

MACAO SPECIAL ADMINISTRATIVE REGION
PEOPLE REPUBLIC OF CHINA
CIVIL AVIATION AUTHORITY

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AIP MACAO
AMDT 32
23 NOV 2017

1. Update of ATS Communication Facilities for Search and Rescue in page AD2 - VMMC -8.

<p>2. Destroy the following pages and/or charts on implementation date</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2">GEN</td> </tr> <tr> <td style="width: 60%;">0.4-1/2</td> <td style="text-align: right;">23 MAY 17/23 MAY 17</td> </tr> <tr> <td>1.7-1/2</td> <td style="text-align: right;">23 MAY 17/23 MAY 17</td> </tr> <tr> <td>1.7-3/4</td> <td style="text-align: right;">23 MAY 17/23 MAY 17</td> </tr> <tr> <td>3.5-5/6</td> <td style="text-align: right;">20 FEB 14/20 FEB 14</td> </tr> <tr> <td colspan="2">AD</td> </tr> <tr> <td>2 - VMMC - 7/8</td> <td style="text-align: right;">01 FEB 07/11 AUG 11</td> </tr> </table>	GEN		0.4-1/2	23 MAY 17/23 MAY 17	1.7-1/2	23 MAY 17/23 MAY 17	1.7-3/4	23 MAY 17/23 MAY 17	3.5-5/6	20 FEB 14/20 FEB 14	AD		2 - VMMC - 7/8	01 FEB 07/11 AUG 11	<p>3. Insert the following new pages and/or charts on implementation date</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2">GEN</td> </tr> <tr> <td style="width: 60%;">0.4-1/2</td> <td style="text-align: right;">23 NOV 17/23 NOV 17</td> </tr> <tr> <td>1.7-1/2</td> <td style="text-align: right;">23 MAY 17/23 NOV 17</td> </tr> <tr> <td>1.7-3/4</td> <td style="text-align: right;">23 MAY 17/23 NOV 17</td> </tr> <tr> <td>3.5-5/6</td> <td style="text-align: right;">23 NOV 17/23 NOV 17</td> </tr> <tr> <td>3.5-7/-</td> <td style="text-align: right;">23 NOV 17/-</td> </tr> <tr> <td colspan="2">AD</td> </tr> <tr> <td>2 - VMMC - 7/8</td> <td style="text-align: right;">01 FEB 07/ 23 NOV 17</td> </tr> </table>	GEN		0.4-1/2	23 NOV 17/23 NOV 17	1.7-1/2	23 MAY 17/23 NOV 17	1.7-3/4	23 MAY 17/23 NOV 17	3.5-5/6	23 NOV 17/23 NOV 17	3.5-7/-	23 NOV 17/-	AD		2 - VMMC - 7/8	01 FEB 07/ 23 NOV 17
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2 - VMMC - 7/8	01 FEB 07/ 23 NOV 17																														

4. INCORPORATE the following manuscript amendments :

NIL

5. Record entry of Amendment on page GEN 0.2 – 1

6. This Amendment incorporates information contained in the following AIP Supplement and/or NOTAM :

AIP Supplement: NIL.

NOTAM: NIL.

GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)					PART 2 - EN-ROUTE (ENR)	
GEN 0		2.2-1	02 JAN 97		ENR 0	
0.1-1	01 FEB 07	2.2-2	02 JAN 97		0.6-1	02 JAN 97
0.1-2	01 FEB 07	2.2-3	02 JAN 97		0.6-2	02 JAN 97
0.1-3	01 FEB 07	2.2-4	02 JAN 97		ENR 1	
0.2-1	11 JUN 15	2.2-5	02 JAN 97		1.1-1	01 FEB 07
0.3-1	02 JAN 97	2.2-6	02 JAN 97		1.1-2	01 FEB 07
0.4-1	23 NOV 17	2.2-7	02 JAN 97		1.2-1	01 FEB 07
0.4-2	23 NOV 17	2.2-8	02 JAN 97		1.2-2	01 FEB 07
0.5-1	02 JAN 97	2.2-9	05 APR 01		1.3-1	01 FEB 07
0.6-1	05 APR 01	2.3-1	30 JUL 98		1.4-1	05 APR 01
0.6-2	05 APR 01	2.4-1	25 JUL 02		1.5-1	24 JUN 04
0.6-3	02 JAN 97	2.5-1	20 FEB 14		1.5-2	24 JUN 04
GEN 1		2.6-1	02 JAN 97		1.5-3	24 JUN 04
1.1-1	20 FEB 14	2.6-2	02 JAN 97		1.6-1	11 AUG 11
1.1-2	20 FEB 14	2.7-1	30 JUL 98		1.7-1	10 FEB 00
1.1-3	20 FEB 14	2.7-2	02 JAN 97		1.7-2	30 JUL 98
1.2-1	24 NOV 16	GEN 3			1.8-1	02 JAN 97
1.2-2	24 NOV 16	3.1-1	27 MAR 08		1.9-1	02 JAN 97
1.2-3	24 NOV 16	3.1-2	01 FEB 07		1.10-1	11 JUL 13
1.2-4	24 NOV 16	3.1-3	01 FEB 07		1.11-1	15 JUL 10
1.2-5	24 NOV 16	3.1-4	23 MAY 17		1.12-1	02 JAN 97
1.2-6	24 NOV 16	3.1-5	23 MAY 17		1.13-1	12 JUL 12
1.3-1	24 NOV 16	3.1-6	16 JUL 09		1.14-1	01 FEB 07
1.3-2	24 NOV 16	3.1-7	23 MAY 17		1.14-2	01 FEB 07
1.3-3	24 NOV 16	3.2-1	01 FEB 07		1.14-3	01 FEB 07
1.3-4	24 NOV 16	3.2-2	01 FEB 07		1.14-4	01 FEB 07
1.3-5	24 NOV 16	3.2-3	20 MAR 14		1.14-5	01 FEB 07
1.3-6	24 NOV 16	3.3-1	11 AUG 11		1.14-7	17 APR 14
1.3-7	24 NOV 16	3.3-2	11 AUG 11		1.14-8	17 APR 14
1.3-8	24 NOV 16	3.4-1	27 MAR 08		1.14-9	17 APR 14
1.3-9	20 FEB 14	3.4-2	11 AUG 11		1.14-10	17 APR 14
1.3-10	20 FEB 14	3.4-3	12 JUL 12		1.14-11	17 APR 14
1.4-1	24 NOV 16	3.4-4	12 JUL 12		ENR 2	
1.4-2	24 NOV 16	3.4-5	10 FEB 00		2.1-1	25 FEB 10
1.5-1	01 FEB 07	3.4-6	02 JAN 97		2.2-1	02 JAN 97
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1.6-2	24 NOV 16	3.5-2	20 MAR 14		3.1-1	02 JAN 97
1.6-3	23 MAY 17	3.5-3	20 FEB 14		3.2-1	02 JAN 97
1.6-4	23 MAY 17	3.5-4	20 MAR 14		3.3-1	02 JAN 97
1.6-5	23 MAY 17	3.5-5	23 NOV 17		3.4-1	14 JUL 11
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1.7-1	23 MAY 17	3.6-2	11 JUN 15		3.4-3A	01 FEB 07
1.7-2	23 NOV 17	3.6-3	11 JUN 15		3.4-4	05 APR 01
1.7-3	23 NOV 17	3.6-5	10 FEB 00		3.4-5	05 APR 01
1.7-4	23 NOV 17	GEN 4			3.5-1	02 JAN 97
GEN 2		4.1-1	01 FEB 07		3.6-1	02 JAN 97
2.1-1	27 MAR 08	4.1-2	01 FEB 07			
2.1-2	27 MAR 08	4.1-3	18 APR 13			
		4.1-4	18 APR 13			
		4.2-1	02 JAN 97			

