

---

**Hong Kong Special Administrative Region**

**People's Republic of China**  
**Aeronautical Information Service**  
**(ISO 9001 Certified)**  
Air Traffic Management Division  
Civil Aviation Department  
Hong Kong International Airport

PHONE	+852 2910 6174
FAX	+852 2910 1180
AFS address	VHHHYOYX
E-mail	aic@cad.gov.hk

AIP HONG KONG Amendment 04/17 2017-03-30
--

---

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

GEN 1.5-2	Change of GNSS requirements.
GEN 3.3-1, 3.4-1 and 3.6-1	Update of Postal Address

Changes of editorial nature are not listed above.

2. The following new AIP Supplement has been issued:

A02/17	Rationalization of Altitude and Speed Requirements of Instrument Approach Procedures
A03/17	Frequency Transfer To Final Approach Director
A04/17	Revised Information Regarding Purchase of AIP Hong Kong and Aeronautical Charts and Subscription to AIP Amendment Service

3. The following AIP Supplement has been cancelled:

NIL	
-----	--

4. **Insert** the attached replacement/new pages.

5. **Remove** the following pages:

NIL	
-----	--

6. **Manuscript Amendment:**

NIL	
-----	--

7. **Record** entry of this amendment on page GEN 0.2-1.

8. Hong Kong AIMC would like to notify you of the publication of AIP AMDT, AIP SUP and AIC as early as possible by email. If you are interested to receive such notifications, please send your email address to <[aic@cad.gov.hk](mailto:aic@cad.gov.hk)>. Please note that we will only send to one address for each AIP subscriber.

**GEN 0.3****3.1 RECORD OF SERIES 'A' AIP SUPPLEMENTS AS AT 16 MAR 2017**

<b>NR/ Year</b>	<b>Subject</b>	<b>AIP Section(s) affected</b>	<b>Period of validity</b>	<b>Cancellation record</b>
A09/13	Hong Kong International Airport Departure Ground Holding Procedure	AD	PERM	
A14/14 (AIRAC)	Designation of PBN Routes L642 and M771 as RNP 4 within Hong Kong FIR	ENR	PERM	
A01/15 (AIRAC)	Amendment to RNP 10 Route M772 Restriction	ENR	PERM	
A02/15	Additional Required Navigation Performance Authorization Required Approach (RNP AR APCH) Procedures for RWY07L/R at Hong Kong International Airport (HKIA)	AD	PERM	
A03/15	Hong Kong International Airport Marine Development Works	AD	UFN	
A01/16	Revision to Automatic Dependent Surveillance Broadcast (ADS-B) Out Operations within Hong Kong FIR	GEN	PERM	
A02/16	Revision to Automatic Dependent Surveillance Broadcast (ADS-B) Out Operations on PBN Routes L642 and M771 within Hong Kong FIR	GEN	PERM	
A03/16	Deferred Implementation of ICAO's Amendment 7A to the 15 <sup>th</sup> Edition of Procedure for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444) in Hong Kong, China	GEN	UFN	
A04/16	Hong Kong International Airport Runway Maintenance Programme ( <i>Revisions are indicated in italics</i> )	AD	PERM	
A05/16 (AIRAC)	New Turn Altitude of RWY 07L ILS Missed Approach Procedure (EFFECTIVE DATE: 5 January 2017)	AD	PERM	
A07/16	Update on the Air Traffic Flow Management (ATFM) Procedures over Bay of Bengal, South Asia and Pakistan through Kabul FIR	ENR	PERM	
A01/17	Hong Kong International Airport Ground Handling of A380 Aircraft	AD	PERM	
A02/17 (AIRAC)	Rationalization of Altitude and Speed Requirements of Instrument Approach Procedures (EFFECTIVE DATE: 27 April 2017)	AD	PERM	

**3.2 RECORD OF SERIES 'C' AIP SUPPLEMENTS AS AT 16 MAR 2017**  
(Contents of Supplements affect local traffic only. Distribution is selective.)

<i>NR/ Year</i>	<i>Subject</i>	<i>AIP Section(s) affected</i>	<i>Period of validity</i>	<i>Cancellation record</i>
C02/11	Hong Kong International Airport Helicopter Landing Locations	AD	PERM	
C01/15	Kau Shat Wan (KSW) Government Explosives Depot	AD	PERM	
C02/15	Rock Blasting	AD	UFN	

