

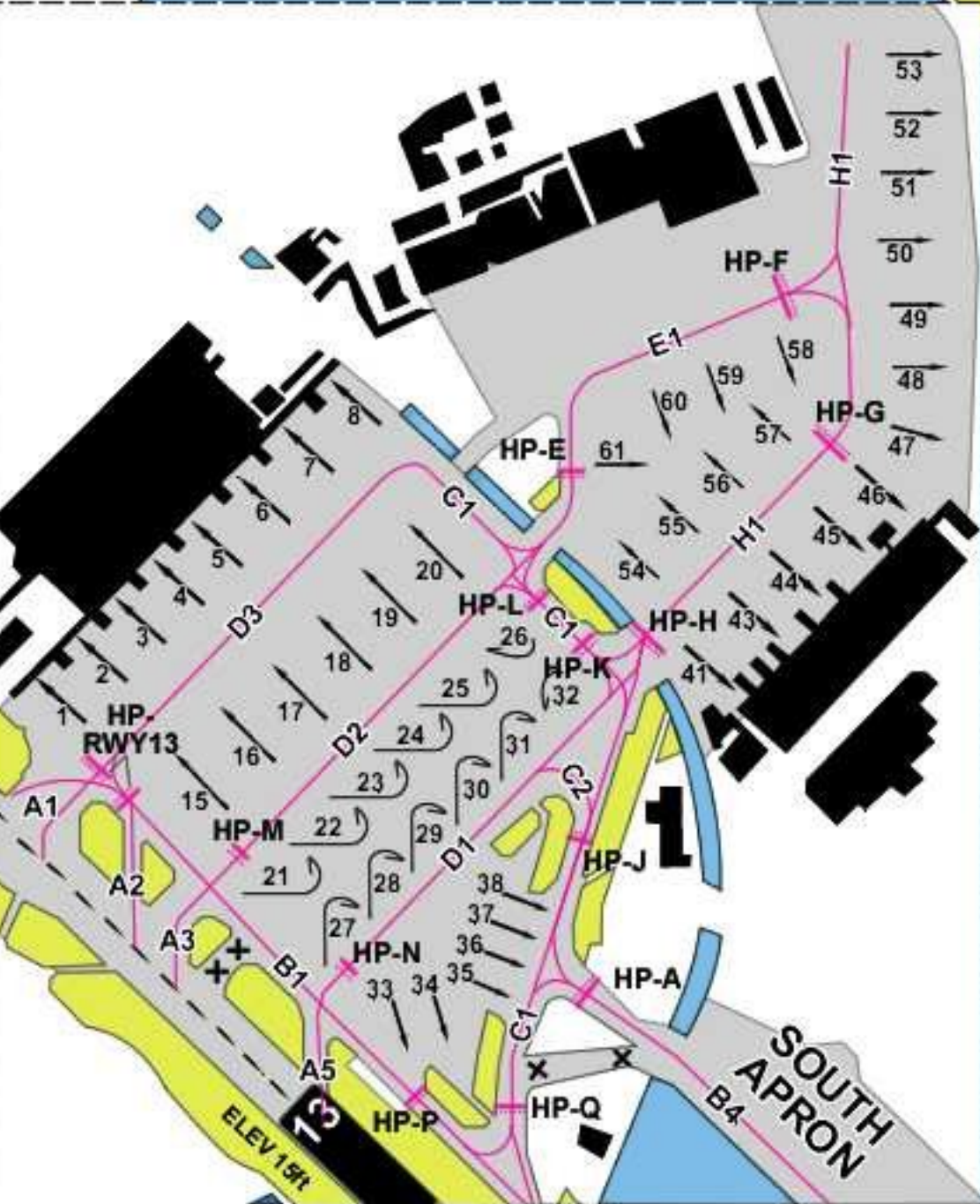
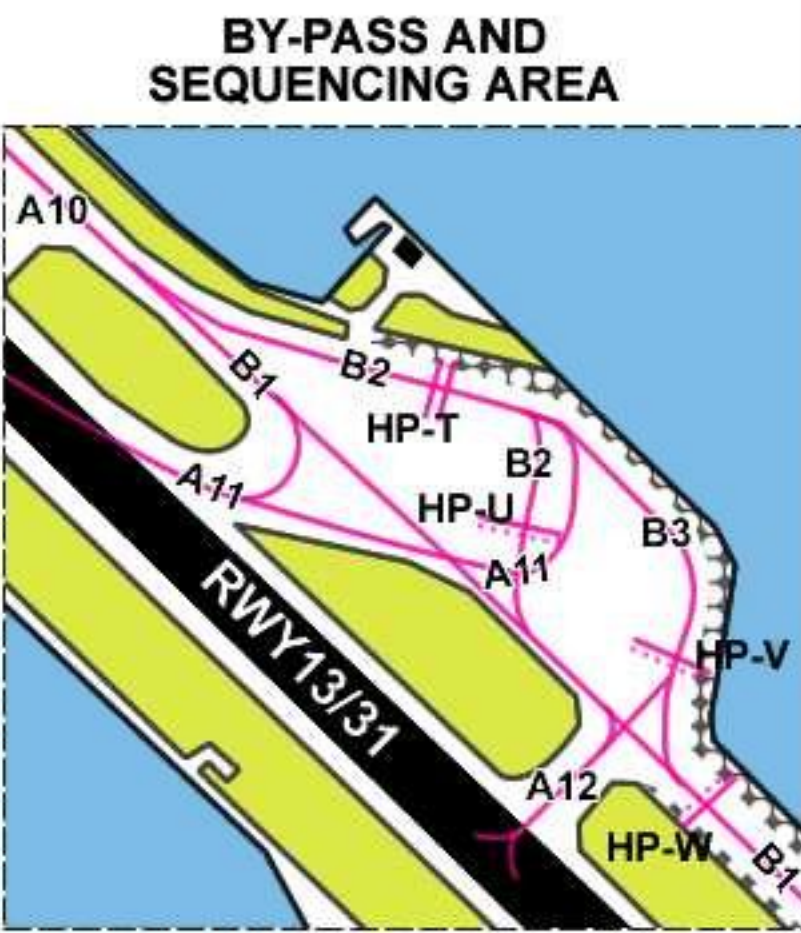
Aerodrome Chart

VHHX_DEL	/ Kai Tak Delivery	: 124.65
VHHX_GND	/ Kai Tak Ground	: 121.60
VHHX_TWR	/ Kai Tak Tower	: 118.70

KAI TAK INTERNATIONAL
N22 19.0 E114 12.2
AERODROME ELEV 15 FT

ALTITUDES,
ELEVATIONS
AND (HEIGHTS)
IN FEET
BEARINGS ARE
MAGNETIC

NOT TO SCALE
VAR 2°W (2006)



Taxi Chart
RWY13

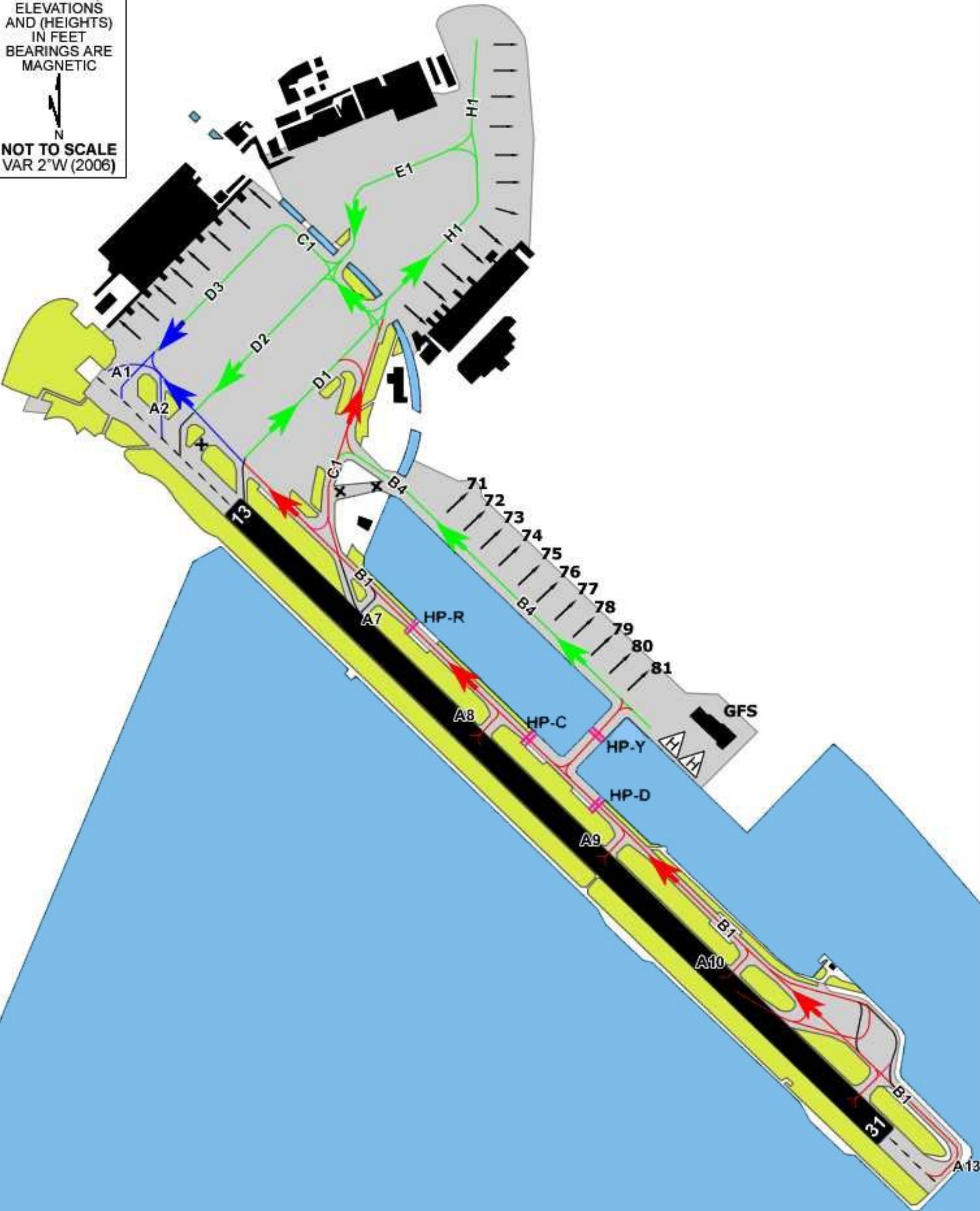
VHHX_DEL	/ Kai Tak Delivery	: 124.65
VHHX_GND	/ Kai Tak Ground	: 121.60
VHHX_TWR	/ Kai Tak Tower	: 118.70

KAI TAK INTERNATIONAL
Taxi Route for RWY13
AERODROME ELEV 15 FT

ALTITUDES,
ELEVATIONS
AND (HEIGHTS)
IN FEET
BEARINGS ARE
MAGNETIC

N

NOT TO SCALE
VAR 2°W (2006)



