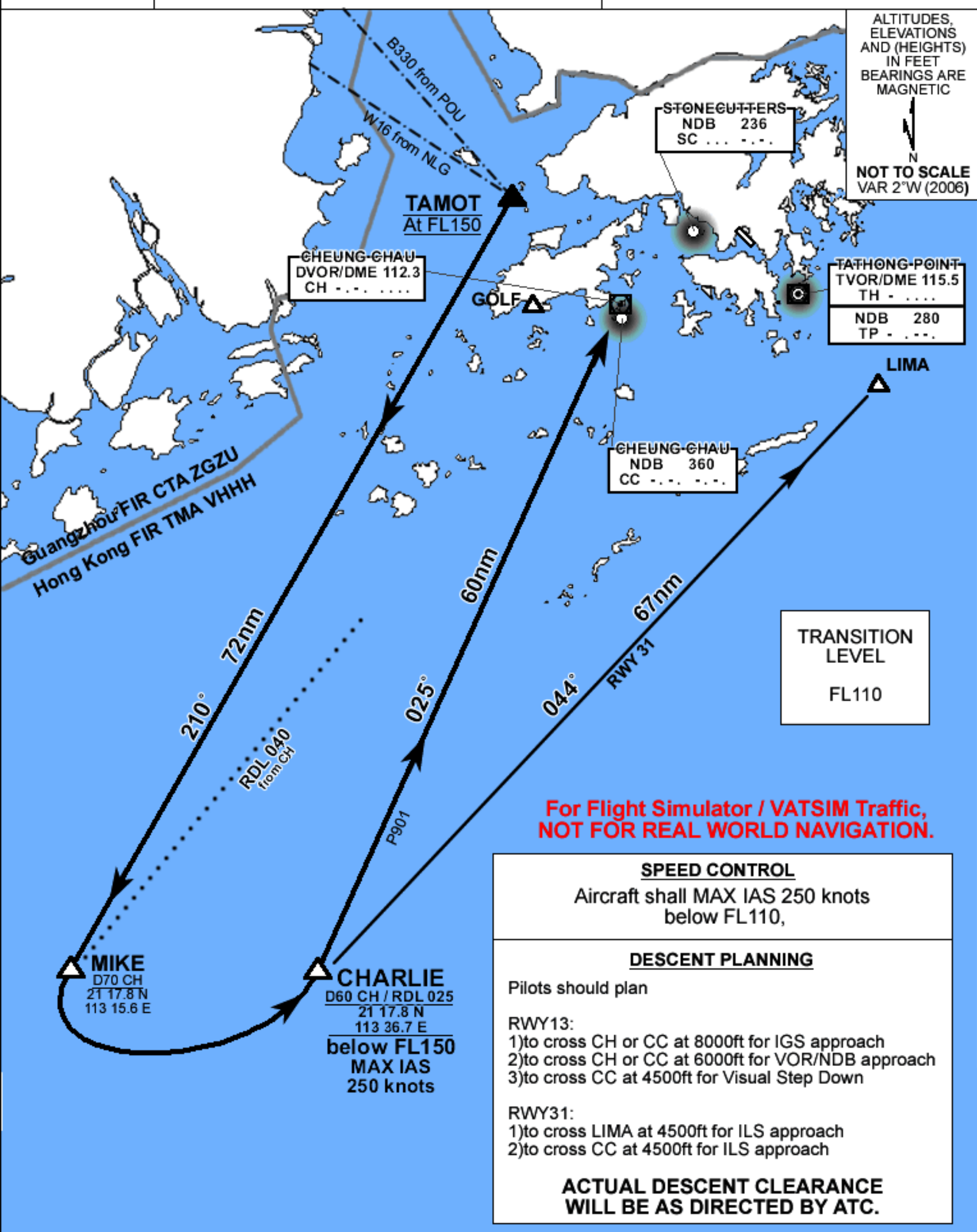


INSTRUMENT
ARRIVAL
CHART

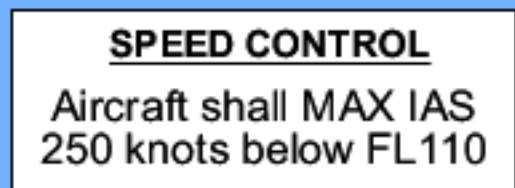
HKG_V_CTR / Hong Kong Radar : 121.30
 VHHH_V_APP / Hong Kong Approach : 119.10
 VHHH_V_DEP / Hong Kong Departure : 123.80
 VHHX_V_TWR / Kai Tak Tower : 118.70

**KAI TAK INTERNATIONAL
 TAMOT INBOUND
 RWY 13/31
 From North**



INBD	RWY	FROM	ROUTING
TAMOT INBD	13	B330 / W16	TAMOT - MIKE - CHARLIE - CH / CC
	31	B330 / W16	TAMOT - MIKE - CHARLIE - LIMA / CC

