STANDARD OPERATING PROCEDURES (SOP)
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SUBJECT: Hong Kong Visual Flight Rules (VFR) Control Standard Operating Procedures

EFFECTIVE DATE: 5 FEBURARY 2016

SCOPE: Outlines standard techniques for provide air traffic control (ATC) service to aircraft operating under Visual Flight Rules (VFR) and Special Visual Flight Rules (SVFR) within Hong Kong FIR on the VATSIM network.

1. PURPOSE

1.1. This Standard Operating Procedure (SOP) sets forth the procedures for all controllers providing air traffic control service to aircraft operating under Visual Flight Rules (VFR) and Special Visual Flight Rules (SVFR) in order 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 is the team under the supervision of Manager (Standards and Publications). This SOP shall be maintained, revised, updated or cancelled by the Manager (Standards and Publications). Any suggestions for amendment to this SOP should be sent to the Manager (Standards and Publications) for review.

3. DISTRIBUTION

3.1. This SOP is intended for controllers interacting with aircraft flying under VFR/SVFR in Hong Kong FIR on VATSIM.

4. BACKGROUND

4.1. Over time, it has been observed that a written standard procedure is helpful to controllers due to the vast knowledge required to control within this complex airspace. Due to operational differences between this online environment on VATSIM and that in the real world, it is also necessary to defines procedures that are specific to the online environment.

5. PREREQUISITES

5.1. Prior to reviewing or referencing this SOP document, controller shall have a fundamental understanding of the principles of VFR/SVFR operation.

5.2. This document references certain part of both the Hong Kong AIP and the Macau AIP. Controllers are expected to be able to locate and review these referenced sections.

5.3. Controllers shall review **Sections 25 to 31** in **VHHH AD2.22** of the Hong Kong AIP prior to reviewing or referencing this SOP document.

6. GENERAL KNOWLEDGE

6.1. VISUAL METEOROLOGICAL CONDITIONS (VMC)

6.1.1. Prior to issuing clearance to VFR/SVFR aircraft, controllers shall check the current METAR and TAF (if necessary) to determine whether the current weather meets **Visual Meteorological Conditions (VMC)**.

6.1.2. According to ENR1.2-2 of the Hong Kong AIP, the following conditions of visibility and distance from clouds must be met for VFR flights:

Airspace	Visibility	Distance from Cloud
Class A	**VFR Prohibited**	
Class C	**5km**	**1500m horizontally and 1000ft vertically**
Class G	**5km**	**1500m horizontally and 1000ft vertically**

6.1.3. Although in uncontrolled airspace, controllers shall note the following exceptions to 5.1.2 within Class G airspace:

6.1.3.1. *"An aircraft, other than a helicopter at or below 3 000 ft at an airspeed of 140 kt or less in a flight visibility of 1 500 m and remains clear of cloud."**, or;

*6.1.3.2. "A helicopter at or below 3 000 ft at a speed, with due regard to visibility, is reasonable, remains clear of cloud and in sight of surface."**

*(*excerpts from ENR1.2-2 of Hong Kong AIP)*

6.1.4. When the local weather deteriorates and no longer meets VMC, controller(s) on duty responsible for controlling VFR aircraft shall suspend VFR operation by recalling all VFR aircraft or issue SVFR approvals. Refer to ICAO Doc 4444 Section 7.13 for details.

6.2. SPECIAL VISUAL FLIGHT RULES (SVFR)

6.2.1. According to ENR1.2-2 of Hong Kong AIP, **Special Visual Flight Rules (SVFR)** may be operated under **Instrument Meteorological Conditions (IMC)** or under VMC at night, subject to the approval of the ATC unit. On VATSIM, SVFR flight shall be subject to the approval of controller(s) on duty responsible for controlling VFR flights at the moment. Such flight shall remain "clear of cloud" and "in sight of surface". (Refer to Section 2.3 of ENR1.2-2 for details)

6.2.2. According to ICAO Doc 4444, Section 7.14.1.3, *"When the ground visibility is not less than 1500 m, special VFR flights may be authorized to: enter a control zone for the purpose of landing, take off and depart from a control zone, cross a control zone or operate locally within a control zone."*

6.3. VFR AIRSPACE

6.3.1. Controllers shall be familiar with the airspace classification within Hong Kong FIR. A full list of classified airspace can be found in **ENR1.4** of the Hong Kong AIP.

6.3.2. VFR flights are prohibited within **Class A airspace** in Hong Kong FIR on VATSIM.

6.3.3. VFR flights operating within **Class C airspace** is subject to air traffic control and must maintain two-way communication with controllers.

6.3.4. VFR flights within **Class G airspace** are not subject to air traffic control and may remain on

Unicom (122.800 MHz).

6.4. TRAFFIC CIRCUITS

6.4.1. **Traffic circuits** (also known as **traffic pattern** in some regions) is a standard flying path in vicinity of an airfield. Depending on the traffic flow and terrain in vicinity of the airport, either left circuit or right circuit may be used. For more information regarding traffic circuits in general, controllers shall refer to **HKVACC-TM-GEN-001**, Section 5.3.

6.4.2. On VATSIM, traffic circuit may be flown at all 3 major airports (**VHHH, VMMC** and **VHHX**) within Hong Kong FIR, as well as at **Shek Kong Airfield (VHSK)** in UCARA.

