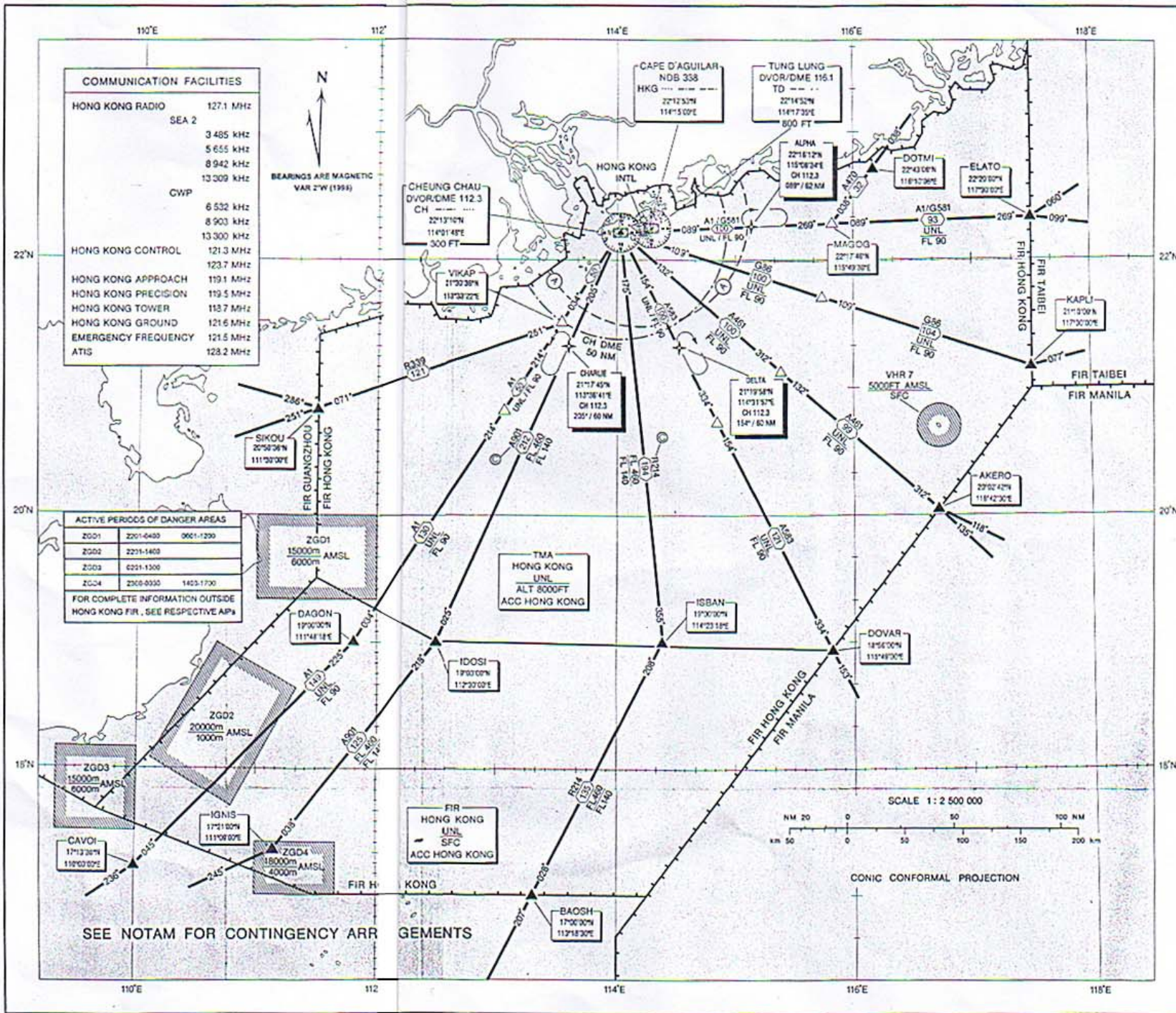


ENROUTE CHART — HONG KONG

LEGEND	
Aerodrome	
Flight information region (FIR)	
Name of FIR	HONG KONG
Upper limit	UNL
Lower limit	SFC
Unit providing service	ACC HONG KONG
Terminal control area (TMA)	
Name of TMA	HONG KONG
Upper limit	UNL
Lower limit	ALT 3000 FT
Unit providing service	ACC HONG KONG
Control zone (CTR)	
ATS route (within 50 NM within HONG KONG FIR)	
Route designator	A561
Magnetic track	132° = 100° = 312°
Distance in NM	UNL
Upper limit	FL 90
Minimum cruising level	FL 90
Routes established under contingency arrangements (see NOTAM)	
Reporting point	Compulsory
	Compulsory for non-jet aircraft
Restricted airspace	
Identification of area	ZGD1
Vertical limits	15000-6000m AMSL
P = Prohibited	
R = Restricted	
D = Danger	
VHF omnidirectional radio range (VOR)	
Compass rose orientated on the chart to Magnetic North	
Non-directional radio beacon (NDB)	
Distance measuring equipment (DME)	
Collocated VOR and DME navigation aids (VOR/DME)	
Altimeter setting boundary (50 NM from airport)	
Identification for radio navigation aids (NAVAIDS)	
Name	CHEUNG CHAU
NAVAID, frequency, identification or call sign	DVOR/DME 112.3 CH
Geographical coordinates	22°13'10"N 114°01'48"E
Elevation of DME site (to the nearest 100 feet)	300 FT
Way-point (WP)	
Name	CHARLE
Geographical coordinates	21°17'45"N 113°36'41"E
Frequency and identification of VOR	CH 112.3
Magnetic bearing	200° / 50 NM
Distance from reference DME	

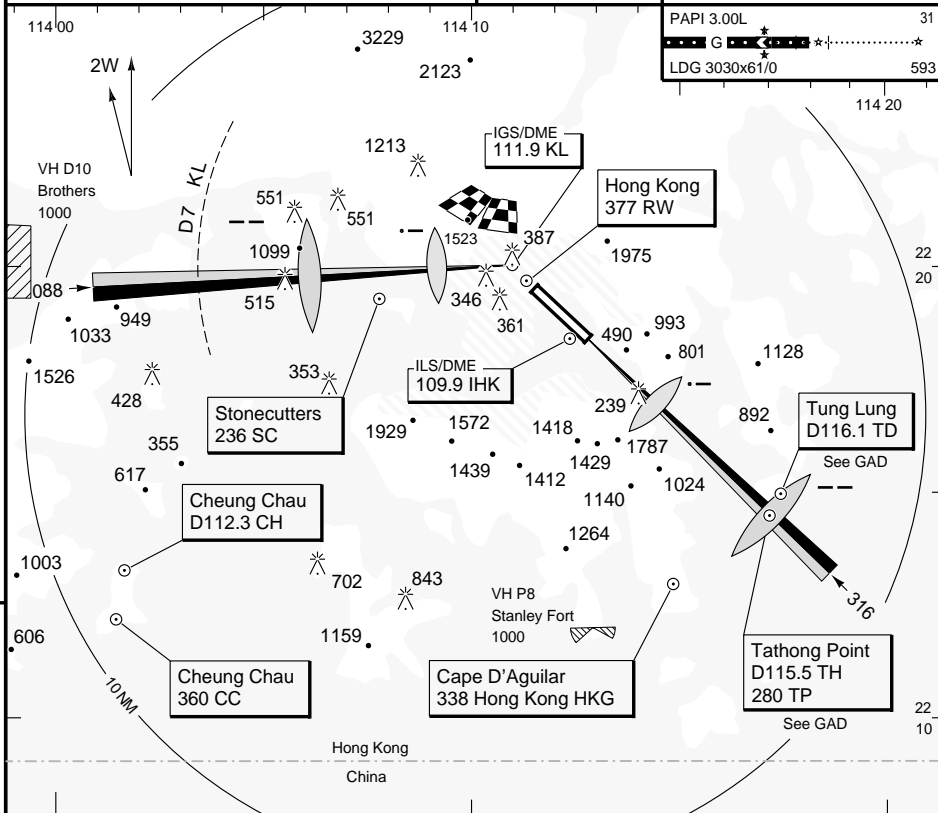


Hong Kong
 ATIS 128.20 22-16
 APP RAD 119.10
 TWR 118.70
 GND 121.60 00-16 * DLV 124.65 00-16

HKG - VHHH **4** 20 SEP 97 **VISUAL APCH 13/31**

PAR GP 3.00 Precision 119.50
 CUT 131.45 HIAS OPS

13	PAPI 3.10
1925	LDG 2786x61/0
PAPI 3.00L	31
LDG 3030x61/0	593



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RWY 13 / VISUAL STEP DOWN APCH PROC will only be permitted provided that:

- (A) Cloud ceiling is not less than 4500FT. Visibility is not less than 9KM.
- (B) No interference is caused to ACFT carrying out instrument approach/departure procedure.
- (C) Maintain MNM **2000** until within D7 KL.

