH942 r=3.246 NM	HH342	-	-	+3.0	2.4	R	-	@230	RNP 1
05	TF	RAMEN	-	183 (180)	+3.0	7.5	-	+6000	-	RNP 1
06	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
07	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
08	TF	SOSLU	-	221 (218)	+3.0	23.9	-	-	-	RNP 1
09	TF	PECAN	-	197 (194)	+3.0	12.7	-	-	-	RNP 1

WAYPOINT LIST

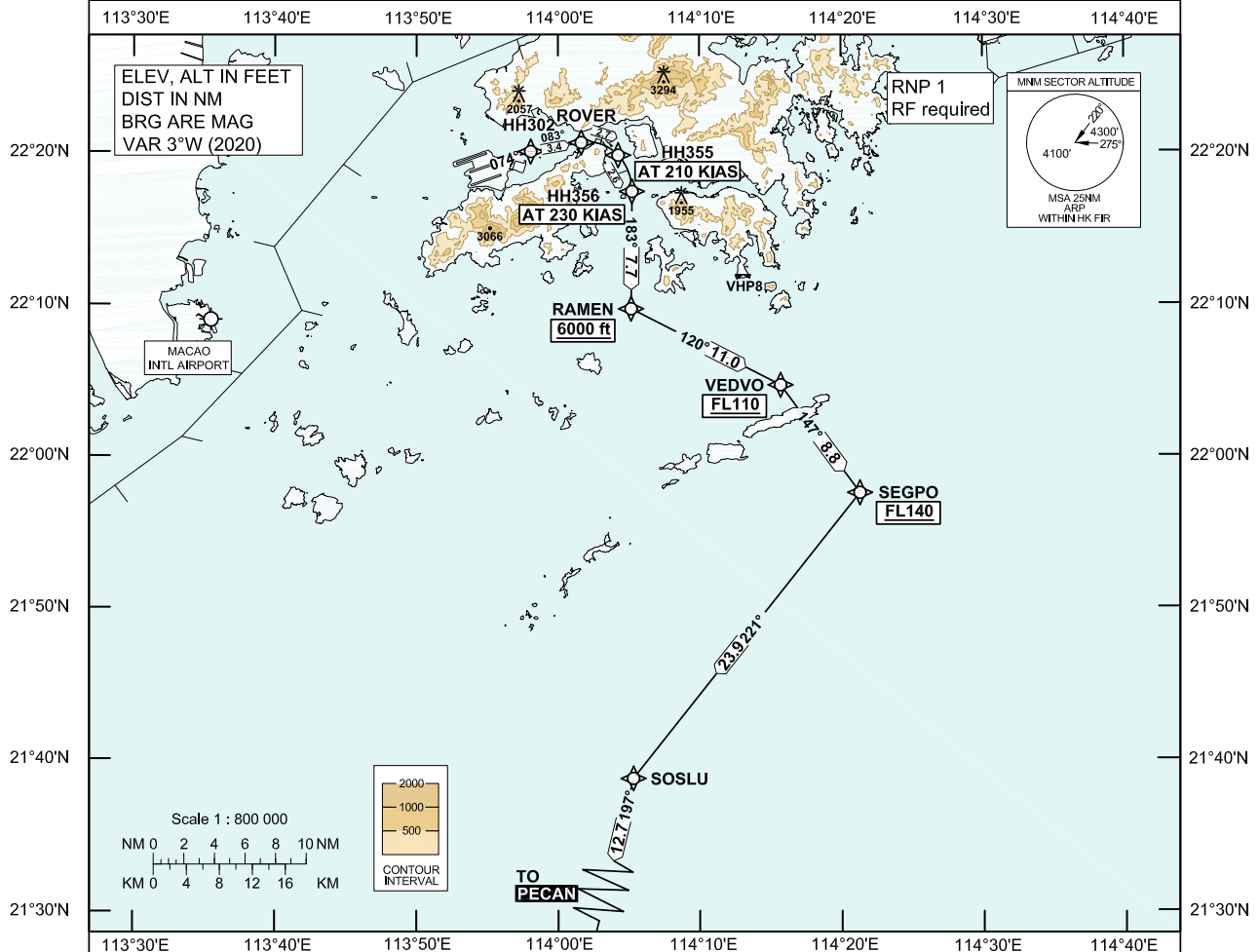
PECAN 3X RWY 07R		
Waypoint Identifier	Coordinates (WGS-84)	
HH301	22 19 29.01N	113 59 11.61E
PORPA	22 20 09.10N	114 01 16.30E
HH341	22 19 25.15N	114 04 19.86E
HH342	22 17 12.51N	114 05 14.01E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
SOSLU	21 38 44.03N	114 05 18.39E
PECAN	21 26 20.19N	114 02 05.64E
RF Arc Centre Identifier	Coordinates (WGS-84)	
HH941	22 17 37.96N	114 02 12.36E
HH942	22 17 14.13N	114 01 44.03E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.2
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) PECAN 1Y SID RWY 07C**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. **Radius-to-fix (RF) leg is required.** Aircraft shall have RF capability as stipulated in the Aircraft Flight Manual or its FMS manual. For aircraft without RF capability, pilot shall request the corresponding non-RF SID procedure from Hong Kong Delivery.

**PECAN 1Y SID RWY 07C****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.4% (207 ft/NM) until passing 1 200 ft is required.

SPEED RESTRICTION

Speed restriction of 210 KIAS at HH355 and 230 KIAS at HH356.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: PECAN 1Y RWY 07C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH302	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	ROVER	-	083 (080)	+3.0	3.4	-	-	-	RNP 1
03	RF Centre: HH955 r=2.642 NM	HH355	-	-	+3.0	2.7	R	-	@210	RNP 1
04	RF Centre: HH956 r=3.494 NM	HH356	-	-	+3.0	2.6	R	-	@230	RNP 1
05	TF	RAMEN	-	183 (180)	+3.0	7.7	-	+6000	-	RNP 1
06	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
07	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
08	TF	SOSLU	-	221 (218)	+3.0	23.9	-	-	-	RNP 1
09	TF	PECAN	-	197 (194)	+3.0	12.7	-	-	-	RNP 1

WAYPOINT LIST

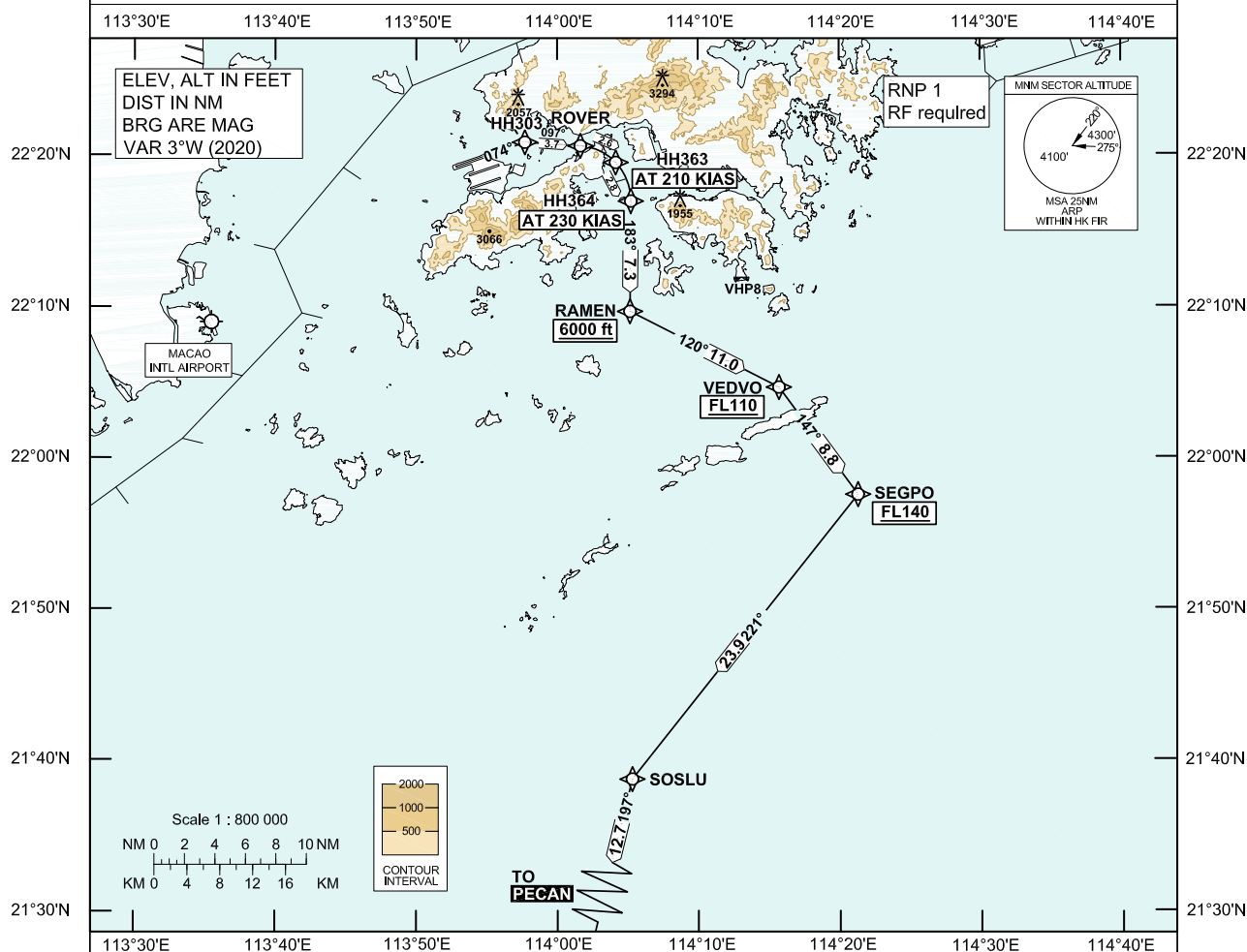
PECAN 1Y RWY 07C		
Waypoint Identifier	Coordinates (WGS-84)	
HH302	22 20 00.43N	113 58 04.56E
ROVER	22 20 35.58N	114 01 39.12E
HH355	22 19 45.97N	114 04 15.23E
HH356	22 17 22.57N	114 05 14.10E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
SOSLU	21 38 44.03N	114 05 18.39E
PECAN	21 26 20.19N	114 02 05.64E
RF Arc Centre Identifier	Coordinates (WGS-84)	
HH955	22 17 58.85N	114 02 08.75E
HH956	22 17 24.31N	114 01 27.97E

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.7
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RNAV (GNSS) PECAN 2Z SID RWY 07L**

1. In the event that PBN performance ceases to comply with the requirements for RNP 1 after departure, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
2. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in VHHH AD 2.22 para 2.2.3.5.
3. **Radius-to-fix (RF) leg is required.** Aircraft shall have RF capability as stipulated in the Aircraft Flight Manual or its FMS manual. For aircraft without RF capability, pilot shall request the corresponding non-RF SID procedure from Hong Kong Delivery.

**PECAN 2Z SID RWY 07L****CLIMB REQUIREMENT**

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Comply with all the published altitude restrictions. If unable to comply with the vertical profile, pilot shall inform ATC prior to start-up.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 210 KIAS at HH363 and 230 KIAS at HH364.

CHANGE: New procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) SID**TABULAR DESCRIPTION: PECAN 2Z RWY 07L**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	CF	HH303	-	074 (071)	+3.0	-	-	-	-	RNP 1
02	TF	ROVER	-	097 (094)	+3.0	3.7	-	-	-	RNP 1
03	RF Centre: HH963 r=3.507 NM	HH363	-	-	+3.0	2.6	R	-	@210	RNP 1
04	RF Centre: HH964 r=3.665 NM	HH364	-	-	+3.0	2.8	R	-	@230	RNP 1
05	TF	RAMEN	-	183 (180)	+3.0	7.3	-	+6000	-	RNP 1
06	TF	VEDVO	-	120 (117)	+3.0	11.0	-	+FL110	-	RNP 1
07	TF	SEGPO	-	147 (144)	+3.0	8.8	-	+FL140	-	RNP 1
08	TF	SOSLU	-	221 (218)	+3.0	23.9	-	-	-	RNP 1
09	TF	PECAN	-	197 (194)	+3.0	12.7	-	-	-	RNP 1

WAYPOINT LIST

PECAN 2Z RWY 07L		
Waypoint Identifier	Coordinates (WGS-84)	
HH303	22 20 50.02N	113 57 42.83E
ROVER	22 20 35.58N	114 01 39.12E
HH363	22 19 29.68N	114 04 09.36E
HH364	22 16 56.52N	114 05 13.86E
RAMEN	22 09 39.22N	114 05 09.89E
VEDVO	22 04 38.19N	114 15 43.05E
SEGPO	21 57 32.77N	114 21 18.59E
SOSLU	21 38 44.03N	114 05 18.39E
PECAN	21 26 20.19N	114 02 05.64E
RF Arc Centre Identifier	Coordinates (WGS-84)	
HH963	22 17 04.89N	114 01 24.20E
HH964	22 16 58.35N	114 01 16.75E

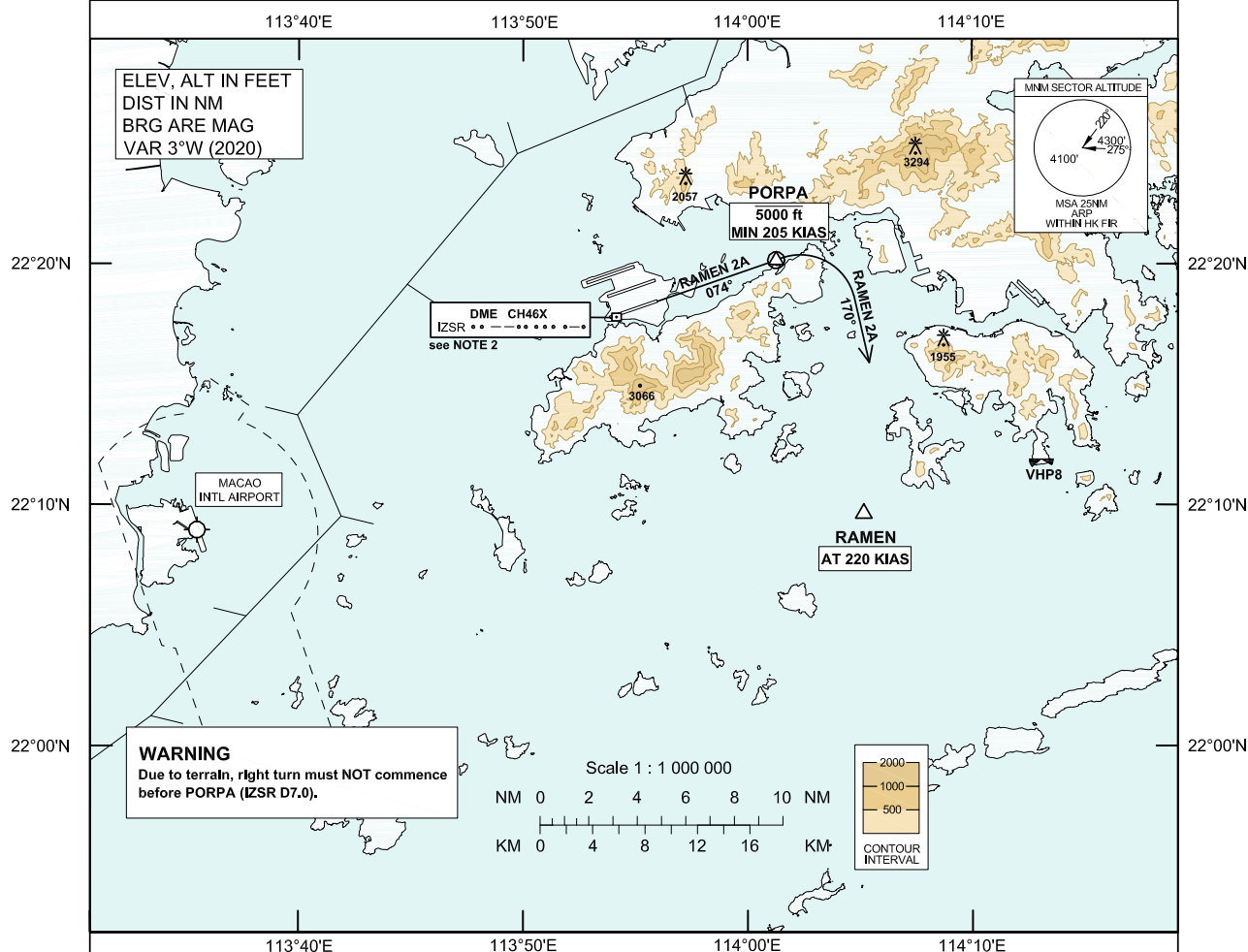
**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft

Hong Kong Tower	118.4
Hong Kong Departure	122.0

**HONG KONG / Intl (VHHH)
RAMEN 2A SID RWY 07R**

1. This is contingency procedure exclusive for flights exempted from RNP1 requirement as specified in GEN 1.5 para 3.5.3.5.
2. DME is required.
3. To maintain terrain clearance, **DO NOT** turn right before passing PORPA (IZSR D7.0).

**RAMEN 2A SID RWY 07R****CONVENTIONAL PROCEDURE**

Track 074° to PORPA (IZSR D7.0). At PORPA, turn right track 170°, request radar vectors to RAMEN.

CLIMB REQUIREMENT

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Cross PORPA at 5 000 ft or below.

TERRAIN CLEARANCE

Minimum climb gradient of 4.9% (298 ft/NM) until leaving 1400 ft is required.

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at PORPA and 220 KIAS until RAMEN.

CHANGE: Hong Kong Departure frequency.

AD 2-VHHH-SID-RAMEN-A_V01_240315R

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RWY 07R RAMEN 2A DEPARTURE

NAVIGATION AIDS

Navaid/Ident	Frequency	Coordinates		Remarks
DME/IZSR	CH 46X	22 17 47.78N	113 54 09.48E	

WAYPOINT LIST

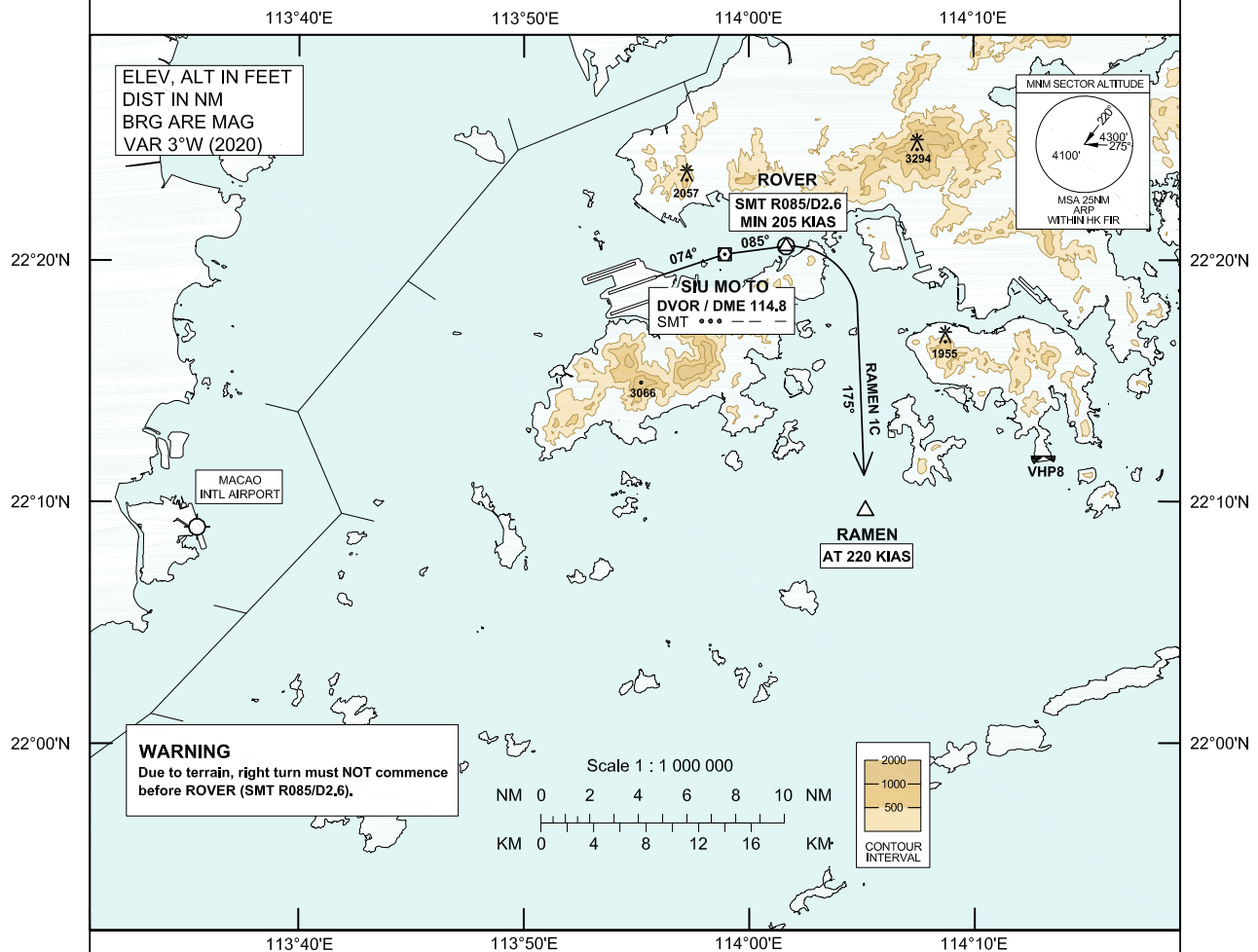
RAMEN 2A RWY 07R			
Waypoint Identifier	Coordinates (WGS-84)		Cross Reference from Navaid
PORPA	22 20 09.10N	114 01 16.30E	IZSR DME 7.0 NM
RAMEN	22 09 39.22N	114 05 09.89E	-

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

Transition Altitude 9 000 ft	
Hong Kong Tower	118.2
Hong Kong Departure	123.8

HONG KONG / Intl (VHHH)
RAMEN 1C SID RWY 07C

1. This is contingency procedure exclusive for flights exempted from RNP1 requirement as specified in GEN 1.5 para 3.5.3.5.
2. DME is required.
3. To maintain terrain clearance, **DO NOT** turn right before passing ROVER (SMT R085/D2.6).



RAMEN 1C SID RWY 07C

CONVENTIONAL PROCEDURE

Track 074° SMT DVOR. Depart SMT DVOR on RDL085 to ROVER (SMT R085/D2.6). At ROVER, turn right to track 175°M, request radar vectors to RAMEN.

CLIMB REQUIREMENT

Initial climb to 5 000 ft. Expect further climb when instructed by ATC.

TERRAIN CLEARANCE

Minimum climb gradient of 3.8% (231 ft/NM) until leaving 1 300 ft is required.

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at ROVER and 220 KIAS until RAMEN.

CHANGE: New Procedure.

RWY 07C RAMEN 1C DEPARTURE

NAVIGATION AIDS

Navaid/Ident	Frequency	Coordinates		Remarks
SMT DVOR	114.8 MHz	22 20 15.43N	113 58 55.46E	Co-located
SMT DME	CH 95X			

WAYPOINT LIST

RAMEN 1C RWY 07C			
Waypoint Identifier	Coordinates (WGS-84)		Cross Reference from Navaid
ROVER	22 20 35.58N	114 01 39.12E	SMT RDL 085 DME 2.6 NM
RAMEN	22 09 39.22N	114 05 09.89E	-
SMT	22 20 15.43N	113 58 55.46E	SMT DVOR/DME

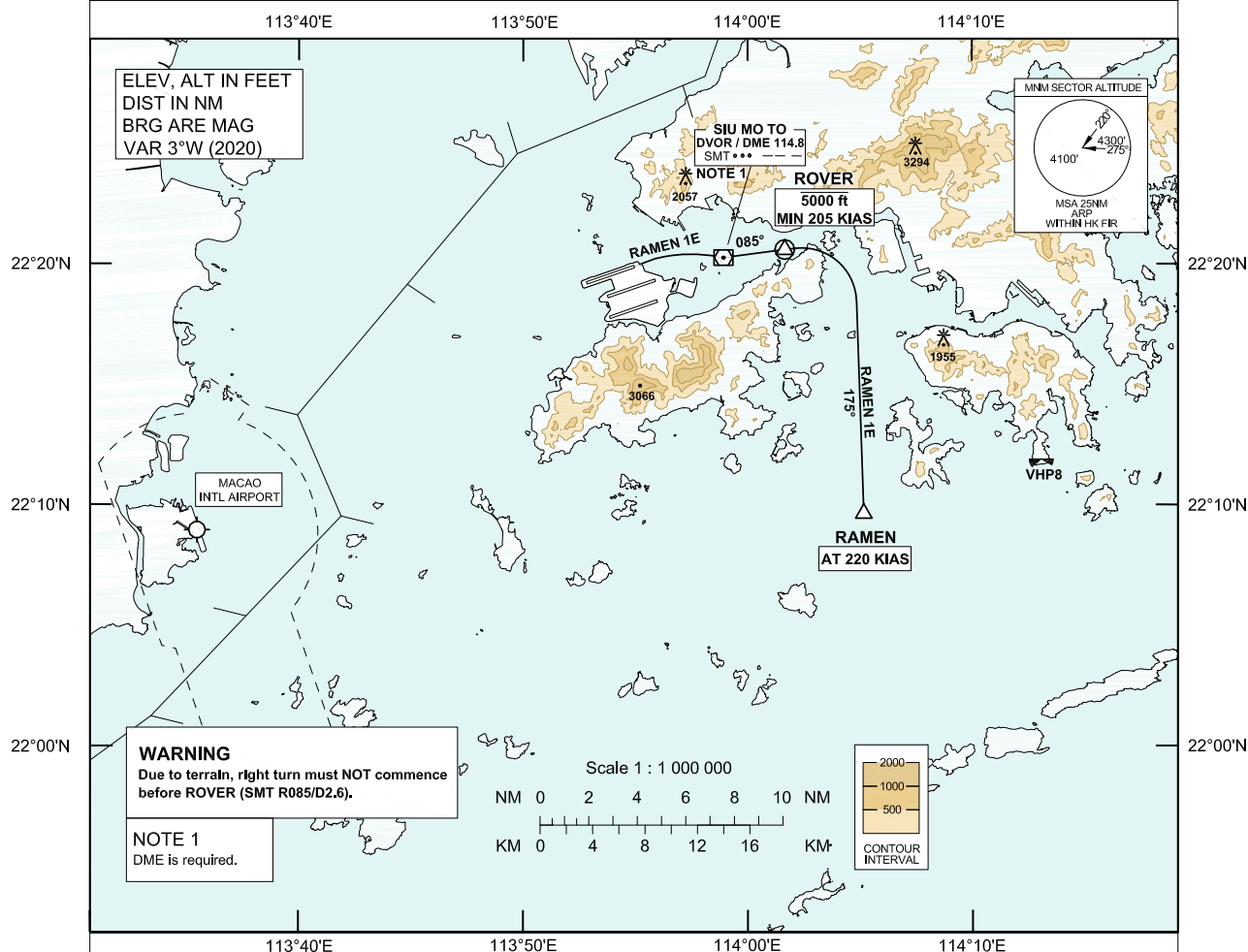
**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft

Hong Kong Tower	118.7
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RAMEN 1E SID RWY 07L**

1. This is contingency procedure exclusive for flights exempted from RNP1 requirement as specified in GEN 1.5 para 3.5.3.5.
2. DME is required.
3. To maintain terrain clearance, **DO NOT** turn right before passing ROVER (SMT R085/D2.6).

**RAMEN 1E SID RWY 07L****CONVENTIONAL PROCEDURE**

Climb straight ahead to 430ft. Then, turn right direct to SMT. At SMT, turn left to track 085° MAG to ROVER (SMT R085/D2.6). At ROVER, turn right to track 175° MAG, request radar vectors to RAMEN.

CLIMB REQUIREMENT

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Cross ROVER at 5 000 ft or below.

TERRAIN CLEARANCE

Minimum climb gradient of 3.4% (207 ft/NM) until leaving 1400 ft is required.

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at ROVER and 220 KIAS until RAMEN.

CHANGE: Runway 07C/25C reopened.

AD 2-VHHH-SID-RAMEN-E_V01_240315h

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RWY 07L RAMEN 1E DEPARTURE

NAVIGATION AIDS

Navaid/Ident	Frequency	Coordinates	Remarks
SMT DVOR	114.8 MHz	22 20 15.43N 113 58 55.46E	Co-located
SMT DME	CH 95X		

WAYPOINT LIST

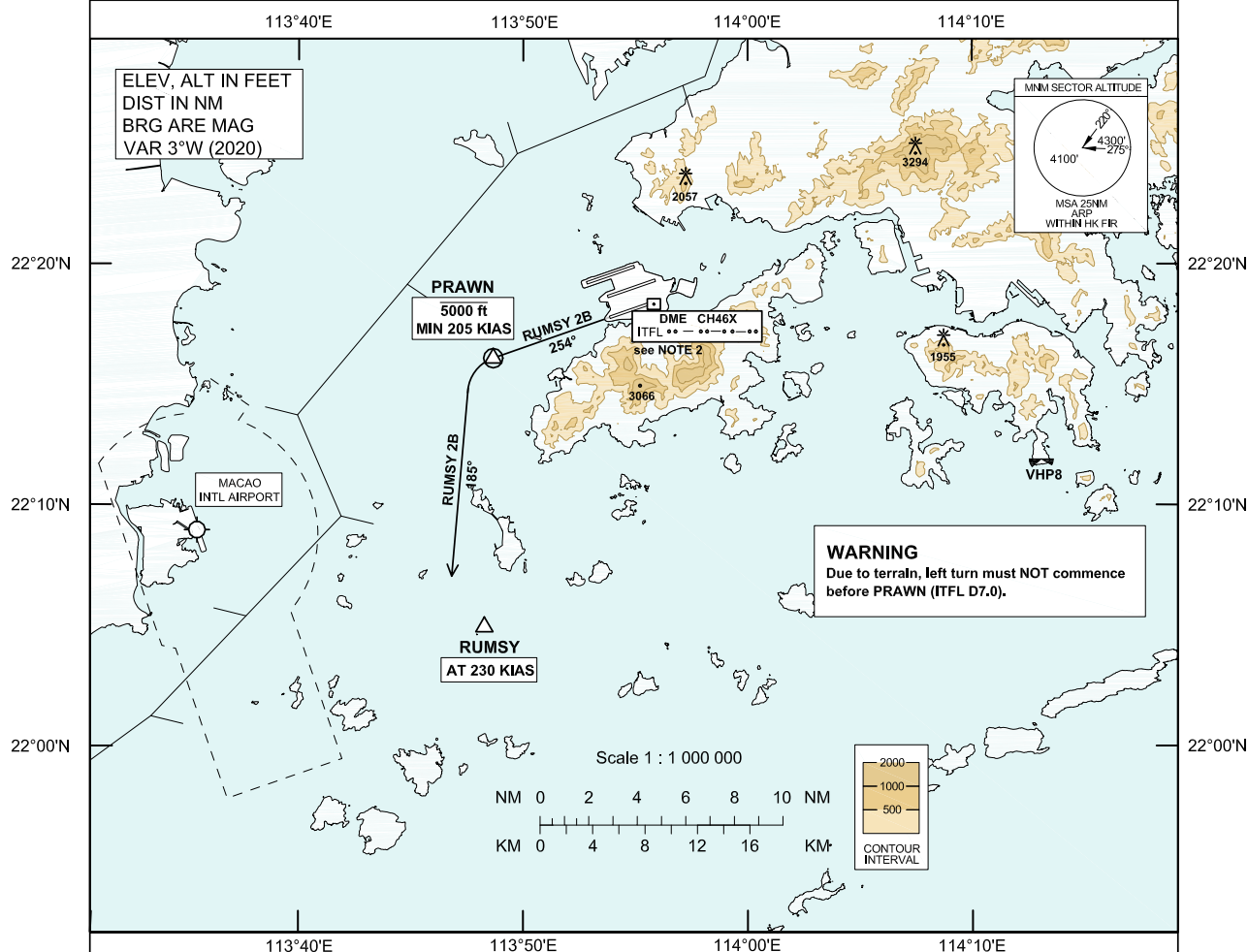
RAMEN 2E RWY 07L			
Waypoint Identifier	Coordinates (WGS-84)		Cross Reference from Navaid
ROVER	22 20 35.58N	114 01 39.12E	SMT RDL 085 DME 2.6 NM
RAMEN	22 09 39.22N	114 05 09.89E	-
SMT	22 20 15.43N	113 58 55.46E	SMT DVOR/DME

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.4
Hong Kong Departure	122.0

**HONG KONG / Intl (VHHH)
RUMSY 2B SID RWY 25L**

1. This is contingency procedure exclusive for flights exempted from RNP1 requirement as specified in GEN 1.5 para 3.5.3.5.
2. DME is required.
3. To maintain terrain clearance, **DO NOT** turn left before passing PRAWN (ITFL D7.0).

**RUMSY 2B SID RWY 25L****CONVENTIONAL PROCEDURE**

Track 254° to PRAWN (ITFL D7.0). At PRAWN turn left track 185°, request radar vectors to RUMSY.

CLIMB REQUIREMENT

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Cross PRAWN at 5 000 ft or below.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at PRAWN and 230 KIAS until RUMSY.

CHANGE: Hong Kong Departure frequency.

AD 2-VHHH-SID-RUMSY-B_V01_240315h

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RWY 25L RUMSY 2B DEPARTURE

NAVIGATION AIDS

Navaid/Ident	Frequency	Coordinates		Remarks
DME/ITFL	CH 46X	22 18 19.93N	113 55 49.28E	

WAYPOINT LIST

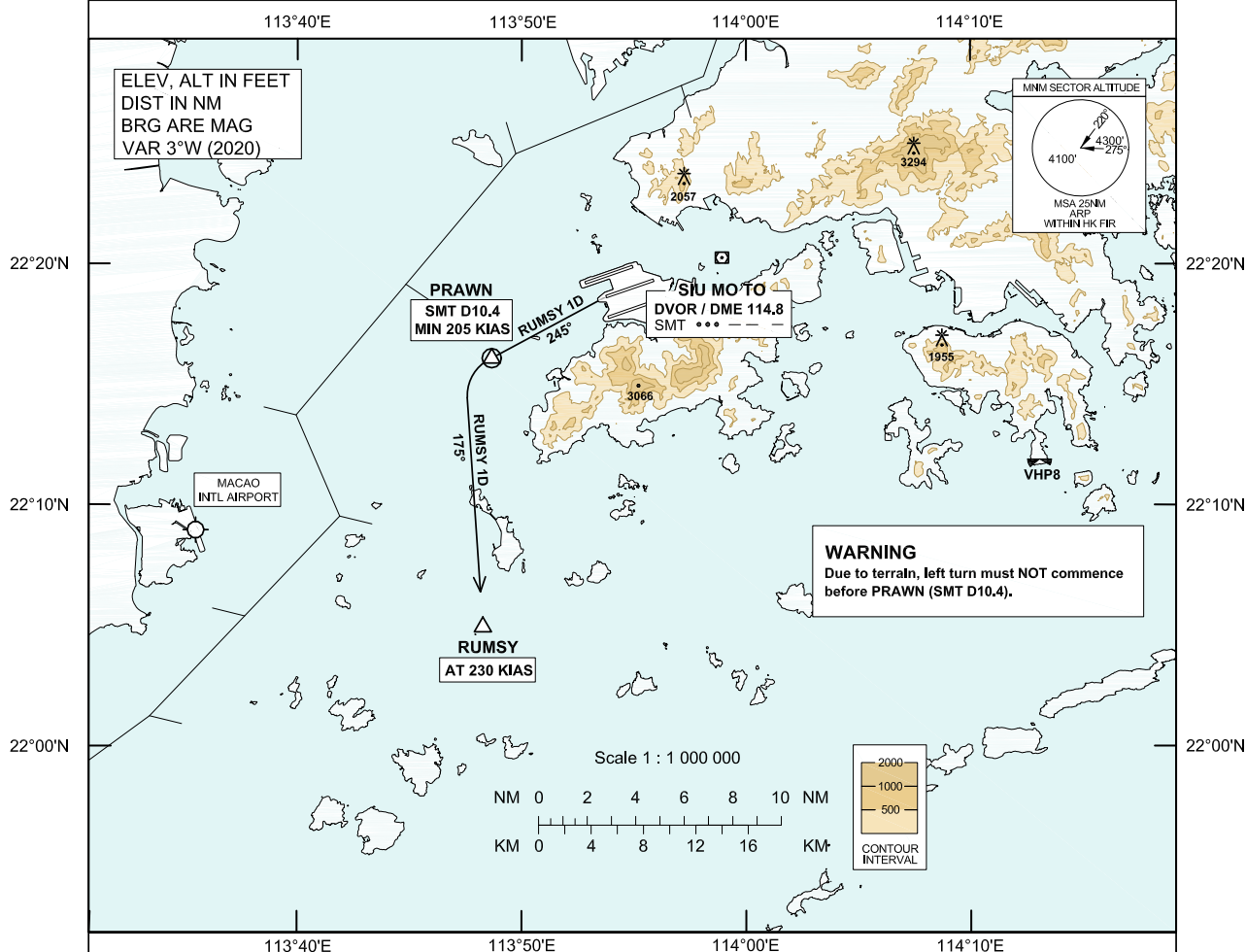
RUMSY 2B RWY 25L			
Waypoint Identifier	Coordinates (WGS-84)		Cross Reference from Navaid
PRAWN	22 16 05.40N	113 48 40.10E	ITFL DME 7.0 NM
RUMSY	22 04 56.94N	113 48 16.79E	-

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft	
Hong Kong Tower	118.2
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RUMSY 1D SID RWY 25C**

1. This is contingency procedure exclusive for flights exempted from RNP1 requirement as specified in GEN 1.5 para 3.5.3.5.
2. DME is required.
3. To maintain terrain clearance, **DO NOT** turn left before passing the departure end of runway and **DO NOT** turn left before passing PRAWN (SMT D10.4).

**RUMSY 1D SID RWY 25C****CONVENTIONAL PROCEDURE**

Climb straight ahead to 430 ft. Then track 245° to PRAWN (SMT D10.4). At PRAWN turn left track 175°, request radar vectors to RUMSY.

CLIMB REQUIREMENT

Initial climb to 5 000 ft. Expect further climb when instructed by ATC.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at PRAWN and 230 KIAS until RUMSY.

CHANGE: New Procedure.



RWY 25C RUMSY 1D DEPARTURE

NAVIGATION AIDS

Navaid/Ident	Frequency	Coordinates		Remarks
SMT DVOR	114.8 MHz	22 20 15.43N	113 58 55.46E	Co-located
SMT DME	CH 95X			

WAYPOINT LIST

RUMSY 1D RWY 25C			
Waypoint Identifier	Coordinates (WGS-84)		Cross Reference from Navaid
PRAWN	22 16 05.40N	113 48 40.10E	SMT DME 10.4NM
RUMSY	22 04 56.94N	113 48 16.79E	-

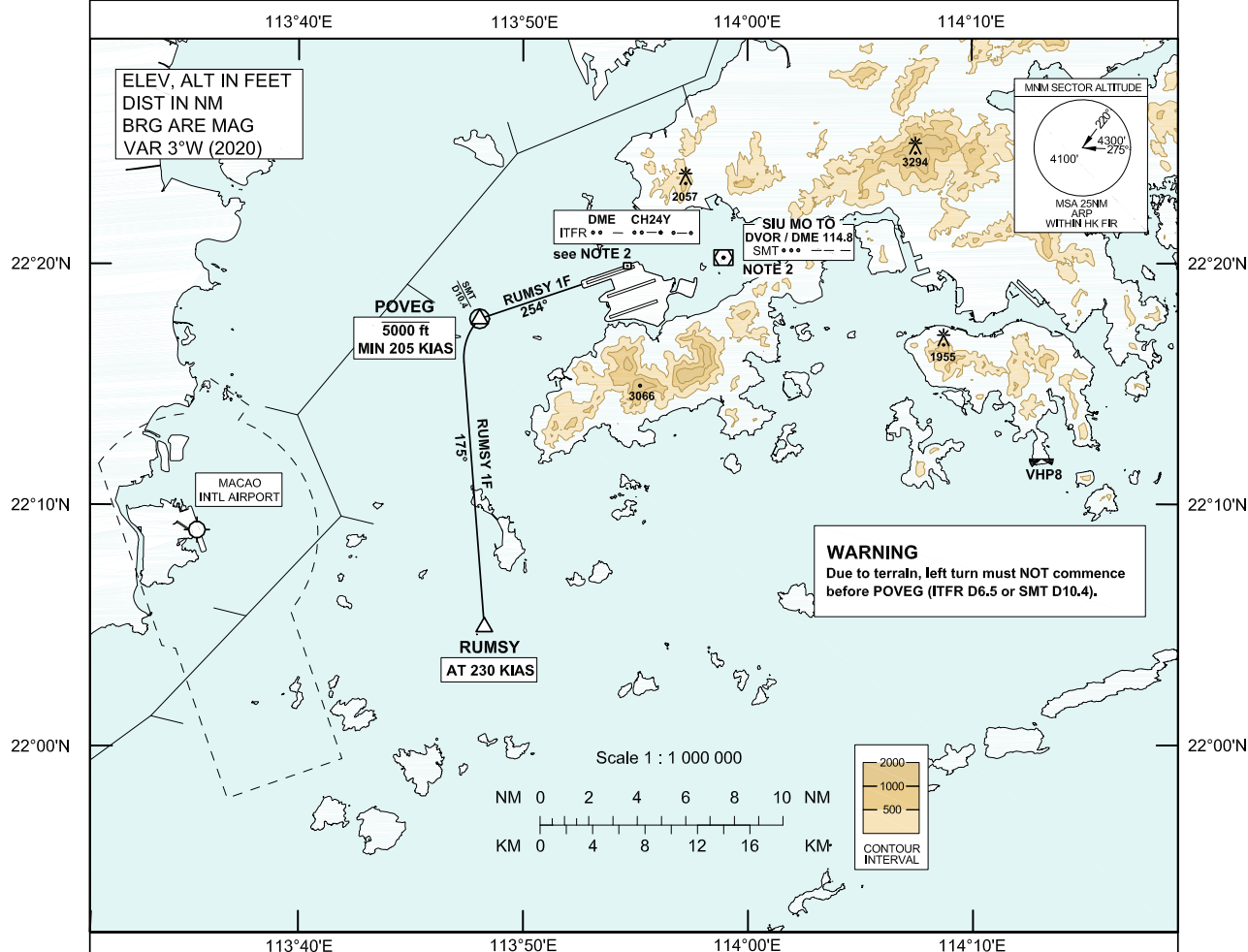
**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

Transition Altitude 9 000 ft

Hong Kong Tower	118.7
Hong Kong Departure	123.8

**HONG KONG / Intl (VHHH)
RUMSY 1F SID RWY 25R**

1. This is contingency procedure exclusive for flights exempted from RNP1 requirement as specified in GEN 1.5 para 3.5.3.5.
2. DME is required.
3. To maintain terrain clearance, **DO NOT** turn left before passing POVEG (ITFR D6.5 or SMT D10.4).