6.4.3. At VHHH, controllers responsible for VFR traffic and pilot should be aware of the terrain to the south of the south runway (RWY07R/25L) on Lantau Island. To avoid the terrain, it is recommended that left-circuit be used for RW07L/07R and right-circuit be used for RWY25L/25R. It is preferred that the north runway (RWY07L/25R) be used for traffic circuit to avoid interference with other aircraft using the north runway.

6.4.4. At VHHX, it is recommended that right-circuit be used for RWY13 and left-circuit be used for RWY31 due to concerns over terrain north of the airport.

6.4.5. While flying in traffic circuit, the pilot shall comply with the restrictions (e.g. altitude restriction) of the Aerodrome Traffic Zone (ATZ) of that airport. Aircraft flying in traffic circuit at VHHH, VMMC and VHHX shall communicate with the respective TWR controllers (or the controller responsible for Tower control).

6.5. HONG KONG CONTOL (CTR) ZONES

6.5.1. While flying under VFR above the city of Hong Kong, traffic usually falls under either the **Control (CTR) Zones** or **Uncontrolled Airspace Report Areas (UCARA)**. VFR aircraft flying within CTR zones must file a flight plan with a complete route from take-off to landing and must maintain two-way communication with controllers. In addition, VFR aircraft must report the exit/extry routes to ATC prior to entering another CTR zones.

6.5.2. VFR aircraft must operate in a manner that does not interfere with other traffic.

6.5.3. Controllers and pilots shall observe the rules outlined in **Section 3** in **AD2-19** of the Hong Kong AIP, with the exception of 3.1.3. (i.e. recreational and training flights are permitted at VHHH on VATSIM)

6.5.4. The following is a list of all CTR zones and their respective altitude restrictions.

CTR Zone	Abbreviation	Altitude
VHHH Aerodrome Traffic Zone	ATZ	SFC-2000ft
VHHX Aerodrome Traffic Zone	ATZ	
Tuen Mun Zone	TUM	
Delta Zone	DTA	
Lantau Zone	LAN	
Island Zone	ISL	
Waglan Zone	WAG	
South Outer Zone	SOU	

