







3.4-4	22 FEB 24	2 - VMMC - 11	01 FEB 07	2 - VMMC - 64 E	30 OCT 25
3.4-5	22 FEB 24	2 - VMMC - 12	01 FEB 07	2 - VMMC - 64 F	30 OCT 25
3.5-1	02 JAN 97	2 - VMMC - 13	25 JUL 24	2 - VMMC - 64 G	30 OCT 25
3.6-1	02 JAN 97	2 - VMMC - 14	25 JUL 24	2 - VMMC - 64 H	30 OCT 25
		2 - VMMC - 15	25 JUL 24	2 - VMMC - 65	30 OCT 25
<b>ENR 4</b>		2 - VMMC - 16	25 JUL 24	2 - VMMC - 65 A	23 FEB 23
4.1-1	02 JAN 97	2 - VMMC - 17	25 JUL 24	2 - VMMC - 66 A	30 OCT 25
4.2-1	02 JAN 97	2 - VMMC - 18	25 JUL 24	2 - VMMC - 66 B	23 FEB 23
4.3-1	02 JAN 97	2 - VMMC - 18 A	25 JUL 24	2 - VMMC - 66 C	30 OCT 25
4.4-1	04 JAN 18	2 - VMMC - 19	25 JUL 24	2 - VMMC - 66 D	27 JAN 22
		2 - VMMC - 19 A	25 JUL 24	2 - VMMC - 67	30 OCT 25
<b>ENR 5</b>		2 - VMMC - 20	13 JUL 23	2 - VMMC - 68	27 JAN 22
5.1-1	04 JAN 18	2 - VMMC - 21	18 APR 13	2 - VMMC - 68 A	30 OCT 25
5.2-1	02 JAN 97	2 - VMMC - 22	18 APR 13	2 - VMMC - 68 B	27 JAN 22
5.3-1	02 JAN 97	2 - VMMC - 23	18 APR 13	2 - VMMC - 68 C	30 OCT 25
5.4-1	02 JAN 97	2 - VMMC - 24	28 MAR 19	2 - VMMC - 68 D	28 JAN 21
5.5-1	02 JAN 97	2 - VMMC - 25	13 JUL 23	2 - VMMC - 68 E	27 JAN 22
5.6-1	02 JAN 97	2 - VMMC - 26	30 OCT 25	2 - VMMC - 69	30 OCT 25
		2 - VMMC - 27	18 APR 13	2 - VMMC - 69 A	22 FEB 24
<b>ENR 6</b>		2 - VMMC - 50	22 FEB 24	2 - VMMC - 69 B	30 OCT 25
6-1	02 JAN 97	2 - VMMC - 51	03 MAY 01	2 - VMMC - 69 C	30 OCT 25
		2 - VMMC - 52	25 JUL 24	2 - VMMC - 69 D	30 OCT 25
<b>PART 3 - AERODROMES</b>		2 - VMMC - 53	25 JUL 24	2 - VMMC - 69 E	22 FEB 24
<b>(AD)</b>		2 - VMMC - 54	04 JAN 18	2 - VMMC - 70	30 OCT 25
		2 - VMMC - 55	04 JAN 18	2 - VMMC - 71	30 OCT 25
<b>AD 0</b>		2 - VMMC - 56	02 JAN 97	2 - VMMC - 71 A	20 FEB 25
0.6-1	16 JUL 20	2 - VMMC - 57	30 OCT 25	2 - VMMC - 71 B	30 OCT 25
0.6-2	20 MAR 14	2 - VMMC - 57 A	28 NOV 24	2 - VMMC - 71 C	30 OCT 25
0.6-3	20 MAR 14	2 - VMMC - 57 B	28 NOV 24	2 - VMMC - 71 D	30 OCT 25
		2 - VMMC - 57 C	28 MAR 19	2 - VMMC - 71 E	20 FEB 25
<b>AD 1</b>		2 - VMMC - 58	30 OCT 25	2 - VMMC - 71 F	30 OCT 25
1.1-1	15 JUL 10	2 - VMMC - 59	30 OCT 25	2 - VMMC - 71 G	20 FEB 25
1.1-2	07 AUG 25	2 - VMMC - 60	07 AUG 25	2 - VMMC - 72	30 OCT 25
1.1-3	26 APR 18	2 - VMMC - 60 C	30 OCT 25	2 - VMMC - 73	04 JAN 18
1.2-1	05 MAR 26	2 - VMMC - 60 D	07 AUG 25	2 - VMMC - 74	04 JAN 18
1.2-2	05 MAR 26	2 - VMMC - 60 E	07 AUG 25		
1.3-1	02 JAN 97	2 - VMMC - 60 F	07 AUG 25	<b>AD 3</b>	
1.4-1	02 JAN 97	2 - VMMC - 61	30 OCT 25	3 - 1	21 AUG 25
1.5-1	03 APR 25	2 - VMMC - 62	30 OCT 25	3 - 2	24 NOV 16
		2 - VMMC - 62 A	30 OCT 25	3 - 3	24 NOV 16
<b>AD 2</b>		2 - VMMC - 62 B	30 OCT 25	3 - 4	24 FEB 22
2 - VMMC - 1	26 APR 18	2 - VMMC - 62 C	30 OCT 25	3 - 5	03 APR 25
2 - VMMC - 2	23 MAY 17	2 - VMMC - 62 D	30 OCT 25	3 - 6	21 AUG 25
2 - VMMC - 3	13 JUL 23	2 - VMMC - 62 E	30 OCT 25	3 - 7	24 NOV 16
2 - VMMC - 4	17 JUN 21	2 - VMMC - 62 F	30 OCT 25	3 - 8	24 NOV 16
2 - VMMC - 5	20 MAR 14	2 - VMMC - 63	30 OCT 25	3 - 9	04 JAN 18
2 - VMMC - 6	24 MAY 18	2 - VMMC - 63 A	07 AUG 25		
2 - VMMC - 7	24 MAY 18	2 - VMMC - 64 A	30 OCT 25		
2 - VMMC - 8	23 FEB 23	2 - VMMC - 64 B	07 AUG 25		
2 - VMMC - 9	23 FEB 23	2 - VMMC - 64 C	07 AUG 25		
2 - VMMC - 10	01 FEB 07	2 - VMMC - 64 D	07 AUG 25		