**RUMSY 1F SID RWY 25R****CONVENTIONAL PROCEDURE**

Climb straight ahead to POVEG (ITFR D6.5 or SMT D10.4). At POVEG turn left track 175° MAG, request radar vector to RUMSY.

CLIMB REQUIREMENT

Initial climb to 5 000 ft. Expect further climb when instructed by ATC. Cross POVEG at 5 000 ft or below.

TERRAIN CLEARANCE

Minimum climb gradient of 3.3% (201 ft/NM).

SPEED RESTRICTION

Speed restriction of 205 KIAS or greater at POVEG and 230 KIAS until RUMSY.

CHANGE: Runway 07C/25C reopened.

AD 2-VHHH-SID-RUMSY-F_V01_240315h

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RWY 25R RUMSY 1F DEPARTURE

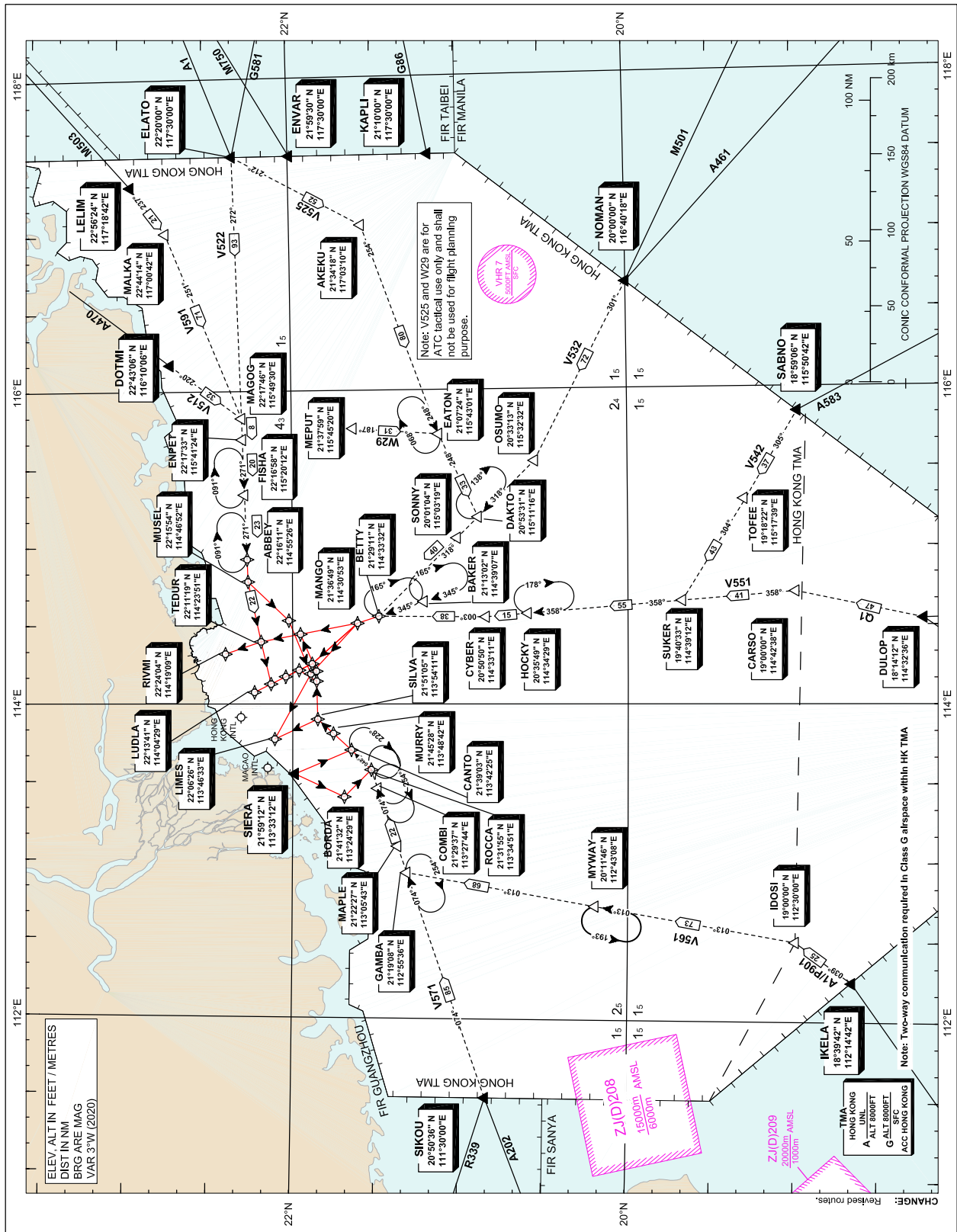
NAVIGATION AIDS

Navaid/Ident	Frequency	Coordinates		Remarks
Localizer/ITFR	108.75 MHz	22 19 12.67N	113 52 40.61E	Course 254°M
DME/ITFR	CH 24Y	22 19 55.16N	113 54 38.56E	
SMT DVOR	114.8 MHz	22 20 15.43N	113 58 55.46E	Co-located
SMT DME	CH 95X			

WAYPOINT LIST

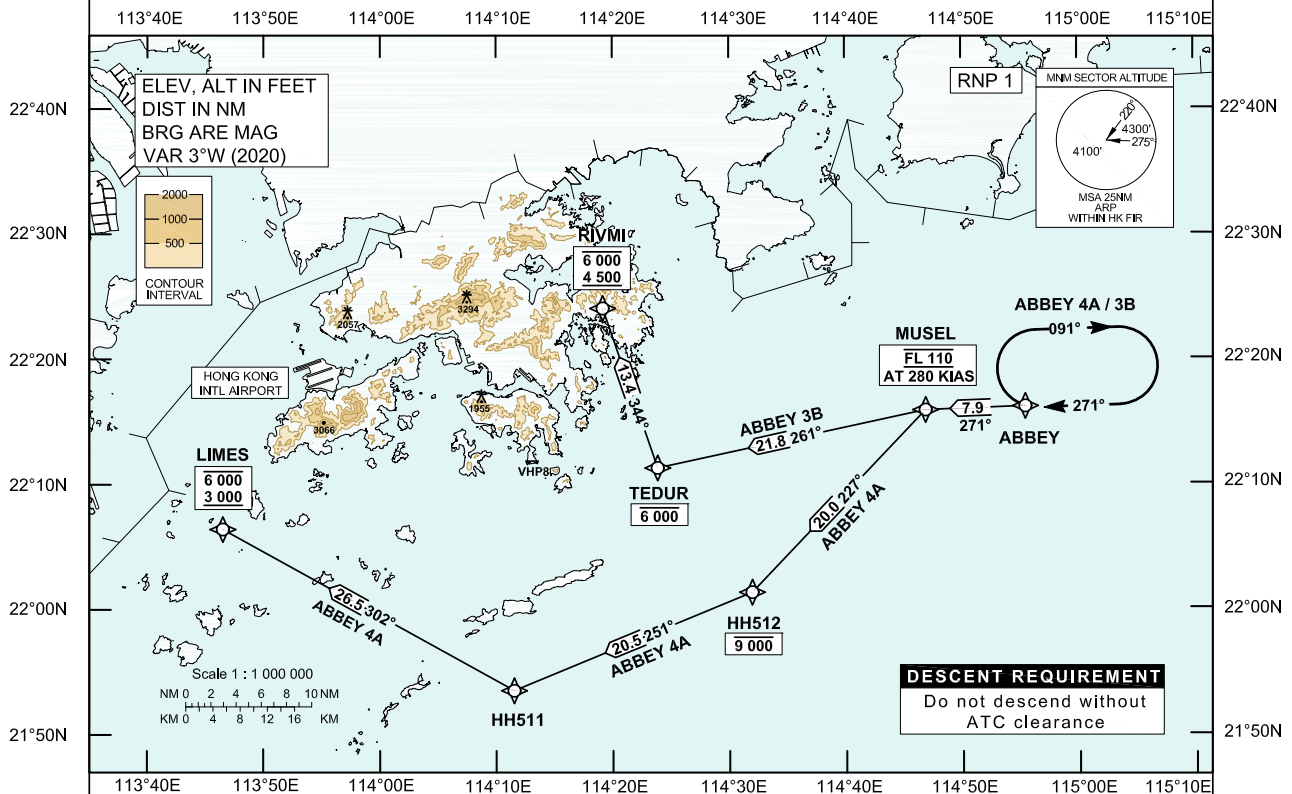
RUMSY 1F RWY 25R			
Waypoint Identifier	Coordinates (WGS-84)		Cross Reference from Navaid
POVEG	22 17 43.28N	113 48 03.62E	SMT DME 10.4NM ITFR DME 6.5NM
RUMSY	22 04 56.94N	113 48 16.79E	-
SMT	22 20 15.43N	113 58 55.46E	SMT DVOR/DME

LEGEND	Standard Instrument Arrival Routes  Terminal Transition Routes  ATS Routes 
See page ENR 6-1 ENROUTE CHART for additional legend. See page ENR 6-3 for communication frequencies. See ENR 3.6 for details of enroute holding.	REMARK: CONSULT RESPECTIVE NOTAMS AND AIPS FOR THE LATEST AERONAUTICAL INFORMATION OUTSIDE HONG KONG FIR.



**STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO** Transition Altitude 9 000 ft HONG KONG RADAR 126.5 **HONG KONG / Intl (VHHH)**
RNAV (GNSS) ABBEY 4A STAR RWY 07L/07C/07R
RNAV (GNSS) ABBEY 3B STAR RWY 25L/25C/25R

1. For RNAV (GNSS) STAR, aircraft must be approved by State of Registry in accordance with ICAO RNP 1 standard or equivalent (see GEN 1.5 para 3.5.3). Carriage of certified GNSS receiver is mandatory.
2. In the event that PBN performance ceases to comply with the requirements for RNP 1 inflight, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
3. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement.

**ABBHEY 4A STAR RWY 07L/07C/07R**

Expect ILS approach. Descend as directed by ATC.

ABBHEY 3B STAR RWY 25L/25C/25R

Expect ILS approach. Descend as directed by ATC.

DESCENT REQUIREMENTCross MUSEL at FL110. **DO NOT DESCEND WITHOUT ATC CLEARANCE.****SPEED CONTROL**

Aircraft shall fly at 280 KIAS by MUSEL.

HOLDING

The holding pattern for ABBEY STARS is established at ABBEY. If holding is required, each flight will be instructed individually.

ALTERNATIVE HOLDING

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 terminal holdings (see ENR 3.6) as directed by ATC.

LOSS OF COMMUNICATION

In the event of a loss of communication aircraft shall comply with the descent requirement and the STAR track above.

Thence:

For RWY 07L/07C/07R, maintain FL110 to LIMES. Join LIMES holding pattern and descend to 4 500 ft in the hold, then carry out the appropriate ILS approach procedure.

For RWY 25L/25C/25R, maintain FL110 to RIVMI. Join RIVMI holding pattern and descend to 4 500 ft in the hold, then carry out the appropriate ILS approach procedure.

CHANGE: New Procedures.

AD 2-VHHH-STAR-ABBEY_V07_240731km

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) STARs**Designator: ABBEY 4A Runway 07L / Runway 07C / Runway 07R**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track (°M)	Magnetic Variation	Distance (NM)	Turn Dir	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	IF	ABBEY	-	-	+3.0	-	-	-	-	RNP 1
02	TF	MUSEL	-	271	+3.0	7.9	-	@FL110	@280	RNP 1
03	TF	HH512	-	227	+3.0	20.0	-	-9000	-	RNP 1
04	TF	HH511	-	251	+3.0	20.5	-	-	-	RNP 1
05	TF	LIMES	-	302	+3.0	26.5	-	-6000 +3000	-	RNP 1

Designator: ABBEY 3B Runway 25L / Runway 25C / Runway 25R

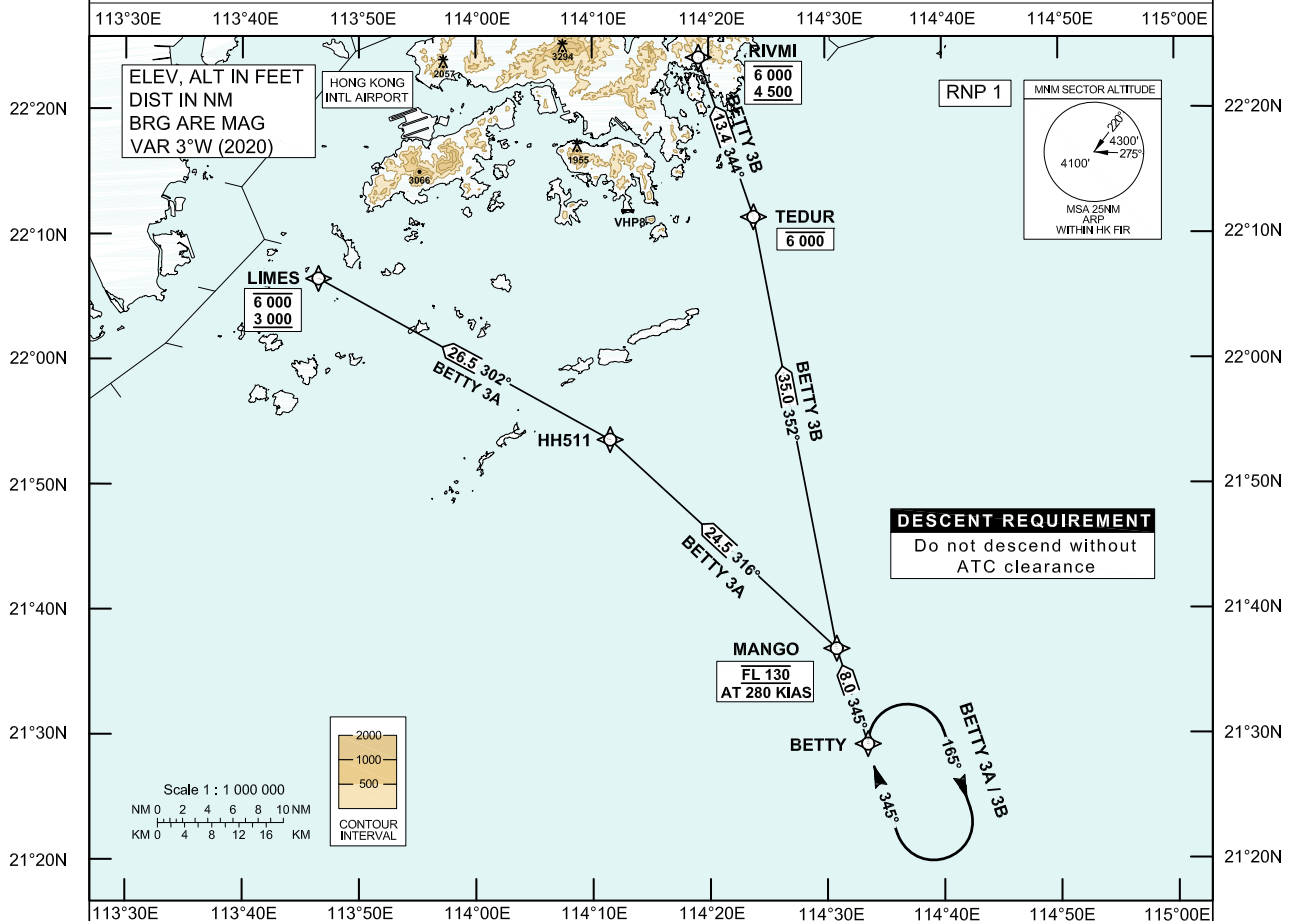
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track (°M)	Magnetic Variation	Distance (NM)	Turn Dir	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	IF	ABBEY	-	-	+3.0	-	-	-	-	RNP 1
02	TF	MUSEL	-	271	+3.0	7.9	-	@FL110	@280	RNP 1
03	TF	TEDUR	-	261	+3.0	21.8	-	-6000	-	RNP 1
04	TF	RIVMI	-	344	+3.0	13.4	-	-6000 +4500	-	RNP 1

Waypoint and Coordinates

Waypoint Identifier	Coordinates (WGS-84)
ABBEY	22 16 11.00N 114 55 25.92E
MUSEL	22 15 53.99N 114 46 52.13E
HH512	22 01 21.80N 114 31 56.70E
HH511	21 53 32.24N 114 11 31.99E
LIMES	22 06 25.60N 113 46 32.60E
TEDUR	22 11 18.77N 114 23 51.26E
RIVMI	22 24 03.96N 114 19 09.28E

STANDARD ARRIVAL CHART- INSTRUMENT (STAR) - ICAO Transition Altitude 9 000 ft
HONG KONG RADAR 126.3 **HONG KONG / Intl (VHHH)**
RNAV (GNSS) BETTY 3A STAR RWY 07L/07C/07R
RNAV (GNSS) BETTY 3B STAR RWY 25L/25C/25R

1. For RNAV (GNSS) STAR, aircraft must be approved by State of Registry in accordance with ICAO RNP 1 standard or equivalent (see GEN 1.5 para 3.5.3). Carriage of certified GNSS receiver is mandatory.
2. In the event that PBN performance ceases to comply with the requirements for RNP 1 inflight, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
3. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement.

**BETTY 3A STAR RWY 07L/07C/07R**

Expect ILS approach. Descend as directed by ATC.

BETTY 3B STAR RWY 25L/25C/25R

Expect ILS approach. Descend as directed by ATC.

DESCENT REQUIREMENTCross MANGO at FL130. **DO NOT DESCEND WITHOUT ATC CLEARANCE.****SPEED CONTROL**

Aircraft shall fly at 280 KIAS by MANGO.

HOLDING

The holding pattern for BETTY STARs is established at BETTY. If holding is required, each flight will be instructed individually.

ALTERNATIVE HOLDING

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 terminal holdings (see ENR 3.6) as directed by ATC.

LOSS OF COMMUNICATION

In the event of a loss of communication aircraft shall comply with the descent requirement and the STAR track above.

Thence:

For RWY 07L/07C/07R, maintain FL130 to LINES. Join LINES holding pattern and descend to 4 500 ft in the hold, then carry out the appropriate ILS approach procedure.

For RWY 25L/25C/25R, maintain FL130 to RIVMI. Join RIVMI holding pattern and descend to 4 500 ft in the hold, then carry out the appropriate ILS approach procedure.

CHANGE: New Procedures.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) STARs**Designator: BETTY 3A Runway 07L / Runway 07C / Runway 07R**

<i>Serial Number</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Fly-over</i>	<i>Course/Track (°M)</i>	<i>Magnetic Variation</i>	<i>Distance (NM)</i>	<i>Turn Dir</i>	<i>Altitude (ft)</i>	<i>Speed (KIAS)</i>	<i>Navigation Specification</i>
01	IF	BETTY	-	-	+3.0	-	-	-	-	RNP 1
02	TF	MANGO	-	345	+3.0	8.0	-	@FL130	@280	RNP 1
03	TF	HH511	-	316	+3.0	24.5	-	-	-	RNP 1
04	TF	LIMES	-	302	+3.0	26.5	-	-6000 +3000	-	RNP 1

Designator: BETTY 3B Runway 25L / Runway 25C / Runway 25R

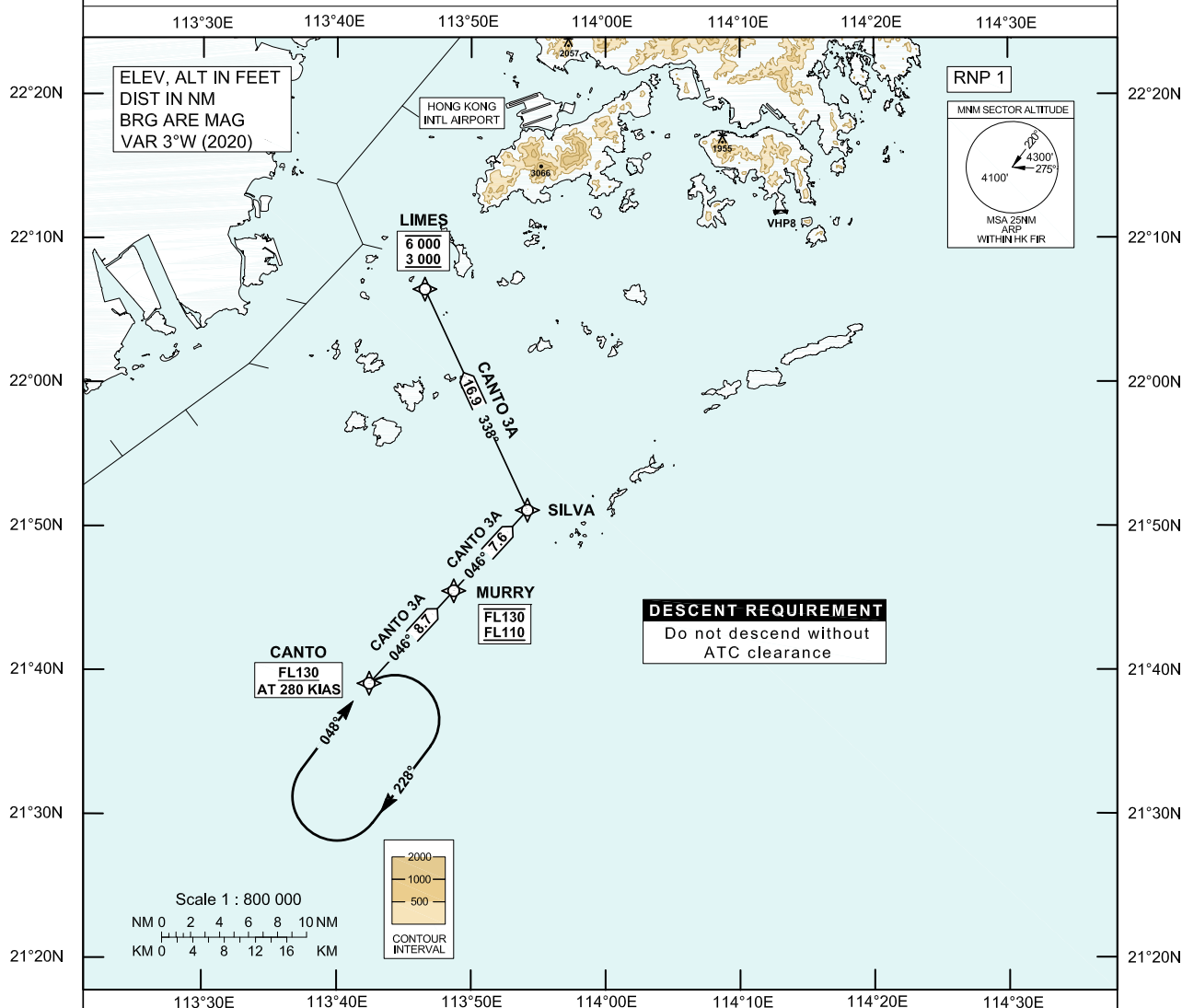
<i>Serial Number</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Fly-over</i>	<i>Course/Track (°M)</i>	<i>Magnetic Variation</i>	<i>Distance (NM)</i>	<i>Turn Dir</i>	<i>Altitude (ft)</i>	<i>Speed (KIAS)</i>	<i>Navigation Specification</i>
01	IF	BETTY	-	-	+3.0	-	-	-	-	RNP 1
02	TF	MANGO	-	345	+3.0	8.0	-	@FL130	@280	RNP 1
03	TF	TEDUR	-	352	+3.0	35.0	-	-6000	-	RNP 1
04	TF	RIVMI	-	344	+3.0	13.4	-	-6000 +4500	-	RNP 1

Waypoint and Coordinates

<i>Waypoint Identifier</i>	<i>Coordinates (WGS-84)</i>
BETTY	21 29 10.82N 114 33 31.92E
MANGO	21 36 49.00N 114 30 53.00E
HH511	21 53 32.24N 114 11 31.99E
TEDUR	22 11 18.77N 114 23 51.26E
RIVMI	22 24 03.96N 114 19 09.28E
LIMES	22 06 25.60N 113 46 32.60E

**STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO**Transition Altitude 9 000 ft
HONG KONG RADAR 127.55**HONG KONG / Intl (VHHH)
RNAV (GNSS) CANTO 3A STAR
RWY 07L/07C/07R**

1. For RNAV (GNSS) STAR, aircraft must be approved by State of Registry in accordance with ICAO RNP 1 standard or equivalent (see GEN 1.5 para 3.5.3). Carriage of certified GNSS receiver is mandatory.
2. In the event that PBN performance ceases to comply with the requirements for RNP 1 inflight, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
3. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement.

**CANTO 3A STAR RWY 07L/07C/07R**

Expect ILS approach. Descend as directed by ATC.

DESCENT REQUIREMENT

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

DO NOT DESCEND WITHOUT ATC CLEARANCE.**SPEED CONTROL**

Aircraft shall fly at 280 KIAS by CANTO.

HOLDING

The holding pattern for CANTO STAR is established at CANTO. In the event of holding, each flight will be instructed individually.

ALTERNATIVE HOLDING

In order to provide traffic management flexibility during peak periods of arrivals or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at COMBI, BETTY or other terminal holdings (see ENR 3.6) as directed by ATC.

LOSS OF COMMUNICATION

In the event of a loss of communication aircraft shall comply with the descent requirement and the STAR track above. Maintain FL130 to LINES. Join LINES holding pattern and descend to 4 500 ft in the hold, then carry out the appropriate ILS approach procedure.

CHANGE: RWY07C, Altitude restriction at LINES.

AD 2-VHHH-STAR-CANTO-A_V07_240731km

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) STAR**Designator: CANTO 3A Runway 07L / Runway 07C / Runway 07R**

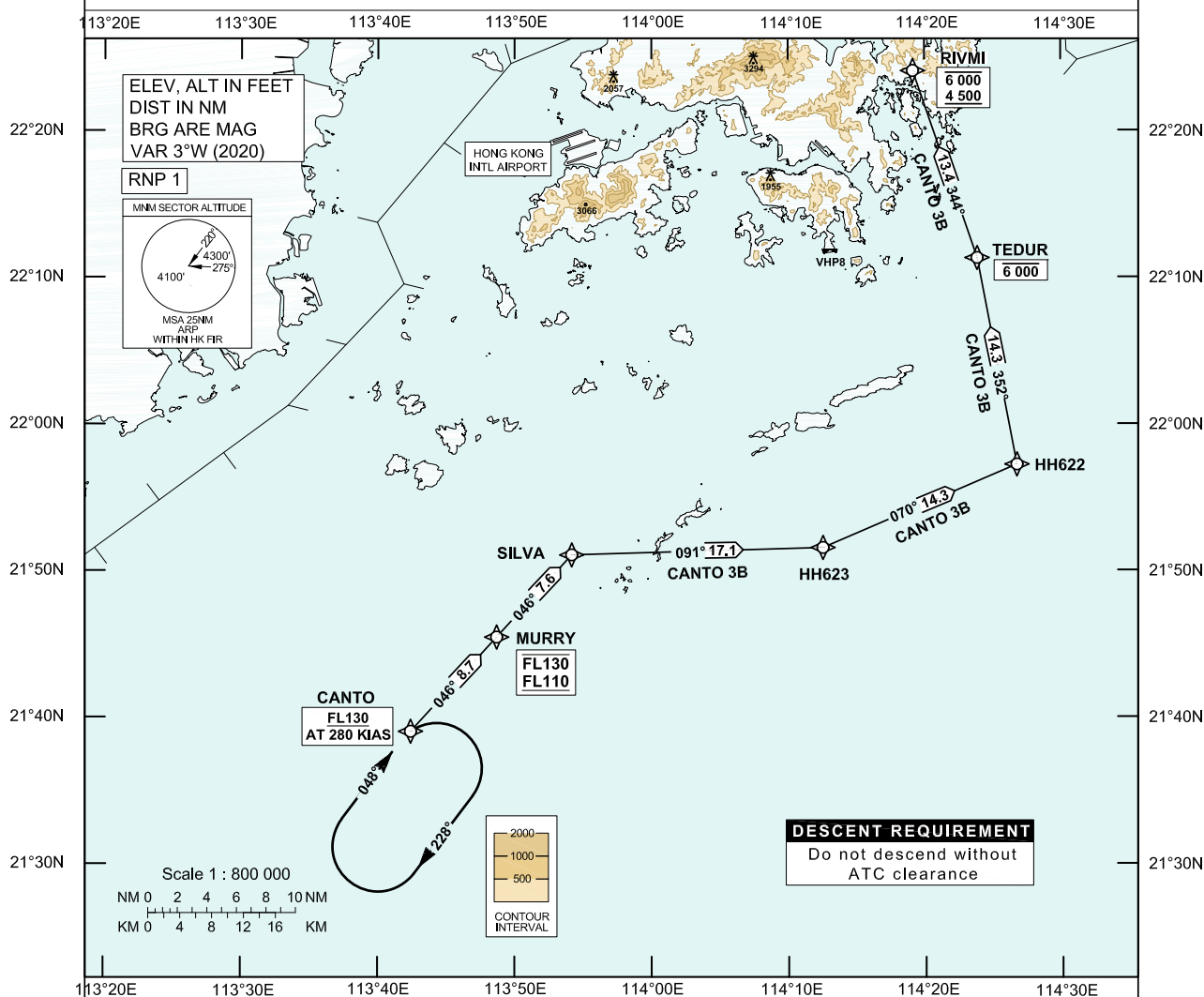
<i>Serial Number</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Fly-over</i>	<i>Course/Track (°M)</i>	<i>Magnetic Variation</i>	<i>Distance (NM)</i>	<i>Turn Dir</i>	<i>Altitude (ft)</i>	<i>Speed (KIAS)</i>	<i>Navigation Specification</i>
01	IF	CANTO	-	-	+3.0	-	-	+FL130	@280	RNP 1
02	TF	MURRY	-	046	+3.0	8.7	-	-FL130 +FL110	-	RNP 1
03	TF	SILVA	-	046	+3.0	7.6	-	-	-	RNP 1
04	TF	LIMES	-	338	+3.0	16.9	-	-6000 +3000	-	RNP 1

Waypoint and Coordinates

<i>Waypoint Identifier</i>	<i>Coordinates (WGS-84)</i>
CANTO	21 39 02.63N 113 42 25.09E
MURRY	21 45 28.37N 113 48 41.97E
SILVA	21 51 04.50N 113 54 10.88E
LIMES	22 06 25.60N 113 46 32.60E

**STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO**Transition Altitude 9 000 ft
HONG KONG RADAR 127.55**HONG KONG / Intl (VHHH)
RNAV (GNSS) CANTO 3B STAR
RWY 25L/25C/25R**

1. For RNAV (GNSS) STAR, aircraft must be approved by State of Registry in accordance with ICAO RNP 1 standard or equivalent (see GEN 1.5 para 3.5.3). Carriage of certified GNSS receiver is mandatory.
2. In the event that PBN performance ceases to comply with the requirements for RNP 1 inflight, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
3. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement.

**CANTO 3B STAR RWY 25L/25C/25R**

Expect ILS approach. Descend as directed by ATC.

DESCENT REQUIREMENT

Cross CANTO FL130 or above. Cross MURRY between FL130 and FL110.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

SPEED CONTROL

Aircraft shall fly at 280 KIAS by CANTO.

HOLDING

The holding pattern for CANTO STARs is established at CANTO. In the event of holding, each flight will be instructed individually.

ALTERNATIVE HOLDING

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 COMBI, BETTY or other terminal holdings (see ENR 3.6) as directed by ATC.

LOSS OF COMMUNICATION

In the event of a loss of communication aircraft shall comply with the descent requirement and the STAR track above. Maintain FL130 to RIVMI. Join RIVMI holding pattern and descend to 4 500 ft in the hold, then carry out the appropriate ILS approach procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) STAR**Designator: CANTO 3B Runway 25L / Runway 25C / Runway 25R**

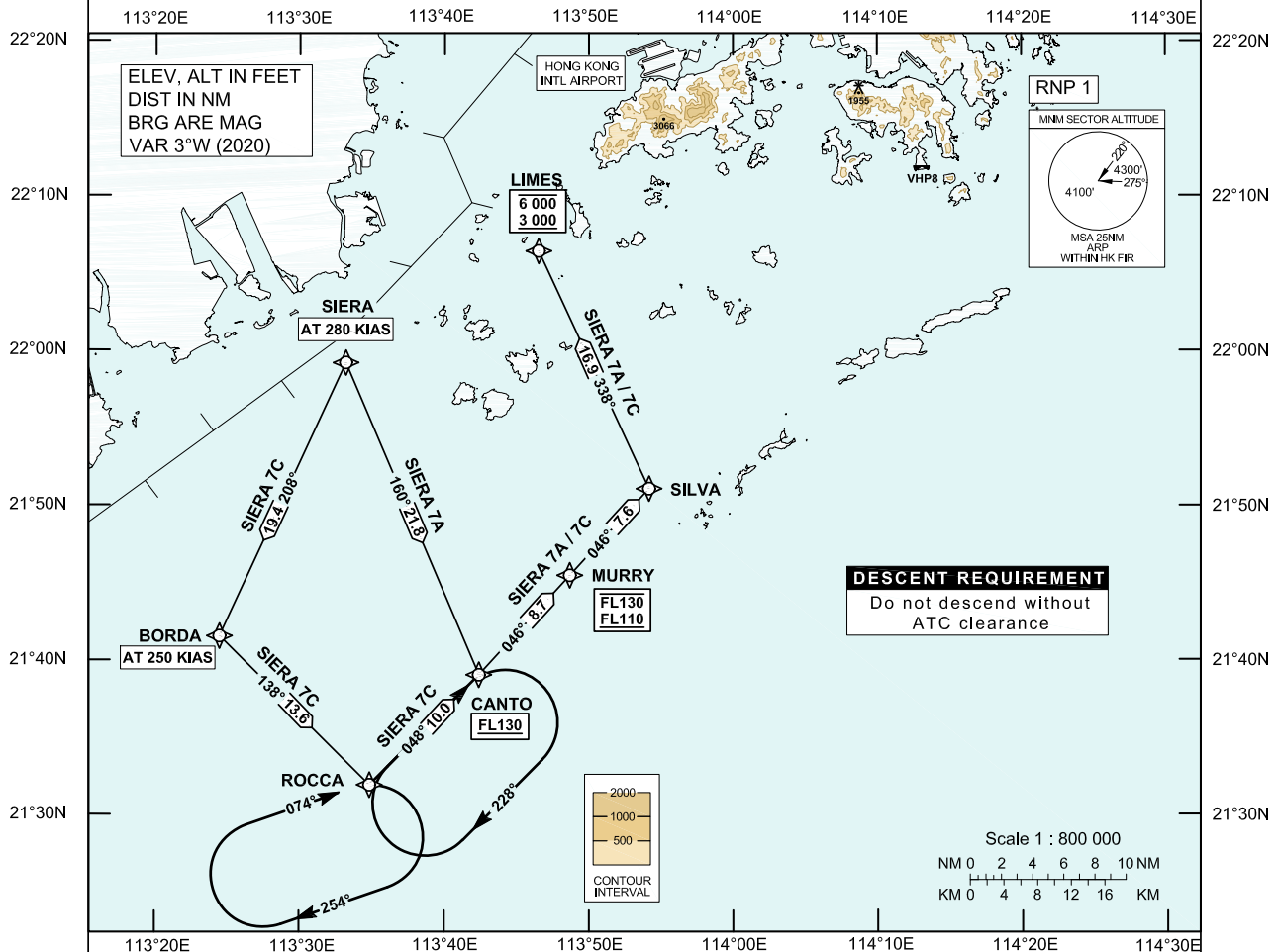
<i>Serial Number</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Fly-over</i>	<i>Course/Track (°M)</i>	<i>Magnetic Variation</i>	<i>Distance (NM)</i>	<i>Turn Dir</i>	<i>Altitude (ft)</i>	<i>Speed (KIAS)</i>	<i>Navigation Specification</i>
01	IF	CANTO	-	-	+3.0	-	-	+FL130	@280	RNP 1
02	TF	MURRY	-	046	+3.0	8.7	-	-FL130 +FL110	-	RNP 1
03	TF	SILVA	-	046	+3.0	7.6	-	-	-	RNP 1
04	TF	HH623	-	091	+3.0	17.1	-	-	-	RNP 1
05	TF	HH622	-	070	+3.0	14.3	-	-	-	RNP 1
06	TF	TEDUR	-	352	+3.0	14.3	-	-6000	-	RNP 1
07	TF	RIVMI	-	344	+3.0	13.4	-	-6000 +4500	-	RNP 1

Waypoint and Coordinates

<i>Waypoint Identifier</i>	<i>Coordinates (WGS-84)</i>
CANTO	21 39 02.63N 113 42 25.09E
MURRY	21 45 28.37N 113 48 41.97E
SILVA	21 51 04.50N 113 54 10.88E
HH623	21 51 34.24N 114 12 32.62E
HH622	21 57 14.02N 114 26 43.79E
TEDUR	22 11 18.77N 114 23 51.26E
RIVMI	22 24 03.96N 114 19 09.28E

**STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO**Transition Altitude 9 000 ft
HONG KONG RADAR 127.55**HONG KONG / Intl (VHHH)
RNAV (GNSS) SIERA 7A / 7C STAR
RWY 07L/07C/07R**

1. For RNAV (GNSS) STAR, aircraft must be approved by State of Registry in accordance with ICAO RNP 1 standard or equivalent (see GEN 1.5 para 3.5.3). Carriage of certified GNSS receiver is mandatory.
2. In the event that PBN performance ceases to comply with the requirements for RNP 1 inflight, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
3. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement.

**SIERA 7A STAR RWY 07L/07C/07R**

Expect ILS approach. Descend as directed by ATC.

SPEED CONTROL

Aircraft shall fly at 280 KIAS by SIERA.

SIERA 7C STAR RWY 07L/07C/07R

Expect ILS approach. Descend as directed by ATC.

SPEED CONTROL

Aircraft shall fly at 280 KIAS by SIERA and 250 KIAS by BORDA.

DESCENT REQUIREMENT

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

DO NOT DESCEND WITHOUT ATC CLEARANCE.**HOLDING**

The holding pattern for SIERA STARS is established at CANTO / ROCCA. If holding is required, each flight will be instructed individually.

ALTERNATIVE HOLDING

In order to provide traffic management flexibility during peak periods of arrivals or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY, GAMBA or other terminal holdings (see ENR 3.6) as directed by ATC.

LOSS OF COMMUNICATION

In the event of a loss of communication aircraft shall comply with the descent requirement and the STAR track above. Maintain FL130 to LINES. Join LINES holding pattern and descend to 4 500 ft in the hold, then carry out the appropriate ILS approach procedure.