From East / South East



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

MNM SECTOR ALTITUDE

360°

3300

080°

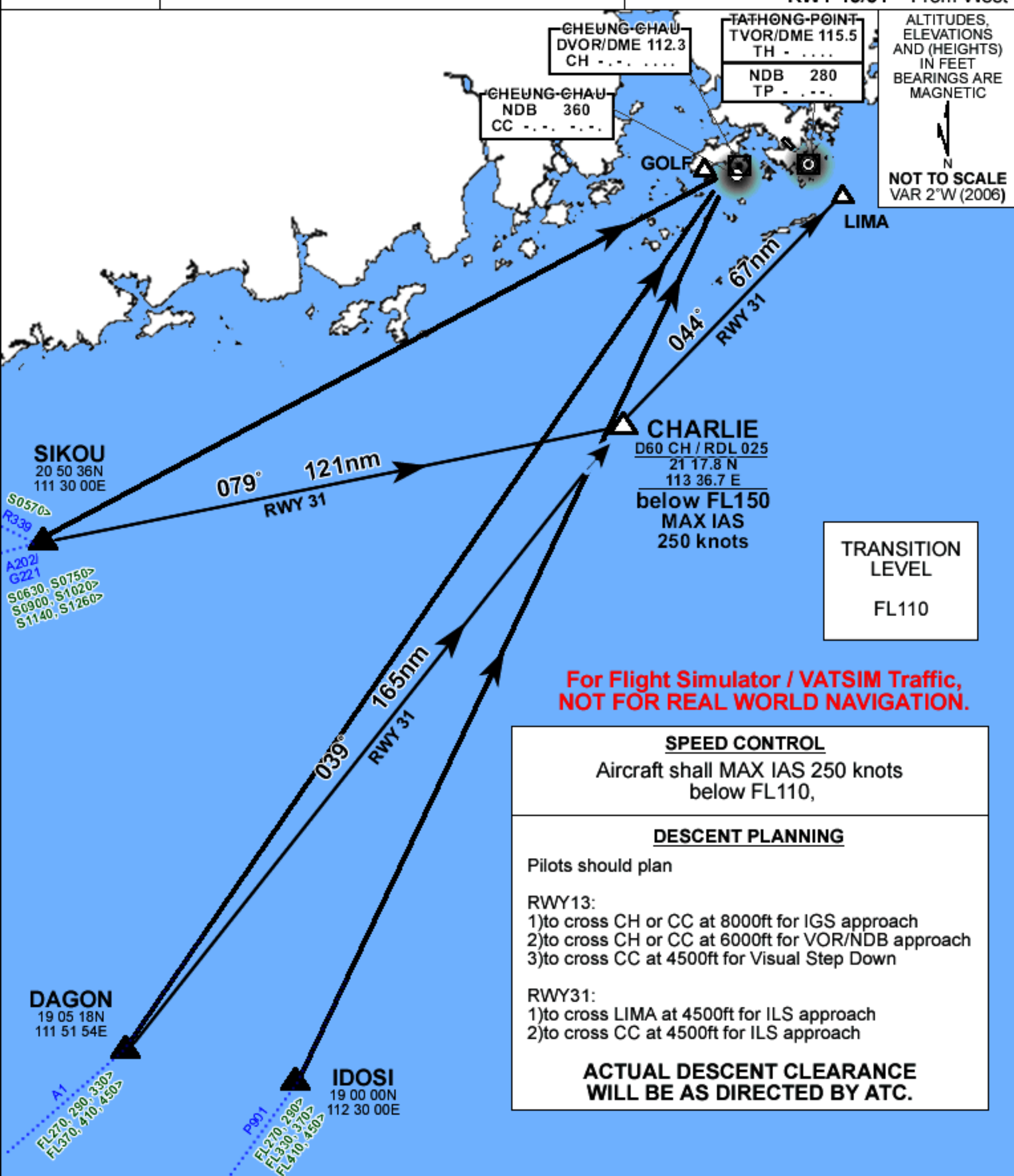
3000

25NM FROM 'TD' DVOR
WITHIN HK FIR

INSTRUMENT
ARRIVAL
CHART

HKG_V_CTR / Hong Kong Radar : 121.30
 VHHH_V_APP / Hong Kong Approach : 119.10
 VHHH_V_DEP / Hong Kong Departure : 123.80
 VHHX_V_TWR / Kai Tak Tower : 118.70

KAI TAK INTERNATIONAL
 DAGON INBOUND
 IDOSI INBOUND
 SIKOU INBOUND
 RWY 13/31 From West

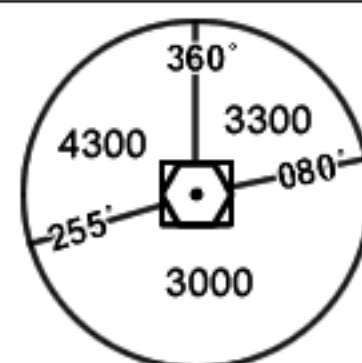


NOTE

Expect ILS approach for RWY31.
 Expect Radar Vectors to ILS31 from CC NDB.

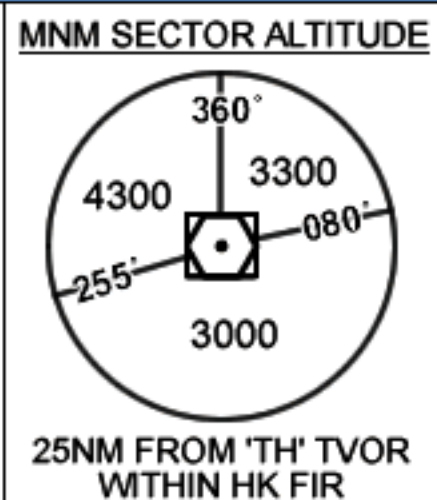
INBD	RWY	FROM	ROUTING
DAGON INBD	13	A1	DAGON - CH / CC
	31	A1	DAGON - CHARLIE - LIMA (or DAGON - CC)
IDOSI INBD	13	P901	IDOSI - CH / CC
	31	P901	IDOSI - CHARLIE - LIMA (or IDOSI - CC)
SIKOU INBD	13	A202 / G221	SIKOU - CH / CC
	31	A202 / G221	SIKOU - CHARLIE - LIMA (or SIKOU - CC)

