

Doc No.: HKVACC-SOP004-ANNEX-I-R10 Date Issued: 16 OCT 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

STANDARD OPERATING PROCEDURE (SOP)

DOCUMENT NUMBER: HKVACC-SOP004-ANNEX-I

DATE ISSUED: 16 OCT 2025

REVISION: 10

SUBJECT: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

EFFECTIVE DATE: 30 OCT 2025

SCOPE: Contains sector diagrams for Hong Kong APP/DEP/TMC positions on VATSIM.

1. PURPOSE

- 1.1. This Standard Operating Procedure (SOP) Annex I contains the sector diagrams for Hong Kong APP/DEP/TMC positions on VATSIM.

2. ROLES AND RESPONSIBILITIES

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

3. DISTRIBUTION

- 3.1. This SOP is intended for controllers staffing Hong Kong APP/DEP/TMC positions.

4. BACKGROUND

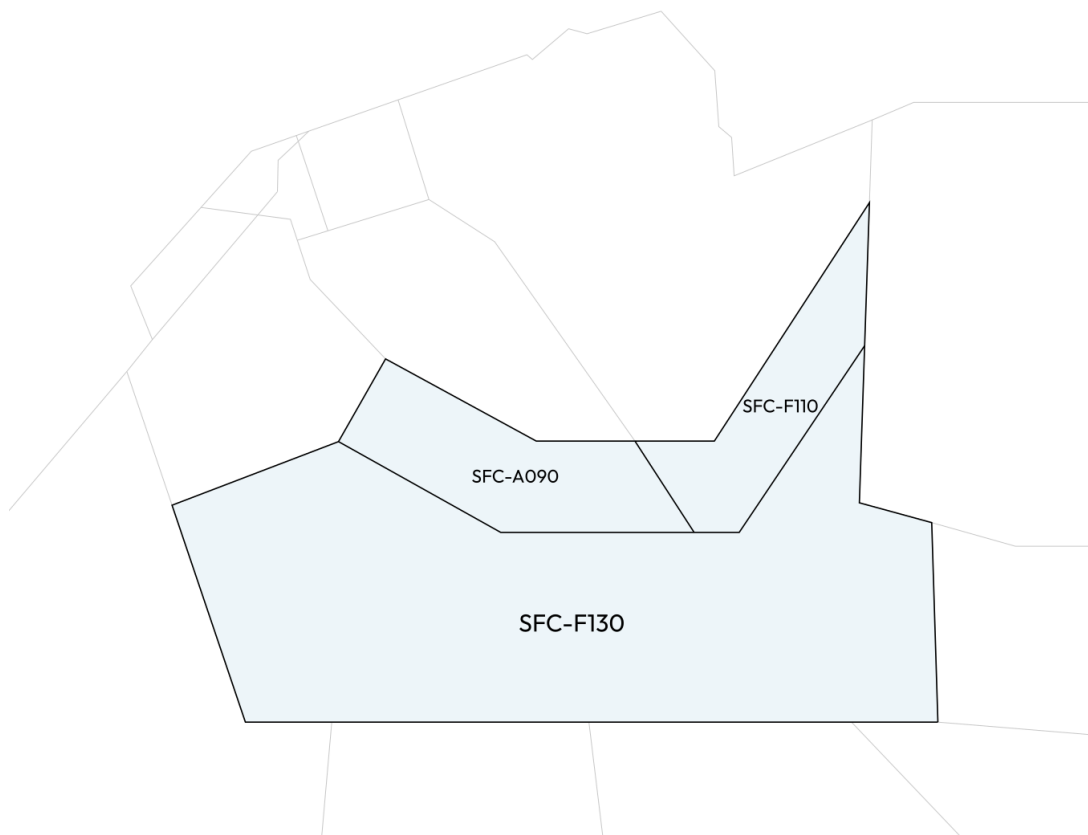
- 4.1. Due to the complexity of sectorisation within Approach/Departure/Terminal airspace, a supplementary document is required to support HKVACC-SOP004 so that controllers can have a clear idea on the responsibilities of different sectors within Approach/Departure/Terminal airspace. This would also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

5. HONG KONG APPROACH (APP)

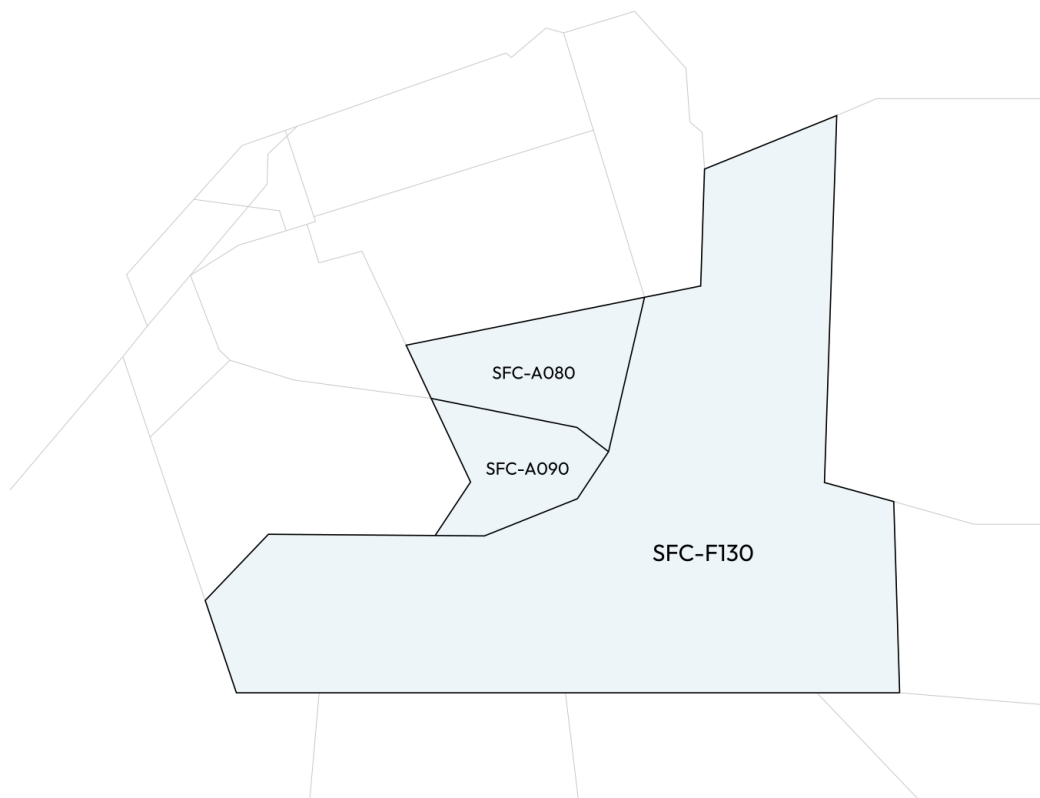
5.1. Airspace Ownership Priority (Positions on the left have priority over positions on the right)

