

MACAO SPECIAL ADMINISTRATIVE REGION
PEOPLE REPUBLIC OF CHINA
CIVIL AVIATION AUTHORITY

Postal Address: Alameda Dr. Carlos D'Assumpção, 336-342
Centro Comercial Cheng Feng, 18 º andar
Macao, China

AFTN ADDRESS: VMMCYAYX

TELEPHONE NUMBER: (853) 2851 1213

FAX NUMBER: (853) 2833 8089

E-MAIL: aacm@aacm.gov.mo

AIP MACAO
AIRAC AMDT
01/25
09 JAN 2025

IMPLEMENTATION

20 FEB 2025

AIRAC

1. Significant Information and Changes :

- | | |
|-----|--|
| 1.1 | The Instrument Approach Procedures of Macau International Airport (MIA) are designed according to ICAO Doc 8168 with suffix z, y and x for two or more procedures to the same runway with the same navigation type. The preferred approach procedures are identified using the “z” suffix. |
| 1.2 | <p>WEF 0000 UTC 20 FEB 2025, the sequence of preferred LOC/DME approach procedures of Runway 16 of MIA will be updated as following:</p> <p>LOC/DME z RWY 16 RNAV (GNSS)
 LOC/DME y RWY 16
 LOC/DME x RWY 16</p> |
| 1.3 | The suffix for the related approach procedures and the pages from AD2-VMMC-71 to AD2-VMMC-71G will be realigned. |

2. Destroy the following pages and/or charts on implementation date		3. Insert the following new pages and/or charts on implementation date	
GEN		GEN	
0.4-1/2	28 NOV 24/28 NOV 24	0.4-1/2	20 FEB 25/20 FEB 25
AD		AD	
2 – VMMC – 71/-	22 FEB 24/-	2 – VMMC – 71/71A	20 FEB 25/20 FEB 25
2 – VMMC – 71A/-	22 FEB 24/-	2 – VMMC – 71B/-	20 FEB 25/-
2 – VMMC – 71B/71C	22 FEB 24/27 JAN 22	2 – VMMC – 71C/-	20 FEB 25/-
2 – VMMC – 71D/71E	22 FEB 24/23 FEB 23	2 – VMMC – 71D/71E	20 FEB 25/20 FEB 25
2 – VMMC – 71F/71G	22 FEB 24/24 FEB 22	2 – VMMC – 71F/71G	20 FEB 25/20 FEB 25

4. INCORPORATE the following manuscript amendments :

NIL.

5. Record entry of Amendment on page GEN 0.2 – 1

6. This Amendment incorporates information contained in the following AIP Supplement and/or NOTAM which are hereby cancelled:

AIP Supplement: NIL.
NOTAM: NIL.

GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)		2.1-2	27 MAR 08	4.2-1	02 JAN 97
		2.2-1	02 JAN 97		
GEN 0		2.2-2	02 JAN 97	PART 2 - EN-ROUTE (ENR)	
0.1-1	01 FEB 07	2.2-3	02 JAN 97		
0.1-2	01 FEB 07	2.2-4	02 JAN 97	ENR 0	
0.1-3	01 FEB 07	2.2-5	02 JAN 97	0.6-1	02 JAN 97
0.2-1	11 JUN 15	2.2-6	02 JAN 97	0.6-2	02 JAN 97
0.3-1	02 JAN 97	2.2-7	16 JUN 22		
0.4-1	20 FEB 25	2.2-8	02 JAN 97	ENR 1	
0.4-2	20 FEB 25	2.2-9	26 APR 18	1.1-1	01 FEB 07
0.5-1	02 JAN 97	2.3-1	30 JUL 98	1.1-2	01 FEB 07
0.6-1	05 APR 01	2.4-1	25 JUL 02	1.2-1	01 FEB 07
0.6-2	05 APR 01	2.5-1	20 FEB 14	1.2-2	04 JAN 18
0.6-3	02 JAN 97	2.6-1	02 JAN 97	1.3-1	01 FEB 07
		2.6-2	02 JAN 97	1.4-1	05 APR 01
GEN 1		2.7-1	30 JUL 98	1.5-1	24 JUN 04
1.1-1	20 FEB 14	2.7-2	02 JAN 97	1.5-2	24 JUN 04
1.1-2	20 FEB 14			1.5-3	24 JUN 04
1.1-3	16 JUN 22	GEN 3		1.6-1	11 AUG 11
1.2-1	16 JUN 22	3.1-1	26 APR 18	1.7-1	10 FEB 00
1.2-2	24 NOV 16	3.1-2	01 DEC 22	1.7-2	30 JUL 98
1.2-3	24 NOV 16	3.1-3	19 OCT 23	1.8-1	02 JAN 97
1.2-4	24 NOV 16	3.1-4	13 JUL 23	1.9-1	02 JAN 97
1.2-5	24 NOV 16	3.1-5	19 OCT 23	1.10-1	01 DEC 22
1.2-6	19 OCT 23	3.1-6	16 JUN 22	1.10-2	16 JUN 22
1.3-1	24 NOV 16	3.1-7	16 JUN 22	1.11-1	23 APR 20
1.3-2	24 NOV 16	3.2-1	01 FEB 07	1.12-1	24 FEB 22
1.3-3	24 NOV 16	3.2-2	01 FEB 07	1.12-2	24 FEB 22
1.3-4	24 NOV 16	3.2-3	20 MAR 14	1.12-3	24 FEB 22
1.3-5	24 NOV 16	3.3-1	11 AUG 11	1.13-1	12 JUL 12
1.3-6	24 NOV 16	3.3-2	26 APR 18	1.14-1	01 FEB 07
1.3-7	24 NOV 16	3.4-1	26 APR 18	1.14-2	01 FEB 07
1.3-8	24 NOV 16	3.4-2	11 AUG 11	1.14-3	01 FEB 07
1.3-9	20 FEB 14	3.4-3	12 JUL 12	1.14-4	01 FEB 07
1.3-10	20 FEB 14	3.4-4	12 JUL 12	1.14-5	01 FEB 07
1.4-1	19 NOV 20	3.4-5	10 FEB 00	1.14-7	17 APR 14
1.4-2	19 NOV 20	3.4-6	02 JAN 97	1.14-8	17 APR 14
1.5-1	19 OCT 23	3.5-1	20 FEB 14	1.14-9	17 APR 14
1.6-1	13 JUL 23	3.5-2	20 MAR 14	1.14-10	17 APR 14
1.6-2	13 JUL 23	3.5-3	20 FEB 14	1.14-11	17 APR 14
1.6-3	23 MAY 19	3.5-4	20 MAR 14	ENR 2	
1.6-4	19 OCT 23	3.5-5	23 NOV 17	2.1-1	25 FEB 10
1.6-5	19 OCT 23	3.5-6	23 NOV 17	2.2-1	02 JAN 97
1.6-6	25 JUL 24	3.5-7	23 NOV 17		
1.6-7	25 JUL 24	3.6-1	13 JUL 23	ENR 3	
1.6-8	13 JUL 23	3.6-2	11 JUN 15	3.1-1	02 JAN 97
1.6-9	13 JUL 23	3.6-3	11 JUN 15	3.2-1	02 JAN 97
1.7-1	16 JUN 22	3.6-5	10 FEB 00	3.3-1	02 JAN 97
1.7-2	01 DEC 22			3.4-1	08 SEP 22
1.7-3	01 DEC 22	GEN 4		3.4-2	08 SEP 22
1.7-4	25 JUL 24	4.1-1	01 FEB 07	3.4-2A	28 JAN 21
GEN 2		4.1-2	01 FEB 07	3.4-3	08 SEP 22
2.1-1	27 MAR 08	4.1-3	18 APR 13	3.4-3A	19 NOV 20
		4.1-4	18 APR 13		

