

AERODROME

Kai Tak INTL HONG KONG

10-1

Kai Tak DLV (D) 124.65 129.9	GND 121.65	TWR 118.7 118.2	DEP 123.8 122.0	ATIS (D) 128.2	
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AD Elev 15	ARP: N22 19.0 E114 12.2	RFF: CAT 9	AD HR: 22-17
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THR Coordinates
 RWY 13 (DTHR) N22 19.3 E114 11.8
 RWY 31 (DTHR) N22 18.3 E114 12.9

RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	RCLL	Additional
13	0	3331 / 10928	2786 / 9140	H-L ①	H	30m	P 3.1°L/R, REIL
31	0	2892 / 9488	3030 / 9940	H-L ②	H	30m	P 3°, REIL

- ① 1925m, Curved APL CL of LIH / white and LIL / red.
- ② 593m, LIH / white and LIL / red, 4 white strobe lights, No EFAS.

STATE TAKE OFF MINIMA

With TKOF ALT AD	CEIL/RVR/VIS	
Facilities	13	31
REDL + RCLL	0ft / 1000m / 1.0km	250ft / 2000m / 2.0km
REDL or RCLL or RCL (HJ)	0ft / 1000m / 1.0km	250ft / 2000m / 2.0km
NIL (HJ)	0ft / - / 1.0km	250ft / - / 2.0km
Without TKOF ALT AD	AVBL LDG MIN	

