



HKBAC Update

ISBAH Stage 1 Accreditation



The Hong Kong Business Aviation Centre (HKBAC) is pleased to announce that it has attained Stage 1 of the renowned International Standard for Business Aircraft Handling (IS-BAH) registration - a

clear recognition of HKBAC's dedication to safety and customer experience. It marked a joyous start to our 20th anniversary in 2018.

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50% Hangar Discount for Night Slot Users

Since November 2017, HKBAC initiated an exclusive discount for aircraft that has arrived or will depart via night slots to utilize the HKBAC hangars for maintenance at a 50% off on hangar fee. HKBAC is pleased to extend the offer throughout 2018 to encourage night slots utilization and more aircraft maintenance and support work to be carried out in Hong Kong – one of the most highly-rated aviation hubs in the world.



HKBAC 20th Anniversary Fuel Promotion Scheme



As part of HKBAC's 20th anniversary celebration, a fuel promotion scheme was launched on February 1st 2018. For flights routing to China and Macau with over 500USG fuel uplifts, a 100 USG fuel coupon will be issued. The coupon could be redeemed in future trips.

All international trips and aircrafts under any registration



numbers are eligible for the coupon redemption, with no minimum uplift requirement.

With this new program, customers could enjoy a very competitive fuel cost with up to 15% discount on fuel price and our hallmark high quality uplift service and fuel.

Captain's Corner



Airport Collaborative Decision Making (A-CDM)

Full implementation of A-CDM has commenced on 1 February 2018. All aircraft operators are now required to provide accurate Target Off Block Time (TOBT).

Operators or flight crew can ask HKBAC to change the TOBT at any time to accommodate contemporary flight situations.

The TOBT will be available 40 minutes before the Estimated Off Block Time (EOBT) as per the flight plan filed to ATC by HKBAC. A Target Start-up Approval Time (TSAT) will be provided by the system 25 minutes before the TOBT, after which HKBAC staff will notify the flight crew.

For details of the A-CDM procedures, please refer to AIC 12/17 and the latest version of the A-CDM Operations Guidelines ,available at <https://extranet.hongkongairport.com/> (click "Procedure Manual" icon, followed by "A-CDM Operations Guidelines").

Flight Rescheduling Control System (FRCS)

Following a prolonged disruption to airport operations such as flow control, typhoon and closure of runway, the Flight Rescheduling Control System (FRCS) will be activated by Airport Authority (AA) with a view to resuming normal airport operations in an orderly manner. During the activation of the FRCS, slot clearance requests for all flights to be operated during the recovery period will be handled by AA. All allocated slot from OCS during the FRCS period will be automatically cancelled. HKBAC is the only appointed agent to apply the runway slot for business jets while FRCS is activated.

For the aircraft already departed to Hong Kong before the FRCS activated, it will not be affected. According to the Airport Operation Manual, AA may require urgent relocation of an aircraft from a parking stand to safeguard its safety or to minimize the interruption to airport operation.

We encourage all pilots to leave the contact information to HKBAC for any necessary arrangement required.

HKBAC Highlights

Runway Slot Application & Parking Stand at VHHH/HKG

According to the latest slot application and procedures as stated in the Schedule Coordination Guidelines for Hong Kong International Airport (HKIA), GA/BA operators must have approved runway slots, confirmed parking stand booking and ground handling services before commencing operations to/from HKIA; GA/BA operators can apply for runway slot at the Online Coordination System (OCS) up to 14 calendar days in advance of planned air service operations. If the runway slot application is conditionally approved, the OCS will respond with "T", operators must then apply for a parking stand through the Business Aviation Parking Management System (BAPS) and submit the ground handling request to HKBAC within 24 hours. If the runway slot, parking slot and ground handling facilities are confirmed, an OCS message starting with "K" will be sent to the user's registered email account. Failing of which will result in the release of the relevant slot for re-allocation.

- 4 specific departure slots are reserved for G650/ G550/ GL5T/ GL6T aircraft during 1601Z to 2059Z.
- Slot tolerance at VHHH/ HKG is +/- 2 hours. FPL may not be accepted if difference is more than +/- 2 hours.

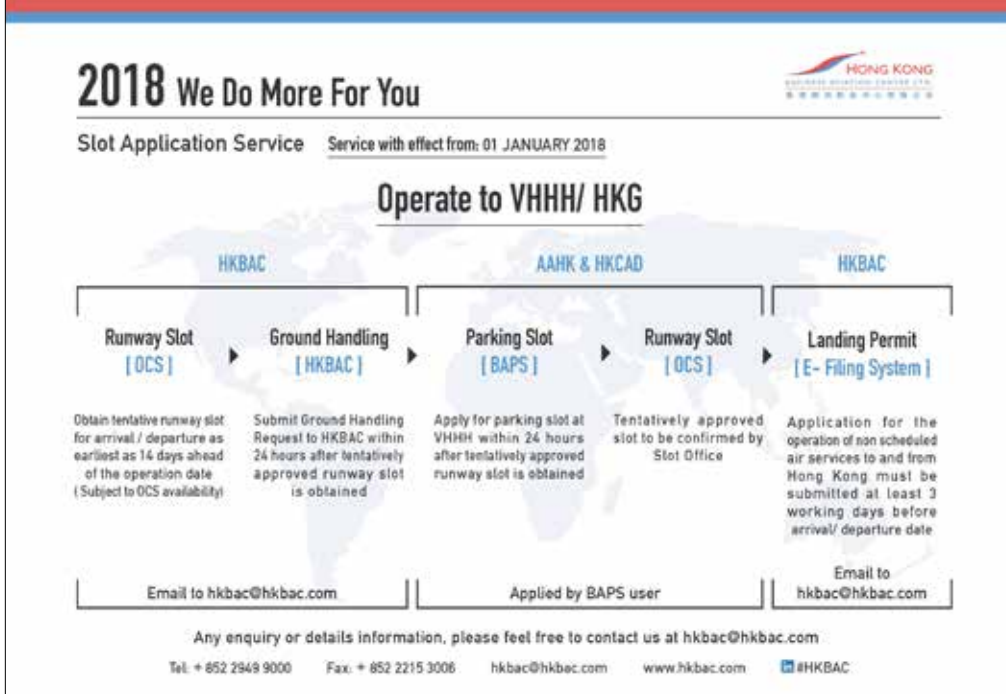
GA/BA Parking at Hong Kong (VHHH/HKG)