**GEN 0.4 CHECKLIST OF AIP PAGES**

<b>PART 1 GENERAL (GEN)</b>		GEN 1.6-5	29 SEP 2005	GEN 3.4-2	02 MAR 2017
		GEN 1.6-6	26 OCT 2006	GEN 3.4-3	02 MAR 2017
Front Insert	15 OCT 2015	GEN 1.7-1	18 SEP 2014	GEN 3.4-4	03 MAR 2016
<b>GEN 0</b>		GEN 1.7-2	03 MAR 2016	GEN 3.4-5	16 OCT 2014
GEN 0.1-1	03 MAR 2016	GEN 1.7-3	18 SEP 2014	GEN 3.4-6	16 OCT 2014
GEN 0.1-2	25 APR 1996	GEN 1.7-4	18 SEP 2014	GEN 3.4-7	11 DEC 2014
GEN 0.1-3	15 FEB 2007	GEN 1.7-5	03 MAR 2016	GEN 3.5-1	10 NOV 2016
GEN 0.2-1	23 JUN 2016	GEN 1.7-6	03 MAR 2016	GEN 3.5-2	10 NOV 2016
GEN 0.2-2	23 JUN 2016	GEN 1.7-7	18 SEP 2014	GEN 3.5-3	28 MAY 2015
<b>GEN 0.3-1</b>	<b>30 MAR 2017</b>	GEN 1.7-8	28 APR 2016	GEN 3.5-4	28 MAY 2015
<b>GEN 0.3-2</b>	<b>30 MAR 2017</b>	GEN 1.7-9	28 APR 2016	GEN 3.5-5	02 APR 2015
<b>GEN 0.4-1</b>	<b>30 MAR 2017</b>	GEN 1.7-10	28 APR 2016	GEN 3.5-6	02 MAR 2017
<b>GEN 0.4-2</b>	<b>30 MAR 2017</b>	GEN 1.7-11	28 APR 2016	GEN 3.5-7	18 NOV 2010
<b>GEN 0.4-3</b>	<b>30 MAR 2017</b>	GEN 1.7-12	18 SEP 2014	GEN 3.5-8	20 NOV 2008
<b>GEN 0.4-4</b>	<b>30 MAR 2017</b>	GEN 1.7-13	11 DEC 2014	GEN 3.5-9	10 NOV 2016
<b>GEN 0.4-5</b>	<b>30 MAR 2017</b>	GEN 1.7-14	03 MAR 2016	GEN 3.5-10	10 NOV 2016
GEN 0.5-1	18 SEP 2014	GEN 1.7-15	18 SEP 2014	GEN 3.5-11	05 MAR 2015
GEN 0.6-1	03 JUN 2010	<b>GEN 2</b>		GEN 3.5-12	28 MAY 2015
GEN 0.6-2	16 OCT 2014	GEN 2.1-1	17 FEB 2005	GEN 3.5-13	10 NOV 2016
GEN 0.6-3	20 AUG 2015	GEN 2.1-2	19 JAN 2006	GEN 3.5-14	07 MAR 2013
<b>GEN 1</b>		GEN 2.2-1	10 NOV 2016	GEN 3.5-15	24 SEP 2009
GEN 1.1-1	10 JAN 2013	GEN 2.2-2	10 NOV 2016	GEN 3.5-16	20 NOV 2008
GEN 1.1-2	16 DEC 2010	GEN 2.2-3	10 NOV 2016	GEN 3.5-17	10 NOV 2016
GEN 1.1-3	16 DEC 2010	GEN 2.2-4	10 NOV 2016	GEN 3.5-18	18 NOV 2010
GEN 1.1-4	10 JAN 2013	GEN 2.2-5	10 NOV 2016	GEN 3.5-19	18 NOV 2010
GEN 1.1-5	10 JAN 2013	GEN 2.2-6	10 NOV 2016	GEN 3.5-20	20 NOV 2008
GEN 1.2-1	03 APR 2014	GEN 2.2-7	10 NOV 2016	GEN 3.5-21	20 NOV 2008
GEN 1.2-2	12 DEC 2013	GEN 2.2-8	10 NOV 2016	GEN 3.5-22	26 AUG 2010
GEN 1.2-3	12 DEC 2013	GEN 2.2-9	10 NOV 2016	<b>GEN 3.6-1</b>	<b>30 MAR 2017</b>
GEN 1.2-4	23 JUL 2015	GEN 2.2-10	10 NOV 2016	GEN 3.6-2	21 JUL 2016
GEN 1.2-5	12 DEC 2013	GEN 2.2-11	10 NOV 2016	GEN 3.6-3	24 NOV 2005
GEN 1.2-6	12 DEC 2013	GEN 2.3-1	25 APR 1996	<b>GEN 4</b>	
GEN 1.2-7	12 DEC 2013	GEN 2.4-1	06 MAY 2010	GEN 4.1-1	13 OCT 2016
GEN 1.3-1	08 MAR 2012	GEN 2.5-1	03 APR 2014	GEN 4.1-2	20 NOV 2008
GEN 1.3-2	01 JUL 1997	GEN 2.6-1	25 APR 1996	GEN 4.2-1	20 AUG 2015
GEN 1.3-3	25 APR 1996	GEN 2.6-2	25 APR 1996	GEN 4.2-2	20 AUG 2015
GEN 1.3-4	25 APR 1996	GEN 2.6-3	25 APR 1996	<b>PART 2 EN ROUTE (ENR)</b>	
GEN 1.3-5	25 APR 1996	GEN 2.7-1	17 SEP 2015	<b>ENR 0</b>	
GEN 1.3-6	25 APR 1996	GEN 2.7-2	17 SEP 2015	ENR 0.6-1	03 MAR 2016
GEN 1.3-7	06 MAY 2010	GEN 2.7-3	17 SEP 2015	ENR 0.6-2	19 SEP 2013
GEN 1.3-8	06 MAY 2010	<b>GEN 3</b>		ENR 0.6-3	03 MAR 2016
GEN 1.4-1	08 MAR 2012	GEN 3.1-1	03 MAR 2016	ENR 0.6-4	03 MAR 2016
GEN 1.4-2	02 MAR 2017	GEN 3.1-2	03 MAR 2016	ENR 0.6-5	01 JUL 2010
GEN 1.5-1	10 DEC 2015	GEN 3.1-3	03 MAR 2016	<b>ENR 1</b>	
<b>GEN 1.5-2</b>	<b>30 MAR 2017</b>	GEN 3.1-4	03 MAR 2016	ENR 1.1-1	03 MAR 2016
<b>GEN 1.5-3</b>	<b>30 MAR 2017</b>	GEN 3.2-1	16 OCT 2014	ENR 1.1-2	01 MAY 2014
<b>GEN 1.5-4</b>	<b>30 MAR 2017</b>	GEN 3.2-2	16 OCT 2014	ENR 1.1-3	09 JAN 2014
<b>GEN 1.5-5</b>	<b>30 MAR 2017</b>	GEN 3.2-3	16 OCT 2014	ENR 1.1-4	03 MAR 2016
GEN 1.6-1	15 JAN 2009	GEN 3.2-4	16 OCT 2014	ENR 1.2-1	25 AUG 2011
GEN 1.6-2	15 JAN 2009	GEN 3.2-5	16 OCT 2014		
GEN 1.6-3	15 JAN 2009	<b>GEN 3.3-1</b>	<b>30 MAR 2017</b>		
GEN 1.6-4	15 JAN 2009	GEN 3.3-2	10 DEC 2015		
		<b>GEN 3.4-1</b>	<b>30 MAR 2017</b>		

