

Change: COM

COM

Guangzhou CTL: 126.10, 132.90
Guangzhou - Hongkong
Contact HKG RAD 3M/N before reaching TAMOT:
-FL260 and above: 123.70 between 0100-1400
121.30 between 1401-0059
-FL250 and below: 126.30
Hongkong - Guangzhou
Establish contact with CAN
ATC before crossing BEKOL.

ALTITUDE RESTRICTIONS

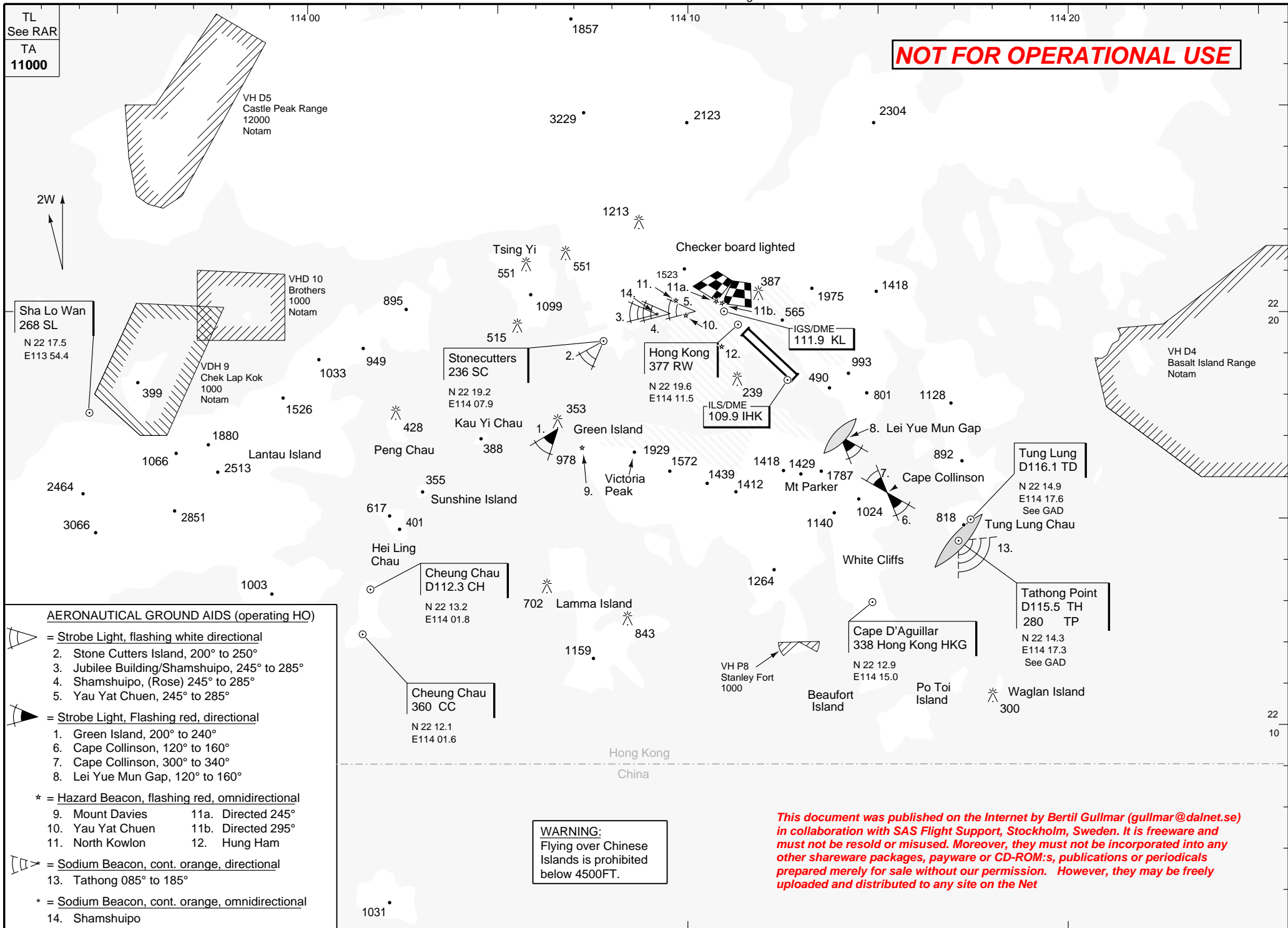
Hong Kong - Guangzhou Air corridors
BEKOL - A461
-Cross BEKOL: MNM FL118 (3600M/STD)
Guangzhou Air corridors - Hong Kong
POU - TAMOT
-Cross POU: FL295 (9000M/STD)
-Cross TAMOT: FL150 (4500M/STD)
VOR POU - TAMOT is a descent area.

NOTE

INBD routes and enroute HP, see ASIR 7/8.

CONVERSION METRE TO FEET
(No reference to altimeter setting)

13000M (42600FT)	12000M (39400FT)
10800M (35400FT)	11400M (37400FT)
9600M (31500FT)	10200M (33500FT)
8400M (27600FT)	9000M (29500FT)
7200M (23600FT)	7800M (25600FT)
6000M (19700FT)	6600M (21600FT)
5400M (17700FT)	5700M (18700FT)
4800M (15700FT)	5100M (16700FT)
4200M (13800FT)	4500M (14800FT)
3600M (11800FT)	3900M (12800FT)
3000M (9800FT)	3300M (10800FT)
2400M (7900FT)	2700M (8900FT)
1800M (5900FT)	2100M (6900FT)
1200M (3900FT)	1500M (4900FT)



A. GENERAL

1. **WARNING**
Watch out for birds (see ABC).
2. **TRAFFIC NOTES**
Flying over Chinese Islands is prohibited below 4500FT.
3. **TURBULENCE/ WIND SHEAR**
 - 3.1. Pilots are to be prepared for immediate power changes due to unpredicted turbulence and down draughts on approach to both runways (particular RWY 13 Built up area and RWY 31 Lei Yue Mun Gap area), and are advised to keep one hand on throttles at all times during approach. Whenever the reported surface wind is more than 15KT use a higher approach speed than that normally used and be prepared for overshoot.
 - 3.2. The wind direction and speed can show large fluctuations within short interval at the airport. Exercise extreme caution during TKOF or LDG.
 - 3.3. Wind shear and turbulence should particularly be expected over the NW approach area to the RWY when the wind is strong and blowing from between NW and ENE in association with a tropical cyclone or a strong winter monsoon.

- 3.4. **Strengthened Windshear and Crosswind Warning System (SWCWS).**
The SWCWS consists of 9 anemometers and 1 wind profiler. The wind in the AD forecast refer to SE anemometer only. The wind passed by ATC during TKOF/ LDG is taken from the SE anemometer, the readings from the NW and MID anemometers are also passed if significantly different.
Windshear:
Alert and warning is issued for three regions using 2 anemometers for each region:
 - 13A/ 31D region using NW and YYC anemometers.
 - Runway (MID) region using SE and NW anemometers.
 - 31A/ 13D region using LYM and SE anemometers.
 Alerts/ warnings are issued with wind component differences of 8KT and 15KT respectively.
Crosswind:
Warning is issued for three regions using 1 or 2 anemometers for each region:
 - 13A/ 31D region using highest value of NW and KLT anemometers.
 - Runway (MID) region using MID anemometer.
 - 31A/ 13D region using SE anemometer.
 The warning criterion for significant crosswind is 15KT.

