



**HONG KONG INTERNATIONAL AIRPORT – FOREIGN OPERATOR AERODROME OPERATING MINIMA PROFORMA  
(DCA 236)**

**SUBMITTED BY:**

OPERATOR: \_\_\_\_\_ ICAO AIRCRAFT TYPE DESIGNATOR 1: \_\_\_\_\_ DATE: \_\_\_\_\_  
CONTACT PERSON : \_\_\_\_\_ (Name) \_\_\_\_\_ (Post) \_\_\_\_\_ (Tel) \_\_\_\_\_ (Email)

**1. TAKE-OFF MINIMA**

RUNWAY	Acceptable Minima (Metres) <sup>2</sup>		Operator's Minima (Metres) <sup>3</sup>		Minima to be complied with (Metres) <sup>4</sup>	
	with HIRL & CL	HIRL or CL	with HIRL & CL	HIRL or CL	with HIRL & CL	HIRL or CL
07L	RVR 200	RVR 400	RVR	RVR	RVR	RVR
25R	RVR 200	RVR 400	RVR	RVR	RVR	RVR
07R	RVR 200	RVR 400	RVR	RVR	RVR	RVR
25L	RVR 200	RVR 400	RVR	RVR	RVR	RVR

**2. LANDING MINIMA**

Approach	Acceptable Minima <sup>2</sup>				Operator's Minima <sup>3</sup>				Minima to be complied with <sup>4</sup>				MMA CG <sup>5</sup> Required
	Feet		Metres		Feet		Metres		Feet		Metres		
	OCA	OCH	RVR	VIS	DA/MDA	DH/MDH	RVR	VIS	DA/MDA	DH/MDH	RVR	VIS	
RWY 07L ILS CAT I	223	200	550	800									6.9%
RWY 07L ILS CAT II	123	100	300	-									7.1%
RWY 07L ILS CAT III Cat A/B/C ACFT <sup>7</sup>	0	0	75	-									Note 6
RWY 07L ILS CAT III Cat D ACFT <sup>7</sup>	0	0	100	-									Note 6
RWY 07L LOC	500	470	1500	-									6.6%
RWY 07L RNP (LNAV/VNAV only) Cat A ACFT <sup>7</sup>	302	279	600	-									6.6%
RWY 07L RNP (LNAV/VNAV only) Cat B ACFT <sup>7</sup>	312	289	650	-									6.6%
RWY 07L RNP (LNAV/VNAV only) Cat C ACFT <sup>7</sup>	322	299	650	-									6.6%
RWY 07L RNP (LNAV/VNAV only) Cat D ACFT <sup>7</sup>	332	309	700	-									6.6%
RWY 25R ILS CAT I	223	200	550	800									6.5%
RWY 25R LOC	430	400	1100	-									5.1%
RWY 25R RNP Z (LNAV/VNAV only) Cat A ACFT <sup>7</sup>	431	408	1200	-									5.6%
RWY 25R RNP Z (LNAV/VNAV only) Cat B ACFT <sup>7</sup>	441	418	1200	-									5.6%
RWY 25R RNP Z (LNAV/VNAV only) Cat C ACFT <sup>7</sup>	451	428	1300	-									5.6%
RWY 25R RNP Z (LNAV/VNAV only) Cat D ACFT <sup>7</sup>	461	438	1300	-									5.6%
RWY 07R ILS CAT I	227	200	550	800									3.6%
RWY 07R ILS CAT II	127	100	300	-									3.6%
RWY 07R LOC	460	440	1300	-									4.1%
RWY 25L ILS CAT I	227	200	550	800									4.0%
RWY 25L ILS CAT II	127	100	300	-									4.0%
RWY 25L LOC	420	390	1100	-									2.5%

