
Hong Kong Special Administrative Region

People's Republic of China
Aeronautical Information Service
(ISO 9001 Certified)

Air Traffic Management Division
Civil Aviation Department
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AIP HONG KONG
Amendment 13/11
2011-12-15

1. This amendment contains significant changes to the following sections and/or pages:

GEN1.7	Amended differences in Annex 9
GEN3.2	Amended prices of charts
AD2.23	Amended abbreviation of "Kadoorie Base"

2. The following new AIP Supplements have been issued:

A18/11	Hong Kong International Airport Mid-field Development Work Phase 1 – Portion of TWY B Downgrade to Code E
A19/11	Noise Mitigating RNAV Standard Instrument Departure (SID) utilising Radius-to-Fix (RF) Turn for Runways 07L&R
C05/11	Captive Balloon Flights – West Kowloon Reclamation

3. The following AIP Supplements have been cancelled:

C01/11	Captive Balloon Flights – West Kowloon Reclamation
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4. **Insert** the attached replacement pages, including the following new page(s).

NIL	
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5. **Remove** the following pages:

NIL	
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6. **Record** entry of this amendment on page GEN0.2-2.

GEN 0.4 CHECKLIST OF AIP PAGES

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(Note VHHH is being progressively dropped from AD2 page numbering and referencing.)

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6. ANNEX 6 - OPERATION OF AIRCRAFT (Part 1 8th edition, Amendment 34)

1 Definition **Aerial Work** : In Hong Kong, “aerial work” means any purpose (other than public transport) for which an aircraft is flown if hire or reward is given or promised in respect of the flight or the purpose of the flight.

4.4.1.2 & 4.4.1.3 A “not to continue beyond 1 000 ft” requirement is adopted for precision approach.

6.20 The pilot and the flight engineer (if any) shall not make use of a hand-held microphone (whether for the purpose of radio communication within the aircraft) whilst the aircraft is flying in controlled airspace below flight level 150 or is taking off or landing.

9.4.3.5 & 9.4.3.6 13-month requirement is stipulated in Hong Kong.

ANNEX 6 - OPERATION OF AIRCRAFT (Part II 6th edition, Amendment 29)

1 Definition **Aerial Work** : In Hong Kong, “aerial work” means any purpose (other than public transport) for which an aircraft is flown if hire or reward is given or promised in respect of the flight or the purpose of the flight.

2.2.4.1.2 & 2.2.4.1.3 A “not to continue beyond 1 000 ft” requirement is adopted for precision approach.

ANNEX 6 - OPERATION OF AIRCRAFT (Part III 6th edition, Amendment 15)

1 Definition **Aerial Work** : In Hong Kong, “aerial work” means any purpose (other than public transport) for which an aircraft is flown if hire or reward is given or promised in respect of the flight or the purpose of the flight.

Section II
2.4.1.2 & 2.4.1.3 A “not to continue beyond 1 000 ft” requirement is adopted for precision approach.

7 **ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS
(5th edition)**

5.2 The width of the letters M and W shall be neither less than two-thirds of their height nor more than their height.

8 **ANNEX 8 - AIRWORTHINESS OF AIRCRAFT (10th edition, Amendment 102)**

Nil.

9 **ANNEX 9 - FACILITATION (13th edition, Amendment 22)**

2.11 General Declaration containing the names, nationalities and positions of crew members and the total number of passengers are normally required on the arrival and immediately prior to the departure of the aircraft.

2.14 Air cargo reporting requirements are prescribed by local legislation under which no option, as proposed, is provided for.

2.40 The following documentation is also required for aircraft stopping for non-traffic purpose:

- (1) Name of handling agent.
- (2) Noise Certificate of the aircraft to be used.
- (3) Insurance certificate or equivalent document.

3.10 The existing Seaman's Identity Book (SIB) is not in machine-readable format.

3.24 Visas are normally valid for a period of not more than 3 months from the date of issue.

3.27 The format at Appendix 5 is not adopted. The cards in use are of a different size and format and include additional information relating to address in Hong Kong and signature. The information is required for immigration clearance.

