
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 05/18 2018-04-26
--

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

ENR 1.1	Supplementary information on the use of RNAV 2 Route M503
ENR 5.3	Details of the wind turbine on Lamma Island

Changes of editorial nature are not listed above.

2. The following new AIP Supplements have been issued:

A04/18	Hong Kong International Airport Marine Development Works
A05/18	Hong Kong International Airport Commissioning of New Parking Stands at Mid-field
A06/18 (AIRAC)	Revised Departure Speed Restriction
A07/18	Hong Kong International Airport Runway Maintenance Programme

3. The following AIP Supplements have been cancelled:

A03/15	Hong Kong International Airport Marine Development Works
A04/16	Hong Kong International Airport Runway Maintenance Programme
A03/18	Hong Kong International Airport Commissioning of New Parking Stands at Mid-field

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 0.2-2.

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.

INTENTIONALLY

LEFT

BLANK

GEN 0.3**3.1 RECORD OF SERIES 'A' AIP SUPPLEMENTS AS AT 12 April 2018**

NR/ Year	Subject	AIP Section(s) affected	Period of validity	Cancellation record
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	
A01/16	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 th Edition of Procedure for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444) in Hong Kong, China	GEN	UFN	
A07/16	Update on the Air Traffic Flow Management (ATFM) Procedures over Bay of Bengal, South Asia and Pakistan through Kabul FIR	ENR	PERM	
A03/17	Frequency Transfer to Final Approach Director	ENR	PERM	
A05/17	Revised Requirements for the Submission of Flight Plan and Air Traffic Services Messages	ENR	PERM	
A07/17	Hong Kong International Airport Commissioning of New Parking Stands at Mid-field	AD	PERM	
A11/17	Expansion of the Hong Kong International Airport into a Three-runway System Marine Development Works	AD	PERM	
A12/17 (AIRAC)	Hong Kong International Airport Commissioning of Extended Taxiway N	AD	PERM	
A01/18	Hong Kong International Airport Runway Friction Measuring Device and Runway Friction Level	AD	PERM	
A02/18	Hong Kong International Airport Ground Handling of A380 Aircraft	AD	PERM	
A04/18	Hong Kong International Airport Marine Development Works	AD	PERM	
A05/18	Hong Kong International Airport Commissioning of New Parking Stands at Mid-field	AD	PERM	
A06/18 (AIRAC)	Revised Departure Speed Restriction	AD	PERM	
A07/18	Hong Kong International Airport Runway Maintenance Programme	AD	PERM	

3.2 RECORD OF SERIES 'C' AIP SUPPLEMENTS AS AT 12 April 2018
(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	
C03/17	Rock Blasting	AD	UFN	

GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 GENERAL (GEN)		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	01 FEB 2018
Front Insert	15 OCT 2015	GEN 1.7-1	18 SEP 2014	GEN 3.4-4	17 AUG 2017
		GEN 1.7-2	03 MAR 2016	GEN 3.4-5	16 OCT 2014
GEN 0		GEN 1.7-3	18 SEP 2014	GEN 3.4-6	16 OCT 2014
GEN 0.1-1	03 MAR 2016	GEN 1.7-4	18 SEP 2014	GEN 3.4-7	11 DEC 2014
GEN 0.1-2	25 APR 1996	GEN 1.7-5	03 MAR 2016	GEN 3.5-1	10 NOV 2016
GEN 0.1-3	15 FEB 2007	GEN 1.7-6	03 MAR 2016	GEN 3.5-2	10 NOV 2016
GEN 0.2-1	23 JUN 2016	GEN 1.7-7	18 SEP 2014	GEN 3.5-3	28 MAY 2015
GEN 0.2-2	23 JUN 2016	GEN 1.7-8	28 APR 2016	GEN 3.5-4	28 MAY 2015
GEN 0.3-1	26 APR 2018	GEN 1.7-9	28 APR 2016	GEN 3.5-5	02 APR 2015
GEN 0.3-2	26 APR 2018	GEN 1.7-10	28 APR 2016	GEN 3.5-6	02 MAR 2017
GEN 0.4-1	26 APR 2018	GEN 1.7-11	28 APR 2016	GEN 3.5-7	18 NOV 2010
GEN 0.4-2	26 APR 2018	GEN 1.7-12	18 SEP 2014	GEN 3.5-8	20 NOV 2008
GEN 0.4-3	26 APR 2018	GEN 1.7-13	11 DEC 2014	GEN 3.5-9	10 NOV 2016
GEN 0.4-4	26 APR 2018	GEN 1.7-14	03 MAR 2016	GEN 3.5-10	10 NOV 2016
GEN 0.4-5	26 APR 2018	GEN 1.7-15	18 SEP 2014	GEN 3.5-11	05 MAR 2015
GEN 0.5-1	01 FEB 2018			GEN 3.5-12	28 MAY 2015
GEN 0.6-1	03 JUN 2010	GEN 2		GEN 3.5-13	10 NOV 2016
GEN 0.6-2	16 OCT 2014	GEN 2.1-1	17 FEB 2005	GEN 3.5-14	07 MAR 2013
GEN 0.6-3	20 AUG 2015	GEN 2.1-2	19 JAN 2006	GEN 3.5-15	17 AUG 2017
		GEN 2.2-1	10 NOV 2016	GEN 3.5-16	17 AUG 2017
		GEN 2.2-2	10 NOV 2016	GEN 3.5-17	10 NOV 2016
GEN 1		GEN 2.2-3	10 NOV 2016	GEN 3.5-18	27 APR 2017
GEN 1.1-1	10 JAN 2013	GEN 2.2-4	10 NOV 2016	GEN 3.5-19	18 NOV 2010
GEN 1.1-2	16 DEC 2010	GEN 2.2-5	10 NOV 2016	GEN 3.5-20	20 NOV 2008
GEN 1.1-3	16 DEC 2010	GEN 2.2-6	10 NOV 2016	GEN 3.5-21	20 NOV 2008
GEN 1.1-4	10 JAN 2013	GEN 2.2-7	10 NOV 2016	GEN 3.5-22	26 AUG 2010
GEN 1.1-5	10 JAN 2013	GEN 2.2-8	10 NOV 2016	GEN 3.6-1	30 MAR 2017
GEN 1.2-1	03 APR 2014	GEN 2.2-9	10 NOV 2016	GEN 3.6-2	21 JUL 2016
GEN 1.2-2	12 DEC 2013	GEN 2.2-10	09 NOV 2017	GEN 3.6-3	24 NOV 2005
GEN 1.2-3	12 DEC 2013	GEN 2.2-11	10 NOV 2016	GEN 4	
GEN 1.2-4	23 JUL 2015	GEN 2.3-1	25 APR 1996	GEN 4.1-1	13 OCT 2016
GEN 1.2-5	12 DEC 2013	GEN 2.4-1	06 MAY 2010	GEN 4.1-2	20 NOV 2008
GEN 1.2-6	12 DEC 2013	GEN 2.5-1	03 APR 2014	GEN 4.2-1	20 AUG 2015
GEN 1.2-7	07 DEC 2017	GEN 2.6-1	25 APR 1996	GEN 4.2-2	20 AUG 2015
GEN 1.3-1	08 MAR 2012	GEN 2.6-2	25 APR 1996		
GEN 1.3-2	01 JUL 1997	GEN 2.6-3	25 APR 1996	PART 2 EN ROUTE (ENR)	
GEN 1.3-3	25 APR 1996	GEN 2.7-1	25 MAY 2017	ENR 0	
GEN 1.3-4	25 APR 1996	GEN 2.7-2	25 MAY 2017	ENR 0.6-1	03 MAR 2016
GEN 1.3-5	25 APR 1996	GEN 2.7-3	25 MAY 2017	ENR 0.6-2	19 SEP 2013
GEN 1.3-6	25 APR 1996	GEN 3		ENR 0.6-3	03 MAR 2016
GEN 1.3-7	06 MAY 2010	GEN 3.1-1	29 MAR 2018	ENR 0.6-4	03 MAR 2016
GEN 1.3-8	06 MAY 2010	GEN 3.1-2	03 MAR 2016	ENR 0.6-5	01 JUL 2010
GEN 1.4-1	08 MAR 2012	GEN 3.1-3	29 MAR 2018		
GEN 1.4-2	29 MAR 2018	GEN 3.1-4	29 MAR 2018	ENR 1	
GEN 1.5-1	10 DEC 2015	GEN 3.2-1	29 MAR 2018	ENR 1.1-1	03 MAR 2016
GEN 1.5-2	25 MAY 2017	GEN 3.2-2	16 OCT 2014	ENR 1.1-2	01 MAY 2014
GEN 1.5-3	27 APR 2017	GEN 3.2-3	14 SEP 2017	ENR 1.1-3	09 JAN 2014
GEN 1.5-4	30 MAR 2017	GEN 3.2-4	14 SEP 2017	ENR 1.1-4	26 APR 2018
GEN 1.5-5	30 MAR 2017	GEN 3.2-5	29 MAR 2018	ENR 1.2-1	25 AUG 2011
GEN 1.6-1	15 JAN 2009	GEN 3.3-1	09 NOV 2017		
GEN 1.6-2	15 JAN 2009	GEN 3.3-2	09 NOV 2017		
GEN 1.6-3	15 JAN 2009	GEN 3.4-1	30 MAR 2017		
GEN 1.6-4	15 JAN 2009				