3.4-4	22 FEB 24	2 - VMMC - 12	01 FEB 07	2 - VMMC - 64 F	28 NOV 24
3.4-5	22 FEB 24	2 - VMMC - 13	25 JUL 24	2 - VMMC - 64 G	28 NOV 24
3.5-1	02 JAN 97	2 - VMMC - 14	25 JUL 24	2 - VMMC - 64 H	28 NOV 24
3.6-1	02 JAN 97	2 - VMMC - 15	25 JUL 24	2 - VMMC - 65	22 FEB 24
		2 - VMMC - 16	25 JUL 24	2 - VMMC - 65 A	23 FEB 23
ENR 4		2 - VMMC - 17	25 JUL 24	2 - VMMC - 66 A	22 FEB 24
4.1-1	02 JAN 97	2 - VMMC - 18	25 JUL 24	2 - VMMC - 66 B	23 FEB 23
4.2-1	02 JAN 97	2 - VMMC - 18 A	25 JUL 24	2 - VMMC - 66 C	22 FEB 24
4.3-1	02 JAN 97	2 - VMMC - 19	25 JUL 24	2 - VMMC - 66 D	27 JAN 22
4.4-1	04 JAN 18	2 - VMMC - 19 A	25 JUL 24	2 - VMMC - 67	22 FEB 24
		2 - VMMC - 20	13 JUL 23	2 - VMMC - 68	27 JAN 22
ENR 5		2 - VMMC - 21	18 APR 13	2 - VMMC - 68 A	22 FEB 24
5.1-1	04 JAN 18	2 - VMMC - 22	18 APR 13	2 - VMMC - 68 B	27 JAN 22
5.2-1	02 JAN 97	2 - VMMC - 23	18 APR 13	2 - VMMC - 68 C	22 FEB 24
5.3-1	02 JAN 97	2 - VMMC - 24	28 MAR 19	2 - VMMC - 68 D	28 JAN 21
5.4-1	02 JAN 97	2 - VMMC - 25	13 JUL 23	2 - VMMC - 68 E	27 JAN 22
5.5-1	02 JAN 97	2 - VMMC - 26	27 JAN 22	2 - VMMC - 69	22 FEB 24
5.6-1	02 JAN 97	2 - VMMC - 27	18 APR 13	2 - VMMC - 69 A	22 FEB 24
		2 - VMMC - 50	22 FEB 24	2 - VMMC - 69 B	22 FEB 24
ENR 6		2 - VMMC - 51	03 MAY 01	2 - VMMC - 69 C	22 FEB 24
6-1	02 JAN 97	2 - VMMC - 52	25 JUL 24	2 - VMMC - 69 D	22 FEB 24
		2 - VMMC - 53	25 JUL 24	2 - VMMC - 69 E	22 FEB 24
PART 3 - AERODROMES		2 - VMMC - 54	04 JAN 18	2 - VMMC - 70	22 FEB 24
(AD)		2 - VMMC - 55	04 JAN 18	2 - VMMC - 71	20 FEB 25
AD 0		2 - VMMC - 56	02 JAN 97	2 - VMMC - 71 A	20 FEB 25
0.6-1	16 JUL 20	2 - VMMC - 57	28 NOV 24	2 - VMMC - 71 B	20 FEB 25
0.6-2	20 MAR 14	2 - VMMC - 57 A	28 NOV 24	2 - VMMC - 71 C	20 FEB 25
0.6-3	20 MAR 14	2 - VMMC - 57 B	28 NOV 24	2 - VMMC - 71 D	20 FEB 25
		2 - VMMC - 57 C	28 MAR 19	2 - VMMC - 71 E	20 FEB 25
		2 - VMMC - 58	22 FEB 24	2 - VMMC - 71 F	20 FEB 25
AD 1		2 - VMMC - 59	22 FEB 24	2 - VMMC - 71 G	20 FEB 25
1.1-1	15 JUL 10	2 - VMMC - 60	22 FEB 24	2 - VMMC - 72	04 JAN 18
1.1-2	11 AUG 11	2 - VMMC - 60 C	22 FEB 24	2 - VMMC - 73	04 JAN 18
1.1-3	26 APR 18	2 - VMMC - 60 D	22 FEB 24	2 - VMMC - 74	04 JAN 18
1.2-1	13 JUL 23	2 - VMMC - 60 E	05 OCT 23		
1.3-1	02 JAN 97	2 - VMMC - 60 F	05 OCT 23	AD 3	
1.4-1	02 JAN 97	2 - VMMC - 61	28 NOV 24	3 - 1	04 JAN 18
1.5-1	16 JUL 20	2 - VMMC - 62	28 NOV 24	3 - 2	24 NOV 16
		2 - VMMC - 62 A	28 NOV 24	3 - 3	24 NOV 16
AD 2		2 - VMMC - 62 B	28 NOV 24	3 - 4	24 FEB 22
2 - VMMC - 1	26 APR 18	2 - VMMC - 62 C	28 NOV 24	3 - 5	24 NOV 16
2 - VMMC - 2	23 MAY 17	2 - VMMC - 62 D	28 NOV 24	3 - 6	04 JAN 18
2 - VMMC - 3	13 JUL 23	2 - VMMC - 62 E	28 NOV 24	3 - 7	24 NOV 16
2 - VMMC - 4	17 JUN 21	2 - VMMC - 62 F	28 NOV 24	3 - 8	24 NOV 16
2 - VMMC - 5	20 MAR 14	2 - VMMC - 63	22 FEB 24	3 - 9	04 JAN 18
2 - VMMC - 6	24 MAY 18	2 - VMMC - 63 A	22 FEB 24		
2 - VMMC - 7	24 MAY 18	2 - VMMC - 64 A	22 FEB 24		
2 - VMMC - 8	23 FEB 23	2 - VMMC - 64 B	05 OCT 23		
2 - VMMC - 9	23 FEB 23	2 - VMMC - 64 C	05 OCT 23		
2 - VMMC - 10	01 FEB 07	2 - VMMC - 64 D	05 OCT 23		
2 - VMMC - 11	01 FEB 07	2 - VMMC - 64 E	28 NOV 24		

