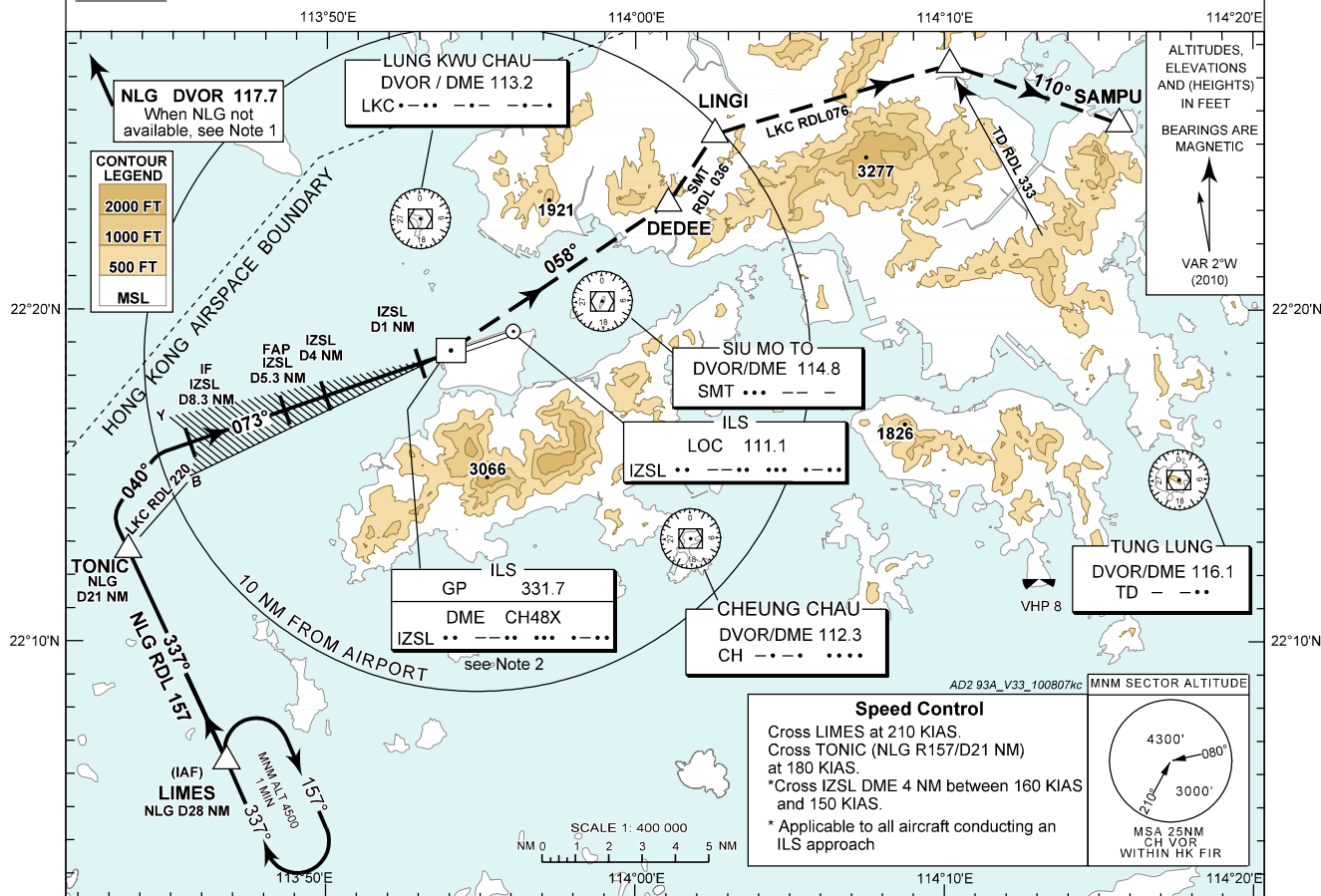


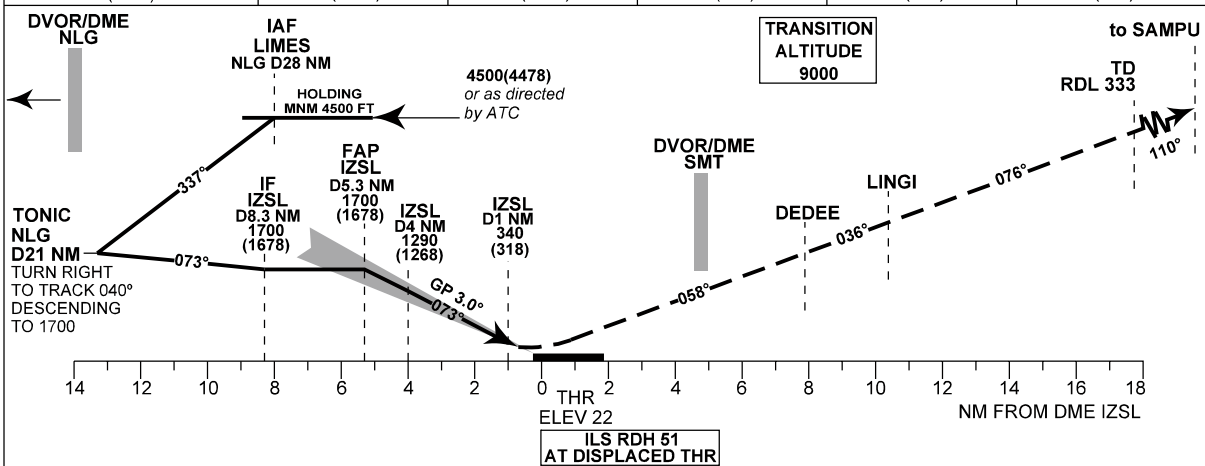
AIP HONG KONG

| | | | |
|---|---|---|---|
| INSTRUMENT APPROACH CHART - ICAO | AERODROME ELEV 28 FT (HEIGHTS RELATED TO THR RWY 07L - ELEV 22 FT) | HONG KONG TOWER NORTH 118.2 HONG KONG APPROACH 119.1 HONG KONG DIRECTOR 119.5 | HONG KONG / Intl (VHHH) ILS RWY 07L CAT II |
|---|---|---|---|

WARNING LOC IZSL UNUSABLE BEYOND 28° RIGHT OF COURSE



| | | | | | |
|-------------------|-------------|-------------|-----------|-----------|-----------|
| DME IZSL | 5 | 4 | 3 | 2 | 1 |
| ALT 3° APCH (HGT) | 1610 (1588) | 1290 (1268) | 970 (948) | 660 (638) | 340 (318) |



NOTE 1 IF NLG DVOR NOT AVBL
At LIMES track 337°M. After crossing LKC DVOR RDL 203 descend to 2,000 ft. Crossing LKC DVOR RDL 220 turn right to track 040°M to intercept LOC descending to 1,700 ft.

NOTE 2 DME is required. If unable to receive IZSL DME pilot shall advise ATC and will receive equivalent radar ranges for FAP (IZSL DME 5.3 NM) and OM Fix (IZSL DME 4 NM).

| | | | | | |
|---------------|-----|-----|-----|-----|-----|
| GS KT | 160 | 140 | 120 | 100 | 80 |
| FT Per MINUTE | 840 | 740 | 630 | 530 | 420 |

| | | | |
|----------------------------|--------------------------|---------------------------|------------------------|
| AIRCRAFT CATEGORIES | CAT I * OCA (OCH) | CAT II * OCA (OCH) | VISUAL CIRCLING |
| A, B, C, D | 222 ft (200 ft) | 122 ft (100 ft) | NOT AVAILABLE |

* These procedures require a missed approach climb gradient of 7% (426 ft/NM). For aircraft which can only achieve a 2.5% (152 ft/NM) climb gradient, the CAT I OCA (OCH) is 1,332 ft (1,310 ft).
MISSSED APPROACH