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 JAN 2018	ENR 1.8-2	25 AUG 2011	ENR 1.14-24	13 OCT 2016
ENR 1.5-7	01 MAR 2018	ENR 1.8-3	07 FEB 2013		
ENR 1.5-9	04 JAN 2018	ENR 1.8-4	29 MAR 2018	ENR 2	
ENR 1.5-10	04 JAN 2018	ENR 1.8-5	29 MAR 2018	ENR 2.1-1	07 MAR 2013
ENR 1.5-11	04 JAN 2018	ENR 1.8-6	29 MAR 2018	ENR 2.1-2	07 MAR 2013
ENR 1.5-12	04 JAN 2018	ENR 1.8-7	28 AUG 2008	ENR 2.1-3	08 MAY 2008
ENR 1.5-13	04 JAN 2018	ENR 1.8-8	03 MAR 2016	ENR 2.1-4	08 MAY 2008
ENR 1.5-14	04 JAN 2018	ENR 1.8-9	09 FEB 2012	ENR 2.1-5	07 MAR 2013
ENR 1.5-15	04 JAN 2018	ENR 1.8-10	02 SEP 2004	ENR 2.1-6	03 JUN 2010
ENR 1.5-16	04 JAN 2018	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 2.1-10	03 JUN 2010
ENR 1.5-21	02 APR 2015	ENR 1.8-16	20 OCT 2011	ENR 2.2-1	25 APR 1996
ENR 1.5-22	01 MAR 2018	ENR 1.8-17	20 OCT 2011		
ENR 1.5-23	04 JAN 2018	ENR 1.8-18	20 OCT 2011	ENR 3	
ENR 1.5-25	04 JAN 2018	ENR 1.9-1	22 SEP 2011	ENR 3.1-1	04 JAN 2018
ENR 1.5-26	04 JAN 2018	ENR 1.9-2	07 FEB 2013	ENR 3.1-2	04 JAN 2018
ENR 1.5-27	04 JAN 2018	ENR 1.9-3	22 SEP 2011	ENR 3.1-3	04 JAN 2018
ENR 1.5-28	04 JAN 2018	ENR 1.9-4	24 SEP 2009	ENR 3.1-4	04 JAN 2018
ENR 1.5-29	04 JAN 2018	ENR 1.9-5	24 SEP 2009	ENR 3.1-5	01 MAR 2018
ENR 1.5-30	04 JAN 2018	ENR 1.9-6	24 SEP 2009	ENR 3.1-6	04 JAN 2018
ENR 1.5-31	04 JAN 2018	ENR 1.9-7	24 SEP 2009	ENR 3.1-7	04 JAN 2018
ENR 1.5-33	04 JAN 2018	ENR 1.9-8	22 SEP 2011	ENR 3.1-8	04 JAN 2018
ENR 1.5-35	04 JAN 2018	ENR 1.10-1	03 MAR 2016	ENR 3.1-9	04 JAN 2018
ENR 1.5-36	04 JAN 2018	ENR 1.10-2	03 MAR 2016	ENR 3.1-10	04 JAN 2018
ENR 1.5-37	04 JAN 2018	ENR 1.10-3	01 FEB 2018	ENR 3.1-11	04 JAN 2018
ENR 1.5-38	04 JAN 2018	ENR 1.10-4	25 MAY 2017	ENR 3.1-12	04 JAN 2018
ENR 1.5-39	04 JAN 2018	ENR 1.10-5	25 MAY 2017	ENR 3.1-13	04 JAN 2018
ENR 1.5-41	04 JAN 2018	ENR 1.10-6	25 MAY 2017	ENR 3.1-14	04 JAN 2018
ENR 1.5-42	04 JAN 2018	ENR 1.10-7	25 MAY 2017	ENR 3.1-15	03 MAR 2016
ENR 1.5-43	04 JAN 2018	ENR 1.10-8	25 MAY 2017	ENR 3.1-16	04 JAN 2018
ENR 1.5-44	04 JAN 2018	ENR 1.10-9	12 OCT 2017	ENR 3.2-1	25 APR 1996
ENR 1.5-45	04 JAN 2018	ENR 1.10-10	25 MAY 2017	ENR 3.3-1	04 JAN 2018
ENR 1.5-47	04 JAN 2018	ENR 1.10-11	25 MAY 2017	ENR 3.3-2	04 JAN 2018
ENR 1.5-48	04 JAN 2018	ENR 1.11-1	21 MAR 2002	ENR 3.4-1	17 NOV 2011
ENR 1.5-49	04 JAN 2018	ENR 1.12-1	12 FEB 2009	ENR 3.4-2	22 SEP 2011
ENR 1.5-50	04 JAN 2018	ENR 1.12-2	12 FEB 2009	ENR 3.4-3	03 JUN 2010
ENR 1.5-51	04 JAN 2018	ENR 1.12-3	12 FEB 2009	ENR 3.4-4	17 NOV 2011
ENR 1.5-53	19 SEP 2013	ENR 1.12-4	12 FEB 2009	ENR 3.4-5	04 JAN 2018
ENR 1.5-54	19 SEP 2013	ENR 1.13-1	25 APR 1996	ENR 3.4-6	01 FEB 2018
ENR 1.5-55	19 SEP 2013	ENR 1.14-1	11 FEB 2010	ENR 3.4-7	22 SEP 2011
ENR 1.5-56	19 SEP 2013	ENR 1.14-2	11 FEB 2010	ENR 3.4-8	22 SEP 2011
ENR 1.5-57	06 MAR 2014	ENR 1.14-3	13 DEC 2012	ENR 3.4-9	04 JAN 2018
ENR 1.5-58	06 MAR 2014	ENR 1.14-4	13 DEC 2012	ENR 3.5-1	04 JAN 2018
ENR 1.5-59	06 MAR 2014	ENR 1.14-5	06 MAR 2014	ENR 3.6-1	04 JAN 2018
ENR 1.5-60	06 MAR 2014	ENR 1.14-6	06 MAR 2014	ENR 3.6-2	04 JAN 2018
ENR 1.5-61	19 SEP 2013	ENR 1.14-7	13 DEC 2012	ENR 3.6-3	04 JAN 2018
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		

