

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

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 altitudes below.

China RVSM

Owing to the location of Macau on the FIR boundary, certain flights may be given climb/descent clearances in metric altitudes. Additionally, 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

Aircraft departing runway 34 should avoid overshooting ZAO DVOR (Frequency 117.2) radial 231 due to noise abatement for Zhuhai city.

Non-Standard Departures

If you are not able to fly an RNAV SID, you should expect radar vectors for departure. You should advise ATC when requesting clearance so that they may coordinate your departure with the relevant controllers.

Pushback Procedures

Pushback colours are given by controllers instead of directions. Pushback colour blue may be omitted in radio communications as per real world procedures. In this case, the runway-in-use will be given instead.

Charts for such colours can be found below:

[VMMC Pushback Colours](#)

Aircraft departing from stands G01 - G15 may be given a breakaway point. This is the point at which your pushback should be completed. A table is provided below for reference:

| Stands | Breakaway Point | Location |
|-----------|-----------------|---------------------------------------|
| G01 - G06 | X | Taxiway centreline behind stand G03 |
| G07 - G10 | Y | Taxiway centreline ahead of stand G10 |
| G11 - G15 | Z | Taxiway centreline behind stand G13 |

Speed Restriction

Unlike many other parts of the world, the speed restriction of 250 knots below 10000 is applied below FL110 instead. **This speed restriction is only applied within Hong Kong airspace.**

Initial Climb

The initial climb for departures out of Macau is dependent on the SID. Refer to the tables below:

Runway 16

| SIDs | Initial Climb |
|-------------------------|---------------|
| BIGRO | 1500m |
| MIPAG/IDUMA/NLG | 1800m |
| ALLEY/GRUPA/SOUSA/CONGA | 4000ft |

Runway 34

| SIDs | Initial Climb |
|-------------------------|---------------|
| BIGRO/MIPAG/IDUMA/NLG | 1200m |
| ALLEY/GRUPA/SOUSA/CONGA | 6000ft |

Transition Altitude

The transition altitude is 9000ft.

Arrival Procedures

Runway and STAR Assignments

The non-RNAV arrivals should not be used. This means that pilots should not route via CON DVOR (113.0) when arriving at Macau.

TTR Restrictions

All arrival Terminal Transition Routes (routes that begin with a J) **within Hong Kong airspace** have altitude restrictions. Pilots are requested to plan their descent in accordance with these restrictions. A table has been provided below for reference:

| Waypoint | Altitude Restriction |
|----------|----------------------|
| NEDLE | FL230 |
| ISBAN | FL200 |
| COTON | FL120 |

Transition Level

The Transition Level is by ATC. This information is usually broadcast in the ATIS. In most cases it will be FL110.

Speed Restriction

Unlike many other parts of the world, the speed restriction of 250 knots below 10000 is applied below FL110 instead. **This speed restriction is only applied within Hong Kong airspace. There is no speed restriction within Mainland China airspace.**

Instrument Approach

16:

The default instrument approach assigned is the LOC DME X approach, via ZUH DVOR (Frequency 116.7). The approach clearance for this approach is provided by Mainland China ATC, as such altitude clearances will be given in metres.

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

34:

The default instrument approach to this runway is the ILS Z approach via HAZEL/UJ/MC611.

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.

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 |
|---------------|--------------------|-----------|
| VMMC_DEL | Macau Ground | 121.975 |
| VMMC_GND | Macau Ground | 121.725 |
| VMMC_TWR | Macau Tower | 118.000 |
| VHHH_APP | Hong Kong Approach | 119.100 |
| HKG_W_CTR | Hong Kong Radar | 127.100 |

Charts

Charts for Macau International Airport (VMMC) can be found [here](#).