		2 - VMMC - 17	02 MAR 17	2 - VMMC - 64 F	23 JUL 15
ENR 4		2 - VMMC - 18	02 MAR 17	2 - VMMC - 64 G	23 JUL 15
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4.2-1	02 JAN 97	2 - VMMC - 20	18 APR 13	2 - VMMC - 65	20 FEB 14
4.3-1	02 JAN 97	2 - VMMC - 21	18 APR 13	2 - VMMC - 65 A	19 SEP 13
4.4-1	02 JAN 97	2 - VMMC - 22	18 APR 13	2 - VMMC - 65 B	06 FEB 14
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5.2-1	02 JAN 97	2 - VMMC - 26	20 MAR 14	2 - VMMC - 66 C	29 MAY 14
5.3-1	02 JAN 97	2 - VMMC - 27	18 APR 13	2 - VMMC - 66 D	29 MAY 14
5.4-1	02 JAN 97	2 - VMMC - 50	03 MAY 01	2 - VMMC - 67	26 MAY 16
5.5-1	02 JAN 97	2 - VMMC - 51	03 MAY 01	2 - VMMC - 68	26 MAY 16
5.6-1	02 JAN 97	2 - VMMC - 52	02 MAR 17	2 - VMMC - 68 A	19 SEP 13
		2 - VMMC - 53	02 MAR 17	2 - VMMC - 68 B	19 SEP 13
ENR 6		2 - VMMC - 54	02 JAN 97	2 - VMMC - 68 C	29 MAY 14
6-1	02 JAN 97	2 - VMMC - 55	02 JAN 97	2 - VMMC - 68 D	29 MAY 14
		2 - VMMC - 56	02 JAN 97	2 - VMMC - 68 E	29 MAY 14
PART 3 - AERODROMES		2 - VMMC - 57	26 MAY 16	2 - VMMC - 69	20 FEB 14
(AD)		2 - VMMC - 57 A	26 MAY 16	2 - VMMC - 69 A	06 FEB 14
		2 - VMMC - 57 B	26 MAY 16	2 - VMMC - 69 B	20 FEB 14
AD 0		2 - VMMC - 58	06 FEB 14	2 - VMMC - 69 C	19 SEP 13
0.6-1	20 MAR 14	2 - VMMC - 59	26 MAY 16	2 - VMMC - 69 D	20 FEB 14
0.6-2	20 MAR 14	2 - VMMC - 60	26 MAY 16	2 - VMMC - 69 E	06 FEB 14
0.6-3	20 MAR 14	2 - VMMC - 60 A	26 MAY 16	2 - VMMC - 70	17 APR 14
		2 - VMMC - 60 B	26 MAY 16	2 - VMMC - 71	26 MAY 16
AD 1		2 - VMMC - 60 C	20 FEB 14	2 - VMMC - 71 A	26 MAY 16
1.1-1	15 JUL 10	2 - VMMC - 60 D	20 MAR 14	2 - VMMC - 71 B	20 FEB 14
1.1-2	11 AUG 11	2 - VMMC - 60 E	20 FEB 14	2 - VMMC - 71 C	06 FEB 14
1.1-3	20 MAR 14	2 - VMMC - 60 F	20 FEB 14	2 - VMMC - 71 D	11 JUN 15
1.2-1	02 JAN 97	2 - VMMC - 61	06 FEB 14	2 - VMMC - 71 E	06 FEB 14
1.3-1	02 JAN 97	2 - VMMC - 62	06 FEB 14	2 - VMMC - 72	03 MAY 01
1.4-1	02 JAN 97	2 - VMMC - 62 A	06 FEB 14	2 - VMMC - 73	03 MAY 01
		2 - VMMC - 62 B	19 SEP 13	2 - VMMC - 74	03 MAY 01
AD 2		2 - VMMC - 62 C	20 FEB 14		
2 - VMMC - 1	20 FEB 14	2 - VMMC - 62 D	17 APR 14	AD 3	
2 - VMMC - 2	23 MAY 17	2 - VMMC - 62 E	06 FEB 14	3 - 1	24 NOV 16
2 - VMMC - 3	11 AUG 11	2 - VMMC - 62 F	19 SEP 13	3 - 2	24 NOV 16
2 - VMMC - 4	01 FEB 07	2 - VMMC - 62 G	19 SEP 13	3 - 3	24 NOV 16
2 - VMMC - 5	20 MAR 14	2 - VMMC - 62 H	19 SEP 13	3 - 4	24 NOV 16
2 - VMMC - 6	01 FEB 07	2 - VMMC - 62 I	19 SEP 13	3 - 5	24 NOV 16
2 - VMMC - 7	01 FEB 07	2 - VMMC - 62 J	20 FEB 14	3 - 6	24 NOV 16
2 - VMMC - 8	23 NOV 17	2 - VMMC - 63	26 MAY 16	3 - 7	24 NOV 16
2 - VMMC - 9	06 FEB 14	2 - VMMC - 63 A	26 MAY 16	3 - 8	24 NOV 16
2 - VMMC - 10	01 FEB 07	2 - VMMC - 63 B	26 MAY 16	3 - 9	24 NOV 16
2 - VMMC - 11	01 FEB 07	2 - VMMC - 64	26 MAY 16		
2 - VMMC - 12	01 FEB 07	2 - VMMC - 64 A	20 FEB 14		
2 - VMMC - 13	02 MAR 17	2 - VMMC - 64 B	20 FEB 14		
2 - VMMC - 14	02 MAR 17	2 - VMMC - 64 C	20 FEB 14		
2 - VMMC - 15	02 MAR 17	2 - VMMC - 64 D	20 FEB 14		
2 - VMMC - 16	02 MAR 17	2 - VMMC - 64 E	23 JUL 15		

