MACAO SPECIAL ADMINISTRATIVE REGION
PEOPLE'S REPUBLIC OF CHINA
CIVIL AVIATION AUTHORITY

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AIP MACAO
AMDT 52
20 AUG 2026

1. Significant Information and Changes :

This regular amendment is to update the general information, as well as to correct the literal error.

2. Destroy the following pages and/or charts on implementation date		3. Insert the following new pages and/or charts on implementation date	
GEN		GEN	
0.1-1/2	01 FEB 07/01 FEB 07	0.1-1/2	20 AUG 26/20 AUG 26
0.1-3/-	01 FEB 07/-	0.1-3/-	20 AUG 26/-
0.4-1/2	28 MAY 26/28 MAY 26	0.4-1/2	20 AUG 26/20 AUG 26
0.6-1/2	05 APR 01/05 APR 01	0.6-1/2	05 APR 01/20 AUG 26
1.6-5/6	28 MAY 26/28 MAY 26	1.6-5/6	20 AUG 26/20 AUG 26
1.6-7/8	28 MAY 26/28 MAY 26	1.6-7/8	20 AUG 26/28 MAY 26
3.1-1/2	26 APR 18/01 DEC 22	3.1-1/2	20 AUG 26/20 AUG 26
3.1-3/4	19 OCT 23/05 MAR 26	3.1-3/4	20 AUG 26/05 MAR 26
3.1-5/6	05 MAR 26/16 JUN 22	3.1-5/6	05 MAR 26/20 AUG 26
3.1-7/8	16 JUN 22/-	3.1-7/8	16 JUN 22/20 AUG 26
3.2-1/2	01 FEB 07/01 FEB 07	3.2-1/2	20 AUG 26/01 FEB 07
3.4-1/2	26 APR 18/11 AUG 11	3.4-1/2	20 AUG 26/11 AUG 11
3.4-3/4	12 JUL 12/12 JUL 12	3.4-3/4	20 AUG 26/20 AUG 26
ENR		ENR	
0.6-1/2	02 JAN 97/02 JAN 97	0.6-1/2	20 AUG 26/20 AUG 26
1.4-1/-	05 APR 01/-	1.4-1/-	20 AUG 26/-
1.6-1/-	11 AUG 11/-	1.6-1/-	20 AUG 26/-
3.1-1/-	02 JAN 97/-	3.1-1/-	20 AUG 26/-
3.2-1/-	02 JAN 97/-	3.2-1/-	20 AUG 26/-
4.3-1/-	02 JAN 97/-	4.3-1/-	20 AUG 26/-
4.4-1/-	04 JAN 18/-	4.4-1/-	20 AUG 26/-
		4.5-1/-	20 AUG 26/-
5.3-1/-	02 JAN 97/-	5.3-1/-	20 AUG 26/-
AD		AD	
0.6-1/2	28 MAY 26/28 MAY 26	0.6-1/2	20 AUG 26/20 AUG 26
0.6-3/-	28 MAY 26/-	0.6-3/-	20 AUG 26/-
1.1-1/2	15 JUL 10/ 07 AUG 25	1.1-1/2	20 AUG 26/20 AUG 26
2 – VMMC – 9/10	23 FEB 23/ 01 FEB 07	2 –VMMC – 9/10	23 FEB 23/ 20 AUG 26
3 – 3/4	24 NOV 16/ 24 FEB 22	3 – 3/4	20 AUG 26/ 24 FEB 22
3 – 7/8	24 NOV 16/ 24 NOV 16	3 – 7/8	24 NOV 16/ 20 AUG 26

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

PART 1 — GENERAL (GEN)

GEN 0.

GEN 0.1 PREFACE

1. Name of the publishing authority

The AIP Macao is published by the Civil Aviation Authority.

2. Applicable ICAO documents

The AIP Macao is prepared in accordance with the Standards and Recommended Practices (SARPs) of Annex 15 to the Convention on International Civil Aviation, the Aeronautical Information Services Manual (ICAO Doc 8126) and Procedures for Air Navigation Services – Aeronautical Information Management (ICAO DOC 10066). Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the Aeronautical Chart Manual (ICAO 8697). Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection GEN 1.7.