ENR 4		AD1.1-8	13 JAN 2011
		AD1.1-9	18 AUG 2016
ENR 4.1-1	01 MAR 2018	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	04 JAN 2018	AD1.3-1	03 JUN 2010
ENR 4.4-2	04 JAN 2018	AD1.4-1	07 SEP 2000
ENR 4.4-3	04 JAN 2018	AD1.5-1	20 JUL 2017
ENR 4.4-4	04 JAN 2018		
ENR 4.4-5	04 JAN 2018	AD 2	
ENR 4.4-6	01 FEB 2018	AD2-1	04 JAN 2018
ENR 4.4-7	01 FEB 2018	AD2-2	14 FEB 2008
ENR 4.5-1	31 MAY 2012	AD2-3	27 JUN 2013
		AD2-4	04 JAN 2018
ENR 5		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	04 JAN 2018	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 APR 2018	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	04 JAN 2018
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	04 JAN 2018	AD2-11	10 MAR 2011
ENR 5.6-1	05 APR 2012	AD2-12	01 FEB 2018
		AD2-13	12 OCT 2017
		AD2-14	08 MAY 2008
ENR 6		AD2-15	04 JAN 2018
ENR 6-1	01 MAR 2018	AD2-17	13 NOV 2014
ENR 6-2	04 JAN 2018	AD2-18	20 OCT 2011
ENR 6-3	04 JAN 2018	AD2-19	20 OCT 2011
ENR 6-4	08 APR 2010	AD2-20	20 OCT 2011
		AD2-21	29 MAY 2014
		AD2-22	02 MAR 2017
PART 3 AERODROMES (AD)		AD2-23	20 DEC 2007
<i>(Note VHHH is being progressively dropped from AD2 page numbering and referencing.)</i>		AD2-25	01 FEB 2018
		AD2-26	27 APR 2017
AD 0		AD2-27	20 JUL 2017
AD0.6-1	04 APR 2013	AD2-28	04 JAN 2018
AD0.6-2	18 AUG 2016	AD2-29	04 JAN 2018
AD0.6-3	12 OCT 2017	AD2-30	04 JAN 2018
AD0.6-4	14 SEP 2017	AD2-31	04 JAN 2018
		AD2-32	03 MAR 2016
AD 1		AD2-33	01 FEB 2018
AD1.1-1	24 SEP 2009	AD2-34	04 JAN 2018
AD1.1-2	17 NOV 2011	AD2-35	03 MAR 2016
AD1.1-3	17 NOV 2011	AD2-36	20 JUL 2017
AD1.1-4	17 NOV 2011	AD2-37	04 JAN 2018
AD1.1-5	31 MAY 2012	AD2-38	03 MAR 2016
AD1.1-6	17 OCT 2013	AD2-39	01 FEB 2018
AD1.1-7	13 JAN 2011	AD2-40	04 JAN 2018
		AD2-41	03 MAR 2016
		AD2-45	02 MAR 2017
		AD2-46	02 MAR 2017
		AD2-47	12 OCT 2017
		AD2-48	26 APR 2018

AD2-49	12 OCT 2017	AD2-94D	04 JAN 2018
AD2-50	12 OCT 2017	AD2-94E	04 JAN 2018
AD2-51	29 MAR 2018	AD2-94F	04 JAN 2018
AD2-52	12 OCT 2017	AD2-94G	04 JAN 2018
AD2-53	12 OCT 2017	AD2-94H	04 JAN 2018
AD2-54	12 OCT 2017	AD2-94I	04 JAN 2018
AD2-55	12 OCT 2017	AD2-94J	04 JAN 2018
AD2-56	12 OCT 2017	AD2-97 ATENA AC	04 JAN 2018
AD2-57	12 OCT 2017	AD2-97 ATENA AC-1	04 JAN 2018
AD2-58	12 OCT 2017	AD2-97 ATENA EF	04 JAN 2018
AD2-75	05 MAY 2011	AD2-97 ATENA EF-1	04 JAN 2018
AD2-76	05 MAY 2011	AD2-97 BEKOL AC	04 JAN 2018
AD2-77	20 OCT 2011	AD2-97 BEKOL AC-1	04 JAN 2018
AD2-78	15 NOV 2012	AD2-97 BEKOL BD	04 JAN 2018
AD2-79	21 AUG 2014	AD2-97 BEKOL BD-1	04 JAN 2018
AD2-79A	27 APR 2017	AD2-97 LAKES AC	04 JAN 2018
AD2-80A	04 JAN 2018	AD2-97 LAKES AC-1	04 JAN 2018
AD2-80B	04 JAN 2018	AD2-97 LAKES BD	04 JAN 2018
AD2-80C	04 JAN 2018	AD2-97 LAKES BD-1	04 JAN 2018
AD2-80D	18 AUG 2016	AD2-97 LOGAN AC	04 JAN 2018
AD2-80E	04 JAN 2018	AD2-97 LOGAN AC-1	04 JAN 2018
AD2-80F	18 AUG 2016	AD2-97 LOGAN EF	04 JAN 2018
AD2-VHHH-81A	23 MAR 2000	AD2-97 LOGAN EF-1	04 JAN 2018
AD2-VHHH-81C	23 MAR 2000	AD2-97 OCEAN AC	04 JAN 2018
AD2-82	08 APR 2010	AD2-97 OCEAN AC-1	04 JAN 2018
AD2-VHHH-83A	22 JAN 2004	AD2-97 OCEAN BD	04 JAN 2018
AD2-83B	20 NOV 2008	AD2-97 OCEAN BD-1	04 JAN 2018
		AD2-97 PECAN AC	04 JAN 2018
		AD2-97 PECAN AC-1	04 JAN 2018
		AD2-97 PECAN BD	04 JAN 2018
		AD2-97 PECAN BD-1	04 JAN 2018
		AD2-97 RASSE AC	04 JAN 2018
		AD2-97 RASSE AC-1	04 JAN 2018
		AD2-97 RASSE EF	04 JAN 2018
		AD2-97 RASSE EF-1	04 JAN 2018
		AD2-97 SKATE AC	04 JAN 2018
		AD2-97 SKATE AC-1	04 JAN 2018
		AD2-97 SKATE EF	04 JAN 2018
		AD2-97 SKATE EF-1	04 JAN 2018
		AD2-97 TITAN EF	04 JAN 2018
		AD2-97 TITAN EF-1	04 JAN 2018
		AD2-98 ABBEY	04 JAN 2018
		AD2-98 ABBEY-1	04 JAN 2018
		AD2-98 BETTY	04 JAN 2018
		AD2-98 BETTY-1	04 JAN 2018
		AD2-98 CANTO A	04 JAN 2018
		AD2-98 CANTO A-1	04 JAN 2018
		AD2-98 CANTO B	04 JAN 2018
		AD2-98 CANTO B-1	04 JAN 2018
		AD2-98 SIERA AC	04 JAN 2018
		AD2-98 SIERA AC-1	04 JAN 2018
		AD2-98 SIERA BD	04 JAN 2018
		AD2-98 SIERA BD-1	04 JAN 2018
		AD2-98G	04 JAN 2018
		AD2-98G-1	04 JAN 2018
		AD2-99A	27 APR 2017
		AD2-99B	27 APR 2017
		AD2-99C	27 APR 2017
		AD2-99D	27 APR 2017
		AD2-99E	27 APR 2017
		AD2-101	04 JAN 2018
		AD2-102	10 MAR 2011