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AERODROME Overview

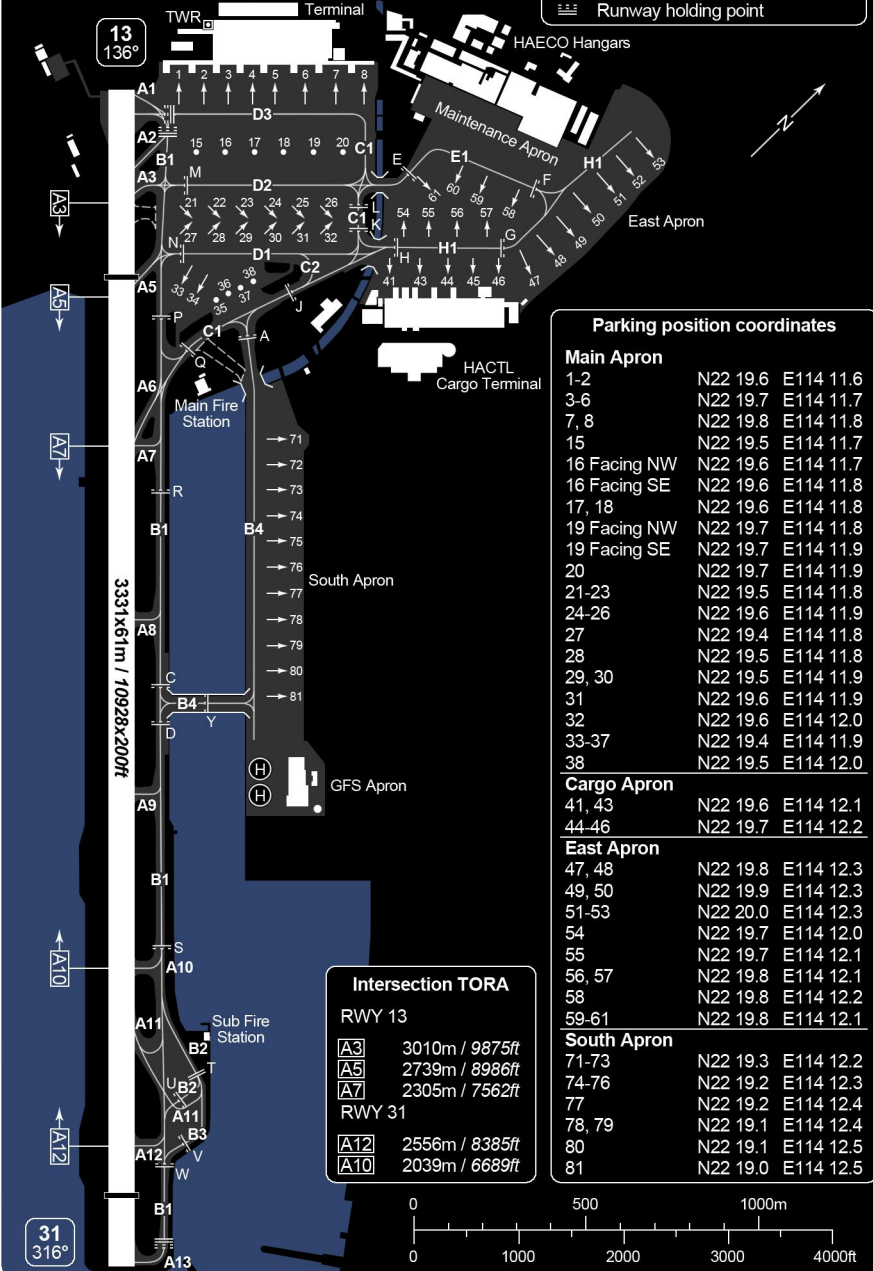
Kai Tak INTL HONG KONG

Kai Tak DLV (D)	GND	TWR	DEP	ATIS (D)
124.65	121.65	118.7	123.8	128.2
129.9		118.2	122.0	

Legend

- Taxi holding position (One way)
- Taxi holding position (Both ways)
- Runway holding point

10 - 2



Parking position coordinates

Main Apron		
1-2	N22 19.6	E114 11.6
3-6	N22 19.7	E114 11.7
7, 8	N22 19.8	E114 11.8
15	N22 19.5	E114 11.7
16 Facing NW	N22 19.6	E114 11.7
16 Facing SE	N22 19.6	E114 11.8
17, 18	N22 19.6	E114 11.8
19 Facing NW	N22 19.7	E114 11.8
19 Facing SE	N22 19.7	E114 11.9
20	N22 19.7	E114 11.9
21-23	N22 19.5	E114 11.8
24-26	N22 19.6	E114 11.9
27	N22 19.4	E114 11.8
28	N22 19.5	E114 11.8
29, 30	N22 19.5	E114 11.9
31	N22 19.6	E114 11.9
32	N22 19.6	E114 12.0
33-37	N22 19.4	E114 11.9
38	N22 19.5	E114 12.0
Cargo Apron		
41, 43	N22 19.6	E114 12.1
44-46	N22 19.7	E114 12.2
East Apron		
47, 48	N22 19.8	E114 12.3
49, 50	N22 19.9	E114 12.3
51-53	N22 20.0	E114 12.3
54	N22 19.7	E114 12.0
55	N22 19.7	E114 12.1
56, 57	N22 19.8	E114 12.1
58	N22 19.8	E114 12.2
59-61	N22 19.8	E114 12.1
South Apron		
71-73	N22 19.3	E114 12.2
74-76	N22 19.2	E114 12.3
77	N22 19.2	E114 12.4
78, 79	N22 19.1	E114 12.4
80	N22 19.1	E114 12.5
81	N22 19.0	E114 12.5

Intersection TORA

RWY 13	
	3010m / 9875ft
	2739m / 8986ft
	2305m / 7562ft
RWY 31	
	2556m / 8385ft
	2039m / 6689ft



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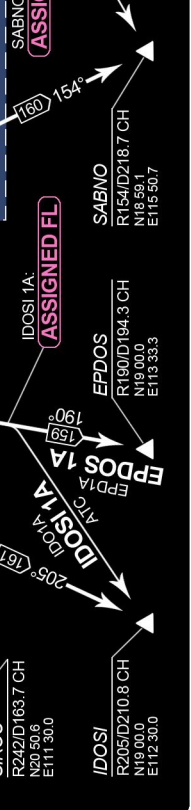
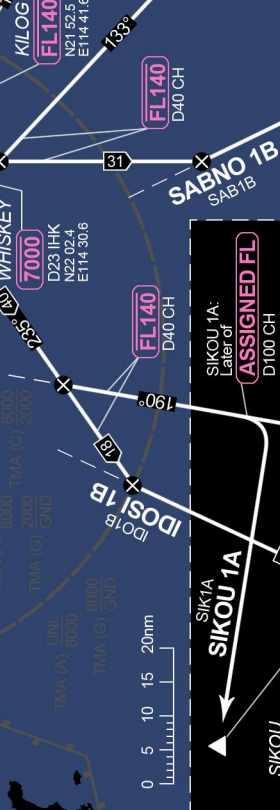
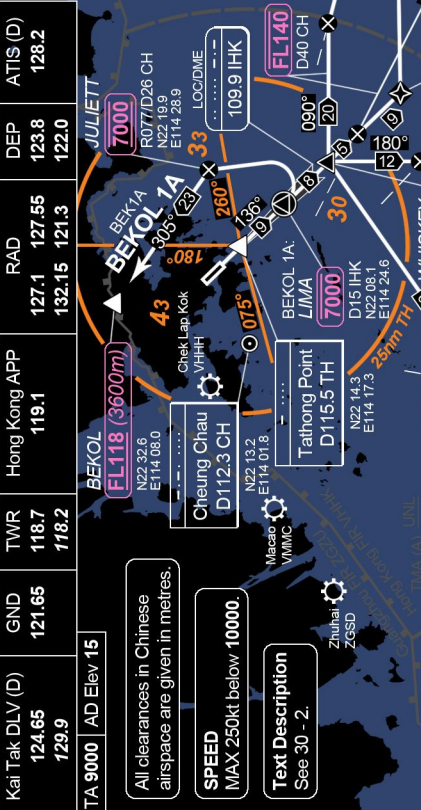
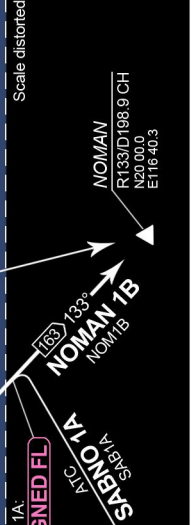
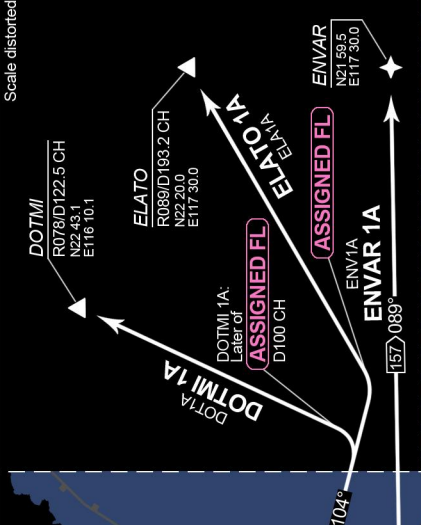
SID RWY 13

