

# Oceanic Explorers Event Pilot Briefing

VATSIM New Zealand and VATUSA (HCF sub-division)

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A promotional poster for the 'Oceanic Explorers' event. The background is a sunset over the ocean with a traditional Polynesian outrigger canoe in the center. A dashed white line traces a path from Hawaii to New Zealand. The text 'Oceanic Explorers' is in large white font at the top left. Below it, 'PHNL → NZAA' is written in red with a black arrow. The dates 'Saturday 10 October 20:00Z-06:00Z' and 'Sunday 11 October' are listed. Logos for VATSIM, HCF, VATUSA, and VATNZ are present.

**Oceanic Explorers**

**PHNL → NZAA**

**Saturday 10 October**  
**20:00Z-06:00Z**  
**Sunday 11 October**

VATSIM  
AVIATE EDUCATE COMMUNICATE

HCF  
VATUSA

vatnz



# Contents

|                                                      |          |
|------------------------------------------------------|----------|
| <b>Contents</b>                                      | <b>2</b> |
| 1. PHNL Local Procedures                             | 3        |
| 2. HCF Departure Procedures                          | 5        |
| 3. ZAK Oceanic Procedures                            | 6        |
| 4. Transiting through NFFF Oceanic                   | 6        |
| 5. NZZO Oceanic Procedures                           | 7        |
| 1. Communication                                     | 7        |
| 2. SELCAL                                            | 7        |
| 3. Reporting Procedures                              | 7        |
| 6. NZZC Inbound Procedures                           | 8        |
| 1. Oceanic to NZZC                                   | 8        |
| 2. Arrival                                           | 8        |
| 7. NZAA Local Procedures                             | 9        |
| 1. Handover from Auckland Approach to Auckland Tower | 9        |
| 2. Vacating the Runway                               | 9        |
| 3. Parking at Auckland                               | 10       |

## **1. PHNL Local Procedures**



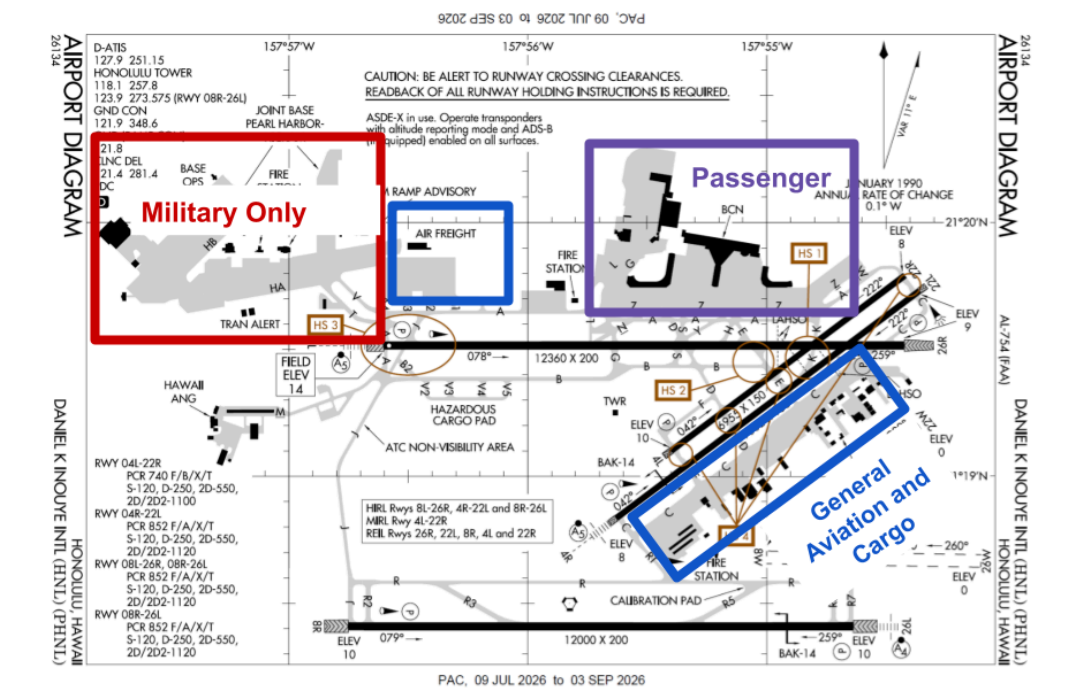
Welcome to HCF (Honolulu Control Facility) and the Daniel K. Inouye International Airport! If you are unfamiliar with our facility, Honolulu features four active runways. In standard EAST operations, we normally land runways 8L and 4R, depart on 8L, 8R and 4R. The designated runway for all HEAVY aircraft is the famous “Reef Runway” 8R off taxiway Juliet. All event traffic should expect and plan for runway 8R. There will be multiple taxi routes in use based on prioritization and interisland traffic. Listen carefully to Delivery and Ground controllers and readback all taxi and hold-short instructions.