Ahead to 300ft, then turn left on track 058M and climb to 5000ft. Continue climb on track 058M, and intercept SMT 036R to LINGI then turn right on LKC 076R outbound. Crossing TD333R, track 110M to SAMPU and expect radar vector.

- NOTE 3 NO Turn before IZSL D0.2NM (RWY07L THR).
- NOTE 4 Climbing gradient of 7% is required.
- NOTE 5 A speed restriction of 230 KIAS is required.
- NOTE 6 When SMT DVOR is not available, ahead to 300', then turn left on track 058M and climb to 5000' (NO turn before IZSL D0.2 NM) then expect radar vectors.

RWY 07L ILS APPROACH

Navigation Aids

| Navaid/Ident | Frequency | Co-ordinates | Remarks |
|----------------|-----------|------------------------------|------------------------------|
| Localizer/IZSL | 111.1 MHz | 22 19 21.08 N 113 56 02.35 E | Course 073° |
| Glide Path | 331.7 MHz | 22 18 46.29 N 113 54 01.55 E | 3° glide slope Co-located |
| DME/IZSL | CH 48X | | |
| CH DVOR | 112.3 MHz | 22 13 10.35 N 114 01 48.20 E | Co-located |
| CH DME | CH 70X | | |
| LKC DVOR | 113.2 MHz | 22 22 44.12 N 113 53 01.50 E | Co-located |
| LKC DME | CH 79X | | |
| NLG DVOR | 117.7 MHz | 22 31 54 N 113 33 48 E | Co-located |
| NLG DME | CH 124X | | |
| 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 |
|-------------------|------------------------------|--|
| LIMES | 22 06 25.60 N 113 46 32.60 E | NLG RDL 157/DME 28.0 NM or CH RDL 247/DME 15.7 NM |
| TONIC | 22 12 47.88 N 113 43 21.85 E | NLG RDL 157/DME 21.0 NM |
| IF | | IZSL DME 8.3 NM |
| FAP | | IZSL DME 5.3 NM |
| DEDEE | 22 23 12.70 N 114 01 03.67 E | SMT RDL 036/DME 3.5 NM |
| LINGI | 22 25 17.63 N 114 02 34.10 E | SMT RDL 036/DME 6.0 NM |
| SAMPU | 22 25 39.19 N 114 15 40.91 E | TD RDL 353/DME 10.9 NM |