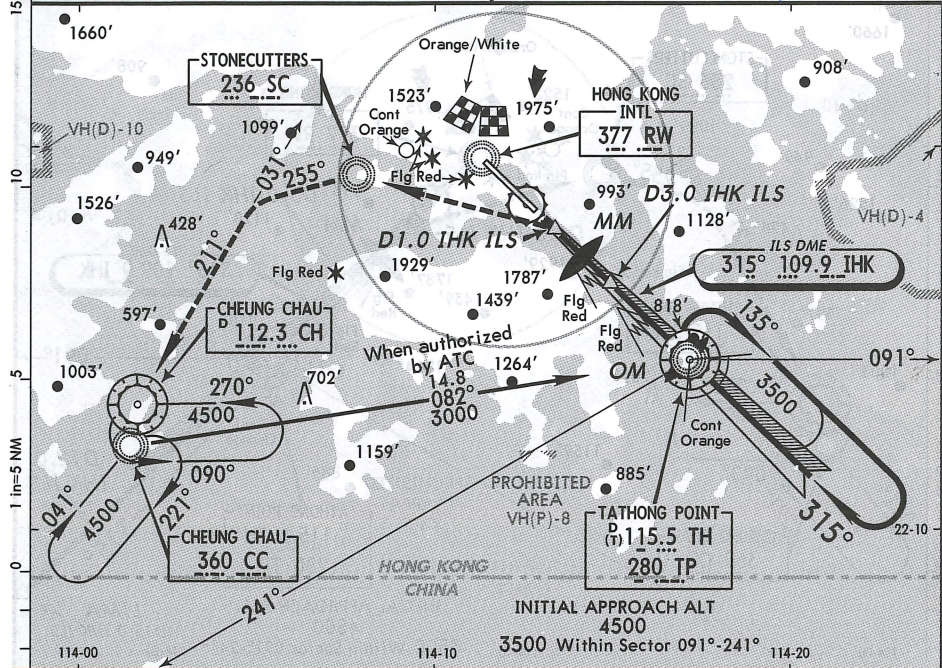


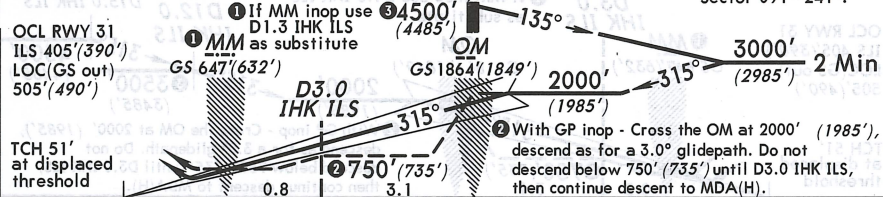
\*ATIS 128.2  
HONG KONG Approach (R) 119.1  
HONG KONG Precision 119.5  
HONG KONG Tower 118.7 (Domestic 121.7 121.9)  
\*Ground 121.6  
Alt Set: hPa Trans level: 980 hPa or above FL 130  
Apt Elev: 1 hPa 979 hPa or below FL 140  
Trans alt: 11000' (10985')

RACETRACK FEED-IN ILS Rwy 31

ILS-Instrument Landing System  
LOC 109.9 IHK  
Apt. Elev 15'



ILS approach is monitored by PAR when ceiling is 1000' or less and or visibility is 5 km or less, or at pilot request. PAR controller will advise when being PAR monitored.



**MISSED APPROACH:** Upon reaching DA(H)/MDA(H), climb to 2500' on track 315° towards RW NDB. When passing within 1 NM SOUTHEAST of IHK DME (coverage between 100° and 170°) and above 330', turn LEFT to SC NDB and continue climb to 4500'. From SC NDB track 255° to intercept CH VOR R-031. Turn LEFT to track 211° to CH VOR and join the CH VOR holding pattern or as directed by ATC. In the event CH VOR is unserviceable, track 255° from SC NDB until CC NDB bears 214°, then turn LEFT to track 211° to CC NDB and join the CC NDB holding pattern or as directed by ATC.

STRAIGHT-IN LANDING RWY 31							CIRCLE-TO-LAND	
ILS (with PAR MONITOR or MM or D1.3 IHK) DA(H) 215' (200' <i>above sea</i> )			ILS (Without PAR MONITOR and MM and D1.3 IHK) DA(H) 405' (390')			LOC (GS out) MDA(H) 510' (495')		<i>By visual</i>
ALS out			ALS out			ALS out		
D	700m	1100m	1300m	1600m	2000m	D	NA	
Gnd speed-Kts		70	90	100	120	140	160	
GS		3.00°	375	482	535	642	749	856

