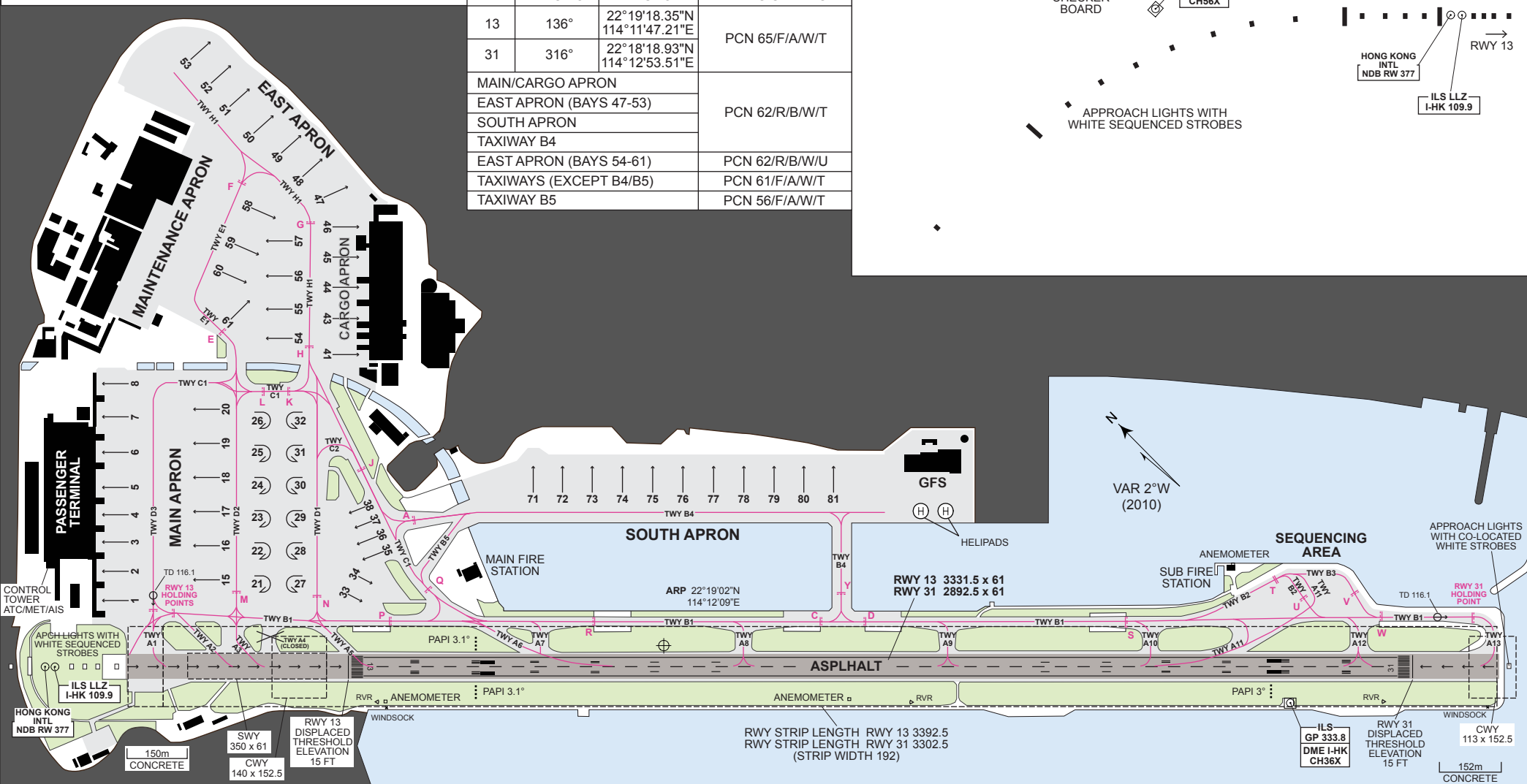
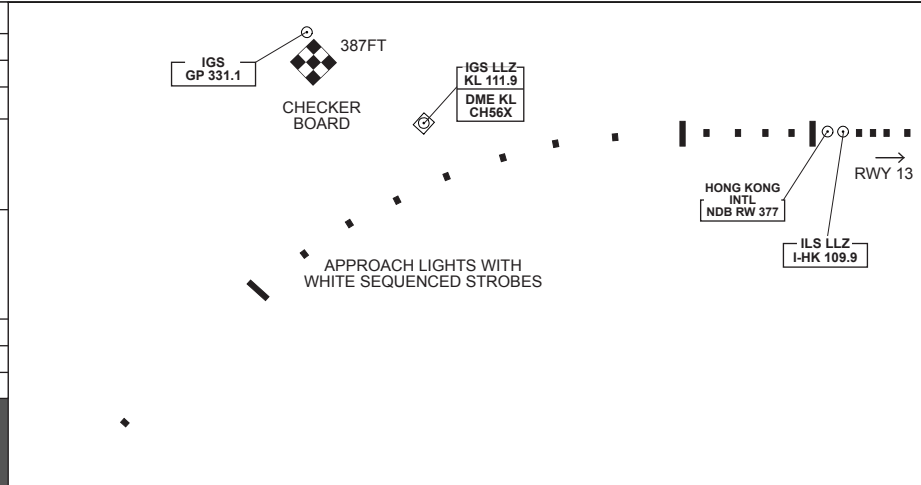


THE CHART IS MODIFIED FOR SIMULATION USE. DO NOT USE FOR REAL WORLD NAVIGATION.

AERODROME CHART 22°19'02"N
114°12'09"E ELEVATION 15 FT AMSL (10 JAN 2013) vatsim.hk TWR 118.7 GROUND 121.6 VHHX / KAI TAK INTERNATIONAL AIRPORT

ELEVATIONS IN FEET AMSL
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

VOR CHECK PT AND FREQ		☉ TD 116.1	
TAXI-HOLDING POSITION		Y	
TAXIWAY CENTRELINE		TWY B4	
RWY	DIRECTION	THRESHOLD	BEARING STRENGTH
13	136°	22°19'18.35"N 114°11'47.21"E	PCN 65/F/A/W/T
31	316°	22°18'18.93"N 114°12'53.51"E	
MAIN/CARGO APRON		PCN 62/R/B/W/T	
EAST APRON (BAYS 47-53)		PCN 62/R/B/W/U	
SOUTH APRON		PCN 61/F/A/W/T	
TAXIWAY B4		PCN 56/F/A/W/T	
EAST APRON (BAYS 54-61)		PCN 61/F/A/W/T	
TAXIWAYS (EXCEPT B4/B5)		PCN 61/F/A/W/T	
TAXIWAY B5		PCN 56/F/A/W/T	



VATSIM HONG KONG

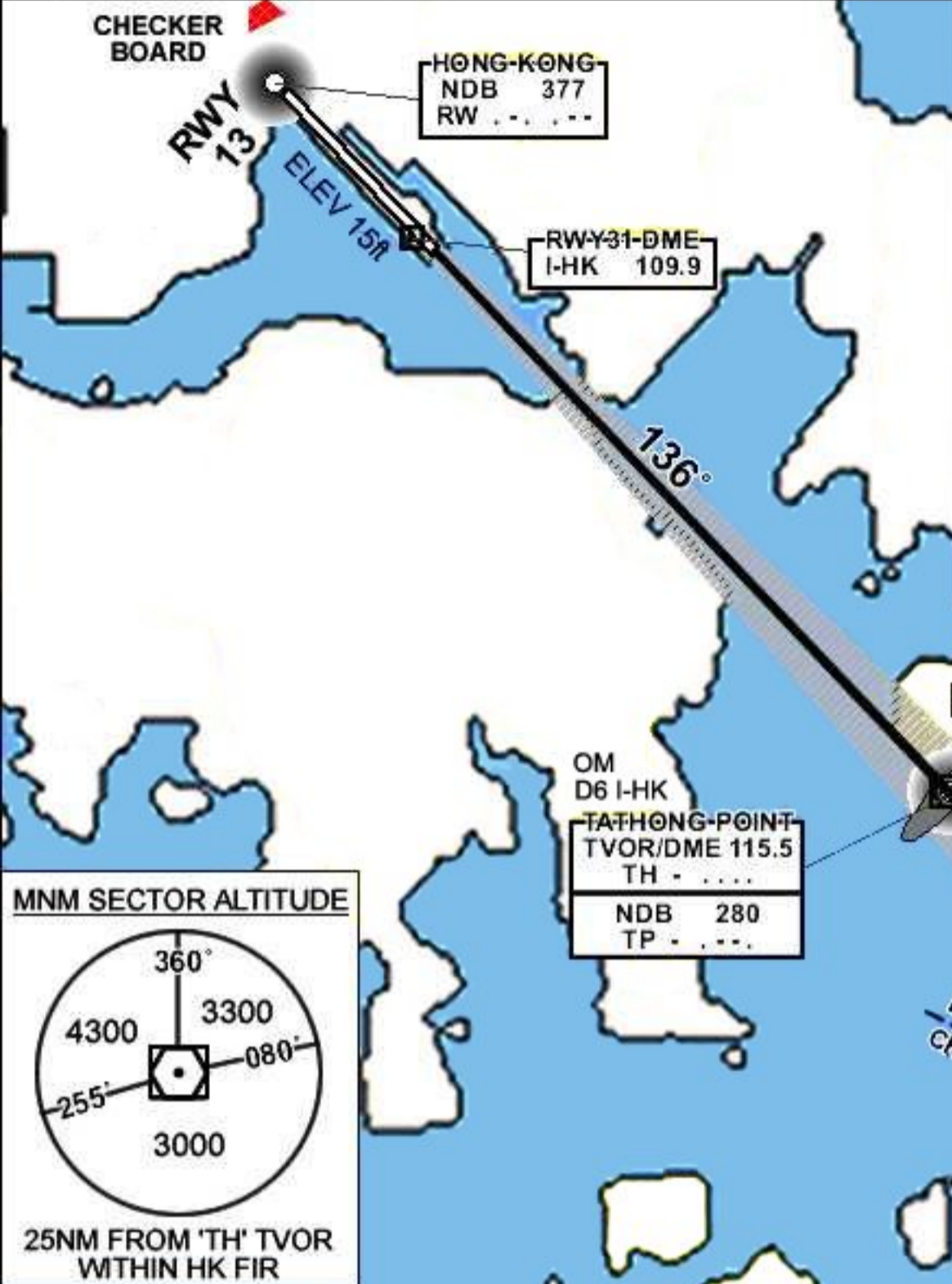
STANDARD INSTRUMENT DEPARTURES CHART	HKG_CTR / Hong Kong Radar	: 121.30
	VHHH_APP / Hong Kong Approach	: 119.10
	VHHH_DEP / Hong Kong Departure	: 123.80
	VHHX_TWR / Kai Tak Tower	: 118.70

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

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

N

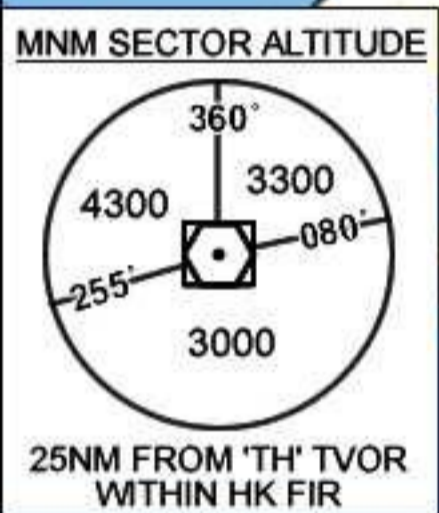
NOT TO SCALE
VAR 2°W (2006)



ILS (Except BEKOL 1A)
Climb on LLZ 109.9 I-HK - set course 316° and fly as frontbeam - OM/TP/TH - 'WHISKEY' MAX 7000ft - then follow SID

Note: When ceiling is 1000 or less, and visibility 5km or less, the proc will be monitored by PAR.

