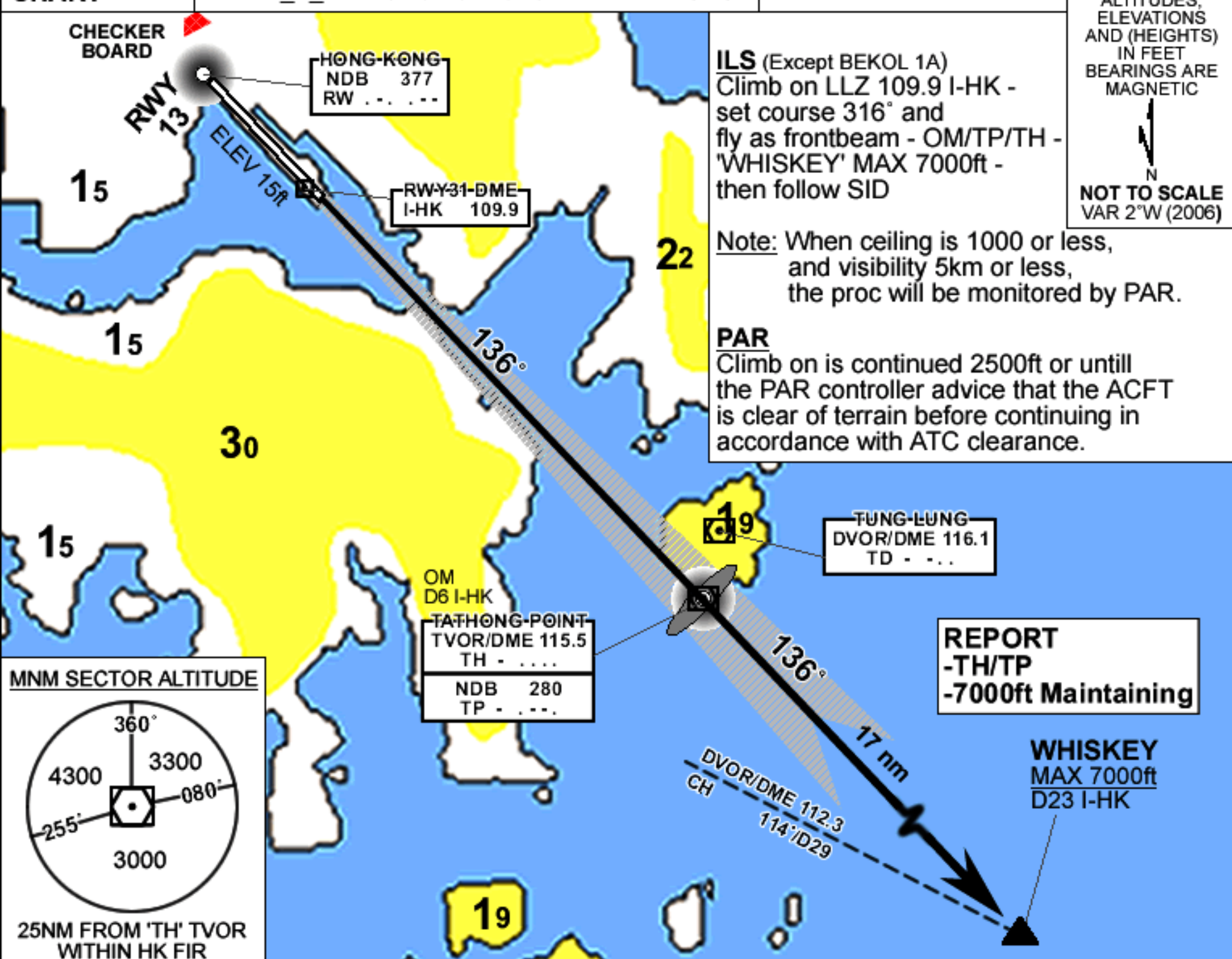


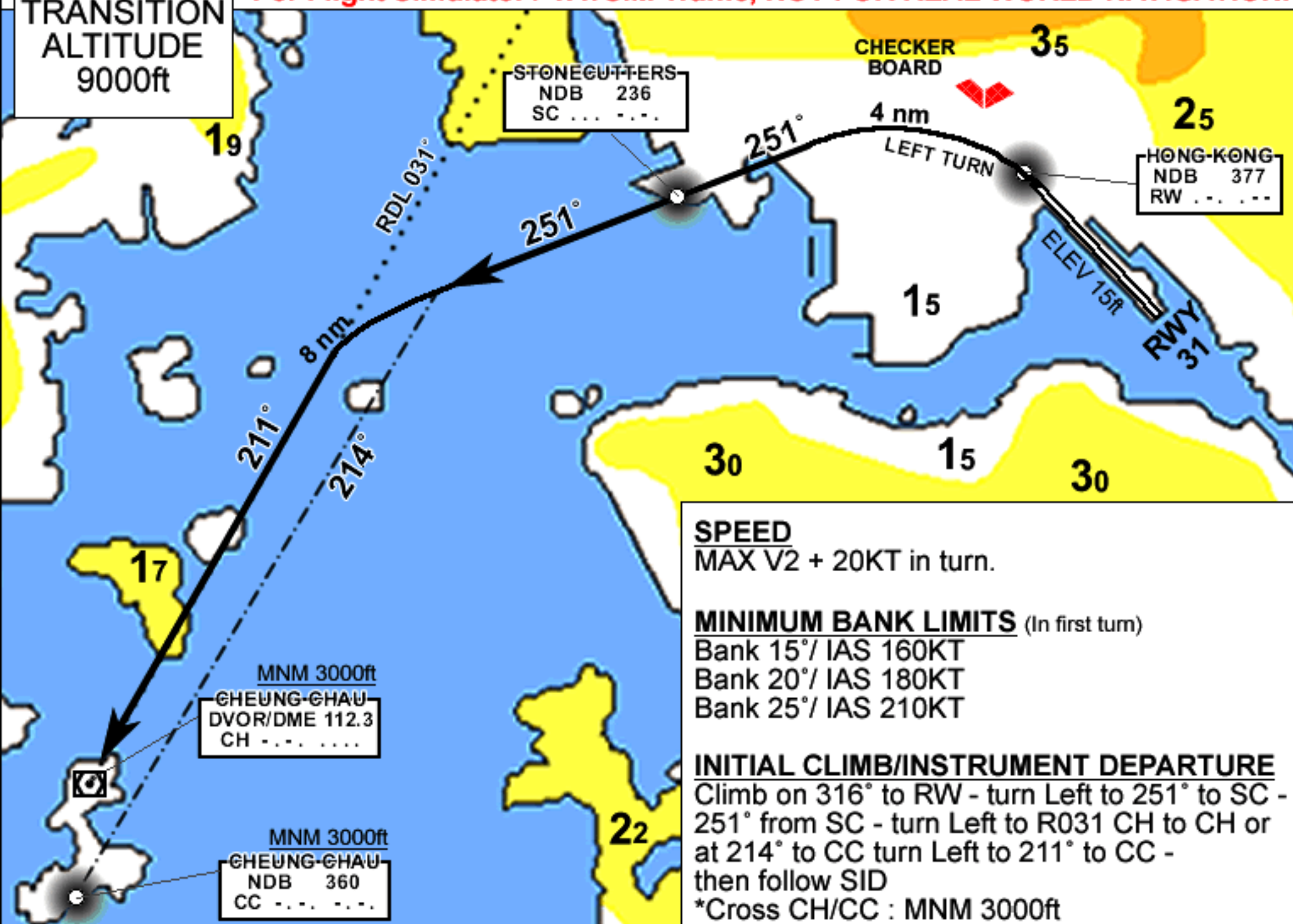
**STANDARD  
INSTRUMENT  
DEPARTURES  
CHART**

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  
 INITIAL CLIMB RWY 13/31  
 AERODROME ELEV 15 FT**



