1. **Introduction**

1.1 The Hong Kong International Airport Instrument Approach Charts published with AIP Supplement A08/09 contained some discrepancies. Revised charts with corrected information are now published (see Attachments overleaf).

2. **Revised Instrument Approach Charts**

2.1 The following instrument approach charts are reissued:

i) ILS RWY 07R CAT II – Revised MM Fix ALT (HGT)
ii) LOC RWY 07R
iii) ILS RWY 25L CAT II – Revised IFL D7 NM, OM FIX and MM FIX ALT (HGT)
iv) LOC RWY 25L
v) ILS RWY 07L CAT II – Revised MM FIX and OM FIX ALT (HGT)
vi) LOC RWY 07L
vii) VOR RWY 07L
viii) ILS RWY 25R CAT II & CAT III – Revised MM FIX (HGT)
ix) LOC RWY 25R
x) VOR RWY 25R

3. **This supersedes AIP Supplement A08/09.**
**ILS RWY 07R**

<table>
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<th>LOCATION</th>
<th>CO-ODINATES(WGS84)</th>
<th>CROSS REFERENCE</th>
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<tr>
<td>IAF GUAVA</td>
<td>22 09 36.1N 114 03 36.3E</td>
<td>TD RDL 250/DME 14.0 NM</td>
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<tr>
<td>SOKOE</td>
<td>22 04 41.2N 113 50 38.1E</td>
<td>TD RDL 250/DME 27.0 NM</td>
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<tr>
<td>LIMES</td>
<td>22 06 25.6N 113 46 32.6E</td>
<td>NLG RDL 157/DME 28.0NM</td>
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<tr>
<td>FAP</td>
<td>22 16 02.96N 113 48 34.25E</td>
<td>ISR DME 5.3 NM</td>
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### LOC RWY 07R

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<td>LIMES</td>
<td>22 06 25.6N 113 46 32.6E</td>
<td>NLG RDL 157/DME 28.0NM</td>
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<td>FAF</td>
<td>22 15 48.44N 113 47 51.74E</td>
<td>ISR DME 6.0 NM</td>
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<td>MAPT</td>
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**ILS RWY 25L**

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<tr>
<td>IAF TD DVOR/DME</td>
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<tr>
<td>LOTUS</td>
<td>22 23 18.26N 114 11 05.06E</td>
<td>IFL DME 15.0 NM</td>
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<tr>
<td>FAP</td>
<td>22 23 05.39N 114 10 20.18E</td>
<td>IFL DME 14.1 NM</td>
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</table>
**INSTRUMENT APPROACH**

**AERODROME ELEV 28 FT**

**CHART - ICAO**

**AD ELEV**

**TWIR S 118.4**

**APR 118.1**

**DIR 118.5**

**VHHH / HONG KONG INTL**

**LOC RWY 25L**

---

**WARNING**

LOC IFL UNSUSABLE BEYOND 20° LEFT OF COURSE

---

**Recommended Profile**

**DME IFL**

<table>
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<tr>
<th></th>
<th>10</th>
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**Transition Altitude**

9000

---

**AERODROME ELEV 29**

---

**Speed Control**

Cross IFL D16 NM at 180 KIAS, cross IFL D6 NM at 160 KIAS.

Applicable to all aircraft conducting a LOC approach within 30 NM.

---

**NOTE 1**

**DME is required.**

**AIRCRAFT CATEGORIES**

**G/P INOP * OCA (OCH)**

**VISUAL CIRCLING**

**A, B, C, D**

500 ft (400 ft)

**NOT AVAILABLE**

---

**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 centerline tracking 253° (or bearing 253° to/from LC NDB). At PRAWN (IFL DME 7 NM), turn left to track 180° 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°.

---

**If TD DVOR is not Available**

Leave reporting point (TD) on track 343° descending from 0,000 ft to 4,500 ft. When crossing SMT RDL 087, turn left to track 298° 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 centerline tracking 253° (or bearing 253° to/from LC NDB). At PRAWN (IFL DME 7 NM), turn left to track 180°. Expect radar vectors to final approach track.
# LOC RWY 25L

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<tr>
<td>LOTUS</td>
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<td>IFL DME 15.0 NM</td>
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**ILS RWY 07L**

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<td>IAF GUAVA</td>
<td>22 09 36.1N 114 03 36.3E</td>
<td>TD RDL 250/DME 14.0 NM</td>
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<td>SOKOE</td>
<td>22 04 41.2N 113 50 38.1E</td>
<td>TD RDL 250/DME 27.0 NM</td>
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<tr>
<td>LIMES</td>
<td>22 06 25.6N 113 46 32.6E</td>
<td>NLG RDL 157/DME 28.0NM</td>
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<tr>
<td>FAP</td>
<td>22 16 54.23N 113 48 28.90E</td>
<td>IZSL DME 5.3 NM</td>
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**Warning**

LOC IZSL unusable beyond 28° right of course.