ENR 1.2-2	26 OCT 2006	ENR 1.6-1	20 SEP 2012	ENR 1.14-13	06 MAR 2014
ENR 1.3-1	25 AUG 2011	ENR 1.6-2	20 SEP 2012	ENR 1.14-15	06 MAR 2014
ENR 1.4-1	03 JUN 2010	ENR 1.6-3	19 SEP 2013	ENR 1.14-16	06 MAR 2014
ENR 1.5-1	02 APR 2015	ENR 1.6-4	04 AUG 2005	ENR 1.14-17	06 MAR 2014
ENR 1.5-2	03 MAR 2016	ENR 1.7-1	15 JUL 1999	ENR 1.14-18	06 MAR 2014
ENR 1.5-3	03 MAR 2016	ENR 1.7-2	11 DEC 2014	ENR 1.14-19	06 MAR 2014
ENR 1.5-4	03 MAR 2016	ENR 1.7-3	17 DEC 2009	ENR 1.14-21	06 MAR 2014
ENR 1.5-5	02 APR 2015	ENR 1.8-1	25 AUG 2011	ENR 1.14-23	06 MAR 2014
ENR 1.5-6	04 FEB 2016	ENR 1.8-2	25 AUG 2011	ENR 1.14-24	13 OCT 2016
ENR 1.5-7	04 APR 2013	ENR 1.8-3	07 FEB 2013		
ENR 1.5-9	29 MAY 2014	ENR 1.8-4	03 MAR 2016	<b>ENR 2</b>	
ENR 1.5-10	29 MAY 2014	ENR 1.8-5	03 MAY 2012	ENR 2.1-1	07 MAR 2013
ENR 1.5-11	29 MAY 2014	ENR 1.8-6	02 MAR 2017	ENR 2.1-2	07 MAR 2013
ENR 1.5-12	29 MAY 2014	ENR 1.8-7	28 AUG 2008	ENR 2.1-3	08 MAY 2008
ENR 1.5-13	29 MAY 2014	ENR 1.8-8	03 MAR 2016	ENR 2.1-4	08 MAY 2008
ENR 1.5-14	29 MAY 2014	ENR 1.8-9	09 FEB 2012	ENR 2.1-5	07 MAR 2013
ENR 1.5-15	29 MAY 2014	ENR 1.8-10	02 SEP 2004	ENR 2.1-6	03 JUN 2010
ENR 1.5-16	29 MAY 2014	ENR 1.8-11	28 OCT 2004	ENR 2.1-7	03 JUN 2010
ENR 1.5-17	19 SEP 2013	ENR 1.8-12	08 APR 2010	ENR 2.1-8	03 JUN 2010
ENR 1.5-18	19 SEP 2013	ENR 1.8-13	20 OCT 2011	ENR 2.1-9	03 JUN 2010
ENR 1.5-19	19 SEP 2013	ENR 1.8-14	20 OCT 2011	ENR 2.1-10	03 JUN 2010
ENR 1.5-20	19 SEP 2013	ENR 1.8-15	19 NOV 2009	ENR 2.2-1	25 APR 1996
ENR 1.5-21	02 APR 2015	ENR 1.8-16	20 OCT 2011		
ENR 1.5-22	06 MAR 2014	ENR 1.8-17	20 OCT 2011	<b>ENR 3</b>	
ENR 1.5-23	19 SEP 2013	ENR 1.8-18	20 OCT 2011	ENR 3.1-1	30 JUN 2011
ENR 1.5-25	19 SEP 2013	ENR 1.9-1	22 SEP 2011	ENR 3.1-2	28 JUN 2012
ENR 1.5-26	19 SEP 2013	ENR 1.9-2	07 FEB 2013	ENR 3.1-3	28 JUN 2012
ENR 1.5-27	19 SEP 2013	ENR 1.9-3	22 SEP 2011	ENR 3.1-4	11 MAR 2010
ENR 1.5-28	19 SEP 2013	ENR 1.9-4	24 SEP 2009	ENR 3.1-5	08 MAR 2012
ENR 1.5-29	19 SEP 2013	ENR 1.9-5	24 SEP 2009	ENR 3.1-6	29 MAY 2014
ENR 1.5-30	19 SEP 2013	ENR 1.9-6	24 SEP 2009	ENR 3.1-7	29 MAY 2014
ENR 1.5-31	19 SEP 2013	ENR 1.9-7	24 SEP 2009	ENR 3.1-8	03 MAR 2016
ENR 1.5-33	19 SEP 2013	ENR 1.9-8	22 SEP 2011	ENR 3.1-9	03 MAR 2016
ENR 1.5-35	19 SEP 2013	ENR 1.10-1	03 MAR 2016	ENR 3.1-10	29 MAY 2014
ENR 1.5-36	19 SEP 2013	ENR 1.10-2	03 MAR 2016	ENR 3.1-11	03 MAR 2016
ENR 1.5-37	19 SEP 2013	ENR 1.10-3	03 MAR 2016	ENR 3.1-12	03 MAR 2016
ENR 1.5-38	19 SEP 2013	ENR 1.10-4	21 JUL 2016	ENR 3.1-13	03 MAR 2016
ENR 1.5-39	31 MAR 2016	ENR 1.10-5	03 MAR 2016	ENR 3.1-14	03 MAR 2016
ENR 1.5-41	19 SEP 2013	ENR 1.10-6	03 MAR 2016	ENR 3.1-15	03 MAR 2016
ENR 1.5-42	19 SEP 2013	ENR 1.10-7	03 MAR 2016	ENR 3.1-16	03 MAR 2016
ENR 1.5-43	19 SEP 2013	ENR 1.10-8	03 MAR 2016	ENR 3.2-1	25 APR 1996
ENR 1.5-44	19 SEP 2013	ENR 1.10-9	03 MAR 2016	ENR 3.3-1	28 JUN 2012
ENR 1.5-45	31 MAR 2016	ENR 1.10-10	03 MAR 2016	ENR 3.3-2	28 JUN 2012
ENR 1.5-47	07 JAN 2016	ENR 1.10-11	03 MAR 2016	ENR 3.4-1	17 NOV 2011
ENR 1.5-48	19 SEP 2013	ENR 1.11-1	21 MAR 2002	ENR 3.4-2	22 SEP 2011
ENR 1.5-49	31 MAR 2016	ENR 1.12-1	12 FEB 2009	ENR 3.4-3	03 JUN 2010
ENR 1.5-50	19 SEP 2013	ENR 1.12-2	12 FEB 2009	ENR 3.4-4	17 NOV 2011
ENR 1.5-51	31 MAR 2016	ENR 1.12-3	12 FEB 2009	ENR 3.4-5	03 JUN 2010
ENR 1.5-53	19 SEP 2013	ENR 1.12-4	12 FEB 2009	ENR 3.4-6	03 JUN 2010
ENR 1.5-54	19 SEP 2013	ENR 1.13-1	25 APR 1996	ENR 3.4-7	22 SEP 2011
ENR 1.5-55	19 SEP 2013	ENR 1.14-1	11 FEB 2010	ENR 3.4-8	22 SEP 2011
ENR 1.5-56	19 SEP 2013	ENR 1.14-2	11 FEB 2010	ENR 3.4-9	18 NOV 2010
ENR 1.5-57	06 MAR 2014	ENR 1.14-3	13 DEC 2012	ENR 3.5-1	02 AUG 2007
ENR 1.5-58	06 MAR 2014	ENR 1.14-4	13 DEC 2012	ENR 3.6-1	29 MAY 2014
ENR 1.5-59	06 MAR 2014	ENR 1.14-5	06 MAR 2014	ENR 3.6-2	21 AUG 2014
ENR 1.5-60	06 MAR 2014	ENR 1.14-6	06 MAR 2014	ENR 3.6-3	21 AUG 2014
ENR 1.5-61	19 SEP 2013	ENR 1.14-7	13 DEC 2012		
ENR 1.5-62	02 APR 2015	ENR 1.14-8	13 DEC 2012		
ENR 1.5-63	02 APR 2015	ENR 1.14-9	10 JAN 2013		
ENR 1.5-64	02 APR 2015	ENR 1.14-10	10 JAN 2013		
ENR 1.5-65	19 SEP 2013	ENR 1.14-11	06 MAR 2014		
		ENR 1.14-12	06 MAR 2014		