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. Annex 1 - Personnel Licensing (11th Edition, Amendment 172)

2.1.1.1	<p>Following Pilot Licenses are not issued in Macao:</p> <p>Private Pilot License (Airship, Powered-lift) Commercial Pilot License (Airship, Powered-lift) Airline Transport Pilot License (Powered-lift) Multi-crew Pilot License Glider Pilot License Free Balloon Pilot License</p>
2.3.1.1	<p>The applicant for a Private Pilot License – Aeroplane or Private Pilot License - Helicopter shall be not less than 18 years of age.</p>
2.4.2.1 c)	<p>Privileges of Commercial Pilot License – Aeroplane or Helicopter holders when acting as pilot-in-command in commercial air transportation are subject to the following conditions:</p> <p>to act as pilot-in-command in commercial air transportation in any aeroplane or helicopter, whichever is the applicable case of his/her license, certified for single-pilot operation; but which maximum certificated take-off mass does not exceed 5,700 kg and which is of a type specified in the aircraft rating section included in the license, when the aircraft is engaged in a flight for the purpose of commercial air transportation; and</p> <p>Provided that:</p> <p style="padding-left: 40px;">i) he/she shall not, unless his/her license includes an instrument rating, fly such an aircraft on any scheduled journey;</p> <p style="padding-left: 40px;">ii) he/she shall not fly such an aircraft on a flight carrying passengers at night unless an instrument rating is included in his/her license; and</p> <p style="padding-left: 40px;">iii) he/she shall not, unless his/her license includes an instrument rating, fly any such aircraft of which the maximum certificated take-off mass exceeds 2,300 kg on any flight for the purpose of commercial air transport except a flight beginning and ending at Macao and not extending beyond 25 nautical miles from Macao;</p>
3.2.1.1	<p>The applicant for a Flight Navigator License shall be not less than 21 years of age.</p>
3.3.1.1	<p>The applicant for a Flight Engineer License shall be not less than 21 years of age.</p>
3.4	<p>There are specific regulations relating to the Flight Radiotelephone Operator License.</p>

6.3.1.2.1*	No routine examination items related to assessment of physical fitness can be omitted.
* Denotes ICAO Recommended practices	

2. Annex 2 - Rules of the Air (10th Edition, Amendment 45)

4.6	<p>Within Macao ATZ:</p> <p>a) Minimum height over congested area is 1500ft.</p> <p>b) Aircraft must maintain a minimum distance of 500 ft from persons, vessels, vehicles and structures.</p> <p>The minimum heights apply to all flights whether under both VFR and IFR.</p>
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DOC4444 - Procedures for Air Navigation Services – Air Traffic Management (15th Edition, Amendment 6)

NIL.

3. Annex 3 - Meteorological Service for International Air Navigation (19th Edition, Amendment 77A)

NIL.

4. Annex 4 - Aeronautical Charts (11th Edition, Amendment 59)

NIL.

5. Annex 5 - Units of Measurement to be used in Air and Ground Operations (4th Edition, Amendment 17)

NIL.