MNM SECTOR ALTITUDE

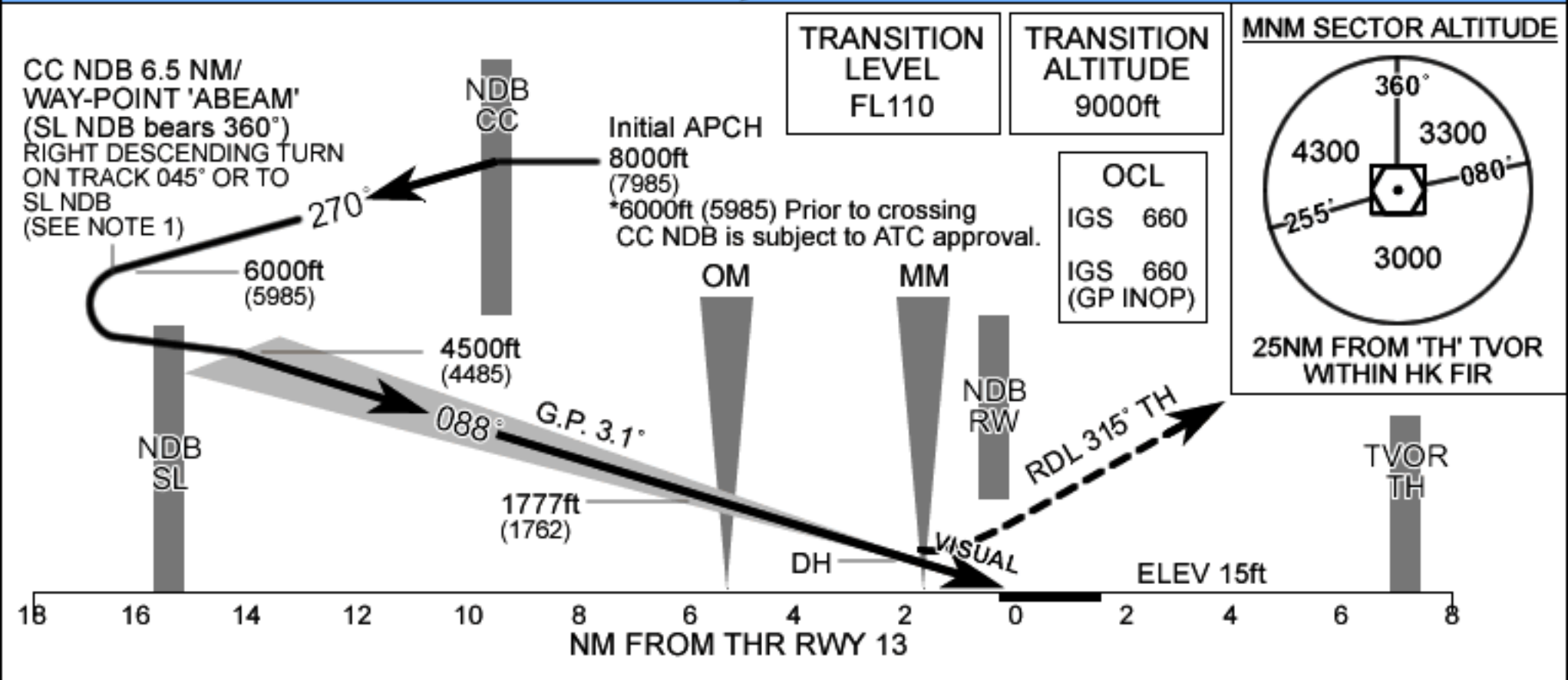
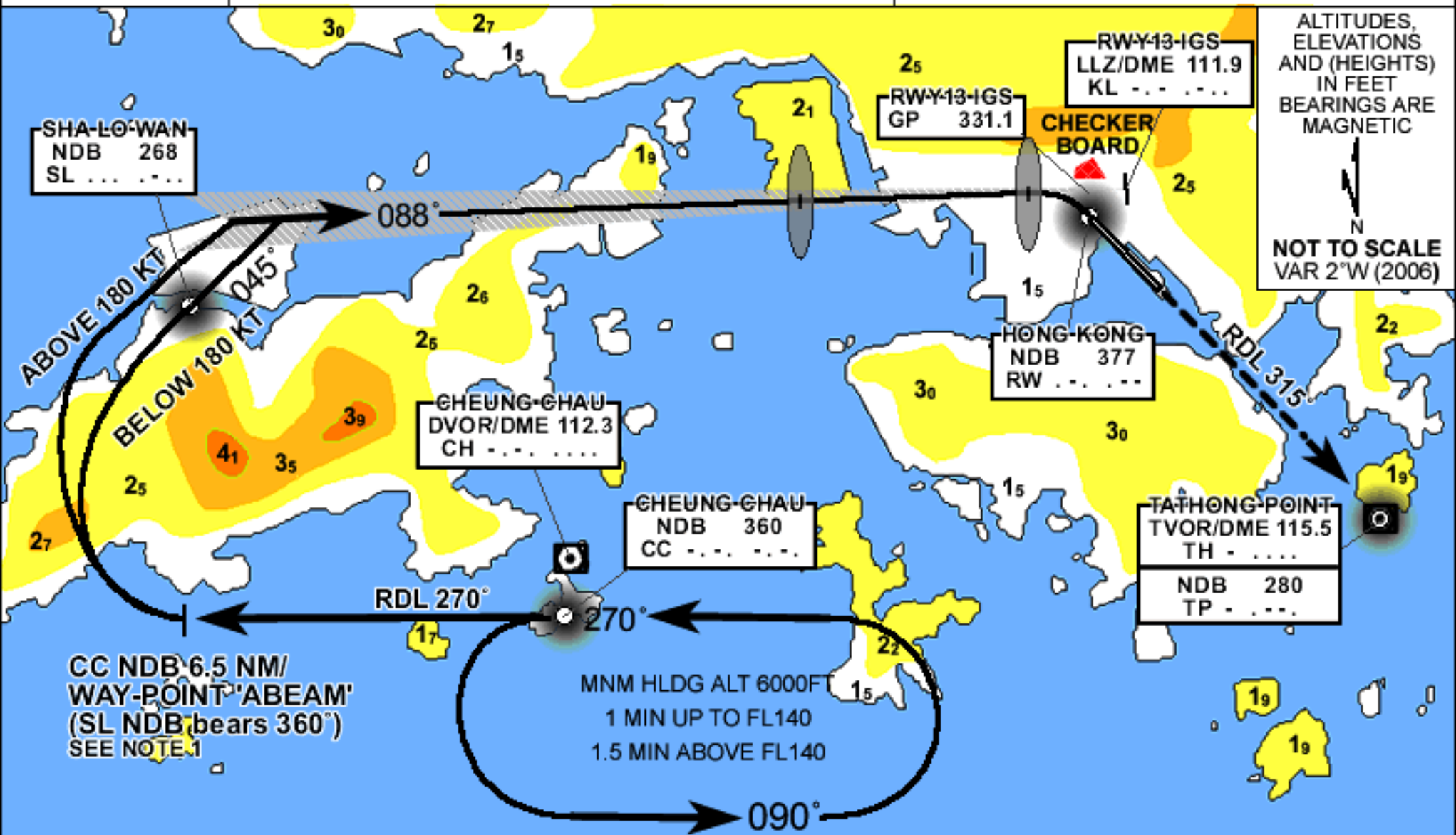


25NM FROM 'TD' DVOR
 WITHIN HK FIR

**KAI TAK INTERNATIONAL
INSTRUMENT GUIDANCE SYSTEM
(IGS) RWY 13
AERODROME ELEV 15 FT**



INSTRUMENT APPROACH CHART	HKG_V_CTR / Hong Kong Radar	: 121.30	KAI TAK INTERNATIONAL INSTRUMENT GUIDANCE SYSTEM (IGS) RWY 13 CC NDB FEED-IN AERODROME ELEV 15 FT
	VHHH_V_APP / Hong Kong Approach	: 119.10	
	VHHH_V_DEP / Hong Kong Departure	: 123.80	
	VHHX_V_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

- (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.

