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

EFFECTIVE DATE: 07 DEC 2024

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 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 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 METEROLOGICAL 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 ENR 1.2-2 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 Section 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."
(source: ENR 1.2 – 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 ENR 1.2 - 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 flights shall be subject to the approval of controller(s) on duty responsible for controlling VFR flights at the moment. Such flights shall remain "clear of cloud" and "in sight of surface". (Refer to Section 2.3 of ENR 1.2 - 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 advisory (122.800 MHz).

6.4. TRAFFIC CIRCUITS

6.4.1. **Traffic circuits** (also known as **traffic patterns** 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 circuits** 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 (RWY 07R/25L) on Lantau Island. To avoid the terrain, it is recommended that left hand circuits be used for RWY 07L/07R and right hand circuits be used for RWY 25L/25R. It is preferred that the north runway (RWY 07L/25R) be used for traffic circuits to avoid interference with other aircraft using approaches for the south runway.

6.4.4. At VHHX, it is recommended that left hand circuits be used for RWY 13 and right hand circuits be used for RWY 31.

6.4.5. At VMMC, it is recommended that left hand circuits be used for RWY 16, and right hand circuits be used for RWY 34.

6.4.6. While flying in a 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 a traffic circuit at VHHH, VMMC and VHHX shall communicate with the respective Air Movements Control controllers (or the controller responsible for Air Movements Control).

6.5. HONG KONG CONTROL ZONES (CTR)

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

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 **AD 2.20** of the Hong Kong AIP, with the exception of Section 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	KTZ	
Tuen Mun Zone	TUM	
Ma Wan Zone	MAW	
Delta Zone	DTA	
Lantau Zone	LAN	
Island Zone	ISL	
Waglan Zone	WAG	
South Outer Zone	SOU	

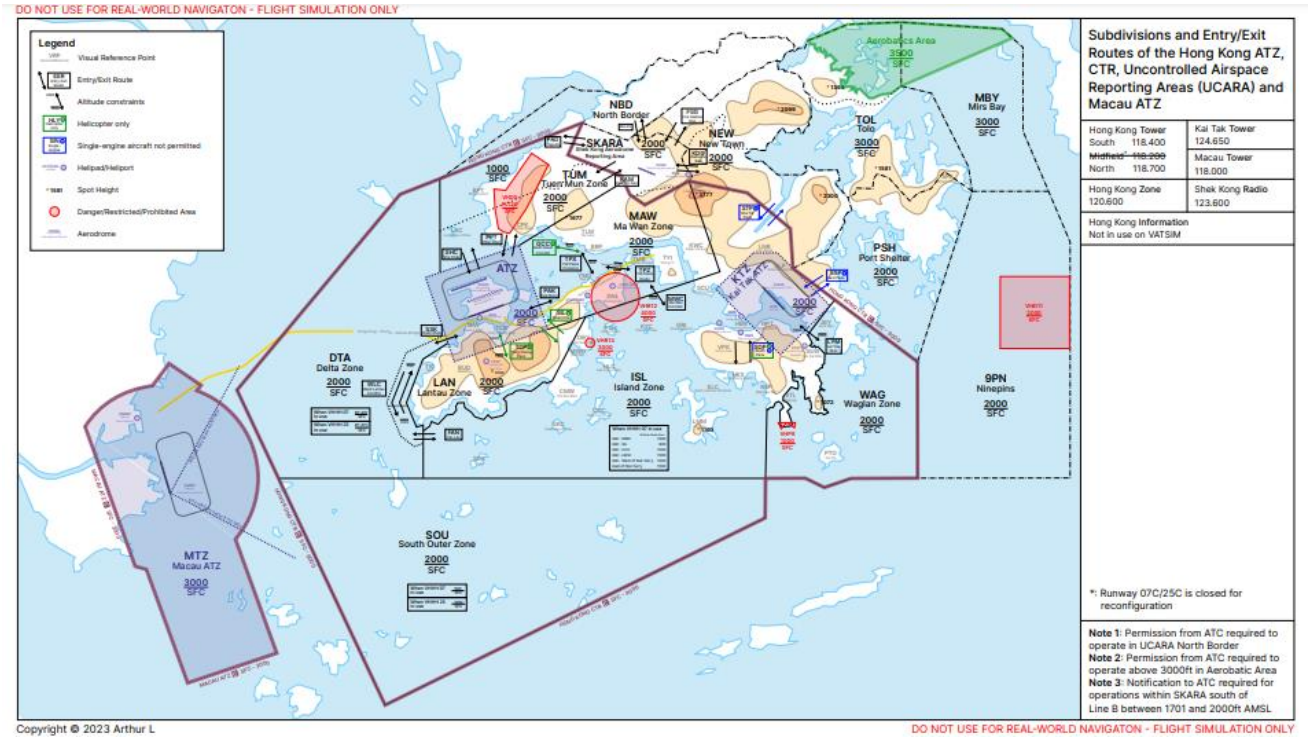


Figure 6.1: Diagram of CTR Zones and UCARA in Hong Kong FIR (Source: Hong Kong vACC CTR and UCARA Chart)

6.5.5. To fly from one CTR zone to another, a VFR aircraft shall fly via designated entry/exit routes. These routes are published within the AIP and shall be followed at all times. Controllers shall also note that aircraft shall follow standard altitude restrictions according to Section 19 of **AD 2.22** of the Hong Kong AIP.

6.5.6. The altitude restriction for aircraft operating within the Delta Zone is published as "By ATC". For VATSIM purposes this altitude restriction shall be 1000ft when RWY 07s are in use at VHHH, and 1500ft when RWY 25s are in use. Controllers shall advise pilots of this restriction whenever an aircraft operates within the Delta Zone.

6.5.7. Controllers and pilots shall observe all restricted areas shown in **ENR 5.1-PRDA.** Details of all prohibited, restricted and danger areas can be found in **ENR 5.1** of the Hong Kong AIP.

6.5.8. If holding is necessary, controllers may assign fixed-wing VFR aircraft to fly one of the published holding patterns as detailed in **AD 2-VHHH-VFR-1. Only one aircraft may hold in a published holding pattern at a time.** Helicopter traffic can be instructed to hold at a suitable location within a CTR zone.