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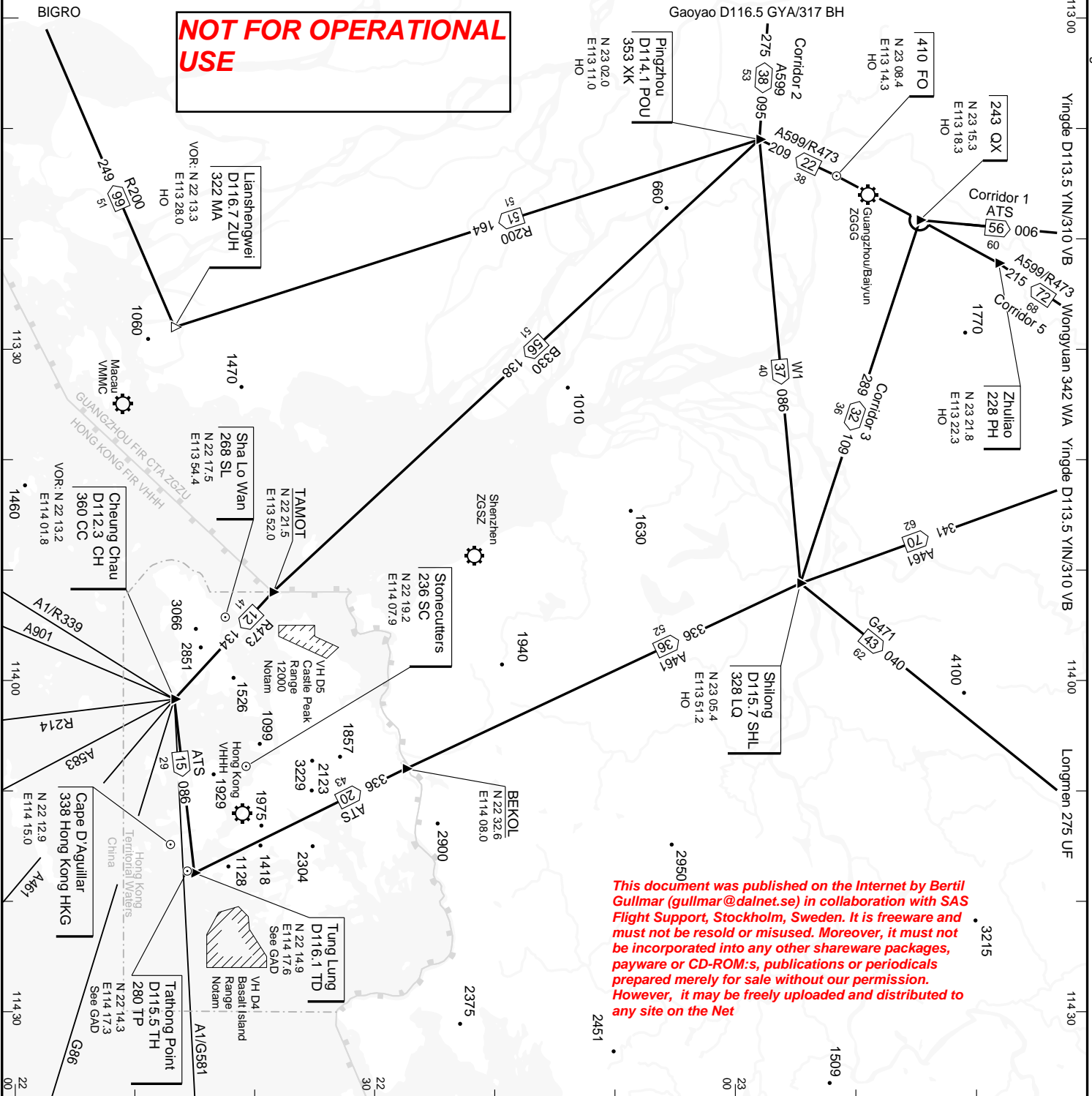
RWY 31 / VISUAL APCH PROC will only be permitted provided that:

- (A) APCH is tracked through Tathong Point.
- (B) Cloud ceiling is not less than 3500FT. Visibility is not less than 9KM unless pilot report visual contact with the RWY.
- (C) No interference is caused to ACFT carrying out instrument approach/departure procedure.

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Reverse side blank

Change: COM



COM
 Guangzhou CTL: 126.10, 132.90
 Guangzhou - Hongkong
 Contact HKG RAD 3MIN before reaching TAMOT:
 -FL260 and above: 123.70 between 0100-1400
 121.30 between 1401-0059
 -FL250 and below: 126.30
 Hongkong - Guangzhou
 Establish contact with CAN
 ATC before crossing BEKOL.

ALTITUDE RESTRICTIONS
 Hong Kong - Guangzhou Air corridors
 BEKOL - A461
 -Cross BEKOL: MNM FL118 (3600M/STD)
 Guangzhou Air corridors - Hong Kong
 POU - TAMOT
 -Cross POU: FL295 (9000M/STD)
 -Cross TAMOT: FL150 (4500M/STD)
 VOR POU - TAMOT is a descent area.

NOTE
 INBD routes and enroute HP, see ASIR 7/8.

CONVERSION METRE TO FEET
 (No reference to altimeter setting)

13000M (42600FT)	12000M (39400FT)
10800M (35400FT)	11400M (37400FT)
9600M (31500FT)	10200M (33500FT)
8400M (27600FT)	9000M (29500FT)
7200M (23600FT)	7800M (25600FT)
6000M (19700FT)	6600M (21600FT)
5400M (17700FT)	5700M (18700FT)
4800M (15700FT)	5100M (16700FT)
4200M (13800FT)	4500M (14800FT)
3600M (11800FT)	3900M (12800FT)
3000M (9800FT)	3300M (10800FT)
2400M (7900FT)	2700M (8900FT)
1800M (5900FT)	2100M (6900FT)
1200M (3900FT)	1500M (4900FT)

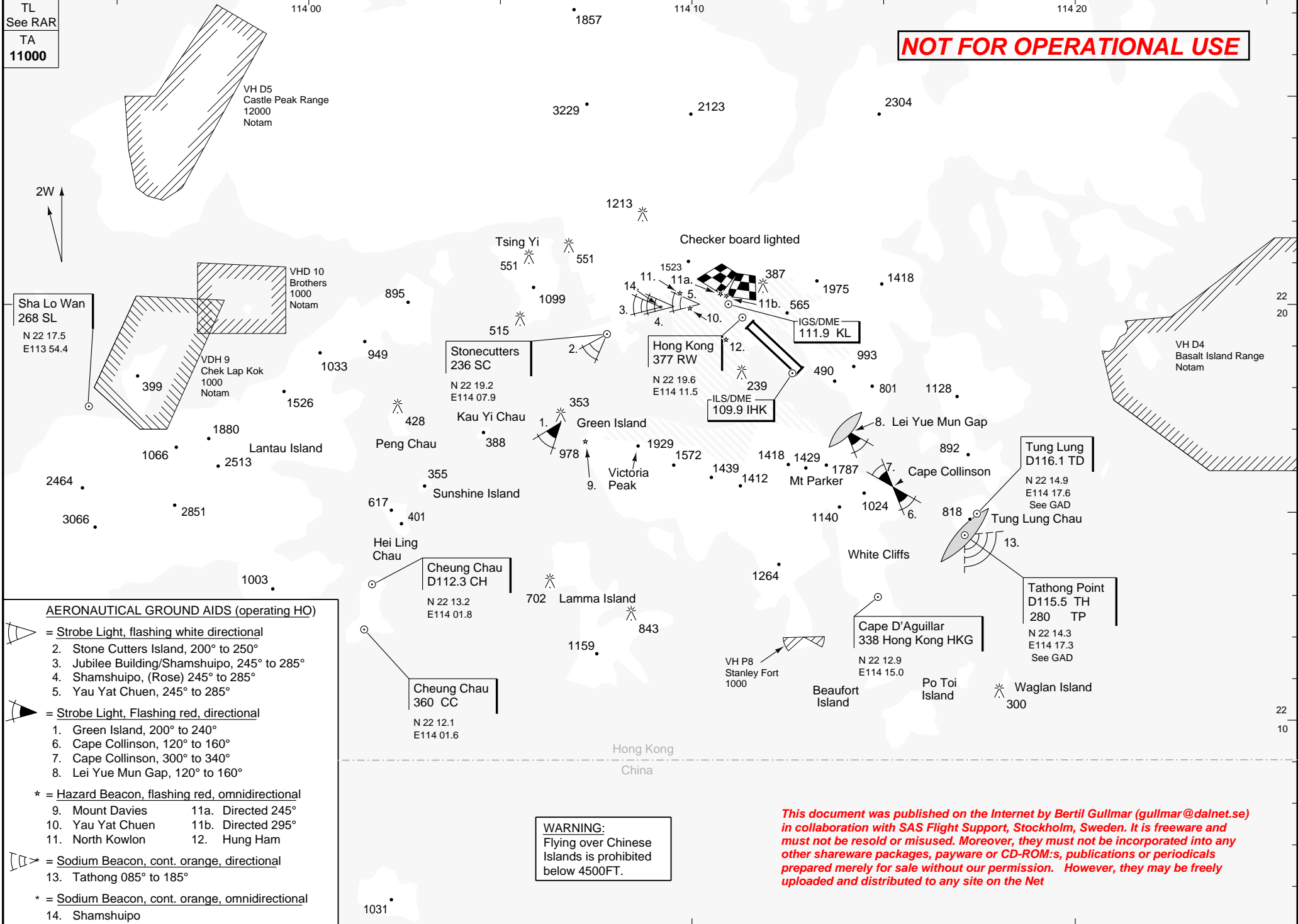


vhhh01aa

HONG KONG

TL
See RAR
TA
11000

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- AERONAUTICAL GROUND AIDS (operating HO)**
- = Strobe Light, flashing white directional
 2. Stone Cutters Island, 200° to 250°
 3. Jubilee Building/Shamshuipo, 245° to 285°
 4. Shamshuipo, (Rose) 245° to 285°
 5. Yau Yat Chuen, 245° to 285°
 - = Strobe Light, Flashing red, directional
 1. Green Island, 200° to 240°
 6. Cape Collinson, 120° to 160°
 7. Cape Collinson, 300° to 340°
 8. Lei Yue Mun Gap, 120° to 160°
 - * = Hazard Beacon, flashing red, omnidirectional

9. Mount Davies	11a. Directed 245°
10. Yau Yat Chuen	11b. Directed 295°
11. North Kowlon	12. Hung Ham
 - = Sodium Beacon, cont. orange, directional
 13. Tathong 085° to 185°
 - * = Sodium Beacon, cont. orange, omnidirectional
 14. Shamshuipo

WARNING:
Flying over Chinese Islands is prohibited below 4500FT.