INSTRUMENT
APPROACH
CHART - ICAO

HEIGHTS RELATED TO
AD. ELEV 20 (1 hPa)

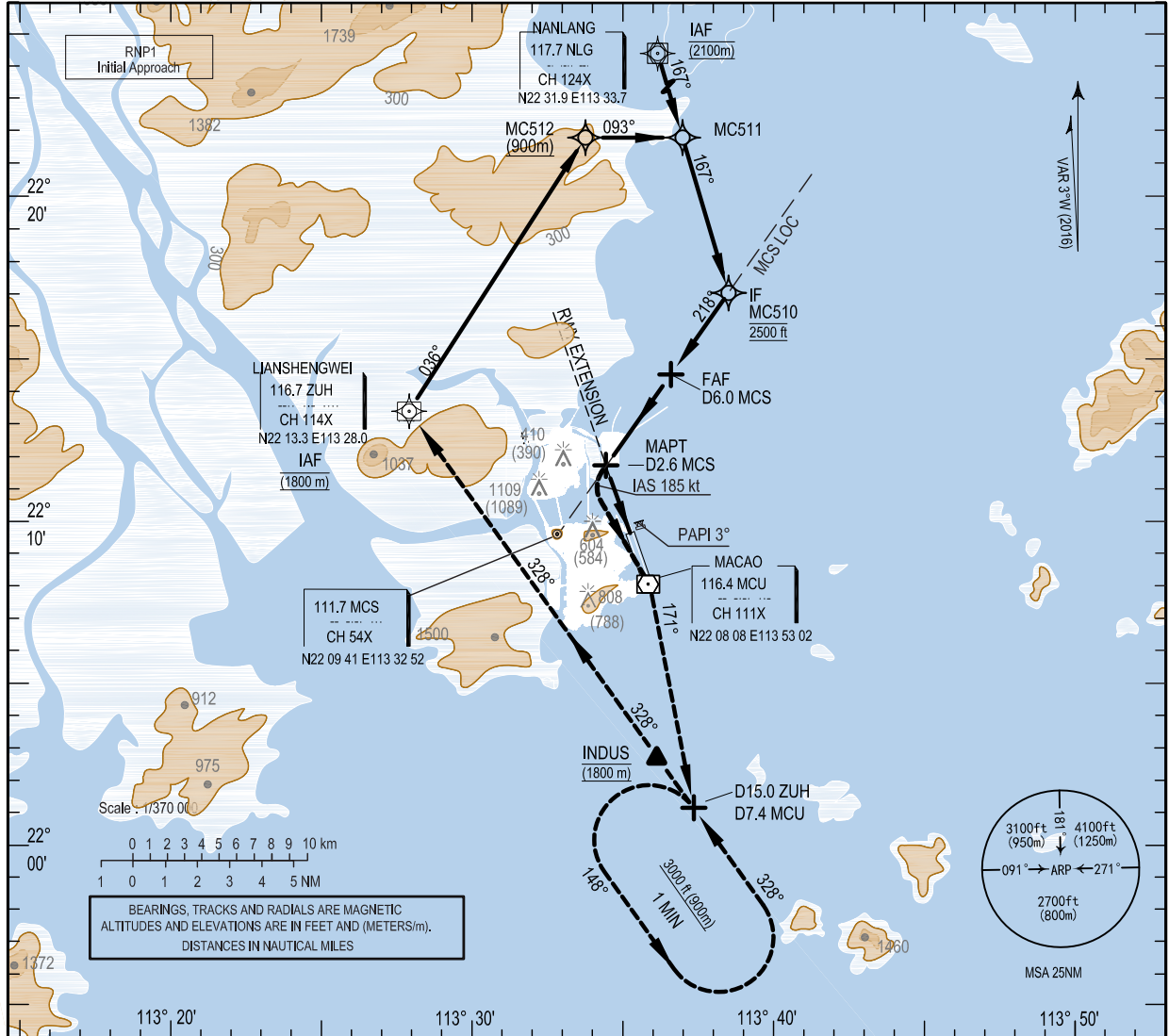
ATIS MACAO : 126.4
APP : ZHUHAI Approach 120.35 / 123.85 (1)
HONG KONG Radar 126.3 / 119.1(2)
TWR : MACAO Tower 118.0
MACAO Ground 121.725 / 121.975

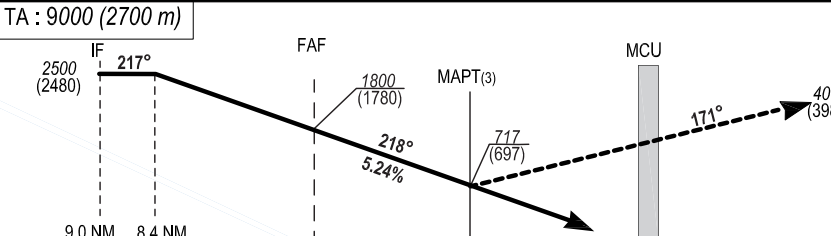
AD 2 - VMMC - 71
LOC/DME z RWY 16
RNAV(GNSS)

PROTECTED
FOR A B C D CAT

20 FEB 2025

MAX APCH TURNING SPEED : 190 kt IAS
MAX MISSED APCH TURNING SPEED : 185 kt IAS



TA : 9000 (2700 m)				MISSED APPROACH(1) Initial climb on MCU VOR R344° to 4000ft (1200m). At MCU VOR, track outbound on R171° until D7.4 MCU. Expect further instruction from Hong Kong Radar to cross INDUS and establish inbound on ZUH VOR R 148°. Cross ZUH VOR at 1800m or as directed by ATC. When required, join the holding pattern at MCU R171°/D7.4(ZUH R148°/D15.0) at or above 3000ft (900m), or proceed as directed by ATC.					
→ LOC/DME (NM)		6		2.6					
Standard MNM : vertical distances in feet, horizontal visibility in meters.									
REF HEIGHT : ALT AD.									
CAT	LOC OCH : 700		CIRCLING		(3) The approach final segment is offset from landing direction by 054° On the approach final segment, and at pilot discretion, a visual left turn should be initiated in time to allow lining up with the runway, considering the aircraft type, approach speed.... before the MAPT. At MAPT (2.6 NM LOC/DME), even visual, the missed approach procedure is mandatory.				
	MDH	HV	MDH	HV					
A	700	3600	Not Applicable						
B	700	3600							
C	700	3600							
D	700	3600							
LOC/DME MCS									
NM					6	5	4	3	
ALT					1800	1482	1163	845	
(HEIGHT)					(1780)	(1462)	(1143)	(825)	
FAF - MAPT		3.4 NM	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
			2 min 55	2 min 24	2 min 03	1 min 47	1 min 34	1 min 17	1 min 06