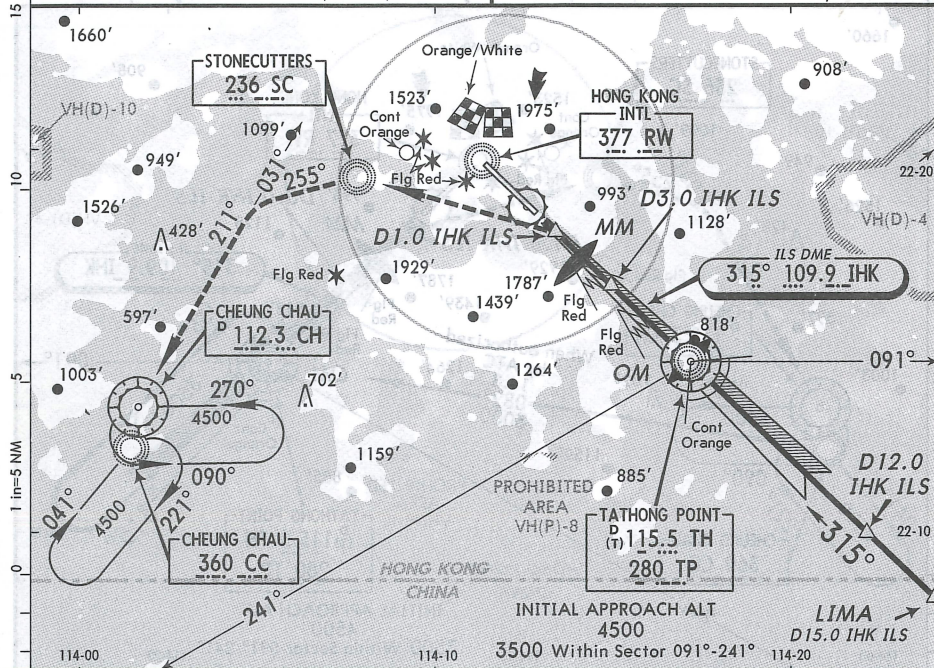
CHANGES: See other side.

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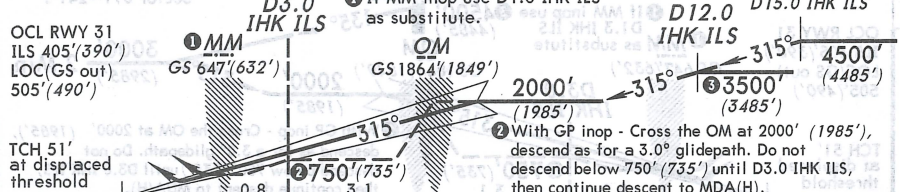


\*ATIS 128.2  
 HONG KONG Approach (R) 119.1  
 HONG KONG Precision 119.5  
 HONG KONG Tower 118.7 (Domestic 121.7 121.9)  
 \*Ground 121.6  
 Alt Set: hPa Trans level: 980 hPa or above FL 130  
 Apt Elev: 1 hPa 979 hPa or below FL 140  
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HONG KONG INTL  
 DIRECT FEED-IN ILS Rwy 31  
 LOC 109.9 IHK  
 Apt. Elev 15'