Taxi Chart
RWY31

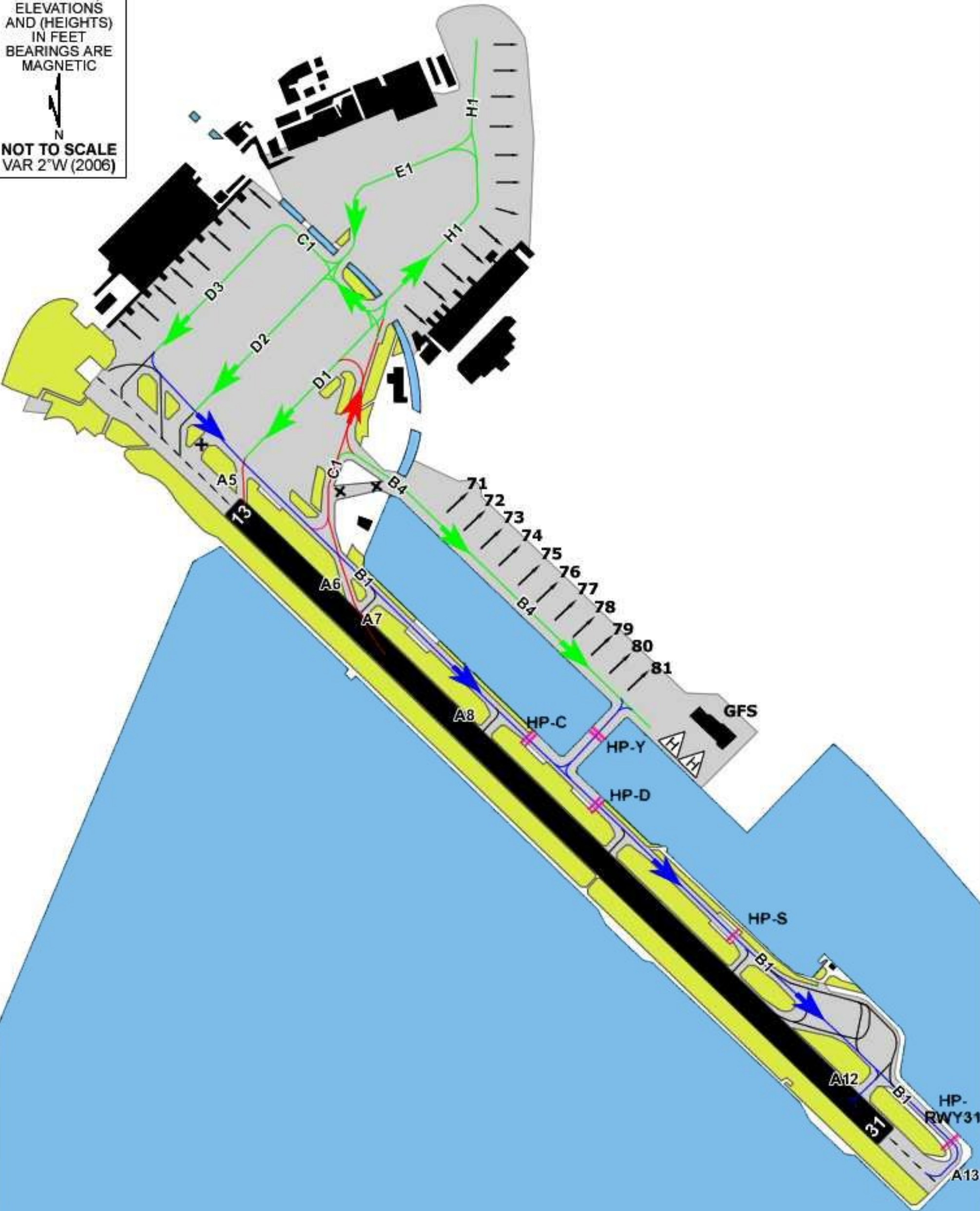
VHHX_DEL	/ Kai Tak Delivery	: 124.65
VHHX_GND	/ Kai Tak Ground	: 121.60
VHHX_TWR	/ Kai Tak Tower	: 118.70

KAI TAK INTERNATIONAL
Taxi Route for RWY31
AERODROME ELEV 15 FT

ALTITUDES,
ELEVATIONS
AND (HEIGHTS)
IN FEET
BEARINGS ARE
MAGNETIC

N

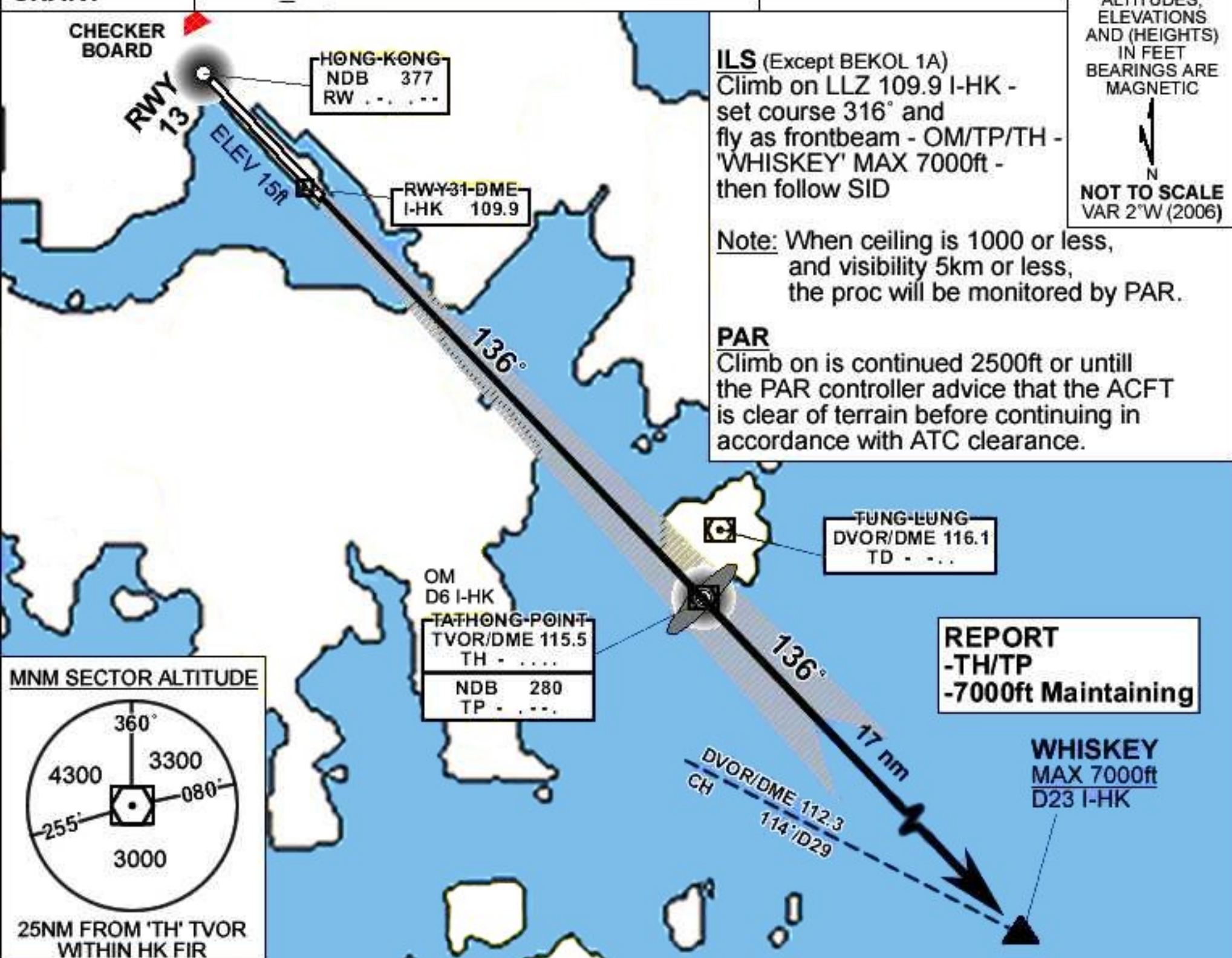
NOT TO SCALE
VAR 2°W (2006)



**STANDARD
INSTRUMENT
DEPARTURES
CHART**

HKG_CTR	/ Hong Kong Radar	: 121.30
VHHH_APP	/ Hong Kong Approach	: 119.10
VHHH_DEP	/ Hong Kong Departure	: 123.80
VHHX_TWR	/ Kai Tak Tower	: 118.70

**KAI TAK INTERNATIONAL
INITIAL CLIMB RWY 13/31
AERODROME ELEV 15 FT**



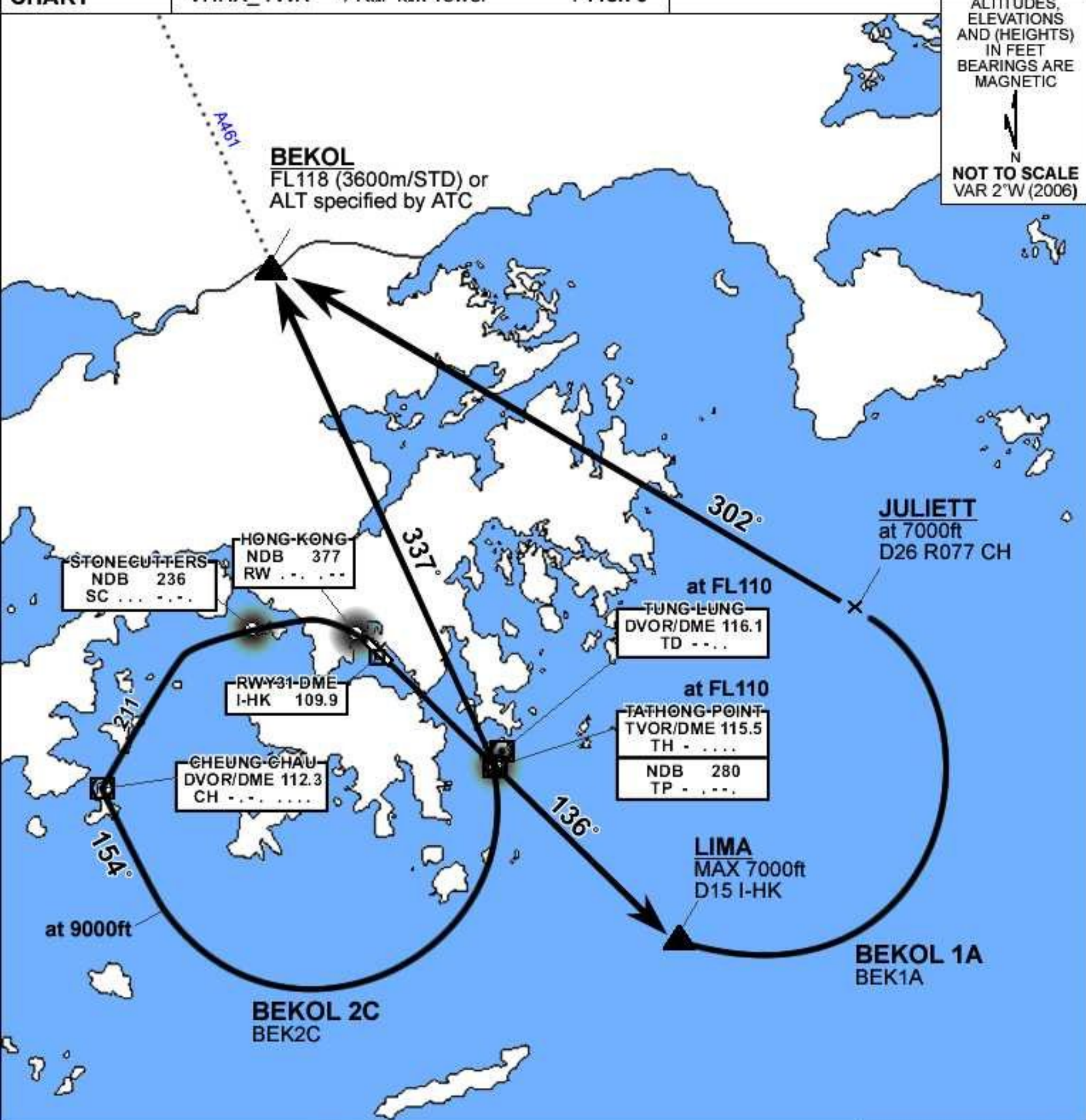
STANDARD
INSTRUMENT
DEPARTURES
CHART

HKG_CTR	/ Hong Kong Radar	: 121.30
VHHH_APP	/ Hong Kong Approach	: 119.10
VHHH_DEP	/ Hong Kong Departure	: 123.80
VHHX_TWR	/ Kai Tak Tower	: 118.70

KAI TAK INTERNATIONAL
SID RWY 13/31
to NORTH

ALTITUDES,
ELEVATIONS
AND (HEIGHTS)
IN FEET
BEARINGS ARE
MAGNETIC

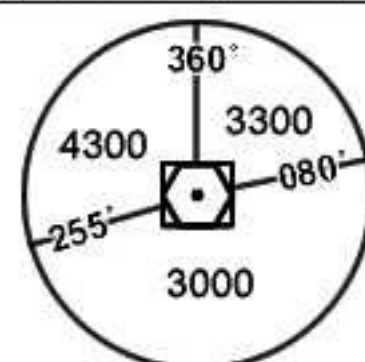
NOT TO SCALE
VAR 2°W (2006)



TRANSITION
ALTITUDE
9000ft

**For Flight Simulator / VATSIM Traffic,
NOT FOR REAL WORLD NAVIGATION.**

MNM SECTOR ALTITUDE



25NM FROM 'TH' TVOR
WITHIN HK FIR

RWY13

BEKOL 1A (BEK1A)

LLZ 109.9 I-HK - set course 316° and fly as frontbeam - TH/TP - LIMA - turn Left - JULIETT - BEKOL.