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

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	04 JAN 2018
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	14 SEP 2017
AD3-10	14 SEP 2017
AD3-11	04 JAN 2018
AD3-12	04 JAN 2018
AD3-13	04 JAN 2018
AD3-14	04 JAN 2018

INTENTIONALLY

LEFT

BLANK

- (b) All clearances to enter, land on, take off on, cross and backtrack the runway in use.
- (c) Other clearances or instructions, including conditional clearances, unless acknowledgement is given in a manner to clearly indicate that they have been understood and will be complied with.
- (d) Runway in use, altimeter settings, SSR codes, level instructions, heading and speed instructions, and where so required by the appropriate ATS authority, transition levels

3 Procedures for the Use of ATS Route A202

3.1 The use of ATS route A202 via SIKOU to or from Hong Kong FIR is limited to:

- (a) traffic departing Hong Kong or Macao;
- (b) traffic landing Hong Kong or Macao;
- (c) traffic departing Guangzhou FIR, Sanya FIR, Hanoi FIR or Taibei FIR;
- (d) traffic landing Guangzhou FIR, Sanya FIR, Hanoi FIR or Taibei FIR.

3.2 Traffic overflying Hong Kong FIR to or from Bangkok FIR and beyond (except as in paras (c) and (d) above), should normally route via IKELA on A1 or P901.

4 Procedures for the Use of ATS Routes A1(E), G581 and G86, and RNAV 5 Route M750

4.1 The use of ATS Routes A1/G581, G86 and RNAV 5 Route M750 between Hong Kong and Taibei FIR for flights

- (a) to/from Hong Kong or Macao
- (b) transiting Hong Kong FIR via SIERA (R473), TAMOT (B330), BEKOL (A461) or DOTMI (A470) shall be:

FIR Boundary	Direction of Flight	Time Restriction at FIR Boundary (UTC)
ELATO	Westbound	No restriction
	Eastbound FL270 or below	
ENVAR	Eastbound FL270 or above	
KAPLI	Eastbound	

4.2 The use of ATS Routes A1/G581, G86 and RNAV 5 Route M750 between Hong Kong and Taibei FIR for all other flights transiting Hong Kong FIR other than 4.1 above shall be:

FIR Boundary	Direction of Flight	Time Restriction at FIR Boundary (UTC)
ELATO	Westbound	Not available
	Eastbound FL270 or below	Available 1700-0059
ENVAR	Eastbound FL270 or above	
KAPLI	Westbound to ALLEY or IDOSI only	No restriction
	Eastbound	No restriction

5 Procedures for the Use of RNAV 2 Route M503 between Hong Kong and Guangzhou FIR

- 5.1 M503 is exclusive for RNAV 2 capable aircraft only. Aircraft operating on M503 shall adhere to the relevant RNAV 2 operational requirement as stipulated in the AIP China.
- 5.2 The use of RNAV 2 route M503 to or from Hong Kong FIR is limited to:
- (a) traffic departing Hong Kong or Macao and landing Shanghai Pudong, Qingdao, Yantai or Dalian;
 - (b) traffic departing Shanghai Pudong, Qingdao, Yantai or Dalian and landing Hong Kong.
- 5.3 Owing to the close proximity of TTR V13 in the vicinity of LELIM to other regional airways, aircraft is not allowed to deviate eastwards beyond M503 under normal circumstances. Approval shall be sought from ATC well in advance should such manoeuvre become inevitable in the event of emergency.
- 5.4 In the event that M503 is not available, eg. due to severe weather condition or other airspace restriction, affected flights should file flight plan route ATS route A470.

6 Procedures for the Use of RNP10 Routes M771 and L642

- 6.1 RNP10 Routes M771 and L642 are normally restricted to traffic arriving or departing Hong Kong or Macao airports and traffic transiting the Hong Kong FIR to/from the Guangzhou FIR. (See ENR 1.10 for flight plan routes.)
- 6.2 Northeast/southwest bound traffic to/from the Taipei FIR and beyond should flight plan via N892 and L625. Only under special circumstances, eg severe weather avoidance, equipment failure, etc. will flights be considered to route via M771 or L642 (such flights shall flight plan via CH DVOR).

7 Procedures for the Use of RNP10 Route M772

- 7.1 RNP10 Route M772 is restricted to traffic departing Jakarta to Hong Kong or to airports in the People's Republic of China, and departing Borneo to Hong Kong. Traffic from other points of departure is not normally permitted to use this route (see ENR 1.8 for details).

8 Procedures for the Use of RNP10 Route Q1

- 8.1 RNP10 Route Q1 is normally restricted to:
- (a) Arriving aircraft at the Hong Kong Airport via PBN Route M771 or M772, and
 - (b) flights transiting Hong Kong FIR via PBN Route M771 or M772 for DOTMI and then ATS Route A470.

