

**HONG KONG SPECIAL ADMINISTRATIVE REGION  
PEOPLE'S REPUBLIC OF CHINA  
AERONAUTICAL INFORMATION SERVICE**

PHONE	+852 2910 6174
FAX	+852 2910 1180
AFS	VHHHYOYX
EMAIL	aic@cad.gov.hk

**(ISO 9001 CERTIFIED)**  
AIR TRAFFIC MANAGEMENT DIVISION  
CIVIL AVIATION DEPARTMENT  
HONG KONG INTERNATIONAL AIRPORT

AIC 13 / 18 07 June 2018
--------------------------------

---

**ILS APPROACH PROCEDURES FOR RWY 07/25**

1. This AIC reminds operators of the importance of strict adherence to published instrument approach procedures in the interest of flight safety.
2. It is essential that when flight is cleared by ATC for the ILS approach from the Initial Approach Fix (IAF), i.e. LIMES for RWY 07L/07R, TD DVOR for RWY 25L/25R, pilots shall ensure strict adherence to the prescribed approach track of the ILS Approach Procedures as published in the AIP Hong Kong. Failure to follow the nominal flight path of the procedures may position aircraft towards obstacles/terrain and can affect separation between aircraft on the ILS approach to Hong Kong International Airport (HKIA).
3. The followings are extracts of the critical portion of the ILS Approach Procedures for RWY 07 and RWY 25:
  - (a) RWY 07L: From LIMES (IAF), establish on NLG DVOR RDL 157 inbound to TONIC. From TONIC, turn right to track 041°M to intercept the final approach path for RWY 07L.
  - (b) RWY 07R: From LIMES (IAF), establish on NLG DVOR RDL 157 inbound to STELA. From STELA, turn right to track 041°M to intercept the final approach path for RWY 07R.
  - (c) RWY 25R: Depart TD (IAF) on TD DVOR RDL 344, at TORUB (TD DME 8) turn left to intercept the localizer.
  - (d) RWY 25L: Depart TD (IAF) on TD DVOR RDL 344, at SABOG (TD DME 7) turn left to intercept the localizer.
4. The use of flight management systems/databases, regardless of whether the procedures are published as RNAV or conventional procedures, requires conformance to the correct procedure. Due to varying FMS capabilities, conventional procedures may be coded into navigation databases using several different methods. In the interest of flight safety, pilots are reminded to verify that the approach tracks in the on-board FMS are consistent with

the published procedures and cross check the aircraft position regularly after commencing the approach with reference to current aeronautical charts.

**5. AIC 21/10 and AIC 14/17 are hereby superseded.**

---

This Circular is issued for information, guidance and necessary action  
by direction of the Director-General of Civil Aviation  
Simon LI