STANDARD OPERATING PROCEDURE (SOP)
DOCUMENT NUMBER: HKVACC-SOP004-ANNEX-I
DATE ISSUED: 08 APR 2025
REVISION: 9

SUBJECT: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

EFFECTIVE DATE: 08 APR 2025

SCOPE: Outlines standard techniques for online ATC service in Hong Kong APP/DEP/TMC positions on VATSIM.

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

1. PURPOSE

1.1. This Standard Operating Procedure (SOP) Annex I sets forth the procedures for all controllers providing terminal airspace air traffic control service in the Hong Kong Terminal Airspace (TMA) 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 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 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. INFORMATION ON HANDOFF AGREEMENTS

5.1. For handoff agreements, an up arrow ↑ indicates that aircraft are to be transferred whilst still climbing to that altitude, while a down arrow ↓ indicates that aircraft are to be transferred whilst descending to that altitude. Agreements with no arrows indicates that aircraft are to be transferred at the exact altitude specified in the agreement. Agreements are only valid when aircraft are flying the correct route as listed in the Hong Kong AIP and when the appropriate operating mode is in use. Other traffic (e.g. Kai Tak or off-mode departures) shall be individually coordinated.

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

6. HONG KONG APPROACH (APP)

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

- APP -> TRW

6.2. Approach Sector in Runway 07 Operations
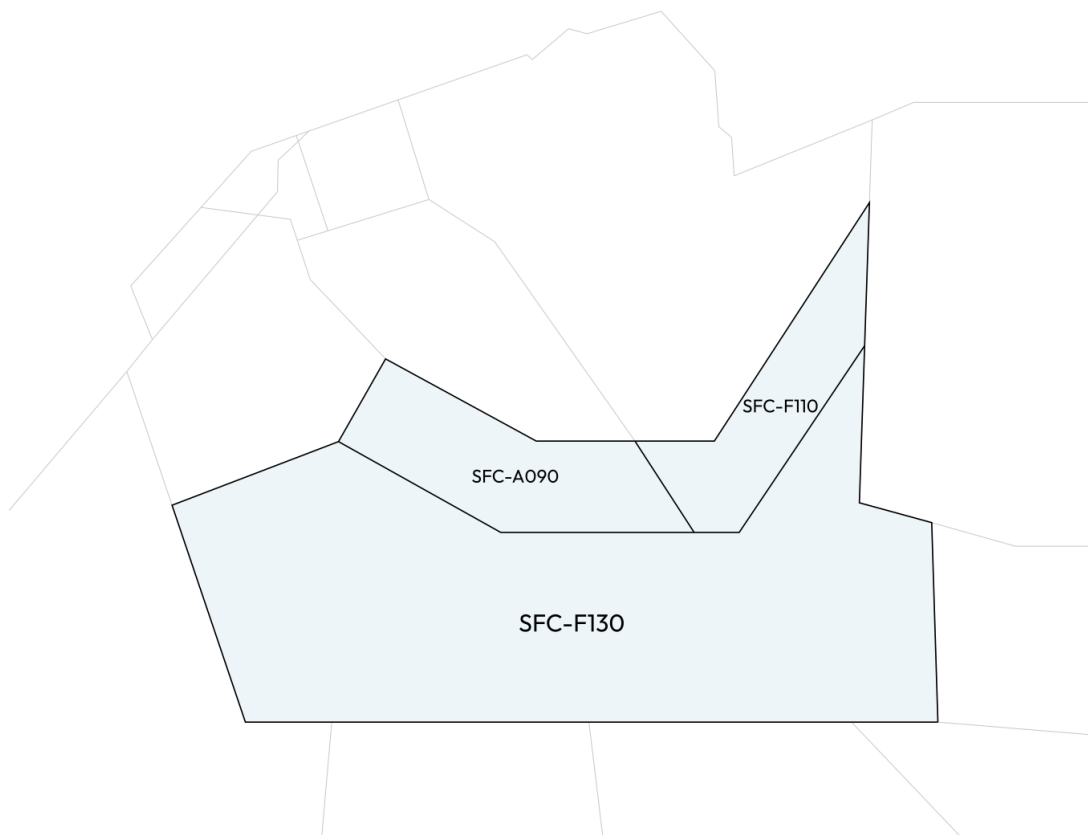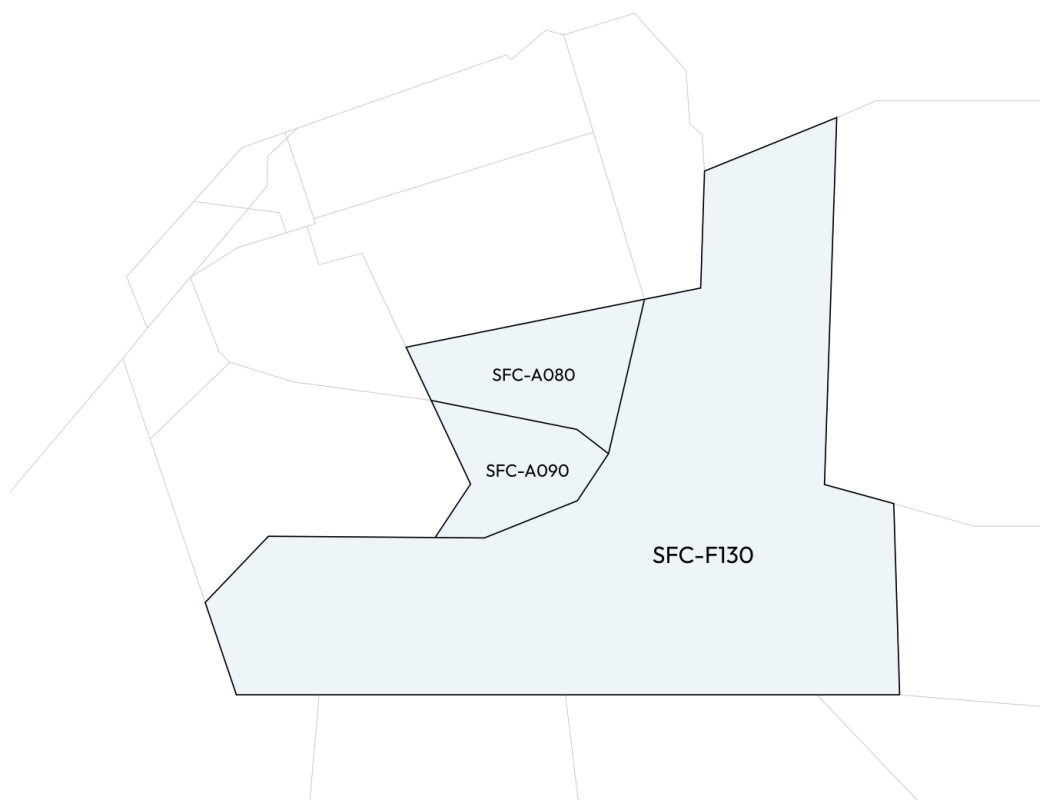

6.2.1. Responsibilities
- Arrivals from Terminal Radar via ABBEY, BETTY and CANTO until transferred to FAD

6.2.2. General Procedures
- Advise VHHH/VHHX arrivals of the expected landing runway (and IAP if not ILS) on first contact
- Descend aircraft to 4000ft prior to LIMES
- Transfer to FAD in a single sequence towards LIMES with an instruction to maintain 220 knots

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

6.3. Approach Sector in Runway 25 Operations

6.3.1. Responsibilities
• Please refer to Section 6.2.1.

6.3.2. General Procedures
• Advise VHHH/VHHX arrivals of the expected landing runway (and IAP if not ILS) on first contact
• Transfer to FAD in a single sequence towards RIVMI with an instruction to maintain 220 knots

6.4. Handoff Agreements

6.4.1. Runway 07 Operations

From Terminal Radar East (TME) to Approach (APP)

To	Altitude	Handoff Location
VHHH	FL110	MUSEL

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

From Terminal Radar South (TMS) to Approach (APP)

To	Altitude	Handoff Location
VHHH	FL130	MANGO

From Terminal Radar West (TMW) to Approach (APP)

To	Altitude	Handoff Location
VHHH	FL110	MURRY

From Approach (APP) to Final Approach Director (FAD)

To	Altitude	Handoff Location
VHHH	↓ 4000ft	7nm to LIMES

6.4.2. Runway 25 Operations

From Terminal Radar South (TMS) to Approach (APP)

To	Altitude	Handoff Location
VHHH	FL130	MANGO

From Terminal Radar East (TME) to Approach (APP)

To	Altitude	Handoff Location
VHHH	FL110	MUSEL

From Terminal Radar West (TMW) to Approach (APP)

To	Altitude	Handoff Location
VHHH	FL110	MURRY

From Approach (APP) to Final Approach Director (FAD)

