

New APIS system coming to Hong Kong

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- Hong Kong will implement a **new APIS system from 1 Sep 2024**.
- The Immigration Department have told us this will be rolled-out to airlines and operators in phases over a 12-month transitional period, and although “non-compliance will not be enforced” during this time, **GA/BA flights will have to start doing it from April 2025**.
- There’s no official guidance yet on any of this, but we’ve seen an advance letter from the authorities saying that APIS info will be **required for all crew and pax (including transit) for all flights** - both private and commercial.
- It sounds like it will work in a fairly straightforward way - operators will submit the API data and aircraft info to the system, and then they will receive a **yes/no response telling them whether each traveler can board the aircraft**.

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 soon 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


From Sep 2024: APIS

To recap: This is new, no one has any real guidance yet on how it's going to work or what the rules are, but the local FBO says GA/BA will need to do it from April 2025 onwards.

They do now have 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

Password * Please input Password

Verification Code * Please input Code **6g32**

Fields marked with * are mandatory [Refresh](#)

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We will add more info to this section as and when it becomes available! But if you know more, let us know: team@ops.group

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?

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

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