FMC Database Coding Reference for LOC/DME z RWY 16 APCH

Sequence Number	Path Terminator	Waypoint	FAF MAP	Fly-over	Track M (°T)	Distance (NM)	Turn Dir	Altitude (ft)	Speed (knot)	VPA/TCH	Navigation Specification
001	IF	ZUH	—	—	—	—	—	@5900	—	—	RNP APCH
002	TF	MC512	—	—	036(033)	10.0	—	+3000	-190	—	RNP APCH
003	TF	MC511	—	—	093(090)	3.0	—	—	-190	—	RNP APCH
004	TF	MC510	—	—	167(164)	5.0	—	@2500	-190	—	RNP APCH
001	IF	NLG	—	—	—	—	—	@6900	—	—	RNP APCH
002	TF	MC511	—	—	167(164)	10.4	—	—	—	—	RNP APCH
003	TF	MC510	—	—	167(164)	5.0	—	@2500	-190	—	RNP APCH

Waypoint Coordinates

Waypoint Name	Coordinates (WGS84)	
INDUS	22°02'41.0"N	113°36'01.0"E
MC510	22°17'02.13"N	113°38'29.61"E
MC511	22°21'49.23"N	113°36'58.39"E
MC512	22°21'49.25"N	113°33'45.41"E
MCU	22°08'08"N	113°35'52"E
NLG	22°31.9"N	113°33.7"E
ZUH	22°13.3"N	113°28.0"E

INSTRUMENT
APPROACH
CHART - ICAO

HEIGHTS RELATED TO
AD. ELEV 20 (1 hPa)

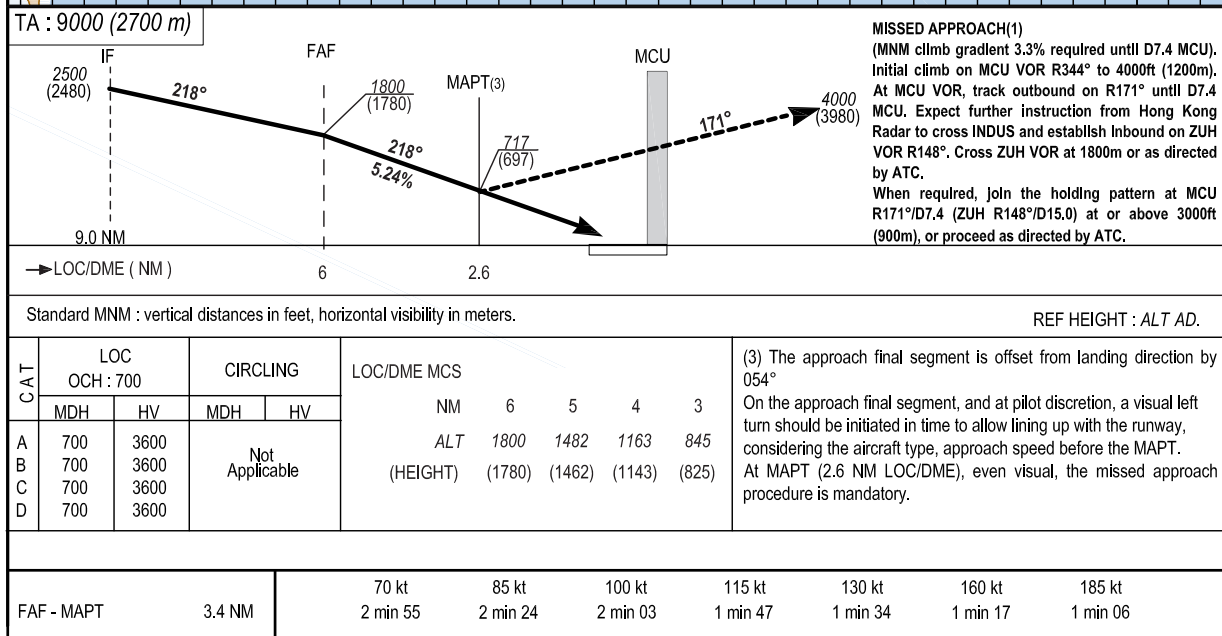
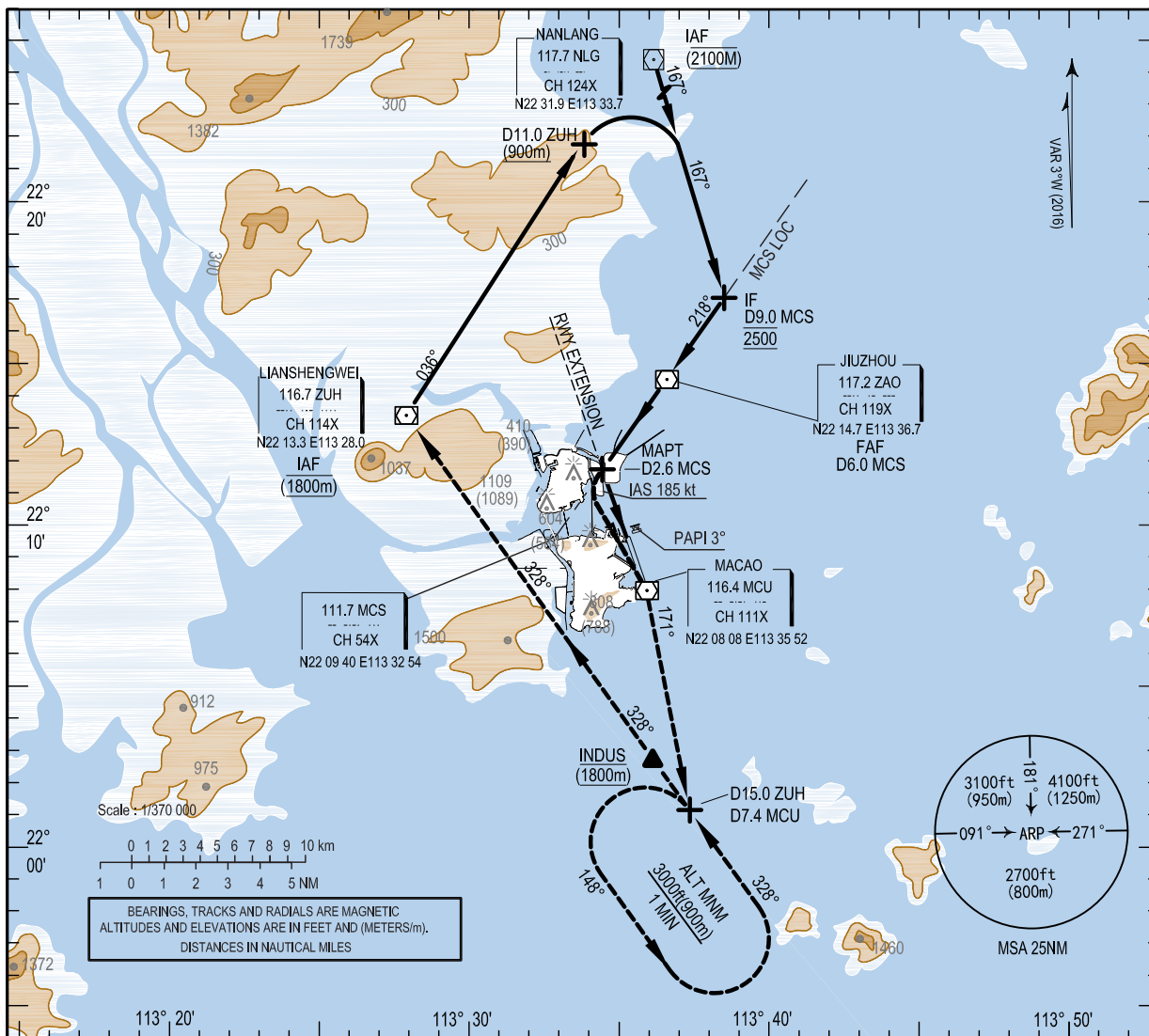
ATIS MACAO : 126.4
APP : ZHUHAI Approach 120.35 / 123.85 (1)
HONG KONG Radar 126.3 / 119.1(2)
TWR : MACAO Tower 118.0
MACAO Ground 121.725 / 121.975