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





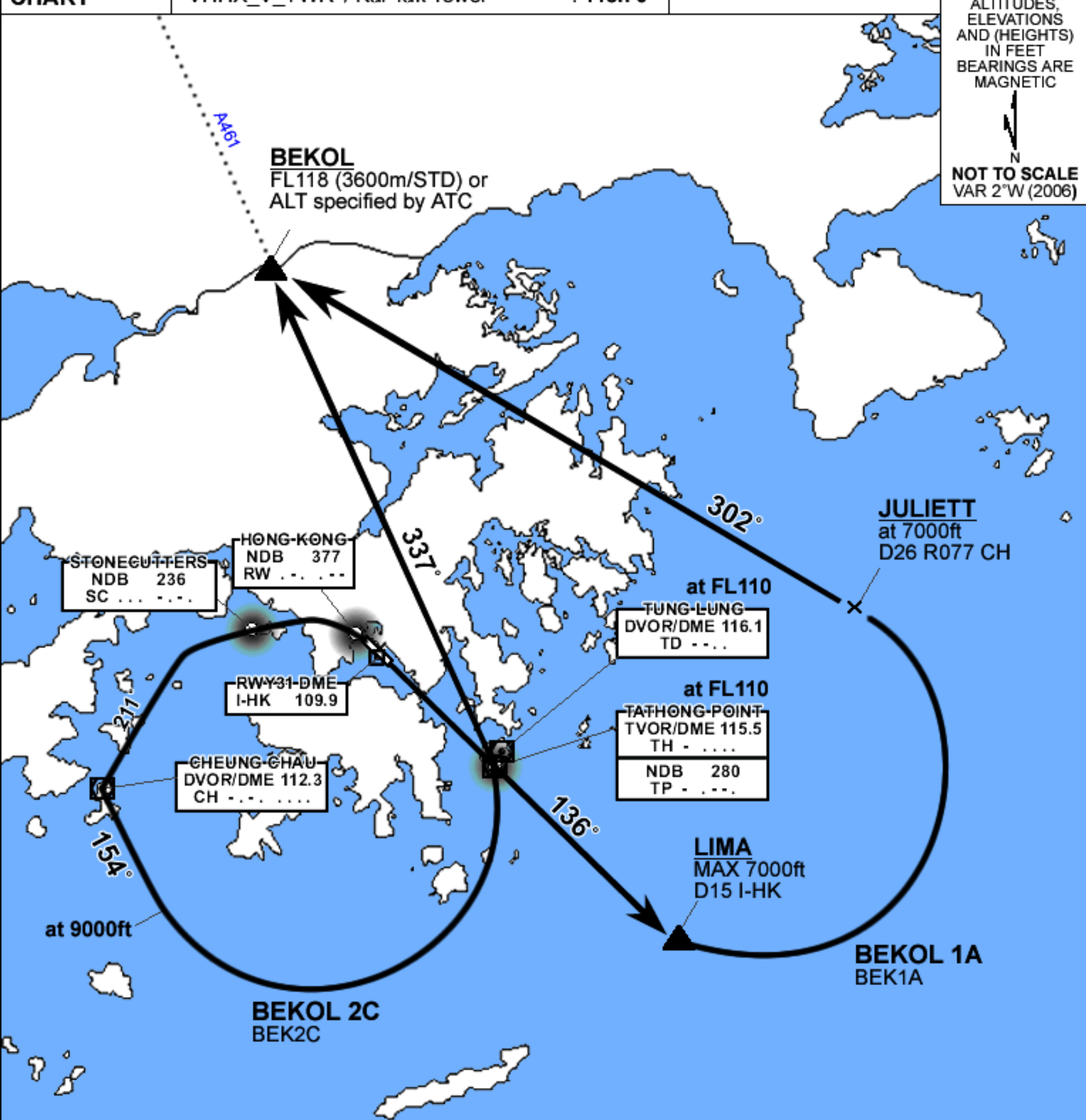
**STANDARD  
INSTRUMENT  
DEPARTURES  
CHART**

