PILOT BRIEFING

NINOY AQUINO INTERNATIONAL AIRPORT | RPLL

Manila - Hong Kong 2-Way Event

September 30, 2023

Version 1.2

VATPHIL 2023

Contents

1. THE AERODROME

1.1 TERMINALS

The Ninoy Aquino International Airport has 4 passenger terminals, 2 general aviation areas, 1 military airbase, 1 maintenance hangar, and 1 presidential ramp.

Terminal 1 - International and Cargo Terminal
Terminal 2 - Domestic Flights
Terminal 3 - International and Domestic Flights
Terminal 4 - Domestic Flights

The airport caters passenger and cargo flights, as well as general and military aviation.

1.2 BAY/STAND ASSIGNMENTS

Bay assignments, though not strictly implemented virtually, are based on the latest real-world operations (See appendix). Virtual and other real-world airlines not listed may park on their terminal and bay of choice.

1.3 RUNWAYS

The airport has 2 intersecting runways:

RW 06/24
RW 13/31

All runways maybe used for take-off and landing except RW31 which handles only departures.

2. AIR TRAFFIC CONTROLLERS

2.1 ATC FREQUENCIES

ATIS	126.400			
Delivery	125.100			
Ground	121.800			
Ramp	121.700	128.800	121.350	123.250
Tower	118.100			
Departure	124.400			
Approach	124.800			
En Route	119.300			

2.2 AIR TRAFFIC CONTROLLER POSITIONS

CLEARANCE DELIVERY
A clearance delivery controller provides clearances after verifying the validity of a requested flight plan route. This role includes adjusting flight plans where appropriate.

RAMP CONTROL
A ramp controller may issue pushback clearances and taxi instructions for defined aprons or ramps.

GROUND CONTROL
A ground controller is tasked with providing control instructions to aircraft operating on
movement areas, such as taxiways, to and from runways and parking positions.

TOWER CONTROL
A tower controller provides instructions relating to movements on or near runways, including take-off and landing clearances and managing the separation of local visual traffic.

DEPARTURE CONTROL
A departure controller provides lateral and vertical control instructions to create a sequence and ensure separation for aircraft departing an aerodrome and joining the en route environment.

ENROUTE CONTROL
An enroute controller monitors and separates aircraft during any portion of flight not otherwise referenced in this document.

3. EVENT SPECIFICS

3.1 DEPARTURE PROCEDURES

3.1.1 ROUTE

Manila to Hong Kong: CAB A461 NOMAN V532 BETTY
Mandatory Altitudes: FL300 FL340 FL380

3.1.2 ATC CLEARANCE

Getting ready for departure you need to get the clearance frequencies for departure are as follows:

ATIS	RPLL_ATIS	126.400	Make sure you get the ATIS on this frequency
Delivery	RPLL_DEL	125.100	Frequency for ATC clearance. PDC available
Apron	RPLL_GND	121.800	For pushback and start up clearance (startup clearance only if Ramp Controller is online)
Ramp	RPLL_1_GND	121.700	For Terminal 1 pushback clearance
	RPLL_2_GND	128.800	For Terminal 2 pushback clearance
	RPLL_3_GND	121.350	For Terminal 3 pushback clearance
	RPLL_4_GND	123.250	For Terminal 4 pushback clearance (subject to approval of Tower controller due to extended threshold of RW 13/31)
Tower	RPLL_TWR	118.100	For departure clearances
Departure	RPLL_DEP	124.400	For departure until TMA exit points or until FL200
Approach	RPLL_APP	124.800	For departure until TMA exit points or until FL200 *(if RPLL_APP is offline)*
En Route	MNL_CTR	119.300	For en route until control until exit of RPHI FIR

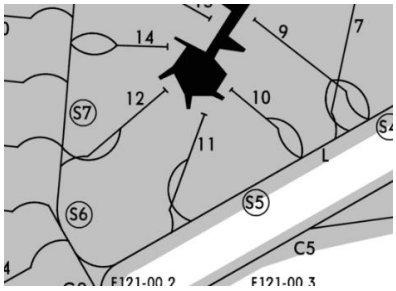
To get your clearance you must contact RPLL_DEP or the next controller in line from the table above. When asking for your clearance you should also advise:

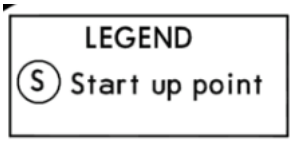
- Aircraft type
- Bay
- ATIS letter

"Manila Delivery, PAL123, A321, Bay 105, information A, requesting IFR clearance to Hong Kong"