AD 2 - VMMC - 71B
LOC/DME y RWY 16
LOC
MCS 111.7

PROTECTED
FOR A B C D CAT

20 FEB 2025

MAX APCH TURNING SPEED : 190 kt IAS
MAX MISSED APCH TURNING SPEED : 185 kt IAS



INTENTIONALLY

LEFT

BLANK

INSTRUMENT
APPROACH
CHART - ICAO

HEIGHTS RELATED TO
AD. ELEV 20 (1 hPa)

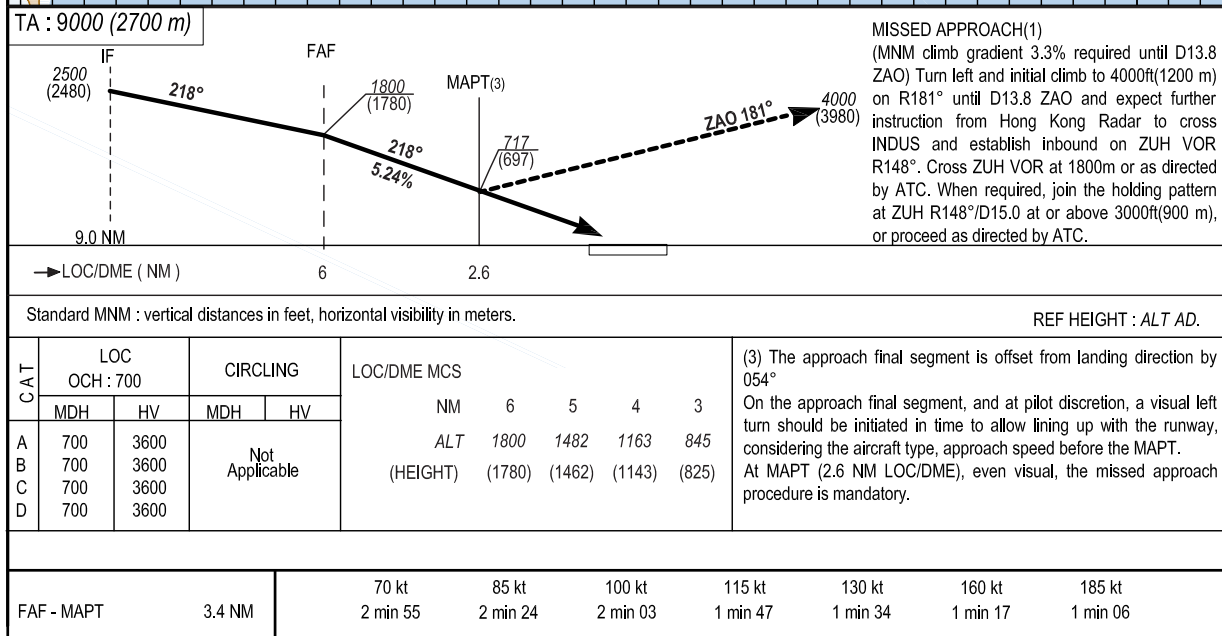
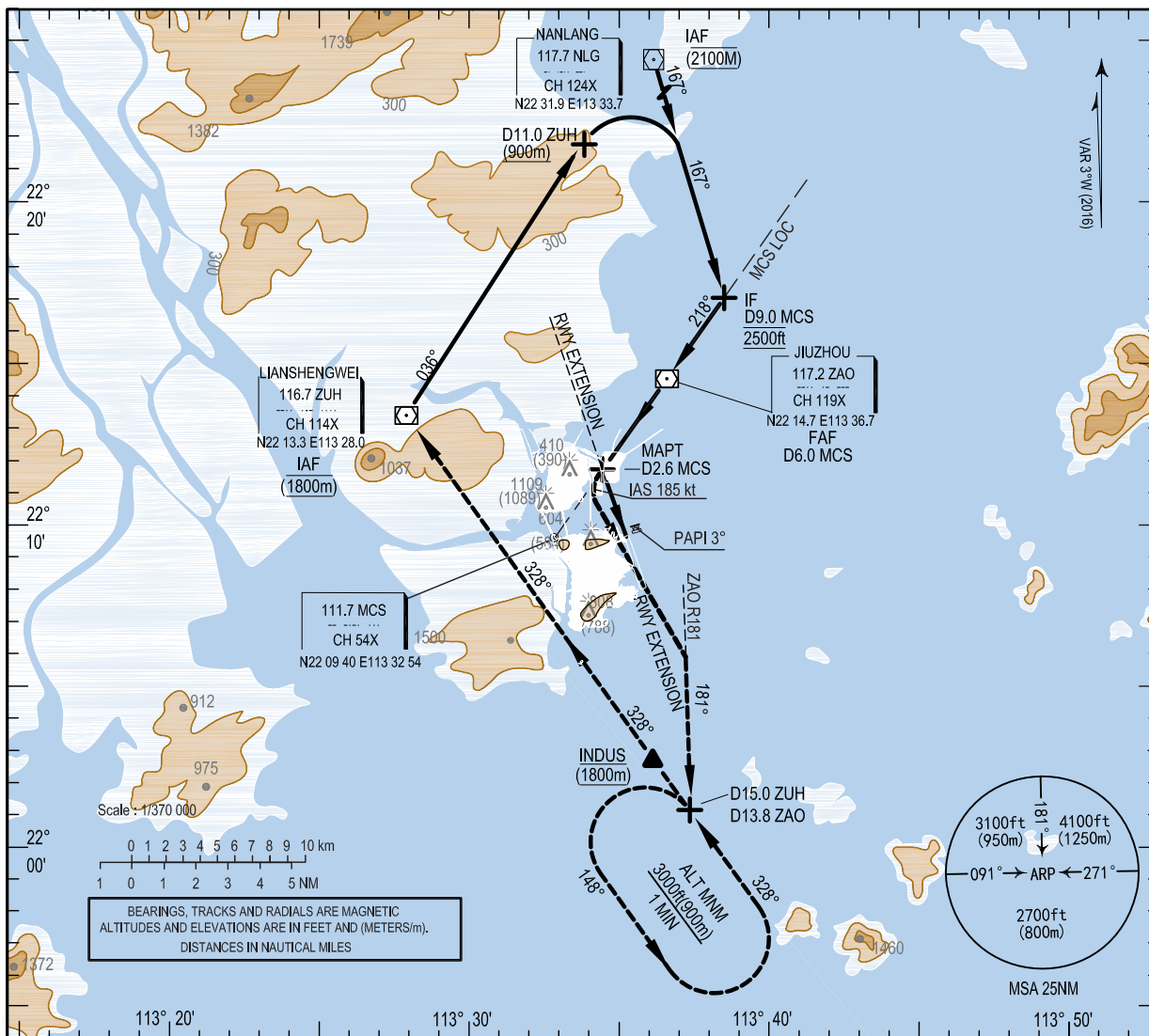
ATIS MACAO : 126.4
APP : ZHUHAI Approach 120.35 / 123.85 (1)
HONG KONG Radar 126.3 / 119.1(2)
TWR : MACAO Tower 118.0
MACAO Ground 121.725 / 121.975