6.5.9. For convenience, a table containing entry/exit routes with altitude and/or altitude restrictions is listed here. Controllers shall refer to **AD 2-VHHH-CTR-2** for a list of all entry/exit routes within Hong Kong FIR. Alternatively, controllers may refer to the Hong Kong vACC CTR and UCARA chart found above or on the Hong Kong vACC Website.

Entry / Exit Route	Abbreviation	Aircraft Restriction	Altitude
Tung Chung Pass	TCP	Fixed-wing aircraft not permitted	Inbound ATZ: 2000ft Outbound ATZ: Not above 1500ft
Silvermine	SIL		NIL
Gold Coast Corridor	GCC		Upper limit: 500ft
South Pass	SOP	Fixed-wing aircraft not permitted; Single engine helicopter not permitted	NIL
East Pass	ESP	Single engine aircraft not permitted	NIL
Sha Tin Pass	STP	Single engine aircraft not permitted	NIL
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	1000ft or below
West Lantau Corridor	WLC	NIL	500ft or below

6.6. UNCONTROLLED AIRSPACE REPORTING AREAS (UCARA)

6.6.1. Controllers shall review Section 5 in **AD 2.20** 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 advisory 122.800 MHz. ATC service is not provided to VFR/SVFR aircraft within UCARA.

6.6.3. According to Section 5.1.4 in **AD 2.20** of the Hong Kong AIP, aircraft flying within UCARA shall "squawk discrete SSR codes" if Hong Kong Information is available. As Hong Kong Information does not exist on VATSIM, aircraft shall squawk code 5200 whilst flying in UCARA and make blind transmissions on advisory 122.800 MHz.

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 is **Class C** airspace. According to Section 1.1 in **ENR 1.2** of the Macau AIP, **Visual Meteorological Conditions (VMC)** within Macau ATZ shall be defined as:

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

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

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

6.7.2.2. "Helicopters may operate with a flight visibility below 1.5km 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. All helicopters departing from Hong Kong International Airport (VHHH) shall follow Transit Route A, B or C. Controllers shall clear the helicopter to cross RWY 07/25 corridor if necessary. Refer to SOP001 (ATZ Helicopter Procedures) for more details.

6.8.2. For information regarding **Sky Shuttle Heliport (VHSS)** located in Sheung Wan, Hong Kong Island, controllers may refer to **AD 3** of the Hong Kong AIP. VHSS is available for takeoff and landing to pilots who have add-on scenery of the heliport installed. On VATSIM, the heliport is considered uncontrolled and controllers shall refer to the uncontrolled helipad procedures detailed in Section 7.5.11.

6.8.3. For information regarding **Macau Heliport (VMMH)** located near Macau Maritime Terminal (Av. de Amizade), controllers may refer to **AD 3** of the Macau AIP. Macau Heliport is available for takeoff and landing to pilots who have add-on scenery of the heliport installed.
On VATSIM, the heliport is considered uncontrolled and controllers shall refer to the uncontrolled helipad procedures detailed below.

6.8.4. All helicopter routes are published in **ENR 3.4** of Hong Kong AIP and **ENR 3.4** of Macau AIP. Controllers may refer to Section 7.6 for more details.

6.8.5. Other uncontrolled helipads are located across Hong Kong FIR. Pilots may take-off 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 **AD 2.22** in the Hong Kong AIP, the following position controls traffic within Hong Kong CTR zones, with the exception of the Hong Kong and the Kai Tak ATZ, flying **at or below 2000ft.** 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_TWR	"Hong Kong Zone"	120.600

7.1.2. When VHHH_Z_TWR is online, pursuant to Section 25.1.3 in VHHH **AD 2.22** of the Hong Kong AIP, the APP/DEP controller(s) are responsible for VFR and SVFR flights operating in CTR zones above 2000 feet.

7.1.3. VFR squawk codes may be assigned as per the Hong Kong vACC Cue Card.

7.1.4. Although VHHH_Z_TWR uses the _TWR suffix, it does not cover Hong Kong Air Movements Control top-down.

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 plans 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:

- Callsign
- Origin
- Destination
- Aircraft Type
- Flight Rules
- Alternate Airfield (Not Required)
- Requested Altitude
- Route (Listing all entry/exit routes, CTR zones and/or UCARAs flown over)
- Duration of flight (Not Required)

7.2.3. Each flight plan route shall list all entry/exit routes, Visual Reporting Points (VRP), 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 an entry/exit route within a CTR zone, that entry/exit route 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 Air Movements Control and Zone Control controller 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. An example of a VFR/SVFR flight plan is provided below:
(Blue – CTR zone, Red – Entry/Exit Route, Green – UCARA)

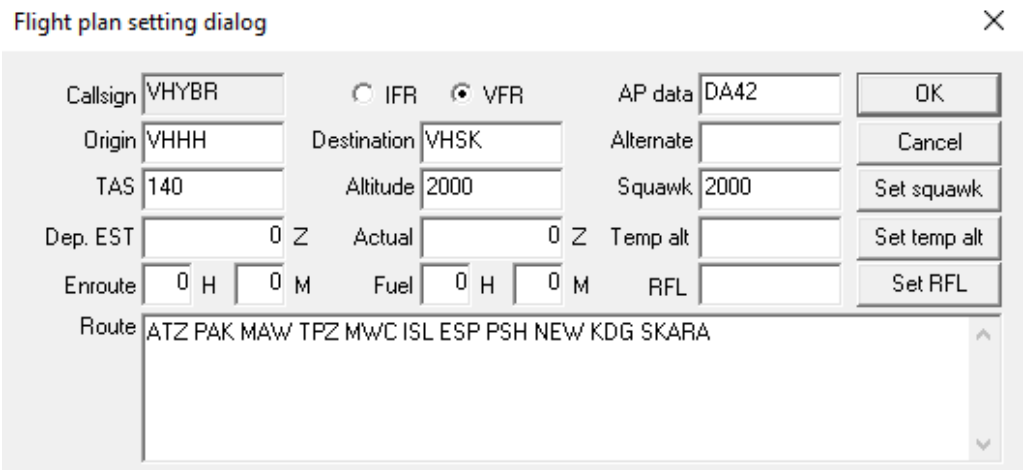


Figure 7.1: A sample VFR flight plan

The route shall be read as:

Hong Kong ATZ – Pak Mong – Ma Wan Zone – Toll Plaza Route – Ma Wan Corridor – Island Zone – East Pass – Port Shelter – New Town – Kadoorie Gap – Shek Kong Aerodrome Reporting Area

7.3. CLEARANCE

7.3.1. Unlike IFR flights, VFR/SVFR flights do not obtain clearance from Clearance Delivery. Rather, such clearance is granted by the Air Movements Control controller prior to departure.