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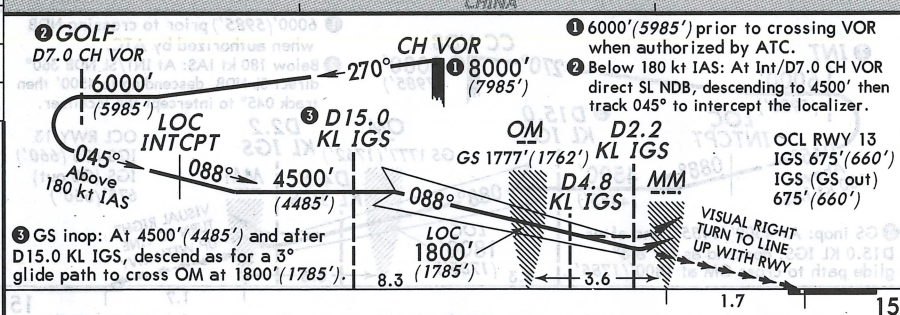
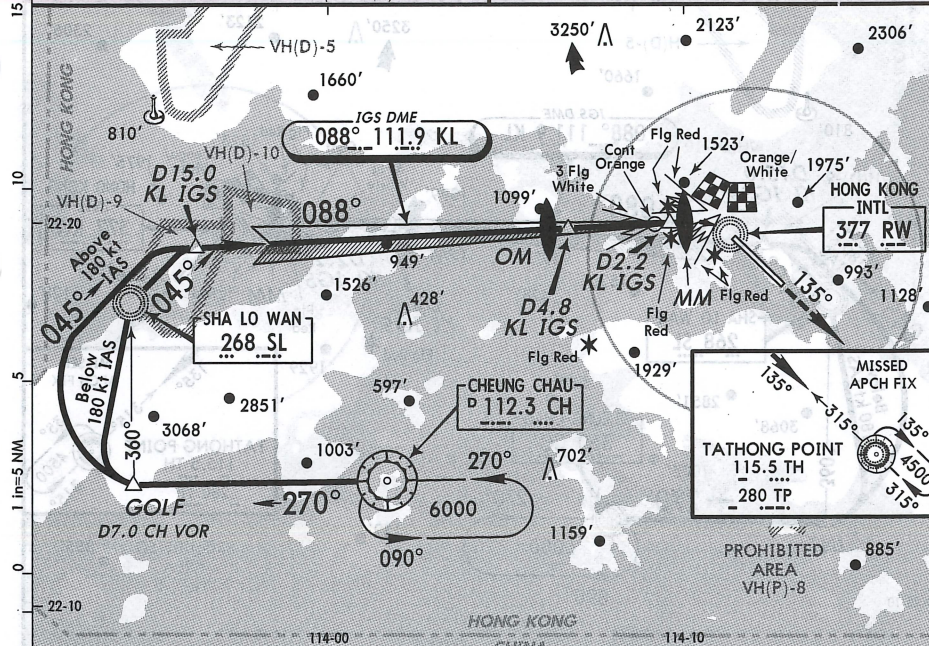
15' 0 1.8 5.7 To Displaced Threshold  
**MISSED APPROACH:** Upon reaching DA(H)/MDA(H), climb to 2500' on track 315° towards RW NDB. When passing within 1 NM SOUTHEAST of IHK DME (coverage between 100° and 170°) and above 330', turn LEFT to SC NDB and continue climb to 4500'. From SC NDB track 255° to intercept CH VOR R-031. Turn LEFT to track 211° to CH VOR and join the CH VOR holding pattern or as directed by ATC.  
 In the event CH VOR is unserviceable, track 255° from SC NDB until CC NDB bears 214°, then turn LEFT to track 211° to CC NDB and join the CC NDB holding pattern or as directed by ATC.

STRAIGHT-IN LANDING RWY 31										CIRCLE-TO-LAND	
ILS (with PAR MONITOR or MM or D1.3 IHK) DA(H) 215' (200')				ILS (Without PAR MONITOR and MM and D1.3 IHK) DA(H) 405' (390')				LOC (GS out) MDA(H) 510' (495')			
ALS out				ALS out				ALS out			
D	700m	1100m	1300m	1600m	2000m	D	NA				
Gnd speed-Kts		70	90	100	120	140	160				
GS		3.00°	375	482	535	642	749	856			



\*ATIS 128.2  
HONG KONG Approach (R) 119.1  
HONG KONG Precision 119.5  
HONG KONG Tower 118.7 (Domestic 121.7 121.9)  
Ground 121.6

Alt Set: hPa Trans level: 980 hPa or above FL 130  
Apt Elev: 1 hPa Trans alt: 11000' (10985')



**MISSED APPROACH:** Upon reaching DA(H)/MDA(H), continue on the IGS LOC, climbing to 4500'; at the MM (or D2.2 KL IGS if MM is unserviceable), turn RIGHT to intercept and establish inbound on TH VOR R-315 and join the TH VOR holding pattern or proceed as directed by ATC. Or, if TH VOR is not available, continue on the IGS LOC, climbing to 4500'; at the MM (or D2.2 KL IGS if MM is unserviceable), turn RIGHT to track through RW NDB on 130° and join the TP NDB holding pattern or proceed as directed by ATC. Missed approach turn is based on 15° bank, 1.5° per second rate of turn and an average speed of 180 kt while turning.

LANDING RWY 13										CIRCLE-TO-LAND	
IGS (with GS)		IGS (MM or DME out)		IGS (ALS out)		IGS (GS out)					
DA(H) 675'(660')		DA(H) 700'(685')		DA(H) 675'(660')		MDA(H) 680'(665')					
D	2000m		2000m		3200m		3200m		D	NA	
Gnd speed-Kts		70	90	100	120	140	160				
GS		3.10°	390	501	557	668	779	891			

### INSTRUMENT GUIDANCE SYSTEM (IGS)

The system uses ILS components. The attention of pilots is drawn to the fact that the IGS is offset from the landing direction by 47°. Pilots on final approach on the IGS must therefore make a visual RIGHT turn to line up with the runway after reaching decision height. During this visual portion it is imperative that the correct visual cue with the surface is carefully maintained, making reference to aeronautical ground lights where appropriate. In view of the local terrain and the IGS being offset from runway, operators intending to use the IGS must ensure, for flight safety reasons, that their pilots are fully conversant with, and have adequate practice in, published procedures.