PAR
Climb on is continued 2500ft or until the PAR controller advice that the ACFT is clear of terrain before continuing in accordance with ATC clearance.



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



SPEED
MAX V2 + 20KT in turn.

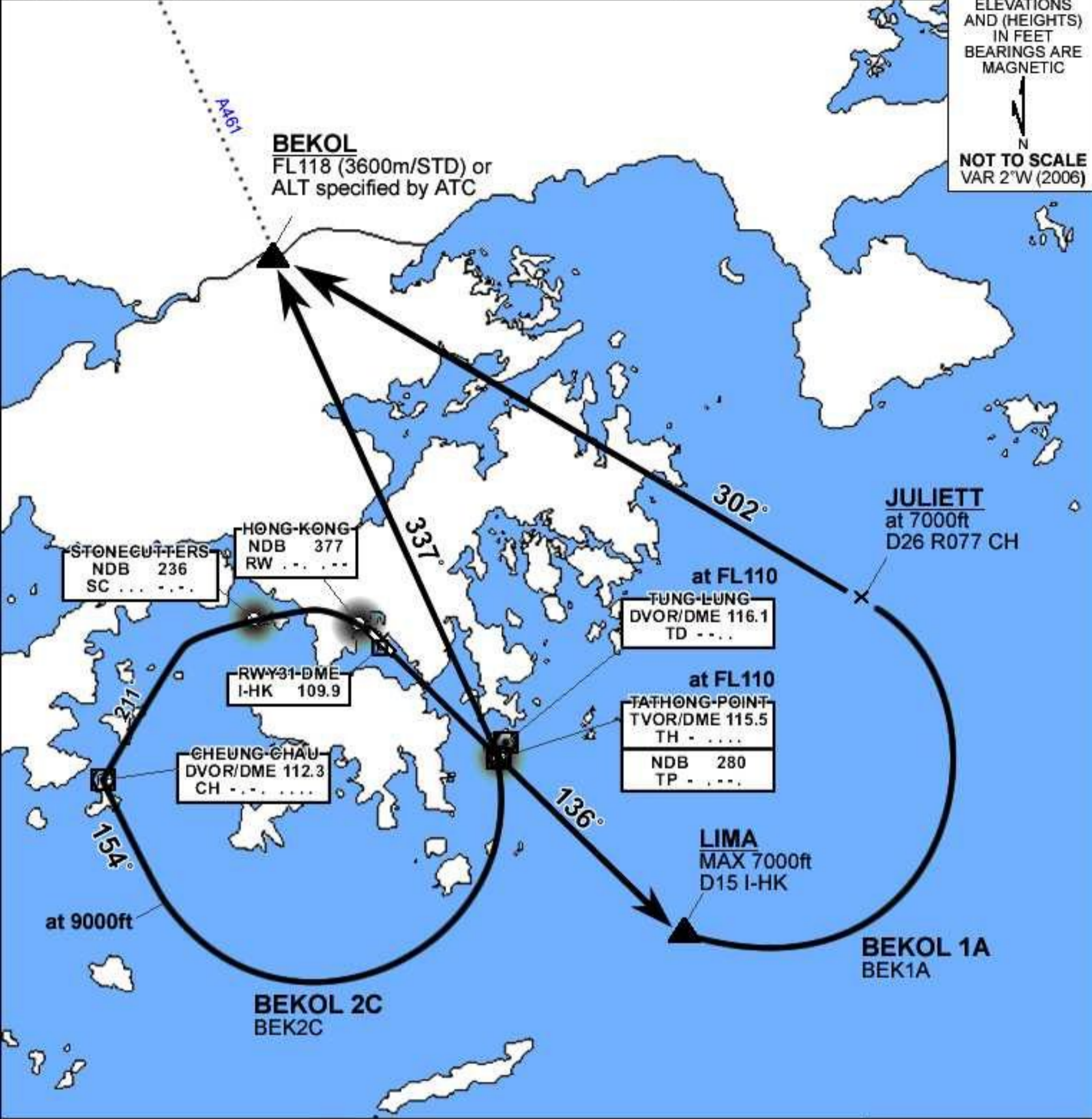
MINIMUM BANK LIMITS (In first turn)
Bank 15° / IAS 160KT
Bank 20° / IAS 180KT
Bank 25° / IAS 210KT

INITIAL CLIMB/INSTRUMENT DEPARTURE
Climb on 316° to RW - turn Left to 251° to SC - 251° from SC - turn Left to R031 CH to CH or at 214° to CC turn Left to 211° to CC - then follow SID
*Cross CH/CC : MNM 3000ft

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**

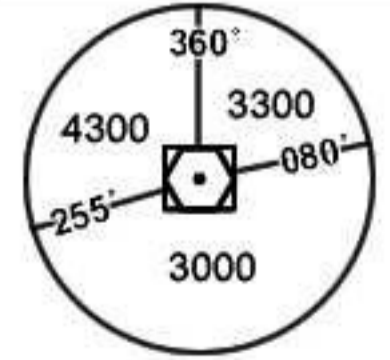
ALTITUDES, ELEVATIONS AND (HEIGHTS) IN FEET BEARINGS ARE MAGNETIC
N
NOT TO SCALE VAR 2°W (2006)



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)**

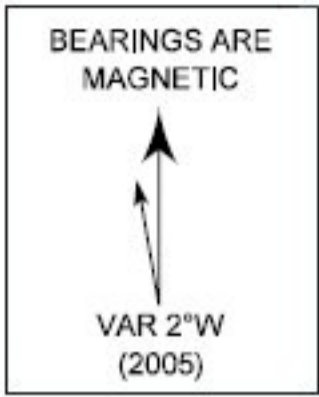
(22 NOV,09)

DEP 123.8

Transition Altitude 9 000 ft



**VHHX/HKG
KAI TAK INTERNATIONAL
RWY 13**



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

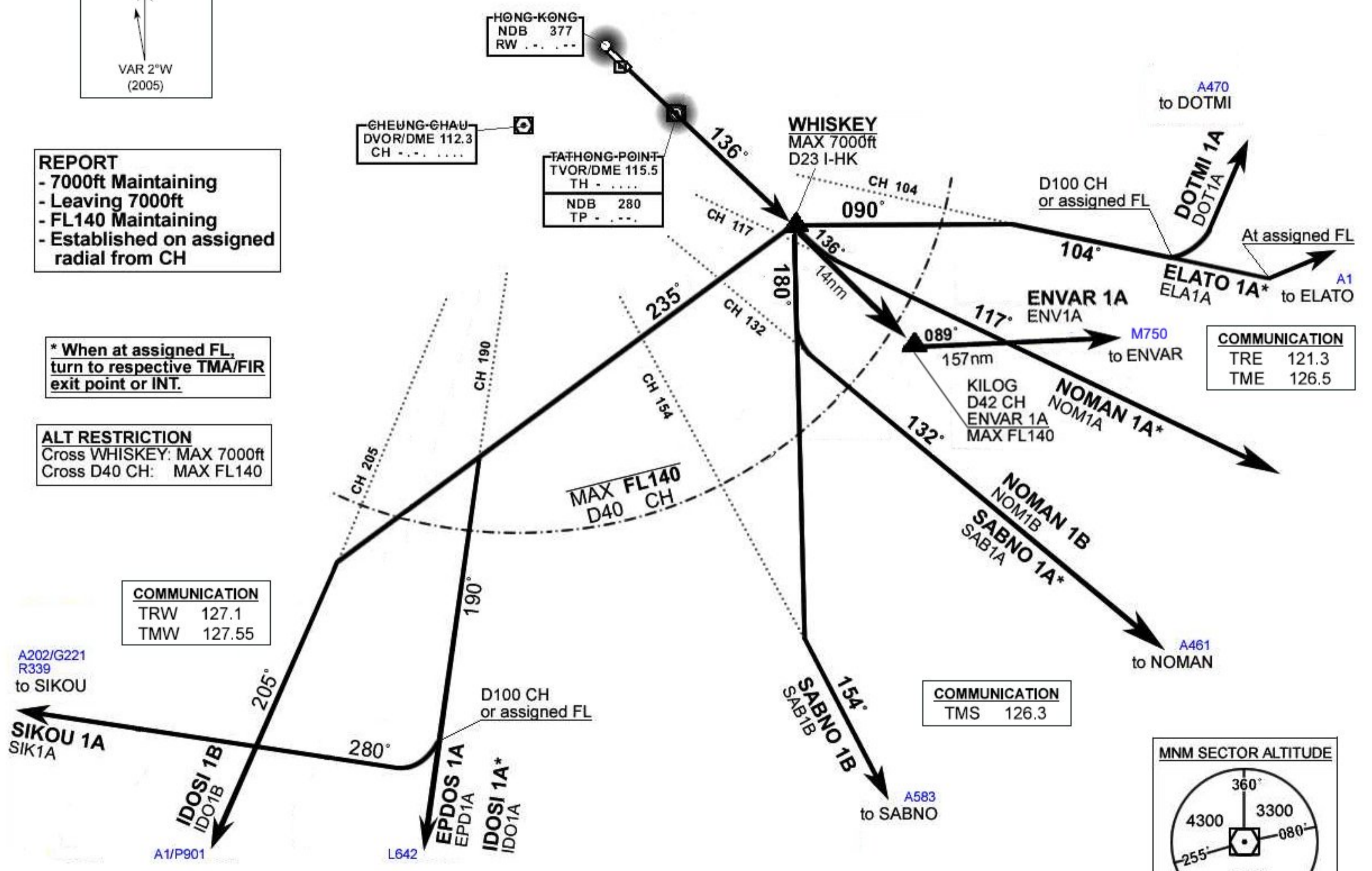
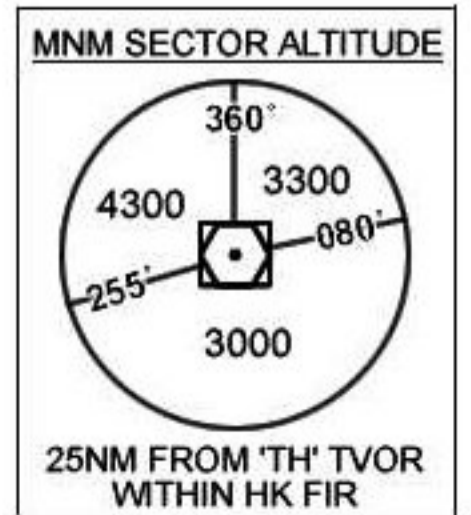
* When at assigned FL,
turn to respective TMA/FIR
exit point or INT.

