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HONG KONG INTERNATIONAL AIRPORT

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**OPERATING REQUIREMENTS FOR RWY 25R ILS APPROACH  
OF THE NEW NORTH RUNWAY  
OF HONG KONG INTERNATIONAL AIRPORT**

**1. Introduction**

- 1.1 This AIC shall be read in conjunction with ILS RWY 25R Approach Transition Chart and Instrument Approach Chart published in AIP SUP 06/22. This AIC stipulates the operating requirements for RWY 25R ILS approach procedure. Flight crew shall familiarize themselves with the information contained in this AIC before conducting the approach.
- 1.2 When flying an RNAV transition to RWY 25R ILS final approach, pilots are strongly cautioned to adhere to all published altitude restrictions. **The ILS approach mode shall not be activated until passing waypoint TOPUN.** This is essential to achieve obstacle clearance requirements as stipulated in ICAO Doc 8168 PANS-OPS Volume II.

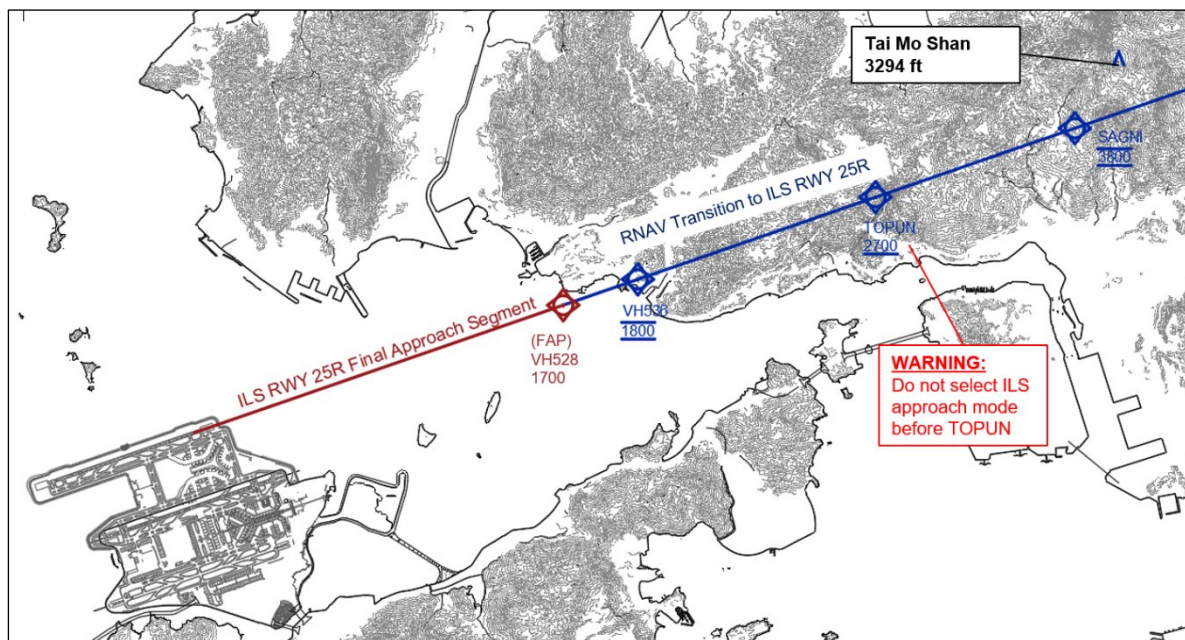


Figure 1. Depiction of the highest terrain (3 294 ft AMSL) and stepdown fixes on the final approach course of RWY 25R

