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Airport Information For ZJHK

Terminal Charts For ZJHK

Revision Letter For Cycle 11-2024

Change Notices

Notebook

General Information

Location: HAIKOU CHN
ICAO/IATA: ZJHK / HAK
Lat/Long: N19° 56.00', E110° 27.60'
Elevation: 74 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 2.0° W

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

Sunrise: 2158 Z
Sunset: 1114 Z

Runway Information

Runway: 09
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 74 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 10
Length x Width: 11811 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 46 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 27
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 65 ft
Lighting: Edge, ALS, Centerline

Runway: 28
Length x Width: 11811 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 55 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 131.450

ATIS: 127.650 Arrival Service

ATIS: 126.625 Departure Service

Haikou Tower: 118.225

Haikou Tower: 118.550

Haikou Tower: 124.300 Secondary

Haikou Ground: 121.550

Haikou Ground: 121.650

Meilan Apron Ramp/Taxi: 121.800

Meilan Apron Ramp/Taxi: 121.700

Haikou Clearance Delivery: 121.900

Haikou Approach: 119.150

Haikou Approach: 119.975

Haikou Approach: 120.225 Secondary

Meilan Operations: 131.725

Meilan Operations: 130.800 Secondary

ZJHK/HAK
MEILAN

JEPPESSEN

19 JAN 24

10-1P

Eff 24 Jan 1600Z

HAIKOU, PR OF CHINA

AIRPORT BRIEFING

1. GENERAL**1.1. ATIS**

*D-ATIS Arrival 127.65
Departure 126.625

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP will be commenced or terminated by ATC; communicated via D-ATIS, ATIS or VHF. Pilots shall get information about weather conditions and forecast, and confirm implementation of LVP.

Aircrew ready to implement LVP (except HUD SA CAT I ILS) shall apply to ATC for LVP.

Criteria for LVP preparation:

- RVR is down to 1000m or ceiling is down to 90m and expected to decline.
- RVR is up to 100m and expected to rise.

Criteria for LVP implementation:

- VIS is down to 800m or RVR is down to 550m or ceiling is down to 60m.
- RVR is up to 200m and expected to rise.

Criteria for LVP termination:

- RVR is up to 550m and ceiling is up to 60m, expected to rise.
- RVR is lower than 100m and expected to stabilize or decline.

When conducting LVP, all arrival/departure ACFT shall be guided by Follow-me vehicle within the apron. Follow-me vehicle available on request by flight crew within TWR control area.

When conducting CAT II, departure ACFT shall follow ATC instructions and hold at designated TWY CAT II holding positions. ACFT shall not cross holding line without permission to avoid entering the ILS sensitive area. Arrival ACFT will have left the ILS sensitive area once entering main TWY; pilots shall report to TWR "RWY VACATED" and report vacating TWY.

Operation Mode	Operation Requirement		RWY Available
	Weather Conditions	LVP Requirement	
HUD SA ILS CAT I	RVR greater or equal 450 and less than 550, or Ceiling greater or equal 45 and less than 60	None	RWY 09/27 RWY 10/28
Standard ILS CAT II (autopilot to DH and below)	RVR greater or equal 300 and less than 550, or Ceiling greater or equal 30 and less than 60	YES	RWY 10
Standard ILS CAT II (manual operation below DH)	ACFT CAT A, B, C RVR greater or equal 300 and less than 550, or Ceiling greater or equal 30 and less than 60	YES	
	ACFT CAT D RVR greater or equal 350 and less than 550, or Ceiling greater or equal 30 and less than 60		

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Eff 24 Jan 1600Z

AIRPORT BRIEFING

1. GENERAL

Operation Mode	Operation Requirement		RWY Available
	Weather Conditions	LVP Requirement	
Low Visibility Take-off	ACFT CAT A, B, C RVR greater or equal 200 and less than 400	YES	RWY 10/28
	ACFT CAT D RVR greater or equal 250 and less than 400		
HUD Low Visibility Take-off (RVR 200m)	RVR greater or equal 200 and less than 400	YES	RWY 09/27 RWY 10/28

1.3. RWY OPERATIONS

ATC department can adopt single RWY operation or segregated parallel operation of two RWYs according to actually operational situation, operation mode by ATC.

During changing the direction of RWY in use, if downwind speed is more than 3.5m/s (7 KT) and not exceeding 5m/s (10 KT), ATC may instruct downwind take-off or landing. If pilots decide not to take off or land on RWY due to ACFT performance or operation requirements, departure ACFT shall inform Apron Control before push-back, arrival ACFT shall inform APP Control.

1.4. TAXI PROCEDURES

Repeat the whole taxiing instructions issued by GND Control and make it clear especially for boundaries when there is a doubt.

Taxi following GND instruction, keep watching ATC-related activities and report observed activities to GND in time.

Taxiing routes of special flight will be instructed by GND.

For ACFT operating on the ground, transponder Mode S shall be confirmed to be used.

If failed to change to the assigned GND frequency, hold at holding line and contact the original frequency. ACFT shall get clearance from next control unit before taxiing into next control unit area.

When taxiing to the wrong direction or route by mistake, stop immediately and report ATC.

180° turns on RWY and TWYs prohibited.

Taxiing on own power or by tow tractor is strictly forbidden without ATC and MEILAN Apron clearance during flight activities.

Taxiing speed is restricted to MAX 50km/h (27 KT) on apron and to MAX 15km/h (9 KT) around obstacles. If distance between wing and obstacle is less than 33'/10m, special staff observation and guidance is required, or stop the ACFT.

ACFT shall stop and wait for the instruction of TWR ATC at the relative RWY holding positions.

The nose of ACFT shall get close to the RWY holding position marking without exceeding it when ACFT is waiting at the RWY holding position. ACFT shall report to ATC immediately when the nose of ACFT exceeding holding position without instruction.

TWY A and D mainly used for arrival, TWY B and C mainly used for departure. TWY T1 and T3 mainly used for ACFT from North to South, TWY T2 and T4 mainly used for ACFT from South to North.

Holding points HP2 thru HP5 and HP7 thru HP10 shall be used by APN Control instructions.

Holding points HP1 and HP6 shall be used by TWR Control instructions.

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10-1P2

Eff 24 Jan 1600Z

HAIKOU, PR OF CHINA

AIRPORT BRIEFING

1. GENERAL

ACFT transferred from Ground North to South shall hold in front of TWY S1 when taxiing on TWY T1 or T2, and in front of V1 when taxiing on TWY T3 or T4 if without clear control boundary instruction after leaving frequency.

ACFT transferred from Ground South to North shall hold in front of TWY N1 when taxiing on TWY T1 or T2, and in front of V2 when taxiing on TWY T3 or T4 if without clear control boundary instruction after leaving frequency.

Refer also to 10-9 pages for depiction of holding positions.

HOLDING POSITIONS	TAXIING DIRECTION
HP1, HP2, HP6, HP7	East to West
HP3, HP5, HP8 thru HP10	North to South
HP4	West to East

1.5. PARKING INFORMATION

Stands are arranged by MEILAN Operation.

Push-back required at all stands except stands 109 thru 206, 301 thru 308, 314 thru 316, 318, 319 and 901 are push-back.

Parking stands 201 thru 206 and 211 thru 220 are available for helicopters.

Visual Docking Guidance System (VDGS) available at stands 29 thru 63.

Docking guidance unit on stand 59 is 201'/61.4m to stop line. Flight crew shall mainly depend on the closing rate bar than the number. "STOP" is displayed if needed.

Pilots are forbidden to turn off engines or release brakes before docking completely.

In the process of docking, when 98'/30m to 66'/20m from the display, taxiing speed shall slow down gradually, MAX speed is 6m/s (12 KT). 33'/10m beyond the display, the MAX speed is 3m/s (6 KT). Then keep down to the MIN speed of 2m/s (4 KT) to the stop position.

Under the following circumstance, ACFT shall stop taxiing immediately and berth according to the instruction from APN controller:

- The type and flight number displayed are inconsistent with the docking ACFT.
- The display screen cannot be seen clearly or cannot display.
- The emergency stop signal ESTOP is displayed.
- The pilot is convinced that the docking system displays incorrect information.
- The display shows an error information.

If VDGS fails to verify the type and flight number of the ACFT, or pilot cannot see the type of ACFT while the ACFT nose reaches the boarding bridge, pilot shall stop immediately and wait for further instruction from APN.

1.6. OTHER INFORMATION

Radar control service and ADS-B provided within HAIKOU APP area. Radar is primary surveillance. ACFT overflying HAIKOU APP area shall turn on ADS-B.

RWYs 09 and 28 right-hand circuit.

Birds.

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10-1P3

Eff 24 Jan 1600Z

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AIRPORT BRIEFING

2. ARRIVAL

2.1. TAXI PROCEDURES

ACFT shall vacate RWY as soon as possible, within 50 seconds from flying over RWY THR, otherwise inform TWR before landing.

Landing ACFT must report the vacated RWY designation and the TWY in use during initial contact with GND control, especially under low visibility condition.

Obtain taxiing clearance from TWR after vacating the RWY.

With instructions of TWR, ACFT shall contact MEILAN Apron for stand information and taxiing clearance before entering apron.

Landing ACFT is guided by Follow-me vehicle to stands.

3. DEPARTURE

3.1. CLEARANCE DELIVERY

ACFT shall contact GND Control for delivery clearance within 10 minutes prior to the start-up.

ACFT could obtain delivery clearance through DCL or controller.

When departure ACFT is ready to push-back and start-up, inform Delivery Control, then apply to push-back and start-up from APN after obtaining leave FREQ clearance.

Contact controller for ATC clearance if DCL not available.

After obtaining DCL clearance, departure ACFT shall repeat informations to Delivery Control as follows:

- Call sign;
- RWY in use;
- Initial altitude;
- QNH.

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

Engine run-ups are subject to GND Control clearance, and shall be carried out at a designated location.

Fast engine run-ups in the vicinity of boarding bridges, on apron or TWYs are strictly forbidden.

Obtain delivery clearance via HAIKOU Delivery. When clearance is received, obtain push-back and start-up clearance via MEILAN Apron, otherwise via HAIKOU Delivery while ACFT standing by. Obtain taxiing clearance via MEILAN Apron after start-up. Obtain taxiing clearance via TWR or GND Control before vacating the apron.

3.3. PUSH-BACK AND START-UP SYNCHRONIZATION

'Push-back and start-up synchronization' procedure is available for stands 3 thru 25, 211 thru 214 and 309 thru 313. The procedure is prohibited to other stands except for special applications.

It is prohibited to implement the procedure when the ACFT has a fault-retaining that affects the engine, flight control, brakes, turning and hydraulic systems or the above-mentioned faults are happened in the process of push-back.

The procedure can be implemented after aircrew, ACFT maintenance staff and tow-car driver jointly evaluated and confirmed. If one part fails to meet the operating conditions, it is prohibited to implement the procedure.

During push-back process the engine power should not be maintained greater than the minimum ground idle state. The operation only allows one engine to be started, the remaining engines can start after the ACFT was pushed into place and the parking brake has been set.

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19 JAN 24

10-1P4

Eff 24 Jan 1600Z

AIRPORT BRIEFING

3. DEPARTURE

The ACFT maintenance staff shall be informed in time if the ACFT needs to stop in the abnormal situation during the push-back process and the parking brake shall be set waiting until the ACFT comes to a stop and the permission of the ACFT maintenance staff.

During the process of pushing the ACFT, if the communication of the aircrew, the ACFT maintenance staff and the tow-car driver is failure, the communication tools shall be changed or use standard gestures to communicate in time.

In case of emergency situations during the implementation, the procedure shall be interrupted immediately and inform MEILAN Operation.

3.4. NOISE ABATEMENT PROCEDURES

In condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following climb procedures shall be implemented. If the procedures can not be implemented due to any reason except ATC, pilot shall inform the controller with a reasonable explanation (except for flight check and other special flight).

- The derated take-off is strongly recommended if ACFT performance permit;
- At 450m (1480'):
 - Climb speed of $V_2 + 20\text{km/h}$ (10 KT);
 - Reduce engine power/thrust to climb power/thrust;
 - Maintain a speed with flaps and slats in take-off configuration.
- At 900m (2960'):
 - Retract flaps/slats on schedule;
 - Maintain a positive rate of climb;
 - Accelerate to normal en-route climb speed.

3.5. RWY OPERATIONS

3.5.1. INTERSECTION TAKE-OFF ON RWY 09

Intersection take-off via TWY A2 available for ACFT with wingspan not more than 197'/60m after getting permission.

Intersection take-off prohibited when:

- on wet and contaminated RWY;
- conducting LVP operation;
- tailwind more than 3m/s (6 KT) or heavy cross wind prevails; or
- ACFT retains slow-down function failure.

When conducting intersection take-off, take-off flap shall set as the same as the normal take-off flap position.

3.5.2. RAPID TAKE-OFF

When receiving ATC instructions of entering RWY, enter RWY and be ready to take-off from RWY holding position within 1 minute after. Inform TWR in time if this can not be fulfilled.

When receiving ATC instruction to take-off, conduct it as soon as possible. If flight crew consider that they can not fulfill the process within 1 minute, inform TWR as soon as possible.

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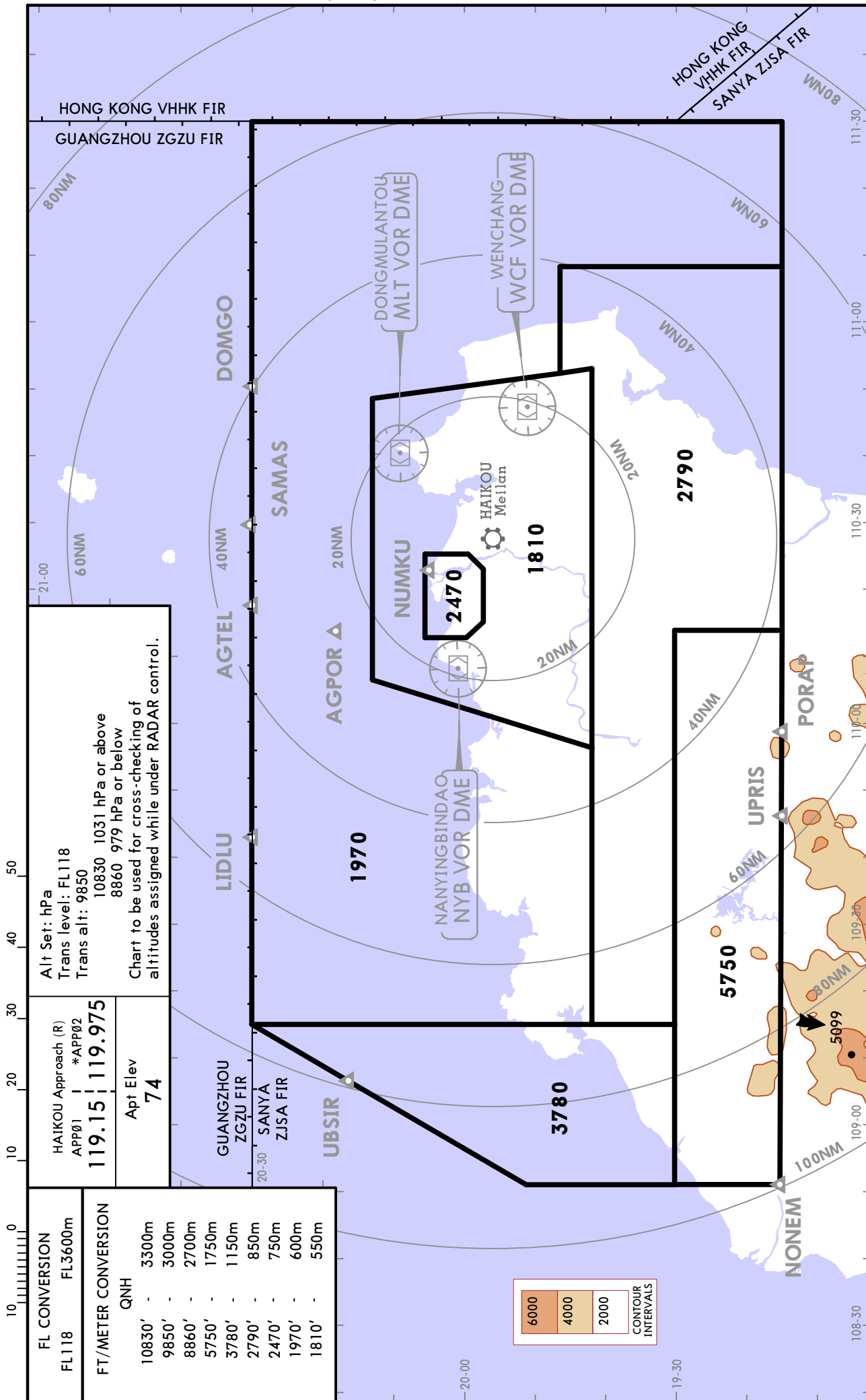
HAIKOU, PR OF CHINA

19 JAN 24

10-1R

Eff 24 Jan 1600Z

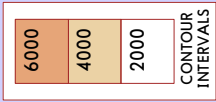
RADAR MINIMUM ALTITUDES



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

HAIKOU Approach (R)
APP01 *APP02
119.15 | 119.975
Apt Elev
74

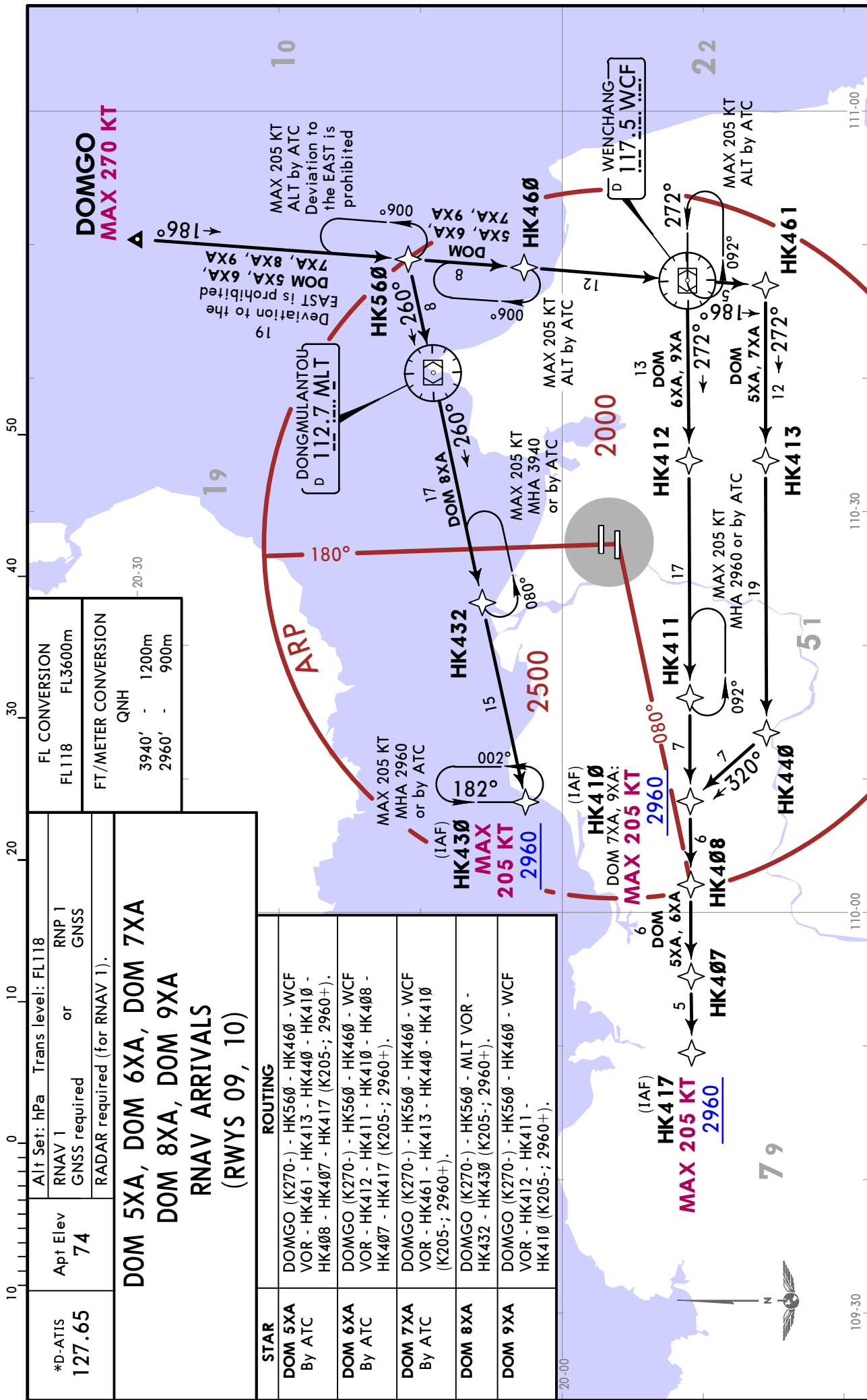
FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
10830'	3300m
9850'	3000m
8860'	2700m
5750'	1750m
3780'	1150m
2790'	850m
2470'	750m
1970'	600m
1810'	550m



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27 OCT 23 10-2 Eff 1 Nov 1600

HAIKOU, PR OF CHINA
RNAV STAR



CHANGES: Speed at DOMGO; alt at HK411 and HK 432 withdrawn; MSA.

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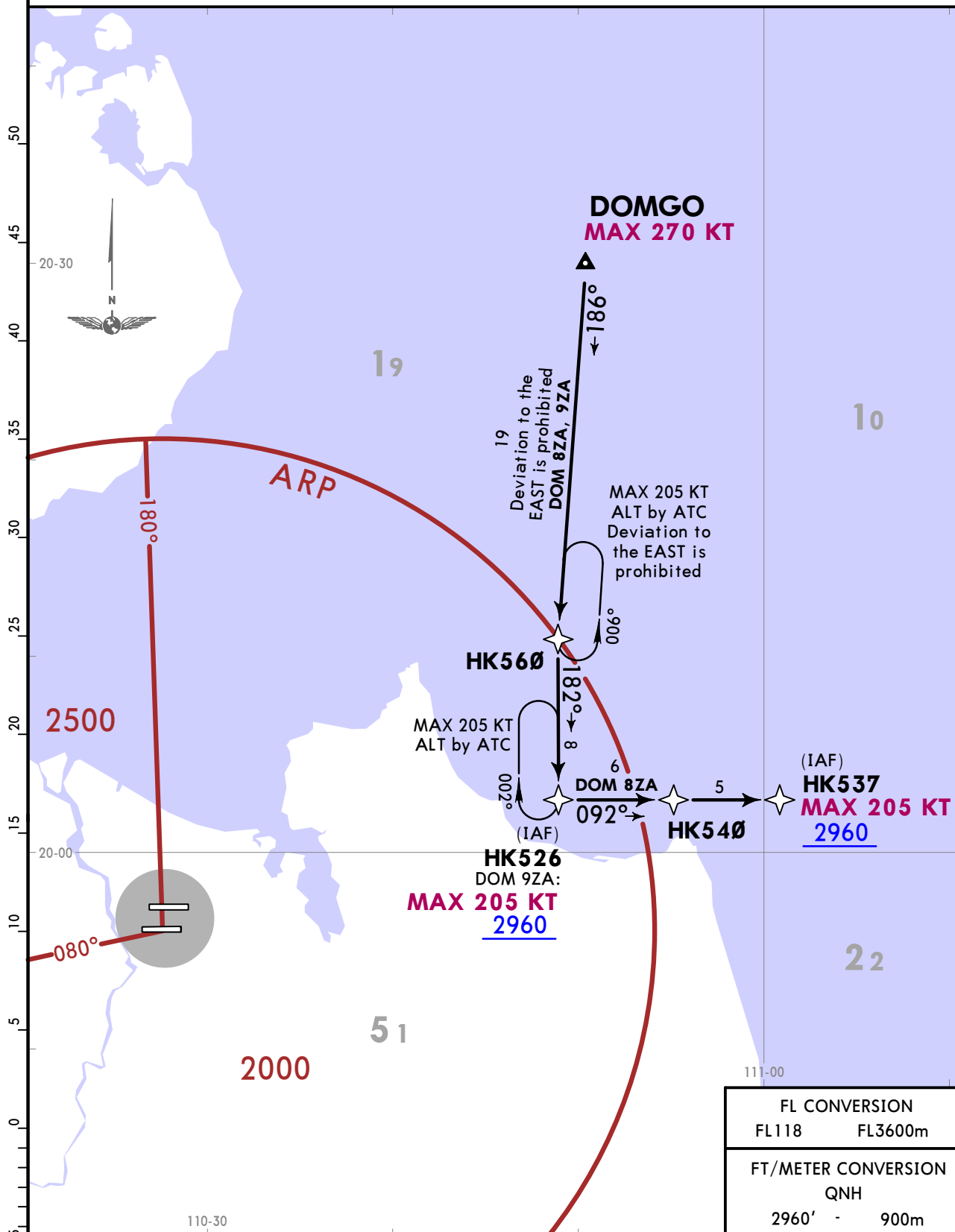
ZJHK/HAK
MEILAN

JEPPESEN
27 OCT 23 **(10-2A)** Eff 1 Nov 1600

HAIKOU, PR OF CHINA
RNAV STAR

*D-ATIS 127.65	Apt Elev 74	Alt Set: hPa Trans level: FL118
		RNAV 1 or RNP 1 GNSS required or GNSS
		RADAR required (for RNAV 1).

DOM 8ZA, DOM 9ZA
RNAV ARRIVALS
(RWYS 27, 28)



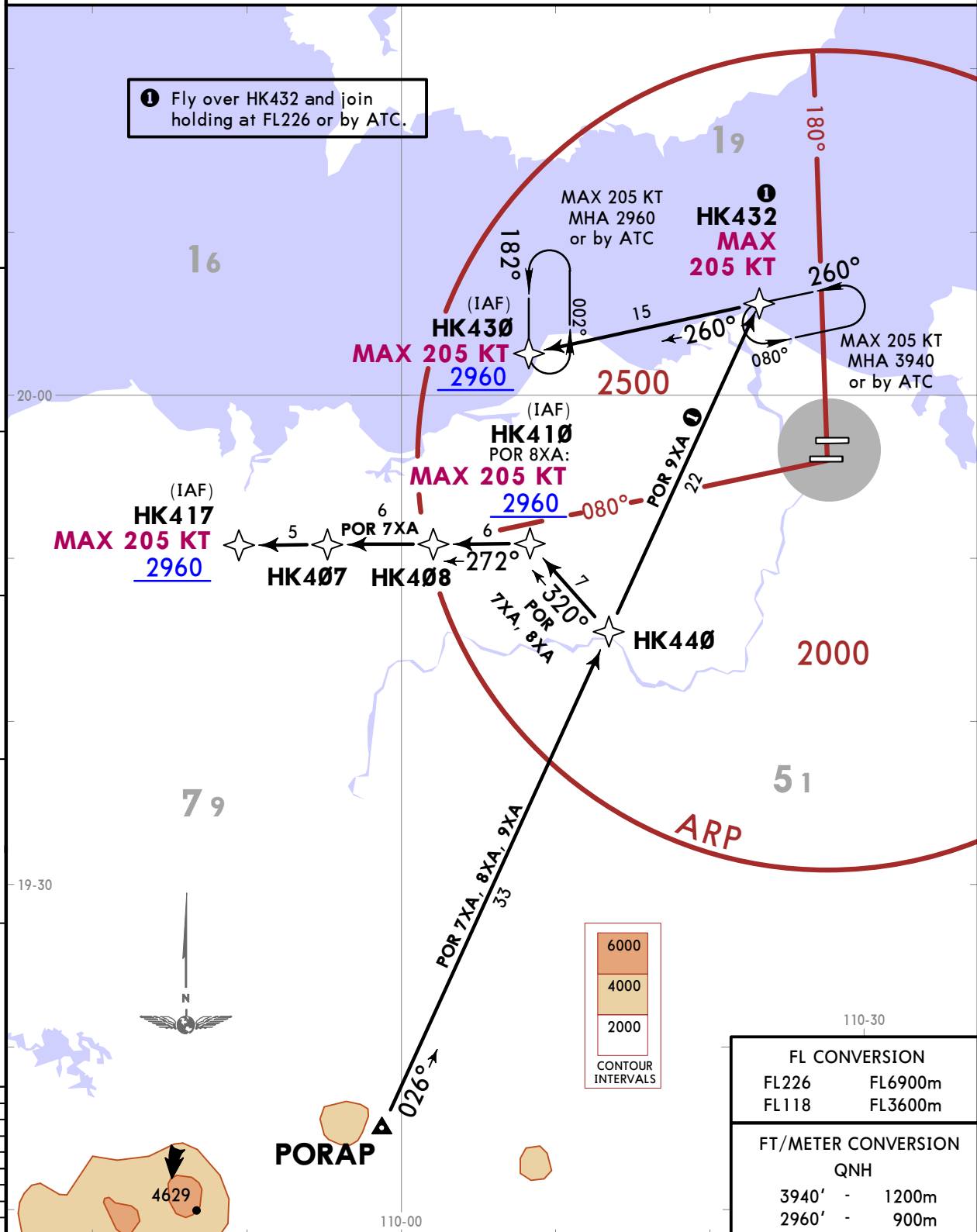
STAR	ROUTING
DOM 8ZA By ATC	DOMGO (K270-) - HK560 - HK526 - HK540 - HK537 (K205-; 2960+).
DOM 9ZA	DOMGO (K270-) - HK560 - HK526 (K205-; 2960+).

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JEPPESEN HAIKOU, PR OF CHINA
27 OCT 23 (10-2B) Eff 1 Nov 1600 RNAV STAR

*D-ATIS 127.65	Apt Elev 74	Alt Set: hPa Trans level: FL118
		RNAV 1 GNSS required or RNP 1 GNSS
		RADAR required (for RNAV 1).

POR 7XA, POR 8XA, POR 9XA
RNAV ARRIVALS
(RWYS 09, 10)



FL CONVERSION	
FL226	FL6900m
FL118	FL3600m
FT/METER CONVERSION	
QNH	
3940'	- 1200m
2960'	- 900m

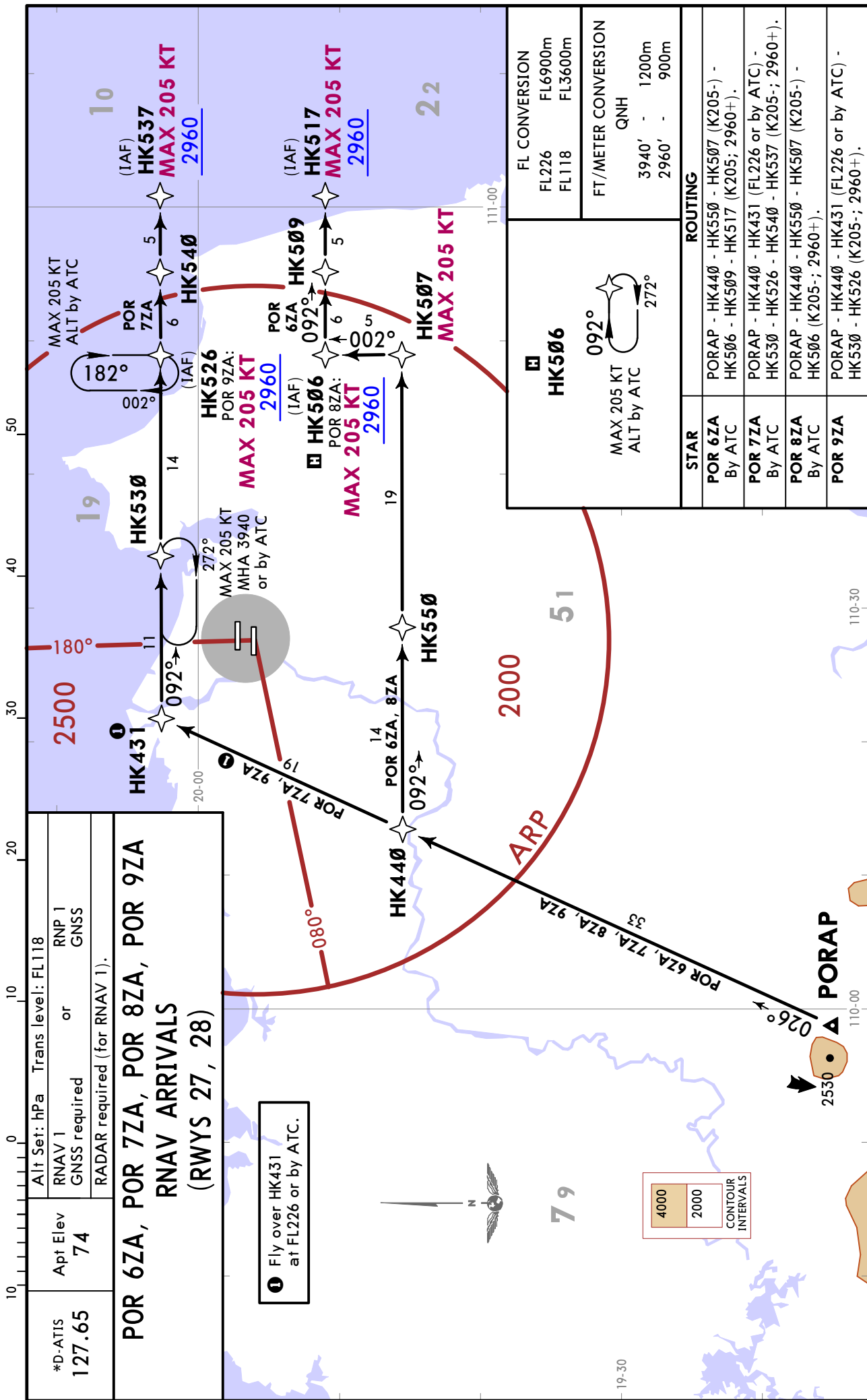
STAR	ROUTING
POR 7XA By ATC	PORAP - HK440 - HK410 - HK408 - HK407 - HK417 (K205-; 2960+).
POR 8XA By ATC	PORAP - HK440 - HK410 (K205-; 2960+).
POR 9XA	PORAP - HK440 - HK432 (K205-; FL226 or by ATC) - HK430 (K205-; 2960+).

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JEPPESSEN
27 OCT 23 (10-2C)

HAIKOU, PR OF CHINA
Eff 1 Nov 1600

RNAV STAR



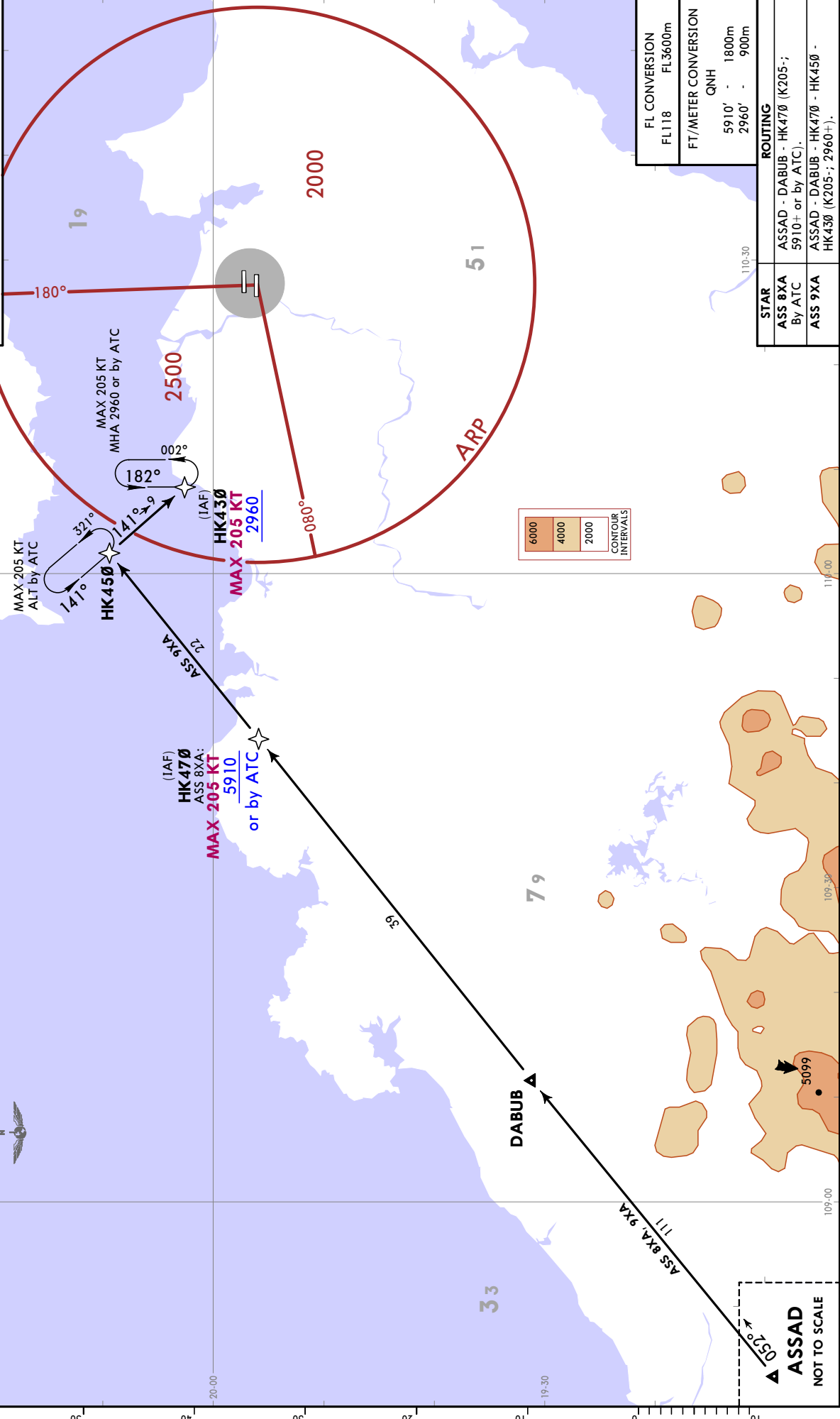
HAIKOU, PR OF CHINA

ZJHK/HAK
MEILAN

JEPPESEN
27 OCT 23
Eff 1 Nov 1600 (10-2D)

RNAV STAR

#D-ATIS 127.65	Apt Elev 74
Alt Set: hPa	Trans level: FL118
RNAV 1 GNSS required	or RNP 1 GNSS
RADAR required (for RNAV 1).	
ASS 8XA, ASS 9XA RNAV ARRIVALS (RWYS 09, 10)	



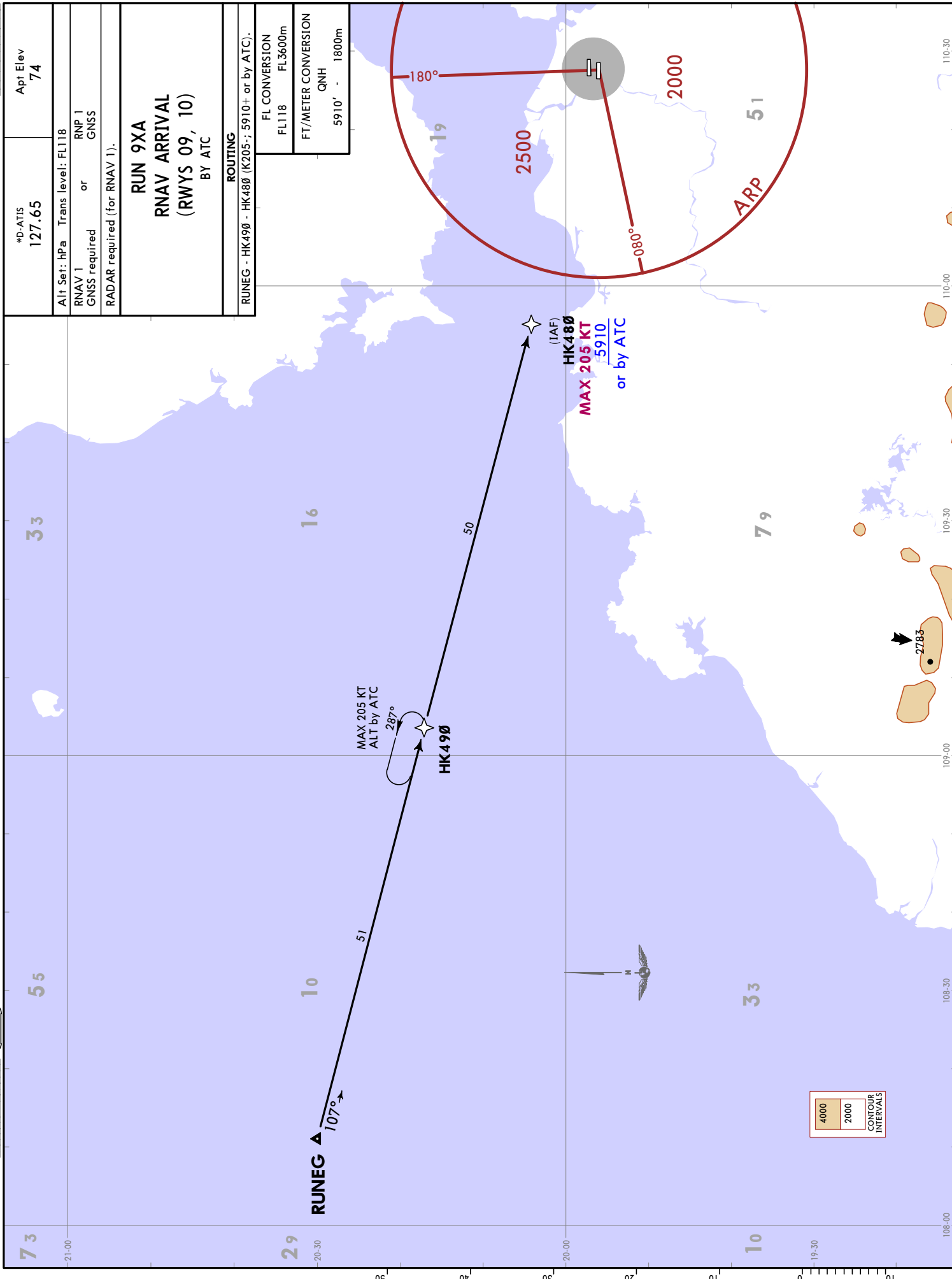
HAIKOU, PR OF CHINA

RNAV STAR

*D-ATIS 127.65	Apt Elev 74
Alt Set: hPa Trans level: FL118	
RNAV 1 GNSS required	or RNP 1 GNSS
RADAR required (for RNAV 1).	
RUN 9XA	
RNAV ARRIVAL	
(RWYS 09, 10)	
BY ATC	
ROUTING	
RUNEG - HK490 - HK480 (K205; 5910+ or by ATC).	
FL CONVERSION FL118	FL3600m
FT/METER CONVERSION QNH	5910' - 1800m

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27 OCT 23
Eff 1 Nov 1600 (10-2E)



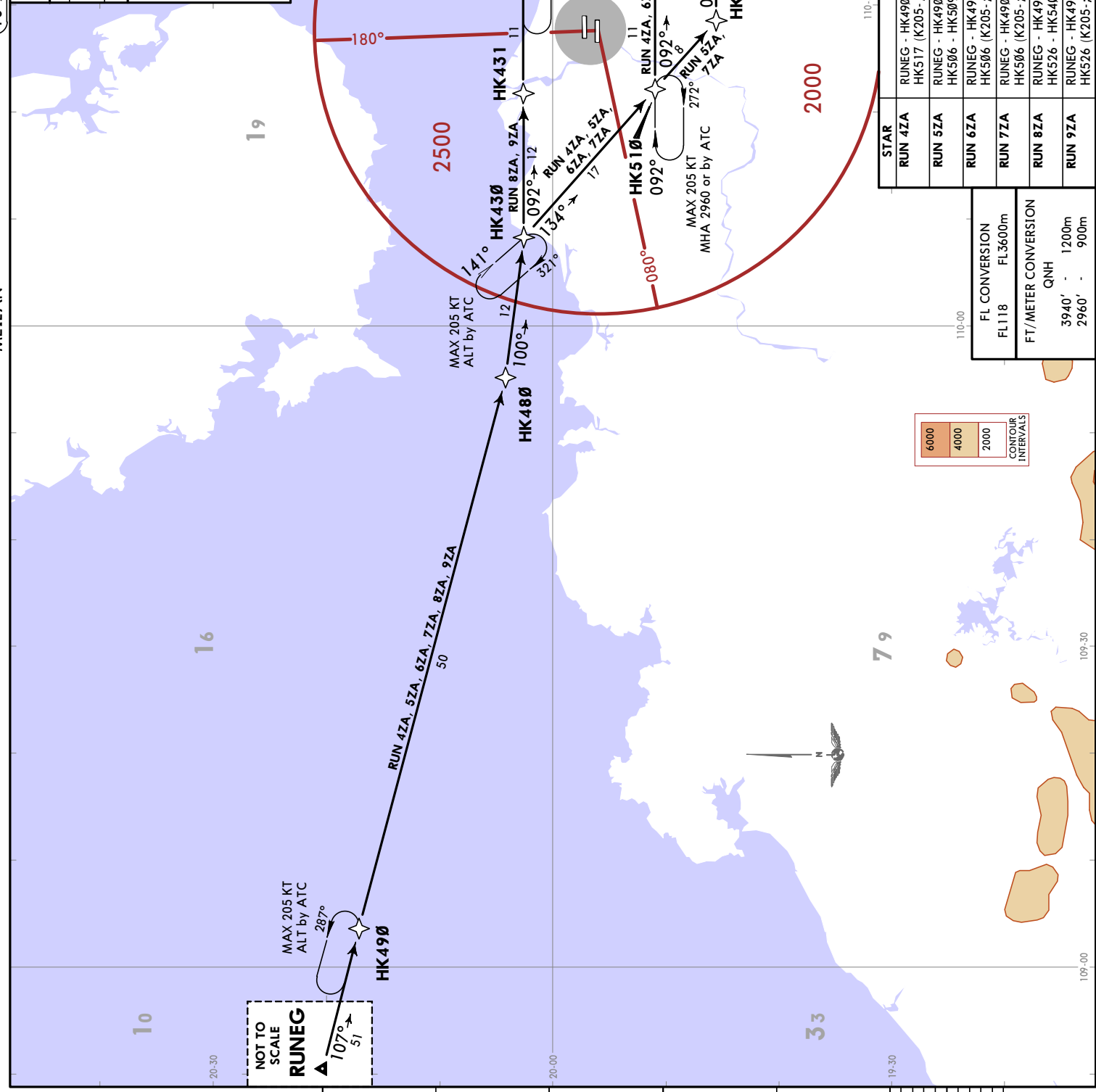
*D-ATIS
 127.65
 Apt Elev
 74

Alt Set: hPa Trans level: FL118

RNAV 1
 GNSs required or RNP 1
 GNSs

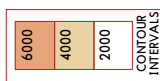
RADAR required (for RNAV 1).