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

COMMUNICATION	
TRW	127.1
TMW	127.55

COMMUNICATION	
TMS	126.3

COMMUNICATION	
TRE	121.3
TME	126.5



**STANDARD DEPARTURE CHART -
INSTRUMENT (SID)**

(22 NOV,09)

DEP 123.8

Transition Altitude 9 000 ft

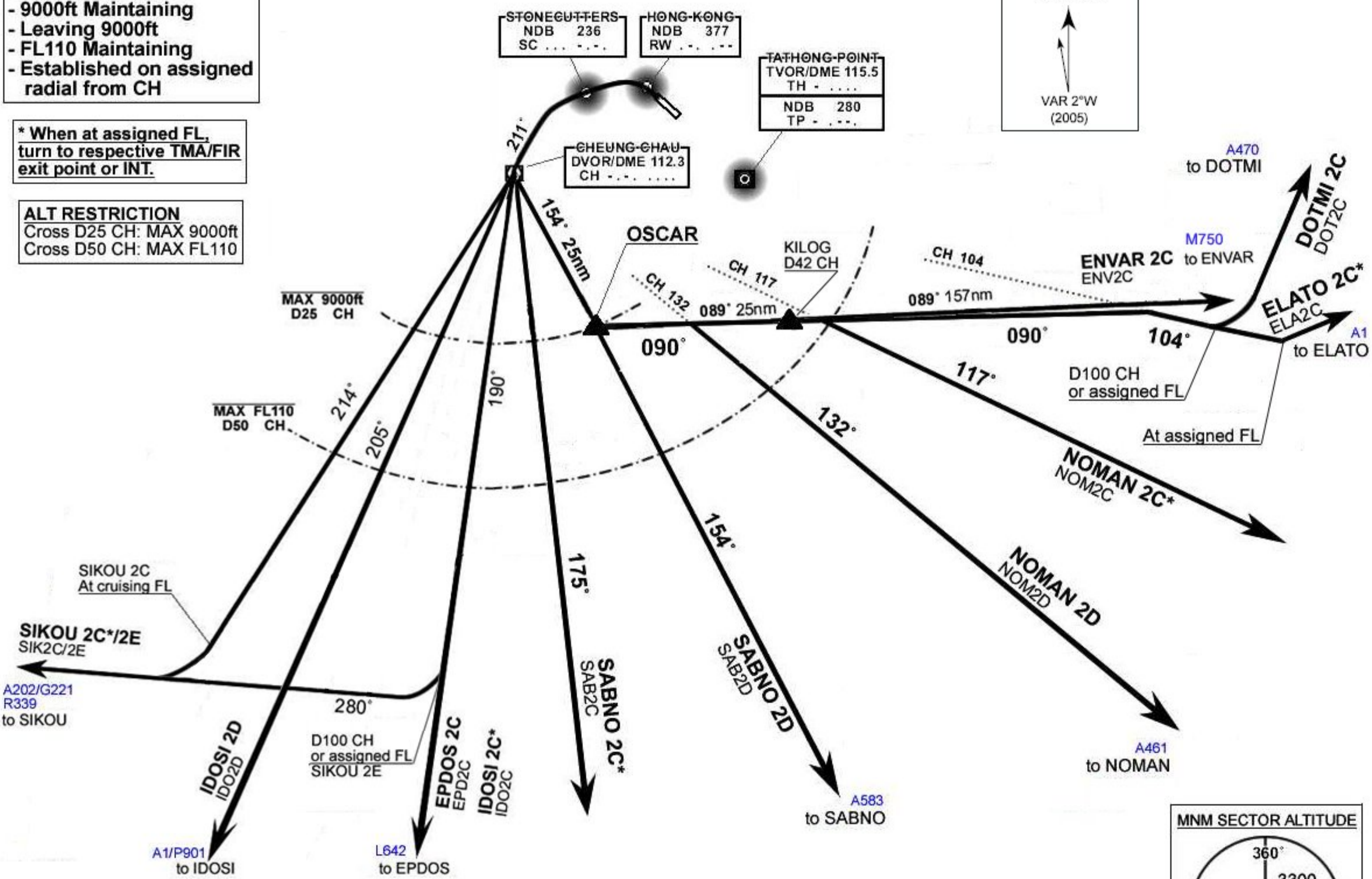
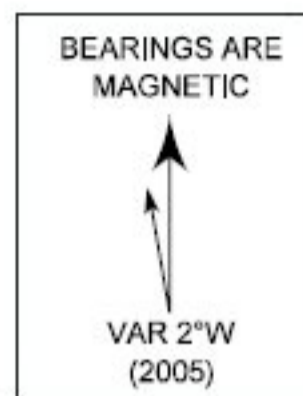


**VHHX/HKG
KAI TAK INTERNATIONAL
RWY 31**

REPORT
- CH DVOR
- 9000ft Maintaining
- Leaving 9000ft
- FL110 Maintaining
- Established on assigned radial from CH