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A. GENERAL

1. **WARNING**
Watch out for birds (see ABC).
2. **TRAFFIC NOTES**
Flying over Chinese Islands is prohibited below 4500FT.
3. **TURBULENCE/ WIND SHEAR**
 - 3.1. Pilots are to be prepared for immediate power changes due to unpredicted turbulence and down draughts on approach to both runways (particularly RWY 13 Built up area and RWY 31 Lei Yue Mun Gap area), and are advised to keep one hand on throttles at all times during approach. Whenever the reported surface wind is more than 15KT use a higher approach speed than that normally used and be prepared for overshoot.
 - 3.2. The wind direction and speed can show large fluctuations within short interval at the airport. Exercise extreme caution during TKOF or LDG.
 - 3.3. Wind shear and turbulence should particularly be expected over the NW approach area to the RWY when the wind is strong and blowing from between NW and ENE in association with a tropical cyclone or a strong winter monsoon.

- 3.4. **Strengthened Windshear and Crosswind Warning System (SWCWS).**
The SWCWS consists of 9 anemometers and 1 wind profiler. The wind in the AD forecast refer to SE anemometer only. The wind passed by ATC during TKOF/ LDG is taken from the SE anemometer, the readings from the NW and MID anemometers are also passed if significantly different.
Windshear:
Alert and warning is issued for three regions using 2 anemometers for each region:
 - 13A/ 31D region using NW and YYC anemometers.
 - Runway (MID) region using SE and NW anemometers.
 - 31A/ 13D region using LYM and SE anemometers.
 Alerts/ warnings are issued with wind component differences of 8KT and 15KT respectively.
Crosswind:
Warning is issued for three regions using 1 or 2 anemometers for each region:
 - 13A/ 31D region using highest value of NW and KLT anemometers.
 - Runway (MID) region using MID anemometer.
 - 31A/ 13D region using SE anemometer.
 The warning criterion for significant crosswind is 15KT.

4. **WEATHER INFO**
ACFT may request WX RAD info. Scanner is located at Tates Cairn with a MAX range of 240NM.
5. **NOISE ABATEMENT PROCEDURES**
 - 5.1. **Airport Restricted Hours**
 - 5.1.1. No flight will be permitted to TKOF or LDG 1700-2200 EXC emergency.
 - 5.1.2. **Arrival**
 - a) Flight schedule to land 1430-2230 is not permitted. Delayed flight by unforeseen circumstances will be permitted to land 1430-1500.
 - b) Delay of Noise Certificated ACFT (Annex 16 Chapter 3) may be permitted 1500-1700 and 2200-2230 by request to the ATS Watch Supervisor and submit the delay reasons to the Air Traffic General Manager.
 - 5.1.3. **Departure**
 - a) Flight schedule to TKOF 1530-2300 is not permitted. Delayed flight by unforeseen circumstances will be permitted to TKOF 1530-1600 and, subject to traffic, TKOF may be permitted 2230-2300.
 - b) Delay of Noise Certificated ACFT (Annex 16 Chapter 3) may be permitted 1600-1700 and 2200-2230 by request to the ATS Watch Supervisor for the reasons of delay and the approval MUST be obtained before Midnight.

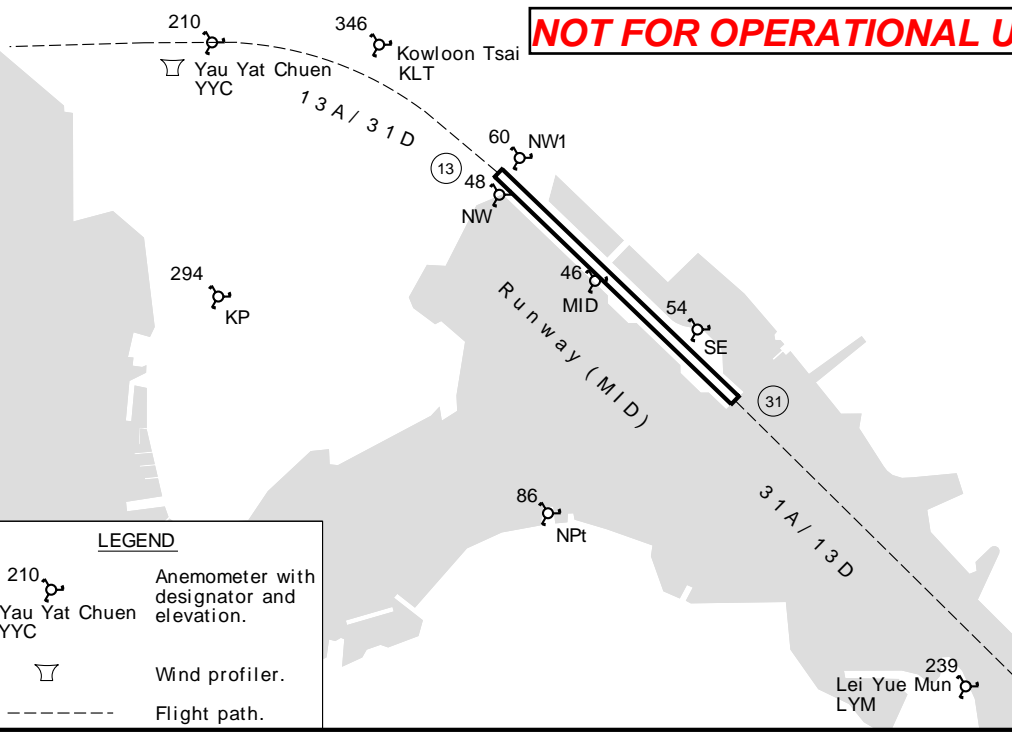
7. **NAV RESTRICTIONS**
 - 7.1. Coverage of DME 109.9 IHK is between 100°-170°.
 - 7.2. VOR Thathong Point unusable: R230-250, beyond D20 below 6000. R299-069, beyond D12 all ALT. R231-069, within D12 below 10000.
 - 7.3. VOR Tung Lung unusable: R130-140, beyond D35 below 3500. R231-085, beyond D12 all ALT.
 - 7.4. IGS LLZ unusable: Outside 20° north of LLZ course beyond 10NM (D11.3 KL) and below 4500FT due terrain.
 8. **MSA**
CH VOR/ CC NDB within sector 230°-080° and TH VOR sector 255°-080° are calculated within HKG FIR only, less than 25NM.

B. ARRIVAL

1. **INSTRUMENT GUIDANCE SYSTEM RWY 13 (IGS)**
 - 1.1. The IGS is offset 047° from the LDG direction necessitating a visual right turn to line up with the RWY after reaching MA.
 - 1.2. Due to terrain and the system not being aligned with the RWY it is strongly recommended that operators intending to use the system carry out practice APCH and MISAP.
 - 1.3. The system is designed so as the APCH shall be completed not later than MM when visual flight must be established or an immediate right turn into MISAP initiated.
 - 1.4. After passing the MM the indications are not relative to the required ACFT visual and MISAP flight paths, and must be ignored. **WARNING: CONTINUED FLIGHT ON THE SYSTEM FLIGHT PATH AFTER MM WILL RESULT IN LOSS OF TERRAIN CLR.**
 - 1.5. The collocated DME contains a delay so that indicated DIST are from THR 13 at which point the extrapolated nominal GP is 35FT above the RWY.
 - 1.6. The LLZ has a repeating voice TRANS advising pilots that the system is not an ILS, that a visual turn to the RWY is required and that MISAP is mandatory at the MM.
 - 1.7. PROC: See chart and text in the chart. FREQ: See FREQ box.

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LEGEND

- Anemometer with designator and elevation.
- Wind profiler.
- Flight path.

- 1.8. Feed-in Proc to IGS 13:
Initial APCH ALT 8000 (6000 by ATC).
Leave VOR "CH" / NDB "CC" on R270/ 270°
descending to 6000. At D7 "CH" / QDM 360°
"SL" descend to 4500 and:
- (IAS 180KT or more) turn right to 045°
and join IGS LLZ.
- (less than IAS 180KT) turn right to
NDB "SL", leave NDB "SL" on 045°
and join IGS LLZ.
- 1.9. GPWS: The IGS tends to produce nuisance
GP warnings due to transmitter siting.
Disregard GP below 1000FT RA and when
VIS contact with RWY 13 established.
- 1.10. When OM/ MM U/ S, use D4.8 KL/ D2.2 KL
respectively.
- 1.11. IGS LLZ 13 unusable:
See item A.7.4.
2. **TRAFFIC NOTES**
- 2.1.1. Visual approaches are made from
Tathong Point and Cheung Chau to the field,
and it is up to the PIC to decide whether
the approach can be continued visually or
a missed approach procedure has to be
executed.
- If making VOR "CH" / Visual approach
RWY 13 it is important that the following
landmarks are known by heart:
Cheung Chau, Green Island, Stonecutters
Island and the Checker Board.
Reduce speed when shuttling down over
"CH" due to high ground. After passing
"CH" VOR inbound and reaching minima
the approach to the AD shall be made
contact, and it is essential that the pull up
procedure is also known by heart.
- For RWY 31 the following landmarks should
be known:
Waglan, Cape D'Aguillar, White Cliffs,
Cape Collinson and the Lei Mun Gap.
- 2.1.2. Pilots wishing to carry out an ILS approach
should notify Approach Control on initial
contact and advise if they wish to use the
Direct Feed-in or HP Feed-in procedure.
- 2.1.3. ILS APCH will be monitored by PAR when
the cloud ceiling is 1000 or less and/ or
visibility 5KM or less or O/ R, and only after
advised establishment of radar contact from
ATC.