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  
SID RWY 13/31  
to NORTH**

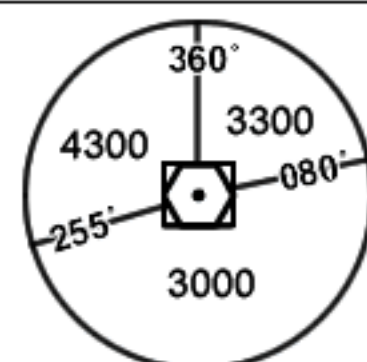
ALTITUDES,  
ELEVATIONS  
AND (HEIGHTS)  
IN FEET  
BEARINGS ARE  
MAGNETIC

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)**

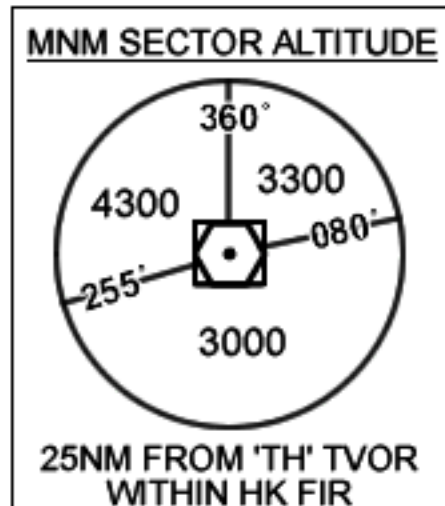
CH - R154 CH - passing 9000ft turn Left -  
TH / TD - BEKOL.

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

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



**NOT TO SCALE**  
VAR 2°W (2006)



TRANSITION  
ALTITUDE  
9000ft

-Cross OSKAR: At 9000ft  
-Cross D50 CH: MAX FL110



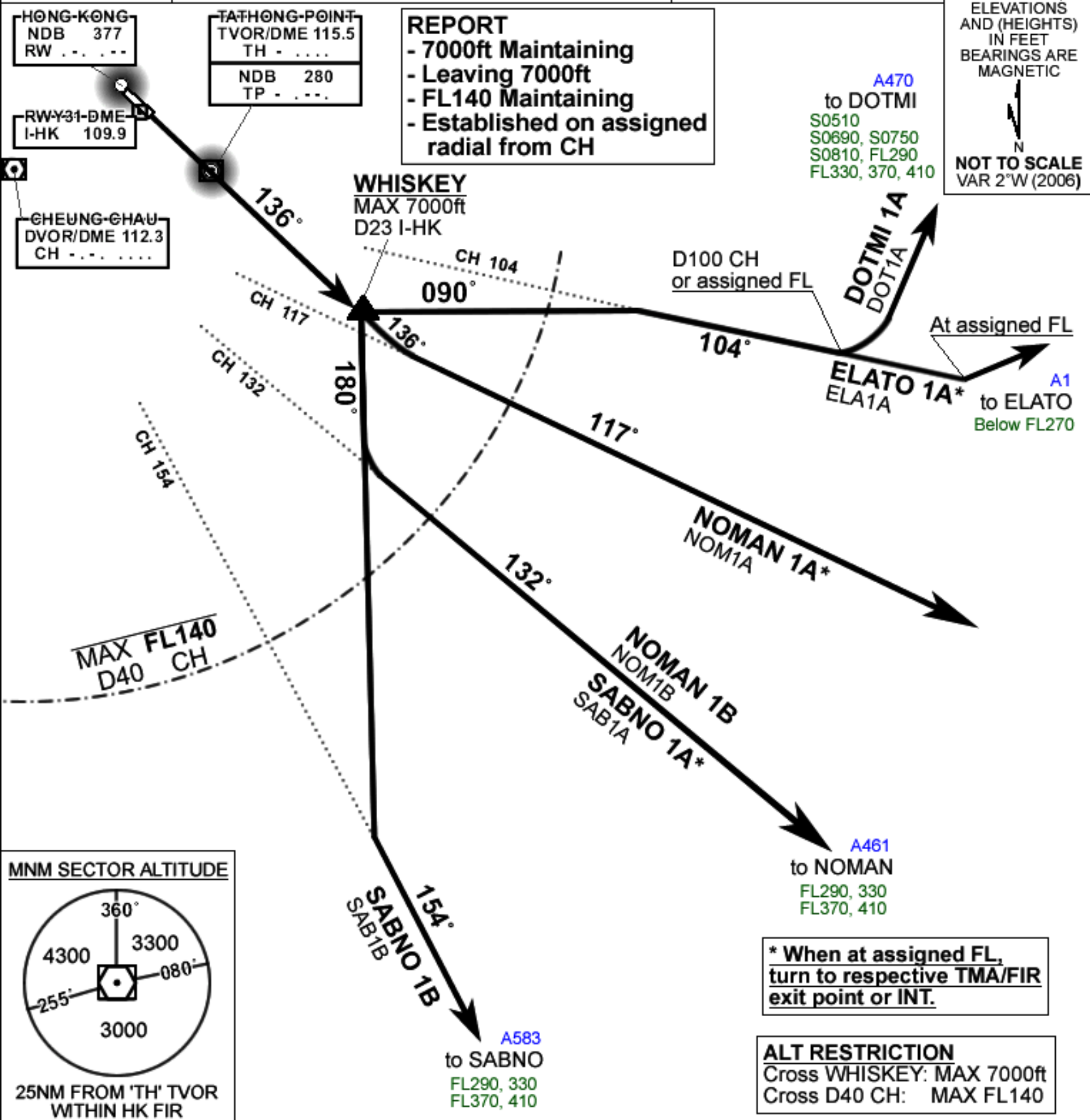
**STANDARD  
INSTRUMENT  
DEPARTURES  
CHART**