6.2 Between Tower 2B, 190 ft AMSL (Hong Kong Airport southern perimeter) and Tower 3, 1023 ft AMSL (Nei Lak Shan), the ropeway spans Tung Chung Bay up to a height of 694 ft AMSL. Helicopters operating in the Tung Chung Bay area shall visually maintain safe clearance from the ropeway

6.3 All cable car support towers are lit and the ropeway over Tung Chung Bay is marked with orange and white day markers and red lights at night.

7. **Local Rock Blasting**

7.1 Rock blasting is carried out at a number of locations in Hong Kong. Refer to the AIP Supplement C series for details.

8. **Wind Turbines**

8.1 Wind turbine erected at Lamma Island PSN: 22 13 32.16N 114 07 15.10E Height 535 FT AGL.

INTENTIONALLY

LEFT

BLANK

19. RWY 07L ILS and LOC Approach

19.1 Requests to proceed direct from a point within the TMA to LIMES for an ILS approach RWY 07L may be approved subject to traffic. →

19.2 See AD2-93A, B, C and D for procedure details. |

20. RWY 07L VOR Approach

20.1 Requests to proceed direct from a point within the TMA to LIMES for a VOR approach RWY 07L may be approved subject to traffic.

20.2 See AD2-93E and F for procedure details. →

21. RWY 07R ILS and LOC Approach

21.1 Requests to proceed direct from a point within the TMA to LIMES for an ILS approach RWY 07R may be approved subject to traffic.

21.2 Pilots are warned that RWY 07R 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. →

21.3 See AD2-91A, B, C and D for procedure details. |

22. RWY 25L ILS and LOC Approach

22.1 Requests to proceed direct from a point within the TMA to MIRRS for an ILS approach RWY 25L may be approved subject to traffic.

22.2 Pilots are warned that 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.

22.3 See AD2-92 A, B, C and D for procedure Details. →

23. RWY 25R ILS and LOC Approach

23.1 Requests to proceed direct from a point within the TMA to PLOVE for an ILS approach RWY 25R may be approved subject to traffic. →

23.2 See AD2-94, B, C and D for procedure details. |

24. RWY 25R VOR Approach

24.1 See AD2-94E and F for procedure details. →

25 RNP AR APCH

25.1 RNP AR APCH RWY 07 via north of HKIA

25.1.1 RNP AR APCH procedures for RWY 07L/R, namely, RNAV_(RNP) RWY 07L and RNAV_(RNP) RWY 07R are available to provide alternative approach paths for arriving aircraft to approach from the north of HKIA on a left hand circuit (North Circuit).

25.1.2 The procedures are provided to cater for circumstances when weather precludes the conduct of approach from the south. Therefore, requests for these procedures in other situations would not normally be entertained.

25.1.3 Should the weather situation mentioned in para. 25.1.2 arise, pilots of authorized airline operators, who are qualified and wish to fly the RNP AR APCH procedures, shall make a request to Hong Kong Air Traffic control (ATC) unit. Subject to prevailing traffic situation, ATC may consider granting the approval of such request.

25.1.4 Special Authorization from Hong Kong CAD is required to conduct RNP AR APCH in Hong Kong.

25.2 RNP AR APCH Operational Approval

25.2.1 Refer to Hong Kong AIC 14/13.

26 Procedures for Local Flights in Hong Kong Aerodrome Traffic Zone (ATZ) and Control Zone (CTR) Zones

26.1 GENERAL

26.1.1 Local flights operating in the Aerodrome Traffic Zone (ATZ) are under the control of Hong Kong Aerodrome Control. During parallel runway operations the ATZ is split into two sectors. The Dividing line is mid-way between the two runways - the north runway (RWY 07L/25R) is under the control of AMC North, operating on frequency 118.2 MHz, call-sign 'Hong Kong Tower North', and the south runway (RWY 07R/25L) is under the control of AMC South, operating on frequency 118.4 MHz, call-sign 'Hong Kong Tower South'.

26.1.2 Non-IFR flights within the CTR Zones (see chart page AD 2-102), are under the control of Hong Kong Zone Control operating on frequency 120.6 MHz, call sign 'Hong Kong Zone'.

26.1.3 Flights within the CTR above 2 000 ft AMSL are under the control of Hong Kong Approach Control on frequency 119.1 MHz or Departure Control on frequency 123.8 MHz.

26.1.4 To enhance flight safety, it is recommended that all local operators display landing lights whilst entering, leaving or operating within the ATZ or CTR Zones.

Tel: +852 2910 6174 AFS: VHHHYNX Fax: +852 2910 1180 E-mail: aic@cad.gov.hk	AERONAUTICAL INFORMATION SERVICES	NOTAM Summary Series: A
	HONG KONG CIVIL AVIATION DEPARTMENT	
	VHHH	12 APR 2018
THE FOLLOWING NOTAM SERIES A WERE STILL VALID AT 00:00 ON 12 APR 2018 NOTAM NOT INCLUDED HAVE EITHER BEEN CANCELLED, TIME EXPIRED, SUPERSEDED BY AIP SUPPLEMENT OR INCORPORATED IN THE AIP HONG KONG CIVIL AVIATION DEPARTMENT		