3. Publication media

The AIP Macao is available for retrieval from the URL:

https://www.aacm.gov.mo/en/industry-page/DataCompilation/AIP

4. The AIP structure and established regular amendment interval.

4.1. The AIP structure

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection GEN 3.1.

The AIP is made up of three Parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

4.1.1. Part 1 — General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0. — Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 1.

GEN 1. Territorial regulations and requirements — Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; agreements / conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2. Tables and codes — Measuring system, aircraft marking, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise/Sunset tables.

GEN 3. Services — Aeronautical Information Services; Aeronautical Charts; Air Traffic Services; Communication Services; Meteorological Services; and Search and Rescue.

GEN 4. Charges for aerodromes / heliport and air navigation services — Aerodrome / heliport charges; and Air Navigation services charges.

4.1.2. Part 2 — En-route (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0. — Table of Contents to Part 2.

ENR 1. General Rules and Procedures — General rules; Visual flight rules; Instrument flight rules; ATS airspace classification-, Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; Air traffic incidents.

ENR 2. Air Traffic Services Airspace — Detailed description of Flight information regions (FIR), Terminal control areas (TMA); and other regulated airspace.

ENR 3. ATS Routes — Detailed description of ATS routes; Area navigation routes; Helicopter routes; Other routes; and En-route holding.

Note : other types of routes which are specified in connection with procedures for traffic to and from aerodromes/heliports are described in the relevant sections and subsections of Part 3 - Aerodromes.

ENR 4. Radio Navigation Aids/Systems — Radio navigation aids-en-route; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights - en-route.

ENR 5. Navigation Warnings — Prohibited, restricted and danger areas; Military exercise and training areas; Other activities of a dangerous nature; Air navigation obstacles - en-route; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.

ENR 6. En-route charts.

4.1.3. Part 3 — Aerodrome (AD)

Part 3 consists of four sections containing information as briefly described hereafter.

AD 0. — Table of Contents to Part 3.

AD 1. Aerodromes/Heliports — Introduction - Aerodrome/heliport availability; Rescue and fire fighting services and snow plan; Index to aerodromes and heliports; and Grouping of aerodromes/heliports.

AD 2. Aerodromes — Detailed information about aerodromes, listed under 24 subsections.

AD 3. Heliports — Detailed information about heliports (not located at aerodromes).

4.2. Regular amendment interval

Regular amendments to the AIP will be issued once every 28 days. The publication dates will be on each of the AIRAC publication dates.

5. Service to contact in case of detected AIP error or omissions

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Package, should be referred to:

Director of Airport Infrastructure & Air Navigation
Civil Aviation Authority

Alameda Dr. Carlos D'Assumpção, 336-342
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GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

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0.1-1	20 AUG 26
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2 - VMMC - 5	20 MAR 14
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2 - VMMC - 14	25 JUL 24
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2 - VMMC - 16	25 JUL 24
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2 - VMMC - 18	25 JUL 24
2 - VMMC - 18 A	25 JUL 24
2 - VMMC - 19	25 JUL 24
2 - VMMC - 19 A	25 JUL 24
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2 - VMMC - 70	30 OCT 25
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2 - VMMC - 71 A	20 FEB 25
2 - VMMC - 71 B	30 OCT 25
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GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 3 SERVICES

3.2 Airport (AGA)

Number	Version	Subject
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/014	R00	Global Reporting Format for Runway Surface Condition

3.3 Air Traffic Services

Number	Version	Subject
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

Number	Version	Subject
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	R22	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	R01	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/038	R00	Aircraft Maintenance Programme