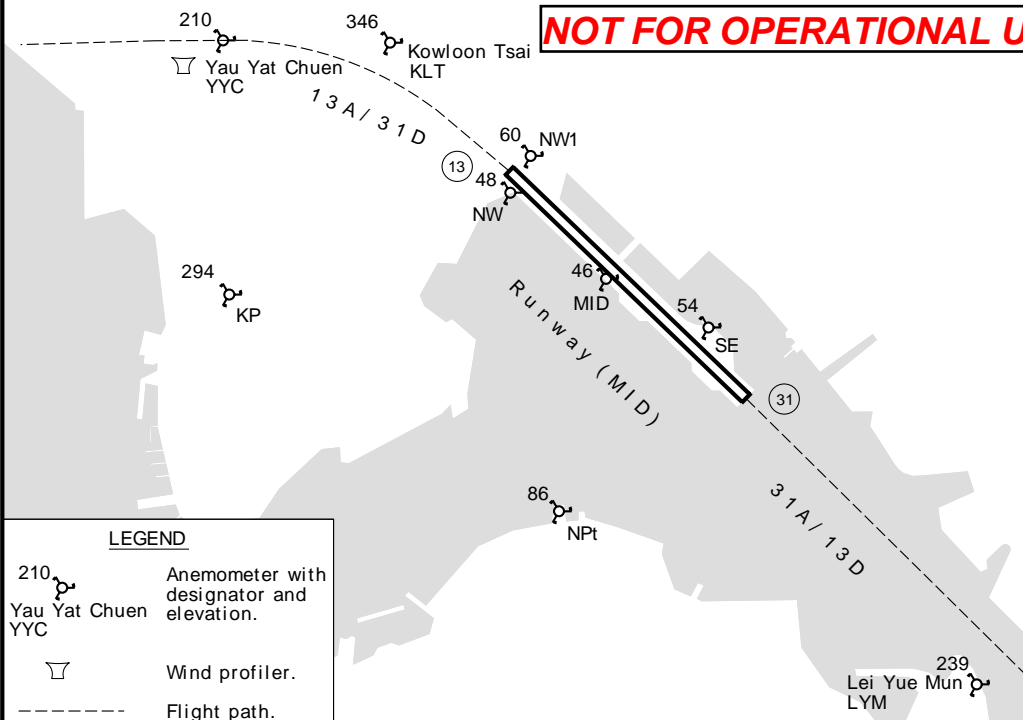
4. **WEATHER INFO**
ACFT may request WX RAD info. Scanner is located at Tates Cairn with a MAX range of 240NM.
5. **NOISE ABATEMENT PROCEDURES**
 - 5.1. **Airport Restricted Hours**
 - 5.1.1. No flight will be permitted to TKOF or LDG 1700-2200 EXC emergency.
 - 5.1.2. **Arrival**
 - a) Flight schedule to land 1430-2230 is not permitted. Delayed flight by unforeseen circumstances will be permitted to land 1430-1500.
 - b) Delay of Noise Certificated ACFT (Annex 16 Chapter 3) may be permitted 1500-1700 and 2200-2230 by request to the ATS Watch Supervisor and submit the delay reasons to the Air Traffic General Manager.
 - 5.1.3. **Departure**
 - a) Flight schedule to TKOF 1530-2300 is not permitted. Delayed flight by unforeseen circumstances will be permitted to TKOF 1530-1600 and, subject to traffic, TKOF may be permitted 2230-2300.
 - b) Delay of Noise Certificated ACFT (Annex 16 Chapter 3) may be permitted 1600-1700 and 2200-2230 by request to the ATS Watch Supervisor for the reasons of delay and the approval MUST be obtained before Midnight.
 - 5.2. **Noise Abatement Operating Restrictions**
 - 5.2.1. TKOF RWY 31 between 1300-1600 and 2230-2300 is not permitted except when:
 - a) WX conditions below TKOF MIN for RWY 13; or
 - b) Wind component or traffic flow would adversely affect the safety of ACFT TKOF RWY 13; or
 - c) Track guidance is not avbl to ACFT after TKOF TWY 13 due to unserviceability of ground NAVAIDS or ACFT equipment.
 - 5.2.2. TKOF RWY 31 1600-2230 is not permitted under any circumstances.
 - 5.2.3. LDG RWY 13 1500-2300 is not permitted unless tailwind exceeds 5KT (wet RWY) or 10KT (dry RWY).
 - 5.2.4. ENG run up above idle Power prohibited 1300-1600, except for scheduled DEP before 0400.
 - 5.2.5. ENG run up prohibited 1600-2300.
 6. **TAXI**
Due Jet-blast, use minimum power setting when moving into and out of parking bays.

7. **NAV RESTRICTIONS**
 - 7.1. Coverage of DME 109.9 IHK is between 100°-170°.
 - 7.2. VOR Thathong Point unusable: R230-250, beyond D20 below 6000. R299-069, beyond D12 all ALT. R231-069, within D12 below 10000.
 - 7.3. VOR Tung Lung unusable: R130-140, beyond D35 below 3500. R231-085, beyond D12 all ALT.
 - 7.4. IGS LLZ unusable: Outside 20° north of LLZ course beyond 10NM (D11.3 KL) and below 4500FT due terrain.
 8. **MSA**
CH VOR/ CC NDB within sector 230°-080° and TH VOR sector 255°-080° are calculated within HKG FIR only, less than 25NM.

