

**HONG KONG SPECIAL ADMINISTRATIVE REGION  
PEOPLE'S REPUBLIC OF CHINA  
AERONAUTICAL INFORMATION SERVICE**

PHONE +852 2910 6174	<b>(ISO 9001 CERTIFIED)</b> AIR TRAFFIC MANAGEMENT DIVISION CIVIL AVIATION DEPARTMENT HONG KONG INTERNATIONAL AIRPORT	AIC
FAX +852 2910 1180		02 / 20
AFS VHHHYOYX		10 January 2020
EMAIL aic@cad.gov.hk		

**SURVEILLANCE OF OPERATIONS BY FOREIGN OPERATORS**  
**AT HONG KONG INTERNATIONAL AIRPORT (HKIA)**

1. To ensure compliance by a foreign operator with laws, regulations and procedures of Hong Kong, the Civil Aviation Department (CAD) Hong Kong will continue to enforce its Safety Assessment of Foreign Aircraft (SAFA) inspection programme at HKIA in accordance with ICAO Annex 6.
2. SAFA inspections are carried out by CAD officers delegated with the following legal powers under the Laws of Hong Kong: -
  - (A) Air Navigation (Hong Kong) Order 1995, Cap 448C
    - (i) Article 17 – Access and inspection for airworthiness purpose;
    - (ii) Article 60 – Inspect and copy documents and records; and
    - (iii) Article 87 – Prevent aircraft flying including power to enter upon and inspect any aircraft.
  - (B) Civil Aviation (Aircraft Noise) (Certification) Regulations, Cap 312A
    - (i) Regulation 9 – Require the operator to make the aircraft available for inspection; and
    - (ii) Regulation 13 – Prevent aircraft flying including power to enter upon and inspect any aircraft.

For proof of identification, the CAD officers will show the warrant cards if deemed necessary.
3. Foreign operators, or their local agents at HKIA, will normally be notified of CAD's intention to carry out the SAFA inspections. However, depending on the circumstances, "surprise check" with no advance notification may be carried out.
4. Foreign operators are hereby reminded that the following operational areas will be subject to the SAFA inspections: -
  - (i) Flight Deck: Including general condition, emergency exit and equipment;
  - (ii) Documentation: Including flight manual, operations manual, aircraft operation manual, various checklists, route guide, minimum equipment list, certificate of registration, identification plate, certificate of airworthiness, crew member licences, journey log book, technical log, voyage report, radio station licence, noise certification document or

statement, certified true copy of Air Operator Certificate and copy of Operations Specifications, certified true copy of the transfer agreement of supervisory functions and duties pursuant to Article 83 bis of the Chicago Convention;

- (iii) Flight Preparation: Including operational flight plan, mass and balance sheet, aircraft performance limitations, cargo manifest, passenger manifest, maintenance release / pre-flight inspection form, weather report, weather forecasts and NOTAM;
  - (iv) Safety Equipment: Including portable fire extinguishers, life jacket / flotation devices, safety harness, oxygen equipment and emergency flashlight;
  - (v) Cabin Safety: Including general condition, cabin crew seats and safety harness, first aid kit / emergency medical kit, portable fire extinguishers, life jacket / flotation devices, seat belts, emergency exit lighting and marking, emergency flashlights, slides / life rafts, pyrotechnical distress signaling devices, oxygen supply for cabin crew and passengers, emergency briefing cards, cabin crew members, access to emergency exits, safety of cabin baggage, seating capacity and security of the flight crew compartment door;
  - (vi) Aircraft External Condition: Including general condition, doors and hatches, wings and tail, wheels, brakes, tires, undercarriage, wheel well, powerplant & pylon, intake & exhaust nozzle, fan blades, propellers, previous structural repairs, obvious damage and leakage; and
  - (vii) Cargo: Including general condition of cargo compartment and containers, instructions and procedures relating to dangerous goods and safety of cargo on board.
5. If non-compliance on laws, regulations and procedures applicable to the above areas is identified or suspected, CAD will notify the foreign operator immediately and, depending on seriousness of the findings, CAD will notify the State of the Operator and the State of Registry as well. Under extreme situation when an aircraft is found to be unfit for flying or there is reason to believe that the flight would be a cause of danger to any person or property, CAD officers with relevant legal power may direct the foreign operator or the pilot in command to stop the aircraft from flying.

**6. AIC 05/09 is hereby superseded.**

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This Circular is issued for information, guidance and necessary action  
by direction of the Director-General of Civil Aviation

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