

**STANDARD OPERATING PROCEDURES (SOP)
DOCUMENT NUMBER: HKVACC-SOP004-ANNEX-I
DATE ISSUED: 17 JUNE 2020
REVISION: 0**

SUBJECT: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

EFFECTIVE DATE: 18 JUNE 2020

SCOPE: Outlines standard techniques for VATSIM online ATC service in Approach and Departure sector

Contents

1. PURPOSE.....	3
2. ROLES AND RESPONSIBILITIES	3
3. DISTRIBUTION	3
4. BACKGROUND.....	3
5. HONG KONG APPROACH (APP).....	4
6. FINAL APPROACH DIRECTOR (FAD)	6
7. HONG KONG DEPARTURE (DEP)	8
8. HONG KONG DEPARTURE HIGH (DEH).....	10
RECORD OF REVISION.....	11

1. PURPOSE

1.1. This Standard Operating Procedure Annex I set forth the procedures for all controllers providing terminal airspace air traffic control service in the Approach/Departure sector to improve communication, techniques, and to distinguish procedures that are specific to the online environment.

2. ROLES AND RESPONSIBILITIES

2.1. The Office of Primary Responsibility (OPR) for this SOP annex is the team under the supervision of Manager (Standards and Publications). This SOP annex shall be maintained, revised, updated or cancelled by the Manager (Standards and Publications). Any suggestions for modification / amendment to this SOP should be sent to the Manager (Standards and Publications) for review.

3. DISTRIBUTION

3.1. This SOP annex is intended for controllers staffing ATC positions in the Approach/Departure sector.

4. BACKGROUND

4.1. Due to the complexity of sectorisation within Approach/Departure airspace, a supplementary document is required to support HKVACC-SOP004 so that controllers can have a clear idea on the responsibilities of different sectors within Approach/Departure airspace. This would also facilitate the coordination between controllers through standardising certain air traffic management strategies.

5. HONG KONG APPROACH (APP)

5.1. APPROACH SECTOR IN 07 CONFIGURATION



5.1.1. Responsibilities

- Arrivals from TMA via BETTY and CANTO until transferred to AMC/FAD
- Holding at BETTY and CANTO from FL110 to FL130
- Departures to PECAN
- FAD sector when the traffic volume is low

