

This pilot briefing contains all the information that you will need to know when flying in/out of Hong Kong International Airport (VHHH).

Departure Procedures

Airway Restrictions

Altitude restrictions are in place to regulate the flow of traffic on major airways. The Hong Kong vACC Cue Card, found [here](#), allows pilots to select a cruising altitude that complies with said altitude restrictions.

Note that some altitudes are prefixed with **S**. This indicates that the altitude is in meters. For example, **S0690** represents **6900 meters**. More information about metric cruising altitudes below.

China RVSM

Hong Kong ATC may assign cruising altitude in meters instead of feet for flights entering Mainland China airspace. An altitude conversion chart can be found [here](#).

Noise Abatement Procedures

Noise abatement SIDs at Hong Kong are in effect during the hours of **2300 - 0700LT (1500 - 2300z)**. They are listed on the noise abatement section of the Cue Card, which you can find above. Alternative SIDs are available for aircraft that are unable to accept the noise abatement SIDs, which can be seen in brackets next to the regular noise abatement SIDs.

Non-Standard Departures

If you are not able to fly an RNAV SID, you may be issued with a contingency SID (the RAMEN/RUMSY departures). These departures are conventional SIDs defined by VOR radials and/or DME. These SIDs end in a discontinuity, meaning that you will require vectors from ATC to join your flight plan route.

Pushback Colours

Pushback colours are given by controllers instead of directions. Charts for such colours can be found below:

[Pushback Colour Red for Main Terminal](#)

[Pushback Colour Blue for Main Terminal](#)

[Pushback Colour Red/Blue for Midfield Concourse](#)

[Pushback Colour Red/Blue for Cargo Apron](#)

[Pushback Colour Red/Blue for Maintenance and West Cargo Apron](#)

Note that the arrow in each stand represents the direction of the tug, i.e. the direction of the tail.

Initial Climb

The initial climb for all departures out of Hong Kong is **5000ft**, regardless of SID.

Transition Altitude

The transition altitude is **9000ft**.

Frequency List

This section contains frequencies for the primary positions at each level (DEL/GND/TWR/APP/CTR). Split sectors have not been listed.

Text Callsign	Voice Callsign	Frequency
VHHH_DEL	Hong Kong Delivery	122.150
VHHH_S_GND	Hong Kong Ground	122.550
VHHH_S_TWR	Hong Kong Tower	118.400
VHHH_APP	Hong Kong Approach	119.100
HKG_W_CTR	Hong Kong Radar	127.100

Charts

Charts for Hong Kong International Airport (VHHH) can be found [here](#).

Arrival Procedures

Runway and STAR Assignments

The standard runway for arrivals is the **north runway (07L/25R)**, which is the new third runway at VHHH. If you do not have the new runway in your scenery, you should advise the centre/approach controller about it, and expect the **south runway (07R/25L)**.

The centre runway is closed for maintenance and is only available for aircraft taxiing to/from the north runway via T and B6.

Pilots can expect the Alpha arrivals (CANTO3A/SIERA7A/BETTY2A/ABBEY3A) when runway 07s are in use, while the Bravo arrivals (CANTO2B/SIERA6B/BETTY2B/ABBEY2B) can be expected when runway 25s are in use. The Golf arrivals are only used to connect to the RNP Y approach to runways 25L/25C/25R, and they are only available on request.

TTR Restrictions

All arrival Terminal Transition Routes (routes that begin with a V) have an altitude restriction of **FL260** at ENPET, SONNY, CYBER and MAPLE. Pilots are requested to plan their descent in accordance with these restrictions.

Transition Level

The Transition Level is **FL110**.

Instrument Approach

If you have been cleared on a STAR that **does not end in G**, you should expect an ILS approach as stated on the STAR chart.

Pilots are expected to join the published holding pattern at the IAF (LIMES for 07s and TD for 25s) if no approach clearance has been issued. **Do not proceed beyond these fixes without ATC clearance.**

07L/07R:

The default instrument approach assigned is the ILS approach, via LIMES. The approach clearance will be something along the lines of:

"From LIMES via TUTBA/STELA, cleared ILS 07L/R approach."

You may descend as published and follow charted speed restrictions, **unless ATC has provided another speed/altitude restriction along with the approach clearance.**

25L:

The default instrument approach to this runway is the ILS approach via TD. Similar to 07L/07R, the approach clearance will be something along the lines of:

"From TD via SABOG, cleared ILS 25L approach."

Remember that you are expected to follow charted speed and altitude restrictions, unless ATC has overridden those restrictions with another speed and/or altitude restriction.

25R:

The default instrument approach is the ILS approach via TD. An RNAV transition is in place for terrain clearance. When ATC clears you for the RNAV transition using the phraseology below, descend as published on the chart, following all altitude restrictions.

"From TD, descend via RNAV transition to 2700ft."

Once approaching **TOPUN**, ATC will clear aircraft for the ILS approach to runway 25R. **Do not engage APPR/LOC/GS before reaching TOPUN.**

"From TOPUN, cleared ILS 25R approach, report established."

If you are too high at TOPUN, simply continue descending via the RNAV transition to 1800ft by VH536, which is the latest point where you should engage APPR/LOC/GS.