<b>ENR 4</b>		AD1.1-8	13 JAN 2011
		AD1.1-9	18 AUG 2016
ENR 4.1-1	24 SEP 2009	AD1.1-10	13 JAN 2011
ENR 4.2-1	25 APR 1996	AD1.1-11	28 JUL 2011
ENR 4.3-1	31 MAY 2012	AD1.2-1	04 APR 2013
ENR 4.4-1	03 MAR 2016	AD1.3-1	03 JUN 2010
ENR 4.4-2	03 MAR 2016	AD1.4-1	07 SEP 2000
ENR 4.4-3	03 MAR 2016	AD1.5-1	21 JUL 2016
ENR 4.4-4	03 MAR 2016		
ENR 4.4-5	03 MAR 2016	<b>AD 2</b>	
ENR 4.4-6	03 MAR 2016	AD2-1	20 OCT 2011
ENR 4.4-7	03 MAR 2016	AD2-2	14 FEB 2008
ENR 4.5-1	31 MAY 2012	AD2-3	27 JUN 2013
		AD2-4	27 JUN 2013
<b>ENR 5</b>		AD2-4A	17 OCT 2013
ENR 5.1-1	20 DEC 2007	AD2-4B	17 OCT 2013
ENR 5.1-2	28 MAY 2015	AD2-4C	18 AUG 2016
ENR 5.1-3	30 JUL 2009	AD2-4D	18 AUG 2016
ENR 5.1-5	07 JUN 2007	AD2-4E	18 AUG 2016
ENR 5.2-1	25 APR 1996	AD2-5	04 APR 2013
ENR 5.3-1	13 NOV 2014	AD2-6	17 OCT 2013
ENR 5.3-2	13 NOV 2014	AD2-6A	17 OCT 2013
ENR 5.3-3	26 JUL 2012	AD2-6B	13 JAN 2011
ENR 5.4-1	21 DEC 2006	AD2-7	16 DEC 2010
ENR 5.5-1	21 JUL 2016	AD2-8	17 OCT 2013
ENR 5.5-2	21 JUL 2016	AD2-9	31 JUL 2008
ENR 5.5-3	15 SEP 2016	AD2-10	31 JUL 2008
ENR 5.5-4	21 JUL 2016	AD2-11	10 MAR 2011
ENR 5.6-1	05 APR 2012	AD2-12	02 MAR 2017
		AD2-13	24 SEP 2009
<b>ENR 6</b>		AD2-14	08 MAY 2008
ENR 6-1	03 MAR 2016	AD2-15	08 MAY 2008
ENR 6-2	18 SEP 2014	AD2-17	13 NOV 2014
ENR 6-3	03 MAR 2016	AD2-18	20 OCT 2011
ENR 6-4	08 APR 2010	AD2-19	20 OCT 2011
		AD2-20	20 OCT 2011
<b>PART 3 AERODROMES (AD)</b>		AD2-21	29 MAY 2014
		AD2-22	02 MAR 2017
<i>(Note VHHH is being progressively dropped from AD2 page numbering and referencing.)</i>		AD2-23	20 DEC 2007
		AD2-25	02 MAR 2017
<b>AD 0</b>		AD2-26	09 FEB 2012
AD0.6-1	04 APR 2013	AD2-27	03 MAR 2016
AD0.6-2	18 AUG 2016	AD2-28	03 MAR 2016
AD0.6-3	03 MAR 2016	AD2-29	03 MAR 2016
AD0.6-4	06 MAY 2010	AD2-30	03 MAR 2016
		AD2-31	03 MAR 2016
<b>AD 1</b>		AD2-32	03 MAR 2016
AD1.1-1	24 SEP 2009	AD2-33	03 MAR 2016
AD1.1-2	17 NOV 2011	AD2-34	03 MAR 2016
AD1.1-3	17 NOV 2011	AD2-35	03 MAR 2016
AD1.1-4	17 NOV 2011	AD2-36	03 MAR 2016
AD1.1-5	31 MAY 2012	AD2-37	03 MAR 2016
AD1.1-6	17 OCT 2013	AD2-38	03 MAR 2016
AD1.1-7	13 JAN 2011	AD2-39	03 MAR 2016
		AD2-40	03 MAR 2016
		AD2-41	03 MAR 2016
		AD2-45	02 MAR 2017
		AD2-46	02 MAR 2017
		AD2-47	03 JUN 2010
		AD2-48	26 AUG 2010
		AD2-49	03 JUN 2010

AD2-50	07 MAR 2013	AD2-94D	07 MAR 2013
AD2-51	07 MAR 2013	AD2-94E	07 MAR 2013
AD2-52	07 MAR 2013	AD2-94F	07 MAR 2013
AD2-53	07 MAR 2013	AD2-94G	06 FEB 2014
AD2-54	09 JAN 2014	AD2-94H	06 FEB 2014
AD2-55	07 MAR 2013	AD2-94I	03 APR 2014
AD2-56	28 MAY 2015	AD2-94J	03 APR 2014
AD2-57	28 MAY 2015	AD2-97 ATENA AC	03 MAR 2016
AD2-58	07 MAR 2013	AD2-97 ATENA AC-1	03 MAR 2016
AD2-59	07 MAR 2013	AD2-97 ATENA EF	03 MAR 2016
AD2-60	07 MAR 2013	AD2-97 ATENA EF-1	03 MAR 2016
AD2-61	07 MAR 2013	AD2-97 BEKOL AC	03 MAR 2016
AD2-62	07 MAR 2013	AD2-97 BEKOL AC-1	03 MAR 2016
AD2-63	07 MAR 2013	AD2-97 BEKOL BD	03 MAR 2016
AD2-75	05 MAY 2011	AD2-97 BEKOL BD-1	03 MAR 2016
AD2-76	05 MAY 2011	AD2-97 LAKES AC	03 MAR 2016
AD2-77	20 OCT 2011	AD2-97 LAKES AC-1	03 MAR 2016
AD2-78	15 NOV 2012	AD2-97 LAKES BD	03 MAR 2016
AD2-79	21 AUG 2014	AD2-97 LAKES BD-1	03 MAR 2016
AD2-79A	18 AUG 2016	AD2-97 LOGAN AC	03 MAR 2016
AD2-80A	18 AUG 2016	AD2-97 LOGAN AC-1	03 MAR 2016
AD2-80B	18 AUG 2016	AD2-97 LOGAN EF	03 MAR 2016
AD2-80C	18 AUG 2016	AD2-97 LOGAN EF-1	03 MAR 2016
AD2-80D	18 AUG 2016	AD2-97 OCEAN AC	03 MAR 2016
AD2-80E	18 AUG 2016	AD2-97 OCEAN AC-1	03 MAR 2016
AD2-80F	18 AUG 2016	AD2-97 OCEAN BD	03 MAR 2016
AD2-VHHH-81A	23 MAR 2000	AD2-97 OCEAN BD-1	03 MAR 2016
AD2-VHHH-81C	23 MAR 2000	AD2-97 PECAN AC	03 MAR 2016
AD2-82	08 APR 2010	AD2-97 PECAN AC-1	03 MAR 2016
AD2-VHHH-83A	22 JAN 2004	AD2-97 PECAN BD	03 MAR 2016
AD2-83B	20 NOV 2008	AD2-97 PECAN BD-1	03 MAR 2016
		AD2-97 RASSE AC	03 MAR 2016
		AD2-97 RASSE AC-1	03 MAR 2016
		AD2-97 RASSE EF	03 MAR 2016
		AD2-97 RASSE EF-1	03 MAR 2016
		AD2-97 SKATE AC	03 MAR 2016
		AD2-97 SKATE AC-1	03 MAR 2016
		AD2-97 SKATE EF	03 MAR 2016
		AD2-97 SKATE EF-1	03 MAR 2016
		AD2-97 TITAN EF	03 MAR 2016
		AD2-97 TITAN EF-1	03 MAR 2016
		AD2-98 ABBEY	03 MAR 2016
		AD2-98 ABBEY-1	03 MAR 2016
		AD2-98 BETTY	03 MAR 2016
		AD2-98 BETTY-1	03 MAR 2016
		AD2-98 CANTO A	03 MAR 2016
		AD2-98 CANTO A-1	03 MAR 2016
		AD2-98 CANTO B	03 MAR 2016
		AD2-98 CANTO B-1	03 MAR 2016
		AD2-98 SIERA AC	03 MAR 2016
		AD2-98 SIERA AC-1	03 MAR 2016
		AD2-98 SIERA BD	03 MAR 2016
		AD2-98 SIERA BD-1	03 MAR 2016
		AD2-98G	03 MAR 2016
		AD2-98G-1	03 MAR 2016
		AD2-99A	25 AUG 2011
		AD2-99B	25 AUG 2011
		AD2-99C	25 AUG 2011
		AD2-99D	17 NOV 2011
		AD2-99E	28 APR 2016
		AD2-99F	15 SEP 2016
		AD2-101	01 MAY 2014