B. ARRIVAL

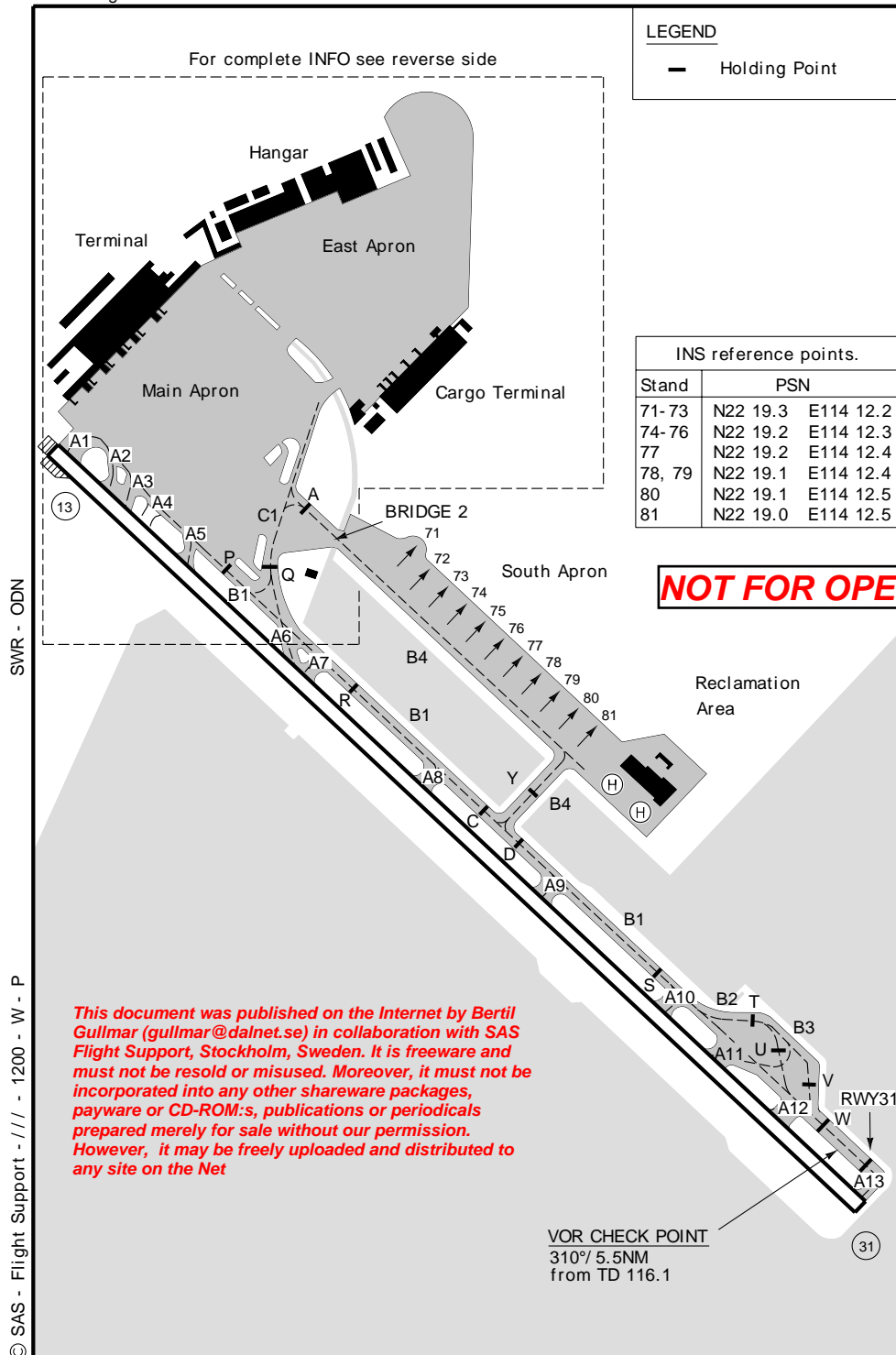
1. **INSTRUMENT GUIDANCE SYSTEM RWY 13 (IGS)**
 - 1.1. The IGS is offset 047° from the LDG direction necessitating a visual right turn to line up with the RWY after reaching MA.
 - 1.2. Due to terrain and the system not being aligned with the RWY it is strongly recommended that operators intending to use the system carry out practice APCH and MISAP.
 - 1.3. The system is designed so as the APCH shall be completed not later than MM when visual flight must be established or an immediate right turn into MISAP initiated.
 - 1.4. After passing the MM the indications are not relative to the required ACFT visual and MISAP flight paths, and must be ignored.
WARNING: CONTINUED FLIGHT ON THE SYSTEM FLIGHT PATH AFTER MM WILL RESULT IN LOSS OF TERRAIN CLR.
 - 1.5. The collocated DME contains a delay so that indicated DIST are from THR 13 at which point the extrapolated nominal GP is 35FT above the RWY.
 - 1.6. The LLZ has a repeating voice TRANS advising pilots that the system is not an ILS, that a visual turn to the RWY is required and that MISAP is mandatory at the MM.
 - 1.7. PROC: See chart and text in the chart. FREQ: See FREQ box.