## GEN 1.6 SUMMARY OF MACAO SPECIAL ADMINISTRATIVE REGION LAWS, REGULATIONS AND INTERNATIONAL AGREEMENTS / CONVENTIONS

### 1 List of Laws and Regulations applicable to Civil Aviation in Macao Special Administrative Region:

Reference	Laws and Regulations
Decree Law n.10/91/M-4 February (Except Article 12, Article 13, no.1 of Article 32, Article 34, and Article 35)	Establishes the Civil Aviation Authority
Decree Law n. 52/94/M-7 November	Establishes the legal system governing the aeronautical restrictions in the territory of Macao
Decree Law n. 9/95/M-6 February	Amends the statute of the Civil Aviation Authority
Portaria n. 232/95/M-14 August	Rules the authorization process to operate non- scheduled flights in Macau International Airport
Portaria n. 233/95/M-14 August	Defines the surrounding areas of the Macau International Airport which are restricted by the aeronautical restrictions
Portaria n. 282/96/M-11 November	Updates the Macau International Airport charges
Decree Law n. 66/96/M-18 November	Rules the baggages and other objects abandoned in the Macau International Airport
Decree Law n. 10/98/M-30 March	Approves the system for aircraft registry
Portaria n. 152/98/M-15 June	Updates the Macau International Airport charges
Regulamento Administrativo n.º 31/2003	Administrative regulation regarding administrative infractions committed on board civil aircraft
Regulamento Administrativo n.º 11/2004	Rules the liability limits of the operators of aircraft <ul style="list-style-type: none"> <li>a) Registered in the Macao SAR,</li> <li>b) Using Macao's civil aviation infrastructures or</li> <li>c) Using the air space assigned to the Macao SAR.</li> </ul>
Ordem Executiva n. 36/2004	Updates the Macau International Airport charges

Executive Order no. 26/2006	Amends Articles 10 and 14 of Portaria no. 282/96/M of 11 November
Despacho of Chief Executive no. 295/2010	Amends the Portaria no. 233/95/M of 14 August that defines the surrounding areas of Macau International Airport that are restricted by the aeronautical restrictions
Administrative Regulation no. 19/2011	Amends Administrative Regulation no. 11/2004 that rules the liability limits of the operators of aircraft
Administrative Regulation no. 18/2012	Aerodrome Certification
Executive Order no. 45/2012	Establishes the charging scheme of the Civil Aviation Authority for the scope of services it provides within its responsibilities
Law no. 2/2013	Civil Aviation Accident and Incident Investigation and Aviation Safety Information Protection Law
Executive Order no. 13/2013	Updates the Macau International Airport charges
Executive Order no. 43/2021	Approves the Air Navigation Regulation of Macao
Administrative Regulation no. 16/2022	Air Transport Facilitation and Civil Aviation Security Systems
Despacho of Chief Executive no. 68/2023	Approves the Macao SAR Civil Aviation Security Programme
Law no. 4/2025	Civil Aviation Activity Law
Despacho of Chief Executive no. 157/2025	Defines the amount of guarantee referred to in Article 44 of the Civil aviation activity law
Despacho of Chief Executive no. 158/2025	Defines the issuance and renewal fee of commercial air passenger transport activity licence as well as the annual activity fee
Despacho of Chief Executive no. 159/2025	Defines the minimum company capital of commercial air transport operators
Despacho of Chief Executive no. 281/2025	Approves the format of AACM inspector identification card
Despacho of Secretary for Transport and Public Works no. 56/2025	Approves the format of licences and certificates
Despacho of Secretary for Transport and Public Works no. 57/2025	Approves the format of licences and similar documents

