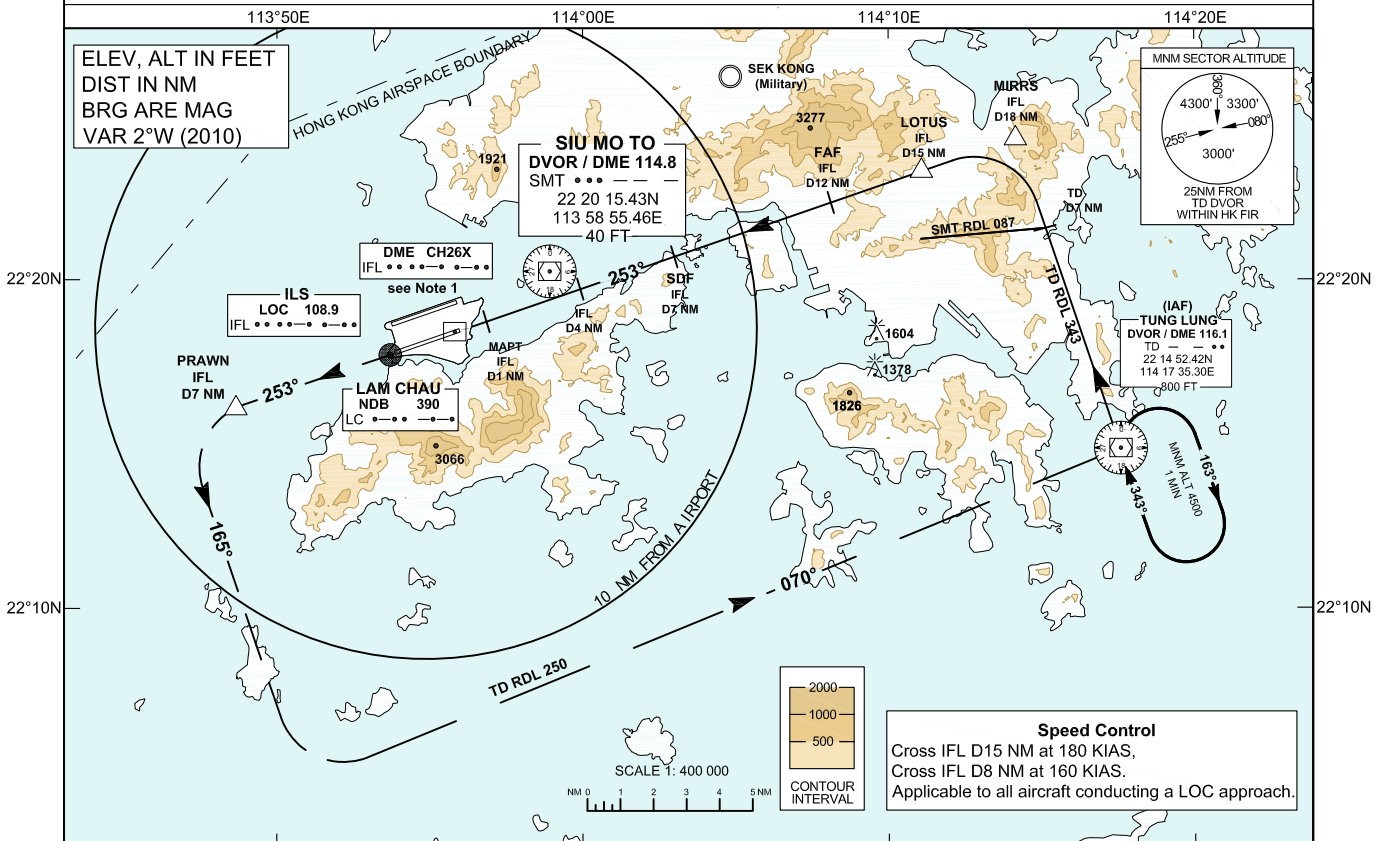
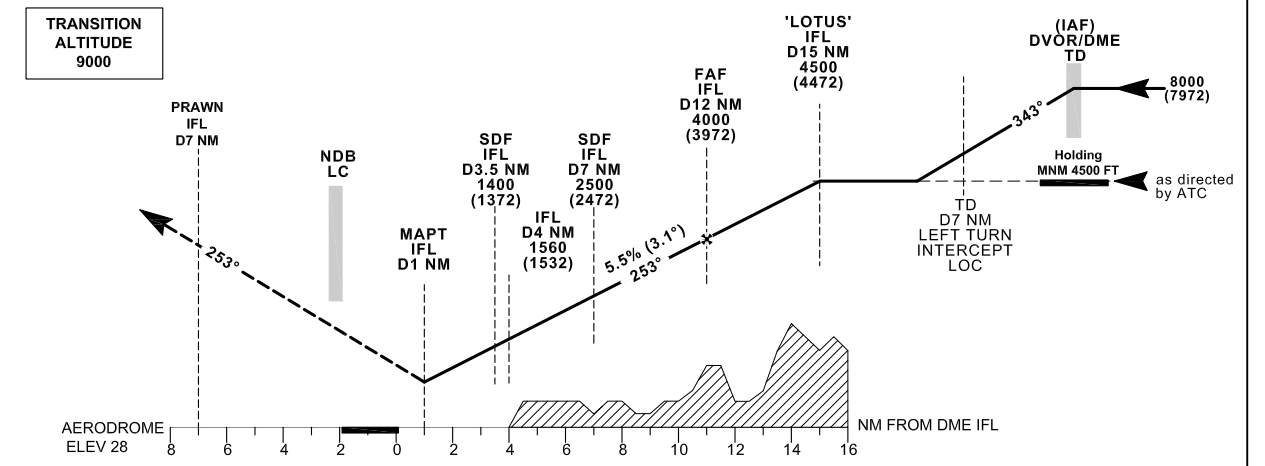