To	Altitude	Handoff Location
VHHH	6000ft	TEDUR

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

7.   FINAL APPROACH DIRECTOR (FAD)

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

- FAD -> APP -> TRW

7.2. Final Approach Director Sector in Runway 07 Operations
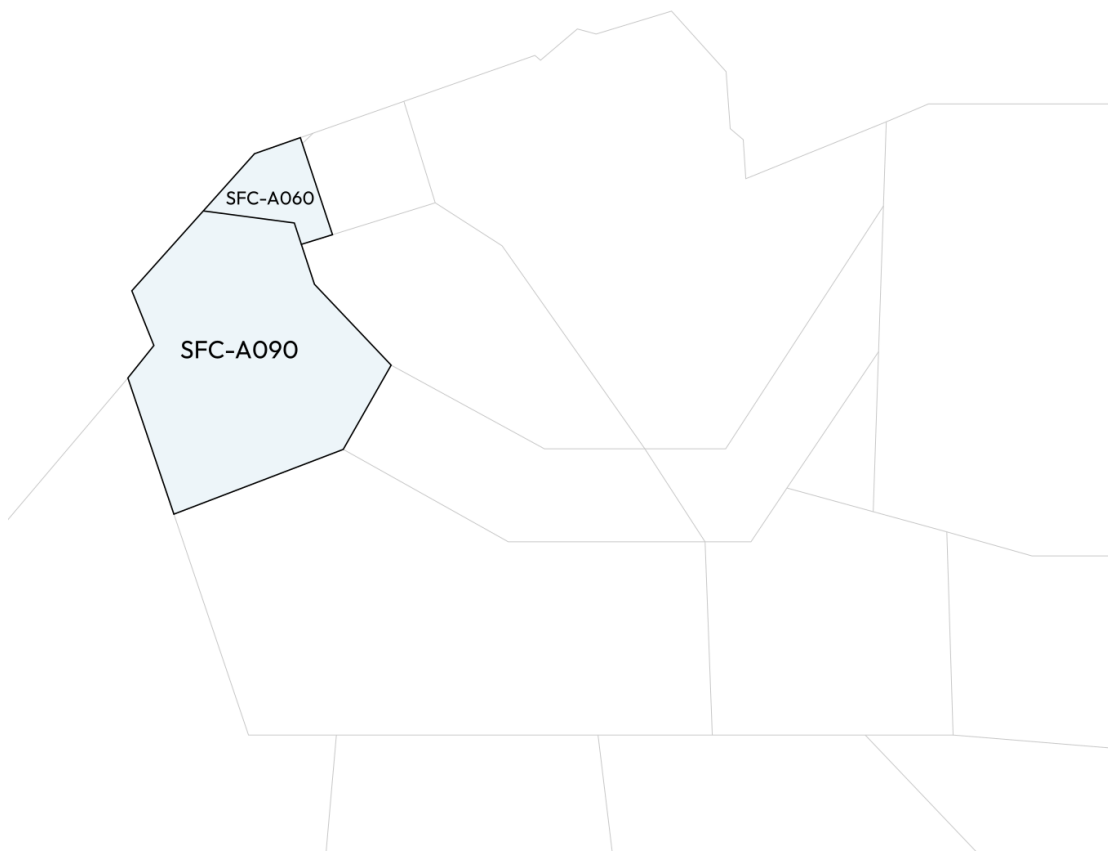
7.2.1. Responsibilities
- Tactically control aircraft to achieve accurate and consistent spacing
- Coordination between Air Movements Control and Final Approach Director regarding runway occupancy time (ROT) such that if the spacing results in a large number of late landing clearances, Air Movements Control must ask Final Approach Director to increase the spacing before missed approaches start to occur
- When vectoring aircraft for final approach, keep aircraft at least 1.5nm away from the sector boundary with PRC airspace

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

7.2.2. General 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 5 DME

7.3. Final Approach Director Sector in Runway 25 Operations
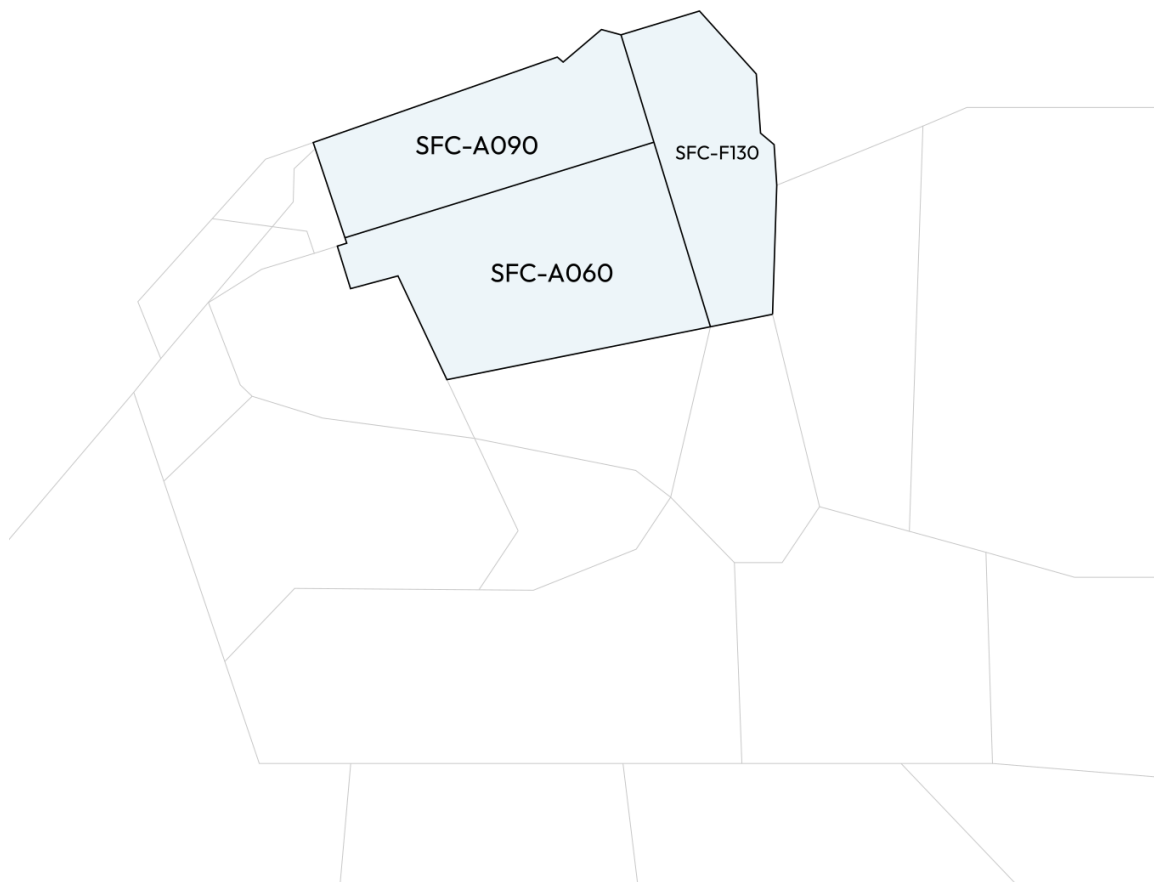
7.3.1. Responsibilities

- Please refer to Section 7.2.1.

7.3.2. Procedures

- Aircraft intercept localiser at 4500ft for 25L and 25C, while 25R arrivals intercept the ILS after TOPUN
- All aircraft 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 7 DME, and 160kts to 5 DME

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

7.4. Note to Final Approach Director

7.4.1. During strong northerly wind, ground speed increases on final causing increase in spacing (pull-away). Less than 4 miles spacing is required on base 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 operations.

7.5. Handoff Agreements

7.5.1. Runway 07 Operations

From Approach (APP) to Final Approach Director (FAD)

To	Altitude	Handoff Location
VHHH	↓ 4000ft	7nm to LIMES

7.5.2. Runway 25 Operations

From Approach (APP) to Final Approach Director (FAD)

To	Altitude	Handoff Location
VHHH	6000ft	TEDUR

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

8.   HONG KONG DEPARTURE NORTH (DEN)

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

- DEN -> DES -> APP -> TRW

8.2.   Departure North Sector in Runway 07 Operations
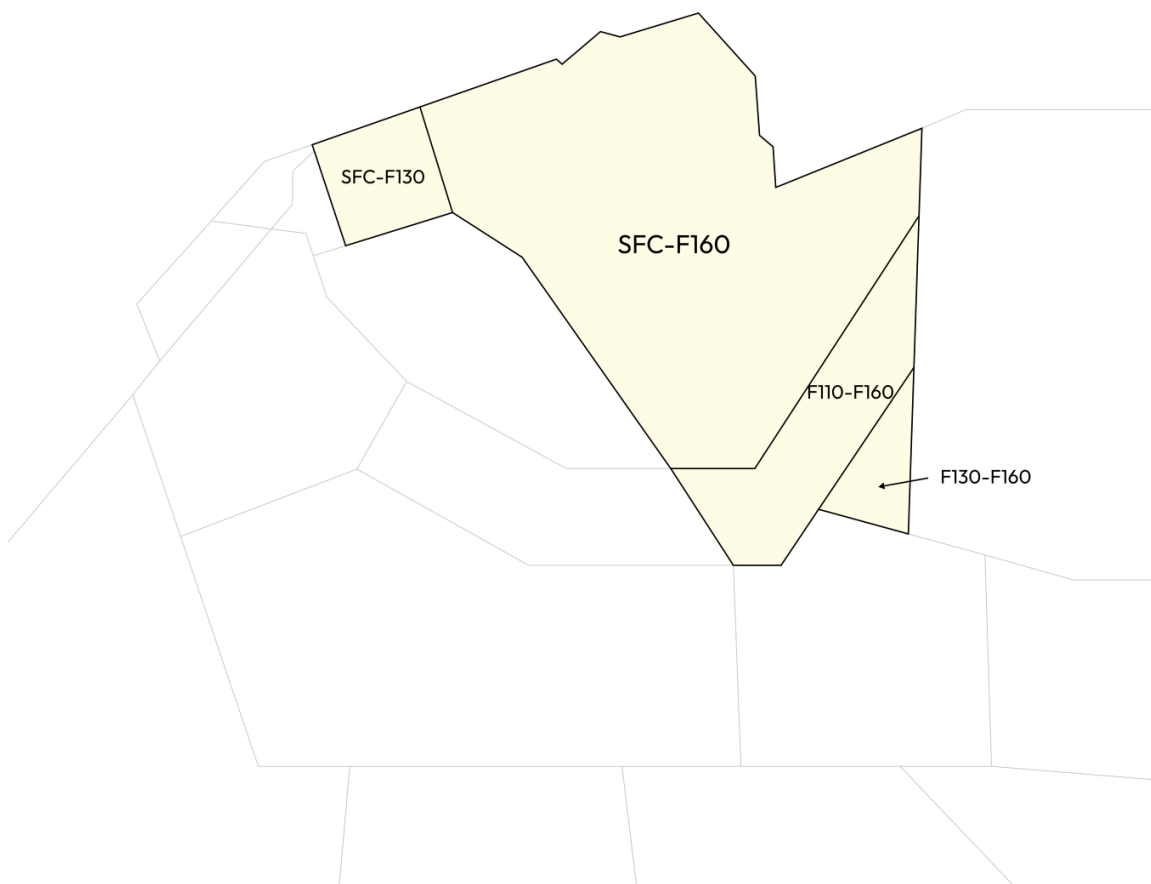
8.2.1. Responsibilities
- Hong Kong Centre / North Runway Departures via BEKOL, LEKEN & DALOL (V621, V631)
- Shenzhen Arrivals via BEKOL