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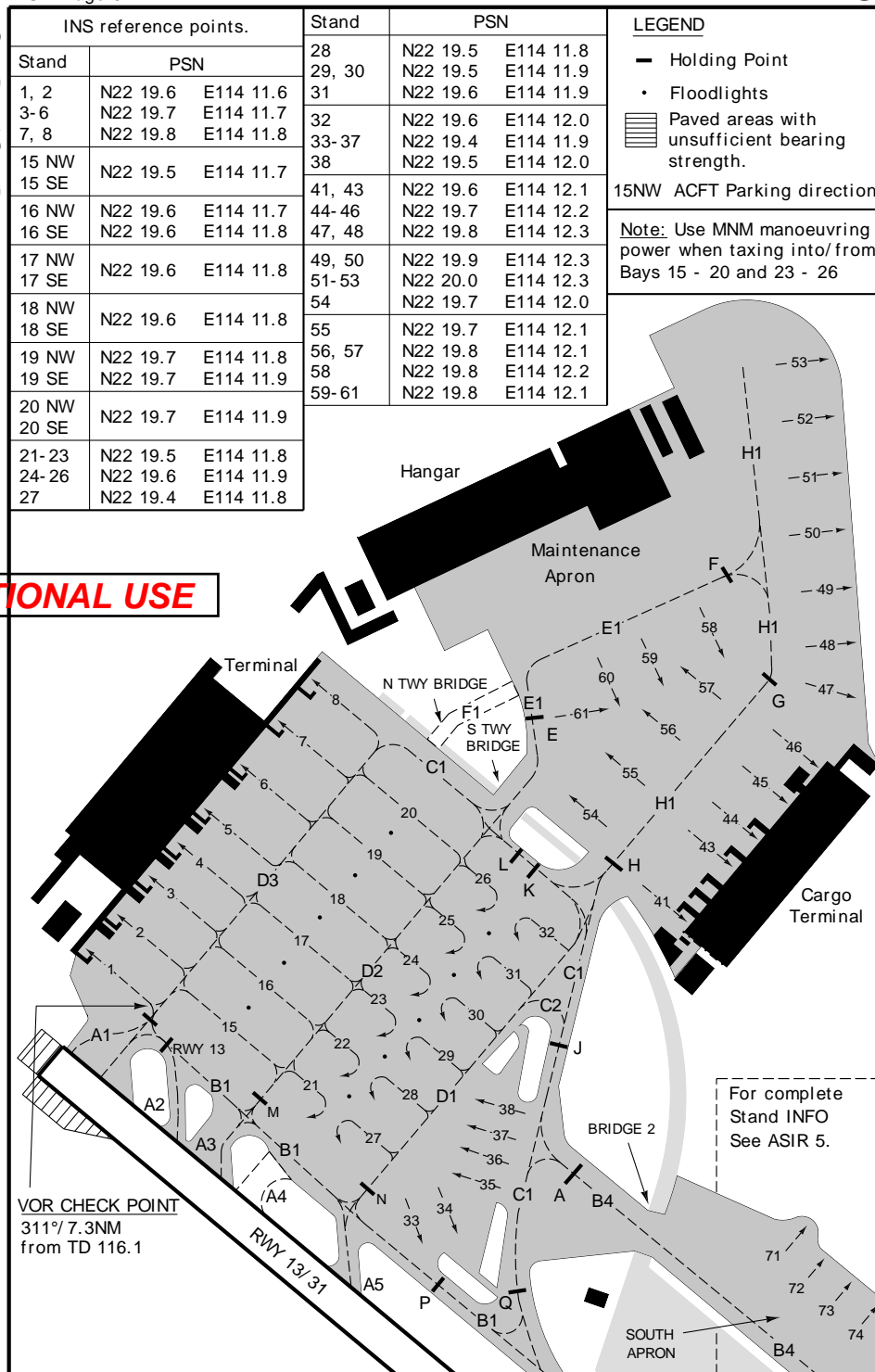
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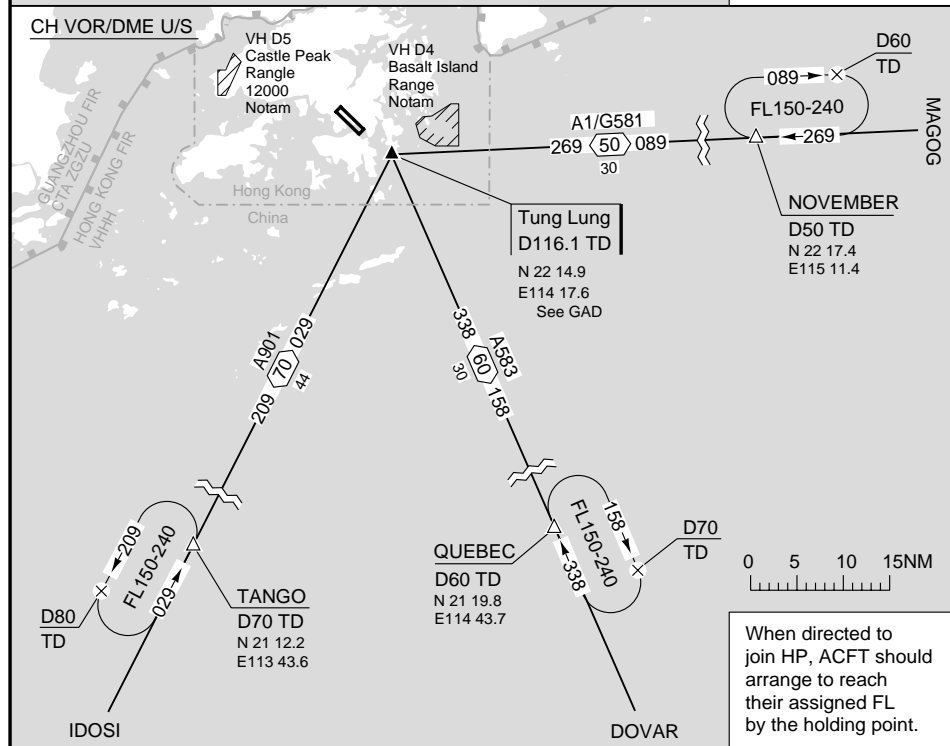
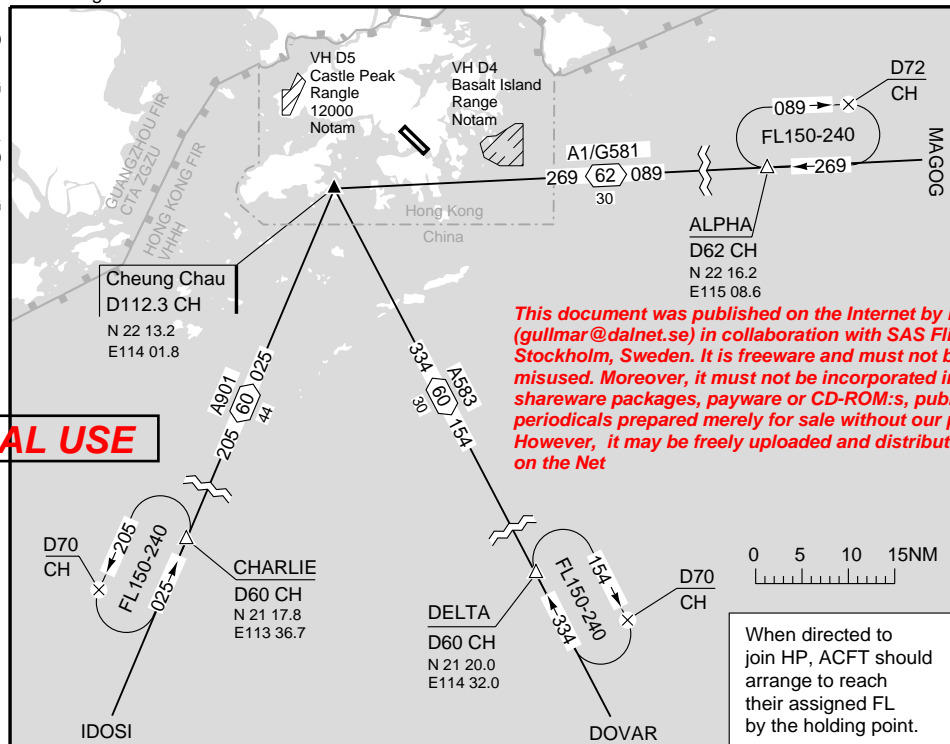
Change: A.3.4, 3.5, 7.4, 9.

