

VHHH AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Regulations for Local Flights in Hong Kong

1.1 GENERAL

- 1.1.1 The attention of pilots is drawn to ICAO Annex 2 and the Air Navigation (Hong Kong) Order 1995, Schedule 14, which detail the Rules of the Air applicable to all aircraft operating in Hong Kong, including low flying, the display of lights by aircraft, and general flying rules.
- 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 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 DCA6a (see ENR 1.10 paragraph 2.4 on page ENR 1.10-2), 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 AD2-77) or a CAD approved flight notification form at least 20 minutes prior to the estimated time of departure (ETD).
- 1.1.4 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.
- 1.1.5 The pilot of a helicopter departing from any location within the Territory, except for Hong Kong International Airport, shall contact ATC immediately after lift off and inform them of their position and intentions.
- 1.1.6 The pilot of a helicopter landing at any location within the Territory, except for Hong Kong International Airport, shall inform ATC prior to descent to the landing site and state their intentions, including the duration of ground stop-over.
- 1.1.7 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.
- 1.1.8 Prior approval should be obtained from ATC for any deviation from the published procedures due to adverse weather conditions, or operational necessity.
- 1.1.9 ATC may waive such of these procedures as considered necessary under special circumstances, such as search and rescue operations.
- 1.1.10 The pilot of non-Hong Kong registered fixed wing aircraft or helicopter that intends to conduct a local flight in Hong Kong may be required to produce the necessary flight documents as listed in GEN 1.5-3 para 4 prior to undertaking the flight.

1.1.11 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.

2 Regulations for Local Flights at Hong Kong International Airport (HKIA)

2.1 All training, test or demonstration flights at HKIA must have prior approval from the Director-General of Civil Aviation. Note that training flights at HKIA will be approved only in exceptional circumstances.

2.2 All non-commercial fixed wing aircraft and helicopter flights at HKIA must have prior approval from the Director-General of Civil Aviation. In addition, helicopter flights also require prior approval from the Airport Authority Hong Kong.

2.3 Recreational flights are not normally permitted at HKIA.

2.4 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.

2.5 HELICOPTER OPERATIONS AT HONG KONG INTERNATIONAL AIRPORT

2.5.1 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	Maintenance flight	Maintenance Apron
Flights operated for Hire or Reward	Includes domestic and international non-scheduled flights	Hong Kong Business Aviation Apron
International Flights operated NOT for Hire or Reward	Hong Kong registered helicopter	Maintenance Apron
	Non-Hong Kong registered helicopter	Hong Kong Business Aviation Apron
CASEVAC	Medical	As instructed by ATC

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.
- 5.1.4 Pilots in UCARAs will be requested to squawk discrete SSR codes. If Flight Information Service is not available, then pilots shall squawk code 5200 and continue to make regular blind transmissions on FIS frequency.
- 5.1.5 Use of transponder in UCARAs does not imply ATC service is provided. Pilots shall continue to be responsible for their own navigation and collision avoidance while in flight.