3.47 The Advance Passenger Information (API) system is not applicable to Hong

3.47.1 Kong and there is no legislation in Hong Kong governing the implementation

3.47.2 of such system.

3.47.5

3.65 CMC issued are not in machine readable format.

3.68 Aircrew who are visa nationals, unless exempted, require to present travel documents for immigration clearance.

3.75 Visitors or crew members who do not possess a visa when required will normally be refused admission to Hong Kong. However, in exceptional circumstances, they may be allowed to stay overnight in off-airport accommodation until their departure under the assurance and guarantee of the airline operator that brought them into Hong Kong.

- 4.4 It is not applicable in Hong Kong, which is a non-tariff port. There is no provision for pre-arrival / pre-departure lodgement of import / export goods declaration.
- 4.9 In general, it is not applicable to Hong Kong which is a non-tariff port and the provision of "free zone" is not necessary. Nevertheless, there are warehouses operated by the air cargo terminal operators for the temporary storage of the few items that are subject to excise duty.
- 4.29 It is not applicable in Hong Kong which is a non-tariff port. Duty is only payable
4.37 for the four types of dutiable commodities as stipulated in the Dutiable
4.38 Commodities Ordinance, namely alcoholic liquors, tobacco, hydrocarbon oil
4.42 and methyl alcohol.
4.43
4.44
- 4.35 In the case where cargo, unaccompanied baggage or stores require re-forwarding to correct destination, they will also be subject to the laws and regulations of Hong Kong relating to the control of prohibited articles in addition to the other requirements under this Standard.
- 4.51 Constrained cargo in Hong Kong can be cleared by customs within 80 minutes upon request. Under such circumstances, it would be unreasonable and inefficient to make alternate arrangements for the storage and / or clearance and / or examination of containers / pallets and their loads at off-airport locations.
- 5.11 Legislation in Hong Kong provides for the removal of any persons found inadmissible in Hong Kong to their last port of embarkation or place of origin, or place of nationality of deportee.
- 5.19 The operators are informed before the execution of a Deportation Order of the name of deportee and the flight arrangements.
- 5.27 The existing travel document production mechanism requires the applicant to produce an application form with signature appended.

10. **ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS (Vol I 6th edition, Vol II 6th edition, Vol III 2nd edition, Vol IV 4th edition, Vol V 2nd edition)(Amendment 85)**

Vol I
3.1.3.3.1 The RWY 07L localiser at the Hong Kong International Airport does not meet standard coverage criteria.

The RWY 07R localiser at the Hong Kong International Airport does not meet standard coverage criteria.

The RWY 25L localiser at the Hong Kong International Airport does not meet standard coverage criteria.

The RWY 25R localiser at the Hong Kong International Airport does not meet standard coverage criteria.

Vol I
3.1.5.3.1 The RWY 25L glide path at the Hong Kong International Airport does not meet standard coverage criteria.

The RWY 25R glide path at the Hong Kong International Airport does not meet standard coverage criteria.

Vol I
3.1.7.1 No marker beacons are installed for RWY 07R and RWY 25L ILS at the Hong Kong International Airport.

No marker beacons are installed for RWY 07L and RWY 25R ILS at the Hong Kong International Airport.

Volume III
Part I
8.6.1.2.3 Async IA5:- MCU, HCM (Even Parity) GZH, SYX (No parity) Sync IA5:- TPE, TYO on X.25 (No Parity) CCITT X25 standard (1984) CCITT page 36.

GEN 3.2 AERONAUTICAL CHARTS

1. Responsible Services

- 1.1 The authority responsible for the production of aeronautical charts is the Assistant Director-General of Civil Aviation (Air Traffic Management), acting under the authority of the Director- General of Civil Aviation.
- 1.2 Aeronautical charts have been prepared in accordance with the standards and recommended practices of Annex 4 - Aerodrome Charts, and the guidance material in the ICAO Aeronautical Charts Manual (Doc 8697 - AN/889/2).