Kai Tak INTL HONG KONG

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Scale distorted

Kai Tak DLV (D)	GND	TA 9000	AD Elev 15	TWR	Hong Kong APP	RAD	DEP	ATIS (D)
124.65	121.65			118.7	119.1	127.1	123.8	128.2
129.9				118.2		132.15	121.3	122.0



All clearances in Chinese airspace are given in metres.

SPEED
MAX 250Kt below 10000.

Text Description
See 30 - 2.

SID RWY 13 Text Description

Kai Tak INTL HONG KONG

COMM: Report passing TH VOR, maintaining **7000**, leaving **7000**, maintaining **FL140** and when established on assigned radial from CH VOR.

SPEED: MAX 250kt below **10000**.

ALT RESTRICTION: Initial climb to **4000**. Expect further climb when instructed by ATC.

SID	Routeing	Altitudes
(INITIAL CLIMB)	Climb on IHK LOC front beam 136° - TH - follow SID.	
BEKOL 1A	LIMA - JULIETT - BEKOL.	LIMA MAX 7000 JULIETT At 7000 BEKOL MNM FL118 (3600m)
DOTMI 1A	WHISKEY - 090° - intcp R104 CH - at D100 CH or assigned FL , whichever later - turn left - DOTMI.	WHISKEY MAX 7000 D40 CH MAX FL140
ELATO 1A	WHISKEY - 090° - intcp R104 CH - at assigned FL turn left - ELATO.	
ENVAR 1A	WHISKEY - KILOG - ENVAR.	WHISKEY MAX 7000 KILOG MAX FL140
EPDOS 1A	WHISKEY - 235° - intcp R190 CH - EPDOS.	WHISKEY MAX 7000
IDOSI 1A (ATC)	WHISKEY - 235° - intcp R190 CH - at assigned FL turn right - IDOSI.	D40 CH MAX FL140
IDOSI 1B	WHISKEY - 235° - intcp R205 CH - IDOSI.	
NOMAN 1A (ATC)	WHISKEY - 136° - intcp R117 CH - at assigned FL turn right - NOMAN.	
NOMAN 1B	WHISKEY - 180° - intcp R133 CH - NOMAN.	
SABNO 1A (ATC)	WHISKEY - 180° - intcp R133 CH - at assigned FL turn right - SABNO.	
SABNO 1B	WHISKEY - 180° - intcp R154 CH - SABNO.	
SIKOU 1A	WHISKEY - 235° - intcp R190 CH - at D100 CH or assigned FL , whichever later - turn right - SIKOU.	

30 - 2

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SID RWY 31 Text Description

Kai Tak INTL HONG KONG

WARNING: TKOF flight path is located above densely built-up area. Numerous obstacles in the form of building and natural features exist on either side of TKOF flight path. Rapidly rising high ground in the form of a range of hills lies to the north of the urban area.

COMM: Report passing CH VOR, maintaining **9000**, leaving **9000**, maintaining **FL110** and when established on assigned radial from CH VOR.