- APP -> TRW

5.2. Approach Sector in Runway 07 Operations



5.3. Approach Sector in Runway 25 Operations

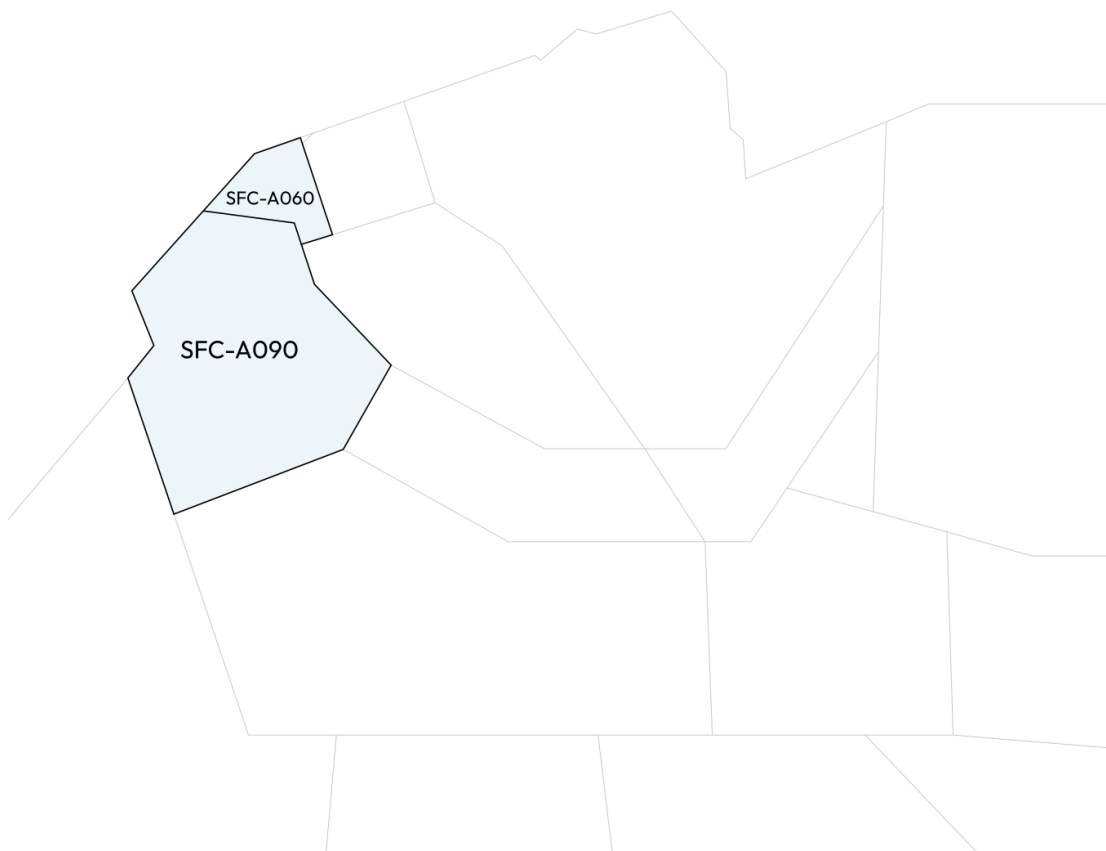


6. FINAL APPROACH DIRECTOR (FAD)

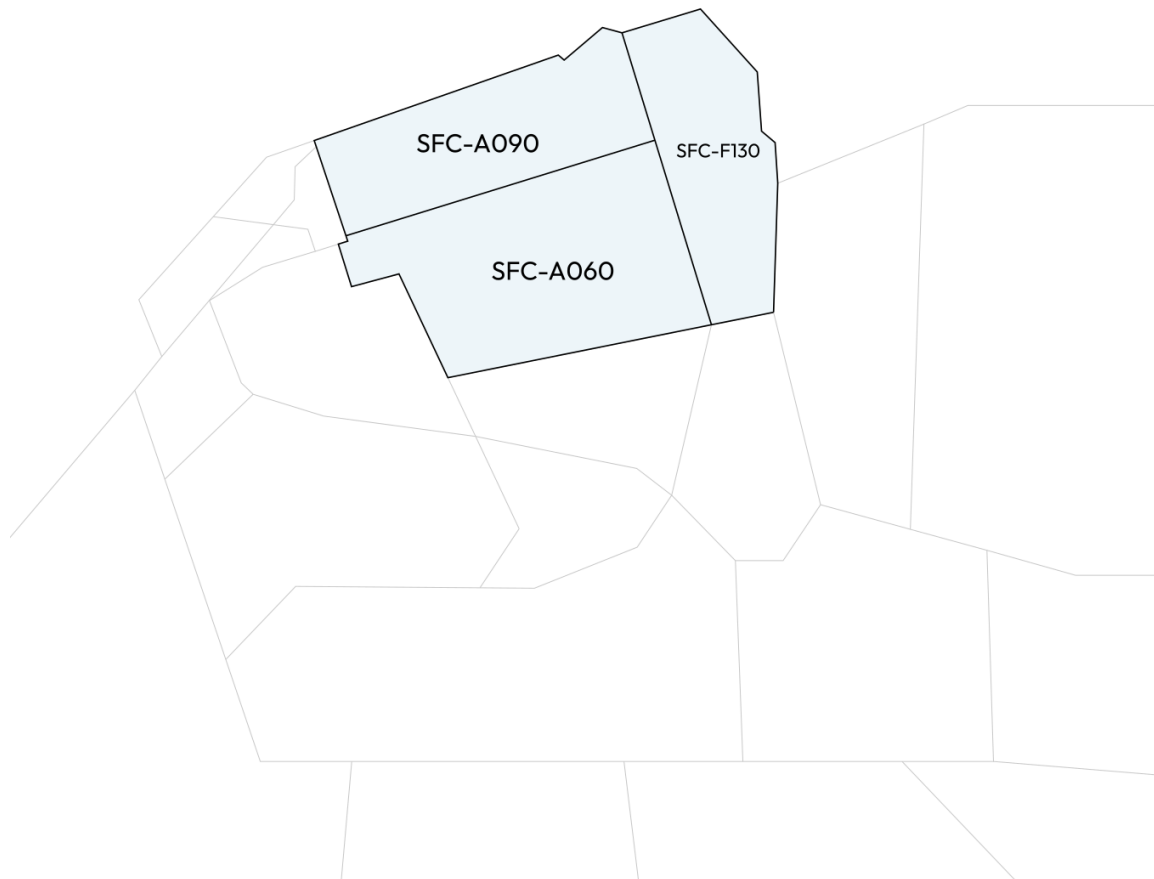
6.1. Airspace Ownership Priority (Positions on the left have priority over positions on the right)