8.2.2. General Procedures
- Climb / descend aircraft to the level specified within the handoff agreements below and transfer to DEH / TDE / ZUH

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

8.3. Departure North Sector in Runway 25 Operations
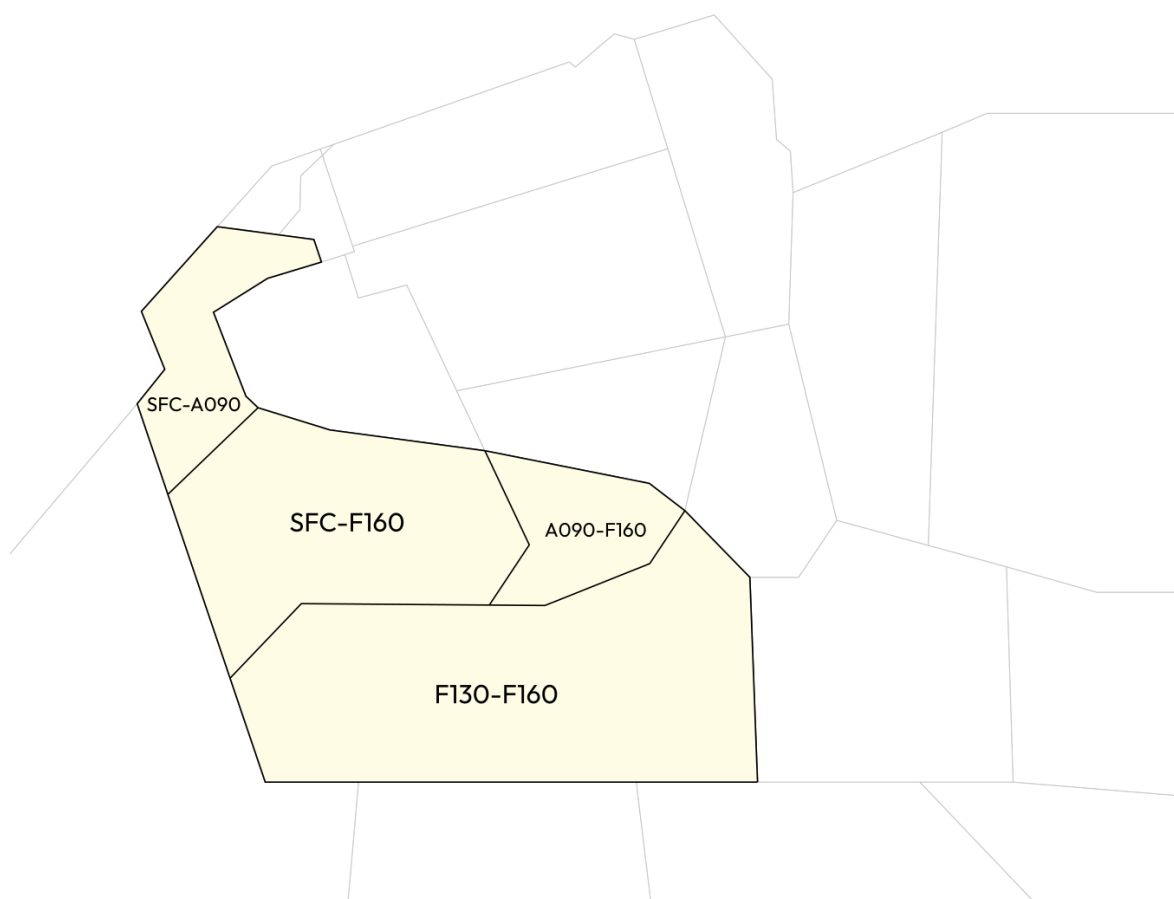
8.3.1. Responsibilities
- Hong Kong Centre / North Runway Departures via PECAN & DALOL
- DES sector during non-3RS operations

8.3.2. General Procedures
- Climb aircraft to the level specified within the handoff agreements below and transfer to TDC / TDE

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

8.4.   Handoff Agreements

8.4.1. Runway 07 Operations

From Departure North (DEN) to Departure High (DEH)

From	Altitude	Handoff Location
VHHH (BEKOL)	↑ FL160	Approaching FL160

From Departure North (DEN) to Terminal Departures East (TDE)

From	Altitude	Handoff Location
VHHH	↑ FL160	LUBMO

From Departure North (DEN) to Zhuhai Approach (ZUH)

To	Altitude	Handoff Location
ZGSZ	S0180 (5900ft)	BEKOL (note 1)
ZGGG	S0420 (FL138), S0450 (FL148)	BEKOL (note 1 & 2)

Note 1: This is an external agreement with VATPRC. As such, internal handoff releases are not applicable to this agreement and controllers shall adhere to the LoA between Hong Kong FIR and Guangzhou FIR when initiating a handoff per this agreement.
Note 2: S0450 (FL148) requires coordination with Zhuhai Approach.

8.4.2. Runway 25 Operations

From Departure North (DEN) to Terminal Departures Central (TDC)

From	Altitude	Handoff Location
VHHH	↑ FL160	SOSLU

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

From Departure North (DEN) to Terminal Departures East (TDE)

From	Altitude	Handoff Location
VHHH	↑ FL160	DAKIG

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

9. HONG KONG DEPARTURE SOUTH (DES)

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

- DES -> APP -> TRW

9.2. Departure South Sector in Runway 07 Operations
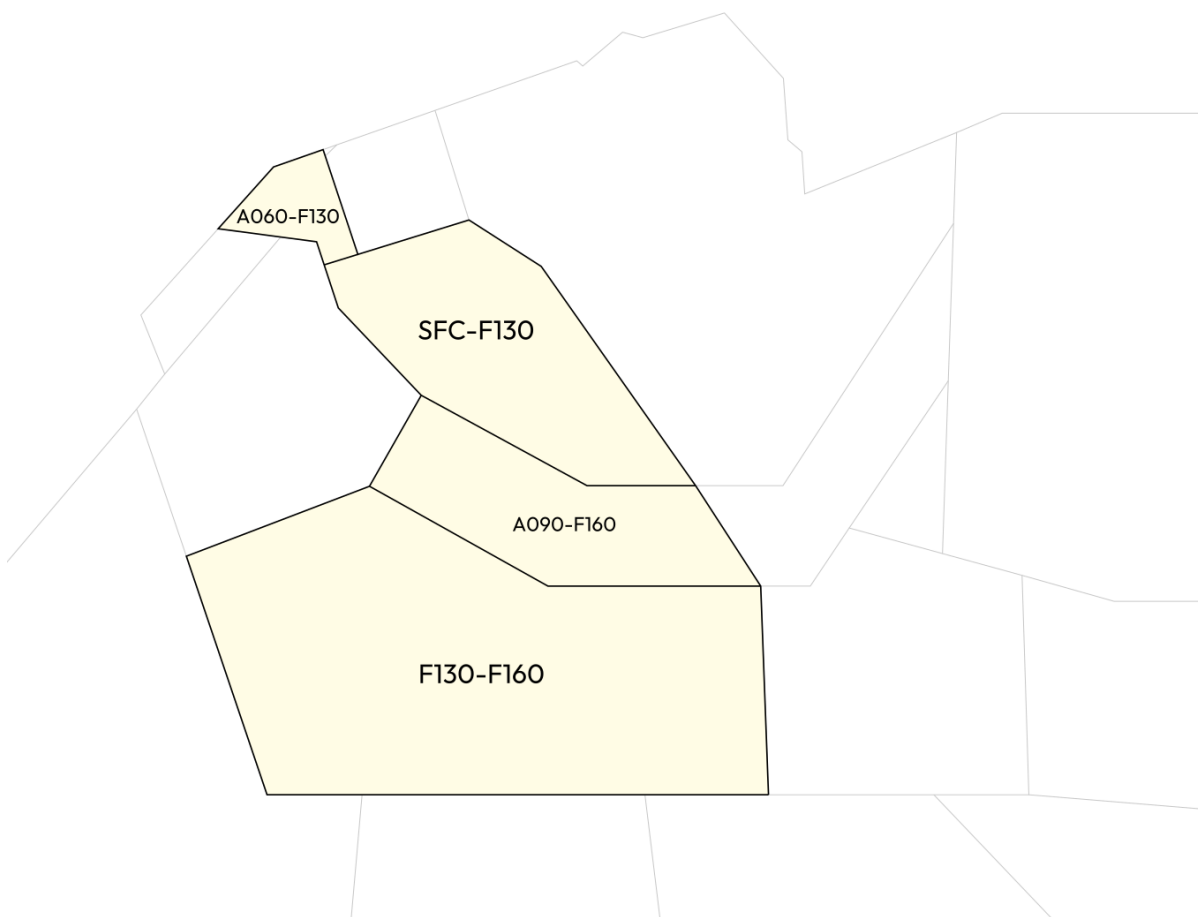
9.2.1. Responsibilities
- Hong Kong South Runway Departures via DALOL (V641, V651) & PECAN
- Macau Runway 34 Departures via Hong Kong FIR