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 delayed in order to give way to IFR aircraft. This rule must be adhered to at all times.

7.3.3. Air Movements Control controllers shall provide VFR/SVFR clearance to VFR/SVFR aircraft prior to entering the active runway for departure. The clearance shall be provided with respect to local VFR procedures, found in each of the individual aerodrome SOPs.

7.3.4. VFR traffic that has not received a clearance to operate within the Hong Kong CTR (entering from UCARA, departing uncontrolled helipads) should obtain clearance from ATC prior to entering controlled airspace. However, VATSIM pilots may not be familiar with the communication procedures. Therefore, controllers should pay attention to VFR traffic that

will enter controlled airspace and send a "contact me" message before their entry.

7.3.5. Hong Kong Zone Control shall provide VFR/SVFR clearances to aircraft that have not received a clearance. Zone Control shall clear the aircraft to a specific clearance limit, provided that the clearance limit is not one of the following:

- Controlled ATZs
- Anywhere outside the Hong Kong CTR
- UCARA
- Repeated VRPs (as filed in the flight plan)

In all four cases above, the clearance limit shall be the VRP / zone just before the aforementioned "point". In cases where the pilot requests to hold/stay at a certain VRP / zone for an extended period of time, then the clearance limit shall be that specific VRP / zone. In all cases, a new VFR clearance will need to be issued when the pilot is ready to proceed further.

The clearance shall be provided in the following format:

Phraseology:
T: (Callsign), **CLEARED TO** (Zone / VRP within CTR), **STANDARD ALTITUDE RESTRICTIONS**, (After Departure Instructions), (QNH), (Squawk).

Example:
BHLC, CLEARED TO SHAM SHEK, STANDARD ALTITUDE RESTRICTIONS, QNH 1013, SQUAWK 5201.

Controllers shall instruct aircraft to follow standard altitude restrictions on entry/exit routes as per AIP AD 2.19.3.1. It is not necessary to instruct aircraft to maintain VFR at or below a certain altitude once the aforementioned instruction has been given.

For example, assume an aircraft at Wan Chai Helipad has filed a flight plan with the route: ISL MWC MAW TPZ PAK ATZ

The clearance shall then be:

Phraseology:
T: (Callsign), **CLEARED TO** (Zone / VRP within CTR), **STANDARD ALTITUDE RESTRICTIONS**, (After Departure Instructions), (QNH), (Squawk).

Example:
BHLC, CLEARED TO PAK MONG, STANDARD ALTITUDE RESTRICTIONS, QNH 1013, SQUAWK 5201.

7.3.6. VFR/SVFR traffic in the air requesting a different route to the one in their flight plan shall be given a new VFR clearance. This clearance shall be given with respect to Section 7.3.5. The Zone Control controller shall amend the aircraft's flight plan with the new route. Once this has been done, and the clearance correctly read back, the controller may instruct the aircraft to track to the first VRP in their new flight plan.

7.4. SEPARATION OF VFR TRAFFIC

7.4.1. Aircraft in a traffic circuit may be instructed to orbit or extend certain legs of the circuit to allow for separation with other aircraft.

7.4.2. In the event that there are multiple aircraft in a circuit, vertical separation may be used to separate traffic of different speed. Faster aircraft (e.g. jets) may have a higher circuit altitude, whilst slower aircraft (e.g. props) may have a lower circuit altitude. Aircraft may be instructed to maintain VFR/SVFR **at exactly** that altitude. Aircraft must have a minimum vertical separation of 500ft, unless additional vertical separation is required due to wake turbulence, then 1000ft shall be applied.

7.4.3. As the three controlled ATZs within Hong Kong FIR are **Class C** airspace, traffic information shall be provided for all VFR/SVFR traffic in a circuit.

7.4.4. A list of commonly used phraseologies for separation in and outside ATZs is listed below for reference.

Vertical Separation:
Example:
VHHH_S_TWR: BHLC, MAINTAIN VFR AT 1500FT DUE TO TRAFFIC.
BHLC: MAINTAIN VFR AT 1500FT, BHLC.
VHHH_S_TWR: N524AL, MAINTAIN VFR AT 1000FT DUE TO TRAFFIC.
N524AL: MAINTAIN VFR AT 1000FT, N524AL.

Extending Downwind:
Example:
VHHH_S_TWR: BHLC, EXTEND DOWNWIND.
BHLC: EXTEND DOWNWIND, BHLC.
VHHH_S_TWR: BHLC, TURN BASE.
BHLC: TURN BASE, BHLC.

Specific Number of Orbits:
Example:
VHHH_S_TWR: BHLC, MAKE TWO RIGHT ORBITS.
BHLC: MAKE TWO RIGHT ORBITS, BHLC.

Continuous Orbits:
Example:
VHHH_S_TWR: BHLC, ORBIT RIGHT.
BHLC: ORBIT RIGHT, BHLC.
VHHH_S_TWR: BHLC, EXIT ORBIT.
BHLC: EXIT ORBIT, BHLC.

Go Arounds:
Example:
VHHH_S_TWR: BHLC, GO AROUND, MAKE ANOTHER CIRCUIT.
BHLC: GO AROUND, MAKE ANOTHER CIRCUIT, BHLC.

Holds (Non-Published)
Example:
VHHH_Z_TWR: BHLC, HOLD VISUALLY OVER CHEUNG CHAU.
BHLC: HOLD VISUALLY OVER CHEUNG CHAU, BHLC.