- FAD -> APP -> TRW

6.2. Final Approach Director Sector in Runway 07 Operations



6.3. Final Approach Director Sector in Runway 25 Operations

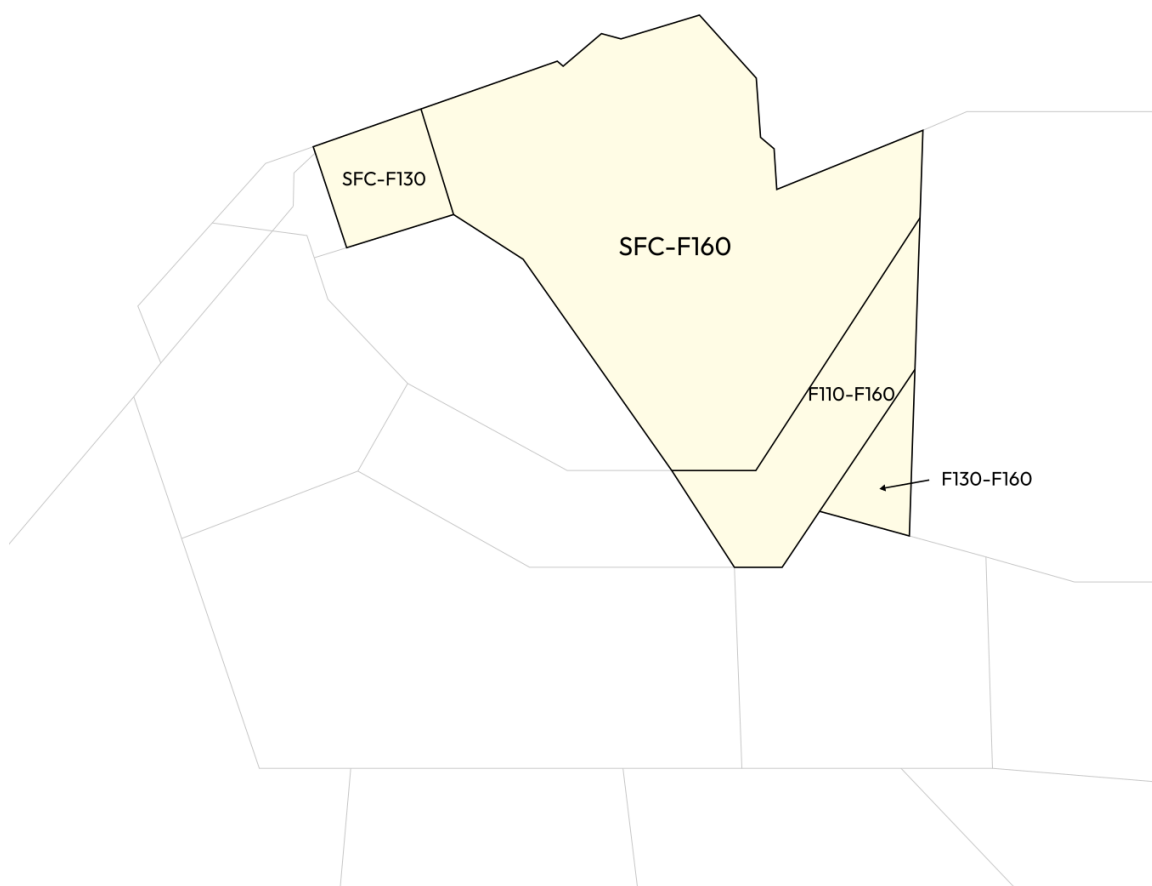


7. HONG KONG DEPARTURE NORTH (DEN)

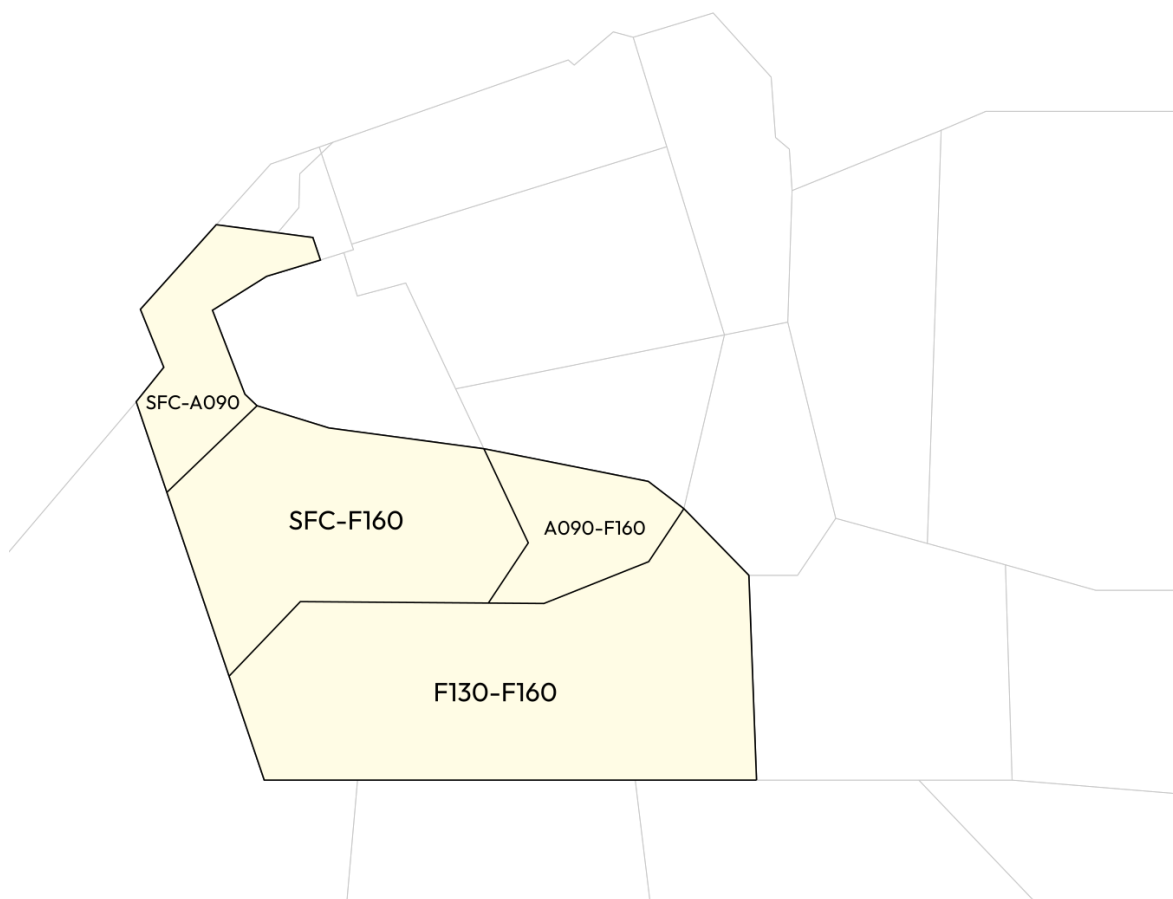
7.1. Airspace Ownership Priority (Positions on the left have priority over positions on the right)

