VATSIM Hong Kong vACC - VHHX Pilot Briefing

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.

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 overriden those restrictions with another speed and/or altitude restriction.

Charts

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