**RUN 4ZA, RUN 5ZA
 RUN 6ZA, RUN 7ZA
 RUN 8ZA, RUN 9ZA
 RNAV ARRIVALS
 (RWYS 27, 28)
 BY ATC**



STAR	ROUTING
RUN 4ZA	RUNEG - HK490 - HK480 - HK430 - HK510 - HK412 - HK506 - HK509 - HK517 (K205+; 2960+).
RUN 5ZA	RUNEG - HK490 - HK480 - HK430 - HK510 - HK550 - HK507 (K205+) - HK506 - HK509 - HK517 (K205+; 2960+).
RUN 6ZA	RUNEG - HK490 - HK480 - HK430 - HK510 - HK412 - HK506 (K205+; 2960+).
RUN 7ZA	RUNEG - HK480 - HK430 - HK510 - HK550 - HK507 (K205+) - HK506 (K205+; 2960+).
RUN 8ZA	RUNEG - HK490 - HK480 - HK430 - HK431 - HK530 - HK526 - HK540 - HK537 (K205+; 2960+).
RUN 9ZA	RUNEG - HK490 - HK480 - HK430 - HK431 - HK530 - HK526 (K205+; 2960+).

FL CONVERSION	FT/METER CONVERSION
FL118	FL3600m
QNH	
3940'	1200m
2960'	900m

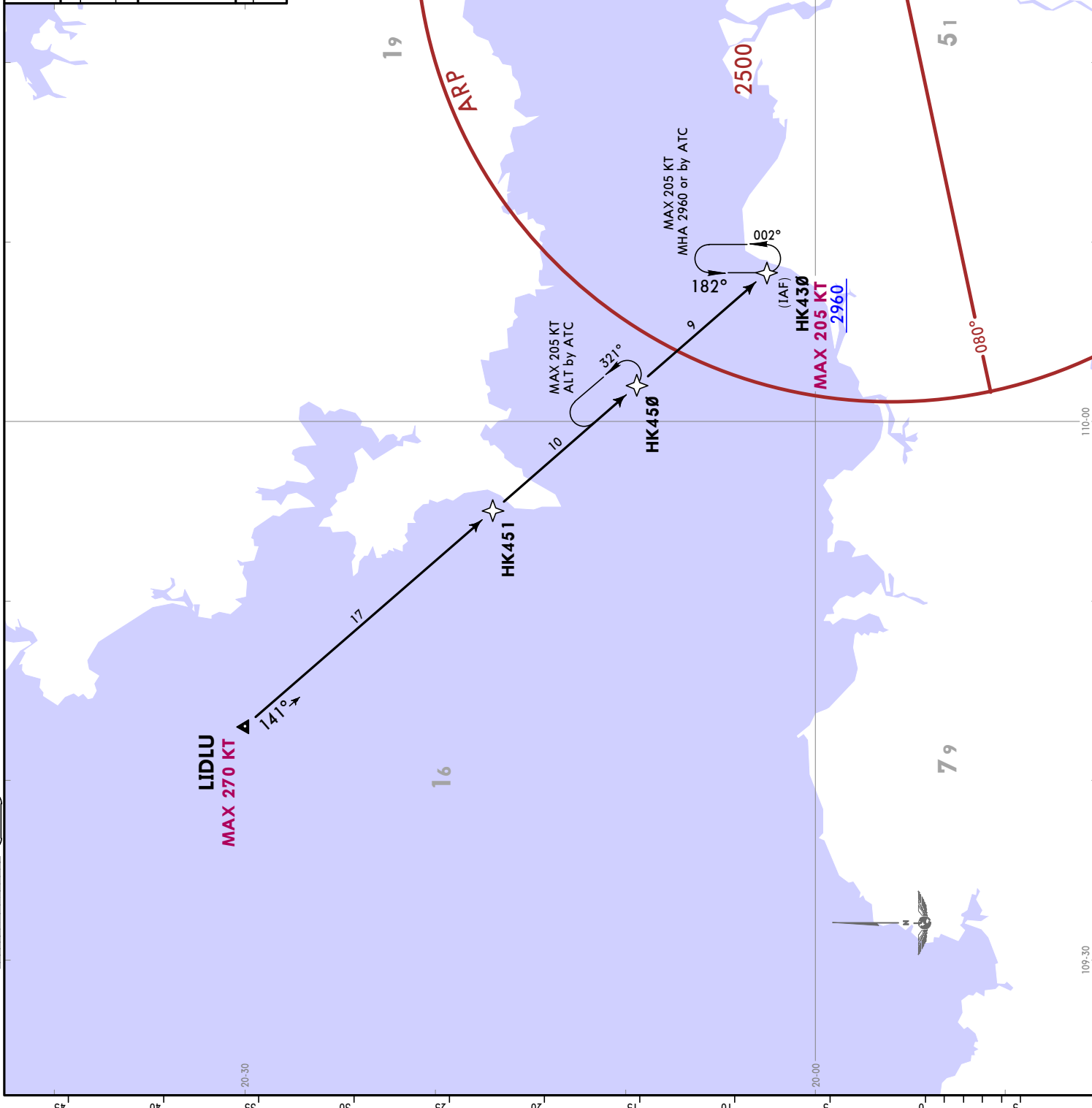


NOT TO SCALE
RUNEG
 A 107° 51
 MAX 205 KT
 ALT by ATC
 287°

HAIKOU, PR OF CHINA

RNAV STAR

*D-ATIS 127.65	Apt Elev 74
Alt Set: hPa Trans level: FL118	
RNAV 1 GNSS required	RNP 1 GNSS
RADAR required (for RNAV 1).	
LID 9XA	
RNAV ARRIVAL (RWYS 09, 10)	
ROUTING	
LIDLU (K270-) - HK451 - HK450 - HK430 (K205-; 2960+).	
FL CONVERSION FL118 FL3600m	
FT/METER CONVERSION QNH 2960' - 900m	



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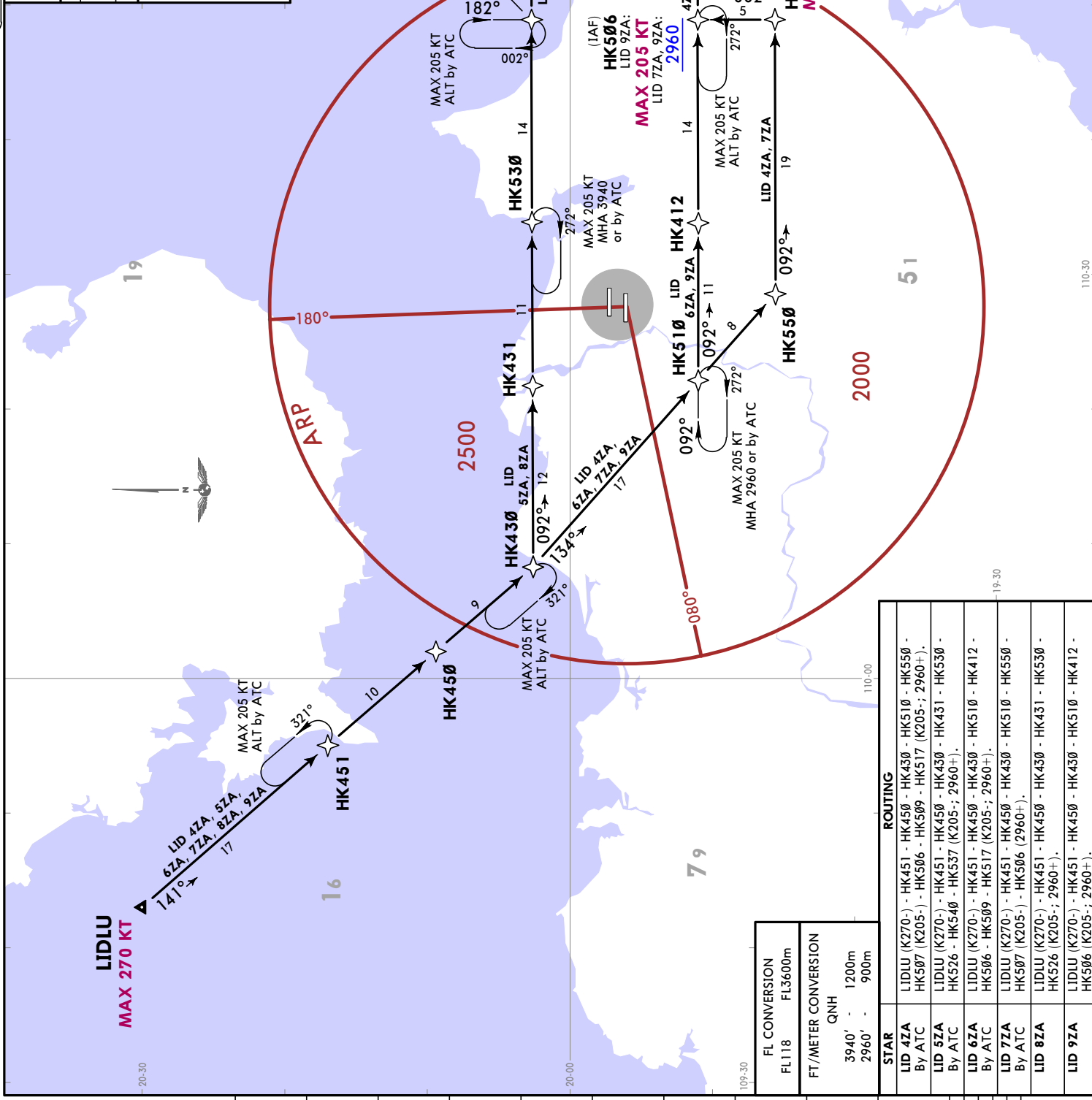
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27 OCT 23
Eff 1 Nov 1600 (10-2H)

JEPPESEN
27 OCT 23 (10-2) Eff 1 Nov 1600

ZJHK/HAK
MEILAN

HAIKOU, PR OF CHINA
RNAV STAR

*D-ATIS 127.65	Apt Elev 74
Alt Set: hPa RNAV 1 GNSS required	Trans level: FL118 RNP 1 GNSS
RADAR required (for RNAV 1).	
LID 4ZA, LID 5ZA LID 6ZA, LID 7ZA LID 8ZA, LID 9ZA RNAV ARRIVALS (RWYS 27, 28)	



LIDLU
MAX 270 KT

LID 4ZA, 5ZA, 6ZA, 7ZA, 8ZA, 9ZA
MAX 205 KT
ALT by ATC

HK450
MAX 205 KT
ALT by ATC

HK451
MAX 205 KT
ALT by ATC

HK430
MAX 205 KT
ALT by ATC

HK431
MAX 205 KT
ALT by ATC

HK530
MAX 205 KT
ALT by ATC

HK531
MAX 205 KT
ALT by ATC

HK510
MAX 205 KT
ALT by ATC

HK511
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ALT by ATC

HK512
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HK513
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HK523
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HK525
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HK526
MAX 205 KT
ALT by ATC

HK527
MAX 205 KT
ALT by ATC

HK528
MAX 205 KT
ALT by ATC

HK529
MAX 205 KT
ALT by ATC

FL CONVERSION FL118 FL3600m
FT/METER CONVERSION QNH 3940' - 1200m 2960' - 900m

STAR	ROUTING
LID 4ZA	LIDLU (K270-) - HK450 - HK430 - HK510 - HK550 - HK507 (K205-) - HK506 - HK509 - HK517 (K205+; 2960+).
LID 5ZA	LIDLU (K270-) - HK451 - HK450 - HK430 - HK431 - HK530 - HK526 - HK540 - HK537 (K205+; 2960+).
LID 6ZA	LIDLU (K270-) - HK451 - HK450 - HK430 - HK412 - HK506 - HK509 - HK517 (K205+; 2960+).
LID 7ZA	LIDLU (K270-) - HK451 - HK450 - HK430 - HK510 - HK550 - HK507 (K205-) - HK506 (2960+).
LID 8ZA	LIDLU (K270-) - HK451 - HK450 - HK430 - HK431 - HK530 - HK526 (K205+; 2960+).
LID 9ZA	LIDLU (K270-) - HK451 - HK450 - HK430 - HK510 - HK412 - HK506 (K205+; 2960+).

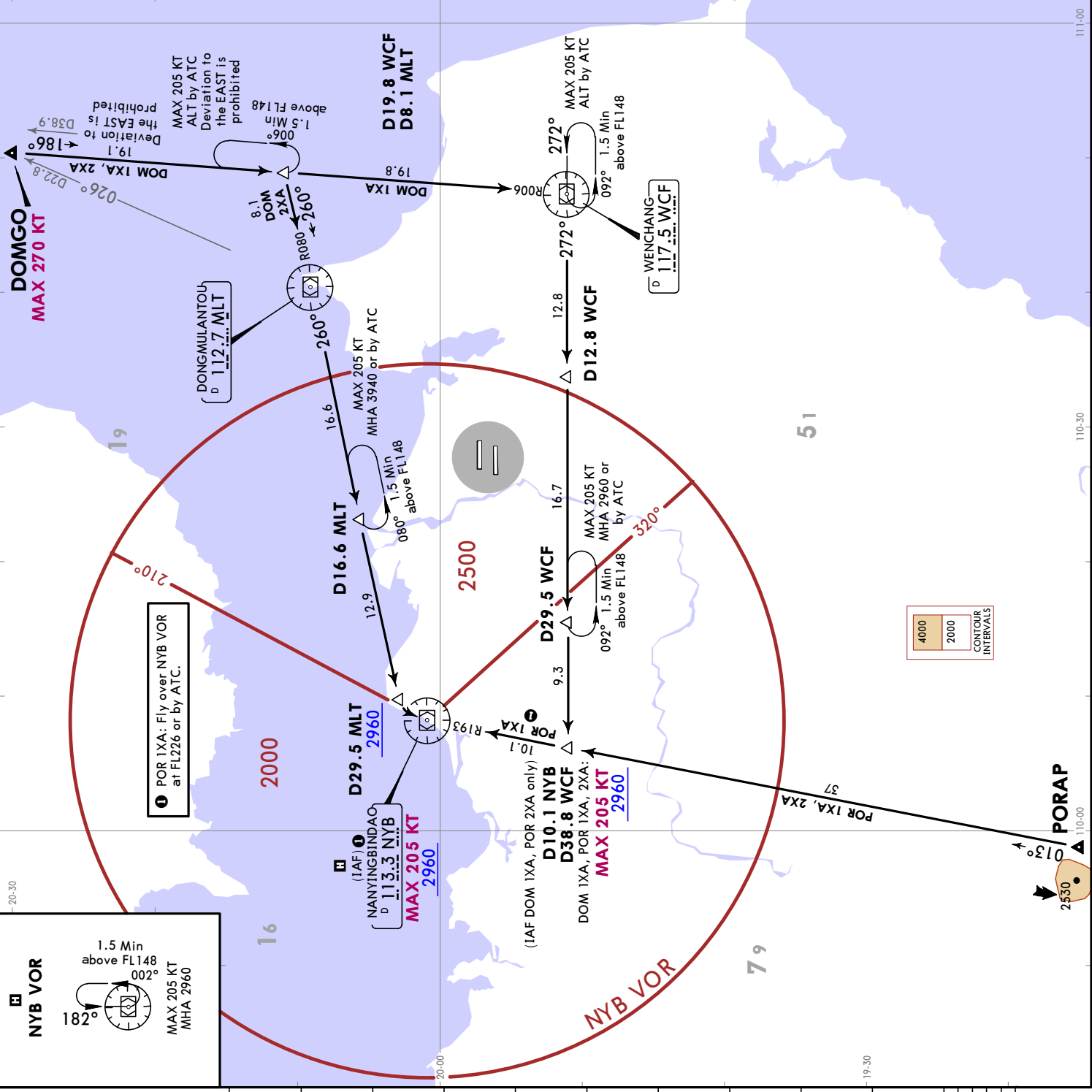
HAIKOU, PR OF CHINA

STAR

#D-ATIS 127.65	Apt Elev 74	Alt Set: hPa Trans level: FL118
DOM 1XA, DOM 2XA, POR 1XA		
POR 2XA BY ATC		
ARRIVALS (RWYS 09, 10)		

FL CONVERSION	FL6900m
	FL148
	FL4500m
	FL118
	FL3600m
FT/METER CONVERSION	QNH
	3940' - 1200m
	2960' - 900m

ZJHK/HAK
MEILAN
JEYPESEN
27 OCT 23
Eff 1 Nov 1600
10-2K

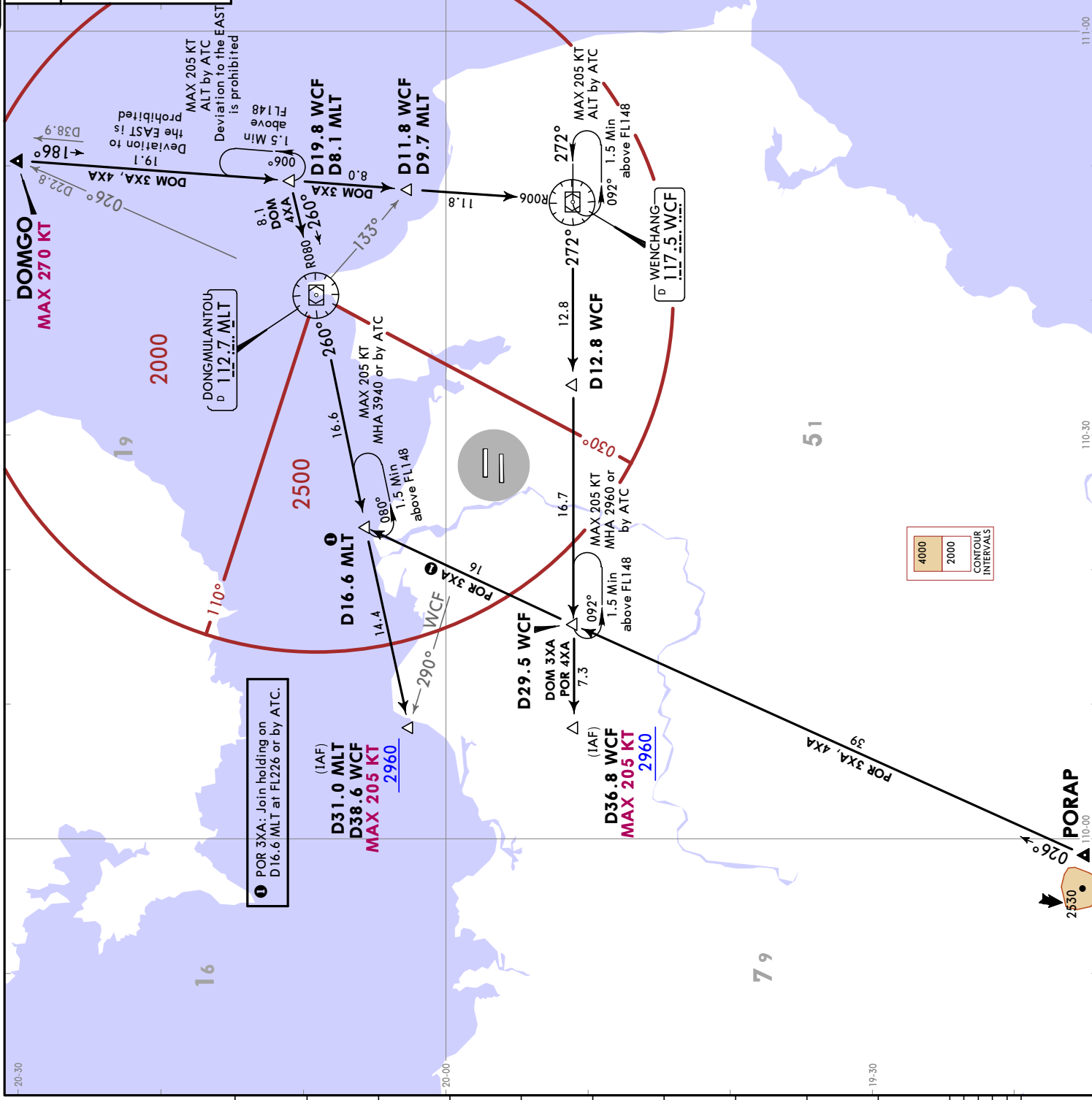


JEPPESEN
 HAIKOU, PR OF CHINA
 STAR

27 OCT 23
 10-2L
 Eff 1 Nov 1600

ZJHK/HAK
 MEILAN

#D-ATIS 127.65	Apt Elev 74	Alt Set: hPa Trans level: FL118
DOM 3XA, DOM 4XA POR 3XA, POR 4XA BY ATC ARRIVALS (RWYS 09, 10) ONLY TO BE USED WHEN NYB U/S		
FL CONVERSION FL226 FL6900m FL148 FL4500m FL118 FL3600m		
FT/METER CONVERSION QNH 3940' - 1200m 2960' - 900m		



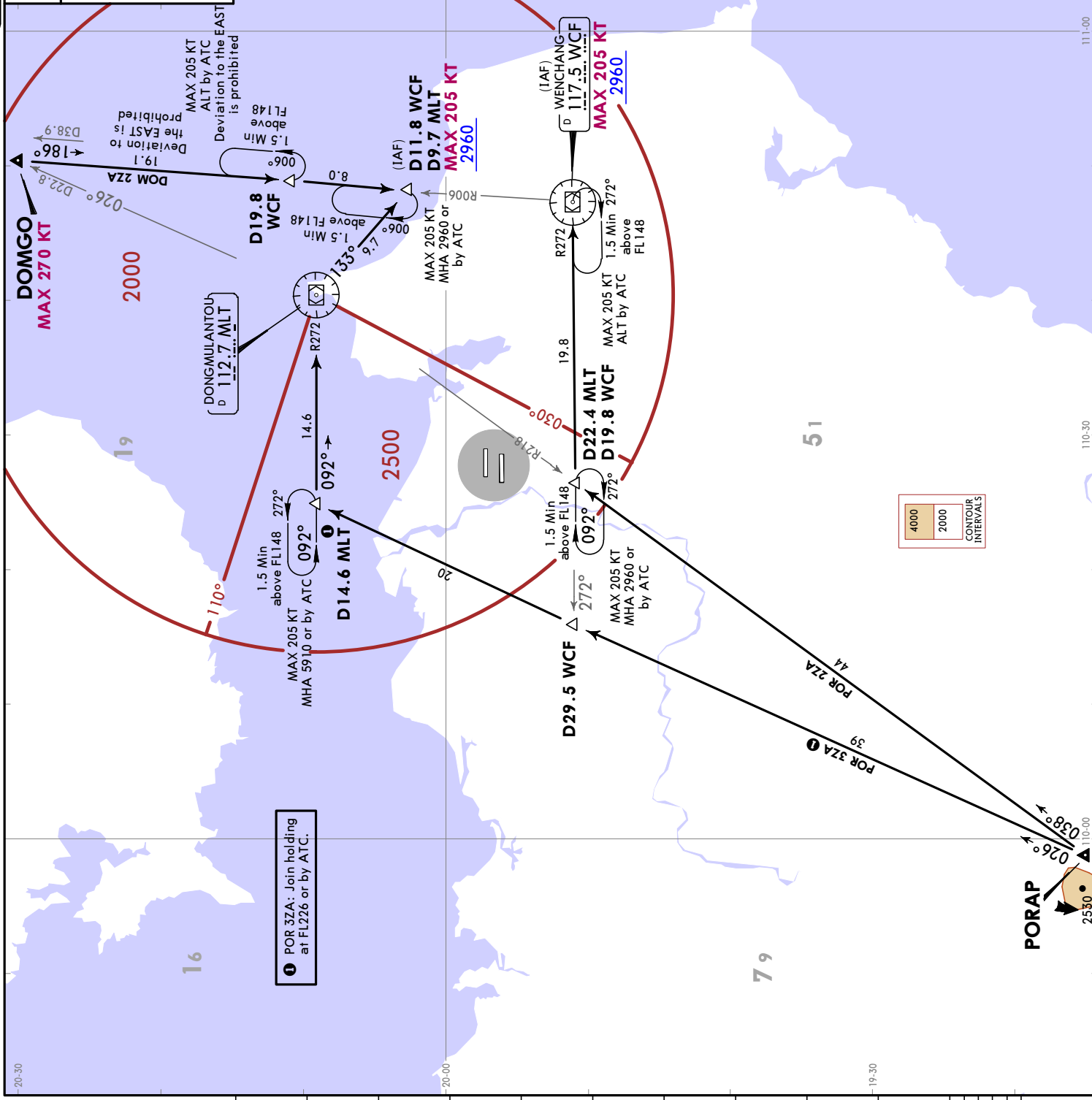
① POR 3XA: Join holding on D16.6 MLT at FL226 or by ATC.

4000
 2000
 CONTOUR INTERVALS

JEPPESEN
Z JHK/HAK
 MEILAN
HAIKOU, PR OF CHINA
 27 OCT 23 (10-2N) EFF 1 Nov 1600 **STAR**

*D-ATIS 127.65	Apt Elev 74	Alt Set: hPa Trans level: FL118
DOM ZZA		
POR ZZA, POR 3ZA		
BY ATC		
ARRIVALS		
(RWYS 27, 28)		
ONLY TO BE USED WHEN NYB U/S		

FL CONVERSION	FL6900m
FL226	FL4500m
FL148	FL3600m
FL118	
FT./METER CONVERSION	QNH
2960'	900m



1 POR 3ZA: Join holding at FL226 or by ATC.

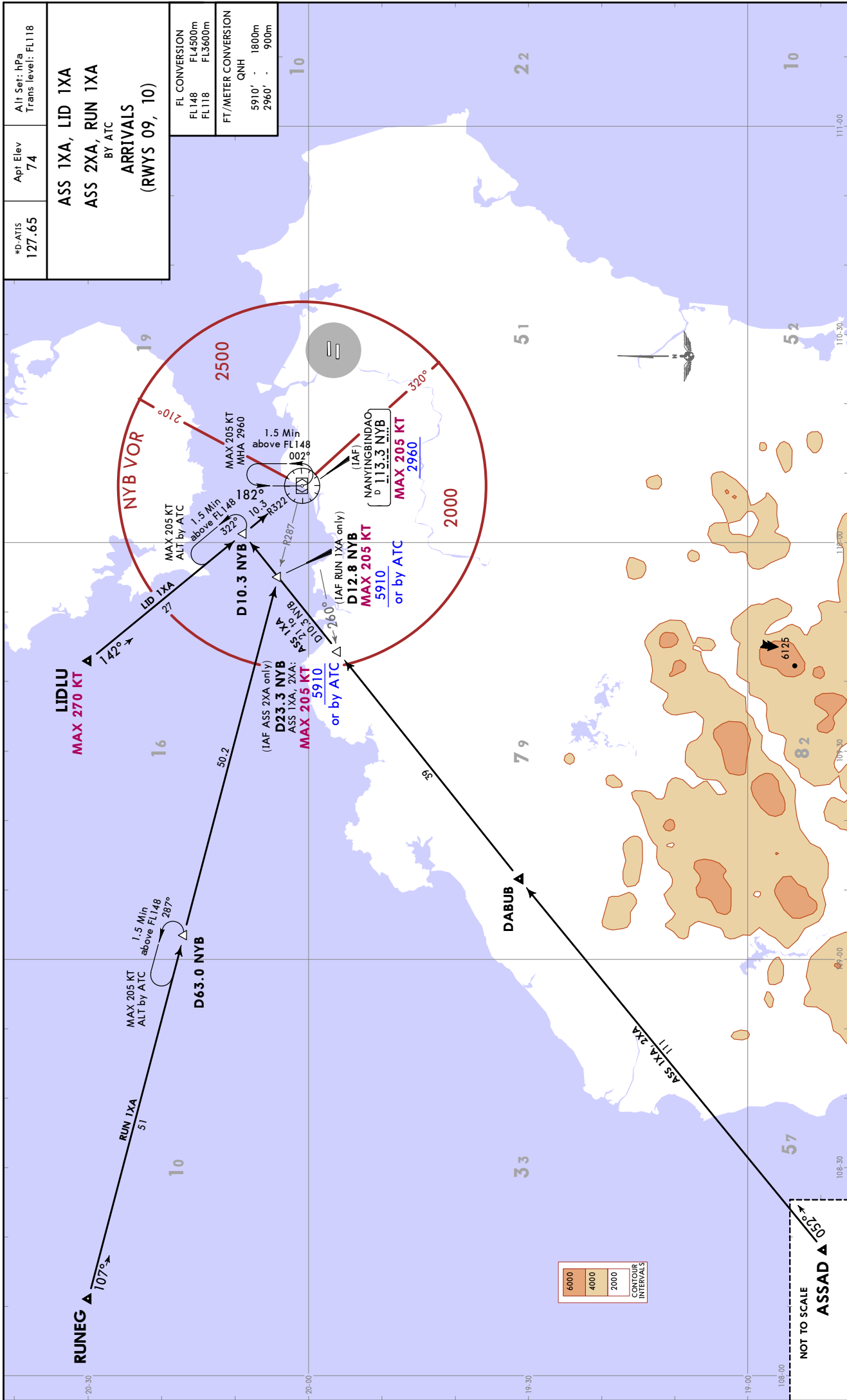
4000
2000
CONTOUR
INTERVALS

ZJHK/HAK
MEILAN

JEPPESEN
27 OCT 23 (10-2P) EFF 1 Nov 1600
STAR

*D-ATIS 127.65	Apt Elev 74	Alt Set: hPa Trans level: FL118
ASS 1XA, LID 1XA ASS 2XA, RUN 1XA BY ATC ARRIVALS (RWYS 09, 10)		

FL CONVERSION FL148 FL118	FL4500m FL3600m
FT/METER CONVERSION QNH	5910' · 1800m 2960' · 900m



6000	4000	2000
CONTOUR INTERVALS		

NOT TO SCALE
ASSAD ▲ 032.4

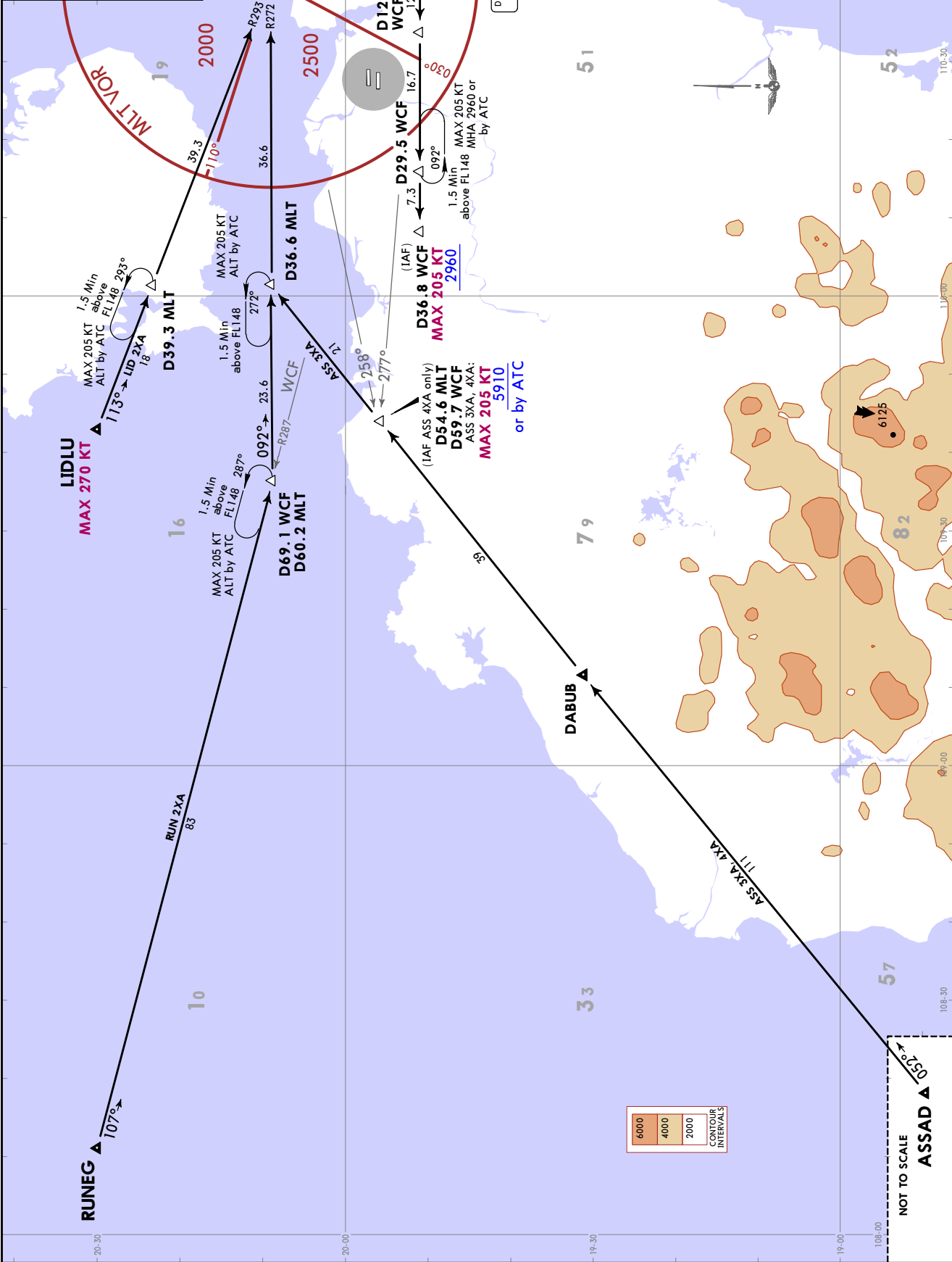
JEPPESEN HAIKOU, PR OF CHINA
 27 OCT 23 (10-2Q) EFF 1 NOV 1600 **STAR**

ZJHK/HAK
 MELAN

*D-ATIS 127.65
 Apt Elev 74
 Alt Set: hPa
 Trans level: FL118

ASS 3XA, LID 2XA
ASS 4XA, RUN 2XA
 BY ATC

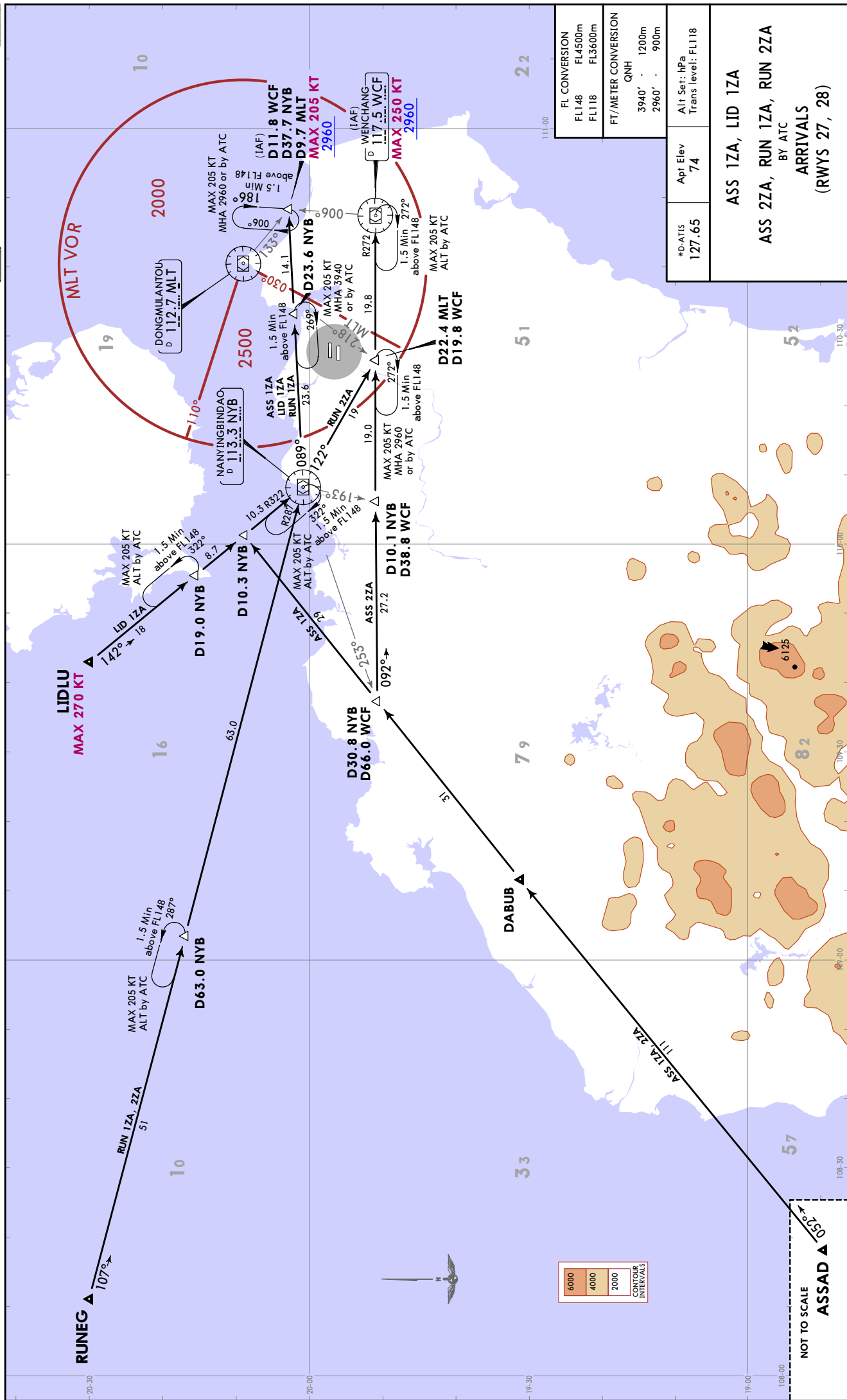
ARRIVALS
 (RWYS 09, 10)
 ONLY TO BE USED WHEN NYB U/S



FL CONVERSION	
FL148	FL4500m
FL118	FL3600m
FT/METER CONVERSION	
5910'	1800m
2960'	900m

ZJHK/HAK MEILAN 27 OCT 23 (10-2S) EFF 1 Nov 1600 **STAR**

JEPPESEN HAIKOU, PR OF CHINA

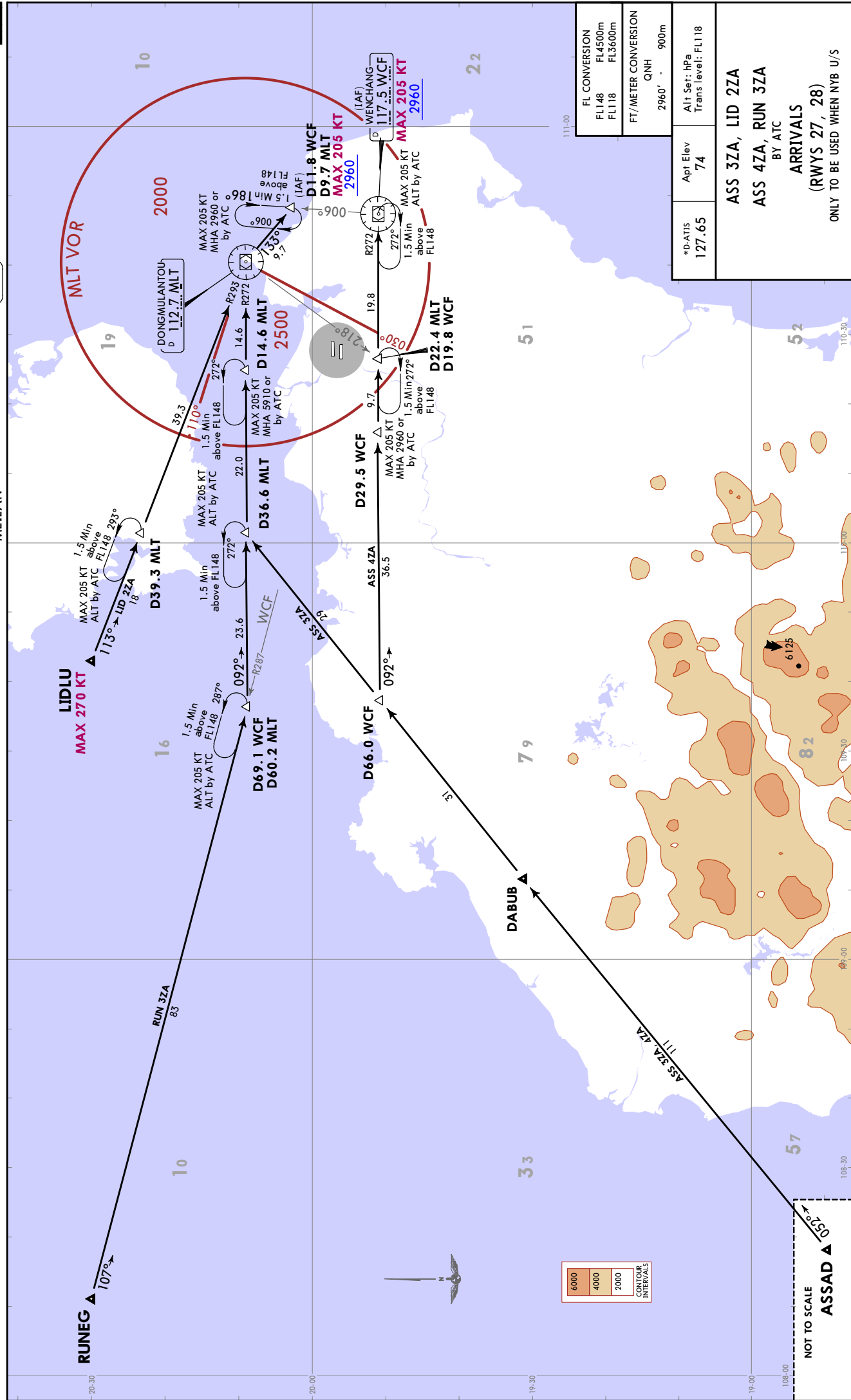


CHANGES: STAR RUN 2ZA added; Speed at LIDLU and at IAFs; altitude restriction at D23.6 B withdrawn; MSA.

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JEPPESEN HAIKOU, PR OF CHINA
 27 OCT 23 (10-2T) EFF 1 Nov 1600 **STAR**

ZJHK/HAK
 MEILAN



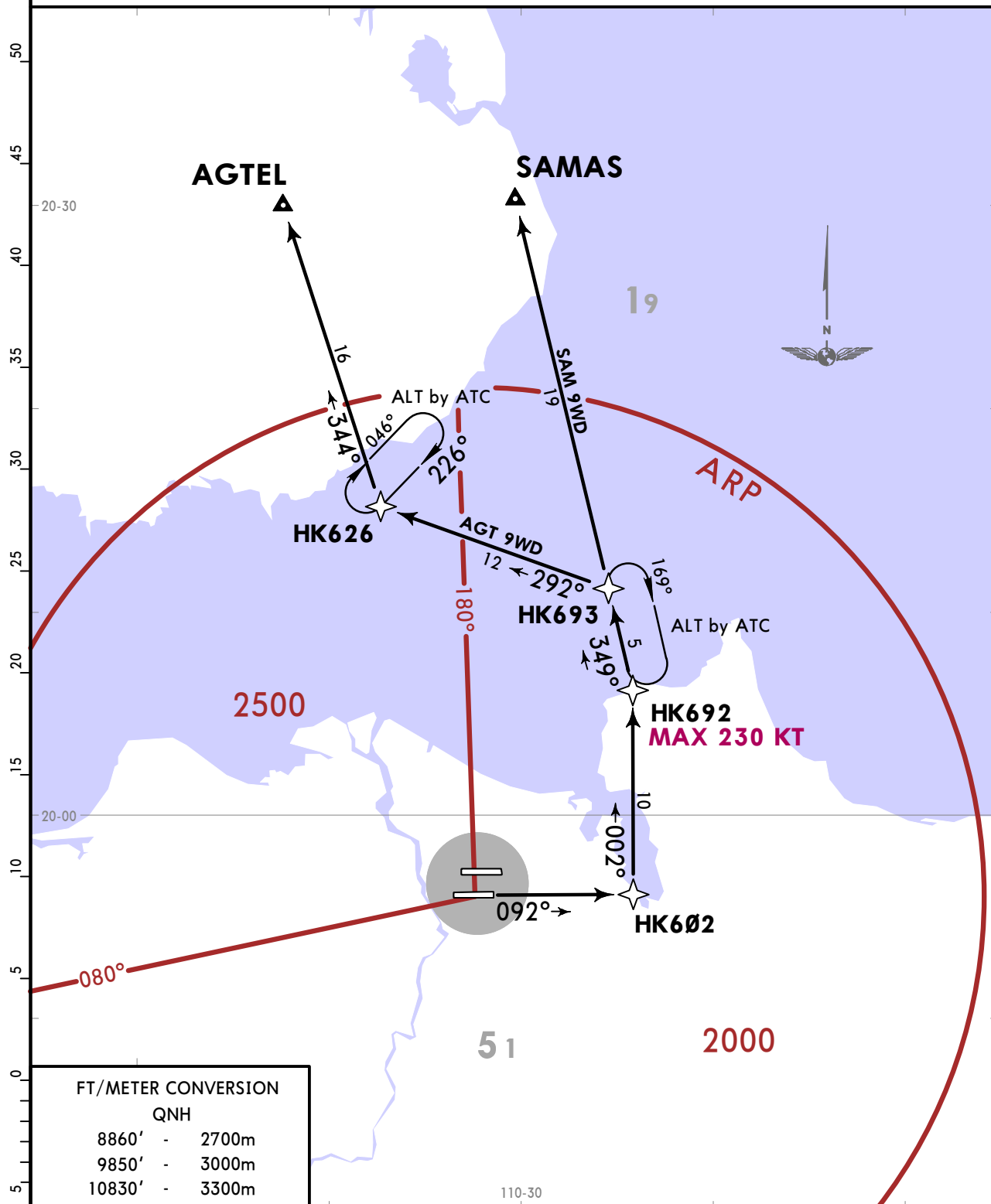
ZJHK/HAK
MEILAN

JEPPESSEN
27 OCT 23 10-3 Eff 1 Nov 1600

HAIKOU, PR OF CHINA
RNAV SID

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
	RNAV 1 GNSS required or RNP 1 GNSS
	1. RADAR required (for RNAV 1). 2. Holding procedure for spiral climb.

AGT 9WD, SAM 9WD
RNAV DEPARTURES
(RWY 09)



FT/METER CONVERSION	
QNH	
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

SID	ROUTING
AGT 9WD	HK602 - HK692 (K230-) - HK693 - HK626 - AGTEL.
SAM 9WD	HK602 - HK692 (K230-) - HK693 - SAMAS.

