RPLL Pilot Operations Guide

Philippines vACC

Version 1.0 – September 21, 2016

Distribution and Scope

This document outlines the recommended operational procedures for pilots departing or arriving out of Manila

Exclusion of Liability

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Amendment History

Version	Author	Date	Affected Pages	Changes
1.0	Michael Uy	September 21, 2016	All	Initial Release

Thank you for choosing to fly out of Ninoy Aquino International Airport. We wish that you have a safe and enjoyable flight!

Remember that if you are unsure about something on your flight. It is always best to ask the controllers.

Description

Ninoy Aquino International Airport (IATA: MNL, ICAO: RPLL), located about 7 kilometers south of Manila proper and is the main gateway for travelers to the Philippines. The airport is the hub for multiple airlines which like AirAsia Philippines, AirAsia Zest, Cebgo, Cebu Pacific, PAL Express, and Philippine Airlines.

Scenery

Payware scenery for the airport has been produced by PACSIM which works for FSX and P3D
http://islandsim.com/ninoy-aquino-int---manila.html

There is also a **FREE** version of the scenery of Manila.

FSX: http://www.flightsim.com/vbfs/fslib.php?searchid=50420964 by Lowil Fred Espada

FS9: http://library.avsim.net/esearch.php?DLID=163772 by lowil espada

X-Plane: http://forums.x-plane.org/index.php?/files/file/17332-rpll-ninoy-aquino-international-airport-plus/ by jomni

Charts

Charts are available from several providers. However, we also have the charts provided on our website.
http://www.vatphil.com/charts

Coverage

Any Manila position covers the responsibilities for positions below it in their absence. For example, with RPLL_DEL and RPLL_APP online, RPLL_APP would also act as TWR and GND. With just RPLL_APP online, they will cover the airport top-down and you must contact them before making any movements.

Runways

Manila normally operates with two runways. When ATC is online, they will always have the authority as to which runways will be active. In the absence of ATC, there is no active runway and this information is provided for advice. Each pilot is expected to announce intentions on Unicom and to fit with any traffic movements that are already happening on the network.

Runway 24 and 06 shall be used as the main take-off and landing runway for pilots flying IFR. Runway 13 and 31 shall only be limited to A321s or lower. Takeoffs and landings are allowed in runway 13. However, runway 31 cannot be used for landing. Pilots flying VFR are also expected to be using runway 13 or 31.

Manila does not operate a westerly preference so the runway in use will always be subject to the winds. For instances that the winds are calm of VRB, runway 06 shall be used.

Other sources for the current runway in use shall be Flightradar24

Terminal Allocation

Terminal 1 – Other international airlines

Terminal 2 – Philippine Airlines (PAL)

Terminal 3 – PAL Express (GAP), Cebu Pacific (CEB), AirAsia Zest (EZD), Cebgo (SRQ), All Nippon Airways (ANA), Cathay Pacific (CPA), Delta Airlines (DAL), KLM, Emirates (UAE), Singapore Airlines (SIA)

DEPARTURES

Clearance

On first contact with the controller that will issue your clearance, it is recommended for you to give the following information:

1. Your bay number
2. Your aircraft type
3. The ATIS information letter

Example: **"Manila Delivery, Philippine 123 on bay 35, Airbus 3-2-0, Information Alpha, requesting clearance to Hong Kong"**

Once you have requested for clearance, the controller will either tell you to standby, or give your clearance on the spot. Clearances include your routing, flight level restrictions, departure instructions and your squawk.

Example: **"Philippine 123, cleared to Hong Kong via OLIVA W11 AVMUP A461 NOMAN flight planned route, climb FL150 until further advised, runway heading on departure, expect radar vectors to OLIVA. Squawk 1351"**

You must read back the clearance in full. Listen carefully to all details that the controller gives you, and if you are unsure about your clearance, **let the controller know**.

Routings

Standard Instrument Departures (SIDs)

SIDs are not used in Manila if radar services are available (APP/CTR). However, you can still request to use a SID if the controller will allow it. If radar services are not available, you will be permitted to use a SID.

Semi-Circular Cruising Levels

If your destination is going to the **west**, you should file an even flight level (FL300, FL320, FL340, etc).