2. Maintenance of Charts

- 2.1 The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Information concerning new aeronautical charts will be notified by Aeronautical Information Circular.

3. Purchase Arrangements

- 3.1 The charts listed in paras. 5 and 6 may be obtained from:

Revenue Section of Finance Division
Civil Aviation Department
10/F Commercial Building
Airport Freight Forwarding Centre
2 Chun Wan Road
Chek Lap Kok
Hong Kong

Telephone Number : +852 2769 8435

Telefax Number : +852 2382 4582

e-mail : AIPSales@cad.gov.hk

4. Aeronautical Chart Series Available

4.1 The following series of aeronautical charts are produced:-

- a) Aerodrome Chart - ICAO
- b) Aerodrome Chart - Visual Markings
- c) Aerodrome Chart - Lighting Plan
- d) Aircraft Parking/Docking Chart - ICAO
- e) Aerodrome Obstacle Chart - ICAO Type A (for each runway)
- f) Aerodrome Obstacle Chart - ICAO Type B
- g) Aerodrome Obstacle Chart - ICAO Type C
- h) (Reserved)
- i) Enroute Chart - ICAO
- j) Area Chart (for Departure, Arrival and Transiting Hong Kong TMA)
- k) Instrument Approach Chart - ICAO (for each runway and procedure)
- l) Standard Departure Chart – Instrument (SID) – ICAO (for each route)

4.2 General description of each series

- a) Aerodrome Chart - ICAO 1 : 15 000

This chart contains detailed aerodrome data to provide flight crews with information that will facilitate the ground movement of aircraft from the aircraft stand to the runway, and from the runway to the aircraft stand. It also provides essential operational information at the aerodrome.

- b) Aircraft Parking/Docking Chart - ICAO 1 : 10 000

This chart provides detailed information to facilitate the ground movement of aircraft between the taxiways and the aircraft parking/docking stands.

- c) Aerodrome Chart - Visual Markings - 1 : 15 000

This chart contains detailed information on runway and taxiway designations and markings, taxiway holding positions and stop bars, and other visual guidance and control aids.

- d) Aerodrome Chart - Lighting Plan - 1 : 15 000

This chart contains detailed information on approach, runway and taxiway lighting.

- e) Aerodrome Obstacle Chart - ICAO Type A 1 : 15 000

This chart contains detailed information on obstacles in the take-off flight path areas. It is shown in plan and profile view; the horizontal scale is 1 : 15 000; the vertical scale is 1 : 1 500.

- f) Aerodrome Obstacle Chart - ICAO - Type B 1 : 20 000

This chart contains data necessary to determine the minimum safe altitude, the procedures for use in the event of an emergency during take-off or landing, and the application of obstacle clearing and marking criteria.

- g) Aerodrome Obstacle Chart - ICAO - Type C 1 : 100 000

This chart contains obstacle data necessary to enable an operator to develop procedures to comply with the operating limitations detailed in ICAO Annex 6.

- h) (Reserved)

- i) Enroute Chart - ICAO 1 : 3 500 000

This chart provides detailed information on aerodromes, restricted and danger areas, and the air traffic services system in the Hong Kong FIR.

- j) Area Chart – Arrival, Departure and Transiting Hong Kong TMA 1 : 2 500 000

These charts provides detailed information on the transition between the enroute phase and the approach to an aerodrome, the transition between the take-off and the enroute phase of flight and flights through areas of complex ATS routes or airspace structure.

- k) Instrument Approach Chart - ICAO

These charts provides flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing, including the missed approach, and where applicable, the associated holding patterns.

- l) Standard Departure Chart - Instrument (SID) - ICAO

These charts provide flight crew with information that will enable them to comply with the designed standard departure route – instrument, from take-off phase to the enroute phase.