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

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



SIKOU 2C
At cruising FL

SIKOU 2C*/2E
SIK2C/2E

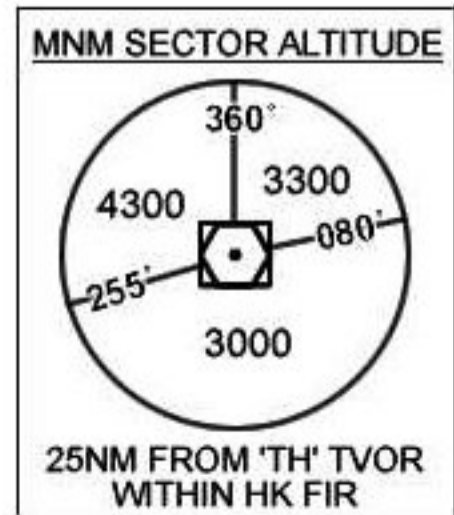
A202/G221
R339
to SIKOU

A1/P901
to IDOSI

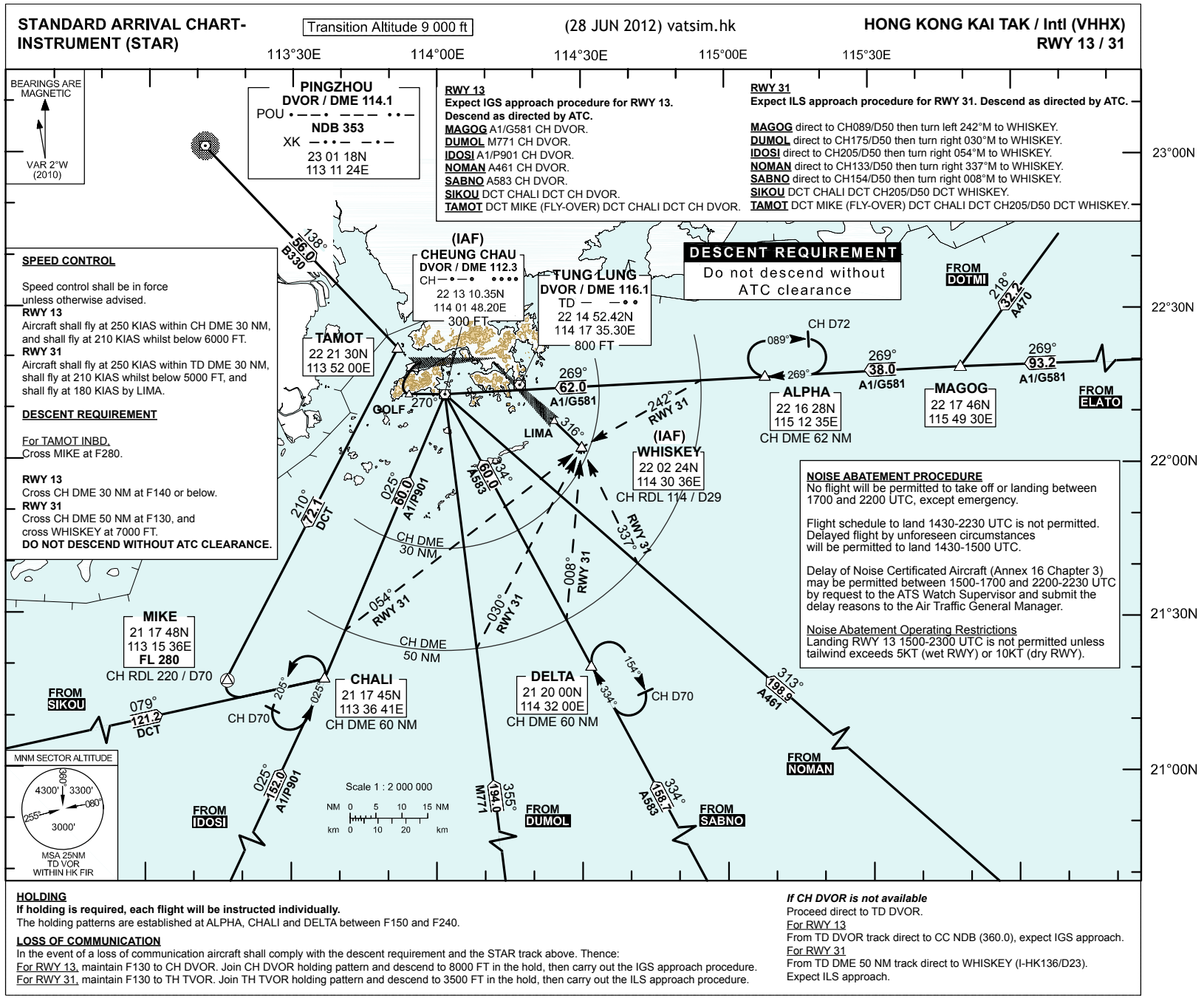
L642
to EPDOS

A583
to SABNO

A461
to NOMAN



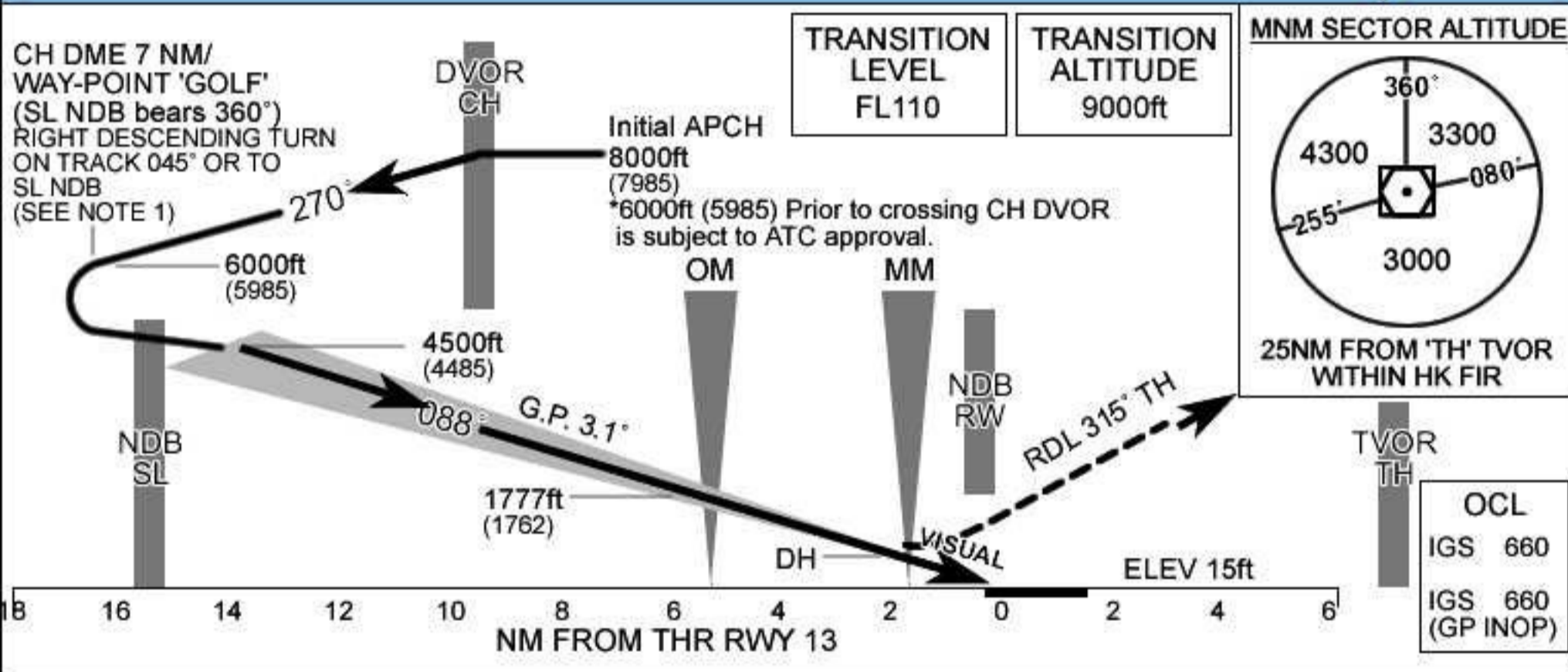
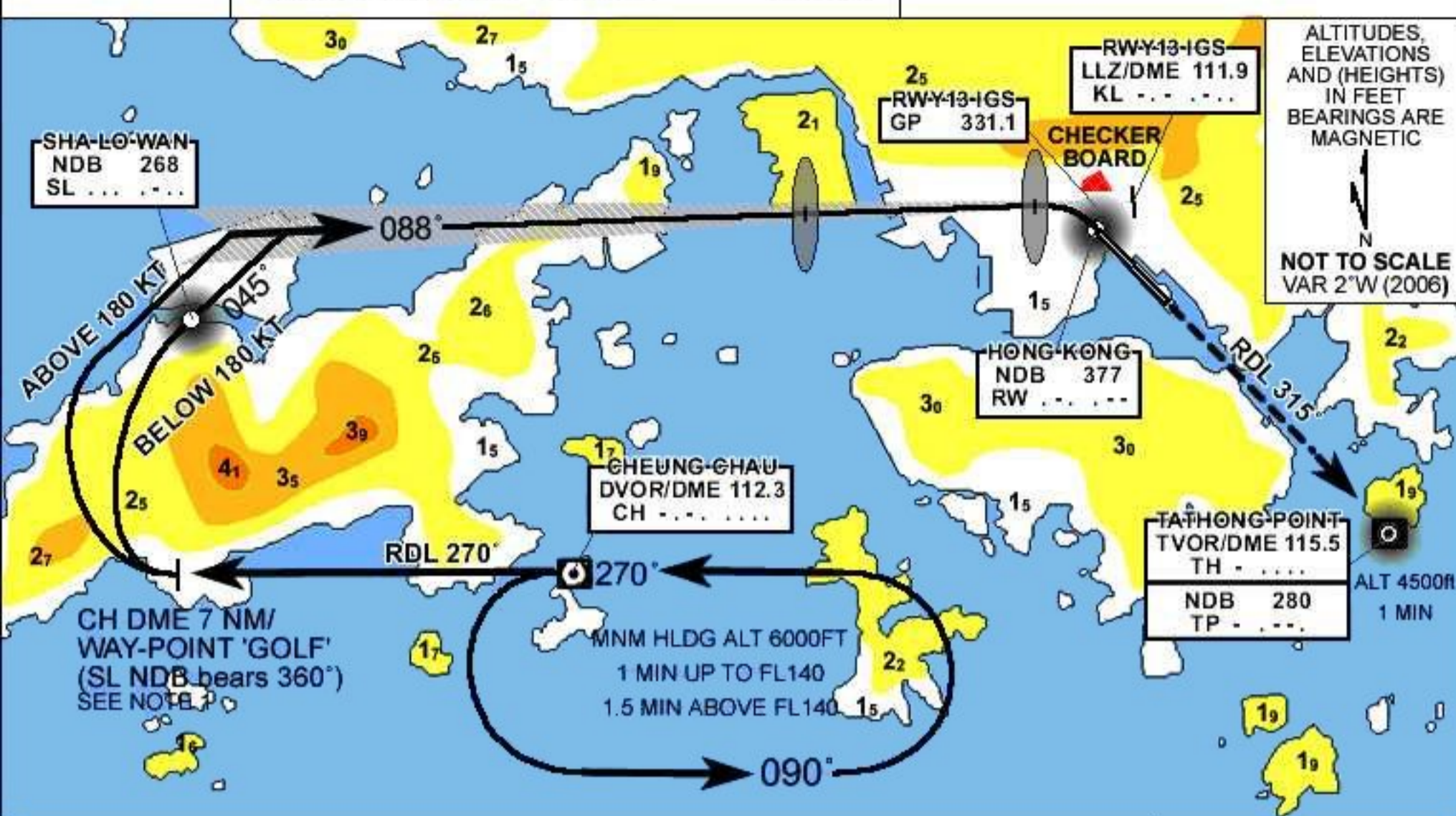
THE CHART IS MODIFIED FOR SIMULATION USE. DO NOT USE FOR REAL WORLD NAVIGATION.



VATSIM HONG KONG

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 INSTRUMENT GUIDANCE SYSTEM (IGS) RWY 13
AERODROME ELEV 15 FT



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

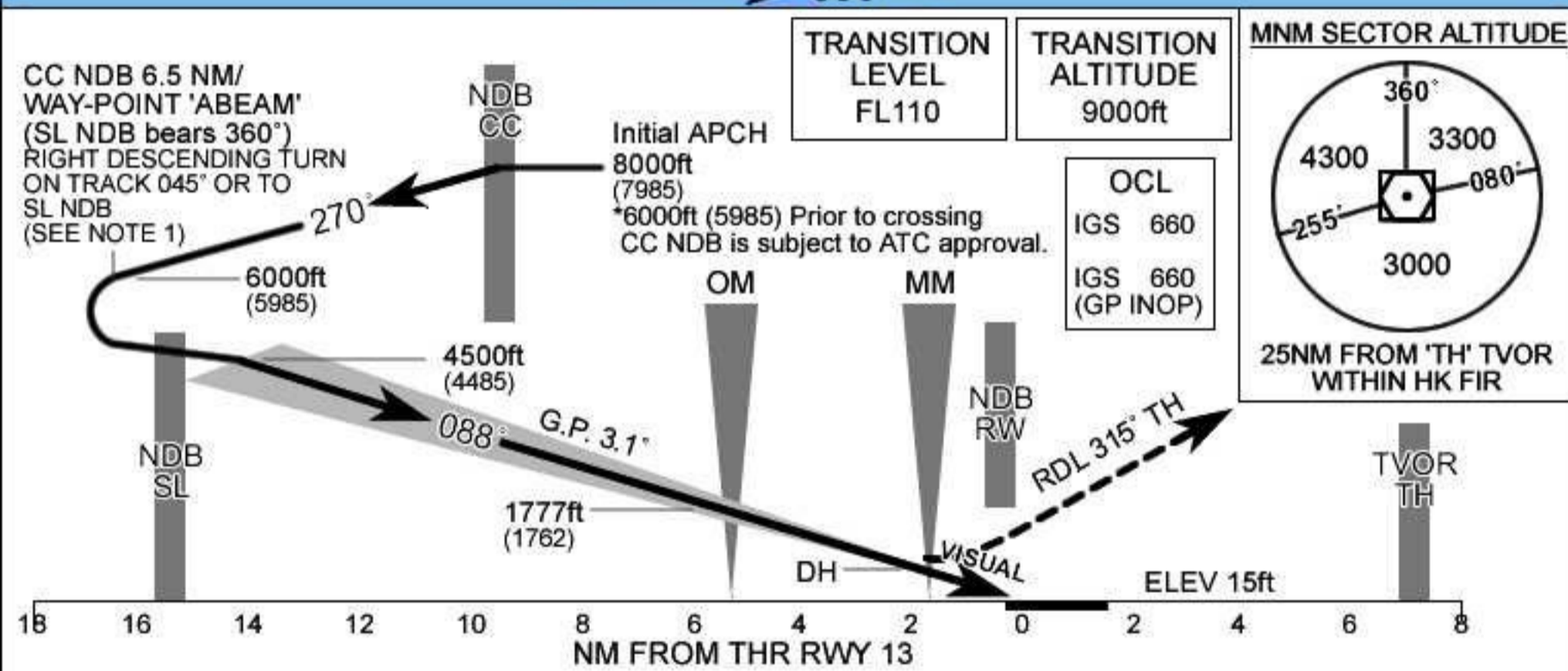
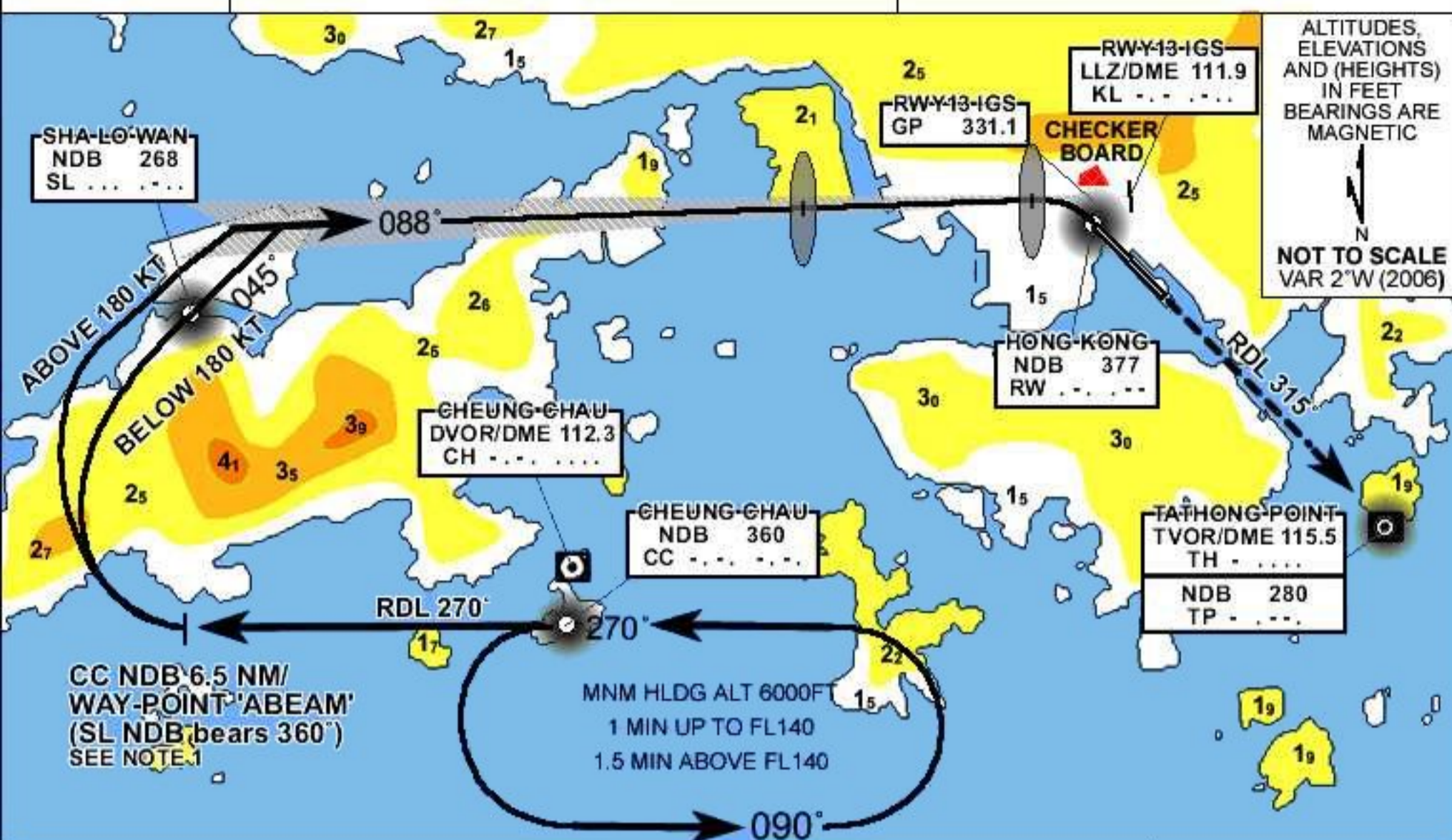
Missed approach is mandatory by the MM if visual flight is not achieved by this point. In carrying out the missed approach procedure, the right turn must be made at the MM or 2.2 NM from 'KL' DME, as any early or late turn will result in loss of terrain clearance. After passing the MM, flight path indications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