9.2.2. General Procedures
- Climb aircraft to the level specified within the handoff agreements below and transfer to DEH / TDE

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I
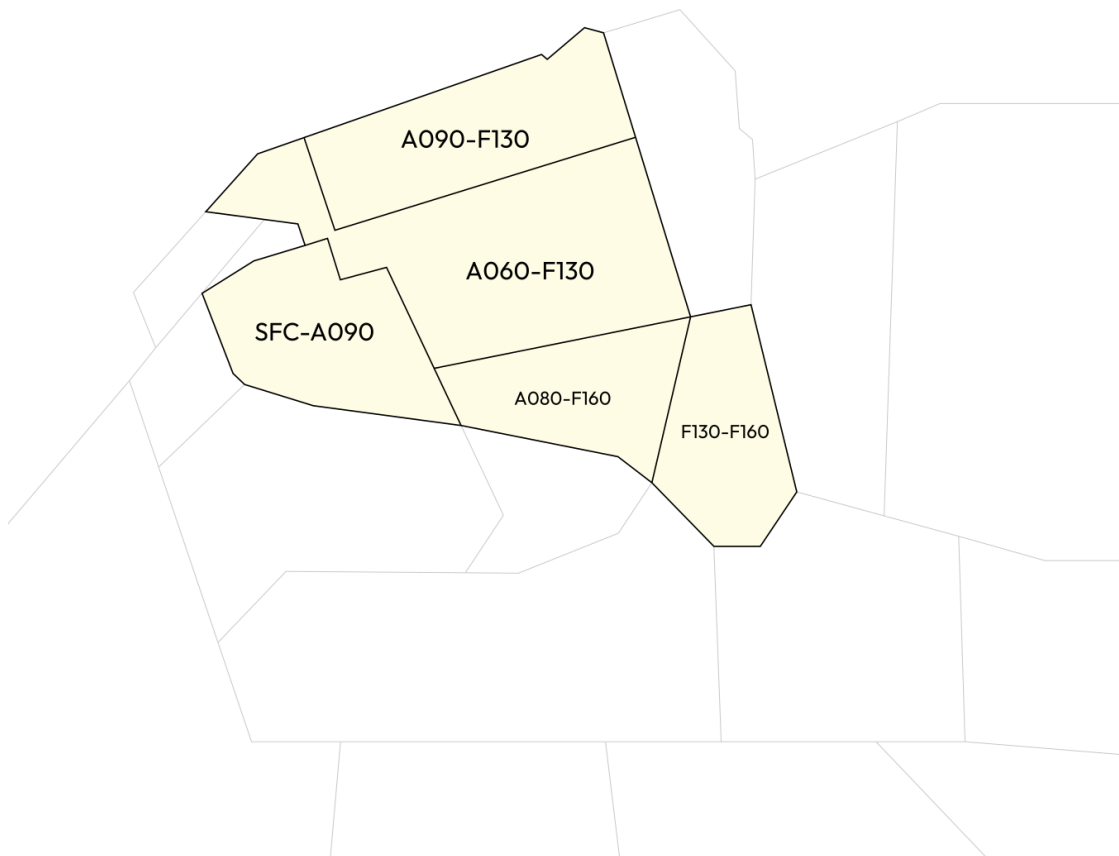
9.3.   Departure South Sector in Runway 25 Operations

9.3.1. Responsibilities
- Hong Kong South Runway Departures via BEKOL & LEKEN
- Macau Runway 34 Departures via Hong Kong FIR
- Shenzhen Arrivals via BEKOL

9.3.2. General Procedures
- Climb aircraft to the level specified within the handoff agreements below and transfer to DEH / TDE / ZUH

9.4. Note to Hong Kong Departure South

9.4.1. During Runway 34 Operations at Macau, departures are transferred from Zhuhai Approach at an altitude of 6000ft. Zhuhai will transfer aircraft on the Zhuhai QNH. As such, if Departure needs aircraft to remain on an altitude instead of a Flight Level, then the Hong Kong QNH shall be passed to the aircraft.

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

9.5. Handoff Agreements

9.5.1. Runway 07 Operations

From Zhuhai Approach (ZUH) to Departure South (DES)

From	Altitude	Handoff Location
VMMC	6000ft	LUKBU

From Departure South (DES) to Departure High (DEH)

From	Altitude	Handoff Location
VMMC	↑ FL130	MC311 (note)

Note: Aircraft shall cross MC311 at or above A090.

From Departure South (DES) to Terminal Departures East (TDE)

From	Altitude	Handoff Location
VHHH	↑ FL140, FL160 (note)	DAKIG

Note: When simultaneous independent departures are in progress at VHHH, then FL140 shall be used. Otherwise, FL160 shall be used.

From Departure South (DES) to Terminal Departures Central (TDC)

From	Altitude	Handoff Location
VHHH	FL160	SOSLU

9.5.2. Runway 25 Operations

From Zhuhai Approach (ZUH) to Departure South (DES)

From	Altitude	Handoff Location
VMMC	6000ft	LUKBU

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

From Departure South (DES) to Departure High (DEH)

From	Altitude	Handoff Location
VHHH (BEKOL)	↑ FL130	HH481
VMMC		MC315

From Departure South (DES) to Terminal Departures East (TDE)

From	Altitude	Handoff Location
VHHH	↑ FL140, FL160 (note)	LUBMO

Note: When simultaneous independent departures are in progress at VHHH, then FL140 shall be used. Otherwise, FL160 shall be used.

From Departure South (DES) to Zhuhai Approach (ZUH)

To	Altitude	Handoff Location
ZGSZ	S0180 (5900ft)	BEKOL (note 1 & 2)

Note 1: This is an external agreement with VATPRC. As such, internal handoff releases are not applicable to this agreement and controllers shall adhere to the LoA between Hong Kong FIR and Guangzhou FIR when initiating a handoff per this agreement.

Note 2: Aircraft flying a BEKOL departure to ZGSZ will enter Final Approach Director airspace. Coordination shall be made with FAD to prevent conflicts with VHHH 25 arrivals.

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

10. HONG KONG DEPARTURE HIGH (DEH)

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

- DEH -> DES -> APP -> TRW

10.2. Departure High Sector in Runway 07 Operations
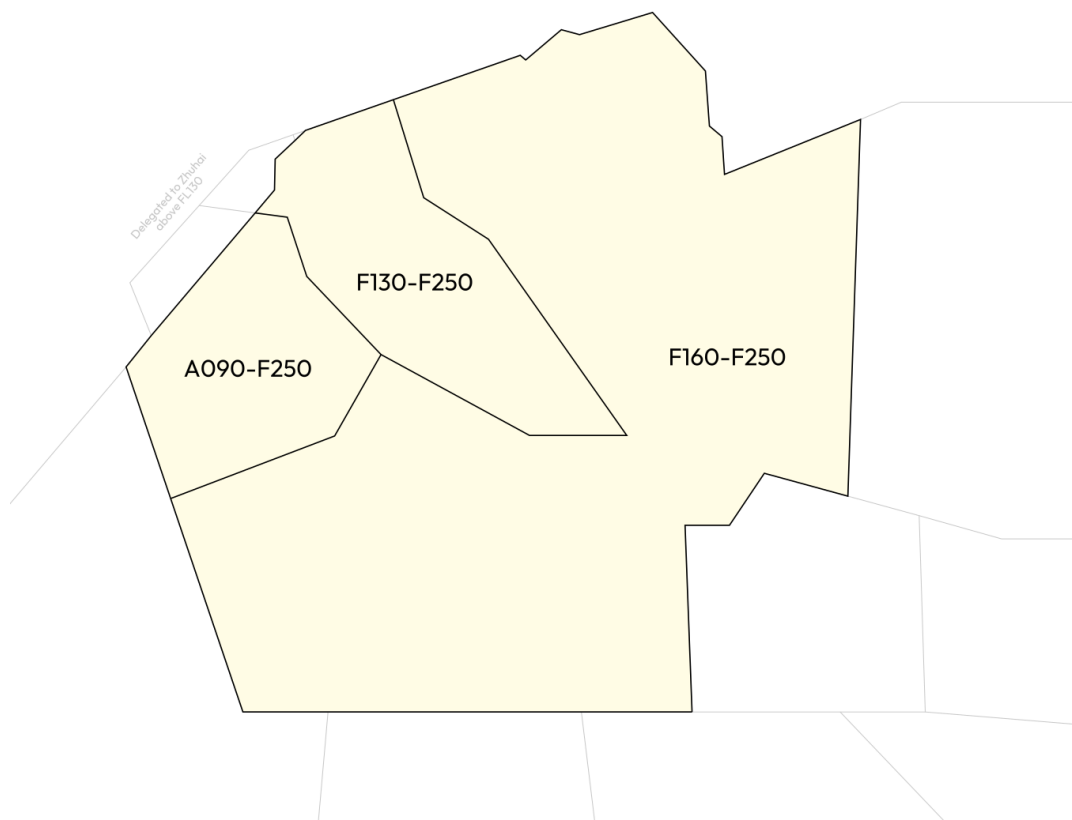
10.2.1.   Responsibilities
- Hong Kong Departures via BEKOL
- Macau Runway 34 Departures via PECAN
- Macau Arrivals from NEDLE
- Guangzhou Arrivals