AD 2 - VMMC - 71C
LOC/DME x RWY 16
(MCU Unserviceable)

PROTECTED
FOR A B C D CAT

20 FEB 2025

LOC
MCS 111.7
MAX APCH TURNING SPEED : 190 kt IAS
MAX MISSED APCH TURNING SPEED : 185 kt IAS



INTENTIONALLY

LEFT

BLANK

INSTRUMENT
APPROACH
CHART - ICAO

HEIGHTS RELATED TO
AD. ELEV 20 (1 hPa)

ATIS MACAO : 126.4
APP : ZHUHAI Approach 120.35 / 123.85 (1)
HONG KONG Radar 126.3 / 119.1(2)
TWR : MACAO Tower 118.0
MACAO Ground 121.725 / 121.975

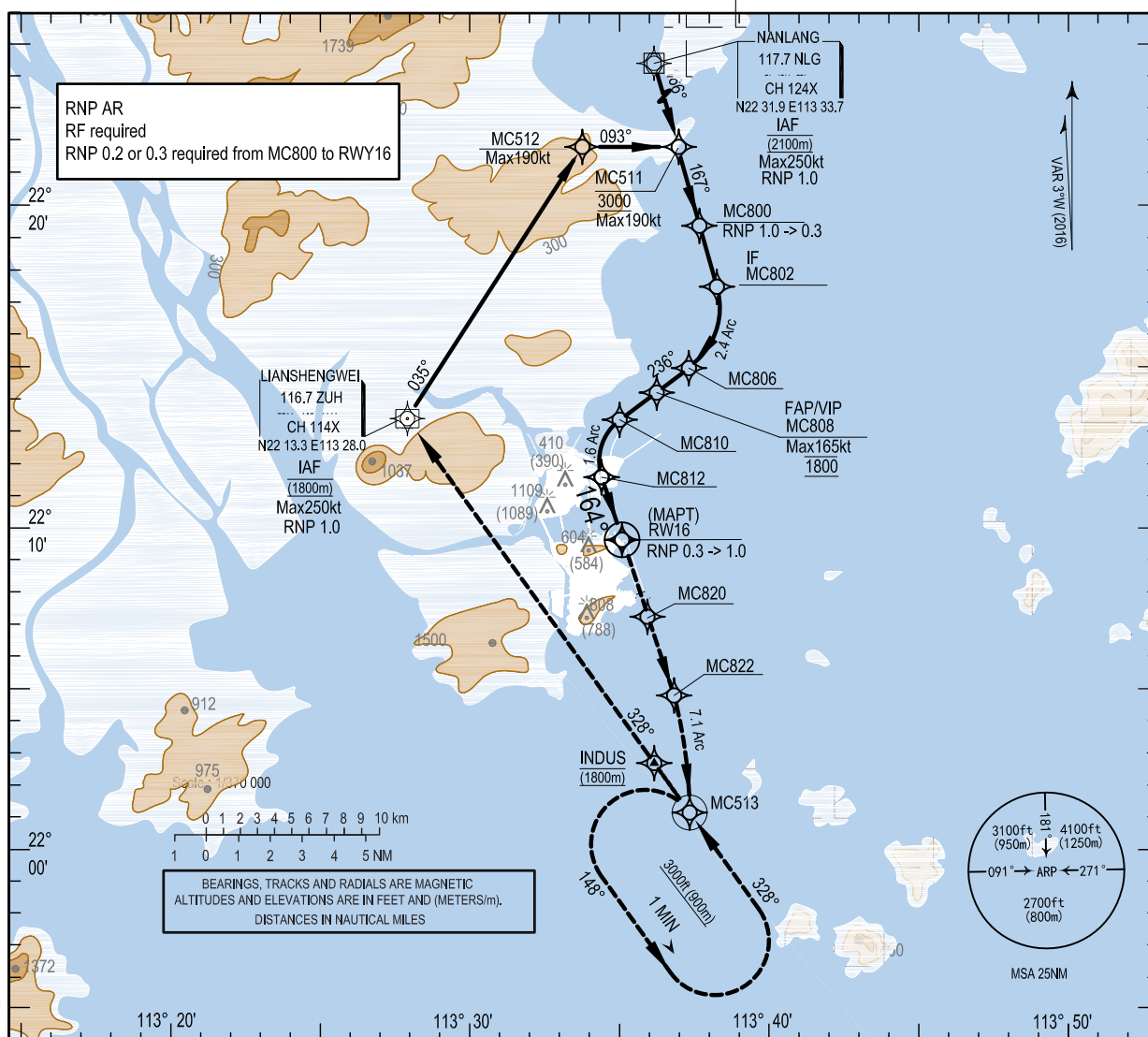
AD 2 - VMMC - 71D
RNP z RWY 16 (AR)

PROTECTED
FOR A B C D CAT

20 FEB 2025

Authorization required

TEMP RESTRICTION
MIN Temp 5°C



MISSED APPROACH								
Initial climb to 4000ft(1200m) via the missed approach track to MC513 and expect further instruction from Hong Kong Radar to cross INDUS. Track to ZUH at 5900ft(1800m) or as directed by ATC.								
When required, join the holding pattern at MC513 at or above 3000ft(900m), or proceed as directed by ATC.								
Standard MNM: vertical distances in feet, horizontal visibility in meters.								
CAT	RNP 0.2 (a)		RNP 0.2 (b)		RNP 0.3 (a)		RNP 0.3 (b)	
	OCA/OCH	HV	OCA/OCH	HV	OCA/OCH	HV	OCA/OCH	HV
A	270/250	900	270/250	900	300/280	1100	310/290	1100
B	270/250	900	270/250	900	310/290	1100	330/310	1300
C	270/250	900	280/260	1000	330/310	1300	350/330	1400
D	280/260	1000	300/280	1100	350/330	1400	370/350	1500

