VATSIM Hong Kong vACC - VHHH Pilot Briefing

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

Departure Procedures

Airport Collaborative Decision Making

During official events or when there is a large amount of departing traffic, a system known as Airport Collaborative Decision Making (ACDM) will be put in place to regulate the flow of traffic on the ground. When this system is in use, you will be able to view your TSAT at https://vathk.com/en/adgs. By default, the TSAT is taken from the EOBT that you file as part of your flight plan. Pilots are expected to report ready for pushback/start-up within TSAT+-5. Should you report ready earlier, you may be given an earlier slot depending on the current traffic situation. **For events with individual CTOTs, your TSAT will be generated after you receive your IFR clearance.**

Aircraft Docking Guidance System

As mentioned above, the link at https://vathk.com/en/adgs takes you to a page where you can view your TSAT and other related information. This interface known as Aircraft Docking Guidance System is used in the real world at Hong Kong to display the same information. Details of how this system works can be found at https://vathk.com/en/adgs/info.

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.

Runway 07C Departures

When independent parallel departures are in use, aircraft departing Runway 07C will be assigned a SID ending in "T". Additionally, aircraft will be instructed to report their SID to Hong Kong Tower on handoff to ensure that aircraft will turn in the correct direction after departure (left turn instead of right turn).

Non-Standard Departures

If you are not able to fly an RNAV SID, you may be issued with a contingency SID (the RAMEN/RUMSY departures). These departures are conventional SIDs defined by VOR radials and/or DME. These SIDs end in a discontinuity, meaning that you will require vectors from ATC to join your flight plan route.

Pushback Colours

Pushback colours are given by controllers instead of directions. Charts for such colours can be found below:

Pushback Colour Red for Main Terminal
Pushback Colour Blue for Main Terminal
Pushback Colour Red/Blue for Midfield Concourse
Pushback Colour Red/Blue for Cargo Apron
Pushback Colour Red/Blue for Maintenance and West Cargo Apron

Note that the arrow in each stand represents the direction of the tug, i.e. the direction of the tail.

Initial Climb

The initial climb for all departures out of Hong Kong is **5000ft**, 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
VHHH_DEL	Hong Kong Delivery	122.150
VHHH_1_GND	Hong Kong Ground	121.600
VHHH_S_TWR	Hong Kong Tower	118.400
VHHH_APP	Hong Kong Approach	119.100
HKG_W_CTR	Hong Kong Radar	127.100

Arrival Procedures

Runway and STAR Assignments

The standard runway for arrivals is usually the **north runway (07L/25R)**. If you do not have the runway in your scenery, you should advise the centre/approach controller about it, and expect the **south runway (07R/25L)**. Some aircraft may also be assigned the south runway by default for a shorter taxi (e.g. cargo/business aviation flights).

Pilots can expect the Alpha arrivals (CANTO3A/SIERA7A/BETTY3A/ABBEY4A) when runway 07s are in use, while the Bravo arrivals (CANTO3B/SIERA7B/BETTY3B/ABBEY3B) can be expected when runway 25s are in use. **The Golf arrivals are only used to connect to the RNP Y approach to runways 25L/25C/25R, and they are only available on request.**

TTR Restrictions

All arrival Terminal Transition Routes (routes that begin with a V) have an altitude restriction of **FL260** at ENPET, SONNY, CYBER and MAPLE. Pilots are requested to plan their descent in accordance with these restrictions.

Transition Level

The Transition Level is FL110.

Instrument Approach

If you have been cleared on a STAR that **does not end in G**, you should expect an ILS approach as stated on the STAR chart.

Pilots are expected to join the published holding pattern at the IAF (LIMES for 07s and RIVMI for 25s) if no approach clearance has been issued. **Do not proceed beyond these fixes without ATC clearance.**

07L/07C/07R:

The default instrument approach assigned is the ILS approach, via LIMES. The approach clearance will be something along the lines of:

"*From LIMES via TUTBA/TONIC/STELA, cleared ILS approach runway 07L/C/R.*"

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

25L/25C:

The default instrument approach to this runway is the ILS approach via RIVMI. Similar to 07L/C/R, the approach clearance will be something along the lines of:

"*From RIVMI, cleared ILS approach runway 25L/C.*"

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.

25R:

The default instrument approach is the ILS approach via RIVMI. An RNAV transition is in place for terrain clearance. When ATC clears you for the RNAV transition using the phraseology below, descend as published on the chart, following all altitude restrictions.

"*From RIVMI/BOKAG, descend via RNAV transition.*"

Once approaching **TOPUN**, ATC will clear aircraft for the ILS approach to runway 25R. **Do not engage APPR/LOC/GS before reaching TOPUN.**

"*From TOPUN, cleared ILS approach runway 25R.*"

If you are too high at TOPUN, simply continue descending via the RNAV transition in order to intercept the glideslope from below.

Charts

Charts for Hong Kong International Airport (VHHH) can be found here.