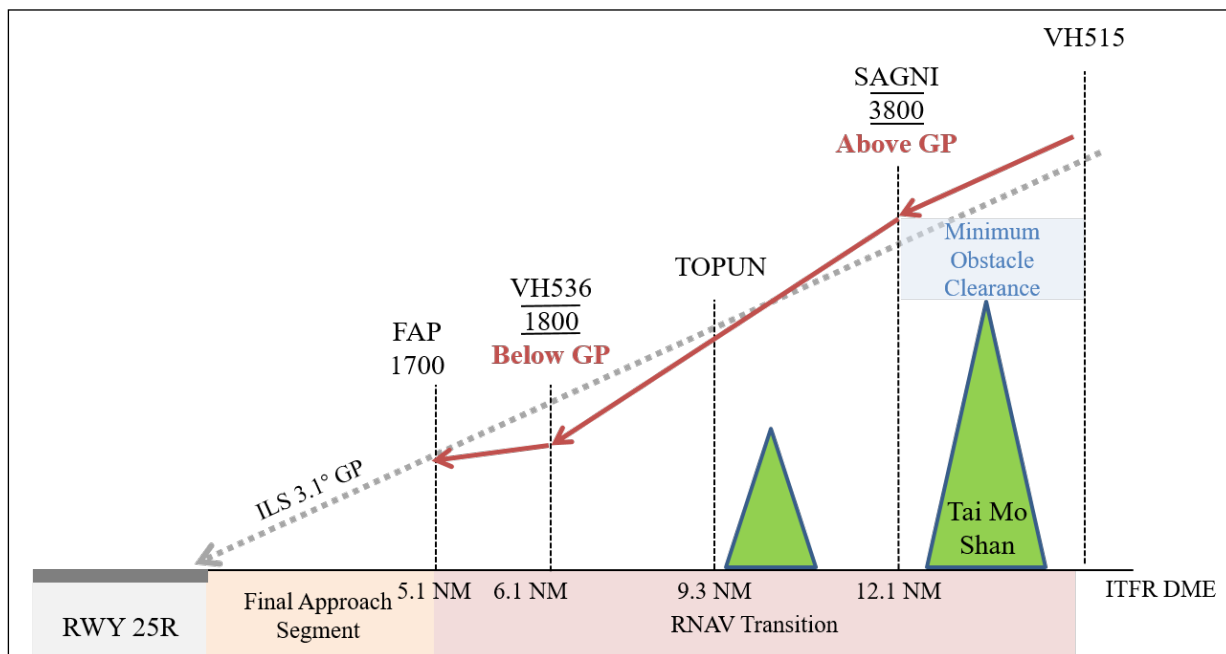
## 2. Background

- 2.1 Critical terrain of height 3 294 ft AMSL is located adjacent to the extended runway centreline of RWY 25R. To ensure obstacle clearance and ILS signal coverage in this hilly environment, an RNAV transition leading into an ILS final approach is designed. The transition contains multiple step-down fixes essential to achieving terrain clearance (See Figure 1).
- 2.2 Pilots are warned that it is of paramount importance to **select the ILS approach mode only after passing waypoint TOPUN** for compliance with the required obstacle clearance. Due to terrain around the airport, ILS signals do not have standard protected coverage. Arming or following the ILS outside of the promulgated coverage areas may lead to false capture or reverse sense indications. The RWY 25R ILS coverage area will be promulgated after the system has been flight checked.
- 2.3 The RWY 25R ILS approach procedure consists of RNAV transitions and an ILS final approach. Two separate charts (i.e. Approach Transition Chart and Instrument Approach Chart) are published to clearly distinguish the RNAV segments from the ILS segment.

## 3. Handling

- 3.1 The RNAV transitions for ILS RWY 25R are based on RNP 1 navigation specification. In the event that PBN performance ceases to comply with RNP 1 requirements in-flight, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary. Aircraft without the prescribed RNP capability should expect vectors to the ILS approach to an alternative runway.
- 3.2 The RNAV transition commences from waypoint TD (or waypoint BOKAG when re-joining from the missed approach procedure). If vectors for the approach procedure are required, ATC will position aircraft to join the RNAV transition no later than waypoint RUNSU on descent to 4 500 ft. When instructed “*FROM [waypoint] DESCEND VIA RNAV TRANSITION*”, pilots shall join the RNAV transition procedure at the instructed point and descend in compliance with the altitude restrictions as published in the Approach Transition Chart to the Final Approach Point (FAP).
- 3.3 **Pilots shall engage the appropriate lateral and vertical modes to ensure compliance with the profile constraints of the RNAV Transition procedure. Engagement of the ILS modes (i.e. LOC and G/S) before crossing waypoint TOPUN will not conform to the required obstacle clearance.**
- 3.4 When aircraft is on the extended runway centreline RNAV transition track, ATC will issue the ILS approach clearance: “*FROM TOPUN, CLEARED ILS APPROACH RWY 25R*”. **Pilots shall only engage the ILS modes after passing TOPUN.**

3.5 During hot weather conditions, aircraft maintaining the published altitude 3 800ft at SAGNI may be above the glide path. Pilots should descend via the RNAV transition complying with the published altitude restrictions and engage the ILS modes after passing TOPUN. The mandatory altitude of 1 800ft at VH536 is designed to control the flight profile and facilitate aircraft to intercept the GP from below (See Figure 2).



**Figure 2. Vertical profile of the RNAV Transition during hot weather**

3.6 It is emphasized that pilots shall follow the prescribed operating procedures for obstacle clearance and possible ILS signal coverage issues. RNP Z RWY 25R and LOC RWY 25R approach procedures are available on request if pilots are unfamiliar with the operating requirements contained in this AIC.

**4. AIC 06/22 is hereby superseded.**

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