Holds (Published)
Example:
VHHH_Z_TWR: BHLC, HOLD OVER SOKO AS PUBLISHED.
BHLC: HOLD OVER SOKO AS PUBLISHED, BHLC.

Phraseology:

Following The Traffic:
Example:
VHHH_S_TWR: B-HLC, TRAFFIC IS A CESSNA 172 AT YOUR 10 O' CLOCK, 5 MILES, ON SHORT FINAL FOR RUNWAY 07L. REPORT IN SIGHT.
B-HLC: TRAFFIC IN SIGHT, B-HLC.
VHHH_S_TWR: B-HLC, FOLLOW THE TRAFFIC.

Maintain Visual Separation:
Example:
VHHH_S_TWR: B-HLC, TRAFFIC IS A CATHAY PACIFIC BOEING 777 ON A 2 MILE FINAL FOR RUNWAY 07R. REPORT IN SIGHT.
B-HLC: LOOKING FOR THE TRAFFIC, B-HLC.
B-HLC: TRAFFIC IN SIGHT.
VHHH_S_TWR: B-HLC, MAINTAIN VISUAL SEPARATION.
B-HLC: MAINTAIN VISUAL SEPARATION, B-HLC.

7.5. ATC SERVICE WITHIN CTR ZONES

7.5.1. Air Movements Control controllers and Zone Control may use the track (F3 button) and drop (F4 button) functions for the purpose of controlling aircraft in their respective sectors. As all Air Movements Control positions and Zone Control are not equipped with radar, the aircraft shall not be radar identified. The assignment of a squawk code is purely for situational awareness.

7.5.2. If a VFR/SVFR aircraft departs from an ATZ, proper coordination must be done between the Air Movements Control controller and the controller responsible for Zone Control. The pilot shall have received an updated VFR/SVFR clearance to their next clearance limit prior to reaching their current clearance limit.

7.5.3. It should normally not be necessary for the controller to clear the aircraft into the next CTR zone once they approach a zone boundary, as typical VFR clearances within Hong Kong FIR are given to the furthest point (with respect to Section 7.3.5) on their flight plan. However, should the aircraft be given a different VFR clearance (e.g. cleared VFR within a specific CTR zone), then Zone Control shall clear the aircraft into the next CTR zone once the aircraft approaches the zone boundary. When traffic levels necessitate holding, Zone Control may instruct aircraft to hold within the present CTR zone.

7.5.4. Zone Control shall instruct aircraft to report passing each entry/exit route on a zone boundary.

7.5.5. Clearance shall be obtained from the Air Movements Control controller prior to entering ATZ from a CTR zone via an entry/exit route. Depending on the traffic condition, the Air Movements Control 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 **AD 2.22, AD 2-VHHH-VFR-1, AD 2-VHHH-VFR-2** and **AD 2-VHHH-VFR-3** for details.

7.5.6. 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 advisory 122.800 MHz. The controller shall additionally instruct the aircraft to squawk 5200 if the aircraft is entering UCARA.

7.5.7. 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.

7.5.8. For a list of local geographical names and their abbreviations, controllers shall refer to **Appendix A**.

7.5.9. VFR/SVFR aircraft flying between Hong Kong International Airport (VHHH) and Macau International Airport (VMMC) are recommended to use the following route:

ATZ SSK DTA HZMB MTZ (or vice versa)

Note that HZMB is a non-standard abbreviation for the Hong Kong-Zhuhai-Macau Bridge. Aircraft flying this route shall be limited to at or below 500ft (i.e. replace standard altitude restrictions with maintain VFR at or below 500ft) for separation with RWY 07 arrivals. For clarity, the recommended clearance limit for a flight from Hong Kong – Macau is the Macau ATZ Boundary (as per Section 7.3.5), whilst for Macau – Hong Kong this shall be Sham Shek. **This route should not be used when there is a large amount of RWY 07 arrivals at Hong Kong.**

7.5.10. As Hong Kong Zone Control is not equipped with radar, traffic information should only be issued in a simple manner (i.e. bearing, distance & altitude do not need to be given). For example:

Phraseology:
Example 1:
VHHH_Z_TWR: BHLC, TRAFFIC IS A CESSNA 172, LAST REPORTED OVER CHEUNG CHAU.

Example 2:
VHHH_Z_TWR: BHLC, TRAFFIC IS A GOVERNMENT FLYING SERVICE H175, LAST REPORTED OPERATING NEAR FAN LAU.

If the pilot has the traffic in sight, they may be instructed to maintain visual separation where required.

7.5.11. Helicopters may land/depart from uncontrolled helipads located across the city. Pilots shall report prior to landing or departing from these helipads. Since these helipads are uncontrolled, takeoff / landing clearances shall not be issued. **This does not preclude Zone Control from issuing VFR / SVFR clearances as this is separate to a takeoff / landing clearance.** Controllers shall note the use of the following phraseology for traffic arriving at / departing from uncontrolled helipads:

Phraseology:
Arrivals:
VHHH_Z_TWR: (Callsign), [VRP], **REPORT ON GROUND**.
Example: BHLC, WAN CHAI HELIPAD, REPORT ON GROUND.

Departures:
VHHH_Z_TWR: (Callsign), (VFR Clearance), [VRP], **LIFT APPROVED**.
Example: BHLC, CLEARED TO SILVERMINE, STANDARD ALTITUDE RESTRICTIONS, WAN CHAI HELIPAD, LIFT APPROVED.

[]: Optional

7.5.12. If an aircraft verbally requests a specific routing, there is no need to issue a new clearance with the requested routing. See the example below:

Phraseology:
VHHH_Z_TWR: (Callsign), (VFR Clearance), (Departure Instruction).

Example 1 (if on the ground):
HELI35: HELI 35, WAN CHAI, REQUEST LIFT FOR TUNG CHUNG PASS.
ZNC: HELI 35, WAN CHAI LIFT APPROVED.

Example 2 (if already airborne):
HELI35: HELI 35, TUNG CHUNG PASS, REQUEST TRACK TO WAN CHAI.
ZNC: HELI35, APPROVED.

7.5.13. When referencing a VRP, a cardinal direction may be included to specify an area around the VRP. See the example below:

Phraseology:
ZNC: (Instruction).