**Most commercial passenger traffic should be parked at Terminal 1 or 2 (North of Zulu):**



Honolulu Clearance Delivery will also be providing Ramp Control for Terminal 1 (north of Zulu, east of Golf) and the inner gates at Terminal 2. Do not pushback onto Taxiway Zulu (movement area) or inside the ramp (non-movement area) without coordination and instruction by Ramp or Ground control. Pilots may use Terminal 3 for overflow. Please avoid the Joint Base Hickam ramp on the West side (west of taxiways Victor and Tango). The military bombers and fighter jets do not like to share their space.

**Cargo, GA and Private Jet traffic should park on the East Ramp (SE of 4R/Taxiway Charlie) or West Cargo facilities (North of 8L/Taxiway Alpha)**



All pilots must have current charts for PHNL and your filed SID (OPIHI3.CARPP). Charts can be found at <https://vhcf.net/pilots/charts>.

Expect Pre Departure Clearance (PDC) and **read the clearance carefully**. If an amendment to your flight routing is required, that may be coordinated with Honolulu Clearance Delivery. Expect gate holds and slow, congested taxiways. A “conga-line” style VATSIM event requires adequate spacing and separation, and as such departures will be throttled by Event staff and Traffic management.

## **2. HCF Departure Procedures**

HCF will be staffing both Departure and Arrival TRACON controllers for the event. **Pay careful attention to the departure frequency leaving PHNL**. As of this writing, that should be HNL\_L\_APP (124.8). Do not call HCF Arrival on 118.3 unless instructed. Given the high volume of traffic expected, you may not be given the frequency by tower after takeoff. Please note the frequency in your clearance or PDC and have it on standby on your takeoff roll. Regardless of what happens on the radio, do not climb above 5,000 feet on departure until advised by the Departure controller. If the frequency is busy or you call the wrong controller, you must maintain 5,000 altitude until advised. You may be climbing above or below arriving traffic, so expect traffic advisories and acknowledge them when alerted.

### **3. ZAK Oceanic Procedures**

Upon leaving HCF airspace, you will be instructed to contact Oakland Oceanic Flight Service, callsign "San Francisco Radio" (KZAK). While Oceanic does not provide radar service, they can approve step climbs and cruise altitude changes, and may issue speed restrictions for enroute spacing. **Position reports are not required.** Your position is provided to us via simulated ADS-C on network. You may check-in as usual with your callsign and altitude at or climbing to. "San Francisco Radio, San Francisco Radio, United 123 with you climbing FL260 for FL320".

PLEASE REVIEW <https://vhcf.net/oceanic> for details about CPDLC, SELCAL and HF radio simulation. SELCAL service can only be provided to pilots on a UNIQUE code and properly filed in your VATSIM flight plan remarks. If you are not familiar with any of this, do not request SELCAL. The link above explains it all and provides additional links to even MORE information. CPDLC instructions may be simulated via VATSIM private message if not supported in your aircraft FMC.