6. Annex 6 - Operation of Aircraft

6.1 Part I - International Commercial Air Transport - Aeroplanes) (10th Edition, Amendment 40-A)

4.9.1	Single pilot operations under IFR or at night not permitted.
4.9.2	Single pilot operations under IFR or at night not permitted.
5.4.1	Operations of single-engine turbine-powered aeroplanes at night and/or in IMC not permitted
5.4.2	Operations of single-engine turbine-powered aeroplanes at night and/or in IMC not permitted
6.22	Single pilot operations under IFR or at night not permitted.
9.4.5.1	Single pilot operations under IFR or at night not permitted.

9.4.5.2*	Single pilot operations under IFR or at night not permitted.
9.4.5.3	Single pilot operations under IFR or at night not permitted.
* Denotes ICAO Recommended practices	

6.2 Part II - International General Aviation - Aeroplanes (9th Edition, Amendment 34-A)
NIL.

6.3 Part III - International Operations - Helicopters (8th Edition, Amendment 20A)
NIL.

7. Annex 7 - Aircraft Nationality and Registration Marks (6th Edition, Amendment 6)
NIL.

8. Annex 8 - Airworthiness of Aircraft (11th Edition, Amendment 104)
NIL.

9. Annex 9 - Facilitation (13th Edition, Amendment 24)

3.24	The visitor's visa conditions are in accordance with Macao, SAR China Administrative Regulation 5/2003 "Approval of regulation on entry, stay and residence permit".
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10. Annex 10 - Aeronautical Telecommunications

10.1 Volume I - Radio Navigation Aids (6th Edition, Amendment 90)

LLZ RWY 16 (MCS) offset not in compliance with ICAO ANNEX 10 classification.

Note: Some deviations (bends) between 6.5 NM and 4.5 NM

10.2 Volume II - Communication Procedures including those with PANS Status (7th Edition, Amendment 90)

NIL.

10.3 Volume III - Communications Systems (2nd Edition, Amendment 90)

NIL.

10.4 Volume IV - Surveillance Radar and Collision Avoidance Systems (5th Edition, Amendment 90)

NIL.

10.5 Volume V - Aeronautical Radio Frequency Spectrum Utilization (3rd Edition, Amendment 90)

NIL.

11. Annex 11 - Air Traffic Services (14th Edition, Amendment 50A)

NIL.

12. Annex 12 - Search and Rescue (8th Edition, Amendment 18)

NIL.

13. Annex 13 - Aircraft Accident Investigation (11th Edition, Amendment 15)

3.2	AACM had set up a permanent Accident Prevention and Investigation Group within the AACM. The group consists of 3 safety officers. In order to ensure independency, it functions independently from the regulatory Directorates and report directly to president of AACM. When accident investigation needs to be activated, the IIC has to be appointed by the president of AACM.
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14. Annex 14 – Aerodromes

14.1 Volume I - Aerodrome Design and Operations (7th Edition, Amendment 11-A)

3.4.3	Macau International Airport provides a runway strip that measures 150 meters from the runway centerline except for the northwestern half which is 106 meters. The area beyond the 106 meter mark falls within the water basin contained between the runway and the two taxiway bridges.
3.5.3	The length of runway end safety area of Macau International Airport is 90 m.
5.3.4.22	The approach lighting system for MIA consists of a row of lights on the extended centre line of the runway, extending over a distance of 420m from the runway threshold instead of the desirable distance of 900m.

14.2 Volume II - Heliports (4th Edition, Amendment 6)

3.2.34	The width of taxi route for the taxiway in the Macau Heliport is 15.6 meters.
3.2.42	The width of taxi route for the taxiway in the Macau Heliport is 15.6 meters.

15. Annex 15 - Aeronautical Information Services (14th Edition, Amendment 38)

NIL.

16. Annex 16 - Environmental Protection

16.1 Volume I - Aircraft Noise (7th Edition, Amendment 11-B)

Part II	
1.5	Items 9, 10, 13, 14, 15, 16, 17 in this Annex are not included in Noise Certificate (Form AACM 11A) issued by the AACM
1.6	Noise Certificate (Form AACM 11A) issued by the AACM has its own numbering system

16.2 Volume II - Aircraft Engine Emissions (3rd Edition, Amendment 8)

NIL.