- 2.2. The APL to RWY 13 indicate the flight path
onto final, see LC and note also position
of illuminated Checker Board.
- The final is a right hand curve with only a
few hundred metres straight flight.
Consideration must be taken both to wind
effect on the turning radius and the possi-
bility of gusts, especially close to the
Checker Board.
- 2.3. Right hand circuit RWY 13.
- 2.4. PAPI both RWYs:
Terrain CLR guaranteed only when ACFT is
within the lateral limits of the approach
surface.
- 2.5. Arriving ACFT on AWY A1, A461, A583, A901
G581, R214, R339, towards VOR/ DME CH
should plan their descend profile to cross
D30 CH: MAX FL140.
- When VOR CH U/ S:
Plan descend to cross following
DME DIST MAX FL140:
- D15 in sector R089- 119 TD
- D25 in sector R120- 157 TD
- D35 in sector R158- 233 TD and
from SIKOU.
3. **RADAR VEKTORING ALTITUDE**
- 3.1. ACFT approaching for ILS RWY 31 may be
descended to 2000FT to establish on the
LLZ provided that they are BTN 091°- 147°
and within 10NM from Tathong Point
VOR or NDB.
- 3.2. ACFT approaching for PAR RWY 31 may be
descended to 2500FT to establish the final
approach path to RWY 31 provided that
they are BTN 091°- 147° and within 10NM
from Tathong Point VOR or NDB.
4. **COM**
- 4.1. INBD FROM GUANGZHOU: See ASIR 1.
- 4.2. Additional ATC with FREQ 126.50 and
callsign "Hong Kong Radar" avbl.
ATS will advise when FREQ is in use.

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5. **SPEED**
- 5.1. **RWY 13:**
MAX IAS 250KT within D30 CH.
When CH U/ S: MAX IAS 250KT
- Within D15 in sector R089- 119 TD
- Within D25 in sector R120- 157 TD
- Within D35 in sector R158- 233 TD
SIKOU and TAMOT.
Then MAX IAS 180KT within D15 KL.
- 5.2. **RWY 31:**
MAX IAS 250KT within D30 TH and then
MAX IAS 180KT within D15 IHK.
- When established on final approach track
reduce speed to cross OM (TH/ TP in case
of PAR APCH) at IAS 160KT.
6. **NAP**
See item A.5.2.
7. **PARKING**
- 7.1. BOLDs avbl on Main Apron stands 1-8 and
Cargo Apron stands 41-44 (see Legends).
- 7.2. Follow nose wheel guidelines accurately.
- 7.3. Stands 15- 20:
B747 and A340 ACFT can expect to enter
these stands via TWY D2 facing NW, and
other ACFT via TWY D3 facing SE.

C. DEPARTURE

1. **START- UP**
- 1.1. For CLR call 5MIN prior start-up:
2301-2400 GND 121.60
0001- 1600 DLV 124.65
1601-2300 TWR 118.70
- 1.2. Notify Stand No on initial contact.
2. **COM**
- 2.1. OUTBD TO GUANGZHOU:
Contact Guangzhou CTL before crossing
BEKOL.
3. **TAKE-OFF/ INITIAL CLIMB**
TKOF on RWY 31 shall be subject to the
following conditions:
All pilots should be aware that the TKOF
flight path area is located above a densely
built-up area.
Numerous obstacles in the form of building
and natural features exist on either side of
the TKOF flight path area.
Pilots must take this into consideration if
for any reason an ACFT is unable to achieve
the radius of turn required to adhere to the
nominal departure track.
They are further reminded that rapidly
rising high ground in the form of a range of
hills lies to the north of the urban area.
4. **NAP**
See item A.5.2.

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USE**

D. COMPANY INFORMATION

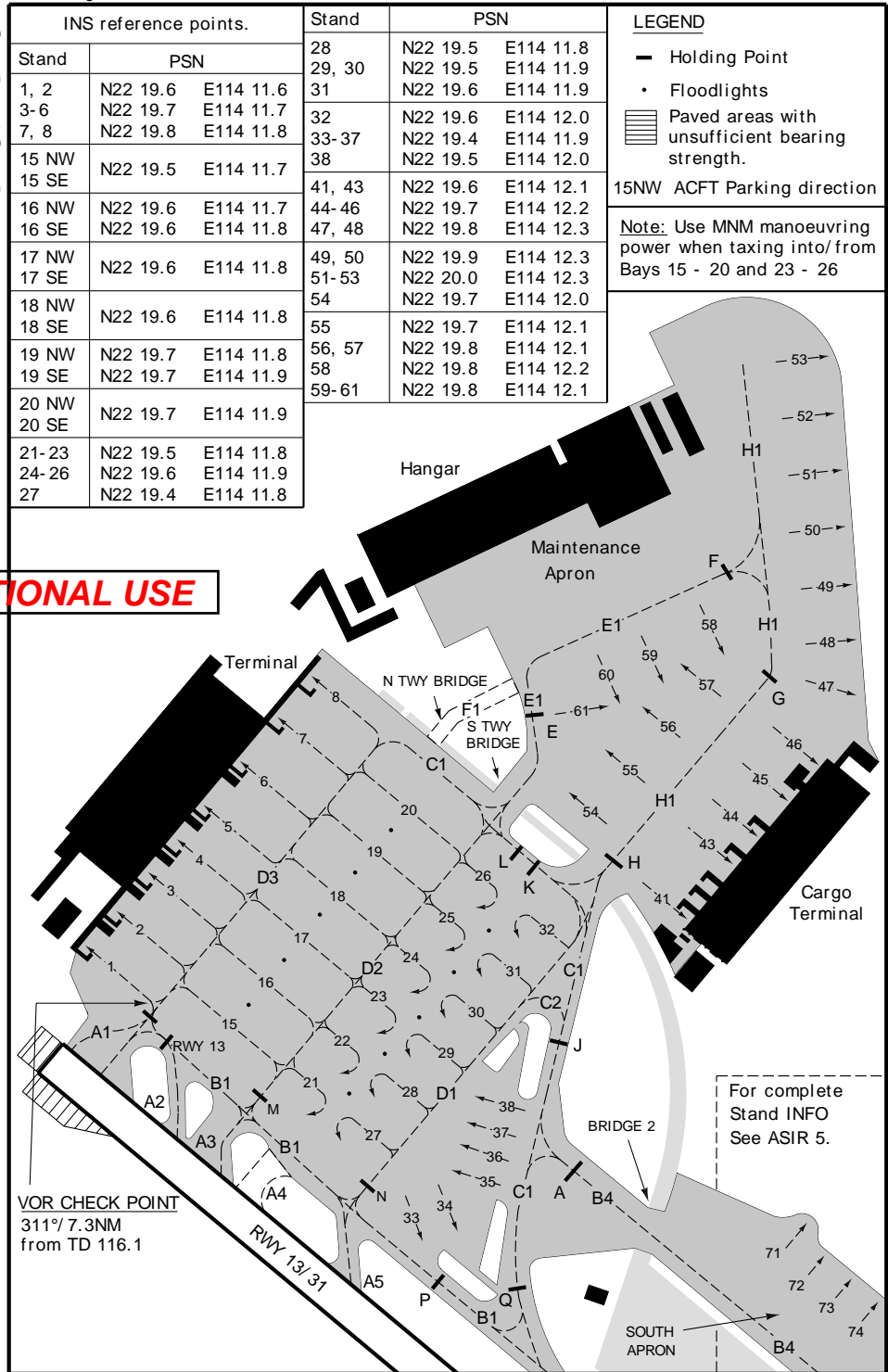
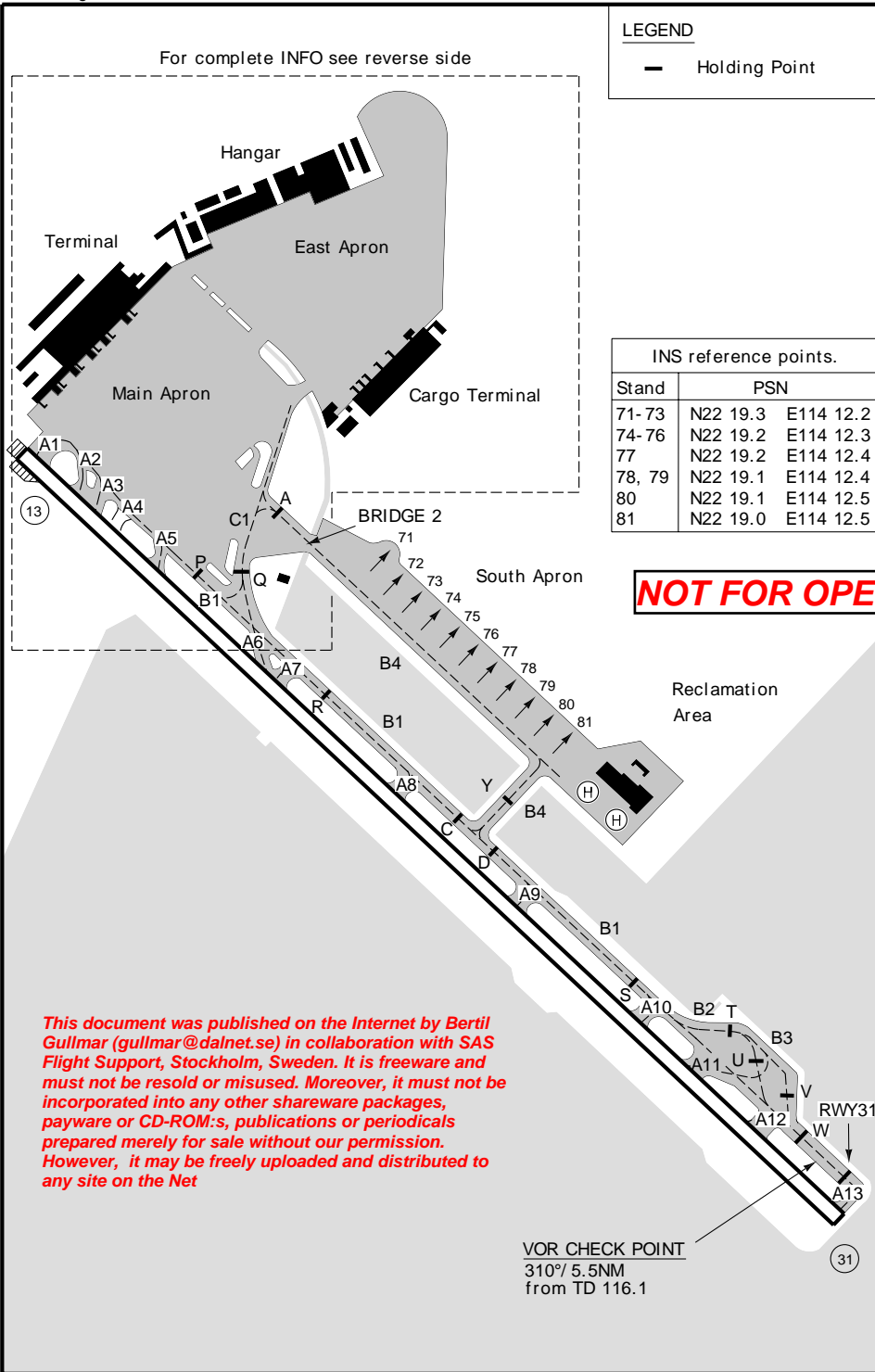
SAS only