3.5 Flight Operations

Number	Version	Subject
AC/OPS/002	R11	Operations Manual Requirements
AC/OPS/003	R00	Flight Safety Documents System
AC/OPS/004	R08	Application Procedures for the Issuance of an Air Operator Certificate (AOC)
AC/OPS/005	R06	Transport of Dangerous Goods by Air
AC/OPS/013	R00	Avoidance of Fatigue in Aircrew
AC/OPS/014	R03	Documents to be Carried by Aircraft Registered in Macao
AC/OPS/015	R01	Aircraft Leasing
AC/OPS/016	R03	Qualifications and Training Requirements for Cabin Crew
AC/OPS/018	R00	Operational Approval of Extended Range Operations (ETOPS)
AC/OPS/019	R00	Air Operator Quality System Requirements
AC/OPS/020	R01	Operation in Reduced Vertical Separation Minimum (RVSM) Airspace
AC/OPS/021	R01	Airborne Collision Avoidance System (ACAS) Operational Procedures and Training Requirements
AC/OPS/022	R03	Operation in Performance-based Navigation (PBN) Prescribed Airspace
AC/OPS/023	R01	Operations in Automatic Dependent Surveillance-broadcast (ADS-B) Prescribed Airspace
AC/OPS/024	R01	Minimum Equipment List (MEL) Requirements
AC/OPS/025	R05	Training and Testing Requirements for Flight Crew Member and Flight Operations Officer
AC/OPS/026	R01	Organization and Post-holders Requirements
AC/OPS/027	R02	Operational Control Requirements
AC/OPS/029	R01	Electronic Flight Bag
AC/OPS/030	R02	Aircraft Loading Requirements
AC/OPS/031	R01	Low Visibility Operations
AC/OPS/032	R00	Use of Portable Electronic Devices
AC/OPS/034	R01	Flight Data Analysis Programme
AC/OPS/036	R01	Dangerous Goods Handling Permit
AC/OPS/037	R00	Use of Representative Training Devices

3.6 Personnel Licensing

Number	Version	Subject
AC/PEL/002	R01	Language Proficiency Requirements
		Attachment – ICAO Language Proficiency Rating Scale
AC/PEL/003	R01	New Format of the Medical Certificate
AC/PEL/004	R03	Update of Medical Provisions
AC/PEL/006	R01	Approved Training Organization
AC/PEL/011	R00	Recurrent Competence Requirements of Air Traffic Controller Licence
AC/PEL/012	R00	Approved Training Organization for Air Traffic Controller
AC/PEL/013	R02	MAR-66 Licensing of Aircraft Maintenance Engineer
AC/PEL/014	R01	MAR-147 Approved Maintenance Training/Examinations

3.7 Communication, Navigation and Surveillance

Number	Version	Subject
AC/CNS/001	R00	Aeronautical Telecommunication and Radio Navigation Service

3.8 Aeronautical Information Services

Number	Version	Subject
AC/AIS/001	R00	Manual of Standards -Aeronautical Information Services

3.9 Aviation Security

Number	Version	Subject
AC/SEC/004	R03	Macao SAR Air Transport Facilitation Programme
AC/SEC/005	R00	Requirements on Operators' Security Programme
AC/SEC/006	R00	Integration of Civil Aviation Security Measures in the Design and Construction of Aerodrome Facilities
AC/SEC/007	R00	Requirements on Protection and Management of Civil Aviation Security Information
AC/SEC/008	R00	Approval Requirements of Aerodrome Security Services Providers
AC/SEC/009	R00	Requirements on Aerodrome Access Control
AC/SEC/010	R00	Background Check within the scope of Civil Aviation Security
AC/SEC/011	R01	Security Control on Persons, Baggage, Vehicles, Supplies, Cargo and Mail
AC/SEC/012	R00	Civil Aviation Security Measures for Air Operators
AC/SEC/013	R00	Civil Aviation Security Measures for Air Traffic Services Providers

GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1 Responsible service

1.1 Aeronautical Authority

The Authority responsible for AIS in Macao, China is the Civil Aviation Authority.

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

AFTN Address : VMMCYAYI

Telephone Number : (853) 2851 1213

Fax Number : (853) 2833 8089

1.2 Organisation of Aeronautical Information Service

1.2.1 The Aeronautical Information Service is a section of the Airport Infrastructure and Air Navigation Department of the Civil Aviation Authority.