5 List of Aeronautical Charts Available

Title of series	Scale	Name	Price (HKD)	Date
Aerodrome Chart - ICAO	1 : 15 000	Hong Kong International	190 * each	Current edition as per AIP
Aerodrome Chart - Visual Markings	1 : 15 000	Hong Kong International		
Aerodrome Chart - Lighting Plan	1 : 15 000	Hong Kong International		
Aircraft Parking / Docking Chart - ICAO	1 : 10 000	Hong Kong International		
Pavement Diagram	1 : 15 000	Hong Kong International		
Aerodrome Obstacle Chart - ICAO Type A	1 : 15 000	Hong Kong International RWY 07R 'LC'/25L		
	1 : 15 000	Hong Kong International RWY07R 'SMT'/25L		
	1 : 15 000	Hong Kong International RWY07L/25R		
Aerodrome Obstacle Chart - ICAO Type B	1 : 20 000	Hong Kong International		
Aerodrome Obstacle Chart - ICAO Type C	1 : 50 000	Hong Kong International		
(Reserved)				
(Reserved)				
(Reserved)				
(Reserved)				
En-route Chart - ICAO	1 : 3 500 000	Hong Kong		
Area Chart	1 : 2 500 000	Arrival Routes		

Title of Series	Scale	Name	Price (HKD)	Date
Area Chart	1 : 2 500 000	Departure Routes	190 * each	Current edition as per AIP
	1 : 2 500 000	Flight Plan Routes Transiting Hong Kong TMA		
Instrument Approach Chart - ICAO	1 : 400 000	Hong Kong International - various approach procedures		
Standard Departure Chart – Instrument (SID) - ICAO	1 : 800 000	Hong Kong International – various departure procedures		
Standard Arrival Chart – Instrument (STAR) - ICAO	1 : 2 000 000	Hong Kong International – various arrival procedures		

* See current AIC for any price revisions.

6 Additional Charts Available

- 6.1 Copies of all non-ICAO Charts produced by the Civil Aviation Department and published in the AIP Hong Kong may be purchased at a cost of HKD 80 per copy.

7 Topographical Charts

- 7.1 To supplement the above aeronautical charts, the following topographical charts with aeronautical information are published by the Government Lands Department:

Name	Price (HKD)	Ref No.
Hong Kong Helicopter Flying Chart 1:50 000 Sheet 1 and 2	160 each sheet	HM50 HFC latest edition
Hong Kong Local Flying Chart 1:100 000	160	HM100 LFC Latest edition

- 7.2 These charts and a wide range of other topographical charts are available from the Lands Department.

Postal Address : Map Publications
Survey and Mapping Office
Lands Department
23/F North Point Government Offices
333 Java Road
North Point
Hong Kong

Telephone Number : +852 2231 3187

Telefax Number : +852 2116 0774

Electronic Mail Address : smosale1@landsd.gov.hk

Website Address : http://www.landsd.gov.hk/mapping/en/paper_map/fc.htm

After completion, please return this form to Bird Control Unit, Airfield Department, Airport Authority, Hong Kong by mail or by fax (Fax. No. +852 2183 6121).

BIRD STRIKE REPORTING FORM

Operator 01/02
 Aircraft Make/Model 03/04
 Engine Make/Model 05/06
 Aircraft Registration 07
 Date day month year 08
 Local Time 09
 dawn A day B dusk C night D 10

Aerodrome Name 11/12

Runway Used 13

Location if En Route 14

Height AGLft 15

Speed (IAS)kt 16

Phase of Flight 17
 parked A en route E
 taxi B descent F
 take-off run C approach G
 climb D landing roll H

Part(s) of Aircraft

	Struck	Damaged
radome	<input type="checkbox"/> 18	<input type="checkbox"/>
windshield	<input type="checkbox"/> 19	<input type="checkbox"/>
noise (excluding above)	<input type="checkbox"/> 20	<input type="checkbox"/>
engine no. 1	<input type="checkbox"/> 21	<input type="checkbox"/>
2	<input type="checkbox"/> 22	<input type="checkbox"/>
3	<input type="checkbox"/> 23	<input type="checkbox"/>
4	<input type="checkbox"/> 24	<input type="checkbox"/>
propeller	<input type="checkbox"/> 25	<input type="checkbox"/>
wing/rotor	<input type="checkbox"/> 26	<input type="checkbox"/>
fuselage	<input type="checkbox"/> 27	<input type="checkbox"/>
landing gear	<input type="checkbox"/> 28	<input type="checkbox"/>
tail	<input type="checkbox"/> 29	<input type="checkbox"/>
lights	<input type="checkbox"/> 30	<input type="checkbox"/>
other (specify)	<input type="checkbox"/> 31	<input type="checkbox"/>