SPEED: MAX V2+20kt until established on track to SC NDB. MAX 250kt below **10000**.

ALT RESTRICTION: Initial climb to **4000**. Expect further climb when instructed by ATC.

SID	Routeing	Altitudes
(INITIAL CLIMB)	Climb on 316° - RW - turn left - intcp 251° to SC - SC - 251° - intcp 211°/R031 CH - CH - follow SID.	CH MNM 3000
BEKOL 2C	R154 CH to MNM 9000 - turn left - TH - BEKOL.	TH At FL110 BEKOL MNM FL118 (3600m)
DOTMI 2C	OSCAR - 090° - intcp R104 CH - at D100 CH or assigned FL , whichever later - turn left - DOTMI.	OSCAR MAX 9000 D50 CH MAX FL110
ELATO 2C	OSCAR - 090° - intcp R104 CH - at assigned FL turn left - ELATO.	
ENVAR 2C	OSCAR - KILOG - ENVAR.	OSCAR MAX 9000 KILOG MAX FL110
EPDOS 2C	EPDOS.	D25 CH MAX 9000
IDOSI 2C (ATC)	R190 CH - at assigned FL turn right - IDOSI.	D50 CH MAX FL110
IDOSI 2D	IDOSI.	
NOMAN 2C (ATC)	OSCAR - 090° - intcp R117 CH - at assigned FL turn right - NOMAN.	OSCAR MAX 9000 D50 CH MAX FL110
NOMAN 2D	OSCAR - 090° - intcp R133 CH - NOMAN.	
SABNO 2C (ATC)	R175 CH - at assigned FL turn left - SABNO.	D25 CH MAX 9000 D50 CH MAX FL110
SABNO 2D	OSCAR - SABNO.	OSCAR MAX 9000 D50 CH MAX FL110
SIKOU 2C (ATC)	R214 CH - at assigned FL turn right - SIKOU.	D25 CH MAX 9000
SIKOU 2E	R190 CH - at D100 CH or assigned FL , whichever later - turn right - SIKOU.	D50 CH MAX FL110

30 - 4

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STAR RWY 13

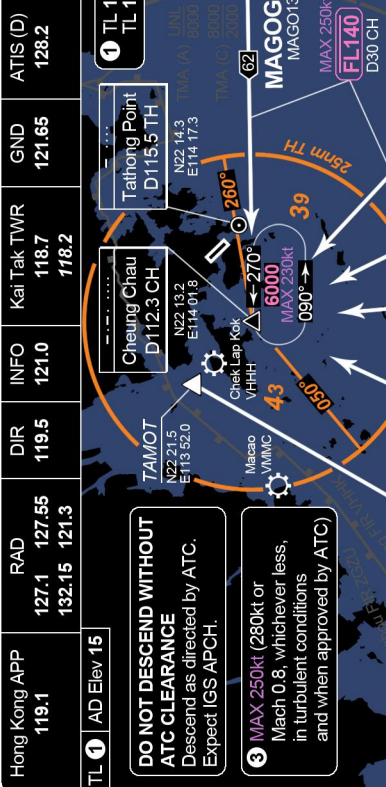
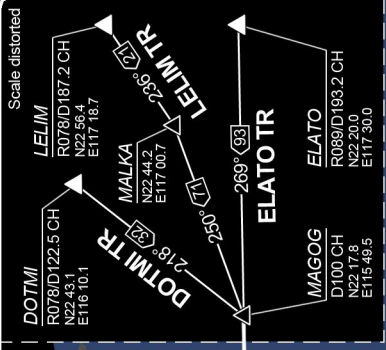
Kai Tak INTL HONG KONG

Uaytech - vhhx01aaorg0

Hong Kong APP	119.1	RAD	127.1	127.55	DIR	119.5	INFO	121.0	Kai Tak TWR	118.7	GND	121.65	ATIS (D)	128.2
TL 1 AD Elev 15	132.15		121.3						118.2					

DO NOT DESCEND WITHOUT ATC CLEARANCE
Descend as directed by ATC. Expect IGS APCH.

MAX 250kt (280kt or Mach 0.8, whichever less, in turbulent conditions and when approved by ATC)



COM FAIL
Comply with descent requirements profile and STAR track. Maintain **FL130** to CH. Join HP and descend to **8000** in HP. Carry out the appropriate IGS approach procedure.