CHANGE: RWY07C, Altitude restriction at LINES.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) STARs**Designator: SIERA 7A Runway 07L / Runway 07C / Runway 07R**

<i>Serial Number</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Fly-over</i>	<i>Course/Track (°M)</i>	<i>Magnetic Variation</i>	<i>Distance (NM)</i>	<i>Turn Dir</i>	<i>Altitude (ft)</i>	<i>Speed (KIAS)</i>	<i>Navigation Specification</i>
01	IF	SIERA	-	-	+3.0	-	-	-	@280	RNP 1
02	TF	CANTO	-	160	+3.0	21.8	-	+FL130	-	RNP 1
03	TF	MURRY	-	046	+3.0	8.7	L	-FL130 +FL110	-	RNP 1
04	TF	SILVA	-	046	+3.0	7.6	-	-	-	RNP 1
05	TF	LIMES	-	338	+3.0	16.9	-	-6000 +3000	-	RNP 1

Designator: SIERA 7C Runway 07L / Runway 07C / Runway 07R

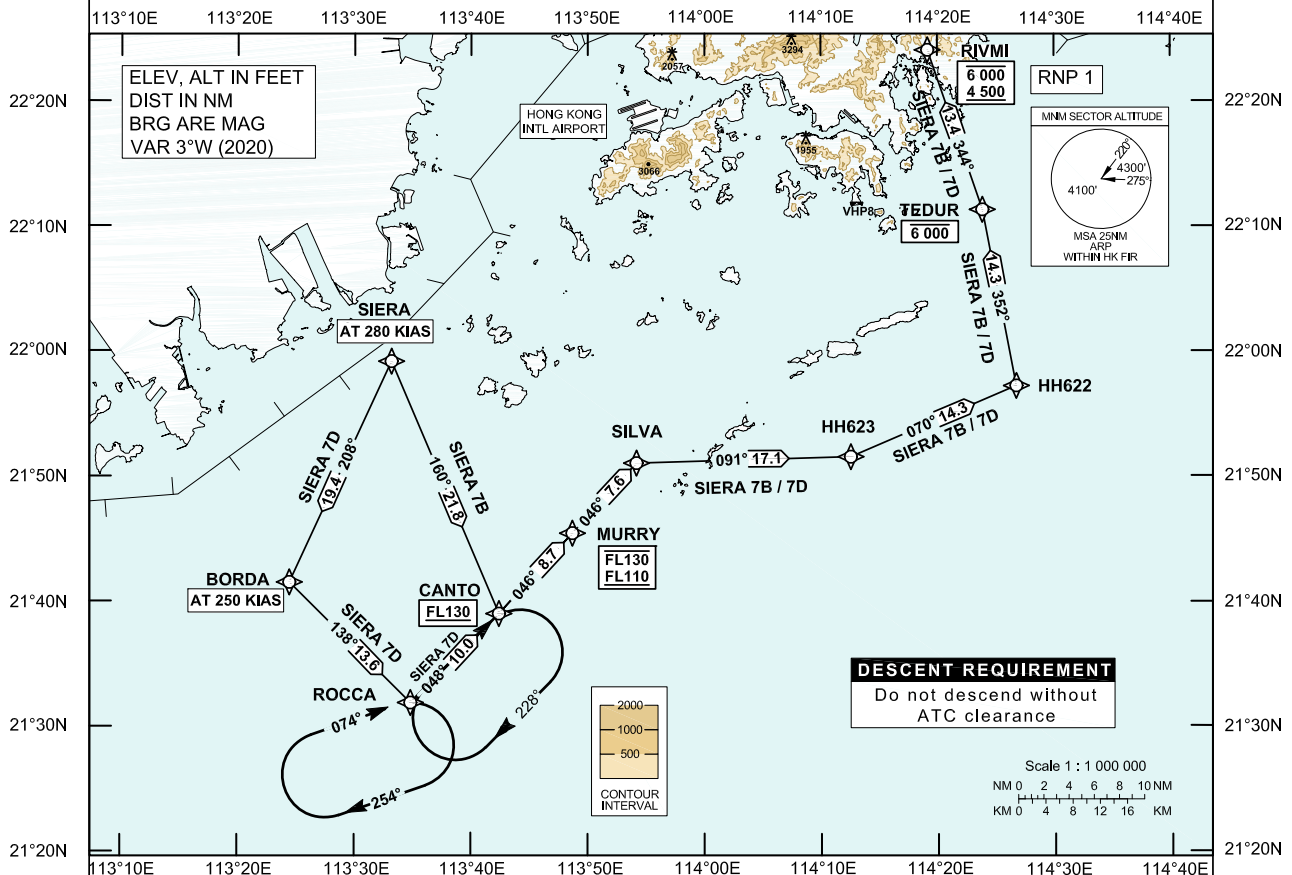
<i>Serial Number</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Fly-over</i>	<i>Course/Track (°M)</i>	<i>Magnetic Variation</i>	<i>Distance (NM)</i>	<i>Turn Dir</i>	<i>Altitude (ft)</i>	<i>Speed (KIAS)</i>	<i>Navigation Specification</i>
01	IF	SIERA	-	-	+3.0	-	-	-	@280	RNP 1
02	TF	BORDA	-	208	+3.0	19.4	-	-	@250	RNP 1
03	TF	ROCCA	-	138	+3.0	13.6	-	-	-	RNP 1
04	TF	CANTO	-	048	+3.0	10.0	L	+FL130	-	RNP 1
05	TF	MURRY	-	046	+3.0	8.7	-	-FL130 +FL110	-	RNP 1
06	TF	SILVA	-	046	+3.0	7.6	-	-	-	RNP 1
07	TF	LIMES	-	338	+3.0	16.9	-	-6000 +3000	-	RNP 1

Waypoint and Coordinates

<i>Waypoint Identifier</i>	<i>Coordinates (WGS-84)</i>
SIERA	21 59 12.00N 113 33 12.00E
BORDA	21 41 32.37N 113 24 29.01E
ROCCA	21 31 55.42N 113 34 51.44E
CANTO	21 39 02.63N 113 42 25.09E
MURRY	21 45 28.37N 113 48 41.97E
SILVA	21 51 04.50N 113 54 10.88E
LIMES	22 06 25.60N 113 46 32.60E

**STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO**Transition Altitude 9 000 ft
HONG KONG RADAR 127.55**HONG KONG / Intl (VHHH)
RNAV (GNSS) SIERA 7B / 7D STAR
RWY 25L/25C/25R**

1. For RNAV (GNSS) STAR, aircraft must be approved by State of Registry in accordance with ICAO RNP 1 standard or equivalent (see GEN 1.5 para 3.5.3). Carriage of certified GNSS receiver is mandatory.
2. In the event that PBN performance ceases to comply with the requirements for RNP 1 Inflight, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
3. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.3.5 are exempted from the RNP 1 requirement.

**SIERA 7B STAR RWY 25L/25C/25R**

Expect ILS approach. Descend as directed by ATC.

SPEED CONTROL

Aircraft shall fly at 280 KIAS by SIERA.

SIERA 7D STAR RWY 25L/25C/25R

Expect ILS approach. Descend as directed by ATC.

SPEED CONTROL

Aircraft shall fly at 280 KIAS by SIERA and 250 KIAS by BORDA.

DESCENT REQUIREMENT

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

DO NOT DESCEND WITHOUT ATC CLEARANCE.**HOLDING**

The holding pattern for SIERA STARs is established at CANTO / ROCCA. If holding is required, each flight will be instructed individually.

ALTERNATIVE HOLDING

In order to provide traffic management flexibility during peak periods of arrivals or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY, GAMBA or other terminal holdings (see ENR 3.6) as directed by ATC.

LOSS OF COMMUNICATION

In the event of a loss of communication aircraft shall comply with the descent requirement and the STAR track above. Maintain FL130 to RIVMI. Join RIVMI holding pattern and descend to 4 500 ft in the hold, then carry out the appropriate ILS approach procedure.

CHANGE: New Procedures.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) STARs**Designator: SIERA 7B Runway 25L / Runway 25C / Runway 25R**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track (°M)	Magnetic Variation	Distance (NM)	Turn Dir	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	IF	SIERA	-	-	+3.0	-	-	-	@280	RNP 1
02	TF	CANTO	-	160	+3.0	21.8	-	+FL130	-	RNP 1
03	TF	MURRY	-	046	+3.0	8.7	L	-FL130 +FL110	-	RNP 1
04	TF	SILVA	-	046	+3.0	7.6	-	-	-	RNP 1
05	TF	HH623	-	091	+3.0	17.1	-	-	-	RNP 1
06	TF	HH622	-	070	+3.0	14.3	-	-	-	RNP 1
07	TF	TEDUR	-	352	+3.0	14.3	-	-6000	-	RNP 1
08	TF	RIVMI	-	344	+3.0	13.4	-	-6000 +4500	-	RNP 1

Designator: SIERA 7D Runway 25L / Runway 25C / Runway 25R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track (°M)	Magnetic Variation	Distance (NM)	Turn Dir	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	IF	SIERA	-	-	+3.0	-	-	-	@280	RNP 1
02	TF	BORDA	-	208	+3.0	19.4	-	-	@250	RNP 1
03	TF	ROCCA	-	138	+3.0	13.6	-	-	-	RNP 1
04	TF	CANTO	-	048	+3.0	10.0	L	+FL130	-	RNP 1
05	TF	MURRY	-	046	+3.0	8.7	-	-FL130 +FL110	-	RNP 1
06	TF	SILVA	-	046	+3.0	7.6	-	-	-	RNP 1
07	TF	HH623	-	091	+3.0	17.1	-	-	-	RNP 1
08	TF	HH622	-	070	+3.0	14.3	-	-	-	RNP 1
09	TF	TEDUR	-	352	+3.0	14.3	-	-6000	-	RNP 1
10	TF	RIVMI	-	344	+3.0	13.4	-	-6000 +4500	-	RNP 1

Waypoint and Coordinates

Waypoint Identifier	Coordinates (WGS-84)
SIERA	21 59 12.00N 113 33 12.00E
BORDA	21 41 32.37N 113 24 29.01E
ROCCA	21 31 55.42N 113 34 51.44E
CANTO	21 39 02.63N 113 42 25.09E
MURRY	21 45 28.37N 113 48 41.97E
SILVA	21 51 04.50N 113 54 10.88E
HH623	21 51 34.24N 114 12 32.62E
HH622	21 57 14.02N 114 26 43.79E
TEDUR	22 11 18.77N 114 23 51.26E
RIVMI	22 24 03.96N 114 19 09.28E

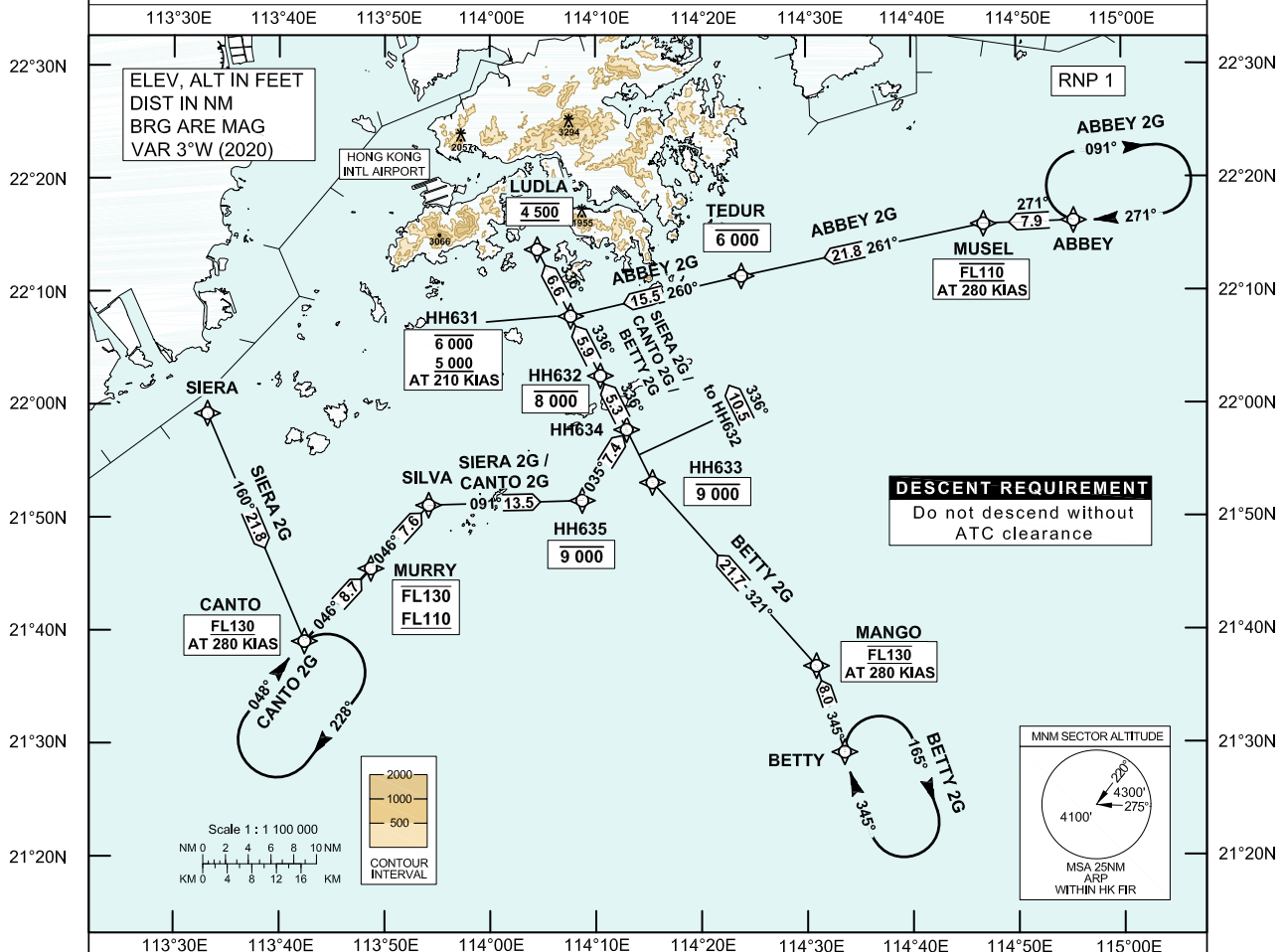
**STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO**

Transition Altitude 9 000 ft

HONG KONG RADAR 126.3 (BETTY 2G)
HONG KONG RADAR 126.5 (ABBEY 2G)
HONG KONG RADAR 127.55 (CANTO 2G / SIERA 2G)

HONG KONG / Intl (VHHH)
RNAV (GNSS) ABBEY 2G / BETTY 2G STAR
RNAV (GNSS) CANTO 2G / SIERA 2G STAR
RWY 25L/25C/25R

1. For RNAV (GNSS) STAR, aircraft must be approved by State of Registry in accordance with ICAO RNP 1 standard or equivalent (see GEN 1.5 para 3.5.3). Carriage of certified GNSS receiver is mandatory.
2. In the event that PBN performance ceases to comply with the requirements for RNP 1 inflight, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.

**ABBEY 2G STAR RWY 25L/25C/25R**

Expect RNP AR APCH. Descend as directed by ATC.

BETTY 2G STAR RWY 25L/25C/25R

Expect RNP AR APCH. Descend as directed by ATC.

CANTO 2G STAR RWY 25L/25C/25R

Expect RNP AR APCH. Descend as directed by ATC.

SIERA 2G STAR RWY 25L/25C/25R

Expect RNP AR APCH. Descend as directed by ATC.

DESCENT REQUIREMENT

Cross LUDLA at 4 500 ft.

ABBEY 2G Cross MUSEL at FL110.

BETTY 2G Cross MANGO at FL130.

CANTO 2G / SIERA 2G Cross CANTO FL130 or above. Cross MURRY between FL130 and FL110.

DO NOT DESCEND WITHOUT ATC CLEARANCE.**SPEED CONTROL**

Aircraft shall fly at 280 KIAS by MUSEL / MANGO / CANTO, or as directed by ATC.

HOLDING

The holding pattern is established at ABBEY / BETTY / CANTO. If holding is required, each flight will be instructed individually.

ALTERNATIVE HOLDING

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 terminal holdings (see ENR 3.6) as directed by ATC.

LOSS OF COMMUNICATION

In the event of a loss of communication aircraft shall comply with the descent requirement and the STAR track above. Thence: Maintain FL110 (from MUSEL) or FL130 (from MANGO or CANTO) to LUDLA. Join LUDLA holding pattern and descend to 4 500 ft in the hold, then carry out the appropriate RNP AR APCH.

CHANGE: New Procedures.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) STARs

Designator: ABBEY 2G Runway 25L / Runway 25C / Runway 25R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track (°M)	Magnetic Variation	Distance (NM)	Turn Dir	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	IF	ABBEY	-	-	+3.0	-	-	-	-	RNP 1
02	TF	MUSEL	-	271	+3.0	7.9	-	@FL110	@280	RNP 1
03	TF	TEDUR	-	261	+3.0	21.8	-	-6000	-	RNP 1
04	TF	HH631	-	260	+3.0	15.5	-	-6000 +5000	@210	RNP 1
05	TF	LUDLA	-	336	+3.0	6.6	-	@4500	-	RNP 1

Designator: BETTY 2G Runway 25L / Runway 25C / Runway 25R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track (°M)	Magnetic Variation	Distance (NM)	Turn Dir	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	IF	BETTY	-	-	+3.0	-	-	-	-	RNP 1
02	TF	MANGO	-	345	+3.0	8.0	-	@FL130	@280	RNP 1
03	TF	HH633	-	321	+3.0	21.7	-	-9000	-	RNP 1
04	TF	HH632	-	336	+3.0	10.5	-	-8000	-	RNP 1
05	TF	HH631	-	336	+3.0	5.9	-	-6000 +5000	@210	RNP 1
06	TF	LUDLA	-	336	+3.0	6.6	-	@4500	-	RNP 1

Designator: CANTO 2G Runway 25L / Runway 25C / Runway 25R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track (°M)	Magnetic Variation	Distance (NM)	Turn Dir	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	IF	CANTO	-	-	+3.0	-	-	+FL130	@280	RNP 1
02	TF	MURRY	-	046	+3.0	8.7	-	-FL130 +FL110	-	RNP 1
03	TF	SILVA	-	046	+3.0	7.6	-	-	-	RNP 1
04	TF	HH635	-	091	+3.0	13.5	-	-9000	-	RNP 1
05	TF	HH634	-	035	+3.0	7.4	-	-	-	RNP 1
06	TF	HH632	-	336	+3.0	5.3	-	-8000	-	RNP 1
07	TF	HH631	-	336	+3.0	5.9	-	-6000 +5000	@210	RNP 1
08	TF	LUDLA	-	336	+3.0	6.6	-	@4500	-	RNP 1

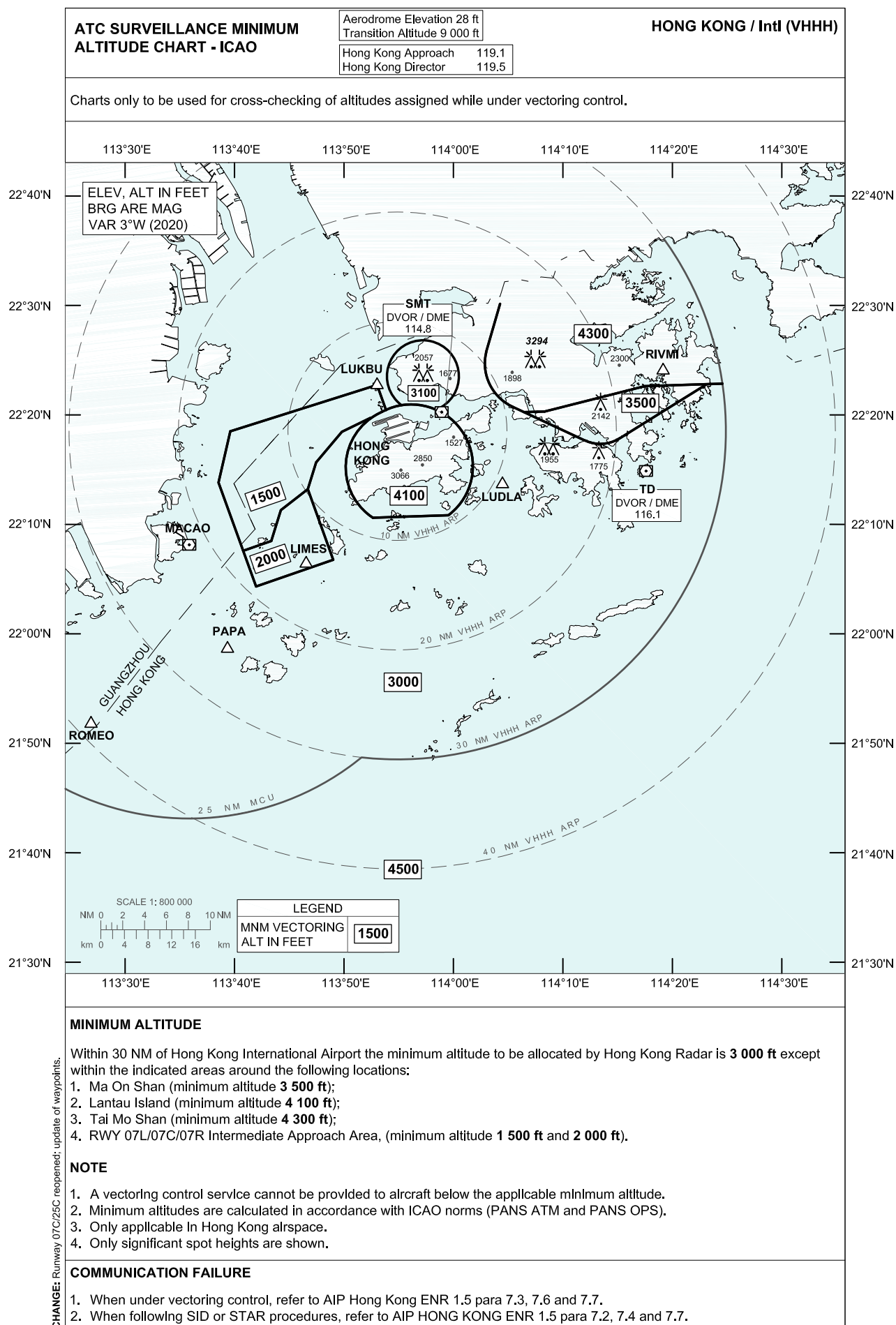
Designator: SIERA 2G Runway 25L / Runway 25C / Runway 25R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track (°M)	Magnetic Variation	Distance (NM)	Turn Dir	Altitude (ft)	Speed (KIAS)	Navigation Specification
01	IF	SIERA	-	-	+3.0	-	-	-	-	RNP 1
02	TF	CANTO	-	160	+3.0	21.8	-	+FL130	@280	RNP 1
03	TF	MURRY	-	046	+3.0	8.7	L	-FL130 +FL110	-	RNP 1
04	TF	SILVA	-	046	+3.0	7.6	-	-	-	RNP 1
05	TF	HH635	-	091	+3.0	13.5	-	-9000	-	RNP 1
06	TF	HH634	-	035	+3.0	7.4	-	-	-	RNP 1
07	TF	HH632	-	336	+3.0	5.3	-	-8000	-	RNP 1
08	TF	HH631	-	336	+3.0	5.9	-	-6000 +5000	@210	RNP 1
09	TF	LUDLA	-	336	+3.0	6.6	-	@4500	-	RNP 1

Waypoint Coordinates

Waypoint Identifier	Coordinates (WGS-84)
ABBEY	22 16 11.00N 114 55 25.92E
BETTY	21 29 10.82N 114 33 31.92E
CANTO	21 39 02.63N 113 42 25.09E
MANGO	21 36 49.00N 114 30 53.00E
MUSEL	22 15 53.99N 114 46 52.13E
MURRY	21 45 28.37N 113 48 41.97E
SILVA	21 51 04.50N 113 54 10.88E
SIERA	21 59 12.00N 113 33 12.00E

Waypoint Identifier	Coordinates (WGS-84)
LUDLA	22 13 40.79N 114 04 28.75E
TEDUR	22 11 18.77N 114 23 51.26E
HH631	22 07 46.57N 114 07 38.63E
HH632	22 02 30.12N 114 10 28.02E
HH633	21 53 03.75N 114 15 23.47E
HH634	21 57 44.18N 114 12 57.27E
HH635	21 51 28.24N 114 08 44.19E
-	-

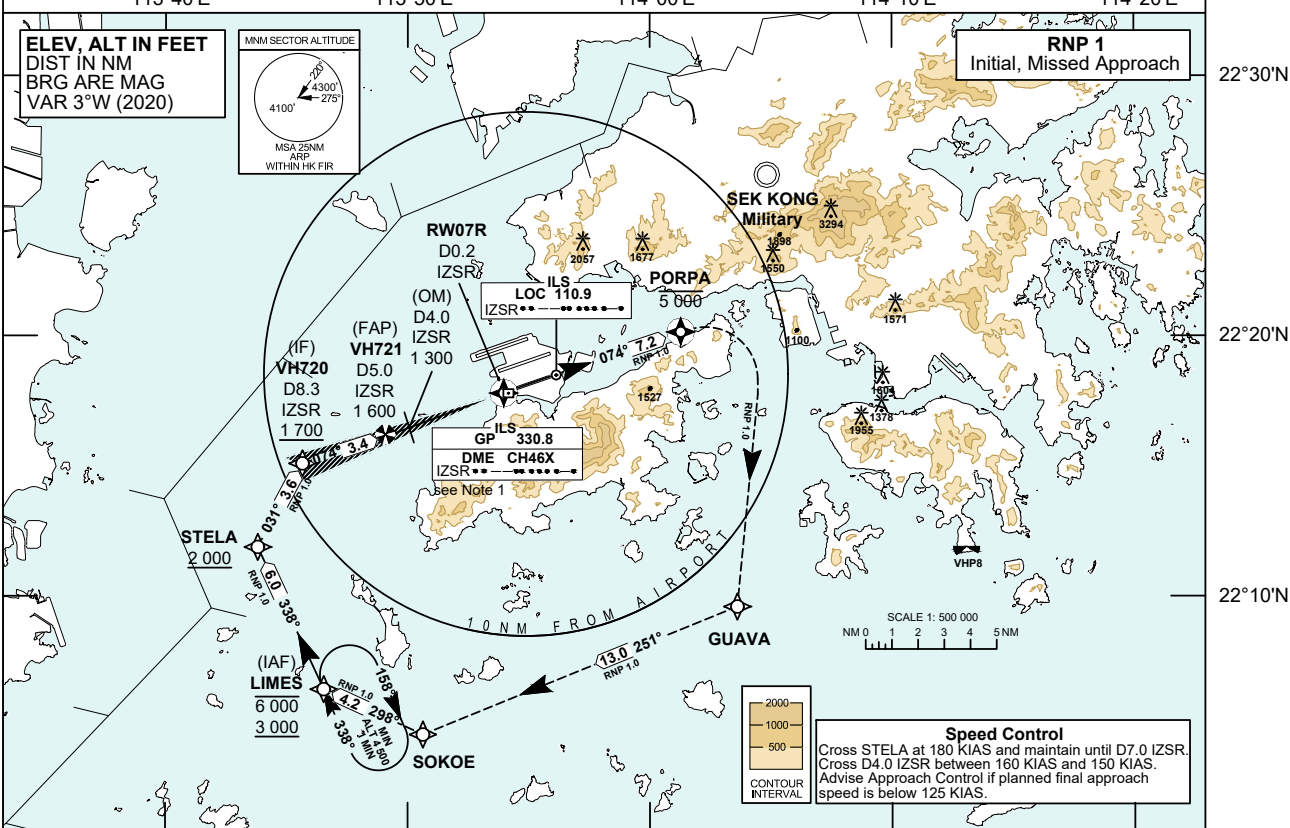
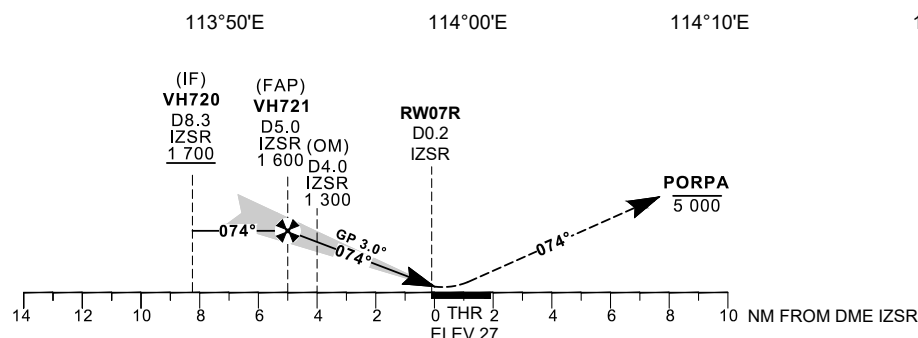


**INSTRUMENT
APPROACH
CHART - ICAO****AERODROME ELEV 28 FT**
HEIGHTS RELATED TO
THR RWY 07R - ELEV 27 FTTOWER 118.4
APPROACH 119.1
DIRECTOR 119.5**HONG KONG / INTL (VHHH)**
ILS RWY 07R
CAT II**Warnings**

1. LOC IZSR SIGNAL UNUSABLE BEYOND 19° RIGHT OF COURSE
2. GP SIGNAL MAY BE LIABLE TO INTERFERENCE FROM GROUND TRAFFIC DURING CAT I OPERATIONS
3. PILOTS SHOULD MONITOR FOR FALSE CAPTURE OF LOC AND GP BY COMPARING INDICATIONS WITH AIRCRAFT POSITION AND ALTITUDE

Notes

1. DME is required. If unable to receive IZSR DME pilot shall advise ATC and will receive equivalent radar ranges for FAP (D5.0 IZSR) and OM Fix (D4.0 IZSR).
2. Simultaneous dependent operation is authorized with RWY 07L or RWY 07C.
3. If unable RNP 1, inform ATC accordingly. If unable RNP 1 during missed approach, continue on the published missed approach track, climb and pass Minimum Sector Altitude (MSA) 4 300 ft as soon as practicable, and continue to 5 000 ft.

**TRANSITION
ALTITUDE
9000****ILS RDH 51 AT
DISPLACED THR****MISSED APPROACH**

Climb to 5 000 ft. Track to **PORPA**, then turn right direct to **GUAVA**, then **SOKOE**, then **LIMES**. Join **LIMES** holding pattern or as directed by ATC.
Speed restriction: 210 KIAS maximum until established on track to **GUAVA**, cross **GUAVA** at 210 KIAS, then maintain 230 KIAS until **LIMES**.
Initial missed approach turn must not be made before **PORPA** due to terrain.

DME IZSR		5	4	3	2	1							
DIST THR (NM)		4.8	3.8	2.8	1.8	0.8							
ALTITUDE (FT)		1600	1300	980	660	340							
Missed Approach Climb Gradient		OCA (OCH)											
		A	B	C	D								
ILS CAT I	2.5%	594 (567)	606 (579)	615 (588)	625 (598)	Ground Speed VH721-THR (4.8 NM)	kt min:s	80 3:36	100 2:53	120 2:24	140 2:04	160 1:48	180 1:36
	3.6% to 1400	227 (200)											
ILS CAT II	3.6% to 1400	127 (100)				ROD (5.2%)	ft / min	420	530	630	740	840	950
VISUAL CIRCLING NOT AVAILABLE		N / A											

ILS RWY 07R APPROACH**NAVIGATION AIDS**

Navaid/Ident	Frequency	Coordinates		Remarks
Localizer/IZSR	110.9 MHz	22 18 30.05N	113 56 08.39E	Course 074°M
Glide Path	330.8 MHz	22 17 47.78N	113 54 09.48E	3° glide slope Co-located
DME/IZSR	CH 46X			

TABULAR DESCRIPTION: ILS RWY 07R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	IF	LIMES	-	-	+3.0	-	-	-6000 +3000	-	-	RNP 1
02	TF	STELA	-	338 (335)	+3.0	6.0	-	+2000	@180	-	RNP 1
03	TF	VH720	-	031 (028)	+3.0	3.6	-	+1700	@180	-	RNP 1
04	-	VH721	-	074 (071)	+3.0	3.4	-	-	-	-	Conventional
05	-	RW07R	Y	074 (071)	+3.0	4.8	-	-	-	-	Conventional
06	TF	PORPA	Y	074 (071)	+3.0	7.2	-	-5000	-210	-	RNP 1
07	DF	GUAVA	-	-	+3.0	-	R	-	@210	-	RNP 1
08	TF	SOKOE	-	251 (248)	+3.0	13.0	-	-	@230	-	RNP 1
09	TF	LIMES	-	298 (295)	+3.0	4.2	-	-	@230	-	RNP 1

Note: Coding is not provided for final approach segment. Please refer to the chart for altitude and speed restrictions.

WAYPOINT LIST

ILS RWY 07R		
Waypoint Identifier	Coordinates (WGS-84)	
LIMES (IAF)	22 06 25.60N	113 46 32.60E
STELA	22 11 53.29N	113 43 49.11E
VH720 (IF)	22 15 05.94N	113 45 39.56E
VH721 (FAP)	22 16 12.68N	113 49 04.87E
RW07R (THR)	22 17 48.03N	113 53 57.99E
PORPA	22 20 09.10N	114 01 16.30E
GUAVA	22 09 36.10N	114 03 36.30E
SOKOE	22 04 41.20N	113 50 38.10E
Cross Reference from Navaid		
	IZSR DME 8.3 NM	
	IZSR DME 5.0 NM	
	IZSR DME 0.2 NM	
	IZSR DME 7.0 NM	

**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 28 FT
THR ELEV 27 FT
HEIGHTS RELATED TO AD ELEV

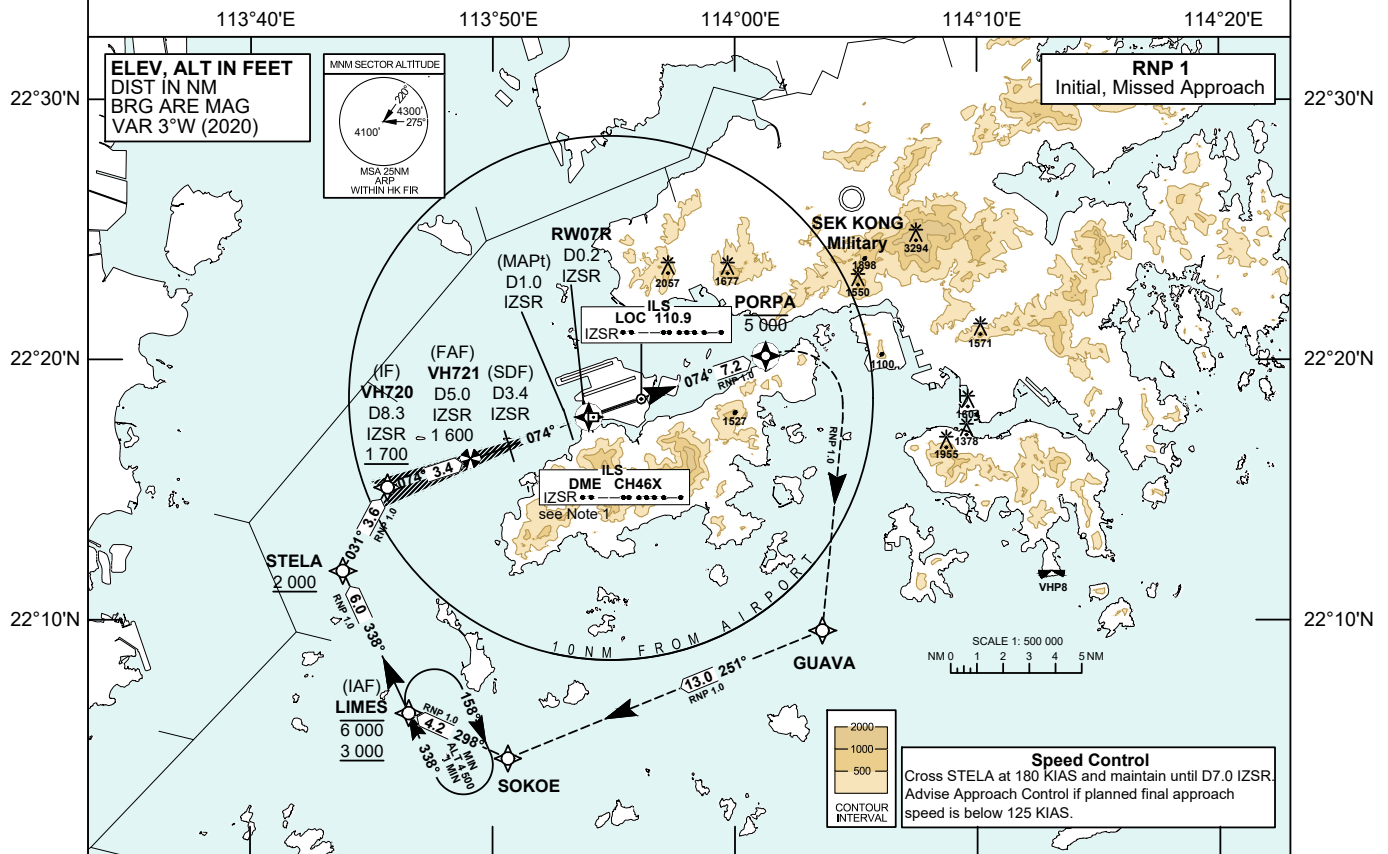
TOWER 118.4
APPROACH 119.1
DIRECTOR 119.5

HONG KONG / INTL (VHHH)
LOC RWY 07R

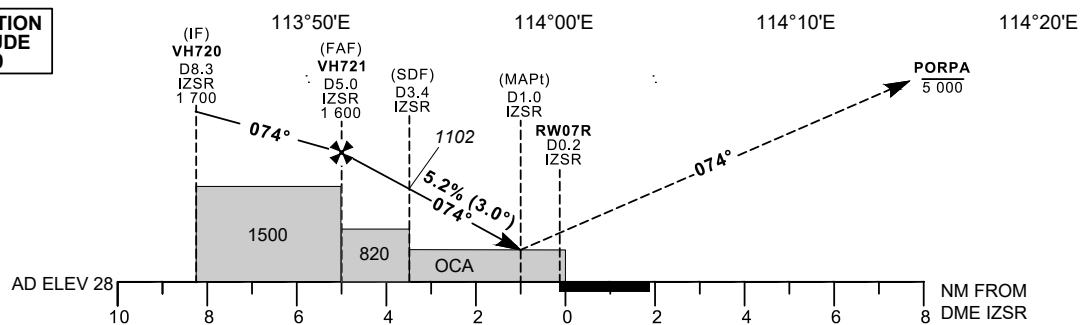
Warnings 1. LOC IZSR SIGNAL UNUSABLE BEYOND 19° RIGHT OF COURSE

Notes

1. DME is required.
2. If unable RNP 1, inform ATC accordingly. If unable RNP 1 during missed approach, continue on the published missed approach track, climb and pass Minimum Sector Altitude (MSA) 4 300 ft as soon as practicable, and continue to 5 000 ft.



**TRANSITION
ALTITUDE
9000**

**MISSED APPROACH**

Climb to 5 000 ft. Track to **PORPA**, then turn right direct to **GUAVA**, then **SOKOE**, then **LIMES**. Join **LIMES** holding pattern or as directed by ATC.
Speed restriction: 210 KIAS maximum until established on track to **GUAVA**, cross **GUAVA** at 210 KIAS, then maintain 230 KIAS until **LIMES**.
Initial missed approach turn must not be made before **PORPA** due to terrain.

DME IZSR	5	4	3	2
DIST THR (NM)	4.8	3.8	2.8	1.8
ALTITUDE (FT)	1600	1300	980	660

Missed Approach		OCA (OCH)				Ground Speed						
Climb Gradient		A	B	C	D	kt	80	100	120	140	160	180
LOC	2.5%	880 (852)				VH721-THR (4.8 NM)	min:s	3:36	2:53	2:24	2:04	1:48
	4.1%	460 (432)				ROD (5.2%)	ft / min	420	530	630	740	840
VISUAL CIRCLING		N / A										
NOT AVAILABLE												

CHANGE: Editorial, notes, Runway 07C/25C reopened.

LOC RWY 07R APPROACH**NAVIGATION AIDS**

Navaid/Ident	Frequency	Coordinates		Remarks
Localizer/IZSR	110.9 MHz	22 18 30.05N	113 56 08.39E	Course 074°M
DME/IZSR	CH 46X	22 17 47.78N	113 54 09.48E	3° glide slope Co-located

TABULAR DESCRIPTION: LOC RWY 07R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	IF	LIMES	-	-	+3.0	-	-	-6000 +3000	-	-	RNP 1
02	TF	STELA	-	338 (335)	+3.0	6.0	-	+2000	@180	-	RNP 1
03	TF	VH720	-	031 (028)	+3.0	3.6	-	+1700	@180	-	RNP 1
04	-	VH721	-	074 (071)	+3.0	3.4	-	-	-	-	Conventional
05	-	RW07R	Y	074 (071)	+3.0	4.8	-	-	-	-	Conventional
06	TF	PORPA	Y	074 (071)	+3.0	7.2	-	-5000	-210	-	RNP 1
07	DF	GUAVA	-	-	+3.0	-	R	-	@210	-	RNP 1
08	TF	SOKOE	-	251 (248)	+3.0	13.0	-	-	@230	-	RNP 1
09	TF	LIMES	-	298 (295)	+3.0	4.2	-	-	@230	-	RNP 1

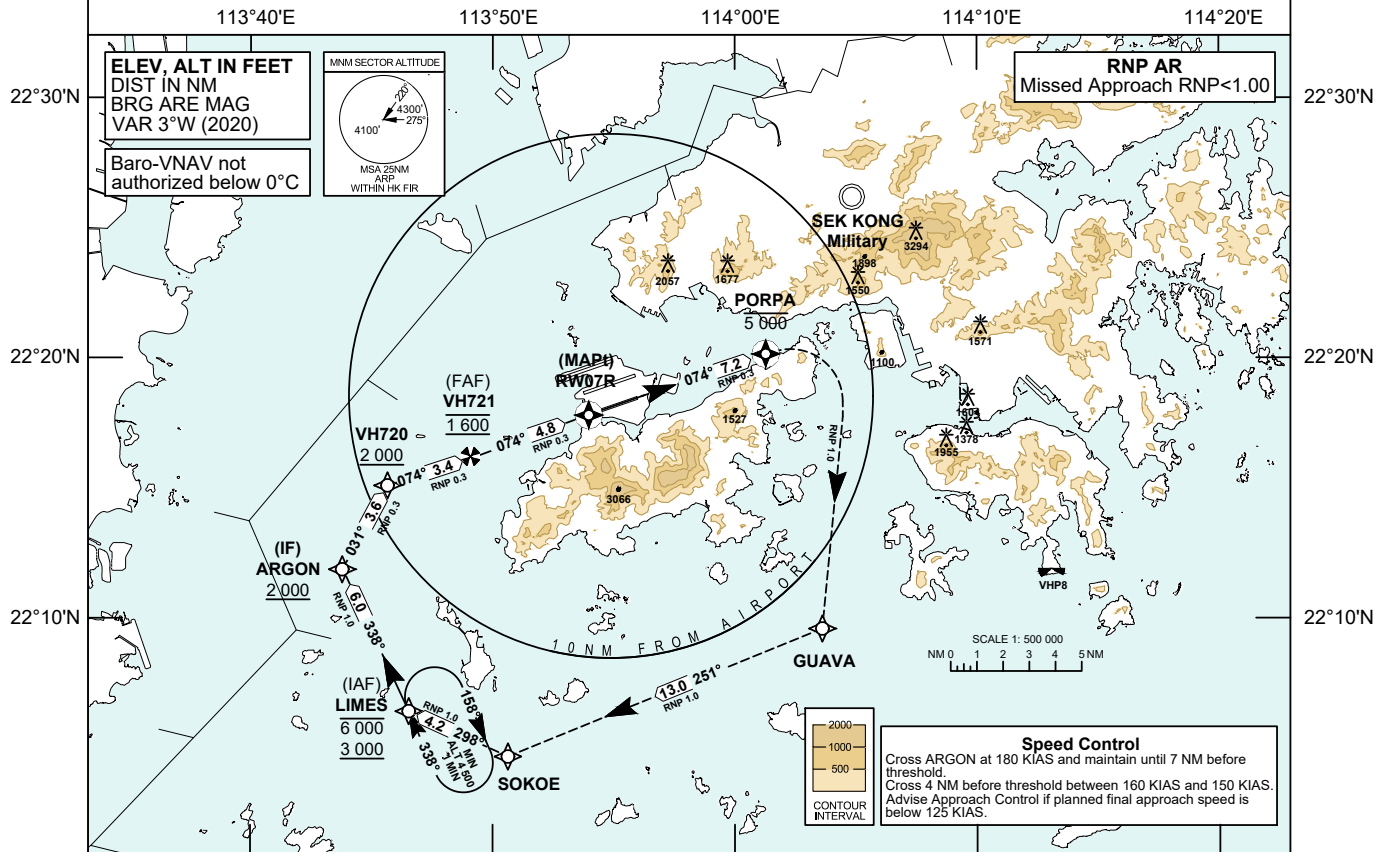
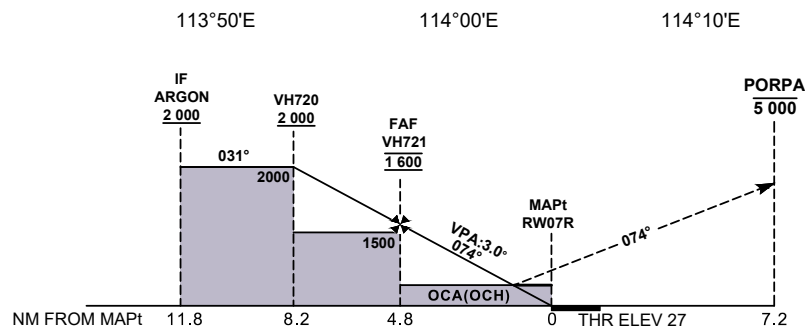
Note: Coding is not provided for final approach segment. Please refer to the chart for altitude and speed restrictions.

