

Come fly around China as much as you like!

David Mumford

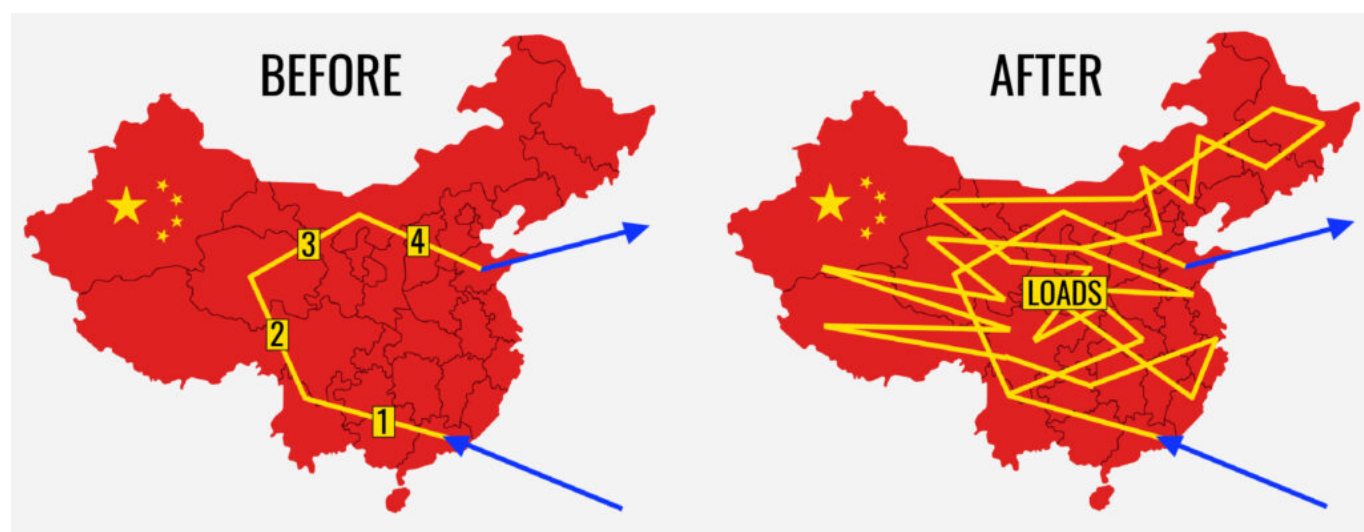
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Local agents in China have confirmed that authorities have **dropped the 6 sector limit on foreign private/bizav flights**.

Until now, aircraft were limited to 6 flights in China – international arrival, 4 internal flights, and international departure. But from June 20 all sector limits have been removed, **so you can now fly as many domestic sectors in China as you want**.

Here's a beautiful graphic we made to illustrate the change:



So beautiful. So unnecessary.

True to form, the authorities in China haven't officially published this change anywhere. We heard about it from an OPSGROUP member (thanks! please tell us more things!), and double-checked it with a few local

agents in China who confirmed the change.

Which local agents?

Three of them, all said the same thing. You can contact them here:

Pandaviation: ops@pandaviation.com

Mainland GroundExpress: ops@mgel.aero

Universal: Chinaoperations@universalaviation.aero

Why has this changed happened?

It's all part of China's big re-opening post-Covid, and aimed at getting traffic levels back up again. **China fully reopened to tourists in March 2023, after three years of border restrictions.** For pax, quarantine was dropped in Jan, and PCR tests were replaced with rapid antigen tests at the end of April. For crew, you no longer need a Covid test at all – you just need a C type visa and to fill out the online health dec form to generate a QR code which you show on arrival.

What about cabotage?

Not really an issue here – foreign reg private/bizav flights can pick up and drop off different pax on domestic flights without issue.

China treats private and charter flights as the same thing. The only difference comes when you have **more than 29 seats** onboard. In this case, the CAAC will treat you as **non-scheduled commercial flight**, which means things get more tricky – additional permit requirements including providing a charter agreement, AOC and other aircraft docs.

All interesting in theory. But what are ops to China really like?

We don't know. But we know someone who does – **YOU!** – fine upstanding members of OPSGROUP!

We've had several reports recently from OPSGROUP members who have flown to China. Head over to **Airport Spy** on your dashboard to read the reports!

