

VHHH AD 2.23 ADDITIONAL INFORMATION

1 Hot Spot

- 1.1 Hong Kong International Airport design configuration, surface marking, ground lighting and aerodrome signage all comply with ICAO requirements. However in recent years there have been a number of occasions at night when pilots have mistaken TWY A as RWY 07L and attempted to take off from the taxiway. Therefore Hong Kong International Airport has designated the area around **the junctions of TWY A, TWY A1, TWY A2 and RWY 07L** as a hot spot to highlight this issue to all pilots. (See Aerodrome Charts AD2-80A, B and C)
- 1.2 All the incidents have occurred in the early hours of the morning and involved aircraft that were taxiing to depart from RWY 07L. On each occasion ATC gave taxi instructions to proceed via TWY B and TWY A1 to RWY 07L Holding Point. The pilots taxied to the end of TWY B and turned right on to TWY A1, but then continued the right turn on to TWY A and attempted to take-off – thinking that they were on the runway whereas they were actually on the taxiway.
- 1.3 Subsequent to these incidents, the taxiway centreline visual marking (yellow line) and taxiway centreline lights (green lights) on the arc between TWY A1 and TWY A (south side) have been removed.
- 1.4 A red 'stop bar' has been installed on TWY A just beyond the junction of TWY A2. The red stop bar on TWY A is switched ON when RWY 07L is used for departures at night.
- 1.5 Pilots should remain vigilant and maintain situation awareness at all times on the manoeuvring area, and be particularly alert to latent threats when taxiing in the area of the hot spot. It is significant that all the incidents occurred in the early hours of the morning when there was no other traffic in the vicinity.

2 Low Level TCAS Alerts within Hong Kong CTR

- 2.1 IFR flights may experience TCAS alerts caused by transponder-equipped VFR or Special VFR flights operating on low-level routes in the vicinity of the airport.
- 2.2 Even though separation is provided, ATC will, under such circumstances, issue traffic information to the aircraft concerned as far as practicable so that pilots will be aware of the possible TCAS alerts.

3 Use of Mode S Transponder after Landing

- 3.1 Aircraft equipped with a 'weight-on-wheel' switch must continue to have its transponder operating (on 'AUTO' or 'XPNDR', and not 'STDBY' or 'OFF') until fully parked at a stand.

4 Aircraft Parking

4.1 Frontal Parking Stands

- 4.1.1 Frontal parking stands are those stands which are served by airbridges with direct access to the passenger terminal building. Frontal parking stands that can accommodate wide-bodied aircraft have continuous yellow nosewheel guidance lines to indicate the correct parking centreline.

4.1.2 Some frontal parking stands can also accommodate narrow-bodied aircraft at a separate parking stand location displaced 9 m to the right of the wide-body centre-line and indicated by a dashed yellow guidance line. The narrow-body parking stand is referred to by an 'R' suffix, e.g. S23R. The following parking stands can accommodate narrow-bodied aircraft:

- a) South Apron E1R, E2R, E3R, S23R, S25R, S27R, S29R, S31R, S33R, S35R, S41R, S43R, S45R, S47R and S49R.
- b) North Apron E16R, E17R, N22R, N24R, N26R, N28R, N30R, N32R, N34R, N60R, N62R, N64R, N66R, N68R and N70R.
- c) West Apron W40R, W42R, W44R, W46R, W48R, W61R, W63R, W65R, W67R, W69R and W71R.

4.2 Remote Parking Stands

4.2.1 All remote parking stands in the South and North aprons, except parking stands S109, N145, and N501 to N510, can accommodate wide-bodied or narrow-bodied aircraft and have a single centreline with continuous yellow nosewheel guidance lines. Parking stands S109, N145, and N501 to N510 can only accommodate narrow-bodied aircraft and have a single centreline with continuous yellow nosewheel guidance lines.

4.2.2 The remote parking stands on the West apron are configured to accommodate up to 5 wide-bodied or up to 7 narrow-bodied aircraft, or a combination of wide and narrow-bodied aircraft. The wide-body parking locations have continuous yellow nosewheel guidance lines to indicate the correct parking centreline.

4.2.3 The narrow -body parking locations are displaced to the left and the right of the wide-body centre-line and are indicated by dashed yellow nosewheel guidance lines. These narrow-body parking stands are referred to by an 'L' or 'R' suffix, eg W121L and W123R. The following parking stands can accommodate narrow-bodied aircraft: W121L, W122 L, W122R, W123R, W124L, W125L and W125R.