Example: HELI 35, TRACK AND HOLD WEST OF TSING YI.

7.6. HONG KONG – MACAU HELICOPTER PROCEDURES

7.6.1. There are 6 helicopter routes published for use by helicopters flying between **Sky Shuttle Heliport (VHSS) and Macau Heliport (VMMH)**. 4 of these routes are VFR/SVFR routes and 2 of these routes are IFR routes. A table below is provided with the details of these routes.

VFR / SVFR Routes:

Route	Hong Kong RWY In Use	Flight Rules	Maximum Altitude
Route A	RWY 07s	VFR / SVFR	500ft AMSL
	RWY 25s		900ft AMSL
Route A2	RWY 07s	SVFR	500ft AMSL
	RWY 25s		900ft AMSL
Route B1	RWY 07s	VFR	500ft AMSL
	RWY 25s		1200ft AMSL
Route C1	RWY 07s	VFR / SVFR	1000ft AMSL
	RWY 25s		1200ft AMSL

Name	Route	Direction
Route A	Sky Shuttle Heliport – GREEN ISLAND – CHEUNG CHAU BUOY – FAN LAU – TANGO – Macau Heliport	Westbound
Route A2	Sky Shuttle Heliport – HOROT – LEVKE – WAVOS – ZEXEK – CHAKO – HASAN – FATUT – FOVOG – GOGRE – Macau Heliport	Westbound
Route B1	Macau Heliport – UNIFORM – HVB01 – HVB02 – HVB03 – HVB04 – CHEUNG CHAU SOUTH – GREEN ISLAND – Sky Shuttle Heliport	Eastbound
Route C1	Macau Heliport – QUBEC – HVC02 – HVC03 – LIGHTHOUSE – WAYPOINT 2 – CHEUNG CHAU SOUTH – GREEN ISLAND – Sky Shuttle Heliport	Eastbound

IFR Routes:

Route	Route	Direction
Route J	Macau Heliport – visual segment to MCU DVOR – MCU R116 – QUBEC – MCU R116 / DME 20 NM - WALIN	Eastbound
Route L	KEMTE – intercept TD R225 – intercept MCU R116 – PEARL – MAP (MCU R116 / DME 1.1 NM) – visual segment to Macau Heliport	Westbound

Route	Segment	Maximum Altitude
Route J	Macau Heliport – MCU R116 / DME 1 NM	Visual not above 500ft AMSL
	MCU R116 - WALIN	1800ft AMSL
Route L	KEMTE – TD R225	1600ft AMSL
	TD R225 – MCU R116 / DME 1.1 NM	2000ft AMSL
	MCU R116 / DME 1.1 NM – Macau Heliport	Visual not above 500ft AMSL

7.6.2. Only one flight at a time may use both IFR Routes J and L. Since the operating altitudes of the IFR Routes are generally below the Minimum Safe Altitude and Minimum Vectoring Altitude, deviation from the published procedures is prohibited.

7.6.3. Controllers shall note that Sky Shuttle Heliport (VHSS) has a published SID and IAP. These are to be used in conjunction with Routes J and L. The RNP 037 Approach is available to helicopters flying Route J, while the KEMTE Departure is available to helicopters flying Route L.

7.6.4. Clearances for these helicopter routes shall be issued in accordance with Section 7.3.5, with the addition of the route to be followed. Zone Control shall first perform coordination with Macau Tower (if online) on the clearance limit, as this depends on the traffic situation at Macau. Example phraseology can be found below:

Phraseology:
Z: (Callsign), **CLEARED TO** (Clearance limit) **VIA** (Route), **STANDARD ALTITUDE RESTRICTIONS,** (QNH), **SQUAWK** (Squawk).
Example: EAST ASIA 139, CLEARED TO TANGO VIA ROUTE A, STANDARD ALTITUDE RESTRICTIONS, QNH 1013, SQUAWK 5201.

Helicopters flying Route L shall include the SID in the clearance:

Phraseology:
Z: (Callsign), **CLEARED TO** (Clearance limit) **VIA** (SID), (Route), **STANDARD ALTITUDE RESTRICTIONS,** (QNH), **SQUAWK** (Squawk).
Example: EAST ASIA 139, CLEARED TO MACAU ATZ BOUNDARY VIA KEMTE DEPARTURE, ROUTE L, STANDARD ALTITUDE RESTRICTIONS, QNH 1013, SQUAWK 5201.

Under prior coordination with Macau Tower, Zone Control may issue clearance for the entire route:

Phraseology:
Z: (Callsign), **CLEARED TO** (Clearance limit) **VIA** (Route), **STANDARD ALTITUDE RESTRICTIONS,** (QNH), **SQUAWK** (Squawk).
Example: EAST ASIA 139, CLEARED TO MACAU HELIPORT VIA ROUTE A, STANDARD ALTITUDE RESTRICTIONS, QNH 1013, SQUAWK 5201.

These clearances shall be provided by Hong Kong Zone Control for flights departing Sky Shuttle Heliport, and by Macau Tower for flights departing Macau Heliport.

7.6.5. Hong Kong Zone Control is responsible for issuing approach clearance to helicopters on Route J. Approach clearance should be issued to arriving helicopters before WALIN. Controllers shall note the use of the following phraseology:

Phraseology:
Z: (Callsign), **FROM WALIN CLEARED RNP APPROACH. REPORT SKY SHUTTLE HELIPORT IN SIGHT.**
Example: EAST ASIA 138, FROM WALIN CLEARED RNP APPROACH. REPORT SKY SHUTTLE HELIPORT IN SIGHT.

7.6.6. Controllers may access charts for Sky Shuttle Heliport instrument procedures in **AD 3.23** of the Hong Kong AIP. Charts for helicopter routes may be found in **ENR 3.4** of the Hong Kong AIP.

7.7. OIL RIG PROCEDURES

7.7.1. There are 4 routes (known officially as tracks) published for use by VFR traffic flying to/from offshore oil rigs. Whilst these routes are designed for helicopters, on VATSIM they may be used by any VFR traffic (refer to HKvACC – VATPRC LoA). A table below is provided with the details of these tracks.

