
VHHH AD 2.20 LOCAL TRAFFIC REGULATIONS**1. Regulations for Local Flights in Hong Kong****1.1 GENERAL**

- 1.1.1 These regulations are applicable to all aircraft operating local flights within the Territory of Hong Kong. The attention of pilots is drawn to the Air Navigation (Hong Kong) Order 1995, Schedule 14 thereto and Annex 2 to the Convention on International Civil Aviation.
- 1.1.2 Pilots are reminded that it is the direct responsibility of the pilot-in-command of an aircraft to avoid collision with other aircraft when flying under VFR, notwithstanding that the flight is being conducted on an ATC clearance.
- 1.1.3 The attention of all pilots is drawn to Section ENR 5. of this document, which details airspace restrictions and hazardous areas within the Hong Kong FIR.
- 1.1.4 Flight notification for a local flight shall be submitted to Hong Kong ATC in accordance with the following procedures :
- a) IFR Flight - by filing a CAD Flight Plan form (see ENR 1.10-1 and AIC 24/02), or for authorised operators, filing a CAD approved flight notification form at least 60 minutes prior to the estimated off-block time (EOBT);
 - b) VFR Flight - by filing a CAD VFR Local Flight Notification Form (see AD2-VHHH-77) or a CAD approved flight notification form at least 20 minutes prior to the estimated time of departure (ETD).
- 1.1.5 Unless previously approved, flight notification for any flight planning to operate in UCARA North Border is also to be submitted to the Hong Kong Police Headquarters (Command Control Centre) Duty Officer, telephone number 2860 2400.
- 1.1.6 Aircraft are required to carry communication equipment enabling them to maintain two-way communications with the appropriate ATS unit serving the airspace within which they intend to operate.
- 1.1.7 Prior approval should be obtained from ATC for any deviation from the published procedures due to adverse weather conditions, or operational necessity.
- 1.1.8 ATC may waive such of these procedures as considered necessary under special circumstances, such as search and rescue operations.

1.2 TRAINING FLIGHTS

- 1.2.1 All training flights at Hong Kong International Airport must have prior approval from the Director-General of Civil Aviation.

2. Additional Regulations for Helicopter Flights in Hong Kong

2.1 OPERATIONS AT HONG KONG INTERNATIONAL AIRPORT

2.1.1 Civil helicopters operations at Hong Kong International Airport are subject to the prior approval of the Director-General of Civil Aviation and the Chief Executive Officer, AAHK, except for CASEVAC and emergency flights.

2.1.2 Helicopter operations at Hong Kong International Airport are categorised depending on the nature of the flight as tabulated below :

Category	Nature of Flight	Designated Parking Location
Technical Flight	a) Private or non-revenue flight en-route to or from cross-border flight, b) Maintenance flights to or from HAECO.	HAECO Maintenance Apron *
Business Aviation Flight	Flight by any company, corporation, government or other persons for the transportation, for their own exclusive purpose of individuals, officials associates and guests.	Hong Kong Business Aviation Centre Apron
International Flight	a) Cross-boundary charter flight, b) overseas business aviation helicopter flight, c) charter flight paid directly by the passenger.	Passenger Terminal West Apron or Temporary Parking Apron
Domestic Flight	Non-scheduled domestic helicopter flight, excluding training, business aviation and leisure flying.	Hong Kong Business Aviation Centre Apron

Note * For flights parking at HAECO Maintenance Apron, operators are not required to have a ground handling agent. However for cross-border flights requiring Customs, Immigration and Quarantine clearance (CIQ), prior arrangements must be made with the appropriate authorities and AVSECO.

2.2 LOCAL FLIGHTS

2.2.1 Prior to landing at any site in the Territory, other than Hong Kong International Airport, pilots shall contact the appropriate ATS unit and advise the estimated duration of the ground stop-over.

2.2.2 Immediately after take-off from any landing site within the Territory, pilots shall inform the appropriate ATS unit of their position and intentions.