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  
 SID RWY 13  
 to EAST**

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

NOT TO SCALE  
 VAR 2°W (2006)



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

**DOTMI 1A (DOT1A)**

TH/TP - 136° - WHISKEY - 090° - R104 CH -  
 at the later of D100 CH or assigned FL -  
 turn Left to DOTMI (A470).

**ELATO 1A (ELA1A)**

TH/TP - 136° - WHISKEY - 090° - R104 CH -  
 at assigned FL - turn Left to ELATO (A1/G581).

**NOMAN 1A (NOM1A)**

TH/TP - 136° - WHISKEY - 136° - R117 CH -  
 at assigned FL - turn Right to NOMAN (A461).

**NOMAN 1B (NOM1B)**

TH/TP - 136° - WHISKEY - 180° -  
 R132 CH - NOMAN (A461).

**SABNO 1A (SAB1A)**

TH/TP - 136° - WHISKEY - 180° - R132 CH -  
 at assigned FL - turn Right to SABNO (A583).

**SABNO 1B (SAB1B)**

TH/TP - 136° - WHISKEY - 180° -  
 R164 CH - NOMAN (A583).

**STANDARD  
INSTRUMENT  
DEPARTURES  
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**

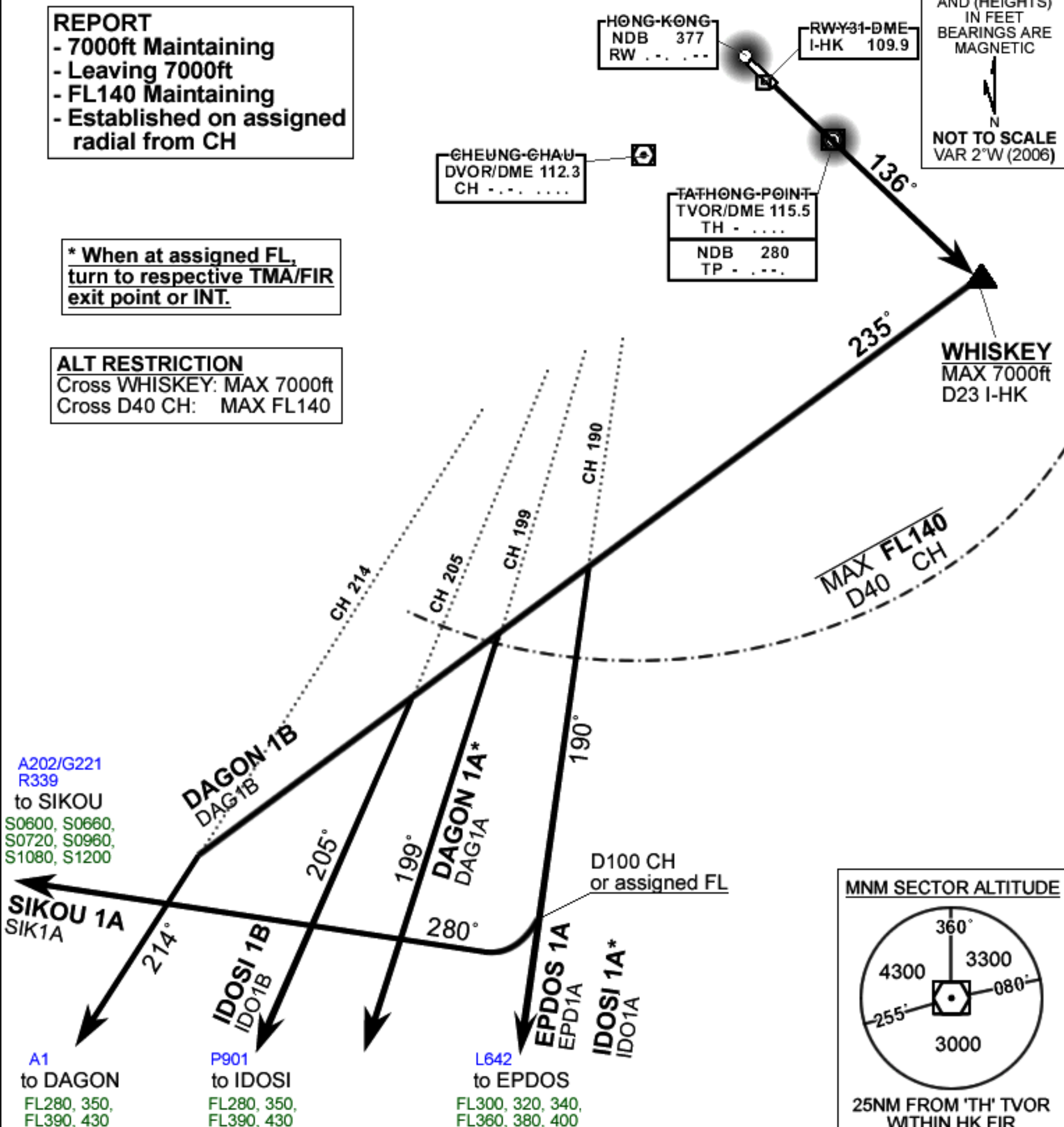
**KAI TAK INTERNATIONAL  
SID RWY 13  
to WEST****REPORT**

- 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



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

**TRANSITION  
ALTITUDE  
9000ft**

**DAGON 1A (DAG1A)**  
 TH/TP - 136° - WHISKEY - 235° - R199 CH -  
 at assigned FL - turn Right to DAGON (A1).

**DAGON 1B (DAG1B)**  
 TH/TP - 136° - WHISKEY - 235° -  
 R214 CH - DAGON (A1).

**EPDOS 1A (EPD1A)**  
 TH/TP - 136° - WHISKEY - 235° -  
 R190 CH - EPDOS (L642).

**SIKOU 1A (SIK1A)**  
 TH/TP - 136° - WHISKEY - 235° - R190 CH -  
 at the later of D100 CH or assigned FL -  
 turn Right to SIKOU (A202/G221/R339).