- NOTE 1** At 'CH' DME 7 NM ('SL' NDB bears 360°) further descend to 4500 ft and
 (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 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	1:12
							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 INSTRUMENT GUIDANCE SYSTEM (IGS) RWY 13 CC NDB FEED-IN AERODROME ELEV 15 FT



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

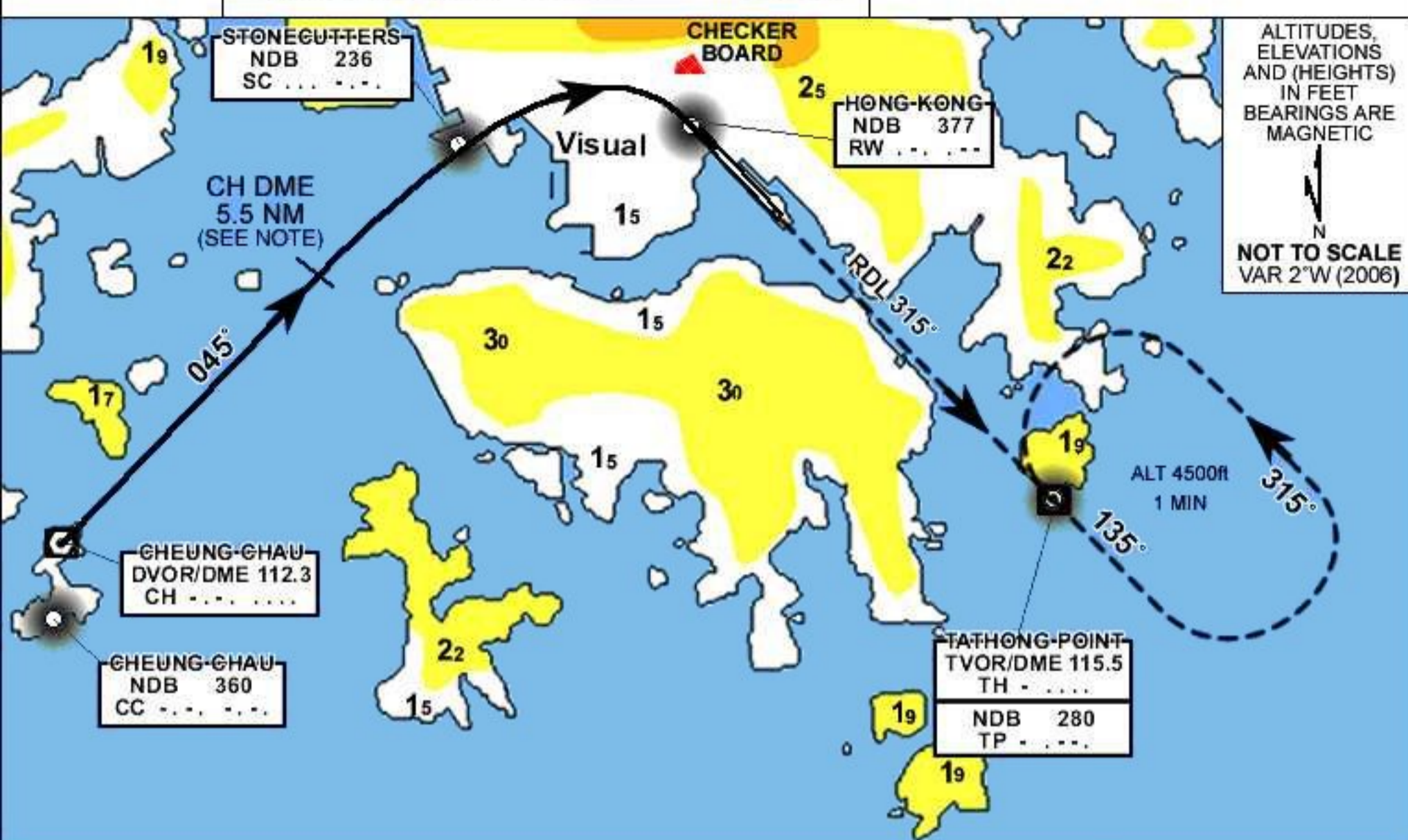
Missed approach is mandatory by the MM if visual flight is not achieved by this point. In carrying out the missed approach procedure, the right turn must be made at the MM or 2.2 NM from 'KL' DME, as any early or late turn will result in loss of terrain clearance. After passing the MM, flight path indications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

- NOTE 1** At 'CC' NDB 6.5 NM ('SL' NDB bears 360°) further descend to 4500 ft and
 (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 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.

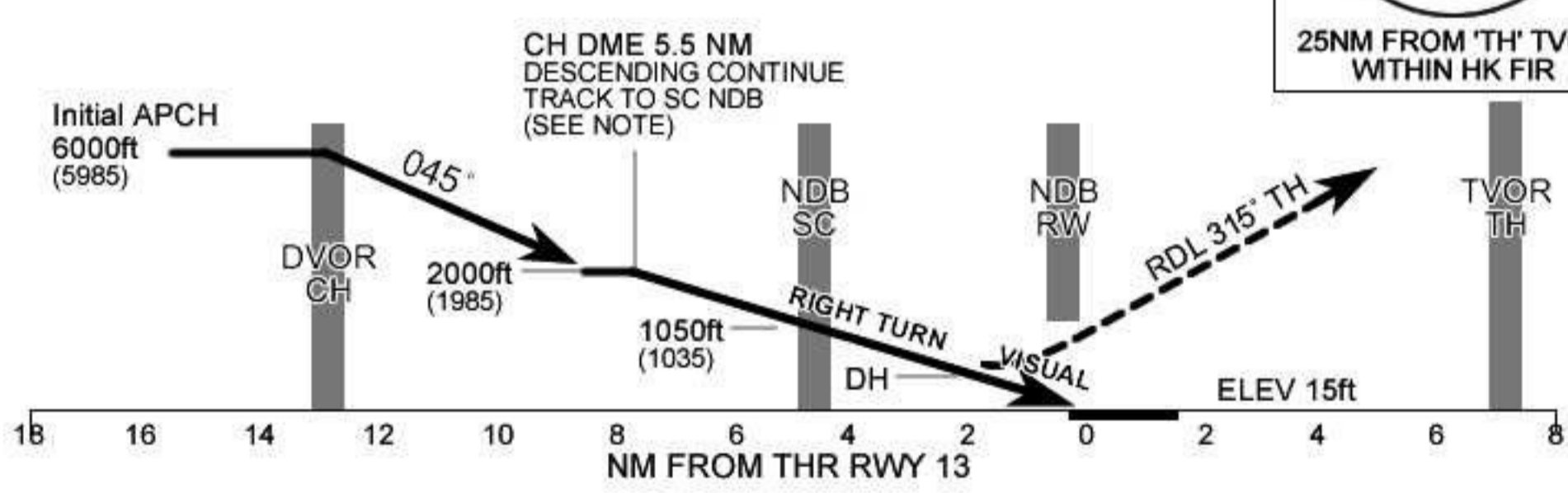
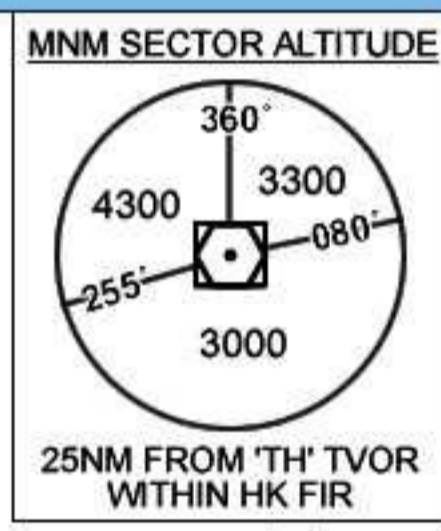
GND Speed	KT	90	120	140	160	180	195
OM to MM	3.6 NM	MIN:SEC	2:24	1:48	1:33	1:21	1:12
							1:06