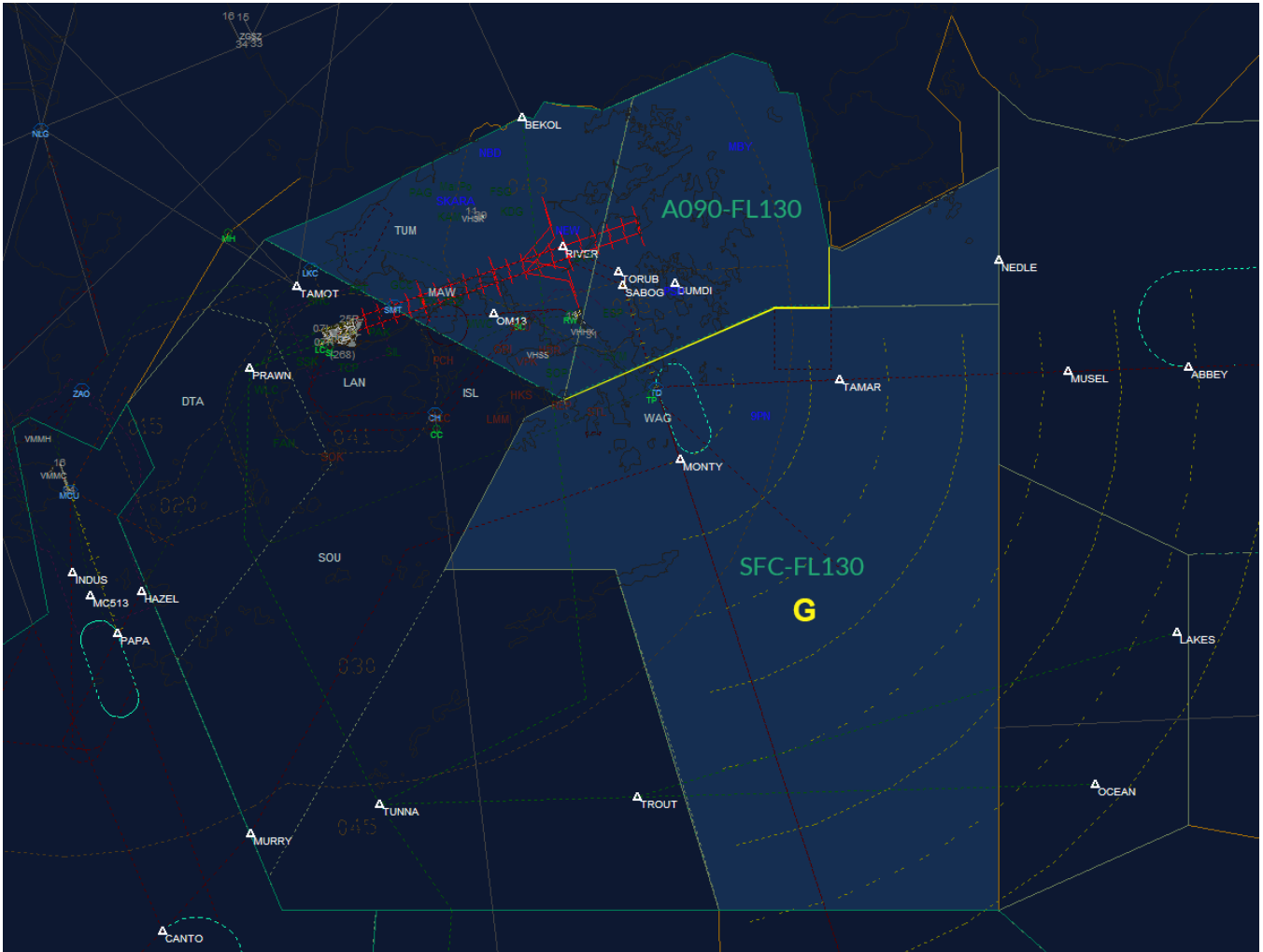
5.1.2. Procedures (Inbound)

- Descent between 7000ft and FL110 when in area C
- Descent below 7000ft when in area B
- Enter area A at 6000ft or below
- Transfer to FAD 7NM before LIMES

5.1.3. Procedures (Outbound)

- PECAN – Climb to 6000ft on SID track (Note in event of a catch up, 5000ft and 6000ft be used as required). When in area C climb to FL160 and transfer to TMS

