

New APIS system coming to Hong Kong

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- **Hong Kong has implemented a new APIS system. BizAv flights need to do this from 29 April 2025 onwards (although non-compliance will not be enforced until Sep 2025). APIS info will be required for all crew and pax (including transit) for all flights - both private and commercial.**
- **The local FBO (HKBAC) will not do this for you. The operator must complete APIS themselves, or get a third party trip support provider to do it for them.**
- **The process for actually submitting APIS sounds a bit messy. Full guidance below ↓**

So, first things first, there's this letter that says BizAv flights need to do APIS from 29 April 2025 onwards, with full compliance mandatory from 1 Sep 2025.

In terms of how to go about doing it, there is now a website up and running where you can register an account to file APIS online:

Screen ID: LOGN-01


Advance Passenger Information System

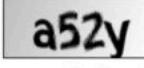


Immigration Department

The Government of the Hong Kong Special Administrative Region
of the People's Republic of China

User Name * Please input User Name
Please input User Name

Password * Please input Password 

Verification Code * Please input Code 
Fields marked with * are mandatory [Refresh](#)

[Login](#)

[Reset Password](#)

[Account Registration](#) [Useful Information](#)

Click on 'Useful Information' and you can then download the 'Submission Guide' which tells you what to do, but the main things to know are as follows:

1. "No Board" = No entry, even for crew

If the APIS system returns a "No Board" message for any traveller, including crew members, they are not permitted to board the flight! You then have to contact the Command Centre if you think that decision is wrong for any reason. Phone: +852 2121 0008. Email: apisoperation@immd.gov.hk

2. Different submission deadlines for pax and crew

This is a weird one. Passenger API data must be submitted no later than 40 minutes before departure, but crew data must be submitted at least 60 minutes before departure. No idea why, but it's in the rules! Best thing to do is just submit both crew and pax data at least 1hr prior, and forget about the whole '40 mins for pax' thing (and certainly don't tell them about it!)

3. Crew data must be submitted twice

This is ever weirder still! Operators are required to submit crew API data twice for every inbound flight. The first submission must occur before departure, and the second (the Flight Close-out Message) must be submitted after the flight has departed. Even if there are no changes to the crew, the second submission is mandatory and must reflect the actual crew on board.

4. Transit crew and pax must be included

API data must be submitted for all travellers on board the aircraft, including those in transit who are not disembarking in Hong Kong.

5. The local FBO can't do it for you

This one doesn't actually appear in the guidance, but was reported to us by the local FBO (HKBAC). They said they cannot file APIS for operators - they can help you to set up the account on the APIS website, but you will have to file yourself! (or get your third party trip support provider to do it for you)

6. Eventually there will be fines for getting it wrong

As seems to be standard with all things like this, they say they'll fine you if you get it wrong. Failure to submit required data, submission of inaccurate or misleading information – stuff like that. Although they do also say that they won't start fining anyone in the 'transitional period' which ends on 1 Sep 2025.

Ops to Hong Kong

This has long been a tricky old game for GA/BA flights – even before this latest thing with the new APIS requirements.

To operate to VHHH/Hong Kong, you need all of the following to be confirmed in advance (and we recommend applying in this order): **landing permit, parking, ground handling, slots... and now APIS too.**

All of these need to be applied for individually. Here's how to do it...

Landing Permit

This can be done whenever, but should probably be done first.

Apply here: www.cad.gov.hk/english/efiling_home.html

Contact: Civil Aviation Department (CAD)
Email: asd@cad.gov.hk, gcmtse@cad.gov.hk
Phone: +852 2910-6648, -6629

Parking

Parking is confirmed on a first-come-first-served basis, and can be applied for up to 30 days in advance. Ultimately, the earlier you apply the better. However, parking requests for 5 days or more can sometimes be rejected, and overnight parking is often denied during busy periods. If this happens, unfortunately the best strategy is still to just keep making new applications until you get accepted! Once your parking is approved, you'll receive a confirmation, and this must be given to your ground handler.