If your destination is going to the **east**, you should file an odd flight level (FL310, FL330, FL350, etc).

Flights going through Hong Kong FIR and Singapore FIR

If you are flying through Hong Kong or will be flying to Hong Kong, you should have the waypoints **NOMAN** or **SABNO**. Flights that will be passing through these waypoints from Manila FIR is expected to file a flight level of FL300 / FL340 / FL380.

Flights going to Singapore should have the waypoint **TEGID**. Flights that will be passing through this waypoint from Manila FIR is expected to file a flight level of FL310 / FL320 / FL350 / FL360 / FL390 / FL400.

Common Routing Mistakes

When filing a flight plan, the route is expected to start with a TMA exit. If a TMA exit is not provided, it will be invalid.

The TMA exits in Manila are as follows: **AL, BETEL, BUCAL, CAB, CONDE, ESCAN, ALPAS, JOM, IBAGO, LAIYA, LBG, NATIB, OLIVA, SIRVA, TIMON, VERDE**

There are some routes that start with **LIP**. Change it to **IBAGO** or **LAIYA** as LIP is not considered as a TMA exit and it will be conflicting with arrivals.

Pushbacks

When requesting for push and start, it is recommended for you to give your bay number for the controller to easily find where you are.

Example: **"Manila Ground, Philippine 123 on bay 35, requesting push and start"**

Once you request for push and start, the controller will either clear you for it or let you hold at your bay due to traffic. Clearances for push and start will include the runway that you can expect for departure. The controller will not provide a pushback direction so it is recommended for you to push to the direction where you will be facing the runway that you will be departing from.

Example: **"Philippine 123, push and start approved, runway 24. Advise when ready for taxi."**

Taxi

Taxi instructions can include, taxiways, runway crossings and hold short instructions. If you are departing for runway 06 or 24, there is a possibility where you will be crossing runway 31. Do not cross this runway unless you are instructed to do so.

If you are still unfamiliar with the taxiways, it is best to have your charts out to avoid any confusion. Before requesting taxi, make sure that you have set your assigned code on your transponder and that you are squawking mode Charlie.

Take Off

IFR aircraft departing runway 06 or 24 will be instructed to maintain runway heading and climb 7000' initially after departure. While for aircraft departing runway 13 or 31 will be instructed to maintain runway heading and climb 3000'.

If radar services are available, do not turn or climb further unless you are instructed to do so. If radar services are unavailable, you should only turn and climb further 3 minutes after you have departed.

If you wish to take an intersection departure, let the controller know since controllers will normally give you a full length departure.

Controllers can also give you an immediate take off clearance. With this instruction, **DO NOT STOP**. Once you are lined up, take off immediately and do not stop on the runway. There might be an aircraft on final which might be some of the reasons why you are given an immediate take off clearance.

ARRIVALS

Standard Terminal Arrival Routes (STARs)

STARs can be used if radar services are not available. However, if radar services are available, STARs won't be used. If you wish to use a STAR, you can ask the controller if he will allow you to use a STAR.

Initial Contact with APP

When arriving in to Manila, it is best for you to be at FL150 around 60 miles to the airport. On initial contact with Manila Approach (RPLL_APP), report your current level and routing.

Example: **"Manila Approach, Philippine 123, FL150, inbound OLIVA"**

APP will then issue you further descend instructions and turns if necessary as well as the approach that you will be using. By default, controllers will vector you for an ILS approach.

If APP didn't give you any turns after you have passed the last waypoint on your routing, proceed direct to the Manila VOR (MIA).

Transfer to TWR

The controller will hand you off to RPLL_TWR once you are established on the runway. On initial contact, report your distance from touchdown, type of approach and the runway.

Example: **"Manila Tower, Philippine 123, ILS approach runway 24, 7 miles"**

Vacating the runway

You must vacate the runway as fast as possible in order for TWR to make best use of the runway.

You have not vacated the runway until you have fully passed the runway stop bar, so **DO NOT STOP UNTIL YOU ARE FULLY ON A TAXIWAY** or you might cause a go around.

The controller may give you a taxi instruction to vacate and some might not. If so, keep moving until you are vacated and hold position until GND has given you further instructions to taxi.