10.2.2.   General Procedures
- Climb / descend aircraft to the level specified within the handoff agreements below and transfer to TDC / TDE / MCU

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I
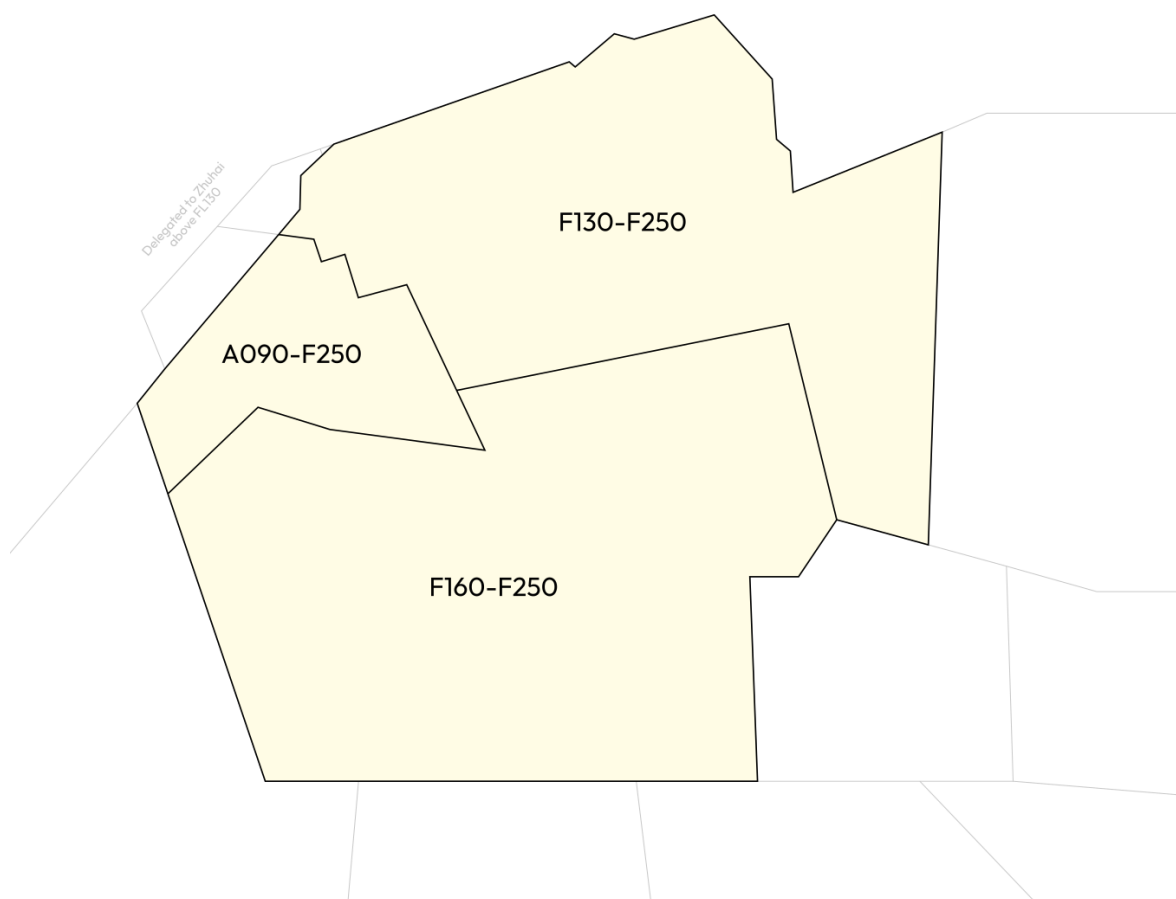
10.3. Departure High Sector in Runway 25 Operations

10.3.1. Responsibilities
- Hong Kong Departures via BEKOL
- Macau Runway 34 Departures
- Macau Arrivals from NEDLE
- Guangzhou Arrivals

10.3.2. General Procedures
- Climb / descend aircraft to the level specified within the handoff agreements below and transfer to TDC / TDE / MCU

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

10.4.   Handoff Agreements
    10.4.1.   Runway 07 Operations

From Departure North (DEN) to Departure High (DEH)

From	Altitude	Handoff Location
VHHH (BEKOL)	↑ FL160	Approaching FL160

From Departure South (DES) to Departure High (DEH)

From	Altitude	Handoff Location
VMMC	↑ FL130	MC311 (note)

Note: Aircraft shall cross MC311 at or above A090.

From Terminal Departures Central (TDC) to Departure High (DEH)

To	Altitude	Handoff Location
ZGGG	FL220	SAPAX

From Terminal Radar East (TME) to Departure High (DEH)

To	Altitude	Handoff Location
VMMC, ZGGG	FL230	NEDLE

From Departure High (DEH) to Terminal Departures Central (TDC)

From	Altitude	Handoff Location
VMMC (ALLEY)	↑ FL210	SOSLU

From Departure High (DEH) to Macau Approach Radar (MCU)

To	Altitude	Handoff Location
VMMC	FL110	HAZEL

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

From Departure High (DEH) to Guangzhou Control (GGG)

To	Altitude	Handoff Location
Guangzhou FIR	↑ S0690 (FL226) but not below S0480 (FL157)	BEKOL (note 1 & 2)

Note: This is an external agreement with VATPRC. As such, internal handoff releases are not applicable to this agreement and controllers shall adhere to the LoA between Hong Kong FIR and Guangzhou FIR when initiating a handoff per this agreement.

From Departure High (DEH) to Zhuhai Approach (ZUH)

To	Altitude	Handoff Location
ZGGG	S0420 (FL138) & S0450 (FL148)	TAMOT (note 1 & 2)
		BEKOL (note 1 & 3)

Note 1: This is an external agreement with VATPRC. As such, internal handoff releases are not applicable to this agreement and controllers shall adhere to the LoA between Hong Kong FIR and Guangzhou FIR when initiating a handoff per this agreement.
Note 2: Descent to S0420 (FL138) requires coordination with DES due to DES airspace ceiling being FL130. Coordination is additionally required with Zhuhai Approach.
Note 3: S0450 (FL148) requires coordination with Zhuhai Approach.

10.4.2.   Runway 25 Operations

From Departure South (DES) to Departure High (DEH)

From	Altitude	Handoff Location
VHHH (BEKOL)	↑ FL130	HH481
VMMC		MC315

From Terminal Departures Central (TDC) to Departure High (DEH)

To	Altitude	Handoff Location
ZGGG	FL220	SAPAX

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

From Terminal Radar East (TDE) to Departure High (DEH)

To	Altitude	Handoff Location
VMMC, ZGGG	FL230	NEDLE

From Departure High (DEH) to Terminal Departures Central (TDC)

From	Altitude	Handoff Location
VMMC (ALLEY)	↑ FL210	SOSLU

From Departure High (DEH) to Terminal Departures East (TDE)

From	Altitude	Handoff Location
VMMC	↑ FL210	LUBMO

From Departure High (DEH) to Macau Approach Radar (MCU)

To	Altitude	Handoff Location
VMMC	FL110	HAZEL

From Departure High (DEH) to Guangzhou Control (GGG)

To	Altitude	Handoff Location
Guangzhou FIR	↑ S0690 (FL226) but not below S0480 (FL157)	BEKOL (note)

Note: This is an external agreement with VATPRC. As such, internal handoff releases are not applicable to this agreement and controllers shall adhere to the LoA between Hong Kong FIR and Guangzhou FIR when initiating a handoff per this agreement.

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

From Departure High (DEH) to Zhuhai Approach (ZUH)

To	Altitude	Handoff Location
ZGGG	S0420 (FL138) & S0450 (FL148)	TAMOT (note 1 & 2)
		BEKOL (note 1 & 2)

Note 1: This is an external agreement with VATPRC. As such, internal handoff releases are not applicable to this agreement and controllers shall adhere to the LoA between Hong Kong FIR and Guangzhou FIR when initiating a handoff per this agreement.

Note 2: S0420 (FL138) and S0450 (FL148) requires coordination with Zhuhai Approach.