Apply here: <https://extranet.hongkongairport.com/baps/>

Contact: Hong Kong Airport Authority (HKAA)
Email: bjetslot@hkairport.com

Ground Handling

There are plenty of agents and handlers at VHHH, but only one dedicated FBO for BA/GA flights – HKBAC. Send them an email to confirm your ground handling in advance.

Contact: Hong Kong Business Aviation Centre (HKBAC) <https://www.hkbac.com>
Email: hkbac@hkbac.com
Phone: +852 2949 9000

Slots

Applications will only be considered 14 days prior to flight (unless you're applying for a last-minute cancelled or unused slot). Authorities monitor the slot system for intentional misuse – which could lead to operators being banned from using the system altogether. Other violations include any cancellations of outbound flights less than 72 hours before departure, and delays on the day by more than 2 hours – although any off-slot operations outside a tolerance of +/-20 minutes can still flag up for potential slot

misuse.

Apply here: http://www.hkgslot.gov.hk/Online_Coordination.html

Contact: Hong Kong Schedule Coordination Office (HKSCO)

Email: hkgslot@cad.gov.hk

Phone: +852 2910 6898

Our Pilot Report - here's what we did...

If you're headed to VHHH/Hong Kong for the first time (or the *first time in a long time*) and want to know what to expect, here's an **OPSGROUP Team report from a recent flight**:

Hong Kong is a busy commercial hub in Asia. However, they manage BizAv aircraft there. There are a few gotchas to keep an eye out for when arriving and departing.

Handling:

- *All your operations will centre around the HKBAC (Business Aviation Centre). They are helpful, and I'd suggest you contact them for help arranging your parking and slots.*
- *It can get busy, so the earlier you contact them, the better your chances will be.*
- *It is an expensive place to fly into. However, Hong Kong is expensive in general.*

Arrival:

- *If you are coming to Hong Kong, note that the airport is beside a large mountain, so you get significant mechanical turbulence and wind shear.*
- *All arrivals are RNAV; vectors are not expected for many shortcuts beyond TD for Runway 25R. There is a lot of terrain.*
- *I suggest you take the RNAV 25R over the ILS. The ILS is very complicated as it is a two-part RNAV transition. It is also very high-load, and you must NOT select approach mode (i.e., switch to LOC/GS) before you hit TOPAN. Honestly, stick to the RNAV Z unless the cloud base is really an issue (which it rarely is).*
- *Even with calm winds on the ground, expect the approach to be quite bumpy.*
- *Generally, ATC won't assign you the close runway for landing, so expect a long taxi. You can expect to cross 07R/25L at K6 before making a right turn onto K and then into the BAC.*
- *Once you open the door, they will offload the pax and cargo (customs screens everything, so take note), and they will often reposition you quite quickly to a staging bay while you clean up.*
- *If you have a short lay over the Sheraton at Tung Chung is nice, otherwise it is a good 45-minute uber ride into Town.*

Departure:

- *The ramp is small, so expect to be at a remote staging area while you get the aircraft prepped. You can run the APU, etc., without issue, and then somewhere ETD-30, you can expect them to tug the plane into your departure position. These guys know what they are doing, but give them a heads-up if you wish your passengers would be late.*

- PDC is available, as is Digital ATIS. Don't forget you need a start clearance (this isn't the USA).
- You can expect to depart from the closeby runway (07R/25L) unless it is closed for some reason (there is a nightly alternating closure for maintenance). So there is a short taxi; just be mindful that if you are slow with cabin prep, etc., you will be blocking the cargo aircraft that also taxi from the same side of the airport. ATC is friendly and competent but expects us to be efficient also.
- Departure clearance will be on your SID to 5000. Be mindful of flying noise abatement procedures; they expect you to accelerate to SID speed restrictions knots as soon as practicable. It is all on the charts; remember, we operate amongst a sea of heavies.
- One thing to note is that HK Departures only wants you to make the first call reporting your altitude passing and non-climb. There is no need to report your SID.
- Expect to level off at 9000' until you are about 20-30nm from the airport; this is due to the arrival traffic above.

If you have been to VHHH/Hong Kong (or anywhere else) and have a story to share – please do! Reports like these are super useful for everyone in the group. **File an Airport Spy report anonymously here.**



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.

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