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

AD2-102	10 MAR 2011
AD2-103	20 DEC 2007
AD2-VHHH-104	16 MAR 2006
AD2-VHHH-105	21 DEC 2006
AD2-106	28 MAY 2015

**AD 3**

AD3-1	06 MAY 2010
AD3-2	06 MAY 2010
AD3-3	06 MAY 2010
AD3-4	06 MAY 2010
AD3-5	16 DEC 2010
AD3-6	06 MAY 2010
AD3-7	06 MAY 2010
AD3-8	21 OCT 2010
AD3-9	06 MAY 2010



INTENTIONALLY

LEFT

BLANK

## GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT, AND FLIGHT DOCUMENTS

### 1. General

- 1.1 The requirements of the Director-General of Civil Aviation and the general conditions under which the communication and navigation services are available for international use, as well as the requirements for the carriage of aircraft instrument, equipment and flight documents by all aircraft operating within the Hong Kong FIR are contained in the Air Navigation (Hong Kong) Order 1995.
- 1.2 The following are brief summaries of the requirements given in the Air Navigation (Hong Kong) Order 1995, operators should refer to that document for full details.

### 2. Notification

- 2.1 With reference to Schedule 6 of the Air Navigation (Hong Kong) Order 1995 :
- (a) Hong Kong International Airport is notified for the purpose of paragraph 2(1)(c). This means all aircraft making an approach to landing at Hong Kong International Airport shall carry radio equipment capable of enabling the aircraft to make an approach to landing using the ILS, unless otherwise permitted by ATC. Fixed wing aircraft and helicopters with a maximum total weight authorized not exceeding 2 730 kg when engaged in local flying within Hong Kong are exempted from this requirement.
- (b) The Hong Kong Control Zone and Hong Kong Terminal Area are notified for the purposes of paragraph 2(2)(b). This means that all aircraft operating in these areas regardless of flight level or altitude shall carry a SSR 4096 code transponder capable of functioning in Mode A and C and complying with the specifications of ICAO Annex 10 Volume IV.

### 3. Radio and Radio Navigation Equipment

- 3.1 In addition to the requirements of para 2 above, aircraft (other than gliders) shall be equipped with the following radio and radio navigation equipment:

	Nature of Flight	Equipment Required
a	Any IFR flight within controlled airspace	VHF radio operable on published frequencies, Transponder Mode 3/A and Mode C, VOR, DME
b	Any flight within the Hong Kong Control Zone	VHF radio operable on published frequencies, Transponder Mode 3/A and Mode C

- 3.1.1 An aircraft without ADF equipment is permitted to fly within Hong Kong as NDB procedures are not used.

3.2 Aircraft with a maximum total weight authorised not exceeding 2 730 kg, when carrying out local flying within the territory of Hong Kong, are exempted from the requirement to carry VOR and DME.

### 3.3 SSR TRANSPONDER

3.3.1 All aircraft flying in controlled airspace within the Hong Kong FIR are required to carry Mode 3/A (4 096 codes) and Mode C transponders which comply with the specifications of ICAO Annex 10 Volume IV.

### 3.4 AIRBORNE COLLISION AVOIDANCE SYSTEM (ACAS / TCAS)

3.4.1 All aeroplanes engaged in commercial air transport operations in the Hong Kong FIR having a maximum certificated take-off weight in excess of 5 700 kg, or authorised to carry more than 19 passengers, shall be equipped with TCAS II meeting ICAO ACAS II standards.

3.4.2 All aeroplanes operating within Hong Kong RVSM airspace shall be equipped with TCAS II meeting ICAO ACAS II standards.

Note: With reference to ICAO Annex 10 Volume IV, TCAS II equipment shall be of Version 7.1 with effect from 1 January 2017.

### 3.5 AREA NAVIGATION (RNAV)

#### 3.5.1 RNP 10

3.5.1.1 Operators of aircraft intending to operate on RNAV routes L642, M771, M772 and P901 within the Hong Kong FIR, shall prior to commencing operations obtain approval for RNP 10 operations from the relevant authority in the State of Registry or the State of the Operator.

#### 3.5.2 RNP 1 SID / STAR

3.5.2.1 *Operational Approval.* Any aircraft arriving or departing HKIA other than those exempted categories of flights as specified in para 3.5.2.4 shall be equipped with appropriate systems and approved by the regulatory authority of the State of Registry/State of the Operator in accordance with ICAO RNP 1 standard for the conduct of RNP 1 SID and STAR. Carriage of a certified GNSS receiver is mandatory. Aircraft or avionics manufacturers shall provide aircraft documentation that shows compliance with the applicable criteria as appropriate. RNP 1 operational approval or compliance documentation shall be readily available for Ramp or Safety Assessment of Foreign Aircraft (SAFA) inspections conducted by the Civil Aviation Department Hong Kong.