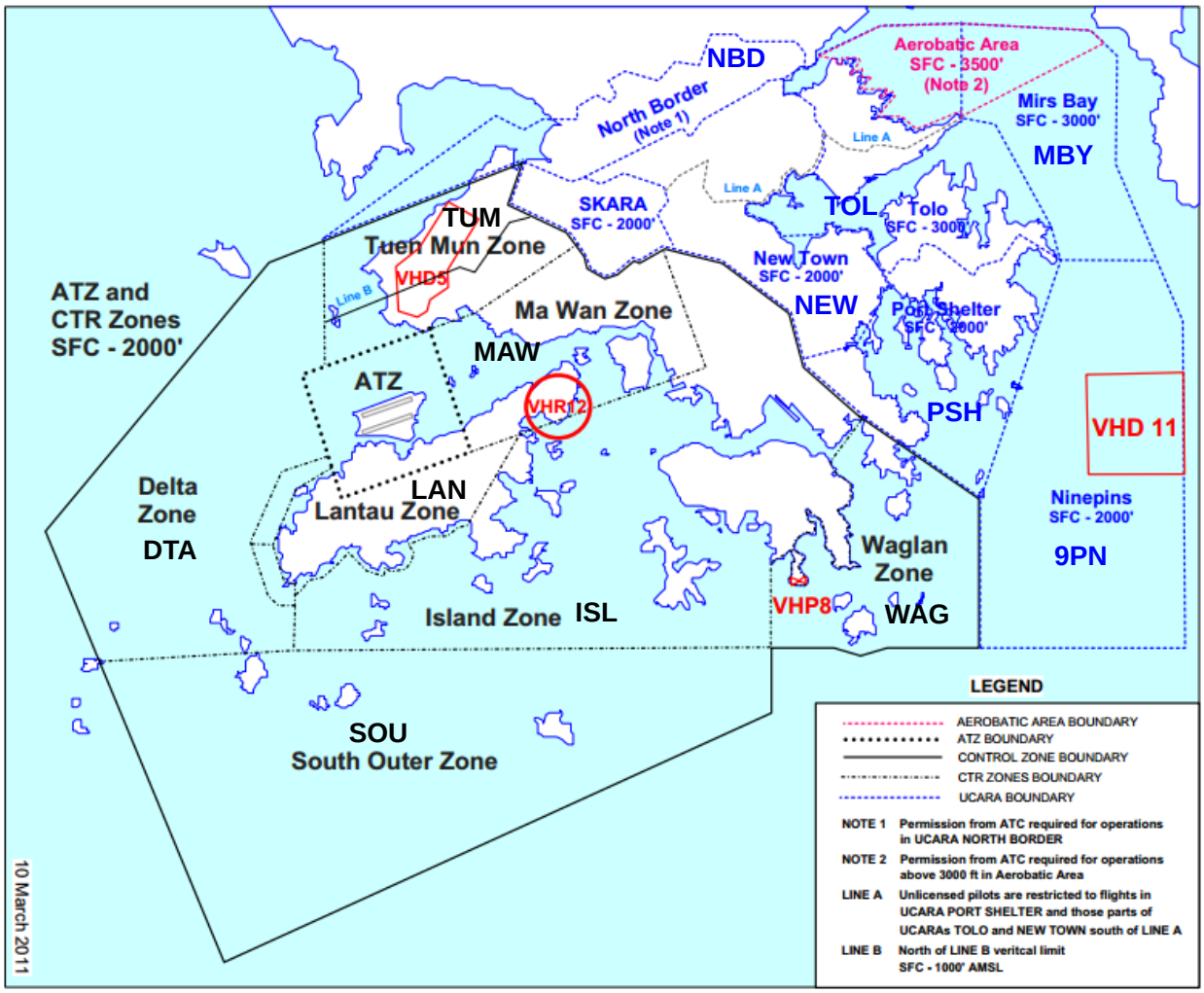


Figure 6.1: Diagram of CTR zones and UCARA in Hong Kong FIR. (Source: AD2-102 Hong Kong AIP)

6.5.5. To fly from one CTR zone to another, a VFR aircraft must fly via designated exit/entry routes. These routes are published within the AIP and shall be followed at all times. Controllers shall also note that following restrictions according to Section 3 of **AD2-19** in the Hong Kong AIP.

6.5.6. Controllers and pilots shall observe all restricted areas shown in **AD2-102**. Details of all prohibited, restricted and danger areas can be found in **ENR5.1** of the Hong Kong AIP.

6.5.7. If holding is necessary, controllers may assign VFR aircraft to the appropriate holding areas listed in **AD2-VHHH-104**, **AD2-VHHH-105** and **AD2-106** of the Hong Kong AIP.

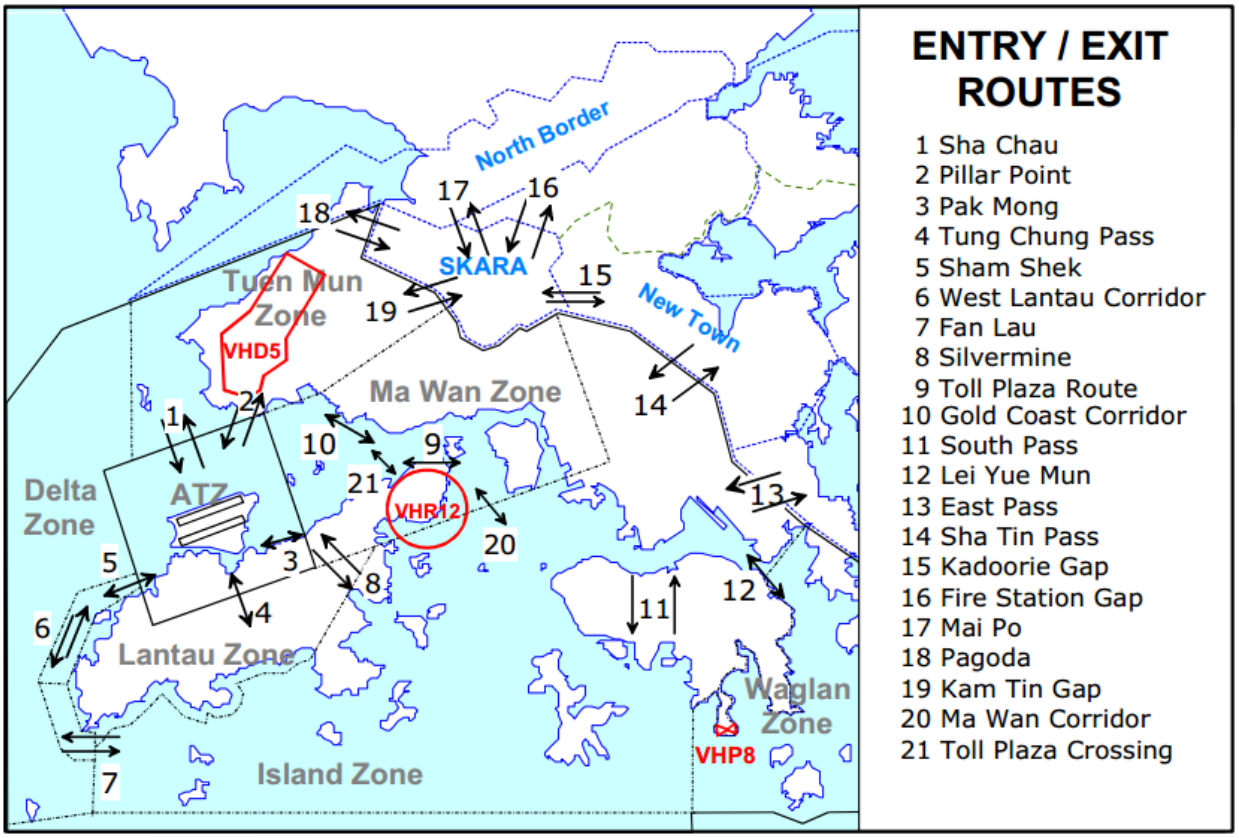


Figure 6.2: Entry/exit routes within Hong Kong CTR zones and UCARA. (Source: AD2-103 Hong Kong AIP)