STAR RWY 31

Kai Tak INTL HONG KONG

Hong Kong APP	RAD	DIR	INFO	Kai Tak TWR	GND	ATIS (D)
119.1	127.1 127.55	119.5	121.0	118.7 118.2	121.65	128.2
TL 1 AD Elev 15	132.15 121.3					

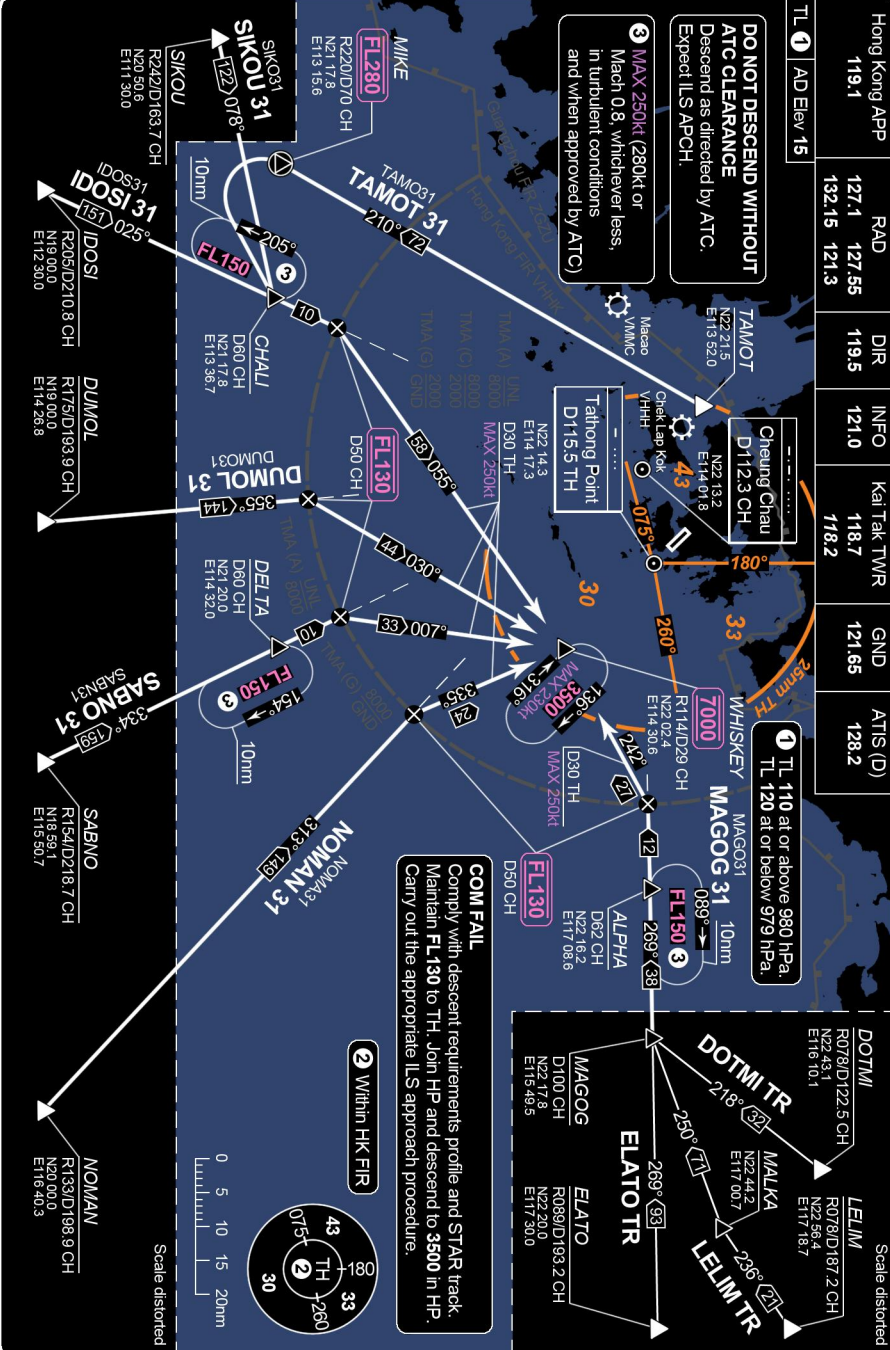
DO NOT DESCEND WITHOUT ATC CLEARANCE
 Descend as directed by ATC. Expect ILS APCH.

MAX 250kt (280kt or March 0.8, whichever less, in turbulent conditions and when approved by ATC)

TL 110 at or above 980 HPa. TL 120 at or below 979 HPa.

COM FAIL
 Comply with descent requirements profile and STAR track. Maintain FL 130 to TH. Join HP and descend to 3500 in HP. Carry out the appropriate ILS approach procedure.