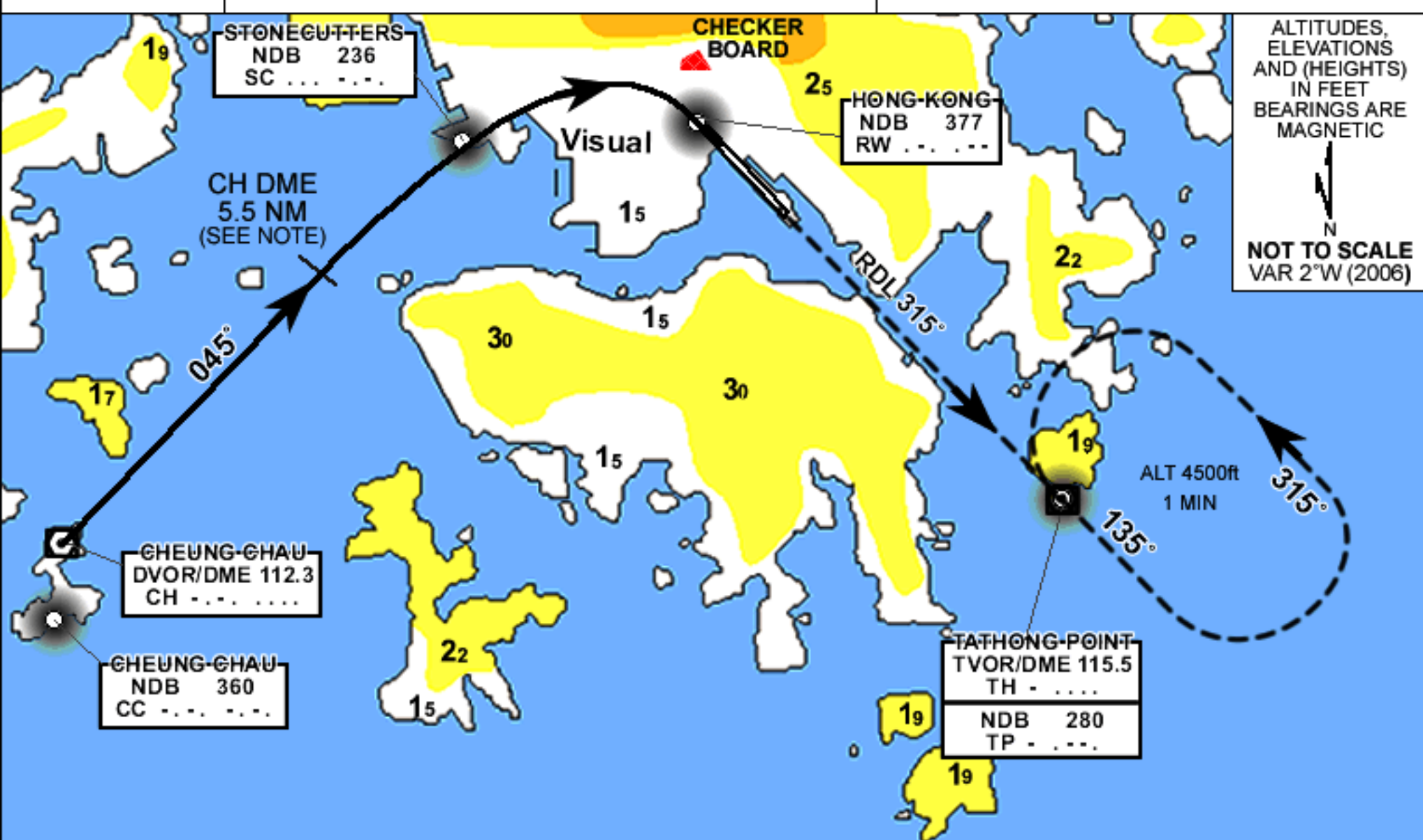
NOTE 2 With GP inoperative - When established on the LLZ at 4500 ft and at not greater than 'KL' DME 15 NM (22°19'02"N 113°56'12"E) descend to 3000ft. At 'KL' DME 9 NM, descend as for a 3° GP to cross the OM at not less than 1800 ft, then continue descend to decision height.

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	1:06

**INSTRUMENT
APPROACH
CHART**

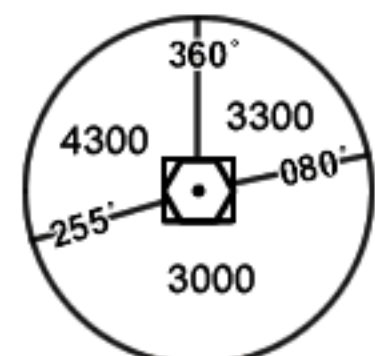
HKG_V_CTR / Hong Kong Radar : 121.30
 VHHH_V_APP / Hong Kong Approach : 119.10
 VHHH_V_DEP / Hong Kong Departure : 123.80
 VHHX_V_TWR / Kai Tak Tower : 118.70