- Call HKG on CUT 131.45 HIAS OPS and
advise ETA.
- TOW CALCULATIONS RWY 13**
Ref. GWC HKG.
A special procedure has been implemented
for calculation of MTOW pending on actual
WX cond, 600/ 3.0 or better.
Ref. FOM 3.1.1.4.5.
When using Takeoff Data Computer use
RWY 13, VFR.
- For CLR call 10MIN prior to start-up.
(Ref. ASIR 4 item C.1.1.)
- SPECIAL NOISE ABATEMENT PROCEDURE**
a) CDU CLB page, insert $V_2+15/ 3015$ in
LK4 SPD RESTR.
b) Maintain takeoff thrust to 1515FT MSL.
c) At 1515FT select VNAV.
d) At 3015FT observe acceleration and
retract flaps on schedule.
- TAKE-OFF/ INITIAL CLIMB**
TKOF RWY 31:
Fly straight ahead to NDB RW, over
NDB RW select HDG SEL (251°).
Flying LNAV will overshoot the departure
track.

THAI only

- SPECIAL NOISE ABATEMENT PROCEDURE**
a) Maintain TKOF flap, climb at V_2+10KT
to 1515FT MSL.
b) At 1515FT MSL, reduce thrust to no less
than climb power and continue climb
at V_2+10KT to 3015FT MSL.
c) At 3015FT MSL accelerate and retract
flaps.

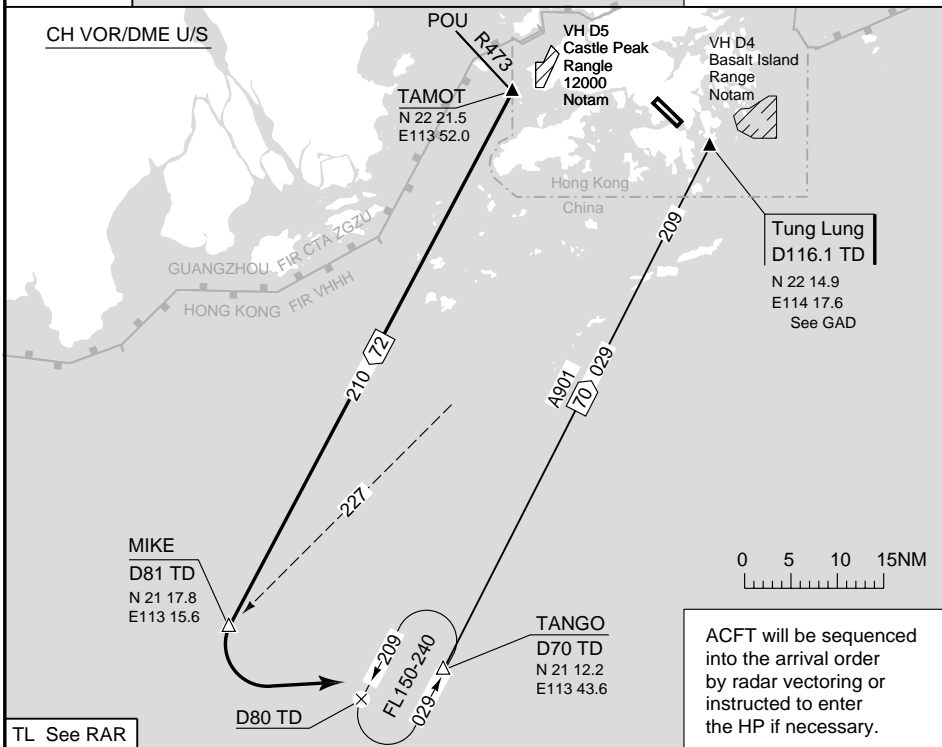
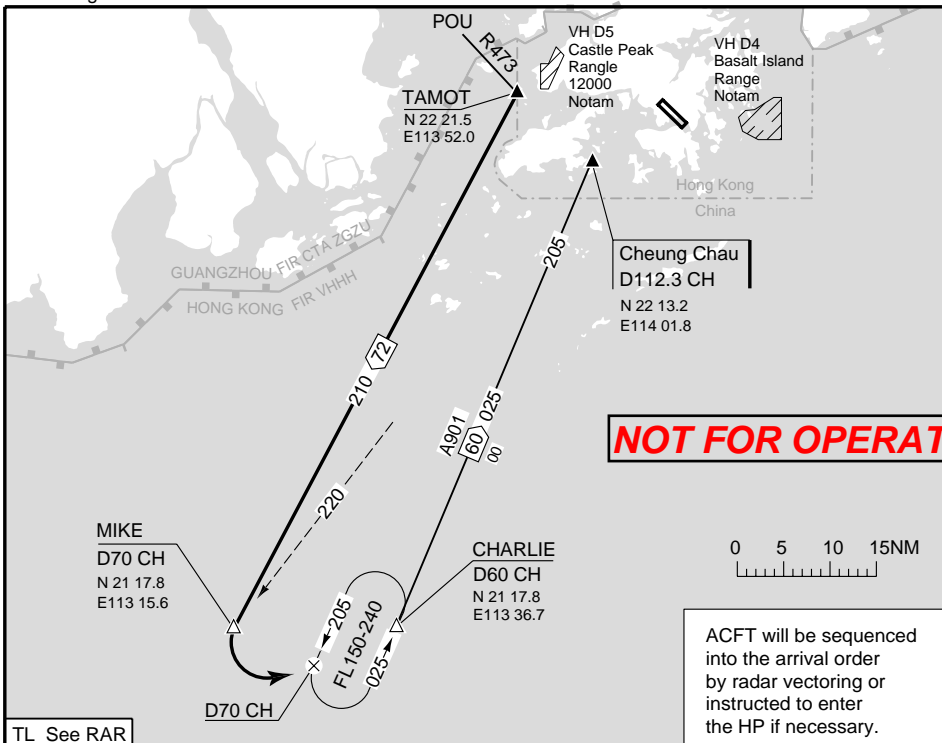
HONG KONG INTERNATIONAL