<p>1.8. Feed-in Proc to IGS 13: Initial APCH ALT 8000 (6000 by ATC). Leave VOR "CH" / NDB "CC" on R270/ 270° descending to 6000. At D7 "CH" / QDM 360° "SL" descend to 4500 and: - (IAS 180KT or more) turn right to 045° and join IGS LLZ. - (less than IAS 180KT) turn right to NDB "SL", leave NDB "SL" on 045° and join IGS LLZ.</p> <p>1.9. GPWS: The IGS tends to produce nuisance GP warnings due to transmitter siting. Disregard GP below 1000FT RA and when VIS contact with RWY 13 established.</p> <p>1.10. When OM/ MM U/ S, use D4.8 KL/ D2.2 KL respectively.</p> <p>1.11. IGS LLZ 13 unusable: See item A.7.4.</p> <p>2. <u>TRAFFIC NOTES</u></p> <p>2.1.1. Visual approaches are made from Tathong Point and Cheung Chau to the field, and it is up to the PIC to decide whether the approach can be continued visually or a missed approach procedure has to be executed.</p> <p>If making VOR "CH" / Visual approach RWY 13 it is important that the following landmarks are known by heart: Cheung Chau, Green Island, Stonecutters Island and the Checker Board. Reduce speed when shuttling down over "CH" due to high ground. After passing "CH" VOR inbound and reaching minima the approach to the AD shall be made contact, and it is essential that the pull up procedure is also known by heart.</p> <p>For RWY 31 the following landmarks should be known: Waglan, Cape D'Aguillar, White Cliffs, Cape Collinson and the Lei Mun Gap.</p> <p>2.1.2. Pilots wishing to carry out an ILS approach should notify Approach Control on initial contact and advise if they wish to use the Direct Feed-in or HP Feed-in procedure.</p> <p>2.1.3. ILS APCH will be monitored by PAR when the cloud ceiling is 1000 or less and/ or visibility 5KM or less or O/ R, and only after advised establishment of radar contact from ATC.</p>	<p>2.2. The APL to RWY 13 indicate the flight path onto final, see LC and note also position of illuminated Checker Board.</p> <p>The final is a right hand curve with only a few hundred metres straight flight. Consideration must be taken both to wind effect on the turning radius and the possibility of gusts, especially close to the Checker Board.</p> <p>2.3. Right hand circuit RWY 13.</p> <p>2.4. PAPI both RWYs: Terrain CLR guaranteed only when ACFT is within the lateral limits of the approach surface.</p> <p>2.5. Arriving ACFT on AWY A1, A461, A583, A901 G581, R214, R339, towards VOR/ DME CH should plan their descend profile to cross D30 CH: MAX FL140.</p> <p>When VOR CH U/ S: Plan descend to cross following DME DIST MAX FL140: - D15 in sector R089- 119 TD - D25 in sector R120- 157 TD - D35 in sector R158- 233 TD and from SIKOU.</p> <p>3. <u>RADAR VEKTORING ALTITUDE</u></p> <p>3.1. ACFT approaching for ILS RWY 31 may be descended to 2000FT to establish on the LLZ provided that they are BTN 091°- 147° and within 10NM from Tathong Point VOR or NDB.</p> <p>3.2. ACFT approaching for PAR RWY 31 may be descended to 2500FT to establish the final approach path to RWY 31 provided that they are BTN 091°- 147° and within 10NM from Tathong Point VOR or NDB.</p> <p>4. <u>COM</u></p> <p>4.1. INBD FROM GUANGZHOU: See ASIR 1.</p> <p>4.2. Additional ATC with FREQ 126.50 and callsign "Hong Kong Radar" avbl. ATS will advise when FREQ is in use.</p> <div data-bbox="645 1157 1021 1465"> <p><i>This document was published on the Internet by Bertil Gullmar (gullmar@dalnet.se) in collaboration with SAS Flight Support, Stockholm, Sweden. It is freeware and must not be resold or misused. Moreover, it must not be incorporated into any other shareware packages, payware or CD-ROM:s, publications or periodicals prepared merely for sale without our permission. However, it may be freely uploaded and distributed to any site on the Net</i></p> </div>	<p>5. <u>SPEED</u></p> <p>5.1. <u>RWY 13:</u> MAX IAS 250KT within D30 CH. When CH U/ S: MAX IAS 250KT - Within D15 in sector R089- 119 TD - Within D25 in sector R120- 157 TD - Within D35 in sector R158- 233 TD SIKOU and TAMOT. Then MAX IAS 180KT within D15 KL.</p> <p>5.2. <u>RWY 31:</u> MAX IAS 250KT within D30 TH and then MAX IAS 180KT within D15 IHK.</p> <p>When established on final approach track reduce speed to cross OM (TH/ TP in case of PAR APCH) at IAS 160KT.</p> <p>6. <u>NAP</u> See item A.5.2.</p> <p>7. <u>PARKING</u></p> <p>7.1. BOLDs avbl on Main Apron stands 1-8 and Cargo Apron stands 41-44 (see Legends).</p> <p>7.2. Follow nose wheel guidelines accurately.</p> <p>7.3. Stands 15- 20: B747 and A340 ACFT can expect to enter these stands via TWY D2 facing NW, and other ACFT via TWY D3 facing SE.</p> <p><u>C. DEPARTURE</u></p> <p>1. <u>START- UP</u></p> <p>1.1. For CLR call 5MIN prior start-up: 2301-2400 GND 121.60 0001- 1600 DLV 124.65 1601-2300 TWR 118.70</p> <p>1.2. Notify Stand No on initial contact.</p> <p>2. <u>COM</u></p> <p>2.1. OUTBD TO GUANGZHOU: Contact Guangzhou CTL before crossing BEKOL.</p> <p>3. <u>TAKE-OFF/ INITIAL CLIMB</u> TKOF on RWY 31 shall be subject to the following conditions: All pilots should be aware that the TKOF flight path area is located above a densely built-up area. Numerous obstacles in the form of building and natural features exist on either side of the TKOF flight path area. Pilots must take this into consideration if for any reason an ACFT is unable to achieve the radius of turn required to adhere to the nominal departure track. They are further reminded that rapidly rising high ground in the form of a range of hills lies to the north of the urban area.</p> <p>4. <u>NAP</u> See item A.5.2.</p>	<div data-bbox="1601 119 2094 223"> <p>NOT FOR OPERATIONAL USE</p> </div> <p><u>D. COMPANY INFORMATION</u></p> <p>SAS only</p> <p>1. Call HKG on CUT 131.45 HIAS OPS and advice ETA.</p> <p>2. <u>TOW CALCULATIONS RWY 13</u> Ref. GWC HKG. A special procedure has been implemented for calculation of MTOW pending on actual WX cond, 600/ 3.0 or better. Ref. FOM 3.1.1.4.5. When using Takeoff Data Computer use RWY 13, VFR.</p> <p>3. For CLR call 10MIN prior to start-up. (Ref. ASIR 4 item C.1.1.)</p> <p>4. <u>SPECIAL NOISE ABATEMENT PROCEDURE</u> a) CDU CLB page, insert V₂+15/ 3015 in LK4 SPD RESTR. b) Maintain takeoff thrust to 1515FT MSL. c) At 1515FT select VNAV. d) At 3015FT observe acceleration and retract flaps on schedule.</p> <p>5. <u>TAKE-OFF/ INITIAL CLIMB</u> <u>TKOF RWY 31:</u> Fly straight ahead to NDB RW, over NDB RW select HDG SEL (251°). Flying LNAV will overshoot the departure track.</p> <p>THAI only</p> <p>1. <u>SPECIAL NOISE ABATEMENT PROCEDURE</u> a) Maintain TKOF flap, climb at V₂+10KT to 1515FT MSL. b) At 1515FT MSL, reduce thrust to no less than climb power and continue climb at V₂+10KT to 3015FT MSL. c) At 3015FT MSL accelerate and retract flaps.</p>
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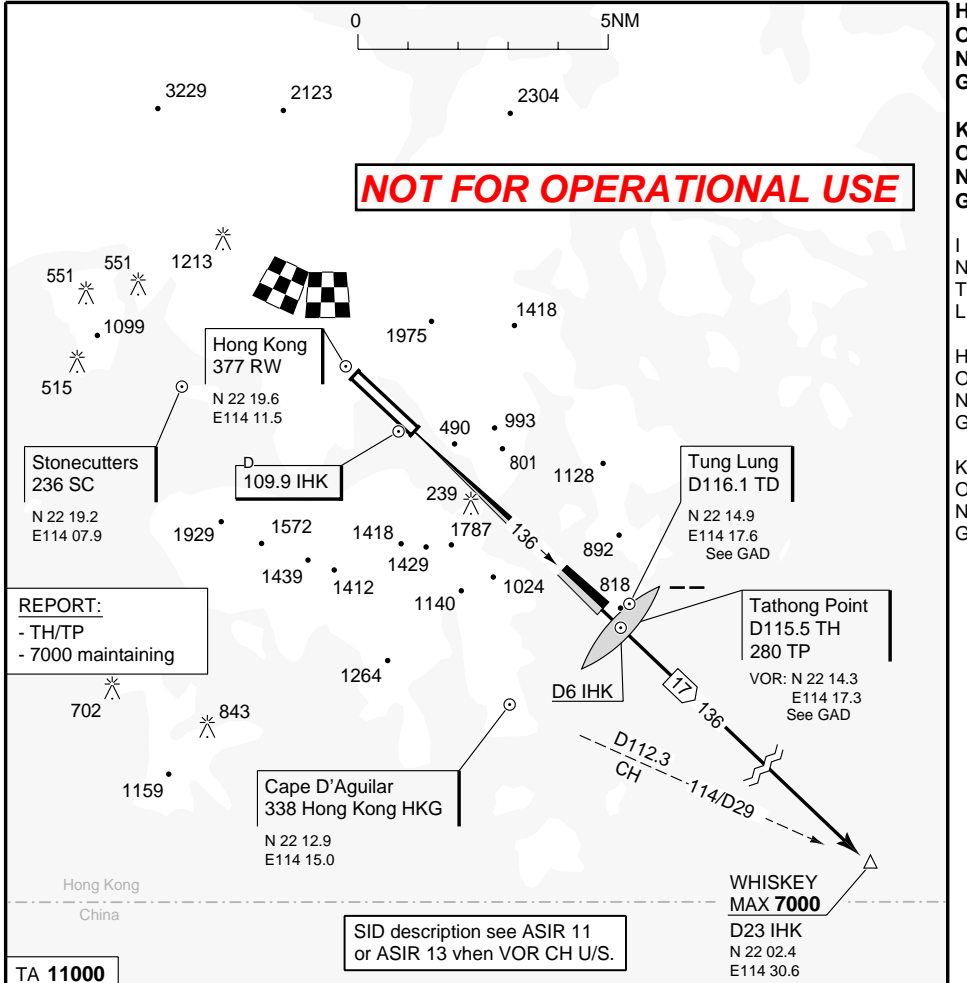