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

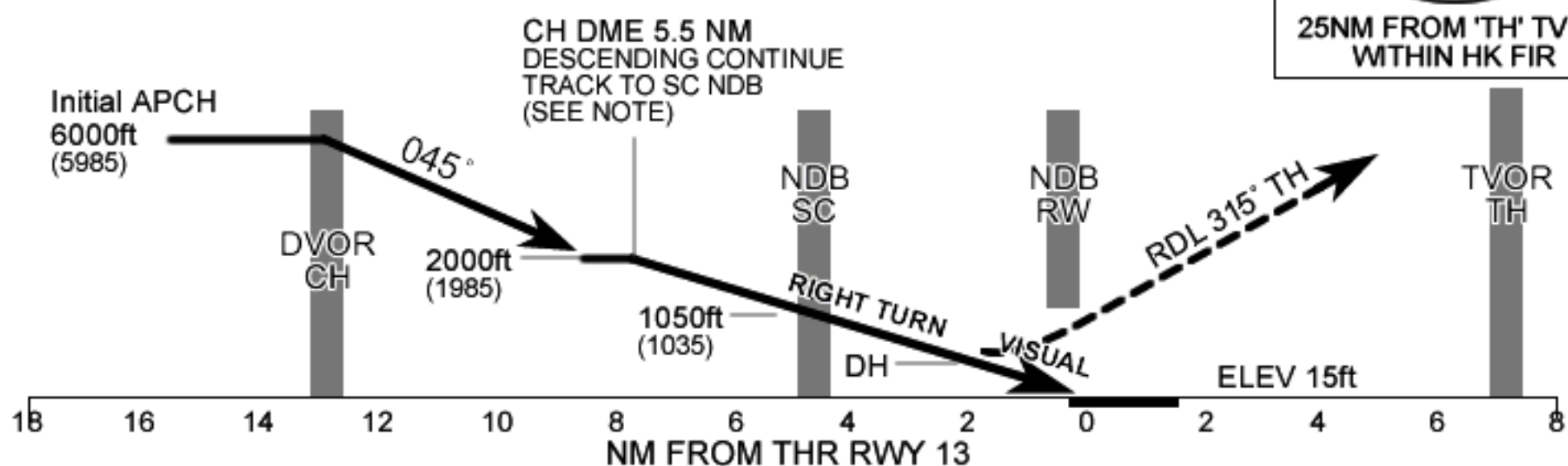


**TRANSITION
LEVEL
FL110**

**TRANSITION
ALTITUDE
9000ft**

MNM SECTOR ALTITUDE

25NM FROM 'TH' TVOR
WITHIN HK FIR



**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.

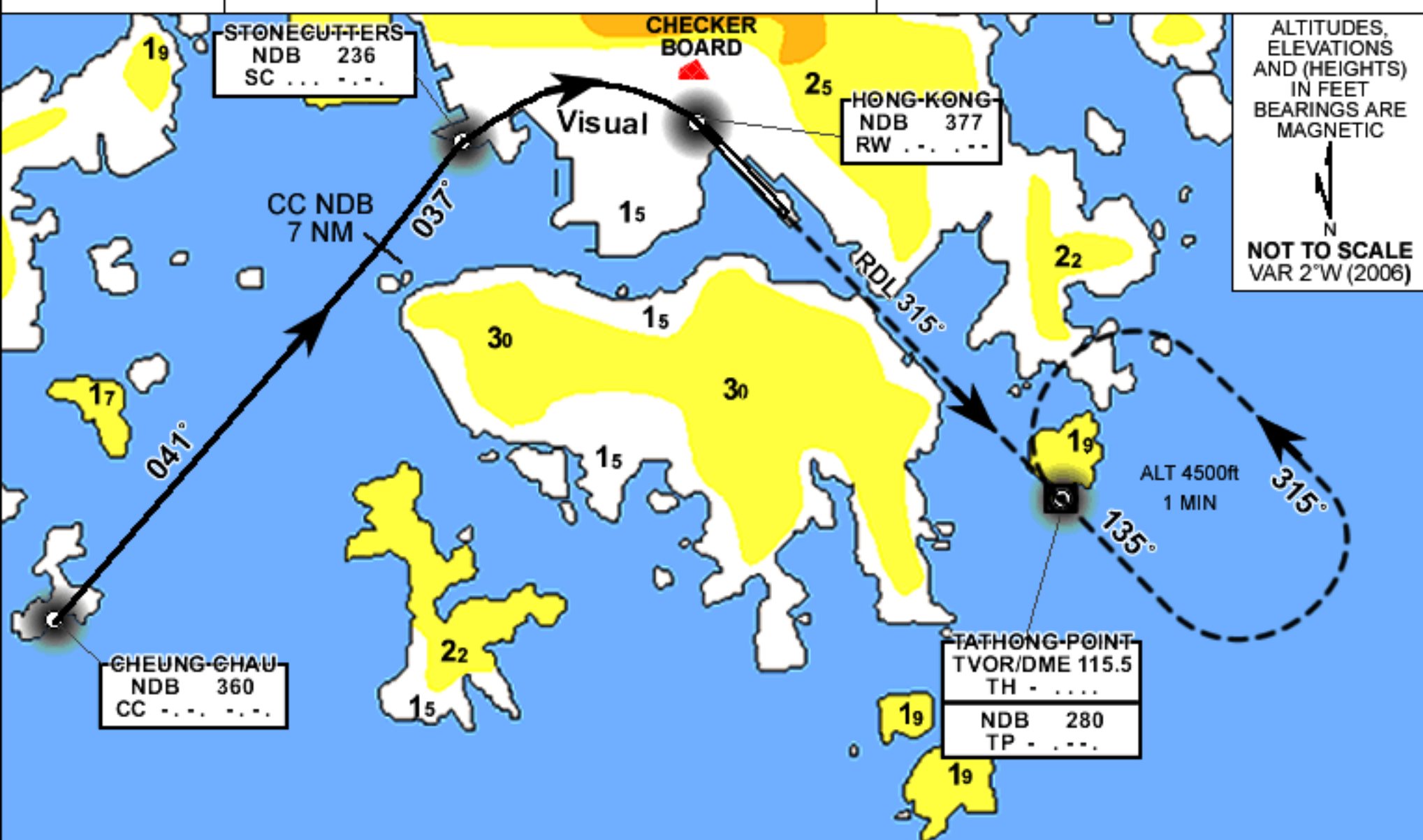
Missed approach turn is based on 15° bank, 1.5° per second rate of turn and an average speed of 180kts whilst turning.

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**

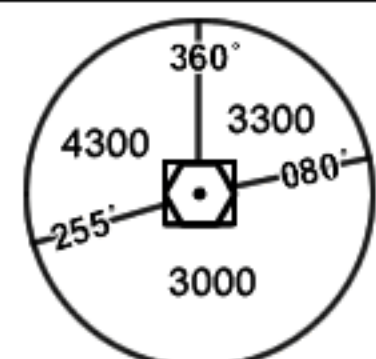
HKG_V_CTR / Hong Kong Radar : 121.30
 VHHH_V_APP / Hong Kong Approach : 119.10
 VHHH_V_DEP / Hong Kong Departure : 123.80
 VHHX_V_TWR / Kai Tak Tower : 118.70

