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SAFETY BULLETIN

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New Runway in Hong Kong and its Approach Procedure

BACKGROUND

Hong Kong International Airport is expanding to a three Runways System (3RS). Its third runway was completed in 2021. The new “North Runway” was scheduled to be opened on 8 July 2022 and the existing “Middle Runway” will be closed for reconstruction. Taxi times are expected to increase to and from the new runway.

ILS APPROACH TO “NEW” 25R

The New "North Runway" 25R/07L is scheduled to commence operation from 8 July 2022. Due to terrain (Tai Mo Shan) along the approach path of 25R, the ILS approach to 25R consists of a RNAV (RNP1) transition segment and the ILS approach itself. This is due to proximity to terrain and possible glideslope interference by terrain.

Two separate charts are published for the RNAV transition segment and the ILS segment.

For the initial part (the RNAV transition) of the procedure up to TOPUN, pilots should be aware of terrain and meteorological conditions (such as high temperature and tailwind). Conservative configuration may be required to achieve the published profile while avoiding GPWS warnings.

Depending on the meteorological conditions, pilots may find themselves above the glideslope while maintaining the published 3800' at SAGNI. Descending via the RNAV transition and complying with the mandatory restriction of 1800' at VH536 will ensure a glideslope capture before the FAP.

Pilots should note that the ILS approach commences from position “TOPUN”, as glideslope signal integrity can be guaranteed from this point. Pilots should not engage “approach” mode before waypoint “TOPUN”. It can be assumed that if glideslope is captured before waypoint VH536, the mandatory altitude of 1800’ at VH536 is no longer applicable.

For Pilots that have access to Jeppesen Charts, they are strongly recommended to familiarise themselves with the "Handling" session on "RNAV Transition to ILS 25R" chart. Due to variation in chart provider configuration, pilots should also note the "Do not select ILS mode before TOPUN" may not be easily visible on the ILS approach chart.