1.2.2 The International NOTAM Office is a delegated responsibility of the Macao International Airport management and is located at the following address :

Postal Address : CAM - Macau International Airport Co. Ltd., Airport Operations Department, AIC Service
Macau International Airport
PAC ON Taipa
Macao, China

AFTN Address : VMMCYNYX

Telephone Number : (853) 2886 1111 Ext. 2203

Fax Number : (853) 2886 1145

1.3 The services are provided in accordance with the provisions contained in ICAO Annex 15 Aeronautical Information Services and the guidance material in the Aeronautical Information Service Manual (ICAO DOC 8126) and the PANS-AIM (ICAO DOC 10066).

2 Area of responsibility of AIS

The Aeronautical Information Service is responsible for the collection and dissemination of information relating to the Macao Aerodrome Traffic Zone (Macao ATZ).

3 Aeronautical publications

Aeronautical information is provided in the form of Aeronautical Information Products containing the following elements:

a) AIP, including amendment service ;

b) Supplements to the AIP ;

c) NOTAMs and PIB ,

d) AIC ;

e) Checklists and Summaries.

f) NOTAM and related monthly Checklists are disseminated via the AFS and PIB. All the other elements of the Aeronautical Information Products can be retrieved from AACM URL at https://www.aacm.gov.mo/en/industry-page/DataCompilation/AIP

3.2 AIP Macao

The AIP is the basic source for permanent information and long duration temporary changes, which are essential for the safety of air navigation. The AIP is published in one volume and contains all relevant information for international civil aviation. It is published in English and updated by means of AIP amendments and/or supplemented by means of AIP Supplements.

3.3 Amendment service

The AIP amendments consist of new and/or reprinted pages and, in case of minor changes, of a list with manuscript corrections called hand corrections. In order to facilitate their use, the reprinted pages will contain a vertical line preceding the changes which have been incorporated.

There are two types of amendments :

- Regular amendments containing permanent 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 amendments are published in a regular interval of 4 weeks the AIRAC publication dates will be used for the issuing of regular amendments.

The numbering of these amendments is consecutive.

- AIRAC amendments, containing permanent information which is of operational significance for the safe conduct of a flight and requires an advanced notification to the users. AIRAC amendments are published 42 days in advance of the effective date. Therefore, the pages of these amendments shall not be introduced within the AIP upon their receipt; correct procedure will be the insertion of such pages only on the effective date.
- The numbering of these amendments is consecutive and based on the calendar year i.e. AIP AIRAC AMDT NR 2/95, meaning that it is the 2nd AIRAC AMDT issued in the year of 1995. 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.

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. 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 Macau 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 Macau 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
ANAUYNYX	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
LIIAYNYX	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	
OBBBYNYX	Bahrain	A	Bahrain	X	X
OEJDYNYX	Jeddah	A/W	Saudi Arabia	X	X
OIIIYNYX	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
OOMSYNYX	Muscat	A	Oman	X	X
OPKCYNYX	Karachi	A	Pakistan	X	X
OSDIYNYX	Damascus	A	Syrian	X	
OTNOYNYX	Doha	A	Qatar	X	X
RJAAYNYX	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
RPLLYNYX	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
VDPPYNYX	Phnom-Penh	A/B	Cambodia	X	X
VECCYNYX	Calcutta	A	India	X	X
VGHSYNYX	Dhaka	A	Bangladesh	X	X
VHHHYNYX	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

Hardcopy editions of the AIP Macao and its amendment service are discontinued. The AIP Macao is available for retrieval from the URL:

https://www.aacm.gov.mo/en/industry-page/DataCompilation/AIP

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.

