

This pilot briefing contains all the information that you will need to know when flying in/out of Hong Kong Kai Tak International Airport (VHHX).

## Departure Procedures

### Airway Restrictions

Altitude restrictions are in place to regulate the flow of traffic on major airways. The Hong Kong vACC Cue Card, found [here](#), allows pilots to select a cruising altitude that complies with said altitude restrictions.

Note that some altitudes are prefixed with **S**. This indicates that the altitude is in meters. For example, **S0690** represents **6900 meters**. More information about metric cruising altitudes below.

### China RVSM

Hong Kong ATC may assign cruising altitude in meters instead of feet for flights entering Mainland China airspace. An altitude conversion chart can be found [here](#).

### Curfew Procedures

Whilst historically there were curfew procedures for Kai Tak, these are not applicable on VATSIM. As such, Kai Tak International Airport is available H24.

### Taxi-out Stands

Stands 21-32 are taxi out stands. Aircraft departing these stands do not require pushback. Stands 15-20 are "mixed" stands, meaning that pilots may taxi out or do a pushback from these stands.

### Pushback Colours

Although pushback colours were used in the real world, due to the lack of charts, pushback directions are given instead (like most other airports in the world).

### Initial Climb

The initial climb for all departures out of Kai Tak is **7000ft**, regardless of SID.

### Transition Altitude

The transition altitude is **9000ft**.

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## Frequency List

This section contains frequencies for the primary positions at each level (DEL/GND/TWR/APP/CTR). Split sectors have not been listed.

Text Callsign	Voice Callsign	Frequency
VHHX_DEL	Kai Tak Delivery	121.000
VHHX_GND	Kai Tak Ground	121.925
VHHX_TWR	Kai Tak Tower	124.650
VHHH_APP	Hong Kong Approach	119.100
HKG_W_CTR	Hong Kong Radar	127.100

## Arrival Procedures

### Runway and STAR Assignments

There is a preferential runway system in use at Kai Tak. In most cases, runway 13 will be in use. However, if there exists a 5 knot tailwind whilst the surface is wet, or a 10 knot tailwind whilst the surface is wet, then runway 31 will be used instead.

STARs ending in **13** should be used when runway 13 is in use, while STARs ending in **31** should be used when runway 31 is in use.

### Descent Requirements

Aircraft inbound from TAMOT should cross MIKE at **FL280**.

When runway 13 is in use, all aircraft should cross 30 DME from CH at **FL140** or below.

When runway 31 is in use, all aircraft should cross 50 DME from CH at **FL130**, and **WHISKEY** at **7000ft**.

### Transition Level

The Transition Level is **FL110**.

### Instrument Approach

Pilots are expected to join the published holding pattern at CH DVOR (Frequency 112.3) if no approach clearance has been issued. **Do not proceed beyond CH without ATC clearance.**

#### 13:

The default instrument approach assigned is the IGS approach via CH. The approach clearance will be something along the lines of:

*"From CH, cleared IGS 13 approach."*

You may descend as published and follow charted speed restrictions, **unless ATC has provided another speed/altitude restriction along with the approach clearance.**

#### 31:

The default instrument approach to this runway is the ILS approach via **WHISKEY**. Similar to 13, the approach clearance will be something along the lines of:

*"From WHISKEY, cleared ILS 31 approach."*

**Remember that you are expected to follow charted speed and altitude restrictions, unless ATC has overridden those restrictions with another speed and/or altitude restriction.**

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## Charts

Charts for Hong Kong Kai Tak International Airport (VHHX) can be found [here](#).