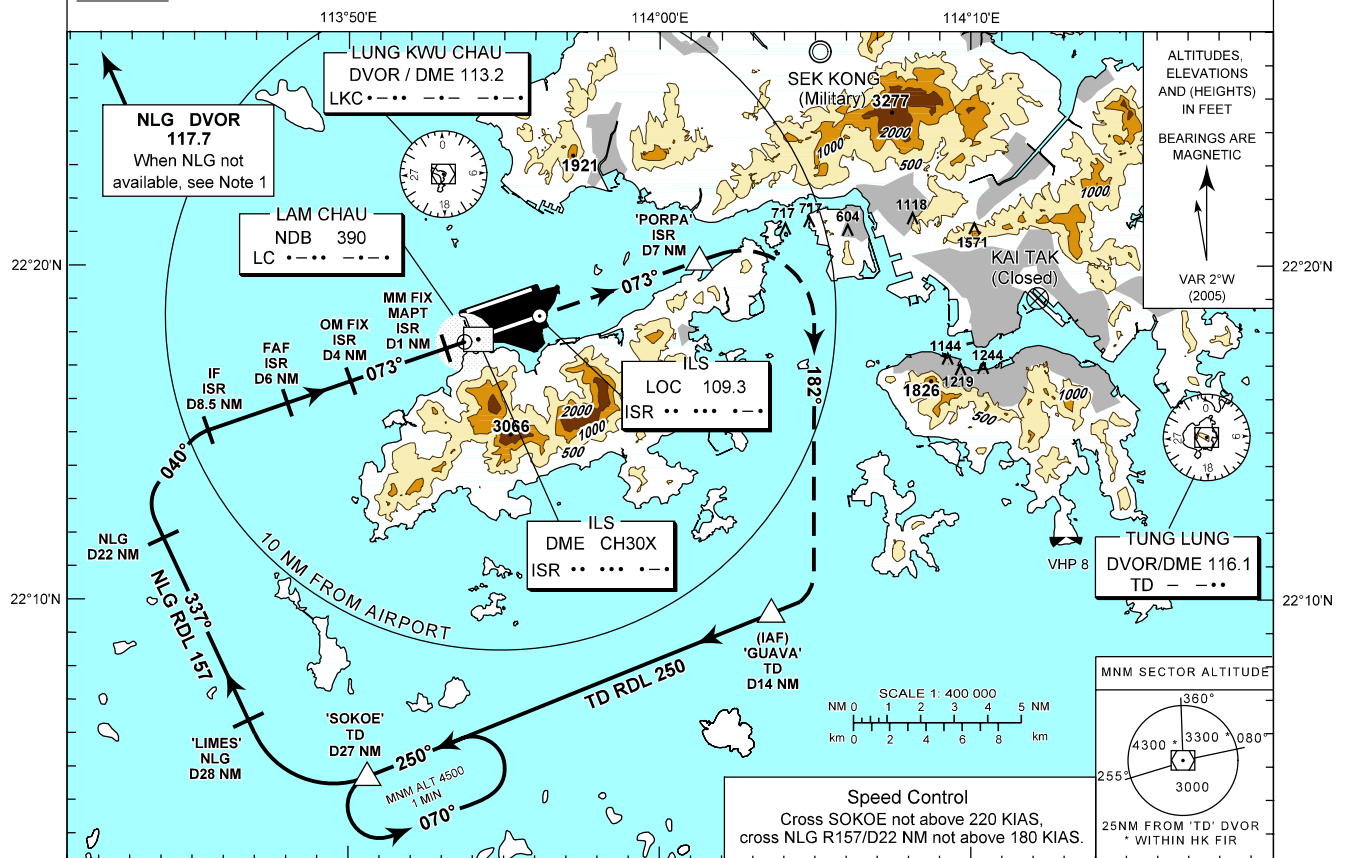
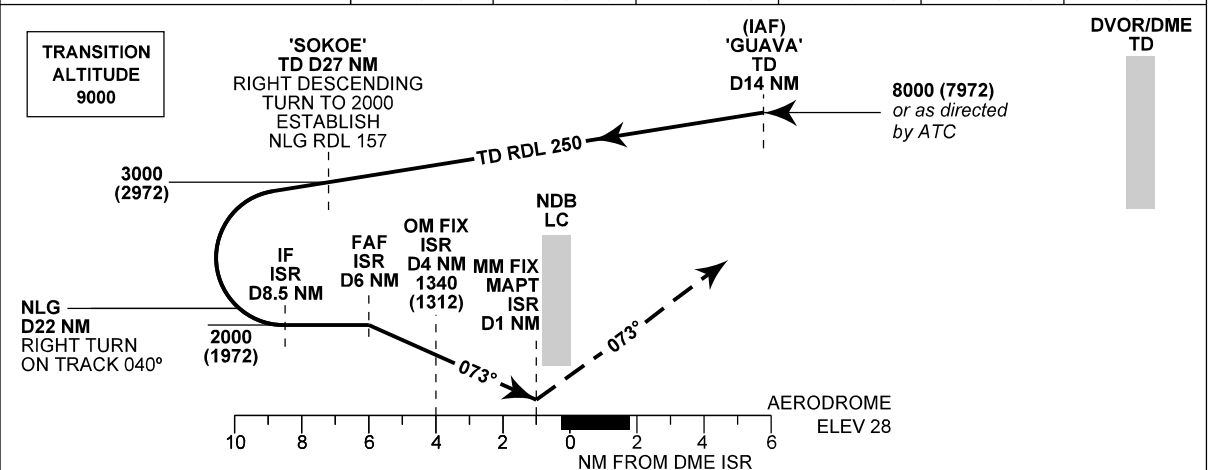