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

11. MACAU APPROACH RADAR (MCU)

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

- MCU -> TMW -> TRW -> APP

11.2. Macau Approach Radar Sector
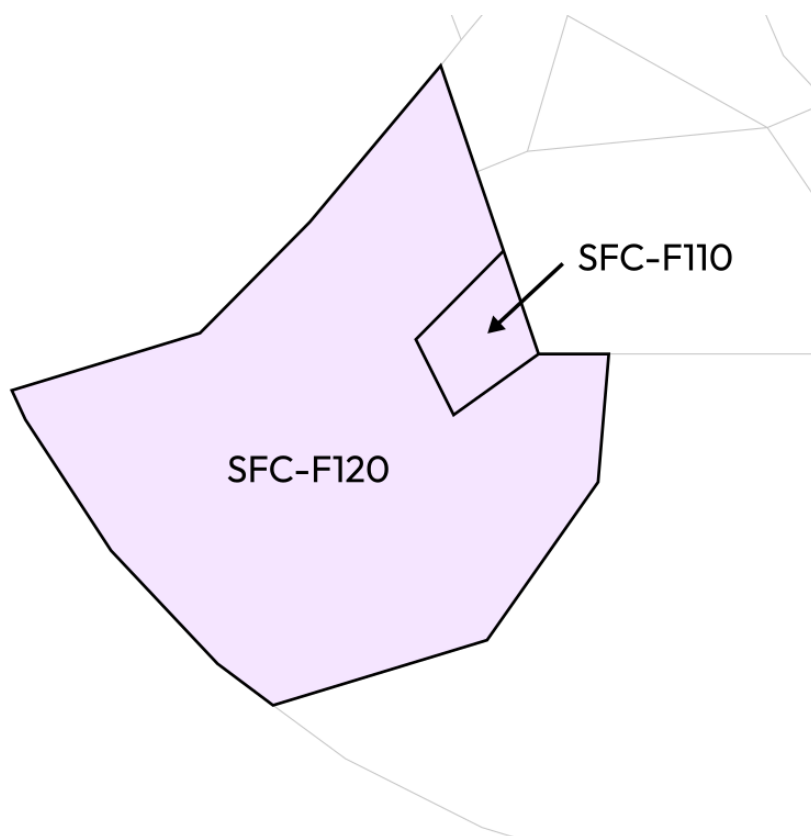
11.3. Responsibilities
- Macau Runway 16 Departures
- Macau Arrivals
- Shenzhen Arrivals via LANDA
- Shenzhen Departures via SIERA
- Holding at PAPA
- Oil Rig Track D (Refer to SOP006)
- Top-down control for VMMC when aerodrome ATC offline

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

11.4. General Procedures
- Climb / descend aircraft to the level specified within the handoff agreements below and transfer to TDC / ZUH

11.5. Note to Macau Approach Radar
11.5.1. The section of airspace around MURRY from FL110 – FL120 (known as the **MURRY Box**) is delegated to Terminal Radar West to facilitate descent to FL110. As such, the highest assignable altitude for aircraft within Macau Approach Radar is **9000ft**. Higher altitudes may conflict with VHHH arrivals.

11.6. Handoff Agreements

11.6.1. Runway 16 Operations

From Zhuhai Approach (ZUH) to Macau Approach Radar (MCU)

From	Altitude	Handoff Location
ZGSZ	FL120	SIERA

From Departure High (DEH) to Macau Approach Radar (MCU)

To	Altitude	Handoff Location
VMMC	FL110	HAZEL

From Area Radar West (TRW) to Macau Approach Radar (MCU)

To	Altitude	Handoff Location
VMMC, ZGSZ	FL120	COTON

From Terminal Departures Central (TDC) to Macau Approach Radar (MCU)

To	Altitude	Handoff Location
VMMC	FL110	15nm before CHALI

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

From Macau Approach Radar (MCU) to Terminal Departures Central (TDC)

From	Altitude	Handoff Location
VMMC (NUDPI, CONGA, GRUPA)	↑ 9000ft	After MULET
VMMC (ALLEY)	↑ FL120	After MULET
ZGSZ	FL120	After ROCCA

From Macau Approach Radar (MCU) to Zhuhai Approach (ZUH)

To	Altitude	Handoff Location
VMMC	S0270 (8900ft)	INDUS (note)
ZGSZ	S0330 (FL108)	LANDA (note)

Note: This is an external agreement with VATPRC. As such, internal handoff releases are not applicable to this agreement and controllers shall adhere to the LoA between Hong Kong FIR and Guangzhou FIR when initiating a handoff per this agreement.

11.6.2. Runway 34 Operations

From Zhuhai Approach (ZUH) to Macau Approach Radar (MCU)

From	Altitude	Handoff Location
ZGSZ	FL120	SIERA

From Departure High (DEH) to Macau Approach Radar (MCU)

To	Altitude	Handoff Location
VMMC	FL110	HAZEL

From Area Radar West (TRW) to Macau Approach Radar (MCU)

To	Altitude	Handoff Location
VMMC, ZGSZ	FL120	COTON

From Macau Approach Radar (MCU) to Terminal Departures Central (TDC)

From	Altitude	Handoff Location
ZGSZ	FL120	After ROCCA

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Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

From Terminal Departures Central (TDC) to Macau Approach Radar (MCU)

To	Altitude	Handoff Location
VMMC	FL110	15nm before CHALI

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Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

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
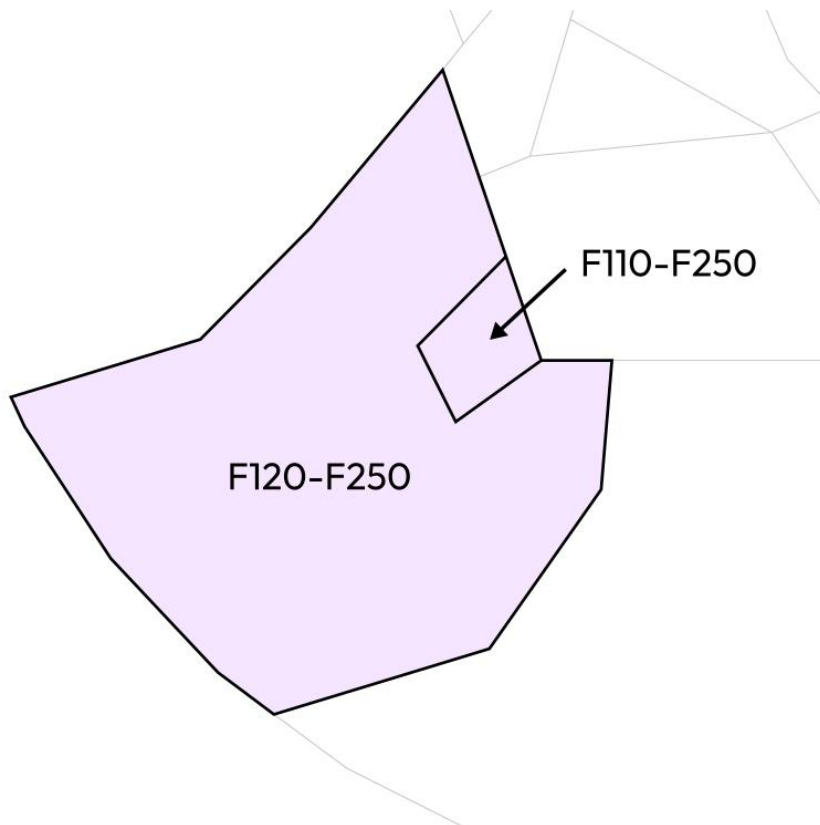
12.3. Responsibilities
- Hong Kong Arrivals via CANTO/SIERA
- Guangzhou Departures via SIERA
- Holding at CANTO / COMBI

12.4. General Procedures
- Climb / descend aircraft to the level specified within the handoff agreements below and transfer to TDC / ZUH
- Clear VHHH arrivals for their STAR if Area Radar is offline

Hong Kong Virtual Area Control Centre (HKvACC)
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Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

12.5. Note to Terminal Radar West

12.5.1. The section of airspace around MURRY from FL110 – FL120 (known as the **MURRY Box**) is delegated to Terminal Radar West to facilitate descent to FL110. Aircraft descending to FL110 on the CANTO/SIERA STARs do not have to be individually coordinated with Macau Approach Radar. Controllers should still remain vigilant in case aircraft inadvertently descend into Macau Approach Radar airspace.

12.6. Handoff Agreements

12.6.1. Runway 07 Operations

From Area Radar West (TRW) to Terminal Radar West (TMW)

To	Altitude	Handoff Location
VHHH	FL260	MAPLE

From Guangzhou Control (GGG) to Terminal Radar West (TMW)

To	Altitude	Handoff Location
VHHH	FL190, FL210, FL230	SIERA
Hong Kong FIR	FL230, FL250	

From Terminal Radar West (TMW) to Approach (APP)

To	Altitude	Handoff Location
VHHH	FL110	MURRY

12.6.2.   Runway 25 Operations

From Area Radar West (TRW) to Terminal Radar West (TMW)

To	Altitude	Handoff Location
VHHH	FL260	MAPLE

From Guangzhou Control (GGG) to Terminal Radar West (TMW)

To	Altitude	Handoff Location
VHHH	FL190, FL210, FL230	SIERA

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

From Terminal Radar West (TMW) to Departure High (DEH)