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

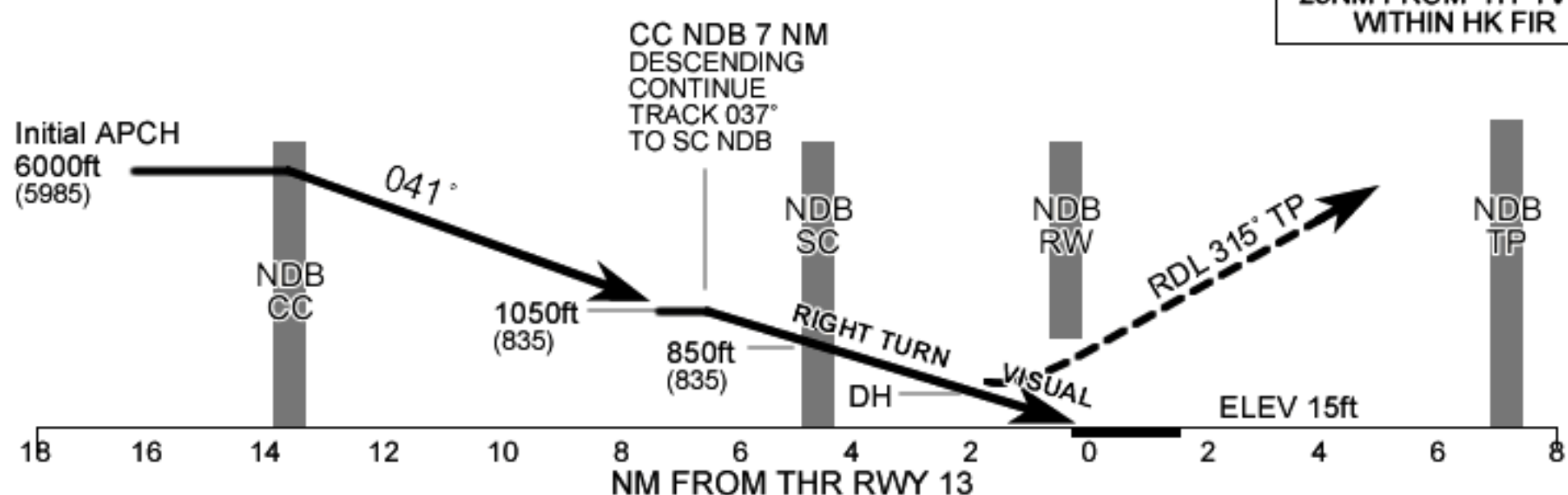


**TRANSITION
LEVEL
FL110**

**TRANSITION
ALTITUDE
9000ft**

MNM SECTOR ALTITUDE

25NM FROM 'TH' TVOR
WITHIN HK FIR



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

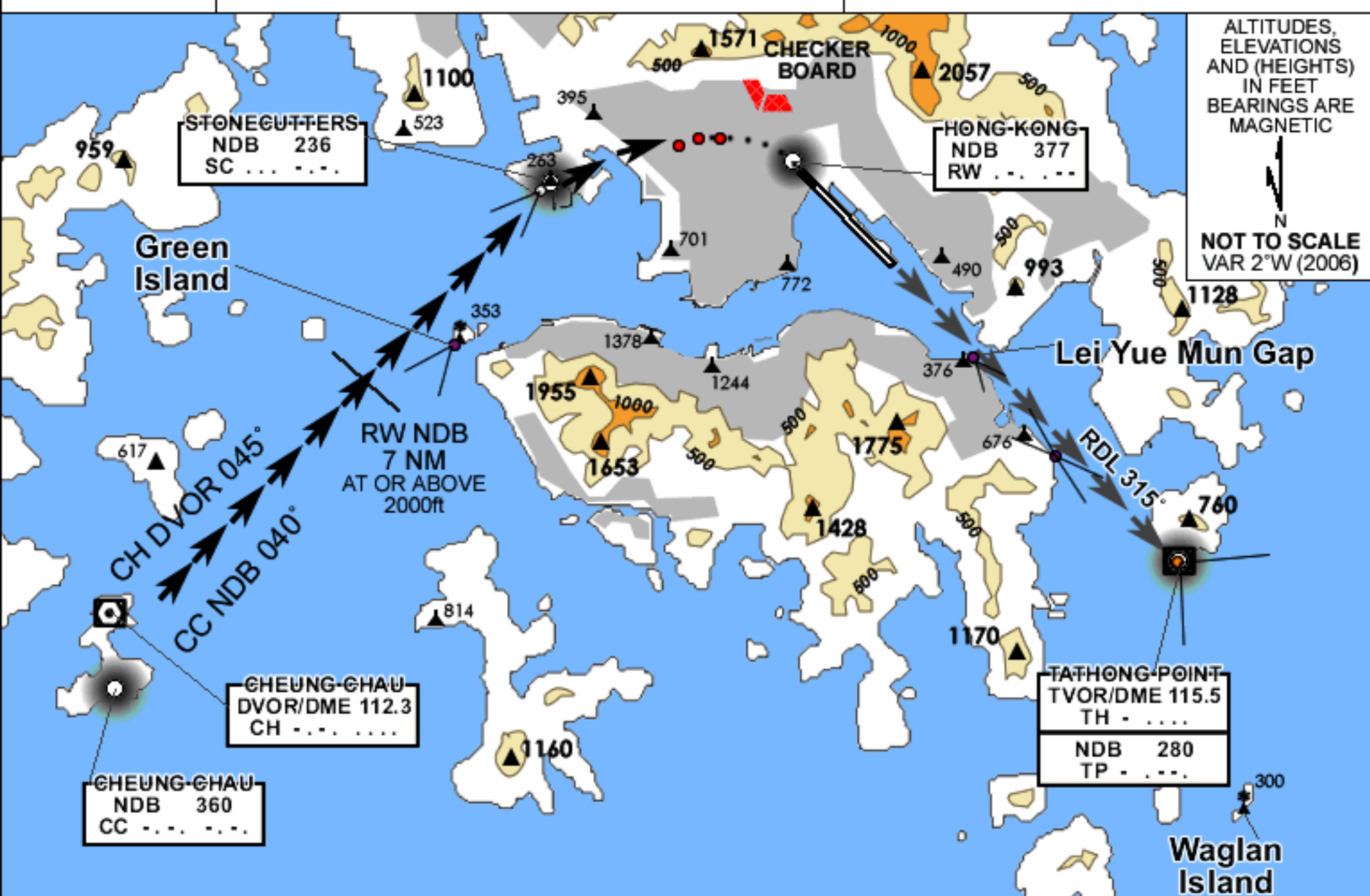
MISSED APPROACH: Continue the NDB/DME, climbing to 4500 ft, cross SC NDB, turn right to intercept and establish on 'TP' NDB radial 315 and join the 'TP' holding pattern or proceed as directed by ATC.

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_V_CTR / Hong Kong Radar : 121.30
 VHHH_V_APP / Hong Kong Approach : 119.10
 VHHH_V_DEP / Hong Kong Departure : 123.80
 VHHX_V_TWR / Kai Tak Tower : 118.70

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

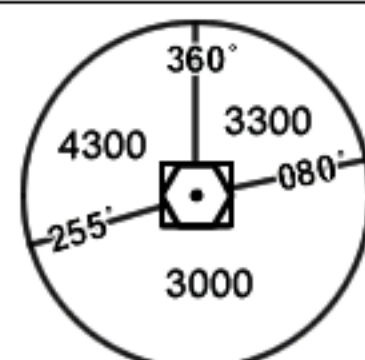


TRANSITION
 LEVEL
 FL110

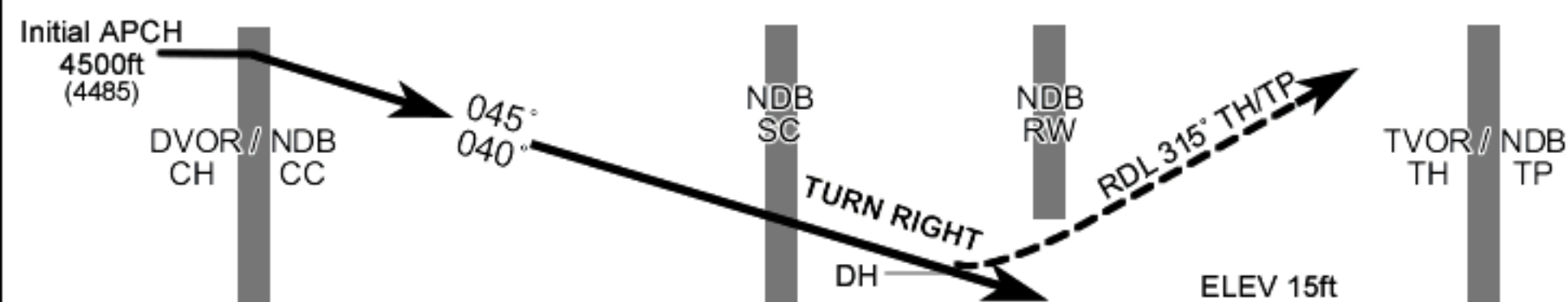
TRANSITION
 ALTITUDE
 9000ft

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

MNM SECTOR ALTITUDE



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.