FMC Database Coding Reference for RNP z RWY 16 (AR) APCH

Seq. Nr.	Path Terminator	Waypoint	Fix Role	Fly-over	Track M (°T)	Distance (NM)	Turn Dir	Altitude (ft)	Speed (knot)	VPA/TCH	Navigation Specification
001	IF	NLG	IAF	—	—	—	—	@6900	-250	—	RNP AR APCH
002	TF	MC511	—	—	166(163)	10.492	—	+3000	-190	—	RNP AR APCH
003	TF	MC800	—	—	167(164)	2.500	—	—	—	—	RNP AR APCH
004	TF	MC802	—	—	167(164)	1.968	—	—	—	—	RNP AR APCH
005	RF Centre: MCC80 r = 2.360NM	MC806	—	—	236(233)	2.842	R	—	—	—	RNP AR APCH
006	TF	MC808	—	—	236(233)	1.252	—	@1800	-165	—	RNP AR APCH
001	IF	ZUH	IAF	—	—	—	—	@5900	-250	—	RNP AR APCH
002	TF	MC512	—	—	035(032)	10.030	—	—	-190	—	RNP AR APCH
003	TF	MC511	—	—	093(090)	2.981	—	+3000	—	—	RNP AR APCH
004	TF	MC800	—	—	167(164)	2.500	—	—	—	—	RNP AR APCH
005	TF	MC802	—	—	167(164)	1.968	—	—	—	—	RNP AR APCH
006	RF Centre: MCC80 r = 2.360NM	MC806	—	—	236(233)	2.842	R	—	—	—	RNP AR APCH
007	TF	MC808	—	—	236(233)	1.252	—	@1800	-165	—	RNP AR APCH
001	IF	MC808	FAF	—	—	—	—	@1800	-165	—	RNP AR APCH
002	TF	MC810	—	—	236(233)	1.435	—	—	—	3.00	RNP AR APCH
003	RF Centre: MCC82 r = 1.600NM	MC812	—	—	164(161)	2.000	L	—	—	3.00	RNP AR APCH
004	TF	RW16	MAPT	Y	164(161)	2.000	—	+70	—	3.00	RNP AR APCH
005	TF	MC820	—	—	164(161)	2.559	—	—	—	—	RNP AR APCH
006	TF	MC822	—	—	164(161)	2.587	—	—	—	—	RNP AR APCH
007	RF Centre: MCC84 r = 7.179NM	MC513	—	—	193(190)	3.624	R	—	-185	—	RNP AR APCH
008	HM	MC513	—	Y	328(325)	—	L	+3000	-185	—	RNP AR APCH

Waypoint Coordinates

Waypoint Name	Coordinates (WGS84)		Waypoint Name	Coordinates (WGS84)	
NLG	22°31'54.0000"N	113°33'42.0000"E	MC808	22°14'12.4680"N	113°36'21.1390"E
ZUH	22°13'18.0000"N	113°28'00.0000"E	MC810	22°13'20.0870"N	113°35'07.3230"E
RW16	22°09'38.3100"N	113°35'14.1400"E	MC812	22°11'32.2130"N	113°34'32.1820"E
MC511	22°21'49.2300"N	113°36'58.3900"E	MC820	22°07'12.5500"N	113°36'07.8040"E
MC512	22°21'49.2500"N	113°33'45.4100"E	MC822	22°04'45.1840"N	113°37'02.0200"E
MC513	22°01'09.9500"N	113°37'20.0400"E			
MC800	22°19'24.7490"N	113°37'43.8130"E	MCC80	22°16'51.1470"N	113°35'53.0160"E
MC802	22°17'31.0330"N	113°38'19.5450"E	MCC82	22°12'03.4710"N	113°36'10.0330"E
MC806	22°14'58.1330"N	113°37'25.5250"E	MCC84	22°02'24.8370"N	113°29'43.4130"E

INSTRUMENT
APPROACH
CHART - ICAO

HEIGHTS RELATED TO
AD. ELEV 20 (1 hPa)

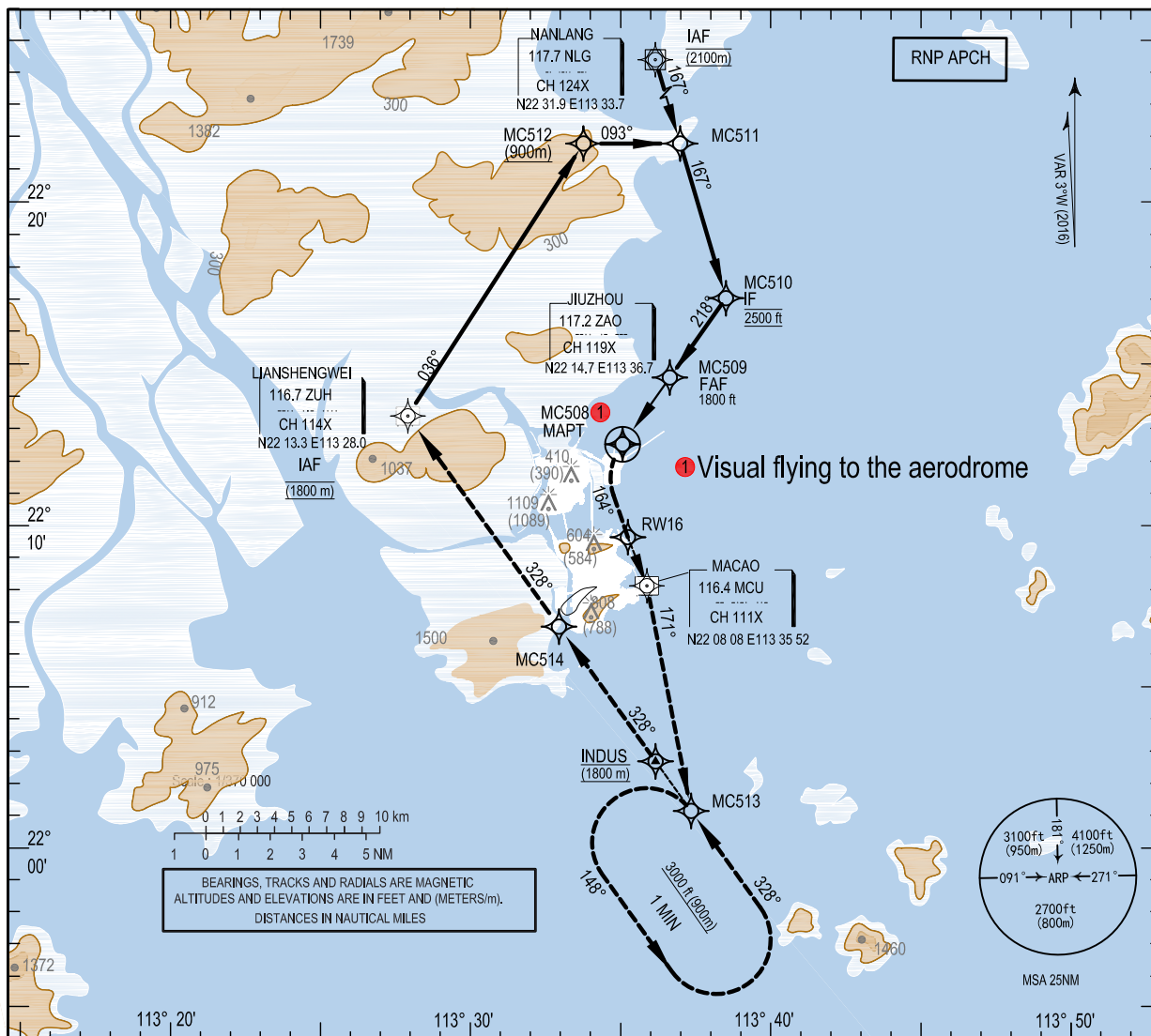
ATIS MACAO : 126.4
APP : ZHUHAI Approach 120.35 / 123.85 (1)
HONG KONG Radar 126.3 / 119.1(2)
TWR : MACAO Tower 118.0
MACAO Ground 121.725 / 121.975

