**Recommended Profile**

<table>
<thead>
<tr>
<th>Average Gradient 5.5%</th>
<th>10</th>
<th>9</th>
<th>8</th>
<th>7</th>
<th>6</th>
<th>5</th>
<th>4</th>
<th>3</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALT (KGT)</td>
<td>3400</td>
<td>3100</td>
<td>2800</td>
<td>2500</td>
<td>2160</td>
<td>1980</td>
<td>1560</td>
<td>1210</td>
<td>810</td>
</tr>
<tr>
<td>Average Descent Rate</td>
<td>330</td>
<td>330</td>
<td>330</td>
<td>330</td>
<td>330</td>
<td>330</td>
<td>330</td>
<td>330</td>
<td>330</td>
</tr>
</tbody>
</table>

**AIRCRAFT CATEGORIES**

- **A, B, C, D**
- **G/P INOP**
- **OCA (OCH)**
- **VISUAL CIRCLING**
- **430 ft (400 ft)**
- **NOT AVAILABLE**

**TRANSITION ALTITUDE**

9000

**AERODROME ELEV 28**

**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 035, 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). 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 035, 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.

CIVIL AVIATION DEPARTMENT, HONG KONG