ATZ, CTR and SKARA Entry/Exit Routes (HKAIP AD2-78)			
EAST PASS	ESP	**SHA CHAU**	SHC
FAN LAU	FAN	**SHA TIN PASS**	STP
FIRE STATION GAP	FSG	**SHAM SHEK**	SSK
GOLD COAST CORRIDOR	GCC	**SILVERMINE**	SIL
KADOORIE GAP	KDG	**SKARA BOUNDARY**	SKBY
KAM TIN GAP	KAM	**SOUTH PASS**	SOP
LEI YUE MUN	LYM	**TOLL PLAZA ROUTE**	TPZ
MA WAN CORRIDOR	MWC	**TOLL PLAZA CROSSING**	TPX
PAGODA	PAG	**TUNG CHUNG PASS**	TCP
PAK MONG	PAK	**WEST LANTAU CORRIDOR**	WLC
PILLAR POINT	PPT		

Entry/exit Route	Abbrev.	Aircraft Restriction	Altitude
Tung Chung Pass	TCP	Fixed wing aircraft not permitted	Inbd ATZ: 2000ft Outbd ATZ: not above 1500ft
Silvermine	SIL		Upper limit: 500ft
Gold Coast Corridor	GCC		
South Pass	SOP	Fixed wing aircraft not permitted; Single engine helicopter not permitted	
East Pass	ESP	Single engine aircraft not permitted	
Sha Tin Pass	STP	Single engine aircraft not permitted	
Ma Wan Corridor	MWC	NIL	Upper limit: 1000ft
Toll Plaza Crossing	TPX	NIL	Upper limit: 500ft
Toll Plaza Route	TPZ	1000ft or below (Single engine fixed-wing) 800ft or below (other aircraft)	
Lei Yue Mun	LYM	NIL	Min:1000ft; Max:1500ft
Fan Lau	FAN	NIL	1000 ft or below
West Lantau Corridor	WLC	NIL	500ft or below

6.6. UNCONTROLLED AIRSPACE REPORT AREAS (UCARA)

6.6.1. Controllers shall review Section 5 in **AD2.20** of the Hong Kong AIP for regulations regarding VFR/SVFR flights within UCARA.

6.6.2. VFR/SVFR aircraft flying within UCARA on VATSIM are considered flying in uncontrolled (Class G) airspace and shall monitor UNICOM 122.800 MHz. ATC service is not provided to VFR/SVFR aircraft within UCARA.

6.6.3. According to Section 5.1.4 in **AD2.20** of the Hong Kong AIP, aircraft flying within UCARA shall “squawk discrete SSR codes”. Aircraft already assigned a SSR code within CTR zones shall continue to squawk that SSR code.

6.6.4. Contrary to real-world procedures, on VATSIM, it is not necessary for VHSK landing traffic to report their arrival to online controllers.

6.7. VFR FLIGHTS IN MACAU ATZ

6.7.1. The Macau ATZ belongs to **Class C** airspace. According to Section 1.1 in ENR1.2 of the Macau AIP, VMC within VMMC ATZ shall be as follows:

Visibility: 5km or above
1.5km horizontally clear of cloud
1000ft vertically clear of cloud

6.7.2. Exceptions to 6.7.1 are as follows: *(Section 1.2 and 1.3 in ENR1.2 of Macau AIP)*

6.7.2.1. “Aircraft flying at speed above of 140 kt may operate under Visual Flight Rules with a flight visibility of at least 5 km. In this case, the aircraft shall remain clear of cloud and in

sight of ground or water."

6.7.2.2. "Helicopter may operate with a flight visibility below 1.5 km if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstructions in time to avoid collision."

6.8. HELIPORTS AND HELICOPTER ROUTES

6.8.1. For information regarding **Sky Shuttle Heliport (VHSS)** located in Sheung Wan, Hong Kong, controllers may refer to **AD3** of the Hong Kong AIP. VHSS is available for takeoff and landing to pilots who have add-on scenery of the heliport installed.

6.8.2. For information regarding **Macau Heliport (ICAO: NIL)** located near Macau Maritime Terminal (Av. de Amizade), controllers may refer to **AD3** of the Macau AIP. Macau Heliport is available for takeoff and landing to pilots who have add-on scenery of the heliport installed.

6.8.3. All helicopter routes are published in **ENR3.4** of Hong Kong AIP and **ENR 3.4** of Macau AIP.

6.8.4. Other helipads are located across Hong Kong FIR. Pilots may take-off from or land onto these helipads by communicating and coordinating with ATC.

7. ATC SERVICE TO VFR/SVFR AIRCRAFT

7.1. FREQUENCIES

7.1.1. Pursuant to Section 25.1.2 of VHHH AD2.22 in Hong Kong AIP, the following position controls traffic within CTR zones, with the exceptions of VHHH ATZ and VHHX ATZ, flying **at or below 2000 feet**. The following frequencies, text call sign and voice call sign shall be used at all times. Frequencies other than listed may not be used. *(Refer to AIP ENR 2.1)*

POSITION	TEXT CALL SIGN	VOICE CALL SIGN	FREQUENCY
Hong Kong Zone Control	VHHH_Z_APP	"Hong Kong Zone"	120.600

7.1.2. When VHHH_Z_APP is online, pursuant to Section 25.1.3 in VHHH AD2.22 of the Hong Kong AIP, TMA controller(s) are responsible for VFR and SVFR flights operating in CTR zones above 2000 feet.

