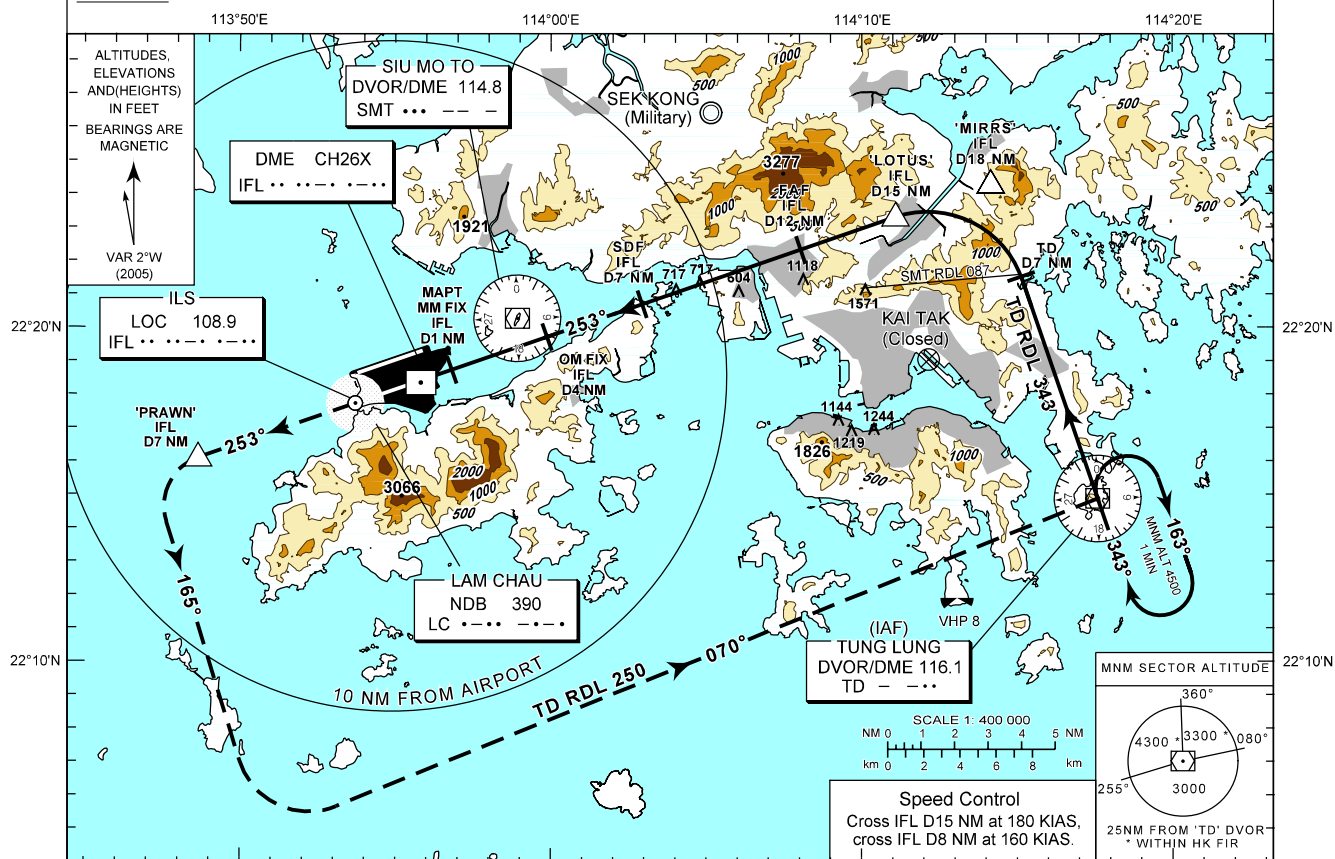
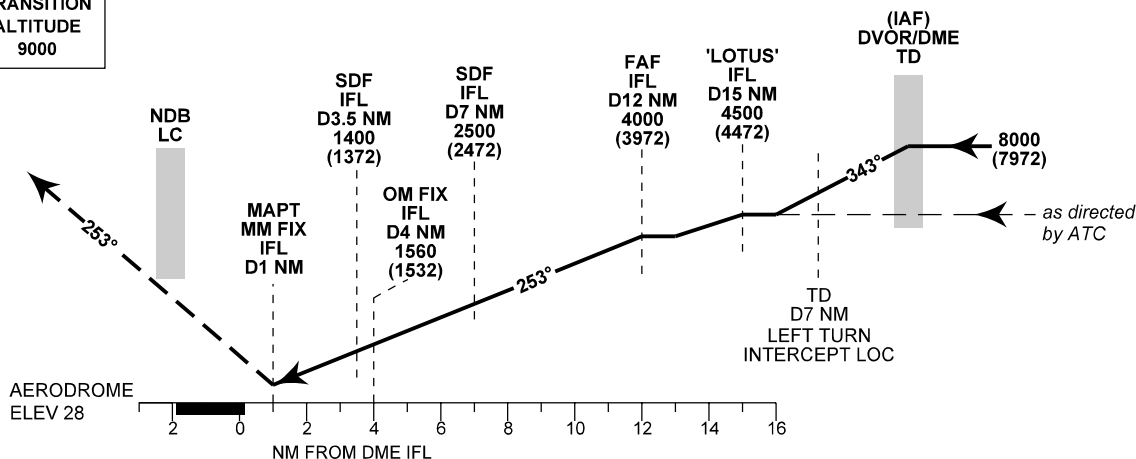


INSTRUMENT
APPROACH
CHARTAERODROME ELEV 28 FT
(HEIGHTS RELATED TO
AD ELEV)TWR S 118.4
APP 119.1VHHH / HONG KONG INTL
LOC / DME
RWY 25L**WARNING** LOC IFL UNUSABLE BEYOND 28° LEFT OF COURSE

Recommended Profile	DME IFL	10	9	8	7	6	5	4	3	2
Average Gradient 5.5% Descent Rate 330 ft/NM	ALT (HGT)	3400 (3372)	3100 (3072)	2800 (2772)	2500 (2472)	2190 (2162)	1880 (1852)	1560 (1532)	1210 (1182)	810 (782)

TRANSITION
ALTITUDE
9000

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).

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 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.

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 centreline 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.