To	Altitude	Handoff Location
VHHH	FL150	MURRY

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

13. TERMINAL DEPARTURES 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 Departures Central Sector
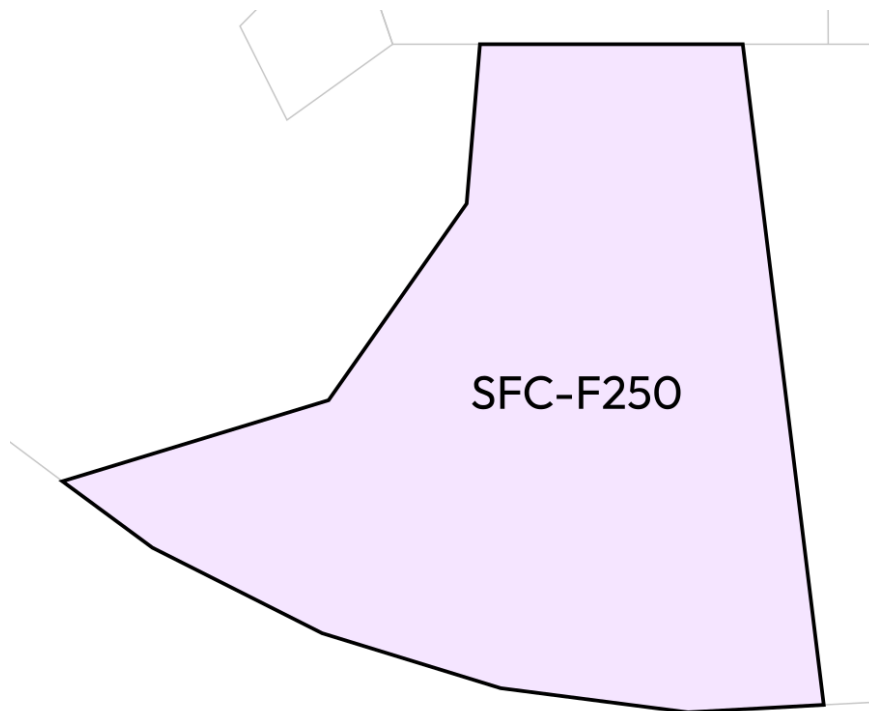
13.3.   Responsibilities
- Hong Kong/Macau/Shenzhen Departures via SOSLU
- Shenzhen Departures via SKATE/ALLEY
- Macau Arrivals via ROBIN
- Macau Runway 16 Departures
- Guangzhou Arrivals from the Southwest

13.4.   General Procedures
- Climb / descend aircraft to the level specified within the handoff agreements below and transfer to TRS / TRW / TRV

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

13.5. Handoff Agreements

13.5.1. Runway 07 Operations

From Departure South (DES) to Terminal Departures Central (TDC)

From	Altitude	Handoff Location
VHHH	↑ FL160	SOSLU

From Departure High (DEH) to Terminal Departures Central (TDC)

From	Altitude	Handoff Location
VMMC	↑ FL210	SOSLU

From Macau Approach Radar (MCU) to Terminal Departures Central (TDC)

From	Altitude	Handoff Location
VMMC (NUDPI, CONGA, GRUPA)	↑ 9000ft	After MULET
VMMC (ALLEY)	↑ FL120	After MULET
ZGSZ	FL120	After ROCCA

From Area Radar Central (TRC) to Terminal Departures Central (TDC)

To	Altitude	Handoff Location
ZGGG	FL260	ISBAN
ZGSZ. VMMC	FL200	ISBAN

From Area Radar West (TRW) to Terminal Departures Central (TDC)

To	Altitude	Handoff Location
ZGGG	FL260	CHALI

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

From Terminal Departures Central (TDC) to Area Radar West (TRW)

From	Altitude	Handoff Location
ZGSZ, VHHH, VMMC (SIKOU)	↑ FL250	ALLEY (note)

Note: The agreed level for aircraft with a RFL below FL250 (e.g. those landing at airports near SIKOU) shall be individually coordinated.

From Terminal Departures Central (TDC) to Area Radar West (TRV)

From	Altitude	Handoff Location
ZGSZ, VHHH, VMMC (IDOSI, EPDOS)	↑ FL250	ALLEY/LAXET

From Terminal Departures Central (TDC) to Terminal Radar South (TMS)

From	Altitude	Handoff Location
ZGSZ, VMMC (DOTMI, LELIM, ELATO, ENVAR, NOMAN, SABNO)	↑ FL160	Sector Boundary

From Terminal Departures Central (TDC) to Macau Approach Radar (MCU)

To	Altitude	Handoff Location
VMMC	FL110	15nm before CHALI
ZGSZ	FL110	GOBBI

From Terminal Departures Central (TDC) to Departure High (DEH)

To	Altitude	Handoff Location
ZGGG	FL220	SAPAX

13.5.2. Runway 25 Operations

From Departure North (DEN) to Terminal Departures Central (TDC)

From	Altitude	Handoff Location
VHHH	↑ FL160	SOSLU

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

From Departure High (DEH) to Terminal Departures Central (TDC)

From	Altitude	Handoff Location
VMMC (ALLEY)	↑ FL210	SOSLU

From Macau Approach Radar (MCU) to Terminal Departures Central (TDC)

From	Altitude	Handoff Location
VMMC (NUDPI, CONGA, GRUPA)	↑ 9000ft	After MULET
VMMC (ALLEY)	↑ FL120	After MULET
ZGSZ	FL120	After ROCCA

From Area Radar Central (TRC) to Terminal Departures Central (TDC)

To	Altitude	Handoff Location
ZGGG	FL260	ISBAN
ZGSZ. VMMC	FL200	ISBAN

From Area Radar West (TRW) to Terminal Departures Central (TDC)

To	Altitude	Handoff Location
ZGGG	FL260	CHALI

From Terminal Departures Central (TDC) to Area Radar West (TRW)

From	Altitude	Handoff Location
ZGSZ, VHHH, VMMC (SIKOU)	↑ FL250	ALLEY

From Terminal Departures Central (TDC) to Area Radar West (TRV)

From	Altitude	Handoff Location
ZGSZ, VHHH, VMMC (IDOSI, EPDOS)	↑ FL250	ALLEY/LAXET (note)

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

From Terminal Departures Central (TDC) to Terminal Radar South (TMS)

From	Altitude	Handoff Location
ZGSZ, VMMC (DOTMI, LELIM, ELATO, ENVAR, NOMAN, SABNO)	↑ FL160	Sector Boundary

From Terminal Departures Central (TDC) to Macau Approach Radar (MCU)

To	Altitude	Handoff Location
VMMC	FL110	15nm before CHALI
ZGSZ	FL110	GOBBI

From Terminal Departures Central (TDC) to Departure High (DEH)

To	Altitude	Handoff Location
ZGGG	FL220	SAPAX

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

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

SFC-F250
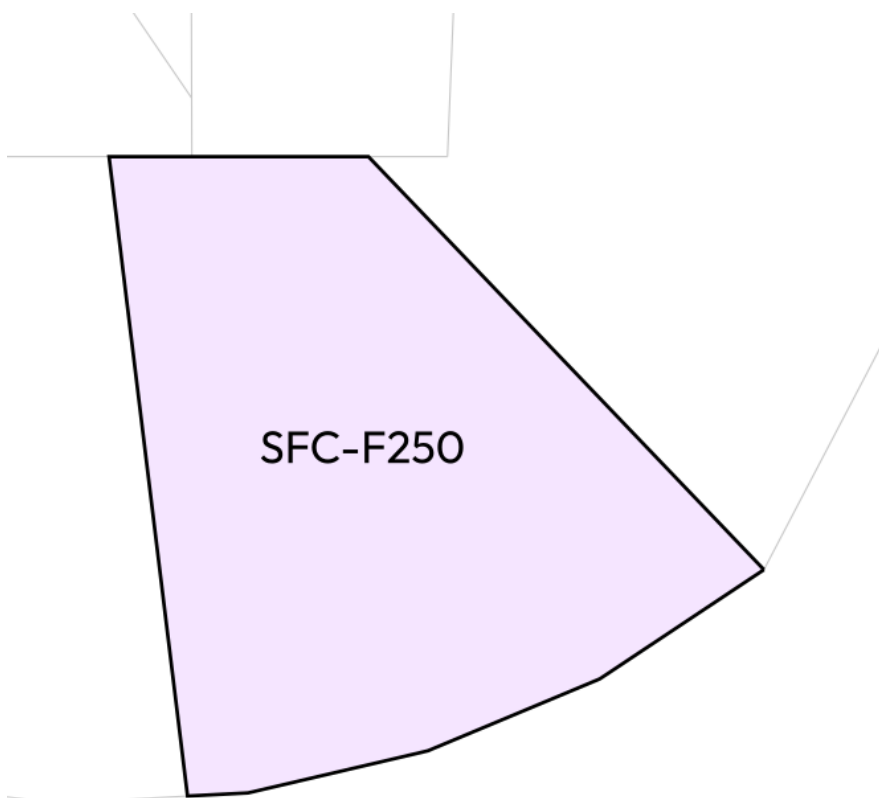
14.3. Responsibilities
- Hong Kong Arrivals via BETTY
- Macau Runway 16 Departures via SKATE

14.4. General Procedures
- Climb / descend aircraft to the level specified within the handoff agreements below and transfer to APP
- Clear VHHH arrivals for their STAR if Area Radar is offline

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

14.5. Handoff Agreements

14.5.1. Runway 07 Operations

From Area Radar South (TRS) to Terminal Radar South (TMS)

To	Altitude	Handoff Location
VHHH	FL260	SONNY

From Area Radar Central (TRC) to Terminal Radar South (TMS)

To	Altitude	Handoff Location
VHHH	FL260	CYBER

From Terminal Departures Central (TDC) to Terminal Radar South (TMS)

From	Altitude	Handoff Location
ZGSZ, VMMC (DOTMI, LELIM, ELATO, ENVAR, NOMAN, SABNO)	↑ FL160	Sector Boundary

From Terminal Radar South (TMS) to Terminal Departures East (TDE)

From	Altitude	Handoff Location
VMMC	↑ FL210	Sector Boundary

From Terminal Radar South (TMS) to Approach (APP)

To	Altitude	Handoff Location
VHHH	FL130	MANGO

14.5.2. Runway 25 Operations

From Area Radar South (TRS) to Terminal Radar South (TMS)

To	Altitude	Handoff Location
VHHH	FL260	SONNY

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

From Area Radar Central (TRC) to Terminal Radar South (TMS)