-Cross LIMA: MAX 7000ft
-Cross JULIETT: At 7000ft
-Cross BEKOL: FL118 (3600m/STD) or specified ALT by ATC.

RWY31

BEKOL 2C (BEK2C)

CH - R154 CH - passing 9000ft turn Left - TH / TD - BEKOL.

-Cross TH / TD: At FL110
-Cross BEKOL: FL118 (3600m/STD) or specified ALT by ATC.

STANDARD DEPARTURE CHART - INSTRUMENT (SID)

(22 NOV,09)

DEP 123.8

Transition Altitude 9 000 ft



VHHX/HKG
KAI TAK INTERNATIONAL
RWY 13

BEARINGS ARE
MAGNETIC



REPORT
- 7000ft Maintaining
- Leaving 7000ft
- FL140 Maintaining
- Established on assigned
radial from CH

* When at assigned FL,
turn to respective TMA/FIR
exit point or INT.

ALT RESTRICTION
Cross WHISKEY: MAX 7000ft
Cross D40 CH: MAX FL140

COMMUNICATION	
TRW	127.1
TMW	127.55

A202/G221
R339
to SIKOU

SIKOU 1A
SIK1A

A1/P901

IDOSI 1B
IDO1B

EPDOS 1A
EPD1A

L642

IDOSI 1A*
IDO1A

D100 CH
or assigned FL

HONG-KONG
NDB 377
RW

CHEUNG-GHAU
DVOR/DME 112.3
CH

TATHONG-POINT
TVOR/DME 115.5
TH
NDB 280
TP

WHISKEY
MAX 7000ft
D23 I-HK

CH 104

090°

D100 CH
or assigned FL

104°

A470
to DOTMI

DOTMI 1A
DOT1A

At assigned FL
ELATO 1A*
ELA1A to ELATO

COMMUNICATION	
TRE	121.3
TME	126.5

ENVAR 1A
ENV1A

M750
to ENVAR

KILOG
D42 CH
ENVAR 1A
MAX FL140

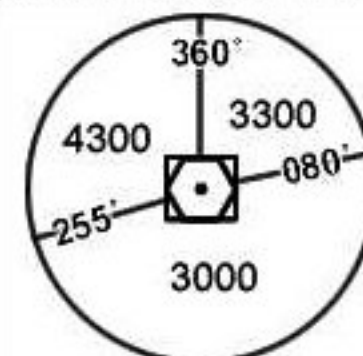
NOMAN 1A*
NOM1A

A461
to NOMAN

COMMUNICATION	
TMS	126.3

SABNO 1B
SAB1B to SABNO

MNM SECTOR ALTITUDE



25NM FROM 'TH' TVOR
WITHIN HK FIR

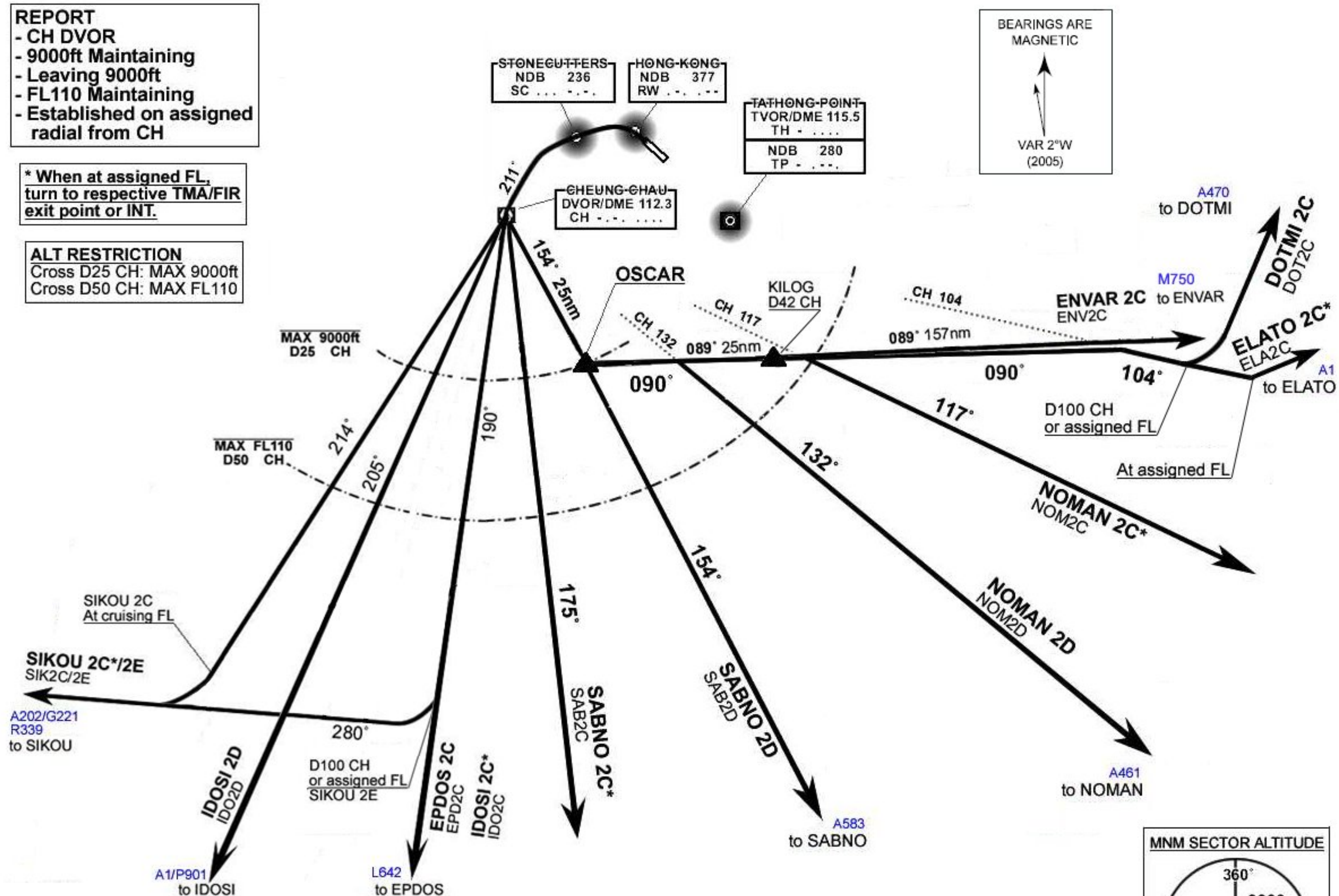
(22 NOV,09)

Transition Altitude 9 000 ft

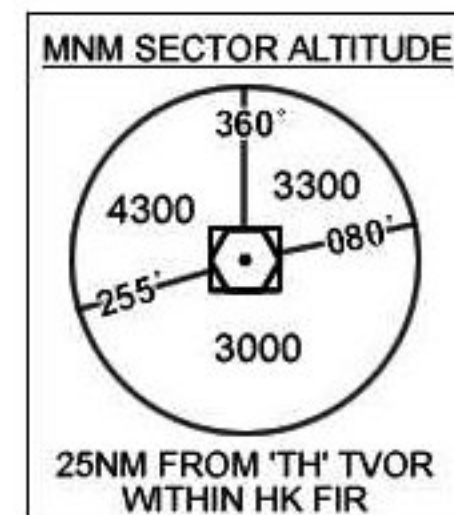


VHHX/HKG
KAI TAK INTERNATIONAL
RWY 31

ALT RESTRICTION
Cross D25 CH: MAX 9000ft
Cross D50 CH: MAX FL110



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STANDARD ARRIVAL CHART - INSTRUMENT (STAR)

(22 NOV,09)