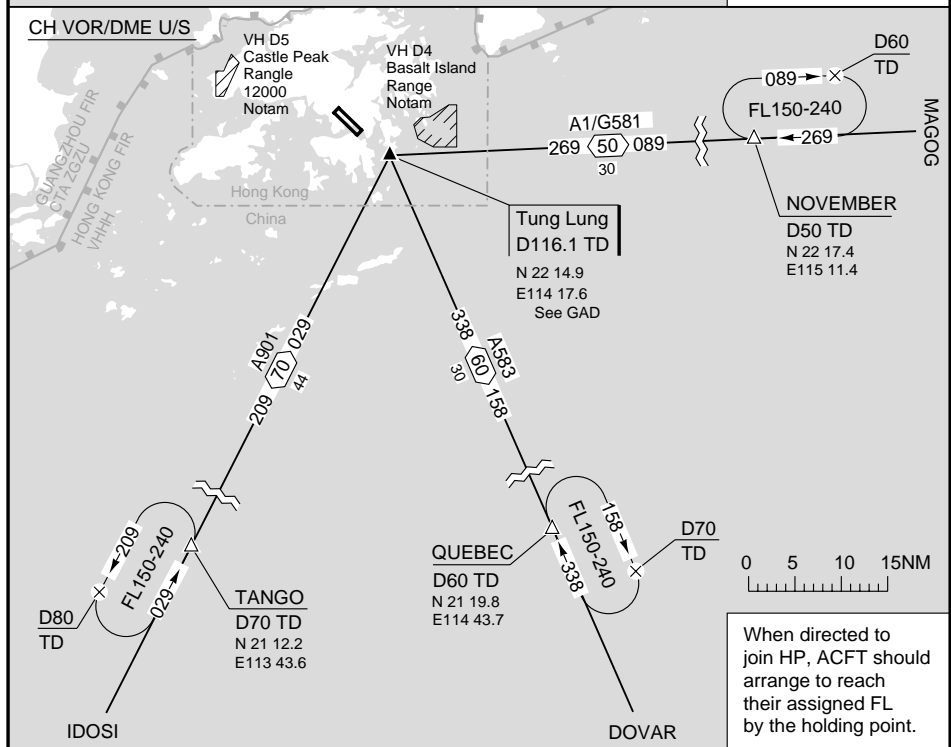
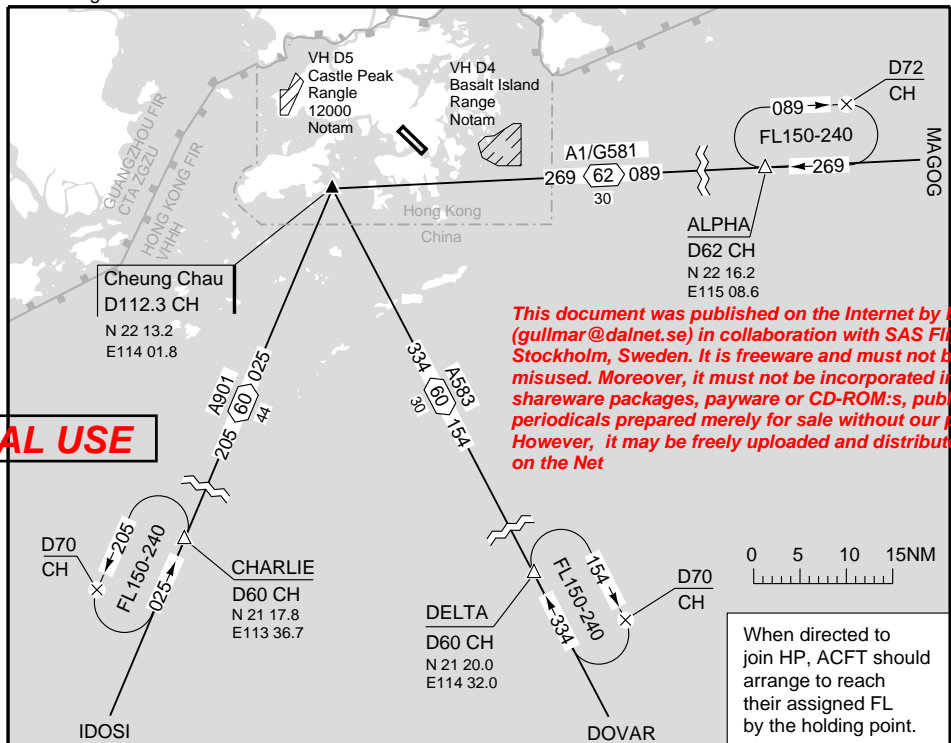
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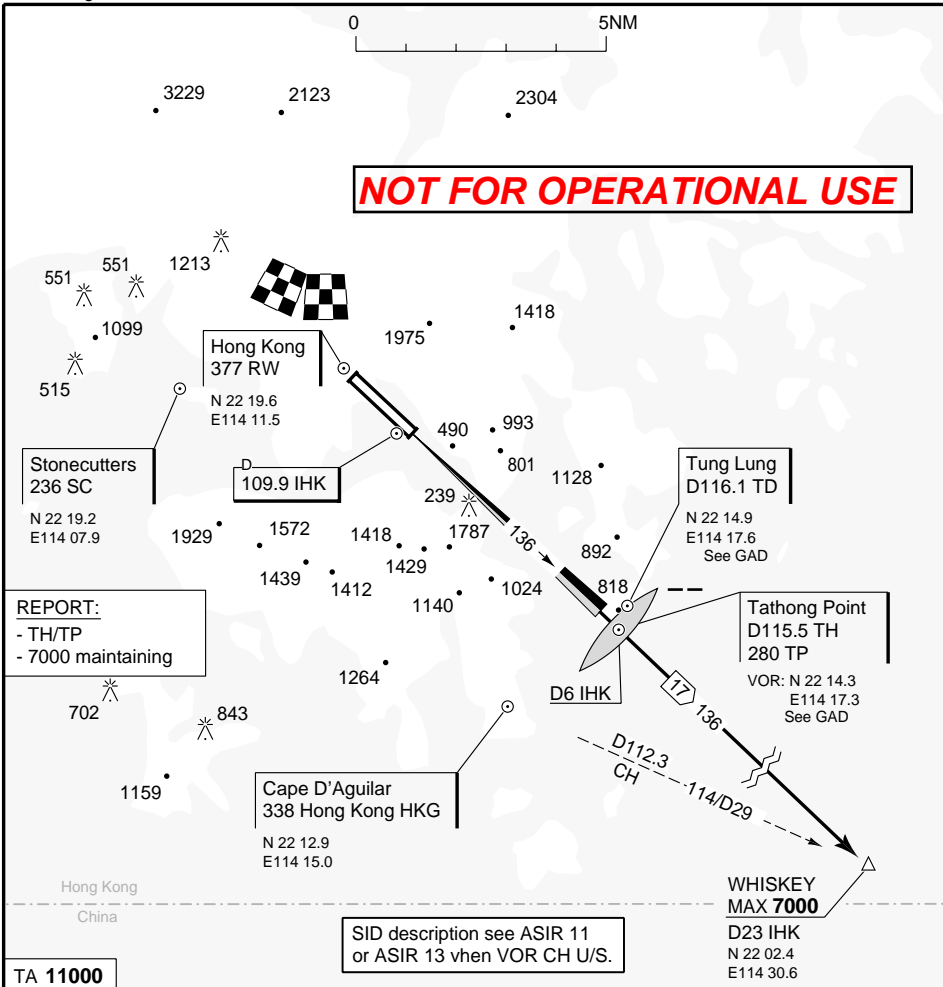
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Change: VOR

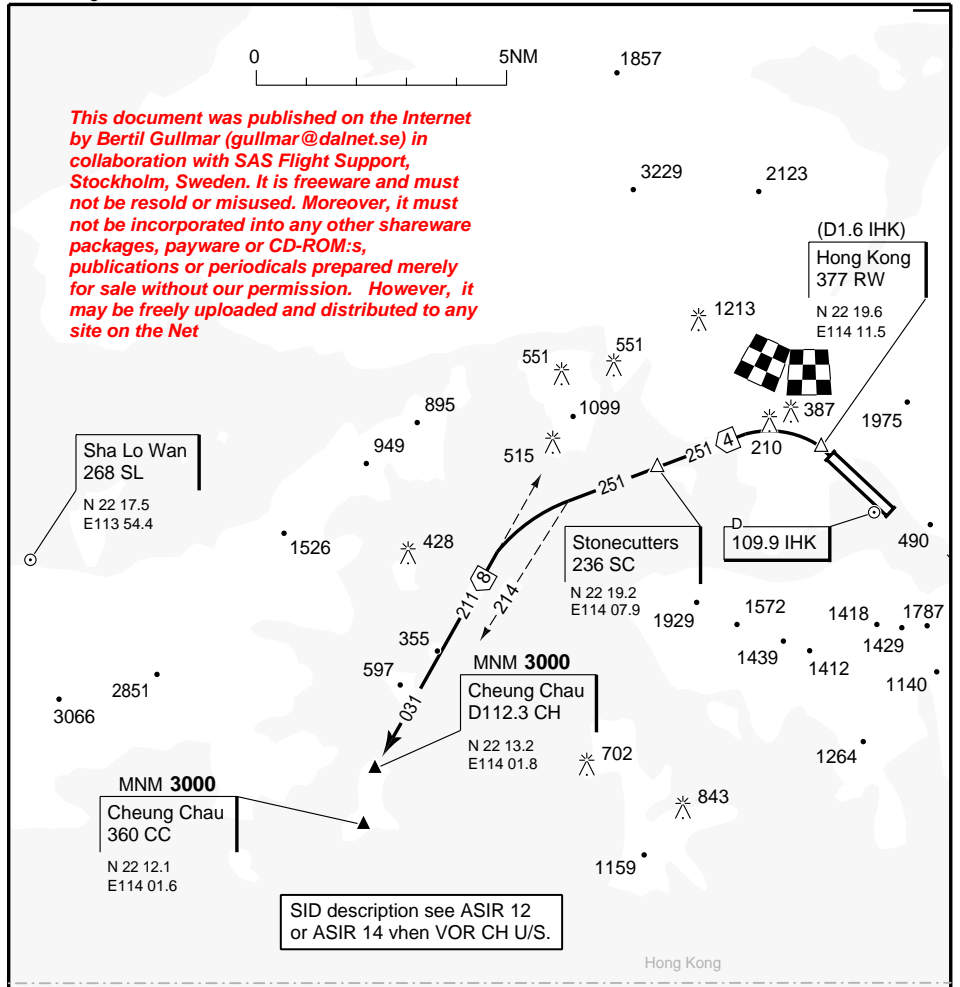
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INITIAL CLIMB	
<p>ILS (EXC BEKOL 1A/1E see ASIR 15/16) Climb on LLZ 109.9 IHK - set course 316° and fly as frontbeam - OM/TP/TH - WHISKEY - then follow SID on ASIR 11 or ASIR 13 when VOR CH U/S. -Cross WHISKEY: MAX 7000</p> <p>Note: When ceiling is 1000 or less, and visibility 5KM or less, the proc will be monitored by PAR.</p>	<p>PAR Climb is continued to 2500 or until the PAR controller advice that the ACFT is clear of terrain before continuing in accordance with ATC clearance.</p> <p>Note: Prior to TKOF tune to VOR TH or NDB TP and NDB RW, contact Hong Kong Precision on 119.50 for instructions.</p>
<p>ENG FAIL: Climb on 136°, at D3.7 IHK turn RIGHT to 155°. Climb over sea.</p>	

Change: MT, VOR



<p>SPEED MAX V₂ + 20KT in turn.</p> <p>MINIMUM BANK LIMITS (In first turn) Bank 15°/ IAS 160KT Bank 20°/ IAS 180KT Bank 25°/ IAS 210KT</p> <p>INITIAL CLIMB/INSTRUMENT DEP Climb on 316° to RW - turn L to 251° to SC - 251° from SC - turn L to R031 CH to CH or at 214° to CC turn L to 211° to CC - then follow SID on ASIR 12 or 14 when VOR CH U/S. (BEKOL 2C/2G see ASIR 15/16). -Cross CH/CC: MNM 3000</p>	<p style="text-align: center;">ENG FAIL HP</p> <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;"> <p>Cheung Chau D112.3 CH</p> </td> <td style="text-align: center;"> <p>Cheung Chau 360 CC</p> </td> </tr> </table> <p>ENG FAIL: (B767: MAX speed V₂ + 3KT in turn). (IAS ≤ 160KT bank 16°/ IAS 161KT-169KT bank 17°/ IAS ≥ 170KT bank 18°). Follow initial climb. Join CH (CC) HP. - Clean up after passing NDB SC. - WARNING: Flying LNAV will overshoot the ENG FAIL path.</p>	<p>Cheung Chau D112.3 CH</p>	<p>Cheung Chau 360 CC</p>
<p>Cheung Chau D112.3 CH</p>	<p>Cheung Chau 360 CC</p>		

