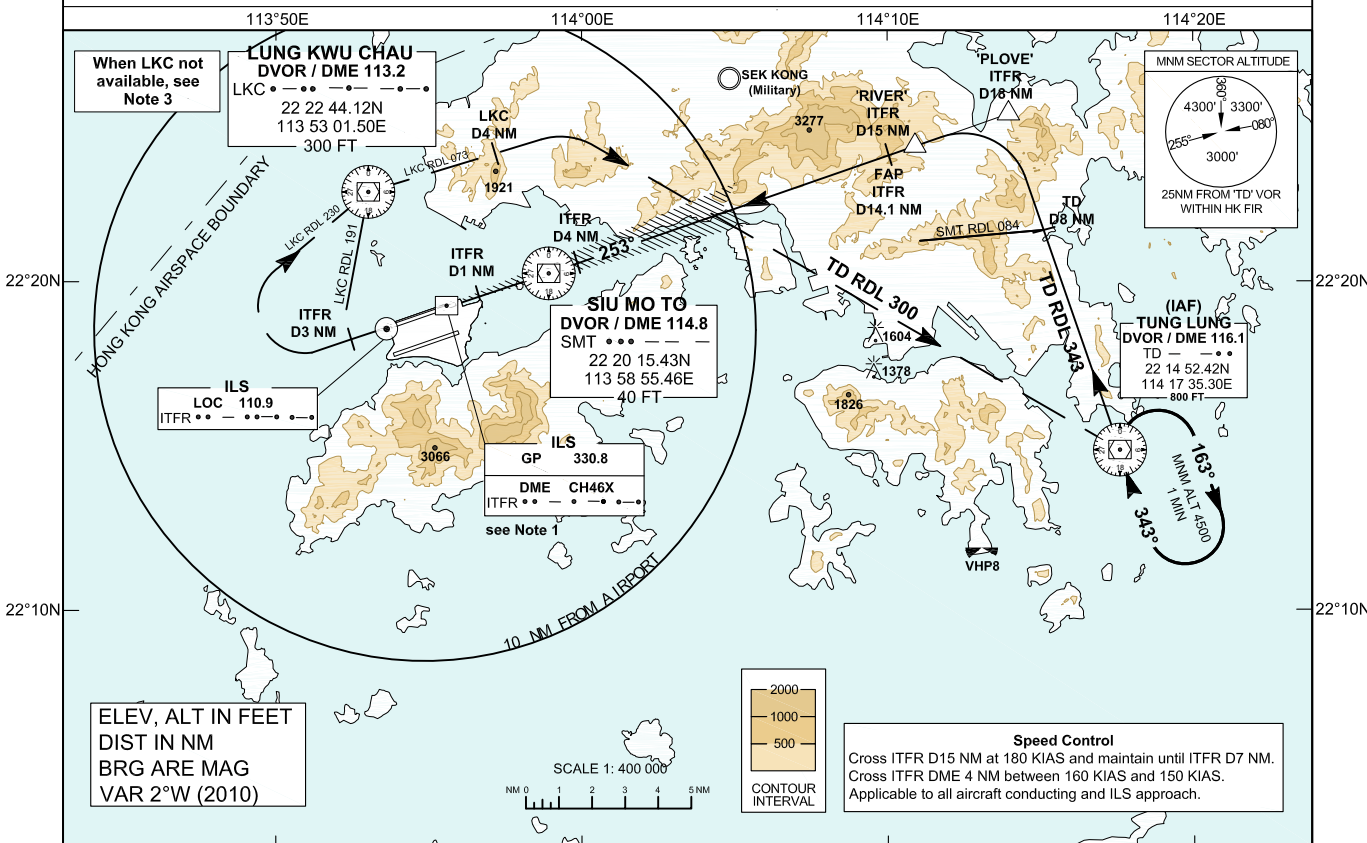


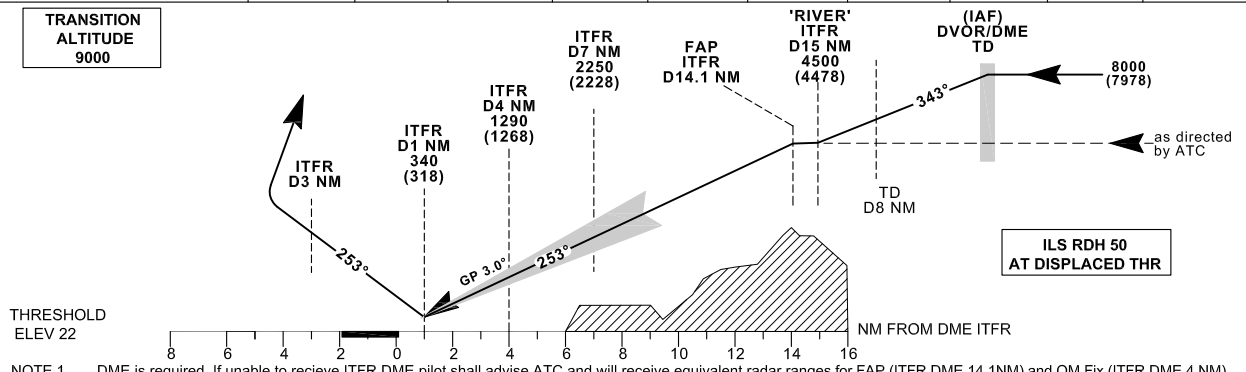
AIP HONG KONG

INSTRUMENT APPROACH CHART - ICAO	AERODROME ELEV 28 FT (HEIGHTS RELATED TO THR RWY 25R - ELEV 22 FT)	HONG KONG TOWER NORTH 118.2 HONG KONG APPROACH 119.1 HONG KONG DIRECTOR 119.5	VHHH / HONG KONG INTL ILS RWY 25R CAT II & III
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WARNINGS 1. LOC IFTR UNUSABLE BEYOND 20NM BELOW 5500' FROM 4° RIGHT OF COURSE
2. GP SIGNAL UNUSABLE BEYOND 6° RIGHT OF CL



	113°50E	114°00E	114°10E	114°20E						
DME ITFR	10	9	8	7	6	5	4	3	2	1
ALT 3° APCH (HGT)	3200 (3178)	2880 (2858)	2570 (2548)	2250 (2228)	1930 (1908)	1610 (1588)	1290 (1268)	970 (948)	660 (638)	340 (318)



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 5% (304 ft/NM) until passing 5,000 ft. For aircraft which can only achieve a 2.5% (152 ft/NM) climb gradient, the CAT 1 OCA (OCH) is 1,321 ft (1,298ft). For ILS CAT III approach, a missed approach climb gradient of 5% or a rate of climb of 304 ft/NM is required until 5,000 ft.

MISSED APPROACH
Climb to 4,000 ft. Remain on the extended runway centreline tracking 253°M. At ITFR DME 3 NM west of airport (or crossing RDL 191 LKC DVOR), turn right to establish inbound on RDL 230 LKC DVOR. At LKC DVOR continue climb to 5000 ft. Depart LKC DVOR on RDL 073 to DME 4NM, then turn right to establish inbound on RDL 300 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 LKC RDL230.