7.2. FLIGHT PLAN

7.2.1. All VFR and SVFR aircraft within Hong Kong FIR must submit a valid flight plan prior to departure, including aircraft flying entirely within UCARA or Class G airspace.

7.2.2. Certain information required in real-world VFR/SVFR flight plan in Hong Kong FIR are not essential on VATSIM. A VFR/SVFR flight plan for VFR/SVFR operation within Hong Kong FIR shall consist of the following information:

7.2.2.1. Callsign

7.2.2.2. Origin Airfield
7.2.2.3. Destination Airfield
7.2.2.4. Aircraft type
7.2.2.5. Type of flight rules
7.2.2.6. Alternative airfield (not required)
7.2.2.7. Requested altitude
7.2.2.8. Route (listing all entry/exit routes, CTR zones and/or UCARAs flown over)
7.2.2.9. Duration of flight (not required)

7.2.3. Each flight plan route shall list all entry/exit routes, CTR zones and/or UCARAs over which the aircraft will fly. Between CTR zones, there shall be an entry/exit route. If the flight will fly over ant entry/exit routes within a CTR zones, those entry/exit routes may follow the specific zone in the flight plan route. It is not necessary to repeat the CTR zone after an entry/exit route located within a CTR zone.

7.2.4. It is the responsibility of the aerodrome controllers (GND and TWR) to examine the flight plan of a VFR/SVFR aircraft prior to departure. Flight plans with incorrect information shall be corrected prior to departure.

7.2.5. The following is a sample VFR/SVFR flight plan. The route shall read as follows:
(Blue – CTR zone; Red – Entry/exit route; Green – UCARA)
VHHH Aerodrome Traffic Zone (ATZ) → **Pak Mong (PAK)** → **Ma Wan Zone (MAW)** → **Toll Plaza Route (TPZ)** → **Ma Wan Corridor (MAC)** → **Island Zone (ISL)** → **East Pass (ESP)** → **Port Shelter (PSH)** → **New Town (NEW)** → **Kadoorie Gap (KDG)** → **SKARA**

Note that an entry/exit route is not necessary within UCARA.

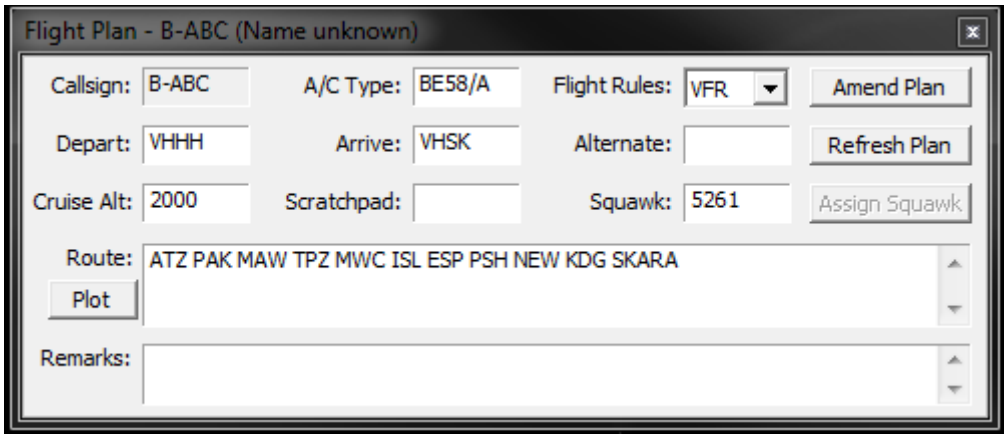


Figure 7.1: A sample VFR flight plan.

7.3. CLEARANCE

7.3.1. Unlike IFR flights, VFR/SVFR flights do not obtain clearance from Clearance Delivery (DEL). Rather, such clearance is granted by the Tower (TWR) controller prior to departure. As a result, VFR/SVFR aircraft may directly request taxi clearance (or pushback and startup clearance if needed) from Ground (GND) controller.

7.3.2. Controllers shall remember that IFR flights always have priority over any VFR or SVFR flight. If the aerodrome is experiencing a larger-than-normal amount of traffic (e.g. during an event), VFR/SVFR aircraft may be expected to be delayed to give way to IFR aircraft. This rule must be adhered to at all times.

7.3.3. Tower controllers shall provide VFR/SVFR clearance to VFR/SVFR aircraft prior to entering active runway for departure. The format of such clearance shall be as follows:

Phraseology:
VFR Clearance:
TWR Controller: *(Callsign)* ***MAINTAIN VFR AT OR BELOW*** *(altitude),* ***SQUAWK*** *(SSR code).*
Examples:
VHHH_TWR: B-ABC, MAINTAIN VFR AT OR BELOW 2000 FEET, SQUAWK 5261.

7.3.4. Take-off clearance for VFR/SVFR departure shall be similar to IFR aircraft, except the TWR controller shall state the direction of departure or the direction of traffic circuit (left or right) if the aircraft remains in a traffic circuit after departure. If necessary, the TWR controller may also request the pilot to report upon reaching the entry/exit route leaving ATZ.