AD 2 - VMMC - 71 F
RNP y RWY 16 (LNAV only)

PROTECTED
FOR A B C D CAT

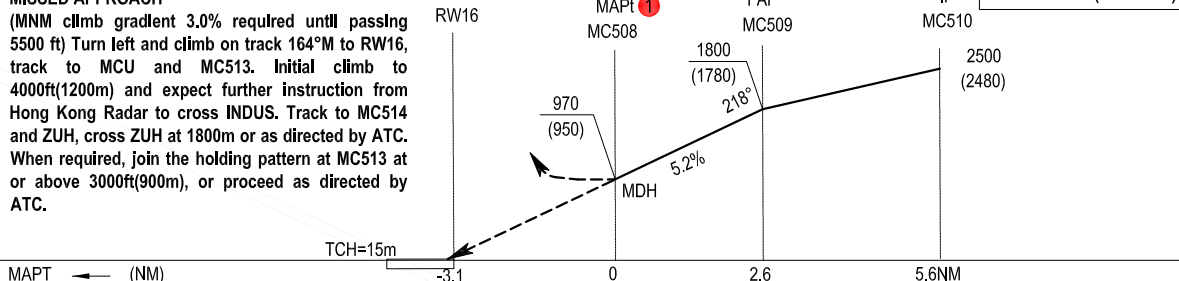
20 FEB 2025

Only for LNAV
MAX APCH TURNING SPEED : 190 kt IAS
MAX MISSED APCH TURNING SPEED : 185 kt IAS



MISSED APPROACH

(MNM climb gradient 3.0% required until passing 5500 ft) Turn left and climb on track 164°M to RW16, track to MCU and MC513. Initial climb to 4000ft(1200m) and expect further instruction from Hong Kong Radar to cross INDUS. Track to MC514 and ZUH, cross ZUH at 1800m or as directed by ATC. When required, join the holding pattern at MC513 at or above 3000ft(900m), or proceed as directed by ATC.



Standard MNM: vertical distances in feet, horizontal visibility in meters.

CAT	LNAV		CIRCLING		MAPT(MC508)			① On the approach final segment, and at pilot discretion, a visual left turn should be initiated in time to allow lining up with the runway, considering the aircraft type, approach speed before the MAPT. At MAPT(MC508), even visual, the missed approach procedure is mandatory.		
	MDA/MDH	HV	MDA/MDH	HV						
A	970/950	5000	Not Applicable		NM	2	1			
B	970/950	5000			ALT	1602	1283			
C	970/950	5000			(HEIGHT)	(1582)	(1263)			
D	970/950	5000								
FAF-MAPT 2.6NM			70kt 2 min 14	85kt 1 min 50	100kt 1 min 34	115kt 1 min 21	130kt 1 min 12	145kt 1 min 05	160kt 0 min 59	185kt 0 min 51

FMC Database Coding Reference for RNP y RWY16 APCH

Sequence Number	Path Terminator	Waypoint	FAF MAP	Fly-over	Track M (°T)	Distance (NM)	Turn Dir	Altitude (ft)	Speed (knot)	VPA/TCH	Navigation Specification
001	IF	MC510	—	—	—	—	—	@2500	-190	—	RNP APCH
002	TF	MC509	F	—	218(215)	3.0	—	1800	-190	3.00	RNP APCH
003	TF	MC508	M	Y	218(215)	2.524	—	+1000	-185	3.00	RNP APCH
004	CF	RW16	—	—	164(160)	3.16	—	—	-185	—	RNP APCH
005	TF	MCU	—	—	162(159)	1.61	—	—	-185	—	RNP APCH
006	TF	MC513	—	—	171(168)	7.1	—	—	-185	—	RNP APCH
007	HM	MC513	—	Y	328(325)	—	L	+3000	-185	—	RNP APCH
008	TF	INDUS	-	-	328(325)	-	-	@5900	-	-	RNP APCH
009	TF	MC514	-	-	328(325)	-	-	@5900	-	-	RNP APCH
010	TF	ZUH	-	-	328(325)	-	-	@5900	-	-	RNP APCH
001	IF	ZUH	—	—	—	—	—	@5900	—	—	RNP APCH
002	TF	MC512	—	—	036(033)	10.0	—	+3000	-190	—	RNP APCH
003	TF	MC511	—	—	093(090)	3.0	—	—	-190	—	RNP APCH
004	TF	MC510	—	—	167(164)	5.0	—	@2500	-190	—	RNP APCH
001	IF	NLG	—	—	—	—	—	@6900	—	—	RNP APCH
002	TF	MC511	—	—	167(164)	10.4	—	—	—	—	RNP APCH
003	TF	MC510	—	—	167(164)	5.0	—	@2500	-190	—	RNP APCH

Waypoint Coordinates

Waypoint Name	Coordinates (WGS84)	
INDUS	22°02'41.0"N	113°36'01.0"E
MC508	22°12'25.79"N	113°34'59.76"E
MC509	22°14'34.78"N	113°36'37.67"E
MC510	22°17'02.13"N	113°38'29.61"E
MC511	22°21'49.23"N	113°36'58.39"E
MC512	22°21'49.25"N	113°33'45.41"E
MC513	22°01'09.95"N	113°37'20.04"E
MC514	22°06'52.19"N	113°32'56.82"E
MCU	22°08'08"N	113°35'52"E
NLG	22°31.9'N	113°33.7'E
RW16	22°09'38.31"N	113°35'14.14"E
ZUH	22°13.3'N	113°28.0'E