



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

OPERATOR NAME: \_\_\_\_\_  
ICAO AIRCRAFT TYPE DESIGNATOR <sup>(1)</sup>: \_\_\_\_\_

**1. TAKE-OFF MINIMA**

| RWY       | Acceptable Minima (Metres) <sup>(2)</sup> |     |            |     | Operator's Minima (Metres) <sup>(3)</sup> |  |            |  |
|-----------|---|-----|------------|-----|---|--|------------|--|
|           | with HIRL & CL                            |     | HIRL or CL |     | with HIRL & CL                            |  | HIRL or CL |  |
| 07L / 25R | RVR                                       | 125 | RVR        | 400 | RVR                                       |  | RVR        |  |
| 07C / 25C | RVR                                       | 125 | RVR        | 400 | RVR                                       |  | RVR        |  |
| 07R / 25L | RVR                                       | 150 | RVR        | 400 | RVR                                       |  | RVR        |  |

**2. LANDING MINIMA**

| Approach |  | Acceptable Minima <sup>(2)</sup> |     |        |     | Operator's Minima <sup>(3)</sup> |        |        |     | MMACG Required <sup>(5)</sup> |
|----------|--|----------------------------------|-----|--------|-----|----------------------------------|--------|--------|-----|-------------------------------|
|          |  | Feet                             |     | Metres |     | Feet                             |        | Metres |     |                               |
|          |  | OCA                              | OCH | RVR    | VIS | DA/MDA                           | DH/MDH | RVR    | VIS |                               |
| RWY 07L  | ILS CAT I  | 223                              | 200 | 550    | 800 |                                  |        |        |     | 6.9%                          |
|          | ILS CAT II                                       | 123                              | 100 | 300    | -   |                                  |        |        |     | 7.1%                          |
|          | ILS CAT III Cat A/B/C ACFT <sup>(6)</sup>        | -                                | -   | 75     | -   |                                  |        |        |     | Note 7                        |
|          | ILS CAT III Cat D ACFT <sup>(6)</sup>            | -                                | -   | 100    | -   |                                  |        |        |     | Note 7                        |
|          | LOC  | 500                              | 470 | 1500   | -   |                                  |        |        |     | 6.6%                          |
|          | RNP (LNAV/VNAV only) Cat A ACFT <sup>(6)</sup>   | 302                              | 279 | 600    | -   |                                  |        |        |     | 6.6%                          |
|          | RNP (LNAV/VNAV only) Cat B ACFT <sup>(6)</sup>   | 312                              | 289 | 650    | -   |                                  |        |        |     | 6.6%                          |
|          | RNP (LNAV/VNAV only) Cat C ACFT <sup>(6)</sup>   | 322                              | 299 | 650    | -   |                                  |        |        |     | 6.6%                          |
| RWY 25R  | RNP (LNAV/VNAV only) Cat D ACFT <sup>(6)</sup>   | 332                              | 309 | 700    | -   |                                  |        |        |     | 6.6%                          |
|          | ILS CAT I  | 223                              | 200 | 550    | 800 |                                  |        |        |     | 6.5%                          |
|          | LOC  | 430                              | 400 | 1100   | -   |                                  |        |        |     | 5.1%                          |
|          | RNP Z (LNAV/VNAV only) Cat A ACFT <sup>(6)</sup> | 485                              | 462 | 1500   | -   |                                  |        |        |     | 5.6%                          |
|          | RNP Z (LNAV/VNAV only) Cat B ACFT <sup>(6)</sup> | 495                              | 472 | 1500   | -   |                                  |        |        |     | 5.6%                          |
|          | RNP Z (LNAV/VNAV only) Cat C ACFT <sup>(6)</sup> | 505                              | 482 | 1500   | -   |                                  |        |        |     | 5.6%                          |
| RWY 07C  | RNP Z (LNAV/VNAV only) Cat D ACFT <sup>(6)</sup> | 515                              | 492 | 1500   | -   |                                  |        |        |     | 5.6%                          |
|          | ILS CAT I  | 222                              | 200 | 550    | 800 |                                  |        |        |     | 4.6%                          |
|          | ILS CAT II                                       | 122                              | 100 | 300    | -   |                                  |        |        |     | 4.9%                          |
|          | LOC  | 420                              | 392 | 1100   | -   |                                  |        |        |     | 3.9%                          |
|          | RNP (LNAV/VNAV only) Cat A ACFT <sup>(6)</sup>   | 302                              | 280 | 600    | -   |                                  |        |        |     | 4.4%                          |
|          | RNP (LNAV/VNAV only) Cat B ACFT <sup>(6)</sup>   | 312                              | 290 | 650    | -   |                                  |        |        |     | 4.4%                          |
|          | RNP (LNAV/VNAV only) Cat C ACFT <sup>(6)</sup>   | 322                              | 300 | 650    | -   |                                  |        |        |     | 4.4%                          |
|          | RNP (LNAV/VNAV only) Cat D ACFT <sup>(6)</sup>   | 331                              | 309 | 700    | -   |                                  |        |        |     | 4.4%                          |
| RWY 25C  | ILS CAT I  | 222                              | 200 | 550    | 800 |                                  |        |        |     | 4.0%                          |
|          | ILS CAT II                                       | 122                              | 100 | 300    | -   |                                  |        |        |     | 4.0%                          |
|          | ILS CAT III Cat A/B/C ACFT <sup>(6)</sup>        | -                                | -   | 75     | -   |                                  |        |        |     | Note 7                        |
|          | ILS CAT III Cat D ACFT <sup>(6)</sup>            | -                                | -   | 100    | -   |                                  |        |        |     | Note 7                        |
|          | LOC  | 420                              | 392 | 1100   | -   |                                  |        |        |     | 4.0%                          |
|          | RNP Z (LNAV/VNAV only)                           | 500                              | 478 | 1500   | -   |                                  |        |        |     | 2.5%                          |
| RWY 07R  | ILS CAT I  | 227                              | 200 | 550    | 800 |                                  |        |        |     | 3.6%                          |
|          | ILS CAT II                                       | 127                              | 100 | 350    | -   |                                  |        |        |     | 3.6%                          |
|          | LOC  | 460                              | 432 | 1300   | -   |                                  |        |        |     | 4.1%                          |
| RWY 25L  | ILS CAT I  | 227                              | 200 | 550    | 800 |                                  |        |        |     | 4.0%                          |
|          | ILS CAT II                                       | 127                              | 100 | 350    | -   |                                  |        |        |     | 4.0%                          |
|          | LOC  | 420                              | 392 | 1100   | -   |                                  |        |        |     | 4.0%                          |