WAYPOINT LIST

LOC RWY 07R		
Waypoint Identifier	Coordinates (WGS-84)	Cross Reference from Navaid
LIMES (IAF)	22 06 25.60N 113 46 32.60E	
STELA	22 11 53.29N 113 43 49.11E	
VH720 (IF)	22 15 05.94N 113 45 39.56E	IZSR DME 8.3 NM
VH721 (FAF)	22 16 12.68N 113 49 04.87E	IZSR DME 5.0 NM
SDF3.4	22 16 43.81N 113 50 40.49E	IZSR DME 3.4 NM
MAPt	22 17 31.52N 113 53 07.21E	IZSR DME 1.0 NM
RW07R (THR)	22 17 48.03N 113 53 57.99E	IZSR DME 0.2 NM
PORPA	22 20 09.10N 114 01 16.30E	IZSR DME 7.0 NM
GUAVA	22 09 36.10N 114 03 36.30E	
SOKOE	22 04 41.20N 113 50 38.10E	

**INSTRUMENT
APPROACH
CHART - ICAO****AERODROME ELEV 28 FT**
HEIGHTS RELATED TO
THR RWY 07R - ELEV 27 FTTOWER 118.4
APPROACH 119.1
DIRECTOR 119.5**HONG KONG / INTL (VHHH)
RNP Z RWY 07R (AR)**

- Notes**
1. RNP AR APCH: RNP 0.3 in Intermediate and Missed Approach segments. RNP values are depicted on Plan View for each applicable leg.
 2. Simultaneous dependent operation is authorized with RWY 07L or RWY 07C.
 3. Do not accept radar vectors inside VH720.

**TRANSITION
ALTITUDE
9000****TCH 50 AT
DISPLACED THR****MISSED APPROACH**

Climb to 5 000 ft, track to PORPA, then turn right direct to GUAVA, then SOKOE, then LIMES. Join LIMES holding pattern or as directed by ATC.

Speed restriction: 210 KIAS maximum until established on track to GUAVA, cross GUAVA at 210 KIAS, then maintain 230 KIAS until LIMES.

DIST THR (NM)		4.8	4	3	2								
ALTITUDE (FT)		1600	1350	1030	710								
Missed Approach Climb Gradient		OCA (OCH)											
		A	B	C	D								
RNP 0.30	2.5%	430 (410)	430 (410)	430 (410)	430 (410)	Ground Speed	kt	80	100	120	140	160	180
VISUAL CIRCLING NOT AVAILABLE		N / A				VH721-THR (4.8NM)	min:s	3:36	2:53	2:24	2:04	1:48	1:36
						ROD (5.2%)	ft / min	420	530	630	740	840	950

RNP Z RWY 07R (AR) APPROACH

TABULAR DESCRIPTION: RNP Z RWY 07R (AR)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification (RNP Value)
01	IF	LIMES	-	-	+3.0	-	-	-6000 +3000	-	-	RNP AR APCH (RNP 1.0)
02	TF	ARGON	-	338 (335)	+3.0	6.0	-	+2000	@180	-	RNP AR APCH (RNP 1.0)
03	TF	VH720	-	031 (028)	+3.0	3.6	-	+2000	@180	-	RNP AR APCH (RNP 0.3)
04	TF	VH721	-	074 (071)	+3.0	3.4	-	@1600	-160 +150	-	RNP AR APCH (RNP 0.3)
05	TF	RW07R	Y	074 (071)	+3.0	4.8	-	@77	-	-3.0	RNP AR APCH (RNP 0.3)
06	TF	PORPA	Y	074 (071)	+3.0	7.2	-	-5000	-210	-	RNP AR APCH (RNP 0.3)
07	DF	GUAVA	-	-	+3.0	-	R	-	@210	-	RNP AR APCH (RNP 1.0)
08	TF	SOKOE	-	251 (248)	+3.0	13.0	-	-	@230	-	RNP AR APCH (RNP 1.0)
09	TF	LIMES	-	298 (295)	+3.0	4.2	-	-	@230	-	RNP AR APCH (RNP 1.0)

WAYPOINT LIST

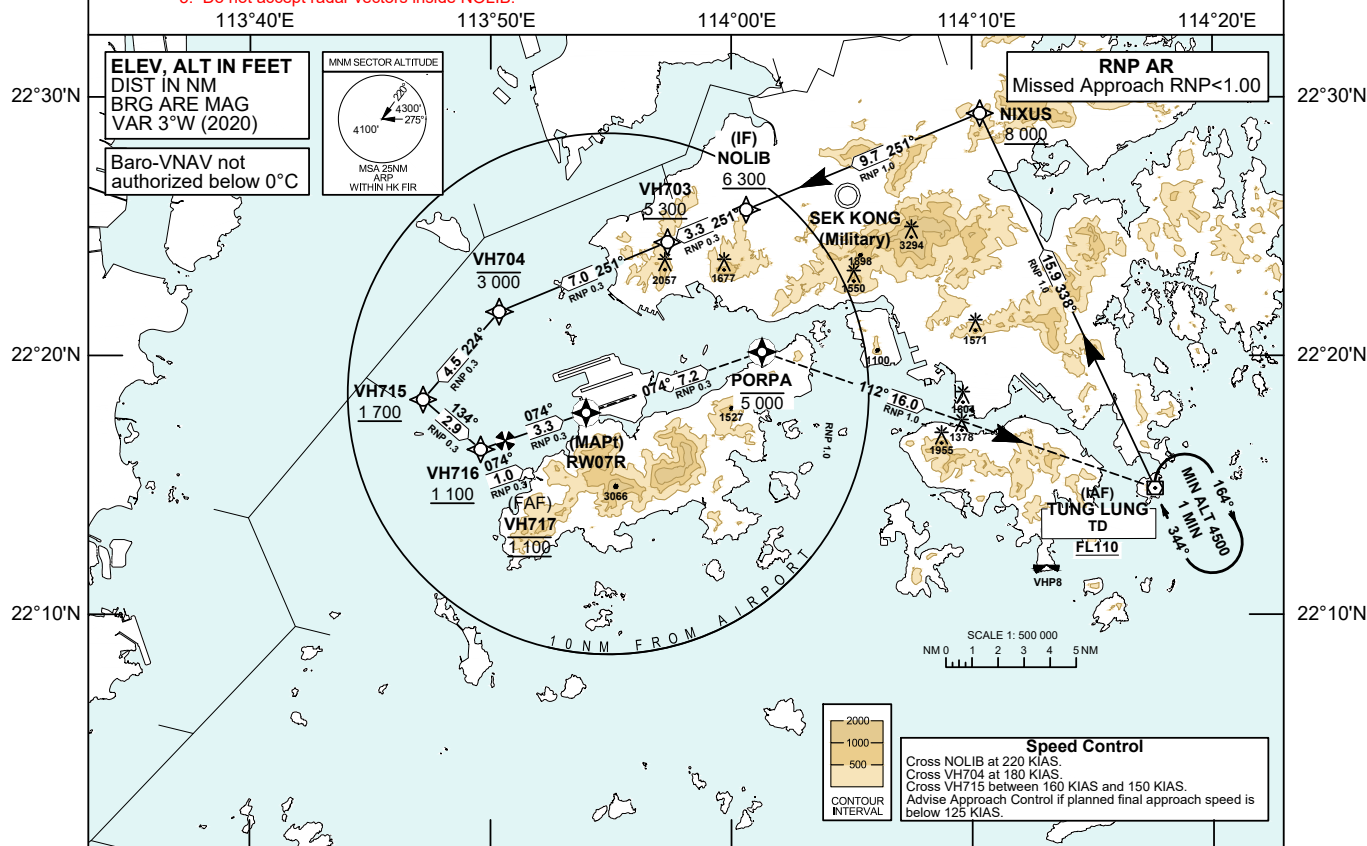
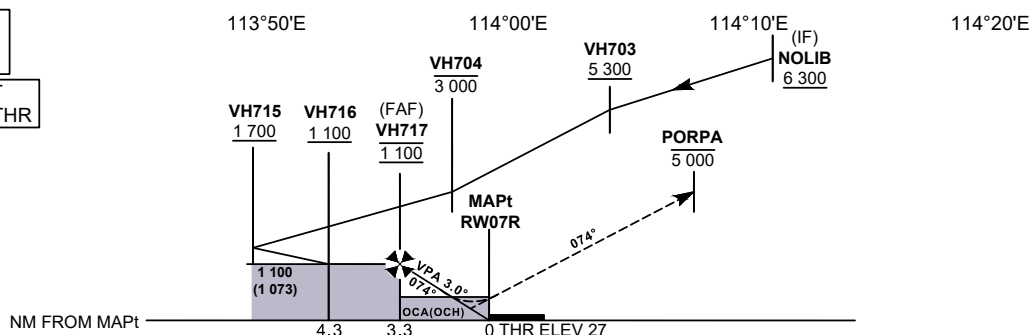
RNP Z RWY 07R (AR)		
Waypoint Identifier	Coordinates (WGS-84)	
LIMES (IAF)	22 06 25.60N	113 46 32.60E
ARGON (IF)	22 11 52.56N	113 43 47.67E
VH720	22 15 05.94N	113 45 39.56E
VH721 (FAF)	22 16 12.68N	113 49 04.87E
RW07R (MAPT)	22 17 48.03N	113 53 57.99E
PORPA	22 20 09.10N	114 01 16.30E
GUAVA	22 09 36.10N	114 03 36.30E
SOKOE	22 04 41.20N	113 50 38.10E

**INSTRUMENT
APPROACH
CHART - ICAO**
AERODROME ELEV 28 FT
 HEIGHTS RELATED TO
 THR RWY 07R - ELEV 27 FT

TOWER	118.4
APPROACH	119.1
DIRECTOR	119.5

HONG KONG / INTL (VHHH)
RNP Y RWY 07R (AR)
Notes

- Authorization from HONG KONG CAD is Required (Refer to the relevant AIC for application procedures)**
1. RNP AR APCH: RNP 0.3 in Intermediate and Missed Approach segments. RNP values are depicted on Plan View for each applicable leg.
 2. The close proximity of the northern FIR boundary requires strict adherence to the procedure track. Execute a missed approach if unable to comply and expect radar vectors within Hong Kong FIR when above the minimum vector altitude.
 3. This is the contingency procedure for RWY 07R when bad weather or other unforeseen circumstances block the flight path to the southwest of the airport.
 4. Simultaneous dependent operation is authorized with RWY 07L or RWY 07C.
 5. **Do not accept radar vectors inside NOLIB.**


**TRANSITION
ALTITUDE
9000**
**TCH 50 AT
DISPLACED THR**
**MISSED APPROACH**

Climb to 5 000 ft, track to PORPA, then to TD. Join TD holding pattern or as directed by ATC.
 Speed restriction: 220 KIAS maximum until TD, cross TD at 220 KIAS.

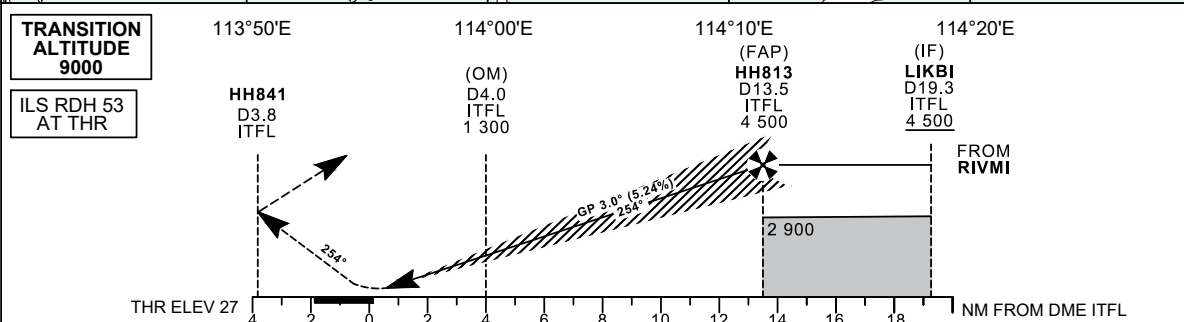
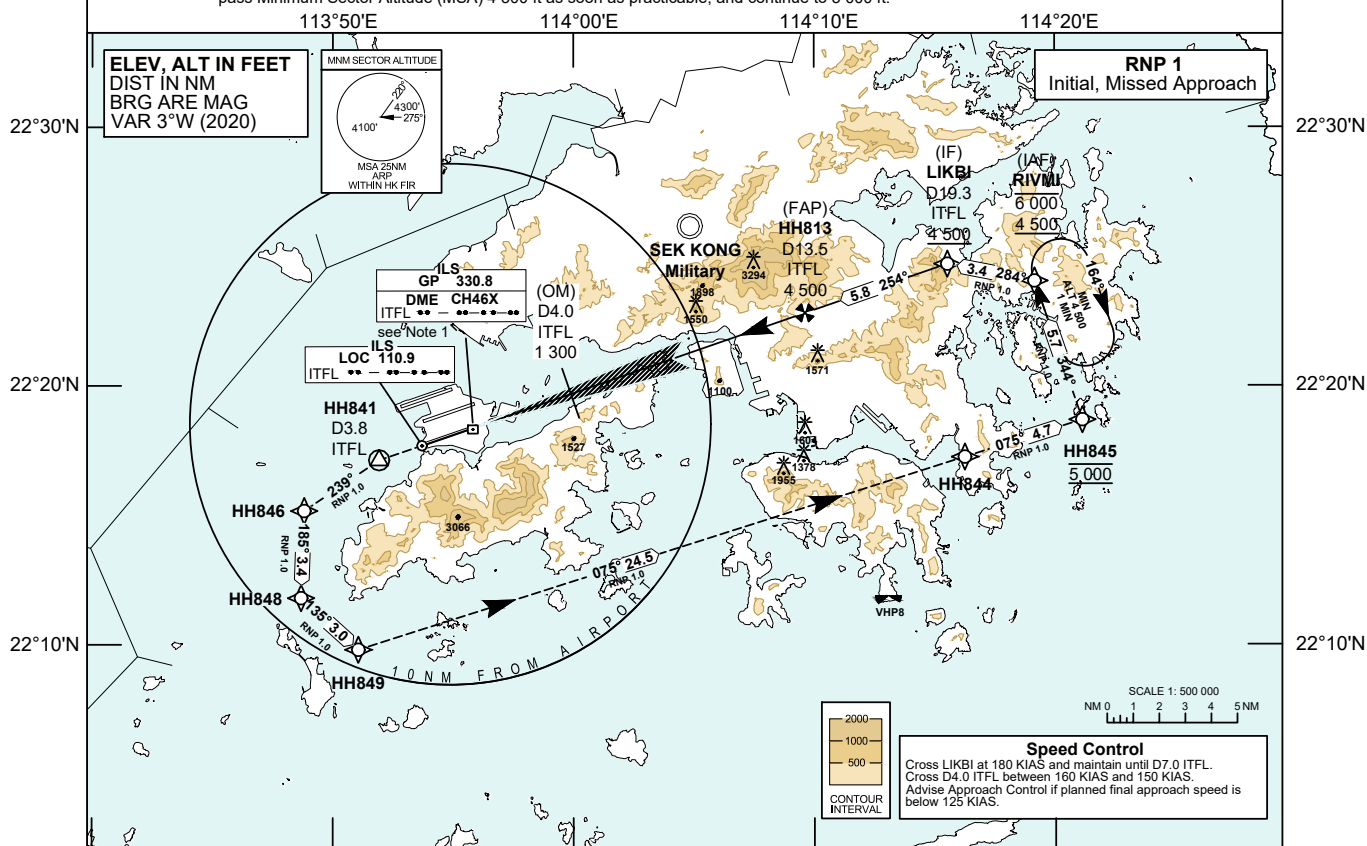
DIST THR (NM)		3.3	3	2										
ALTITUDE (FT)		1100	1010	700										
Missed Approach Climb Gradient		OCA (OCH)												
		A	B	C	D									
RNP 0.30	2.5%	430 (410)				Ground Speed	kt	80	100	120	140	160	180	
VISUAL CIRCLING NOT AVAILABLE		N / A				VH717-THR (3.3NM)	min:s	2:28	1:59	1:39	1:25	1:14	1:06	
						ROD (5.1%)	ft / min	410	520	620	720	830	930	

RNP Y RWY 07R (AR) APPROACH**TABULAR DESCRIPTION: RNP Y RWY 07R (AR)**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification (RNP Value)
01	IF	TD	-	-	+3.0	-	-	+FL110	-	-	RNP AR APCH (RNP 1.0)
02	TF	NIXUS	-	338 (335)	+3.0	15.9	-	+8000	-	-	RNP AR APCH (RNP 1.0)
03	TF	NOLIB	-	251 (248)	+3.0	9.7	-	+6300	@220	-	RNP AR APCH (RNP 1.0)
04	TF	VH703	-	251 (248)	+3.0	3.3	-	+5300	-	-	RNP AR APCH (RNP 0.3)
05	TF	VH704	-	251 (248)	+3.0	7.0	-	-3000	@180	-	RNP AR APCH (RNP 0.3)
06	TF	VH715	-	224 (221)	+3.0	4.5	-	+1700	-160 +150	-	RNP AR APCH (RNP 0.3)
07	TF	VH716	-	134 (131)	+3.0	2.9	-	+1100	-	-	RNP AR APCH (RNP 0.3)
08	TF	VH717	-	074 (071)	+3.0	1.0	-	@1100	-	-	RNP AR APCH (RNP 0.3)
09	TF	RW07R	Y	074 (071)	+3.0	3.3	-	@77	-	-3.0	RNP AR APCH (RNP 0.3)
10	TF	PORPA	Y	074 (071)	+3.0	7.2	-	-5000	-220	-	RNP AR APCH (RNP 0.3)
11	TF	TD	-	112 (109)	+3.0	16.0	-	-	@220	-	RNP AR APCH (RNP 1.0)

WAYPOINT LIST

RNP Y RWY 07R (AR)		
Waypoint Identifier	Coordinates (WGS-84)	
TD (IAF)	22 14 52.42N	114 17 35.30E
NIXUS	22 29 22.05N	114 10 19.70E
NOLIB (IF)	22 25 38.95N	114 00 36.84E
VH703	22 24 23.82N	113 57 20.92E
VH704	22 21 42.46N	113 50 21.18E
VH715	22 18 18.69N	113 47 11.73E
VH716	22 16 23.23N	113 49 35.17E
VH717 (FAF)	22 16 42.96N	113 50 36.28E
RW07R (MAPT)	22 17 48.03N	113 53 57.99E
PORPA	22 20 09.10N	114 01 16.30E

**INSTRUMENT
APPROACH
CHART - ICAO****AERODROME ELEV 28 FT**
HEIGHTS RELATED TO
THR RWY 25L - ELEV 27 FTTOWER 118.4
APPROACH 119.1
DIRECTOR 119.5**HONG KONG / INTL (VHHH)**
ILS RWY 25L
CAT II**Warnings** 1. LOC ITFL UNUSABLE BEYOND 28° LEFT OF COURSE AND BEYOND 22° RIGHT OF COURSE. GP UNUSABLE BEYOND 7° LEFT OF COURSE
2. GP SIGNAL MAY BE LIABLE TO INTERFERENCE FROM GROUND TRAFFIC DURING CAT I OPERATIONS**Notes** 1. DME is required. If unable to receive ITFL DME pilot shall advise ATC and will receive equivalent radar ranges for FAP (D13.5 ITFL) and OM Fix (D4.0 ITFL).
2. Simultaneous dependent operation is authorized with RWY 25R or RWY 25C.
3. If unable RNP 1, inform ATC accordingly. If unable RNP 1 during missed approach, continue on the published missed approach track, climb and pass Minimum Sector Altitude (MSA) 4 300 ft as soon as practicable, and continue to 5 000 ft.**MISSSED APPROACH**Climb to 5 000 ft. Track 254°M to HH841 (ITFL D3.8). Turn left track 239°M to HH846, then proceed to HH848, HH849, HH844, HH845 and RIVMI.
Speed restriction: 185 KIAS maximum until HH849, then maintain 230 KIAS until HH844, then maintain 210 KIAS until RIVMI.
Initial missed approach turn must not be made before HH841 due to terrain.

Initial missed approach turn must not be made before HH813, due to terrain.														
DME ITFL	13.5	13	12	11	10	9	8	7	6	5	4	3	2	1
DIST THR (NM)	13.3	12.8	11.8	10.8	9.8	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8	0.8
ALTITUDE (FT)	4500	4300	3960	3620	3280	2950	2610	2280	1950	1630	1300	980	650	330
Missed Approach Climb Gradient		OCA (OCH)												
		A	B	C	D									
ILS CAT I	2.5%	607 (580)	619 (592)	627 (600)	638 (611)	HH813-THR (13.4 NM)	Ground Speed	kt	80	100	120	140	160	180
	4.0%	227 (200)					min:s	9:59	8:00	6:40	5:43	5:00	4:26	
ILS CAT II	4.0%	127 (100)				ROD (5.2%)	ft / min	440	550	660	770	880	990	
VISUAL CIRCLING NOT AVAILABLE		N / A												

CHANGE: New Procedure. Runway 07C/25C reopened.

ILS RWY 25L APPROACH**NAVIGATION AIDS**

Navaid/Ident	Frequency	Coordinates		Remarks
Localizer/ITFL	110.9 MHz	22 17 42.98N	113 53 42.30E	Course 254°M
Glide Path	330.8 MHz	22 18 19.93N	113 55 49.28E	3° glide slope Co-located
DME/ITFL	CH 46X			

TABULAR DESCRIPTION: ILS RWY 25L

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	TF	RIVMI	-	-	+3.0	-	-	-6000 +4500	-	-	RNP 1
02	TF	LIKBI	-	284 (281)	+3.0	3.4	-	+4500	@180	-	RNP 1
03	-	HH813	-	254 (251)	+3.0	5.8	-	-	@180	-	Conventional
04	-	RW25L	Y	254 (251)	+3.0	13.4	-	-	-	-	Conventional
05	-	HH841	Y	254 (251)	+3.0	4.0	-	-	-185	-	Conventional
06	CF	HH846	-	239 (236)	+3.0	-	-	-	@185	-	RNP 1
07	TF	HH848	-	185 (182)	+3.0	3.4	-	-	@185	-	RNP 1
08	TF	HH849	-	135 (132)	+3.0	3.0	-	-	@185	-	RNP 1
09	TF	HH844	-	075 (072)	+3.0	24.5	-	-	@230	-	RNP 1
10	TF	HH845	-	075 (072)	+3.0	4.7	-	@5000	@210	-	RNP 1
11	TF	RIVMI	-	344 (341)	+3.0	5.7	-	-	@210	-	RNP 1

Note: Coding is not provided for final approach segment. Please refer to the chart for altitude and speed restrictions.

WAYPOINT LIST

ILS RWY 25L		
Waypoint Identifier	Coordinates (WGS-84)	
RIVMI (IAF)	22 24 03.96N	114 19 09.28E
LIKBI (IF)	22 24 43.38N	114 15 32.10E
HH813 (FAP)	22 22 49.72N	114 09 36.81E
RW25L (THR)	22 18 26.75N	113 55 58.15E
HH841	22 17 08.54N	113 51 55.54E
HH846	22 15 10.93N	113 48 48.94E
HH848	22 11 48.89N	113 48 41.36E
HH849	22 09 49.33N	113 51 03.91E
HH844	22 17 16.04N	114 16 15.09E
HH845	22 18 42.08N	114 21 08.00E

AERODROME ELEV 28 FT
THR ELEV 27 FT
HEIGHTS RELATED TO AD ELEV

TOWER	118.4
APPROACH	119.1
DIRECTOR	119.5

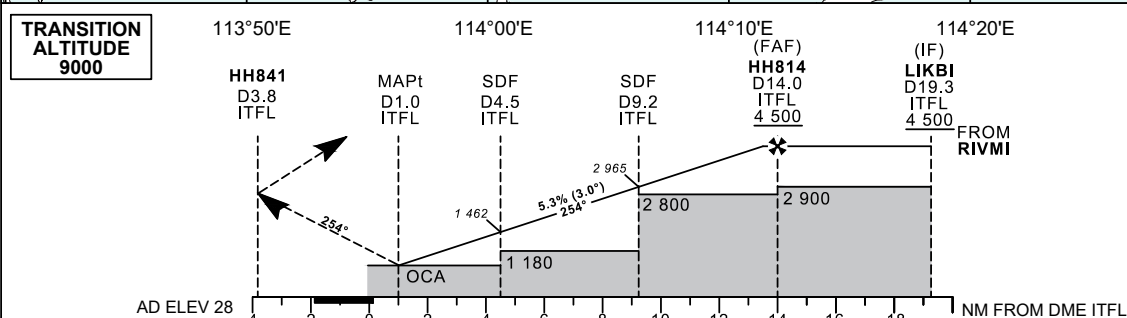
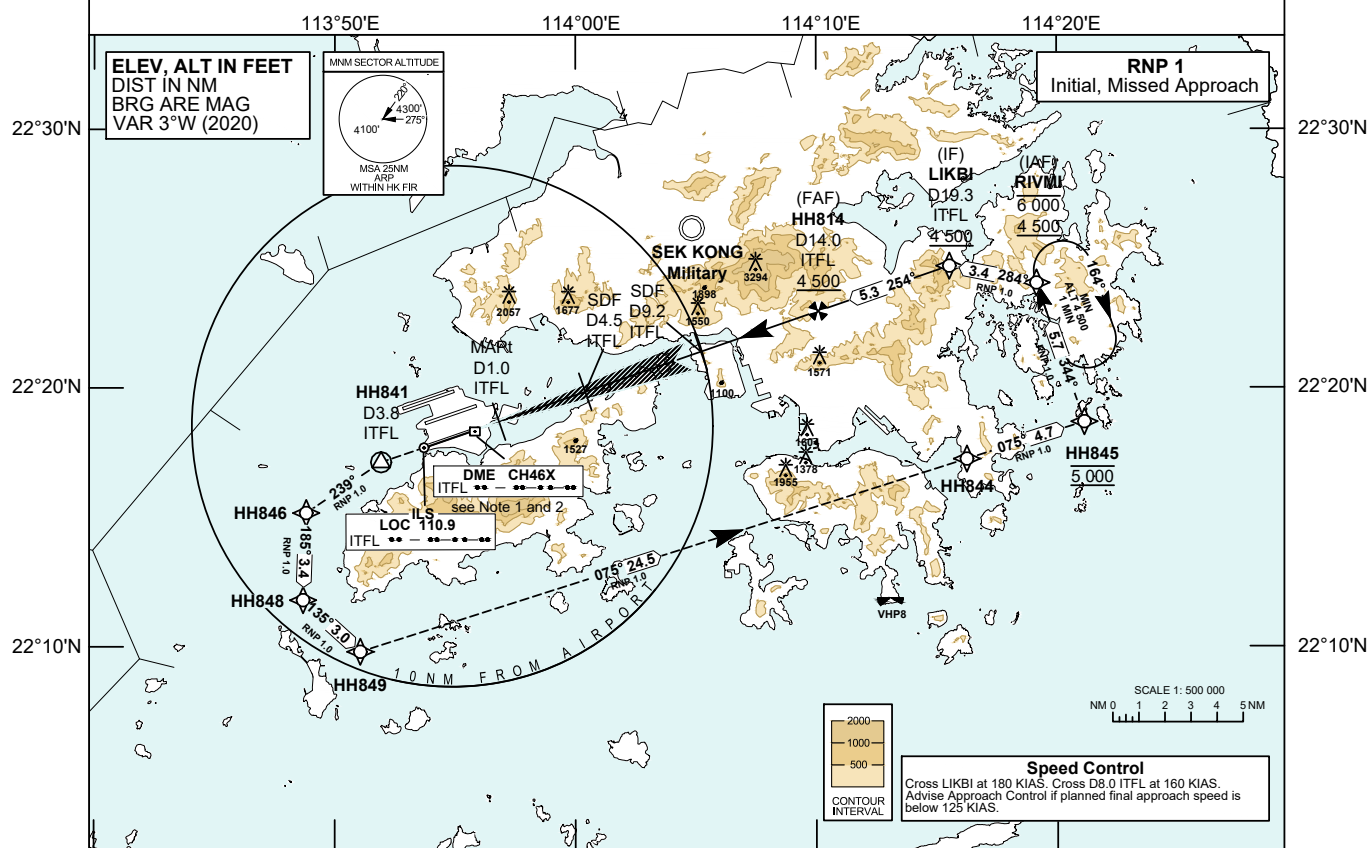
HONG KONG / INTL (VHHH)
LOC RWY 25L

Warnings

1. LOC ITFL UNUSABLE BEYOND 28° LEFT OF COURSE AND BEYOND 22° RIGHT OF COURSE

Notes

1. DME is required.
2. If unable RNP 1, inform ATC accordingly. If unable RNP 1 during missed approach, continue on the published missed approach track, climb and pass Minimum Sector Altitude (MSA) 4 300 ft as soon as practicable, and continue to 5 000 ft.



MISSED APPROACH

Climb to 5 000 ft. Track 254°M to HH841 (ITFL D3.8). Turn left track 239°M to HH846, then proceed to HH848, HH849, HH844, HH845 and RIVMI.

Speed restriction: 185 KIAS maximum until HH849, then maintain 230 KIAS until HH844, then maintain 210 KIAS until RIVMI.

Initial missed approach turn must not be made before HH841 due to terrain.

DME ITFL	14	13	12	11	10	9	8	7	6	5	4	3	2
DIST THR (NM)	13.8	12.8	11.8	10.8	9.8	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8
ALTITUDE (FT)	4500	4170	3850	3530	3210	2890	2570	2250	1930	1610	1290	970	650
Missed Approach Climb Gradient		OCA (OCH)											
		A	B	C	D	Ground Speed	kt	80	100	120	140	160	180
LOC	2.5%	690 (662)				HH814-THR (13.8 NM)	min:s	10:22	8:18	6:55	5:55	5:11	4:36
	4.0%	420 (392)											
VISUAL CIRCLING NOT AVAILABLE		N / A				ROD (5.3%)	ft / min	430	530	640	750	850	960

CHANGE: New Procedure. Runway 07C/25C reopened.

AD 2-VHHH-IAC-02C V01 240909lh

LOC RWY 25L APPROACH**NAVIGATION AIDS**

Navaid/Ident	Frequency	Coordinates		Remarks
Localizer/ITFL	110.9 MHz	22 17 42.98N	113 53 42.30E	Course 254°M
DME/ITFL	CH 46X	22 18 19.93N	113 55 49.28E	

TABULAR DESCRIPTION: LOC RWY 25L

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	TF	RIVMI	-	-	+3.0	-	-	-6000 +4500	-	-	RNP 1
02	TF	LIKBI	-	284 (281)	+3.0	3.4	-	+4500	@180	-	RNP 1
03	-	HH814	-	254 (251)	+3.0	5.3	-	+4500	@180	-	Conventional
04	-	RW25L	Y	254 (251)	+3.0	13.8	-	-	-	-	Conventional
05	-	HH841	Y	254 (251)	+3.0	4.0	-	-	-185	-	Conventional
06	CF	HH846	-	239 (236)	+3.0	-	-	-	@185	-	RNP 1
07	TF	HH848	-	185 (182)	+3.0	3.4	-	-	@185	-	RNP 1
08	TF	HH849	-	135 (132)	+3.0	3.0	-	-	@185	-	RNP 1
09	TF	HH844	-	075 (072)	+3.0	24.5	-	-	@230	-	RNP 1
10	TF	HH845	-	075 (072)	+3.0	4.7	-	@5000	@210	-	RNP 1
11	TF	RIVMI	-	344 (341)	+3.0	5.7	-	-	@210	-	RNP 1

Note: Coding is not provided for final approach segment. Please refer to the chart for altitude and speed restrictions.

WAYPOINT LIST

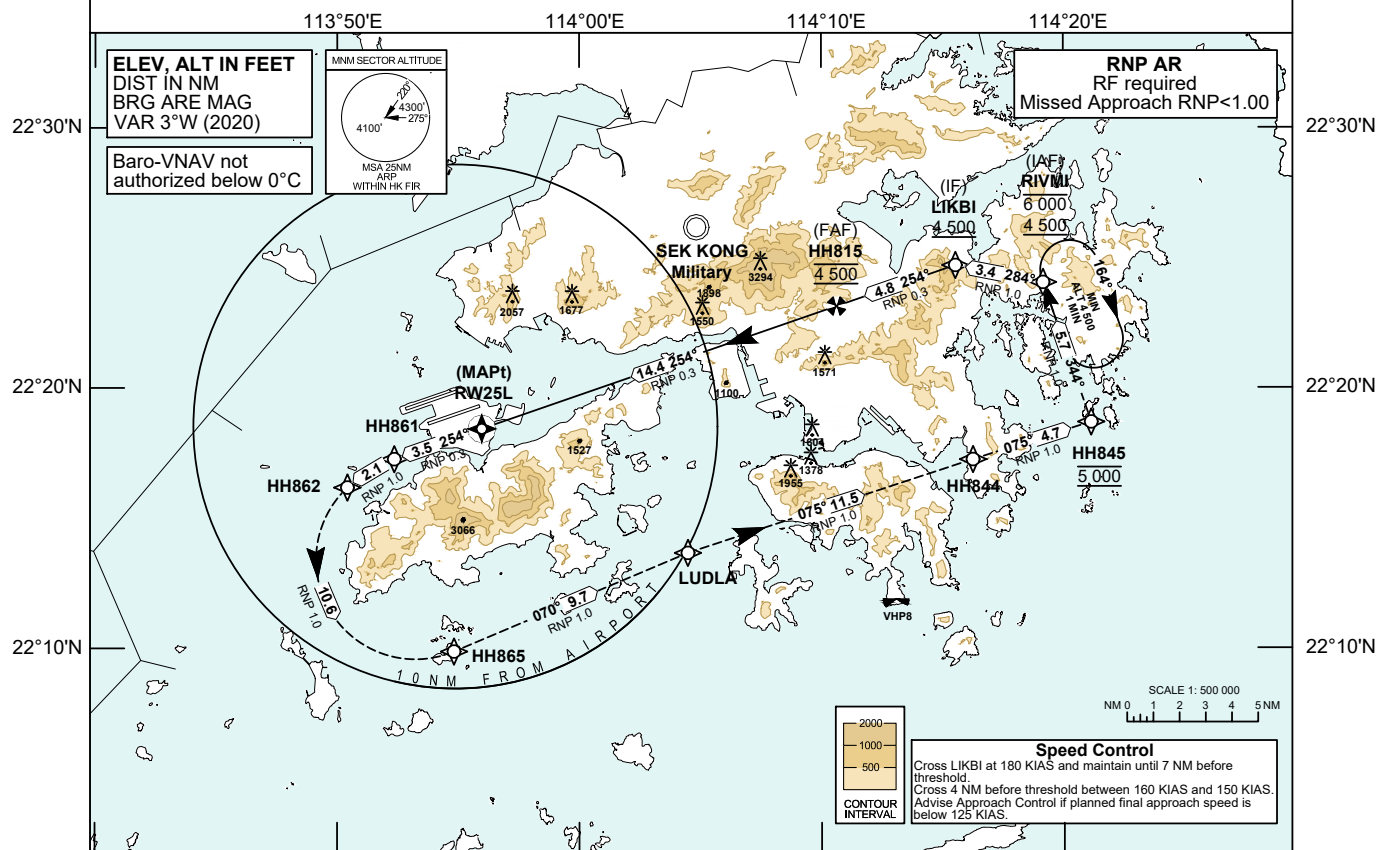
LOC RWY 25L		
Waypoint Identifier	Coordinates (WGS-84)	Cross Reference from Navaid
RIVMI (IAF)	22 24 03.96N 114 19 09.28E	
LIKBI (IF)	22 24 43.38N 114 15 32.10E	ITFL DME 19.3 NM
HH814 (FAF)	22 22 58.61N 114 10 04.78E	ITFL DME 14.0 NM
SDF9.2	22 21 24.41N 114 05 10.89E	ITFL DME 9.2 NM
SDF4.5	22 19 52.02N 114 00 23.21E	ITFL DME 4.5 NM
MAPt	22 18 43.11N 113 56 48.97E	ITFL DME 1.0 NM
RW25L (THR)	22 18 26.75N 113 55 58.15E	ITFL DME 0.2 NM
HH841	22 17 08.54N 113 51 55.54E	ITFL DME 3.8 NM
HH846	22 15 10.93N 113 48 48.94E	
HH848	22 11 48.89N 113 48 41.36E	
HH849	22 09 49.33N 113 51 03.91E	
HH844	22 17 16.04N 114 16 15.09E	
HH845	22 18 42.08N 114 21 08.00E	

**INSTRUMENT
APPROACH
CHART - ICAO**
AERODROME ELEV 28 FT
 HEIGHTS RELATED TO
 THR RWY 25L - ELEV 27 FT

TOWER	118.4
APPROACH	119.1
DIRECTOR	119.5

HONG KONG / INTL (VHHH)
RNP Z RWY 25L (AR)

- Notes**
1. RNP AR APCH: RNP 0.3 in Intermediate and Missed Approach segments. RNP values are depicted on Plan View for each applicable leg.
 2. Simultaneous dependent operation is authorized with RWY 25R or RWY 25C.
 3. Do not accept radar vectors inside LIKBI.



CHANGE: New Procedure. Runway 07C/25C reopened.

