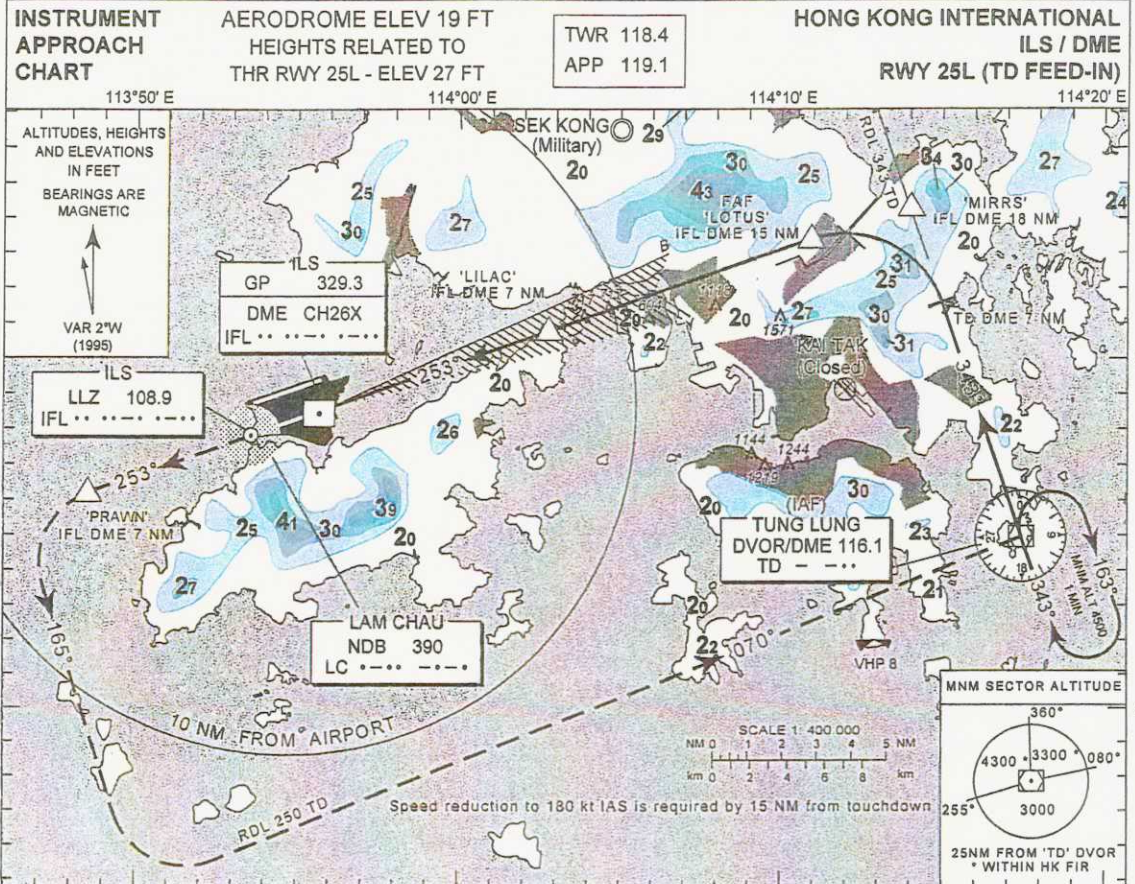
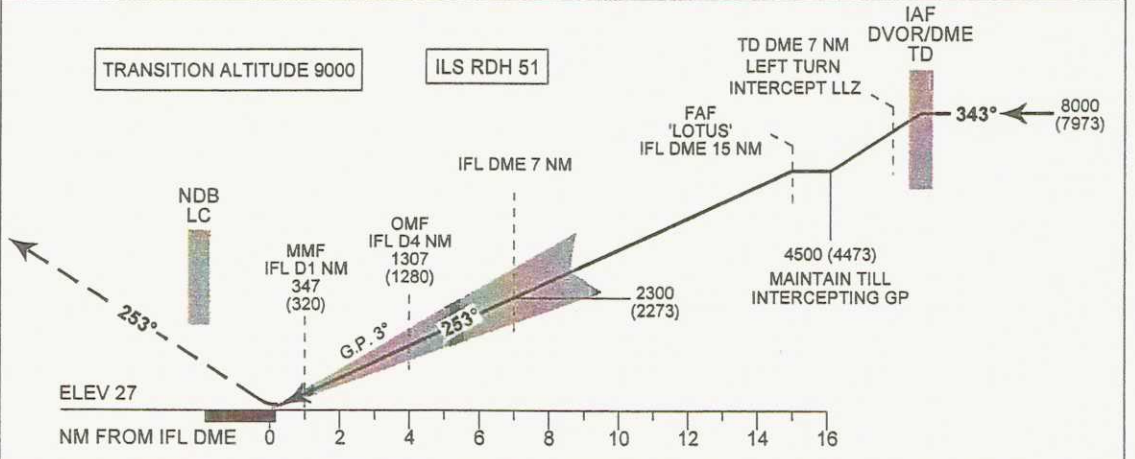