CHANGES: Initial track; HK602 relocated; holding over HK693; MSA.

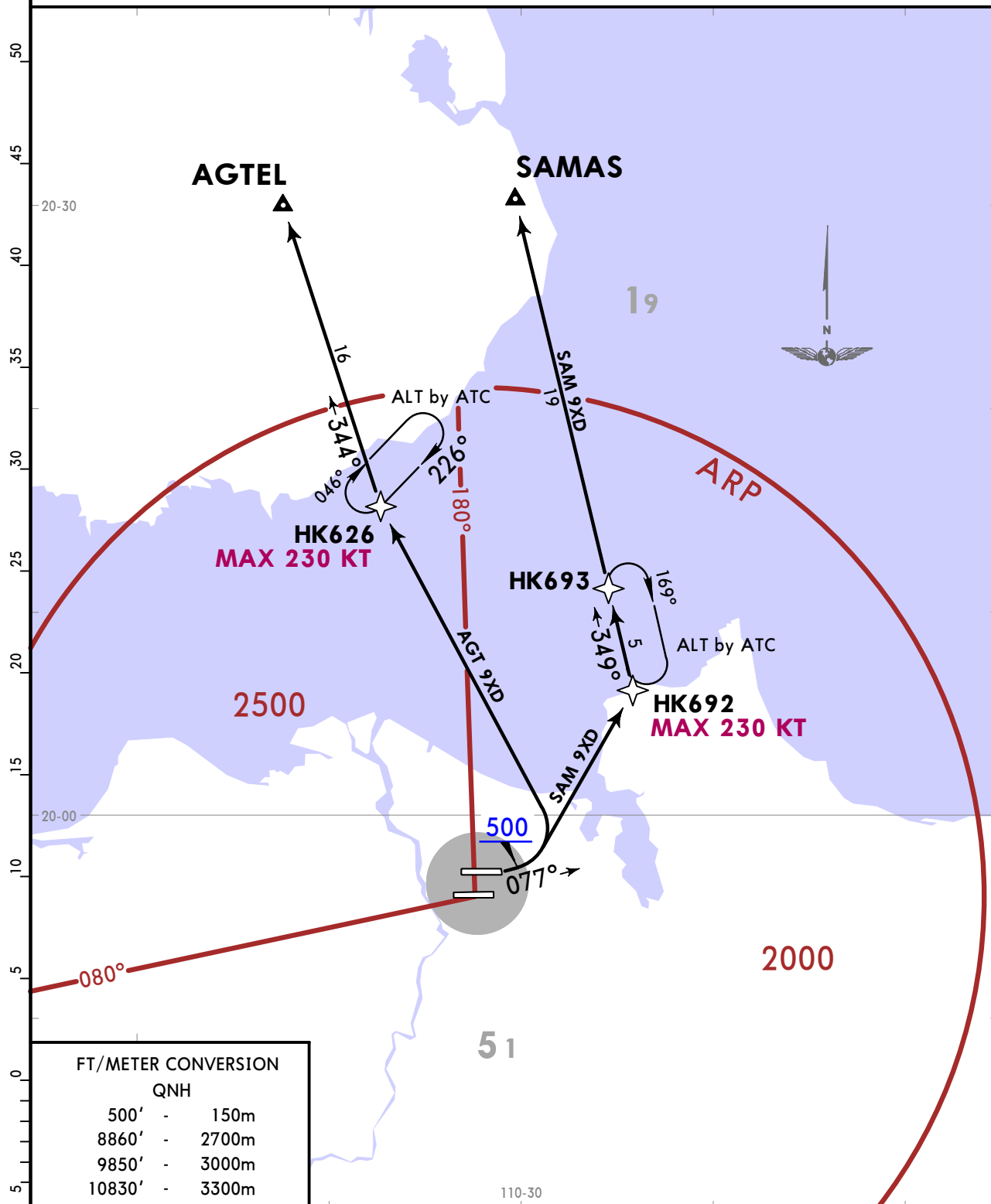
ZJHK/HAK
MEILAN

JEPPESSEN
27 OCT 23 (10-3A) Eff 1 Nov 1600

HAIKOU, PR OF CHINA
RNAV SID

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
	RNAV1 or RNP 1 GNSS required GNSS
	1. RADAR required (for RNAV 1). 2. Holding procedure for spiral climb. 3. Turn before DER is prohibited.

AGT 9XD, SAM 9XD
RNAV DEPARTURES
(RWY 10)



SID	ROUTING
AGT 9XD	(500+) - HK626 (K230-) - AGTEL.
SAM 9XD	(500+) - HK692 (K230-) - HK693 - SAMAS.

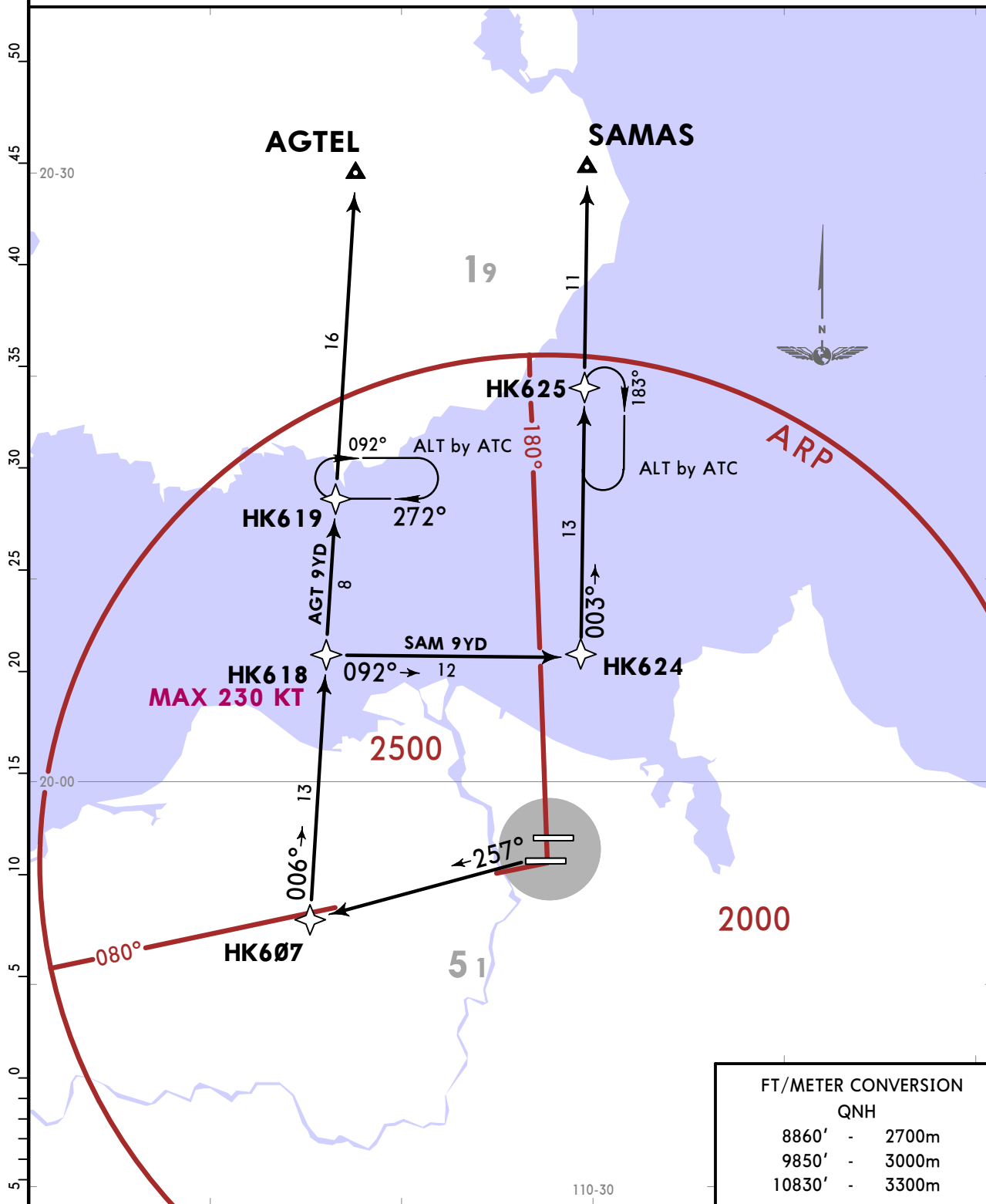
ZJHK/HAK
MEILAN

JEPPESSEN
27 OCT 23 (10-3B) Eff 1 Nov 1600

HAIKOU, PR OF CHINA
RNAV SID

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below		
	RNAV 1 GNSS required	or	RNP 1 GNSS
	1. RADAR required (for RNAV 1). 2. Holding procedure for spiral climb. 3. Turn before DER is prohibited.		

AGT 9YD, SAM 9YD
RNAV DEPARTURES
(RWY 27)



FT/METER CONVERSION	
QNH	
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

SID	ROUTING
AGT 9YD	HK607 - HK618 (K230-) - HK619 - AGTEL.
SAM 9YD	HK607 - HK618 (K230-) - HK624 - HK625 - SAMAS.

CHANGES: Procedures revised; MSA.

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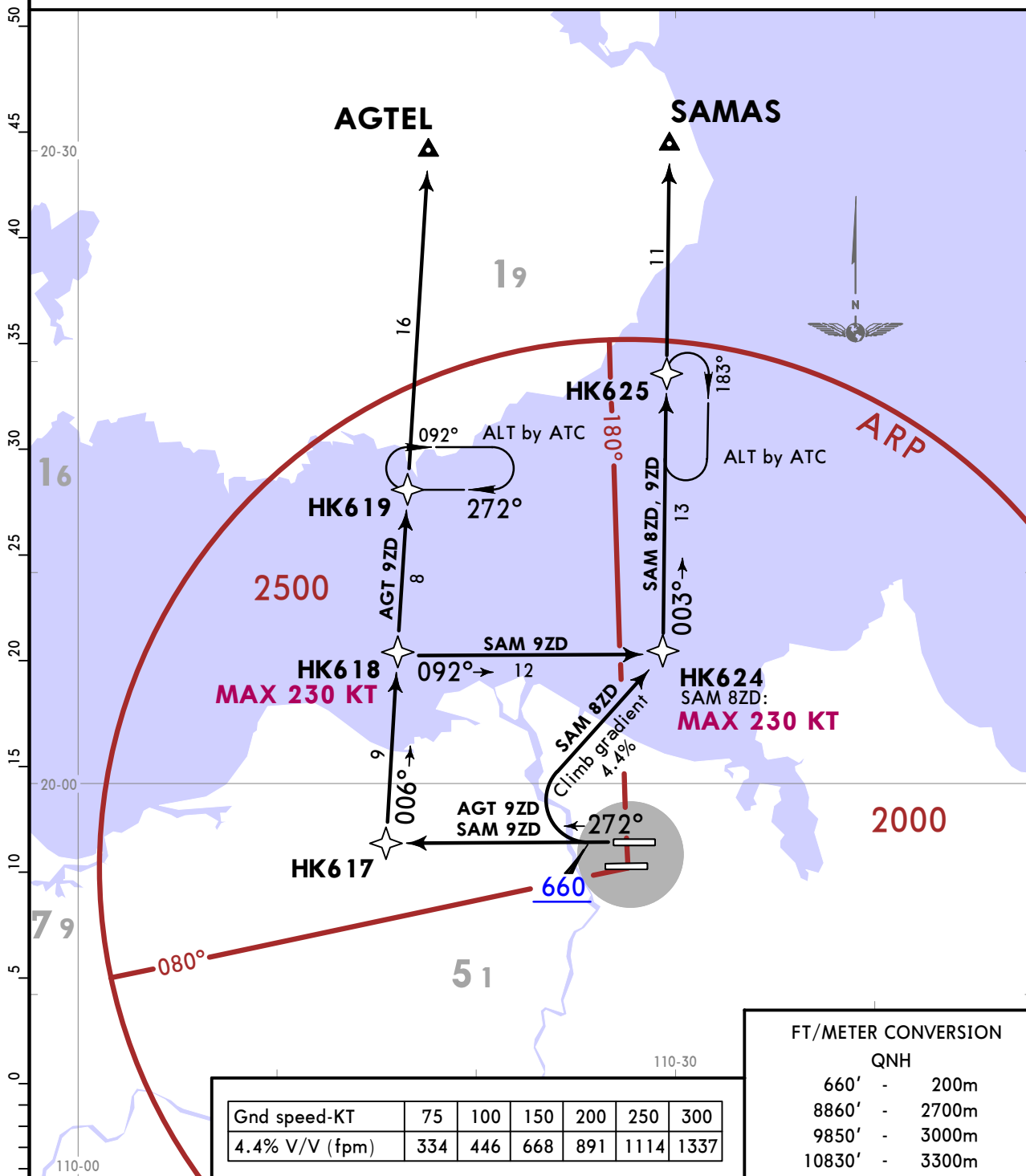
ZJHK/HAK
MEILAN

JEPPESEN HAIKOU, PR OF CHINA
27 OCT 23 (10-3C) Eff 1 Nov 1600

RNAV SID

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below	
	RNAV 1 GNSS required	or RNP 1 GNSS
	1. RADAR required (for RNAV 1). 2. Holding procedure for spiral climb. 3. Turn before DER is prohibited.	

AGT 9ZD
SAM 8ZD, SAM 9ZD
RNAV DEPARTURES
(RWY 28)



Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337

FT/METER CONVERSION	
QNH	
660'	200m
8860'	2700m
9850'	3000m
10830'	3300m

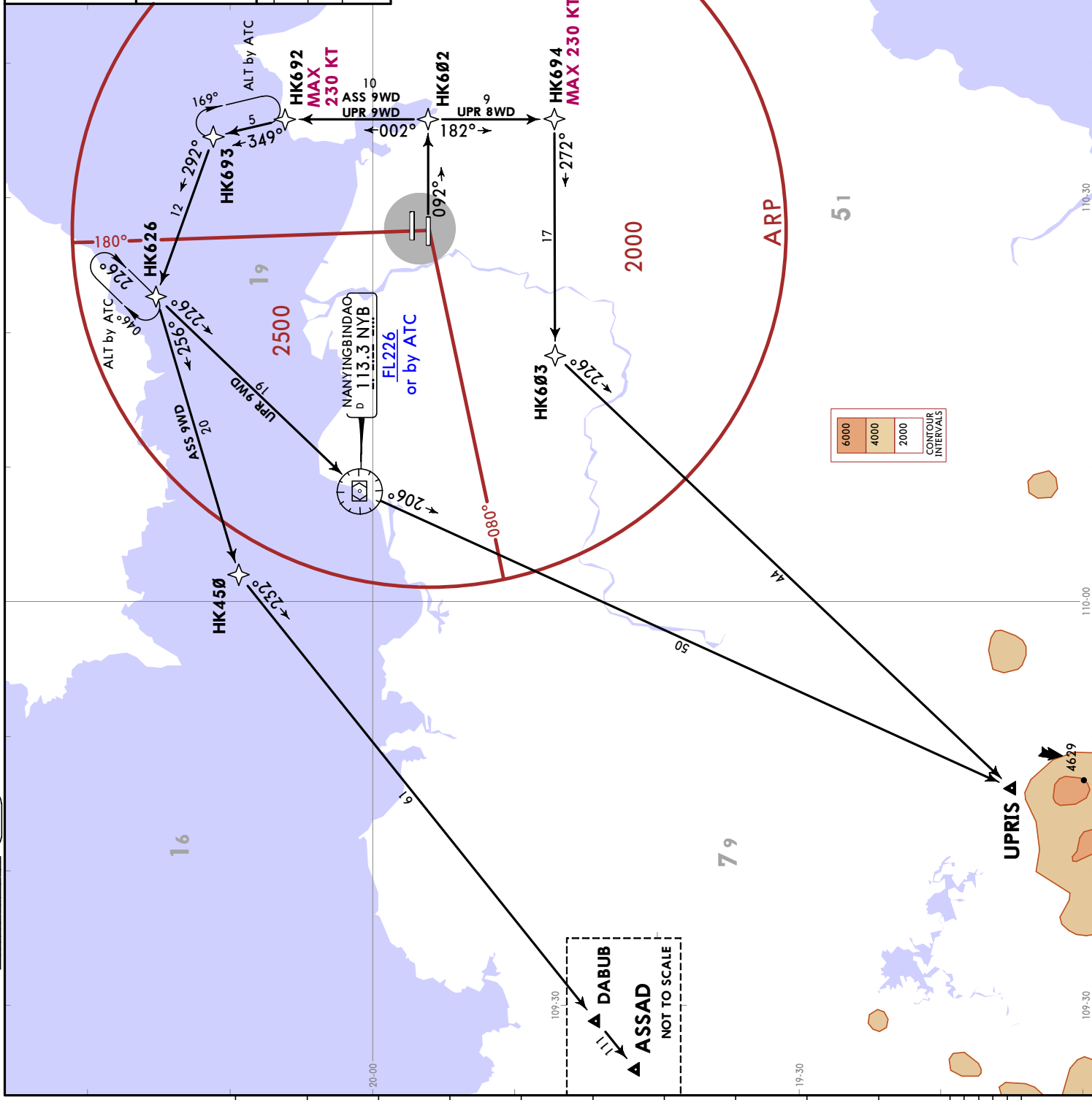
SID	ROUTING
AGT 9ZD	HK617 - HK618 (K230-) - HK619 - AGTEL.
SAM 8ZD	(660+) - HK624 (K230-) - HK625 - SAMAS.
SAM 9ZD	HK617 - HK618 (K230-) - HK624 - HK625 - SAMAS.

HAIKOU, PR OF CHINA
RNAV SID

ZJHK/HAK
 MEILAN
JEPPESEN
 27 OCT 23
 Eff 1 Nov 1600 (10-3D)

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
	RNAV 1 GNSS required
	or RNP 1 GNSS
	1. RADAR required (for RNAV 1). 2. Holding procedure for spiral climb.
ASS 9WD UPR 8WD, UPR 9WD RNAV DEPARTURES (RWY 09)	
SID	ROUTING
ASS 9WD	HK602 - HK692 (K230-) - HK693 - HK626 - HK450 - DABUB - ASSAD.
UPR 8WD By ATC	HK602 - HK694 (K230-) - HK603 - UPRIS.
UPR 9WD	HK602 - HK692 (K230-) - HK693 - HK626 - NYB (FL226+ or by ATC) - UPRIS.

FT/METER CONVERSION	
QNH	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	
FL CONVERSION	
FL226	FL6900m



JEPPESEN
 27 OCT 23 10-3E Eff 1 Nov 1600
ZJHK/HAK
 MEILAN
HAIKOU, PR OF CHINA
RNAV SID

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

RNAV1	or	RNP 1
GNS5 required		GNS5

1. RADAR required (for RNAV 1).
 2. Holding procedure for spiral climb.
 3. Turn before DER is prohibited.

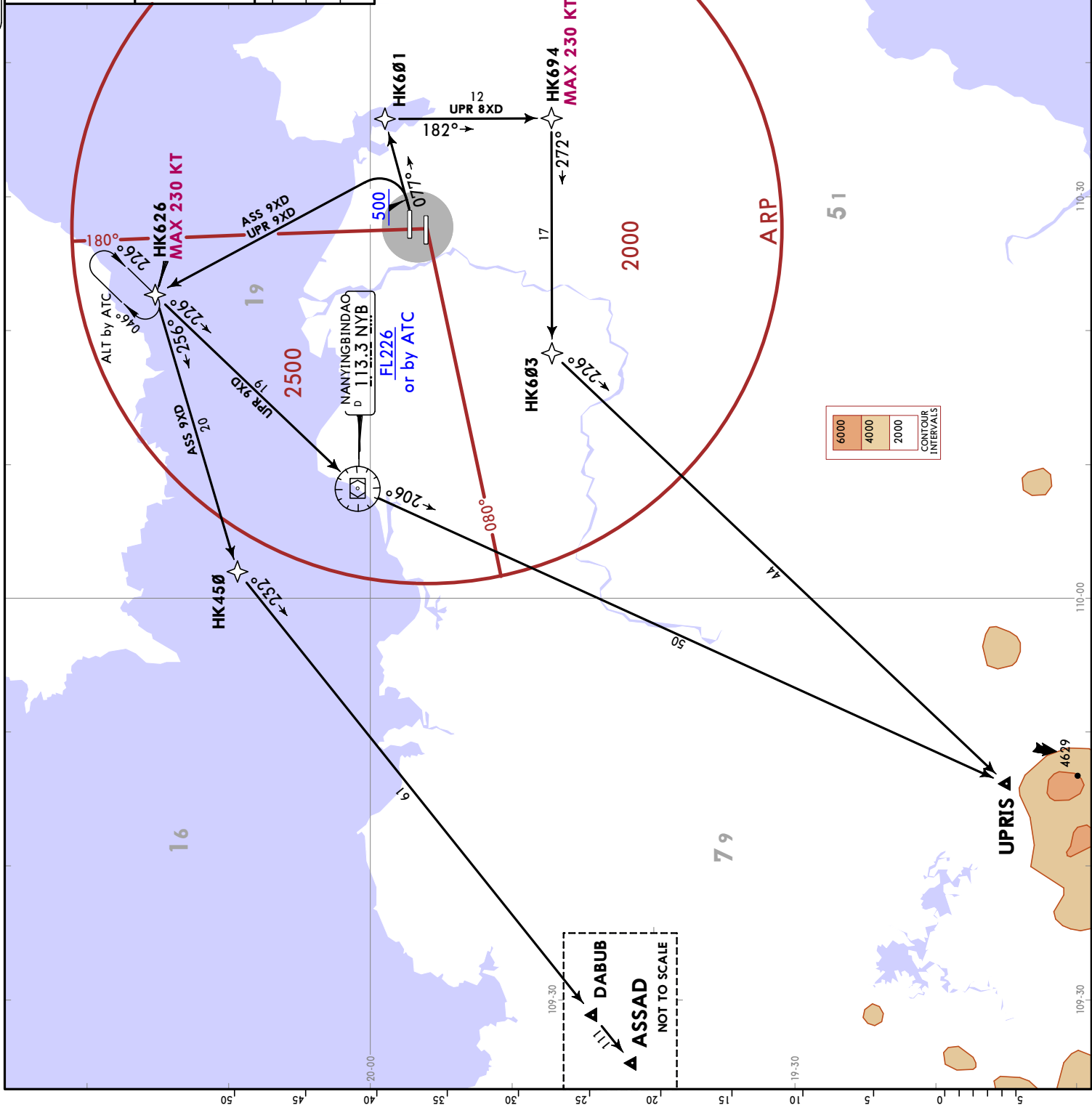
ASS 9XD
UPR 8XD, UPR 9XD
RNAV DEPARTURES
(RWY 10)

SID	ROUTING
ASS 9XD	(500+) - HK626 (K230-) - HK450 - DABUB - ASSAD.
UPR 8XD By ATC	HK601 - HK694 (K230-) - HK603 - UPRIS.
UPR 9XD	(500+) - HK626 (K230-) - NYB (FL226+ or by ATC) - UPRIS.

FT./METER CONVERSION

QNH	
500'	150m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION
 FL226 FL6900m



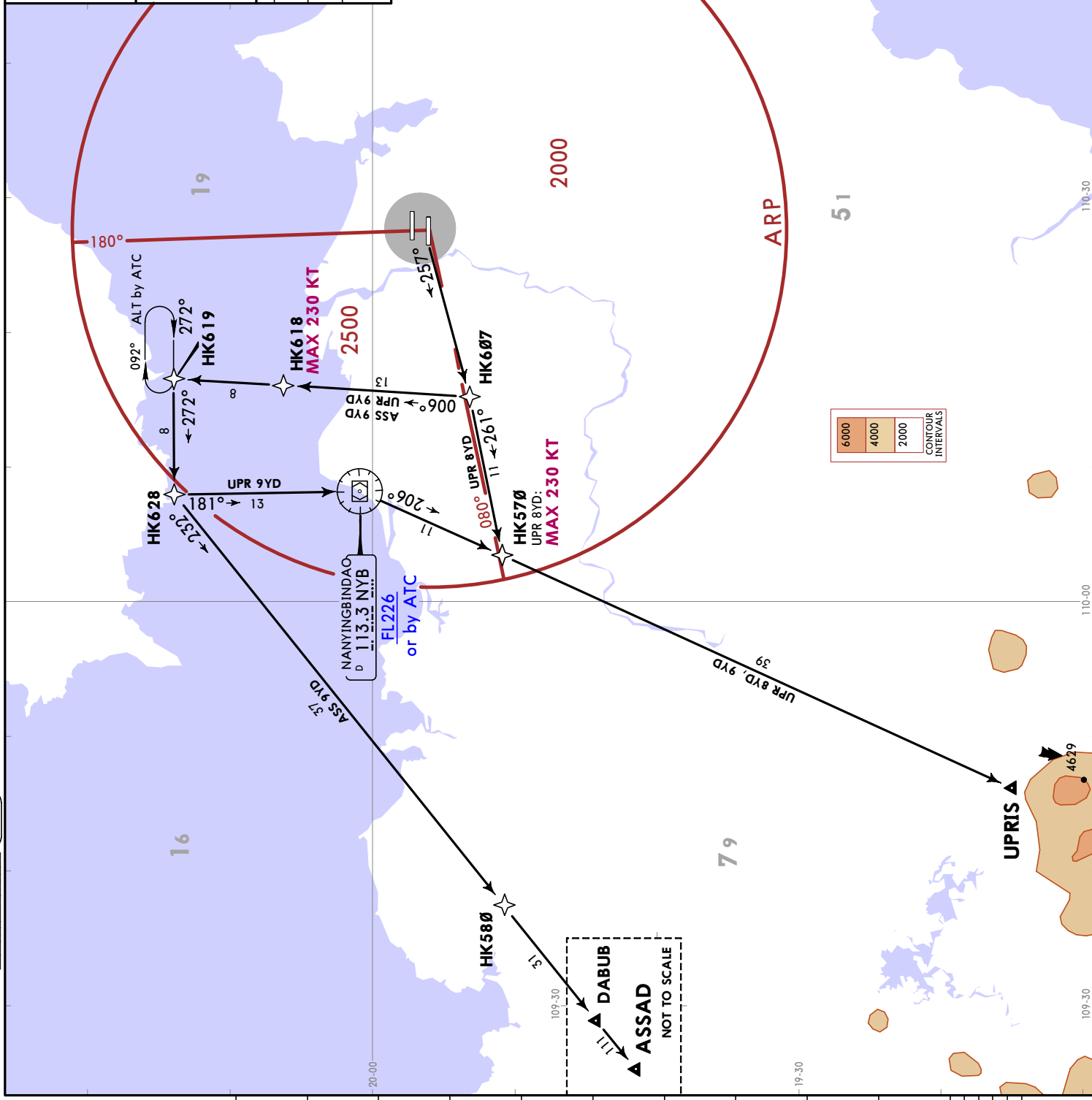
6000
 4000
 2000
 CONTOUR INTERVALS

HAIKOU, PR OF CHINA
RNAV SID

ZJHK/HAK
 MEILAN
JEPPESEN
 27 OCT 23
 Eff 1 Nov 1600 (10-3F)

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below	RNAV 1 GNSS required	or	RNP 1 GNSS
	1. RADAR required (for RNAV 1). 2. Holding procedure for spiral climb. 3. Turn before DER is prohibited.			
ASS 9YD UPR 8YD, UPR 9YD RNAV DEPARTURES (RWY 27)				
SID		ROUTING		
ASS 9YD		HK607 - HK618 (K230-) - HK619 - HK628 - HK580 - DABUB - ASSAD.		
UPR 8YD By ATC		HK607 - HK570 (K230-) - UPRIS.		
UPR 9YD		HK607 - HK618 (K230-) - HK619 - HK628 - NYB (FL226+ or by ATC) - HK570 - UPRIS.		

FT/METER CONVERSION	
QNH	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	
FL CONVERSION	FL6900m
FL226	



JEPPESEN
 27 OCT 23 (10-3G) Eff 1 Nov 1600
Z JHK/HAK
 MEILAN

HAIKOU, PR OF CHINA
RNAV SID

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

RNAV1
 GNSS required

or
 RNP 1
 GNSS

Apt Elev
 74

1. RADAR required (for RNAV 1);
 2. Holding procedure for spiral climb;
 3. Turn before DER is prohibited.

ASS 9ZD
UPR 8ZD, UPR 9ZD
RNAV DEPARTURES
(RWY 28)

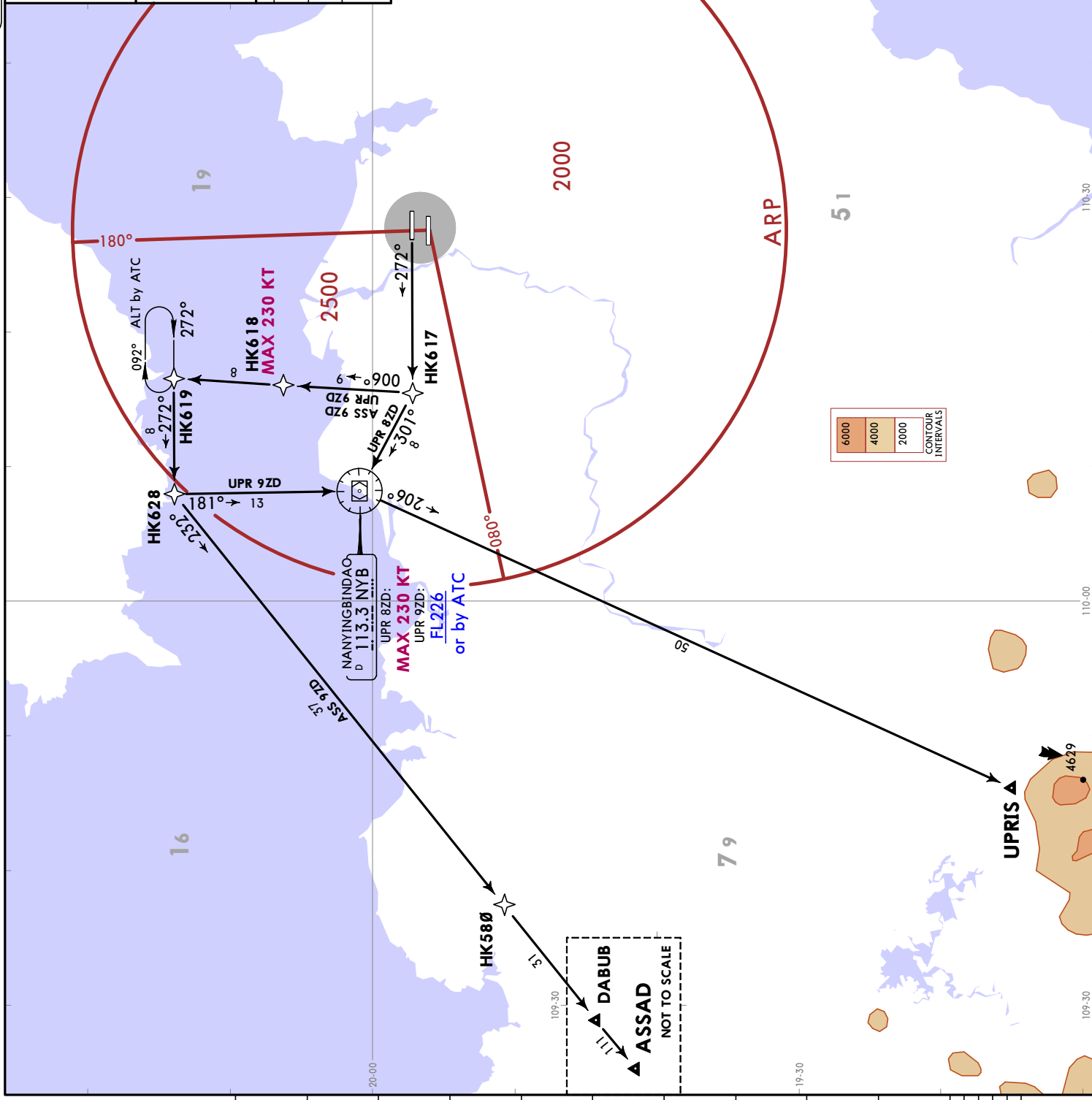
SID	ROUTING
ASS 9ZD	HK617 - HK618 (K230-) - HK619 - HK628 - HK580 - DABUB - ASSAD.
UPR 8ZD By ATC	HK617 - NYB (K230-) - UPRIS.
UPR 9ZD	HK617 - HK618 (K230-) - HK619 - HK628 - NYB (FL226+ or by ATC) - UPRIS.

FT/METER CONVERSION

QNH

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

FL CONVERSION
 FL226
 FL6900m



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 CHANGES: Procedures revised; MSA.

ZJHK/HAK
MEILAN

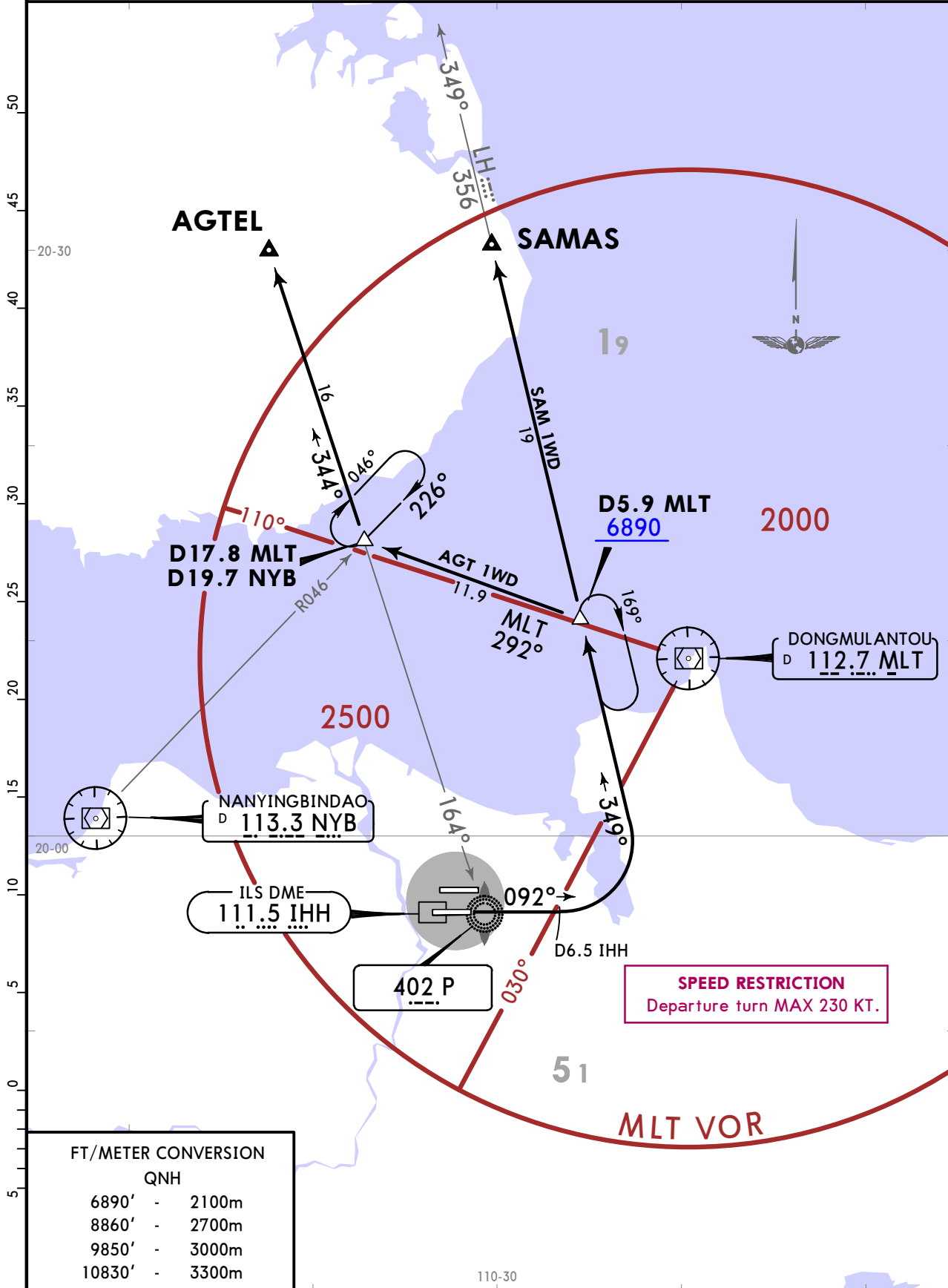
JEPPESEN
27 OCT 23 (10-3H) Eff 1 Nov 1600

HAIKOU, PR OF CHINA
SID

Apt Elev
74

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Holding procedure for spiral climb.
2. Turn before DER is prohibited.

AGT 1WD, SAM 1WD
DEPARTURES
(RWY 09)



ZJHK/HAK
MEILAN

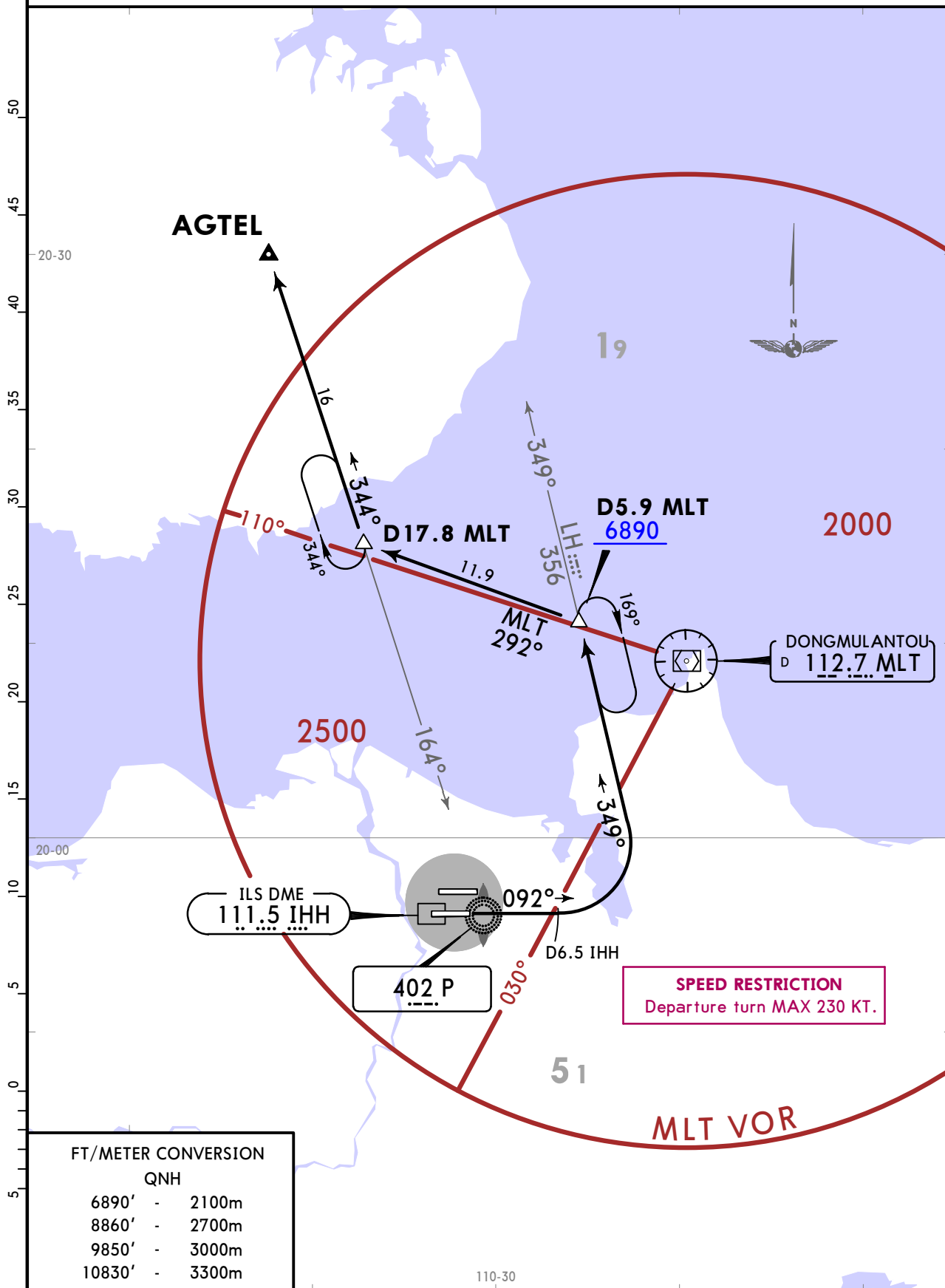
JEPPESSEN
27 OCT 23 (10-3J) Eff 1 Nov 1600

HAIKOU, PR OF CHINA
SID

Apt Elev
74

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Holding procedure for spiral climb.
2. Turn before DER is prohibited.

AGT 2WD DEPARTURE
(RWY 09)
ONLY TO BE USED WHEN NYB U/S



ZJHK/HAK
MEILAN

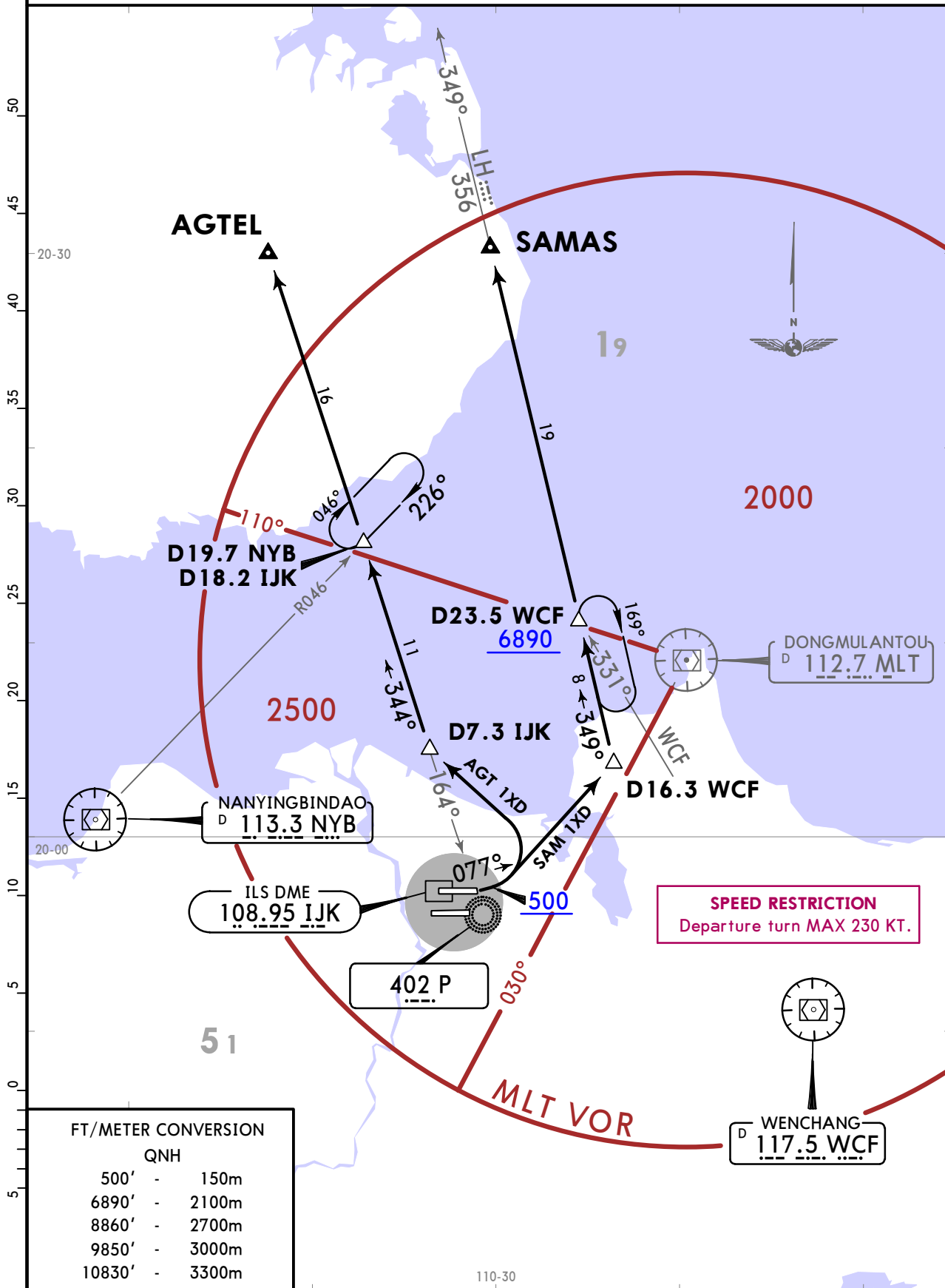
JEPPESEN HAIKOU, PR OF CHINA
27 OCT 23 10-3K Eff 1 Nov 1600

SID

Apt Elev
74

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Holding procedure for spiral climb.
2. Turn before DER is prohibited.