| | | | |
|---|--|---|--|
| INSTRUMENT APPROACH CHART - ICAO | AERODROME ELEV 28 FT (HEIGHTS RELATED TO AD ELEV) | HONG KONG TOWER SOUTH 118.4 HONG KONG APPROACH 119.1 HONG KONG DIRECTOR 119.5 | VHHH / HONG KONG INTL LOC RWY 25L |
|---|--|---|--|

WARNING LOC IFL UNUSABLE BEYOND 28° LEFT OF COURSE



| Recommended Profile | DME IFL | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 |
|---|-----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-----------|
| Average Gradient 5.5% Descent Rate 330 ft/NM | ALT (HGT) | 3400 (3372) | 3100 (3072) | 2800 (2772) | 2500 (2472) | 2190 (2162) | 1880 (1852) | 1560 (1532) | 1210 (1182) | 810 (782) |



NOTE 1 DME is required.

| | | | | | |
|----------------------------|-----------------------------|-----------------|-----------------|------------------------|-----------------|
| GS KT | 160 | 140 | 120 | 100 | 80 |
| FAF-MAPT 11 NM | 4:08 sec | 4:43 sec | 5:30 sec | 6:36 sec | 8:15 sec |
| FT Per MINUTE | 890 | 780 | 670 | 560 | 450 |
| AIRCRAFT CATEGORIES | G/P INOP * OCA (OCH) | | | VISUAL CIRCLING | |
| A, B, C, D | 430 ft (400 ft) | | | NOT AVAILABLE | |

* This procedure requires a missed approach climb gradient of 2.5% (152 ft/NM).

MISSED APPROACH

The Missed Approach Point is at the MM Fix (IFL DME 1 NM). Climb to 5,000 ft. Remain on the extended runway centreline tracking 253°M (or bearing 253°M to/from LC NDB). At PRAWN (IFL DME 7 NM), turn left to track 165°M to establish inbound on RDL 250 TD DVOR. Join TD holding pattern or as directed by ATC.

NOTE 2 A speed restriction of 185 KIAS maximum is required until established on track 165°M.

If TD DVOR IS NOT AVAILABLE

Leave reporting point 'TD' on track 343°M descending from 8,000 ft to 4,500 ft. When crossing SMT RDL 087, turn left to track 298°M to intercept RWY 25L LOC IFL.

MISSED APPROACH

The Missed Approach Point is at the MM Fix (IFL DME 1 NM before the landing threshold). Climb to 5,000 ft. Remain on the extended runway centreline tracking 253°M (or bearing 253°M to/from LC NDB). At PRAWN (IFL DME 7 NM), turn left to track 165°M. Expect radar vectors to final approach track.

RWY 25L LOC APPROACH

Navigation Aids

| Navaid/Ident | Frequency | Co-ordinates | Remarks |
|---------------------|------------------|------------------------------|----------------|
| Localizer/IFL | 108.9 MHz | 22 17 43.13 N 113 53 42.80 E | Course 253°M |
| DME/IFL | CH 26X | 22 18 19.77 N 113 55 49.30 E | |
| SMT DVOR | 114.8 MHz | 22 20 15.43 N 113 58 55.46 E | Co-located |
| SMT DME | CH 95X | | |
| TD DVOR | 116.1 MHz | 22 14 52.42 N 114 17 35.30 E | Co-located |
| TD DME | CH 108X | | |

Significant Points

| Significant Point | Co-ordinates | Cross Reference from Navaid |
|--------------------------|------------------------------|---|
| TD (IAF) | 22 14 52.42 N 114 17 35.30 E | |
| MIRRS | 22 24 17.1 N 114 14 09.3 E | IFL DME 18.0 NM |
| LOTUS | 22 23 18.26 N 114 11 05.60 E | IFL DME 15.0 NM |
| FAF | 22 22 25.10 N 114 08 11.31 E | IFL DME 12.0 NM |
| MAPT | 22 18 46.65 N 113 56 59.23 E | IFL DME 1.0 NM |
| PRAWN | 22 16 05.4 N 113 48 40.1 E | IFL DME 7.0 NM SMT RDL 248/DME 10.4 NM |