**3. LANDING MINIMA (for operators with RNP (AR) APCH Approval form CAD) <sup>8</sup>**

Approach	Acceptable Minima <sup>2</sup>				Operator's Minima <sup>3</sup>				Minima to be complied with <sup>4</sup>				MMACG <sup>5</sup> Required
	Feet		Metres		Feet		Metres		Feet		Metres		
	OCA	OCH	RVR	VIS	DA/MDA	DH/MDH	RVR	VIS	DA/MDA	DH/MDH	RVR	VIS	
RWY 25R RNP Y (AR) Cat A ACFT <sup>7</sup>	480	457	1400	-									4.0%
RWY 25R RNP Y (AR) Cat B ACFT <sup>7</sup>	488	465	1500	-									4.0%
RWY 25R RNP Y (AR) Cat C ACFT <sup>7</sup>	496	473	1500	-									4.0%
RWY 25R RNP Y (AR) Cat D ACFT <sup>7</sup>	505	482	1500	-									4.0%
RWY 07R RNP Z (AR)	430	410	1200	-									2.5%
RWY 07R RNP Y (AR)	430	410	1200	-									2.5%
RWY 25L RNP Z (AR)	500	480	1500	-									2.5%
RWY 25L RNP Y (AR)	500	480	1500	-									2.5%

1. Please refer to the ICAO Aircraft Type Designators website (<https://www.icao.int/publications/DOC8643/Pages/Search.aspx>).
2. HKIA minima based on ICAO DOC 9365 and applicable to all categories of aircraft.
3. Must be authorized by the State of Operator. Operators must submit the CAT II/III or RNP APCH (LNAV/VNAV) authorization by their State to the Civil Aviation Department (CAD).
4. Operators must comply with the most restrictive minima at all times.
5. The Minimum Missed Approach Climb Gradient (MMACG) is based on the standard missed approach procedure as per AIP HK and/or Supplements. In case of unforeseen circumstances that MMACG cannot be achieved or standard missed approach procedures cannot be complied with, operators shall establish alternative operating procedures to ensure adequate terrain clearance can be maintained in the event of missed approach.
6. CAT III MMACG shall normally be determined by operators based on specific CAT III systems / operations and Decision Height / Alert Height authorized. For reference, RWY 07L CAT III MACG is calculated to be at 7.9% assuming the start of missed approach climb is at 1800 m after RWY 07L threshold. If the start of missed approach climb is beyond 1800 m after RWY 07L threshold or the required MACG of concerned aircraft cannot be achieved, operators shall establish operating procedures to ensure adequate terrain clearance can be maintained in the event of missed approach.
7. Please refer to ICAO DOC 8168 PANS-OPS Vol. 1 for details on Aircraft Approach Categories.
8. Operators must apply for CAD authorization as per AIC 04/20 for conducting RNP (AR) APCH at HKIA (<https://www.ais.gov.hk/HKAIP/aic/AIC04-20.pdf>).

SIGNATURE: \_\_\_\_\_

**Important Notes for Operators**

- a) Before commencement of public transport operations to Hong Kong, foreign operators are required by AD 1.1 of AIP HK to:
  - (i) complete this proforma;
  - (ii) submit CAT II/III Authorization by their State for acceptance by CAD; and
  - (iii) submit RNP APCH (LNAV/VNAV) Authorization by their State for acceptance by CAD.
- b) Operators are required to comply with the Accepted Aerodrome Operating Minima (AOM) or the acceptable AOM published in AIP HK or the State Minima or the Company Minima, whichever are more restrictive.
- c) Landing Minima are based on high intensity lighting system (HIRL), runway centreline (CL), touchdown zone and threshold lighting in use.
- d) Cat II DH and CAT III DH based on radio altimeter.
- e) Circling prohibited.

**Anti-Bribery Reminder**

Anyone, while having dealings of any kind with the Civil Aviation Department (CAD), should not offer advantage to the CAD officers, or else he may commit an offence under section 4(1) and/or section 8 of the Prevention of Bribery Ordinance (Chapter 201 of Laws of Hong Kong), and be liable to a maximum penalty of a fine of \$500,000 and imprisonment for 7 years.