Name	Route	Controlling Unit (VATSIM)
Track H (IFR / VFR)	Helicopter base – HENGA – AOTOU - SESAN	Advisory 122.800 MHz OR HKG_K_CTR 121.300 MHz OR VHHH_APP 119.100 MHz (Traffic information only, requires coordination with Zhuhai Approach)
Track D (Secondary IFR Track)	ZUH VOR – ROMEO - DELTA	VMMC_APP 123.950 MHz
Track VW (VFR)	Helicopter base – ZAO DVOR – QUBEC – HVC02 – HVW01 – VICTOR WHISKEY	VHHH_Z_TWR 120.600 MHz
Track VH (Secondary VFR Track)	Helicopter base – HENGA – PINGSHAN – along Eastern Coast of DAPENG WAN - DAPENG	Advisory 122.800 MHz OR HKG_K_CTR 121.300 MHz OR VHHH_E_APP 126.500 MHz (Traffic information only, requires coordination with Zhuhai Approach)

Route		Less than 50 NM from BIGEX	50 NM or greater from BIGEX
VFR	Track H	2000ft AMSL or less	Below 8000ft AMSL At appropriate cruising levels in accordance with ICAO Annex 2, Rules of the Air, Appendix C. Oil Rig Support Helicopters shall not normally be flown at or above 8000ft AMSL in controlled airspace.
	Track VH	2000ft AMSL or less	
	Track VW (ZAO – QUBEC)	500ft AMSL or less (RWY 07s at VHHH) 800ft AMSL or less (RWY 25s at VHHH)	
	Track VW (QUBEC – VW)	1000ft AMSL or less	
	Track VW (VW – rig)	2000ft AMSL or less	
IFR	Track H (Base to rig)	5000ft AMSL	
	Track H (Rig to base)	4000ft AMSL	
	Track D (Base to rig)	4000ft AMSL (Primary) 6000ft AMSL (Secondary, subject to coordination)	
	Track D (Rig to base)	5000ft AMSL	

7.7.2. Tracks H and VH are located entirely outside of controlled airspace and as such aircraft flying these routes shall normally monitor advisory 122.800 MHz. Hong Kong Radar / Hong Kong Approach may optionally provide traffic information to aircraft on these tracks, subject to controller workload and coordination with Zhuhai Approach.

7.7.3. Track D is located within Macau Approach Radar airspace. Macau Approach Radar may provide a radar control service to aircraft on these tracks.

Aircraft flying northbound from DELTA to ROMEO require a clearance from Macau Approach Radar. This aircraft may initially be given a Flight Information Service whilst in Class G airspace.

If Zhuhai Approach is offline, Macau Approach Radar shall provide aircraft flying southbound with a clearance from ROMEO (Transfer of Control Point with Zhuhai Approach) to DELTA.

Upon approaching the Class G airspace boundary (50 NM from BIGEX), Macau Approach Radar may instruct the aircraft to monitor advisory 122.800 MHz. Alternatively, if workload permits, Macau Approach Radar may retain the aircraft on their frequency to provide a Flight Information Service to this aircraft. If FIS is to be provided, the aircraft shall be advised that they are now in receipt of a Flight Information Service.

Clearances for this track shall be provided in accordance with Section 7.3.5 in addition to the track to be flown. For example:

Phraseology:
Z: (Callsign), **CLEARED TO** (Clearance limit) **VIA** (Track), **STANDARD ALTITUDE RESTRICTIONS,** (QNH), **SQUAWK** (Squawk)**.**

Example 1: CHC11B, CLEARED TO DELTA VIA TRACK D, STANDARD ALTITUDE RESTRICTIONS, QNH 1013, SQUAWK 5201.

Example 2: CHC11B, CLEARED TO ROMEO VIA TRACK D, STANDARD ALTITUDE RESTRICTIONS, QNH 1013, SQUAWK 5201.

7.7.4. Track VW is partially located within Macau ATZ and Hong Kong CTR. Aircraft flying northbound from VICTOR WHISKEY to ZAO DVOR require a clearance from Zone Control prior to reaching the South Outer Zone Boundary. Aircraft may initially be in receipt of a Flight Information Service whilst within Class G airspace.

If Zhuhai Approach is offline and Zone Control is online, Macau Tower shall provide aircraft flying southbound with a clearance from ZAO DVOR to VICTOR WHISKEY subject to coordination with Zone Control.

If Zhuhai Approach is offline and Zone Control is also offline, Macau Tower shall provide aircraft flying southbound with a clearance from ZAO DVOR to QUBEC. The aircraft shall be instructed to monitor advisory 122.800 MHz upon reaching QUBEC.

When Zhuhai Approach is online, they shall endeavour to transfer the aircraft at ZAO DVOR. Macau Tower shall transfer the aircraft to Zone Control before QUBEC. Upon reaching the South Outer Zone Boundary, as they will enter Class G Airspace, Zone Control shall advise the aircraft that they are in receipt of a Flight Information Service and retain the aircraft on their frequency (per **ENR 1.4** Section 1.1). Should the aircraft fly outside of 50 NM from BIGEX, the aircraft may be instructed to monitor advisory 122.800 MHz.

Clearances for this track shall be provided in accordance with Section 7.3.5 in addition to the track name. For example:

Phraseology:
Z: (Callsign), **CLEARED TO** (Clearance limit) **VIA** (Track), **STANDARD ALTITUDE RESTRICTIONS,** (QNH), **SQUAWK** (Squawk).
Example 1: CHC11B, CLEARED TO VICTOR WHISKEY VIA TRACK VW, STANDARD ALTITUDE RESTRICTIONS, QNH 1013, SQUAWK 5201.