17. Annex 17 - Security - Safeguarding International Civil Aviation Against Acts of Unlawful Interference (8th Edition, Amendment 14)

NIL.

18. Annex 18 - The Safe Transport of Dangerous Goods by Air (4th Edition, Amendment 12)

NIL.

19. Annex 19 - Safety Management (1st Edition)

NIL.

10.1.2.2. Tropical Cyclone Warning Signals

There are eight signals in use in Macao. They are Number 1, 3, 8NW, 8SW, 8NE, 8SE, 9 and 10:

No 1 Signal It is an Alert By Signal and calls attention to the fact that there is a tropical cyclone centred within about 430 NM (800 km) from Macao which may later affect Macau.

No 3 Signal It warns of strong winds. The centre of a tropical cyclone follows a pattern of movement that sustained wind speed to be experienced in Macao may possibly range from 22 to 33 kt (41 to 62 km/h) with gusts up to 60 kt (111 km/h).

No 8NW Signal - No 8SW Signal - No 8NE Signal - No 8SE Signal

It warns of gale or storm force winds. The centre of a tropical cyclone is nearing and sustained wind speed to be experienced in Macao, from the quarter indicated, may possibly range from 34 to 63 kt (63 to 117 km/h) with gusts reaching up to 100 kt (185 km/h).

No 9 Signal The centre of the tropical cyclone is approaching Macao and it is expected that Macao might be severely affected.

No 10 Signal The centre of the on-coming typhoon should strike at the immediate approaches of Macao. The sustained wind speed should exceed 64 kt (118 km/h) with gusts of great intensity.

Tropical Cyclone Warning Bulletins issued by the SMG are disseminated to the various places and broadcast by all radio, television stations and internet (www.smg.gov.mo). In addition, visual signals are displayed day and night at Guia Lighthouse and Monte in Macao Peninsula.

Details of the symbols and lights used for the signals are shown in Macao's Tropical Cyclone Warning Card (http://www.smg.gov.mo/www/cvm/typhoon/download/tcode_a4.pdf) issued by the SMG.

Aircraft Operators are advised to take early action to safeguard their aircraft by carrying out the below precautions, and other actions which may appear necessary, prior to Signal No. 8NW, 8SW, 8NE or 8SE is hoisted. Aircraft Owners/Operators may be held responsible for any damage caused by their aircraft.

- a) Aircraft Operators should coordinate with Airport Operator to tow and park the aircraft into the hangar if parking space allows;
- b) All serviceable aircraft should be flown away from the airport;
- c) Aircraft which cannot be flown away should be securely tie down in most appropriate means by Aircraft Operator and/or Handling Agent;
- d) Aircraft Operators should detail duty personnel to stand by in the event of a wind shift necessitating re-orientation of aircraft.

10.2. Strong Monsoon Signal (Black Ball)

When strong to gale force winds which are associated with winter monsoon (from the Northeast quadrant) or summer monsoon (from the Southwest quadrant) are occurring or expected to occur in the local area, the Strong Monsoon Signal (black ball) will be issued by the SMG. The Strong Monsoon Signal indicates that the sustained wind speed in Macao due to the monsoon wind exceeds, or is forecast to exceed 22 kt (41 km/h).

Note: this signal is not applied during tropical cyclone situation.

10.3. Local wind effects on the approaches to Macau International Airport

- the area of Macau International Airport is possibly subject to the wind shear event caused by microbursts and gust fronts of thunderstorms.
- there are no significant topographic features near the airport which cause an inordinate amount of turbulence. The source of turbulence in the area is instability due to convection.

The above conclusion is based on the historical wind observations in the meteorological stations in Macao, Taipa and Coloane. The details of these wind effects will be concluded once the three anemometers located along the runway are installed and sufficient data is obtained.

11. Thunderstorm Warnings

The Airport Meteorological Office issues two classes of thunderstorm warnings which are designated and differentiated using colors amber and red. The colors have different meanings and demands in terms of weather conditions and actions to be implemented that are explained below.

AMBER

Thunderstorm warning when the thunderstorm is observed within 48 km to 5 km from the Airport and is forecasted that the thunderstorm activities can possibly affect the Airport;

Cancellation of AMBER warning will be issued whenever thunderstorm. activities have ceased affecting the Airport.