4.2.4 Remote parking stand W126 is a self-manoeuving stand (ie taxi out with no push-back) and can only accommodate aircraft up to Code C size (e.g. A320, B737).

4.2.5 Remote parking stands V131, V132, V133, V134 and V135 are self-manoeuving stands (ie taxi out with no push-back). V131, 132, 133 and 135 can accommodate aircraft up to Code C size (eg A321, B737, MD80), and V134 up to code B (eg CRJ2).

5 Safegate Docking System

5.1 All frontal parking stands are equipped with a docking system to enable wide-bodied aircraft to park at the correct position on the parking stands without the assistance of a marshaller.

5.2 Detailed information on the operation of the Safegate Docking System may be obtained from Aeronautical Information Circulars or the Airport Authority Hong Kong.

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.

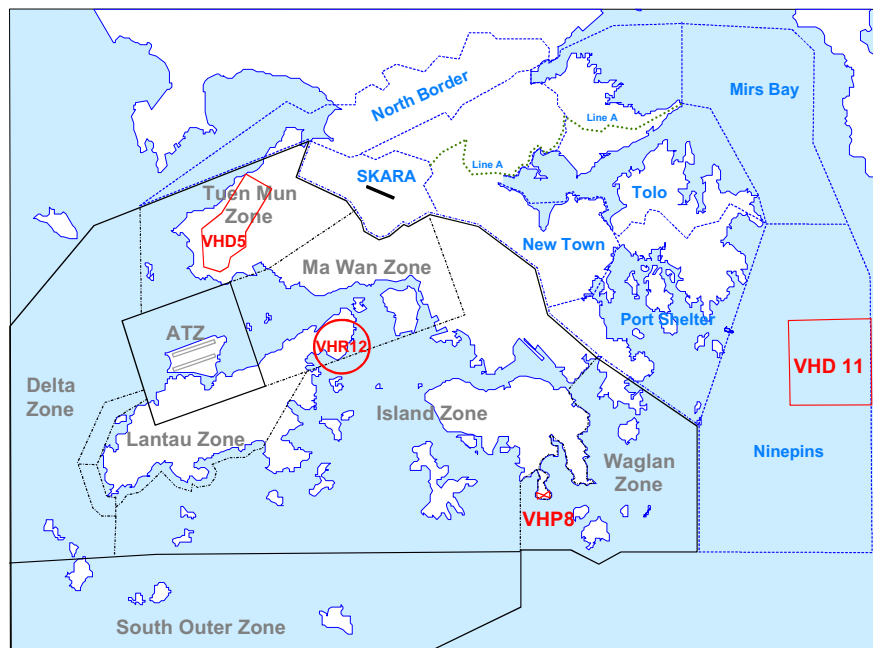
Tick as Appropriate

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 Give altitudes only for special operations	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	SKARA BOUNDARY	SKBY
LEI YUE MUN	LYM	SOUTH PASS	SOP
MA WAN CORRIDOR	MWC	TOLL PLAZA ROUTE	TPZ
PAGODA	PAG	TOLL PLAZA CROSSING	TPX
PAK MONG	PAK	TUNG CHUNG PASS	TCP
		WEST LANTAU CORRIDOR	WLC

2 UCARAs and CTRs

DELTA	DTA	NINEPINS	9PN
ISLAND	ISL	NORTH BORDER	NBD
LANTAU	LAN	PORT SHELTER	PSH
LANTAU SOUTH	LTS	SOUTH OUTER	SOU
MA WAN	MAW	TOLO	TOL
MIRS BAY	MBY	TUEN MUN	TUM
NEW TOWN	NEW	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
EAST LAMMA CHANNEL	ELC	SIU SAI WAN	SSW
GREEN ISLAND	GRI	SOKO	SOK
HEI LING CHAU	HLC	STANLEY	STL
HONG KONG SOUTH	HKS	STONECUTTERS	SCU
JUNK BAY	JBY	TAI LAM	TLM
KAU YI CHAU	KYC	TAI O	TIO
KOWLOON PEAK	KLP		
KWAI CHUNG	KWC	TSING MA BRIDGE	TMB
LAMMA	LMM	TSING YI	TYI
LEAD MINE PASS	LMP	TUNG CHUNG BAY	TCB
LION ROCK	LNR	VICTORIA HARBOUR	HBR
LUNG KWU CHAU	LKC	VICTORIA PEAK	VPK
MUI WO	MWO	YAM O	YMO
NORTH LANTAU EXPRESSWAY	NLE		