RNP Z RWY 25L (AR) APPROACH**TABULAR DESCRIPTION: RNP Z RWY 25L (AR)**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification (RNP Value)
01	IF	RIVMI	-	-	+3.0	-	-	-6000 +4500	-	-	RNP AR APCH (RNP 1.0)
02	TF	LIKBI	-	284 (281)	+3.0	3.4	-	+4500	@180	-	RNP AR APCH (RNP 1.0)
03	TF	HH815	-	254 (251)	+3.0	4.8		@4500	@180	-	RNP AR APCH (RNP 0.3)
04	TF	RW25L	Y	254 (251)	+3.0	14.4		@77	-	-2.9	RNP AR APCH (RNP 0.3)
05	TF	HH861	-	254 (251)	+3.0	3.5		-	-185	-	RNP AR APCH (RNP 0.3)
06	RF Centre: HH982 r=5.026 NM	HH862	-	-	+3.0	2.1	L	-	-185	-	RNP AR APCH (RNP 1.0)
07	RF Centre: HH985 r=3.802 NM	HH865	-	-	+3.0	10.6	L	-	-185	-	RNP AR APCH (RNP 1.0)
08	TF	LUDLA	-	070 (067)	+3.0	9.7	-	-	@230	-	RNP AR APCH (RNP 1.0)
09	TF	HH844	-	075 (072)	+3.0	11.5	-	-	@230	-	RNP AR APCH (RNP 1.0)
10	TF	HH845	-	075 (072)	+3.0	4.7	-	@5000	@210	-	RNP AR APCH (RNP 1.0)
11	TF	RIVMI	-	344 (341)	+3.0	5.7	L	-	@210	-	RNP AR APCH (RNP 1.0)

WAYPOINT LIST

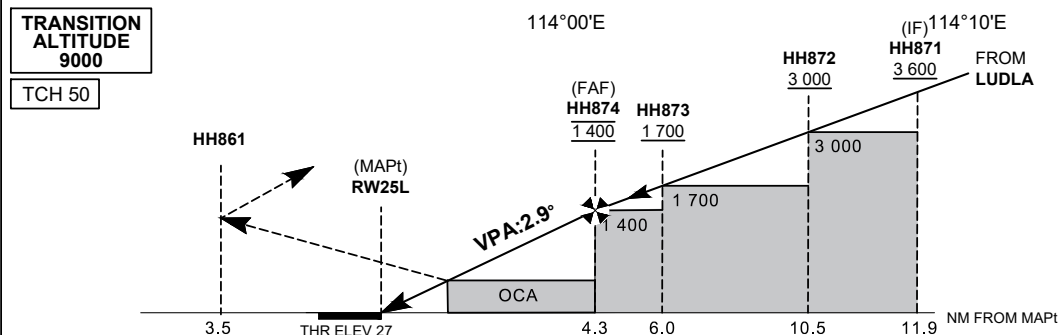
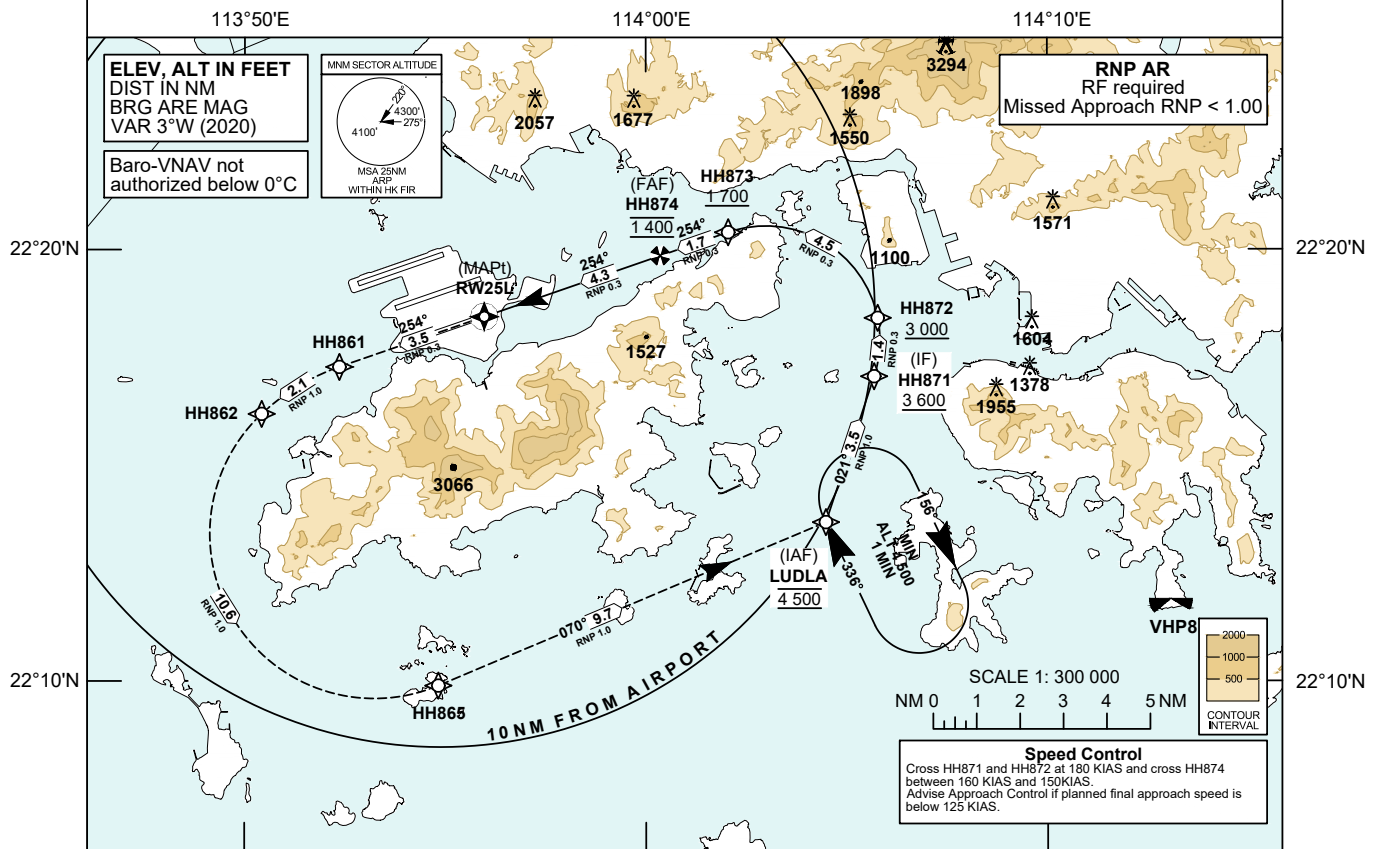
RNP Z RWY 25L (AR)		
Waypoint Identifier	Coordinates (WGS-84)	
RIVMI	22 24 03.96N	114 19 09.28E
LIKBI (IF)	22 24 43.38N	114 15 32.10E
HH815 (FAF)	22 23 09.08N	114 10 37.30E
RW25L (MAPT)	22 18 26.75N	113 55 58.15E
HH861	22 17 16.92N	113 52 21.60E
HH862	22 16 11.53N	113 50 25.47E
HH865	22 09 53.61N	113 54 49.53E
LUDLA	22 13 40.79N	114 04 28.75E
HH844	22 17 16.04N	114 16 15.09E
HH845	22 18 42.08N	114 21 08.00E
RF Arc Centre Identifier	Coordinates (WGS-84)	
HH982	22 12 30.91N	113 54 08.12E
HH985	22 13 24.62N	113 53 13.94E

**INSTRUMENT
APPROACH
CHART - ICAO**
AERODROME ELEV 28 FT
 HEIGHTS RELATED TO
 THR RWY 25L - ELEV 27 FT

TOWER 118.4
APPROACH 119.1
DIRECTOR 119.5

HONG KONG / INTL (VHHH)
RNP Y RWY 25L (AR)
Notes
Authorization from HONG KONG CAD is Required (Refer to the relevant AIC for application procedures)

1. RNP AR APCH: RNP 0.3 in Intermediate and Missed Approach segments. RNP values are depicted on Plan View for each applicable leg.
2. Simultaneous dependent operation is authorized with RWY 25R or RWY 25C.
3. Do not accept radar vectors inside LUDLA.

**MISSSED APPROACH**
 Climb to 5 000 ft. From RWY25L track 254°M to HH861. Proceed to HH862, HH865, then to LUDLA.
 Speed restriction: 185 KIAS maximum until HH865, then maintain 230 KIAS until LUDLA.

DIST THR (NM)		4.3	4	3	2								
ALTITUDE (FT)		1400	1310	1000	690								
Missed Approach Climb Gradient		OCA (OCH)											
		A	B	C	D								
RNP 0.30	2.5%	467 (440)	486 (459)	506 (479)	518 (491)	GS	kt	80	100	120	140	160	180
VISUAL CIRCLING NOT AVAILABLE		N / A				HH874-THR (4.3 NM)	min:s	3:13	2:35	2:09	1:51	1:37	1:26
						ROD (5.1%)	ft / min	410	510	620	720	820	920

CHANGE: New Procedure. Runway 07C/25C reopened.

RNP Y RWY 25L (AR) APPROACH**TABULAR DESCRIPTION: RNP Y RWY 25L (AR)**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification (RNP Value)
01	IF	LUDLA	-	-	+3.0	-	-	@4500	-	-	RNP AR APCH (RNP 1.0)
02	TF	HH871	-	021 (018)	+3.0	3.5	-	+3600	@180	-	RNP AR APCH (RNP 1.0)
03	RF Centre: HH981 r=2.642 NM	HH872	-	-	+3.0	1.4	L	+3000	@180	-	RNP AR APCH (RNP 0.3)
04	RF Centre: HH981 r=2.642 NM	HH873	-	-	+3.0	4.5	L	+1700	-	-	RNP AR APCH (RNP 0.3)
05	TF	HH874	-	254 (251)	+3.0	1.7	-	@1400	-160 +150	-	RNP AR APCH (RNP 0.3)
06	TF	RW25L	Y	254 (251)	+3.0	4.3	-	@77	-	-2.9	RNP AR APCH (RNP 0.3)
07	TF	HH861	-	254 (251)	+3.0	3.5	-	-	-185	-	RNP AR APCH (RNP 0.3)
08	RF Centre: HH982 r=5.026 NM	HH862	-	-	+3.0	2.1	L	-	-185	-	RNP AR APCH (RNP 1.0)
09	RF Centre: HH985 r=3.802 NM	HH865	-	-	+3.0	10.6	L	-	-185	-	RNP AR APCH (RNP 1.0)
10	TF	LUDLA	-	070 (067)	+3.0	9.7	-	-	@230	-	RNP AR APCH (RNP 1.0)

WAYPOINT LIST

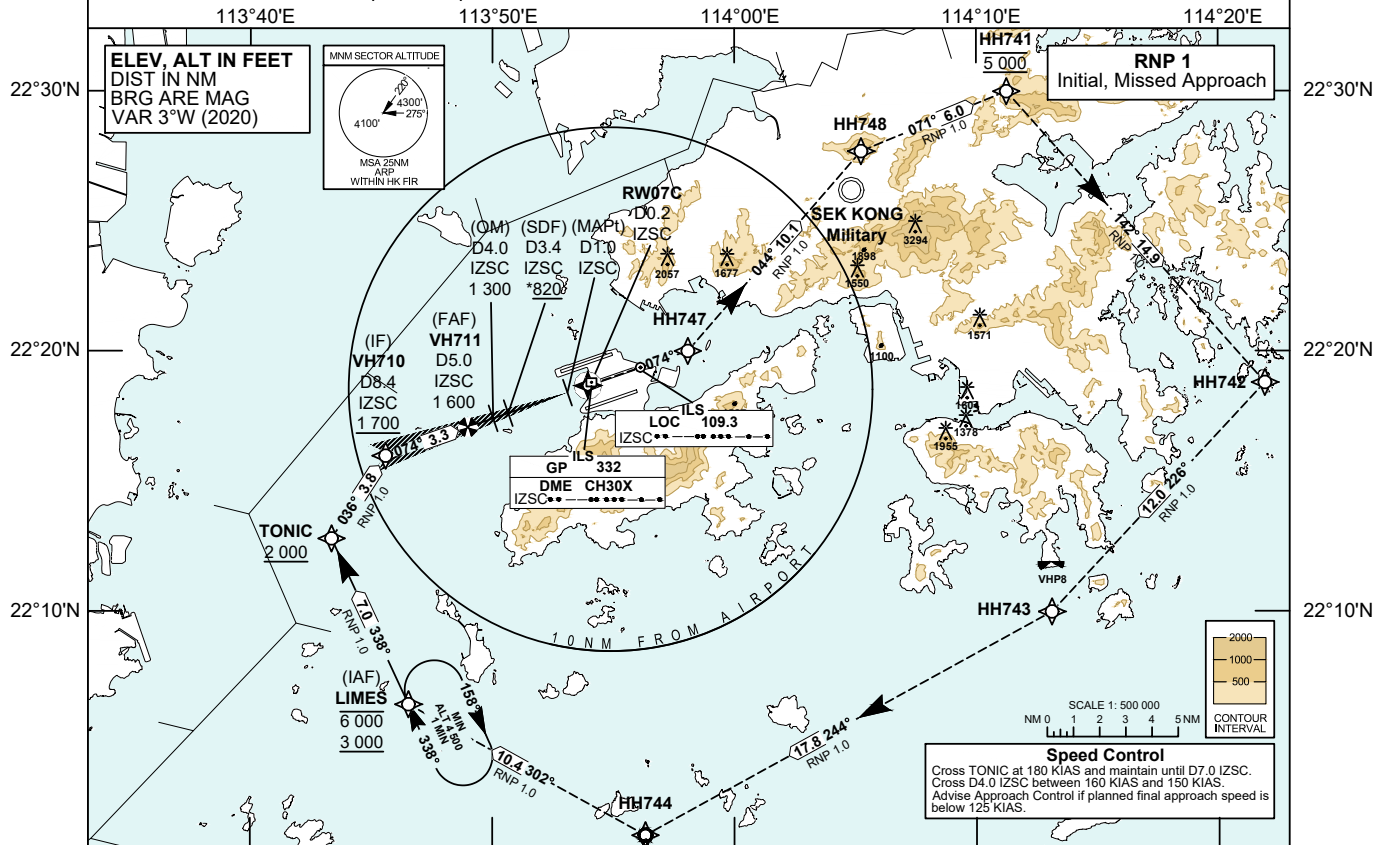
RNP Y RWY 25L (AR)		
Waypoint Identifier	Coordinates (WGS-84)	
LUDLA (IAF)	22 13 40.79N	114 04 28.75E
HH871 (IF)	22 17 03.65N	114 05 40.96E
HH872	22 18 24.89N	114 05 46.32E
HH873	22 20 24.09N	114 02 02.86E
HH874 (FAF)	22 19 51.37N	114 00 21.12E
RW25L (MAPT)	22 18 26.75N	113 55 58.15E
HH861	22 17 16.92N	113 52 21.60E
HH862	22 16 11.53N	113 50 25.47E
HH865	22 09 53.61N	113 54 49.53E
RF Arc Centre Identifier	Coordinates (WGS-84)	
HH981	22 17 53.68N	114 02 58.66E
HH982	22 12 30.91N	113 54 08.12E
HH985	22 13 24.62N	113 53 13.94E

TOWER	118.2
APPROACH	119.1
DIRECTOR	119.5

**HONG KONG / INTL (VHHH)
ILS CAT II or LOC
RWY 07C**

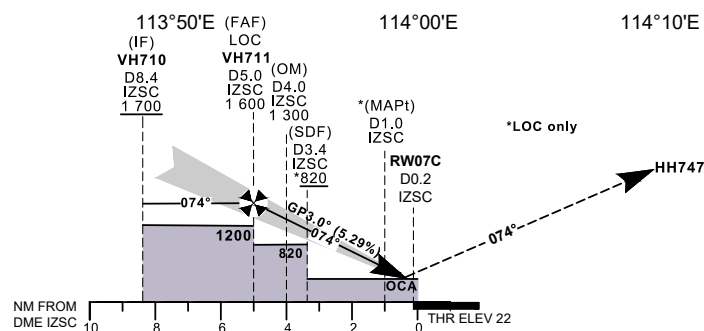
2. PILOTS SHOULD MONITOR FOR FALSE CAPTURE OF LOC AND GP BY COMPARING INDICATIONS WITH AIRCRAFT POSITION AND ALTITUDE

2. If unable RNP 1, inform ATC accordingly. If unable RNP 1 during missed approach, continue on the published missed approach track, climb and pass Minimum Sector Altitude (MSA) 4 300 ft as soon as practicable, and continue to 5 000 ft.
3. Simultaneous dependent operation is authorized with RWY 07R.



**TRANSITION
ALTITUDE
9000**

ILS RDH 50 AT
DISPLACED THR



Climb to 5 000 ft. Track 074°M to HH747, then turn left to HH748. Track to HH741, then proceed to HH742, HH743, HH744 and LIMES.
Speed restriction: Maximum 200 KIAS until HH748, then maintain 230 KIAS until LIMES.

DME IZSC		5	4	3	2								
DIST THR (NM)		4.8	3.8	2.8	1.8								
ALTITUDE (FT)		1600	1280	960	640								
MISSED APPROACH CLIMB GRADIENT		OCA (OCH)											
		A	B	C	D								
ILS CAT I	2.5%	781 (759)				Ground Speed	kt	80	100	120	140	160	180
	4.6%	222 (200)											
ILS CAT II	4.9%	122 (100)				VH711-THR (4.9 NM)	min:s	3:39	2:55	2:26	2:05	1:49	1:37
LOC (GP INOP)	2.5%	930 (902)											
	3.9%	420 (392)				ROD (5.2%)	ft / min	420	520	630	730	840	940
VISUAL CIRCLING NOT AVAILABLE		N / A											

Civil Aviation Department
Hong Kong

ILS or LOC RWY 07C APPROACH**NAVIGATION AIDS**

Navaid/Ident	Frequency	Coordinates		Remarks
Localizer/IZSC	109.3 MHz	22 19 22.54N	113 56 06.89E	Course 074°M
Glide Path	332.0 MHz	22 18 47.96N	113 54 05.67E	3° glide slope Co-located
DME/IZSC	CH 30X			

TABULAR DESCRIPTION: ILS or LOC RWY 07C

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	IF	LIMES	-	-	+3.0	-	-	-6000 +3000	-	-	RNP 1
02	TF	TONIC	-	338 (335)	+3.0	7.0	-	+2000	@180	-	RNP 1
03	TF	VH710	-	036 (033)	+3.0	3.8	-	+1700	@180	-	RNP 1
04	-	VH711	-	074 (071)	+3.0	3.3	-	-	-	-	Conventional
05	-	RW07C	Y	074 (071)	+3.0	4.9	-	-	-	-	Conventional
06	CF	HH747	-	074 (071)	+3.0	-	-	-	-200	-	RNP 1
07	TF	HH748	-	044 (041)	+3.0	10.1	-	-	@200	-	RNP 1
08	TF	HH741	-	071 (068)	+3.0	6.0	-	@5000	@230	-	RNP 1
09	TF	HH742	-	142 (139)	+3.0	14.9	-	-	@230	-	RNP 1
10	TF	HH743	-	226 (223)	+3.0	12.0	-	-	@230	-	RNP 1
11	TF	HH744	-	244 (241)	+3.0	17.8	-	-	@230	-	RNP 1
12	TF	LIMES	-	302 (299)	+3.0	10.4	-	-	@230	-	RNP 1

Note: Coding is not provided for final approach segment. Please refer to the chart for altitude and speed restrictions.

WAYPOINT LIST

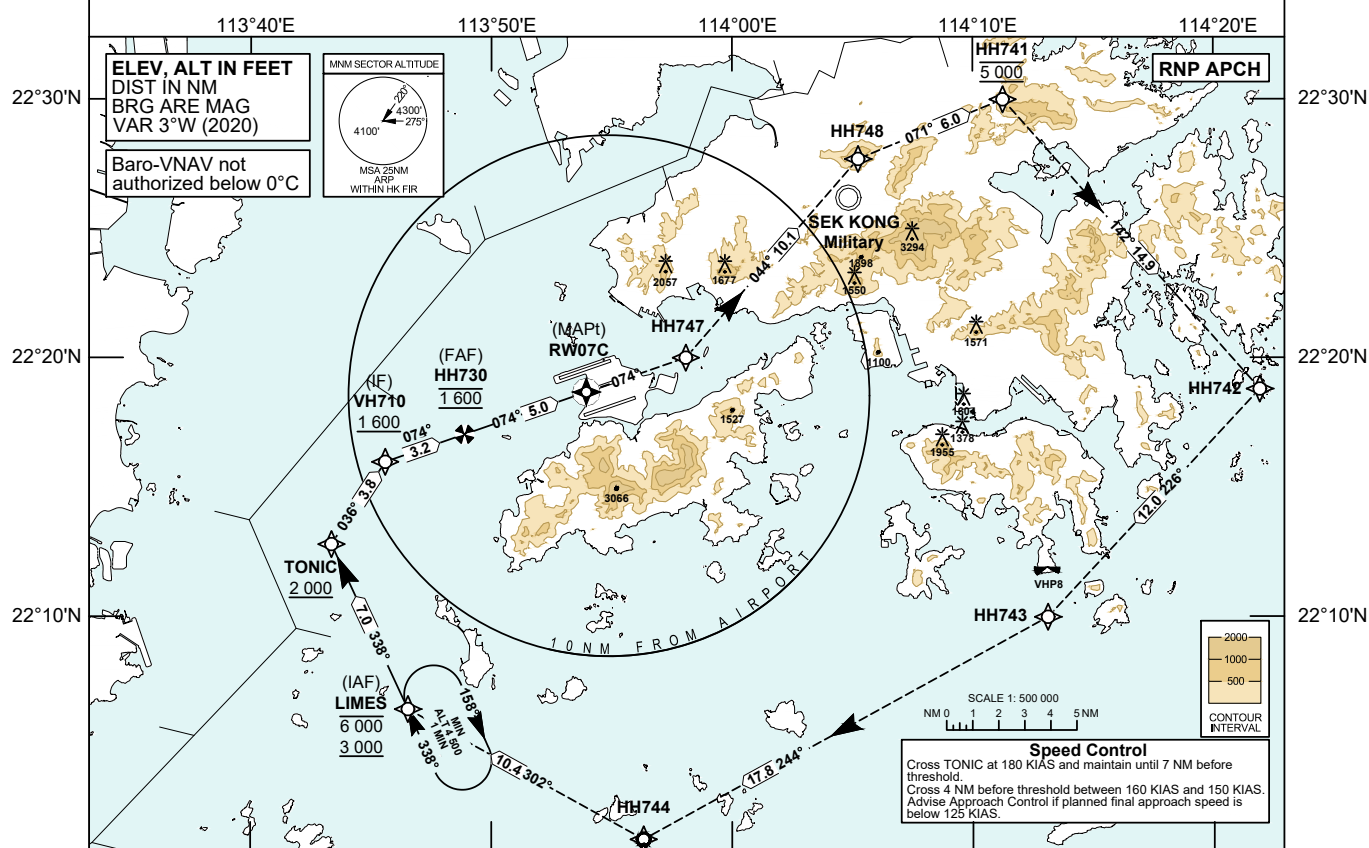
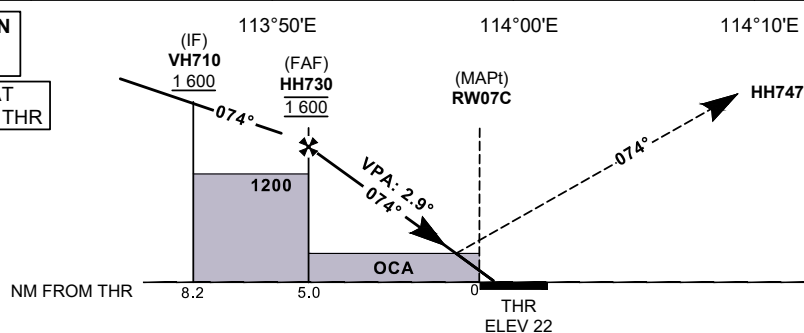
ILS or LOC RWY 07C		
Waypoint Identifier	Coordinates (WGS-84)	Cross Reference from Navaid
LIMES (IAF)	22 06 25.60N 113 46 32.60E	
TONIC	22 12 47.88N 113 43 21.85E	
VH710 (IF)	22 15 58.80N 113 45 35.61E	IZSC DME 8.4 NM
VH711 (FAF)	22 17 04.63N 113 48 59.26E	IZSC DME 5.0 NM
SDF, LOC only	22 17 36.93N 113 50 39.30E	IZSC DME 3.4 NM
MAPt, LOC only	22 18 24.32N 113 53 06.18E	IZSC DME 1.0 NM
RW07C (THR)	22 18 40.58N 113 53 56.64E	IZSC DME 0.2 NM
HH747	22 20 00.42N 113 58 04.56E	
HH748	22 27 40.86N 114 05 14.12E	
HH741	22 29 58.66N 114 11 14.89E	
HH742	22 18 46.90N 114 21 54.81E	
HH743	22 09 58.85N 114 13 06.23E	
HH744	22 01 23.71N 113 56 19.34E	

**INSTRUMENT
APPROACH
CHART - ICAO**
AERODROME ELEV 28 FT
 HEIGHTS RELATED TO
 THR RWY 07C - ELEV 22 FT

TOWER 118.2
APPROACH 119.1
DIRECTOR 119.5

HONG KONG / INTL (VHHH)
RNP RWY 07C
(LNAV/VNAV only)

Notes 1. Simultaneous dependent operation is authorized with RWY 07R.


**TRANSITION
ALTITUDE**
9000
TCH 50 AT
DISPLACED THR
**MISSED APPROACH**

Climb to 5 000 ft. From **RW07C**, track 074°M to HH747, then turn left to HH748. Track to HH741, then proceed to HH742, HH743, HH744 and LIMES.

Speed restriction: Maximum 200 KIAS until HH748, then maintain 230 KIAS until LIMES.

DIST THR (NM)	5	4	3	2									
ALTITUDE (FT)	1600	1300	1000	690									
Missed Approach Climb Gradient	OCA (OCH)												
	A	B	C	D	Ground Speed	kt	80	100	120	140	160	180	
LNAV/VNAV	2.5%	808 (786)				HH730-THR (5.0 NM)	min:s	3:43	2:59	2:29	2:08	1:52	1:39
	4.4%	302 (280)	312 (290)	322 (300)	331 (309)								
VISUAL CIRCLING NOT AVAILABLE		N / A				ROD (5.1%)	ft / min	410	510	620	720	820	920

CHANGE: New Procedure.

RNP RWY 07C APPROACH**TABULAR DESCRIPTION: RNP RWY 07C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	IF	LIMES	-	-	+3.0	-	-	-6000 +3000	-	-	RNP APCH
02	TF	TONIC	-	338 (335)	+3.0	7.0	-	+2000	@180	-	RNP APCH
03	TF	VH710	-	036 (033)	+3.0	3.8	-	+1600	@180	-	RNP APCH
04	TF	HH730	-	074 (071)	+3.0	3.2	-	@1600	-160 +150	-	RNP APCH
05	TF	RW07C	Y	074 (071)	+3.0	5.0	-	@72	-	-2.9	RNP APCH
06	CF	HH747	-	074 (071)	+3.0	-	-	-	-200	-	RNP APCH
07	TF	HH748	-	044 (041)	+3.0	10.1	-	-	@200	-	RNP APCH
08	TF	HH741	-	071 (068)	+3.0	6.0	-	@5000	@230	-	RNP APCH
09	TF	HH742	-	142 (139)	+3.0	14.9	-	-	@230	-	RNP APCH
10	TF	HH743	-	226 (223)	+3.0	12.0	-	-	@230	-	RNP APCH
11	TF	HH744	-	244 (241)	+3.0	17.8	-	-	@230	-	RNP APCH
12	TF	LIMES	-	302 (299)	+3.0	10.4	-	-	@230	-	RNP APCH

WAYPOINT LIST

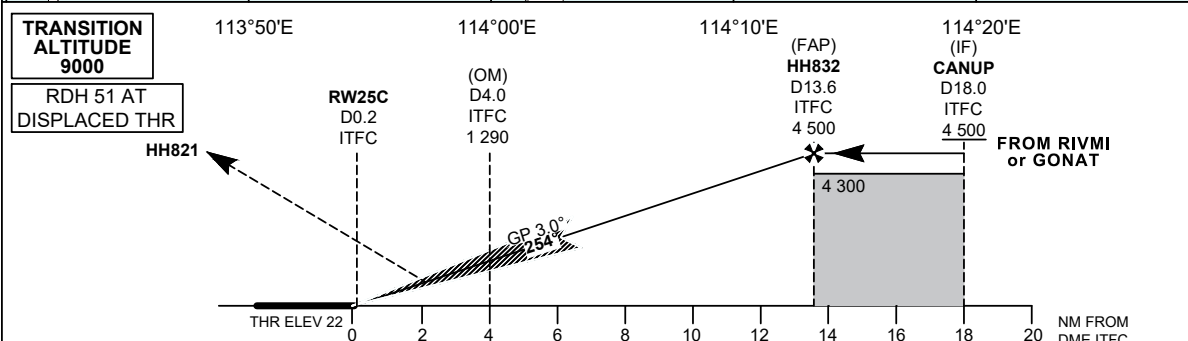
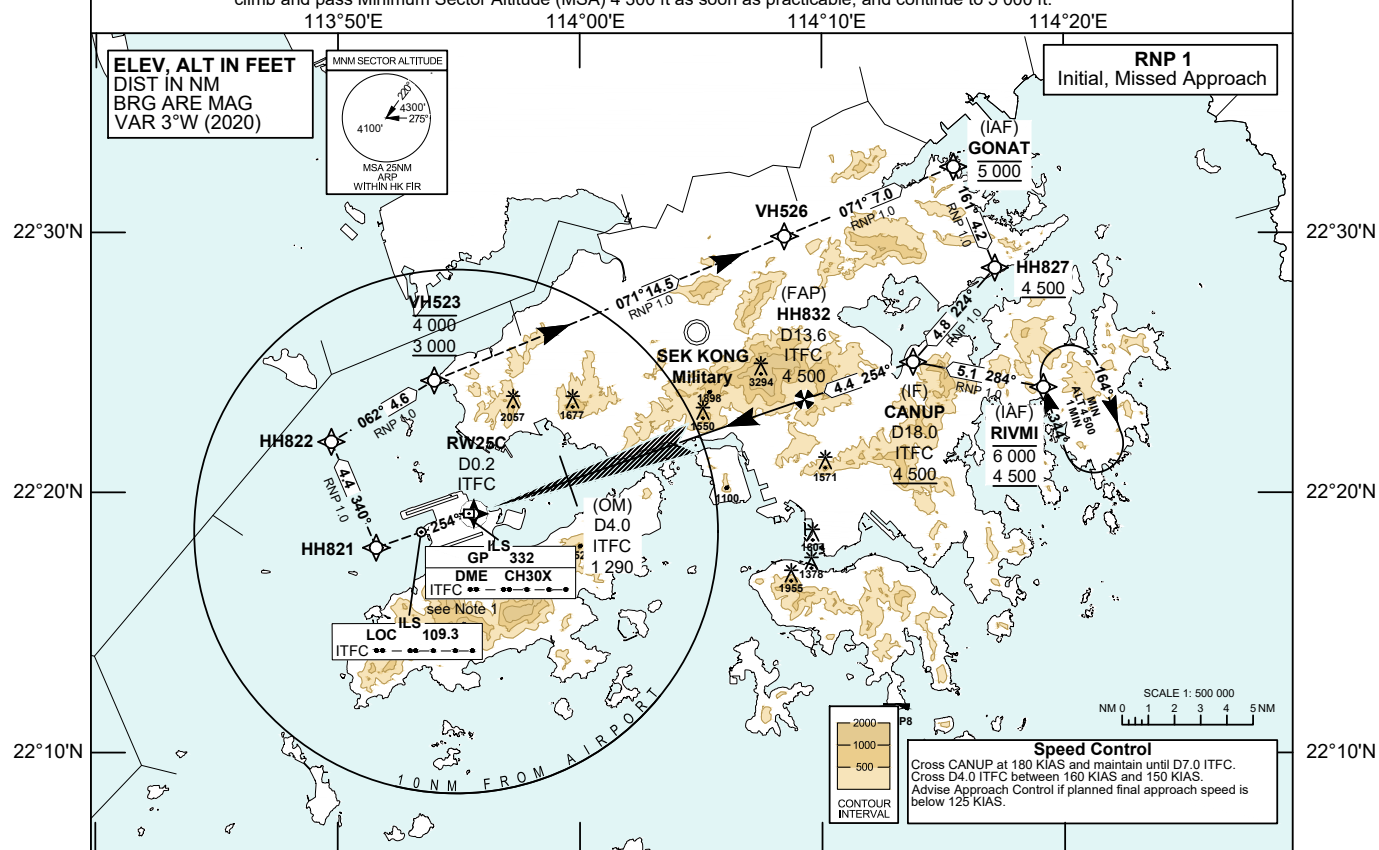
RNP RWY 07C		
Waypoint Identifier	Coordinates (WGS-84)	
LIMES (IAF)	22 06 25.60N	113 46 32.60E
TONIC	22 12 47.88N	113 43 21.85E
VH710 (IF)	22 15 58.80N	113 45 35.61E
HH730 (FAF)	22 17 02.67N	113 48 53.16E
RW07C (THR)	22 18 40.58N	113 53 56.64E
HH747	22 20 00.42N	113 58 04.56E
HH748	22 27 40.86N	114 05 14.12E
HH741	22 29 58.66N	114 11 14.89E
HH742	22 18 46.90N	114 21 54.81E
HH743	22 09 58.85N	114 13 06.23E
HH744	22 01 23.71N	113 56 19.34E

**INSTRUMENT
APPROACH
CHART - ICAO****AERODROME ELEV 28 FT**
HEIGHTS RELATED TO
THR RWY 25C - ELEV 22 FTTOWER 118.2
APPROACH 119.1
DIRECTOR 119.5**HONG KONG / INTL (VHHH)
ILS RWY 25C
CAT II & III****Warnings**

1. LOC ITFC UNUSABLE BEYOND 19° RIGHT OF COURSE
2. PILOTS SHOULD MONITOR FOR FALSE CAPTURE OF LOC AND GP BY COMPARING INDICATIONS WITH AIRCRAFT POSITION AND ALTITUDE

Notes

1. DME is required. If unable to receive ITFC DME pilot shall advise ATC and will receive equivalent radar ranges for FAP (D13.6 ITFC) and OM Fix (D4.0 ITFC).
2. Simultaneous dependent operation is authorized with RWY 25L.
3. If unable RNP 1, inform ATC accordingly. If unable RNP 1 during missed approach, continue on the published missed approach track, climb and pass Minimum Sector Altitude (MSA) 4 300 ft as soon as practicable, and continue to 5 000 ft.

**MISSED APPROACH**

Climb initially to 4 000 ft and track 254°M to HH821, then turn right to HH822. Proceed to VH523 and cross VH523 between 3 000 ft and 4 000 ft. From VH523, climb to 5 000 ft and track to VH526 and GONAT. Speed restriction: 185 KIAS maximum until VH523, then maintain 230 KIAS until VH526, then maintain 210 KIAS until GONAT.

DME ITFC	13.6	13	12	11	10	9	8	7	6	5	4	3	2	1
DIST THR (NM)	13.4	12.8	11.8	10.8	9.8	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8	0.8
ALTITUDE (FT)	4500	4290	3950	3610	3280	2940	2610	2280	1950	1620	1290	970	650	330
Missed Approach Climb Gradient		OCA (OCH)												
		A	B	C	D									
ILS CAT I	2.5%	500 (478)				Ground Speed	kt	80	100	120	140	160	180	
	4.0%	222 (200)												
ILS CAT II	4.0%	122 (100)				HH832-THR (13.4 NM)	min:s	10:03	8:02	6:42	5:44	5:01	4:28	
VISUAL CIRCLING NOT AVAILABLE		N / A				ROD (5.2%)	ft / min	420	530	640	740	850	960	

CHANGE: Editorial.

ILS RWY 25C APPROACH**NAVIGATION AIDS**

Navaid/Ident	Frequency	Coordinates		Remarks
Localizer/ITFC	109.3 MHz	22 18 30.88N	113 53 26.53E	Course 254°M
Glide Path	332.0 MHz	22 19 13.45N	113 55 24.77E	3° glide slope Co-located
DME/ITFC	CH 30X			

TABULAR DESCRIPTION: ILS RWY 25C

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	IF	RIVMI	-	-	+3.0	-	-	-6000 +4500	-	-	RNP 1
02	TF	CANUP	-	284 (281)	+3.0	5.1	-	+4500	@180	-	RNP 1
01	IF	GONAT	-	-	+3.0	-	-	@5000	@210	-	RNP 1
02	TF	HH827	-	161 (158)	+3.0	4.2	-	+4500	-	-	RNP 1
03	TF	CANUP	-	224 (221)	+3.0	4.8	-	+4500	@180	-	RNP 1
01	IF	CANUP	-	-	+3.0	-	-	+4500	@180	-	Conventional
02	-	HH832	-	254 (251)	+3.0	4.4	-	-	@180	-	Conventional
03	-	RW25C	Y	254 (251)	+3.0	13.4	-	-	-	-	Conventional
04	CF	HH821	-	254 (251)	+3.0	-	-	-	-185	-	RNP 1
05	TF	HH822	-	340 (337)	+3.0	4.4	-	-	@185	-	RNP 1
06	TF	VH523	-	062 (059)	+3.0	4.6	-	-4000 +3000	@185	-	RNP 1
07	TF	VH526	-	071 (068)	+3.0	14.5	-	-	@230	-	RNP 1
08	TF	GONAT	-	071 (068)	+3.0	7.0	-	@5000	@210	-	RNP 1

Note: Coding is not provided for final approach segment. Please refer to the chart for altitude and speed restrictions.

WAYPOINT LIST

ILS RWY 25C		
Waypoint Identifier	Coordinates (WGS-84)	
RIVMI (IAF)	22 24 03.96N	114 19 09.28E
GONAT (IAF)	22 32 32.30N	114 15 27.06E
HH827	22 28 39.55N	114 17 09.59E
CANUP (IF)	22 25 02.54N	114 13 46.40E
HH832 (FAP)	22 23 36.12N	114 09 16.39E
RW25C (THR)	22 19 12.85N	113 55 36.78E
HH821	22 17 54.88N	113 51 34.92E
HH822	22 21 58.90N	113 49 43.76E
VH523	22 24 20.51N	113 53 58.89E
VH526	22 29 52.41N	114 08 27.15E

AERODROME ELEV 28 FT
THR ELEV 22 FT
HEIGHTS RELATED TO AD ELEV

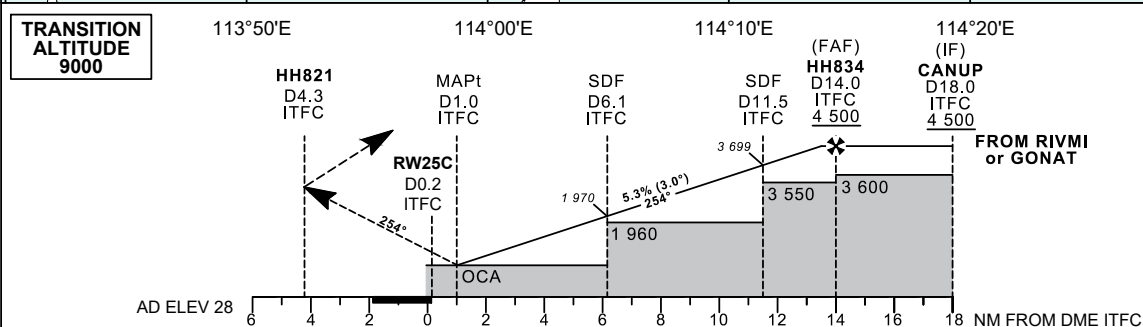
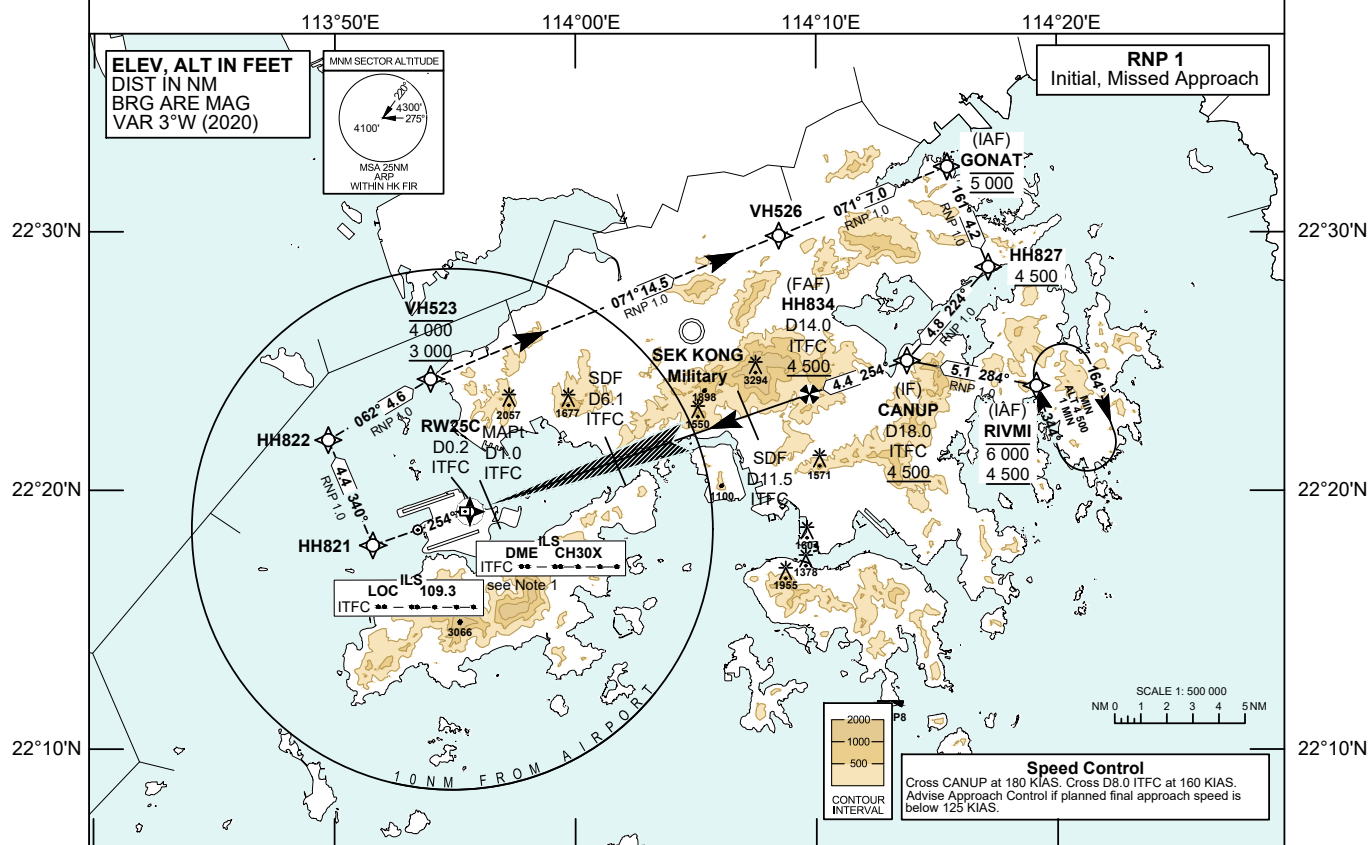
TOWER	118.2
APPROACH	119.1
DIRECTOR	119.5

HONG KONG / INTL (VHHH)
LOC RWY 25C

Warnings 1. LOC ITFC UNUSABLE BEYOND 19° RIGHT OF COURSE

Notes

1. DME is required.
2. If unable RNP 1, inform ATC accordingly. If unable RNP 1 during missed approach, continue on the published missed approach track, climb and pass Minimum Sector Altitude (MSA) 4 300 ft as soon as practicable, and continue to 5 000 ft.