Change: NIL

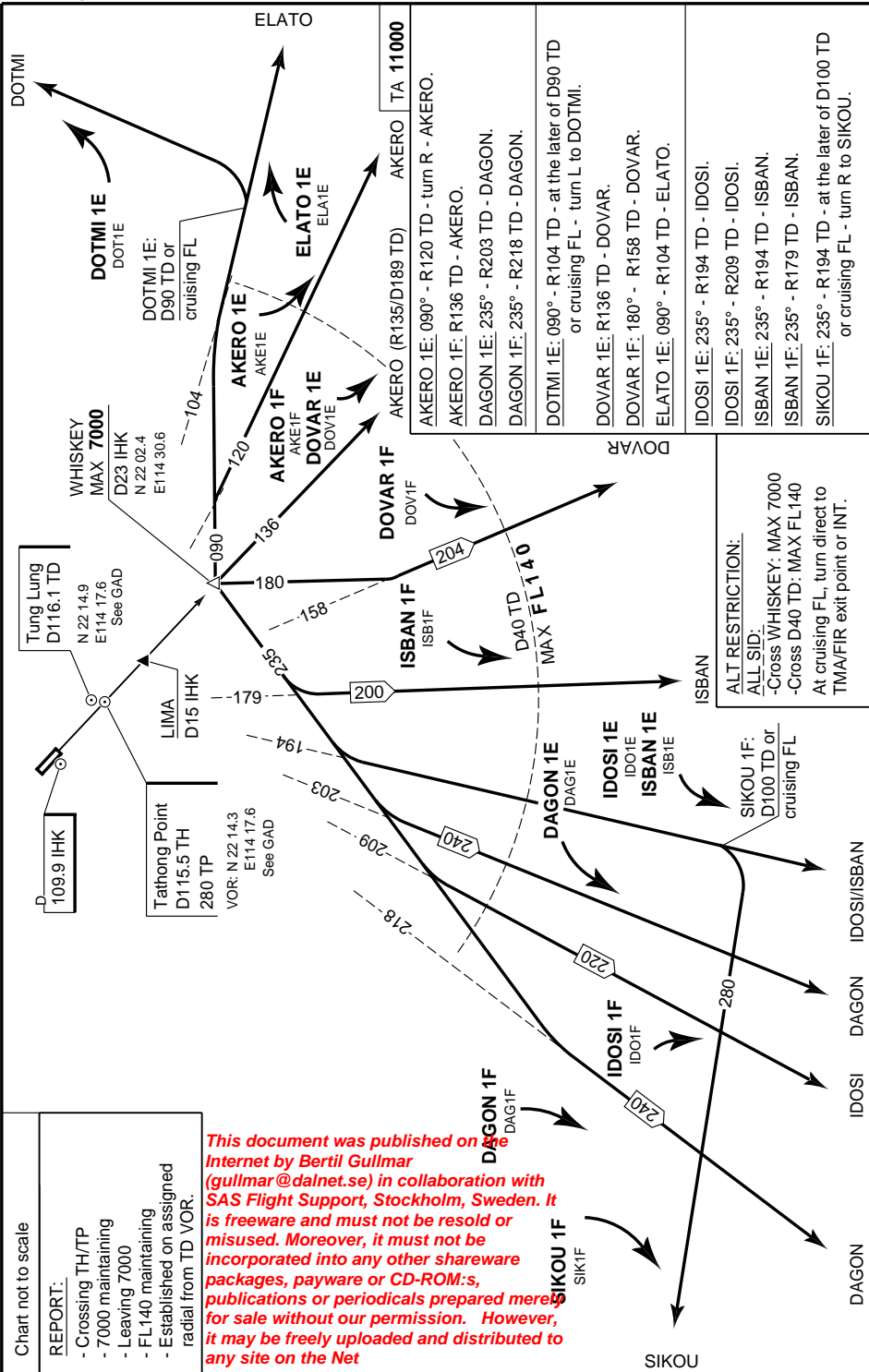
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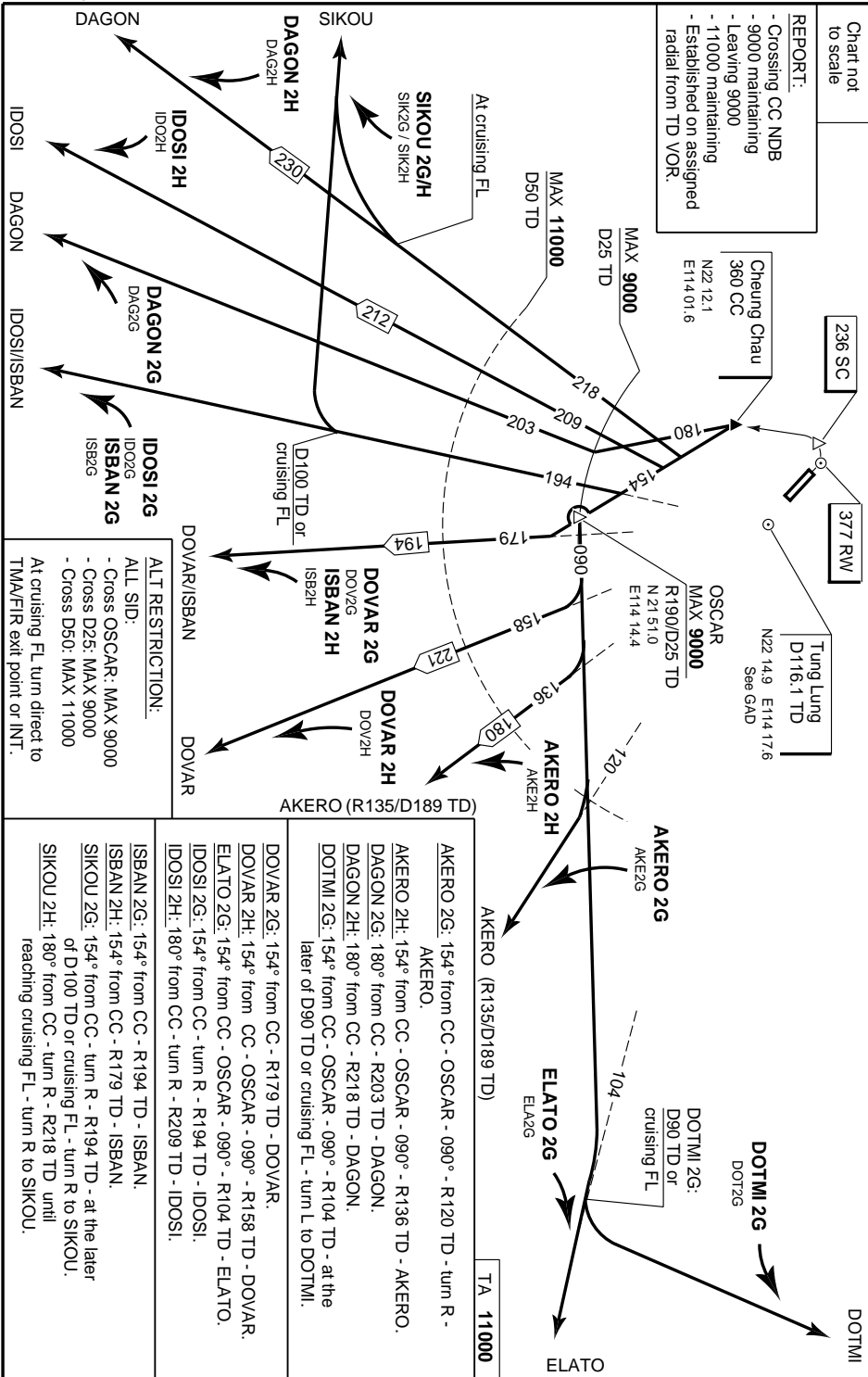
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Change: ALT RESTRICTION, VOR



Change: ALT RESTRICTION, VOR

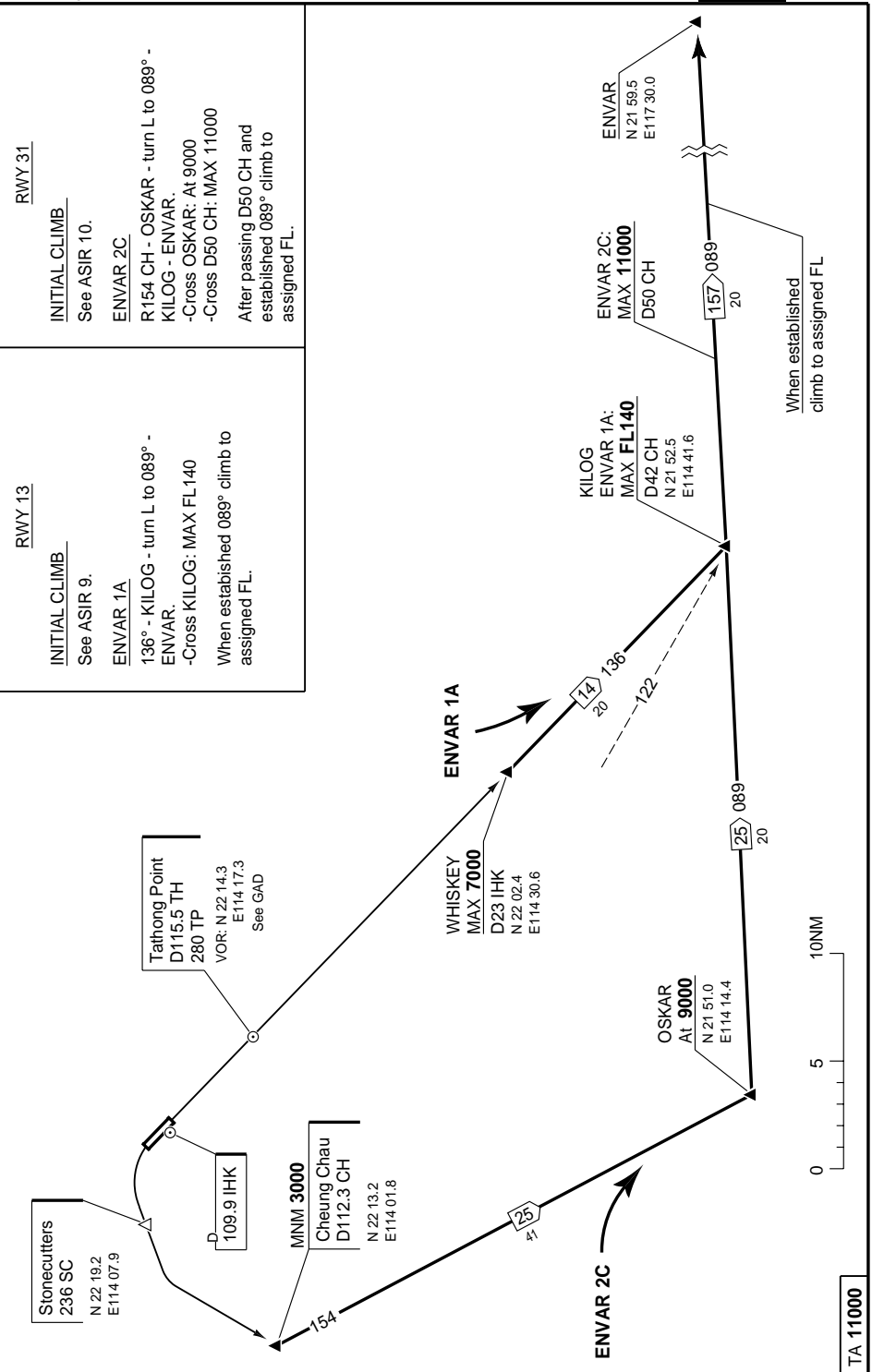
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NOT FOR OPERATIONAL USE