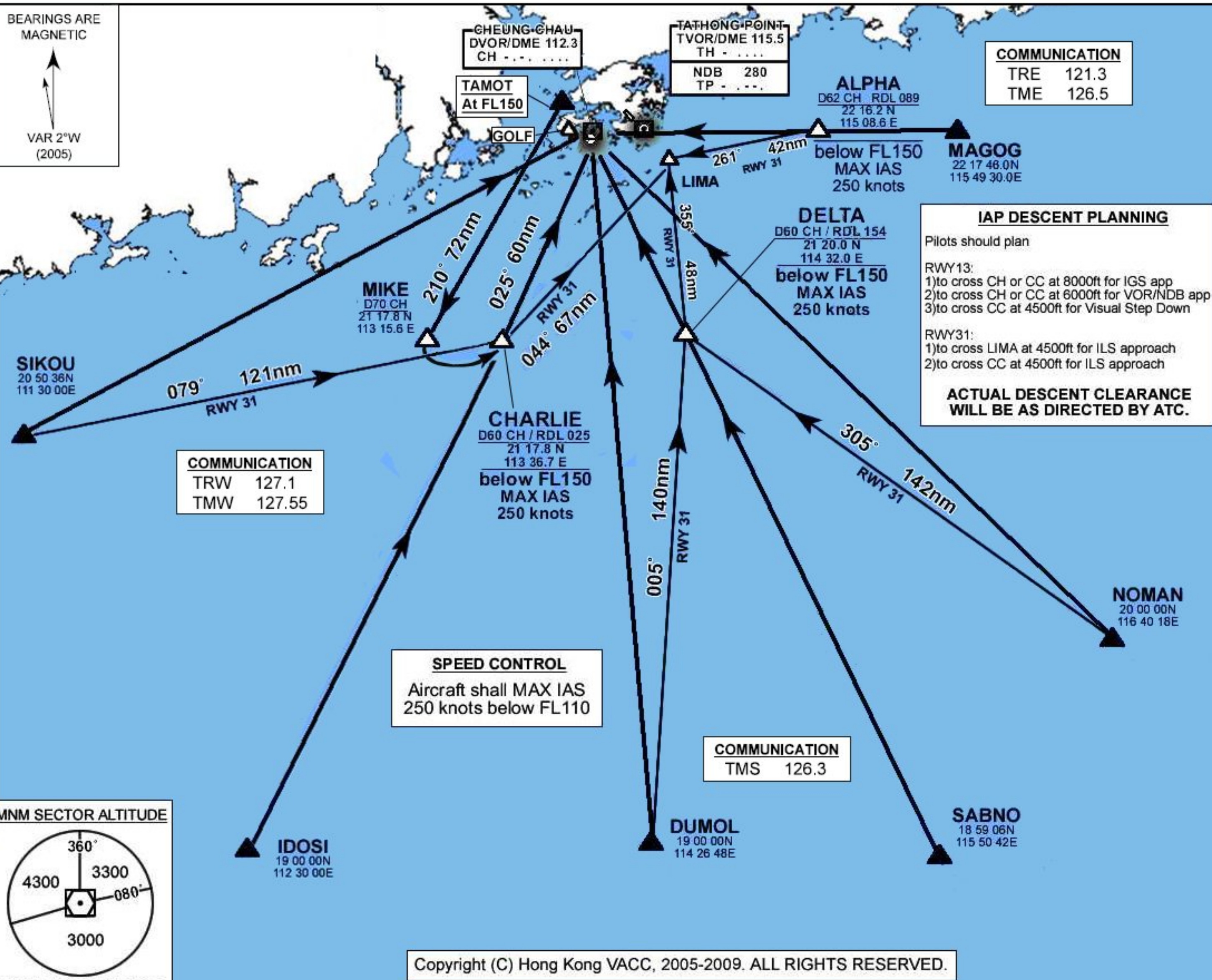
Transition Altitude 9 000 ft

VATSIM-HK

VHHX/HKG KAI TAK INTERNATIONAL RWY 13 / 31

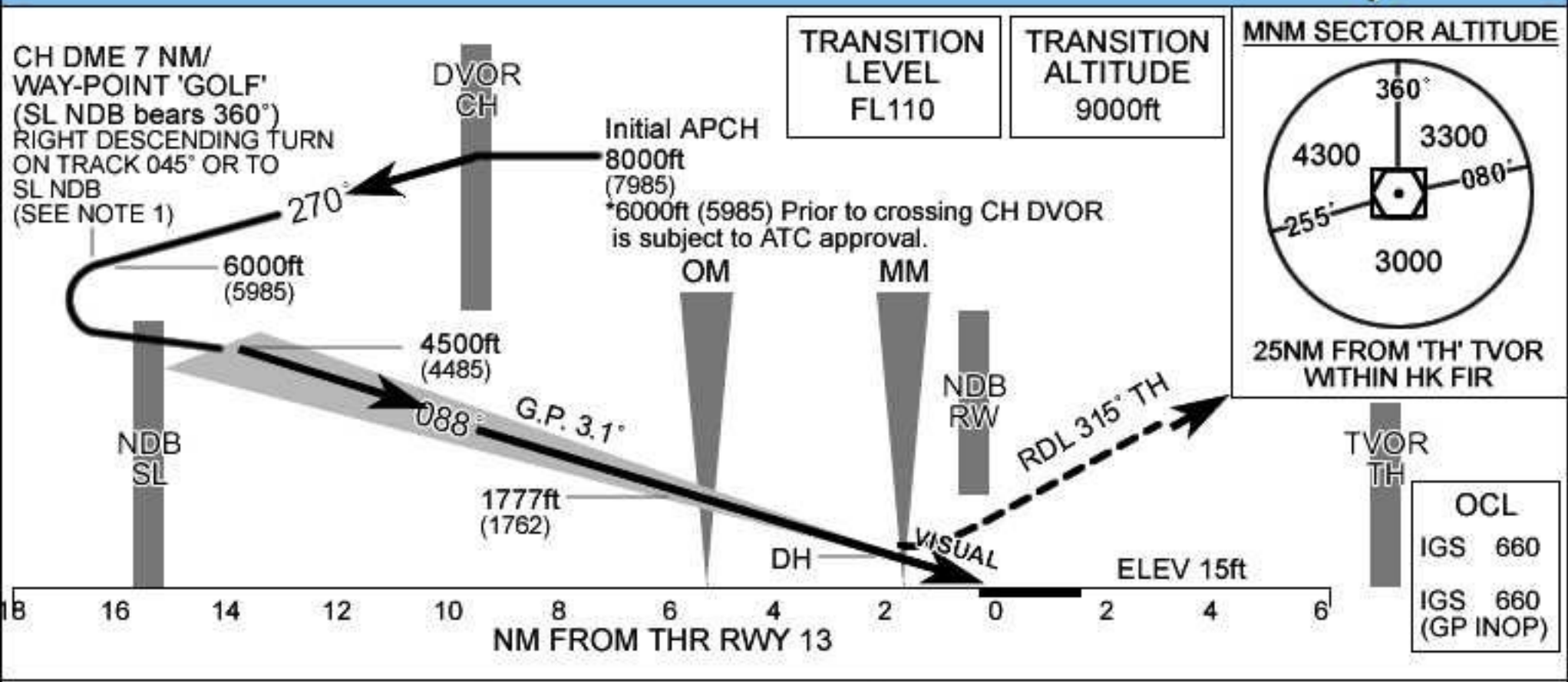
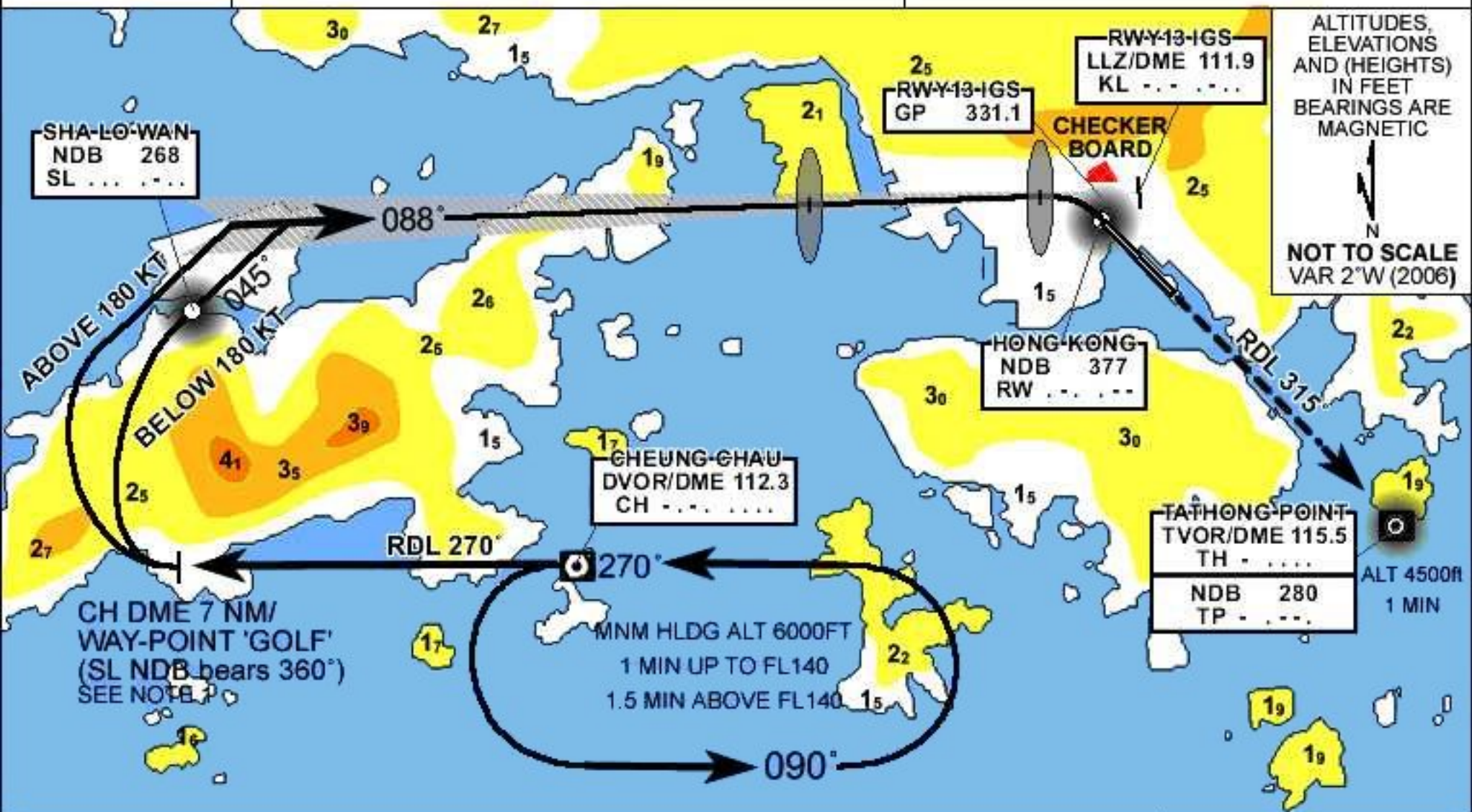
BEARINGS ARE
MAGNETIC

VAR 2°W
(2005)



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INSTRUMENT APPROACH CHART	HKG_CTR	/ Hong Kong Radar	: 121.30	KAI TAK INTERNATIONAL INSTRUMENT GUIDANCE SYSTEM (IGS) RWY 13 AERODROME ELEV 15 FT
	VHHH_APP	/ Hong Kong Approach	: 119.10	
	VHHH_DEP	/ Hong Kong Departure	: 123.80	
	VHHX_TWR	/ Kai Tak Tower	: 118.70	



**For Flight Simulator / VATSIM Traffic,
NOT FOR REAL WORLD NAVIGATION.**

MISSED APPROACH: Continue on the IGS LLZ, climbing to 4500 ft, at the MM or 2.2 NM from 'KL' DME, turn right to intercept and establish on 'TH' VOR radial 315 and join the 'TH' 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 180kts whilst turning.