5.3 Macao Flight Briefing Unit coverage zone :

ASIA	EUROPE	PACIFIC	N. AMERICA	AUSTRALASIA	MID ASIA
Azerbaijan	Austria	Guam	Canada	Australia	Bahrain
Bangladesh	Armenia	Hawaii	(west coast)	New Zealand	Kuwait
Brunei	Belgium		USA	Papua-New Guinea	Saudi Arabia
Cambodia	Bulgaria		(west coast)		United Arab Emirates
China	Croatia				
Hong Kong	Czech Rep				
India	Denmark				
Indonesia	France				
Iran	Georgia				
Israel	Germany				
Japan	Greenland				
Lao DPR	Greece				
Macao	Hungary				
Malaysia	Ireland				
Maldives	Italy				
Mongolia	Kazakhstan				
Myanmar	Kyrgyzstan				
Nepal	Luxembourg				
North Korea	North Macedonia				
Pakistan	Neitherlands				
Philippines	Norway				
Russia	Poland				
(Asian Part)	Portugal				
Singapore	Romania				
Sri Lanka	Russia				
South Korea	(European part) Slovak Republic				
Thailand	Slovene				
Vietnam	Spain				
	Sweden				
	Switzerland				
	Tajikistan				
	Turkey				
	UK				
	Ukraine				
	Uzbekistan				
	Srbija/Crna Gora/Serbia and Montenegro				

6 Digital Data Sets

To be developed.

GEN 3.2 AERONAUTICAL CHARTS

1. Responsible Service

1.1. The Aeronautical Information Service of Civil Aviation Authority produces the charts which are part of the AIP Macao, the charts are produced in accordance with the provisions contained in ICAO Annex 4 - Aeronautical Charts, and the guidance material in the ICAO Aeronautical Charts Manual (Doc 8697 - AN/889/2).

2. Maintenance of charts

2.1. The aeronautical charts included in the AIP are kept to date by amendments or supplements to the AIP

3. Purchase arrangements

3.1. Hardcopy editions of the AIP Macao and its amendment service are discontinued.

The charts are available for retrieval from the URL:

https://www.aacm.gov.mo/en/industry-page/DataCompilation/AIP

4. Aeronautical chart series available

4.1. The following series of aeronautical charts are produced :-

a) Aerodrome Charts - ICAO

b) Aircraft Parking / Docking Chart - ICAO

c) Aerodrome Obstacle Chart - ICAO - Type A (for each runway)

d) Precision Approach Terrain Chart - ICAO (precision approach Cat II runway)

e) Area Chart - ICAO (Arrival)

f) Standard Arrival Chart - Instrument (STAR) - ICAO

g) Standard Department Chart - Instrument (SID) - ICAO

h) Instrument Approach Chart - ICAO (for each runway and procedure)

i) Visual Approach Chart - ICAO

4.2. General description of each series

a) Aerodrome Chart - ICAO

This chart contains detailed aerodrome data to provide flight crews with information that will facilitate the ground movement of aircraft:

- from the aircraft stand to the runway; and

- from the runway to the aircraft stand

b) Aircraft Parking / Docking Chart - ICAO

This chart provides information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking / docking of aircraft cannot be shown with sufficient clarity on Aerodrome Chart.

c) Aerodrome Obstacle Chart - ICAO - Type A

This chart contains detailed information on obstacles in the take-off flight path areas of the aerodrome. It is shown in plan and profile view.

d) Precision Approach Terrain Chart - ICAO

This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeter.

e) Area Chart - ICAO

This chart shows in detail the terminal routings and air traffic services system for arriving flights.

f) Standard Arrival Chart - Instrument (STAR) - ICAO

This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route - instrument from the en-route phase to the approach phase.

g) Standard Departure Chart - Instrument (SID) - ICAO

This chart provides the flight crew with information that will enable them to comply with the designated standard departure route - instrument from the take-off phase to the en-route phase.

h) Instrument Approach Chart - ICAO

This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

i) Visual Approach Chart - ICAO

This chart provides information on aerodrome, obstacles, designated airspace, visual approach information, radio navigation aids and communication facilities.

GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES

1. Responsible service

1.1. The organisation responsible for the operation of aeronautical communication and navigational facilities at Macao is CAM - Macau International Airport Co. Ltd., Airport Operations Department

Postal Address : CAM - Macau International Airport Co. Ltd., Airport Operations Department
Macau International Airport
PAC ON Taipa
Macao, China

AFTN Address : VMMCYNYX

Telephone Number : (853) 2886 1111

Fax Number : (853) 2886 2222

The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 10	Aeronautical Telecommunications
DOC 7030	Regional Supplementary Procedures
DOC 7910	Location Indicators
DOC 8400	Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC)
DOC 8585	Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services

Note: LLZ RWY 16 (MCS) offset not in compliance of ICAO ANNEX 10 classification, as mentioned in GEN 1.7 - 3

2. Area of responsibility

2.1. Arrangements for aeronautical radio communication and navigation services on a continuing basis within the Macao ATZ should be made with the Civil Aviation Authority, who is also responsible for the application of the regulations concerning the design, type and installation of radio station on Macao registered aircraft.

3. Type of services

3.1. Radio and Radar Navigation Service

3.1.1. The following types of radio aids to navigation are available:

- Instrument Landing System (ILS)
- Doppler VHF Omnidirectional Radio Range (D-VOR)
- Distance Measuring Equipment (DME)
- Instrument Guidance System (IGS) (LLZ/DME)

3.1.2. Radar:

Secondary radars existing not to be used for radar control. Radar is used for traffic observation and on emergency situations.

3.2. Mobile service

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified. In all air-ground radio communications English language is in use.

3.3. Broadcasting services

Meteorological broadcasts are available for the use of aircraft in flight. Full details are given in subsection GEN 3.5.

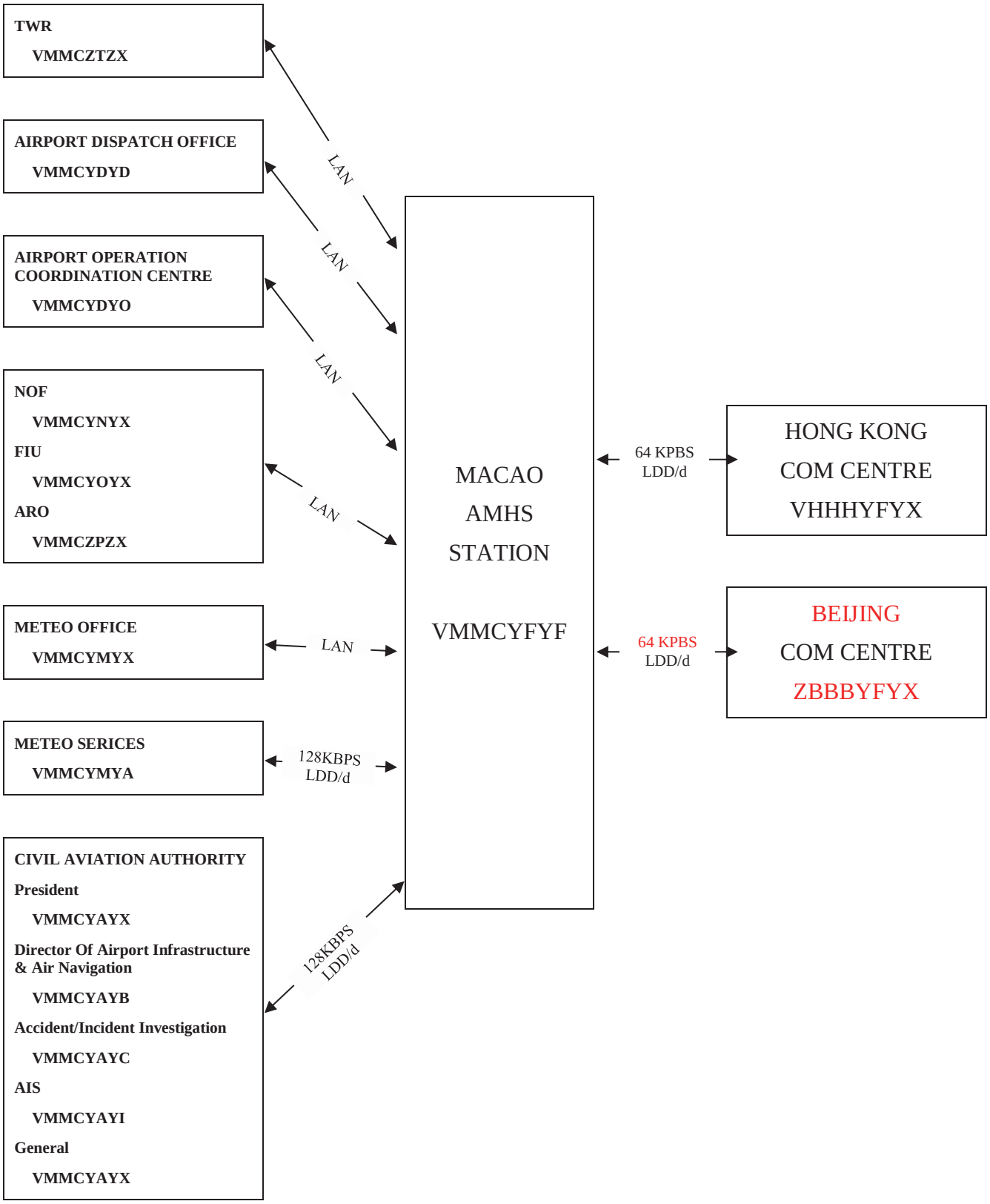
3.4. Language used: English.