3.1.3 PUSHBACK CLEARANCE

- When ready for push and start you should contact RPLL_GND or the next controller in line from the table above.
- If Ramp controller is online, RPLL_GND will be giving you the start up clearance and expect to be handed to Ramp Controller (e.g. RPLL_1_GND) for pushback clearance.
- **Make sure you enter the assigned SQUAWK code and transponder on MODE C before requesting for push and start**. When asking for push and start you should advise
  - Stand number
  - If you are UNABLE to perform custom push back
- You will possibly be given a START UP Point which you can find on the Ground layout charts of RPLL. Inform the controller if unable to locate the START UP points or unable to perform the standard push back.

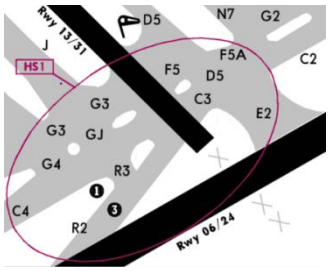




- When getting push back clearance, make sure you understood it correctly and will face the correct way.
- For an efficient way to expedite the pushback, refer to the appendix page.

3.1.4 DEPARTURE TAXI

- The Ground controller (RPLL_GND) will provide the taxi clearance until holding point of the runway
- Note: RPLL has intersecting runways. Take caution on taxiing towards the Runway Incursion hot spot.



- If Tower Controller (or higher controller) is online, Ground controller may issue runway crossing once with proper coordination with the higher controller.
- A pilot may request to depart to any taxiway-runway intersections subject to approval of the Tower controller. Inform the Ground Controller ahead of time to have it coordinated with the Tower controller (on any higher controller)

3.1.5 DEPARTURES

Via SID

Runway 06 CAB 2R
Initial Climb: 7000ft (or subject to discretion of the Radar Controller)
Runway 24 CAB 2P
Initial Climb: 4000ft (or subject to discretion of the Radar Controller)
Runway 13 CAB 4V
Initial Climb: 3000ft (or subject to discretion of the Radar Controller)
Runway 31 HARBO1 (expect radar vectors to CAB)
Initial Climb: 3000ft (or subject to discretion of the Radar Controller)

Via RADAR VECTORS

Runway 06 Runway Heading (heading 060)
Initial Climb: 7000ft (or subject to discretion of the Radar Controller)
Runway 24 Runway Heading (heading 241)
Initial Climb: 4000ft (or subject to discretion of the Radar Controller)
Runway 13 Heading 110 upon departure
Initial Climb: 3000ft (or subject to discretion of the Radar Controller)
Runway 31 HARBO1 (expect radar vectors to CAB)
Initial Climb: 3000ft (or subject to discretion of the Radar Controller)

Be aware of the following items:

- Initial Climb clearance
- Speed Restrictions
- Routings
- Transition Altitude (11,000 ft)

4. ARRIVAL PROCEDURES

4.1 Route

Hong Kong to Manila: OCEAN V4 NOMAN A461 AVMUP W16 TADEL
Restricted Altitudes: FL290 FL330 FL370 FL410

As your flight approaches RPLL, there are a few points you should be familiar with before start your Approach:

Charts	Download charts from *Navigraph* or VATPHIL Website
Updated AIRAC	To have latest data ensure AIRAC2301 or later is downloaded for your airplane. Inform controller if your AIRAC is not up to date; you can still fly.

4.2 Frequencies for Arrival

ATIS	RPLL_ATIS	126.400	Make sure you get the ATIS on this frequency
En Route	MNL_CTR	119.300	En route control from entry to RPHI FIR
Approach	RPLL_APP	124.800	For arrivals from TMA entry point at or below FL200 until final
Tower	RPLL_TWR	118.100	For Landing clearances
Apron	RPLL_GND	121.800	For ground movement until bay assignment

4.3 ARRIVAL

4.3.1 RNP

Arrival for RPLL commences with TADEL for RNP Approaches, max speed of 250kts, and altitude at or above FL160.

Runway	STAR	Holdings	IAF	IF
06	TADEL 3R	YANNI	DAGAT	LL06D
	TADEL 5R	YANNI	GONDO	LL06D
	TADEL 7R	YANNI, ESTEL	GONDO	LL06D
24	TADEL 3P	AYIFF	MEDAM	LL24D
	TADEL 5P	AYIFF	MUTAN	LL24D
	TADEL 7P	AYIFF	MUTAN	LL24D
13	VOR	MIA	MIA	TIAGO
		OYLER	OYLER	TIAGO

4.3.2 ILS

Arrival for RPLL commences with direct flying to MIA (Manila) VOR, descending to FL160 with max speed of 250 kts, and expecting radar vectors to intercept the localizer.