MISSED APPROACH

Climb initially to 4 000 ft and track 254°M to HH821, then turn right to HH822. Proceed to VH523 and cross VH523 between 3 000 ft and 4 000 ft. From VH523, climb to 5 000 ft and track to VH526 and GONAT.
Speed restriction: 185 KIAS maximum until VH523, then maintain 230 KIAS until VH526, then maintain 210 KIAS until GONAT.

Speed restriction: 185 KIAS maximum until VH523, then maintain 230 KIAS until VH526, then maintain 210 KIAS until GONAT.

DME ITFC	14	13	12	11	10	9	8	7	6	5	4	3	2
DIST THR (NM)	13.8	12.8	11.8	10.8	9.8	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8
ALTITUDE (FT)	4500	4170	3850	3530	3210	2890	2570	2250	1930	1610	1290	970	650
Missed Approach Climb Gradient		OCA (OCH)											
		A	B	C	D								
LOC	2.5%	710 (682)				Ground Speed	kt	80	100	120	140	160	180
	4.0%	420 (392)											
VISUAL CIRCLING NOT AVAILABLE		N / A				HH834-THR (13.8 NM)	min:s	10:22	8:18	6:55	5:55	5:11	4:36
						ROD (5.3%)	ft / min	430	530	640	750	850	960

CHANGE: New Procedure.

AD 2-VHHH-IAC-04C V01 240909lh

LOC RWY 25C APPROACH**NAVIGATION AIDS**

Navaid/Ident	Frequency	Coordinates		Remarks
Localizer/ITFC	109.3 MHz	22 18 30.88N	113 53 26.53E	Course 254°M
DME/ITFC	CH 30X	22 19 13.45N	113 55 24.77E	

TABULAR DESCRIPTION: LOC RWY 25C

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	IF	RIVMI	-	-	+3.0	-	-	-6000 +4500	-	-	RNP 1
02	TF	CANUP	-	284 (281)	+3.0	5.1	-	+4500	@180	-	RNP 1
01	IF	GONAT	-	-	+3.0	-	-	@5000	@210	-	RNP 1
02	TF	HH827	-	161 (158)	+3.0	4.2	-	+4500	-	-	RNP 1
03	TF	CANUP	-	224 (221)	+3.0	4.8	-	+4500	@180	-	RNP 1
01	IF	CANUP	-	-	+3.0	-	-	+4500	@180	-	Conventional
02	-	HH834	-	254 (251)	+3.0	4.0	-	+4500	@180	-	Conventional
03	-	RW25C	Y	254 (251)	+3.0	13.8	-	-	-	-	Conventional
04	CF	HH821	-	254 (251)	+3.0	-	-	-	-185	-	RNP 1
05	TF	HH822	-	340 (337)	+3.0	4.4	-	-	@185	-	RNP 1
06	TF	VH523	-	062 (059)	+3.0	4.6	-	-4000 +3000	@185	-	RNP 1
07	TF	VH526	-	071 (068)	+3.0	14.5	-	-	@230	-	RNP 1
08	TF	GONAT	-	071 (068)	+3.0	7.0	-	@5000	@210	-	RNP 1

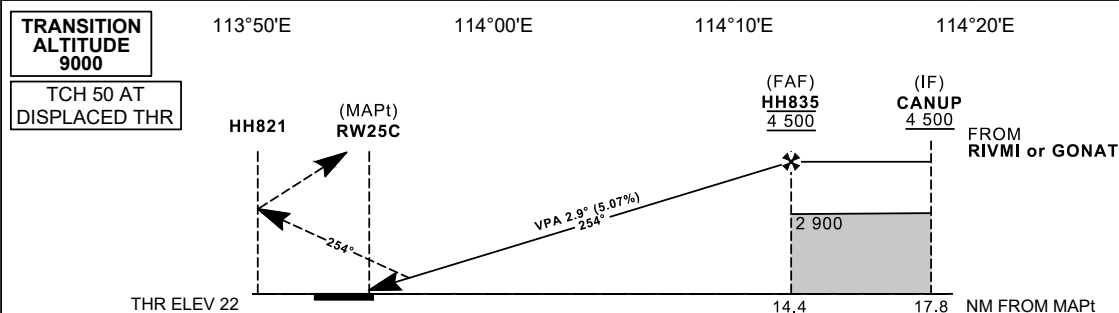
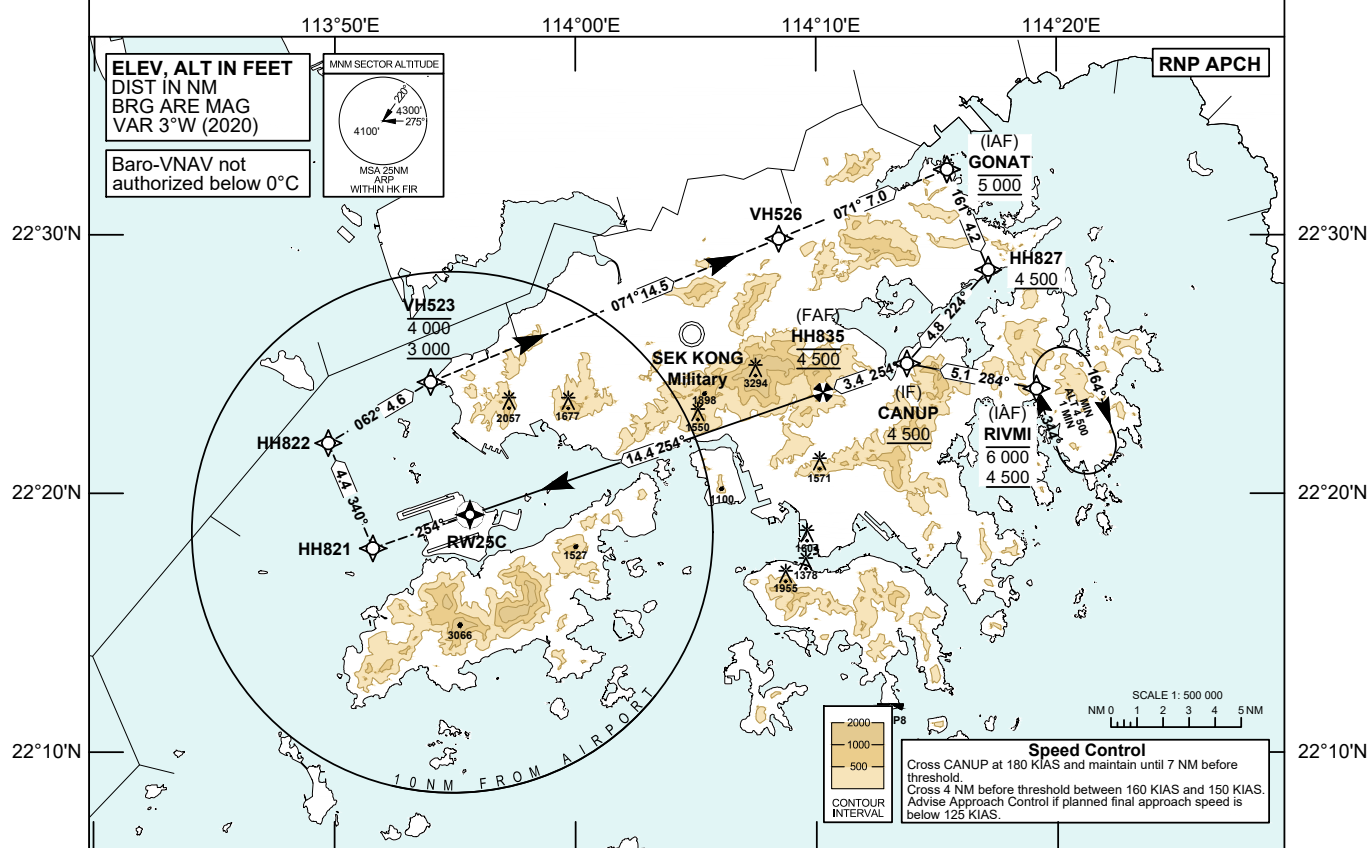
Note: Coding is not provided for final approach segment. Please refer to the chart for altitude and speed restrictions.

WAYPOINT LIST

LOC RWY 25C		
Waypoint Identifier	Coordinates (WGS-84)	Cross Reference from Navaid
RIVMI (IAF)	22 24 03.96N 114 19 09.28E	
GONAT (IAF)	22 32 32.30N 114 15 27.06E	
HH827	22 28 39.55N 114 17 09.59E	
CANUP (IF)	22 25 02.54N 114 13 46.40E	ITFC DME 18.0 NM
HH834 (FAF)	22 23 44.66N 114 09 43.13E	ITFC DME 14.0 NM
SDF11.5	22 22 55.61N 114 07 10.04E	ITFC DME 11.5 NM
SDF6.1	22 21 09.51N 114 01 39.45E	ITFC DME 6.1 NM
MAPt	22 19 29.10N 113 56 27.24E	ITFC DME 1.0 NM
RW25C (THR)	22 19 12.85N 113 55 36.78E	ITFC DME 0.2 NM
HH821	22 17 54.88N 113 51 34.92E	
HH822	22 21 58.90N 113 49 43.76E	
VH523	22 24 20.51N 113 53 58.89E	
VH526	22 29 52.41N 114 08 27.15E	

**INSTRUMENT
APPROACH
CHART - ICAO**
AERODROME ELEV 28 FT
 HEIGHTS RELATED TO
 THR RWY 25C - ELEV 22 FT

 TOWER 118.2
 APPROACH 119.1
 DIRECTOR 119.5

HONG KONG / INTL (VHHH)
RNP Z RWY 25C
(LNAV/VNAV only)
Notes 1. Simultaneous dependent operation is authorized with RWY 25L.
**MISSED APPROACH**
 Climb initially to 4 000 ft, from RW25C, track 254°M to HH821, then turn right to HH822. Proceed to VH523 and cross VH523 between 3 000 ft and 4 000 ft. From VH523, climb to 5 000 ft and track to VH526 and GONAT.
 Speed restriction: 185 KIAS maximum until VH523, then maintain 230 KIAS until VH526, then maintain 210 KIAS until GONAT.

DIST THR (NM)	14.4	14	13	12	11	10	9	8	7	6	5	4	3	2
ALTITUDE (FT)	4500	4380	4080	3770	3460	3150	2840	2540	2230	1920	1610	1300	1000	690
Missed Approach Climb Gradient		OCA (OCH)												
		A	B	C	D									
LNAV/VNAV	2.5%	500 (478)				Ground Speed	kt	80	100	120	140	160	180	
VISUAL CIRCLING NOT AVAILABLE		N / A												
						HH835-THR (14.4 NM)	min:s	10:47	8:38	7:11	6:10	5:24	4:48	
						ROD (5.1%)	ft / min	410	510	620	720	820	920	

CHANGE: New Procedure.

RNP Z RWY 25C APPROACH**TABULAR DESCRIPTION: RNP Z RWY 25C**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	IF	RIVMI	-	-	+3.0	-	-	-6000 +4500	-	-	RNP APCH
02	TF	CANUP	-	284 (281)	+3.0	5.1	-	+4500	@180	-	RNP APCH
01	IF	GONAT	-	-	+3.0	-	-	@5000	@210	-	RNP APCH
02	TF	HH827	-	161 (158)	+3.0	4.2	-	+4500	-	-	RNP APCH
03	TF	CANUP	-	224 (221)	+3.0	4.8	-	+4500	@180	-	RNP APCH
01	IF	CANUP	-	-	+3.0	-	-	+4500	@180	-	RNP APCH
02	TF	HH835	-	254 (251)	+3.0	3.4	-	@4500	@180	-	RNP APCH
03	TF	RW25C	Y	254 (251)	+3.0	14.4	-	@72	-	-2.9	RNP APCH
04	CF	HH821	-	254 (251)	+3.0	-	-	-	-185	-	RNP APCH
05	TF	HH822	-	340 (337)	+3.0	4.4	-	-	@185	-	RNP APCH
06	TF	VH523	-	062 (059)	+3.0	4.6	-	-4000 +3000	@185	-	RNP APCH
07	TF	VH526	-	071 (068)	+3.0	14.5	-	-	@230	-	RNP APCH
08	TF	GONAT	-	071 (068)	+3.0	7.0	-	@5000	@210	-	RNP APCH

WAYPOINT LIST

RNP Z RWY 25C		
Waypoint Identifier	Coordinates (WGS-84)	
RIVMI (IAF)	22 24 03.96N	114 19 09.28E
GONAT (IAF)	22 32 32.30N	114 15 27.06E
HH827	22 28 39.55N	114 17 09.59E
CANUP (IF)	22 25 02.54N	114 13 46.40E
HH835 (FAF)	22 23 55.53N	114 10 16.99E
RW25C (THR)	22 19 12.85N	113 55 36.78E
HH821	22 17 54.88N	113 51 34.92E
HH822	22 21 58.90N	113 49 43.76E
VH523	22 24 20.51N	113 53 58.89E
VH526	22 29 52.41N	114 08 27.15E

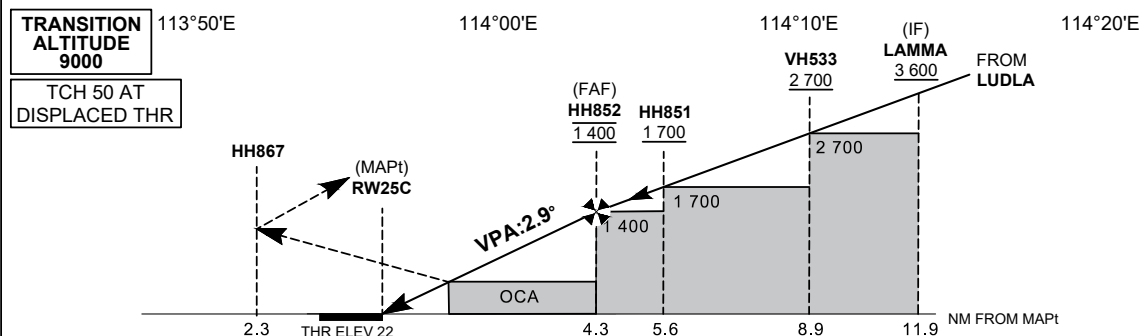
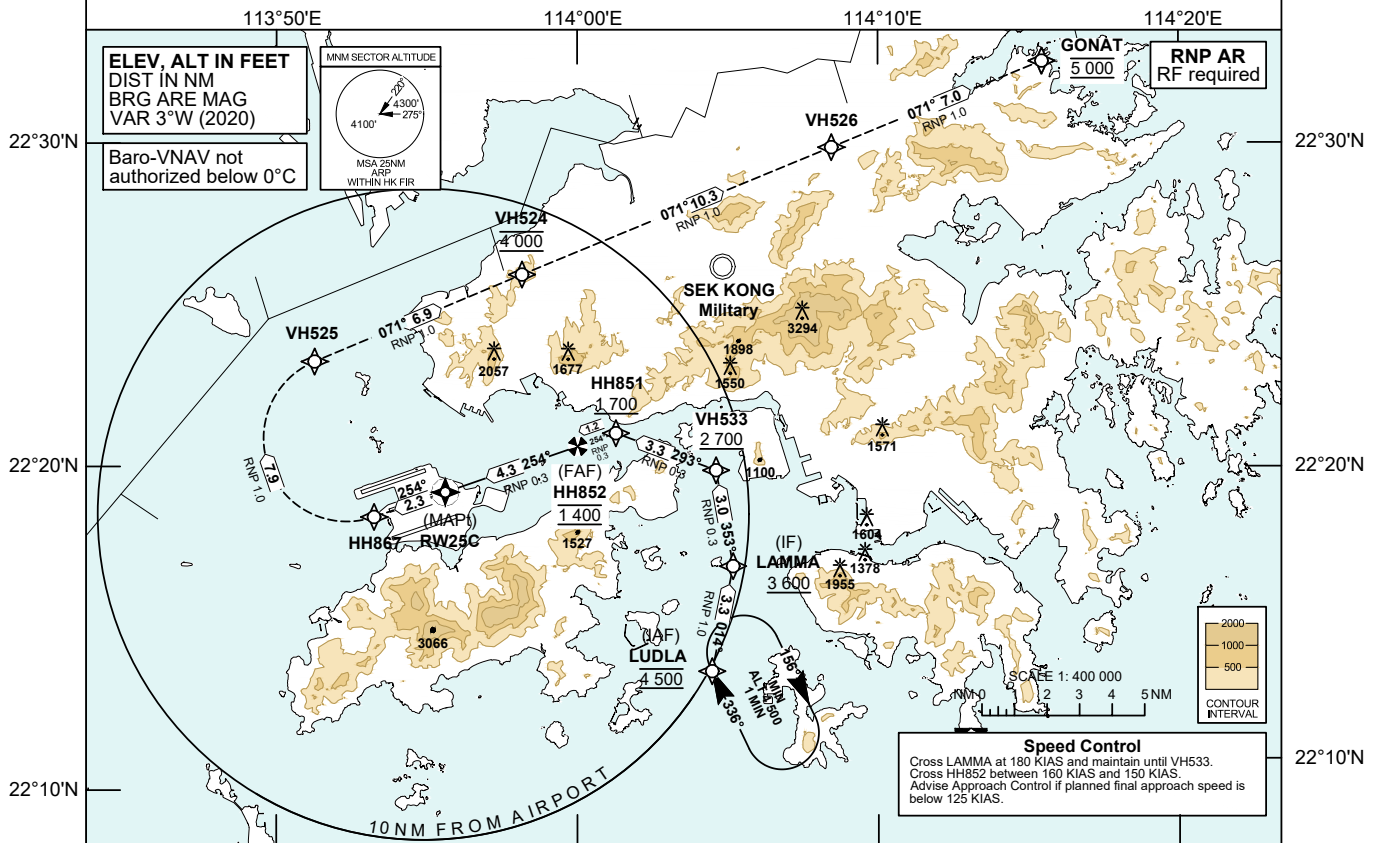
AERODROME ELEV 28 FT
HEIGHTS RELATED TO
THR RWY 25C - ELEV 22 FT

TOWER	118.2
APPROACH	119.1
DIRECTOR	119.5

**HONG KONG / INTL (VHHH)
RNP Y RWY 25C (AR)**

Notes

1. RNP AR APCH: RNP 0.3 in Intermediate segment. RNP values are depicted on Plan View for each applicable leg.
2. Simultaneous dependent operation is authorized with RWY 25L.
3. Do not accept radar vectors inside LUDLA.



MISSED APPROACH

Climb initially to 4 000 ft. From RW25C, track 254°M to HH867, then turn right to VH525. Proceed to VH524 and cross VH524 at 4 000 ft. From VH524, climb to 5 000 ft and track to VH526 and GONAT.
Speed restriction: 185 KIAS maximum until VH525, then maintain 230 KIAS until VH526, then maintain 210 KIAS until GONAT.

Speed restriction: 185 KIAS maximum until VH525, then maintain 230 KIAS until VH526, then maintain 210 KIAS until GONAT.

DIST THR (NM)	4.3	4	3	2									
ALTITUDE (FT)	1400	1300	1000	690									
Missed Approach Climb Gradient		OCA (OCH)											
		A	B	C	D								
RNP 0.30	2.5%	470 (448)	480 (458)	490 (468)	500 (478)	Ground Speed	kt	80	100	120	140	160	180
VISUAL CIRCLING NOT AVAILABLE		N / A				HH852-THR (4.3 NM)	min:s	3:14	2:35	2:09	1:51	1:37	1:26
						ROD (5.1%)	ft / min	410	510	620	720	820	920

CHANGE: New Procedure.

RNP Y RWY 25C (AR) APPROACH**TABULAR DESCRIPTION: RNP Y RWY 25C (AR)**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification (RNP Value)
01	IF	LUDLA	-	-	+3.0	-	-	@4500	-	-	RNP AR APCH (RNP 1.0)
02	TF	LAMMA	-	014 (011)	+3.0	3.3	-	+3600	@180	-	RNP AR APCH (RNP 1.0)
03	TF	VH533	-	353 (350)	+3.0	3.0	-	+2700	@180	-	RNP AR APCH (RNP 0.3)
04	TF	HH851	-	293 (290)	+3.0	3.3	-	+1700	-	-	RNP AR APCH (RNP 0.3)
05	TF	HH852	-	254 (251)	+3.0	1.2	-	@1400	-160 +150	-	RNP AR APCH (RNP 0.3)
06	TF	RW25C	Y	254 (251)	+3.0	4.3	-	@72	-	-2.9	RNP AR APCH (RNP 0.3)
07	TF	HH867	-	254 (251)	+3.0	2.3	-	-	-	-	RNP AR APCH (RNP 1.0)
08	RF Centre: HH987 r=2.565 NM	VH525	-	-	+3.0	7.9	R	-	@185	-	RNP AR APCH (RNP 1.0)
09	TF	VH524	-	071 (068)	+3.0	6.9	-	@4000	-	-	RNP AR APCH (RNP 1.0)
10	TF	VH526	-	071 (068)	+3.0	10.3	-	-	@230	-	RNP AR APCH (RNP 1.0)
11	TF	GONAT	-	071 (068)	+3.0	7.0	-	@5000	@210	-	RNP AR APCH (RNP 1.0)

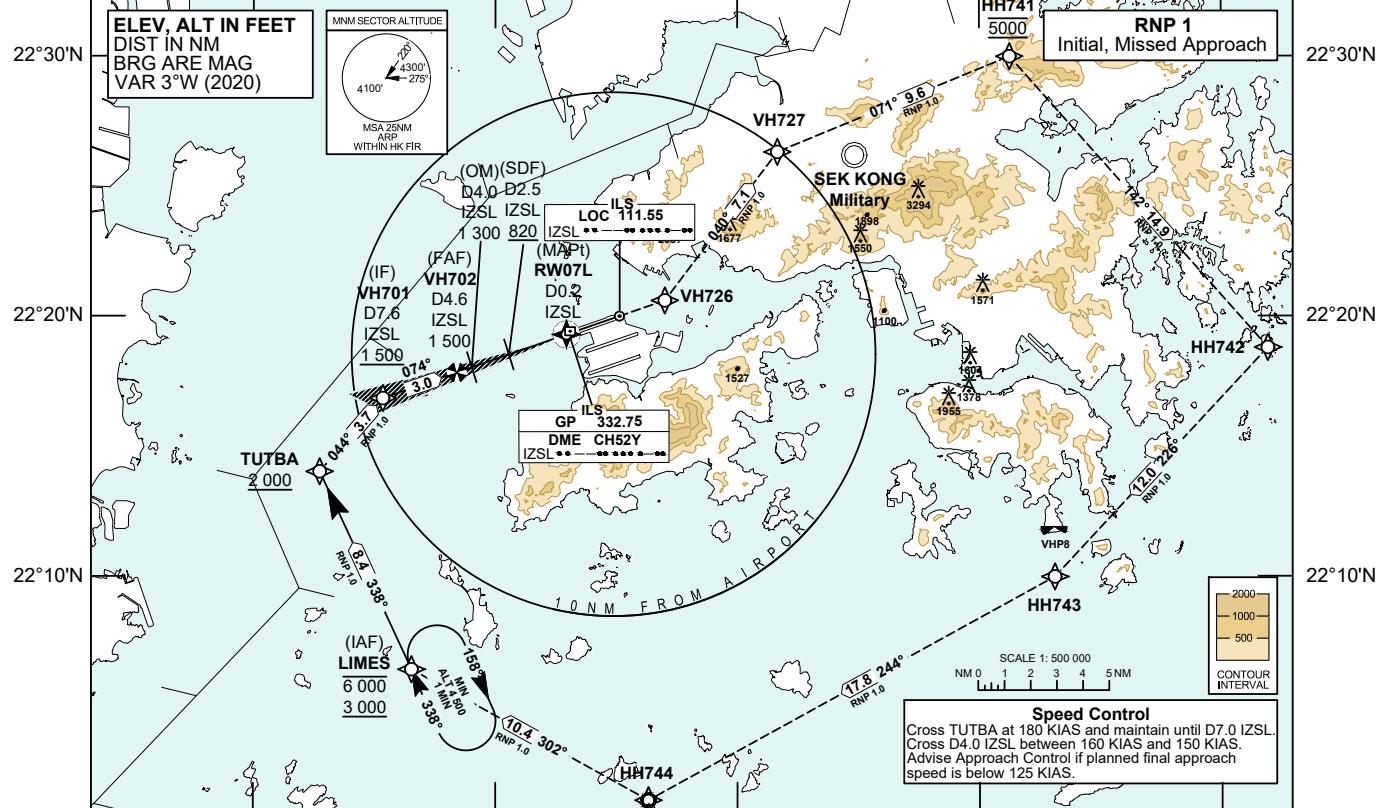
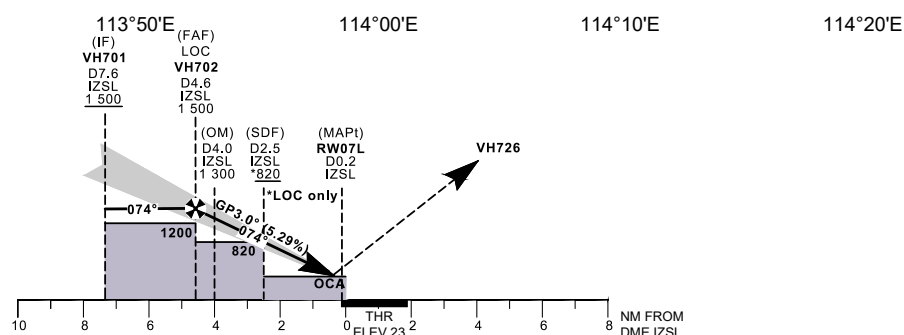
WAYPOINT LIST

RNP Y RWY 25C (AR)		
Waypoint Identifier	Coordinates (WGS-84)	
LUDLA (IAF)	22 13 40.79N	114 04 28.75E
LAMMA (IF)	22 16 55.61N	114 05 10.55E
VH533	22 19 53.47N	114 04 36.72E
HH851	22 21 02.31N	114 01 17.04E
HH852 (FAF)	22 20 37.80N	114 00 00.77E
RW25C (MAPT)	22 19 12.85N	113 55 36.78E
HH867	22 18 27.11N	113 53 14.84E
VH525	22 23 15.38N	113 51 16.25E
VH524	22 25 56.63N	113 58 09.87E
VH526	22 29 52.41N	114 08 27.15E
GONAT	22 32 32.30N	114 15 27.06E
RF Arc Centre Identifier	Coordinates (WGS-84)	
HH987	22 20 53.00N	113 52 20.49E

**INSTRUMENT
APPROACH
CHART - ICAO****AERODROME ELEV 28 FT**
HEIGHTS RELATED TO
THR RWY 07L - ELEV 23 FTTOWER 118.7
APPROACH 119.1
DIRECTOR 119.5**HONG KONG / INTL (VHHH)**
ILS CAT II & III or LOC
RWY 07L

- Warning**
- GP IZSL UNUSABLE BEYOND 6° LEFT OF COURSE
 - PILOTS SHOULD MONITOR FOR FALSE CAPTURE OF LOC AND GP BY COMPARING INDICATIONS WITH AIRCRAFT POSITION AND ALTITUDE
- Notes**
- DME is required.
 - If unable RNP 1, inform ATC accordingly. If unable RNP 1 during missed approach, continue on the published missed approach track, climb and pass Minimum Sector Altitude (MSA) 4 300 ft as soon as practicable, and continue to 5 000 ft.
 - Simultaneous dependent operation is authorized with RWY 07R.

113°40'E 113°50'E 114°00'E 114°10'E 114°20'E

**TRANSITION
ALTITUDE
9000**
ILS RDH 56 AT
DISPLACED THR**MISSED APPROACH**Climb to 5 000 ft. Track 074°M to VH726. Then proceed to VH727, HH741, HH742, HH743, HH744 and LINES.
Speed restriction: Maximum 200 KIAS until VH727, then maintain 230 KIAS until LINES.

DME IZSL	4.6	4	3	2
DIST THR (NM)	4.4	3.8	2.8	1.8
ALTITUDE (FT)	1500	1300	970	650

MISSED APPROACH CLIMB GRADIENT	OCA (OCH)			
	A	B	C	D
ILS CAT I	2.5%	1359 (1336)	1369 (1346)	1379 (1356)
	6.9%	223 (200)		
ILS CAT II	7.1%	123 (100)		
	6.6% (with SDF)	500 (470)		
LOC (GP INOP)	5.3% (without SDF)	820 (790)		
	VISUAL CIRCLING NOT AVAILABLE	N/A		

Ground Speed	kt	80	100	120	140	160	180
VH702-THR (4.4 NM)	min:s	3:20	2:40	2:13	1:54	1:40	1:29
ROD (5.3%)	ft / min	430	540	640	750	860	960

CHANGE: GP coverage restriction.

ILS or LOC RWY 07L APPROACH**NAVIGATION AIDS**

Navaid/Ident	Frequency	Coordinates		Remarks
Localizer/IZSL	111.55 MHz	22 20 00.02N	113 55 07.54E	Course 074°M
Glide Path	332.75 MHz	22 19 25.10N	113 53 05.29E	3° glide slope Co-located
DME/IZSL	CH 52Y			

TABULAR DESCRIPTION: ILS or LOC RWY 07L

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	IF	LIMES	-	-	+3.0	-	-	-6000 +3000	-	-	RNP 1
02	TF	TUTBA	-	338 (335)	+3.0	8.4	-	+2000	@180	-	RNP 1
03	TF	VH701	-	044 (041)	+3.0	3.7	-	+1500	@180	-	RNP 1
04	-	VH702	-	074 (071)	+3.0	3.0	-	-	-	-	Conventional
05	-	RW07L	Y	074 (071)	+3.0	4.4	-	-	-	-	Conventional
06	CF	VH726	-	074 (071)	+3.0	-	-	-	-200	-	RNP 1
07	TF	VH727	-	040 (037)	+3.0	7.1	-	-	@200	-	RNP 1
08	TF	HH741	-	071 (068)	+3.0	9.6	-	@5000	@230	-	RNP 1
09	TF	HH742	-	142 (139)	+3.0	14.9	-	-	@230	-	RNP 1
10	TF	HH743	-	226 (223)	+3.0	12.0	-	-	@230	-	RNP 1
11	TF	HH744	-	244 (241)	+3.0	17.8	-	-	@230	-	RNP 1
12	TF	LIMES	-	302 (299)	+3.0	10.4	-	-	@230	-	RNP 1

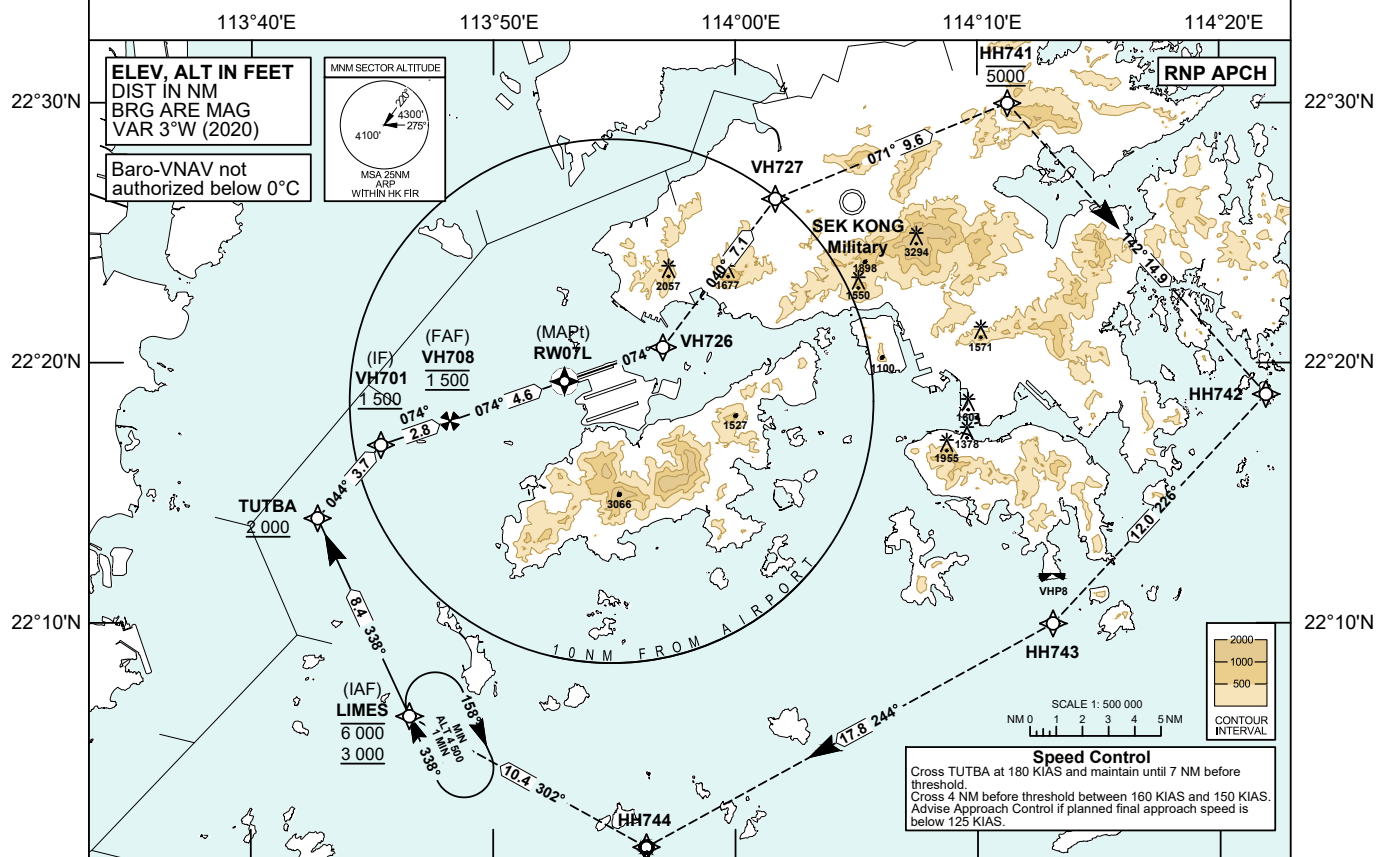
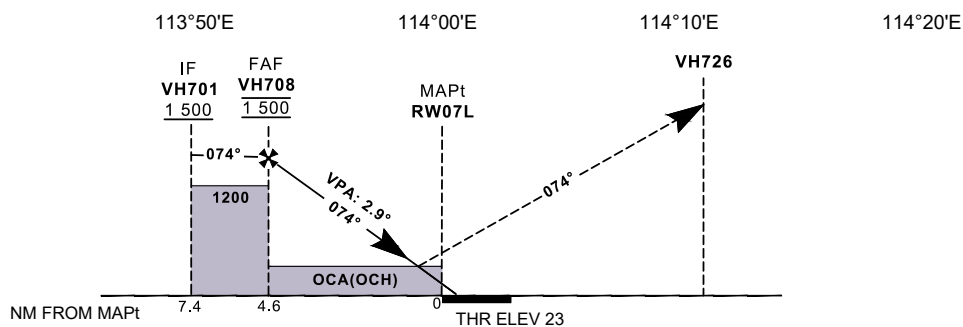
Note: Coding is not provided for final approach segment. Please refer to the chart for altitude and speed restrictions.

WAYPOINT LIST

ILS or LOC RWY 07L		
Waypoint Identifier	Coordinates (WGS-84)	Cross Reference from Navaid
LIMES (IAF)	22 06 25.60N 113 46 32.60E	
TUTBA	22 14 01.82N 113 42 44.92E	
VH701 (IF)	22 16 50.88N 113 45 21.49E	IZSL DME 7.6 NM
VH702 (FAF)	22 17 50.07N 113 48 24.64E	IZSL DME 4.6 NM
SDF, LOC only	22 18 31.81N 113 50 33.93E	IZSL DME 2.5 NM
RW07L (THR) (MAPt, LOC only)	22 19 17.72N 113 52 56.26E	IZSL DME 0.2 NM
VH726	22 20 36.29N 113 57 00.20E	
VH727	22 26 18.62N 114 01 39.19E	
HH741	22 29 58.66N 114 11 14.89E	
HH742	22 18 46.90N 114 21 54.81E	
HH743	22 09 58.85N 114 13 06.23E	
HH744	22 01 23.71N 113 56 19.34E	

20 FEB 25

AIP HONG KONG

**INSTRUMENT
APPROACH
CHART - ICAO****AERODROME ELEV 28 FT**
HEIGHTS RELATED TO
THR RWY 07L - ELEV 23 FTTOWER 118.7
APPROACH 119.1
DIRECTOR 119.5**HONG KONG / INTL (VHHH)
RNP RWY 07L
(LNAV/VNAV only)****Notes** 1. Simultaneous dependent operation is authorized with RWY 07R.**TRANSITION
ALTITUDE
9000**
TCH 50 AT
DISPLACED THR**MISSED APPROACH**Climb to 5 000 ft. From RWY07L track 074°M to VH726. Then proceed to VH727, HH741, HH742, HH743, HH744 and LIMES.
Speed restriction: Maximum 200 KIAS until VH727, then maintain 230 KIAS until LIMES.

DIST THR (NM)		4.6	4	3	2	1								
ALTITUDE (FT)		1500	1300	1000	690	380								
Missed Approach Climb Gradient		OCA (OCH)												
		A	B	C	D									
LNAV/VNAV	6.6%	302 (279)	312 (289)	322 (299)	332 (309)	Ground Speed	kt	80	100	120	140	160	180	
VISUAL CIRCLING NOT AVAILABLE		N / A				VH708-THR (4.6 NM)	min:s	3:29	2:47	2:19	1:59	1:44	1:33	
						ROD (5.1%)	ft / min	410	510	620	720	820	920	

CHANGE: Editorial.