AGT 1XD, SAM 1XD
DEPARTURES
(RWY 10)



ZJHK/HAK
MEILAN

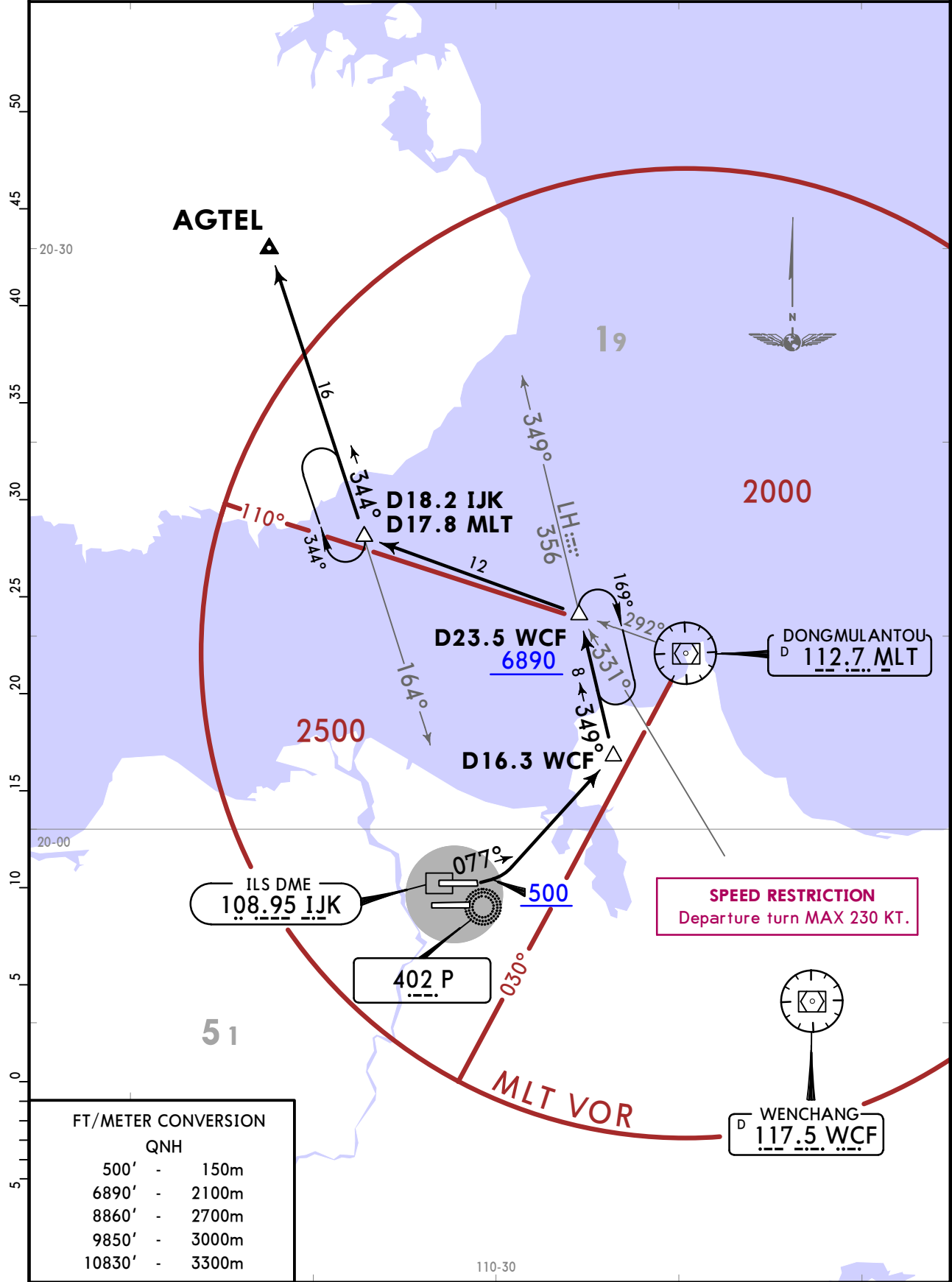
JEPPESEN
27 OCT 23 **10-3L** Eff 1 Nov 1600

HAIKOU, PR OF CHINA
SID

Apt Elev
74

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Holding procedure for spiral climb.
2. Turn before DER is prohibited.

AGT 2XD DEPARTURE
(RWY 10)
ONLY TO BE USED WHEN NYB U/S



FT/METER CONVERSION	
QNH	
500'	150m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

CHANGES: Procedure revised; MSA.

ZJHK/HAK
MEILAN

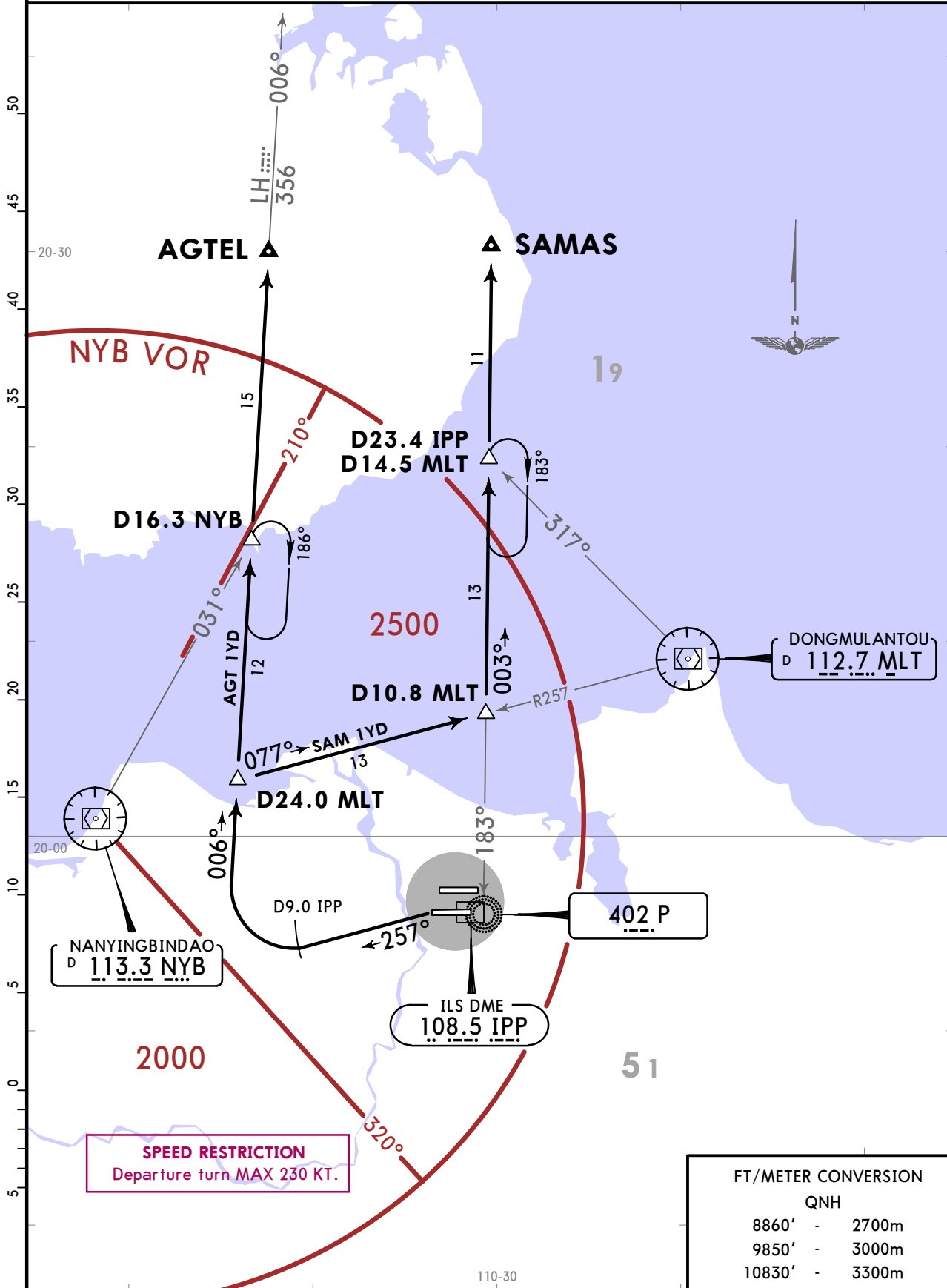
JEPPESEN HAIKOU, PR OF CHINA
27 OCT 23 10-3M Eff 1 Nov 1600

SID

Apt Elev
74

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Holding procedure for spiral climb.
2. Turn before DER is prohibited.

AGT 1YD, SAM 1YD
DEPARTURES
(RWY 27)



ZJHK/HAK
MEILAN

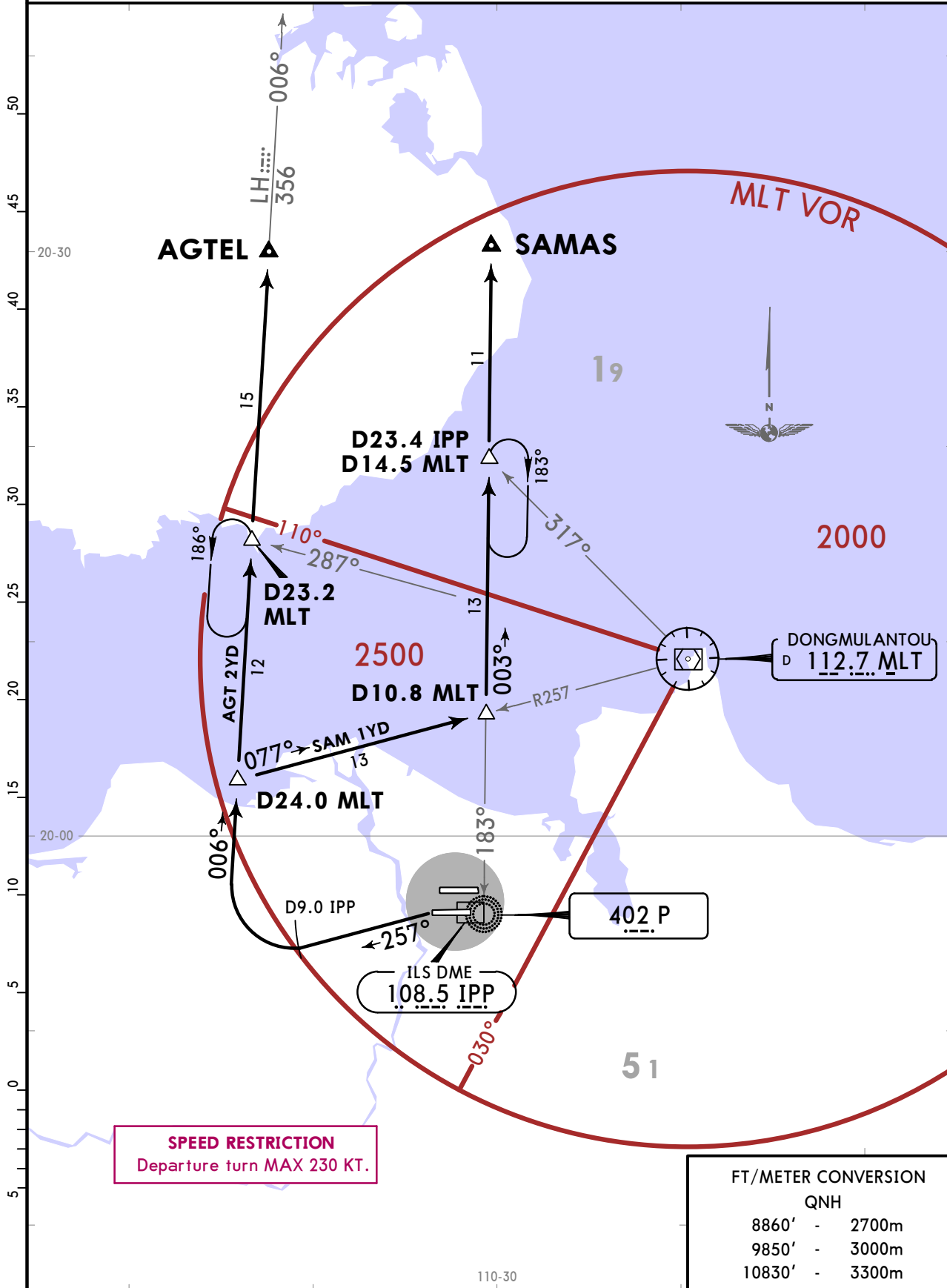
JEPPESSEN
27 OCT 23 (10-3N) Eff 1 Nov 1600

HAIKOU, PR OF CHINA
SID

Apt Elev
74

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Holding procedure for spiral climb.
2. Turn before DER is prohibited.

AGT 2YD, SAM 1YD
DEPARTURES (RWY 27)
ONLY TO BE USED WHEN NYB U/S



ZJHK/HAK
MEILAN

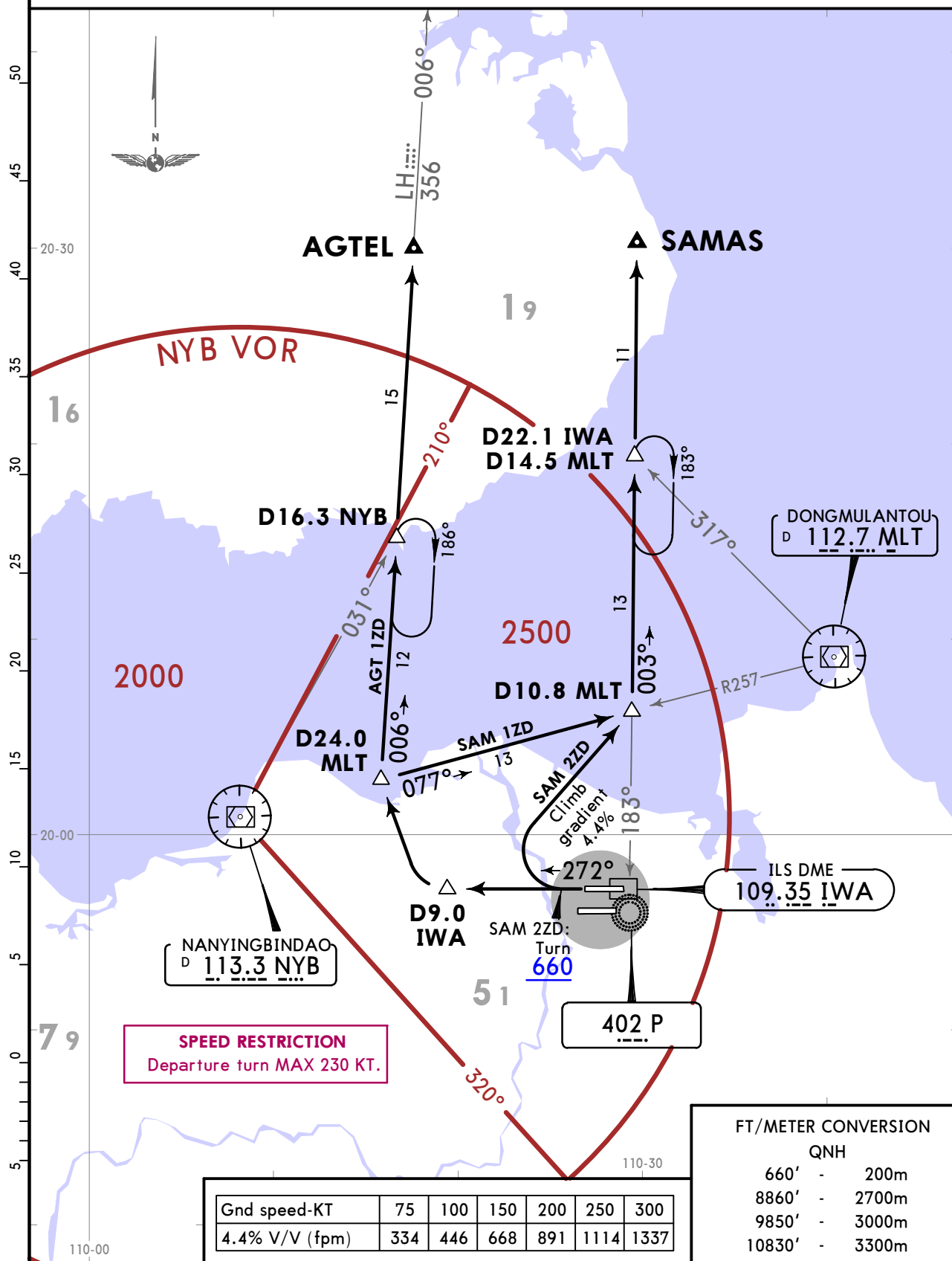
JEPPESSEN HAIKOU, PR OF CHINA
27 OCT 23 10-3P Eff 1 Nov 1600

SID

Apt Elev
74

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Holding procedure for spiral climb.
2. Turn before DER is prohibited.

AGT 1ZD
SAM 1ZD, SAM 2ZD
DEPARTURES
(RWY 28)



SPEED RESTRICTION
Departure turn MAX 230 KT.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337

FT/METER CONVERSION
QNH

660'	-	200m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

ZJHK/HAK
MEILAN

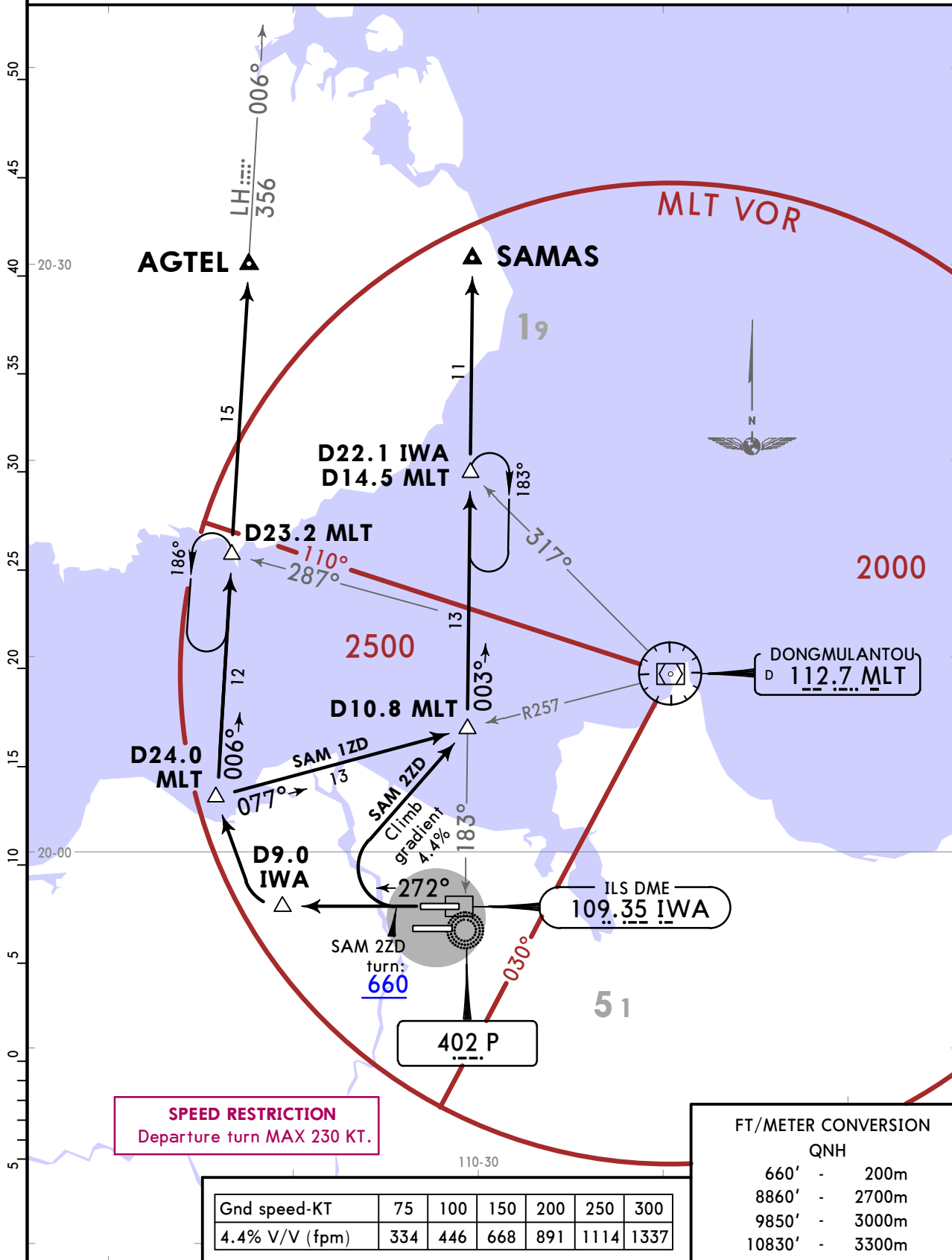
JEPPESEN HAIKOU, PR OF CHINA
27 OCT 23 (10-3Q) Eff 1 Nov 1600

SID

Apt Elev
74

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Holding procedure for spiral climb.
2. Turn before DER is prohibited.

AGT 2ZD
SAM 1ZD, SAM 2ZD
DEPARTURES (RWY 28)
ONLY TO BE USED WHEN NYB U/S



HAIKOU, PR OF CHINA

ZJHK/HAK
MEILAN

JEPPESEN
27 OCT 23
Eff 1 Nov 1600 (10-3S)

SID

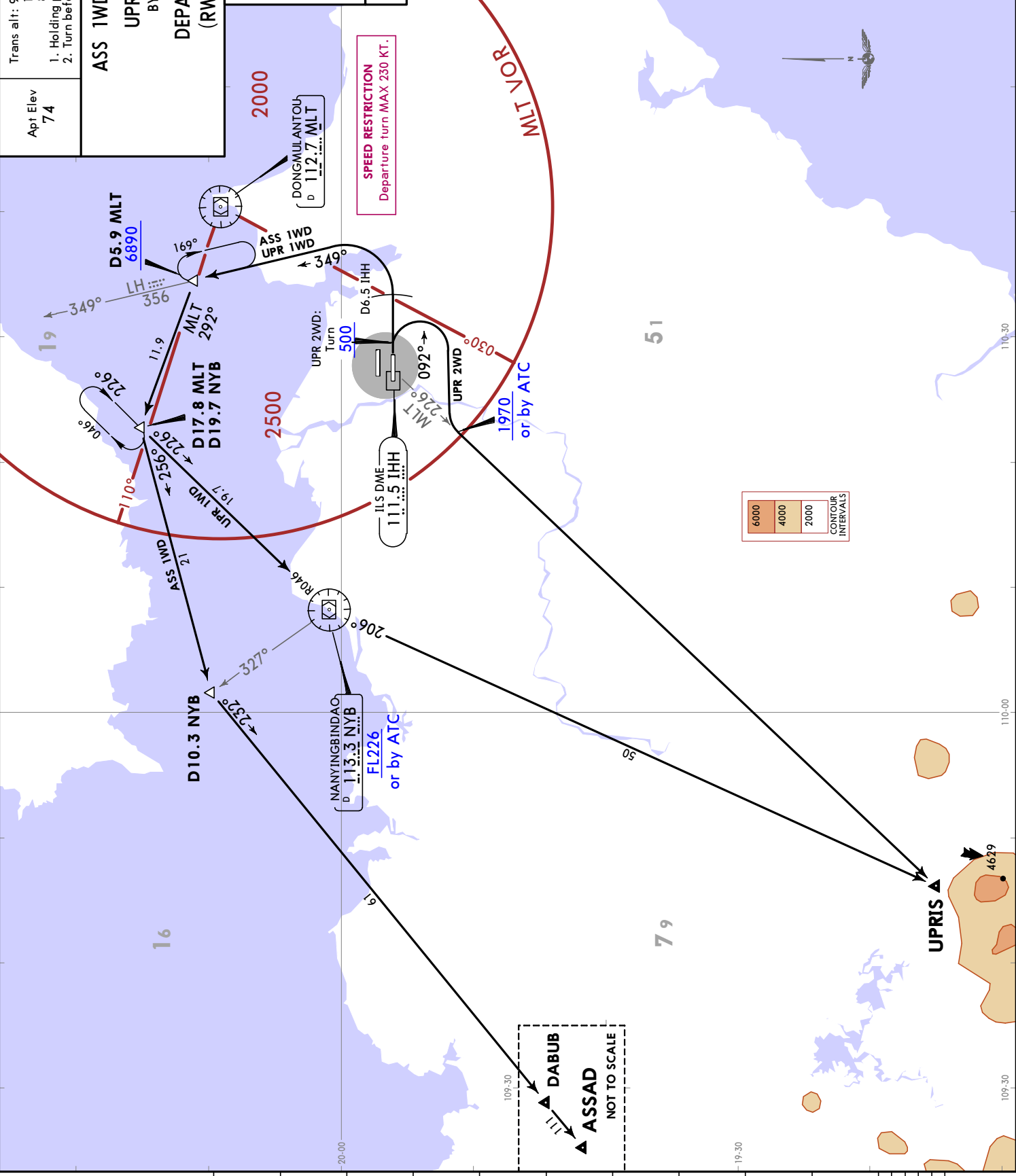
Apt Elev
74

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Holding procedure for spiral climb.
2. Turn before DER is prohibited.

ASS 1WD, UPR 1WD
UPR 2WD
BY ATC
DEPARTURES
(RWY 09)

FT./METER CONVERSION	
500'	150m
1970'	600m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION
FL226 FL6900m



JEPPESEN
 27 OCT 23 (10-3T) Eff 1 Nov 1600
ZJHK/HAK
 MEILAN
HAIKOU, PR OF CHINA
SID

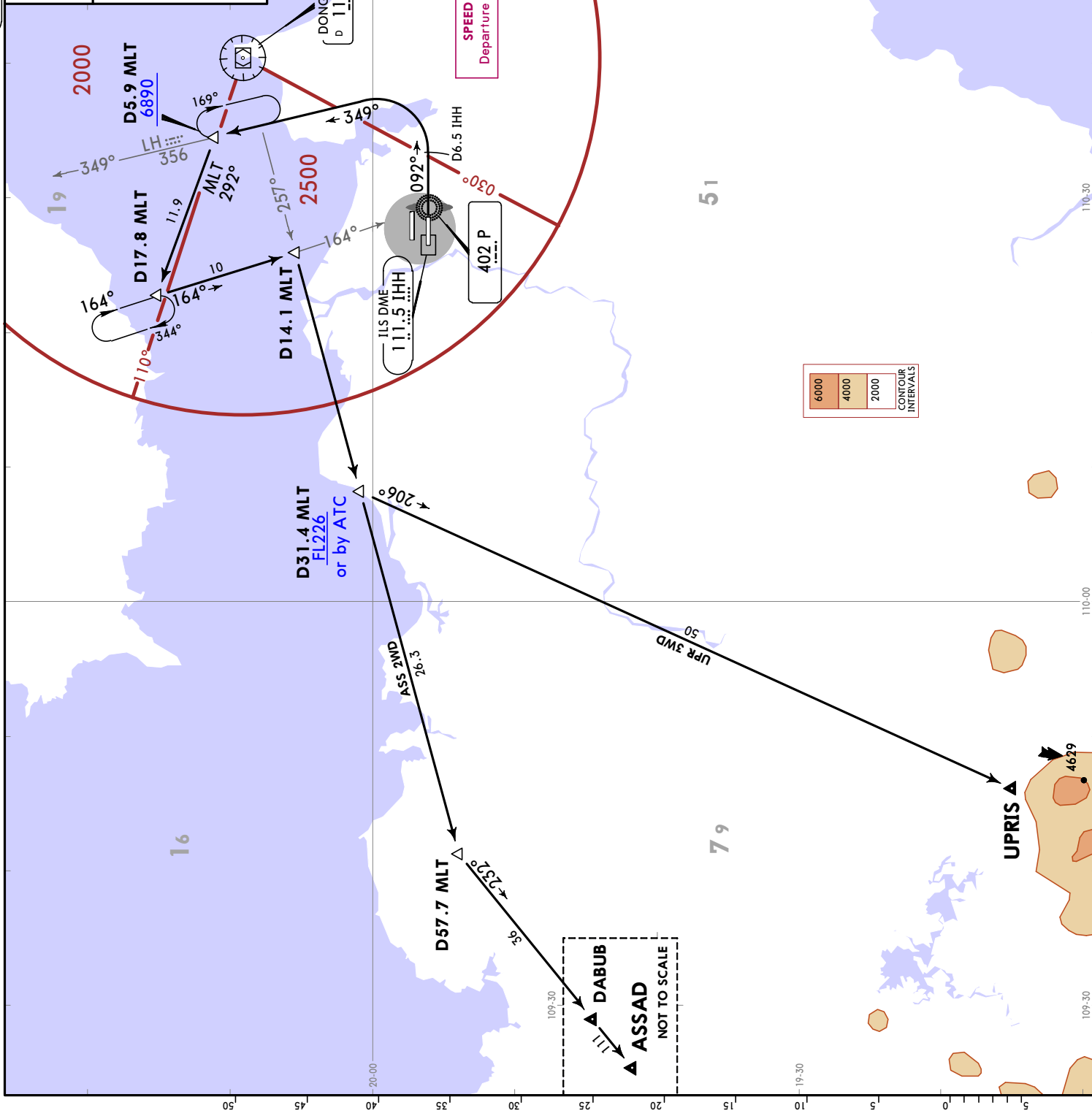
Trans alt: 9850
 10830 1031 hPa or above
 8860 979 hPa or below
 1. Holding procedure for spiral climb.
 2. Turn before DER is prohibited.

ASS 2WD
 BY ATC

UPR 3WD
 DEPARTURES
 (RWY 09)

ONLY TO BE USED WHEN NYB U/S

FT/METER CONVERSION	
QNH	
500'	150m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m
FL CONVERSION	
FL226	FL6900m



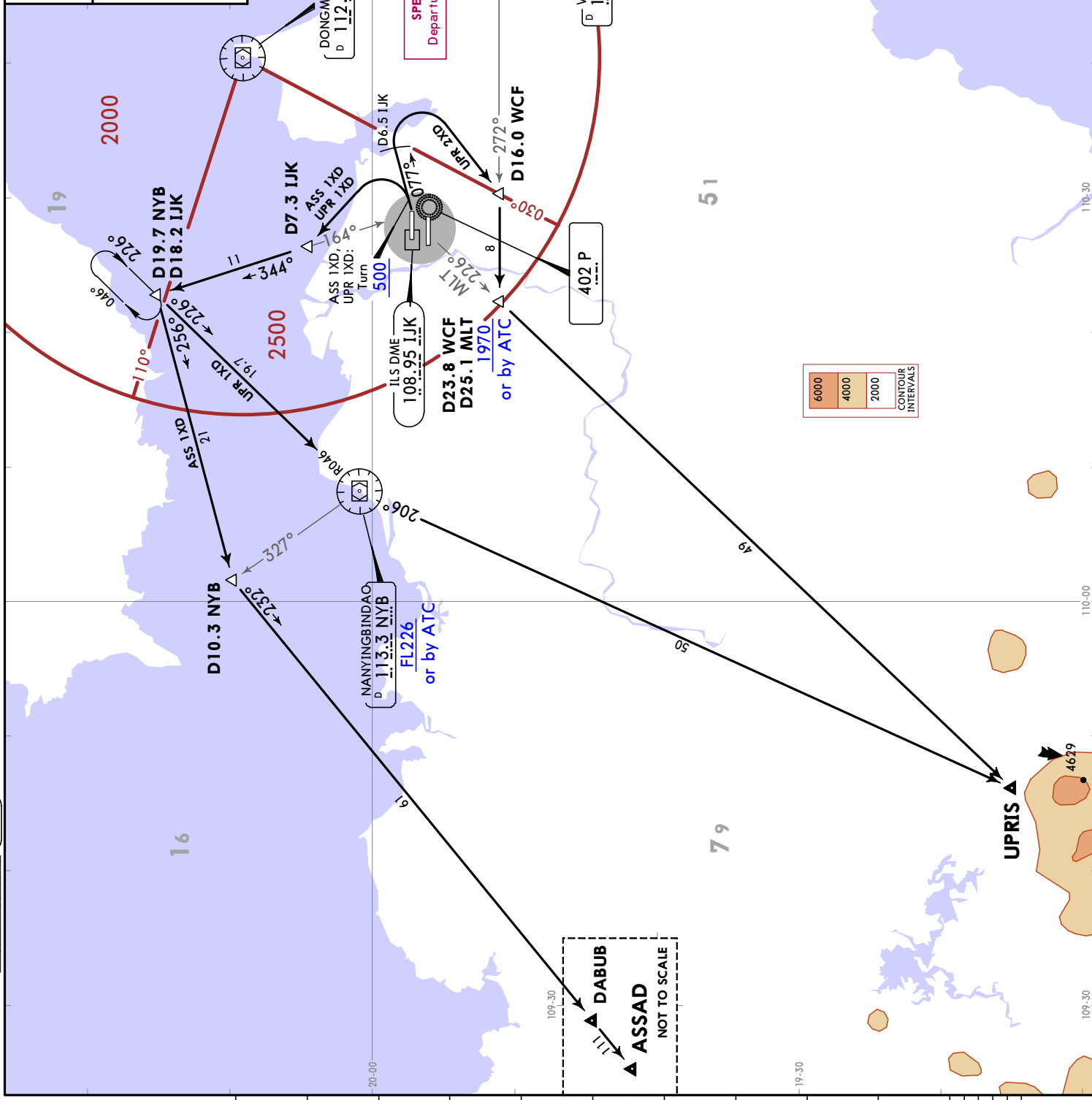
HAIKOU, PR OF CHINA

ZJHK/HAK
MEILAN

JEPPESEN
27 OCT 23
Eff 1 Nov 1600 (10-3U)

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Holding procedure for spiral climb. 2. Turn before DER is prohibited.
ASS 1XD, UPR 1XD UPR 2XD BY ATC DEPARTURES (RWY 10)	

FT/METER CONVERSION	
QNH	
500'	150m
1970'	600m
8860'	2700m
9850'	3000m
10830'	3300m
FL CONVERSION	
FL226	FL6900m



JEPPESEN
 27 OCT 23 (10-3V) Efl 1 Nov 1600
ZJHK/HAK
 MEILAN
HAIKOU, PR OF CHINA
SID

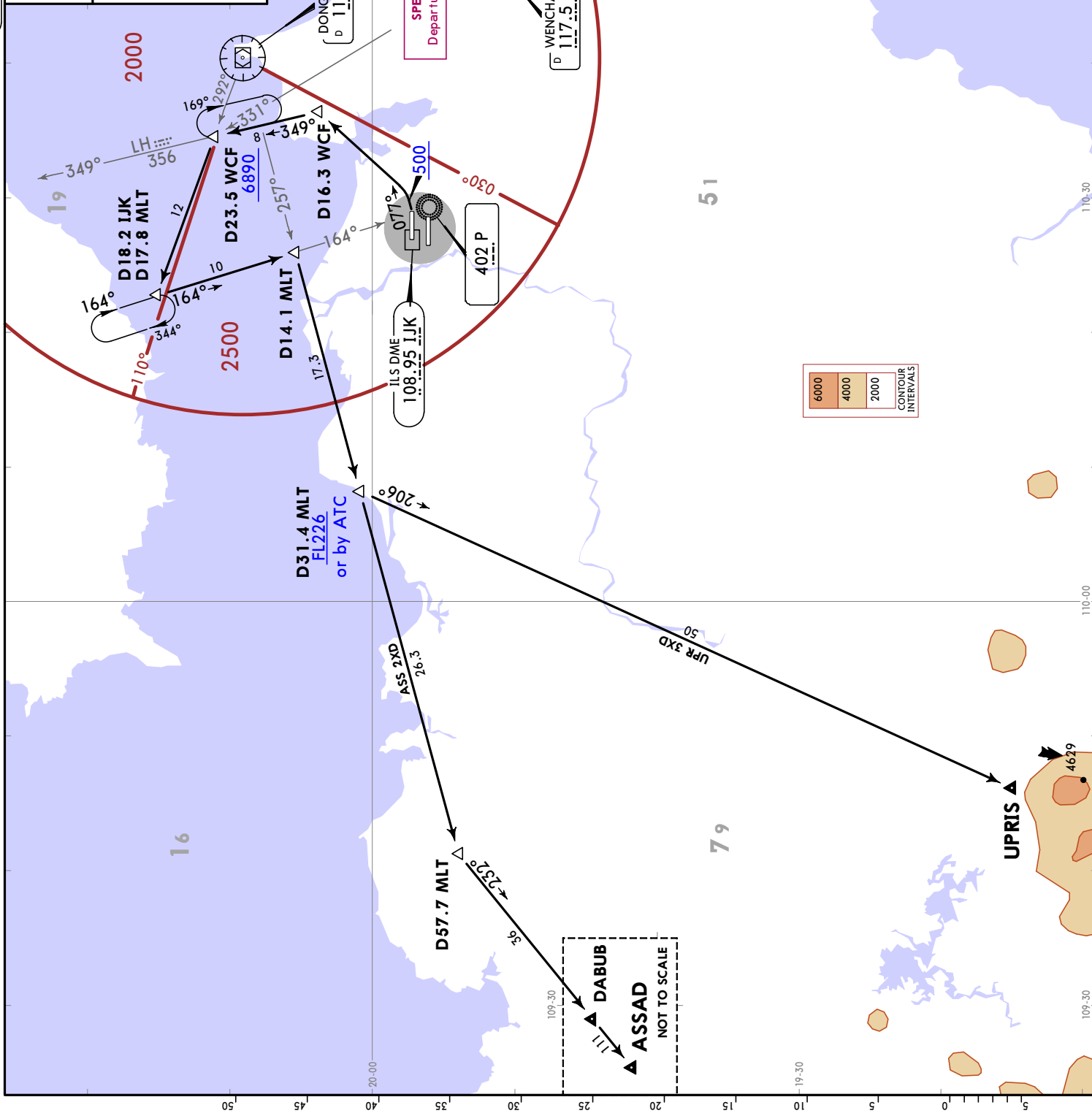
Trans alt: 9850
 10830 1031 hPa or above
 8860 979 hPa or below
 1. Holding procedure for spiral climb.
 2. Turn before DER is prohibited.

ASS 2XD
 BY ATC

UPR 3XD
 DEPARTURES
 (RWY 10)

ONLY TO BE USED WHEN NYB U/S

FT/METER CONVERSION	
QNH	500' - 150m
	6890' - 2100m
	8860' - 2700m
	9850' - 3000m
	10830' - 3300m
FL CONVERSION	FL226 FL6900m



HAIKOU, PR OF CHINA

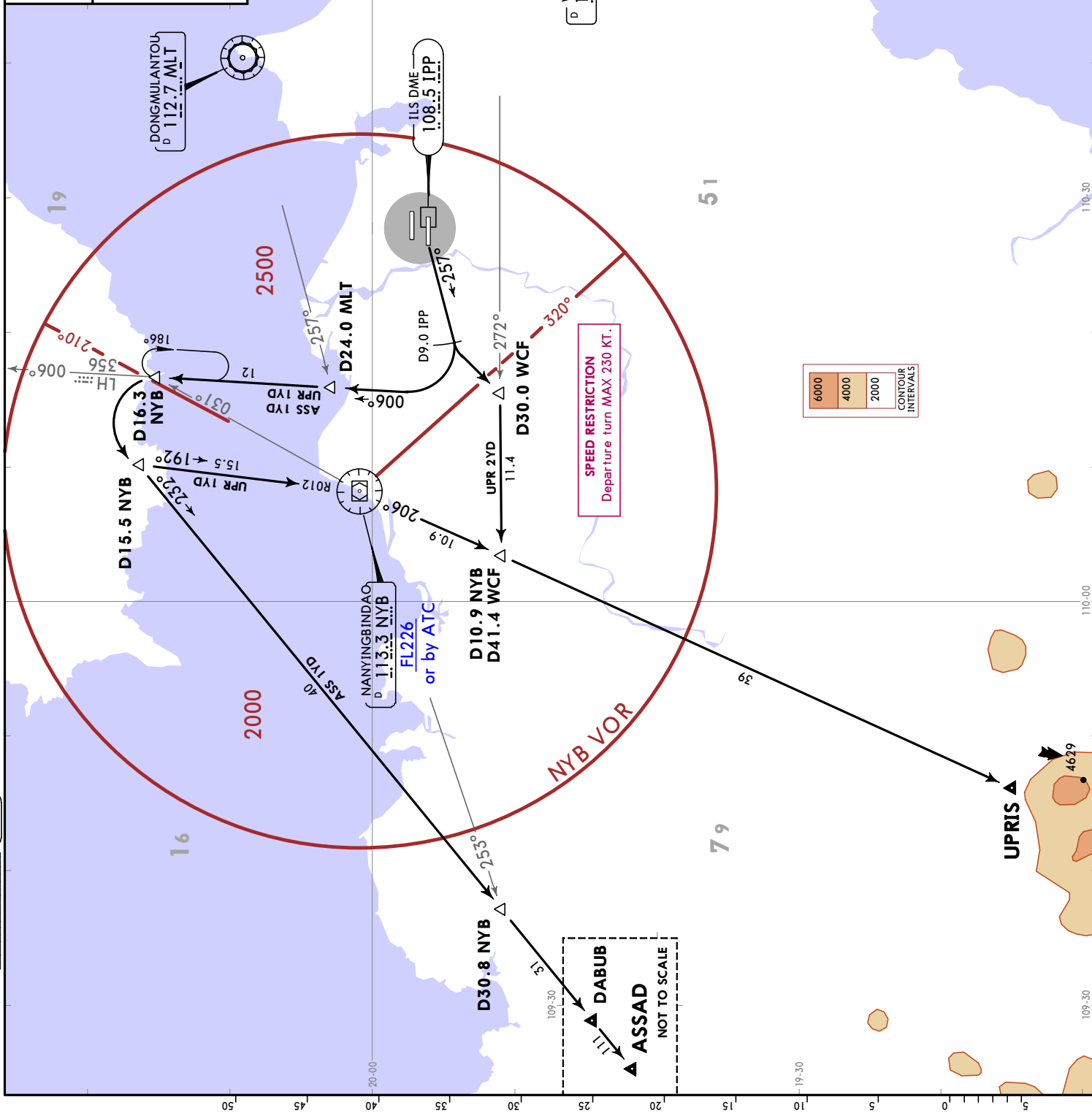
ZJHK/HAK
MEILAN

JEPPESSEN
27 OCT 23
Eff 1 Nov 1600 (10-3W)

SID

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Holding procedure for spiral climb. 2. Turn before DER is prohibited.
ASS 1YD, UPR 1YD	
UPR 2YD BY ATC	
DEPARTURES (RWY 27)	

FT./METER CONVERSION	
QNH	8860' - 2700m
	9850' - 3000m
	10830' - 3300m
FL CONVERSION	
FL226	FL6900m

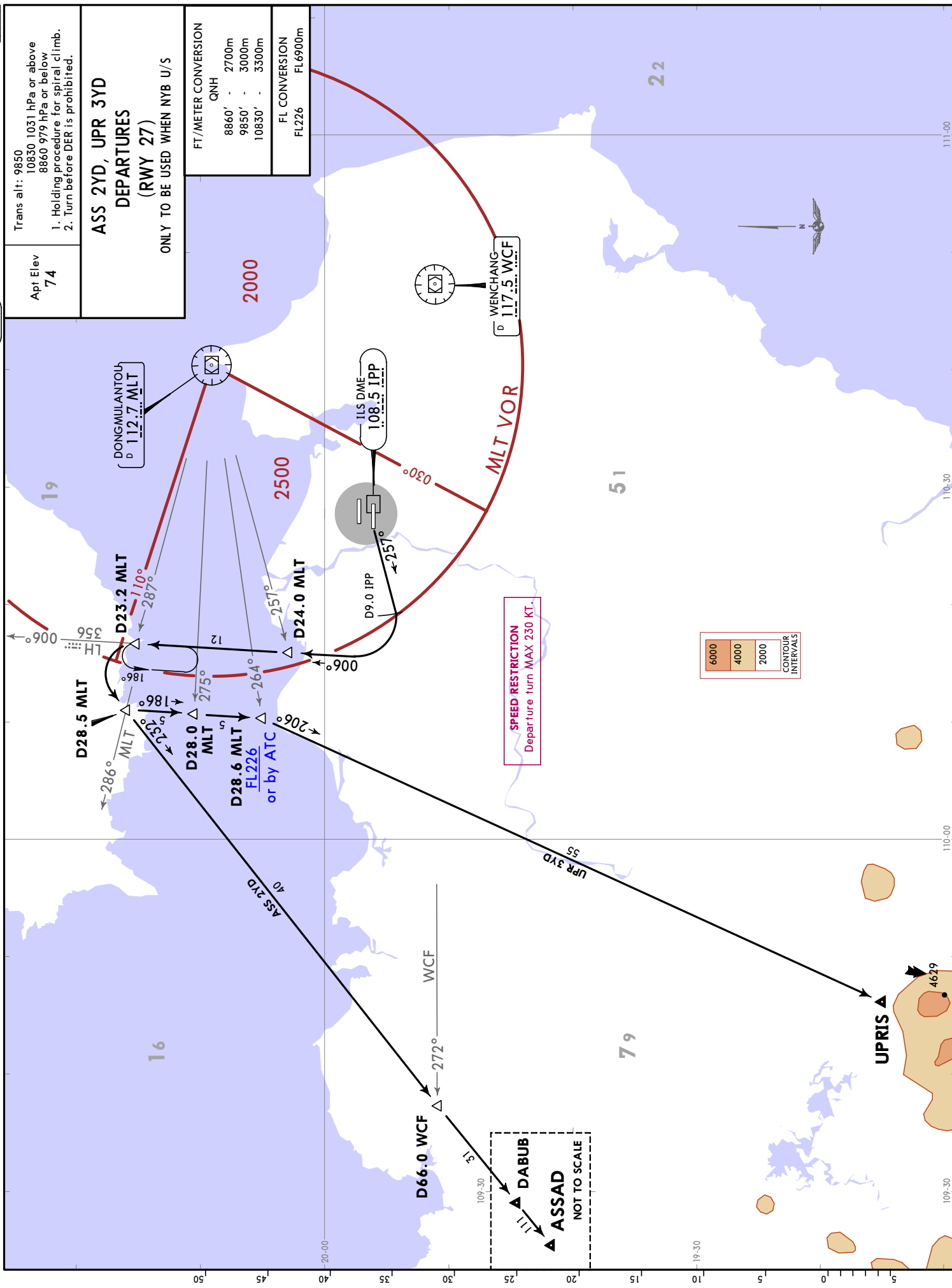


JEPPESEN
 27 OCT 23 10-3X Eff 1 Nov 1600
ZJHK/HAK
 MEILAN
HAIKOU, PR OF CHINA
SID

Trans alt: 9850
 10830 1031 hPa or above
 8860 979 hPa or below
 1. Holding procedure for spiral climb.
 2. Turn before DER is prohibited.