To	Altitude	Handoff Location
VHHH	FL260	CYBER

From Terminal Departures Central (TDC) to Terminal Radar South (TMS)

From	Altitude	Handoff Location
ZGSZ, VMMC (DOTMI, LELIM, ELATO, ENVAR, NOMAN, SABNO)	↑ FL160	Sector Boundary

From Terminal Radar South (TMS) to Terminal Departures East (TDE)

From	Altitude	Handoff Location
ZGSZ, VMMC	↑ FL210	Sector Boundary

From Terminal Radar South (TMS) to Approach (APP)

To	Altitude	Handoff Location
VHHH	FL130	MANGO

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

15. TERMINAL DEPARTURES 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 Departures East Sector
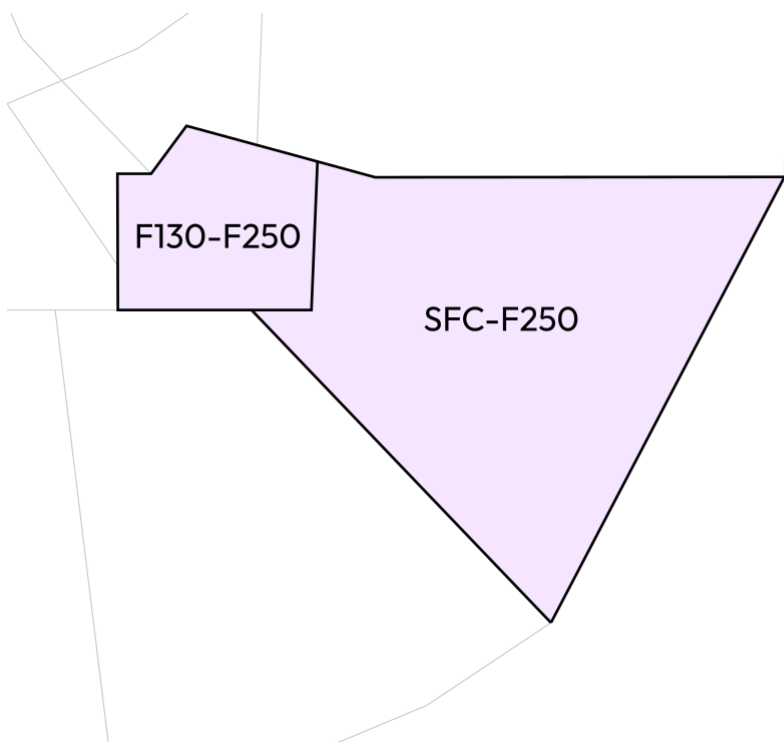
15.3. Responsibilities
- Hong Kong Departures via DALOL & LEKEN
- Macau Runway 34 Departures via DALOL & LEKEN & Runway 16 Departures via SKATE

15.4. General Procedures
- Climb / descend aircraft to the level specified within the handoff agreements below and transfer to TRE / TRS

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

15.5. Handoff Agreements

15.5.1. Runway 07 Operations

From Departure North (DEN) to Terminal Departures East (TDE)

From	Altitude	Handoff Location
VHHH	↑ FL160	LUBMO

From Departure South (DES) to Terminal Departures East (TDE)

From	Altitude	Handoff Location
VHHH	↑ FL140, FL160 (note)	DAKIG

Note: When simultaneous independent departures are in progress at VHHH, then FL140 shall be used. Otherwise, FL160 shall be used.

From Departure High (DEH) to Terminal Departures East (TDE)

From	Altitude	Handoff Location
VMMC	↑ FL210	DAKIG

From Terminal Radar South (TMS) to Terminal Departures East (TDE)

From	Altitude	Handoff Location
ZGSZ, VMMC	↑ FL210	Sector Boundary

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

From Terminal Departures East (TDE) to Area Radar East (TRE)

From	Altitude	Handoff Location
VHHH, VMMC (DOTMI, LELIM)	↑ FL170 , ↑ FL230	NUDPI (note)
VHHH, VMMC (ELATO, ENVAR)	↑ FL250	MEBKI
ZGSZ (ELATO, ENVAR)	↑ FL250	Sector Boundary

Note: Aircraft with RFL below S0690 (FL226) shall be climbed to FL170, whilst aircraft with RFL at or above S0690 (FL226) shall be climbed to FL230.

From Terminal Departures East (TDE) to Area Radar South (TRS)

From	Altitude	Handoff Location
VHHH, VMMC (NOMAN, SABNO, KAPLI)	↑ FL250	SKATE

15.5.2. Runway 25 Operations

From Departure North (DEN) to Terminal Departures East (TDE)

From	Altitude	Handoff Location
VHHH	↑ FL160	DAKIG

From Departure South (DES) to Terminal Departures East (TDE)

From	Altitude	Handoff Location
VHHH	↑ FL140, FL160 (note)	LUBMO

Note: When simultaneous independent departures are in progress at VHHH, then FL140 shall be used. Otherwise, FL160 shall be used.

From Departure High (DEH) to Terminal Departures East (TDE)

From	Altitude	Handoff Location
VMMC	↑ FL210	LUBMO

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

From Terminal Radar South (TMS) to Terminal Departures East (TDE)

From	Altitude	Handoff Location
ZGSZ, VMMC	↑ FL210	Sector Boundary

From Terminal Departures East (TDE) to Area Radar East (TRE)

From	Altitude	Handoff Location
VHHH, VMMC (DOTMI, LELIM)	↑ FL170 , ↑ FL230	NUDPI (note)
VHHH, VMMC (ELATO, ENVAR)	↑ FL250	MEBKI
ZGSZ, (ELATO, ENVAR)	↑ FL250	Sector Boundary

Note: Aircraft with RFL below S0690 (FL226) shall be climbed to FL170, whilst aircraft with RFL at or above S0690 (FL226) shall be climbed to FL230.

### From Terminal Departures East (TDE) to Area Radar South (TRS)

From	Altitude	Handoff Location
VHHH, VMMC (NOMAN, SABNO, KAPLI)	↑ FL250	SKATE

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

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
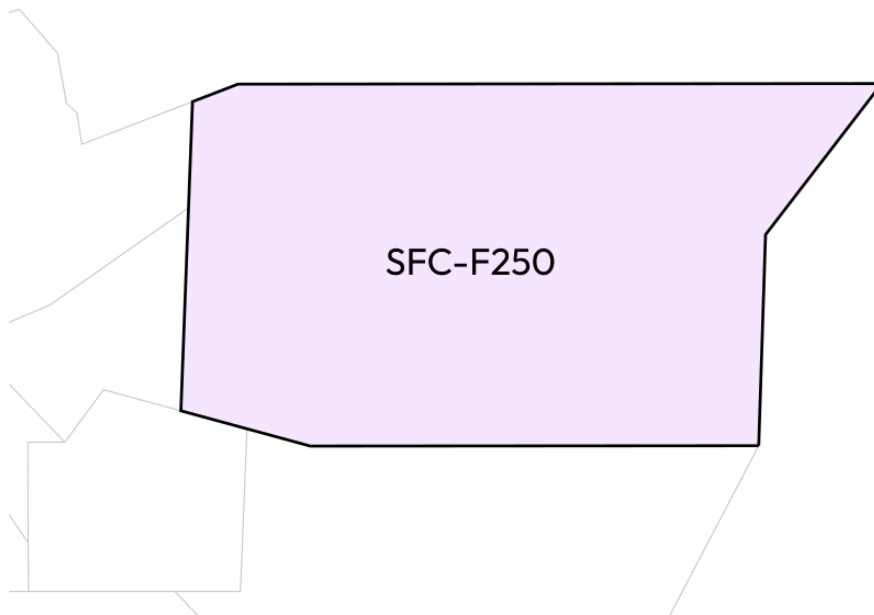
16.3. Responsibilities

- Hong Kong Arrivals via ABBEY
- Macau Arrivals via NEDLE
- Guangzhou Arrivals via ELATO
- Holding at ABBEY/FISHA

16.4. General Procedures

- Climb / descend aircraft to the level specified within the handoff agreements below and transfer to APP / TME
- Clear VHHH arrivals for their STAR if Area Radar is offline

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

16.5. Handoff Agreements

16.5.1. Runway 07 Operations

From Area Radar East Arrivals (TRK) to Terminal Radar East (TME)

To	Altitude	Handoff Location
VHHH	FL260	ENPET
VMMC, ZGGG	FL260	After SAMMI

From Terminal Radar East (TME) to Approach (APP)

To	Altitude	Handoff Location
VHHH	FL110	MUSEL

From Terminal Radar East (TME) to Departure High (DEH)

To	Altitude	Handoff Location
VMMC, ZGGG	FL230	NEDLE

16.5.2.   Runway 25 Operations

From Area Radar East Arrivals (TRK) to Terminal Radar East (TME)

To	Altitude	Handoff Location
VHHH	FL260	ENPET
VMMC, ZGGG	FL260	After SAMMI

From Terminal Radar East (TME) to Approach (APP)

To	Altitude	Handoff Location
VHHH	FL110	MUSEL

From Terminal Radar East (TME) to Departure High (DEH)

To	Altitude	Handoff Location
VMMC, ZGGG	FL230	NEDLE

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

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 LIMES 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

Hong Kong Virtual Area Control Centre (HKvACC)
Virtual Air Traffic Simulation Network (VATSIM)

Doc No.: HKVACC-SOP004-ANNEX-I-R9   Date Issued: 08 APR 2025
Subject: Hong Kong Terminal Airspace Standard Operating Procedures Annex I

		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