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AIR TRAFFIC MANAGEMENT DIVISION
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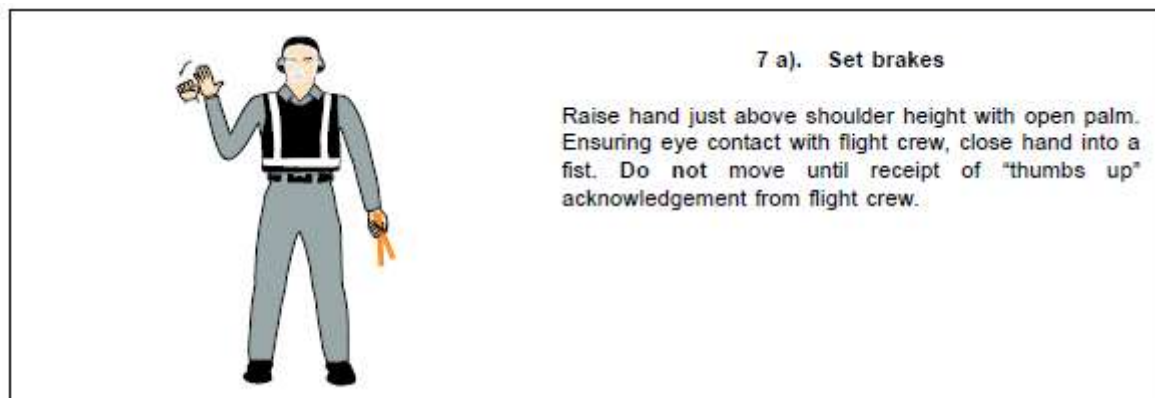
AIRCRAFT WHEEL CHOCKING PROCEDURE
AT THE HONG KONG INTERNATIONAL AIRPORT

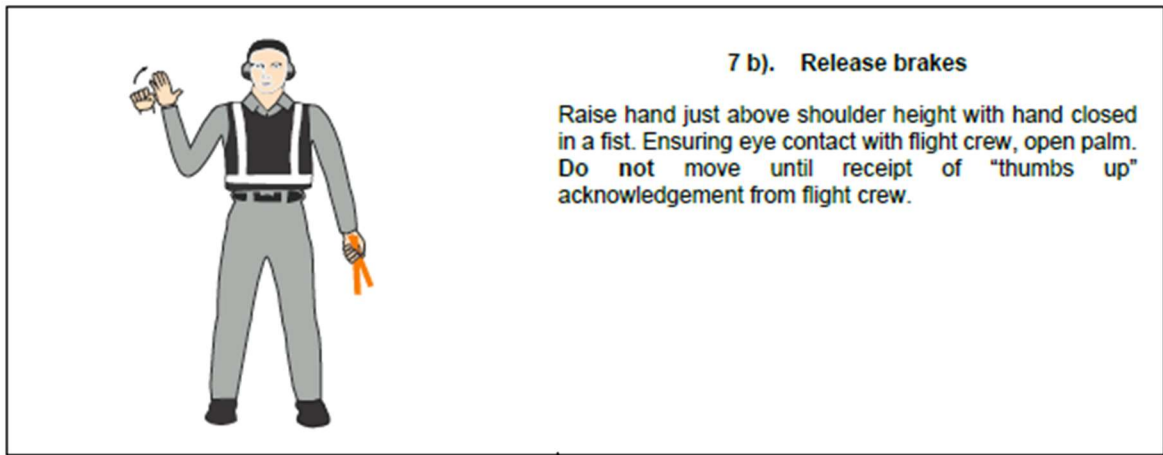
1. Background

- 1.1 There have been ground incidents at the Hong Kong International Airport (HKIA) involving the rolling back of aircraft from the gate. These occurred as park brake being set to off by the flight crew before the ground staff could put the chocks in position. Miscommunication among the relevant parties and/or flight crew's misunderstanding of the hand signals used by the ground staff were identified as a causal factor for some of these occurrences.
- 1.2 This circular serves to remind all aircraft operators and Line Maintenance Operators (LMOs) to follow the standard procedures on aircraft wheel chocking when operating at HKIA.
- 1.3 As per the requirement on aircraft wheel chocking procedure at HKIA, while exercising due caution, the ground staff of the LMO shall position chocks after the aircraft has come to a COMPLETE STOP at the proper position. The park brake shall not be set to off until the ground staff of the LMO informs the flight crew through the aircraft intercom that chocks are in position.