- GA/BA operators may submit a parking stand application at BAPS up to 14 calendar days prior to its scheduled use. Parking duration for each application is set at a maximum of 14 calendar days.
- The approval and allocation of the parking stands will be managed by the Airport Authority (AA), which is based on the availability at HKIA and the ramp situation at HKBAC.

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Slot Coordination at Hong Kong (VHHH/HKG)

- 9 specific slots are reserved for quieter GA/BA aircraft with departure or arrival noise level below 84EPNdB during 1601Z02059Z. For more details of the aircraft types of exempted from the environmental restrictions, please refer to the "Schedule Coordination Guidelines for Hong Kong International Airport" (Issue 14 – P. 16 and Annex 3)



Driving Safety

We noticed an upward trend for traffic offense cases of our tenants in 2017 with an increase in "speeding" cases to 9 and "failure to fasten seat belt whilst driving on airside vehicular route" cases to 5.

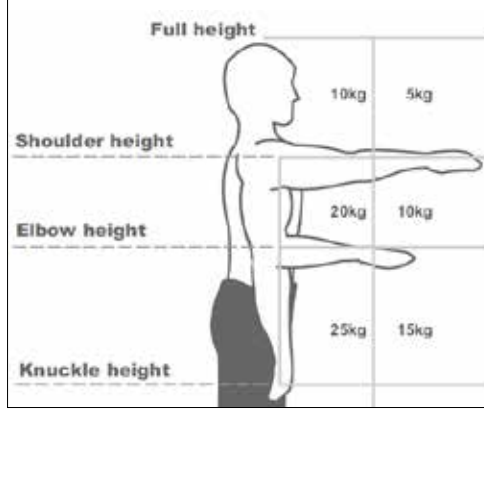
We would like to remind all operators to oblige to traffic regulations and urge for your cooperation to reduce risks of traffic offense:

- No speeding
- No drinking or drug driving
- Obey traffic signs, road markings, and traffic signals

- Turn on the headlamp during hours of darkness or in poor visibility conditions
- Park your vehicle at designated parking places
- Drive attentively
- Drivers and passengers must wear a seat belt while driving/traveling in airside.
- No overloading
- Do not use hand-held mobile phones or other hand-held telecommunications equipment while driving.

Belt-loaders for Luggage Handling

To ensure compliance with the Occupational Safety and Health Regulation (Manual Handling Operations) of The Labour Department, please be reminded that belt loaders shall be used to move loads into and out of aircraft when the following criteria is met:



- The weight of load exceeds 10kg;
- Object with awkward shapes, e.g. difficult to grasp, unstable or likely to move unpredictably, sharp or awkwardly stacked;
- Object that is too large to handle;
- Involve repetitive handling (number of loads exceeding 15);
- Involve awkward postures, i.e. twisting, kneeling, stooping, bending or twisting the wrist and extending the arm above the shoulder, etc.

Reminder of Driving on Apron during Low Visibility Conditions

We would like to remind all ramp operators that in low visibility conditions (such as foggy or rainy days) when the Runway Visual Range (RVR) is 1,000m or lower; or cloud ceiling is 400ft or lower and is forecasted to deteriorate, Low Visibility Operations Procedures (LVOP) will be initiated to ensure safe and efficient ground surface movement.

Conditions for the implementation of LVOP:

- Maximum driving speed shall be reduced to 20km/hr.
- Taxi lane vehicle crossings on Passenger Apron and Cargo Apron will be closed except lane no. 5 in the Passenger Apron and no. 2 in the Cargo Apron.
- In the Maintenance Apron, vehicles crossing on Taxiway N will be controlled by AA staff or authorized

personnel. AA will avoid aircraft towing to/from the Maintenance Apron. Ramp operators and contractors should avoid driving across taxi lanes in the Maintenance Apron as deemed practicable.

- Vehicles at the controlled taxi lane/ taxiway vehicle crossings must stop in front of the traffic cones and wait for instruction from AA staff or authorized personnel before crossing.
- Traffic cones will be placed at the closed taxi lane/ taxiway vehicle crossings and no vehicle shall bypass the cones to cross the taxi lane/ taxiway.

Please refer to the latest edition of Airside Driving Handbook for details.