AERONAUTICAL FIXED SERVICES – INTERNATIONAL AND NATIONAL CIRCUITS *

STATION			CORRESPONDENT		NUMBER AND TYPE OF CHANNELS	RADIO FREQUENCIES		TYPE OF TRAFFIC	HOURS (UTC)	REMARKS
Name	Location Indicator	Call Sign	Name	Call sign		Trans kHz	Rec kHz			
1	2	3	4	5	6	7	8	9	10	11
MACAO	VMMC		HONG KONG		1 x LDD/d			AMHS	H24	
			BEIJING		1 x LDD/d			AMHS	H24	
		MACAO TWR	HONG KONG APP CONTROL	HK APP	2 x LTF			ATS	H24	Direct controller to controller voice links.
		MACAO TWR	ZHUHAI APP CONTROL	ZHUHAI APP	2 x LTF			ATS	H24	Direct controller to controller voice links.

* For local circuits connecting different to a COM Centre, see diagrams GEN 3.4-4 and 3.4-5

AERONAUTICAL FIXED SERVICE – TELEGRAPH



PART 2 — EN ROUTE (ENR)

ENR 0

ENR 0.1 PREFACE — See AIP Part 1
ENR 0.2 RECORD OF AIP AMENDMENTS — See AIP Part 1
ENR 0.3 RECORD OF AIP SUPPLEMENTS — See AIP Part 1
ENR 0.4 CHECKLIST OF AIP PAGES — See AIP Part 1
ENR 0.5 LIST OF HAND AMENDMENTS TO THE AIP — See AIP Part 1

ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 1.4 ATS AIRSPACE CLASSIFICAITION

1 Division of airspace

The Macau Aerodrome Traffic Zone (ATZ) lies at the southeast edge of the Guangzhou Flight Information Region abutting the Hong Kong Flight Information Region.

The Macau ATZ is regulated airspace, from the surface up to 3000 ft (900 m) included, 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 5 NM wide stub, out to 10 NM 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.

1.1 Classification of Airspace

The Macau Aerodrome Traffic Zone (ATZ) is equivalent to CTR class C which has been adopted by Macau and recommended by ICAO, and the minimum service to be provided is as follows:

- Air traffic control service ;
- Flight information service ;
- Alerting service.