**2. List of International Conventions on Civil Aviation matters applicable to Macao Special Administrative Region:**

<b>International Conventions</b>
Convention on International Civil Aviation <i>Chicago, December 7th 1944</i>
Convention for the Unification of Certain Rules relating to International Carriage by Air <i>Warsaw, October 12th 1929</i>
Hague Protocol amending the Convention for the Unification of Certain Rules relating to International Carriage by Air <i>Hague, September 28th 1955</i>
Convention on the International Recognition of Rights in Aircraft <i>Geneva, June 19th 1948</i>
Convention on Offences and Certain Other Acts Committed on Board Aircraft <i>Tokyo, September 14th 1963</i>
Convention for the Suppression of Unlawful Seizure of Aircraft <i>Hague, December 16th 1970</i>
Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation <i>Montreal, September 23rd 1971</i>
Convention for the Unification of Certain Rules for International Carriage by Air <i>Montreal, May 28th 1999</i>
Protocol for the Suppression of Unlawful Acts of Violence at Airports serving International Civil Aviation <i>Montreal, February 24th 1988</i>
International Air Services Transit Agreement <i>Chicago, 7 December 1944</i>

**TABLE 1.6.1**  
**Air Navigation Order**

<b>Provision for Notification</b>	<b>Notification</b>
Instrument Landing System	Notified in ENR Section.
Radio Frequencies	The radio frequencies in use by aeronautical radio stations are notified in the AD Section.
Mechanical radio watch	Frequencies fitted with suitable equipment to permit the maintenance of a mechanical radio watch are notified in the AD Section.

<b>Provision for Notification</b>	<b>Notification</b>
Definitions of an Aerodrome Traffic Zone	Controlled airspace is notified in the ENR Section.
Carriage of Radio Equipment	A requirement ensure two way communications with Air Traffic Control Unit.
Carriage of Transponder	A requirement for the carriage of a secondary surveillance radar transponder is notified in the GEN Section.
Holding and Instrument Approach Procedures	Holding and Instrument Approach Procedures are notified in the ENR Section.
Position Reports	Position Reporting Procedures are notified in the ENR Section.
Radio Frequencies for the Air Traffic Control communications at aerodrome	Notified in the AD Section.

### 3. Aeronautical Circular

The President of the Civil Aviation Authority – Macao, China, pursuant to number 1 of article 7 and in exercise of the competence conferred by item 1) of article 10, both of Law no. 4/2025 (Civil aviation activity law), established this Aeronautical Circular (AC) system.

#### 3.1 General (GEN)

<b>Number</b>	<b>Version</b>	<b>Subject</b>
AC/GEN/001	R03	New System of Issuance of Aeronautical Circulars
AC/GEN/002	R05	Rules Concerning Aeronautical Accidents and Incidents
AC/GEN/003	R03	Mandatory Occurrence Reporting Scheme
AC/GEN/004	R00	Units Of Measurement To Be Used In Air And Ground Operations
AC/GEN/005	R06	Safety Management System Requirements
AC/GEN/006	R01	Macao Runway Safety Programme
AC/GEN/007	R00	Exemption Procedure
AC/GEN/008	R05	Cancellation of several Aeronautical Circulars
AC/GEN/009	R01	Macao Confidential Aviation Reporting System
AC/GEN/010	R01	Safety Information Protection
AC/GEN/012	R00	Monitoring, reporting and verification (MRV) of aeroplane operator annual CO2 emissions
AC/GEN/013	R00	Operator Permit for Unmanned Aircraft Operations in Macao
AC/GEN/014	R00	Dangerous Goods Training Programme

**3.2 Airport (AGA)**

<b>Number</b>	<b>Version</b>	<b>Subject</b>
AC/AGA/003	R01	Aviation Fuel at Aerodromes - Storage, Handling and Quality Control
AC/AGA/004	R00	Bird Strike Reporting
AC/AGA/007	R00	Aerodrome Director Responsibilities, Authority and Qualifications
AC/AGA/008	R00	Aerodrome Manual Requirements
AC/AGA/010	R01	Manual of Standards - Aerodromes
AC/AGA/011	R01	Manual of Standards - Heliports
AC/AGA/012	R00	Restrictions on carriage of Liquids, Aerosols and Gels (LAGs) and Prohibited Articles
AC/AGA/013	R02	Restrictions on Dangerous Goods
AC/AGA/014	R00	Global Reporting Format for Runway Surface Condition