ASS 2YD, UPR 3YD
DEPARTURES
(RWY 27)
 ONLY TO BE USED WHEN NYB U/S

FT/METER CONVERSION	
QNH	8860' - 2700m
	9850' - 3000m
	10830' - 3300m
FL CONVERSION	
FL226	FL6900m



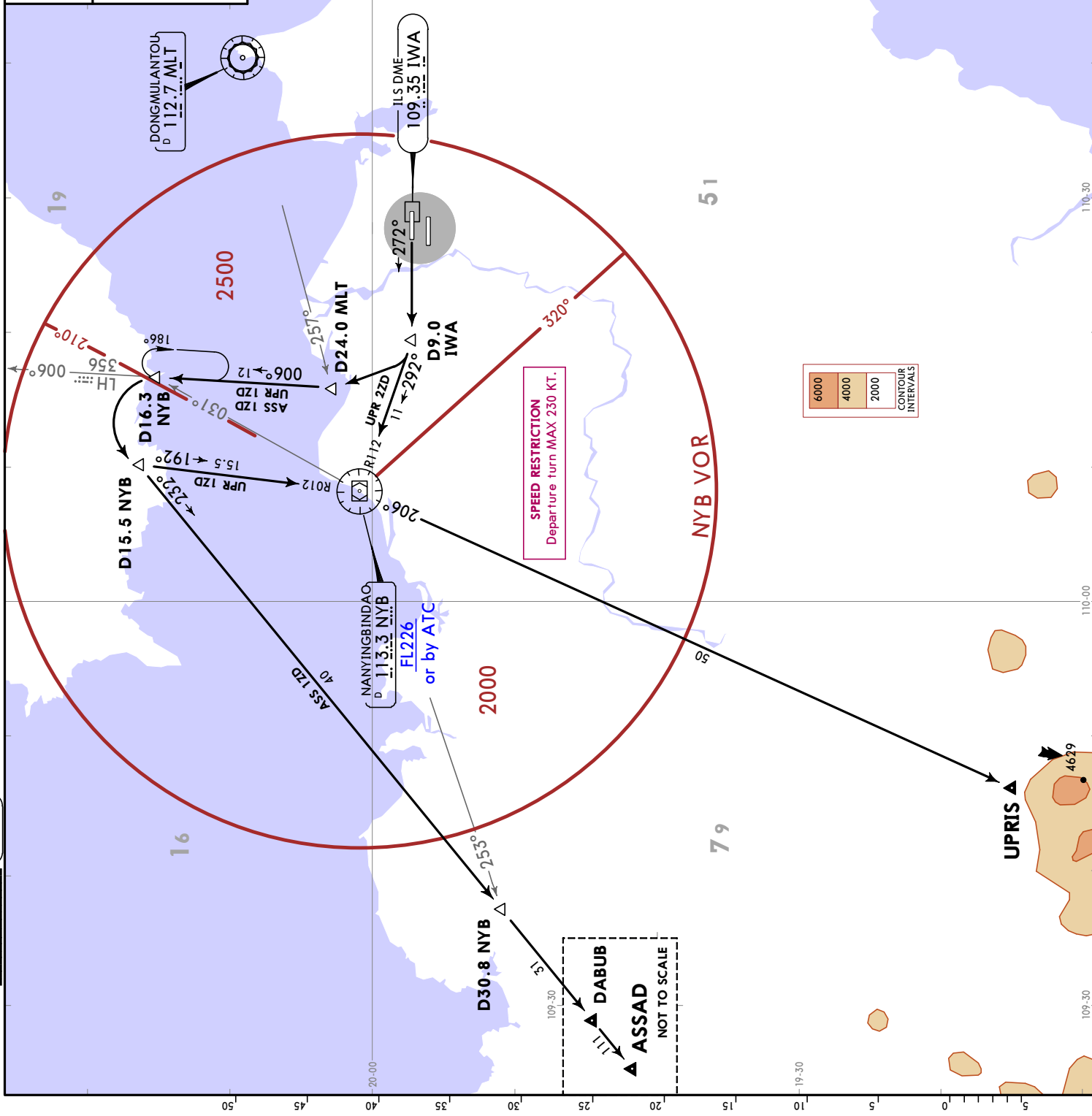
6000	4000	2000
CONTOUR INTERVALS		

HAIKOU, PR OF CHINA

SID

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Holding procedure for spiral climb. 2. Turn before DER is prohibited.
ASS 1ZD, UPR 1ZD	
UPR 2ZD BY ATC	
DEPARTURES (RWY 28)	

FT/METER CONVERSION	QNH
8860' - 2700m	9850' - 3000m
10830' - 3300m	
FL CONVERSION	FL6900m
FL226	



ZJHK/HAK
MEILAN
27 OCT 23
Eff 1 Nov 1600 (10-3X1)

JEPPESSEN

JEPPESEN

ZJHK/HAK
MEILAN

27 OCT 23

10-3X2

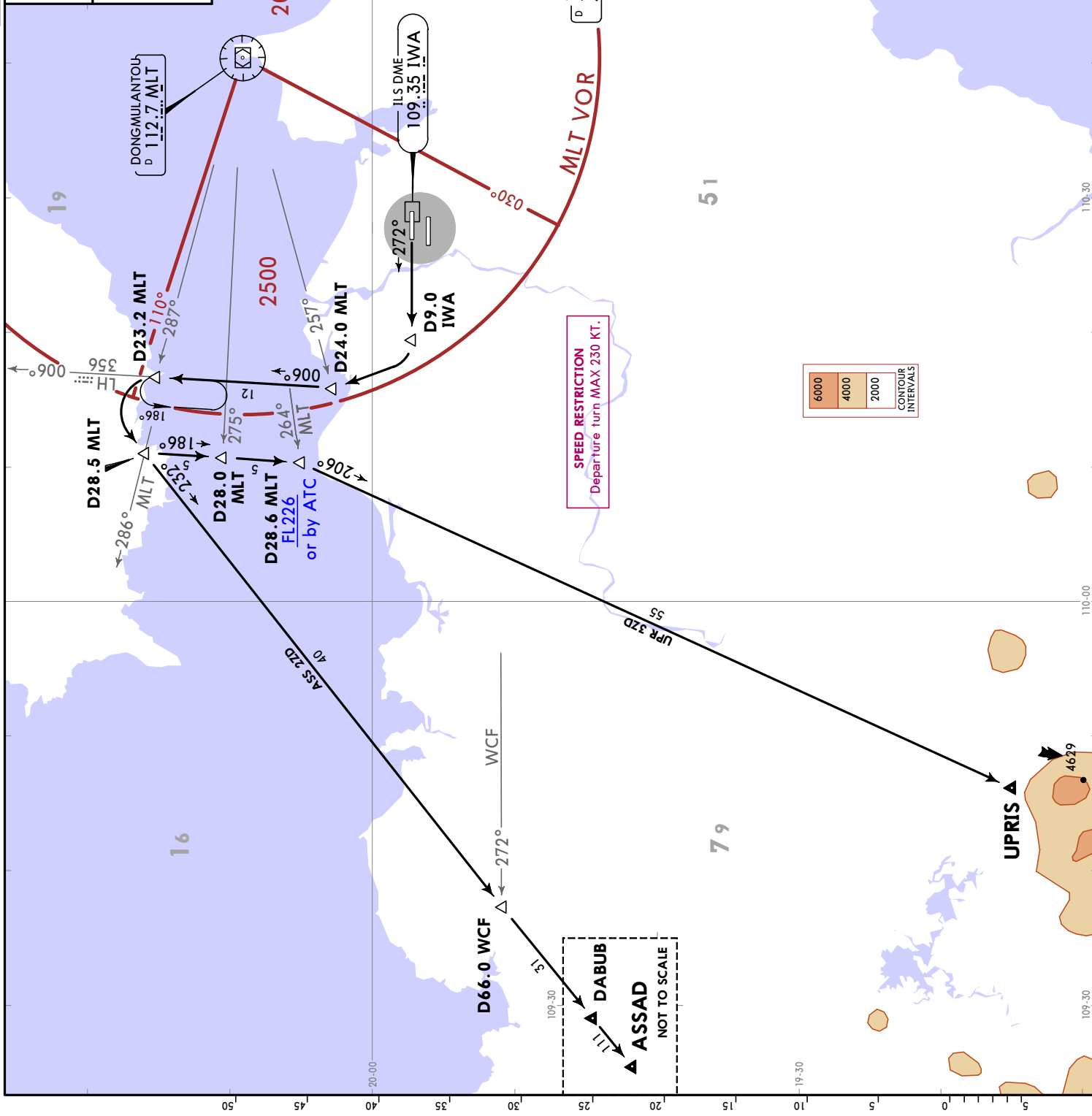
Eff 1 Nov 1600

SID

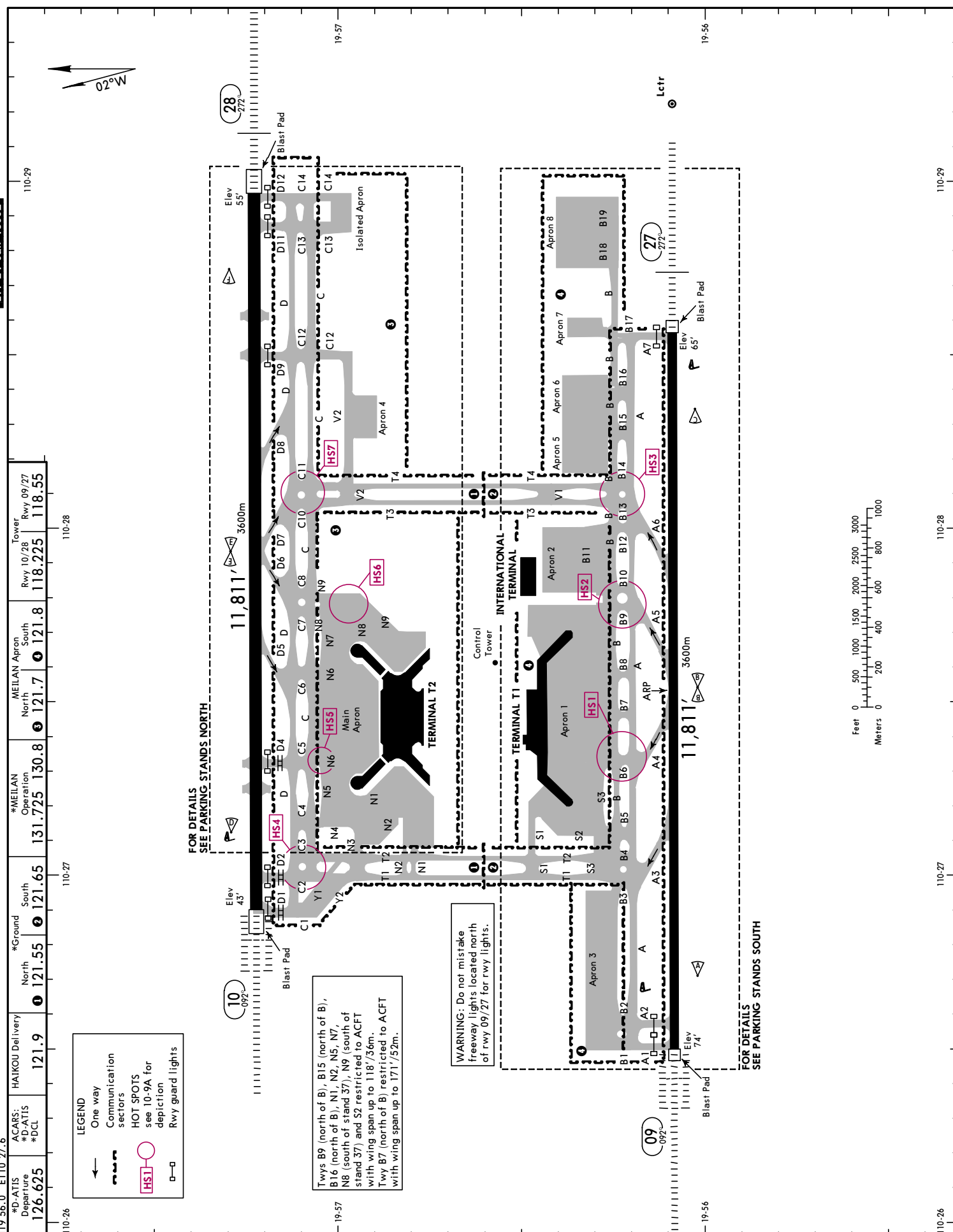
HAIKOU, PR OF CHINA

Apt Elev 74	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Holding procedure for spiral climb. 2. Turn before DER is prohibited.
ASS 2ZD, UPR 3ZD DEPARTURES (RWY 28) ONLY TO BE USED WHEN NYB U/S	

FT/METER CONVERSION	
QNH	8860' - 2700m
	9850' - 3000m
	10830' - 3300m
FL CONVERSION	FL226
	FL6900m



ACARS: *D-ATIS 126.625	HAIKOU Delivery 121.9	*Ground North 121.55 South 121.65	*MEILAN Operation North 130.8 South 121.7	Tower Rwy 10/28 118.225 Rwy 09/27 118.55
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ZJHK/HAKE

JEPPesen

HAIKOU, PR OF CHINA

19 JAN 24

10-9A

Eff 24 Jan 1600Z

MEILAN

ADDITIONAL RUNWAY INFORMATION									
RWY					USABLE LENGTHS			WIDTH	
					LANDING BEYOND		TAKE-OFF		
				Threshold	Glide Slope				
09 27	HIRL (60m) CL (30m) HIALS-II SFL TDZ ①②	RVR			10,702' 3262m	④	148' 45m		
	HIRL (60m) CL (30m) HIALS SFL ①③	RVR			10,715' 3266m				
<p>① PAPI-L (angle 3.0°).</p> <p>② HST-A5 & HST-A6.</p> <p>③ HST-A3 & HST-A4.</p> <p>④ TAKE-OFF RUN AVAILABLE</p> <p style="margin-left: 20px;">RWY 09: From rwy head 11,811' (3600m) Twy A2 11,381' (3469m)</p>									
10 28	HIRL (60m) CL (15m) HIALS-II SFL TDZ ⑤⑥	RVR	grooved		10,827' 3300m	⑧	197' 60m		
	HIRL (60m) CL (15m) HIALS SFL ⑤⑦	RVR			10,791' 3289m				
<p>⑤ PAPI-L (angle 3.0°).</p> <p>⑥ HST-D7 & HST-D8.</p> <p>⑦ HST-D6 & HST-D5.</p> <p>⑧ TAKE-OFF RUN AVAILABLE</p> <table style="width:100%; border: none;"> <tr> <td style="width: 50%; border: none;"> <p>RWY 10: From rwy head 11,811' (3600m)</p> <p style="margin-left: 40px;">Twy D2 11,352' (3460m)</p> <p style="margin-left: 40px;">Twy D4 9482' (2890m)</p> </td> <td style="width: 50%; border: none;"> <p>RWY 28: From rwy head 11,811' (3600m)</p> <p style="margin-left: 40px;">Twy D11 11,352' (3460m)</p> <p style="margin-left: 40px;">Twy D9 9219' (2810m)</p> </td> </tr> </table>								<p>RWY 10: From rwy head 11,811' (3600m)</p> <p style="margin-left: 40px;">Twy D2 11,352' (3460m)</p> <p style="margin-left: 40px;">Twy D4 9482' (2890m)</p>	<p>RWY 28: From rwy head 11,811' (3600m)</p> <p style="margin-left: 40px;">Twy D11 11,352' (3460m)</p> <p style="margin-left: 40px;">Twy D9 9219' (2810m)</p>
<p>RWY 10: From rwy head 11,811' (3600m)</p> <p style="margin-left: 40px;">Twy D2 11,352' (3460m)</p> <p style="margin-left: 40px;">Twy D4 9482' (2890m)</p>	<p>RWY 28: From rwy head 11,811' (3600m)</p> <p style="margin-left: 40px;">Twy D11 11,352' (3460m)</p> <p style="margin-left: 40px;">Twy D9 9219' (2810m)</p>								

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

- HS1** Intersection of TWYs S3, B, B6 and A4:
ACFT in this area shall observe extremely and pay attention to TWY markings. When taxiing along TWY B6 to B by ATC, ACFT taxiing on TWY B6 from north to south shall pay attention to ATC instructions avoid entering TWY S3.
- HS2** Intersection of TWYs B, B9, B10 and A5:
Departure ACFT exit by stands 24 thru 28, 201 thru 206 and 211 thru 220 taxiing on TWY B to east or to west shall pay attention to TWY B marking avoid entering TWY A.
- HS3** Intersections of TWYs B13, B14, T3, T4, A and B:
1. When taxiing along TWY B13 to A by ATC, ACFT taxiing on TWY T3 from north to south shall pay attention to TWY A marking avoid entering TWY A6.
2. When taxiing along TWY A to B14 from south to north by ATC, ACFT taxiing on TWY A from west to east shall pay attention to TWY B14 marking avoid missing TWY B14.
- HS4** Intersections of TWYs C, C2, C3, D and D2:
ACFT from south to north shall be instructed to hold short of TWY C. ACFT shall not taxi into TWY D in this area without TWR clearance. This is an intersection of multi-taxiways. If taxiing into TWY Y1 by mistake, ACFT should stop and report to TWR immediately.
- HS5** Intersections of TWYs N5, N6 and C:
When taxiing along TWY N6 to C by ATC, ACFT taxiing on TWY N6 from southeast to northwest shall pay attention to TWY N6 marking avoid entering TWY N5 with limitation.
If entering TWY N5 by mistake, ACFT shall stop and report to ATC immediately.
- HS6** Intersections of TWYs N8 and N9:
For ACFT type limitation on TWY N8 and N9 (south of stand 37), ACFT taxiing into stands 29 thru 38 shall pay extremely attention to avoid taxiing into wrong TWY. If taxiing into this area by mistake, ACFT should stop and report to APN immediately.
- HS7** Intersections of TWYs C10, C11, T3, T4, C, D and D7:
ACFT in this area shall observe extremely and pay attention to TWY markings. When taxiing along TWY C10 to T3 from north to south by ATC, ACFT taxiing on TWY D from east to west shall pay attention to TWY C10 marking avoid missing TWY C10.

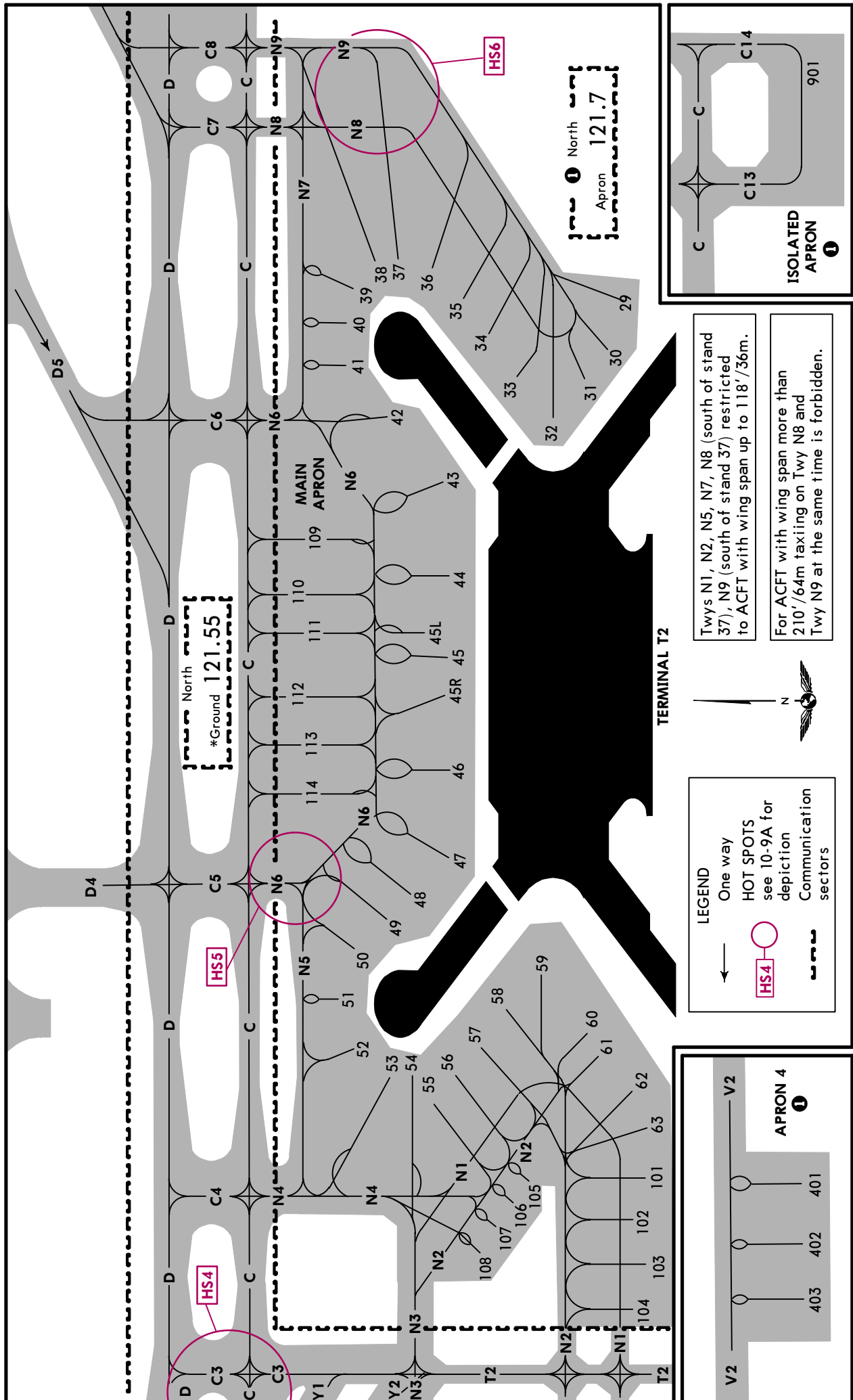
State		TAKE-OFF (with reliable alternate)			
		All Rwys	Rwy 10/28	All Rwys	
		LVP must be in force		RL	NIL (DAY only)
		HUD & RL & CL	RL & CL		
2 TURB Eng or 3 & 4 Eng	A	R200m	R200m	R400m V800m	R500m V800m
	B				
	C				
	D				
			R250m		
Other 1 & 2 Eng		Minimums not established by CAAC			R/V1600m

ZJHK/HAK

JEPPesen 19 JAN 24 10-9B Eff 24 Jan 1600Z

HAIKOU, PR OF CHINA

MEILAN



Twys N1, N2, N5, N7, N8 (south of stand 37), N9 (south of stand 37) restricted to ACFT with wing span up to 118'/36m.

For ACFT with wing span more than 210'/64m taxiing on Twy N8 and Twy N9 at the same time is forbidden.

LEGEND

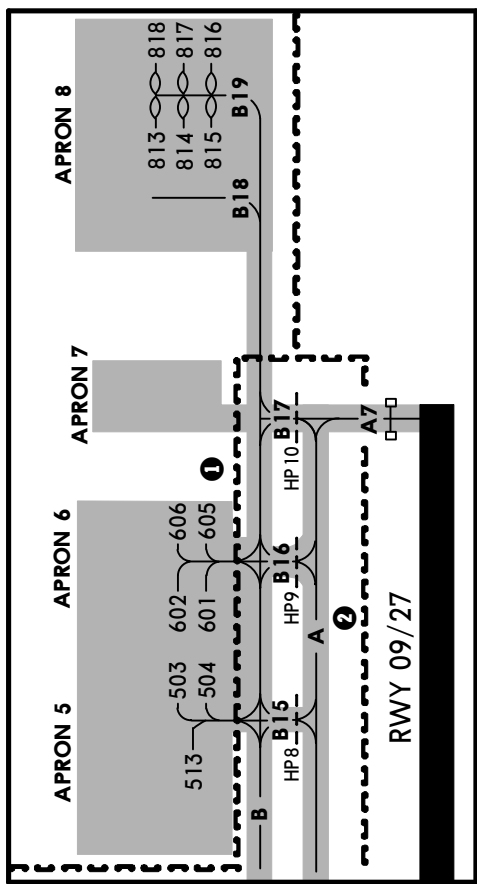
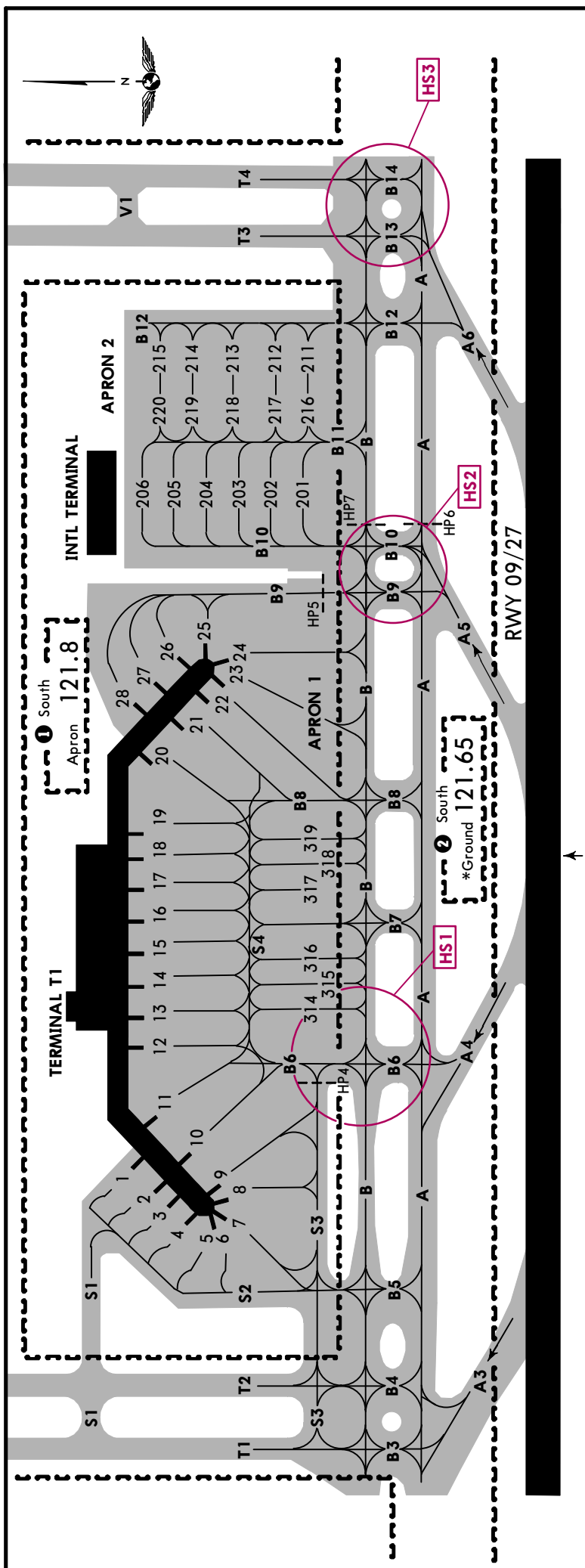
- One way
- HOT SPOTS see 10-9A for depiction
- Communication sectors

ZJHK/HAK

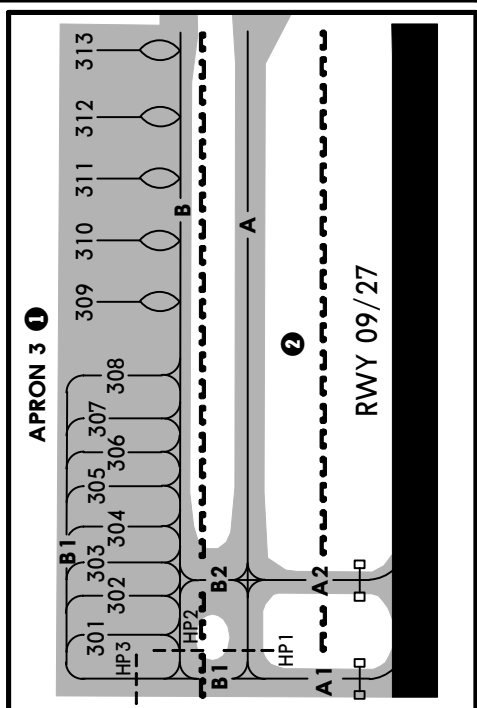
JEPPESSEN 19 JAN 24 10-9C Eff 24 Jan 1600Z

HAIKOU, PR OF CHINA

MEILAN



TWYs B9 (north of B), B15 (north of B), B16 (north of B) and S2 restricted to ACFT with wing span up to 118'/36m.
 TWY B7 (north of B) restricted to ACFT with wing span up to 171'/52m.



LEGEND

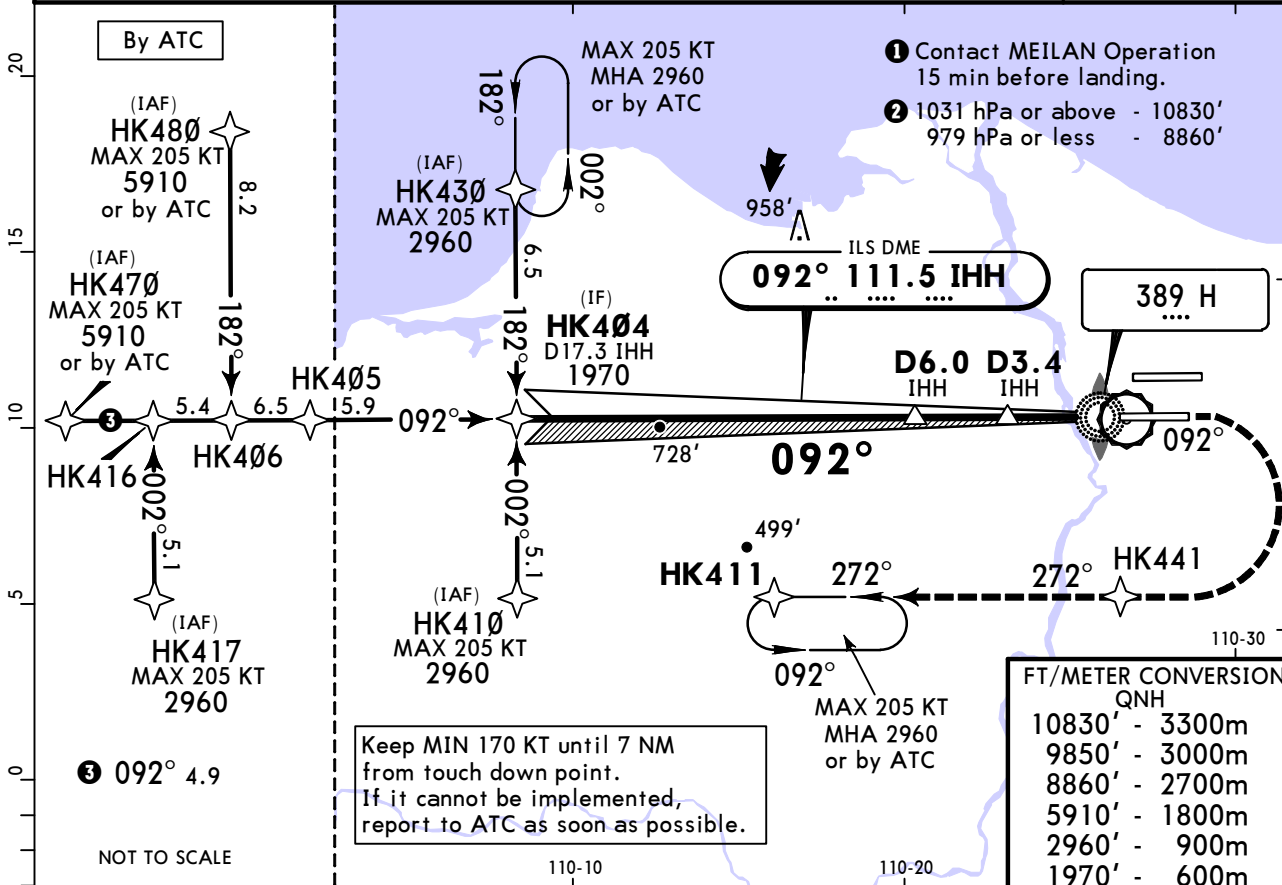
- ← One way
- Communication sectors
- HOT SPOTS
- Rwy guard lights
- HSI (Hot Spot Indicator)

ZJHK/HAK
MEILAN

JEPPESSEN
27 OCT 23
Eff 1 Nov 1600Z (11-1)

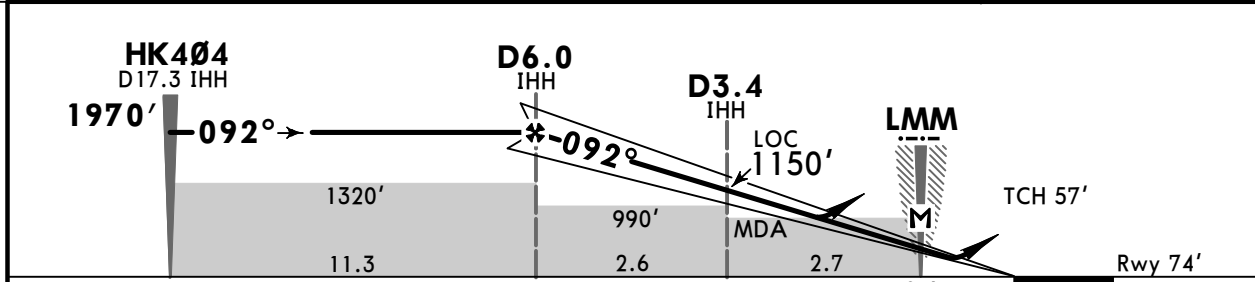
HAIKOU, PR OF CHINA
RNAV ILS DME Z Rwy 09

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ① 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.55	*Ground South 121.65
LOC IHH 111.5	Final Apch Crs 092°	D6.0 IHH 1970' (1896')	ILS DA(H) 274' (200')	Apt Elev 74' Rwy 74'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn RIGHT to HK441 (MAX 205 KT), then on 272° to HK411 at 2960', join holding, or as directed.					
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL 118		Trans alt: 9850' ②
					MSA ARP



10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
2960'	-	900m
1970'	-	600m
1150'	-	350m
630'	-	190m

LOC (GS out)	IHH DME	5.0	4.0	3.0	2.0
	ALTITUDE	1660'	1340'	1030'	710'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 630'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	849	
MAP at LMM							
D6.0 IHH to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

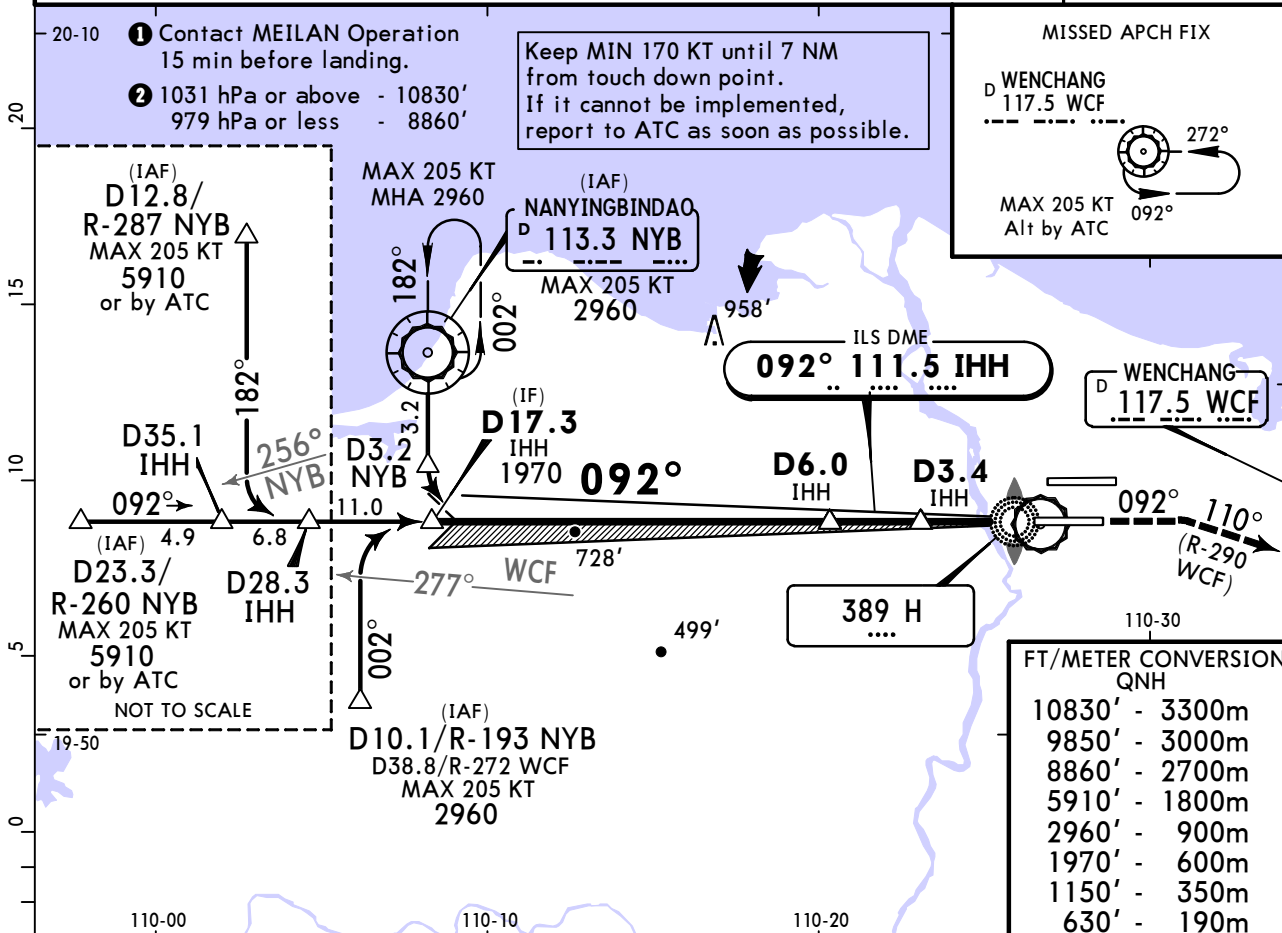
State STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
ILS		LOC (GS out) CDFA		Not authorized at NIGHT	
DA(H) 274' (200')		MDA(H) 550' (476')			
ALS out		ALS out		Max Kts	MDA(H)
A				100	780' (706') V2600m
B	R550m			135	780' (706') V2800m
C	V800m	V1200m	R/V1900m	180	960' (886') V3700m
D				205	960' (886') V4600m

ZJHK/HAK
MEILAN

JEPPESSEN
27 OCT 23 **(11-2)** Eff 1 Nov 1600Z

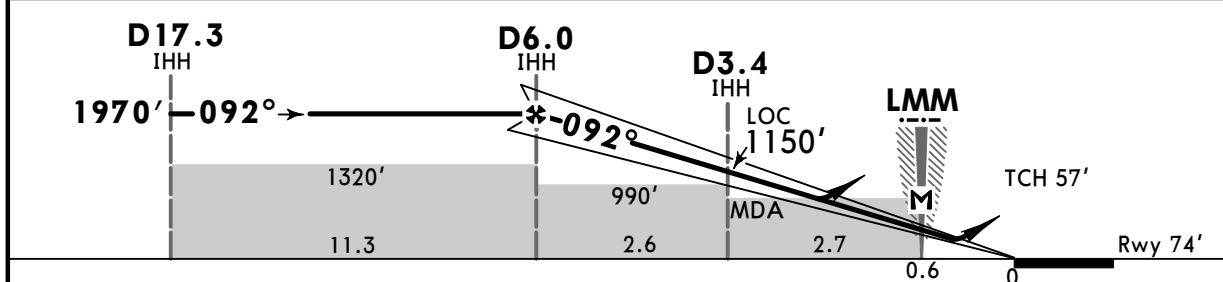
HAIKOU, PR OF CHINA
ILS DME Y Rwy 09

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ① 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.55	*Ground South 121.65
LOC IHH 111.5	Final Apch Crs 092°	D6.0 IHH 1970' (1896')	ILS DA(H) 274' (200')	Apt Elev 74' Rwy 74'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn RIGHT (MAX 205 KT) to intercept R-290 WCF inbound to WCF VOR at 2960', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL 118	Trans alt: 9850' ②	MSA NYB VOR	



10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
2960'	-	900m
1970'	-	600m
1150'	-	350m
630'	-	190m

IHH DME	5.0	4.0	3.0	2.0
ALTITUDE	1660'	1340'	1030'	710'



Gnd speed-Kts	70	90	100	120	140	160		630'	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at LMM									
D6.0 IHH to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59		

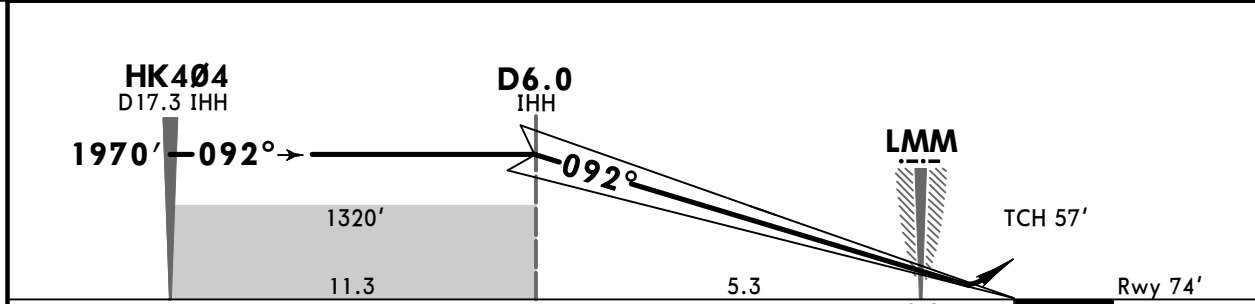
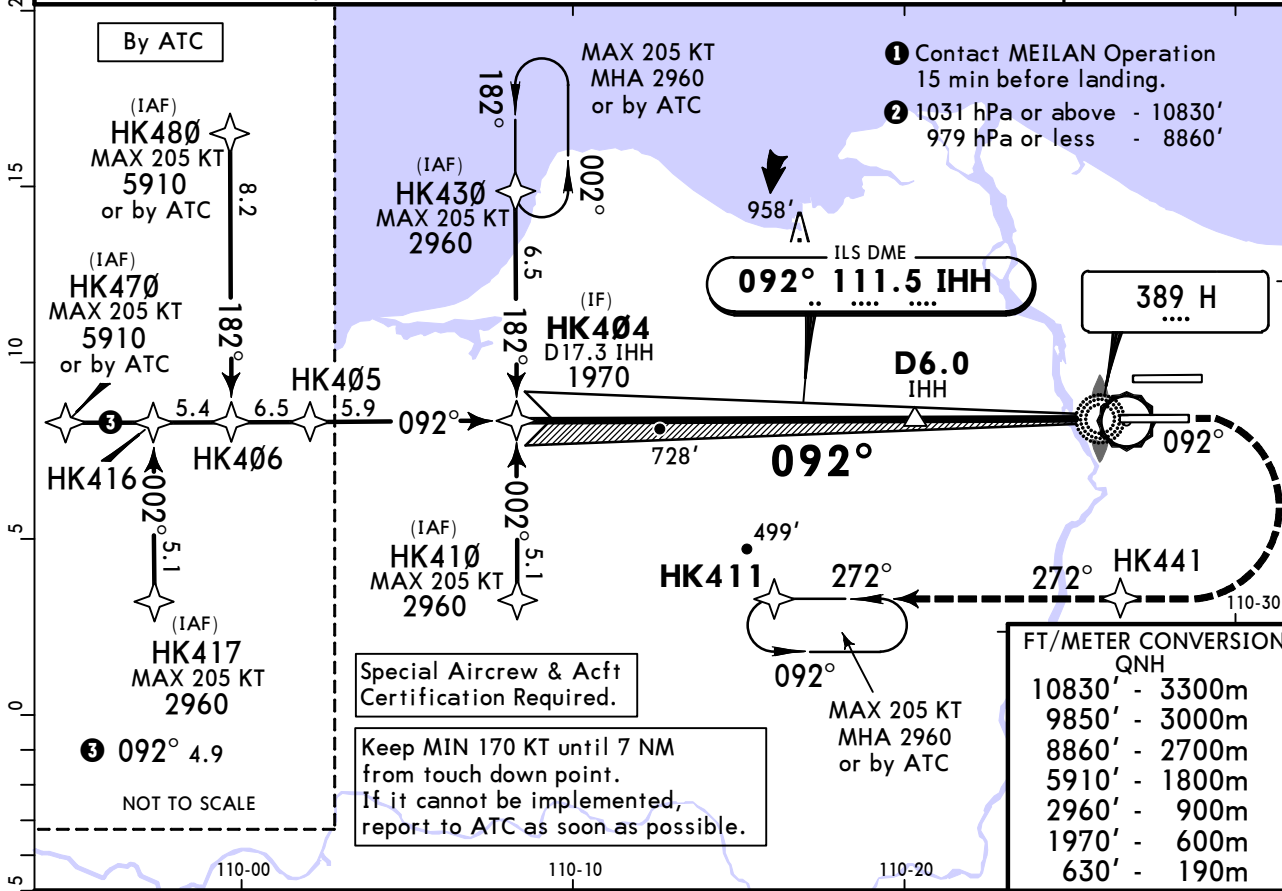
PANS OPS	State STRAIGHT-IN LANDING				CIRCLE-TO-LAND Not authorized at NIGHT	
	ILS		LOC (GS out)		Max Kts	
	DA(H) 274' (200')		CDFA		MDA(H)	
	ALS out		MDA(H) 550' (476')		ALS out	
	A				100	780' (706') V2600m
B	R550m	V1200m	R/V1900m	V2800m	135	780' (706') V2800m
C	V800m				180	960' (886') V3700m
D					205	960' (886') V4600m

ZJHK/HAK
MEILAN

JEPPESSEN
27 OCT 23 (11-2A) Eff 1 Nov 1600Z

HAIKOU, PR OF CHINA
SA CAT I RNAV
ILS DME Z Rwy 09

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.55	*Ground South 121.65
LOC IHH 111.5	Final Apch Crs 092°	D6.0 IHH 1970' (1896')	SA CAT I ILS RA 131' DA(H) 224' (150')	Apt Elev 74' Rwy 74'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn RIGHT to HK441 (MAX 205 KT), then on track 272° to HK411 at 2960', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL 118	Trans alt: 9850' ②	MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II 	630'
GS	3.00°	372	478	531	637	849		

State STRAIGHT-IN LANDING
SA CAT I ILS
RA 131'
DA(H) **224'** (150')

R450m

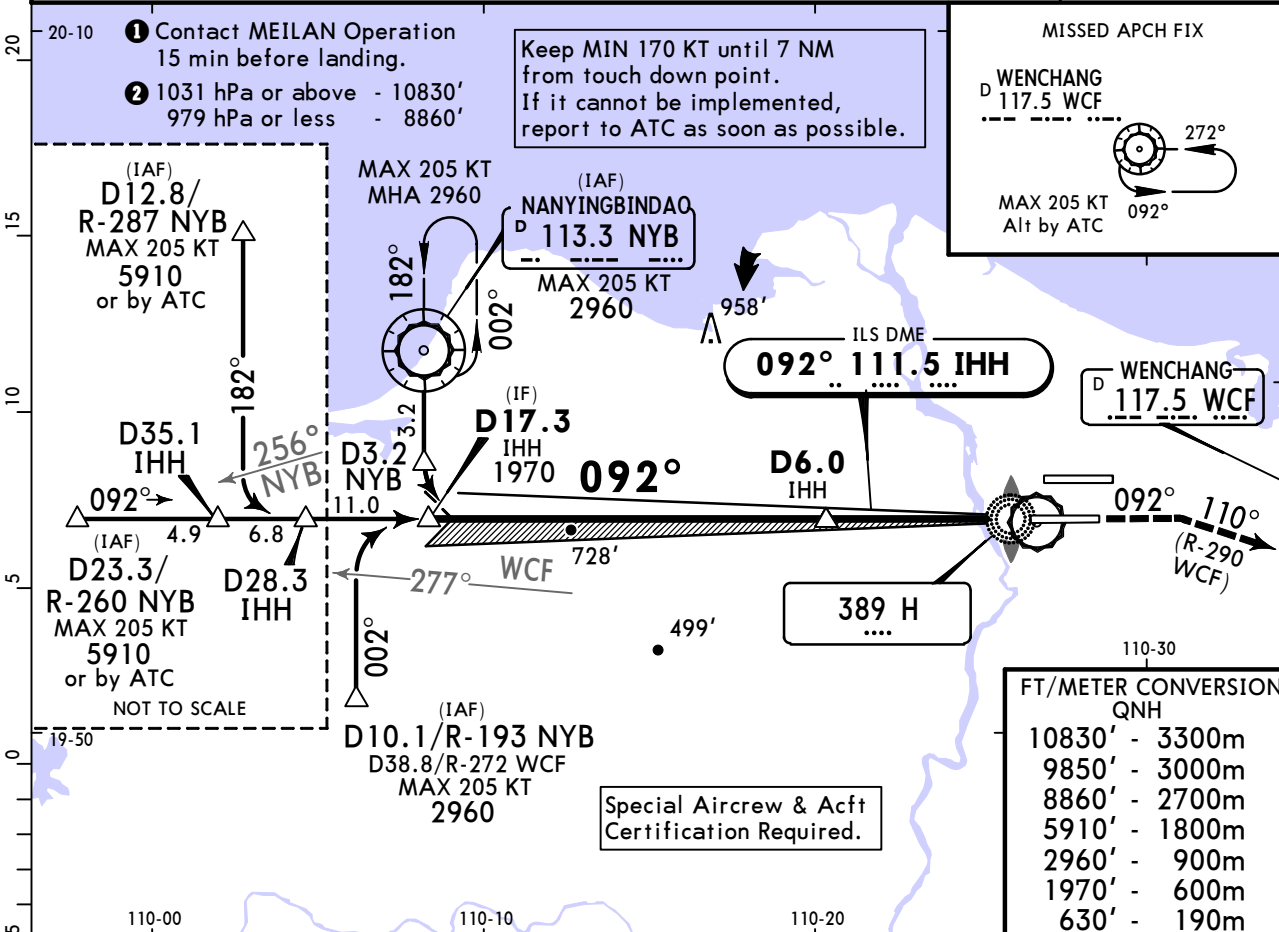
HUD required.