**INSTRUMENT
APPROACH
CHART**AERODROME ELEV 28 FT
(HEIGHTS RELATED TO
AD ELEV)TWR S 118.4
APP 119.1**VHHH / HONG KONG INTL
LOC / DME
RWY 07R****WARNING** LOC ISR UNUSABLE BEYOND 25° LEFT OF COURSE AND 19° RIGHT OF COURSE

Recommended Profile	DME ISR	6	5	4	3	2
Gradient 5.4% Descent Rate 330 ft/NM	ALT (HGT)	2000 (1972)	1670 (1642)	1340 (1312)	1010 (982)	680 (652)



NOTE 1 When NLG DVOR is not available, at SOKOE turn right to track 337°M descending to 2,000 ft. On crossing LKOE DVOR RDL 218 turn right to track 040°M to intercept LOC and maintain 2,000 ft until ISR DME 6 NM.

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).

MISSSED APPROACH

The Missed Approach Point is at the MM Fix (ISR DME 1 NM before the landing threshold). Climb to 5,000 ft. Remain on the extended runway centreline tracking 073°M (or bearing 073°M to/from LC NDB) until PORPA (ISR DME 7 NM). At PORPA turn right to track 182°M to establish on TD DVOR RDL 250 outbound to SOKOE. Join the SOKOE holding pattern or as directed by ATC.

NOTE 2 A speed restriction of 210 KIAS or less is required until established on track 182°M.

NOTE 3 Initial missed approach turn must not be made before fix PORPA (ISR DME 7 NM)

If TD DVOR IS NOT AVAILABLE

From GUAVA track 250°M 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 22 NM turn right to track 040°M to intercept RWY 07R LOC ISR descending to 1,700 ft.

MISSSED APPROACH

The Missed Approach Point is at the MM Fix (ISR DME 1 NM before the landing threshold). Climb to 5,000 ft. Remain on the extended runway centerline tracking 073°M (or bearing 073°M to/from LC NDB) until PORPA (ISR DME 7 NM). At PORPA turn right to track 182°M. Expect radar vectors to final approach track.