**3.3 Air Traffic Services**

<b>Number</b>	<b>Version</b>	<b>Subject</b>
AC/ATS/001	R01	Scheme of Working Hours of Air Traffic Controllers
AC/ATS/003	R05	ATS Requirements
AC/ATS/004	R04	Air Traffic Service Manual Requirements
AC/ATS/005	R05	Air Traffic Control Approval Requirements
AC/ATS/006	R09	Manual of Standards - Air Traffic Management
AC/ATS/008	R01	Instrument Flight Procedures Approval Requirements

**3.4 Airworthiness**

<b>Number</b>	<b>Version</b>	<b>Subject</b>
AC/AW/001	R03	Process for Acceptance of Used Engines, Engine Modules, Auxiliary Power Units (APUs) and Propellers for Use on Aircraft Requiring a Macao Certificate of Airworthiness
AC/AW/002	R06	Acceptance of Aircraft Components
AC/AW/004	R21	Macao Aviation Requirements MAR-1 Airworthiness Procedures
AC/AW/005	R02	Coding and Registration of Macao 406 MHz Emergency Locator Transmitter (ELT) for Search and Rescue
AC/AW/011	R02	Macao Aviation Requirements MAR-145 Approved Maintenance Organisations
AC/AW/012	R00	Extension/Variation of Aircraft Maintenance Programme Inspection Schedules
AC/AW/013	R00	Mandatory Modifications, Inspections and Changes to Approved Documentation
AC/AW/015	R00	Disposition of Scrap Aircraft Parts & Materials

AC/AW/016	R00	Detecting and Reporting of Unapproved Parts
AC/AW/017	R00	Return to Service of Aircraft Items Recovered from Aircraft Involved in Accidents/Incidents
AC/AW/021	R04	Cooperation Arrangement on Mutual Acceptance of Certificates of Airworthiness Between Civil Aviation Administration of China, Civil Aviation Department, Hong Kong, China and Civil Aviation Authority-Macao, China
AC/AW/022	R02	Acceptable Means of Compliance and Interpretative / Explanatory Material (AMC & IEM) to the Nineteenth Schedule of Air Navigation Regulations of Macau (ANRM)
AC/AW/023	R09	Flight Recorders
AC/AW/026	R02	Cooperation Arrangement on Mutual Acceptance of Approvals of Design Change and Repair Design Among Civil Aviation Administration of China, Civil Aviation Department, Hong Kong, China and Civil Aviation Authority - Macao, China
AC/AW/028	R00	Weight and Balance of Aircraft
AC/AW/029	R02	Certificate of Maintenance Review
AC/AW/030	R00	Airborne Collision Avoidance System Requirement
AC/AW/034	R02	Markings and placards
AC/AW/035	R00	Cooperation Arrangement on Joint Maintenance Management between Civil Aviation Administration of China, Civil Aviation Department of the Hong Kong Special Administrative Region Government, China and Civil Aviation Authority of the Macao Special Administrative Region, China
AC/AW/036	R00	Runway Overrun Awareness and Alerting System
AC/AW/037	R00	Location of an Aeroplane in Distress
AC/AW/038	R00	Aircraft Maintenance Programme

## GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

### 1. Annex 1 - Personnel Licensing (13<sup>th</sup> Edition, Amendment 176)

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> <ul style="list-style-type: none"> <li>i) he/she shall not, unless his/her license includes an instrument rating, fly such an aircraft on any scheduled journey;</li> <li>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</li> <li>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;</li> </ul>
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 (10<sup>th</sup> Edition, Amendment 47)**

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 (16<sup>th</sup> Edition, Amendment 12)**

NIL.

**3. Annex 3 - Meteorological Service for International Air Navigation (20<sup>th</sup> Edition, Amendment 82)**

NIL.

**4. Annex 4 - Aeronautical Charts (11<sup>th</sup> Edition, Amendment 62)**

NIL.

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

NIL.

**6. Annex 6 - Operation of Aircraft**

**6.1 Part I - International Commercial Air Transport - Aeroplanes) (12<sup>th</sup> Edition, Amendment 50)**

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
6.23	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 (11<sup>th</sup> Edition, Amendment 42)**  
NIL.

**6.3 Part III - International Operations - Helicopters (11<sup>th</sup> Edition, Amendment 26)**  
NIL.

**7. Annex 7 - Aircraft Nationality and Registration Marks (6<sup>th</sup> Edition, Amendment 7)**  
NIL.

**8. Annex 8 - Airworthiness of Aircraft (12<sup>th</sup> Edition, Amendment 107)**  
NIL.

**9. Annex 9 - Facilitation (15<sup>th</sup> Edition, Amendment 26)**

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 (7<sup>th</sup> Edition, Amendment 94)**

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 (7<sup>th</sup> Edition, Amendment 94)**

NIL.