FIR

VHHK - HONG KONG FIR

A0838/18 NOTAMN

Q) VHHK/QPFCA/IV/NBO/E/000/999/2003N11500E214

A) VHHK **B)** 1804112321 **C)** 1804121000

E) CONSEQUENT TO THE FLOW CONTROL RESTRICTION IMPOSED BY GUANGZHOU ACC ON TRAFFIC VIA DOTMI A470 DESTINATION ZSAM AND ZSQZ (TREATED AS ONE STREAM), TRAFFIC OVERFLYING HONG KONG VIA THE FOLLOWING ROUTE SEGMENTS ARE SUBJECT TO FLOW CONTROL RESTRICTIONS:

1. P901/A1 IKELA - DOTMI A470, 30 MINUTES
2. M771 DOSUT - DOTMI A470, 30 MINUTES
3. M772 ASOBA - DOTMI A470, 30 MINUTES
4. A461 NOMAN - DOTMI A470, 30 MINUTES
5. DEP FROM AIRPORT WITHIN MANILA FIR VIA A461 NOMAN - DOTMI A470, CHECK FOR START

RMK:FLOW CONTROL MAY BE ADJUSTED SUBJECT TO SITUATION AND DISCRETION OF HONG KONG ATS WATCH SUPERVISOR.

A0425/18 NOTAMN

Q) VHHK/QOAXX/IV/M/E/000/999/2003N11500E214

A) VHHK **B)** 1803290000 **C)** 1804120000

E) NIL AIRAC INFO FOR EFFECTIVE DATE 29 MAR 2018

A0173/18 NOTAMR A3246/17

Q) VHHK/QPFCA/IV/NBO/E/000/999/2003N11500E214

A) VHHK **B)** 1802010119 **C)** 1806302300EST

D) 1601-2300 DLY

E) DUE TO TAIPEI RESTRICTION, F390 IS NOT AVAILABLE FOR TRAFFIC TRANSITING HONG KONG FIR DESTINED FOR FUKUOKA FIR JOINING ATS ROUTE A1/P901 IKELA TO KAPLI G86. HONG KONG AIP ENR 1.8-6 REFERS.

A3544/17 NOTAMR A2309/16

Q) VHHK/QXXXX/I/NBO/E/000/999/2010N11430E268

A) VHHK **B)** 1712270719 **C)** 1806302359EST

E) REF AIP HONG KONG ENR 1.8-4 PARAGRAPH 8.2B FLAS BTN HONG KONG AND GUANGZHOU FIR, FL290 AT DOTMI/A470 NOT AVBL DUE TO RESTRICTION FM XIAMEN AND SHANGHAI ATC

AERODROMES

VHHH - HONG KONG INTERNATIONAL AIRPORT

A0826/18 NOTAMN

Q) VHHK/QMXLC/IV/M/A/000/999/2219N11355E005

A) VHHH **B)** 1804131731 **C)** 1804132230

E) TWY T ABM STANDS D206 D208 D210 D212 AND D300 CLSD DUE WIP

A0825/18 NOTAMN

Q) VHHK/QMXLC/IV/M/A/000/999/2219N11355E005

A) VHHH **B)** 1804131731 **C)** 1804132300

E) TWY A BTN TWY A5 AND TWY T CLSD DUE WIP

A0824/18 NOTAMN
Q) VHHK/QMXLC/IV/M/A/000/999/2219N11355E005
A) VHHH **B)** 1804121731 **C)** 1804142230
D) APR 12 AND 14 1731-2230
E) TWY T ABM STANDS D210 D212 AND D300 CLSD DUE WIP

A0823/18 NOTAMN
Q) VHHK/QMXLC/IV/M/A/000/999/2219N11355E005
A) VHHH **B)** 1804121731 **C)** 1804122300
E) TWY K4 CLSD DUE WIP

A0819/18 NOTAMN
Q) VHHK/QMXLC/IV/M/A/000/999/2219N11355E005
A) VHHH **B)** 1804121731 **C)** 1804122300
E) TWY J6 BTN TWY J AND RWY 07R/25L CLSD DUE WIP

A0818/18 NOTAMN
Q) VHHK/QMXLC/IV/M/A/000/999/2219N11355E005
A) VHHH **B)** 1804121731 **C)** 1804122300
E) TWY H BTN TWY N AND TWY T CLSD DUE WIP

A0817/18 NOTAMN
Q) VHHK/QMXLC/IV/M/A/000/999/2219N11355E005
A) VHHH **B)** 1804111731 **C)** 1804142300
D) APR 11 AND 14 1731-2300
E) TWY B BTN TWY W AND TWY A8 CLSD DUE WIP

A0802/18 NOTAMN
Q) VHHK/QMXLC/IV/M/A/000/999/2219N11355E005
A) VHHH **B)** 1804101731 **C)** 1804142300
D) APR 10 11 AND 14 1731-2300
E) TWY B BTN TWY A5 AND TWY T CLSD DUE WIP

A0801/18 NOTAMN
Q) VHHK/QMXLC/IV/M/A/000/999/2219N11355E005
A) VHHH **B)** 1804101731 **C)** 1804142300
D) APR 10 11 13 AND 14 1731-2300
E) TXL M BTN TWY B AND TXL N1 CLSD DUE WIP

A0800/18 NOTAMN
Q) VHHK/QMXLC/IV/M/A/000/999/2219N11355E005
A) VHHH **B)** 1804101731 **C)** 1804142300
D) APR 10 11 13 AND 14 1731-2300
E) TWY B WEST OF TWY N CLSD DUE WIP

A0799/18 NOTAMN
Q) VHHK/QMXLC/IV/M/A/000/999/2219N11355E005
A) VHHH **B)** 1804101731 **C)** 1804142300
D) APR 10 11 13 AND 14 1731-2300
E) TWY A1 CLSD DUE WIP