- DEN -> APP -> TRW

7.2. Departure North Sector in Runway 07 Operations



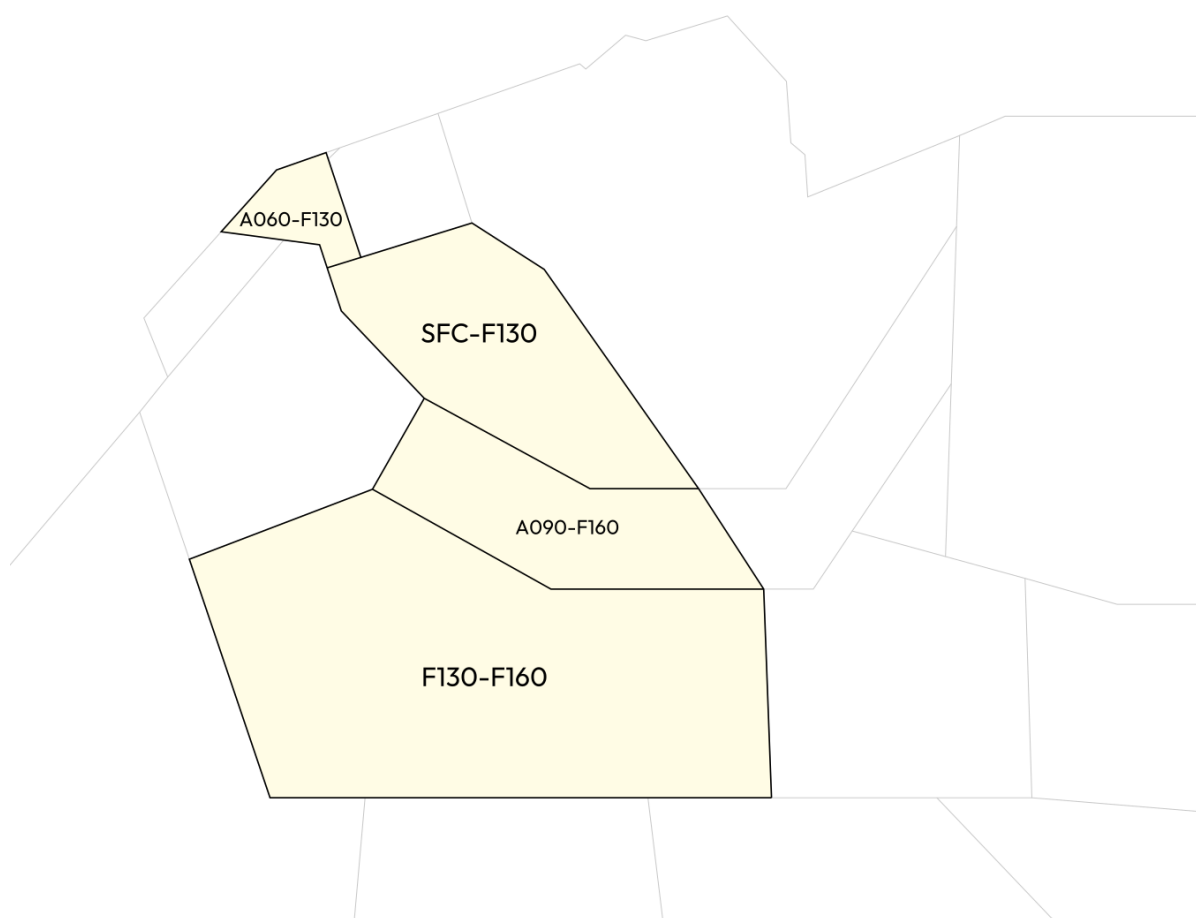
7.3. Departure North Sector in Runway 25 Operations



8. HONG KONG DEPARTURE SOUTH (DES)

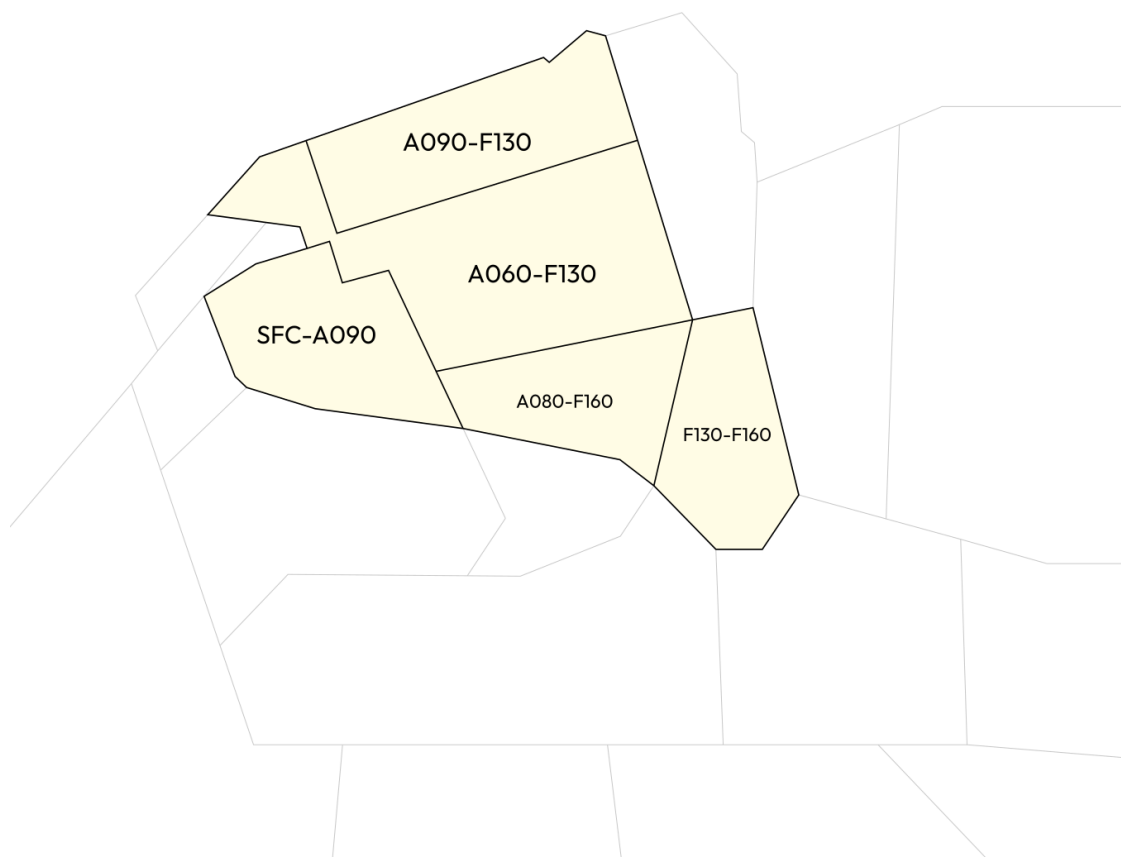
8.1. Airspace Ownership Priority (Positions on the left have priority over positions on the right)