**10.3 Volume III - Communications Systems (2<sup>nd</sup> Edition, Amendment 93)**

NIL.

**10.4 Volume IV - Surveillance Radar and Collision Avoidance Systems (5<sup>th</sup> Edition, Amendment 91)**

NIL.

**10.5 Volume V - Aeronautical Radio Frequency Spectrum Utilization (3<sup>rd</sup> Edition, Amendment 91)**

NIL.

**11. Annex 11 - Air Traffic Services (15<sup>th</sup> Edition, Amendment 52)**

NIL.

**12. Annex 12 - Search and Rescue (8<sup>th</sup> Edition, Amendment 18)**

NIL.

**13. Annex 13 - Aircraft Accident Investigation (12<sup>th</sup> Edition, Amendment 18)**

3.2	AACM had set up a permanent Accident Prevention and Investigation Group within the AACM. The group consists of 2 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 (7<sup>th</sup> Edition, Amendment 13-B)**

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 (5<sup>th</sup> Edition, Amendment 9)**

3.1.39	The width of taxi route for the taxiway in the Macau Heliport is 15.6 meters.
3.1.41	The width of taxi route for the taxiway in the Macau Heliport is 15.6 meters.

**15. Annex 15 - Aeronautical Information Services (16<sup>th</sup> Edition, Amendment 43)**

NIL.

**16. Annex 16 - Environmental Protection**

**16.1 Volume I - Aircraft Noise (8<sup>th</sup> Edition, Amendment 14)**

Part II	
1.6	Noise Certificate (AW/AIR/011) issued by the AACM has its own numbering system

**16.2 Volume II - Aircraft Engine Emissions (5<sup>th</sup> Edition, Amendment 11)**

NIL.

**16.3 Volume III - Aeroplane CO<sub>2</sub> Emissions (1<sup>st</sup> Edition, Amendment 2)**

NIL.

**17. Annex 17 - Security - Safeguarding International Civil Aviation Against Acts of Unlawful Interference (12<sup>th</sup> Edition, Amendment 18)**

3.5.2	Background check is not applied to persons with access to sensitive aviation security information.
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**18 Annex 18 - The Safe Transport of Dangerous Goods by Air (4<sup>th</sup> Edition, Amendment 12)**

NIL.

**19 Annex 19 - Safety Management (2<sup>nd</sup> Edition, Amendment 1)**

NIL.

### 3.4 AIP supplements

AIP Supplements are used to publish temporary information of long duration (3 months or longer) and/or information of operational significance containing comprehensive texts, charts or diagrams, even if this information is of short duration (less than 3 months). The information is to be inserted within the AIP, at the beginning of the appropriate subsection, following the indications given on the cover sheet of each supplement.

AIP Supplements may have a defined period validity or an estimate date of terminus. In each case of supplement must be kept within the AIP during the complete period of validity. The supplements may be cancelled (or replaced) by other supplements, by AIP amendment or by NOTAM.

There are two types of supplements :

- Regular supplements, containing information which is not of operational significance for the safe conduct of a flight and does not require an advanced notification to the users. These supplements are published whenever necessary.
- AIRAC supplements, containing information which is of operational significance for the safe conduct of a flight and requires an advanced notification to the users. AIRAC procedures will be followed as for the amendments (see 3.3 above).

The numbering of the supplements will be consecutive and based on the calendar year.

The cover page of each supplement will give indications on the subject (s), validity, correct place for the introduction of the supplement pages, and NOTAM cancellation or replacement by the supplement. All Supplements are coloured (yellow) in order to be conspicuous, no differentiation is made between regular and AIRAC supplements (the acronym AIRAC will appear in bold on the front page of the AIRAC type supplements). A checklist of supplements in force will be published each month by means of the monthly printed plain language summary of NOTAM in force.

### 3.5 NOTAM and Pre-flight Information Bulletins (PIB)

NOTAM is used to disseminate information concerning the establishment, condition or changes in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel engaged in flight operations. NOTAMs are distributed by Macao International NOTAM office as follows:

- One single series A containing information about Macao International Airport and Macao Heliport.
- A checklist of NOTAM in force is issued every month.
- NOTAM are distributed to all states which interchange NOTAM information with Macao International NOTAM office.

SNOWTAM is issued for Macao International Airport when the runway is wholly or partially contaminated by standing water.