The system is designed for the instrument flight segment of the approach to be completed not later than the MM when visual flight must be established or an immediate right turn into the missed approach procedure initiated.

The localizer has a repeating voice transmission advising pilots that the Instrument Guidance System (IGS) is not an Instrument Landing System (ILS), that a visual turn to the runway is required and that missed approach is mandatory by the MM. Out-of-tolerance roughness occurs at 1.6 NM from Runway 13 threshold on the localizer and at 550' on the glide path.

The co-located DME contains a delay so that the indicated distances are from the Runway 13 threshold.

In the event of unserviceability of the OM and/or the MM the co-located DME can be used to determine these positions. ICAO system tolerance for DME is  $\pm 0.5$  NM. Therefore the following values for this tolerance have been applied to ensure safe terrain clearance:

D4.8 KL IGS for the OM  
D2.2 KL IGS for the MM

IGS is designated as the primary procedure when Runway 13 is in use. Pilots requesting other types of approach may be delayed in favor of the following aircraft using the primary procedure.

### WARNING

Missed approach is mandatory by the MM if visual flight is not achieved by this point. In carrying out the missed approach procedure, the right turn must be made at the MM (or 2.2 NM from KL DME if MM is unserviceable) as any early or late turn will result in loss of terrain clearance. After passing the MM, flight path indications must be ignored.

LOC 111.9 KL  
Apt. Elev 15'



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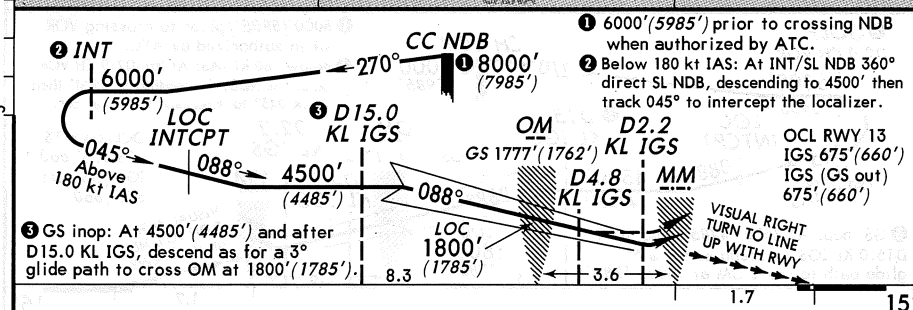
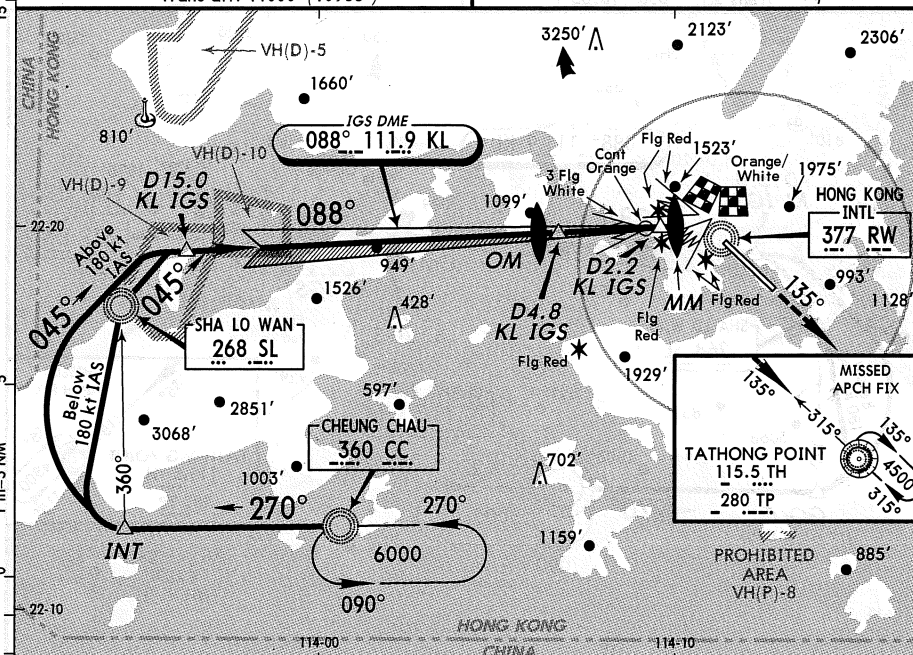
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LANDING RWY 13										CIRCLE-TO-LAND	
IGS (with GS) DA(H) 675' (660')			IGS (MM or DME out) DA(H) 700' (685')			IGS (ALS out) DA(H) 675' (660')		IGS (GS out) MDA(H) 680' (665')			
D	2000m		2000m			3200m		3200m		D	NA
Gnd speed-Kts			70	90	100	120	140	160			
GS			3.10°	390	501	557	668	779	891		