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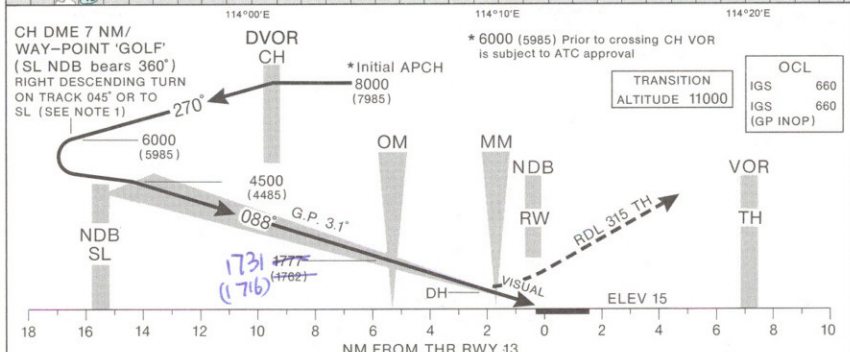
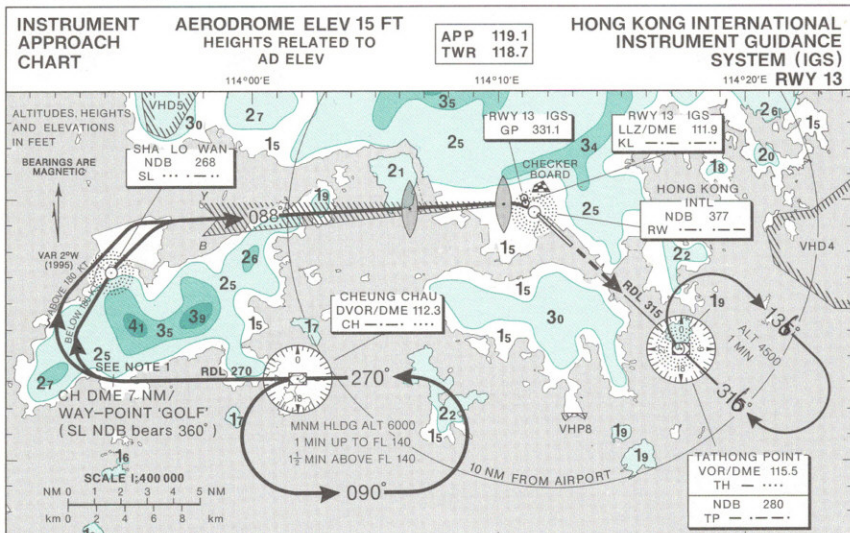
© SAS Flight Support - // - 1200 - W - P



Change: SID and REP names, VOR

WEF 08 OCT

Reverse side blank



GND Speed	KT	90	120	140	160	180	195
OM to MM	3.6 NM	MIN:SEC	2:24	1:48	1:33	1:21	1:06

MISSED APPROACH: Continue on the IGS LLZ, climbing to 4 500 ft, at the MM (or 2.2 NM from 'KL' DME if MM is unserviceable), turn right to intercept and establish on 'TH' VOR radial 315 and join the 'TH' holding pattern or proceed as directed by ATC. Or, if 'TH' VOR is not available, continue on the IGS LLZ, climbing to 4 500 ft; at the MM (or 2.2 NM from 'KL' DME if MM is unserviceable), turn right to track through 'RW' NDB on 130°M and join the 'TP' holding pattern or proceed as directed by ATC.

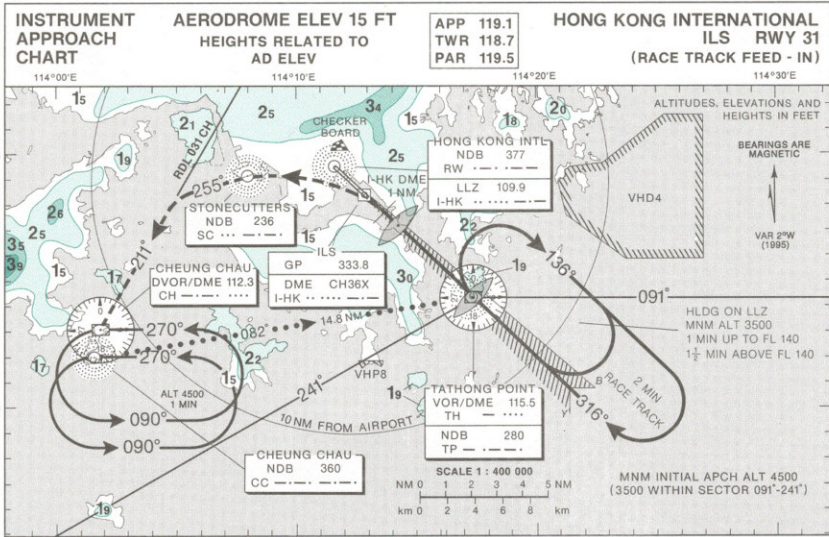
Missed approach turn is based on 15° bank, 1.5° per second rate of turn and an average speed of 180 kt whilst turning.

WARNING

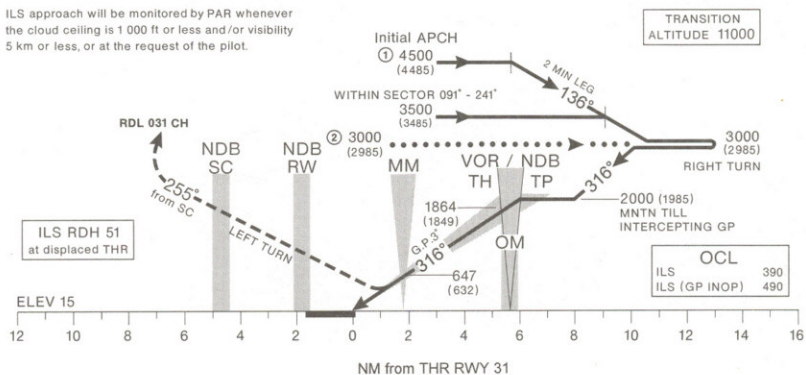
Missed approach is mandatory by the MM if visual flight is not achieved by this point. In carrying out the missed approach procedure, the right turn must be made at the MM (2.2 NM from 'KL' DME if MM is unserviceable) as any early or late turn will result in loss of terrain clearance. After passing the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

NOTE 1 At 'CH' DME 7 NM ('SL' NDB bears 360°) further descend to 4 500 ft and:-
(i) turn right to make good a track of 045° M to intercept the LLZ; or
(ii) aircraft flying at less than 180 kt IAS should turn right to 'SL' NDB and thence track 045°M to intercept the LLZ.

NOTE 2 With GP inoperative - When established on the LLZ at 4 500 ft and at not greater than 'KL' DME 15 NM (22°19'02"N 113°56'12"E) descend to 3 000 ft. At 'KL' DME 9 NM, descend as for a 3° GP to cross the OM at not less than 1 800 ft, then continue descend to decision height.



ILS approach will be monitored by PAR whenever the cloud ceiling is 1 000 ft or less and/or visibility 5 km or less, or at the request of the pilot.



- ① Aircraft approaching within the sector 091° - 241° may approach at 3500 (3485).
- ② Aircraft proceeding DCT from CC NDB to TH VOR / TP NDB may be cleared by ATC to APCH at 3000 (2985) providing that holding is neither indicated nor anticipated.

GND Speed	KT	90	120	140	160	180	195
OM to MM	3.83 NM	MIN:SEC	2:33	1:55	1:38	1:26	1:17
MM to THR	1.83 NM	MIN:SEC	1:13	0:55	0:47	0:41	0:34

MISSED APPROACH: Climb to and maintain 2 500 ft on track 316°M towards 'RW' NDB. When passing within 1 NM southeast of 'I-HK' DME and above 330 ft, turn left to 'SC' NDB and continue climb to 4 500 ft. From 'SC' NDB track 255°M to intercept 'CH' DVOR 031 radial. Turn left to track 211°M to 'CH' DVOR and join the 'CH' DVOR hold or as directed by ATC.

In the event 'CH' DVOR is unserviceable, 'CC' NDB may be used instead. In this case, track 255°M from 'SC' NDB until 'CC' NDB bears 214°M, then turn left to track 211°M to 'CC' NDB and join 'CC' NDB hold at 4 500 ft or as directed by ATC.

Note: With GP inoperative - Cross the OM at 2 000 ft, descend as for a 3° glidepath. Do not descend below 750 ft until 'I-HK' DME 3 NM, then continue descend to decision height.