**Recommended Profile**

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<td>Descent Rate 330 ft/ NM</td>
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<td>1670 (1842)</td>
<td>1340 (1312)</td>
<td>1010 (892)</td>
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**Transition Altitude**

9000

**Note 1**

When NLG DVOR is not available, at SOKOE turn right to track 33° and descending to 2000 ft. On crossing LKC DVOR RDL 130, turn left to establish on SMT DVOR RDL 040 not later than SMT DME 3.0 NM. Continue on SMT DVOR RDL 040 until SMT DME 6.0 NM, then turn right to track direct to SAMP. Then expect radial vectors to GUAVA.

**Note 2**

DME is required.

**GS KT**

| 160 | 140 | 120 | 100 |
| 1.52 sec | 2.09 sec | 2.30 sec | 3.00 sec |

| FT Per Minute | 980 | 770 | 660 | 550 | 440 |

**Aircraft Categories**

A, B, C, D

430 ft (400 ft) NOT AVAILABLE

* This procedure requires a missed approach climb gradient of 5.7% (347 ft/NM) until passing 4,500 ft. For aircraft which can only achieve a 2.8% (152 ft/NM) climb gradient, the OCA (OCH) is 1,870 ft (1,840 ft).

**Missed Approach**

The Missed Approach Point is at the MM Fix (IZSL DME 1 NM before the landing threshold). Climb to 5,000 ft. Remain on the extended runway centreline tracking 073°. At IZSL DME 3.0 NM east of the airport (or crossing LKC DVOR RDL 130), turn left to establish on SMT DVOR RDL 040 not later than SMT DME 3.0 NM. Continue on SMT DVOR RDL 040 until SMT DME 6.0 NM, then turn right to track direct to SAMP. Then expect radial vectors to GUAVA.

**Note 3**

A speed restriction of 220 KIAS is required.

**Note 4**

When SMT DVOR is not available, the Missed Approach Point is at the MM Fix (IZSL DME 1 NM before the landing threshold). Climb to 5,000 ft. Remain on the extended runway centreline tracking 073°. At IZSL DME 3.0 NM east of the airport (or crossing LKC DVOR RDL 130), turn left to track RDL 040. At IZSL DME 10 NM, turn right to track direct to SAMP. Then expect radial vectors to GUAVA.

If TD DVOR is not available, from GUAVA track 250° to SOKOE and descend to 3,000 ft. At SOKOE, turn right to intercept NLG DVOR RDL 157 via LIMES and descend to 2,000 ft. At NLG DME 21 NM turn right to track RDL 040 to intercept RWY 07L LOC IZSL. Missed approach procedure same as for TD DVOR above.
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<td>TD RDL 250/DME 14.0 NM</td>
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<td>LIMES</td>
<td>22 06 25.6N 113 46 32.6E</td>
<td>NLG RDL 157/DME 28.0NM</td>
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<td>FAF</td>
<td>22 16 39.7N 113 47 46.39E</td>
<td>IZSL DME 6.0 NM</td>
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INSTRUMENT

APPROACH
CHART - ICAO

AERODROME ELEV 28 FT
(HEIGHTS RELATED TO AD ELEV)

TWR N 116.2
APP 119.1
DIR 119.5

VHHH / HONG KONG INTERNATIONAL

VOR RWY 07L

ALTITUDES, ELEVATIONS, AND
HEIGHTS IN FEET
BEARING ARE
MAGNETIC

Attachment to AIP Supplement A11/09

Recommended Profile

<table>
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<th>DME</th>
<th>11</th>
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<td>(HGT)</td>
<td>(1972)</td>
<td>(1952)</td>
<td>(1332)</td>
<td>(1012)</td>
<td>(692)</td>
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Descent Rate 320 ft/NM

Average Gradient 5.2%

Transition Altitude 9000

Note 1: When NLG DVOR is not available, at SOKOE turn right to track 337° and descend to 2,000 ft. On crossing SMT DVOR RDL 244 turn right to track 040° to establish inbound on SMT DVOR RDL 253.