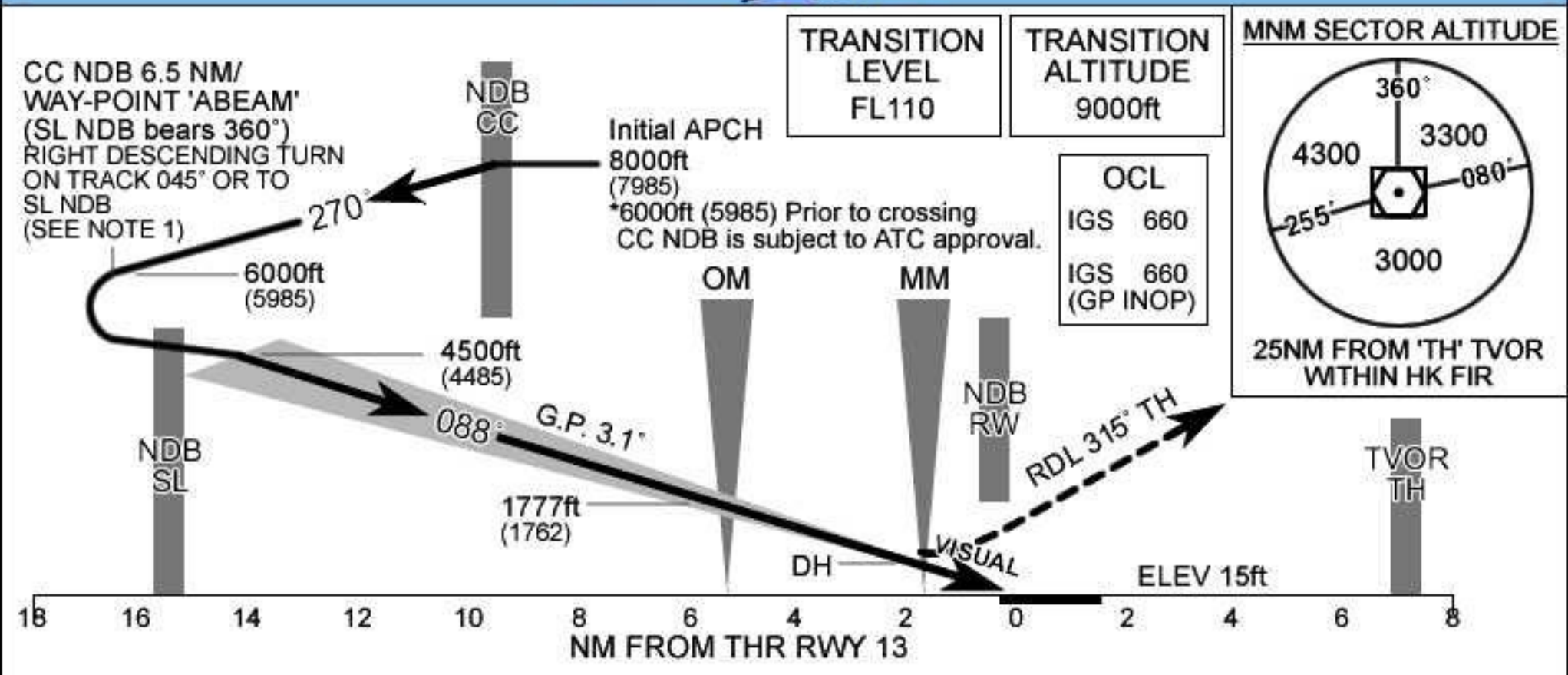
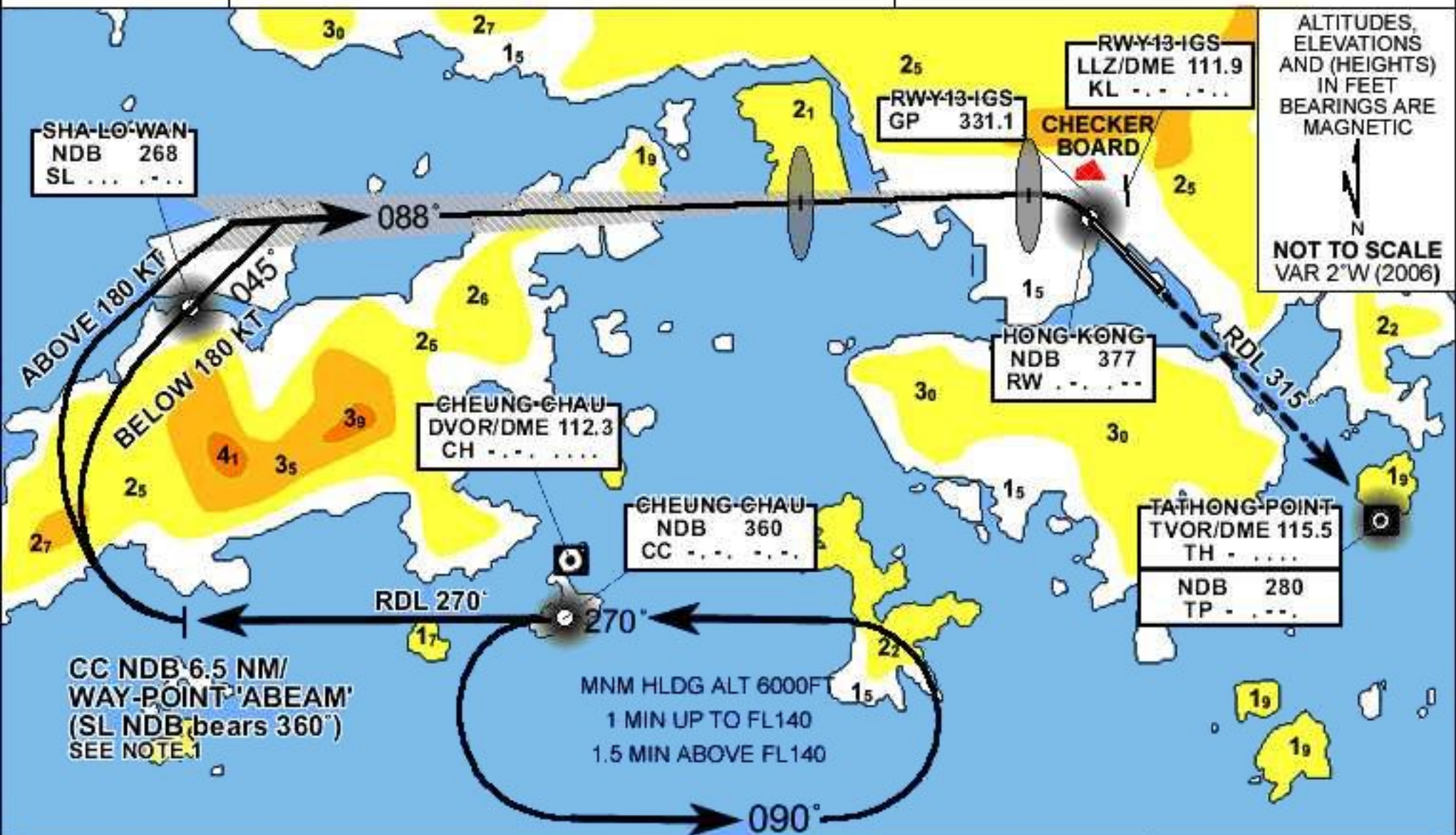
WARNING

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 or 2.2 NM from 'KL' DME, 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 4500 ft and
- turn right to make good a track of 045° M to intercept the LLZ; or
 - 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 4500 ft and at not greater than 'KL' DME 15 NM (22°19'02"N 113°56'12"E) descend to 3000ft. At 'KL' DME 9 NM, descend as for a 3° GP to cross the OM at not less than 1800 ft, then continue descend to decision height.

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

INSTRUMENT APPROACH CHART	HKG_CTR	/ Hong Kong Radar	: 121.30	KAI TAK INTERNATIONAL INSTRUMENT GUIDANCE SYSTEM (IGS) RWY 13 CC NDB FEED-IN AERODROME ELEV 15 FT
	VHHH_APP	/ Hong Kong Approach	: 119.10	
	VHHH_DEP	/ Hong Kong Departure	: 123.80	
	VHHX_TWR	/ Kai Tak Tower	: 118.70	



**For Flight Simulator / VATSIM Traffic,
NOT FOR REAL WORLD NAVIGATION.**

MISSED APPROACH: Continue on the IGS LLZ, climbing to 4500 ft, at the MM or 2.2 NM from 'KL' DME, turn right to intercept and establish on 'TH' VOR radial 315 and join the 'TH' 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 180kts 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 or 2.2 NM from 'KL' DME, as any early or late turn will result in loss of terrain clearance. After passing the MM, flight path indications must be ignored.

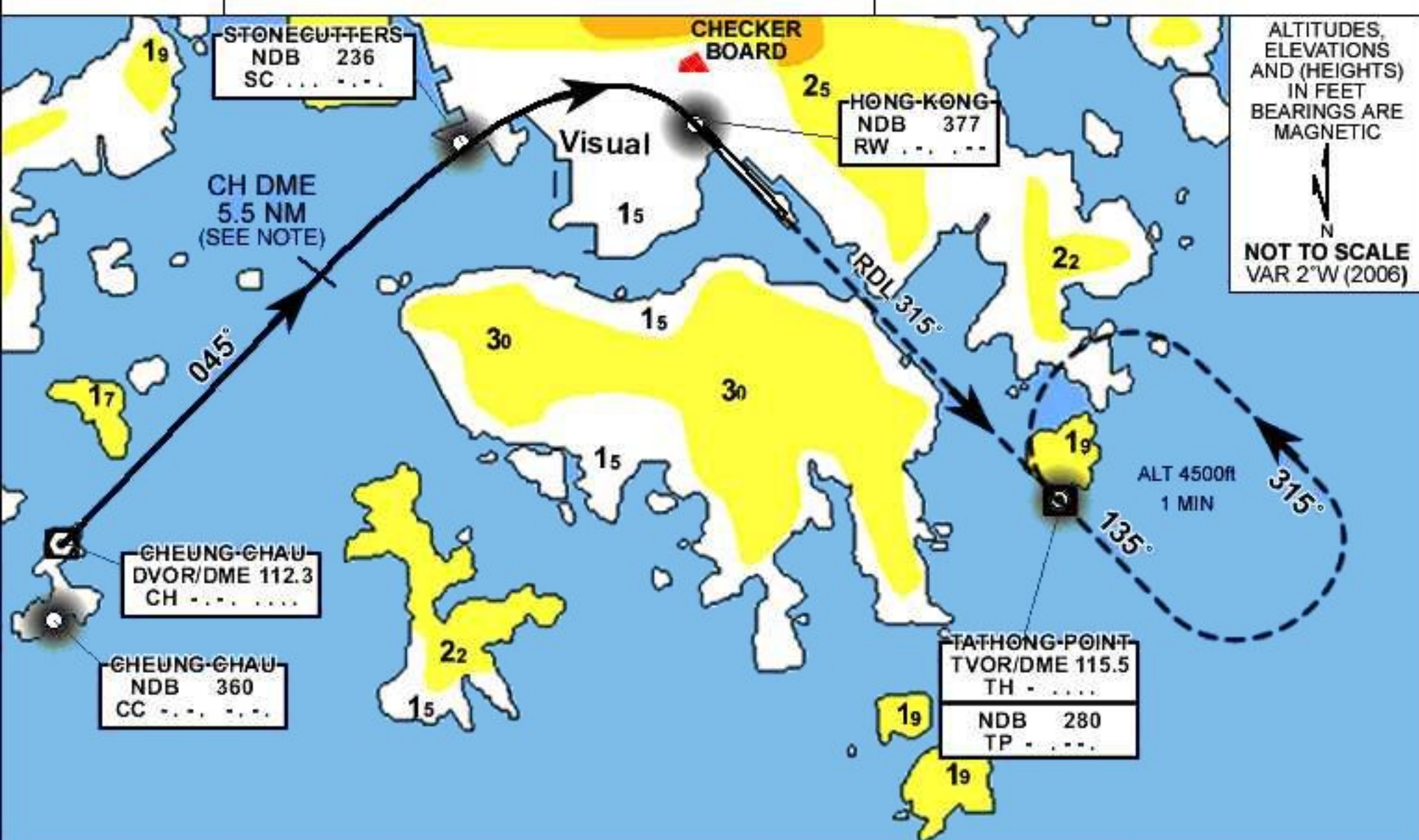
- NOTE 1** At 'CC' NDB 6.5 NM ('SL' NDB bears 360°) further descend to 4500 ft and
- turn right to make good a track of 045° M to intercept the LLZ; or
 - aircraft flying at less than 180 kt IAS should turn right to 'SL' NDB and thence track 045° M to intercept the LLZ.
- NOTE 2** With GP inoperative - When established on the LLZ at 4500 ft and at not greater than 'KL' DME 15 NM (22°19'02"N 113°56'12"E) descend to 3000ft. At 'KL' DME 9 NM, descend as for a 3° GP to cross the OM at not less than 1800 ft, then continue descend to decision height.