- DES -> DEN -> APP -> TRW



8.2. Departure South Sector in Runway 07 Operations

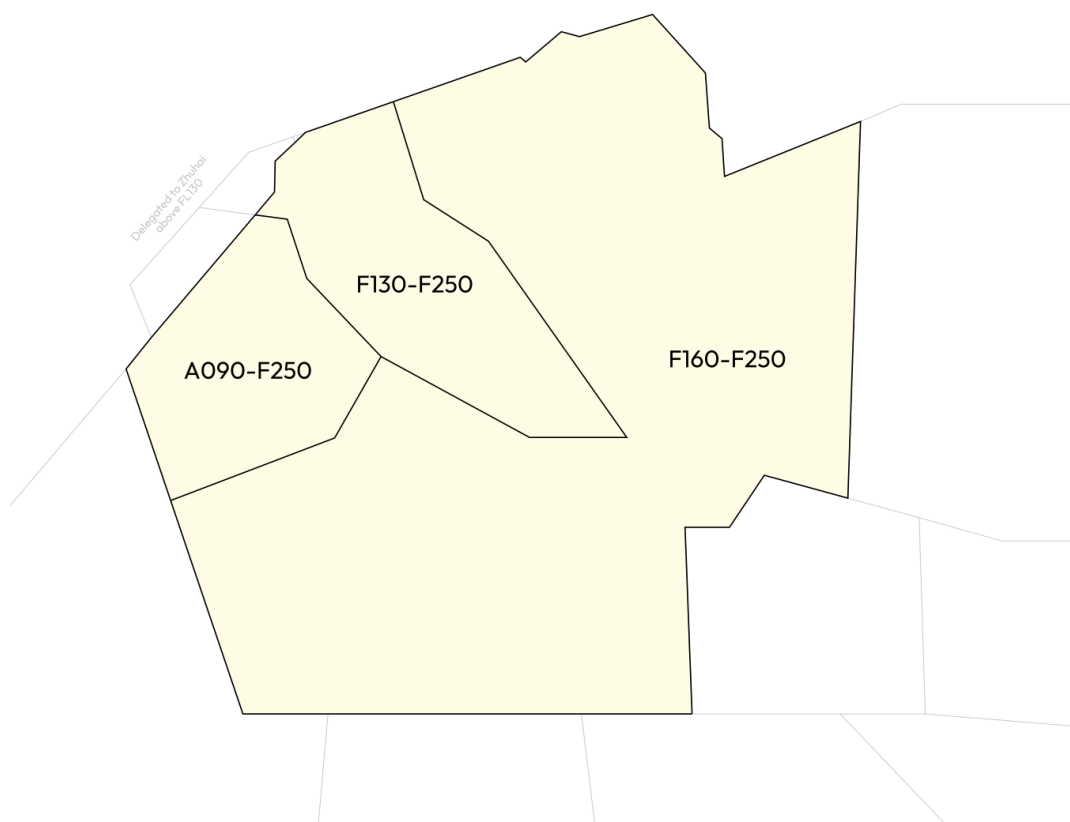
8.3. Departure South Sector in Runway 25 Operations



9. HONG KONG DEPARTURE HIGH (DEH)

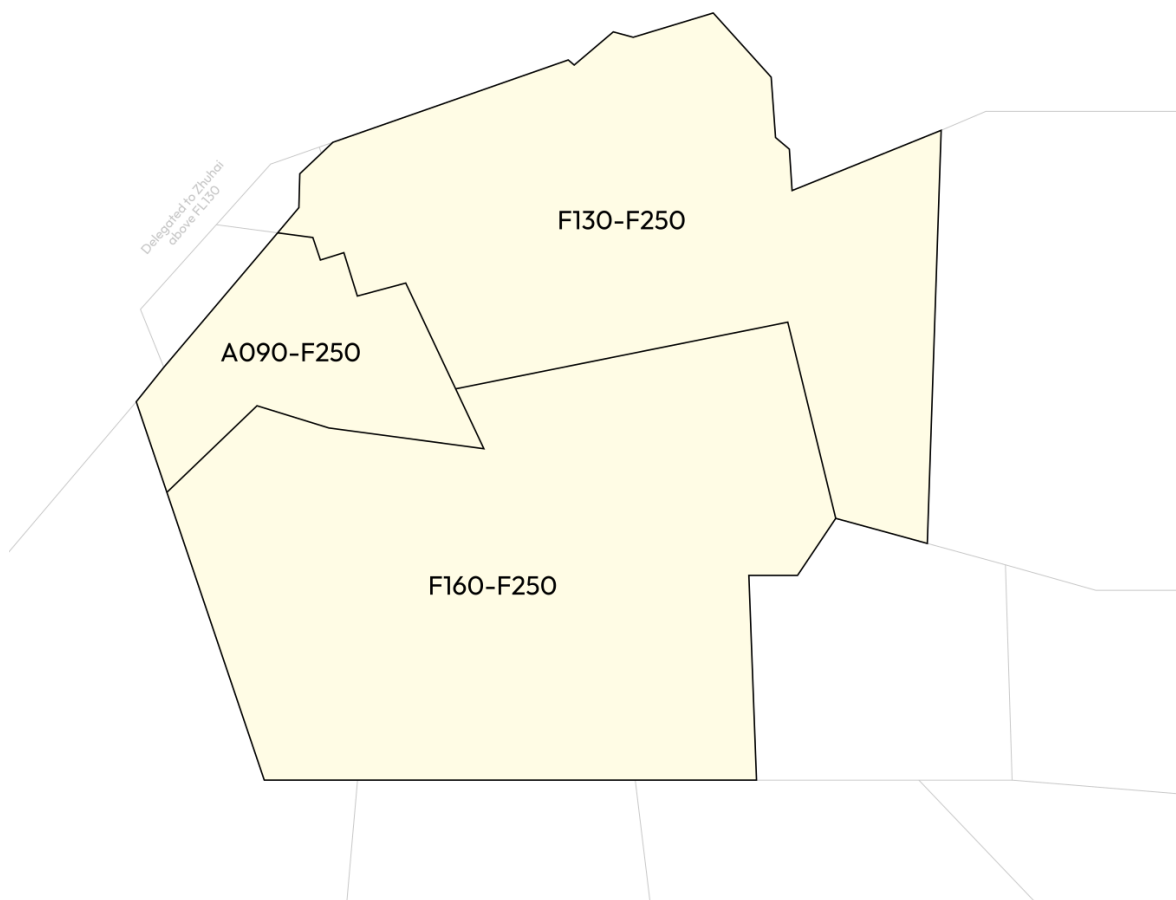
9.1. Airspace Ownership Priority (Positions on the left have priority over positions on the right)