Runway	ILS Frequency	IAF
06	109.1	TARA
24	109.9	ZULU

4.4 HAND OVER TO APPROACH CONTROLLER

RNAV
When handed over to APP you will continue to fly on the **RNAV arrival** until you reach the IAF (Initial Approach Fix).

ILS
When handed over to APP you will continue to fly on radar vectors until you intercept the localizer.

***Make sure you follow with all altitude and speed restrictions on the STAR, and advise Manila Approach if you are unable

Note:

- APP may clear you direct to another point on the STAR
- APP may take you on vectors and then later clear you to a point to rejoin the STAR
- You must **NEVER t**urn base from the STAR unless Approach has told you specifically by clearing you to a specific point or told you to fly a vector after a point.
- Make sure to listen or downlink the **ATIS** before checking in with approach
- Expect an ILS or RNP approach. Advise controller is unable to perform type of approach given. Visual approaches to be offered if weather and traffic conditions allows.
- Advise ATIS letter, A/C type, current heading or waypoint, and last instructed descent altitude at first contact with RPLL Approach
- A certain runway may be used for arrivals up to 5 knots of tailwind.
- If flying during event, please be aware of holdings and frequencies to be prepared.

4.5 LANDING CLEARANCE

- Once handed to RPLL_TWR, you will be given the wind direction, speed, and QNH, and possible sequence for landing
- Expect possible late arrival clearance (at least 2 DME) during heavy traffic
- You may send a message to the tower controller if you have a specific terminal and bay of choice in order for him to coordinate your exit from the runway and endorse your request to the Ground controller

4.6 ARRIVAL TAXI

Expect possible runway exits depending on AC type

Runway	Aircraft Category	Exit	Taxiway	Terminal	Remarks
06	A B C	R2	R3 C4	1 and 2	
			R3 Right C	3 and 4	
			R3 GJ J	2, 3 and 4	If RW31 is in use
	A B C D	E2	C3	1 and 2	
			D	3 and 4	
		R1, E1, H1	Left C	1,2,3 and 4	
24	A B C	R4	Left C	1	
			E4 right C	2,3 and 4	
		R5	R6 right C	2,3 and 4	
			R6 or left C	1	
	A B C D	E5	G9 or C5	1	
			C5	1,2,3 and 4	
		H1	C6	1,2,3 and 4	
13	A B C	Exit Left		3 and 4	
		Exit R		1 and 2	

- Virtually, any aircraft may vacate to any exit if AC permits
- Due to expected high volume of arrivals and departures, the pilot is required to completely vacate the runway and only to contact ground controller once at taxiway C, D, or J.
- Advise Ground controller if you have a specific terminal and bay request (if you happened not to request it to Tower controller).

NOW YOU ARE READY TO FLY IN OR OUT OF MANILA!
SAFE SKIES!

APPENDIX

Pushback at Manila

Pushback with P3D and GSX

First of all make sure you are familar with custom pushback with GSX (see manual for that).

1. Click Prepare for push-back and departure. GSX will remove the jetways, ground equipment and attach the tug.
2. Once GSX is ready to start the pushback it will show you the menu where the pushback direction can be selected. This is the moment to request pushback from ATC!
3. Should you have to wait a little and the GSX menu close in the meantime you can reopen it at any time by opening the GSX main menu and clicking on "Prepare position for push-back and departure" again.
4. Once clearance is received all you have to do is to select the required direction in GSX or plan a manual routing, release the brakes and you can start to push within seconds from ATC's approval.

CAUTION: When using the Catayna files for GSX, depending on the disconnect position this might push you in a strange way as it will not pull you foreward.

Pushback with X-Plane

Use Better Pushback for the best result.

1. First of all, **do not preplan your pushback!**
2. When you are ready for pushback "request pushback" inside the plugin Option. The plugin will now ask you to plan the pushback, but just click on **"Connect first"** at the right lower corner to only connect pushback tug. This enables you later to draw the pushback path according to the instruction by ATC.
3. Wait until the tug is connected and the ground crew is ready for pushback. This is the moment to request pushback from ATC!
4. Now you can click on "request pushback" again and plan your pushback route with the adviced facing/instruction (or area). Hit enter, release your parking brake and start the pushback.

Click here to connect the pushback truck first without drawing the path

This is the most efficient way to do the pushback at huge airports.