AD2-VHHH-92A
(20 May 1999)

AIP HONG KONG



| Recommended Profile | DME IFL | 5 | 4 | 3 | 2 | 1 |
|--------------------------------------|-----------|-------------|-------------|-----------|-----------|-----------|
| Nominal 3° GP Descent Rate 320 FT/NM | ALT (HGT) | 1627 (1600) | 1307 (1280) | 987 (960) | 667 (640) | 347 (320) |



| | Climb gradient | |
|---------------------------------------|------------------|-------------------|
| | 2.5% (152 ft/NM) | 3.2% (195 ft/NM)* |
| CAT I OCA (OCH) | 437 ft (410 ft) | 227 ft (200 ft) |
| CAT II OCA (OCH) (approved operators) | 367 ft (340 ft) | 127 ft (100 ft) |

* This climb gradient must be achieved until passing 1,800 ft AMSL

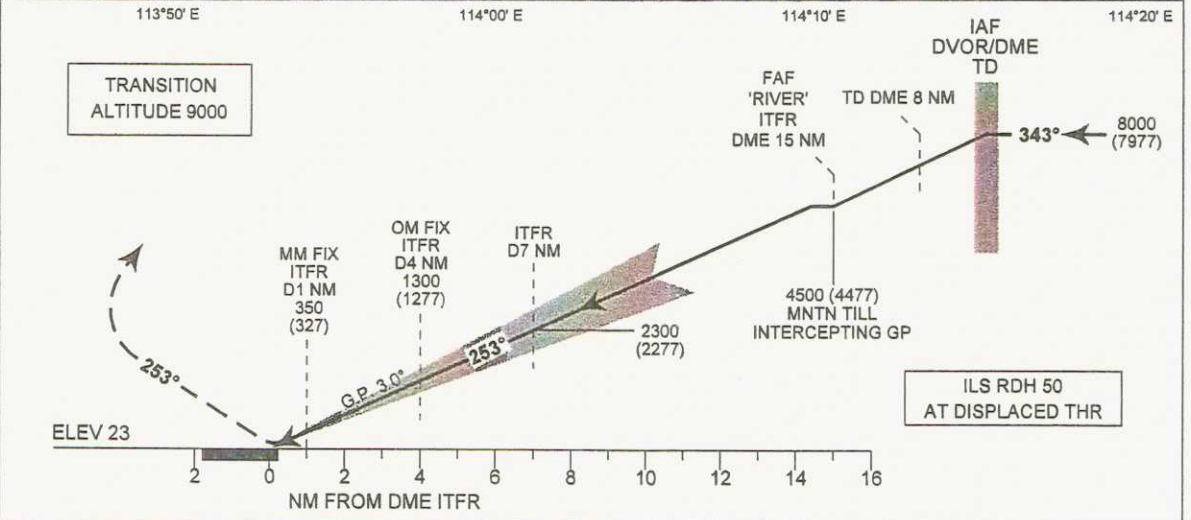
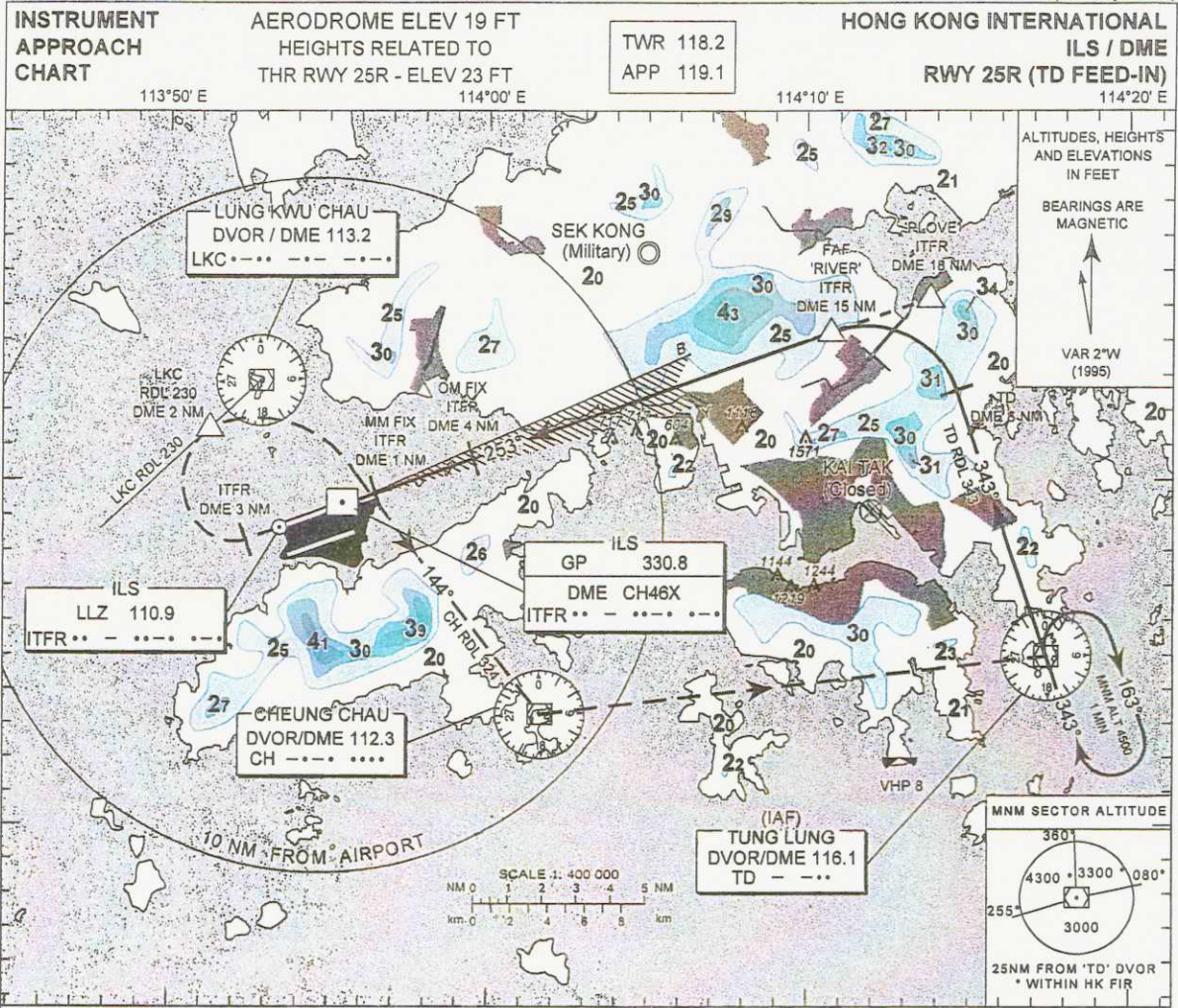
MISSED APPROACH