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

INSTRUMENT
APPROACH
CHART

HKG_CTR / Hong Kong Radar : 121.30
 VHHH_APP / Hong Kong Approach : 119.10
 VHHH_DEP / Hong Kong Departure : 123.80
 VHHX_TWR / Kai Tak Tower : 118.70

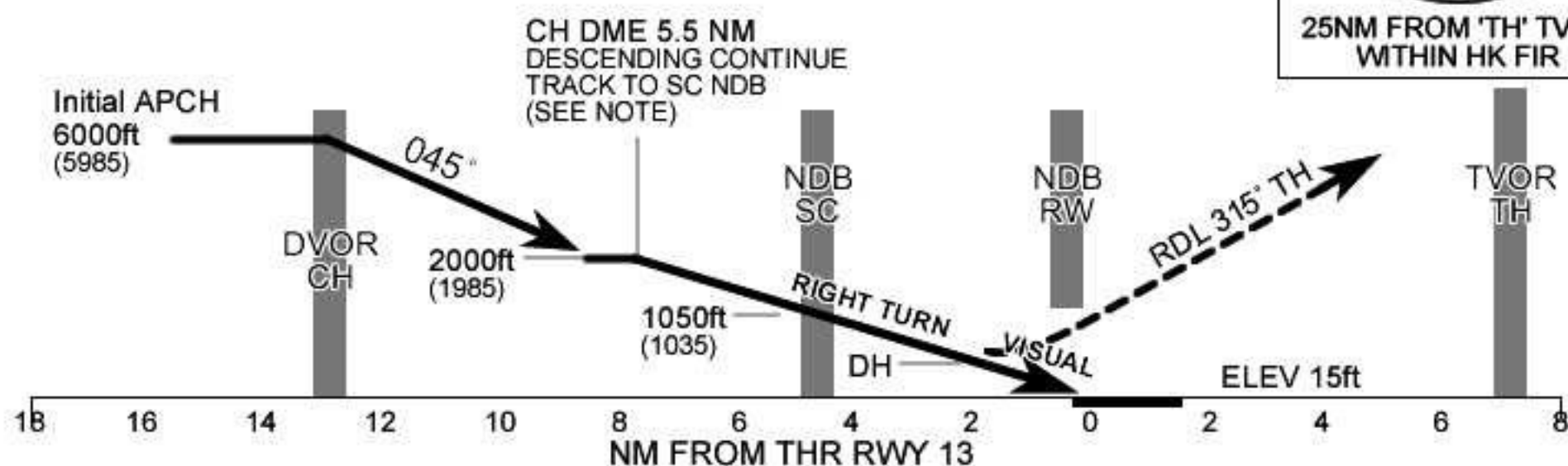
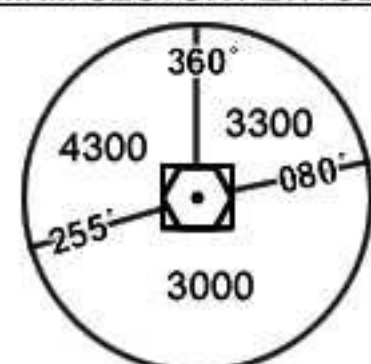
KAI TAK INTERNATIONAL
 VOR / DME
 RWY 13
 AERODROME ELEV 15 FT



TRANSITION
 LEVEL
 FL110

TRANSITION
 ALTITUDE
 9000ft

MNM SECTOR ALTITUDE



**For Flight Simulator / VATSIM Traffic,
 NOT FOR REAL WORLD NAVIGATION.**

MISSED APPROACH: Continue the VOR/DME, climbing to 4500 ft, cross SC NDB, turn right to intercept and establish on 'TH' VOR radial 315 and join the 'TH' holding pattern or proceed as directed by ATC.

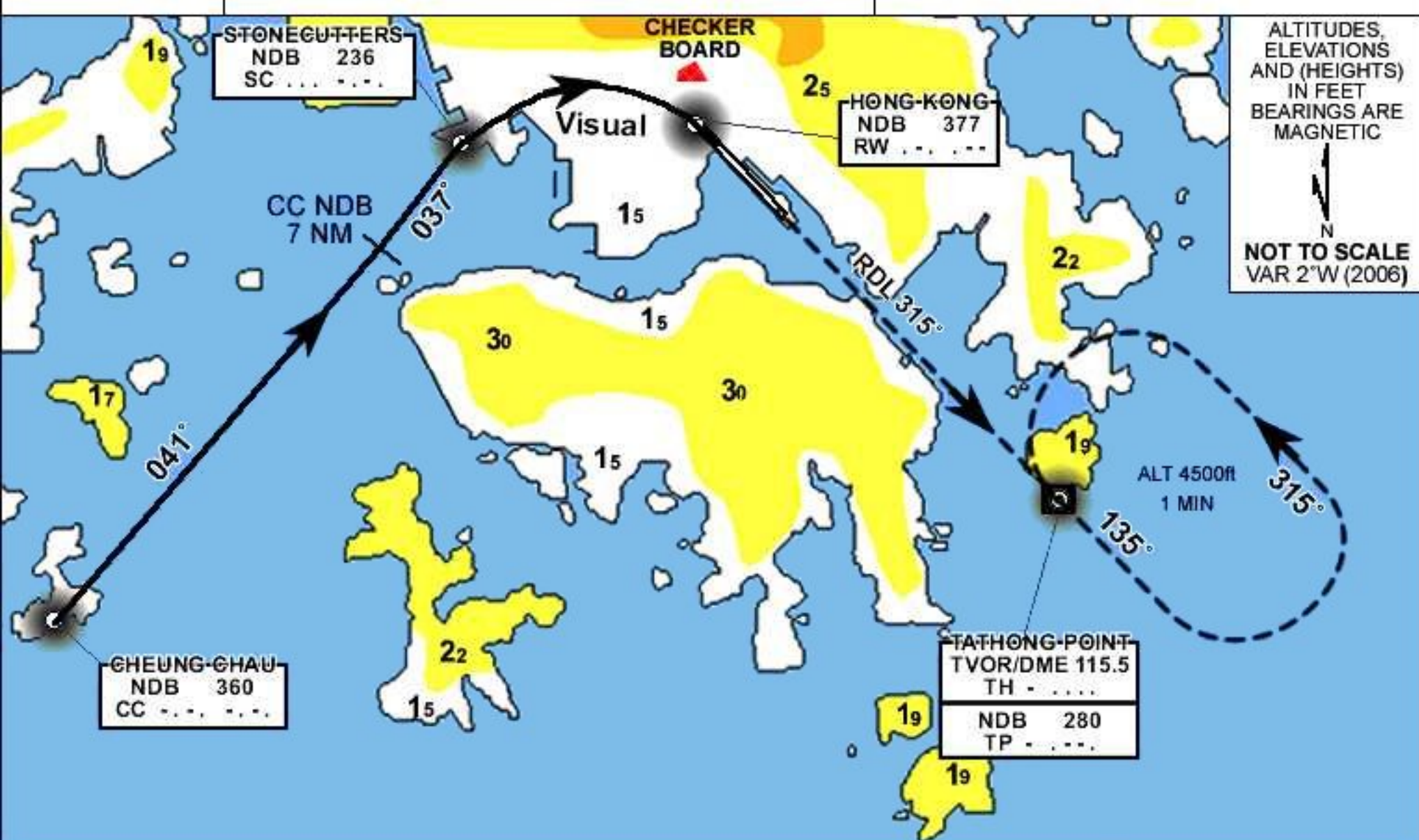
Missed approach turn is based on 15° bank, 1.5° per second rate of turn and an average speed of 180kts whilst turning.

NOTE At 'CH' DME 5.5 NM descend to 1050 ft and expect turn right cross SC NDB then make good a visual approach.

INSTRUMENT
APPROACH
CHART

HKG_CTR / Hong Kong Radar : 121.30
 VHHH_APP / Hong Kong Approach : 119.10
 VHHH_DEP / Hong Kong Departure : 123.80
 VHHX_TWR / Kai Tak Tower : 118.70

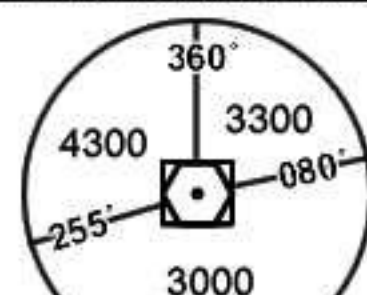
KAI TAK INTERNATIONAL
 NDB / DME
 RWY 13
 AERODROME ELEV 15 FT



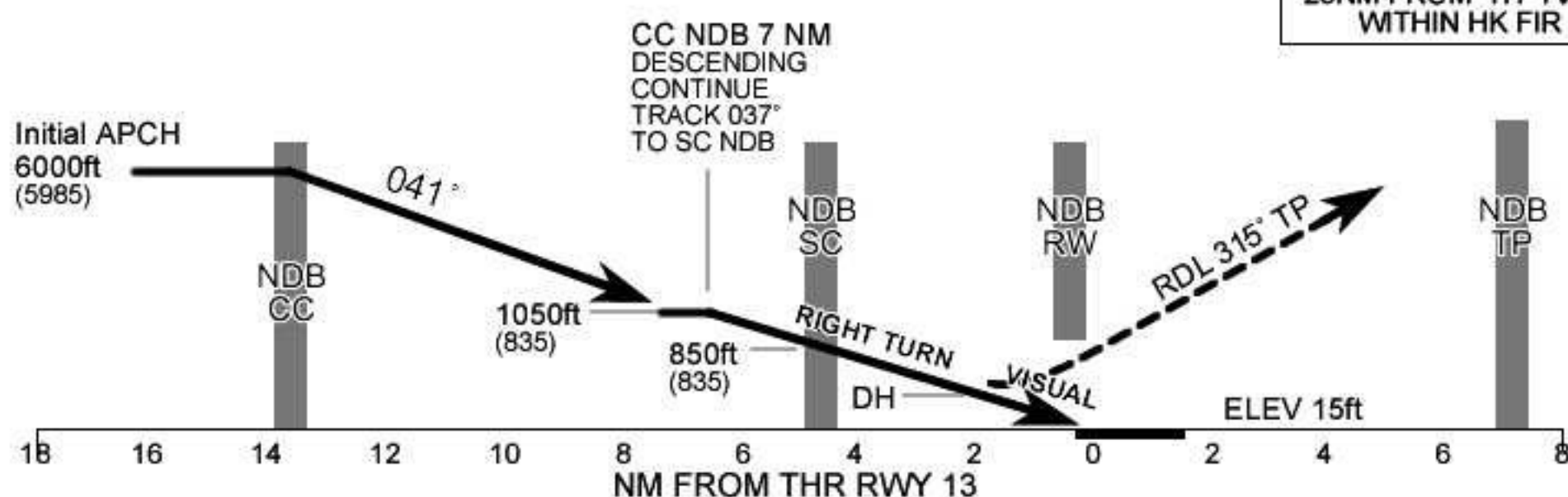
TRANSITION
LEVEL
FL110

TRANSITION
ALTITUDE
9000ft

MNM SECTOR ALTITUDE



25NM FROM 'TH' TVOR
 WITHIN HK FIR



**For Flight Simulator / VATSIM Traffic,
 NOT FOR REAL WORLD NAVIGATION.**

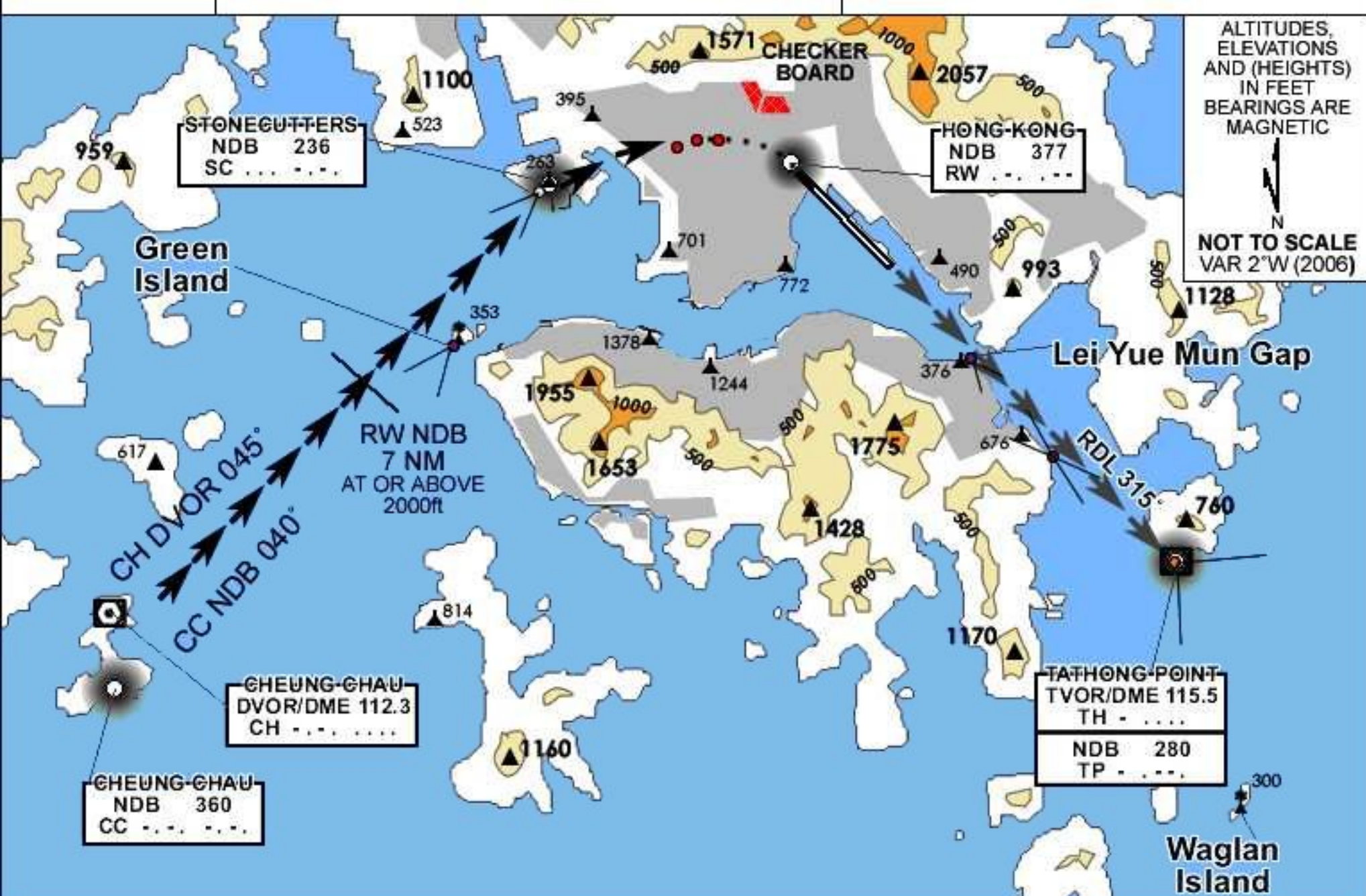
MISSED APPROACH: Continue the NDB/DME, climbing to 4500 ft, cross SC NDB, turn right to intercept and establish on 'TP' NDB radial 315 and join the 'TP' holding pattern or proceed as directed by ATC.