Note 2: DME is required.

GS KT

FAF-MAPT 4.5 NM

FT Per MINUTE

AIRCRAFT CATEGORIES

A, B, C, D

580 ft (550 ft)

NOT AVAILABLE

* This procedure requires a missed approach climb gradient of 3.7% (225 ft/NM) until passing 4,500 ft. For aircraft which can only achieve a 2.6% (152 ft/NM) climb gradient, the OCA (OCH) is 1,340 ft (1,310 ft).

Missed Approach

The Missed Approach point is at SMT RDL 253 DME 6.5 NM (1.6 NM before the landing threshold). Climb to 5,000 ft on RDL 253 to SMT DVOR. Depart SMT DVOR on RDL 047 to DME 10 NM, then turn right to establish inbound on TD RDL 333. Depart TD DVOR on TD RDL 250 to SOKOE to hold or as directed by ATC.

Note 3: A speed restriction of 220 KIAS or less is required until established on TD RDL 333.
## VOR RWY 07L

<table>
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<tr>
<td>DVOR/DME</td>
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</table>
Attachment to AIP Supplement A11/09

INSTRUMENT AERODROME ELEV 28 FT
APPROACH TWR N 118.2
CHART - ICAO APP 119.1
ELEV 22FT DIR 119.5

WARNINGS
1. LOC IFR UNAVAILABLE BEYOND 20 NM BELOW 5000' FROM 4TH RIGHT OF COURSE
2. GP SIGNAL UNAVAILABLE BEYOND 6TH RIGHT OF CL

LUNG KUW CHAU
DVOR/DME 113.2

When LKC not available, see Note 3

INFORMATION

DME IFR

ALT 3°APCH (HiOT)

10 9 8 7 6 5 4 3 2 1

2380 (3238) 2940 (2818) 2620 (2298) 2310 (1988) 1980 (1568) 1670 (1248) 1350 (928) 1030 (608) 710 (378)

NOTE 1 DME is required. If unable to receive IFR DME pilot shall advise ATC and will receive equivalent range for FAP
(IFR DME 14.1 NM) and OM Fix (IFR DME 4 NM).

GS KT

160 140 120 100 80

FT Per MINUTE 640 740 630 530 420

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/1000 ft) until 5,000 ft.
For aircraft which can only achieve a 2.5% (162 ft/1000 ft) climb gradient, the CAT I OCA (OCH) is 1,321 ft (1,298 ft). For ILS CAT III approach, a missed approach climb gradient of 5% or a rate of climb of 304 ft/1000 ft is required until 5,000 ft.

MISSED APPROACH
Climb to 4,000 ft. Remain on the extended runway centreline tracking 253°. At IFR 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 6,000 ft. Depart LKC DVOR on RDL 073 to DME 4 NM, 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 RDL 230.

NOTE 3 When LKC DVOR is not available, climb to 6,000 ft, remain on the extended centreline tracking 253°, 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° descending from 8,000 ft to 4,500 ft. When crossing SMT RDL 084, turn left to track 298° to Intersect RVL 25R LOC IFR.

MISSED APPROACH
Climb to 4,000 ft. Remain on the extended runway centreline tracking 253°. At IFR 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 5,000 ft. Depart LKC DVOR on RDL 073 to DME 4 NM, then turn right on track 122° to TD. Expect radar vectors to final approach track. See Notes 2 and 3 above.
### ILS RWY 25R

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<tr>
<td>RIVER</td>
<td>22 24 07.55N 114 10 54.23E</td>
<td>ITFR DME 15.0 NM</td>
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<td>FAP</td>
<td>22 23 54.68N 114 10 08.81E</td>
<td>ITFR DME 14.1 NM</td>
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</table>
**Attachment to AIP Supplement A11/09**