Phraseology:
Take-off clearance for VFR/SVFR aircraft:
TWR Controller: *(CALLSIGN)* ***SURFACE WIND*** *(WIND INFORMATION),* ***RUNWAY*** *(RUNWAY),* ***CLEARED FOR TAKEOFF.*** *(DEPARTURE DIRECTION).*
Examples:
VHHH_TWR: B-ABC, SURFACE WIND 250 AT 10 KNOTS, RUNWAY 25R, CLEARED FOR TAKEOFF, REPORT RIGHT DOWNWIND.

VHHH_TWR: B-BCD, SURFACE WIND 250 AT 10 KNOTS, RUNWAY 25R, CLEARED FOR TAKEOFF, REPORT PAK MONG.

7.4. TRAFFIC CIRCUIT

7.4.1. Controllers may instructor an aircraft flying within the traffic circuit to report a certain leg of the circuit. When reporting, the pilot shall state the intention upon reaching the runway. If needed, the controller may extend certain legs of the circuit to allow for separation with other aircraft.

Phraseology:
Example:
VHHH_TWR: B-ABC, JOIN RIGHT DOWNWIND RUNWAY 25R. SURFACE WIND 250 DEGREES AT 10 KNOTS. REPORT BASE.
B-ABC: JOIN RIGHT DOWNWIND RUNWAY 25R. REPORT BASE. B-ABC.
VHHH_TWR: B-ABC, EXTEND DOWNWIND. NUMBER 2. FOLLOW CESSNA 172 ON 3 MILE FINAL.
B-ABC: EXTEND DOWNWIND. NUMBER 2. FOLLOW CESSNA 172 ON 3 MILE FINAL, B-ABC.
B-ABC: ON BASE, B-ABC.
VHHH_TWR: B-ABC, SAY INTENTION.
B-ABC: REQUEST TOUCH-AND-GO, B-ABC.
VHHH_TWR: SURFACE WIND 250 DEGREES AT 10 KNOTS. RUNWAY 25R. CLEARED FOR TOUCH-AND-GO.

Phraseology:
Example:
B-ABC: HONG KONG TOWER, B-ABC, ENTERING AERODROME TRAFFIC ZONE, REQUEST LANDING RUNWAY 07L.
VHHH_TWR: B-ABC, MAKE STRAIGH-IN APPROACH RUNWAY 07L, SURFACE WIND 070 DEGREES AT 5 KNOTS.

7.5. ATC SERVICE WITHIN CTR ZONES

7.5.1. TWR controllers may radar identify VFR/SVFR aircraft within ATZ. This is the only occasion that a TWR controller can radar identify an aircraft, using the track (F3 button) and drop (F4 button) functions.

7.5.2. IF a VFR/SVFR aircraft intends to depart from the ATZ, proper coordination must be performed between the Tower controller and the controller responsible for VHHH_Z_APP (Zone Control) position. The pilot shall receive clearance prior to entering the next CTR zone (before reaching the entry/exit route).

7.5.3. Upon reaching an entry/exit route, if the aircraft is entering another CTR zone, the controller shall either provide clearance to the aircraft to enter the next CTR zone and report the next entry/exit point*, or instruct the aircraft to hold within the present CTR zone, depending on

the traffic condition. If the aircraft is reaching an entry/exit route within a CTR zone (i.e. the entry/exit route does not lead to another CTR zone), the controller shall instruct the aircraft to report the next entry/exit point* without providing another clearance to the CTR zone.

*(*Note: this does not mean the pilot has to fly directly to the next entry/exit point)*

7.5.4. Clearance shall be obtained from the Tower controller prior to entering ATZ from a CTR zone via an entry/exit route. Depending on the traffic condition, the Tower controller may instruct the aircraft to hold at designated holding points. For details of these holding points, controllers shall refer to **Sections 26.3 and 28** in **AD2.22, AD2-VHHH-104, AD2-VHHH-105** and **AD2-106** for details.

7.5.5. If an aircraft is leaving CTR zones into Class C airspace, the traffic shall continue to maintain communication with ATC. Reporting position may no longer be necessary depending on the route of the flight. If the aircraft is entering Class G airspace, controller shall instruct the aircraft to switch to UNICOM 122.800 MHz and terminate radar service.

7.5.6. Aircraft entering CTR zones must have a valid flight plan with a valid route already filed. Clearance must be obtained prior to entering CTR zones. Depending on the traffic volume, aircraft may be instructed to hold outside CTR zones.

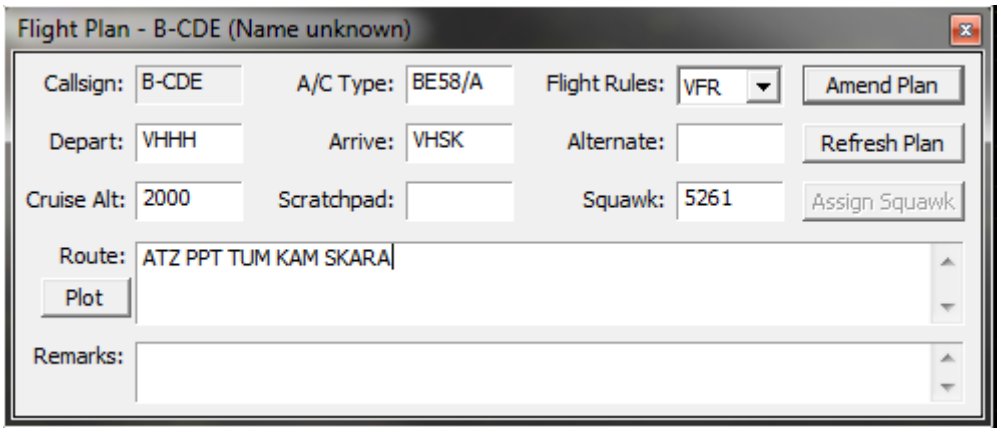
7.5.7. For a list of local geographical names and their abbreviations, controllers shall refer to **AD2-78** in the Hong Kong AIP.