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

VISUAL
APPROACH
CHART

HKG_CTR / Hong Kong Radar : 121.30
 VHHH_APP / Hong Kong Approach : 119.10
 VHHH_DEP / Hong Kong Departure : 123.80
 VHHX_TWR / Kai Tak Tower : 118.70

KAI TAK INTERNATIONAL
 VISUAL STEP DOWN
 RWY 13
 AERODROME ELEV 15 FT

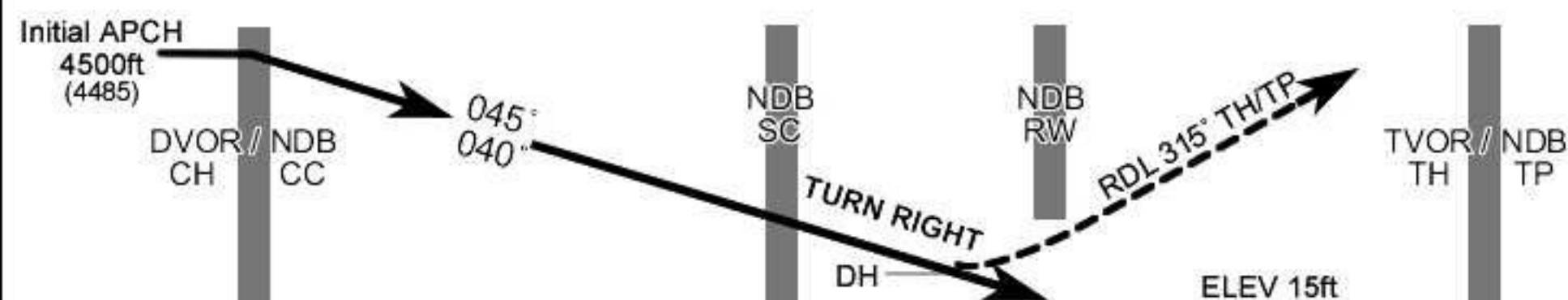
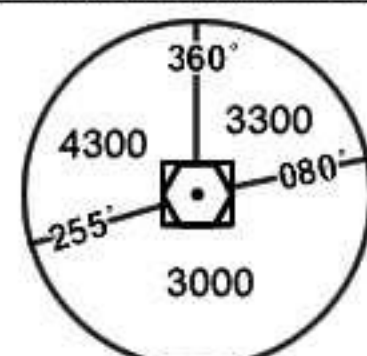


TRANSITION
 LEVEL
 FL110

TRANSITION
 ALTITUDE
 9000ft

**For Flight Simulator / VATSIM Traffic,
 NOT FOR REAL WORLD NAVIGATION.**

MNM SECTOR ALTITUDE



RWY13 / VISUAL STEP DOWN

When cleared for Visual Step Down to Runway 13, track 045° from CH DVOR (or track 040° from CC NDB). Report Green Island when it insights. Do not below 2000ft when crossing RW 7NM. Then flyover Green Island continue track to Stonecutters. Make a good right turn to Runway 13.

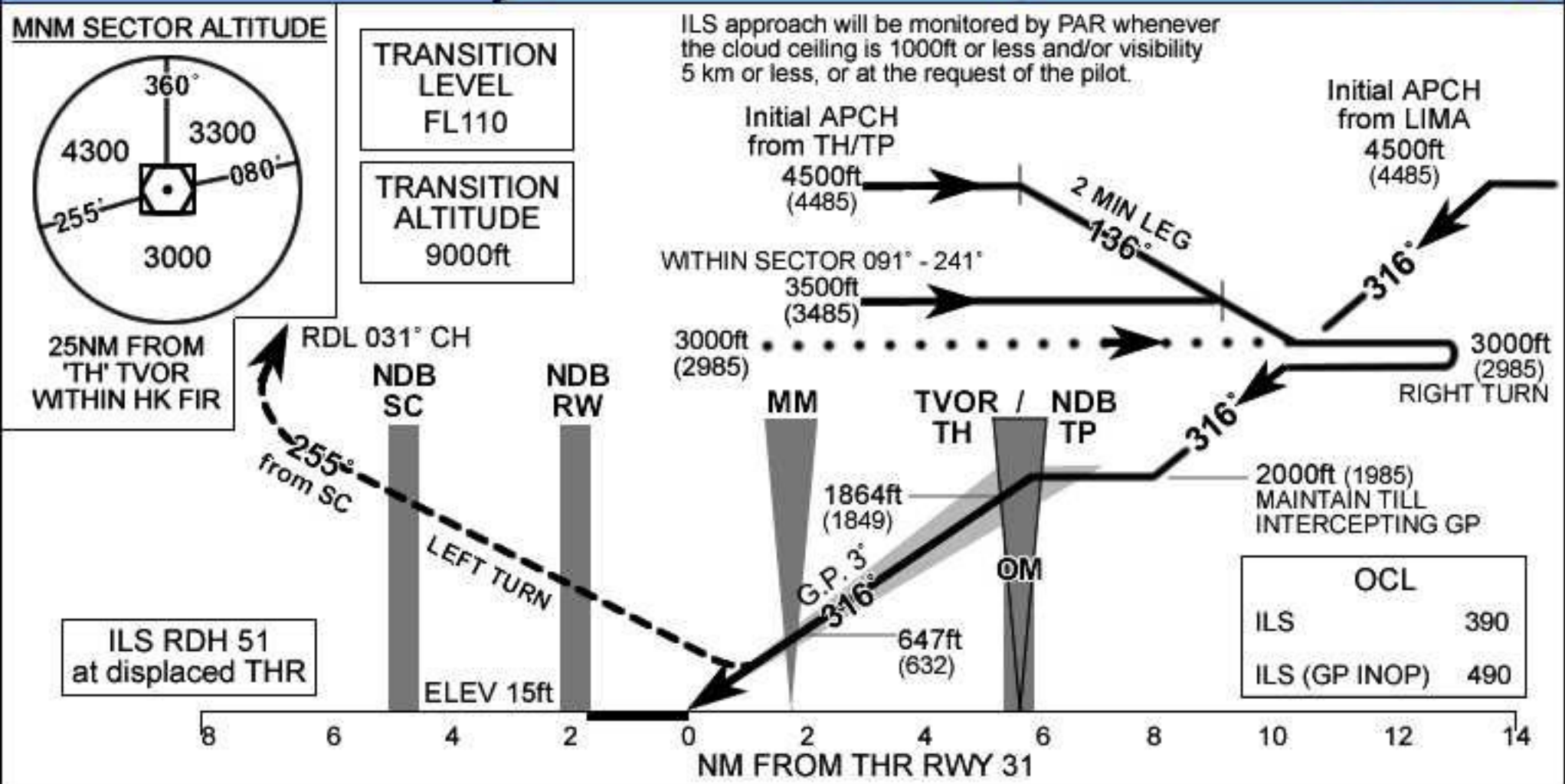
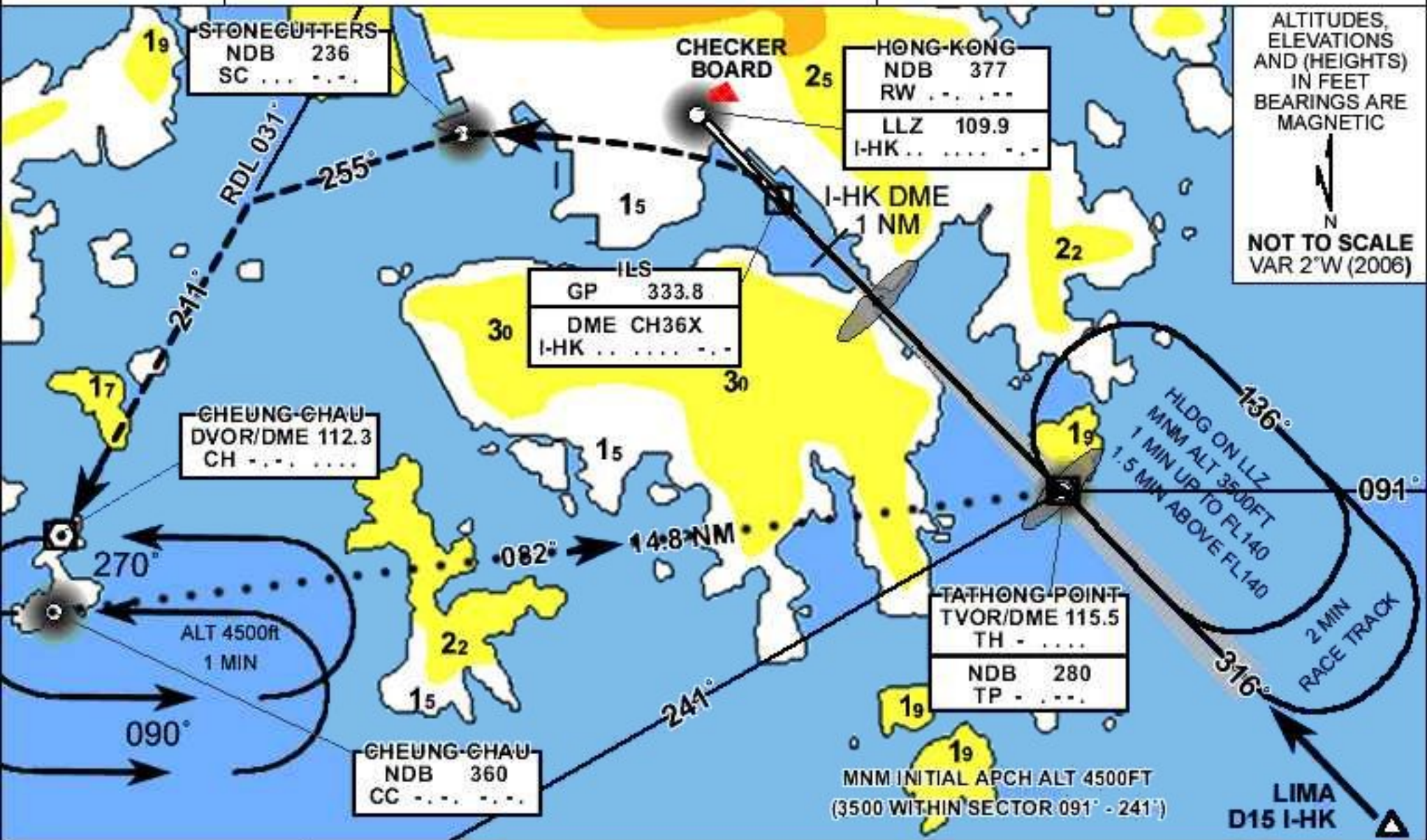
MISSED APPROACH: Climb to 4500 ft, turn right to intercept and establish on 'TH' VOR radial 315 and join the 'TH' holding pattern or proceed as directed by ATC.