5.2. APPROACH SECTOR IN 25 CONFIGURATION



5.2.1. Responsibilities

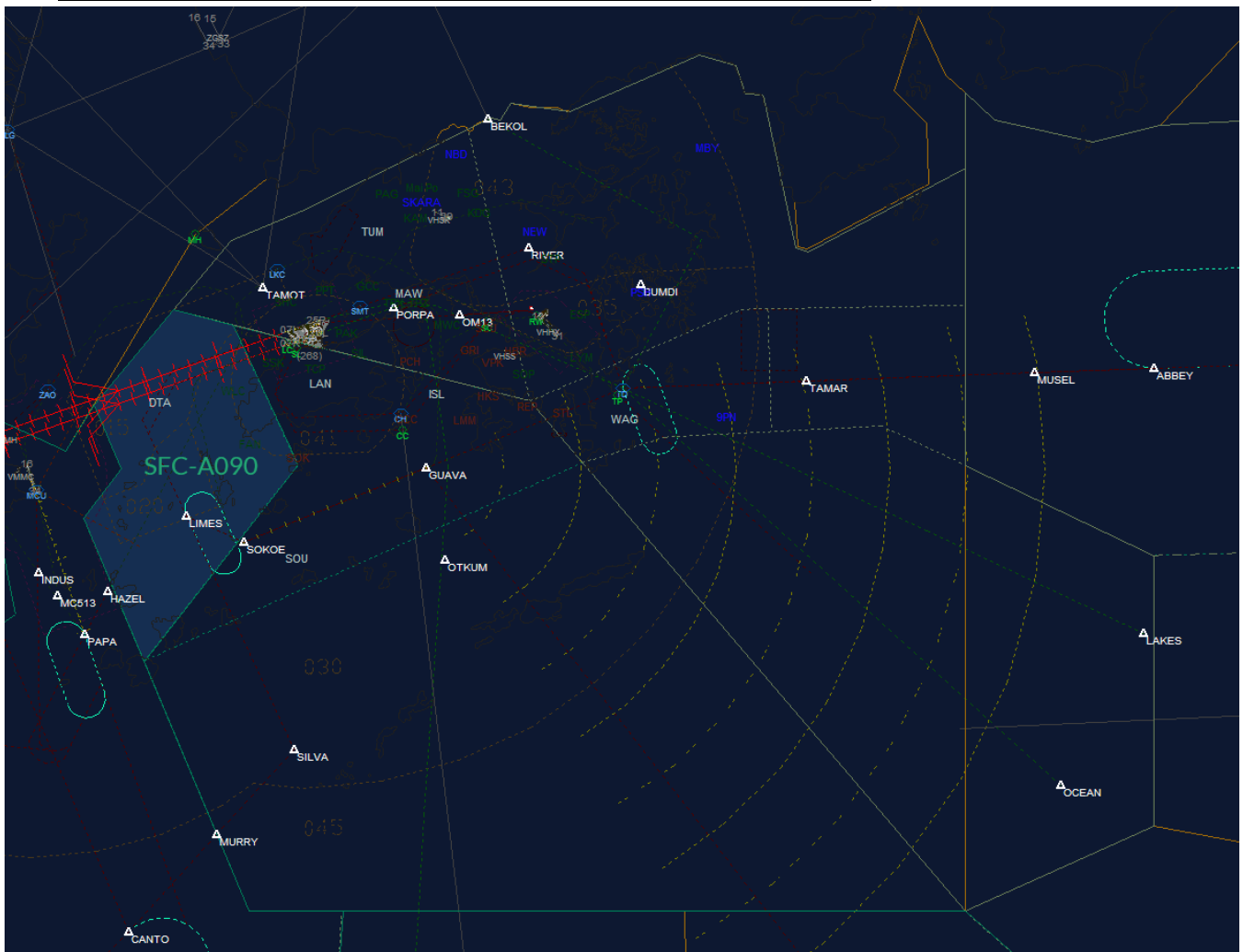
- Arrivals from TME and TMS via ABBEY and BETTY until transferred to AMC/FAD
- Holding at ABBEY and BETTY from FL110 to FL130
- FAD sector when the traffic volume is low

5.2.2. Procedures (Inbound)

- Traffic enters area G below FL130
- Descent below 9000ft in area G
- Leave area G at 8000ft or below
- Transfer to FAD 5NM before TD

6. FINAL APPROACH DIRECTOR (FAD)

6.1. FINAL APPROACH DIRECTOR SECTOR IN 07 CONFIGURATION



6.1.1. Responsibilities

- Tactically control aircraft to achieve accurate and consistent spacing
- There is coordination between tower and final approach director regarding the runway occupancy time (ROT) and if the spacing is resulting in a large number of late landing clearances, the tower must ask final approach director to increase the spacing before missed approaches start to occur

6.1.2. Procedures

- Aircraft intercept localiser at 1700ft
- All aircraft fly a strict speed regime and then are permitted to reduce speed as required inside 5 DME. 180kts is used on base leg and 160kts to 5DME

6.2. FINAL APPROACH DIRECTOR SECTOR IN 25 CONFIGURATION



6.2.1. Responsibilities

Please refer to section 6.1.1.