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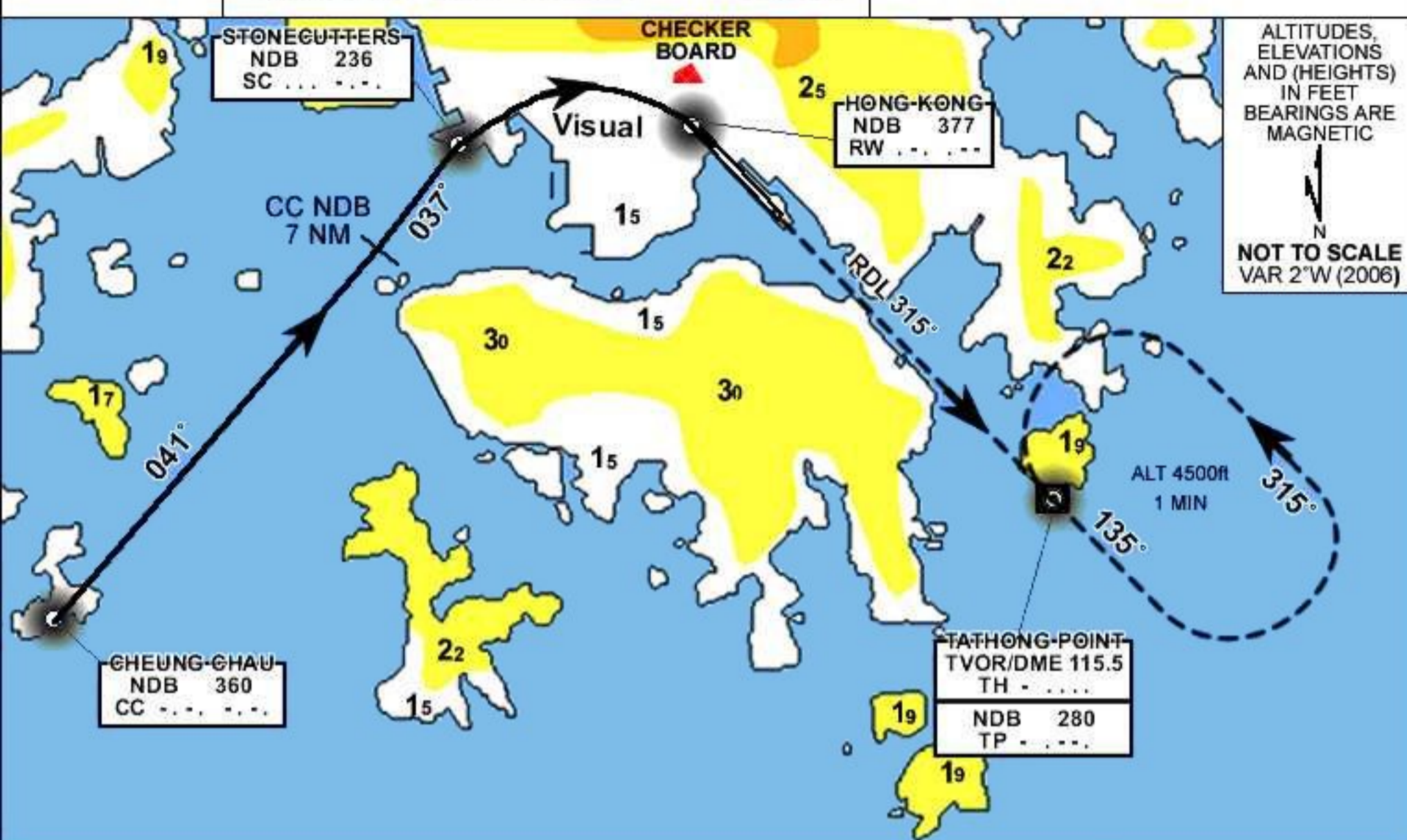
**For Flight Simulator / VATSIM Traffic,
 NOT FOR REAL WORLD NAVIGATION.**

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.

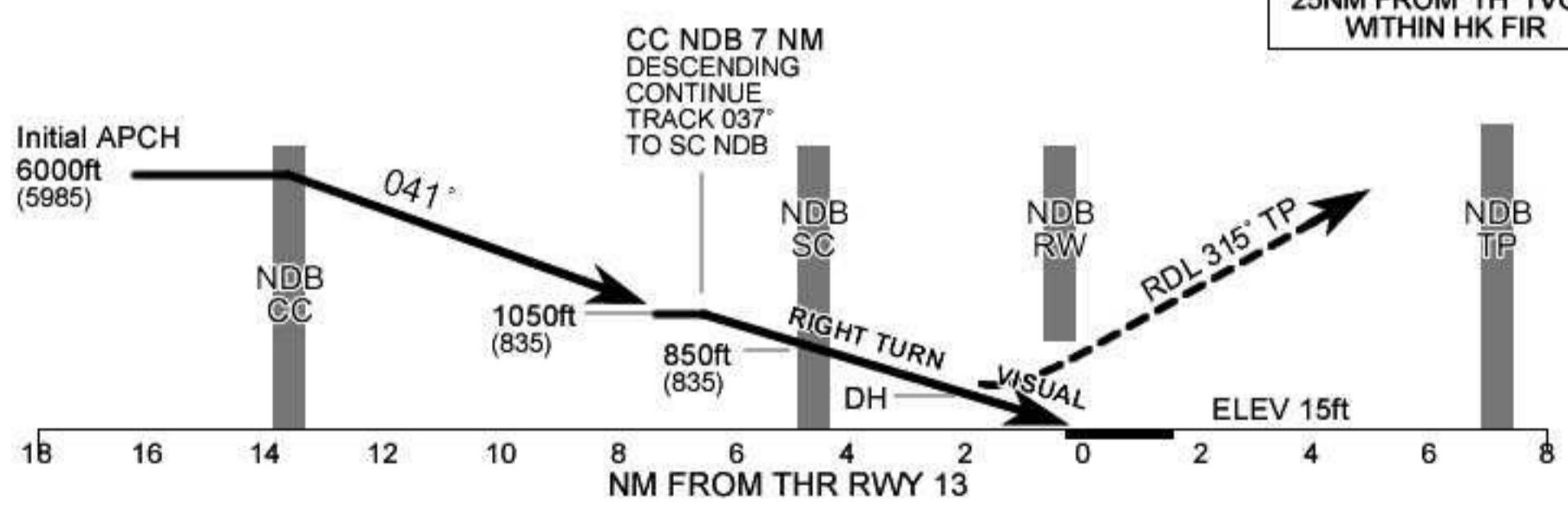
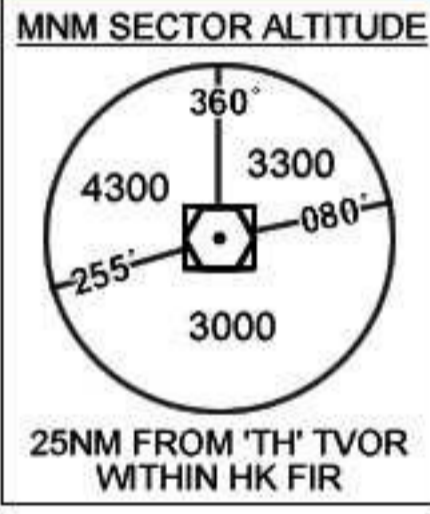
INSTRUMENT APPROACH CHART	HKG_CTR / Hong Kong Radar : 121.30
	VHHH_APP / Hong Kong Approach : 119.10
	VHHH_DEP / Hong Kong Departure : 123.80
	VHHX_TWR / Kai Tak Tower : 118.70

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



TRANSITION LEVEL
 FL110

TRANSITION ALTITUDE
 9000ft



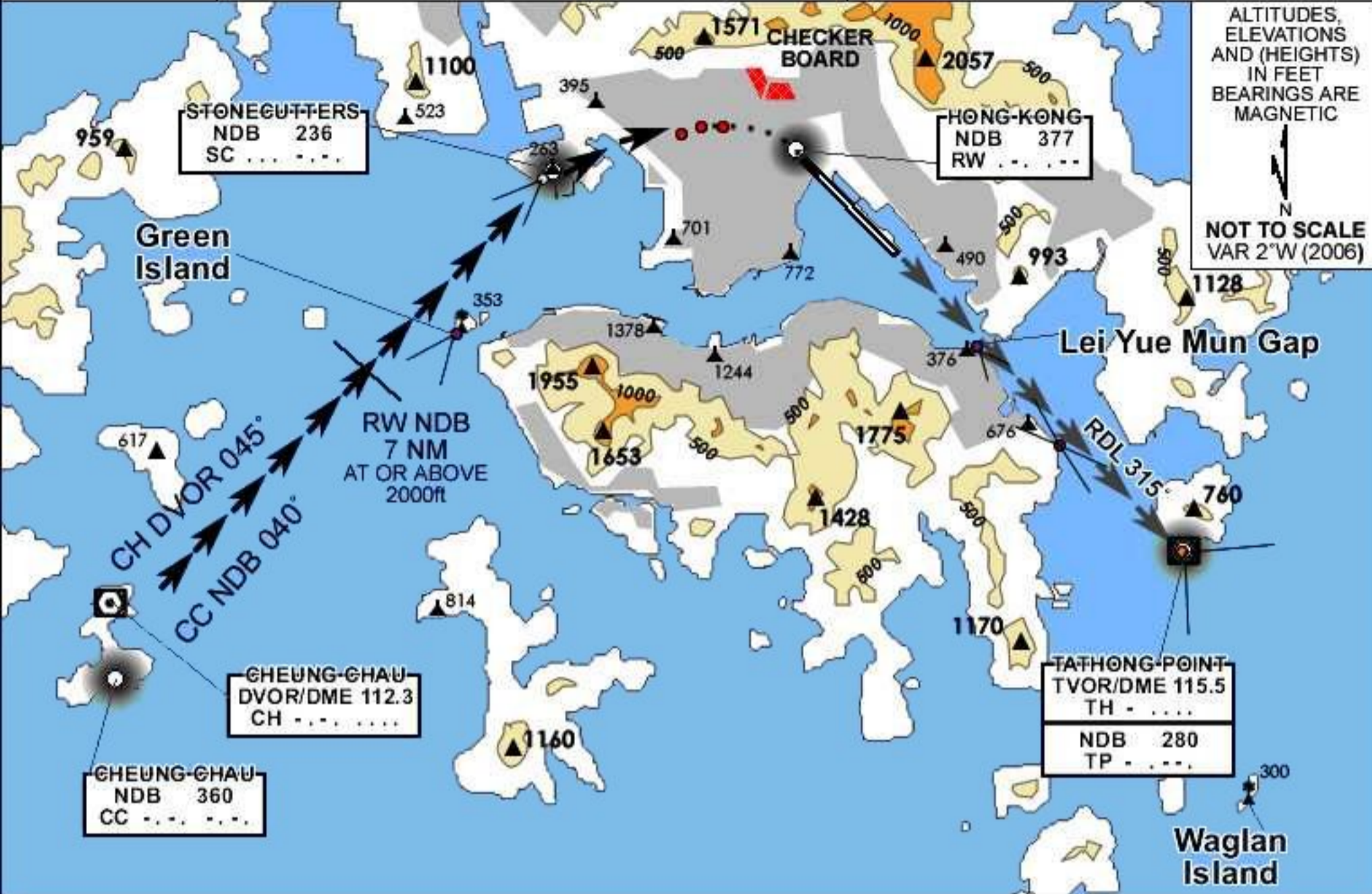
**For Flight Simulator / VATSIM Traffic,
 NOT FOR REAL WORLD NAVIGATION.**

