

**INSTRUMENT
APPROACH
CHART - ICAO**
AERODROME ELEV 28 FT
 HEIGHTS RELATED TO
 THR RWY 25L - ELEV 27 FT

TOWER	118.4
APPROACH	119.1
DIRECTOR	119.5

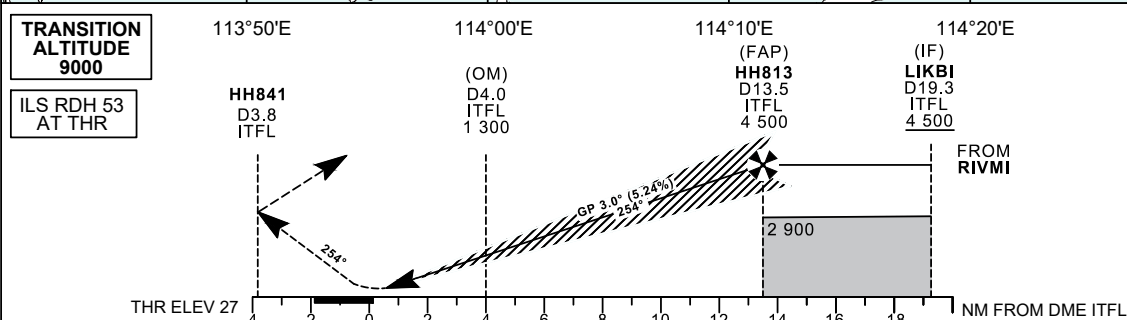
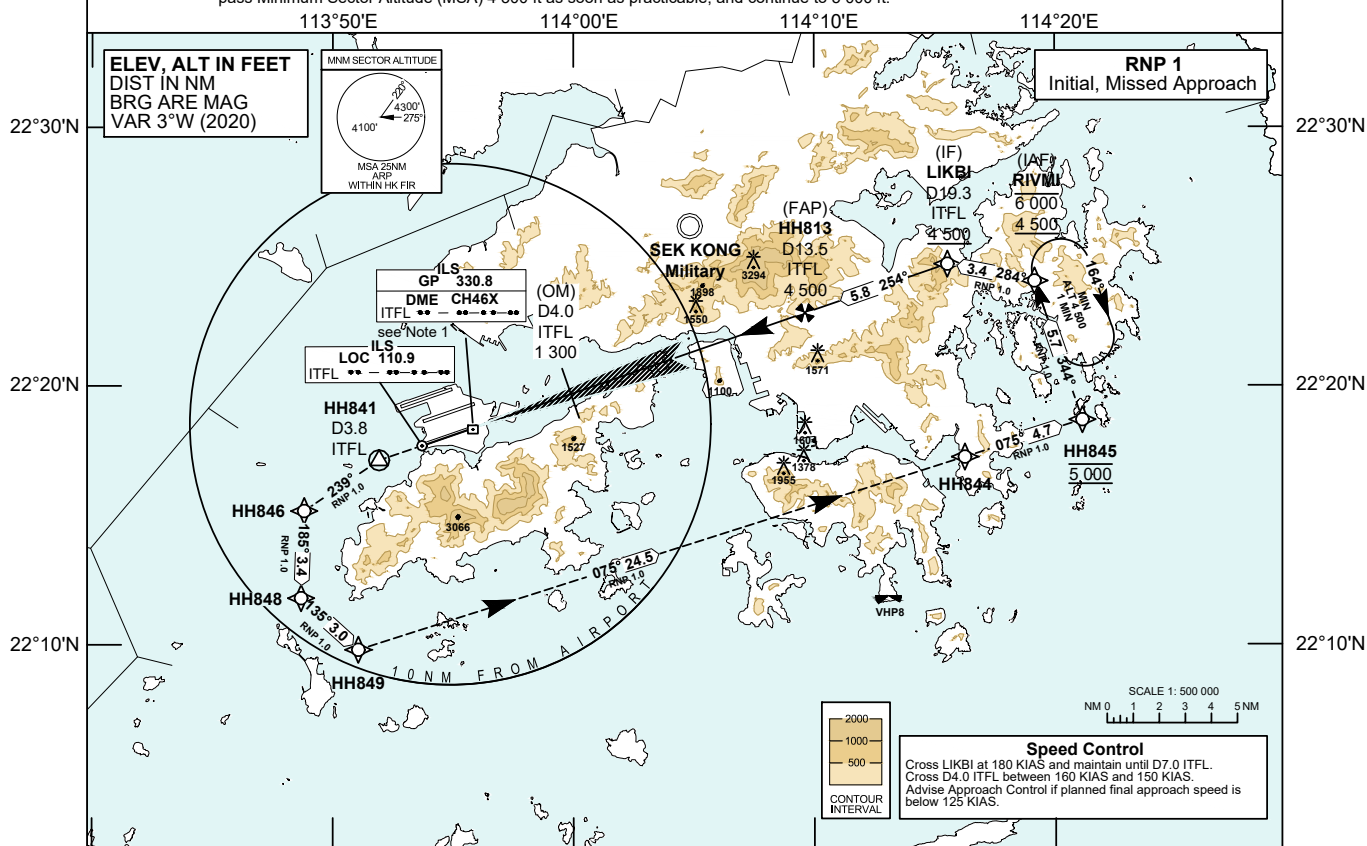
HONG KONG / INTL (VHHH)
ILS RWY 25L
CAT II