7.5.8. Controllers may land on or depart from helipads across the city within CTR zones. Pilot shall report prior to landing or departing from these helipad. Controller may use VHHH aerodrome weather as reference if necessary. The followings are some examples:

Police Stations
Hospitals
Cheung Chau
Discovery Bay
Wan Chai Helipad
Mui Wo (Lantau Island)
Tsim Sha Chui (near Western Harbour Tunnel)

7.6. EXAMPLES

7.6.1. Example 1:



VHHH_TWR: B-CDE, MAINTAIN VFR AT OR BELOW 2000 FEET. SQUAWK 5261.

B-CDE: MAINTAIN VFR AT OR BELOW 2000 FEET. SQUAWK 5261.B-CDE.

VHHH_TWR: B-CDE, SURFACE WIND 070 DEGRESS AT 5 KNOTS, RUNWAY 07L, CLEARED FOR TAKEOFF. REPORT PILLAR POINT.

B-CDE: CLEARED FOR TAKEOFF. REPORT PILLAR POINT. B-CDE.

(AFTER TAKE-OFF)

VHHH_TWR: B-CDE, RADAR IDENTIFIED.

(APPROACH PILLAR POINT)

B-CDE: APPROACHING PILLAR POINT, B-CDE.

VHHH_TWR: B-CDE, CONTACT HONG KONG ZONE ON 120.6. GOOD DAY.

B-CDE: 120.6, GOOD DAY. B-CDE.

(TUNING)

B-CDE: HONG KONG ZONE, GOOD DAY, B-CDE, REQUEST ENTERING TUEN MUN ZONE.

VHHH_Z_APP: B-CDE, GOOD DAY, MAINTAIN VFR IN TUEN MUN ZONE AT OR BELOW 2000 FEET. REPORT KAM TIN GAP.

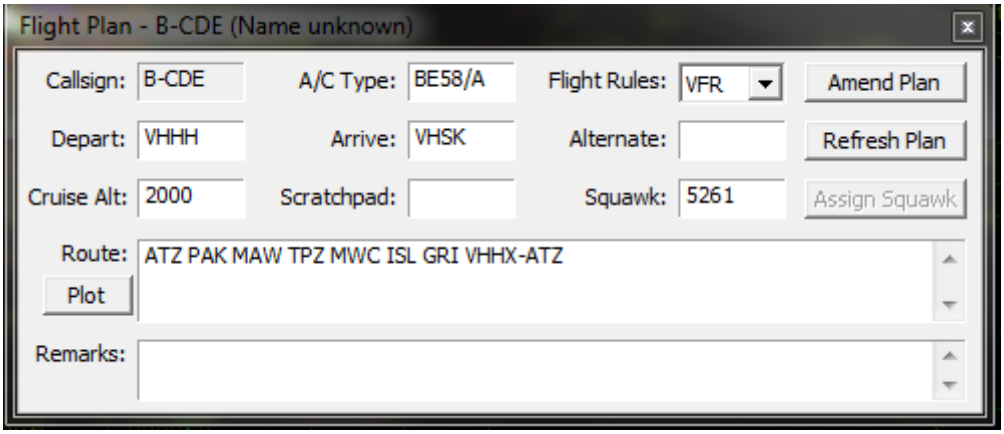
B-CDE: MAINTAIN VFR IN TUEN MUN ZONE AT OR BELOW 2000 FEET. REPORT KAM TIN GAP. B-CDE.

(APPROACHING KAM TIN GAP)

B-CDE: APPROACHING KAM TIN GAP. B-CDE.

VHHH_Z_APP: LEAVING MY AIRSPACE. RADAR SERVICE TERMINATED. CONTINUE SQUAWK 5261. REPORT ON UNICOM 122.8. GOOD DAY.

7.6.2. Example 2:



VHHH_TWR: B-CDE, MAINTAIN VFR AT OR BELOW 1000 FEET. SQUAWK 5261.

B-CDE: MAINTAIN VFR AT OR BELOW 1000 FEET. SQUAWK 5261.B-CDE.

VHHH_TWR: B-CDE, SURFACE WIND 070 DEGRESS AT 5 KNOTS, RUNWAY 07L, CLEARED FOR TAKEOFF. REPORT PAK MONG.

B-CDE: CLEARED FOR TAKEOFF. REPORT PAK MONG. B-CDE.

(AFTER TAKE-OFF)

VHHH_TWR: B-CDE, RADAR IDENTIFIED.

(APPROACH PAK MONG)

B-CDE: APPROACHING PAK MONG, B-CDE.