- DEH -> DEN -> APP -> TRW



9.2. Departure High Sector in Runway 07 Operations

9.3. Departure High Sector in Runway 25 Operations

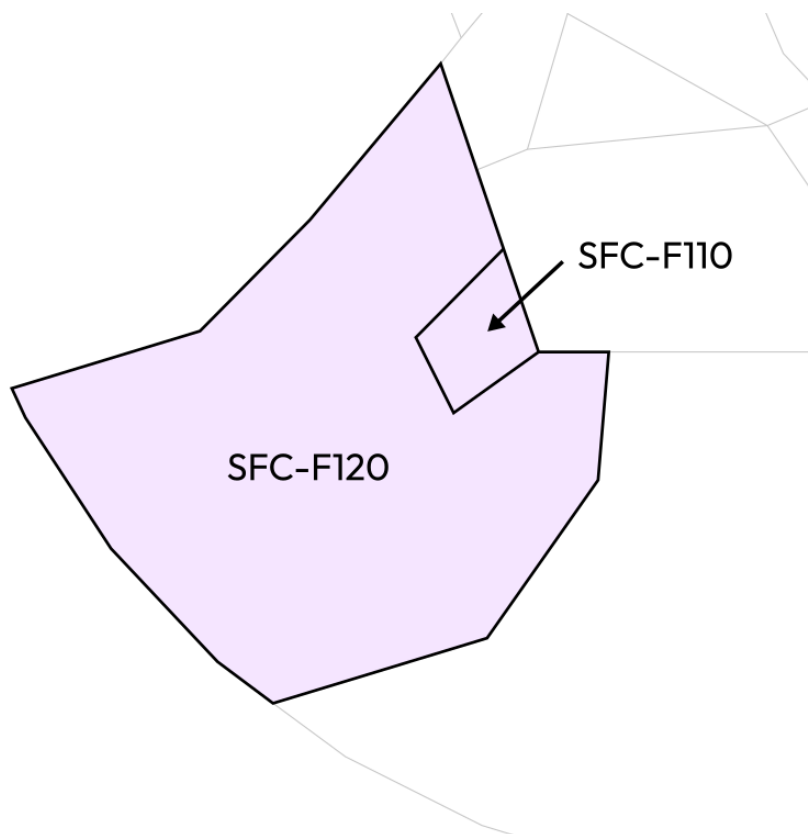


10. MACAU APPROACH RADAR (MCU)

10.1. Airspace Ownership Priority (Positions on the left have priority over positions on the right)

- MCU -> TML -> TMW -> TRW -> APP

10.2. Macau Approach Radar Sector

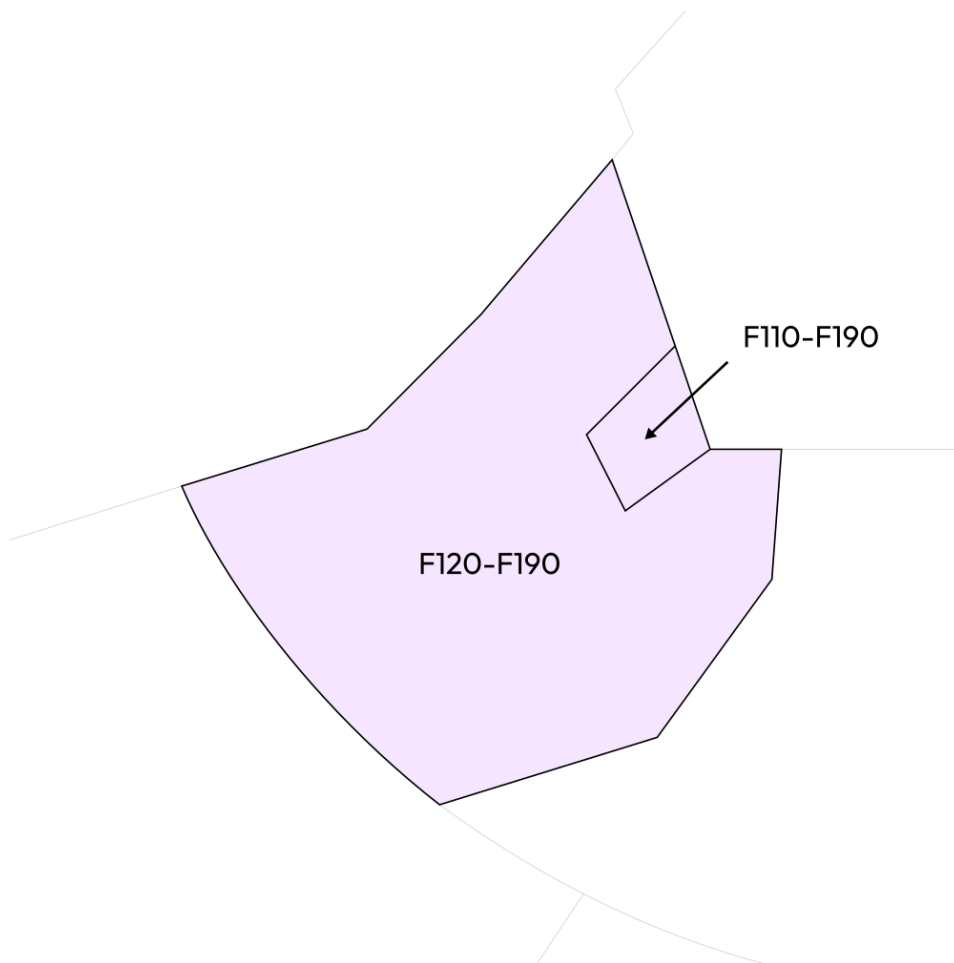


11. TERMINAL RADAR LOW (TML)

11.1. Airspace Ownership Priority (Positions on the left have priority over positions on the right)

- TML -> TMW -> TRW -> APP

11.2. Terminal Radar Low Sector

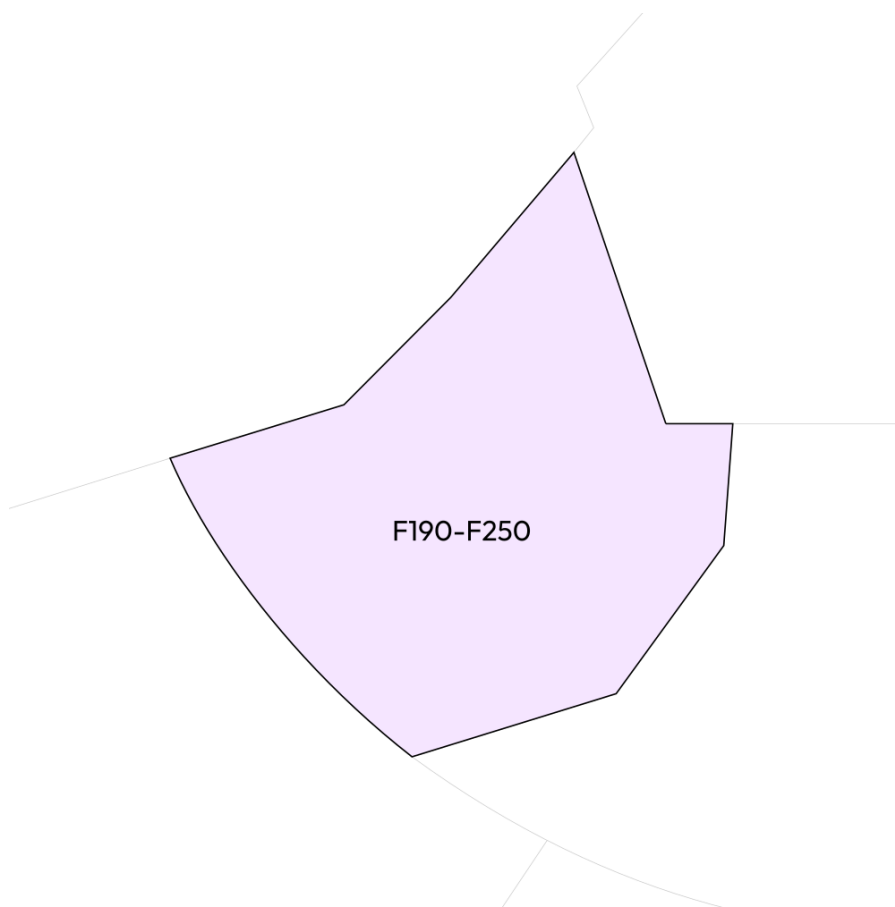


12. TERMINAL RADAR WEST (TMW)

12.1. Airspace Ownership Priority (Positions on the left have priority over positions on the right)

- TMW -> TRW -> APP

12.2. Terminal Radar West Sector

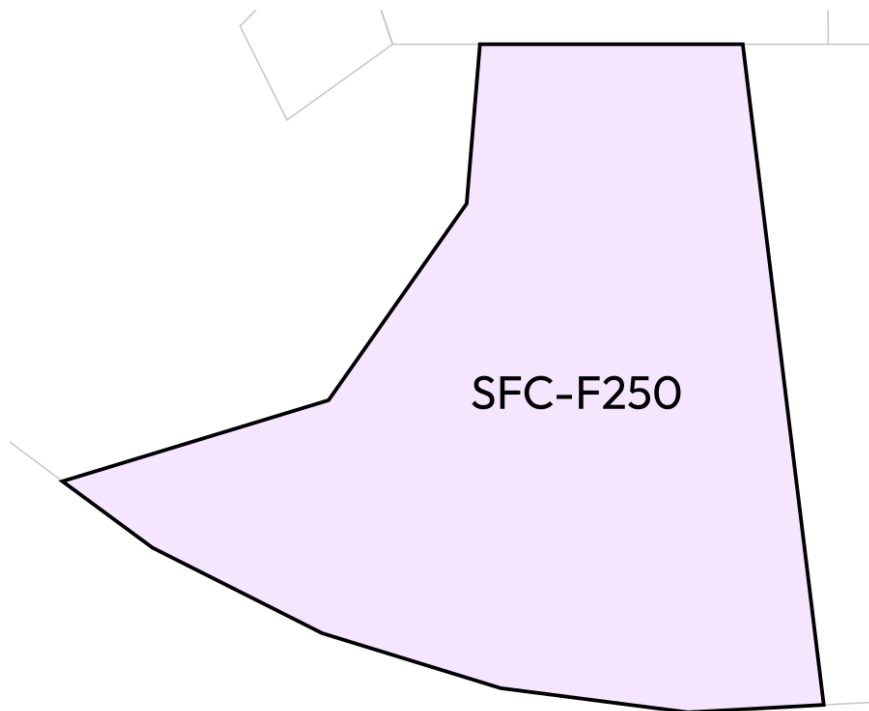


13. TERMINAL DEPARTURE CENTRAL (TDC)

13.1. Airspace Ownership Priority (Positions on the left have priority over positions on the right)

- TDC -> TMS -> TMW -> TRW -> APP

13.2. Terminal Departure Central Sector

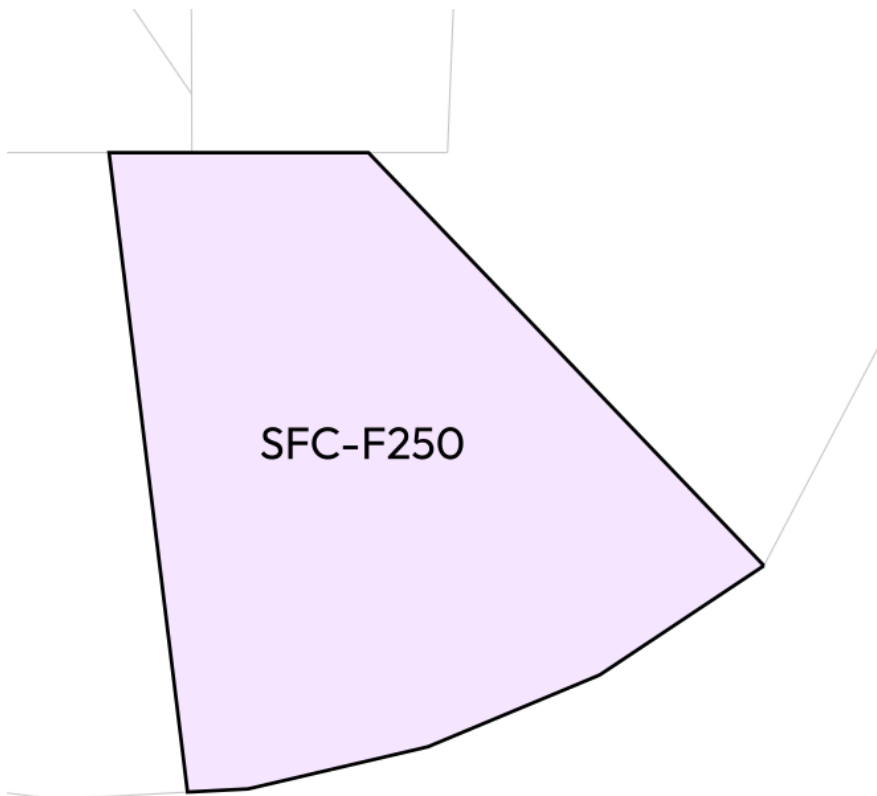


14. TERMINAL RADAR SOUTH (TMS)

14.1. Airspace Ownership Priority (Positions on the left have priority over positions on the right)

- TMS -> TMW -> TRW -> APP

14.2. Terminal Radar South Sector

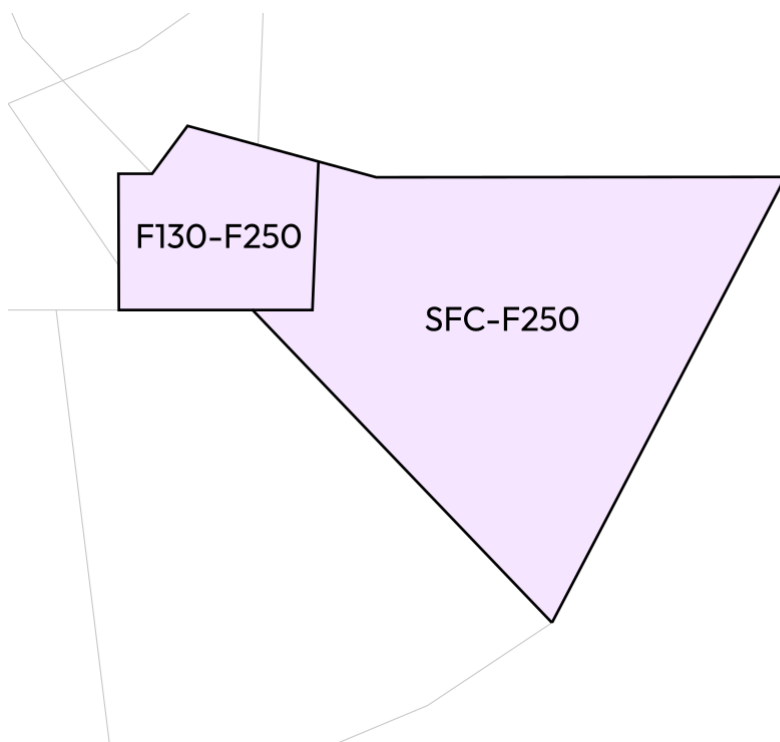


15. TERMINAL DEPARTURE EAST (TDE)

15.1. Airspace Ownership Priority (Positions on the left have priority over positions on the right)