NOTE 3 When LKC DVOR is not available, climb to 5,000 ft, remain on the extended runway centreline tracking 253°M and expect radar vectors. A speed restriction of 185 KIAS is required until advised by ATC.

If TD DVOR IS NOT AVAILABLE
Leave reporting point 'TD' on track 355°M descending from 8,000 ft to 4,500 ft. When crossing SMT RDL 084, turn left to track 298°M to intercept RWY 25R LOC ITFR.

MISSED APPROACH
Climb to 4,000 ft. Remain on the extended runway centreline tracking 253°M. At ITFR DME 3 NM west of airport (or crossing RDL 191 LKC DVOR), turn right to establish inbound on RDL 230 LKC DVOR. At LKC DVOR continue climb to 5000 ft, Depart LKC DVOR on RDL 073 to DME 4NM, then turn right on track 120°M to 'TD'. Expect radar vectors to final approach track. See notes 2 and 3 above.

RWY 25R ILS APPROACH

Navigation Aids

Navaid/Ident	Frequency	Co-ordinates	Remarks
Localizer/ITFR	110.9 MHz	22 18 34.27 N 113 53 37.07 E	Course 253°M
Glide path	330.8 MHz	22 19 16.43 N 113 55 35.09 E	3° glide slope Co-located
DME/ITFR	CH 46X		
CH DVOR	112.3 MHz	22 13 10.35 N 114 01 48.20 E	
CH DME	CH 70X	22 13 11.69 N 114 01 48.75 E	
LKC DVOR	113.2 MHz	22 22 44.12 N 113 53 01.50 E	Co-located
LKC DME	CH 79X		
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	
PLOVE	22 25 06.30 N 114 13 57.90 E	ITFR DME 18.0 NM
RIVER	22 24 07.55 N 114 10 54.23 E	ITFR DME 15.0 NM
FAP	22 23 54.68 N 114 10 08.81 E	ITFR DME 14.1 NM