RED

Thunderstorm warning is a severely hazardous weather signal that indicates the thunderstorm activities are increasing or moving closer to the 5 km area of the Airport and will directly affect the Airport.

Downgrading from RED to AMBER will be issued when thunderstorm activities are weakening or moving away from the Airport.

Notes:

- 1 - The RED warning can be issued without first issuing the AMBER warning;
- 2 - When the Amber warning is issued, prediction and possibility of upgrade to RED warning may be included.
- 3 - Downgrading the RED warning to AMBER will normally mean that the RED warning will not be issued again at least in the next 30 minutes. However if the weather conditions suddenly deteriorate or thunderstorm activities develop stronger, the RED can be re-issued at any moment
- 4 - The warnings can be cancelled without first downgrading from RED to AMBER.

12. Strong Wind Warning

When the 10 minutes average wind speed recorded in the runway is over 33 kt (62 km/h), and there is not any Tropical Cyclone Signal or Strong monsoon Signal, the Aerodrome Strong Wind Signal should be issued immediately.

INTENTIONALLY

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VMMC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	ASDA (m)	TODA (m)	LDA (m)	Remarks
1	2	3	4	5	6
16	3225	3285	3285	2865	Displaced THR : 360 m
34	3300	3360	3360	2930	Displaced THR : 370 m

VMMC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line, LGT Length, spacing colour, INTST	RWY edge LGT, LEN spacing colour, INTST	RWY End LEN, spacing colour WBAR	SWY LGT LEN colour	Remarks
1	2	3	4	5	6	7	8	9	10
16	SIAL 600 m LIH	GREEN -	PAPI Both / 3° (70.87 ft/ 21.60 m)	NIL	2865 m, 30 m*, LIH	3460 m, 60 m White - 2280 m Yellow - 600 m LIH	Red -	60 m Red	* ICAO standard colour coding
34	CAT 1-2- 3 420 m LIH	GREEN -	PAPI Right / 3° (65 ft/ 19.81 m)	900 m	2930 m, 30 m*, LIH	3460 m, 60 m White - 2340 m Yellow - 600 m LIH	Red -	60 m Red	

VMMC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL.
2	LDI location and LGT Anemometer location and LGT	LDI: NIL. Surface wind: One at touchdown zone of RWY 16 One at touchdown zone of RWY 34 One at middle All are 130 m East of RWY centre line Cloud base: Two (105 m East of RWY centre line), one at each RWY end
3	TWY edge and centre line lighting	Edge : TWY H, C1 Centre line : All TWY
4	Secondary power supply / switch-over time	one generator on each sub-station (3 in total) up to 500 KVA. CAT II ILS operations relying on main generator, and with back-up on commercial power. Switch-over time: 0.5 sec
5	Remarks	NIL.

VMMC AD 2.16 HELICOPTER LANDING AREA
NIL.

VMMC AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Macau Aerodrome Traffic Zone (ATZ). The Macau ATZ is a regulated airspace, extending in a circle of 5 NM radius from the aerodrome reference point except to the west where the boundary is a straight line parallel to the runway at a distance of 3 NM. There is a 5NM wide stub, out to 10NM on the approach to runway 34 and a 2 NM wide stub out to 6.27 NM (Jiuzhou DVOR) on the 215° (true bearing) inbound track to the runway 16 LLZ.
2	Vertical limits	SFC to 3000 ft (900 m) AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Macau Tower English
5	Transition altitude	Refer to ENR 1.7
6	Remarks	NIL.

VMMC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	MACAU TWR	118.000 MHz 121.500 MHz	H24 H24	Emergency
Ground control	Ground	121.725 MHz 121.975 MHz	H24 H24	Emergency
ATIS	MACAU ATIS	126.400 MHz	H24	
*Liaison of fire fighting service to aircraft crew		*123.100 MHz	H24	Auxiliary frequency SAR *to be used on ground, for actual fire crash fighting only
Search and Rescue (Main)		125.150 MHz	H24	For communication with SAR vessels and SAR aircraft
Search and Rescue (Back up)		120.800 MHz	H24	Back up of 125.15 MHz
		122.350 MHz	H24	Reserved