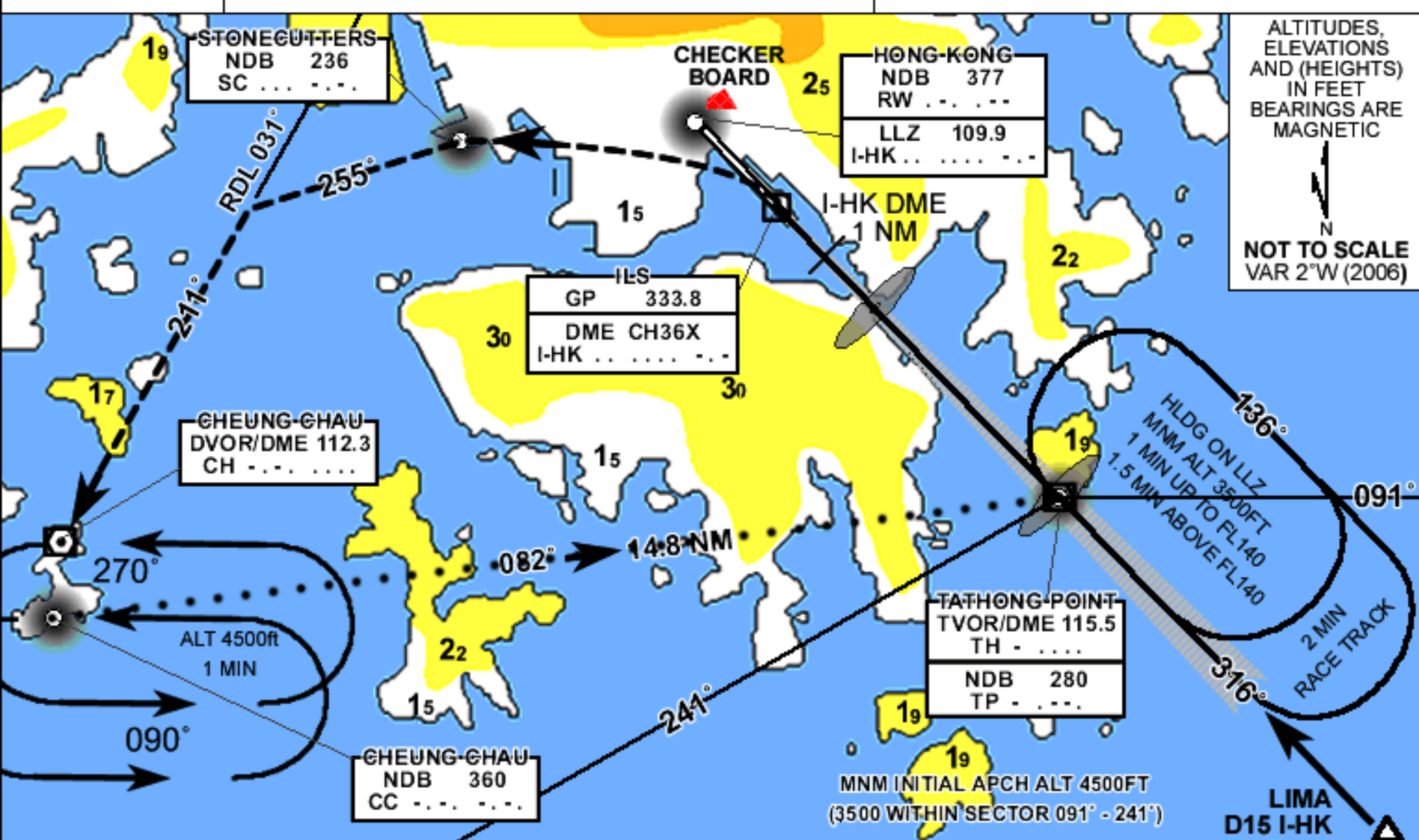
WEATHER MINIMUMS

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

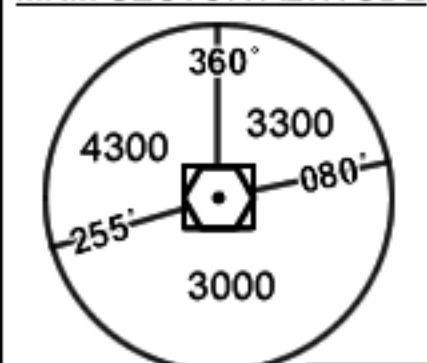
INSTRUMENT
APPROACH
CHART

HKG_V_CTR / Hong Kong Radar : 121.30
 VHHH_V_APP / Hong Kong Approach : 119.10
 VHHH_V_DEP / Hong Kong Departure : 123.80
 VHHX_V_TWR / Kai Tak Tower : 118.70

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



MNM SECTOR ALTITUDE



TRANSITION
LEVEL
FL110

TRANSITION
ALTITUDE
9000ft

ILS approach will be monitored by PAR whenever the cloud ceiling is 1000ft or less and/or visibility 5 km or less, or at the request of the pilot.

Initial APCH
from TH/TP
4500ft
(4485)

Initial APCH
from LIMA
4500ft
(4485)

WITHIN SECTOR 091° - 241°

3000ft
(2985)

MM

TVOR /

NDB

TP

3000ft
(2985)

RIGHT TURN

25NM FROM
'TH' TVOR
WITHIN HK FIR

RDL 031° CH

NDB
SC

NDB
RW

255°
from SC

LEFT TURN

ILS RDH 51
at displaced THR

ELEV 15ft

NM FROM THR RWY 31

1864ft
(1849)

G.P. 3°

316°

OM

647ft
(632)

2000ft (1985)
MAINTAIN TILL
INTERCEPTING GP

OCL

ILS	390
ILS (GP INOP)	490

**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.

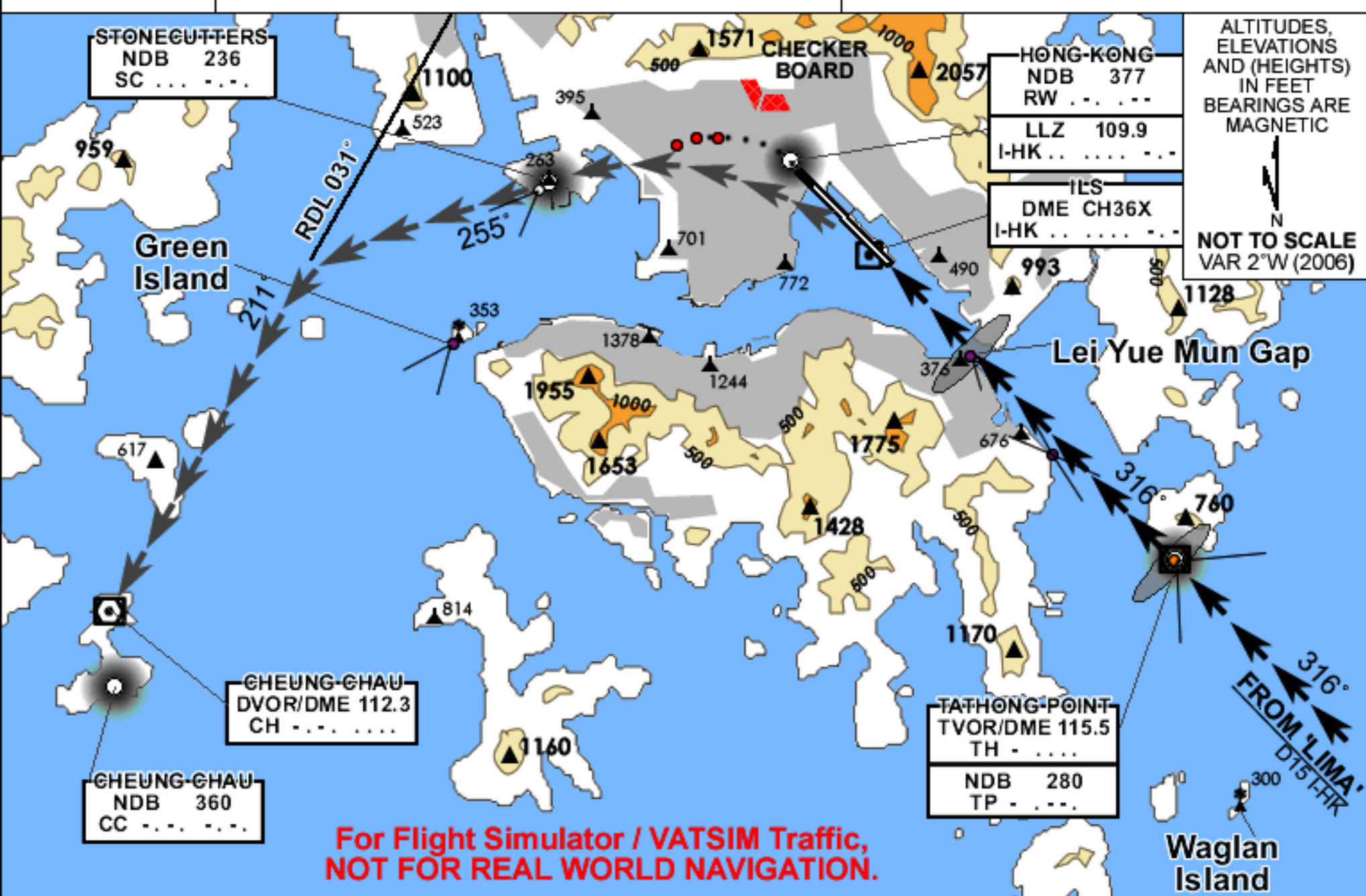
NOTE With GP inoperative - Cross the OM at 2000ft, descend as for a 3° glidepath. Do not descend below 750ft until 'I-HK' DME 3 NM, then continue descend to decision height.