6.2.2. Procedures

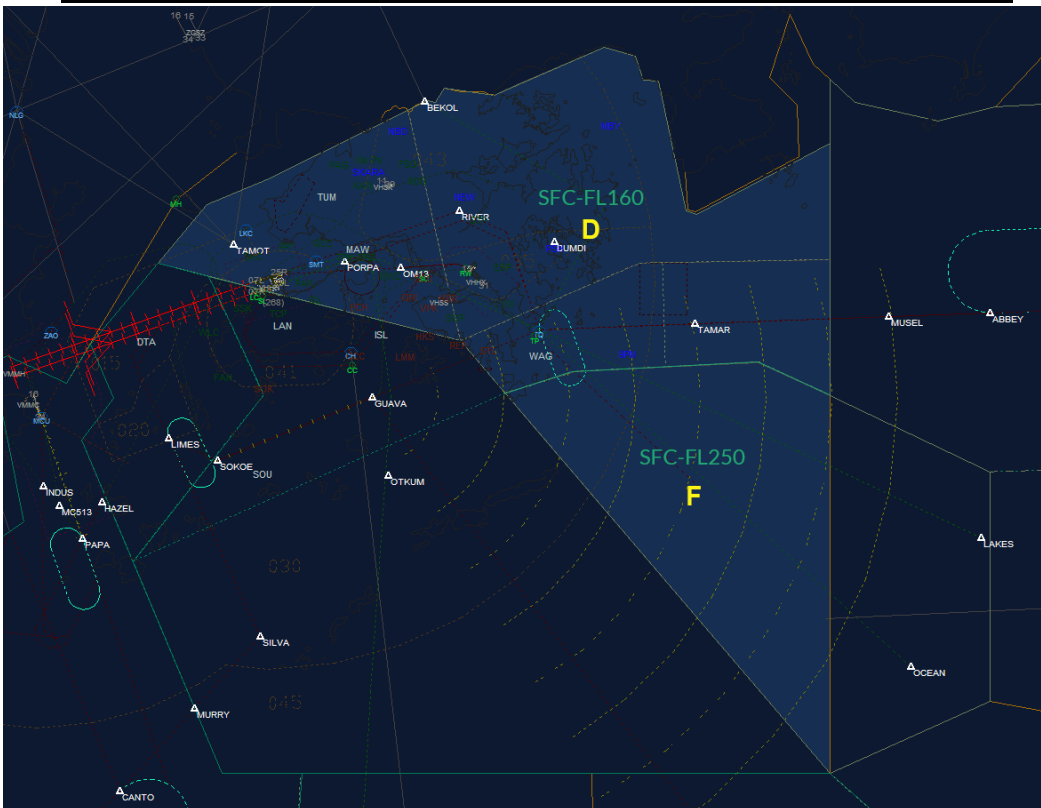
- Aircrafts intercept localiser at 4500ft
- All aircrafts fly a strict speed regime and then are permitted to reduce speed as required inside 5 DME. 210kts is used on base leg, 180kts to 7DME and 160kts to 5DME

6.3. NOTE TO FINAL APPROACH DIRECTOR

6.3.1. During strong northerly wind, ground speed increases on final causing increase in spacing (pull-away). Less than 4 miles spacing is required on bas leg (vertical separation must be maintained) to achieve 4 miles on final. On the other hand, during strong southerly wind, ground speed reduces on final causing decrease in spacing (catch-up). More than 4 miles spacing is required on base leg but controlling speed during the turn is demanding. Not recommended to use NATS Style Final Approach Spacings (68-second spacing) in 07 operation.

7. HONG KONG DEPARTURE (DEP)

7.1. HONG KONG DEPARTURE SECTORISATION IN 07 CONFIGURATION



7.1.1. Responsibilities

- Hong Kong Departures
- Hong Kong Arrival from ABBEY
- Holding at ABBEY from FL110 to FL130
- Shenzhen Arrivals via BEKOL
- DEH sector when the traffic volume is low