AD 2-VHHH-IAC-05E_V05_241203km

RNP RWY 07L APPROACH**TABULAR DESCRIPTION: RNP RWY 07L**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	IF	LIMES	-	-	+3.0	-	-	-6000 +3000	-	-	RNP APCH
02	TF	TUTBA	-	338 (335)	+3.0	8.4	-	+2000	@180	-	RNP APCH
03	TF	VH701	-	044 (041)	+3.0	3.7	-	+1500	@180	-	RNP APCH
04	TF	VH708	-	074 (071)	+3.0	2.8	-	@1500	-160 +150	-	RNP APCH
05	TF	RW07L	Y	074 (071)	+3.0	4.6	-	@73	-	-2.9	RNP APCH
06	CF	VH726	-	074 (071)	+3.0	-	-	-	-200	-	RNP APCH
07	TF	VH727	-	040 (037)	+3.0	7.1	-	-	@200	-	RNP APCH
08	TF	HH741	-	071 (068)	+3.0	9.6	-	@5000	@230	-	RNP APCH
09	TF	HH742	-	142 (139)	+3.0	14.9	-	-	@230	-	RNP APCH
10	TF	HH743	-	226 (223)	+3.0	12.0	-	-	@230	-	RNP APCH
11	TF	HH744	-	244 (241)	+3.0	17.8	-	-	@230	-	RNP APCH
12	TF	LIMES	-	302 (299)	+3.0	10.4	-	-	@230	-	RNP APCH

WAYPOINT LIST

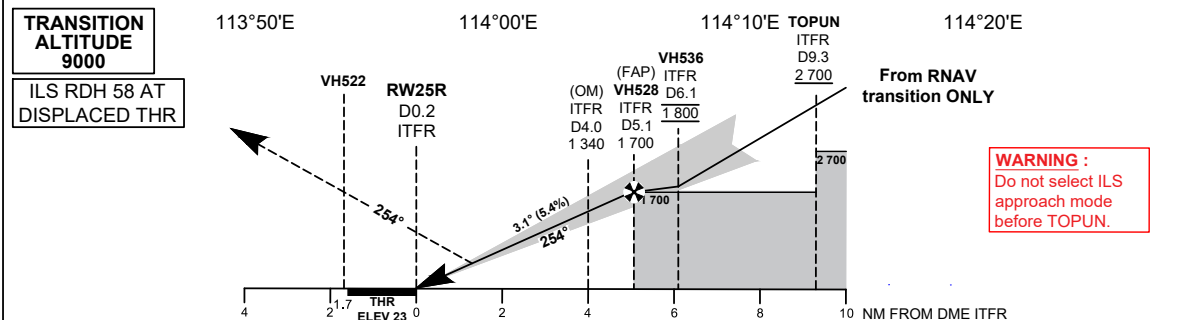
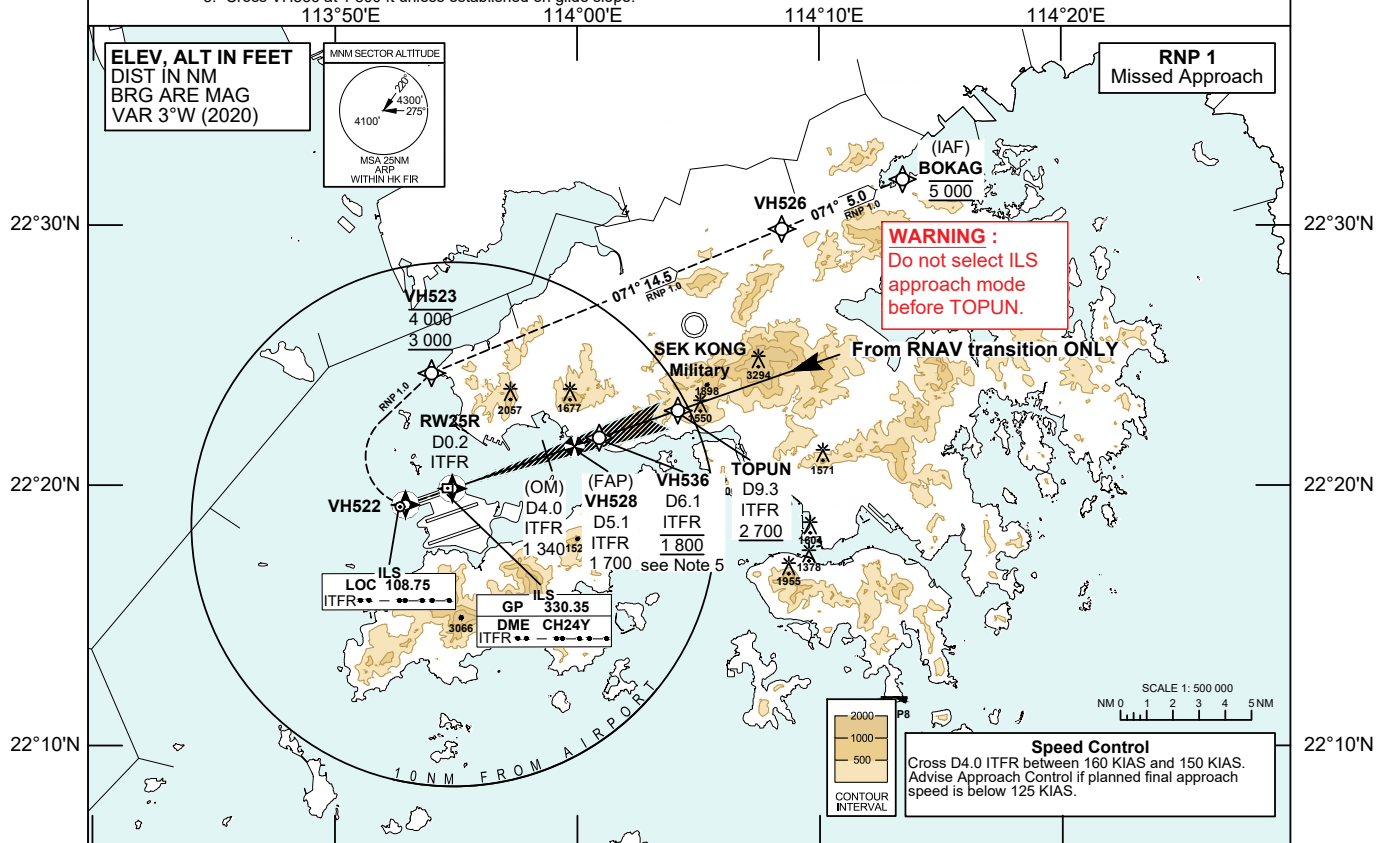
RNP RWY 07L		
Waypoint Identifier	Coordinates (WGS-84)	
LIMES (IAF)	22 06 25.60N	113 46 32.60E
TUTBA	22 14 01.82N	113 42 44.92E
VH701 (IF)	22 16 50.88N	113 45 21.49E
VH708 (FAF)	22 17 46.18N	113 48 12.62E
RW07L (MAPt)	22 19 17.72N	113 52 56.26E
VH726	22 20 36.29N	113 57 00.20E
VH727	22 26 18.62N	114 01 39.19E
HH741	22 29 58.66N	114 11 14.89E
HH742	22 18 46.90N	114 21 54.81E
HH743	22 09 58.85N	114 13 06.23E
HH744	22 01 23.71N	113 56 19.34E

**INSTRUMENT
APPROACH
CHART - ICAO****AERODROME ELEV 28 FT**
HEIGHTS RELATED TO
THR RWY 25R - ELEV 23 FTTOWER 118.7
APPROACH 119.1
DIRECTOR 119.5**HONG KONG / INTL (VHHH)
ILS RWY 25R****Warnings**

1. GP SIGNAL UNUSABLE BELOW ELEVATION ANGLE OF 1.8°
2. PILOTS SHOULD MONITOR FOR FALSE CAPTURE OF LOC AND GP BY COMPARING INDICATIONS WITH AIRCRAFT POSITION AND ALTITUDE

Notes

1. Connect from RNAV transition only. See AD 2-VHHH-IAC-06B for details.
2. If unable RNP 1 during missed approach, continue on the published missed approach track, climb and pass Minimum Sector Altitude (MSA) 4 300 ft as soon as practicable, and continue to 5 000 ft.
3. DME is required. If unable to receive ITFR DME pilot shall advise ATC and will receive equivalent radar ranges for FAP (D5.1 ITFR) and OM Fix (D4.0 ITFR).
4. Simultaneous dependent operation is authorized with RWY 25L.
5. Cross VH536 at 1 800 ft unless established on glide slope.

**MISSED APPROACH**

Climb initially to 4 000 ft and track 254°M to VH522, then turn right direct to VH523 and cross VH523 between 3000 ft and 4000 ft. From VH523, climb to 5 000 ft and track to VH526 and BOKAG.

Speed restriction: 185 KIAS maximum until VH523, then maintain 230 KIAS until VH526, then maintain 210 KIAS until BOKAG.

DME ITFR		5.1	5	4	3	2	1							
DIST THR (NM)		4.9	4.8	3.8	2.8	1.8	0.8							
ALTITUDE (FT)		1700	1670	1340	1000	670	340							
Missed Approach Climb Gradient		OCA (OCH)												
		A	B	C	D									
ILS CAT I	2.5%	1425 (1402)	1435 (1412)	1445 (1422)	1455 (1432)	VH528-THR (4.9 NM)	min:s	3:43	2:58	2:29	2:07	1:51	1:39	
	6.5%	223 (200)												
VISUAL CIRCLING NOT AVAILABLE		N / A				ROD (5.4%)	ft / min	440	550	660	770	880	990	

CHANGE: Runway 07C/25C reopened.

ILS RWY 25R APPROACH**NAVIGATION AIDS**

Navaid/Ident	Frequency	Coordinates		Remarks
Localizer/ITFR	108.75 MHz	22 19 12.67N	113 52 40.61E	Course 254°M
Glide Path	330.35 MHz	22 19 55.16N	113 54 38.56E	3.1° glide slope Co-located
DME/ITFR	CH 24Y			

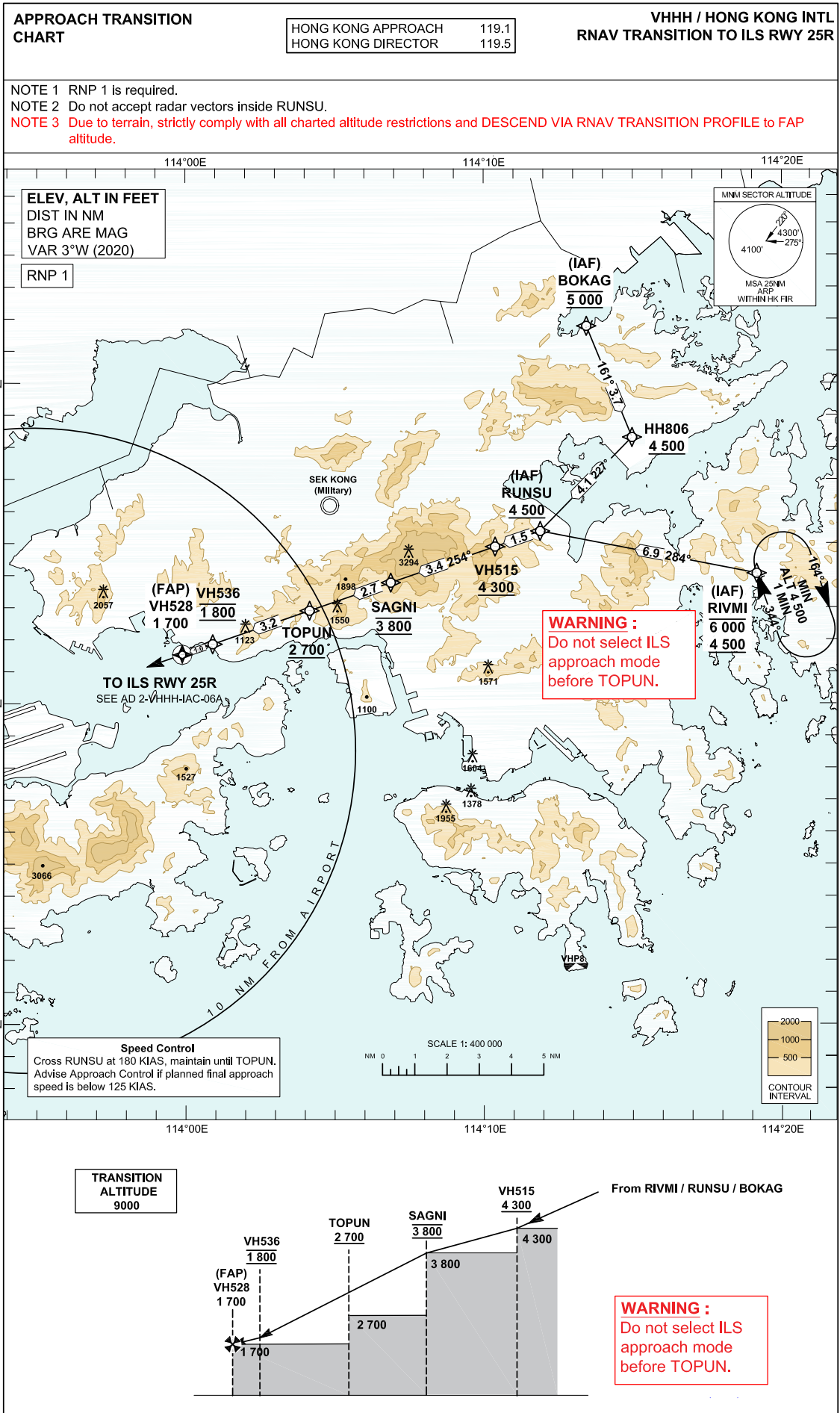
TABULAR DESCRIPTION: Missed Approach Segment

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	CF	VH522	Y	254 (251)	+3.0	-	-	-	-	-	RNP 1
02	DF	VH523	-	-	+3.0	-	R	-4000 +3000	@185	-	RNP 1
03	TF	VH526	-	071 (068)	+3.0	14.5	-	-	@230	-	RNP 1
04	TF	BOKAG	-	071 (068)	+3.0	5.0	-	@5000	@210	-	RNP 1

Note: Coding is not provided for final approach segment. Please refer to the chart for altitude and speed restrictions.

WAYPOINT LIST

ILS RWY 25R			
Waypoint Identifier	Coordinates (WGS-84)		Cross Reference from Navaid
TOPUN	22 22 54.17N	114 04 09.15E	ITFR DME 9.3 NM
VH536	22 21 51.55N	114 00 54.18E	ITFR DME 6.1 NM
VH528 (FAP)	22 21 31.88N	113 59 52.97E	ITFR DME 5.1 NM
RW25R (THR)	22 19 54.45N	113 54 50.24E	ITFR DME 0.2 NM
VH522	22 19 17.08N	113 52 54.28E	
VH523	22 24 20.51N	113 53 58.89E	
VH526	22 29 52.41N	114 08 27.15E	
BOKAG	22 31 46.65N	114 13 27.06E	



AD 2-VHHH-IAC-06B_V05_241002H

RNAV Transition to ILS RWY 25R**TABULAR DESCRIPTION: RNAV Transition from RIVMI**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	IF	RIVMI	-	-	+3.0	-	-	-6000 +4500	-	-	RNP 1
02	TF	RUNSU	-	284 (281)	+3.0	6.9	-	+4500	@180	-	RNP 1
03	TF	VH515	-	254 (251)	+3.0	1.5	-	+4300	@180	-	RNP 1
04	TF	SAGNI	-	254 (251)	+3.0	3.4	-	@3800	@180	-	RNP 1
05	TF	TOPUN	-	254 (251)	+3.0	2.7	-	+2700	@180	-	RNP 1
06	TF	VH536	-	254 (251)	+3.0	3.2	-	@1800	-	-	RNP 1
07	TF	VH528	-	254 (251)	+3.0	1.0	-	-	@160	-	RNP 1

TABULAR DESCRIPTION: RNAV Transition from RUNSU

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	IF	RUNSU	-	-	+3.0	-	-	+4500	@180	-	RNP 1
02	TF	VH515	-	254 (251)	+3.0	1.5	-	+4300	@180	-	RNP 1
03	TF	SAGNI	-	254 (251)	+3.0	3.4	-	@3800	@180	-	RNP 1
04	TF	TOPUN	-	254 (251)	+3.0	2.7	-	+2700	@180	-	RNP 1
05	TF	VH536	-	254 (251)	+3.0	3.2	-	@1800	-	-	RNP 1
06	TF	VH528	-	254 (251)	+3.0	1.0	-	-	@160	-	RNP 1

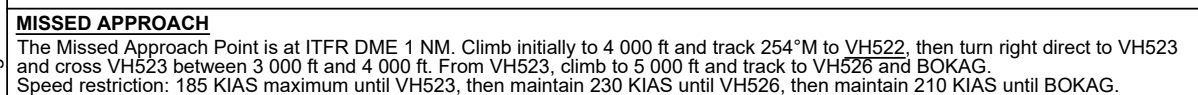
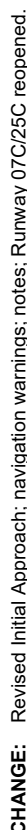
TABULAR DESCRIPTION: RNAV Transition from BOKAG

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	IF	BOKAG	-	-	+3.0	-	-	@5000	@210	-	RNP 1
02	TF	HH806	-	161 (158)	+3.0	3.7	-	+4500	-	-	RNP 1
03	TF	RUNSU	-	227 (224)	+3.0	4.1	-	+4500	@180	-	RNP 1
04	TF	VH515	-	254 (251)	+3.0	1.5	-	+4300	@180	-	RNP 1
05	TF	SAGNI	-	254 (251)	+3.0	3.4	-	@3800	@180	-	RNP 1
06	TF	TOPUN	-	254 (251)	+3.0	2.7	-	+2700	@180	-	RNP 1
07	TF	VH536	-	254 (251)	+3.0	3.2	-	@1800	-	-	RNP 1
08	TF	VH528	-	254 (251)	+3.0	1.0	-	-	@160	-	RNP 1

WAYPOINT LIST

RNAV Transition to ILS RWY 25R		
Waypoint Identifier	Coordinates (WGS-84)	
RIVMI (IAF)	22 24 03.96N	114 19 09.28E
BOKAG (IAF)	22 31 46.65N	114 13 27.06E
HH806	22 28 18.61N	114 14 58.76E
RUNSU (IAF)	22 25 22.96N	114 11 53.57E
VH515	22 24 53.87N	114 10 22.72E
SAGNI	22 23 46.63N	114 06 52.68E
TOPUN	22 22 54.17N	114 04 09.15E
VH536	22 21 51.55N	114 00 54.18E
VH528 (FAP)	22 21 31.88N	113 59 52.97E

Warnings	1. LOC ITFR UNUSABLE BEYOND 16° RIGHT OF COURSE
Notes	1. DME is required. 2. If unable RNP 1, inform ATC accordingly. If unable RNP 1 during missed approach, continue on the published missed approach track, climb and pass Minimum Sector Altitude (MSA) 4 300 ft as soon as practicable, and continue to 5 000 ft.



DME ITRR	11.9	11	10	9	8	7	6	5	4	3	2																								
DIST THR (NM)	11.7	10.8	9.8	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8																								
ALTITUDE (FT)	3800	3520	3200	2880	2560	2240	1920	1600	1280	970	650																								
Missed Approach Climb Gradient		OCA (OCH)				<table><tr><td>Ground Speed</td><td>kt</td><td>80</td><td>100</td><td>120</td><td>140</td><td>160</td><td>180</td></tr><tr><td>VH510-THR (11.7 NM)</td><td>min:s</td><td>8:46</td><td>7:01</td><td>5:51</td><td>5:01</td><td>4:23</td><td>3:54</td></tr><tr><td>ROD (5.2%)</td><td>ft / min</td><td>430</td><td>530</td><td>640</td><td>740</td><td>850</td><td>960</td></tr></table>						Ground Speed	kt	80	100	120	140	160	180	VH510-THR (11.7 NM)	min:s	8:46	7:01	5:51	5:01	4:23	3:54	ROD (5.2%)	ft / min	430	530	640	740	850	960
		Ground Speed	kt	80	100							120	140	160	180																				
VH510-THR (11.7 NM)	min:s	8:46	7:01	5:51	5:01							4:23	3:54																						
ROD (5.2%)	ft / min	430	530	640	740							850	960																						
A	B	C	D																																
LOC	5.1%	430 (400)																																	
VISUAL CIRCLING NOT AVAILABLE		N / A																																	

LOC RWY 25R APPROACH**NAVIGATION AIDS**

Navaid/Ident	Frequency	Coordinates		Remarks
Localizer/ITFR	108.75 MHz	22 19 12.67N	113 52 40.61E	Course 254°M
DME/ITFR	CH 24Y	22 19 55.16N	113 54 38.56E	

TABULAR DESCRIPTION: LOC RWY 25R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	TF	RIVMI	-	-	+3.0	-	-	-6000 +4800	-	-	RNP 1
02	TF	RUNSU	-	284 (281)	+3.0	6.9	-	+4800	@180	-	RNP 1
01	IF	BOKAG	-	-	-	-	-	@5000	@210	-	RNP 1
02	TF	HH806	-	161 (158)	+3.0	3.7	-	+4800	-	-	RNP 1
03	TF	RUNSU	-	227 (224)	+3.0	4.1	-	+4800	@180	-	RNP 1
01	IF	RUNSU	-	254 (251)	+3.0	-	-	+4800	@180	-	Conventional
02	-	VH510	-	254 (251)	+3.0	5.0	-	+3800	@180	-	Conventional
03	-	RW25R	Y	254 (251)	+3.0	11.7	-	-	-	-	Conventional
04	CF	VH522	Y	254 (251)	+3.0	1.9	-	-	-	-	RNP 1
05	DF	VH523	-	-	-	-	R	-4000 +3000	@185	-	RNP 1
06	TF	VH526	-	071 (068)	+3.0	14.5	-	-	@230	-	RNP 1
07	TF	BOKAG	-	071 (068)	+3.0	5.0	-	@5000	@210	-	RNP 1

Note: Coding is not provided for final approach segment. Please refer to the chart for altitude and speed restrictions.

WAYPOINT LIST

LOC RWY 25R		
Waypoint Identifier	Coordinates (WGS-84)	Cross Reference from Navaid
RIVMI (IAF)	22 24 03.96N 114 19 09.28E	
BOKAG (IAF)	22 31 46.65N 114 13 27.06E	
HH806	22 28 18.61N 114 14 58.76E	
RUNSU (IF)	22 25 22.96N 114 11 53.57E	ITFR DME 16.9 NM
VH510 (FAF)	22 23 44.37N 114 06 45.65E	ITFR DME 11.9 NM
SDF9.3	22 22 54.18N 114 04 09.19E	ITFR DME 9.3 NM
SDF4.6	22 21 21.75N 113 59 21.48E	ITFR DME 4.6 NM
MAPt	22 20 10.82N 113 55 41.07E	ITFR DME 1.0 NM
RW25R (THR)	22 19 54.45N 113 54 50.24E	
VH522	22 19 17.08N 113 52 54.28E	
VH523	22 24 20.51N 113 53 58.89E	
VH526	22 29 52.41N 114 08 27.15E	

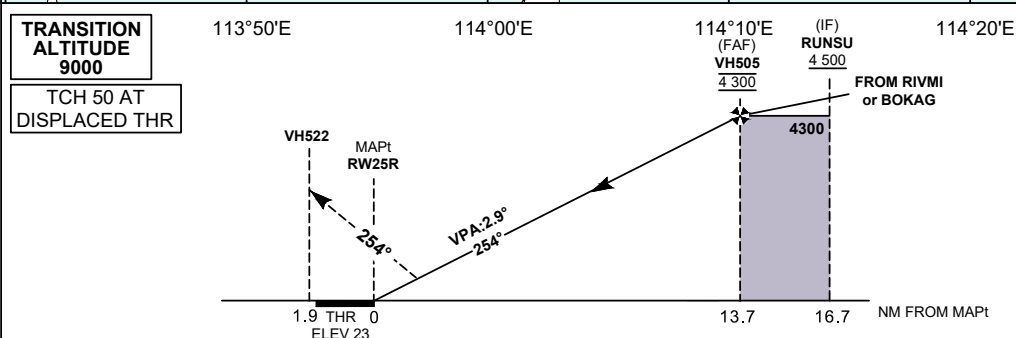
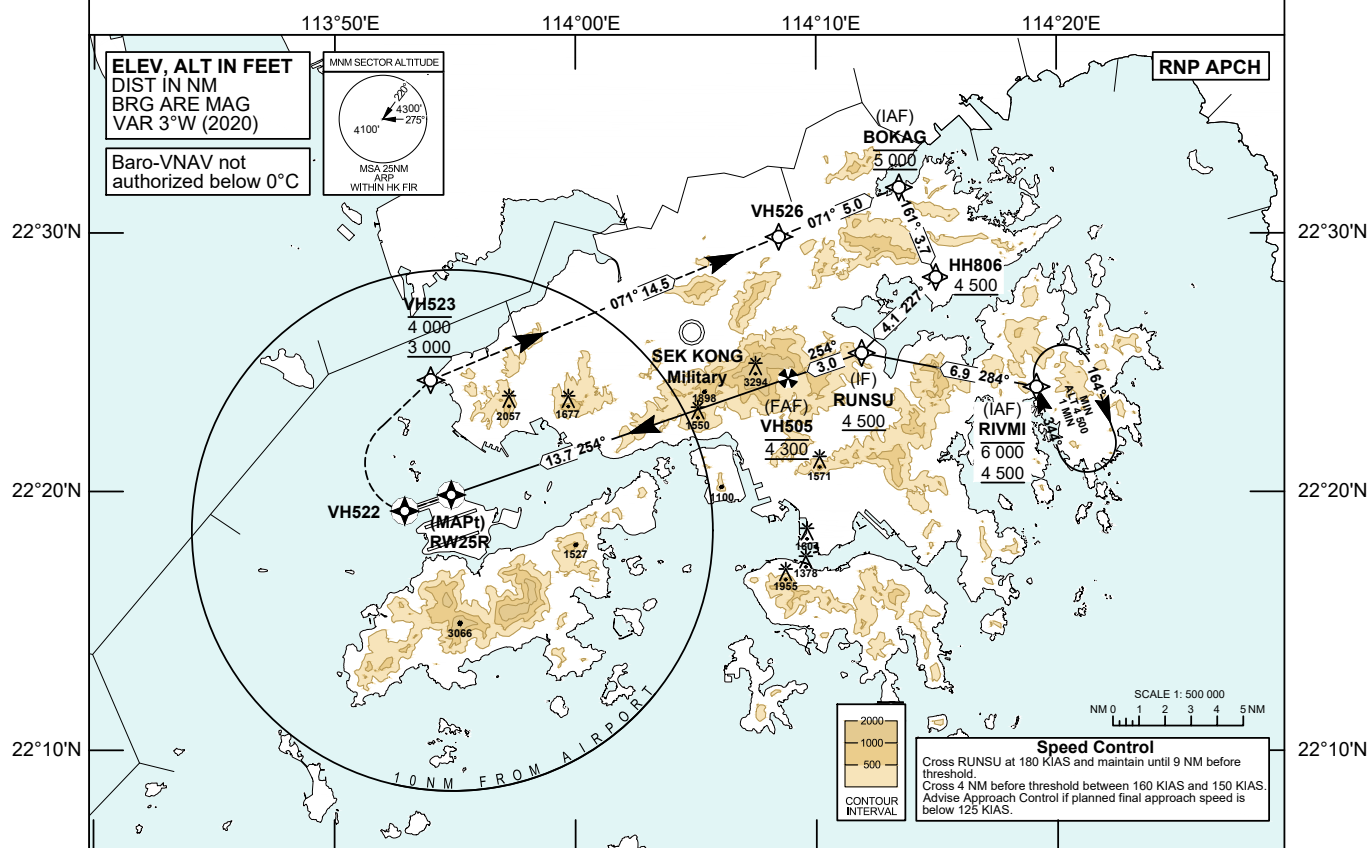
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 28 FT
HEIGHTS RELATED TO
THR RWY 25B - ELEV 23 FT

TOWER	118.7
APPROACH	119.1
DIRECTOR	119.5

**HONG KONG / INTL (VHHH)
RNP Z RWY 25R
(LNAV/VNAV only)**

Notes 1. Simultaneous dependent operation is authorized with RWY 25L.



MISSED APPROACH

CLIMB initially to 4 000 ft. From RW25R track 254°M to VH522, then turn right direct to VH523 and cross VH523 between 3 000 ft and 4 000 ft. From VH523, climb to 5 000 ft and track to VH526 and BOKAG.
Speed restriction: 185 KIAS maximum until VH523, then maintain 230 KIAS until VH526, then maintain 210 KIAS until BOKAG.

DIST THR (NM)	13.7	13	12	11	10	9	8	7	6	5	4	3	2
ALTITUDE (FT)	4300	4070	3770	3460	3150	2840	2530	2230	1920	1610	1300	1000	690
Missed Approach Climb Gradient		OCA (OCH)											
		A	B	C	D								
LNAV/VNAV	2.5%	1425 (1402)	1435 (1412)	1445 (1422)	1455 (1432)	VH505-THR (13.7 NM)	min:s	10:17	8:14	6:52	5:53	5:09	4:34
	5.6%	485 (462)	495 (472)	505 (482)	515 (492)								
VISUAL CIRCLING NOT AVAILABLE		N / A				ROD (5.1%)	ft / min	410	510	620	720	820	920

CHANGE: Revised Initial Approach; speed control; Runway 07C/25C reopened.

AD 2-VHHH-IAC-06E V05 240524km

RNP Z RWY 25R APPROACH

TABULAR DESCRIPTION: RNP Z RWY 25R

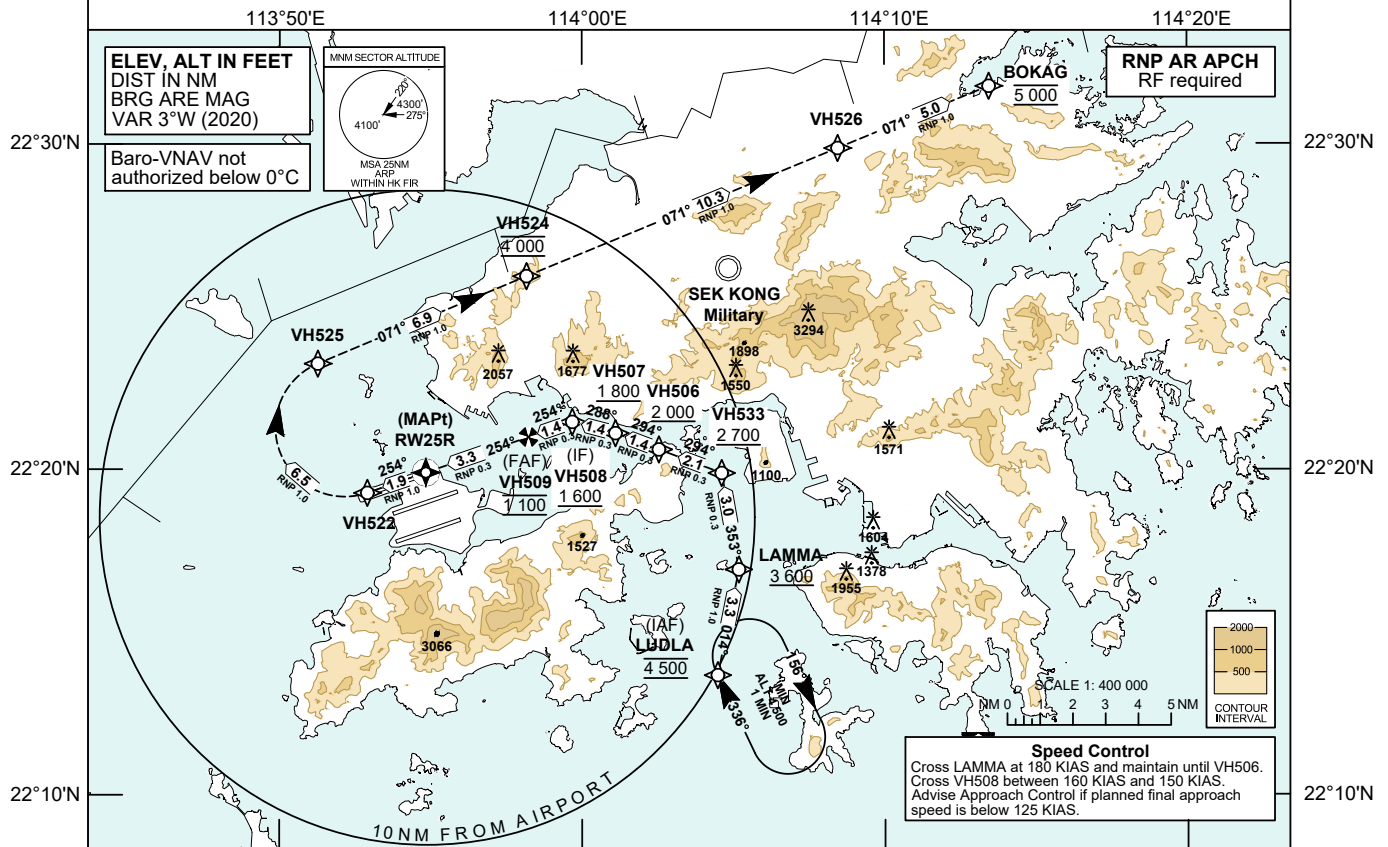
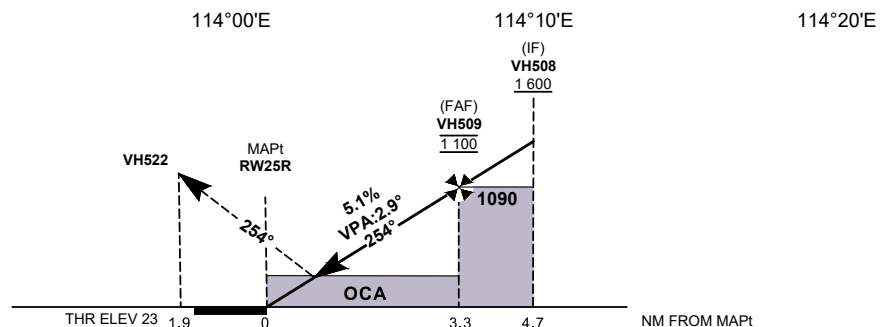
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	IF	RIVMI	-	-	+3.0	-	-	-6000 +4500	-	-	RNP APCH
02	TF	RUNSU	-	284 (281)	+3.0	6.9	-	+4500	@180	-	RNP APCH
01	IF	BOKAG	-	-	+3.0	-	-	@5000	@210	-	RNP APCH
02	TF	HH806	-	161 (158)	+3.0	3.7	-	+4500	-	-	RNP APCH
03	TF	RUNSU	-	227 (224)	+3.0	4.1	-	+4500	@180	-	RNP APCH
01	IF	RUNSU	-	-	+3.0	-	-	+4500	@180	-	RNP APCH
02	TF	VH505	-	254 (251)	+3.0	3.0	-	@4300	@180	-	RNP APCH
03	TF	RW25R	Y	254 (251)	+3.0	13.7	-	@73	-	-2.9	RNP APCH
04	CF	VH522	Y	254 (251)	+3.0	1.9	-	-	-	-	RNP APCH
05	DF	VH523	-	-	+3.0	-	R	-4000 +3000	@185	-	RNP APCH
06	TF	VH526	-	071 (068)	+3.0	14.5	-	-	@230	-	RNP APCH
07	TF	BOKAG	-	071 (068)	+3.0	5.0	-	@5000	@210	-	RNP APCH

WAYPOINT LIST

RNP Z RWY 25R		
Waypoint Identifier	Coordinates (WGS-84)	
RIVMI (IAF)	22 24 03.96N	114 19 09.28E
BOKAG (IAF)	22 31 46.65N	114 13 27.06E
HH806	22 28 18.61N	114 14 58.76E
RUNSU	22 25 22.96N	114 11 53.57E
VH505 (FAF)	22 24 24.16N	114 08 49.88E
RW25R (THR)	22 19 54.45N	113 54 50.24E
VH522	22 19 17.08N	113 52 54.28E
VH523	22 24 20.51N	113 53 58.89E
VH526	22 29 52.41N	114 08 27.15E

**INSTRUMENT
APPROACH
CHART - ICAO****AERODROME ELEV 28 FT**
HEIGHTS RELATED TO
THR RWY 25R - ELEV 23 FTTOWER 118.7
APPROACH 119.1
DIRECTOR 119.5**HONG KONG / INTL (VHHH)**
RNP Y RWY 25R (AR)**Notes**

- Authorization from HONG KONG CAD is Required (Refer to the relevant AIC for application procedures)**
- RNP AR APCH: RNP 0.3 within Initial and Intermediate segments. RNP values are depicted on Plan View for each applicable leg.
 - Aircraft must obtain approval from Hong Kong Civil Aviation Department for RNP AR APCH.
 - Simultaneous dependent operation is authorized with RWY 25L.
 - Do not accept radar vectors inside LUDLA.

**TRANSITION
ALTITUDE
9000**
TCH 50 AT
DISPLACED THR**MISSED APPROACH**

Climb initially to 4 000 ft. From RW25R track 254°M to VH522, then turn right direct to VH525, then VH524 and cross VH524 at 4 000 ft. From VH524 climb to 5 000 ft and track to VH526 and BOKAG.

Speed restriction: 185 KIAS maximum until VH525, then maintain 230 KIAS until VH526, then maintain 210 KIAS until BOKAG.

DIST THR (NM)	3.3	3	2							
ALTITUDE (FT)	1100	1000	690							
Missed Approach Climb Gradient		OCA (OCH)								
		A	B	C	D	Ground Speed	kt	80	100	120
RNP 0.30	4.0%	485 (462)	495 (472)	505 (482)	515 (492)	VH509-THR (3.3NM)	min:s	2:29	2:00	1:40
VISUAL CIRCLING NOT AVAILABLE		N / A				ROD (5.1%)	ft / min	410	510	620
								720	820	920

CHANGE: Revised Initial Approach; Runway 07C/25C reopened.

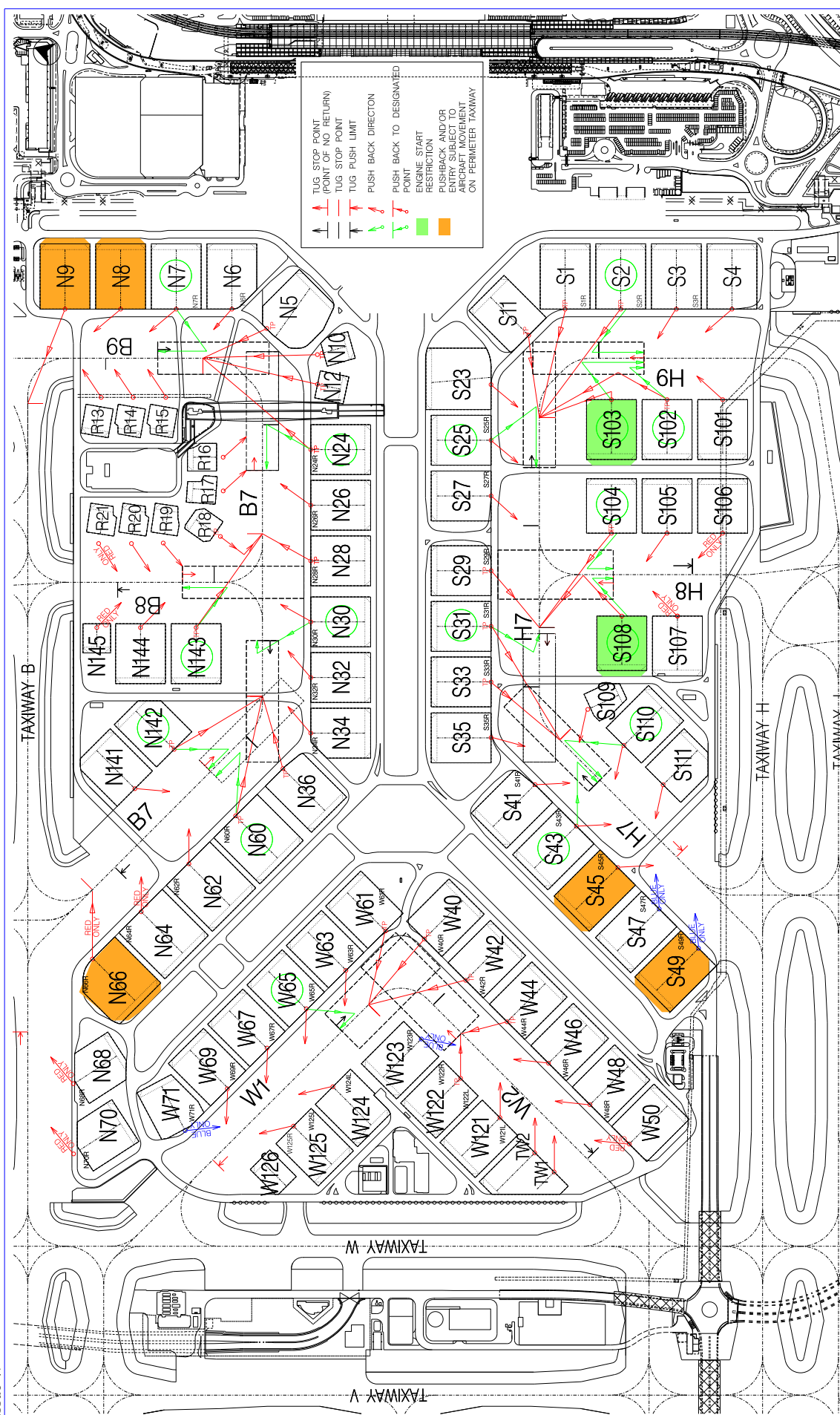
RNP Y RWY 25R (AR) APPROACH**TABULAR DESCRIPTION: RNP Y RWY 25R (AR)**

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification (RNP Value)
01	IF	LUDLA	-	-	+3.0	-	-	@4500	-	-	RNP AR APCH (RNP 1.0)
02	TF	LAMMA	-	014 (011)	+3.0	3.3	-	+3600	@180	-	RNP AR APCH (RNP 1.0)
03	TF	VH533	-	353 (350)	+3.0	3.0	-	+2700	@180	-	RNP AR APCH (RNP 0.3)
04	TF	VH506	-	294 (291)	+3.0	2.1	-	+2000	@180	-	RNP AR APCH (RNP 0.3)
05	TF	VH507	-	294 (291)	+3.0	1.4	-	+1800	-	-	RNP AR APCH (RNP 0.3)
06	TF	VH508	-	288 (285)	+3.0	1.4	-	+1600	-160 +150	-	RNP AR APCH (RNP 0.3)
07	TF	VH509	-	254 (251)	+3.0	1.4	-	@1100	-	-	RNP AR APCH (RNP 0.3)
08	TF	RW25R	Y	254 (251)	+3.0	3.3	-	@73	-	-2.9	RNP AR APCH (RNP 0.3)
09	CF	VH522	-	254 (251)	+3.0	1.9	-	-	-	-	RNP AR APCH (RNP 1.0)
10	RF Centre: VH994 r=2.120 NM	VH525	-	-	+3.0	6.5	R	-	@185	-	RNP AR APCH (RNP 1.0)
11	TF	VH524	-	071 (068)	+3.0	6.9	-	@4000	-	-	RNP AR APCH (RNP 1.0)
12	TF	VH526	-	071 (068)	+3.0	10.3	-	-	@230	-	RNP AR APCH (RNP 1.0)
13	TF	BOKAG	-	071 (068)	+3.0	5.0	-	@5000	@210	-	RNP AR APCH (RNP 1.0)