**INSTRUMENT**
AERODROME ELEV 28 FT

**APPROACH**
(THE HEIGHTS RELATED TO TWR N 118.2)

**CHART - ICAO**
AD ELEV

**WARNING**
LOC IFR UNSABLE BEYOND 20 NM BELOW 5 000' FROM 4° RIGHT OF COURSE

When LKC not available, see Note 3

**RECOMMENDED PROFILE**
DME/IFR 10 9 8 7 6 5 4 3 2
Average Gradient 9% (HOT)

**TRANSITION ALTITUDE**
9000

**AERODROME ELEV 28**

**NOTE 1**
DME is required.

**GS KT**
150 140 120 100 80

**FAF-MAP 10 NM**
1:52 sec 2:09 sec 2:30 sec 3:00 sec 3:45 sec

**FT PER MINUTE**
980 680 730 640 490

**AIRCRAFT CATEGORIES**
A, B, C, D 430 ft (400 ft)

**G/P INOP + OCA (OCH)**

**VISUAL CIRCLING**

NOT AVAILABLE

*This procedure requires a missed approach climb gradient of 4.2% (256 ft/NM) until 5,000 ft. For aircraft which can only achieve a 2.5% (152 ft/NM) climb gradient, the OCA (OCH) will be 1,750 ft (1,720 ft).

**MISSED APPROACH**
The Missed Approach Point is at the MM Fix (IFTR DME 1 NM). Climb to 4,000 ft. Remain on the extended runway centreline tracking 253°M. At IFR DME 3 NM west of the airport (or crossing RDL 191 LKC DVOR), turn right to establish inbound on RDL 230 LKC DVOR. At LKC DVOR continue climb to 5,000 ft. Depart LKC DVOR on RDL 073 to DME 4 NM, 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 RDL 230.

**NOTE 3**
When LKC DVOR is not available, climb to 5,000 ft, remain on the extended 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**
Leaves reporting point "TD" on track 350°M descending from 8,000 ft to 4,000 ft. When crossing SMT RDL 084, turn left to track 296°M to intercept RWY 25R LOC IFR.

**MISSED APPROACH**
The Missed Approach point is at the MM Fix (IFTR DME 1 NM). Climb to 4,000 ft. Remain on the extended runway centreline tracking 253°M. At IFR DME 3 NM west of the airport (or crossing RDL 191 LKC DVOR), turn right to establish inbound on RDL 230 LKC DVOR. At LKC DVOR continue climb to 5,000 ft. Depart LKC DVOR on RDL 073 to DME 4 NM, turn right on track 120°M to "TD". Expect radar vectors to final approach track. See Notes 2 and 3 above.
### LOC RWY 25R

<table>
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<tr>
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<tr>
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<td>22 24 07.55N 114 10 54.23E</td>
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</tbody>
</table>
Attachment to AIP Supplement A11/09

INSTRUMENT APPROACH
CHART - ICAO
AERODROME ELEV 28 FT (HEIGHTS RELATED TO AD ELEV)

VHHH / HONG KONG INTERNATIONAL VOR RWY 25R

113°59'E 114°04'E
11°14'E

NLG DVOR 117.7
When NLG not available, see Note 3

SILUMO TC
DVOR/DME 114.9
see Note

TUNG LUNG
DVOR/DME 116.1
TD

MAPT SMT D2 NM
DVOR/DME SMT

SMT RD0 073

SMT D5 NM 2900 (2872)
FAF SMT D3 NM 4000 (3972)
SMT D15 NM 4500 (4472)
SMT RD0 253

(IAF) DVOR/DME
TD

3500

25 NM FROM TD
DVOR/DME

AIRCRAFT CATEGORIES
OCA (OCH) *

A, B, C, D

450 ft (420 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 SMT DVOR RDL 253/DME 2 NM. Climb to 3,000 ft on SMT DVOR RDL 253. At SMT DVOR RDL 253/DME 10 NM turn left to track 180°M to establish on NLG DVOR RDL 155 outbound, then climb to 6,000 ft. At NLG DME 26 nm turn left direct to TD and join the holding pattern or as directed by ATC.

NOTE 2
A speed restriction of 230 KIAS or less is required until established on NLG RDL 155.

NOTE 3
When NLG DVOR is not available, at Missed Approach Point (SMT DVOR 253/DME 2 NM) climb to 3,000 ft on SMT DVOR RDL 253. At SMT DVOR RDL 253/DME 10 NM turn left to track 180°M and climb to 5,000 ft. Expect radar vectors to TD DVOR.
# VOR RWY 25R

<table>
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<td>22 24 07.55N 114 10 54.23E</td>
<td>SMT RDL 073/DME 15.0 NM</td>
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