3.5.2.2 GNSS RAIM availability prediction service and the associated NOTAM information related to GNSS availability will not be provided by the Hong Kong Civil Aviation Department. In accordance with ICAO Doc 9613, PBN Manual, aircraft operators shall subscribe the necessary information provided by other service providers to verify the RAIM availability for the intended route of flight.

- 3.5.2.3 RNP 1 navigation specifications are listed in ICAO Doc 9613, 'Performance-based Navigation (PBN) Manual'. The implementation procedures are given in Volume II, Part C, Chapter 3 of this document.
- 3.5.2.4 An operational approval issued in accordance with the ICAO Doc 9613 assumes that the operator and flight crew take into account all communication and surveillance requirements related to the relevant routes and/or airspace. Operators must therefore observe the equipment requirements when they file a flight plan. (see ENR 1.10 para. 12.2.1 on page ENR 1.10-10).
- 3.5.2.5 *Exemption Policy.* The following categories of flights are granted exemptions from the RNP 1 requirement, and approved to operate in / out of HKIA using contingency procedures stated in AD 2.22 para. 2.2.3 and para. 7.1.3:
- a) Humanitarian or SAR flights;
  - b) State aircraft;
  - c) Flight check;
  - d) Maintenance or delivery flights;
  - e) Air tests (e.g. post maintenance);
  - f) When specific prior approval has been given by Director-General of Civil Aviation.
- 3.5.2.6 Flights of categories specified in para 3.5.2.4 above shall indicate the status of flight in the flight applications to operate at HKIA, and in the FPL. Refer to ENR 1.10 para. 12.2.3 on page ENR 1.10-10 for details of flight planning requirements.
- 3.5.2.7 These procedures are intended exclusively for the purposes listed in para 3.5.2.4, and not as a means to circumvent the normal RNP 1 requirement.
- 3.6 REDUCED VERTICAL SEPARATION MINIMA (RVSM)
- 3.6.1 Operators shall obtain airworthiness and operational approval from the State of Registry or State of the Operator, as appropriate, to conduct RVSM operations.
- 3.6.2 The FAA is maintaining a website containing documents and policy for RVSM approval. Information may be obtained from the FAA website: [https://www.faa.gov/air\\_traffic/separation\\_standards/rvsm/](https://www.faa.gov/air_traffic/separation_standards/rvsm/)
- 3.6.3 Operators are required to participate in the RVSM aircraft monitoring programme. This is an essential element of the RVSM implementation programme in that it confirms that the aircraft altitude-keeping performance standard is met. The Monitoring Agency for Asia Region (MAAR) processes the results of monitoring. Further information on RVSM monitoring may be obtained from the MAAR website: <http://www.aerothai.co.th/maar>
- 3.6.4 Monitoring accomplished for other regions can be used to fulfil the monitoring requirements for the Asia region. MAAR will co-ordinate with other monitoring agencies to access this information. For monitoring services in the Asia region, operators may contact MAAR at :
- Telephone +66 2 287 8154  
Fax +66 2 287 8155  
e-mail [maar@aerothai.co.th](mailto:maar@aerothai.co.th)
- 3.7 AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)

- 3.7.1 All aircraft flying on PBN routes L642 or M771 at or above FL290 within Hong Kong FIR, shall be installed with ADS-B equipages complying with the requirements in paragraph 3.7.2.
- 3.7.2 The aircraft must carry serviceable ADS-B transmitting equipment that has been certificated as meeting EASA Acceptable Means of Compliance AMC 20-24 'Certification Considerations for Enhanced ATS in Non-Radar Areas using ADS-B Surveillance (ADS-B-NRA) via 1090 MHz Extended Squitter' or meets the equipment configuration standards in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia.
- 3.7.3 If an aircraft carries ADS-B transmitting equipage which does not comply with the requirements of paragraph 3.7.2, the aircraft shall not fly in Hong Kong FIR unless such equipage is:
- (a) deactivated; or
  - (b) set to transmit only a value of zero for the Navigation Uncertainty Category (NUC<sub>P</sub>) or Navigation Integrity Category (NIC).
- 3.7.4 The aircraft operator must have the relevant ADS-B operational approval from the State of Registry.
- 3.7.5 Aircraft not complying with paragraph 3.7.2 or 3.7.4 will not be accorded priority to operate in the designated airspace and flight level assignments would be subject to air traffic conditions.
- 3.7.6 When an aircraft is ADS-B equipped but the equipment has become unserviceable during flight, the pilot in command or aircraft operator must inform ATC as soon as possible.

#### **4. Flight Documents to be Carried**

- 4.1 In accordance with Article 59 of the Air Navigation (Hong Kong) Order 1995, the commander of an aircraft shall, within a reasonable time after being requested to do so by an authorised person, cause to be produced to that person any of the following documents:
- (a) the certificates of registration and airworthiness and the noise certificate or documentary proof of compliance in respect of the aircraft;
  - (b) the licences of its flight crew;
  - (c) such other documents as it is required to carry in flight under the law of the country in which it is registered.
- 4.2 Pilots in command of general aviation aircraft, private aircraft or helicopters shall be in possession of a valid aircrew licence issued in accordance with the appropriate conventions.

#### **5. Holders of Foreign Pilot's Licence**

##### **5.1 VISITING PILOTS**

- 5.1.1 A holder of a foreign pilot's licence who wishes to operate day VFR private flights in Hong Kong registered aircraft must apply to validate his/her foreign licence in

accordance with the procedures and requirements as per AIC 26/08 ([http://www.hkacg.gov.hk/HK\\_AIP/aic/AIC26-08.pdf](http://www.hkacg.gov.hk/HK_AIP/aic/AIC26-08.pdf)).

5.1.2 The Director-General of Civil Aviation may in a particular case require the holder of a foreign licence to meet additional requirements.

## 5.2 INITIAL ISSUE OF A HONG KONG PROFESSIONAL PILOT'S LICENCE ON THE BASIS OF A FOREIGN PROFESSIONAL FLIGHT CREW LICENCE

5.2.1 The holder of a valid ICAO Contracting State professional flight crew licence may apply for conversion to an equivalent Hong Kong licence. However, such application will not be accepted and processed if:

- (a) the foreign professional pilot's licence presented is one which was issued for reasons of equivalence by the issuing authority; or
- (b) the applicant cannot show evidence of a genuine requirement to hold a Hong Kong professional pilot's licence and the need to exercise professional privileges of the licence on a Hong Kong registered aircraft.