Change: TWY, APN designators. Legend





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**ILS** (EXC BEKOL 1A/1E see ASIR 15/16)

Climb on LLZ 109.9 IHK - set course 316° and fly as frontbeam - OM/TP/TH - WHISKEY - then follow SID on ASIR 11 or ASIR 13 when VOR CH U/S.

-Cross WHISKEY: MAX 7000

Note: When ceiling is 1000 or less, and visibility 5KM or less, the proc will be monitored by PAR.

PAR

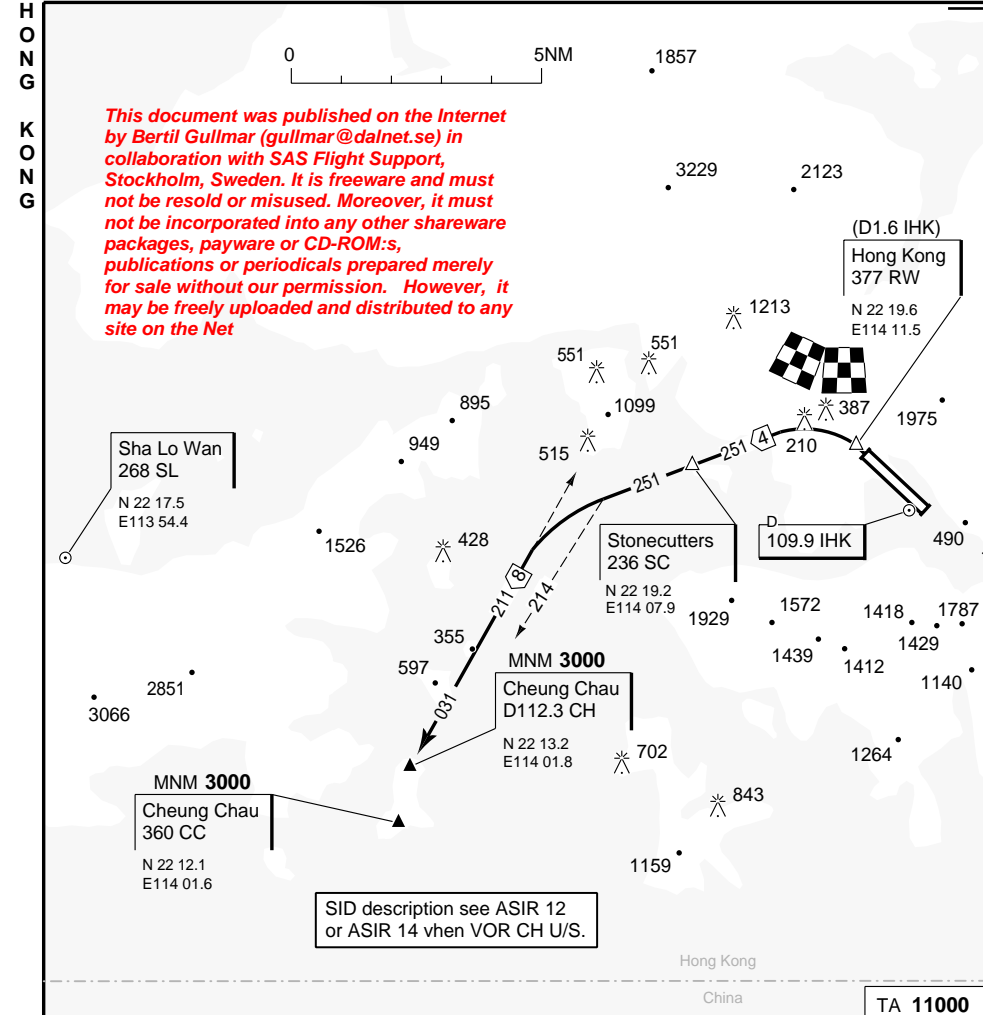
Climb is continued to **2500** or until the PAR controller advice that the ACFT is clear of terrain before continuing in accordance with ATC clearance.

Note: Prior to TKOF tune to VOR TH or NDB TP and NDB RW, contact Hong Kong Precision on 119.50 for instructions.

ENG FAIL:

Climb on 136°, at D3.7 IHK turn RIGHT to 155°. Climb over sea.

Change: MT, VOR

**SPEED**

MAX $V_2 + 20$ KT in turn.

MINIMUM BANK LIMITS (In first turn)

Bank 15°/ IAS 160KT
Bank 20°/ IAS 180KT
Bank 25°/ IAS 210KT

INITIAL CLIMB/INSTRUMENT DEP

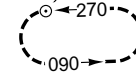
Climb on 316° to RW - turn L to 251° to SC - 251° from SC - turn L to R031 CH to CH or at 214° to CC turn L to 211° to CC - then follow SID on ASIR 12 or 14 when VOR CH U/S. (BEKOL 2C/2G see ASIR 15/16).
-Cross CH/CC: MNM 3000

ENG FAIL HP

Cheung Chau
D112.3 CH

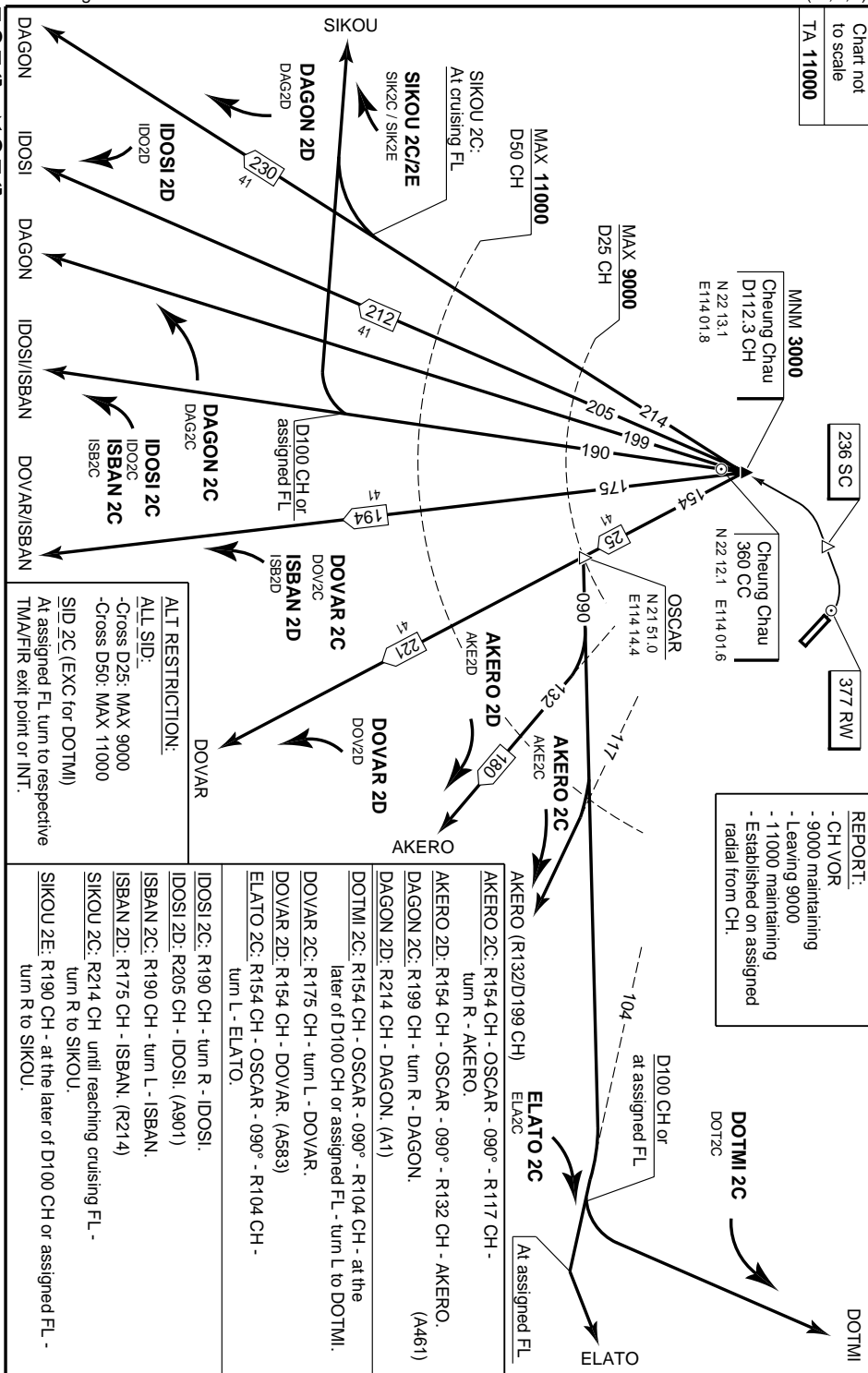


Cheung Chau
360 CC

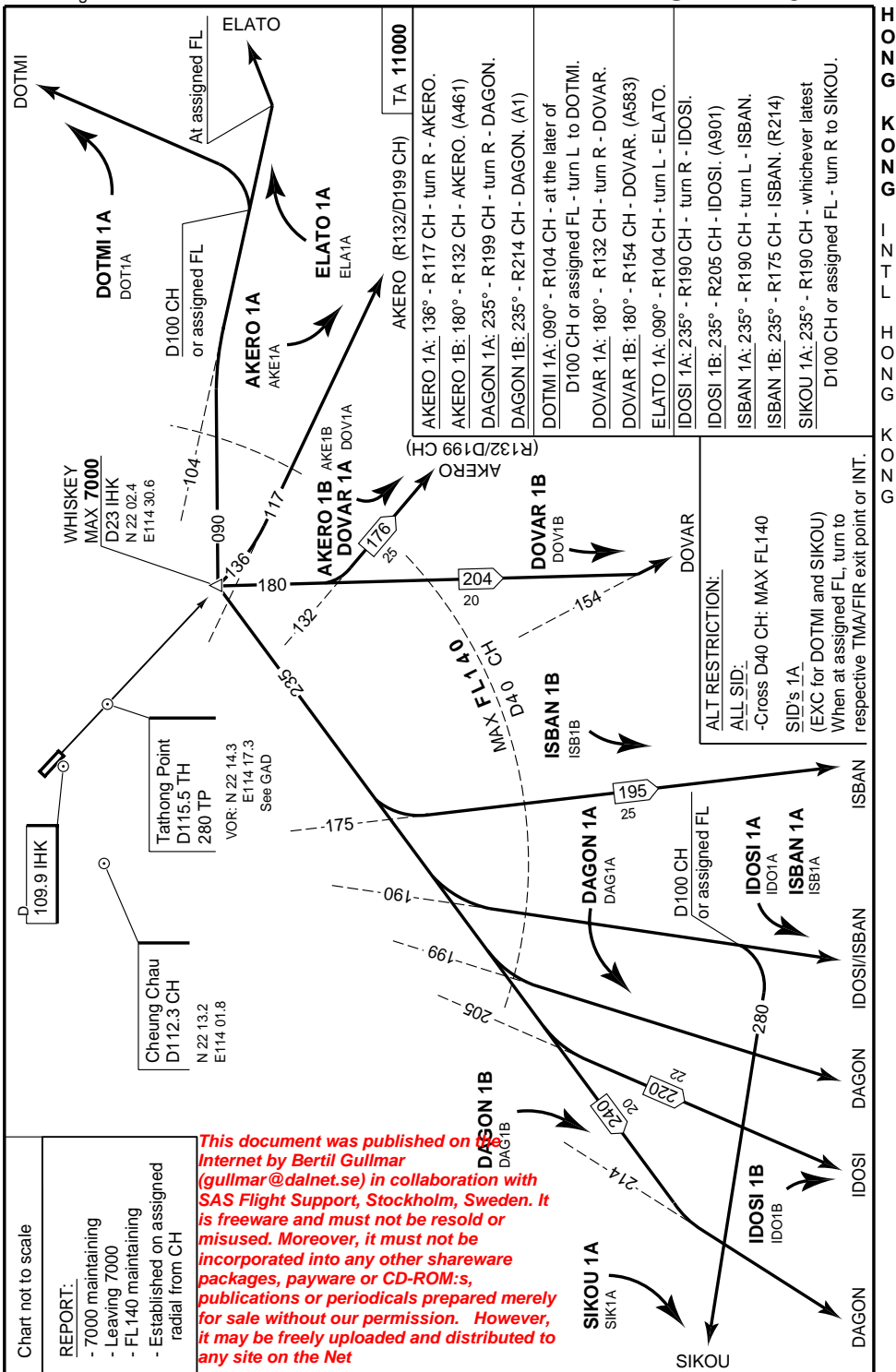
**ENG FAIL:**

(B767: MAX speed $V_2 + 3$ KT in turn).
(IAS ≤ 160KT bank 16°/ IAS 161KT-169KT bank 17°/ IAS ≥ 170KT bank 18°).
Follow initial climb.
Join CH (CC) HP.
- Clean up after passing NDB SC.
- **WARNING:** Flying LNAV will overshoot the ENG FAIL path.

Change: NIL



Change: ALT RESTRICTION



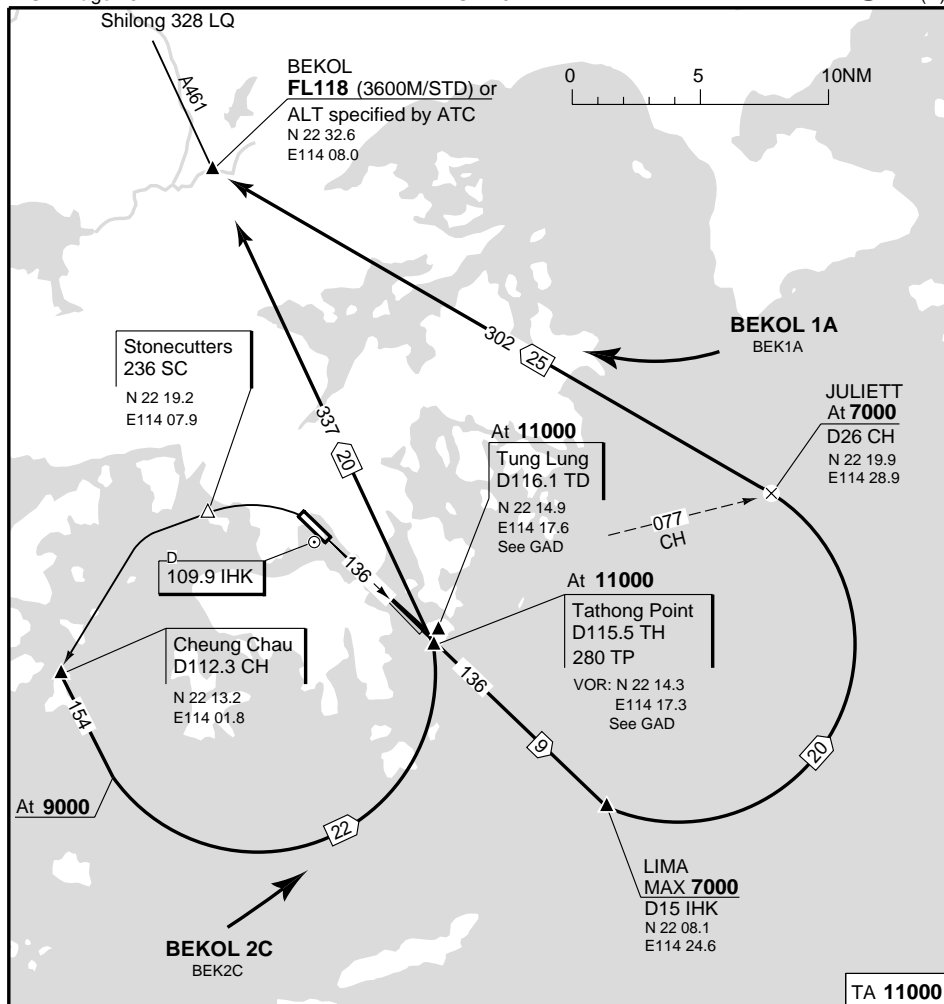
Change: ALT RESTRICTION, VOR

Chart not to scale	<p>REPORT:</p> <ul style="list-style-type: none"> - Crossing CC NDB - 9000 maintaining - Leaving 9000 - 11000 maintaining - Established on assigned radial from TD VOR.
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Change: ALT RESTRICTION, VOR

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RWY 13

BEKOL 1A

Climb on LLZ 109.9 IHK - set course 316° and fly as frontbeam - TH/TP - LIMA /D15 IHK - turn L - JULIETT - BEKOL.
-Cross LIMA: MAX 7000
-Cross JULIETT: At 7000
-Cross BEKOL: FL118 (3600M/STD) or specified ALT by ATC.

ENG FAIL:

Climb on 136°, at D3.7 IHK turn RIGHT to 155°. Climb over sea.

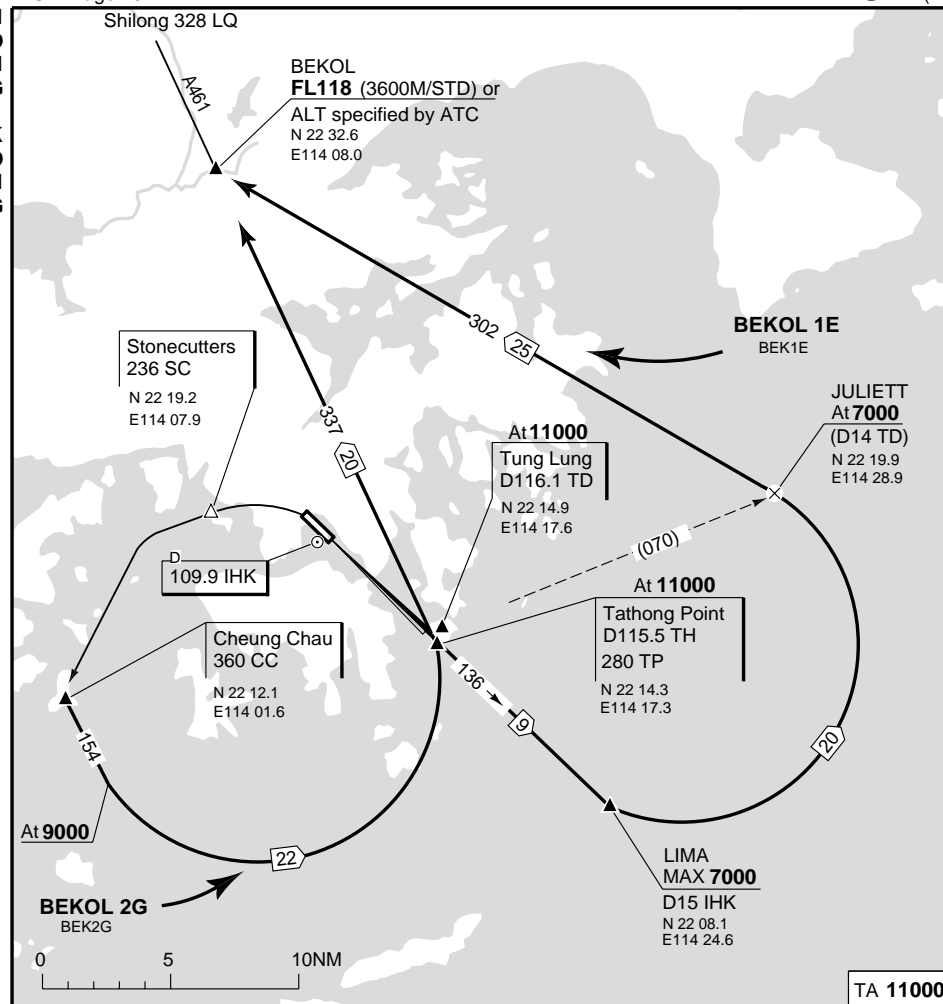
RWY 31

BEKOL 2C

CH - R154 CH - when passing 9000 turn L - TH/TD - BEKOL.
-Cross TH/TD: At 11000
-Cross BEKOL: FL118 (3600M/STD) or specified ALT by ATC.

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Change: MT, VOR



RWY 13

BEKOL 1E

Climb on LLZ 109.9 IHK - set course 316° and fly as frontbeam - TH/TP - LIMA/D15 IHK - turn L - JULIETT - BEKOL.
-Cross LIMA: MAX 7000
-Cross JULIETT: At 7000
-Cross BEKOL: FL118 (3600M/STD) or specified ALT by ATC.

ENG FAIL:

Climb on 136°, at D3.7 IHK turn RIGHT to 155°. Climb over sea.

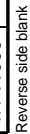
RWY 31

BEKOL 2G

CC - 154° from CC - when passing 9000 turn L - TH/TD - BEKOL.
-Cross TH/TD: At 11000
-Cross BEKOL: FL118 (3600M/STD) or specified ALT by ATC.

Change: MT, VOR

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