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



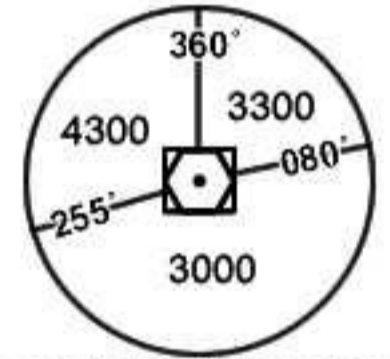
ALTITUDES, ELEVATIONS AND (HEIGHTS) IN FEET
 BEARINGS ARE MAGNETIC
 NOT TO SCALE
 VAR 2°W (2006)

TRANSITION LEVEL
 FL110

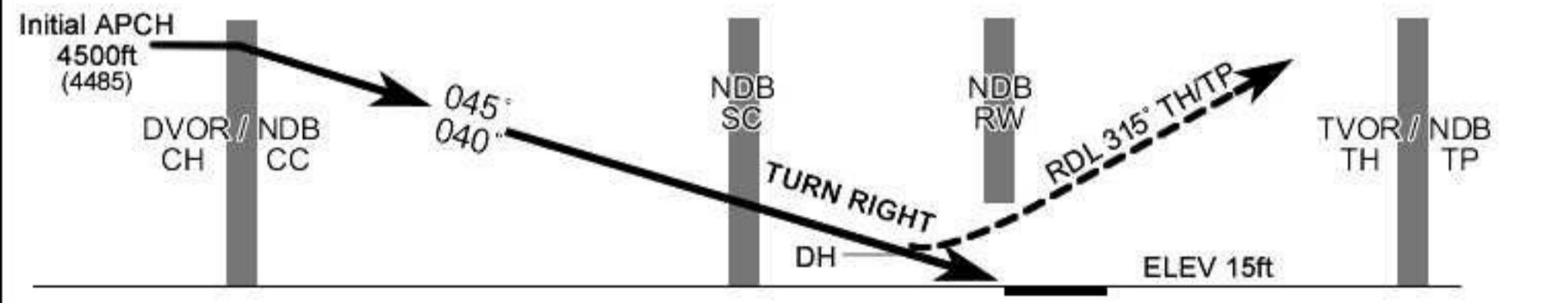
TRANSITION ALTITUDE
 9000ft

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

MNM SECTOR ALTITUDE



25NM FROM 'TH' TVOR
 WITHIN HK FIR



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.

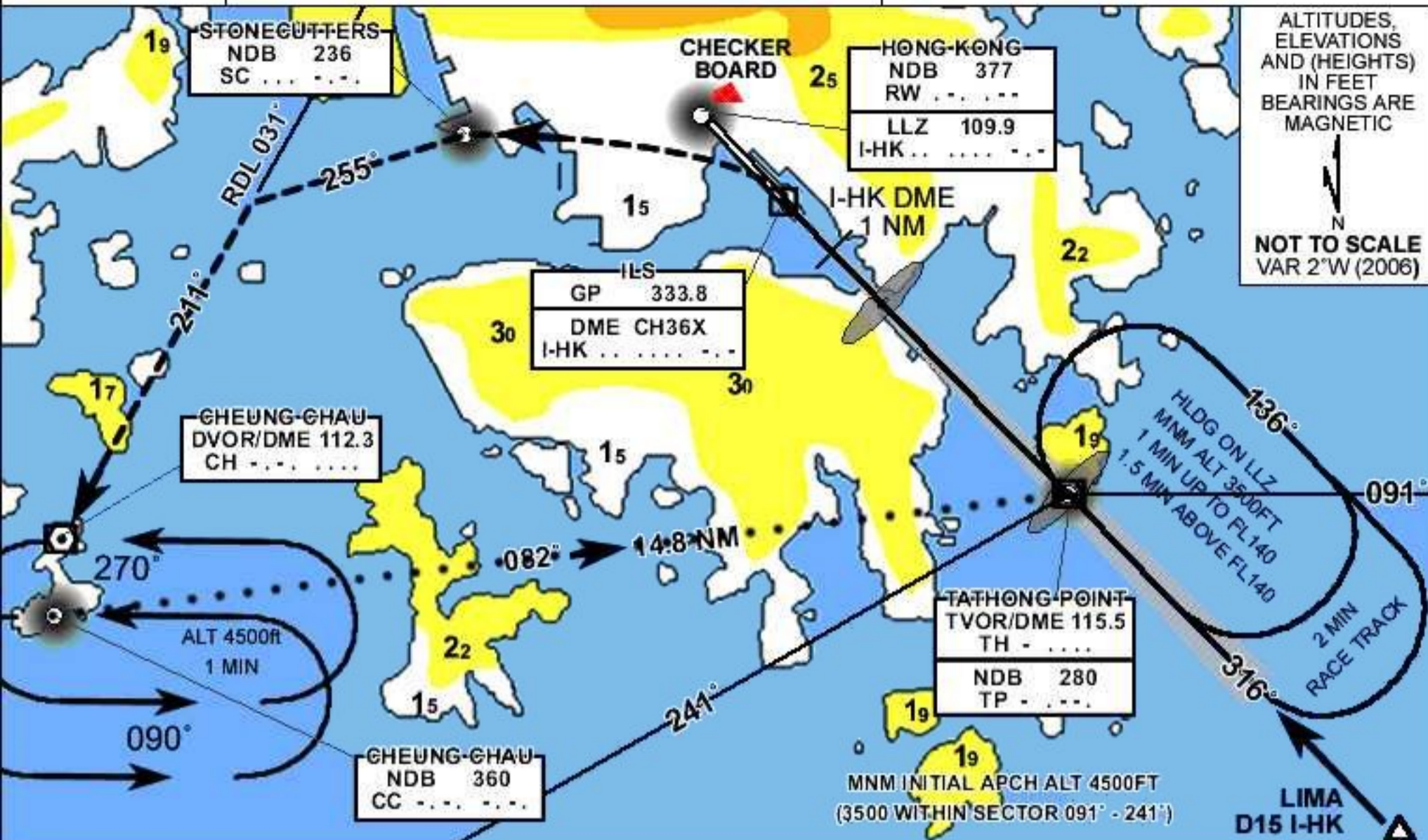
MISSED APPROACH: Climb to 4500 ft, turn right to intercept and establish on 'TH' VOR radial 315 and join the 'TH' holding pattern or proceed as directed by ATC.
 Missed approach turn is based on 15° bank, 1.5° per second rate of turn and an average speed of 180kts whilst turning.

WEATHER MINIMUMS

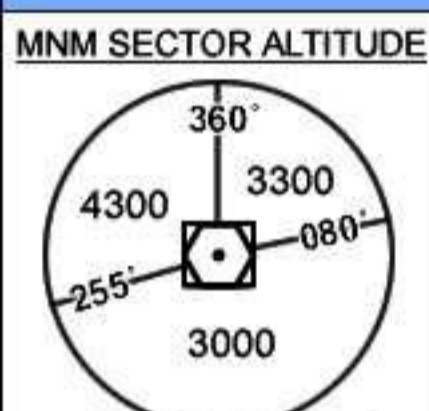
Cloud ceiling is not less than 4500ft. Visibility is not less than 9km.