Macao International NOTAM Office - NOTAM interchange

ICAO location indicator	NOTAM office	Rec. Series	Country	Received	Send
AGGHYNYX	Honiara		Solomon Is.		X
ANAUYNXX	Nauru		Nauru		X
AYPMYNYX	Port Moresby	A	Papua N. G.	X	
CYHQYNYX	Ottawa	C/D/E/F/G/H/S	Canada	X	X
EBBRYNYX	Bruxelles	A/D/E/G	Belgium	X	X
EDDZYNYX	Frankfurt	A	Germany	X	
EETNYNYX	Tallinn	A	Estonia	X	
EFHKYNYX	Helsinki	A	Finland	X	
EGGNYNYX	UK	A/B/I/L/P/V	United Kingdom	X	X
EHAMYNYX	Amsterdam	A	Netherlands	X	X
EHMCYNYX	Amsterdam	M	Netherlands	X	X
EINNYNYX	Shannon	A/B/D/H/J/N/V	Ireland	X	X
EKCHYNYX	Kobenhavn	A	Denmark	X	
ENGMYNYX	Oslo	A	Norway	X	
EPWWYNYX	Warszawa	A/B/C/D/E/F/G/H/L	Poland	X	
ESSAYNYX	Stockholm	A/B	Sweden	X	X
FAJNYNYX	Johannesburg		South Africa		X
FSIAYNYX	Mahe		Seychelles		X
HECAYNYX	Cairo		Egypt		X
HKJKYNYX	Nairobi		Kenya		X
KDCAYNYX	Washington	A + (1)	United States	X	X
LBSFYNYX	Sofia	A	Bulgaria	X	
LCNCYNYX	Nicosia	A	Cyprus	X	X
LDZAYNYX	Zagreb	A/M	Croatia	X	X
LEANYNYX	Madrid	A/B/D/E/F/G/P/R	Spain	X	X
LFFAYNYX	Paris	A/F/R/W	France	X	
LGGGYNYX	Athinai	A/B	Greece	X	X
LHBPYNYX	Budapest	A	Hungary	X	X
LIAYNYX	Rome	A/E/W	Italy	X	X
LJLAYNYX	Wien Ljubljana	A	Slovenia	X	X
LKPRYNYX	Praha	A	Czech Rep.	X	
LLADYNYX	Tel Aviv	A	Israel	X	X
LMMMYNYX	Malta	A	Malta	X	X
LOWWYNYX	Wien	A	Austria	X	X
LPPPYNYX	Lisboa	A	Portugal	X	
LRBBYNYX	Bucuresti	A/B/C/D/F/M/P/R	Romania	X	X
LSSNYNYX	Zurich	A	Switzerland	X	X
LTAAYNYX	Ankara	A/B/C/J	Turkey	X	X
LYBBYNYX	Beograd	A	Srbija/Crna Gora/Serbia and Montenegro	X	
LZIBYNYX	Bratislava	A	Slovakia	X	
NFOFYNYX	Nadi	A	Fiji	X	X
NZCHYNYX	Christchurch	B/F/P	New Zealand	X	X
OAKBYNYX	Kabul	D/G/P	Afghanistan	X	
OBBSYNYX	Bahrain	A	Bahrain	X	X
OEJDYNYX	Jeddah	A/W	Saudi Arabia	X	X
OIIYNYX	Tehran	A	Iran	X	X
OJAIYNYX	Amman	A	Jordan	X	X
OKNOYNYX	Kuwait	A	Kuwait	X	X
OMAEYNYX	Abu-Dhabi	A	Un. Arab Em.	X	X
OOMSINYX	Muscat	A	Oman	X	X
OPKCYNYX	Karachi	A	Pakistan	X	X
OSDIYNYX	Damascus	A	Syrian	X	
OTNOYNYX	Doha	A	Qatar	X	X
RJAAINYX	Tokyo	A/B/C/D/E/F/G/H/J/ K/L/M/N/O/P/Q/R/U/ V/W/X/Y/Z	Japan	X	X
RKRRYNYX	Seoul	A/C/D/E/G/Z	Korea	X	X
RPLLNYX	Manila	B	Phillipines	X	X
UAAKYNYX	Almaty	A/C/K	Kazakhstan	X	X
UBBUYNYX	Baku	A	Azerbaijan	X	
UCFMYNYX	Bishkek	A	Kyrgyzstan	X	X
UDDDYNYX	Armenia	A	Armenia	X	X
UGTBYNYX	Tbilisi	G/N	Georgia	X	
UKKRYNYX	Ukraine	A	Ukraine	X	X
URASYNYX	Sukhum	O	Abkhazia	X	
UTDAYNYX	Tajikistan	A	Tajikistan	X	X
UZTTYOYX	Tashkent	D	Uzbekistan	X	X