2.2.3 The following conditions have also been laid down to govern flights by foreign military helicopters within the Territory:

- (a) Advance approval for such flights must be obtained from the Director-General of Civil Aviation.
- (b) The flight plan is to be approved by the ATC Watch Manager at Hong Kong International Airport, who will brief the pilot as necessary. If considered necessary, the pilot will be required to report in person to the ATC Supervisor for a detailed briefing.
- (c) The area of the flight is to be restricted to that sanctioned by the Director-General of Civil Aviation, and approved by ATC for a particular flight.
- (d) Under no circumstances are helicopters to take-off without clearance from the duty Aerodrome Controller, whose decision as to whether the flight may take place, will be final.

3. Regulations for Local Flights in the Hong Kong Aerodrome Traffic Zone (ATZ) and Control Zone (CTR)

3.1 GENERAL

3.1.1 Hong Kong Aerodrome Traffic Zone (ATZ) and Control Zone (CTR) airspace are classified as Category C.

3.1.2 ATC clearance for local flying will only be given if, in the opinion of Aerodrome Control, or Zone Control as appropriate, such flying will not interrupt or unnecessarily delay the normal operation of public transport aircraft.

3.1.3 Recreational and training flights, including practice approaches, landings or departures, by privately owned light aircraft are not normally permitted at Hong Kong International Airport.

3.1.4 Before entering the ATZ or CTR, pilots shall inform ATC of their entry route, altitude, subsequent route and destination, or other intentions and obtain an ATC clearance for the proposed flight.

3.1.5 Before leaving the ATZ or CTR, pilots shall inform ATC of their exit route and destination, before contacting the next ATS unit, and when Flight Information Service is not available, pilots should notify ATC of their ETA for the re-entry route, and on their return adhere to within 15 minutes of that notified time.

3.1.6 Flights by fixed wing aircraft within the ATZ are normally restricted to joining the traffic circuit for landing or leaving the traffic circuit to proceed to the CTR or Uncontrolled Airspace Reporting Areas (UCARAs).

3.1.7 Flights by fixed wing aircraft and helicopters are restricted on the following CTR routes:

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| a) Tung Chung Pass | fixed wing aircraft not permitted; |
| b) Silvermine | fixed wing aircraft not permitted; |
| c) Gold Coast Corridor | fixed wing aircraft not permitted; |
| d) South Pass | fixed wing aircraft and single engine helicopters not permitted; |
| e) East Pass | single engine aircraft not permitted; |
| f) Sha Tin Pass | single engine aircraft not permitted. |

4. Weather Minima

4.1 VFR flights during daylight hours may be approved :

- a) within the Hong Kong ATZ providing the weather observation at Hong Kong International Airport shows a visibility of at least 5 KM and a cloud ceiling of not less than 1 500 ft;
- b) within the Hong Kong CTR providing the weather conditions on the intended track of the aircraft are a visibility of at least 5 KM and a cloud ceiling of not less than 1 500 ft;

5. Regulations for Local Flights in the Uncontrolled Airspace Reporting Areas (UCARAs)

5.1 GENERAL

- 5.1.1 All pilots intending to operate within UCARAs are required to have satisfactorily completed a border check of the areas with a company approved Training Captain, Qualified Flying Instructor or Assistant Flying Instructor.
- 5.1.2 UCARAs airspace is classified as Category G with an additional requirement of two-way radio communication.
- 5.1.3 Civil aircraft operators who wish to operate in UCARA North Border are required to submit flight notification to Hong Kong Police Headquarters (Command and Control Centre) Duty Officer, tel 2860 2400, in addition to Hong Kong ATC.

5.2 UNLICENSED PILOTS

- 5.2.1 Unlicensed pilots are restricted to flights within UCARAs Port Shelter and those parts of Tolo and New Town, south of 'line a'. (See Uncontrolled Airspace Reporting Areas (UCARAs) and CTR Zones chart, page AD2-VHHH-102, for delineation of 'line a'.)