5.2.2 Before a licence is issued, the Director-General of Civil Aviation requires to be satisfied that the applicant is a fit person to hold the licence and is qualified by reason of their knowledge, experience, competence, skill, physical and mental fitness to act in the capacity to which the licence relates.

5.2.3 The terms under which an applicant may convert his valid licence to a Hong Kong licence will be assessed individually and he will be notified in writing. Each term of issue will be valid for the period stated thereon.

5.2.4 The address of the Personnel Licensing Office is:

Personnel Licensing Office  
Flight Standards and Airworthiness Division  
Civil Aviation Department  
1 Tung Fai Road  
Hong Kong International Airport  
Lantau  
Hong Kong

5.2.5 Detailed information on the conversion of foreign professional flight crew licence is published in document CAD 54 - Requirements Document : Pilot's Licences and Associated Ratings and document CAD 50 - the Flight Engineer's Licence.

INTENTIONALLY

LEFT

BLANK

## GEN 3.3 AIR TRAFFIC SERVICES

### 1. Responsible Service

- 1.1 The authority responsible for the overall administration of air traffic services is the Assistant Director-General of Civil Aviation (Air Traffic Management) acting under the authority of the Director-General of Civil Aviation.

Postal Address : Assistant Director-General of Civil Aviation  
(Air Traffic Management)  
Air Traffic Management Division  
Civil Aviation Department  
Civil Aviation Department Headquarters  
1 Tung Fai Road, Hong Kong International Airport,  
Lantau, Hong Kong

Telephone Number : 2910 6402

Telefax Number : 2910 0186

AFS Address : VHHKZQZX

Electronic Mail Address : enquiry@cad.gov.hk

Website Address : [http://www.cad.gov.hk/english/cad\\_division.html#atmd](http://www.cad.gov.hk/english/cad_division.html#atmd)

The services are provided in accordance with the provisions contained in the following ICAO documents :

Annex 2 - Rules of the Air

Annex 11 - Air Traffic Services

DOC 4444 - Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)

DOC 8168 - Procedures for Air Navigation Services - Aircraft  
Fourth Edition 1993 Operations (PANS - OPS)

DOC 7030 - Regional Supplementary Procedures

Differences to these provisions are detailed in GEN 1.7.



**2. Area of Responsibility**

- 2.1 Air traffic services are provided for the entire territory of Hong Kong including the territorial waters and the airspace over the South China Sea as listed in ENR 2.1, notified by AIP Supplement or promulgated by NOTAM.

**3. Types of Services**

- 3.1 Air traffic services for both military and civil traffic in Hong Kong airspace are provided by the Civil Aviation Department, administered by the Assistant Director-General of Civil Aviation (Air Traffic Management) at Hong Kong International Airport.
- 3.2 The airspace of Hong Kong, including adjacent international waters, comprises a single area and is listed in ENR 2.1. Air Traffic Control is exercised in all controlled airspace; there is no distinction between upper and lower airspace. All flight information, air traffic control and alerting services are provided by one air traffic services unit (Hong Kong ATC).
- 3.3 A control zone is established at Hong Kong International Airport. Flight information, air traffic control and alerting services within the control zone are provided by approach/zone/aerodrome control.
- 3.4 ENR 1.4 describes the airspace classification for air traffic service purposes.
- 3.5 Airspace restrictions and hazardous areas are set out in ENR 5.

**4. Co-ordination Between the Operator and ATS**

- 4.1 Co-ordination between the operator and air traffic services is effected in accordance with ICAO Annex 11, Chapter 2, para 2.16 and Procedures for Air Navigation Services - Air Traffic Management (Doc 4444, PANS-ATM).

**5. Minimum Flight Altitude**

- 5.1 The minimum flight altitude on the ATS routes listed in ENR 3.1 have been determined so as to ensure at least 1 000 ft vertical clearance above the highest known obstacle within the lateral limits of the route within the Hong Kong FIR and the adjacent areas of adjoining FIRs.

## GEN 3.4 COMMUNICATION SERVICES

### 1. Responsible Service

- 1.1 The authority responsible for the overall administration of aeronautical communication and navigation facility services is the Assistant Director-General of Civil Aviation (Air Traffic Management) acting under the authority of the Director-General of Civil Aviation.

Postal Address : Assistant Director-General of Civil Aviation  
(Air Traffic Management)  
Air Traffic Management Division  
Civil Aviation Department  
Civil Aviation Department Headquarters  
1 Tung Fai Road, Hong Kong International Airport,  
Lantau, Hong Kong

Telephone Number : 2910 6402

Telefax Number : 2910 0186

AFS Address : VHHHYTYX

Electronic Mail Address : [aftn@cad.gov.hk](mailto:aftn@cad.gov.hk)

- 1.2 The service is provided in accordance with the provisions contained in the following ICAO documents :-

Annex 10 - Aeronautical Telecommunications

DOC 8400 - Procedures for Air Navigation Services - ICAO Abbreviations and Codes (PANS-ABC)

DOC 8585 - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services

DOC 7030 - Regional Supplementary Procedures

DOC 7910 - Location Indicators

DOC 9880 - Manual on Detailed Technical Specifications for the Aeronautical Telecommunication Network (ATN) using ISO/OSI standards and protocols

Differences to these provisions are detailed in GEN 1.7.

## 2. **Area of Responsibility**

- 2.1 Arrangements for aeronautical radio communications and navigation services on a continuing basis within the Hong Kong FIR should be made with the Director-General of Civil Aviation, who is also responsible for the application of the regulations concerning the design, type and installation of radio stations in Hong Kong registered aircraft.

## 3. **Types of Service**

### 3.1 **Radio Navigation Service**

- 3.1.1 The following types of radio aids to navigation are available :-

LF/MF Non-directional Radio Beacon	(NDB)
Instrument Landing System	(ILS)
VHF Omnidirectional Radio Range	(VOR)
Distance-Measuring Equipment	(DME)
Enroute Surveillance Radar	(RSR)
Approach Surveillance Radar	(ASR)
Terminal Surveillance Radar	(TSR)
Enroute Secondary Surveillance Radar	(RSSR)
Approach Secondary Surveillance Radar	(ASSR)
Terminal Secondary Surveillance Radar	(TSSR)

Note : There is no Special Navigation System stationed within Hong Kong FIR.

### 3.2 **Aeronautical Fixed Service**

- 3.2.1 The Aeronautical Network Centre (ANC) provides the aeronautical fixed service with automatic message switching facility for the handling of messages specified in para. 4.4.1.1 in Annex 10 Vol II via the international Aeronautical Fixed Telecommunication Network (AFTN) and Aeronautical Telecommunication Network (ATN) on H24 basis. Messages not belonging to the categories specified will not be accepted for transmission. (See Tables COM – 1A and COM – 1B)
- 3.2.2 As Hong Kong is designated as one of the Main Collection Centres under the ROBEX Scheme, the centre is also responsible for the exchange of operational meteorological information via the AFTN. Inter Area Speech Circuits (IASC) are also provided either through the common carrier system or dedicated telephone channels.