WAYPOINT LIST

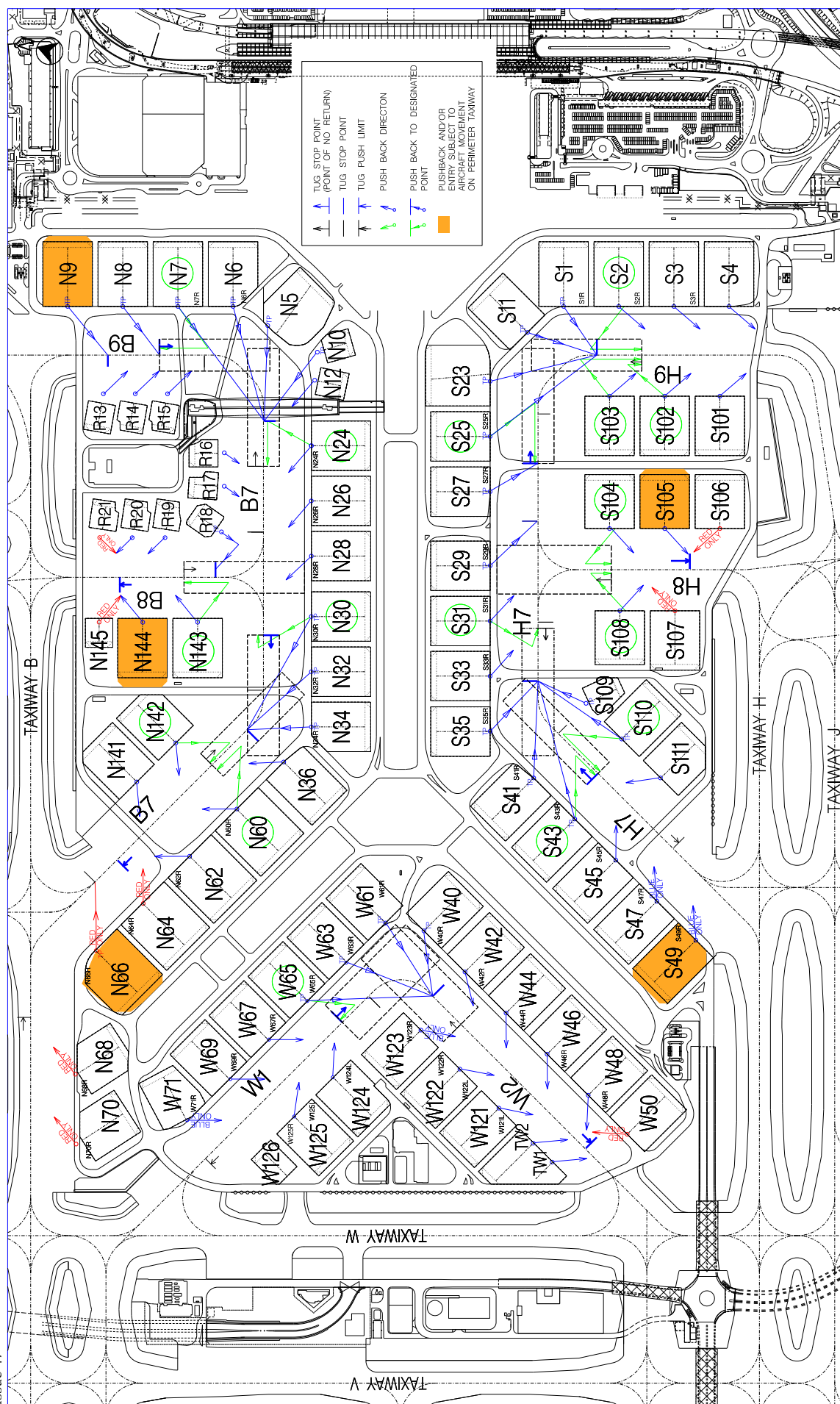
RNP Y RWY 25R (AR)		
Waypoint Identifier	Coordinates (WGS-84)	
LUDLA (IAF)	22 13 40.79N	114 04 28.75E
LAMMA	22 16 55.61N	114 05 10.55E
VH533	22 19 53.47N	114 04 36.72E
VH506	22 20 36.99N	114 02 32.27E
VH507	22 21 07.06N	114 01 06.23E
VH508 (IF)	22 21 27.88N	113 59 40.53E
VH509 (FAF)	22 20 59.94N	113 58 13.67E
RW25R (MAPT)	22 19 54.45N	113 54 50.24E
VH522	22 19 17.08N	113 52 54.28E
VH525	22 23 15.38N	113 51 16.25E
VH524	22 25 56.63N	113 58 09.87E
VH526	22 29 52.41N	114 08 27.15E
BOKAG	22 31 46.65N	114 13 27.06E
RF Arc Centre Identifier	Coordinates (WGS-84)	
VH994	22 21 17.69N	113 52 09.35E

Issue 47



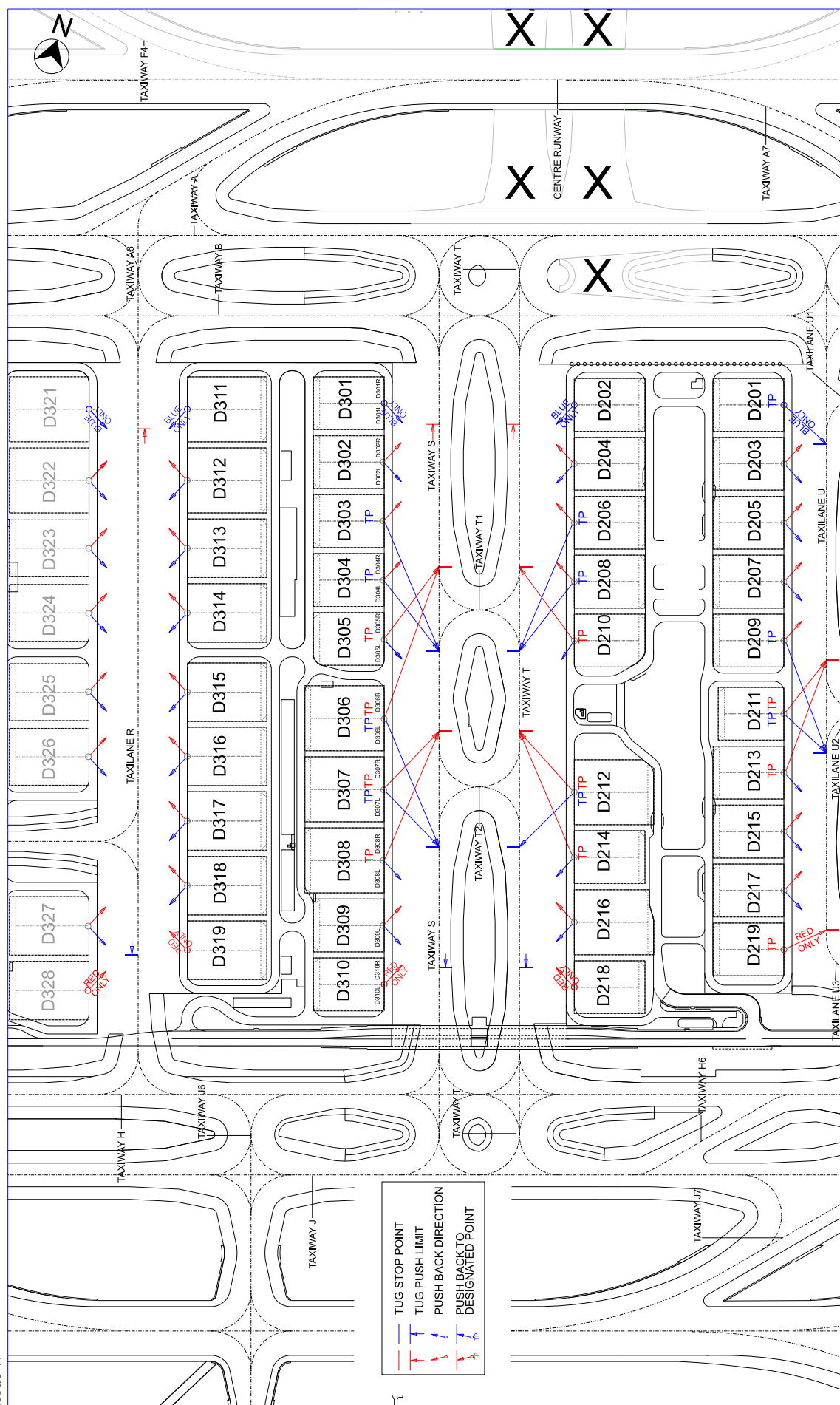
AIRCRAFT PUSHBACK (RED / GREEN) PROCEDURE

Issue 47



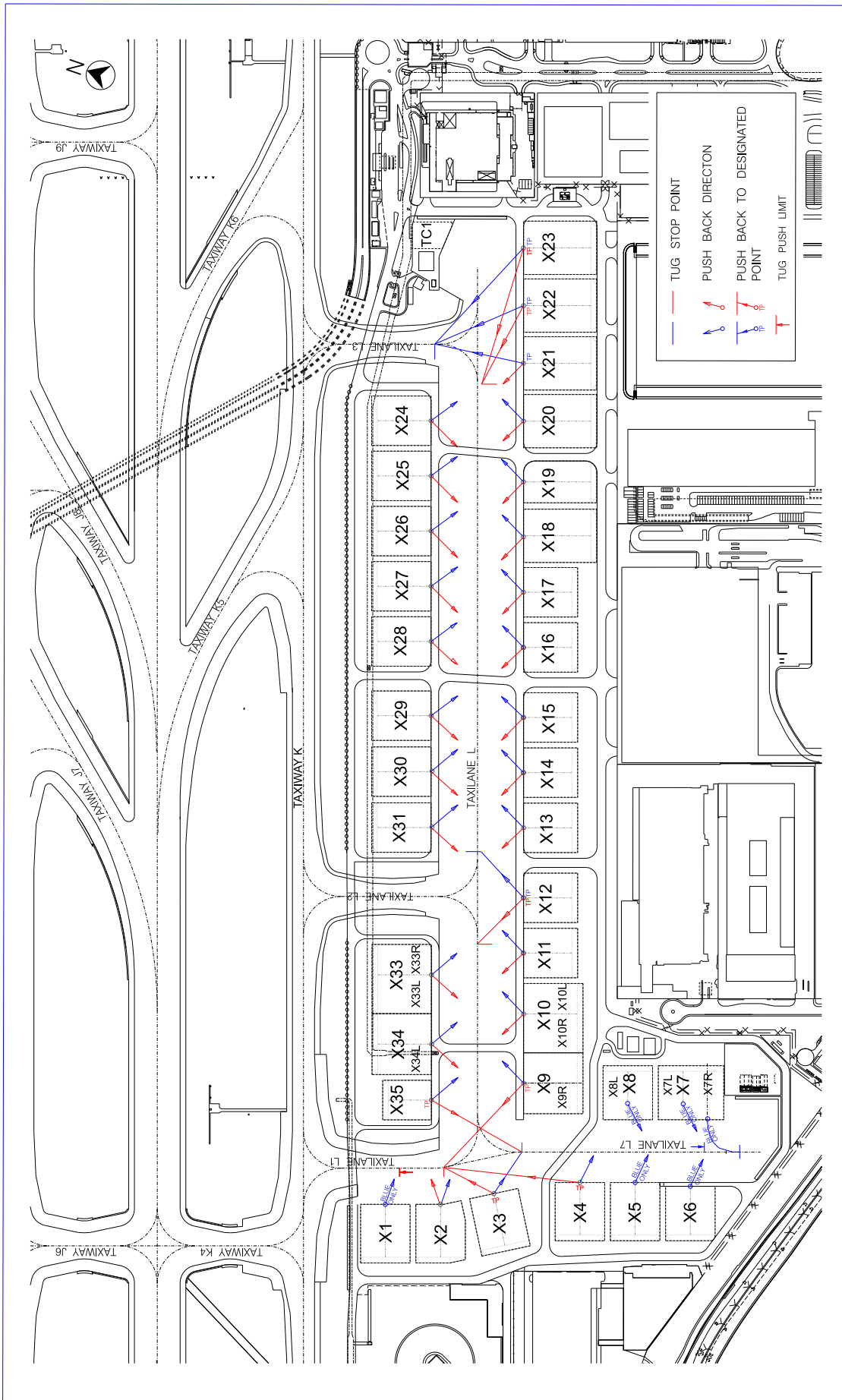
AIRCRAFT PUSHBACK (BLUE / GREEN) PROCEDURE

Issue 47



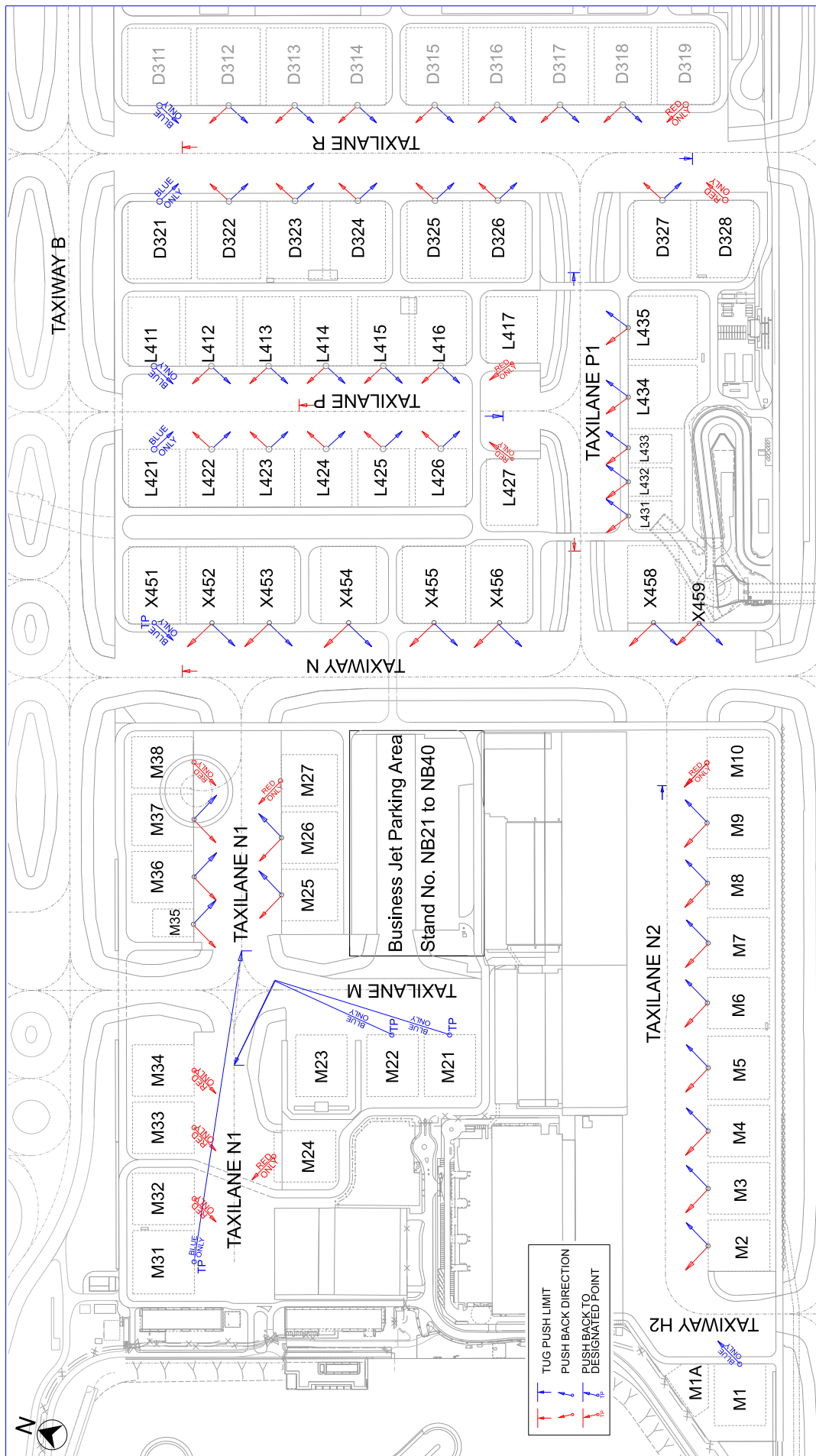
AIRCRAFT PUSHBACK PROCEDURE (**BLUE** / **RED**) FOR T1 MIDFIELD APRON

Issue 47

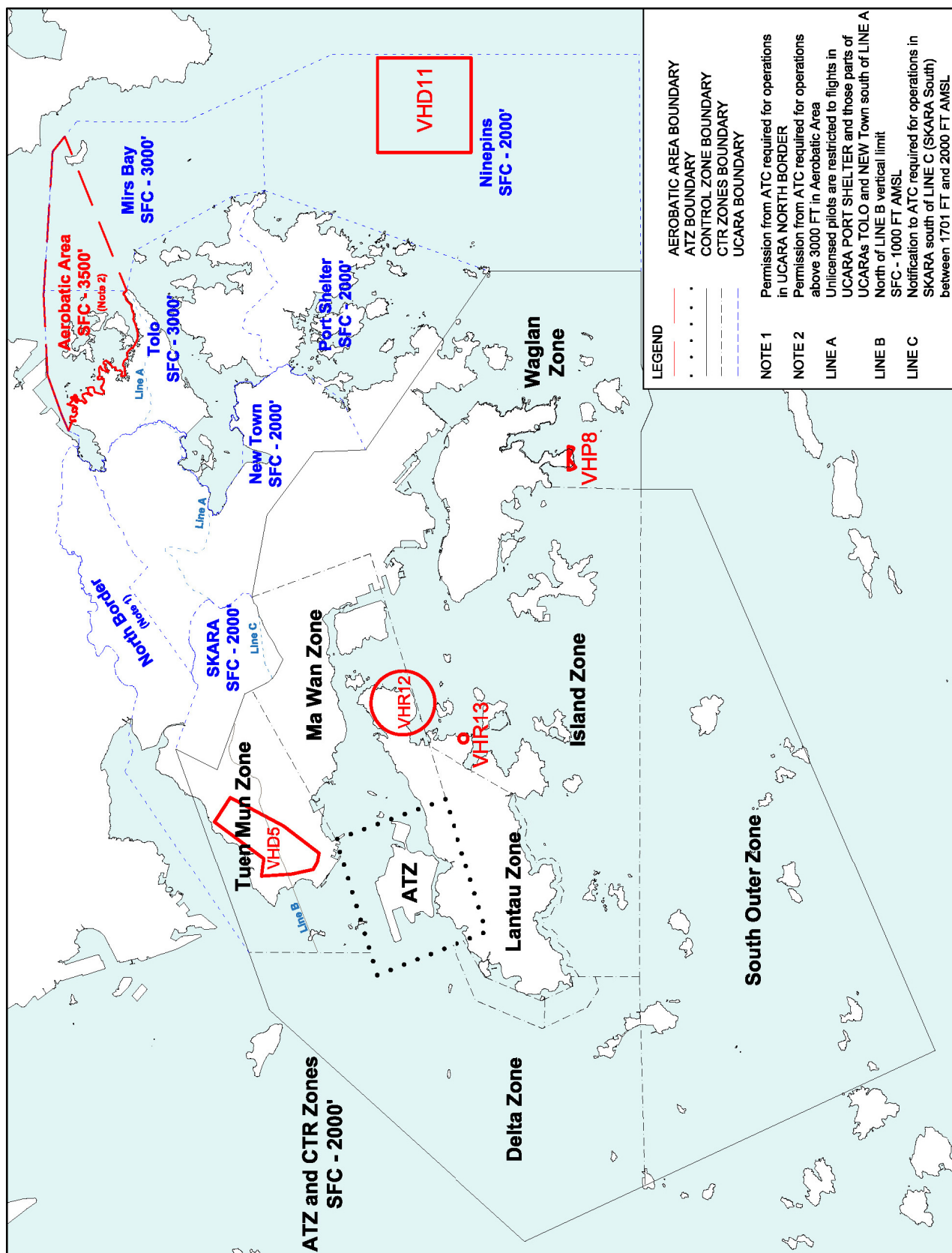


AIRCRAFT PUSHBACK PROCEDURE (BLUE/RED) FOR CARGO APRON

Issue 47



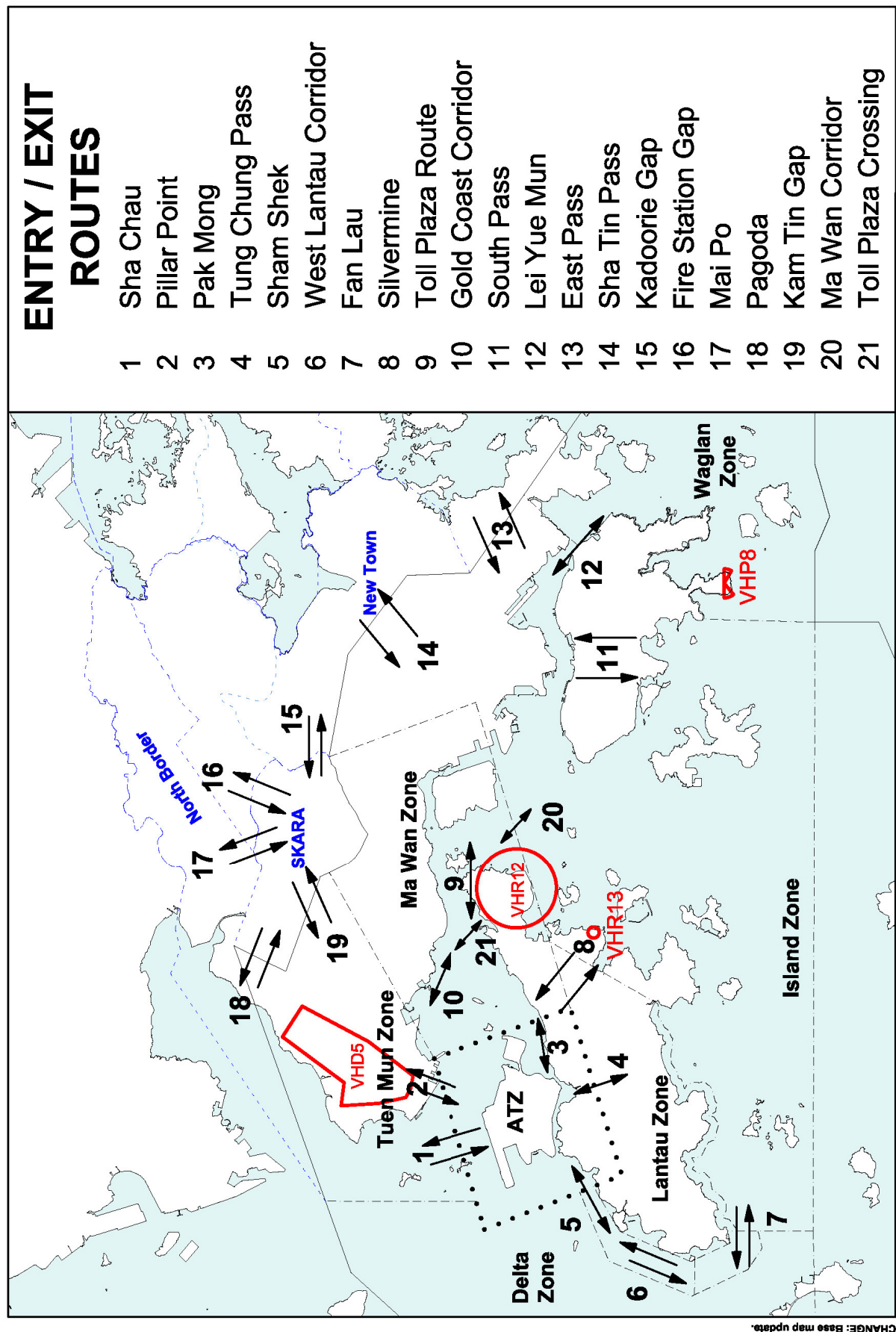
Subdivisions of the Control Zone (CTR Zones) and Uncontrolled Airspace Reporting Areas (UCARAs)



CHANGE: Base map update, depiction of Line C.

AD 2-VHHH-CTR-1_V01_2205262k

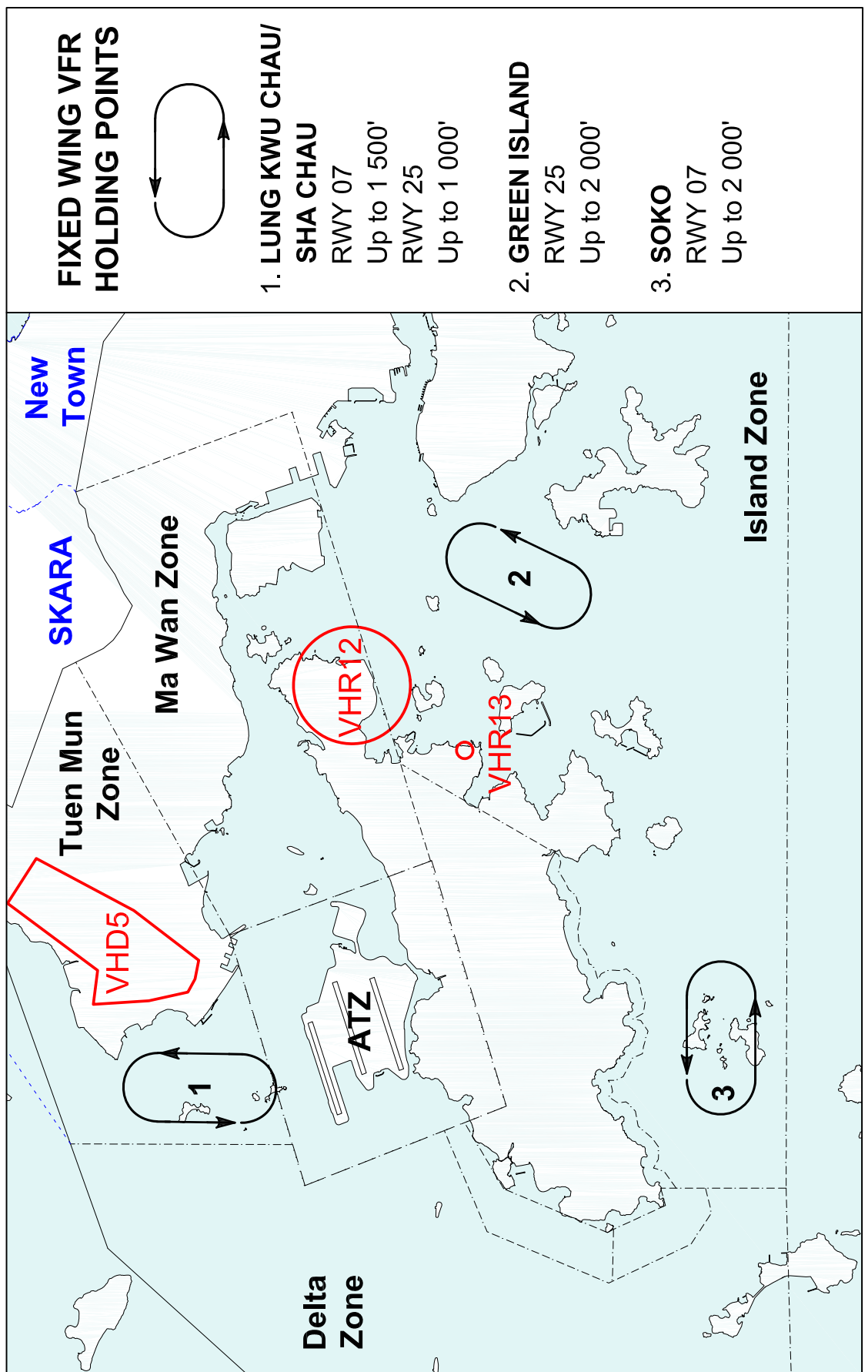
Entry / Exit Routes from ATZ, CTR Zones and SKARA



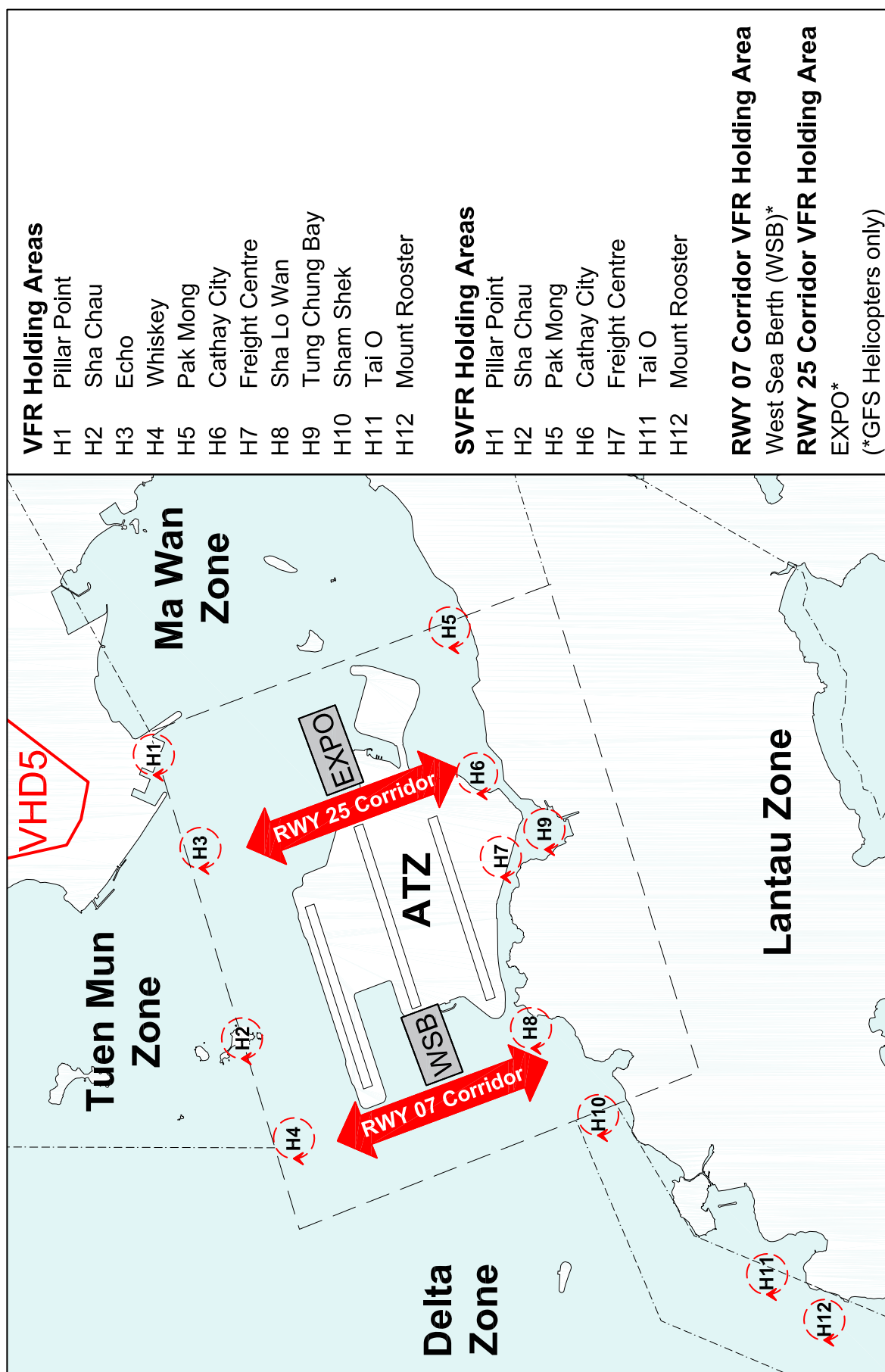
AD 2-VHHH-CTR-2_V02_220616h

CHANGE: Base map update.

FIXED WING VFR HOLDING POINTS



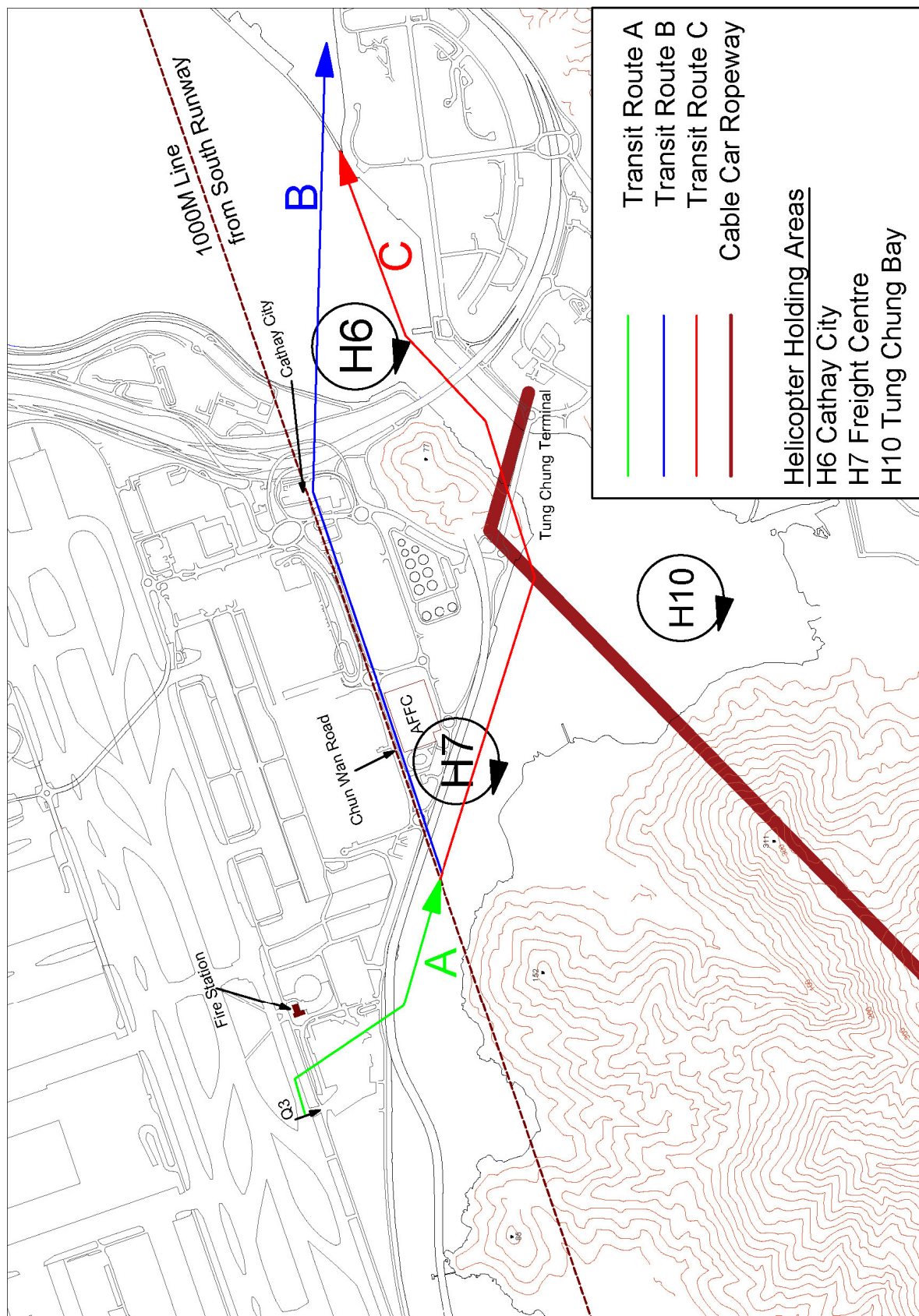
HELICOPTER VFR HOLDING AREAS



AD 2-VHHH-VFR-2_V04_240710H

CHANGE: Runway 07C/25C reopened; revised VFR and SVFR holding areas.

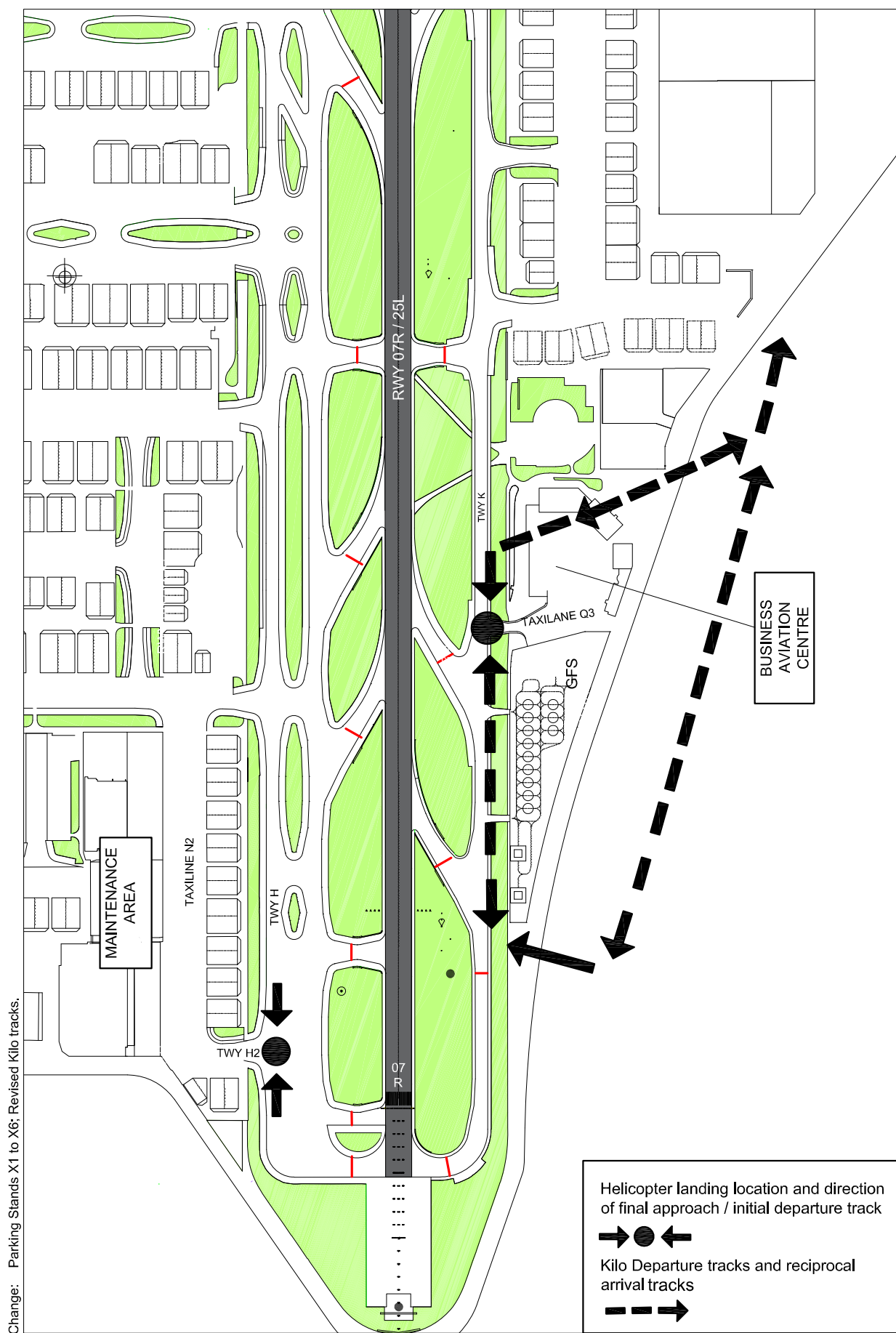
Helicopter Holding Areas and Transit Routes in Tung Chung Area



CHANGE: Base map update.

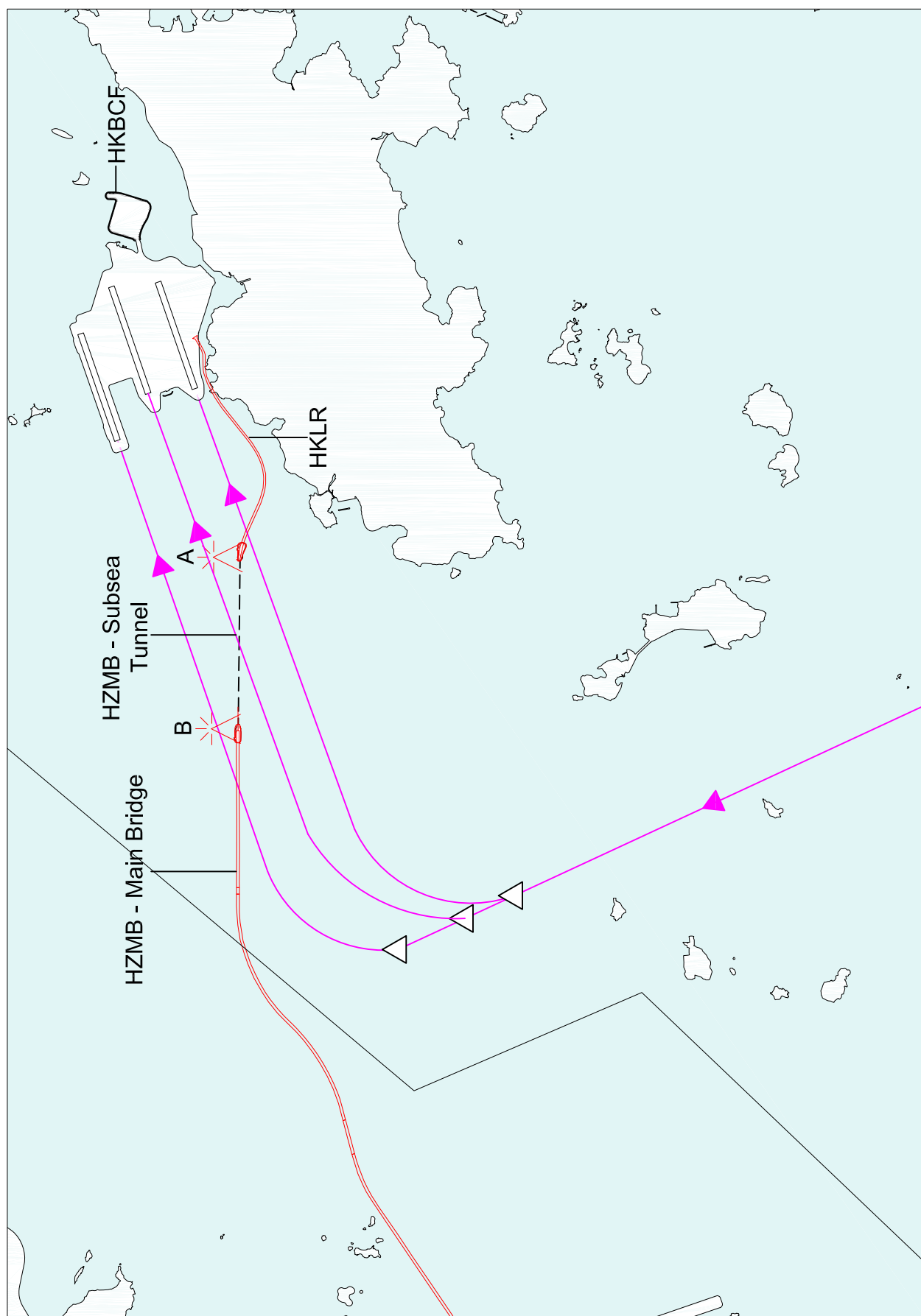
AD 2-VHHH-VFR-3_220228zk

Helicopter Landing Locations in HKIA



AD 2-VHHH-HLL_V09_250416km

The HZMB and Artificial Islands, HKLR and HKBCF



CHANGE: Runway 07C/25C reopened.

AD 2-VHHH-HZMB-LGT_V02_240710h

AD 2-VHHH-AERO-GND-LGT V08 240816km