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

KAI TAK INTERNATIONAL INSTRUMENT LANDING SYSTEM (ILS) RWY 31
AERODROME ELEV 15 FT

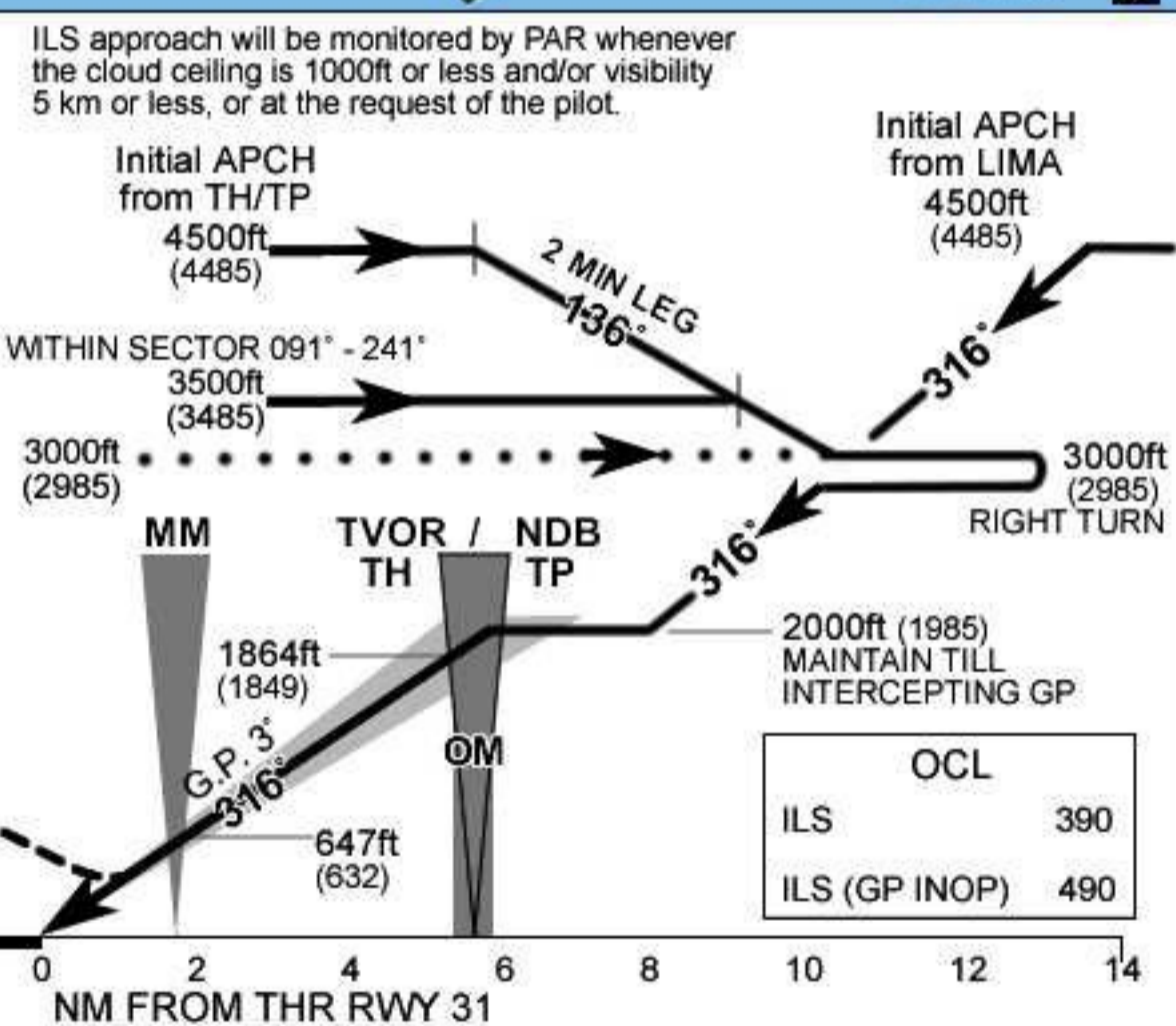


ALTITUDES, ELEVATIONS AND (HEIGHTS) IN FEET
BEARINGS ARE MAGNETIC
NOT TO SCALE
VAR 2°W (2006)



TRANSITION LEVEL
FL110

TRANSITION ALTITUDE
9000ft



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.

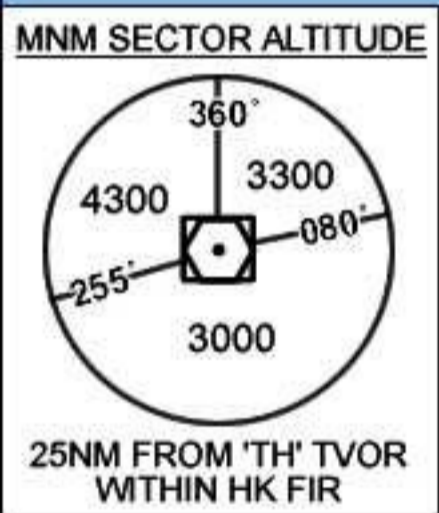
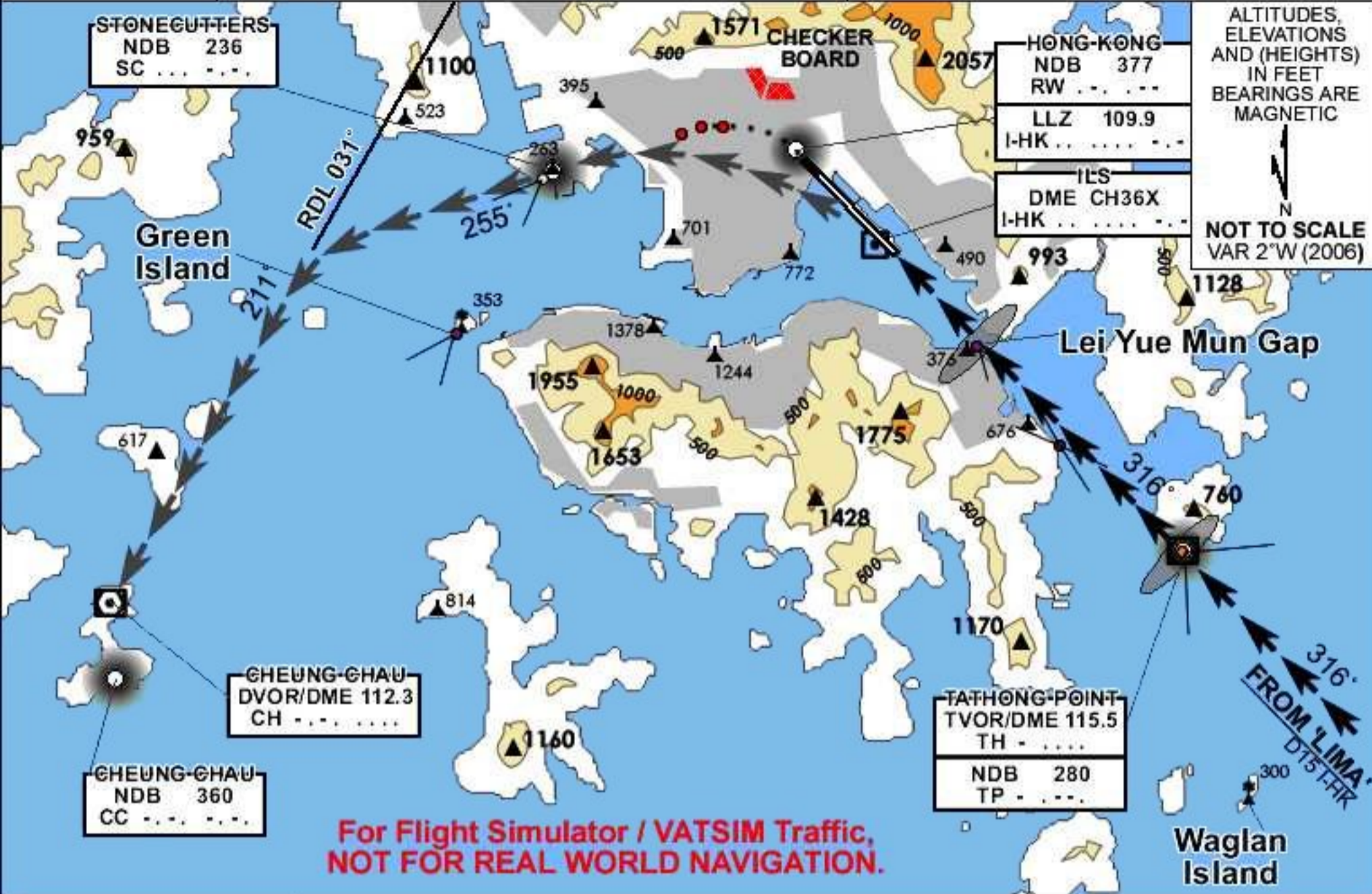
NOTE With GP inoperative - Cross the OM at 2000ft, descend as for a 3° glidepath. Do not descend below 750ft until 'I-HK' DME 3 NM, then continue descend to decision height.

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

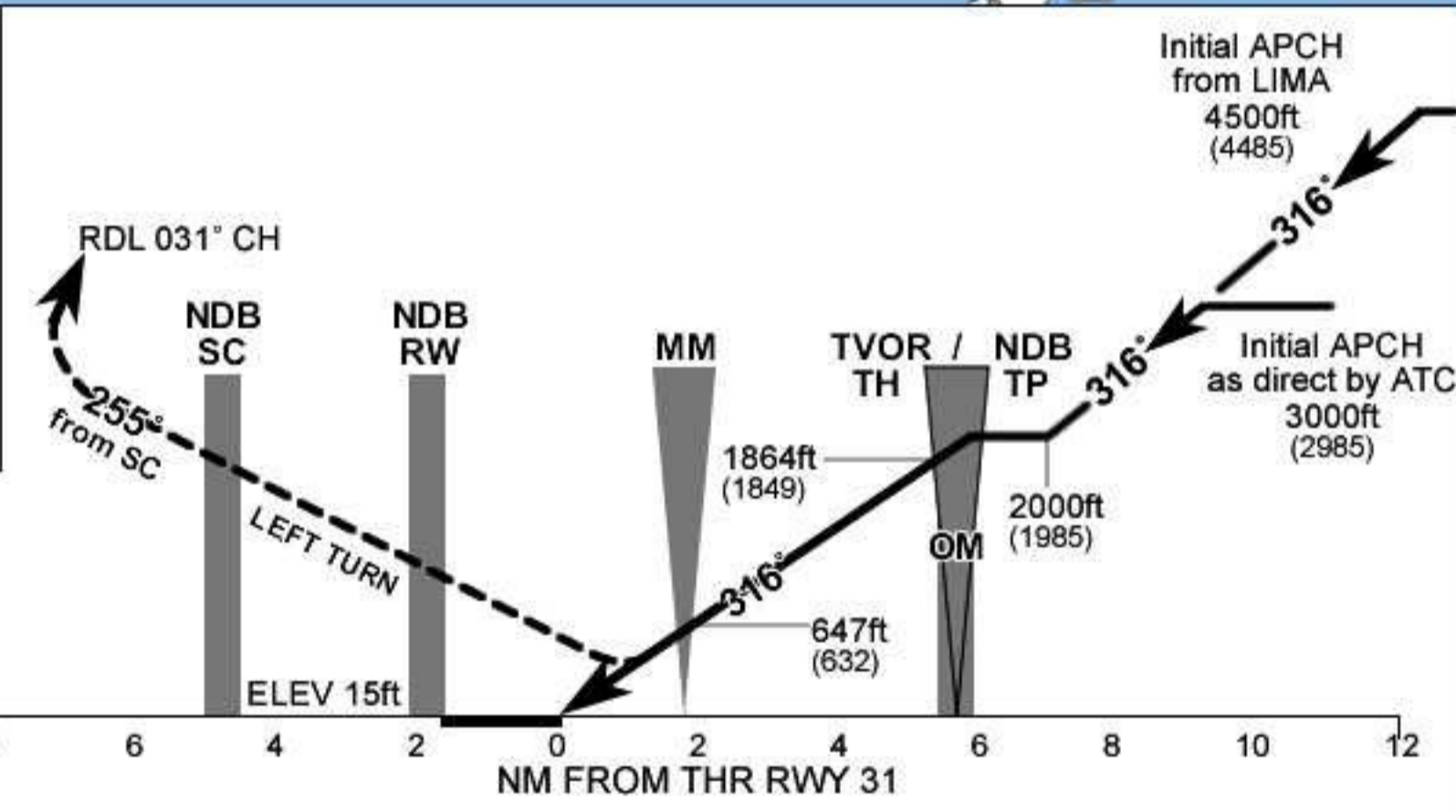
VISUAL APPROACH CHART

HKG_CTR / Hong Kong Radar : 121.30
 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 APPROACH RWY 31
 AERODROME ELEV 15 FT



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.