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

WEATHER MINIMUMS

Cloud ceiling is not less than 4500ft. Visibility is not less than 9km.

INSTRUMENT APPROACH CHART	HKG_CTR	/ Hong Kong Radar	: 121.30	KAI TAK INTERNATIONAL INSTRUMENT LANDING SYSTEM (ILS) RWY 31 AERODROME ELEV 15 FT
	VHHH_APP	/ Hong Kong Approach	: 119.10	
	VHHH_DEP	/ Hong Kong Departure	: 123.80	
	VHHX_TWR	/ Kai Tak Tower	: 118.70	



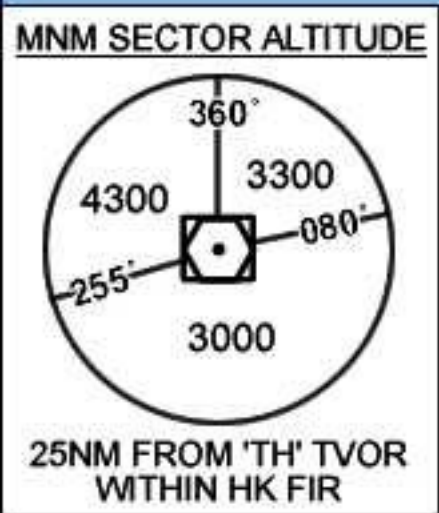
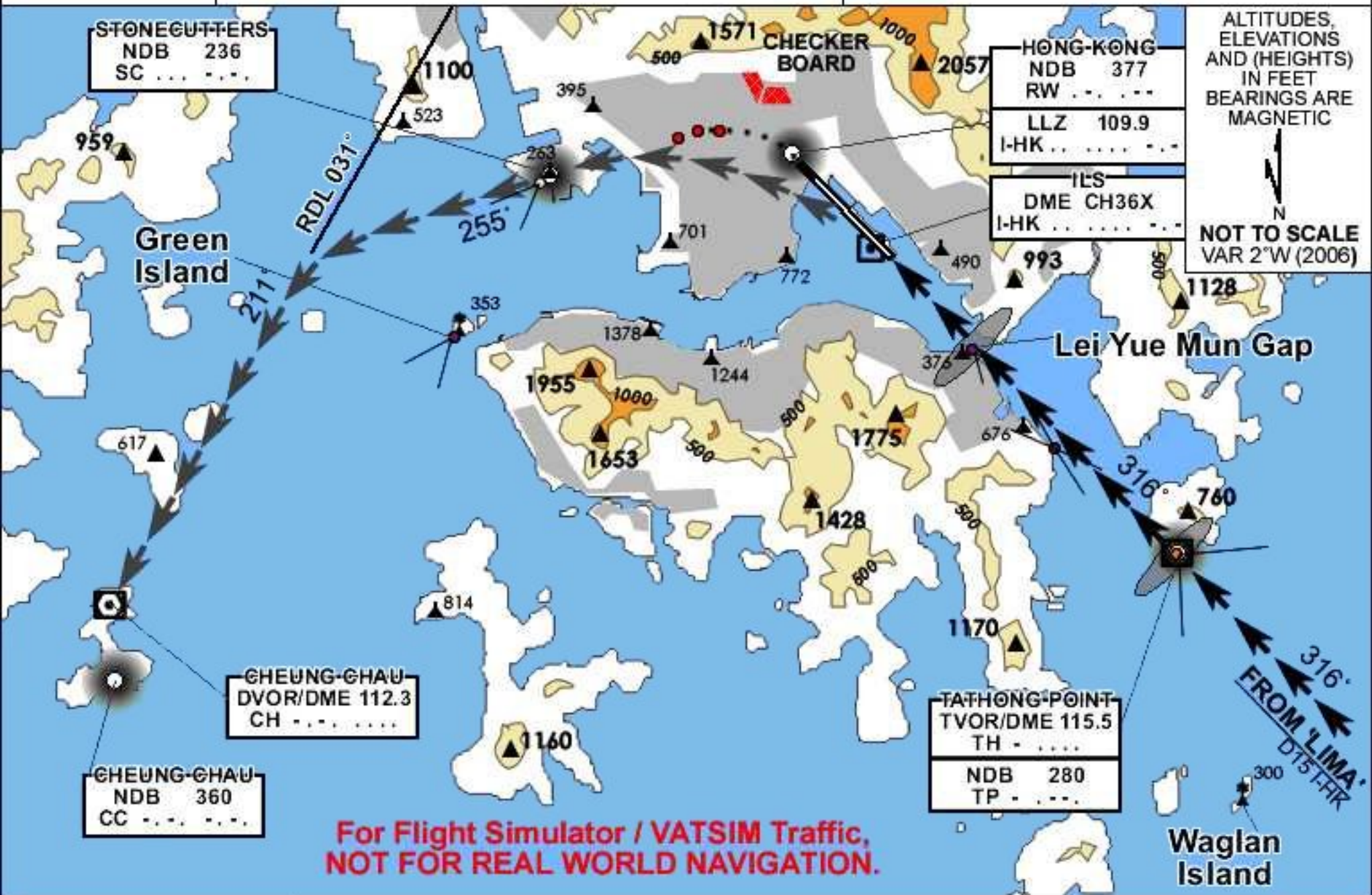
For Flight Simulator / VATSIM Traffic,
NOT FOR REAL WORLD NAVIGATION.

MISSED APPROACH: Climb to and maintain 2500ft on track 316°M towards 'RW' NDB. When passing within 1 NM southeast of 'I-HK' DME and above 330ft, turn left to 'SC' NDB and continue climb to 4500ft. 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.
Or track 255°M from 'SC' NDB until 'CC' NDB bears 214°M, then turn left to track 211°M to 'CC' NDB hold at 4500ft or as directed by ATC.

NOTE With GP inoperative - Cross the OM at 2000ft, descend as for a 3° glidepath. Do not descend below 750ft until 'I-HK' DME 3 NM, then continue descend to decision height.

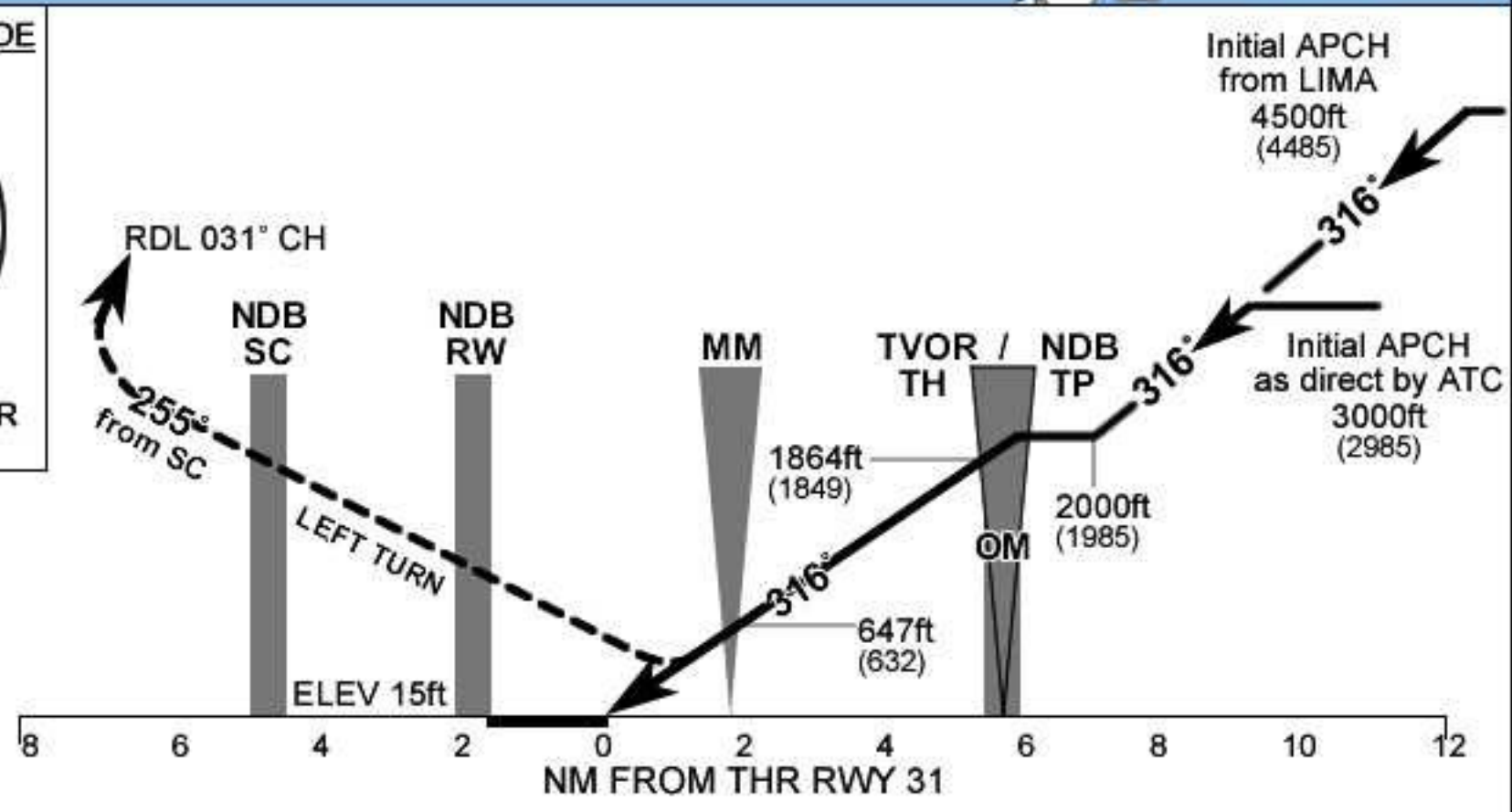
GND Speed	KT	90	120	140	160	180	195
OM to MM 3.83 NM	MIN:SEC	2:33	1:55	1:38	1:26	1:17	1:11
MM to THR 1.83 NM	MIN:SEC	1:13	0:55	0:47	0:41	0:37	0:34

VISUAL APPROACH CHART	HKG_CTR	/ Hong Kong Radar	: 121.30	KAI TAK INTERNATIONAL VISUAL APPROACH RWY 31 AERODROME ELEV 15 FT
	VHHH_APP	/ Hong Kong Approach	: 119.10	
	VHHH_DEP	/ Hong Kong Departure	: 123.80	
	VHHX_TWR	/ Kai Tak Tower	: 118.70	



**TRANSITION
LEVEL
FL110**

**TRANSITION
ALTITUDE
9000ft**



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	0:37

RWY31 / VISUAL APPROACH

When cleared for Visual Approach to Runway 31, track 316°M from 'LIMA' (D15 'I-HK' / D9 'TH' TVOR). Report runway insight. Flyover Tathong Point and Lee Yue Mun Gap. Approach Runway 31.

MISSED APPROACH: Climb and maintain 2500ft on track 316°M towards 'RW' NDB. When passing 330ft, turn left to 'SC' NDB and continue climb to 4500ft. From 'SC' NDB track 255°M to intercept 'CH' DVOR 031° radial. Turn left to track 211°M to 'CH' DVOR, as directed by ATC.

WEATHER MINIMUMS

Cloud ceiling is not less than 3500ft. Visibility is not less than 9km unless pilot report visual contact with the Runway.