## Macao International NOTAM Office - NOTAM interchange (continue)

ICAO Location Indicator	NOTAM Office	Rec. Series	Country	Received	Send
UUUUYNYX	Moskva	A/E/G/H/J/K/L/N/ O/P/Q/U/V/W/X/Y/Z	Russia	X	X
VABBYNYX	Bombay	A	India	X	X
VCBIYNYX	Colombo	A	Sri Lanka	X	X
VDPYNYX	Phnom-Penh	A/B	Cambodia	X	X
VECCYNYX	Calcutta	A	India	X	X
VGHSYNYX	Dhaka	A	Bangladesh	X	X
VHHYNYX	Hong Kong	A	Hong Kong	X	X
VIDPYNYX	New Delhi	A/G	India	X	X
VLVTYNYX	Vientiane	A	Laos	X	X
VNKTYNYX	Kathmandu	A	Nepal	X	X
VOMMYNYX	Madras	A	India	X	X
VRMMYNYX	Male	A	Maldives	X	X
VTBDYNYX	Bangkok	A/G/H/J	Thailand	X	X
VVVVYNYX	Ho-Chi-Minh	A/J	Vietnam	X	X
VYYYYNYX	Yangon	A/B	Myanmar	X	X
WBSBYNYX	Brunei	A	Brunei	X	X
WMKKYNYX	Kuala Lumpur	A/D	Malaysia	X	X
WRRRYNYX	Jakarta	A/B	Indonesia	X	X
WSSSYNYX	Singapore	A	Singapore	X	X
YBBBYNYX	Brisbane	D/E/F/G/H/I/J/K/L/M/N	Australia	X	X
ZBBBYNYX	Beijing	A/E/F/G/L/M/U/W/Y	China	X	X
ZKKKYNYX	Pyong Yang	A	North Korea	X	X
ZMUBYNYX	Ulaanbaatar	A/C/S	Mongolia	X	X

(1) Following location ind.- KDCA, KDZZ, KFDC, KICZ, KLAS, KLAX, KOAK KSEA, KSFO, KZAK, KZLA, KZOA.,KZSE, PAFA, PANC, PANN, PAZA, PGRO, PGSN, PGWT, PGZU, PHJR, PHNL, PMDY.

Pre-flight Information Bulletins (PIB) such as route bulletins, aerodrome bulletins and list of valid NOTAM are available on request at AIC service in Macau International Airport.

### 3.6 Aeronautical Information Circular (AIC)

AIC contains information of general technical interest and information relative to administrative matters which is not appropriate to the AIP or NOTAM. AICs are distributed in two series:

Series A - containing information for international distribution

Series B - containing information for local distribution

AIC concerning matters for both international and local interest are available in English. The serial number of each series starts with number 1 on the 1st of January each year. A Checklist of AIC currently in force is issued at the end of each calendar year.

### 3.7 Checklists and summaries

Checklists and summaries are administrative material without operational significance. Their purpose is to help recipients of the elements of the integrated package verifying the continuity and validity of the information they handle. A Printed Plain Language Summary of NOTAM in force is issued on the 1st day of every month. It also contains a checklist of the AIP Supplements currently in force and an indication of the latest publications issued. Distribution is made to all recipients of the integrated package elements.

### **3.8 Sale of publications**

Application for purchase of the AIP MACAO and subscription to amendment service should be sent to :

Alameda Dr. Carlos D'Assumpção, 336-342  
Centro Comercial Cheng Feng, 18º andar  
Macao, China

## **4 AIRAC system**

In order to control and regulate the flow of information implying amendments to charts, route manuals, Flight Management Systems, etc., whenever possible such information will be issued on predetermined dates according to the AIRAC system. This type of information will be published as AIRAC AIP amendments or AIRAC AIP supplements.

Whenever major changes are being planned, and where additional notice is desirable (and practicable), the publication date will be 56 days in advance of the AIRAC effective date. At the AIRAC publication date a NOTAM giving a short description of the contents of the AIRAC amendment or supplement, will be issued. When no AIRAC information will be issued, "AIRAC NIL" information will be distributed together with the monthly NOTAM checklist, at least 28 days in advance of the AIRAC effective date.

The predetermined dates of the AIRAC system are published every year by means of an AIC.

## **5 Pre-flight Information Service**

- 5.1 A pre-flight information service unit is available at Macau International Airport.
- 5.2 Pre-flight information is provided by means of up-dated Pre-Flight Information Bulletins or by display of aeronautical documents for self-briefing. Verbal briefing might be provided on request.
  - 5.2.1 PIB will contain both aerodrome and en-route information (including navigation warning), related to the Macao Pre-Flight Coverage Zone.