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

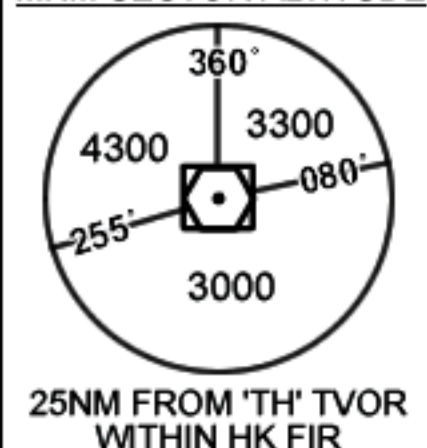
VISUAL
APPROACH
CHART

HKG_V_CTR / Hong Kong Radar : 121.30
 VHHH_V_APP / Hong Kong Approach : 119.10
 VHHH_V_DEP / Hong Kong Departure : 123.80
 VHHX_V_TWR / Kai Tak Tower : 118.70

KAI TAK INTERNATIONAL
 VISUAL APPROACH
 RWY 31
 AERODROME ELEV 15 FT

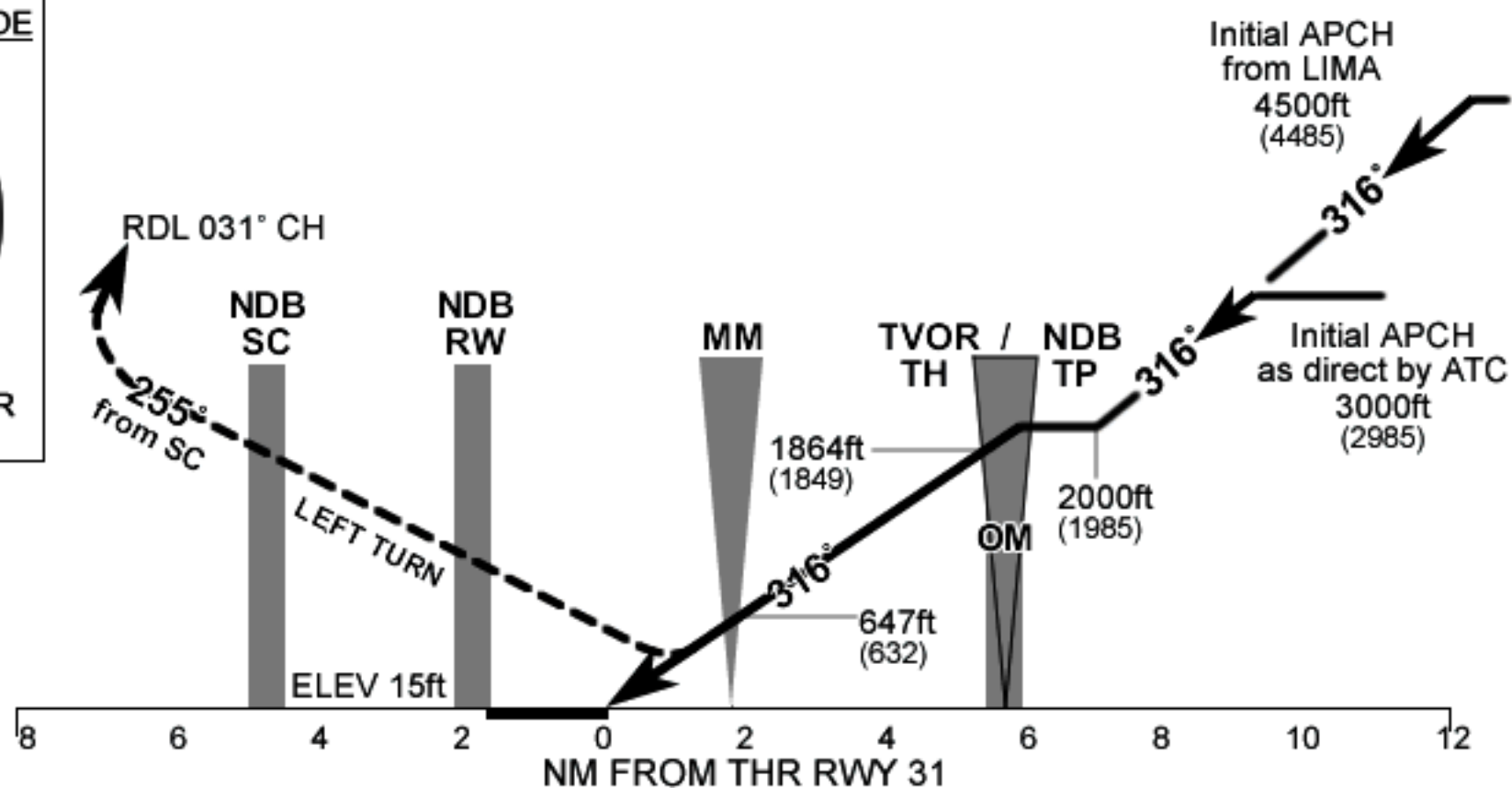


MNM SECTOR ALTITUDE



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	1:11
MM to THR 1.83 NM	MIN:SEC	1:13	0:55	0:47	0:41	0:37	0:34

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.