ZJHK/HAK
MEILAN

JEPPESSEN
27 OCT 23 **11-2B** Eff 1 Nov 1600Z

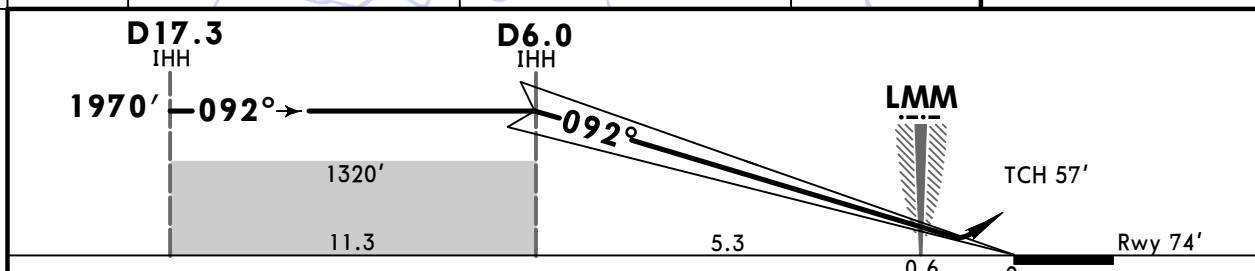
HAIKOU, PR OF CHINA
SA CAT I
ILS DME Y Rwy 09

*D-ATIS Arrival 127.65		*MEILAN Operation 131.725 130.8		HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.55	*Ground South 121.65
LOC IHH 111.5	Final Apch Crs 092°	D6.0 IHH 1970' (1896')	SA CAT I ILS RA 131' DA(H) 224' (150')		Apt Elev 74'	Rwy 74'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn RIGHT (MAX 205 KT) to intercept R-290 WCF inbound to WCF VOR at 2960', join holding, or as directed.							MSA NYB VOR
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 118		Trans alt: 9850' 2	

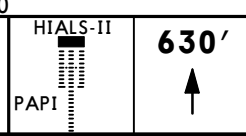


110-30

FT/METER CONVERSION	
QNH	
10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
2960'	900m
1970'	600m
630'	190m



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



State STRAIGHT-IN LANDING
SA CAT I ILS
RA 131'
DA(H) **224'** (150')

R450m

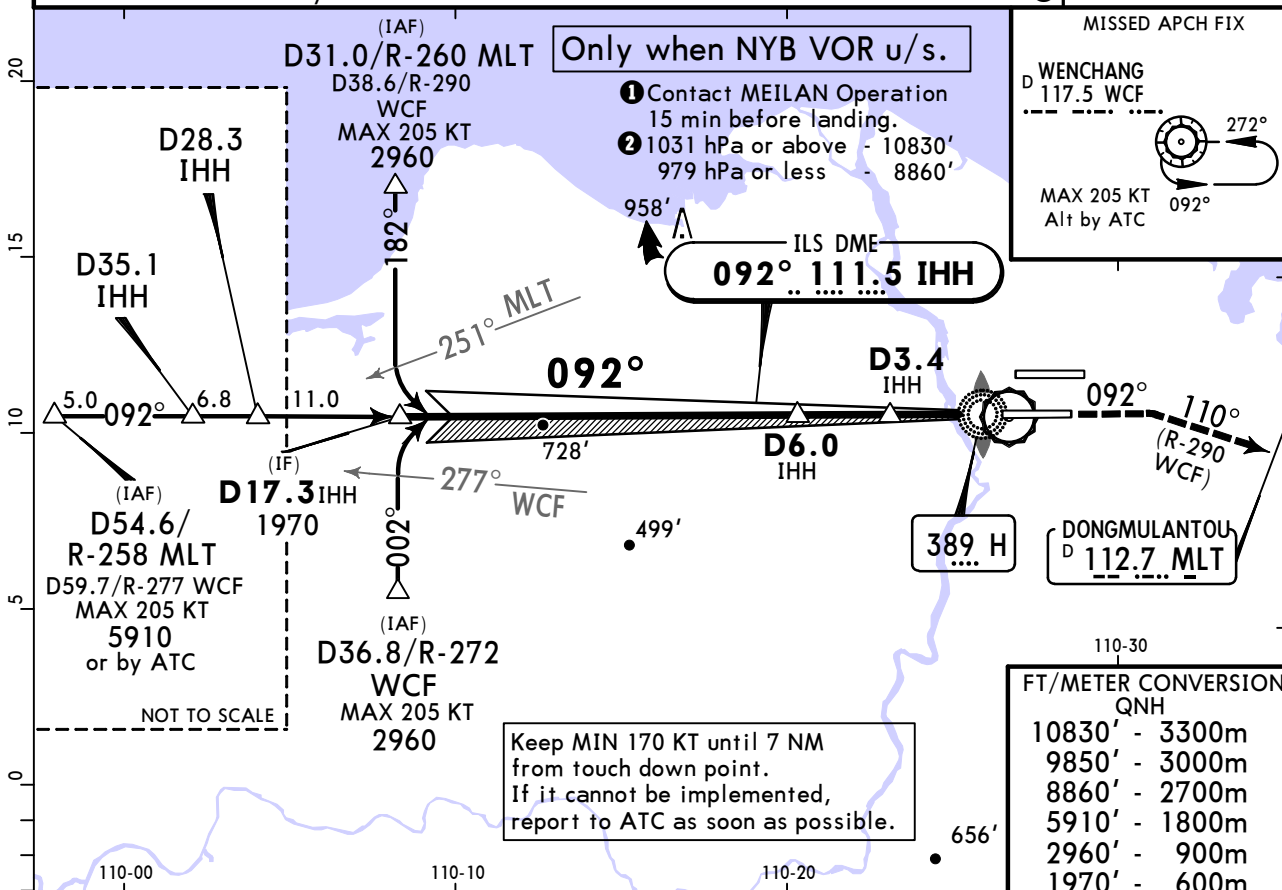
HUD required.

ZJHK/HAK
MEILAN

JEPPESSEN
27 OCT 23
Eff 1 Nov 1600Z **(11-3)**

HAIKOU, PR OF CHINA
ILS DME X Rwy 09

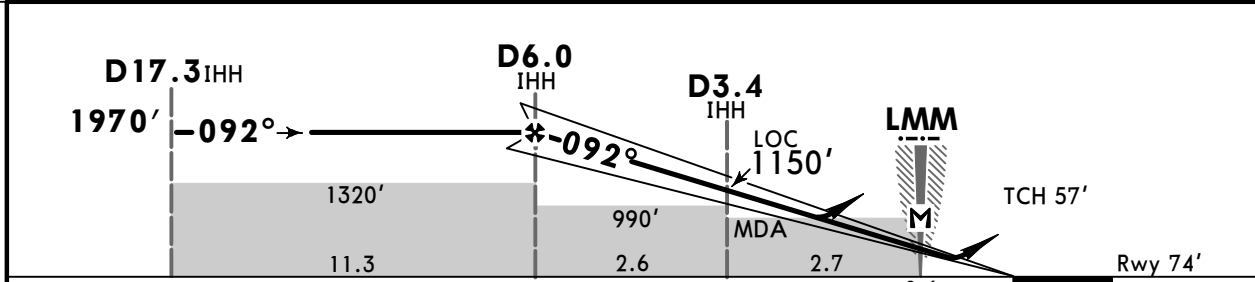
*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ① 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.55	*Ground South 121.65
LOC IHH 111.5	Final Apch Crs 092°	D6.0 IHH 1970' (1896')	ILS DA(H) 274' (200')	Apt Elev 74'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn RIGHT (MAX 205 KT) to intercept R-290 WCF inbound to WCF VOR at 2960', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL 118	Trans alt: 9850' ②	MSA MLT VOR	



FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
2960'	-	900m
1970'	-	600m
1150'	-	350m
630'	-	190m

LOC (GS out)	IHH DME	5.0	4.0	3.0	2.0
	ALTITUDE	1660'	1340'	1030'	710'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 630'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	849	
MAP at LMM							
D6.0 IHH to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized at NIGHT			
DA(H) 274' (200')		MDA(H) 550' (476')					
ALS out		ALS out		Max Kts		MDA(H)	
A				100	780'	(706')	V2600m
B	R550m			135	780'	(706')	V2800m
C	V800m	V1200m	R/V1900m	180	960'	(886')	V3700m
D				205	960'	(886')	V4600m

ZJHK/HAK
MEILAN

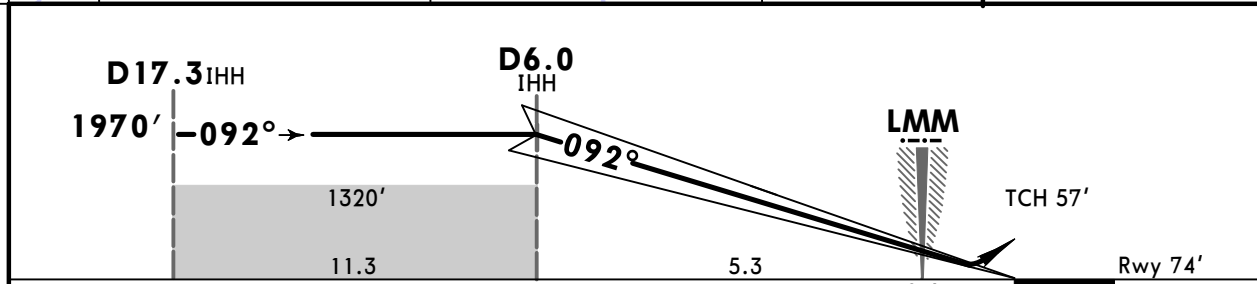
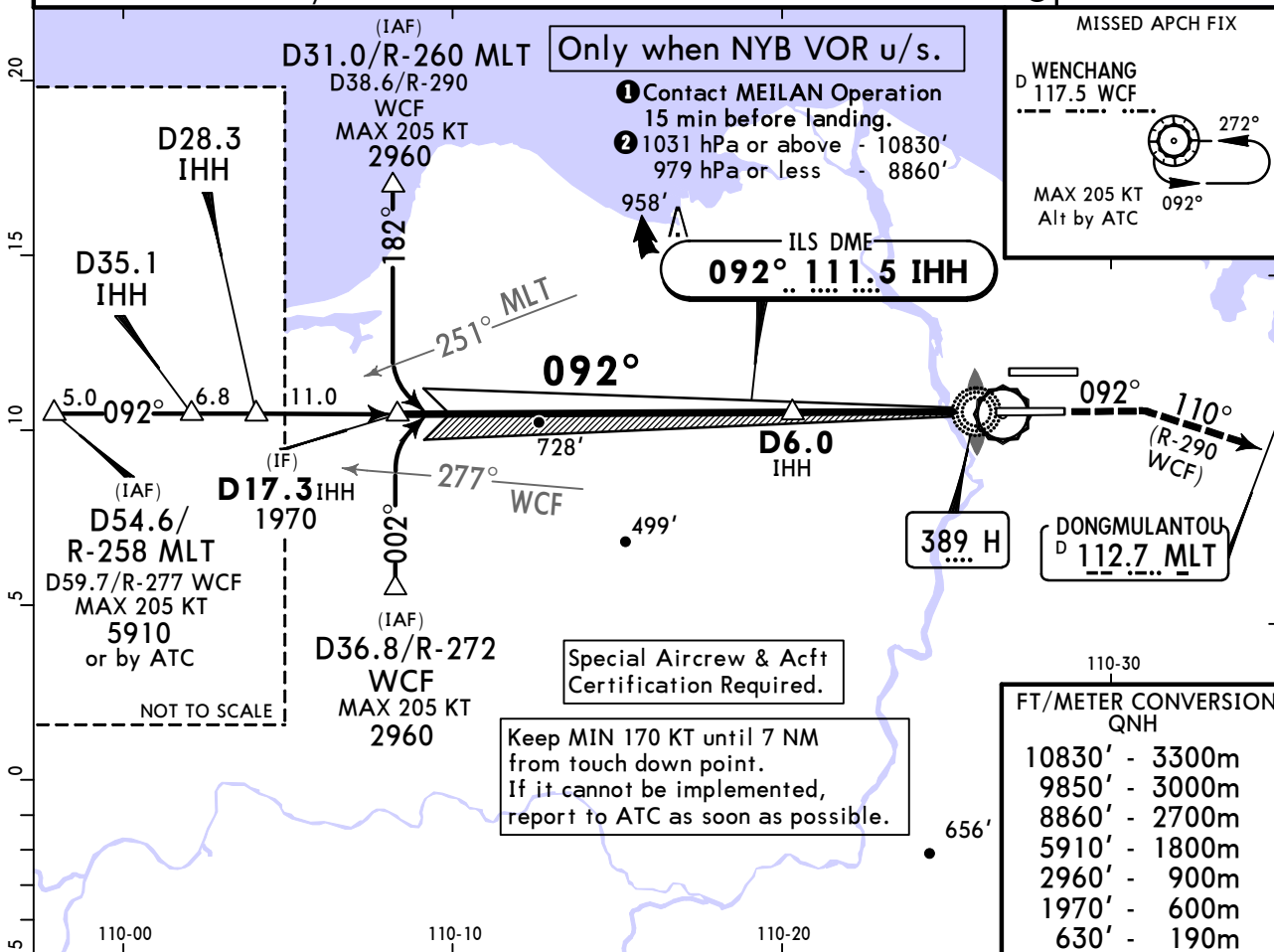
27 OCT 23
Eff 1 Nov 1600Z

JEPPESSEN

HAIKOU, PR OF CHINA

11-3A SA CAT I ILS DME X Rwy 09

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ① 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.55	*Ground South 121.65
LOC IHH 111.5	Final Apch Crs 092°	D6.0 IHH 1970' (1896')	SA CAT I ILS RA 131' DA(H) 224' (150')	Apt Elev 74' Rwy 74'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn RIGHT (MAX 205 KT) to intercept R-290 WCF inbound to WCF VOR at 2960', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL 118	Trans alt: 9850' ②	MSA MLT VOR	



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II 	630'
GS	3.00°	372	478	531	637	849		
							PAPI	↑

State STRAIGHT-IN LANDING
SA CAT I ILS
RA 131'
DA(H) **224'** (150')

R450m

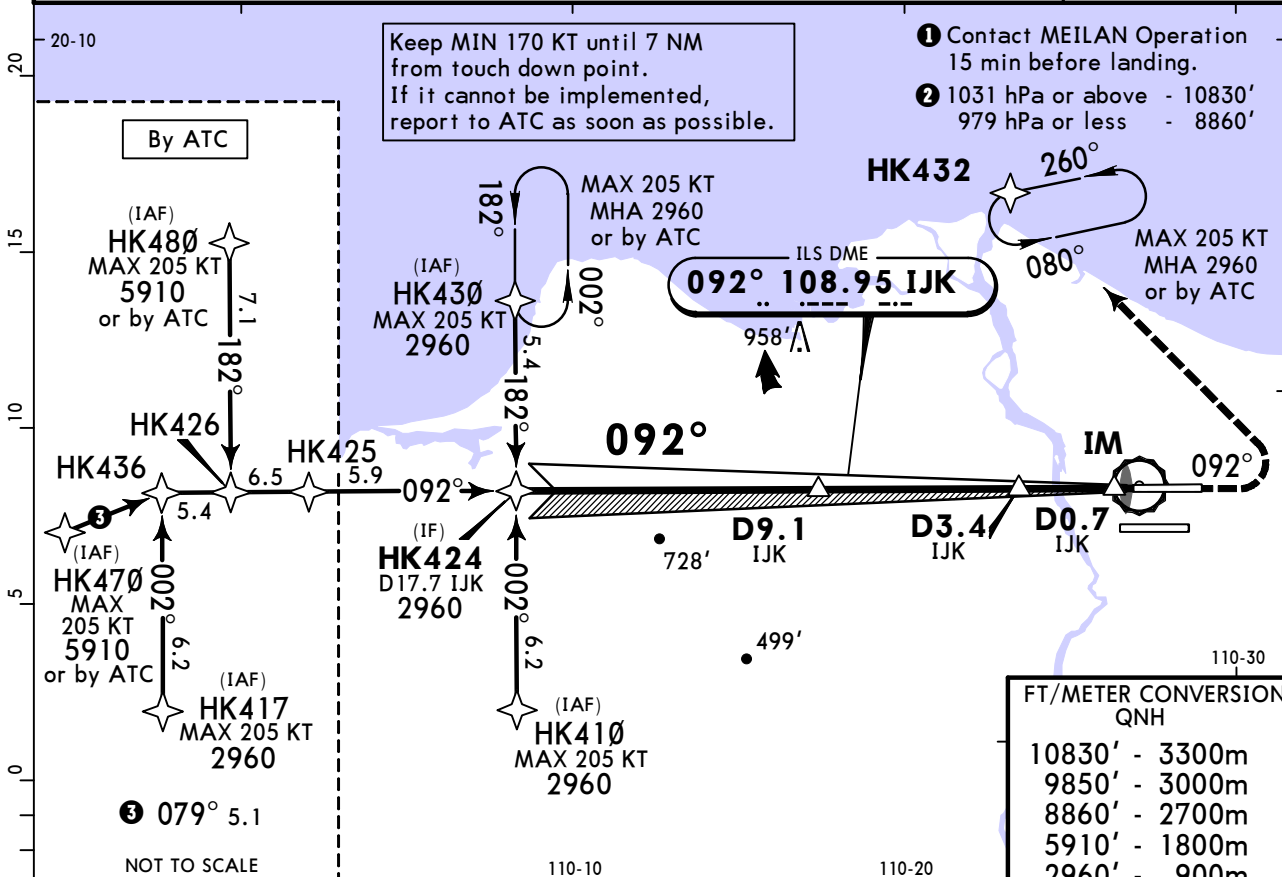
HUD required.

ZJHK/HAK
MEILAN

JEPPESSEN
27 OCT 23
Eff 1 Nov 1600Z (11-4)

HAIKOU, PR OF CHINA
RNAV ILS DME Z Rwy 10

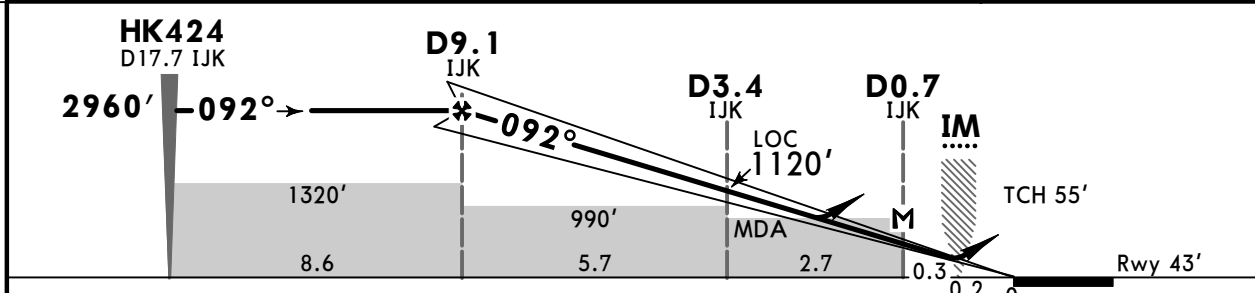
*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ① 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IJK 108.95	Final Apch Crs 092°	D9.1 IJK 2960' (2917')	ILS DA(H) 243' (200')	Apt Elev 74' Rwy 43'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn LEFT to HK432 at 2960' (MAX 205 KT), join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' ②	MSA ARP	



FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
2960'	-	900m
1120'	-	340m
630'	-	190m

LOC	IJK DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	2590'	2280'	1960'	1640'	1320'	1000'	680'



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II 	630'	HK432	205 KT MAX
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	849				
MAP at D0.7 IJK							PAPI 	↑	←	LT
D9.1 IJK to MAP	8.4	7:12	5:36	5:02	4:12	3:36				

PANS OPS	State				CIRCLE-TO-LAND Not authorized at NIGHT	
	ILS		LOC (GS out) CDFA		Max Kts	MDA(H)
	DA(H) 243' (200')		MDA(H) 600' (557')			
	ALS out		ALS out		100	780' (706') V2600m
	A	R550m	V1200m	V2300m	V3200m	135
B					180	960' (886') V3700m
C	V800m				205	960' (886') V4600m
D						

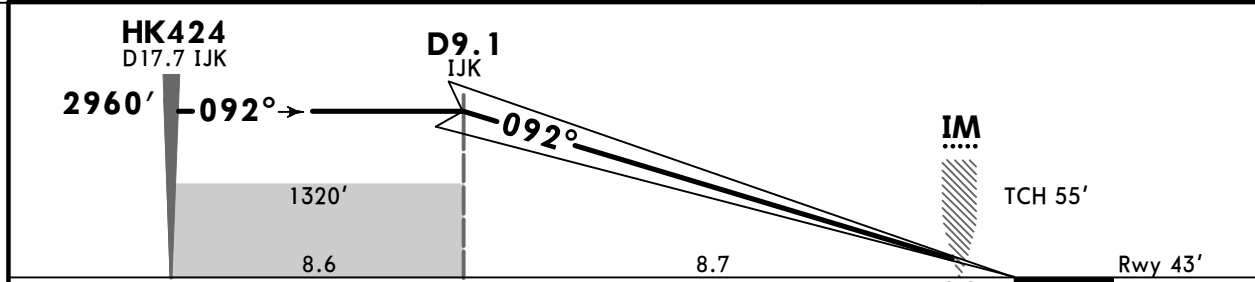
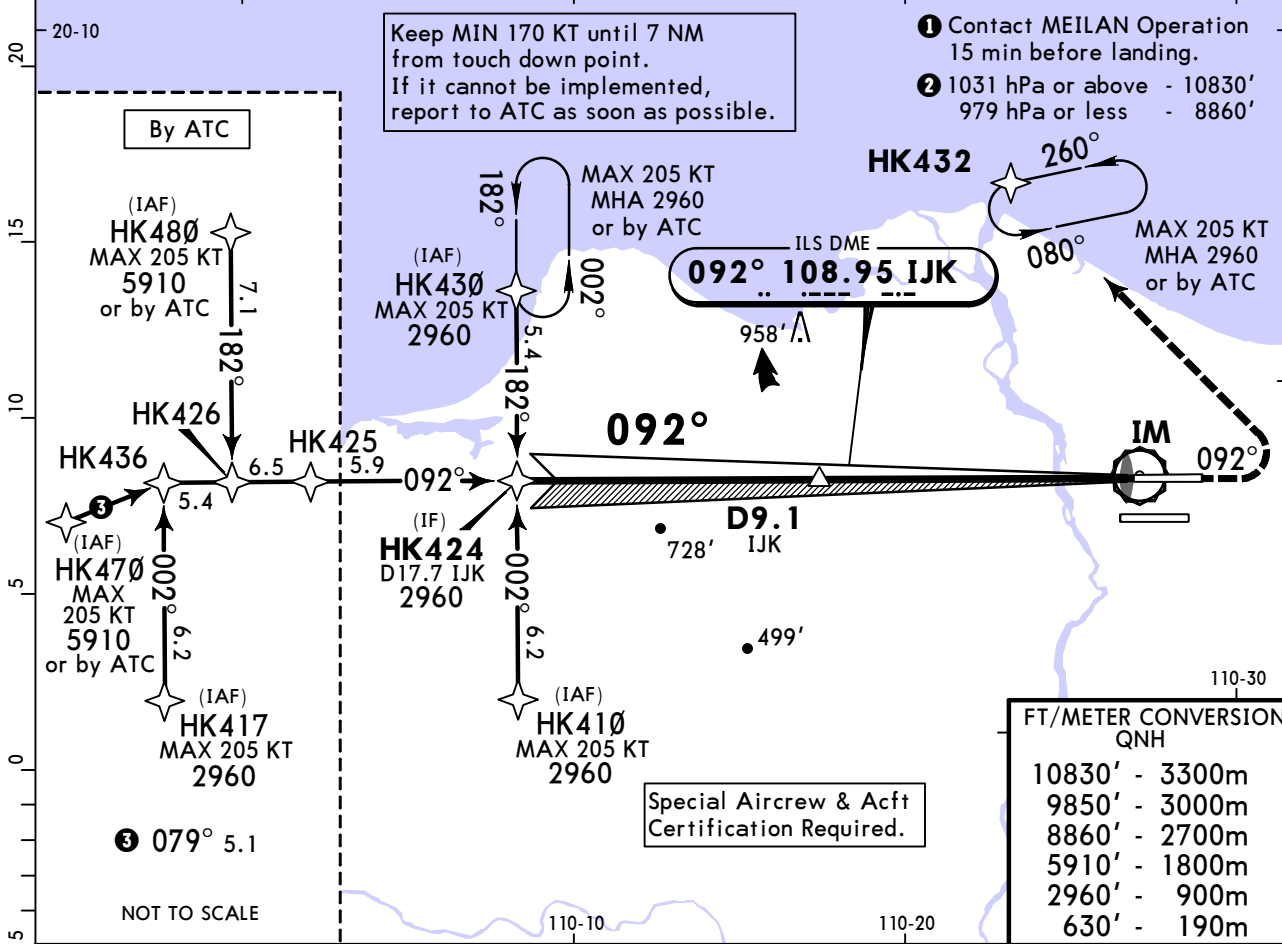
ZJHK/HAK
MEILAN

27 OCT 23
Eff 1 Nov 1600Z

JEPPESSEN
11-4A

HAIKOU, PR OF CHINA
CAT II RNAV ILS DME Z Rwy 10

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ① 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IJK 108.95	Final Apch Crs 092°	D9.1 IJK 2960' (2917')	CAT II ILS RA 102' DA(H) 143' (100')	Apt Elev 74' Rwy 43'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn LEFT to HK432 at 2960' (MAX 205 KT), join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' ②	MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II	630'	HK432	205 KT
Gs	3.00°	372	478	531	637	743	PAPI	↑	LT	MAX

State STRAIGHT-IN LANDING
CAT II ILS
RA 102'
DA(H) 143' (100')

■ R300m

■ CAT D: R350m for manual operation below DH.

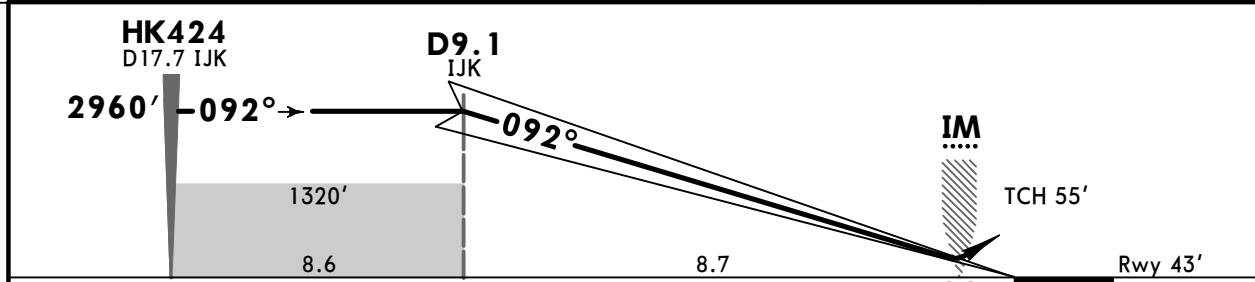
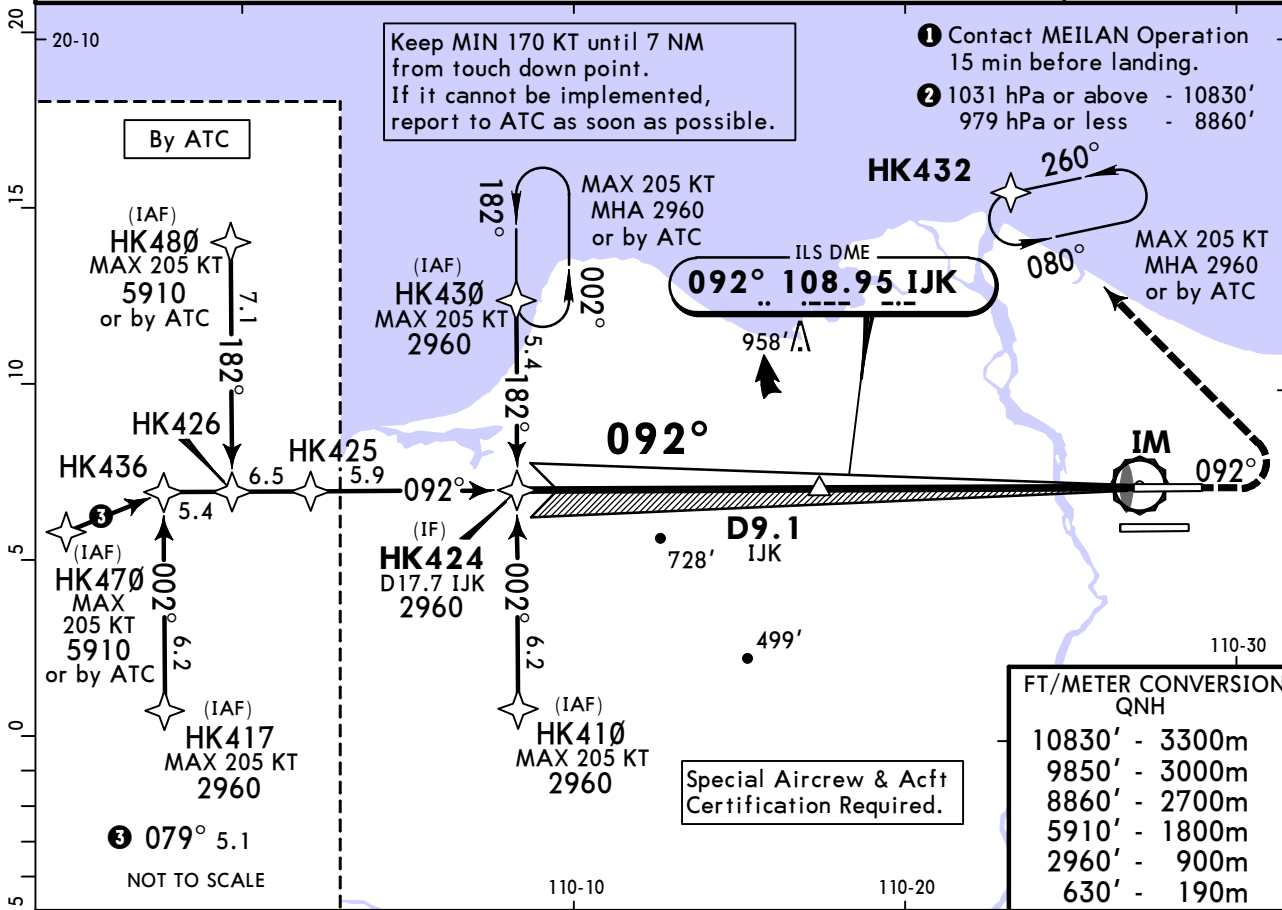
ZJHK/HAK
MEILAN

JEPPESSEN
27 OCT 23 11-4B

Eff 1 Nov 1600Z

HAIKOU, PR OF CHINA
SA CAT I RNAV
ILS DME Z Rwy 10

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IJK 108.95	Final Apch Crs 092°	D9.1 IJK 2960' (2917')	SA CAT I ILS RA 151' DA(H) 193' (150')	Apt Elev 74' Rwy 43'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn LEFT to HK432 at 2960' (MAX 205 KT), join holding, or as directed.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' ②	MSA ARP



Gnd speed-Kts	70	90	100	120	140	160		HTALS-II	630'	HK432	205 KT
Gs	3.00°	372	478	531	637	743	849	PAPI	↑	LT	MAX

State STRAIGHT-IN LANDING
SA CAT I ILS **RA 151'**
DA(H) **193' (150')**

R450m

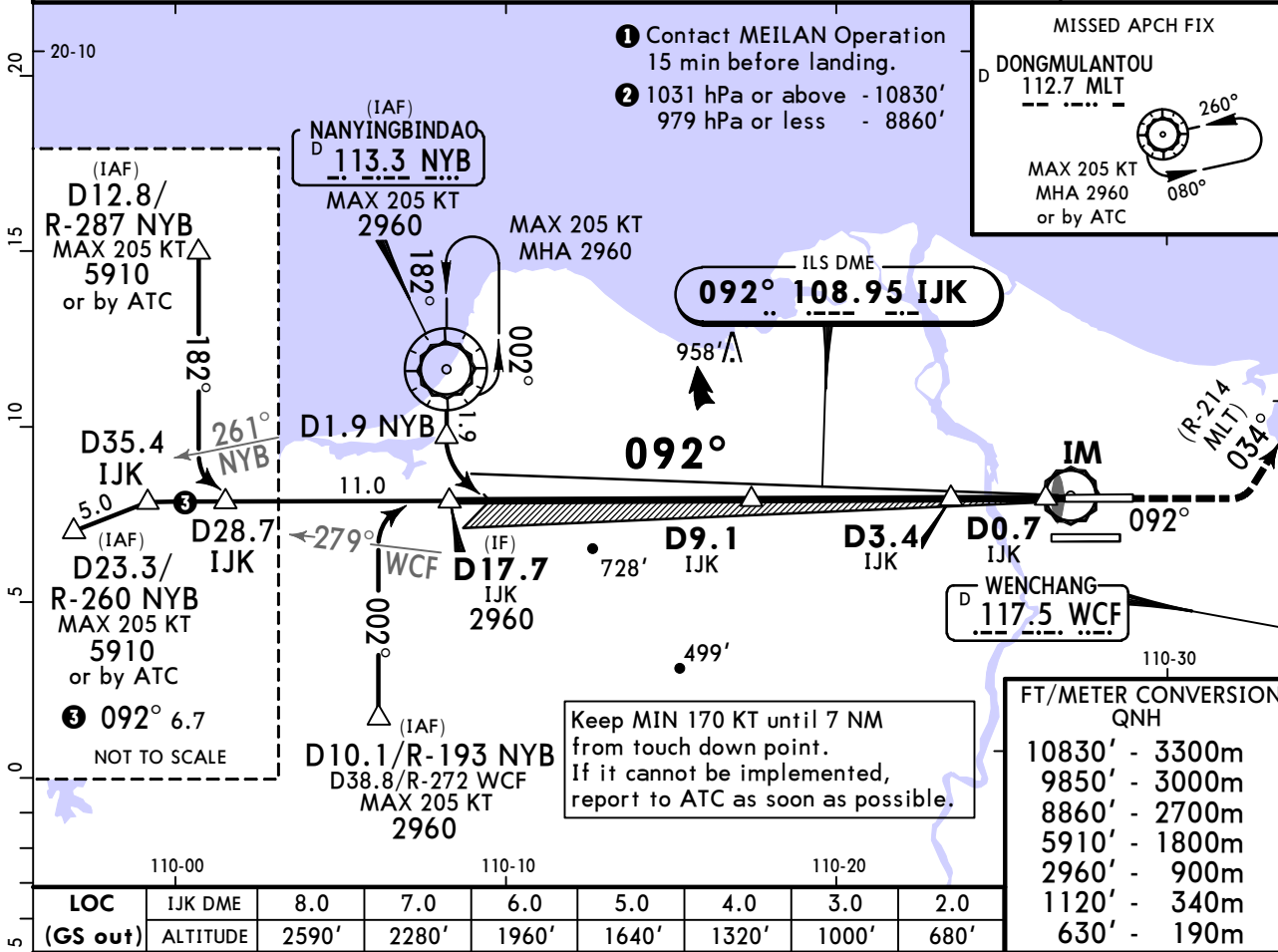
HUD required.

ZJHK/HAK
MEILAN

JEPPESSEN
27 OCT 23
Eff 1 Nov 1600Z **(11-5)**

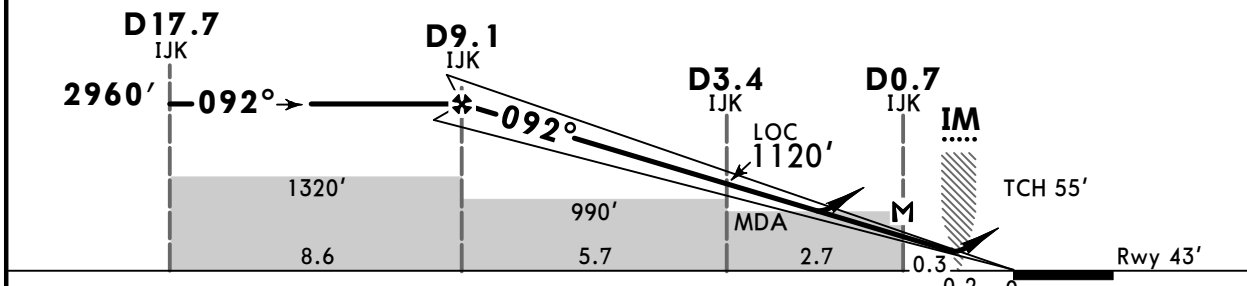
HAIKOU, PR OF CHINA
ILS DME Y Rwy 10

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 130.8	HAIKOU Approach (R) AP01 119.15 *AP02 119.975		HAIKOU Tower 118.225	*Ground North 121.55
LOC IJK 108.95	Final Apch Crs 092°	D9.1 IJK 2960' (2917')	ILS DA(H) 243' (200')	Apt Elev 74' Rwy 43'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn LEFT (MAX 205 KT) to intercept R-214 MLT inbound to MLT VOR at 2960', join holding, or as directed.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA NYB VOR



FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
2960'	-	900m
1120'	-	340m
630'	-	190m



Gnd speed-Kts	70	90	100	120	140	160		630'	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.7 IJK									
D9.1 IJK to MAP	8.4	7:12	5:36	5:02	4:12	3:36	3:09		

PANS OPS	State				CIRCLE-TO-LAND Not authorized at NIGHT Max Kts MDA(H) V 100 780' (706') V2600m 135 780' (706') V2800m 180 960' (886') V3700m 205 960' (886') V4600m
	ILS		LOC (GS out) CDFA		
	DA(H) 243' (200')		MDA(H) 600' (557')		
	ALS out		ALS out		
	A				
B	R550m	V1200m	V2300m	V3200m	
C	V800m				
D					

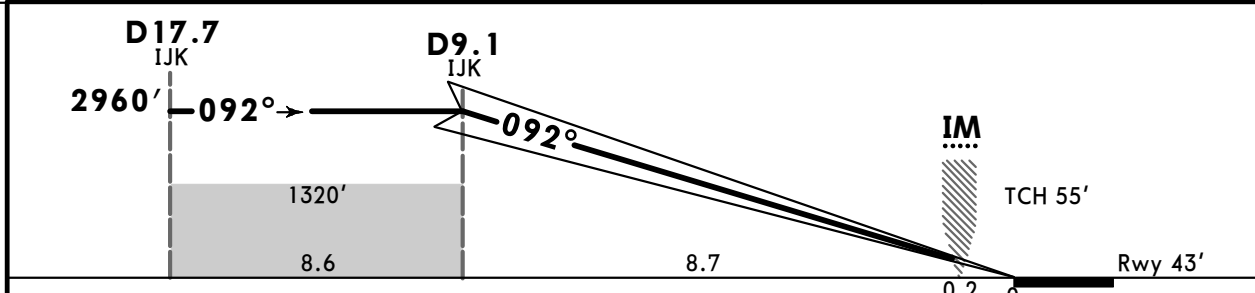
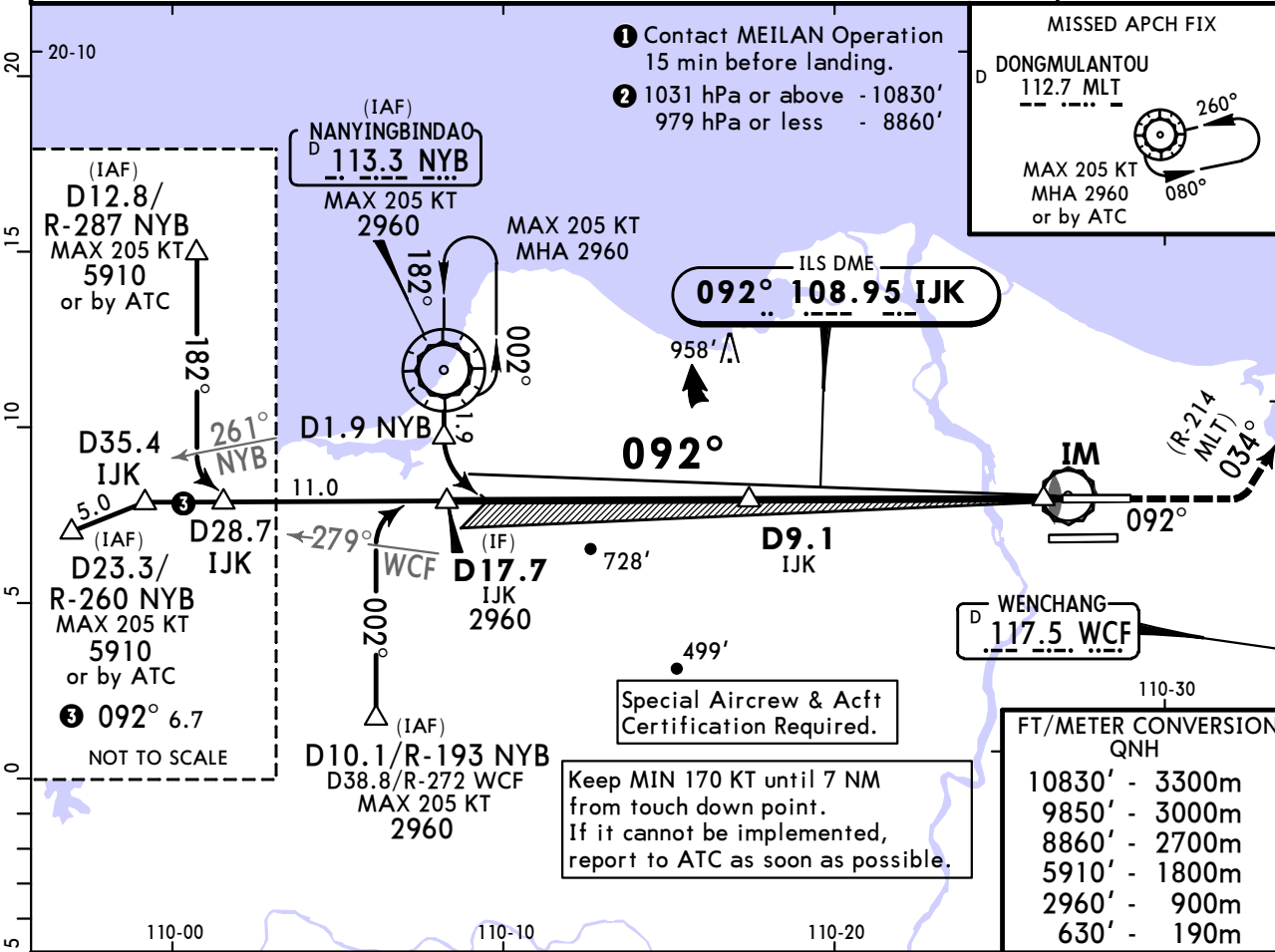
CHANGES: MSA, procedure, minimums.

ZJHK/HAK
MEILAN

JEPPESSEN
27 OCT 23
Eff 1 Nov 1600Z **(11-5A)**

HAIKOU, PR OF CHINA
CAT II ILS DME Y Rwy 10

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IJK 108.95	Final Apch Crs 092°	D9.1 IJK 2960' (2917')	CAT II ILS RA 102' DA(H) 143' (100')	Apt Elev 74' Rwy 43'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn LEFT (MAX 205 KT) to intercept R-214 MLT inbound to MLT VOR at 2960', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA NYB VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 	630' ↑
GS	3.00°	372	478	531	637	743		

State STRAIGHT-IN LANDING
CAT II ILS
RA 102'
DA(H) **143'** (100')

R300m

CAT D: R350m for manual operation below DH.