**IDOSI 1A (IDO1A)**  
 TH/TP - 136° - WHISKEY - 235° - R190 CH -  
 at assigned FL - turn Right to IDOSI (P901).

**IDOSI 1B (IDO1B)**  
 TH/TP - 136° - WHISKEY - 235° -  
 R205 CH - IDOSI (P901).



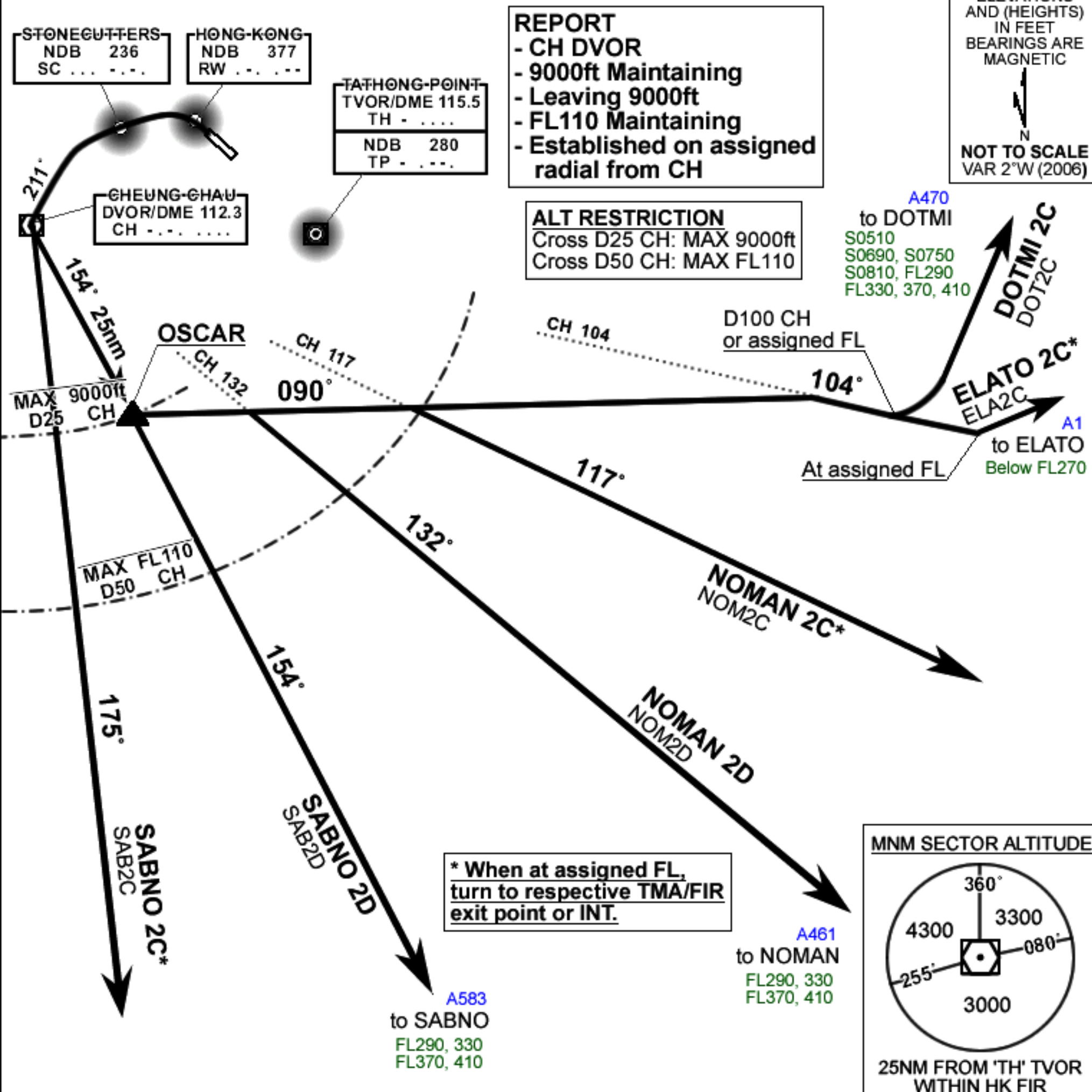
**STANDARD  
INSTRUMENT  
DEPARTURES  
CHART**

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  
 SID RWY 31  
 to EAST**

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

NOT TO SCALE  
 VAR 2°W (2006)

**DOTMI 2C (DOT2C)**

CH - 154° - OSCAR - 090° - R104 CH -  
 at the later of D100 CH or assigned FL -  
 turn Left to DOTMI (A470).