- TDE -> TME -> TMW -> TRW -> APP

15.2. Terminal Departure East Sector

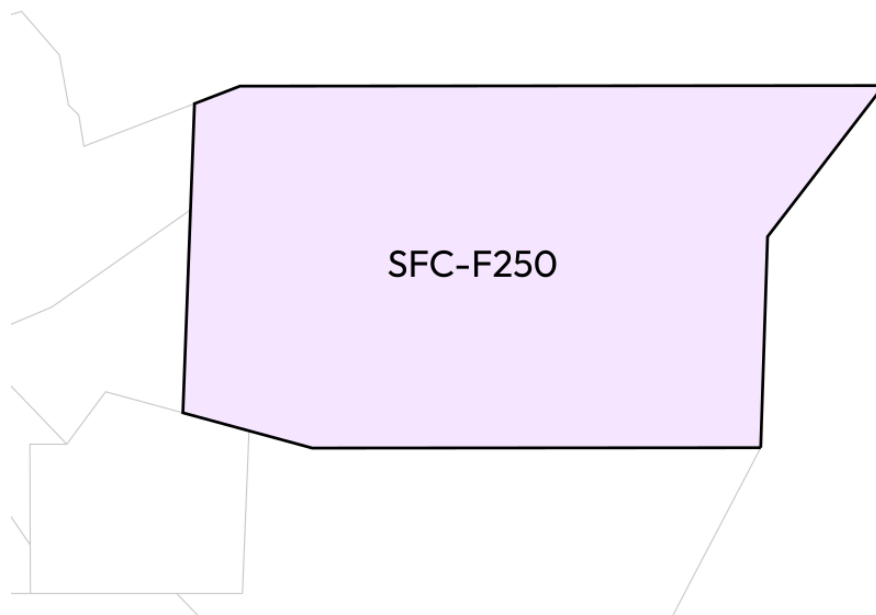


16. TERMINAL RADAR EAST (TME)

16.1. Airspace Ownership Priority (Positions on the left have priority over positions on the right)

- TME -> TMW -> TRW -> APP

16.2. Terminal Radar East Sector



RECORD OF REVISION

DATE	REV.	REVISION CONTENT	APPROVAL
17 JUN 2020	0	Initial Release	J. CHENG
09 SEP 2023	1	Major Rewrite Added all 4 Terminal Radar Sectors Added Macau Radar Control Added Handoff Agreements	T. SIU
03 APR 2024	2	Updated all Sector Diagrams Added missing TRC -> TDC restriction for VMMC J103 Added noise abatement agreement between APP and DEP Added procedure for Approach to route aircraft towards LINES from BETTY during noise abatement Renamed TMA Position Names to match reality Added KAPLI to DEP -> TRS handoff agreement Added missing TDC -> TRS handoff agreement Added ZGSZ to TRW -> TMW COTON handoff agreement Fixed a typo in TMW VHHX restriction Added Airspace Ownership Priority Updated erroneous agreement between Departure and Departure High regarding BEKOL departures during runway 25 operations	T. SIU
23 APR 2024	3	Updated TMW -> TDC agreement to FL120 for ZGSZ departures Added note for TDC -> TRS agreement for ZGSZ / VMMC departures Moved VHHX SIKOU1A/IDOSI1A/EPDOS1A agreements from APP/DEP -> TMW to APP/DEP -> TDC Added missing MAGOG13 agreements from TME -> APP/DEP/DEH Added top-down responsibility for VMMC to Macau Approach Radar	T. SIU
