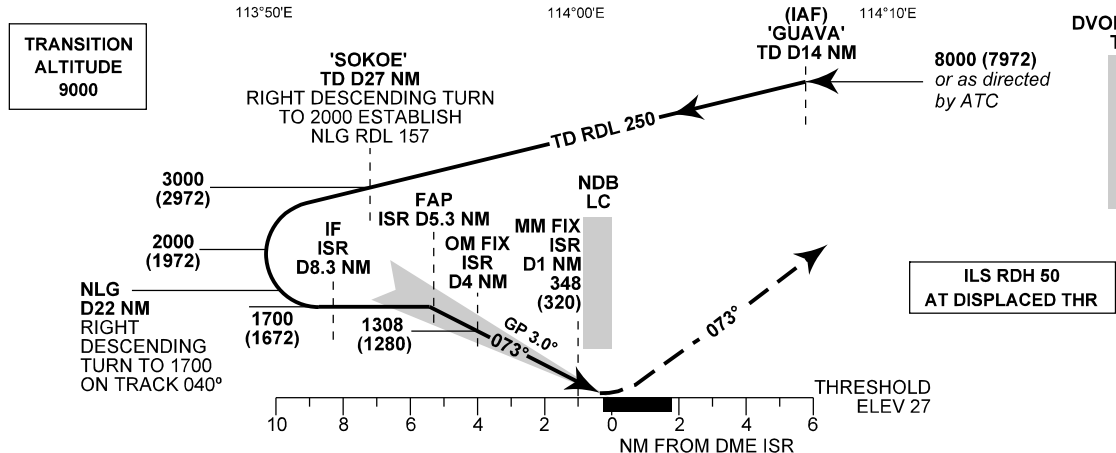
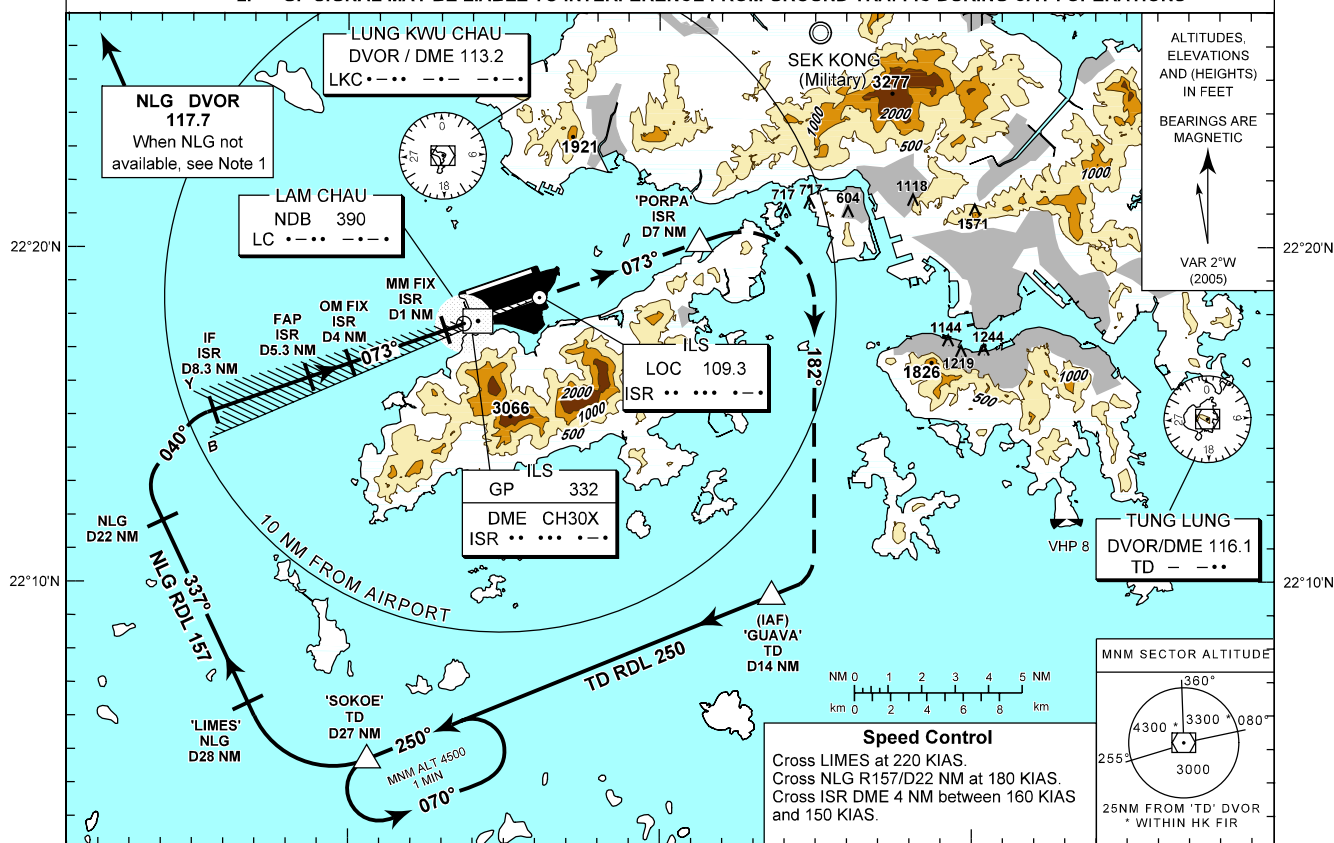


INSTRUMENT APPROACH CHART	AERODROME ELEV 28 FT (HEIGHTS RELATED TO THR RWY 07R - ELEV 27 FT)	TWR S 118.4 APP 119.1 PRM 119.5	VHHH / HONG KONG INTL ILS / DME RWY 07R
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WARNINGS

1. LOC ISR UNUSABLE BEYOND 25° LEFT OF COURSE AND 19° RIGHT OF COURSE
2. GP SIGNAL MAY BE LIABLE TO INTERFERENCE FROM GROUND TRAFFIC DURING CAT I OPERATIONS



NOTE 1 When NLG DVOR is not available, at SOKOE turn right to track 337°M descending to 2,000 ft. On crossing LKC DVOR track 218 turn right to track 040°M to intercept LOC ISR descending to 1,700 ft.

AIRCRAFT CATEGORIES	CAT I * OCA (OCH)	CAT II * OCA (OCH)	VISUAL CIRCLING
A, B, C, D	228 ft (200 ft)	128 ft (100 ft)	NOT AVAILABLE

* These procedures require a missed approach climb gradient of 4% (243 ft/NM) until passing 1,300 ft. For aircraft which can only achieve a 2.5% (152 ft/NM) climb gradient, the CAT I OCA (OCH) is 348 ft (320 ft).

MISSED APPROACH

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 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.

MISSED APPROACH

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.

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

Equivalent DME ranges will be provided by PRM for ILS CAT I approach at ISR DME 5.3 NM (FAP) and ISR DME 4 NM (OM Fix) on frequency 119.5 MHz. In event of airborne equipment failure pilots must advise ATC prior to commencing approach.