“Excellent in All Regards, Just Expect Long Departure Process Thru Commercial Terminal (for crew)”

★★★★★ Reviewed June 26, 2023
Aircraft: FA7X | Flight type: Private | ID: 9005956

Arrived ZGGG from ZSHC via zig zag flight plan route, no short cuts, and assigned 5 mile offset right of track. Landed RWY 25R, exited AT, Follow me thru T1, B1, HPI, to spot YT09 (unbelievably, no pushback required and no APU restrictions). Met by Henry with Asia Trip Support (ATS) for excellent services and English. Ramp crew immediately began to tie-down the aircraft with straps and in-ground anchors. Pax whisked away to local transportation, and crew transferred from ramp to front side of FBO and awaiting van for 35 minute ride to the Marriott Guangzhou Tianhe (we never saw the inside of the FBO). Hotel is a downtown highrise amongst others, adjacent to very large mall, and has excellent executive lounge. Henry met us in lobby next morning to assist with luggage & escorted to van and to commercial terminal. Crew must process thru the expansive and modern commercial terminal. Expect a lot of walking & waiting in line. It takes about an hour to complete the passport checks and another 15 minutes to get to the aircraft. Pax, however, processed quickly thru the VIP Terminal. Initiate your own engine start and taxi to HPI, & then contact Ground Control for further clearance. Taxied to RWY 19 for departure (900 meters seems to be the standard initial departure altitude as set by ATC on the SID). Slots are forgiving if pax are a little late. ATC English very good on the field and enroute to RJTT (just expect the usual low altitudes and offset right of track in China). Advisable to add 20 minute taxi bias in and 20 minutes out for all large Chinese airports.

“Great Handling with ATS, Difficult ATC Pronunciation”

★★★★★ Reviewed June 26, 2023
Aircraft: FA7X | Flight type: Private | ID: 9005956

Arrived ZSHC (pronounced Haing-Joe) from ZSSS Hongqiao (pronounced Hong-Chow) just to visit for a few hours. Sam with Asia Trip Support (ATS) had already positioned from Shanghai to meet us. Given mostly vectors and “follow the OKT81A,” not descend via. Had to ask twice for descent. Landed via ILS DME Z 25 with LONG taxi & then Follow Me at D7 to APRON 9 spot D927 (pushback required even though there are miles of space for taxi out). Since we were there for only a few hours, pax were met by handler and driven to join local transportation. Crew stayed onboard in commercial ramp with APU (while local security guard stood at the door entire time). Received a lav service since the toilet water in ZSSS was brackish and malodorous. The toilet water in ZSHC was much better. Upon departure, ATC was rather difficult to understand pronunciation of SID and taxi instructions. Upon reaching D3, could not understand further taxi instructions & waited approx 5 mins. Queried Ground Control several times with no reply, and then Follow Me showed up to escort us all the way around airport from D, J, B (cancel Follow Me at B3) to RWY 7. Overall, excellent handling, difficult ATC communication, and heavy air pollution on your nose and throat.


“Superior Handling and Better Option than ZSPD”

★★★★★ Reviewed June 26, 2023
Aircraft: FA7X | Flight type: Private | ID: 9005956

Due to construction at ZSPD, we received special permit to use ZSSS. While enroute from PANG, CPDLC worked well with PAZA and then PAZN. At NAVLD intersection, monitor Anchorage 119.1 and contact SFO Radio on HF. Handed off to RJJJ and HF contact with Fukuoka. Requested Cruise Climb from FL400 to FL430, and RJJJ replied “Unable / Cruise Climb not allowed in Fukuoka FIR.” Requested FL430 due to Wx / Mod Turbulence and then it was immediately granted. Next message to contact Tokyo Control 133.6 and then 132.73 for Incheon Control. At LAMEN intersection, given descent to 6000 meters. Once in China FIR, given PUD72A for RWY 36R and descents to 2700m, 2100m, 1800m, etc. Excellent English enroute. Follow Me car to K6 spot 517 (pushback required in all spots / no APU limitations). Met by whole team with Asia Trip Support (ATS) and Customs Officer who boarded aircraft, checked pax passports, and collected crew passports. Received services very quickly, no walking on ramp to FBO, so short transfer required. Entered CIQ lanes inside FBO for photo & then passports returned to crew. Shirley with ATS met us inside their beautiful lobby to offer beverages and dinner invite for the following evening. One hour from arrival & services to being enroute to JW T... Shirley met us next evening in hotel lobby to escort us to a wonderful experience in the old town.

Read more at:

AIRPORT SPY



We want your reports!

If you've been to China (or anywhere else, for that matter) and can share some info on how the trip went, let us know. Or even better, skip the middle man and file an Airport Spy report!



Got some intel?

Are you an Airport Spy?

You go to unusual places and see curious things. Your turboprop friends envy you. Now, it's time to give back.

For your next trip, pack a notebook, and file your Spy Report below. You'll get a weekly ops briefing in return.

[File your report](#) >

More info on China ops

- For all your questions on ops to/between/over/avoiding **China and Taiwan**, check here.
- For some general **top tips on ops to China**, check here.
- Want to know what the deal is with **crew visas** in China? Check here.
- Make sure you know about the **hidden permit costs** of operating to China here.
- Read about the latest goings on in the **South China Sea** here.
- OPSGROUP members can download a **Himalayan Routing Guide** here.