ZJHK/HAK
MEILAN

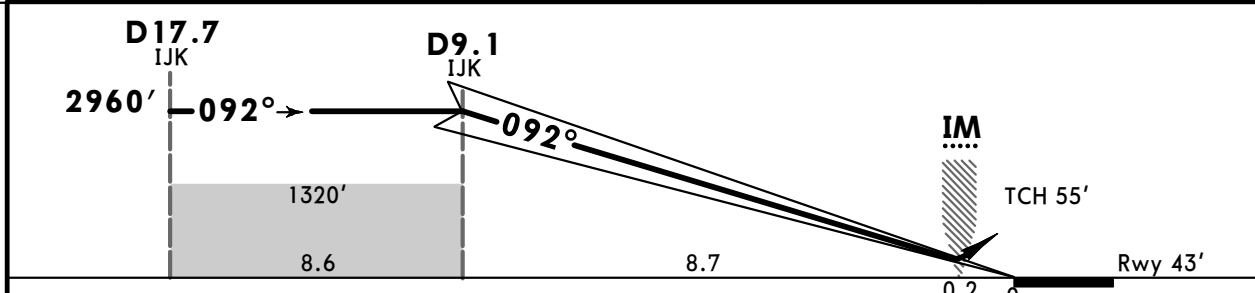
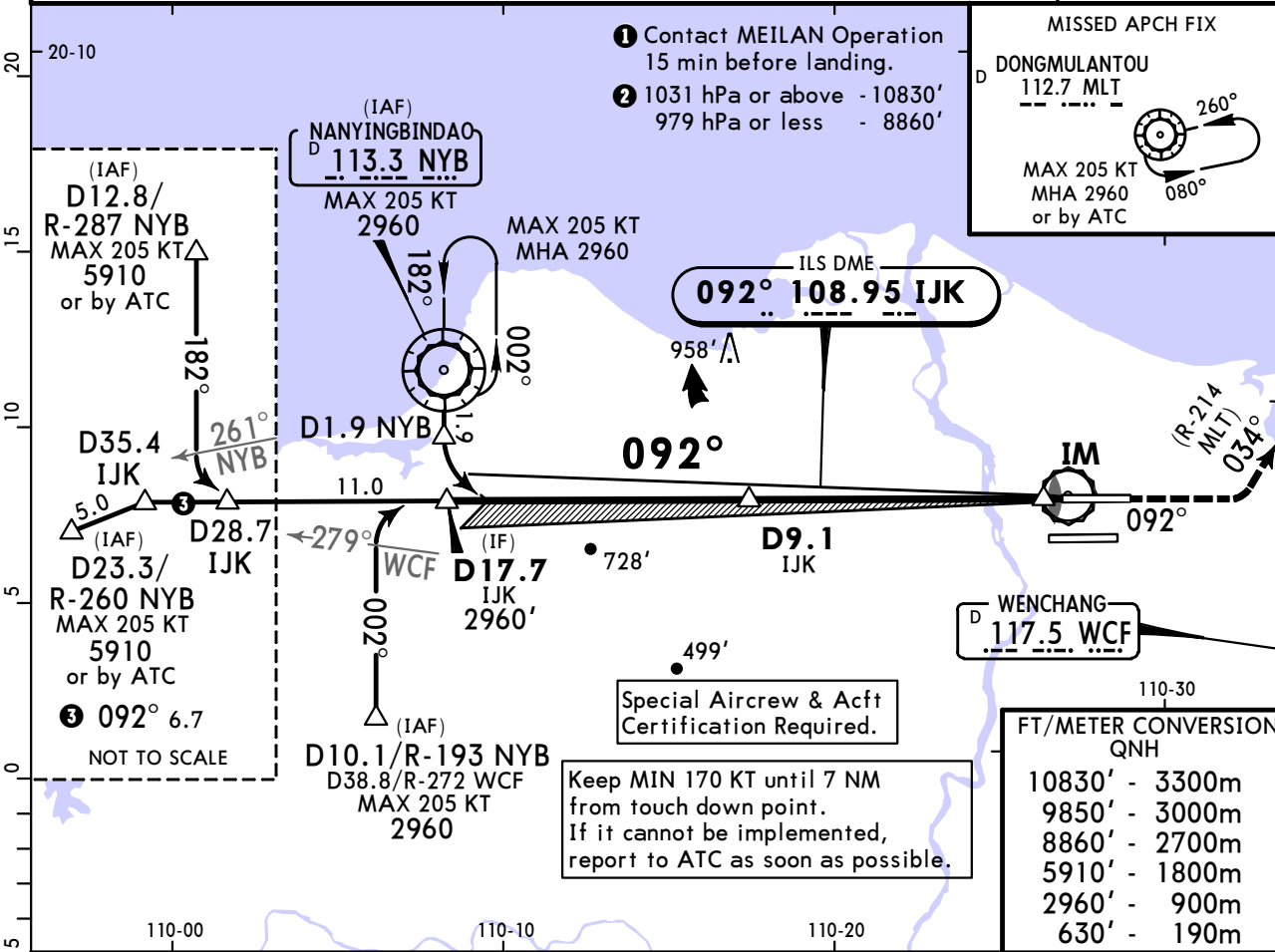
27 OCT 23
Eff 1 Nov 1600Z

JEPPESSEN

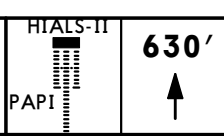
11-5B

HAIKOU, PR OF CHINA
SA CAT I ILS DME Y Rwy 10

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ● 130.8	HAIKOU Approach (R) AP01 *AP02 119.15 119.975		HAIKOU Tower 118.225	*Ground North 121.55
LOC IJK 108.95	Final Apch Crs 092°	D9.1 IJK 2960' (2917')	SA CAT I ILS RA 151' DA(H) 193' (150')	Apt Elev 74' Rwy 43'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn LEFT (MAX 205 KT) to intercept R-214 MLT inbound to MLT VOR at 2960', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' ●	MSA NYB VOR	



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



State STRAIGHT-IN LANDING
SA CAT I ILS
RA 151'
DA(H) **193'** (150')

R450m

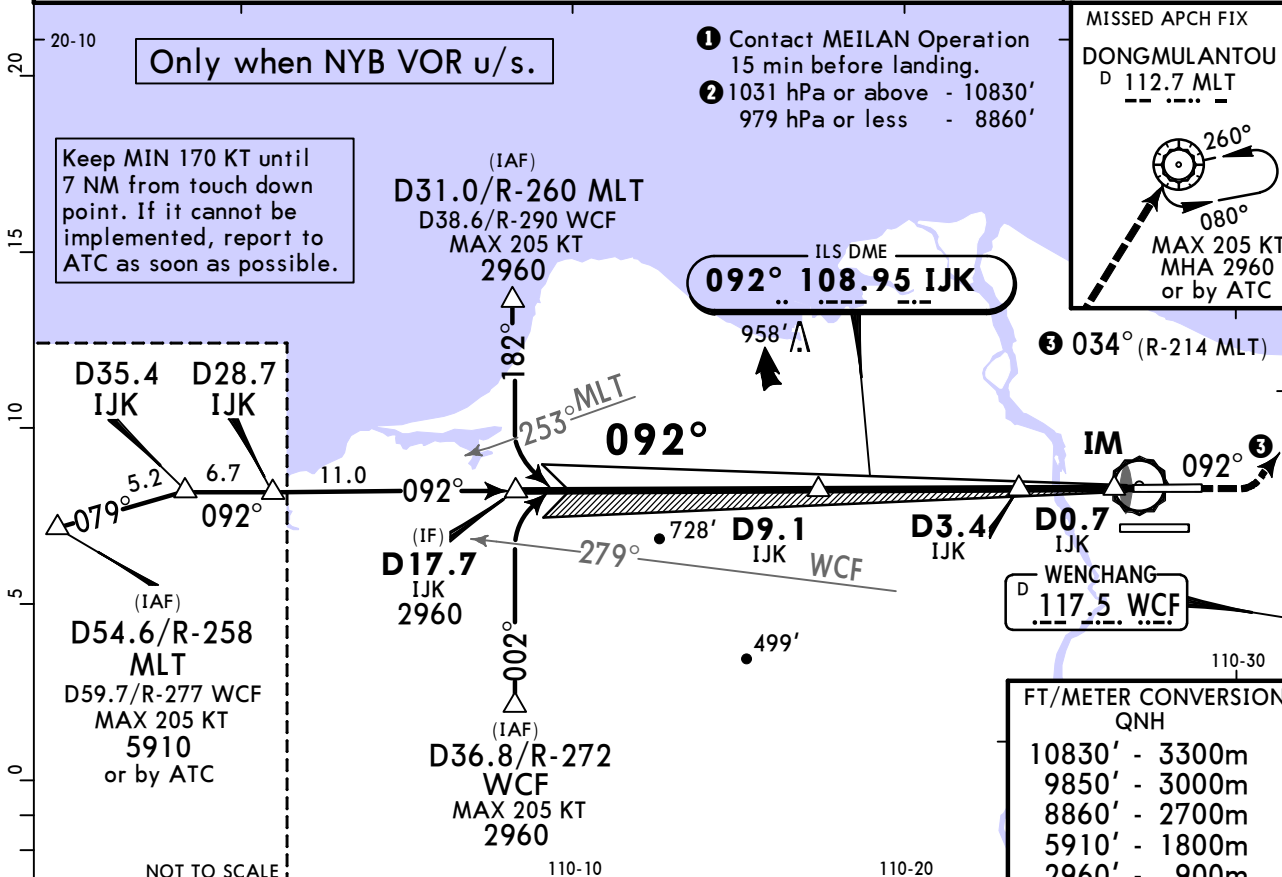
HUD required.

ZJHK/HAK
MEILAN

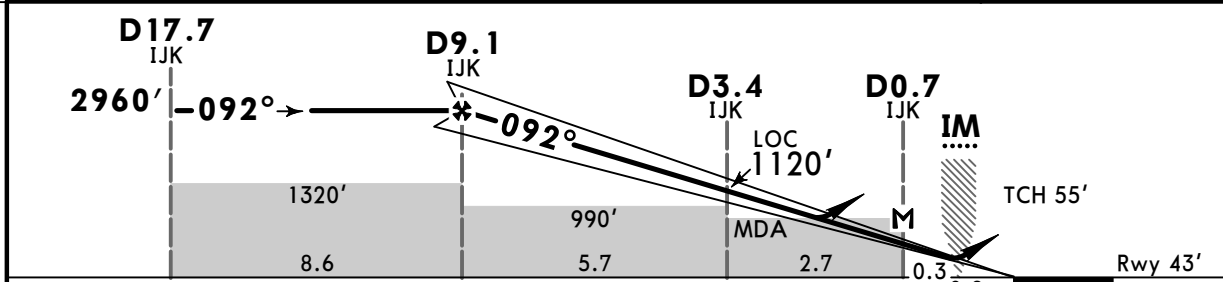
27 OCT 23
Eff 1 Nov 1600Z **11-6**

HAIKOU, PR OF CHINA
ILS DME X Rwy 10

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ① 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IJK 108.95	Final Apch Crs 092°	D9.1 IJK 2960' (2917')	ILS DA(H) 243' (200')	Apt Elev 74' Rwy 43'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn LEFT (MAX 205 KT) to intercept R-214 MLT inbound to MLT VOR at 2960', join holding, or as directed.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' ②	MSA MLT VOR



LOC (GS out)	IJK DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		2590'	2280'	1960'	1640'	1320'	1000'	680'



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II PAPI 630'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	849	
MAP at D0.7 IJK							
D9.1 IJK to MAP	8.4	7:12	5:36	5:02	4:12	3:36	3:09

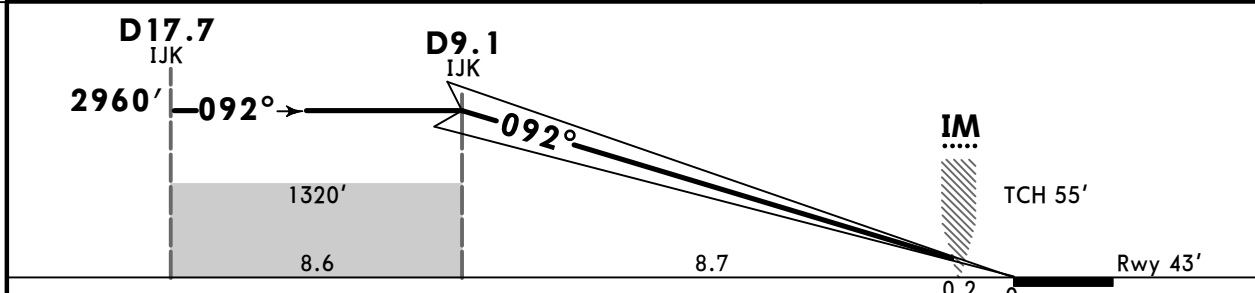
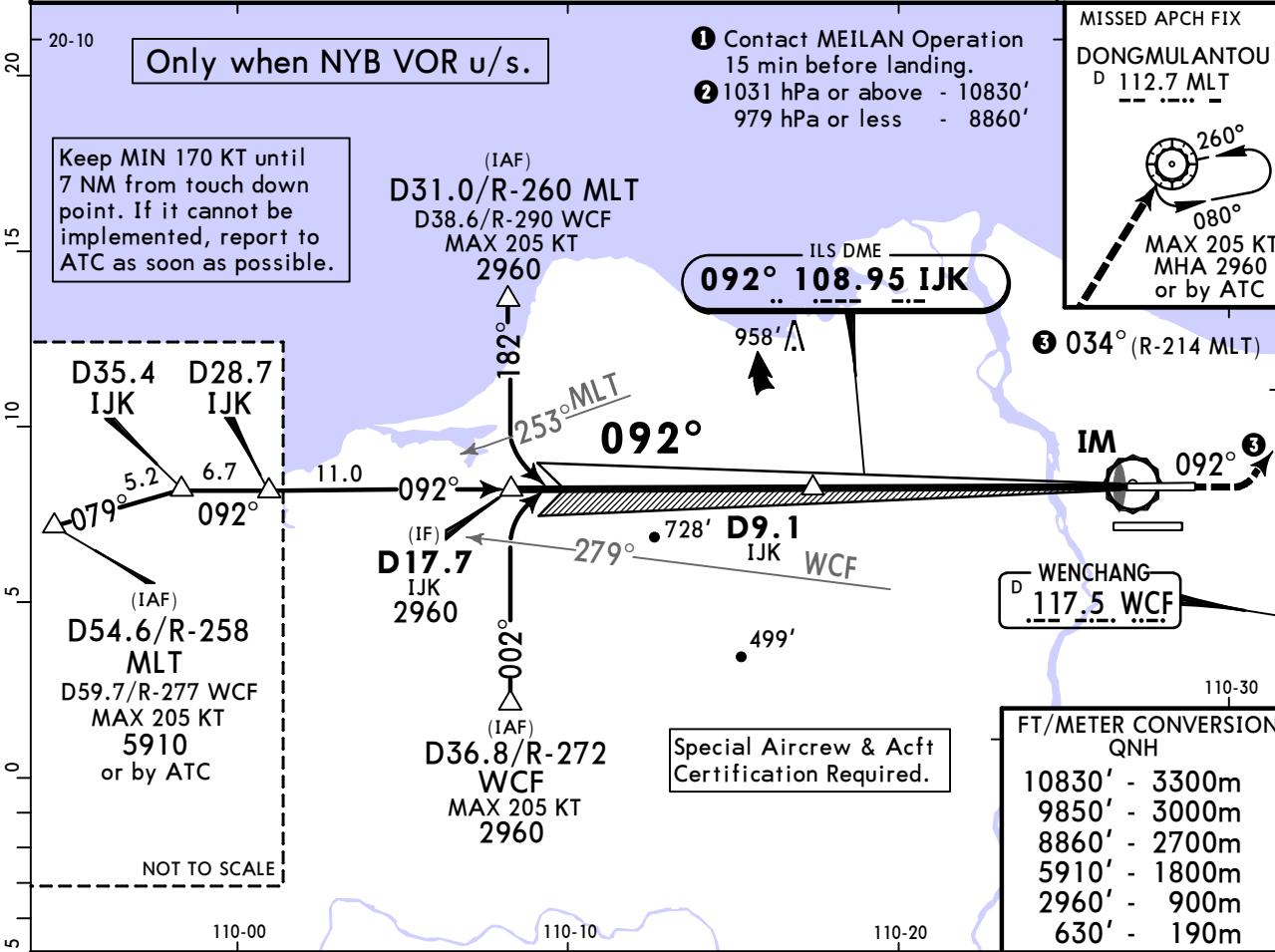
PANS OPS	State STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA		Not authorized at NIGHT	
	DA(H) 243' (200')		MDA(H) 600' (557')			
	ALS out		ALS out		Max Kts	MDA(H)
	A				100	780' (706') V2600m
B	R550m	V1200m	V2300m	V3200m	135	780' (706') V2800m
C	V800m				180	960' (886') V3700m
D					205	960' (886') V4600m

ZJHK/HAK
MEILAN

JEPPESSEN
27 OCT 23
Eff 1 Nov 1600Z **(11-6A)**

HAIKOU, PR OF CHINA
CAT II ILS DME X Rwy 10

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IJK 108.95	Final Apch Crs 092°	D9.1 IJK 2960' (2917')	CAT II ILS RA 102' DA(H) 143' (100')	Apt Elev 74' Rwy 43'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn LEFT (MAX 205 KT) to intercept R-214 MLT inbound to MLT VOR at 2960', join holding, or as directed.					MSA MLT VOR
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2		



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II PAPI 630' ↑
GS	3.00°	372	478	531	637	743	

State STRAIGHT-IN LANDING
CAT II ILS
RA 102'
 DA(H) **143'** (100')

R300m

CAT D: R350m for manual operation below DH.

ZJHK/HAK
MEILAN

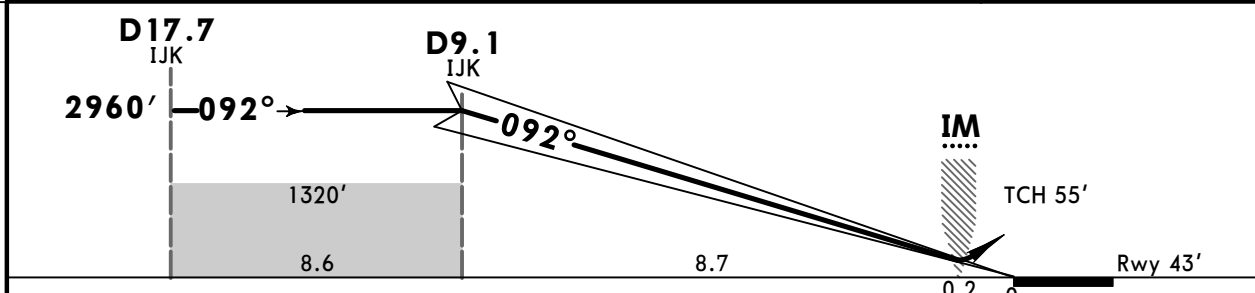
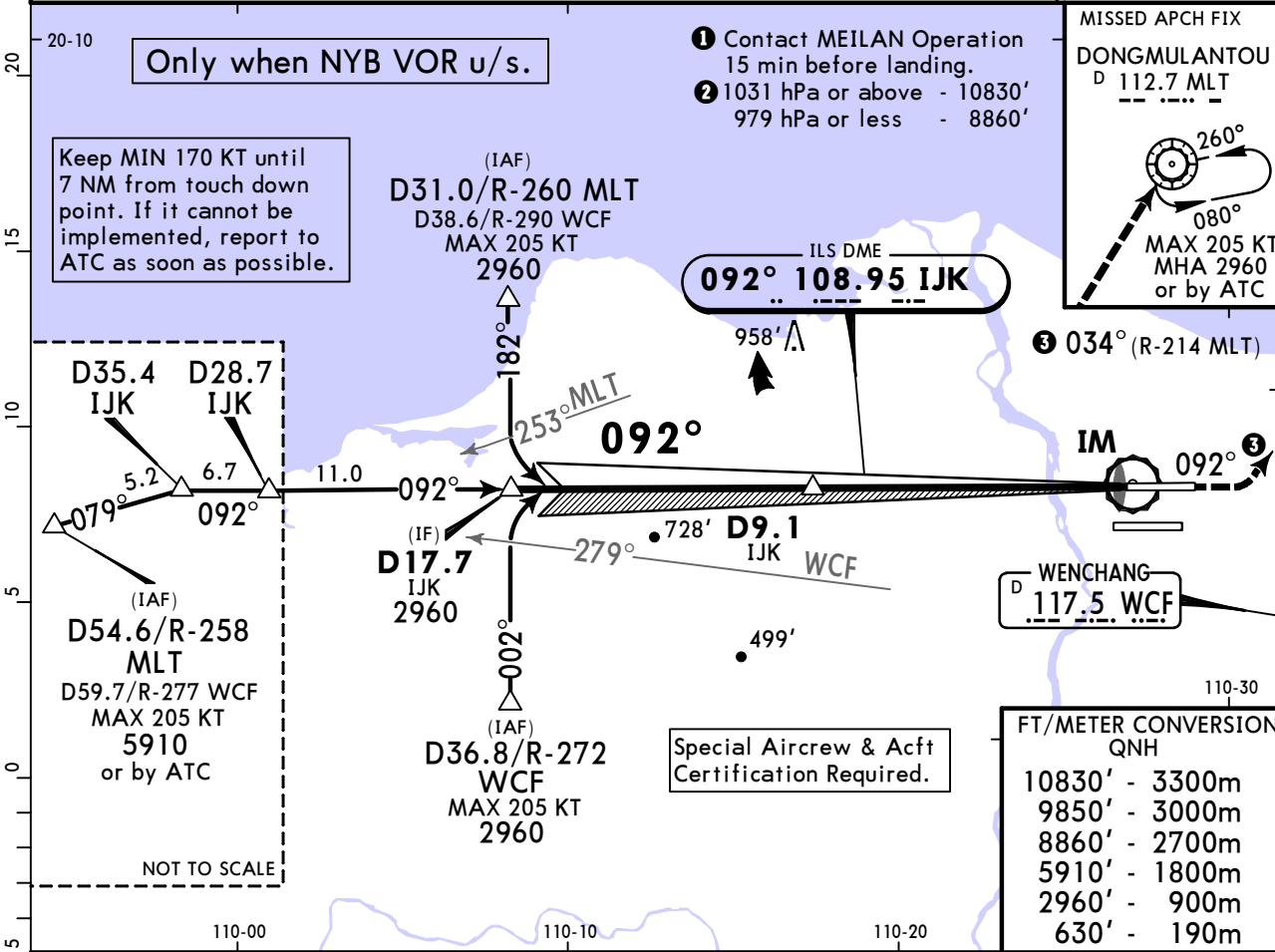
27 OCT 23
Eff 1 Nov 1600Z

JEPPESSEN

HAIKOU, PR OF CHINA

(11-6B) SA CAT I ILS DME X Rwy 10

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ① 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IJK 108.95	Final Apch Crs 092°	D9.1 IJK 2960' (2917')	SA CAT I ILS RA 151' DA(H) 193' (150')	Apt Elev 74' Rwy 43'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn LEFT (MAX 205 KT) to intercept R-214 MLT inbound to MLT VOR at 2960', join holding, or as directed.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' ②	MSA MLT VOR



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II PAPI 630' ↑
GS	3.00°	372	478	531	637	849	

State STRAIGHT-IN LANDING
SA CAT I ILS
RA 151'
DA(H) 193' (150')

R450m

HUD required.

ZJHK/HAK
MEILAN

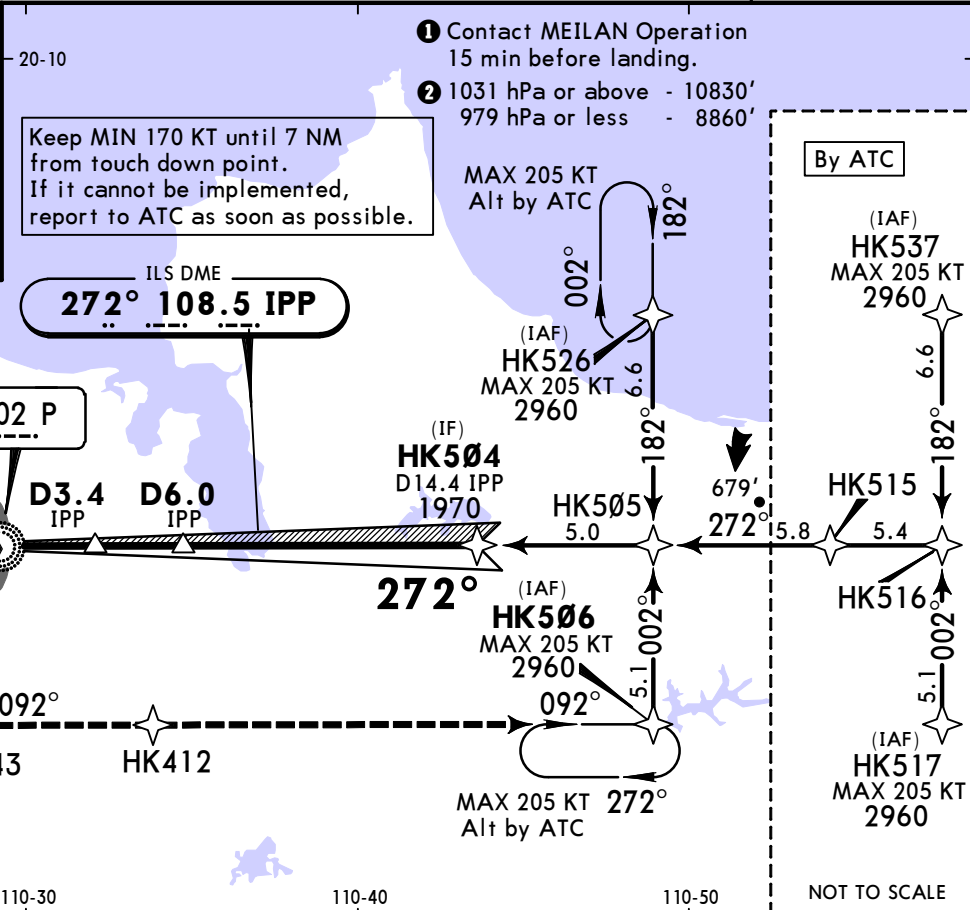
27 OCT 23
Eff 1 Nov 1600Z (11-7)

HAIKOU, PR OF CHINA
RNAV ILS DME Z Rwy 27

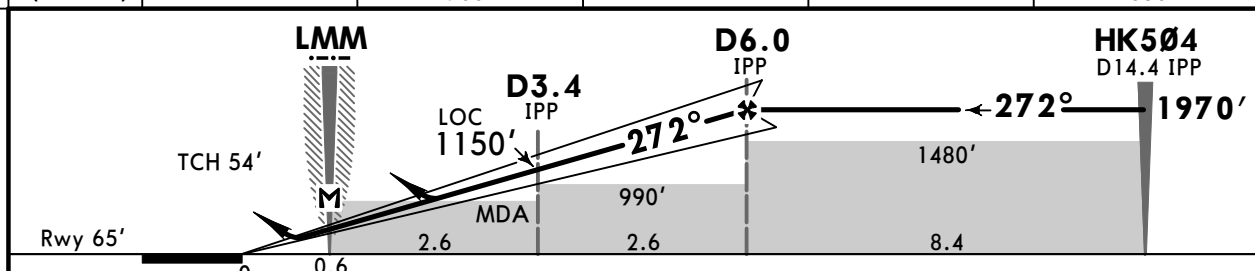
*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ① 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.55	*Ground South 121.65
LOC IPP 108.5	Final Apch Crs 272°	D6.0 IPP 1970' (1905')	ILS DA(H) 265' (200')	Apt Elev 74' Rwy 65'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn LEFT to HK443 (MAX 205 KT), then on 092° to HK412, continue on 092° to HK506 at 2960', join holding, or as directed.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' ②	MSA ARP

FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
2960'	-	900m
1970'	-	600m
1150'	-	350m
630'	-	190m



LOC (GS out)	IPP DME	2.0	3.0	4.0	5.0
	ALTITUDE	700'	1020'	1330'	1650'



Gnd speed-Kts	70	90	100	120	140	160		630' ↑ HK443 ← 205 KT MAX
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at LMM								
D6.0 IPP to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57	

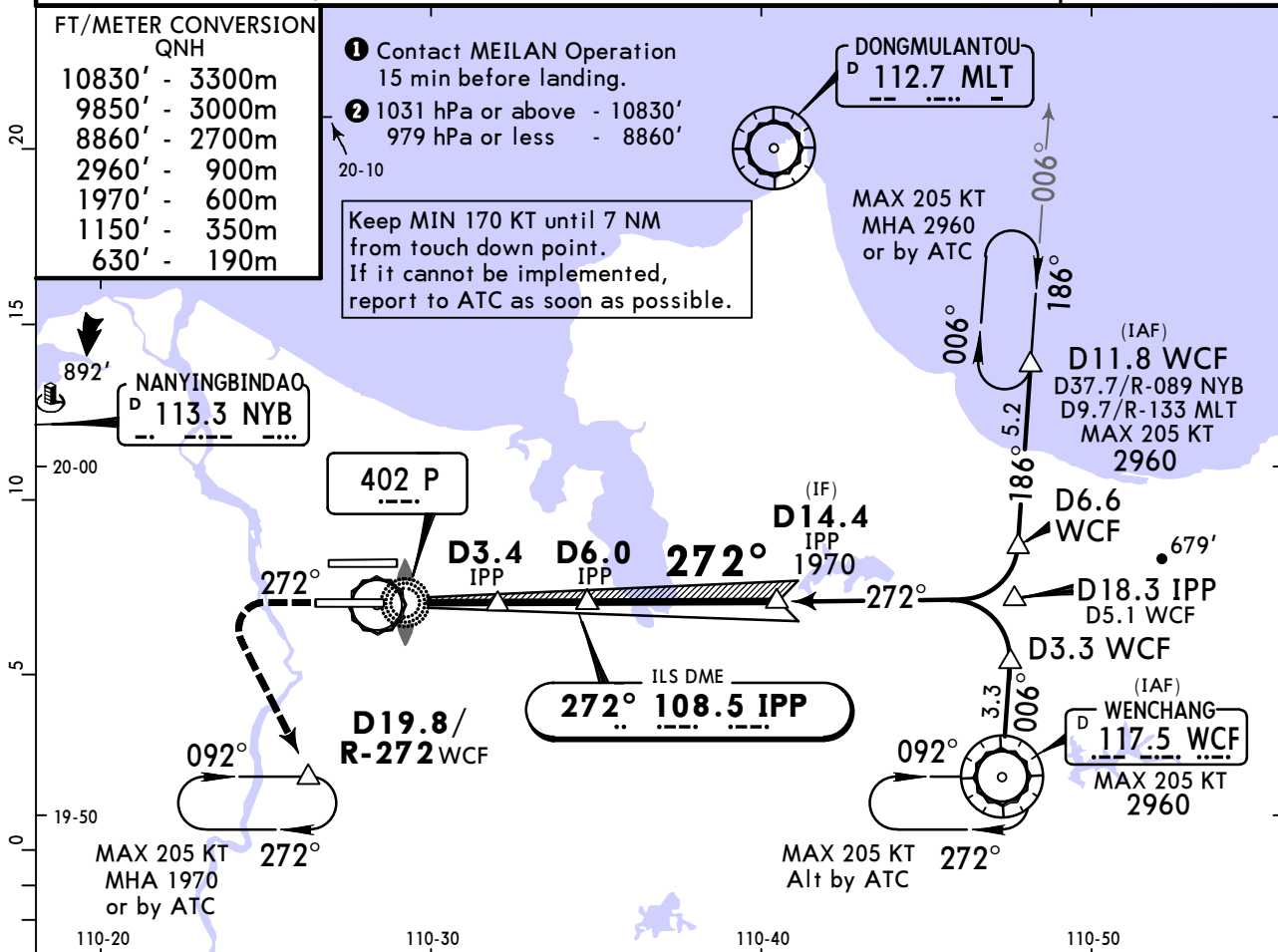
State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized at NIGHT			
DA(H) 265' (200')		CDFA					
ALS out		MDA(H) 550' (485')					
		ALS out		Max Kts		MDA(H)	
A				100	780' (706')	V2600m	
B	R550m			135	780' (706')	V2800m	
C	V800m	V1200m	R/V1900m	180	960' (886')	V3700m	
D				205	960' (886')	V4600m	
R800m when a Flight Director or Autopilot or HUD to DA is not used.							

ZJHK/HAK MEILAN

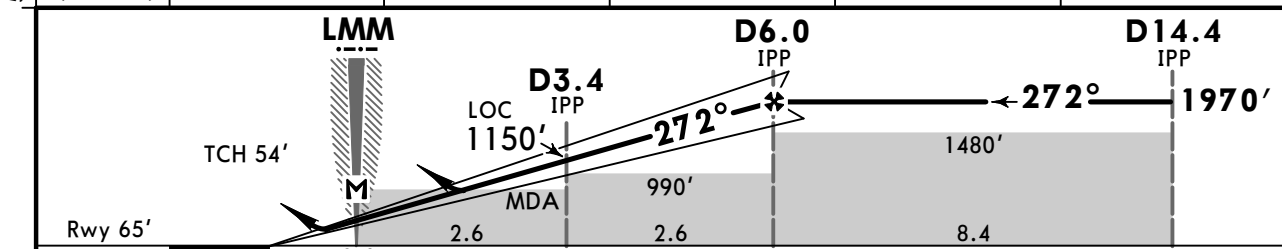
JEPPesen
27 OCT 23 **(11-8)** Eff 1 Nov 1600Z

HAIKOU, PR OF CHINA ILS DME Y Rwy 27

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ① 130.8	HAIKOU Approach (R) AP01 *AP02 119.15 119.975		HAIKOU Tower 118.55	*Ground South 121.65
LOC IPP 108.5	Final Apch Crs 272°	D6.0 IPP 1970' (1905')	ILS DA(H) 265' (200')	Apt Elev 74' Rwy 65'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn LEFT (MAX 205 KT) to D19.8/R-272 WCF at 1970', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' ②	MSA MLT VOR	



LOC (GS out)	IPP DME	2.0	3.0	4.0	5.0
	ALTITUDE	700'	1020'	1330'	1650'



Gnd speed-Kts	70	90	100	120	140	160		630' ↑ 205 KT MAX ← LT	D19.8/R-272 WCF
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			
MAP at LMM									
D6.0 IPP to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57		

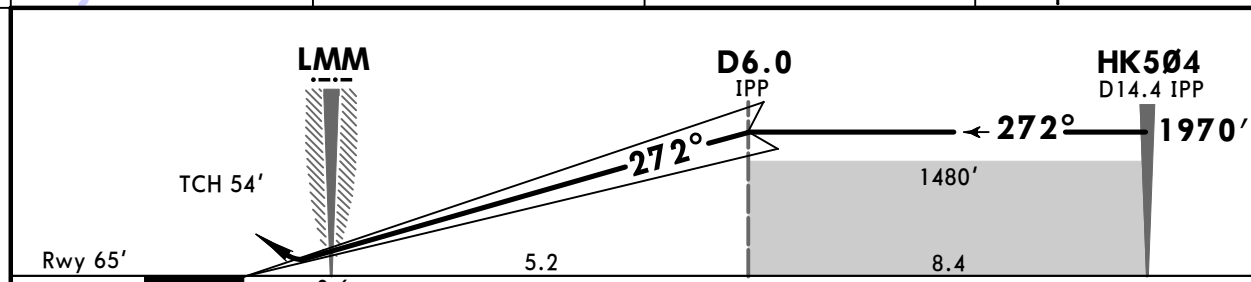
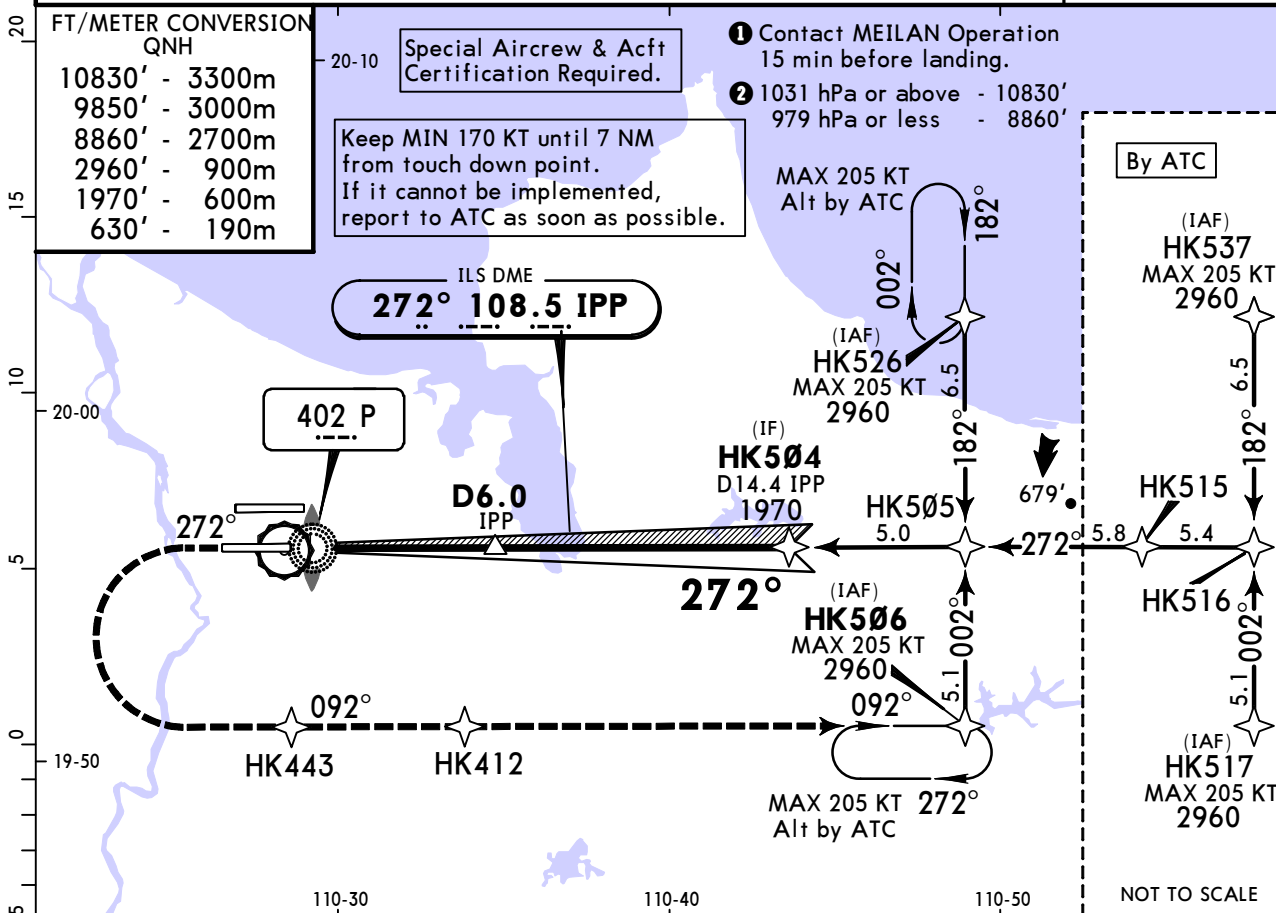
State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized at NIGHT			
DA(H) 265' (200')		CDFA					
		MDA(H) 550' (485')					
ALS out		ALS out		Max Kts		MDA(H)	
A				100	780' (706')	V2600m	
B	R550m	V1200m	R/V1900m	V2800m	135	780' (706')	V2800m
C	V800m				180	960' (886')	V3700m
D					205	960' (886')	V4600m

① R800m when a Flight Director or Autopilot or HUD to DA is not used.

ZJHK/HAK
MEILAN

JEPPESEN HAIKOU, PR OF CHINA
27 OCT 23 **11-8A** Eff 1 Nov 1600Z SA CAT I RNAV
ILS DME Z Rwy 27

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.55	*Ground South 121.65
LOC IPP 108.5	Final Apch Crs 272°	D6.0 IPP 1970' (1905')	SA CAT I ILS RA 154' DA(H) 215' (150')	Apt Elev 74' Rwy 65'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn LEFT to HK443 (MAX 205 KT), then on 092° to HK412, continue on 092° to HK506 at 2960', join holding, or as directed.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA ARP



Gnd speed-Kts	70	90	100	120	140	160		HIALS	630'	HK443	205 KT
GS	3.00°	372	478	531	637	743	849	PAPI	↑	← LT	MAX

State STRAIGHT-IN LANDING
SA CAT I ILS **RA 154'**
DA(H) **215'** (150')

R450m

HUD required.

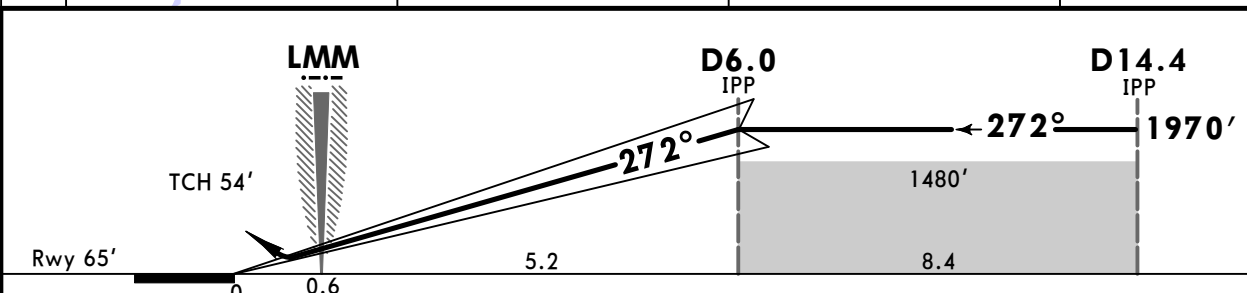
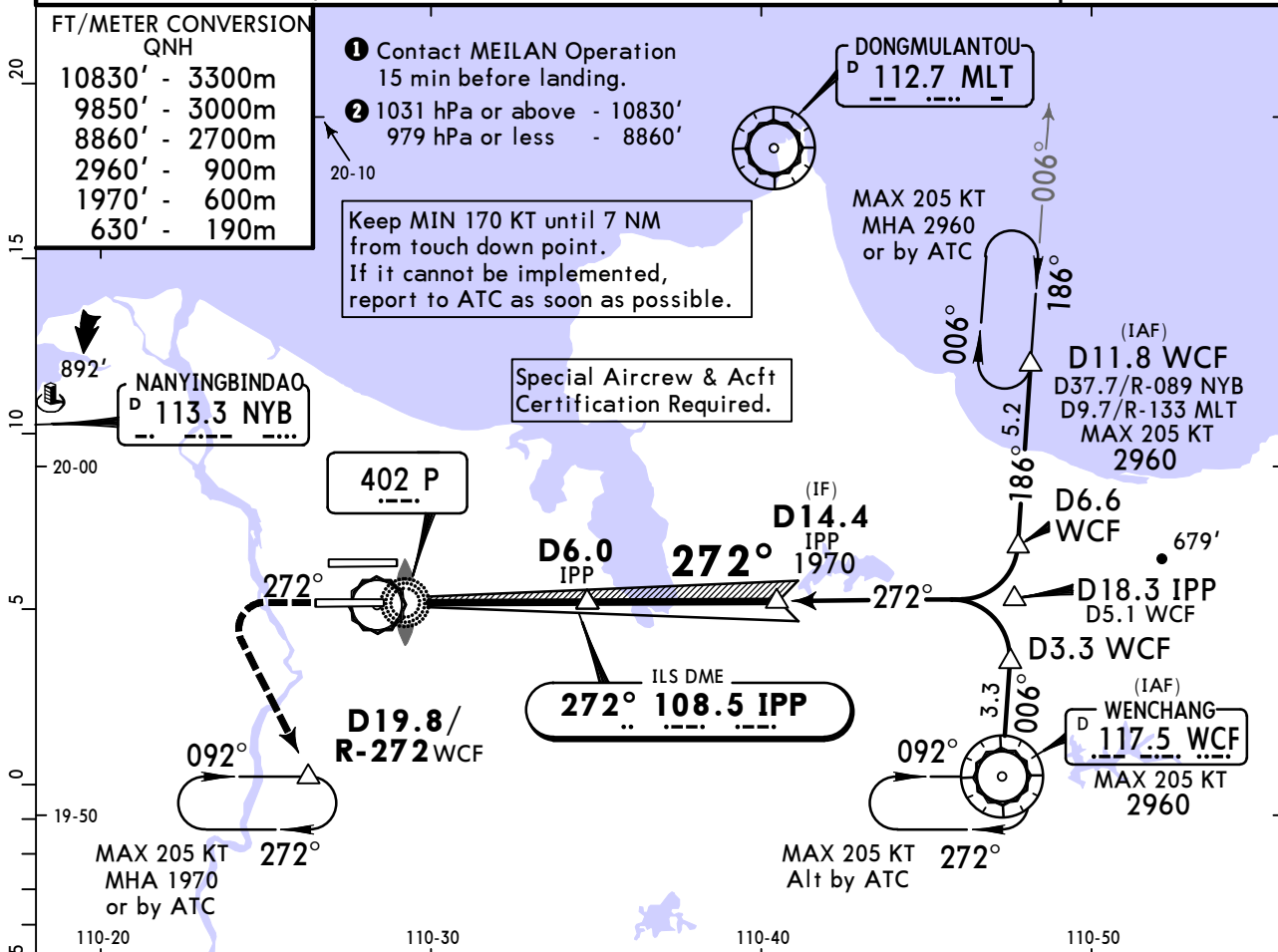
ZJHK/HAK
MEILAN

27 OCT 23
Eff 1 Nov 1600Z

JEPPESSEN
11-8B

HAIKOU, PR OF CHINA
SA CAT I ILS DME Y Rwy 27

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ① 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.55	*Ground South 121.65
LOC IPP 108.5	Final Apch Crs 272°	D6.0 IPP 1970' (1905')	SA CAT I ILS RA 154' DA(H) 215' (150')	Apt Elev 74' Rwy 65'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn LEFT (MAX 205 KT) to D19.8/R-272 WCF at 1970', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' ②	MSA MLT VOR	



Gnd speed-Kts	70	90	100	120	140	160		630' ↑ 205 KT MAX LT	D19.8/ R-272 WCF
GS	3.00°	372	478	531	637	743			

State STRAIGHT-IN LANDING
SA CAT I ILS **RA 154'**
DA(H) **215' (150')**

R450m

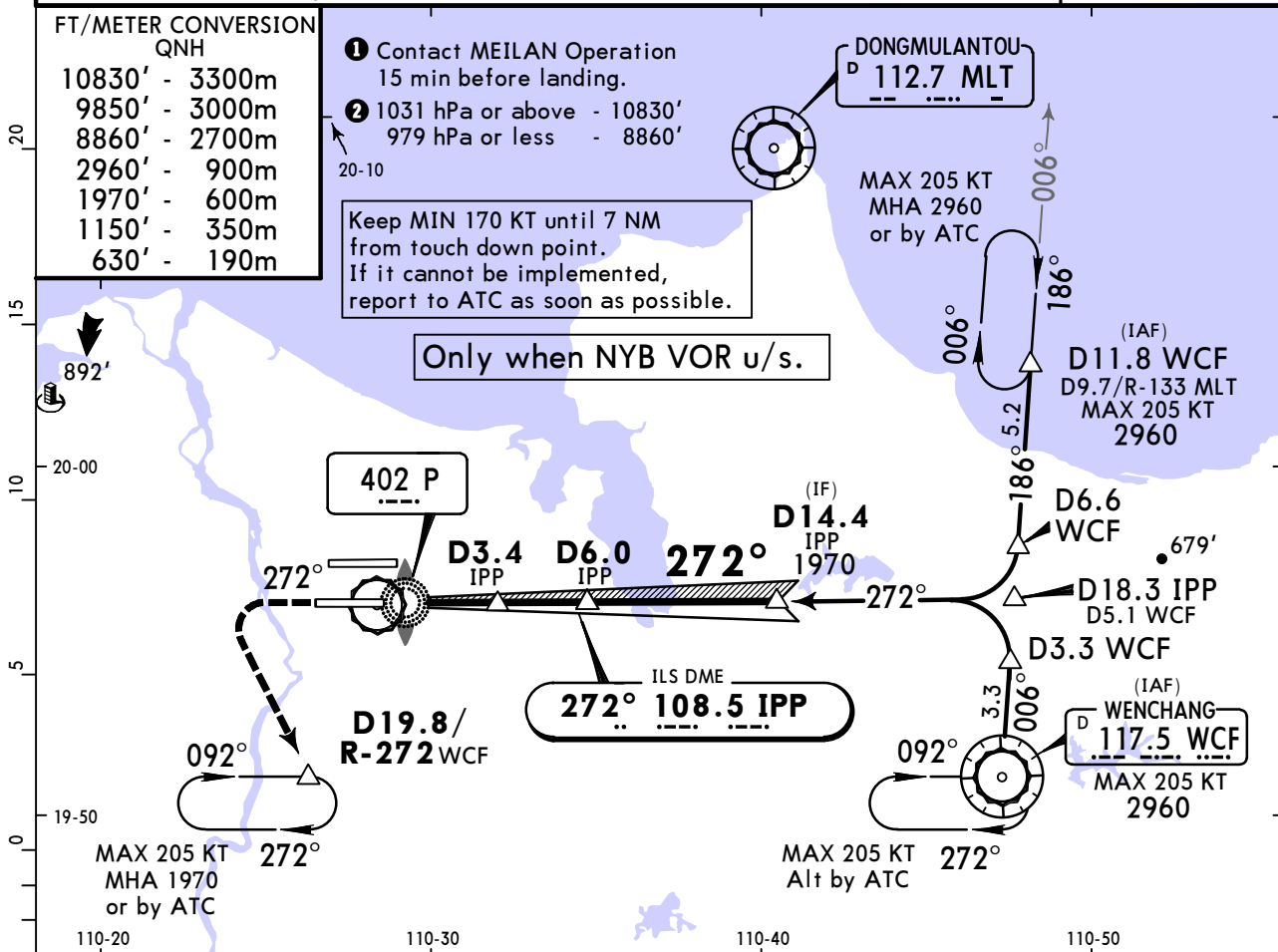
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ZJHK/HAK
MEILAN

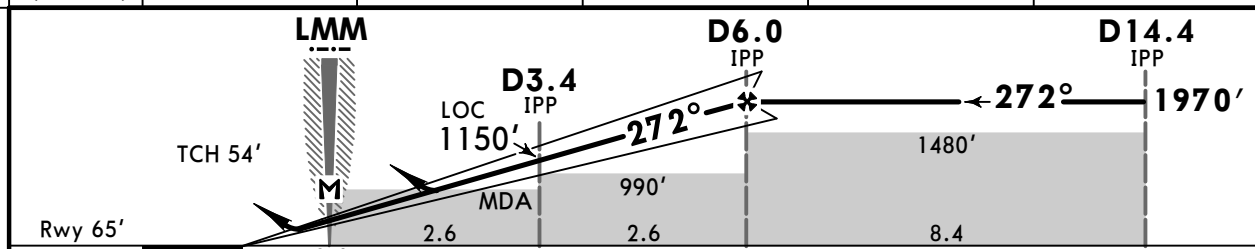
JEPPESSEN
27 OCT 23 **(11-9)** Eff 1 Nov 1600Z

HAIKOU, PR OF CHINA
ILS DME X Rwy 27

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ① 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.55	*Ground South 121.65
LOC IPP 108.5	Final Apch Crs 272°	D6.0 IPP 1970' (1905')	ILS DA(H) 265' (200')	Apt Elev 74' Rwy 65'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn LEFT (MAX 205 KT) to D19.8/R-272 WCF at 1970', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' ②	MSA MLT VOR	



LOC (GS out)	IPP DME	2.0	3.0	4.0	5.0
	ALTITUDE	700'	1020'	1330'	1650'



Gnd speed-Kts	70	90	100	120	140	160		630' ↑ 205 KT MAX ← LT	D19.8/R-272 WCF
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			
MAP at LMM									
D6.0 IPP to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57		

State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized at NIGHT			
DA(H) 265' (200')		CDFA					
		MDA(H) 550' (485')					
ALS out		ALS out		Max Kts		MDA(H)	
A				100	780' (706')	V2600m	
B	R550m	V1200m	R/V1900m	135	780' (706')	V2800m	
C	V800m			180	960' (886')	V3700m	
D				205	960' (886')	V4600m	

CHANGES: MSA, procedure, minimums. © JEPPESSEN, 2022, 2023. ALL RIGHTS RESERVED.