2. Use of Hand Signals

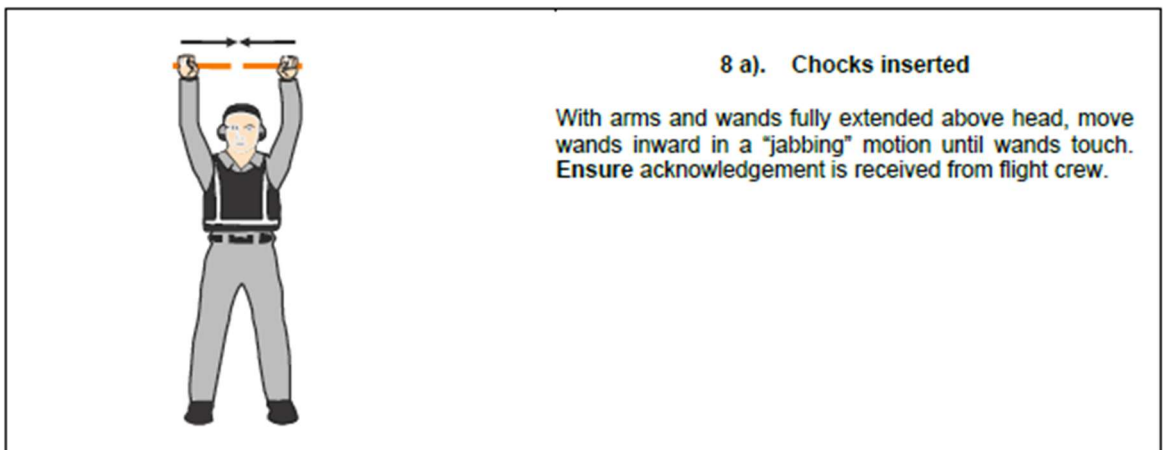
- 2.1 In case when intercom is not available, flight crew and the ground staff of the LMO shall strictly adhere to the usage of hand signals as detailed in the ICAO Annex 2. Specifically, flight crew should observe the meanings of the following hand signals from the ground staff of the LMO:





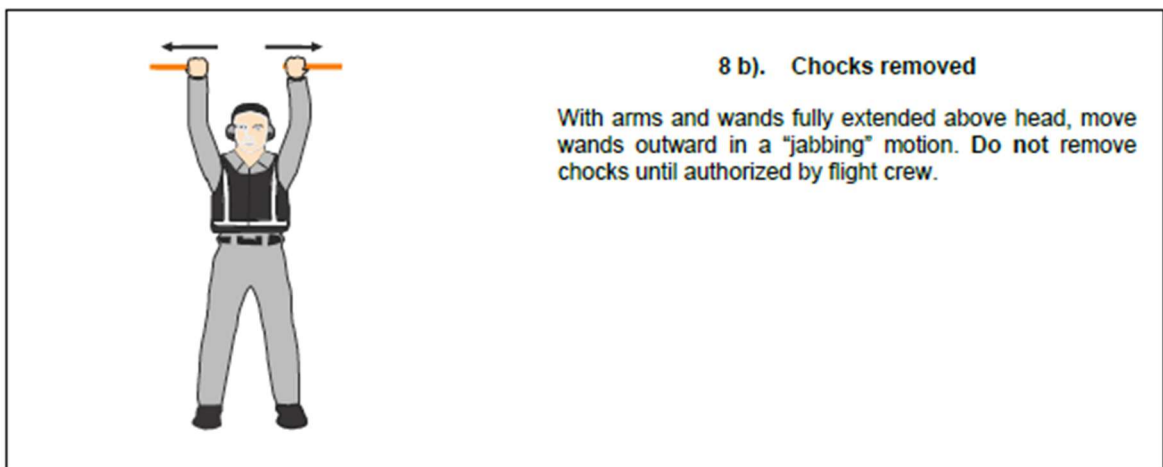
7 b). Release brakes

Raise hand just above shoulder height with hand closed in a fist. Ensuring eye contact with flight crew, open palm. Do not move until receipt of "thumbs up" acknowledgement from flight crew.



8 a). Chocks inserted

With arms and wands fully extended above head, move wands inward in a "jabbing" motion until wands touch. Ensure acknowledgement is received from flight crew.



8 b). Chocks removed

With arms and wands fully extended above head, move wands outward in a "jabbing" motion. Do not remove chocks until authorized by flight crew.

2.2 When necessary, the following hand signals published in ICAO Annex 2 should be used by the flight crew to inform the ground staff of the LMO regarding brakes and chocks.

- (i) Brakes engaged: Raise arm and hand, with fingers extended, horizontally in front of face, then clench fist.
- (ii) Brakes released: Raise arm, with fist clenched, horizontally in front of face, then extend fingers.

- (iii) Insert chocks: Arms extended, palms outwards, move hands inwards to cross in front of face.
 - (iv) Remove chocks: Hands crossed in front of face, palms outwards, move arms outwards.
- 2.3 Flight crew is reminded that any hand signal other than those published in ICAO Annex 2 should not be used. Also, the “thumbs up” is NOT a signal for chocks inserted. Hence the park brake should remain on until verbal confirmation as per paragraph 1.3 above, or the proper hand signal as stipulated in ICAO Annex 2 is received.
- 2.4 Ground staff of the LMO is reminded that no person should guide an aircraft unless trained, qualified and approved by the AAHK to carry out the function of a marshaller.
- 3. AIC 23/25 is hereby superseded.**

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

Victor LIU