**ELATO 2C (ELA2C)**

CH - 154° - OSCAR - 090° - R104 CH -  
 at assigned FL - turn Left to ELATO (A1/G581).

**NOMAN 2C (NOM2C)**

CH - 154° - OSCAR - 090° - R117 CH -  
 at assigned FL - turn Right to NOMAN (A461).

**NOMAN 2D (NOM2D)**

CH - 154° - WHISKEY - 090° -  
 R132 CH - NOMAN (A461).

**SABNO 2C (SAB2C)**

CH - 175° - at assigned FL -  
 turn Left to SABNO (A583).

**SABNO 2D (SAB2D)**

CH - 154° - OSCAR - 154° -  
 SABNO (A583).

**STANDARD  
INSTRUMENT  
DEPARTURES  
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  
SID RWY 31  
to EAST****REPORT**

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

**ALT RESTRICTION**

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

STONEGUTTERS  
 NDB 236  
 SC ... ..

HONG-KONG  
 NDB 377  
 RW ... ..

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

NOT TO SCALE  
 VAR 2°W (2006)

GHEUNG-GHAW  
 DVOR/DME 112.3  
 CH ... ..

TATHONG-POINT  
 TVOR/DME 115.5  
 TH ... ..

NDB 280  
 TP ... ..

MAX 9000ft  
 D25 CH

MAX FL110  
 D50 CH

SIKOU 2C  
 At cruising FL

SIKOU 2C\*/2E  
 SIK2C/2E

A202/G221  
 R339  
 to SIKOU  
 S0600, S0660,  
 S0720, S0960,  
 S1080, S1200

D100 CH  
 or assigned FL  
 SIKOU 2E

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

DAGON 2D  
 DAG2D

A1  
 to DAGON  
 FL280, 350,  
 FL390, 430

IDOSI 2D  
 IDO2D

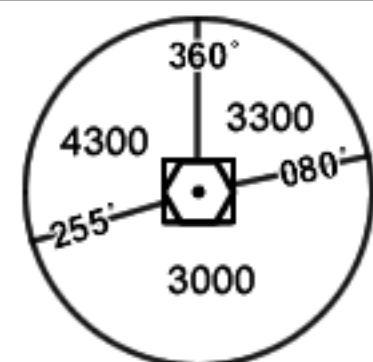
P901  
 to IDOSI  
 FL280, 350,  
 FL390, 430

DAGON 2C\*  
 DAG2C

L642  
 to EPDOS  
 FL300, 320, 340,  
 FL360, 380, 400

EPDOS 2C  
 EPD2C

IDOSI 2C\*  
 IDO2C

**MNM SECTOR ALTITUDE**

25NM FROM 'TH' TVOR  
 WITHIN HK FIR

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

**TRANSITION  
 ALTITUDE  
 9000ft**

**DAGON 2C** (DAG2C)  
 CH - 199° - at assigned FL -  
 turn Right to DAGON (A1).

**DAGON 2D** (DAG2D)  
 CH - 214° - DAGON (A1).

**EPDOS 2C** (EPD2C)  
 CH - 190° - EPDOS (L642).

**IDOSI 2C** (IDO2C)  
 CH - 190° - at assigned FL -  
 turn Right to IDOSI (P901).

**IDOSI 2D** (IDO2D)  
 CH - 205° - IDOSI (P901).

**SIKOU 2C** (SIK2C)  
 CH - 214° - at cruising FL -  
 turn Right to SIKOU (A202/G221/R339).

**SIKOU 2E** (SIK2E)  
 CH - 190° -  
 at the later of D100 CH or assigned FL -  
 turn Right to SIKOU (A202/G221/R339).