2 Within HK FIR



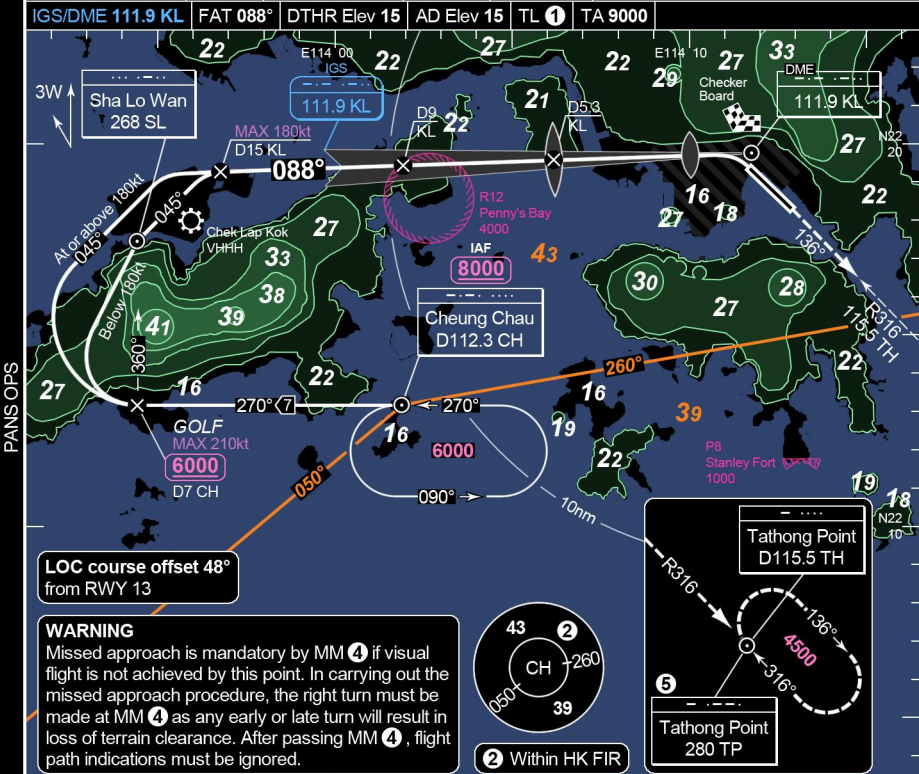
40 - 2

0rgb0reaz20x44n - hp4teclayN

IGS RWY 13 (Instrument Guidance System)

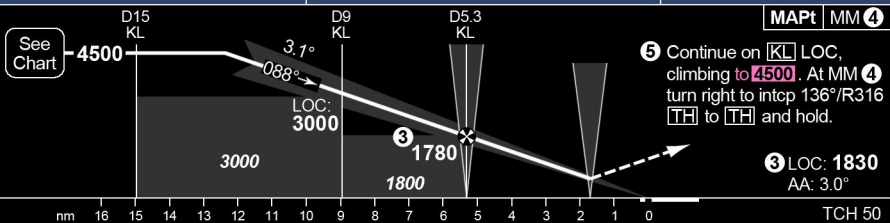
Kai Tak INTL HONG KONG

Hong Kong APP 119.1	DIR 119.5	Kai Tak TWR 118.7 118.2	GND 121.65	ATIS (D) 128.2	1 TL 110 at or above 980 hPa. TL 120 at or below 979 hPa.
IGS/DME 111.9 KL FAT 088° DTHR Elev 15 AD Elev 15 TL 1 TA 9000					



LOC course offset 48°
from RWY 13

WARNING
Missed approach is mandatory by MM 4 if visual flight is not achieved by this point. In carrying out the missed approach procedure, the right turn must be made at MM 4 as any early or late turn will result in loss of terrain clearance. After passing MM 4, flight path indications must be ignored.