Effect on Flight

none	<input type="checkbox"/>	32
aborted take-off	<input type="checkbox"/>	33
precautionary landing	<input type="checkbox"/>	34
engine shut down	<input type="checkbox"/>	35
other (specify)	<input type="checkbox"/>	36

Sky condition 37

no cloud	<input type="checkbox"/>	A
some cloud	<input type="checkbox"/>	B
overcast	<input type="checkbox"/>	C

Precipitation

fog	<input type="checkbox"/>	38
rain	<input type="checkbox"/>	39
snow	<input type="checkbox"/>	40

Bird Species 41

Number of Birds

	Seen	42	Struck	43
1	<input type="checkbox"/>	A	<input type="checkbox"/>	A
2-10	<input type="checkbox"/>	B	<input type="checkbox"/>	B
11-100	<input type="checkbox"/>	C	<input type="checkbox"/>	C
more	<input type="checkbox"/>	D	<input type="checkbox"/>	D

Size of Bird

small	<input type="checkbox"/>	S
medium	<input type="checkbox"/>	M
large	<input type="checkbox"/>	L

Pilot Warned of Birds 45
 yes Y no X

Remarks (describe damage, whether aircraft landing lights were switched on, injuries and other pertinent information). 46/47

.....

 (PTO)

Send all bird remains including feather fragments to Bird Control Unit. Airfield Department, Airport Authority, Hong Kong International Airport, Hong Kong.

Reported by

.....
 Optional

Hong Kong International Airport

INTENTIONALLY

LEFT

BLANK

CAD VFR LOCAL FLIGHT NOTIFICATION FORM

1. Complete form and fax to ATC – Fax. No.: 2910 0168.
2. Notwithstanding having obtained prior approval, the pilot of any fixed wing aircraft or helicopter intending to operate a local flight at Hong Kong International Airport must contact Aerodrome Control Supervisor (Tel: 2910 6822) for final approval on the day of flight.

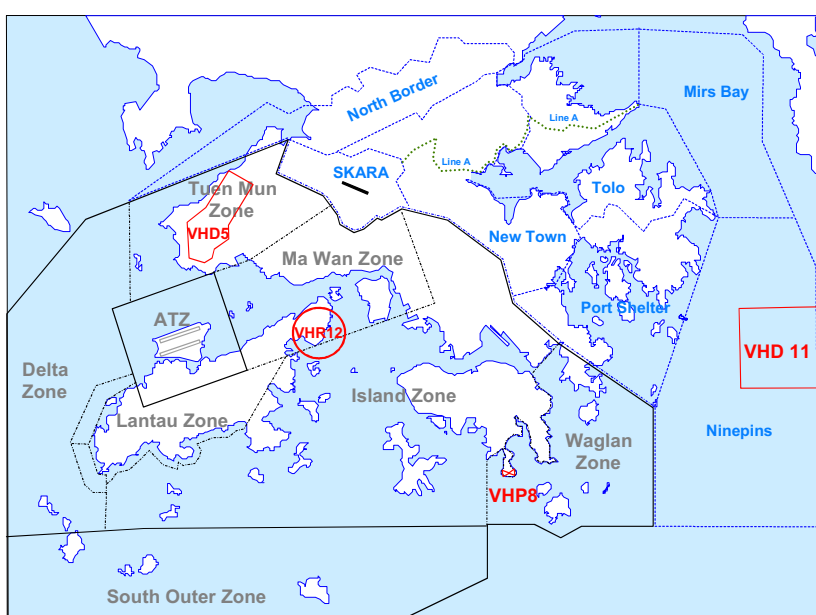
Tick as
Appropriate

a	Aircraft Callsign		h	Type of Flight	Private	
b	Aircraft Type				Training	
c	ETD – Local Time	: hh : mm			Commercial	
d	Duration of Flight	: hh : mm			Other – specify	
e	Fuel Endurance	: hh : mm	i	Pilot's Name		
f	Date of Flight (If not current day)		j	Operator		
g	Persons on Board		k	Contact Tel. No.		