**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> |        |        |     | MMACG Required <sup>(5)</sup> |
|----------|--------------------------------------|----------------------------------|-----|--------|-----|----------------------------------|--------|--------|-----|-------------------------------|
|          |                                      | Feet                             |     | Metres |     | Feet                             |        | Metres |     |                               |
|          |                                      | OCA                              | OCH | RVR    | VIS | DA/MDA                           | DH/MDH | RVR    | VIS |                               |
| RWY 25R  | RNP Y (AR) Cat A ACFT <sup>(6)</sup> | 485                              | 462 | 1500   | -   |                                  |        |        |     | 4.0%                          |
|          | RNP Y (AR) Cat B ACFT <sup>(6)</sup> | 495                              | 472 | 1500   | -   |                                  |        |        |     | 4.0%                          |
|          | RNP Y (AR) Cat C ACFT <sup>(6)</sup> | 505                              | 482 | 1500   | -   |                                  |        |        |     | 4.0%                          |
|          | RNP Y (AR) Cat D ACFT <sup>(6)</sup> | 515                              | 492 | 1500   | -   |                                  |        |        |     | 4.0%                          |
| RWY 25C  | RNP Y (AR) Cat A ACFT <sup>(6)</sup> | 470                              | 448 | 1400   | -   |                                  |        |        |     | 2.5%                          |
|          | RNP Y (AR) Cat B ACFT <sup>(6)</sup> | 480                              | 458 | 1400   | -   |                                  |        |        |     | 2.5%                          |
|          | RNP Y (AR) Cat C ACFT <sup>(6)</sup> | 490                              | 468 | 1500   | -   |                                  |        |        |     | 2.5%                          |
|          | RNP Y (AR) Cat D ACFT <sup>(6)</sup> | 500                              | 478 | 1500   | -   |                                  |        |        |     | 2.5%                          |
| RWY 07R  | RNP Z (AR)                           | 430                              | 410 | 1200   | -   |                                  |        |        |     | 2.5%                          |
|          | RNP Y (AR)                           | 430                              | 410 | 1200   | -   |                                  |        |        |     | 2.5%                          |
| RWY 25L  | RNP Y (AR) Cat A ACFT <sup>(6)</sup> | 467                              | 440 | 1300   | -   |                                  |        |        |     | 2.5%                          |
|          | RNP Y (AR) Cat B ACFT <sup>(6)</sup> | 486                              | 459 | 1400   | -   |                                  |        |        |     | 2.5%                          |
|          | RNP Y (AR) Cat C ACFT <sup>(6)</sup> | 506                              | 479 | 1500   | -   |                                  |        |        |     | 2.5%                          |
|          | RNP Y (AR) Cat D ACFT <sup>(6)</sup> | 518                              | 491 | 1500   | -   |                                  |        |        |     | 2.5%                          |
|          | RNP Z (AR) Cat A ACFT <sup>(6)</sup> | 467                              | 440 | 1300   | -   |                                  |        |        |     | 2.5%                          |
|          | RNP Z (AR) Cat B ACFT <sup>(6)</sup> | 486                              | 459 | 1400   | -   |                                  |        |        |     | 2.5%                          |
|          | RNP Z (AR) Cat C ACFT <sup>(6)</sup> | 506                              | 479 | 1500   | -   |                                  |        |        |     | 2.5%                          |
|          | RNP Z (AR) Cat D ACFT <sup>(6)</sup> | 518                              | 491 | 1500   | -   |                                  |        |        |     | 2.5%                          |

Name: \_\_\_\_\_  
Post: \_\_\_\_\_

Signature: \_\_\_\_\_  
Date: \_\_\_\_\_

**Notes for Operators**

- (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, AIC and/or AIP SUP. 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) Please refer to ICAO DOC 8168 PANS-OPS Vol. 1 for details on Aircraft Approach Categories.
- (7) 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 and RWY 25C CAT III MACGs are calculated to be at 7.9% and 4.4% respectively assuming the start of missed approach climb is at 1800 m after threshold. If the start of missed approach climb is beyond 1800 m after 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.
- (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>).

**Remarks**

- 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; and
  - (ii) submit CAT II/III or RNP APCH (LNAV/VNAV) Authorization by their State for acceptance by CAD.
- b) Operators are required to comply with the AOM published in the latest AIP, AIC and/or AIP SUP, or the State Minima, or the Company Minima, whichever are more restrictive.
- c) Landing Minima are based on high intensity runway edge, runway centreline, touchdown zone and threshold lighting in use.
- d) Circling prohibited.
- e) Cat II DH and CAT III DH based on radio altimeter.

**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.