## ENR 1.10 FLIGHT PLANNING

### 1 Procedures for the submission of flight plan

- 1.1 All flight plan and related ATS messages for traffic inbound Macau International Airport shall be addressed to VMMCZTZX, ZBBBZFPM, ZSSSZFPM, ZGZUZQZX, ZGJDZAZX and VHHKZQZX additionally to the ICAO standard addressing (as per Doc 4444). Operators are strongly recommended to adhere strictly to this procedure in order to avoid inflight delays due to lack of Flight Plan on the above mentioned ATC Units.

### 2 Time of submission

- 2.1 Airline operator can file a FPL up to 5 days (120 hours) prior to the EOBT.
- 2.2 Except where necessary for operational or technical reasons, any aircraft departing from Macau should submit a flight plan at least 3 hours (and in no case later than 60 minutes) prior to the estimated off-block time (EOBT) except aircraft operating from Macau local flights which are permitted to give flight notification.
- 2.3 In the event of a delay of 30 minutes in excess of the EOBT for a flight for which a flight plan has been submitted, the flight plan should be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.

### 3 Place of submission

- 3.1 Operators shall submit to Macau International Airport ARO a Flight Plan according to ICAO SARPS (Annex 2) in one of the following ways: directly by the operator, or its representative, at the Flight Information Unit, or via AFTN/AMHS to VMMCZPZX. Subject to coordination with Macau International Airport ARO, submission of flight plan and related ATS messages may be sent by email or fax in case the above ways of submission are not available.
- 3.2 Operators shall keep available, at any time, individual Supplementary Flight Plan data (SPL) to be provided, on request, to Macau International Airport ATS.

### 4 Contents and Form of flight plan

- 4.1 As per ICAO Doc 4444 (PANS - ATM)
- 4.2 All operators are required to strictly comply with the route syntax specified as below:
- 4.2.1 Departing from Macau International Airport transiting Guangzhou FIR:

	<b>Initial Flight Planned route to be filled in item 15 of the standard ICAO Flight Plan</b>	<b>Connecting Route</b>
(1)	MIPAG	W21
(2)	BIGRO	R200/G221
(3)	NLG <sup>1</sup>	--
(4)	IDUMA	W41/W22/A461

- 1 For flights landing Shenzhen Bao'an International Airport

4.2.2 Departing from Macau International Airport transiting Hong Kong FIR:

Operators are to refer to Hong Kong AIP ENR 1.10 Flight Planning, Section 7.2 for the initial Flight Planned route.

**5 Repetitive flight plan system**

5.1 Not available to and from Macau International Airport.

NOTE: For all off shore oil support helicopters, the procedures will be according to existing letters of agreement (L.O.A.).

## AD 1.2 RESCUE AND FIRE FIGHTING SERVICES, RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

### 1. Rescue and Fire Fighting services

1.1 Adequate rescue and fire fighting vehicles are provided at Macau International Airport. The degree of protection has been determined in accordance with attachment A to Annex 14. In addition, 5 rescue and fire-fighting vessels with foam and water fire-fighting capability will be available 24 hours a day. AD 2.6 refers.

### 2. Runway Surface Condition Assessment and Reporting, and Snow Plan

2.1 Aerodrome operator is responsible for assessing and reporting the runway surface condition based on the ICAO Global Reporting Format (GRF) whenever water or contaminant is present on an operational runway.

2.2 Runway condition report (RCR) is disseminated when there are significant changes in the runway surface condition. The RCR includes runway condition code (RWYCC) and the information that describes the runway surface condition, i.e. type of surface contaminants, depth and coverage for each runway third.

2.3 The RWYCC is derived from the Runway Condition Assessment Matrix (RCAM):

Assessment Criteria		Downgrade Assessment Criteria	
Runway Condition Code (RWYCC)	Runway Surface Description	Aeroplane Deceleration or Directional Control Observation	Pilot Report of Runway Braking Action
6	DRY	-	-
5	WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth)	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
3	WET ("Slippery wet" runway)	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	MEDIUM
2	STANDING WATER (more than 3 mm depth)	Braking deceleration OR directional control is between Medium and Poor.	MEDIUM TO POOR

2.4 Communication Channels for RCR:

<b>Runway Condition Code (RWYCC)</b>	<b>Air-Ground Voice Communications</b>	<b>ATIS</b>	<b>SNOWTAM</b>
6 (Dry)	Yes*	No	No**
5 (Wet)	Yes	Yes	No**
3 (Slippery Wet)	Yes	Yes	No**
2 (Standing water more than 3 mm)	Yes	Yes	Yes

\* Upon request

\*\* Except when RWYCC 2 or lower was previously reported

2.5 Pilots are to make special air report (AIREP) whenever worse braking action than previously reported is experienced. Pilots may also be asked by ATC to report their assessment of the braking performance.

2.6 GRF is applicable to the following aerodrome: Macau International Airport (VMMC)

2.7 Snow Plan: Nil.