VHHH_TWR: B-CDE, CONTACT HONG KONG ZONE ON 120.6. GOOD DAY.

B-CDE: 120.6, GOOD DAY. B-CDE.

(TUNING)

B-CDE: HONG KONG ZONE, GOOD DAY, B-CDE, REQUEST ENTERING MA WAN ZONE.

VHHH_Z_APP: B-CDE, GOOD DAY, IDENTIFIED. MAINTAIN VFR IN MA WAN ZONE AT OR BELOW 1000 FEET. REPORT TOLL PLAZA ROUTE.

B-CDE: MAINTAIN VFR IN MA WAN ZONE AT OR BELOW 1000 FEET. REPORT TOLL PLAZA ROUTE. B-CDE.

(APPROACHING TOLL PLAZA ROUTE)

B-CDE: APPROACHING TOLL PLAZA ROUTE. B-CDE.

VHHH_Z_APP: B-CDE, REPORT MA WAN CORRIDOR.

B-CDE: REPORT MA WAN CORRIDOR. B-CDE.

(APPROACHING MA WAN CORRIDOR)

B-CDE: APPROACHING MA WAN CORRIDOR. B-CDE.

VHHH_Z_APP: B-CDE, MAINTAIN VFR IN ISLAND ZONE AT OR BELOW 2000 FEET. REPORT GREEN ISLAND.

B-CDE: REPORT GREEN ISLAND. B-CDE.

(APPROACHING GREEN ISLAND)

B-CDE: APPROACHING GREEN ISLAND. B-CDE.

VHHH_Z_APP: B-CDE, CONTACT KAI TAK TOWER ON 118.7 GOOD DAY.

B-CDE: CONTACT KAI TAK TOWER ON 118.70. B-CDE.

(TUNING)

B-CDE: KAI TAK TOWER, GOOD DAY, B-CDE, REQUEST ENTERING MA WAN ZONE.

VHHX_TWR: B-CDE, GOOD DAY, IDENTIFIED. MAINTAIN VFR IN AERODROME TRAFFIC ZONE AT OR BELOW 1000 FEET.

B-CDE: MAINTAIN VFR IN AERODROME TRAFFIC ZONE AT OR BELOW 1000 FEET. B-CDE.

VHHX_TWR: B-CDE, ENTER RIGHT BASE RUNWAY 13. SURFACE WIND 120 DEGREES 5 KNOTS.

B-CDE: ENTER RIGHT BASE RUNWAY 13. B-CDE.

VHHX_TWR: B-CDE, SURFACE WIND 120 DEGREES 5 KNOTS. RUNWAY 13. CLEAR TO LAND.

B-CDE: CLEAR TO LAND RUNWAY 13. B-CDE.

APPENDIX A: ABBREVIATIONS FOR LOCATIONS

(Source: Hong Kong AIP AD2-78)

HELICOPTER LANDING SITES (HKAIP AD2-78)			
BUSINESS AVIATION CENTRE	BAC	**MICROWAVE LINK (LT27)**	MIC
EAST LANTAU RADAR (LT20)	ELR	**PAMELA YOUDE HOSPITAL**	PYH
GFS DISPERSAL	GFS	**PENINSULA HELIPORT**	PEN
KADOORIE BASE	KDB	**SKY SHUTTLE HELIPORT**	VHSS
KAI TAK	KTK	**WAN CHAI HELIPORT**	WAN
LANTAU NEI TAK SHAN (LT07)	LT7		

OTHER LOCATIONS (HKAIP AD2-78)			
BLACK POINT	BPT	**NORTH POINT**	NPT
BROTHERS POINT	BRP	**PEDRO BLANCO**	PDB
BUDDHA	BUD	**PENG CHAU**	PCH
CASTLE PEAK	CPK	**PO TOI**	PTO
CHEUNG CHAU	CCC	**REPULSE BAY**	REP
CHI MA WAN	CMW	**SEK KONG**	VHSK
DEEP BAY	DPB	**SHA LO WAN**	SLW
DSICOVERY BAY	DBY	**SHARP PEAK**	SPK
DISNEYLAND	DNL	**SHEK KWU CHAU**	SKC
EAST LAMMA CHANNEL	ELC	**SIU SAI WAN**	SSW
GREEN ISLAND	GRI	**SOKO**	SOK
HEI LING CHAU	HLC	**STANLEY**	STL
HONG KONG SOUTH	HKS	**STONECUTTERS**	SCU
JUNK BAY	JBY	**TAI LAM**	TLM
KAU YI CHAU	KYC	**TAI O**	TIO
KOWLOON PEAK	KLP	**TSING YI**	TYI
KWAI CHUNG	KWC	**TSING MA BRIDGE**	TMB
LAMMA	LMM	**TUNG CHUNG BAY**	TCB
LEAD MINE PASS	LMP	**VICTORIA HARBOUR**	HBR
LION ROCK	LNR	**VICTORIA PEAK**	VPK
LUNG KWU CHAU	LKC	**YAM O**	YMO
MUI WO	MWO		
NORTH LANTAU EXPRESSWAY	NLE		

RECORD OF REVISION

DATE	REV.	REVISION CONTENT	APPROVAL
5 FEB 2016	1	1. Added Appendix A (list of abbreviations) 2. Added abbreviations for zones and routes.	A TANG