09 JUN 2024	4	Updated agreed handoff levels to match VATPRC LOA Revision 1 Added missing agreement from DEP -> APP for VMMC ALLEY departures during runway 07 operations Updated STAR clearances to be provided by Area Radar (Terminal Radar if Area is offline)	T. SIU
05 OCT 2024	5	Renamed Terminal Radar South Departures to	T. SIU

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		Terminal Departures Central Corrected handoff level for VHHH departures via PECAN within procedures section Added information about MURRY Box Updated sector diagrams for TMW and MCU Added note about vectoring close to the boundary within FAD airspace Added note about Macau 34 departures remaining on Zhuhai QNH when handed off from Zhuhai Approach Updated handoff agreements between APP and FAD	
28 NOV 2024	6	Updated agreements / diagrams for 3RS Added Terminal Departures East Added Departure South & Departure North	T. SIU
07 DEC 2024	7	Updated certain agreements with real world data Updated diagrams with real world data	T. SIU
26 JAN 2025	8	Amended primary departure sector to Departure South Updated VMMC 16 agreements Updated 25 DES -> DEH handoff altitude Updated VMMC departures via TDE to be handed off from DEH instead of DES	T. SIU
08 APR 2025	9	Removed duplicate agreements Added missing agreements for ZGSZ departures via SIERA Added missing agreements for VMMC departures via TDE Added missing agreements for ZGSZ arrivals via ISBAN Updated ZGSZ departures to be handled by MCU instead of TMW at SIERA	T. SIU
16 OCT 2025	10	Moved all agreements to SOP004 Added TML sector Updated TMW diagram	T. SIU