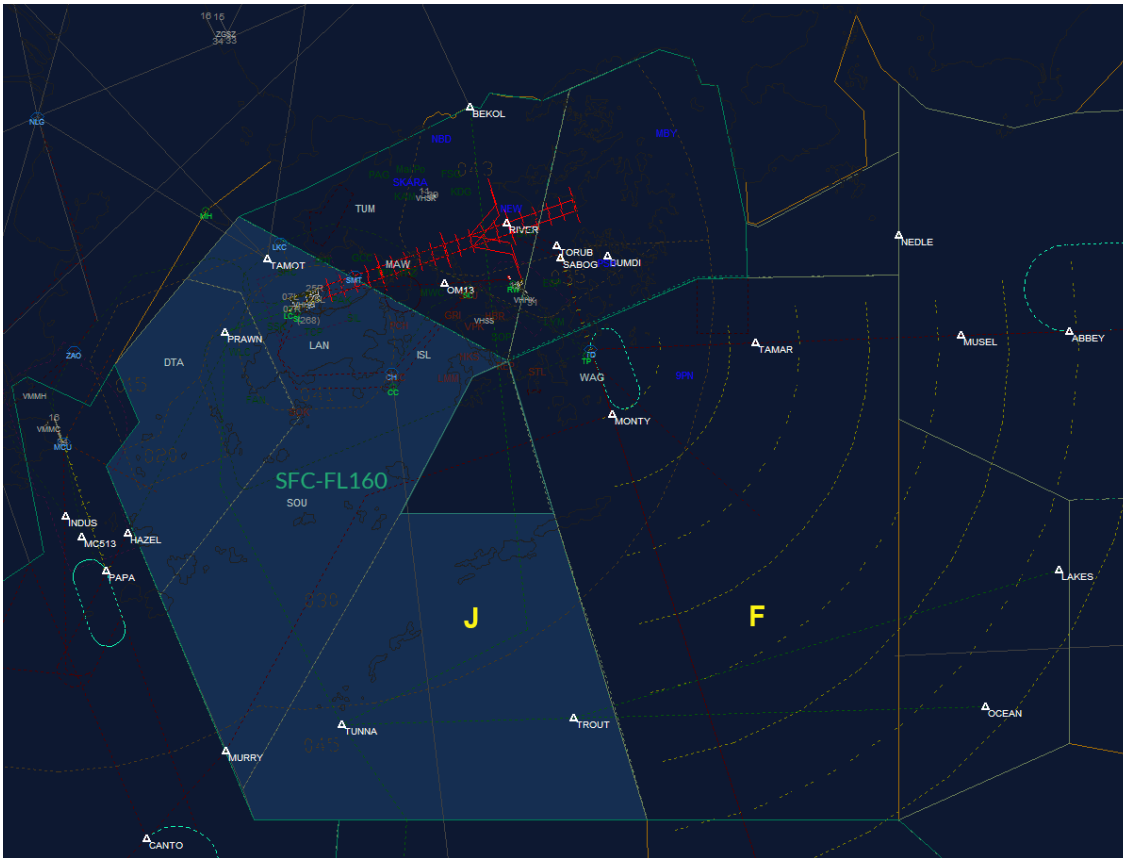
7.1.2. Procedures (Outbound)

- LAKES/OCEAN – Climb to 7000ft on SID track (Note in event of a catch up, 5000ft, 6000ft, 7000ft and 8000ft can be used as required). When in area D climb to 9000ft. In area F climb to FL 250
- BEKOL - Climb to 7000ft on SID track (Note in event of a catch up, 5000ft, 6000ft, 7000ft and 8000ft can be used as required). When in area D climb to FL160 and transfer to DEH, or climb to final cruising altitude if it is below FL160
- PECAN – Climb to 6000ft on SID track and transfer to APP (Note in event of a catch up, 5000ft and 6000ft can be used as required)

7.1.3. Procedures (Inbound)

- Traffic leaves ABBEY to enter area D at or below FL130 but not below FL110
- Traffic leaves area D not above FL110

7.2. HONG KONG DEPARTURE SECTORS IN 25 CONFIGURATION



7.2.1. Responsibilities

- Hong Kong Departures
- Hong Kong Arrivals from MURRY
- Holding at CANTO from FL110 to FL150
- DEH sector when the traffic volume is low

7.2.2. Procedures (Outbound)

- LAKES/OCEAN – In area J Climb to 9000ft on SID track (Note in event of a catch up, 5000ft, 6000ft, 7000ft and 8000ft can be used as required). Reach FL140 by TROUT. When in area F climb to FL 250
- BEKOL - In area J Climb to 9000ft on SID track (Note in event of a catch up, 5000ft, 6000ft, 7000ft and 8000ft can be used as required). Before leaving area J climb to FL160 and transfer to DEH, or climb to final cruising altitude if it is below FL160
- PECAN – In area J Climb to 9000ft (or higher only if the approach corridor is cleared) on SID track (Note in event of a catch up, 5000ft, 6000ft, 7000ft and 8000ft can be used as required)

7.2.3. Procedures (Inbound)

- Traffic leaves MURRY to enter area J at or below FL150 but not below FL110
- Descent to FL110 in area J once passing the departure corridor and transfer to APP

RECORD OF REVISION

DATE	REV.	REVISION CONTENT	APPROVAL
17 Jun 2020	0	Initial release	J. CHENG