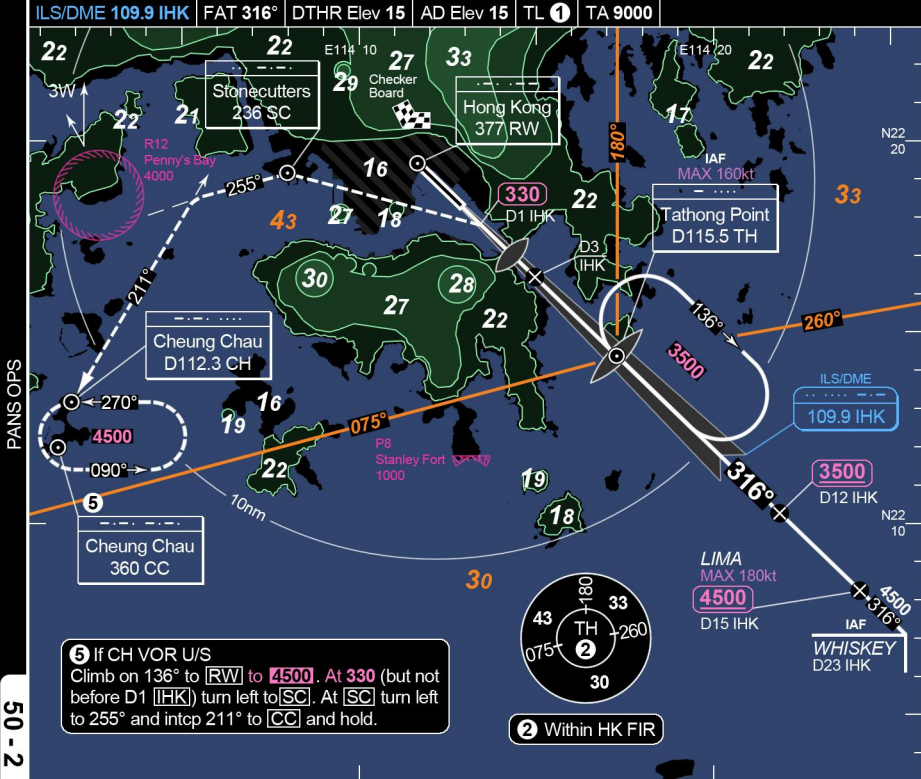


ACFT	IGS(LOC)+GP	IGS(LOC)	Note: Circling NA.					DME	3.0°	LDA 2786x61
STATE								KL	ALT	9140x200ft
A								13.7	4500	P 3.1°
B	675 (660)	680 (665)	5 If TH VOR/U/S Continue on [KL] LOC, climbing to 4500. At MM 4 turn right to 130° via [RW] to [TP] and hold.					8	2690	
C	3.2km	3.2km	4 D2.2 KL if MM U/S					7	2370	
D								6	2050	
GS	80	100	120	140	160		5	1730		
ROD 3.0°	424	530	636	742	848		4	1410		
OM-MM	2:42	2:10	1:48	1:33	1:21		3	1100		
							1.7	680		

ILS RWY 31

Kai Tak INTL **HONG KONG**

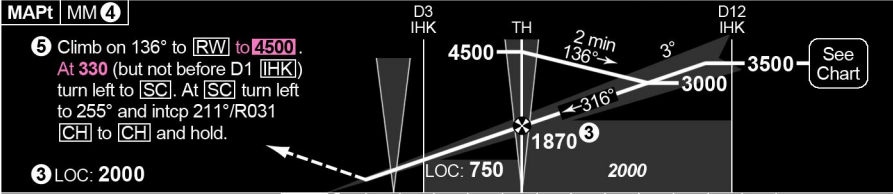
Hong Kong APP 119.1	DIR 119.5	Kai Tak TWR 118.7 118.2	GND 121.65	ATIS (D) 128.2	1 TL 110 at or above 980 hPa. TL 120 at or below 979 hPa.
ILS/DME 109.9 IHK FAT 316° DTHR Elev 15 AD Elev 15 TL 1 TA 9000					



5 If CH VOR U/S
Climb on 136° to [RW] to **4500**. At **330** (but not before D1 [IHK]) turn left to [SC]. At [SC] turn left to 255° and intcp 211° to [CC] and hold.

2 Within HK FIR

50 - 2



TCH 51	0	1	2	3	4	5	6	7	8	9	10	11	12	13	nm
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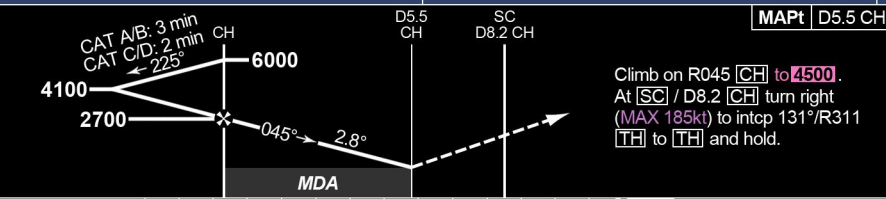
ACFT	ILS+DME 3	LOC+DME	Note: Circling NA.			DME	3.0°	LDA 3030x61
A	405 (390) 1500m	510 (495) 2.3km	3 Vis: 1.6km.			11.3	3500	9940x200ft
B			4 D1.3 IHK if MM U/S			9.8	3000	P 3° ODALS
C						7	2080	
D						6	1750	
GS	80	100	120	140	160	5	1430	
ROD 3.0°	424	530	636	742	848	4	1100	
OM-MM	2:53	2:18	1:55	1:39	1:26	3	770	
						2.2	510	593