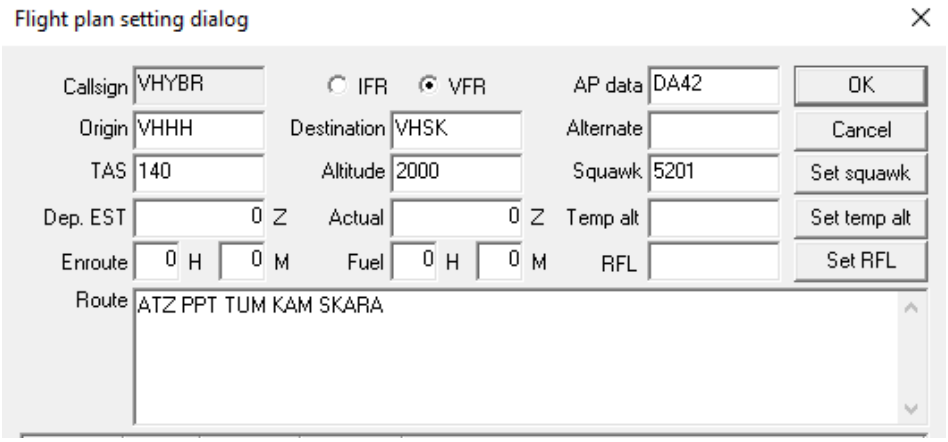
Example 2: CHC11B, CLEARED TO ZAO VIA TRACK VW, STANDARD ALTITUDE RESTRICTIONS, QNH 1013, SQUAWK 5201.

7.7.5. Flight Information Service is available to aircraft on oil rig tracks within Class G airspace. When in receipt of a Flight Information Service, the controller shall advise the aircraft that they are under a Flight Information Service. Traffic information, local pressure setting and other essential information may be passed to the aircraft, however the aircraft has responsibility for maintaining separation with terrain and other aircraft. Phraseology for leaving controlled airspace:

Phraseology:
(Leaving Controlled Airspace)
Z: (Callsign), **LEAVING CONTROLLED AIRSPACE, FLIGHT INFORMATION SERVICE OUTSIDE.**
Example: CHC11B, LEAVING CONTROLLED AIRSPACE, FLIGHT INFORMATION SERVICE OUTSIDE.

7.8. EXAMPLES

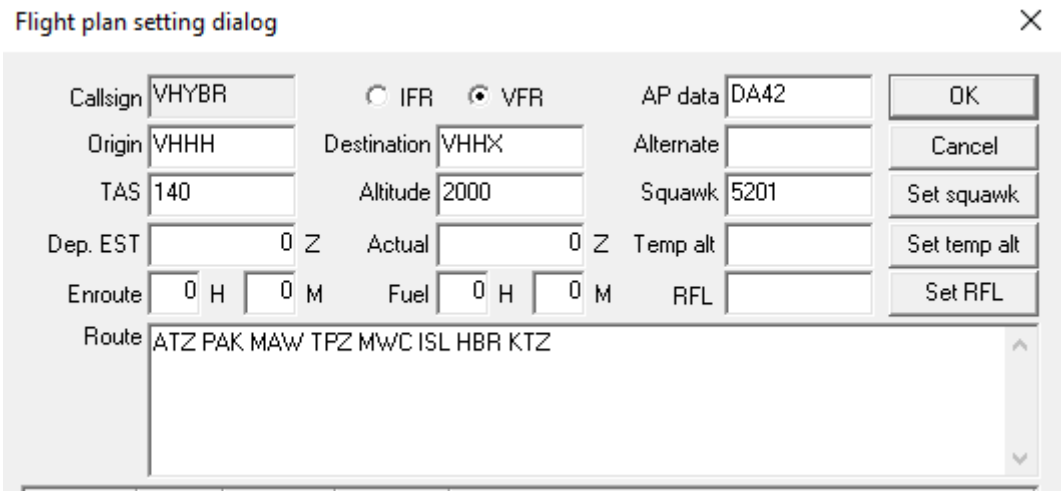
7.8.1. Example 1:



Example:
VHHH_S_TWR: VHYBR, CLEARED TO KAM TIN GAP, STANDARD ALTITUDE RESTRICTIONS, FROM CROSSWIND RUNWAY 07R JOIN LEFT HAND CIRCUIT RUNWAY 07L, QNH 1013, SQUAWK 5201.
VHYBR: CLEARED TO KAM TIN GAP, STANDARD ALTITUDE RESTRICTIONS, FROM CROSSWIND RUNWAY 07R JOIN LEFT HAND CIRCUIT RUNWAY 07L, QNH 1013, SQUAWK 5201, VHYBR.
VHHH_S_TWR: VHYBR, READBACK CORRECT. ARE YOU READY FOR DEPARTURE?
VHYBR: READY FOR DEPARTURE, VHYBR.
VHHH_S_TWR: VHYBR, SURFACE WINDS 050 DEGREES 7 KNOTS, RUNWAY 07R, CLEARED FOR TAKEOFF.
VHYBR: CLEARED FOR TAKEOFF RUNWAY 07R, VHYBR.
(after takeoff and on crosswind)
VHHH_S_TWR: VHYBR, TRACK TO PILLAR POINT.
VHYBR: TRACK TO PILLAR POINT, VHYBR.

Example (continued):
(approaching Pillar Point)
VHHH_S_TWR: VHYBR, CONTACT HONG KONG ZONE ON 120.6, GOOD DAY.
VHYBR: 120.6, GOOD DAY, VHYBR.
(tuning)
VHYBR: HONG KONG ZONE, VHYBR, PILLAR POINT FOR TUEN MUN ZONE.
VHHH_Z_TWR: VHYBR, HONG KONG ZONE, NO REPORTED TRAFFIC IN THE AREA, REPORT KAM TIN GAP.
VHYBR: WILCO, VHYBR.
(approaching Kam Tin Gap)
VHYBR: VHYBR, KAM TIN GAP.
VHHH_Z_TWR: VHYBR, NO FURTHER ATC AVAILABLE, SQUAWK 5200, MONITOR ADVISORY 122.8, GOOD DAY.
VHYBR: SQUAWK 5200, 122.8, GOOD DAY, VHYBR.