### **4. Transiting through NFFF Oceanic**

Details can be found on the VATPAC SOPs Website

Oceanic: <https://sops.vatpac.org/pacific/Fiji/Oceanic/#nwwwa-tcunvvva-tcu>

Enroute: <https://sops.vatpac.org/pacific/Fiji/Enroute/#airspace>

## 5. NZZO Oceanic Procedures

### 1. Communication

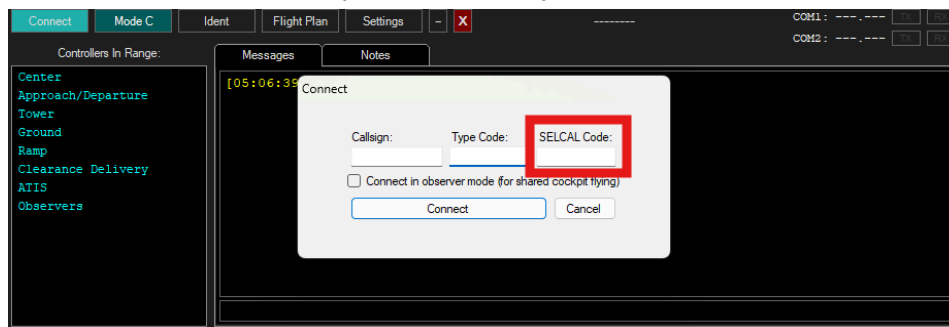
**The primary method of communication in the NZZO is via HF voice**

This is conducted on simulated HF frequency 129.00 MHz

### 2. SELCAL

Due to the background noise on HF SELCAL is a primary contact point between controllers and pilots. SELCAL codes are structured in unique 4-letter codes using letters up to and including S, and excluding I,N,O and with no repeated letters e.g. [AB-CD], with each 2-letter side in alphabetical order, e.g. [FH-CD] or [AE-RS]

These codes are input as you connect to your controller client as shown below



### 3. Reporting Procedures

As NZZO is Procedural Airspace, ATC require Position Reports from pilots

A Position Report in the NZZO requires 5 elements:

- Callsign
- Current Position and Time
- Flight Level
- Next Position and estimated time
- Following waypoint
- Specified Speed(if assigned)

You can use the [Oceanic Report Tool](#) to construct your report(recommended)

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#### Example for readback of a Position Report

**UAE412:** "Auckland Radio, Auckland Radio. UAE412 with position."

**Auckland Radio:** "UAE412, pass position report."

**UAE412:** "UAE412 is position TATAS time 1853. Estimating SAMAD at 1953. OSUGA next."

**Auckland Radio:** "UAE412, Auckland Radio copies position report."

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More information available on the VATNZ SOPS website: <https://sops.vatnz.net/oceanic/nzso>

## **6. NZZC Inbound Procedures**

### **1. Oceanic to NZZC**

All aircraft entering into the NZZC must do so via a named fix at their assigned level.  
You will be instructed to contact Auckland Control at the named fix

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#### **Example for handing off to a NZZC sector**

**Auckland Radio:** *"UAE412, at position PEBLU, contact Auckland Control on 123.900."*

**UAE412:** *"UAE412 at position PEBLU, contact Auckland Control on 123.900."*

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You are only required to append "Heavy" to your callsign on initial contact with ATS positions, e.g. Auckland Control, Auckland Approach and Auckland Tower

### **2. Arrival**

Shortly after you enter the NZZC, ATC will provide you with a STAR/Arrival clearance into NZAA and initial descent instructions.

Your STAR Clearance will take you to the IAF for NZAA's ILS DME Approach  
(If you would like to utilise an RNP approach, you may request it, but do not expect it)

You can find charts for NZAA at: [VATNZ Airspace - Airports - Auckland \(NZAA\)](#)

## 7. NZAA Local Procedures

### 1. Handover from Auckland Approach to Auckland Tower

All aircraft, once established onto an approach, will be handed over to the tower controller. It is your responsibility to report established.

