AIP HONG KONG
23 October 2008

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

AD2-92A

TRANSITION ALTITUDE
9000

BOOKMARK 28

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).

MISSED 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 to establish inbound on RDL 250 TD DVOR. Join TD holding pattern or as directed by ATC.

NOTE: A speed restriction of 180 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 228°M to intercept RVL 25L LOC IFL.

MISSED 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 116.5 MHz. In event of airborne equipment failure pilots must advise ATC prior to commencing approach.