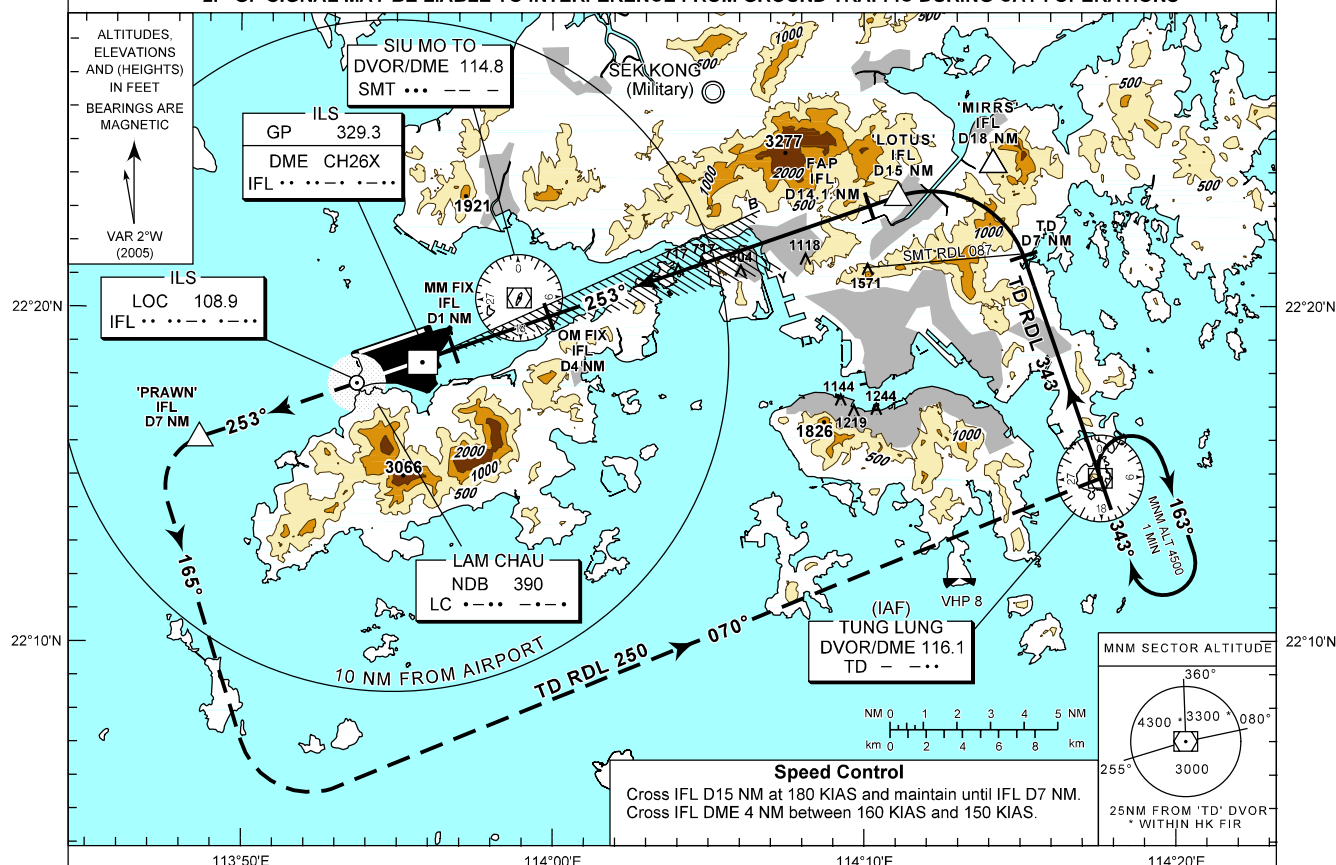
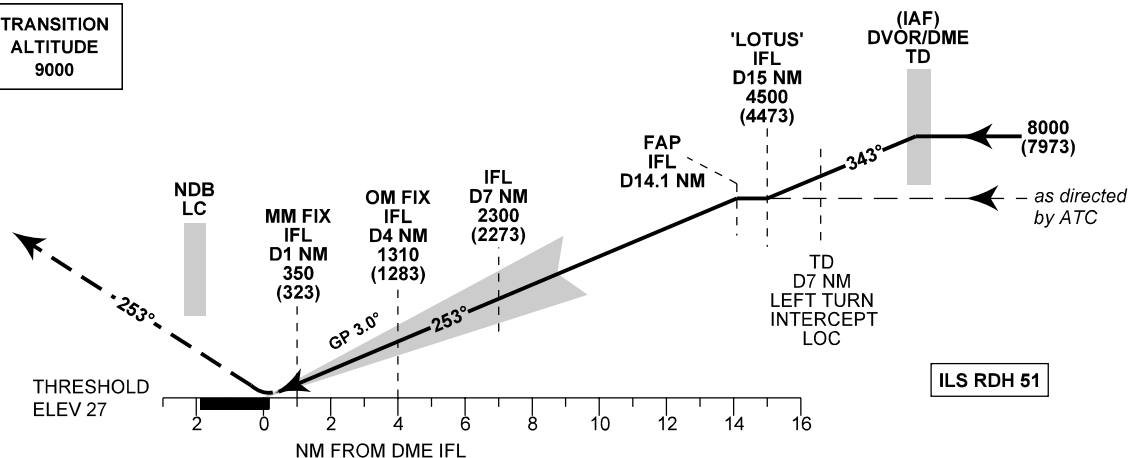


INSTRUMENT APPROACH CHART	AERODROME ELEV 28 FT (HEIGHTS RELATED TO THR RWY 25L - ELEV 27 FT)	TWR S 118.4 APP 119.1 PRM 119.5	VHHH / HONG KONG INTL ILS / DME RWY 25L
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WARNINGS 1. LOC IFL UNUSABLE BEYOND 28° LEFT OF COURSE AND GP SIGNAL UNUSABLE BEYOND 7° LEFT OF CL
2. GP SIGNAL MAY BE LIABLE TO INTERFERENCE FROM GROUND TRAFFIC DURING CAT I OPERATIONS



TRANSITION
ALTITUDE
9000



AIRCRAFT CATEGORIES	CAT I * OCA (OCH)	CAT II * OCA (OCH)	VISUAL CIRCLING
A, B, C, D	227 ft (200 ft)	127 ft (100 ft)	NOT AVAILABLE

* These procedures require a missed approach climb gradient of 4% (243 ft/NM) until passing 1,800 ft. For aircraft which can only achieve a 2.5% (152 ft/NM) climb gradient, the CAT I OCA (OCH) is 437 ft (410 ft).

MISSSED APPROACH

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 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.

MISSSED APPROACH

Climb to 5,000 ft. Remain on the extended runway centerline 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.

AIRCRAFT UNABLE TO RECEIVE IFL DME DUE TO GROUND OR AIRBORNE EQUIPMENT FAILURE

Equivalent DME ranges will be provided by PRM for ILS CAT I approach at IFL DME 14.1 NM (FAP) and IFL DME 4 NM (OM Fix) on frequency 119.5 MHz. In event of airborne equipment failure pilots must advise ATC prior to commencing approach.