#### Example for handing off to a tower

**Auckland Approach:** “JST953, contact Auckland Tower on 118.7”

**JST953:** “Contact Auckland Tower on 118.7”

### 2. Vacating the Runway

#### Vacating RWY 05R

| ACFT type                                                                                          | Preferred Exit | Exit          | Destination (if applicable)                                     | Ground/taxi instructions                                                    |
|----------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------------------------------------------------|-----------------------------------------------------------------------------|
|                                                                                                    |                | A1A, A1 or A2 |                                                                 | Specific instructions issued by Tower.                                      |
| <b>Heavy Jet</b>                                                                                   | A3             |               | International Terminal/Apron (including remote stands 74 to 84) | Turn LEFT onto TWY A, hold short of TWY B4. Contact Ground clear of runway. |
| <b>Medium*</b><br>(* medium jets to advise requirement to exit TWY A3 on first contact with Tower) | A3             |               | All Stands                                                      | Hold on TWY A3 at intersection with TWY A. Contact Ground clear of runway.  |
| <b>Medium</b>                                                                                      | A5             |               | International Terminal/Apron (including remote stands 74 to 84) | Turn LEFT onto TWY A, hold short of TWY B6. Contact Ground clear of runway. |
|                                                                                                    |                |               | All stands east of and including Stand 28                       | Hold on TWY A at intersection B5. Contact Ground clear of runway.           |
|                                                                                                    |                |               | Stands 20 to 24 and layovers 70 to 73                           | Turn LEFT onto TWY A, hold short of TWY B6. Contact Ground clear of runway. |

#### Vacating RWY 23L

| ACFT type                         | Preferred Exit | Exit | Destination (if applicable)                                     | Ground/taxi instructions                                                                                                                                                                            |
|-----------------------------------|----------------|------|-----------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                   |                | A10  |                                                                 | All traffic turn <b>RIGHT</b> onto TWY A, hold short of TWY M. Contact Ground clear of runway.                                                                                                      |
|                                   |                | A9   |                                                                 | Cross TWY A, hold on Lima short of TWY B. Contact Ground clear of runway. Expect further taxi to stand via Lima/Bravo, Lima/Echo or Lima/Foxtrot (with add-ons for TWY D8, Kilo or Juliet).         |
| <b>All Jets</b>                   | A8             |      | International Terminal/Apron (including remote stands 74 to 84) | Turn <b>LEFT</b> onto TWY A. Hold short of TWY L. Contact Ground clear of runway. Expect further taxi to stand via Lima/Bravo, Lima/Echo or Lima/Foxtrot (with add-ons for TWY D8, Kilo or Juliet). |
|                                   |                |      | Domestic Terminal/Apron                                         | Turn <b>RIGHT</b> onto TWY A, hold short of TWY K. Contact Ground clear of runway.                                                                                                                  |
| <b>Turbo-prop/Jets advise ATC</b> | A6             |      | Domestic Terminal/Apron or Eastern end parking                  | Turn <b>RIGHT</b> onto TWY A, hold short of B6. Contact Ground clear of runway. Jets require specific approval from Tower to exit here.                                                             |

Once clear of the runway, contact Auckland Ground on 121.9 with your desired stand

\*Code F aircraft(e.g. A380) vacating RWY 05R/23L should use TWY A1A or A10.  
TWY A9, A2, A3 and A8 may be used with prior notice from ATC.

Further vacating instructions are available: [MINIMUM RUNWAY OCCUPANCY](#)

### 3. Parking at Auckland

- All turboprops and Light Jets are to park on the domestic Terminal Stands 34-56
- All Code C aircraft are to park on the Domestic Stands 20-33, C1 Apron and International Stands 201(L+R)-209(L+R)
- All Code D and E aircraft are to park on the International Stands 1-10 and Remote Stands 74-79 and 82-84
- All Code F aircraft are to expect to park at International Stands 15-19 and Remote Stands 80-81
- Additional Parking Available at Air New Zealand Apron(C4) and Cargo Aprons (C2-3)