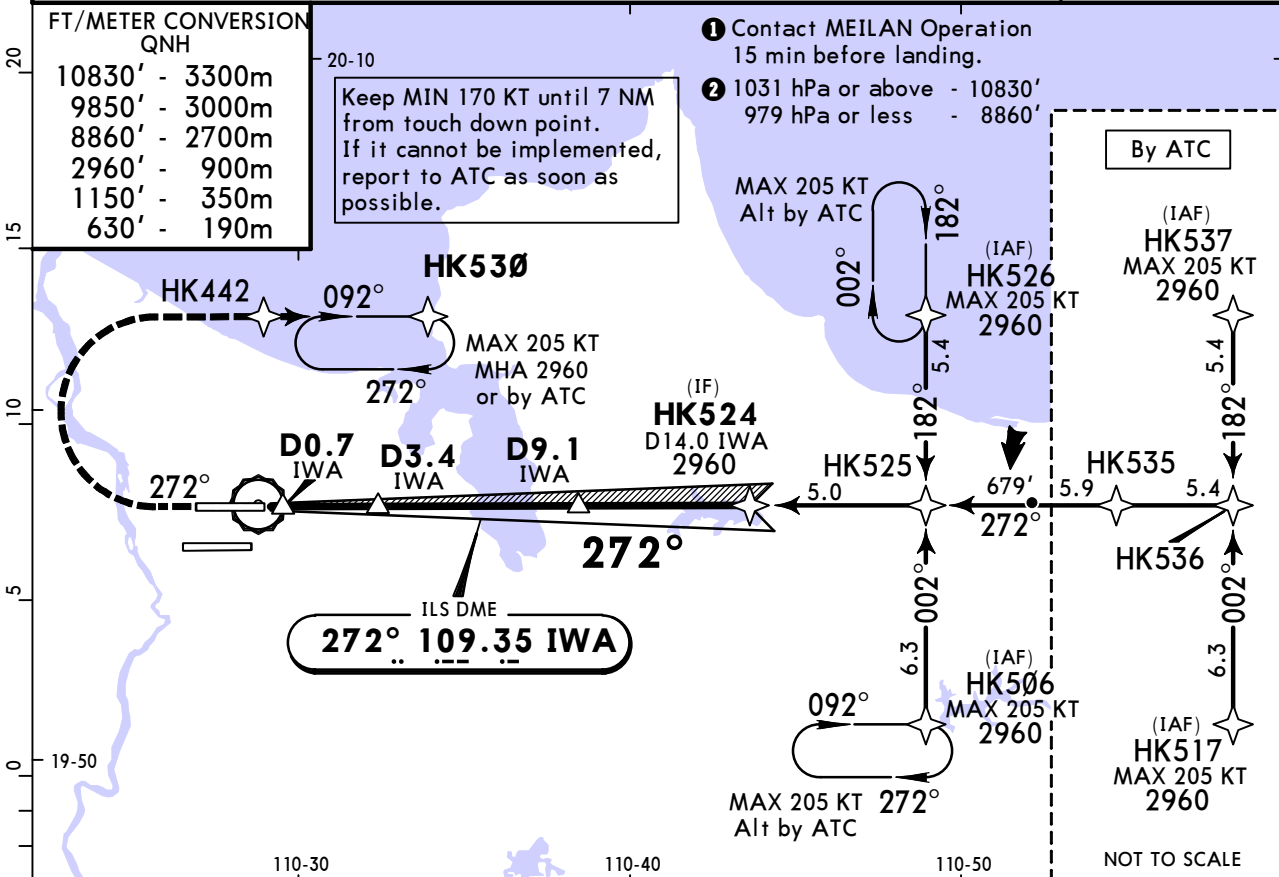
ZJHK/HAK
MEILAN

27 OCT 23
Eff 1 Nov 1600Z

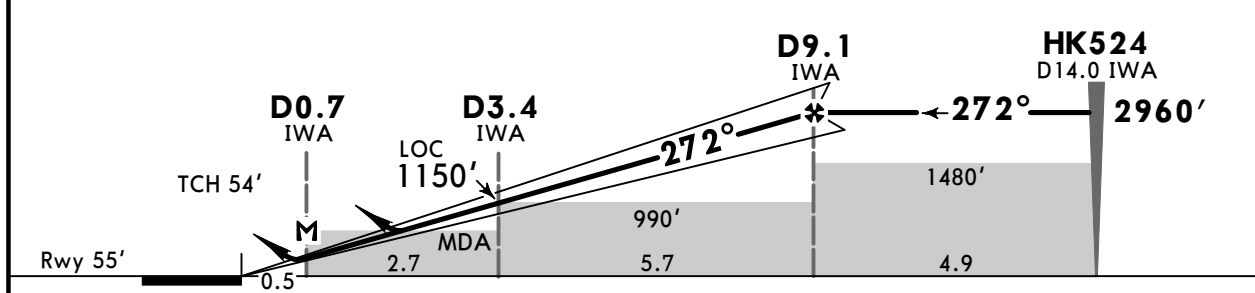
JEPPESEN
11-10

HAIKOU, PR OF CHINA
RNAV ILS DME Z Rwy 28

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IWA 109.35	Final Apch Crs 272°	D9.1 IWA 2960' (2905')	ILS DA(H) Refer to Minimums	Apt Elev 74' Rwy 55'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn RIGHT to HK442 (MAX 205 KT), then on 092° to HK530 at 2960', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA ARP	



LOC (GS out)	IWA DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	690'	1010'	1330'	1650'	1970'	2290'	2600'



Gnd speed-Kts	70	90	100	120	140	160		630' ↑	HK442 RT	205 KT MAX
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D0.7 IWA										
D9.1 IWA to MAP	8.4	7:12	5:36	5:02	4:12	3:36	3:09			

State		STRAIGHT-IN LANDING				LOC (GS out) CDFA		CIRCLE-TO-LAND	
		ILS MACG MIN 4.0% DA(H) 255' (200')		MACG MIN 2.5% DA(H) 466' (411')		MDA(H) 550' (495')		Not authorized at NIGHT	
		ALS out		ALS out		ALS out		Max Kts	
A								100	780' (706') V2600m
B								135	780' (706') V2800m
C	R550m V800m	V1200m	R/V 1500m	V2400m	R/V 2000m	V2900m		180	960' (886') V3700m
D								205	960' (886') V4600m
R800m when a Flight Director or Autopilot or HUD to DA is not used.									

ZJHK/HAK
MEILAN

27 OCT 23
Eff 1 Nov 1600Z

JEPPESSEN

HAIKOU, PR OF CHINA

11-10AA SA CAT I ILS DME X Rwy 27

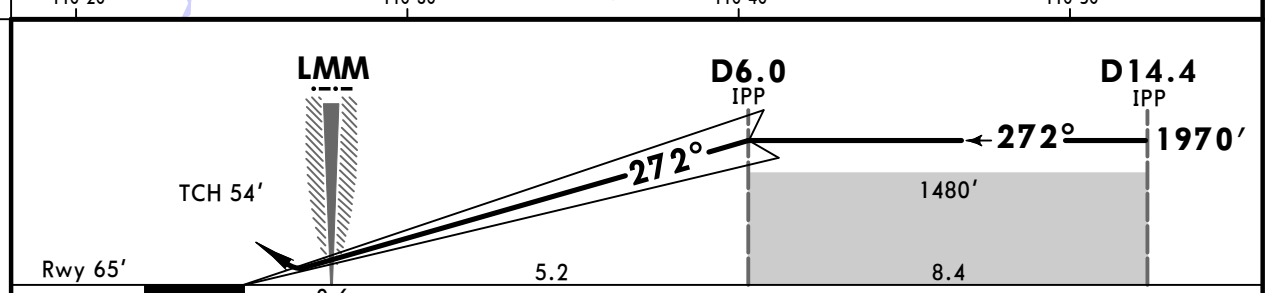
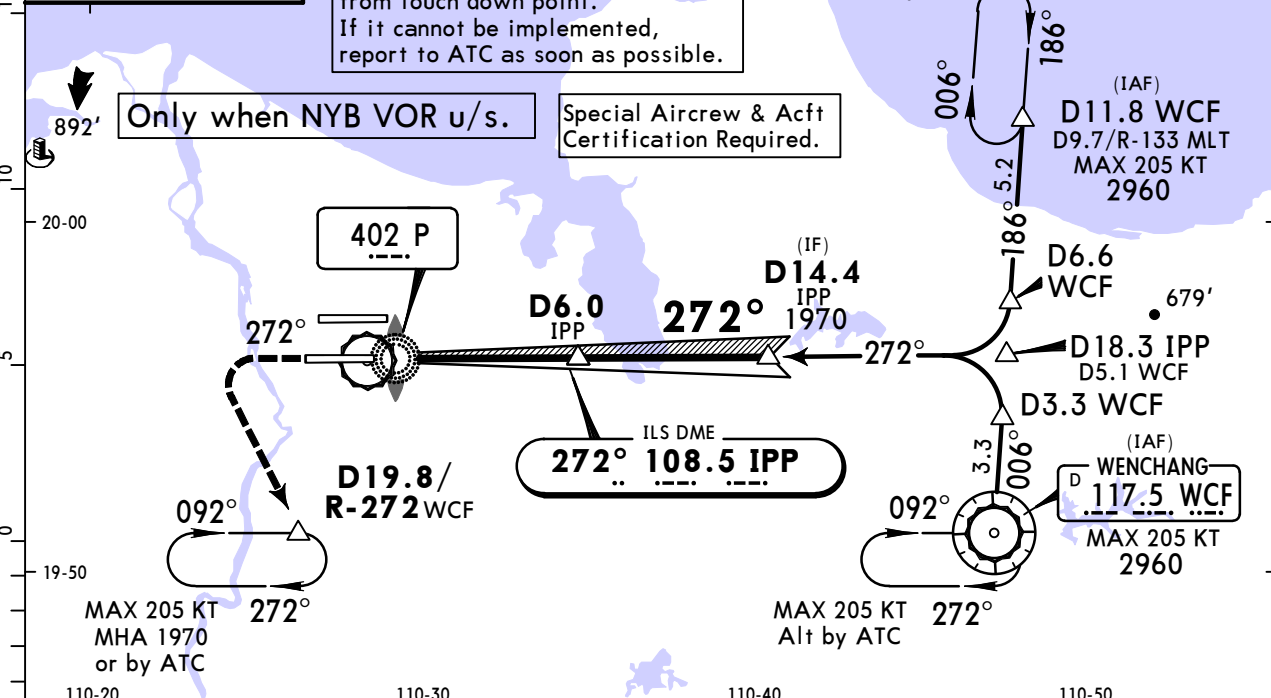
*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ① 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.55	*Ground South 121.65
LOC IPP 108.5	Final Apch Crs 272°	D6.0 IPP 1970' (1905')	SA CAT I ILS RA 154' DA(H) 215' (150')	Apt Elev 74' Rwy 65'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn LEFT (MAX 205 KT) to D19.8/R-272 WCF at 1970', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' ②	MSA MLT VOR	

FT/METER CONVERSION QNH

10830' - 3300m
9850' - 3000m
8860' - 2700m
2960' - 900m
1970' - 600m
630' - 190m

- ① Contact MEILAN Operation 15 min before landing.
- ② 1031 hPa or above - 10830'
979 hPa or less - 8860'

Keep MIN 170 KT until 7 NM from touch down point. If it cannot be implemented, report to ATC as soon as possible.



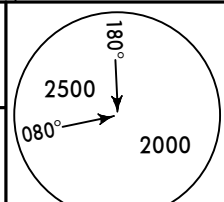
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	630' ↑ 205 KT MAX LT ↓	D19.8/ R-272 WCF
GS	3.00°	372	478	531	637	743			

State STRAIGHT-IN LANDING
SA CAT I ILS **RA 154'**
DA(H) **215' (150')**

R450m

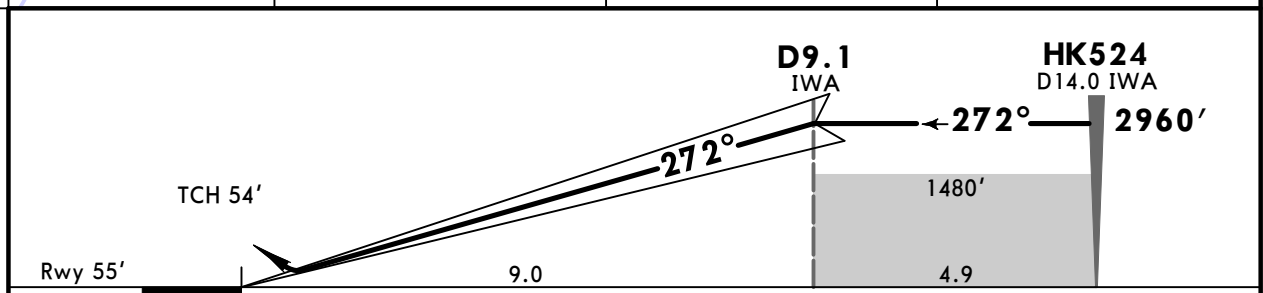
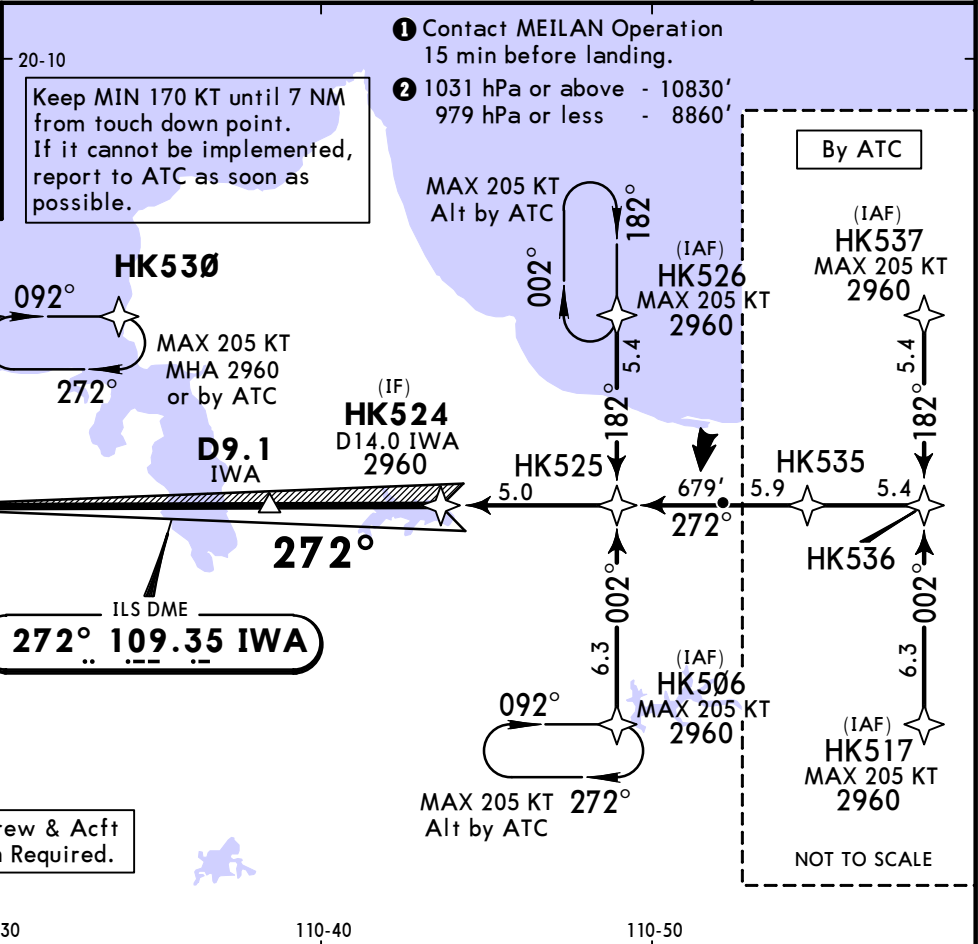
HUD required.

ZJHK/HAK 27 OCT 23 **JEPPESEN** **HAIKOU, PR OF CHINA**
MEILAN Eff 1 Nov 1600Z **(11-10BB) SA CAT I RNAV ILS DME Z Rwy 28**

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IWA 109.35	Final Apch Crs 272°	D9.1 IWA 2960' (2905')	SA CAT I ILS RA 148' DA(H) 205' (150')	Apt Elev 74' Rwy 55'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn RIGHT to HK442 (MAX 205 KT), then on 092° to HK530 at 2960', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' 2	MSA ARP	

FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
2960'	-	900m
630'	-	190m



Gnd speed-Kts	70	90	100	120	140	160		HIALS	630'	HK442	205 KT
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	MAX

State STRAIGHT-IN LANDING
SA CAT I ILS
RA 148'
 DA(H) **205'** (150')

R450m

HUD required.

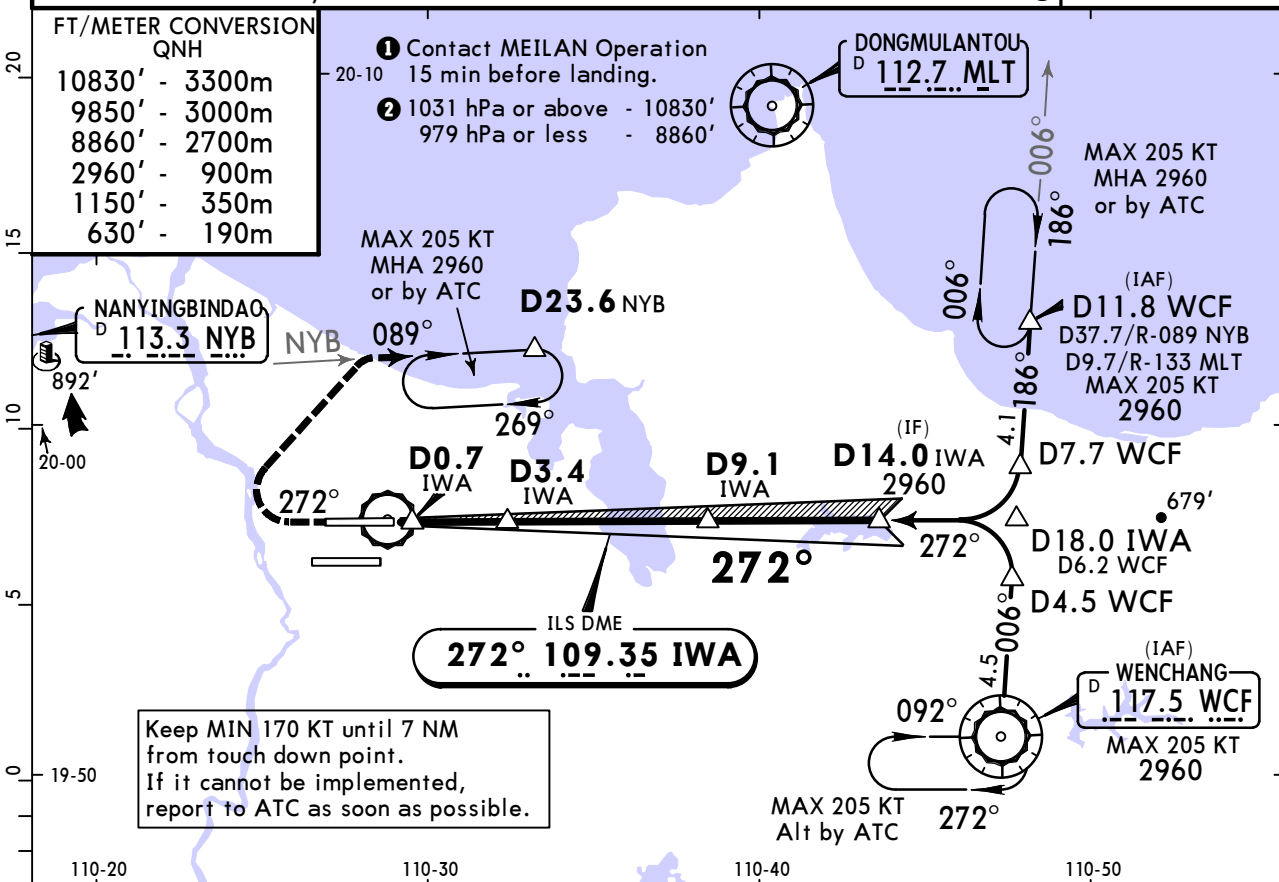
ZJHK/HAK
MEILAN

27 OCT 23
Eff 1 Nov 1600Z

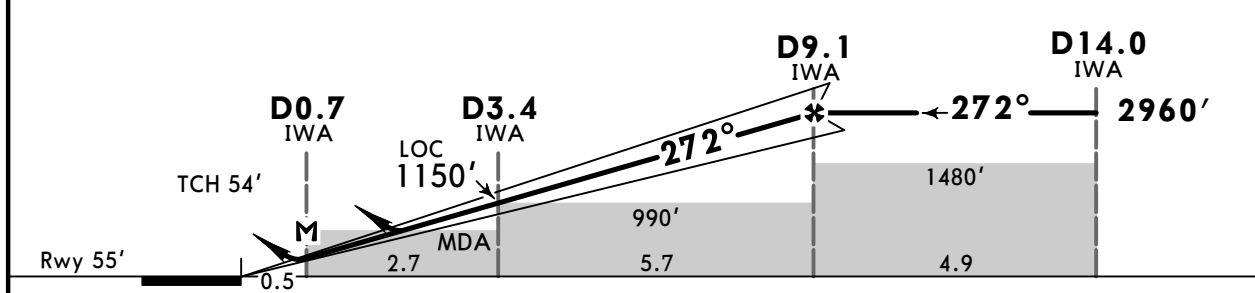
JEPPESEN
11-11

HAIKOU, PR OF CHINA
ILS DME Y Rwy 28

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ● 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IWA 109.35	Final Apch Crs 272°	D9.1 IWA 2960' (2905')	ILS DA(H) Refer to Minimums	Apt Elev 74' Rwy 55'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn RIGHT (MAX 205 KT) to intercept R-089 NYB and fly to D23.6 NYB at 2960', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' ●	MSA MLT VOR	



LOC (GS out)	IWA DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	690'	1010'	1330'	1650'	1970'	2290'	2600'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 630'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.7 IWA							
D9.1 IWA to MAP	8.4	7:12	5:36	5:02	4:12	3:36	3:09

State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
		ILS		LOC (GS out) CDFA		Not authorized at NIGHT	
		MACG MIN 4.0%		MACG MIN 2.5%			
		DA(H) 255' (200')		DA(H) 466' (411')		MDA(H) 550' (495')	
		ALS out		ALS out		ALS out	
A						Max Kts	MDA(H)
B	R550m	V1200m	R/V 1500m	V2400m	R/V 2000m	V2900m	780' (706') V2600m
C	V800m						135 780' (706') V2800m
D							180 960' (886') V3700m
							205 960' (886') V4600m

R800m when a Flight Director or Autopilot or HUD to DA is not used.

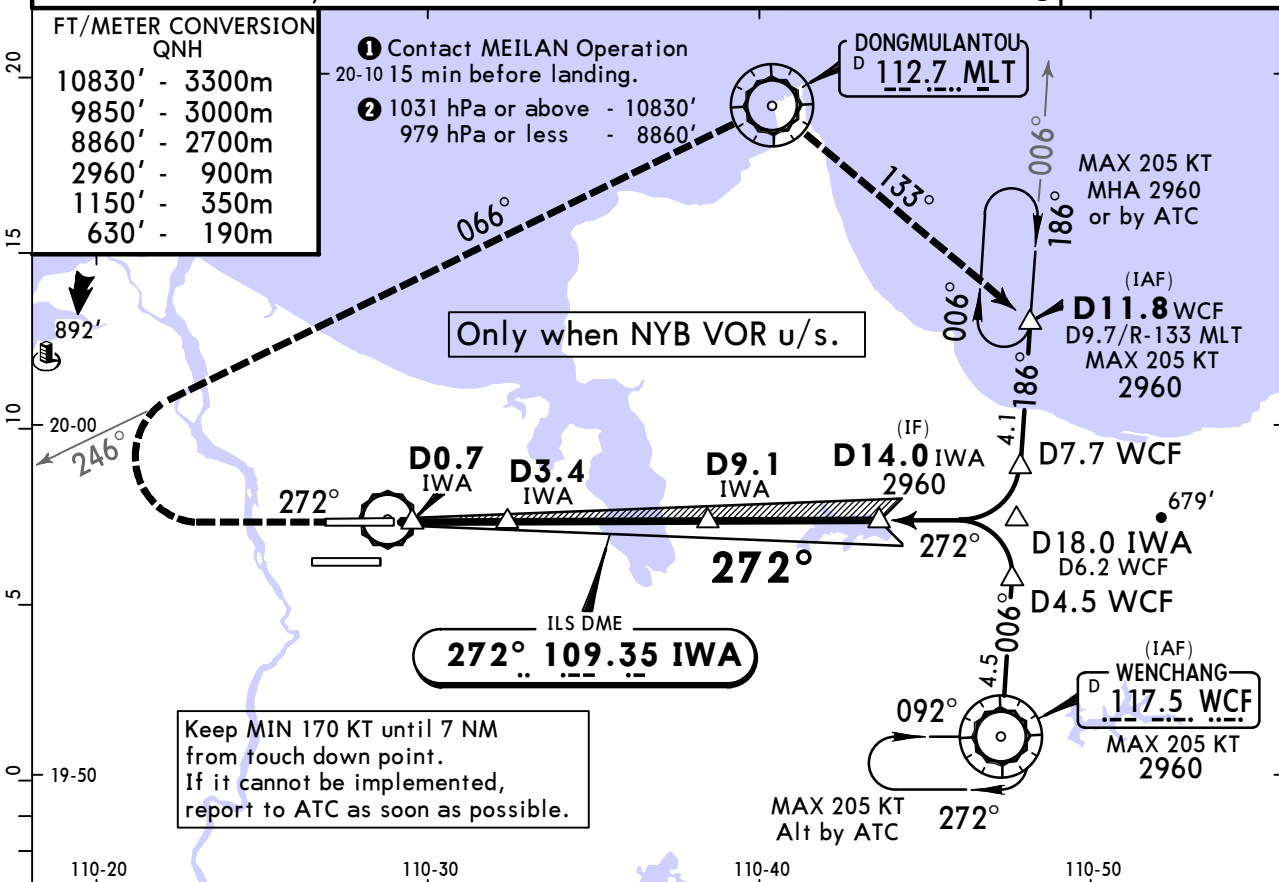
ZJHK/HAK MEILAN

27 OCT 23
Eff 1 Nov 1600Z

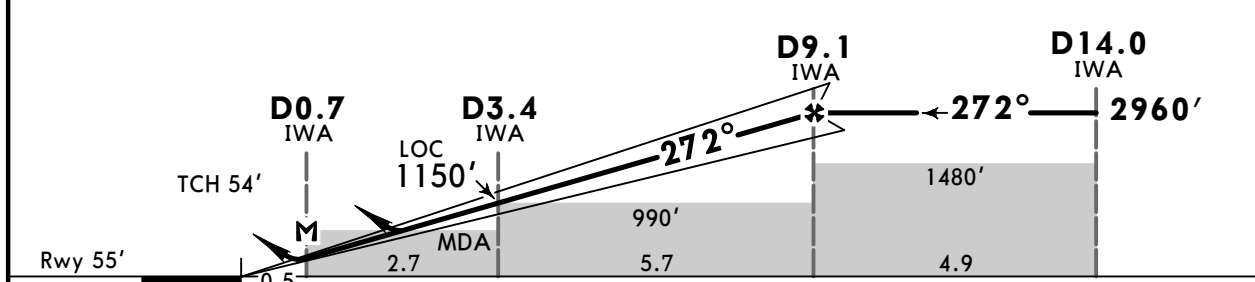
11-12

HAIKOU, PR OF CHINA ILS DME X Rwy 28

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ● 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IWA 109.35	Final Apch Crs 272°	D9.1 IWA 2960' (2905')	ILS DA(H) Refer to Minimums	Apt Elev 74' Rwy 55'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', turn RIGHT (MAX 205 KT) to intercept R-246 MLT inbound to MLT VOR at 2960', then on 133° to D9.7 MLT, join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' ●	MSA MLT VOR	



LOC (GS out)	IWA DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	690'	1010'	1330'	1650'	1970'	2290'	2600'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 630'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.7 IWA							
D9.1 IWA to MAP	8.4	7:12	5:36	5:02	4:12	3:36	3:09

State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
		ILS		LOC (GS out) CDFA		Not authorized at NIGHT	
		MACG MIN 4.0%		MACG MIN 2.5%			
		DA(H) 255' (200')		DA(H) 466' (411')		MDA(H) 550' (495')	
		ALS out		ALS out		ALS out	
A						Max Kts	MDA(H)
B	R550m	V1200m	R/V 1500m	V2400m	R/V 2000m	V2900m	100 780'(706') V2600m
C	V800m						135 780'(706') V2800m
D							180 960'(886') V3700m
							205 960'(886') V4600m

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ZJHK/HAK
MEILAN

27 OCT 23
Eff 1 Nov 1600Z

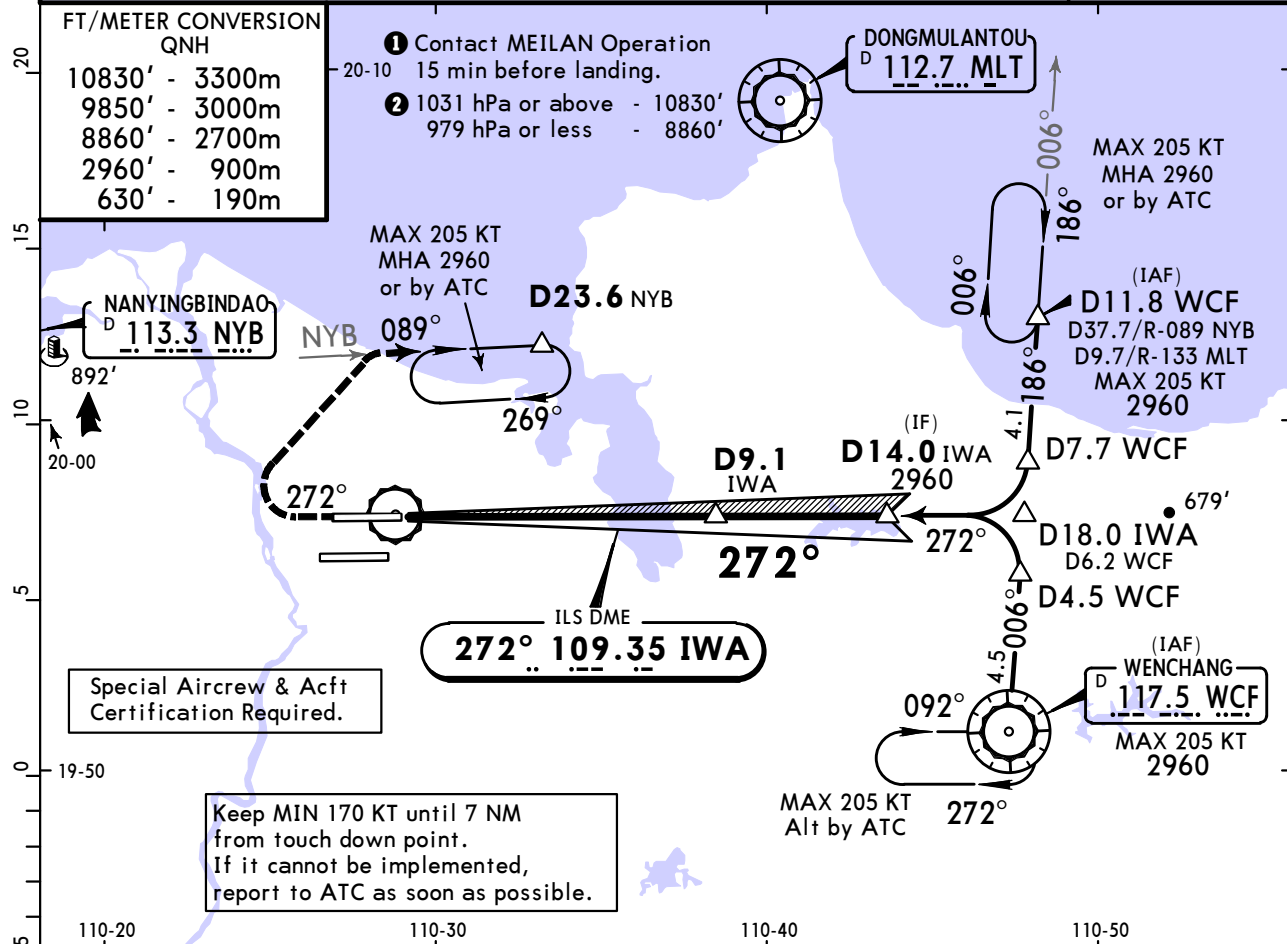
JEPPESSEN HAIKOU, PR OF CHINA
11-12AASA CAT I ILS DME Y Rwy 28

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ① 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IWA 109.35	Final Apch Crs 272°	D9.1 IWA 2960' (2905')	SA CAT I ILS RA 148' DA(H) 205' (150')	Apt Elev 74' Rwy 55'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', then turn RIGHT (MAX 205 KT) to intercept R-089 NYB and fly to D23.6 NYB at 2960', join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' ②	MSA MLT VOR	

FT/METER CONVERSION QNH

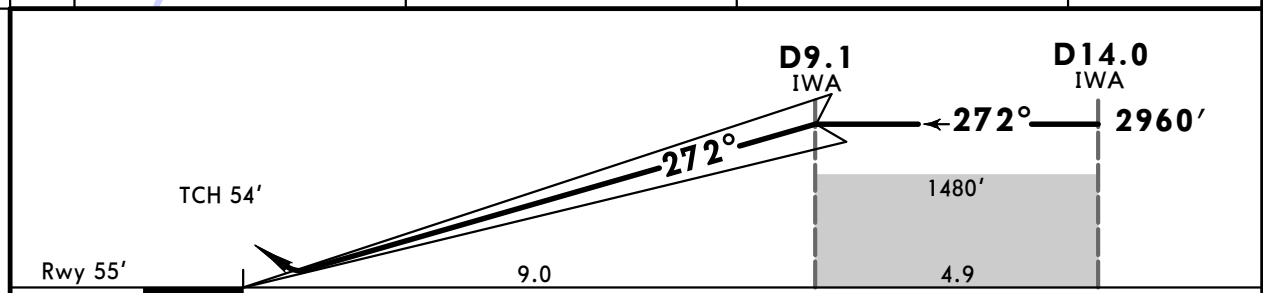
10830'	3300m
9850'	3000m
8860'	2700m
2960'	900m
630'	190m

- ① Contact MEILAN Operation 20-10 15 min before landing.
- ② 1031 hPa or above - 10830'
979 hPa or less - 8860'



Special Aircrew & Acft Certification Required.

Keep MIN 170 KT until 7 NM from touch down point. If it cannot be implemented, report to ATC as soon as possible.



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 630' ↑
GS	3.00°	372	478	531	637	743	

State STRAIGHT-IN LANDING
SA CAT I ILS **RA 148'**
DA(H) **205'** (150')

R450m

HUD required.

ZJHK/HAK
MEILAN

27 OCT 23
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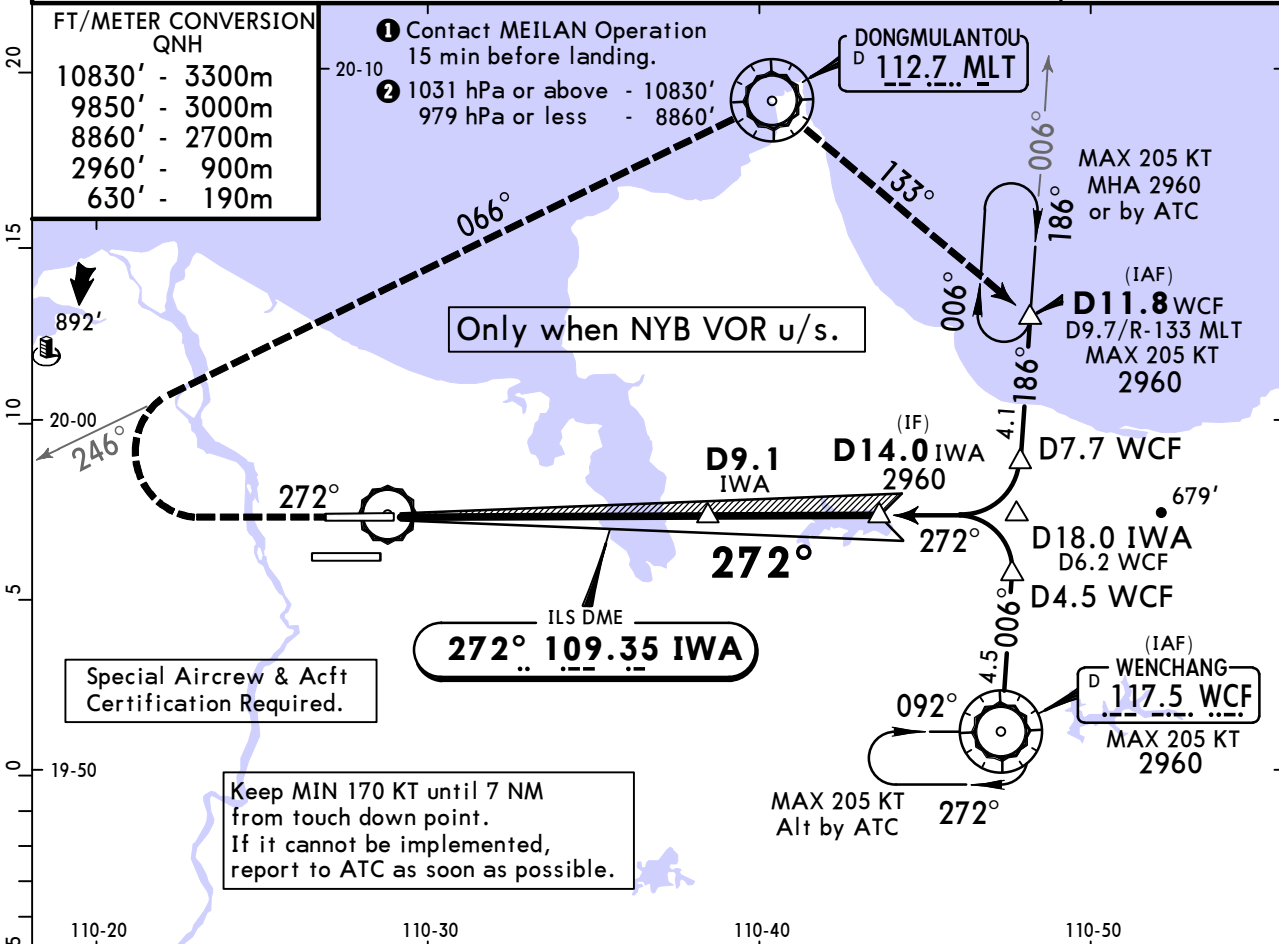
JEPPESSEN HAIKOU, PR OF CHINA
11-12BB SA CAT I ILS DME X Rwy 28

*D-ATIS Arrival 127.65	*MEILAN Operation 131.725 ① 130.8	HAIKOU Approach (R) AP01 119.15	*AP02 119.975	HAIKOU Tower 118.225	*Ground North 121.55
LOC IWA 109.35	Final Apch Crs 272°	D9.1 IWA 2960' (2905')	SA CAT I ILS RA 148' DA(H) 205' (150')	Apt Elev 74' Rwy 55'	
MISSED APCH: Climb STRAIGHT AHEAD to 630', turn RIGHT (MAX 205 KT) to intercept R-246 MLT inbound to MLT VOR at 2960', then on 133° to D9.7 MLT, join holding, or as directed.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 118	Trans alt: 9850' ②	MSA MLT VOR	

FT/METER CONVERSION QNH

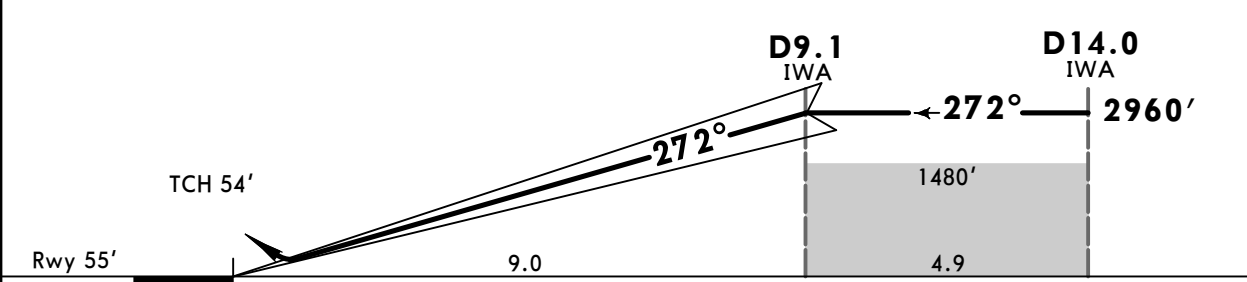
10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
2960'	-	900m
630'	-	190m

- ① Contact MEILAN Operation 15 min before landing.
- ② 1031 hPa or above - 10830'
979 hPa or less - 8860'

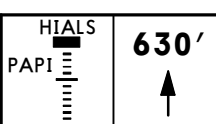


Special Aircrew & Acft Certification Required.

Keep MIN 170 KT until 7 NM from touch down point. If it cannot be implemented, report to ATC as soon as possible.



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



State STRAIGHT-IN LANDING
SA CAT I ILS **RA 148'**
DA(H) **205'** (150')

R450m

HUD required.

Chart changes since cycle 10-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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HAIKOU, (MEILAN - ZJHK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZJHK