

HONG KONG (HKG/VHHH)

Elevation 28ft

CATEGORY B

AV brief not required

GENERAL

- General airfield information
- Runway 07C/25C is currently (October 2024) closed for reconfiguration. Check that your scenery has the new (2022) runway 07L/25R, otherwise you must notify ATC.
- Flight checks of the new runway started in August 2024. It is scheduled to open to commercial traffic by the end of 2024.

Threats

CFIT

- The airport for Hong Kong is built on reclaimed land to the N of Lantau. It is some 11nm W of Hong Kong Island. On Lantau Island there is high ground which begins to rise 1nm S of the airport reaching nearly 3,100ft asl at 3nm S and nearly 2,600ft asl at 3.5nm SE.
- The peak on Hong Kong Island reaches nearly 2,000ft asl and is 12nm.
- 12nm NE and only 1.5nm N of the extended centreline to Rwy 25R is a peak to nearly 3,300ft ASL.
- The airport for Macau is some 20nm SW

Loss of Control

- Due to the proximity of the hilly terrain of Lantau Island to the S and E, significant low level windshear and moderate to severe turbulence can be expected when winds blow from E through to S to SW at about 15 kt or more. See HKG weather section for detailed information.

ARRIVAL

Diversions Airports

MACAU	MFM/VMMC	021 nm/242°T	CAT B
SHENZHEN	SZX/ZGSZ	021 nm/344°T	CAT A
GUANGZHOU	CAN/ZGGG	171 nm/332°T	CAT A
KAOHSIUNG	KHH/RCKH	359 nm/087°T	CAT A

- The standard runway for arrivals is the north runway (07L/25R, completed in 2022), which is the new third runway at VHHH. If you don't have the new runway in your scenery, inform ATC on first contact and expect the south runway (07R/25L). The centre runway (07C/25C) is closed.
- When Rwy 07s in use, pilots can expect the Alpha arrivals (CANTO3A, SIERA7A, ...)
- When Rwy 25s in use, pilots can expect the Bravo arrivals (CANTO2B, SIERA6B, ...)
- All arrival Terminal Transition Routes (routes that begin with V) have an altitude restriction of FL260 at ENPET, SONNY, CYBER and MAPLE. Plan accordingly. (The 2024 WorldFlight route will likely use V512, so plan for FL260 over ENPET.)
- If cleared on a STAR that does not end in G, expect an ILS approach as stated on the STAR chart.

- If no approach clearance has been given, pilots are expected to join the holding at the IAF (LIMES for 07s, TD for 25s). **Do not proceed beyond these fixes without ATC clearance.**

APPROACH

- 07R/07L: expect ILS approach via LIMES.
- 25L: expect ILS approach via TD.
- 25RL: expect ILS approach via TD. An RNAV transition is in place for terrain clearance. **Do not engage APP/LOC/GS before TOPUN.**
- When cleared for the approach, you may descend as published following charted restrictions unless instructed otherwise by ATC.
- Be alert to the possibility of an ATC descent to a very low platform altitude on the approach to Rwy 07L and plan/brief aircraft configuration appropriately.
- Tailwinds on short finals are very common. Pre-brief the latest acceptable touchdown point on the runway.
- There is significant terrain on the approach to Rwy 25 and the missed approach for Rwy 07. The missed approach, following an approach towards Rwy 07R, involves climbing straight ahead initially and then turning right, over the water, between the high ground on Lantau Island and the high ground on Hong Kong Island. Accurate tracking and flying is essential.
- During the winter monsoon, northerly wind of 25kt or more may produce WINDSHEAR and severe turbulence during a missed approach.
- Reduced Runway Separation Minima procedures are in place. In favourable meteorological conditions crews may expect to receive clearance to land before the preceding aircraft has vacated or departing aircraft has left the runway.

GROUND

- Hong Kong is a large airport which should be able to handle WorldFlight traffic levels. Plenty of parking is available.
- In the event of Red Lightning warnings, refuelling and pushbacks are suspended (see Lido AOI 11)

DEPARTURE

- [VACC cue card](#) lists FL290, FL330, FL370 and FL410 as available on the route to Manila. Plan to reach cruise level at least 20nm before NOMAN.
- Between 1500z-2300z, noise abatement SIDs used for Rwy 07L/R, you can expect a SKATE SID (see cue card)
- Pushback colours used (red or blue) instead of directions. See pushback chart on 10-9D.
- Initial climb for all departures is 5000 ft. Transition altitude 9000 ft.
- Non-standard acceleration altitudes Rwy 07. Check CARD notes.
- Any speed restriction on departure such as 220 kt will require Flap 1 to be maintained until acceleration is allowed.

WEATHER

- Jan-Apr: Low stratus and drizzle, ceiling down to 600ft (300ft over the sea), particularly in the mornings.
- May-Sep: SW Monsoon period with Cb and heavy rain. TYPHOONS (3-4 per season).
- Oct-Dec: NE Monsoon. Good weather.
- Due to the proximity of the hilly terrain of Lantau Island to the S and E, significant low level WINDSHEAR and moderate to severe turbulence can be expected when winds blow from E

through S to SW at about 15 kt or more. Due to terrain and land-sea breeze effects, the surface winds at the airport are generally not good indications of the prevailing winds. Instead pilots should use the wind conditions at about 2000ft along the approach to assess the likelihood of significant local effects further down the approach. The magnitude of WINDSHEAR and turbulence can be expected to increase towards final.

TERRIBLE WEATHER

- Hong Kong issues warnings of Typhoon activity within the area 10°-30°N and 105°-125°E, commencing 48 hours before expected passage of typhoon through Hong Kong. Simfest Ops will advise all ground stations of typhoon activity. Typhoon information is passed in plain language by the normal Met Broadcast and by Company messages. Advance warning is good, as is strength forecasting. The weather data below is compiled from observations made for the old Kai Tak airport adjacent to Kowloon opposite Hong Kong Island. There is a Simfest Typhoon Conditions Code described below.
- SIMFEST CONDITION I – Winds are forecast to increase to 50 kt within 48 to 24 hours.
- SIMFEST CONDITION II – Winds are forecast to increase to 50kt within 24 to 12 hours. Aircraft are picketed or flown out of the area.
- SIMFEST CONDITION III – 50 kt winds are forecast within 12 hours, are imminent or are actually being experienced. No aircraft operations except in an emergency.
- SIMFEST CONDITION IV – Winds reduced to less than 50kt after passage. Aircraft operations resume.

OPERATIONAL INFORMATION

Handling Agent	Jardine Airport Services
Handling Agent VHF	131.8
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times. APU to be shut down 5 min after chocks and not started un excess of 25 minutes before STD.
IF BOTH electrical power and air conditioning is required:	Use both ground services at all times