Climb to 2,000 ft. Remain on the extended runway centreline tracking 253°M (or bearing 253°M to/from LC NDB). At IFL DME 3 NM (west of airport) climb to 4,500 ft. At PRAWN (IFL DME 7 NM) turn left to track 165°M to intercept RDL 250 TD DVOR and join the TD holding pattern or as directed by ATC.

NOTE 1 A speed restriction of 185 kt IAS or less is required until established on track 165°M.

NOTE 2 Aircraft discontinuing an approach at or above 2,000 ft must continue on the glidepath to 2,000 ft and maintain until IFL DME 3 NM west of the airport.

AIP HONG KONG



| | Climb gradient | | | |
|--|------------------|-----------------|-----------------|-------------------|
| | 2.5% (152 ft/NM) | 3% (183 ft/NM)* | 4% (243 ft/NM)* | 4.3% (262 ft/NM)* |
| CAT I OCA (OCH) | 934 ft (911 ft) | 694 ft (671 ft) | 292 ft (269 ft) | 223 ft (200 ft) |
| CAT II OCA (OCH) (approved operators) | 858 ft (835 ft) | 618 ft (595 ft) | 216 ft (193 ft) | 123 ft (100 ft) |

* These climb gradients must be achieved until passing 3,000 ft AMSL

MISSED APPROACH

Climb to 2,000 ft. Remain on the extended runway centreline tracking 253°M. At ITRF DME 3 NM (west of airport), climb to 3,000 ft and turn right to establish LKC DVOR RDL 230 inbound. At LKC DME 2 NM, climb to maintain 4,500 ft and turn right to establish inbound on CH DVOR RDL 324. At CH turn left direct to TD DVOR and hold or proceed as directed by ATC.

NOTE 1 For ILS CAT III approach, aircraft must achieve a missed approach climb gradient of 4.3% (262 ft/NM) or greater until passing 3,000 ft AMSL.

NOTE 2 A speed restriction of 185 kt or less is required until established on CH RDL 324.

NOTE 3 Aircraft discontinuing the approach at or above 2,000 ft must continue on the glidepath to 2,000 ft. Maintain 2,000 ft on the extended runway centreline until ITRF DME 3 NM (west of airport).