## GEN 3.6 SEARCH AND RESCUE

### 1. Responsible Service

- 1.1 The search and rescue service in Hong Kong is provided by the Civil Aviation Department and is responsible for all civil and military aircraft in the area within which Hong Kong provides Air Traffic Services.

Postal Address : Director-General of Civil Aviation  
Civil Aviation Department  
Civil Aviation Department Headquarters  
1 Tung Fai Road  
Hong Kong International Airport  
Lantau Hong Kong

Telephone Number : 2910 6350

Telefax Number : 2910 6351

AFS Address : VHHHYAYX

Electronic Mail address : enquiry@cad.gov.hk

Website Address : <http://www.cad.gov.hk>

- 1.2 The search and rescue service is provided in accordance with the Standards, Recommended Practices and, when applicable, the procedures contained in the following ICAO documents :

- (i) Annex 12 Search and Rescue
- (ii) Annex 13 Aircraft Accident Investigation
- (iii) DOC 7030 Regional Supplementary Procedures

- 1.3 A Rescue Co-ordination Centre (RCC) is established to provide a H24 search and rescue service in Hong Kong.

Postal Address : Rescue Co-ordination Centre  
Air Traffic Management Division  
Civil Aviation Department  
Civil Aviation Department Headquarters  
1 Tung Fai Road, Hong Kong International Airport,  
Lantau, Hong Kong

Telephone Number : 2910 6813

Telefax Number : 2910 1188

AFS Address : VHHHYCYX

Electronic Mail Address : rcc@cad.gov.hk

Website Address : <http://www.hkatc.gov.hk>

- 1.4 When SAR operations are required, qualified personnel are deployed through the Air Traffic Control Centre. All enquiries and initial communication on SAR matters, including Cospas-Sarsat data, should be addressed to the ATC Watch Manager, Hong Kong Air Traffic Control Centre, at:

Telephone +852 2910 6821  
Fax +852 2910 1177  
AFTN VHHHYCYX or VHHHZQZX

## 2. Area of Responsibility

- 2.1 Search and rescue service is provided within the Hong Kong FIR.

## 3. Types of Service

- 3.1 Within the territorial limits of Hong Kong, locally based helicopters and light aircraft are deployed in co-operation with craft and personnel from other departments of the Government of the Hong Kong Special Administrative Region. For long-range SAR actions over the high seas, assistance is provided by units from adjacent search and rescue centres.
- 3.2 Various elements of the Government of the Hong Kong Special Administrative Region and the armed forces are available for SAR missions when required. The aeronautical, maritime and public telecommunication services are available to the SAR organisation.
- 3.3 SEARCH AND RESCUE FACILITIES

Rescue Units		
Facility	Location	Remarks
Helicopters HEL-M	Hong Kong Airport	Equipped with floats, searchlights and winches
Fixed-wing MRG aircraft	Hong Kong Airport	Equipped with multimode surveillance radar, electro-optical infrared system and droppable dinghies
Fire/Rescue Launch	Hong Kong Airport (operates within 5 km of airport only)	Additional SAR craft and vessels available on request from other government departments.
Mountain Rescue Units	Hong Kong	Additional personnel available on request from other civil/military units.

**18. Instrument Landing System (ILS) - General**

- 18.1 RWY 07L, RWY 07R and RWY 25L ILS are equipped for CAT II landings. RWY 25R ILS is equipped for CAT IIIA landings. Operators must obtain approval prior to conducting CAT II/IIIA operations, (see page AD.1.1-3). Pilots wishing to make an ILS CAT II/IIIA approach shall notify Approach Control on initial contact.
- 18.2 The standard instrument approach at Hong Kong International Airport is the ILS approach procedure. Therefore the Arrival ATIS will not include the type of approach to be expected when the ILS approach procedure is in use. (When the ILS is not available, the type of approach to be expected will be specified in the Arrival ATIS.)
- 18.3 No marker beacons are provided. DME equivalents for Outer Marker Fix (OMF) and Middle Marker Fix (MMF) with glidepath reference altitudes are established.
- 18.4 Due to the proximity of the FIR boundary to the west, pilots carrying out RWY 07L or RWY 07R ILS approach are advised to maintain a careful cross-check of aircraft position after passing the initial approach fix LIMES by the use of appropriate navigational aids to ensure the aircraft remains on the prescribed track. In the event of any weather avoidance manoeuvre, permission must be obtained from ATC prior to making any turn away from the prescribed track.
- 18.5 The ILS approach procedures include specific speed restrictions. These speed restrictions are applicable to aircraft that are radar vectored to join the initial or intermediate approach as well as aircraft commencing the approach from the initial approach fix, (RWY 07L/07R IAF LIMES, RWY 25L/25R IAF TD DVOR). Pilots unable to comply with these speed restrictions should inform ATC prior to commencing the approach so that alternative action can be taken.
- 18.6 Pilots are warned that during ILS CAT I operations RWY 07R and RWY 25L GP signals may be liable to interference from aircraft taxiing in the vicinity of the GP aerial. Pilots should therefore closely monitor their ILS approach profile and rate of descent.
- 18.7 Due to terrain some of the ILS LOC and GP signals at Hong Kong International Airport do not have the standard protected areas. The standard ICAO protected areas for ILS signal coverage are:
- LOC signal 17 NM within 35° each side of the course line and 25 NM within 10° each side of the course line;
  - GP signal 10 NM within 8° each side of the centreline.

Pilots are reminded that use of the ILS signals outside of the following coverage areas may lead to false capture or reverse sense indications:

RWY	LOC Coverage Area	GP Coverage Area
RWY 07L	Standard left of LOC course	Standard left and right of RWY centreline
	17 NM within 28° right of LOC course and 25 NM within 10° right of the LOC course	

<b>RWY</b>	<b>LOC Coverage Area</b>	<b>GP Coverage Area</b>
<b>RWY 07R</b>	17 NM within 25° left of LOC course and 25 NM within 10° left of the LOC course	Standard left and right of RWY centreline
	17 NM within 19° right of LOC course and 25 NM within 10° right of the LOC course	
<b>RWY 25L</b>	17 NM within 28° left of LOC course and 25 NM within 10° left of the LOC course	15 NM within 7° left of RWY centreline
	Standard right of LOC course	Standard right of RWY centreline
<b>RWY 25R</b>	Standard left of LOC course	Standard left of RWY centreline
	Between 20 NM - 25 NM within 4° right of LOC course below 5 500 ft	15 NM within 6° right of RWY centreline

- 18.8 If ground based navigational aids are not available, ATC will provide an alternative clearance or give radar assistance.