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VOR RWY 13

Kai Tak INTL HONG KONG

Hong Kong APP 119.1	DIR 119.5	Kai Tak TWR 118.7 118.2	GND 121.65	ATIS (D) 128.2	1 TL 110 at or above 980 hPa. TL 120 at or below 979 hPa.
VOR/DME 112.3 CH FAT 045° DTHR Elev 15 AD Elev 15 TL 1 TA 9000					



ACFT	Circling 3.0% a	Circling 2.5% a	a MISAP MNM climb gradient.					DME CH	2.8° ALT	LDA 2786x61 9140x200ft P 3.1°
STATE										
A	1040 (1025) 3.2km	1150 (1135) 3.2km						4.7	4100	
B								0	2700	
C	1040 (1025) 4.8km	1150 (1135) 4.8km						1	2400	
D								2	2100	
								3	1800	
GS	80	100	120	140	160			4	1500	
ROD 2.8°	401	501	602	702	802			5.1	1150	
FAF-MAPt	4:08	3:18	2:45	2:22	2:04			5.5	1040	

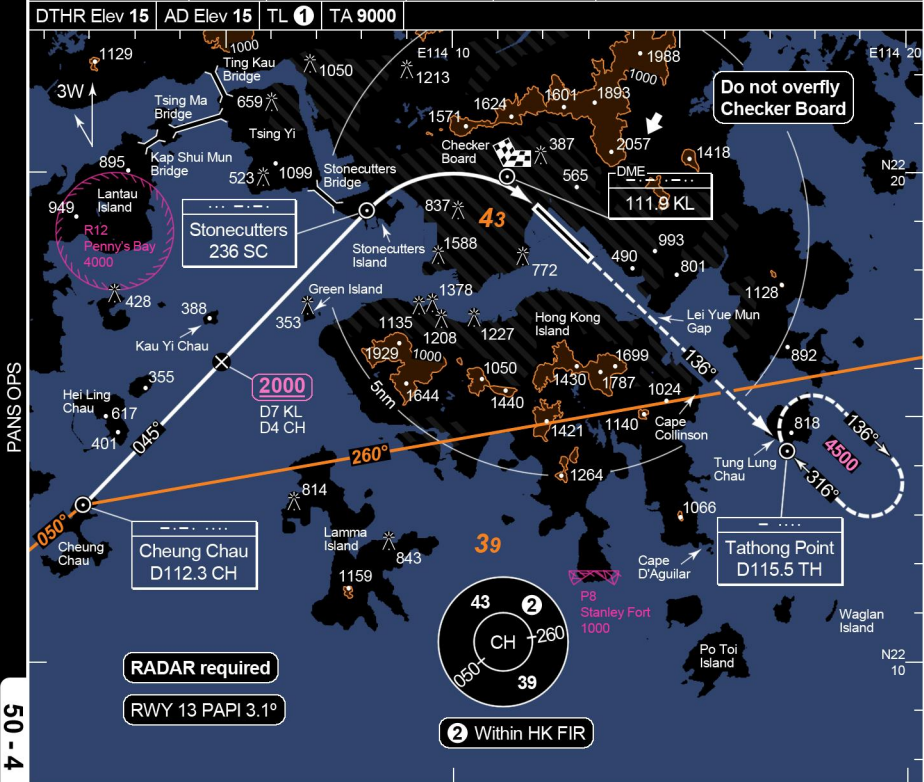
Note: VOR RWY 13 will only be cleared if it will not cause interruption to other aircraft carrying out IGS approach or departure procedures.

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VISUAL STEP DOWN RWY 13

Kai Tak INTL HONG KONG

Hong Kong APP 119.1	DIR 119.5	Kai Tak TWR 118.7 118.2	GND 121.65	ATIS (D) 128.2	1 TL 110 at or above 980 hPa. TL 120 at or below 979 hPa.
DTNR Elev 15 AD Elev 15 TL 1 TA 9000					



VISUAL STEP DOWN RWY 13

When cleared for Visual Step Down to RWY 13, maintain **MINM 2000** until D7 KL/D4 CH. Remain East of Kau Yi Chau, thence West of Green Island. Continue track to Stonecutters Island. Turn right and proceed visually to RWY 13.

In the event of a go-around, climb and maintain **4500**, turn right to intercept 136°/R316 TH to TH and hold.

Weather Minima

Ceiling **4500**
 Visibility 9km

Note

Visual step down approach to RWY 13 will only be cleared if it will not cause interruption to other aircraft carrying out instrument approach or departure procedures.

LDA 2786x61
 9140x200ft
 P 3.1°



ODALS

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7-4