7.8.2. Example 2:



Example:
VHHH_S_TWR: VHYBR, CLEARED TO HARBOUR, STANDARD ALTITUDE RESTRICTIONS, SQUAWK 5201.
VHYBR: CLEARED TO HARBOUR, STANDARD ALTITUDE RESTRICTIONS, SQUAWK 5201, VHYBR.
VHHH_S_TWR: VHYBR, READBACK CORRECT. ARE YOU READY FOR DEPARTURE?
VHYBR: READY, VHYBR.
VHHH_S_TWR: VHYBR, SURFACE WINDS 050 DEGREES 7 KNOTS, RUNWAY 07R, CLEARED FOR TAKEOFF. REPORT PAK MONG.
VHYBR: CLEARED FOR TAKEOFF, WILCO, VHYBR.
(APPROACHING PAK MONG)
VHYBR: VHYBR, PAK MONG.
VHHH_S_TWR: VHYBR, CONTACT HONG KONG ZONE ON 120.6, GOOD DAY.
VHYBR: 120.6, GOOD DAY, VHYBR.

Example (Continued):
(tuning)
VHYBR: HONG KONG ZONE, VHYBR, PAK MONG FOR MA WAN ZONE.
VHHH_Z_TWR: VHYBR, HONG KONG ZONE, NO REPORTED TRAFFIC IN YOUR AREA, REPORT MA WAN CORRIDOR.
VHYBR: REPORT MA WAN CORRIDOR, VHYBR.
(approaching Ma Wan Corridor)
VHYBR: VHYBR, MA WAN CORRIDOR.
VHHH_Z_TWR: VHYBR, ROGER, 1 HELICOPTER OPERATING IN ISLAND ZONE, LAST REPORTED NEAR CHEUNG CHAU. REPORT HARBOUR.
VHYBR: LOOKING FOR TRAFFIC, AND REPORT HARBOUR, VHYBR.
(approaching Harbour)
VHYBR: VHYBR, HARBOUR.
VHHH_Z_TWR: VHYBR, CONTACT KAI TAK TOWER ON 124.65, GOOD DAY.
VHYBR: 124.65, GOOD DAY, VHYBR.
(tuning)
VHYBR: KAI TAK TOWER, VHYBR, HARBOUR FOR KAI TAK ATZ.
VHHX_TWR: VHYBR, KAI TAK TOWER, RUNWAY 13 IN USE, QNH 1013. SAY INTENTIONS.
VHYBR: QNH 1013, REQUEST FULL STOP LANDING RUNWAY 13, VHYBR.
VHHX_TWR: VHYBR, JOIN LEFT HAND CIRCUIT RUNWAY 13, REPORT DOWNWIND.
VHYBR: JOIN LEFT HAND CIRCUIT RUNWAY 13, WILCO, VHYBR.
(downwind)
VHYBR: DOWNWIND, VHYBR.
VHHX_TWR: VHYBR, SURFACE WINDS 050 DEGREES 7 KNOTS, RUNWAY 13, CLEARED TO LAND.
VHYBR: CLEARED TO LAND, VHYBR.

APPENDIX A: ABBREVIATIONS FOR LOCATIONS

(Source: Hong Kong CAD VFR Local Flight Notification Form)

Abbreviations for Local Geographical Names

1 ATZ, CTR and SKARA Entry/Exit Routes

EAST PASS	ESP	PILLAR POINT	PPT
FAN LAU	FAN	SHA CHAU	SHC
FIRE STATION GAP	FSG	SHA TIN PASS	STP
GOLD COAST CORRIDOR	GCC	SHAM SHEK	SSK
KADOORIE GAP	KDG	SILVERMINE	SIL
KAM TIN GAP	KAM	SOUTH PASS	SOP
		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

2 UCARAs and CTRs

DELTA	DTA	NINEPINS	9PN
ISLAND	ISL	NORTH BORDER	NBD
LANTAU	LAN	PORT SHELTER	PSH
LANTAU SOUTH	LTS	SOUTH OUTER	SOU
MA WAN	MAW	TOLO	TOL
MIRS BAY	MBY	TUEN MUN	TUM
NEW TOWN	NEW	WAGLAN	WAG

3 Helicopter Landing Sites

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		
LANTAU NEI LAK SHAN (LT07)	LT7	WANCHAI HELIPORT	WAN

4 Others

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
DISCOVERY 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		
KWAI CHUNG	KWC	TSING MA BRIDGE	TMB
LAMMA	LMM	TSING YI	TYI
LEAD MINE PASS	LMP	TUNG CHUNG BAY	TCB
LION ROCK	LNR	VICTORIA HARBOUR	HBR
LUNG KWU CHAU	LKC	VICTORIA PEAK	VPK
MUI WO	MWO	YAM O	YMO
NORTH LANTAU EXPRESSWAY	NLE		

RECORD OF REVISION

DATE	REV.	REVISION CONTENT	APPROVAL
5 FEB 2016	1	Added Appendix A (list of abbreviations) Added abbreviations for zones and routes	A. TANG
24 JUN 2020	2	Added VHSK frequency Added section 6.8.1 Added section 7.3.5	J. CHENG
1 DEC 2021	3	Updated VHHH runway designators Updated VHHX visual circuit direction Updated section 7.3.1	J .CHENG
01 MAR 2024	4	Updated Section 6.4.3 Added Section 6.4.5 (VMMC Circuit Direction) Updated Section 6.5.4 (Added MAW into CTR Zone Table) Updated Figure 6.1 Added Section 6.5.6 (DTA Altitude Restriction) Updated Section 6.5.8 Updated Section 6.5.9 Updated Section 6.6.3 (UCARA Squawk Code) Updated Section 6.8 (Reference to Uncontrolled Helipads) Updated Section 7.1.2 (Clarification on Zone Control) Updated Section 7.2 (VRPs in Flight Plan, Zone also checks VFR Flight Plans) Updated Section 7.3 (VFR / SVFR Clearances) Updated Section 7.4 (Separation of VFR Traffic & Phraseologies) Updated Section 7.5 (Hong Kong Zone Control Procedures) Added Section 7.6 (Hong Kong – Macau Helicopter Route Procedures) Added Section 7.7 (Oil Rig Procedures) Updated Appendix A Reference Image	T. SIU
28 NOV 2024	5	Updated Zone Control's Text Callsign to VHHH_Z_TWR Updated all mentions of UNICOM to advisory Added Section 7.1.4 for clarity	T. SIU
07 DEC 2024	6	Updated several procedures Updated Section 7.5.11 Added Section 7.5.12 and Section 7.5.13	T. SIU