Flight Details (See over for standard abbreviations)

Depart	Route <small>Give altitudes only for special operations</small>	Destination

Any special routing requirements may be shown on this chart



Abbreviations for Local Geographical Names

1 ATZ, CTR and SKARA Entry/Exit Routes

EAST PASS	ESP	PILLAR POINT	PPT
FAN LAU	FAN	SHA CHAU	SHC
FIRE STATION GAP	FSG	SHA TIN PASS	STP
GOLD COAST CORRIDOR	GCC	SHAM SHEK	SSK
KADOORIE GAP	KDG	SILVERMINE	SIL
KAM TIN GAP	KAM	SOUTH PASS	SOP
LEI YUE MUN	LYM	TOLL PLAZA ROUTE	TPZ
MA WAN CORRIDOR	MWC	TOLL PLAZA CROSSING	TPX
PAGODA	PAG	TUNG CHUNG PASS	TCP
PAK MONG	PAK	WEST LANTAU CORRIDOR	WLC

2 UCARAs and CTRs

DELTA	DTA	NINEPINS	9PN
ISLAND	ISL	NORTH BORDER	NBD
LANTAU	LAN	PORT SHELTER	PSH
MA WAN	MAW	SOUTH OUTER	SOU
MIRS BAY	MBY	TOLO	TOL
NEW TOWN	NEW	TUEN MUN	TUM
		WAGLAN	WAG

3 Helicopter Landing Sites

BUSINESS AVIATION CENTRE	BAC	MICROWAVE LINK (LT27)	MIC
EAST LANTAU RADAR (LT20)	ELR	PAMELA YOUDE HOSPITAL	PYH
GFS DISPERSAL	GFS	PENINSULA HELIPORT	PEN
KADOORIE BASE	KDB	SKY SHUTTLE HELIPORT	VHSS
KAI TAK	KTK		
LANTAU NEI LAK SHAN (LT07)	LT7	WANCHAI HELIPORT	WAN

4 Others

BLACK POINT	BPT	NORTH POINT	NPT
BROTHERS POINT	BRP	PEDRO BLANCO	PDB
BUDDHA	BUD	PENG CHAU	PCH
CASTLE PEAK	CPK	PO TOI	PTO
CHEUNG CHAU	CCC	REPULSE BAY	REP
CHI MA WAN	CMW	SEK KONG	VHSK
DEEP BAY	DPB	SHA LO WAN	SLW
DISCOVERY BAY	DBY	SHARP PEAK	SPK
DISNEYLAND	DNL	SHEK KWU CHAU	SKC
GREEN ISLAND	GRI	SIU SAI WAN	SSW
HEI LING CHAU	HLC	SOKO	SOK
HONG KONG SOUTH	HKS	STANLEY	STL
JUNK BAY	JBY	STONECUTTERS	SCU
KAU YI CHAU	KYC	TAI LAM	TLM
KOWLOON PEAK	KLP	TAI O	TIO
KWAI CHUNG	KWC		
LAMMA	LMM	TSING MA BRIDGE	TMB
LEAD MINE PASS	LMP	TSING YI	TYI
LION ROCK	LNR	TUNG CHUNG BAY	TCB
LUNG KWU CHAU	LKC	VICTORIA HARBOUR	HBR
MUI WO	MWO	VICTORIA PEAK	VPK
NORTH LANTAU EXPRESSWAY	NLE	YAM O	YMO