A0797/18 NOTAMN
Q) VHHK/QOBCE/IV/NBO/AE/000/002/2219N11355E005
A) VHHH **B)** 1804061600 **C)** 1806061559
E) MULTIPLE LAND OBST ERECTED IN THE AREA BOUNDED BY
221924.10N1135738.46E 221924.10N1135744.74E 221910.49N1135742.58E
221857.70N1135738.74E 221858.88N1135734.44E AND
221924.10N1135738.46E
LIT 24H
F) SFC **G)** 192FT AMSL

A0773/18 NOTAMN
Q) VHHK/QOBCE/IV/NBO/AE/000/003/2219N11355E005
A) VHHH **B)** 1804141600 **C)** 1806131559EST
E) 2 CRANES ERECTED AT APPROXIMATELY 800M SOUTH OF RWY25L THRESHOLD,
HIGHEST POINT OF CRANE AND JIB EXTREMITIES WILL BE LIT:

1. ROOF CRANE, OPERATING IN A CIRCLE RADIUS 26M CENTERED ON PSN:
221801N1135612E,

HGT UP TO 223FT AGL/251FT AMSL.
2. MOBILE CRANE, OPERATING IN A CIRCLE RADIUS 40M CENTERED ON PSN:
221801N1135612E,
HGT UP TO 187FT AGL/215FT AMSL.

F) SFC **G)** 251FT AMSL

A0731/18 NOTAMN

Q) VHHK/QXXXX/IV/BO/AE/000/999/2219N11355E005

A) VHHH **B)** 1804260000 **C)** 1805100000

E) TRIGGER NOTAM - AIRAC AIP SUP A06/18 WEF 26 APR 2018

A0695/18 NOTAMN

Q) VHHK/QOBCE/IV/M/A/000/999/2219N11355E005

A) VHHH **B)** 1804011600 **C)** 1804301559

E) MULTIPLE MARINE AND LAND OBST PROJECTED ALONG

RWY 07R EXTD CL PSN:

- 1) 1734M FM DER AT 111 FT AMSL
- 2) 2079M FM DER AT 129 FT AMSL
- 3) 2126M FM DER AT 132 FT AMSL
- 4) 2173M FM DER AT 134 FT AMSL
- 5) 2566M FM DER AT 155 FT AMSL
- 6) 2620M FM DER AT 158 FT AMSL
- 7) 2640M FM DER AT 159 FT AMSL
- 8) 3226M FM DER AT 190 FT AMSL

RWY 07L EXTD CL PSN:

- 1) 430M FM DER AT 38 FT AMSL
- 2) 443M FM DER AT 38 FT AMSL
- 3) 859M FM DER AT 60 FT AMSL
- 4) 1108M FM DER AT 73 FT AMSL
- 5) 1236M FM DER AT 80 FT AMSL
- 6) 1358M FM DER AT 87 FT AMSL

RWY 25R EXTD CL PSN:

- 1) 457M FM DER AT 38 FT AMSL
- 2) 495M FM DER AT 40 FT AMSL
- 3) 874M FM DER AT 59 FT AMSL
- 4) 887M FM DER AT 60 FT AMSL
- 5) 1161M FM DER AT 74 FT AMSL
- 6) 1292M FM DER AT 81 FT AMSL
- 7) 1411M FM DER AT 88 FT AMSL

A0652/18 NOTAMR A3566/17

Q) VHHK/QPOCH/I/NBO/A/000/999/2219N11355E005

A) VHHH **B)** 1803230328 **C)** 1806202359EST

E) DUE TO ERECTION OF TEMPORARY OBSTACLES ARISING FROM THE CONSTRUCTION WORKS IN THE VICINITY OF THE AERODROME, AMEND OCA (OCH) VALUES TO READ 500 (480) FOR THE FOLLOWING INSTRUMENT APPROACH PROCEDURES:

LOC RWY 25L - AD 2-92C,

LOC RWY 25R - AD 2-94C.

A3056/17 NOTAMN

Q) VHHK/QOBCE/IV/NBO/AE/000/003/2219N11355E005

A) VHHH **B)** 1710311600 **C)** 1804301559

E) 2 CRANES ERECTED AT APPROXIMATELY 800M SOUTH OF RWY25L THRESHOLD, HIGHEST POINT OF CRANE AND JIB EXTREMITIES WILL BE LIT:

1. OBST ID: TC1, OPERATING IN A CIRCLE RADIUS 40M CENTERED ON PSN:
221803N1135612E,

HGT UP TO 181FT AGL/208FT AMSL.

2. OBST ID: TC2, OPERATING IN A CIRCLE RADIUS 40M CENTERED ON PSN:

221801N1135612E,

HGT UP TO 162FT AGL/189FT AMSL.

F) SFC **G)** 208FT AMSL

AIP SUPPLEMENTS STILL IN FORCE AT 0000 UTC ON **12 APR 18**:

Series 'A'

2013: A09

2014: A14

2016: A01 A02 A03 A07

2017: A03 A05 A07 A11 A12

2018: A01 A02 A04 A05 A06 A07

Series 'C'

2011: C02

2015: C01

2017 C03

LATEST PUBLICATIONS AT 0000 UTC ON 12 APR **18**:

AIP SUP A07 04 APR 18

C03 20 DEC 17

AIC 09 10 APR 18

AIP Amendment 04 29 MAR 18

AIRAC AIP SUPPLEMENT EFF 26 APR 2018 - A06/18

ALL ABOVE PUBLICATIONS ARE ALSO AVAILABLE AT : www.ais.gov.hk