Warnings

- LOC ITFL UNUSABLE BEYOND 28° LEFT OF COURSE AND BEYOND 22° RIGHT OF COURSE. GP UNUSABLE BEYOND 7° LEFT OF COURSE
- GP SIGNAL MAY BE LIABLE TO INTERFERENCE FROM GROUND TRAFFIC DURING CAT I OPERATIONS
- PILOTS SHOULD MONITOR FOR FALSE CAPTURE OF LOC AND GP BY COMPARING INDICATIONS WITH AIRCRAFT POSITION AND ALTITUDE

Notes

- DME is required. If unable to receive ITFL DME pilot shall advise ATC and will receive equivalent radar ranges for FAP (D13.5 ITFL) and OM Fix (D4.0 ITFL).
- Simultaneous dependent operation is authorized with RWY 25R or RWY 25C.
- If unable RNP 1, inform ATC accordingly. If unable RNP 1 during missed approach, continue on the published missed approach track, climb and pass Minimum Sector Altitude (MSA) 4 300 ft as soon as practicable, and continue to 5 000 ft.

**MISSED APPROACH**

Climb to 5 000 ft. Track 254°M to HH841 (ITFL D3.8). Turn left track 239°M to HH846, then proceed to HH848, HH849, HH844, HH845 and RIVMI.
Speed restriction: 185 KIAS maximum until HH849, then maintain 230 KIAS until HH844, then maintain 210 KIAS until RIVMI.
Initial missed approach turn must not be made before HH841 due to terrain.

Final Missed Approach Data must reflect Missed Approach Altitude used to determine																						
DME ITFL	13.5	13	12	11	10	9	8	7	6	5	4	3	2	1								
DIST THR (NM)	13.3	12.8	11.8	10.8	9.8	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8	0.8								
ALTITUDE (FT)	4500	4300	3960	3620	3280	2950	2610	2280	1950	1630	1300	980	650	330								
Missed Approach Climb Gradient		OCA (OCH)				Ground Speed																
		A	B	C	D																	
ILS CAT I	2.5%	607 (580)	619 (592)	627 (600)	638 (611)										HH813-THR (13.4 NM)	min:s	9:59	8:00	6:40	5:43	5:00	4:26
	4.0%	227 (200)																				
ILS CAT II	4.0%	127 (100)													ROD (5.2%)	ft / min	440	550	660	770	880	990
VISUAL CIRCLING NOT AVAILABLE		N / A																				

CHANGE: New Procedure. Runway 07C/25C reopened.

ILS RWY 25L APPROACH**NAVIGATION AIDS**

Navaid/Ident	Frequency	Coordinates		Remarks
Localizer/ITFL	110.9 MHz	22 17 42.98N	113 53 42.30E	Course 254°M
Glide Path	330.8 MHz	22 18 19.93N	113 55 49.28E	3° glide slope Co-located
DME/ITFL	CH 46X			

TABULAR DESCRIPTION: ILS RWY 25L

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (KIAS)	VPA	Navigation Specification
01	TF	RIVMI	-	-	+3.0	-	-	-6000 +4500	-	-	RNP 1
02	TF	LIKBI	-	284 (281)	+3.0	3.4	-	+4500	@180	-	RNP 1
03	-	HH813	-	254 (251)	+3.0	5.8	-	-	@180	-	Conventional
04	-	RW25L	Y	254 (251)	+3.0	13.4	-	-	-	-	Conventional
05	-	HH841	Y	254 (251)	+3.0	4.0	-	-	-185	-	Conventional
06	CF	HH846	-	239 (236)	+3.0	-	-	-	@185	-	RNP 1
07	TF	HH848	-	185 (182)	+3.0	3.4	-	-	@185	-	RNP 1
08	TF	HH849	-	135 (132)	+3.0	3.0	-	-	@185	-	RNP 1
09	TF	HH844	-	075 (072)	+3.0	24.5	-	-	@230	-	RNP 1
10	TF	HH845	-	075 (072)	+3.0	4.7	-	@5000	@210	-	RNP 1
11	TF	RIVMI	-	344 (341)	+3.0	5.7	-	-	@210	-	RNP 1

Note: Coding is not provided for final approach segment. Please refer to the chart for altitude and speed restrictions.

WAYPOINT LIST

ILS RWY 25L		
Waypoint Identifier	Coordinates (WGS-84)	
RIVMI (IAF)	22 24 03.96N	114 19 09.28E
LIKBI (IF)	22 24 43.38N	114 15 32.10E
HH813 (FAP)	22 22 49.72N	114 09 36.81E
RW25L (THR)	22 18 26.75N	113 55 58.15E
HH841	22 17 08.54N	113 51 55.54E
HH846	22 15 10.93N	113 48 48.94E
HH848	22 11 48.89N	113 48 41.36E
HH849	22 09 49.33N	113 51 03.91E
HH844	22 17 16.04N	114 16 15.09E
HH845	22 18 42.08N	114 21 08.00E