1.2 CLASS C - controlled airspace

1.2.1 The provisions of Class C Airspace are shown below:

	IFR	**VFR**
Separation Provided	IFR from IFR IFR from VFR	VFR from IFR
Service Provided	Air Traffic Control Service	Air Traffic Control Service for separation from IFR. VFR/VFR Traffic Information (and traffic avoidance advice on request)
VMC Minima	Not applicable	5 km below 10 000 ft (3050 m) AMSL 1500 m horizontal, 1000 ft (300 m) vertical distance from clouds.
Speed limitation	Not applicable	250kt IAS below 3050 m (10000 ft) AMSL
Radio communication	Continuous two-way	Continuous two way.
ATC	Required	Required

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ENR 1.6 ATS SURVEILANCE SERVICES AND PROCEDURES

1 Primary Radar and Secondary Surveillance Radar

Secondary radars existing not to be used for radar control. Used for supplementary gathering of information on traffic when thought useful and in emergency case.

2 Secondary Surveillance Radar (SSR)

2.1 Carriage of Secondary Surveillance Radar transponders

2.1.1 All aircraft flying within the Macau ATZ are required to carry Mode 3/A (4096 code) and Mode C transponders which comply with the specifications of ICAO Annex 10 Part 1.

2.1.2 The control of aircraft will be procedural aided by radar watching as for the reference purpose.

2.2 Operating procedures

2.2.1 For departing aircraft, a SSR code will be assigned by the Macau ATC Tower in accordance with the ATC clearances received from the appropriate ATC unit; for arriving aircraft a SSR code will be assigned by the appropriate ATC unit.

2.2.2 Aircraft immediately prior to the take-off run shall switch the transponder from “standby” to “on”.

2.2.3 Aircraft, immediately after landing, shall switch-off the transponder.

2.2.4 Aircraft without prior instruction may set the transponder on Mode A, code:

- 7500 in case of unlawful interference;
- 7600 in case of radio communications failure;
- 7700 in case of emergencies.

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ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

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ENR 3.2 AREA NAVIGATION ROUTES

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ENR 4.3 GLOBAL NAVIGATION SATALLITE SYTEM (GNSS)

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ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

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ENR 4.5 AERONAUTICAL GROUND LIGHTS

Name/Location	Type	Characteristic/ Code	Hours	Candelas	Coordinates	Visibility Sector Clockwise
1	2	3	4	5	6	7
1.Antenna	HBN	fixed red light	H24	-	22°11'53"N 113°33'06"E	Omnidirectional
2.MACAU bridge	HBN	"	H24	40	22°11'23"N 113°33'48"E	"
3.MACAU bridge	HBN	"	H24	40	22°10'51"N 113°33'48"E	"
4.BANK OF CHINA	HBN	"	H24	40	22°11'24"N 113°22'34"E	"
5.Chimney	HBN	"	H24	40	22°09'40"N 113°34'19"E	281° to 101°
6.Antenna	HBN	"	H24	40	22°09'26"N 113°33'56"E	Omnidirectional
7.LLZ 16 antenna	HBN	"	H24	40	22°09'41"N 113°32'52"E	331° to 201°
8.Chimneys	HBN	"	H24	40	22°08'15"N 113°34'43"E	271° to 121°
9.Antenna	HBN	"	H24	40	22°07'25"N 113°33'51"E	Omnidirectional
10.Antenna	HBN	"	H24	40	22°07'14"N 113°33'45"E	"
11.Antenna	HBN	"	H24	40	22°07'17"N 113°33'45"E	"
12 BCM Building	HBN	"	HN	-	22°11'32"N 113°32'29"E	'
13 Nova Taipa Gardens	HBN	"	HN	-	22°09'28"N 113°33'17"E	'
14 Edif. Jardim beira Mar	HBN	"	HN	-	22°09'28"N 113°32'31"E	"

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ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND POTENTIAL HAZARDS

NIL.

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PART 3 — AERODROMES (AD)

AD 0

AD 0.1 PREFACE — See AIP Part 1

AD 0.2 RECORD OF AIP AMENDMENTS — See AIP Part 1

AD 0.3 RECORD OF AIP SUPPLEMENTS — See AIP Part 1

AD 0.4 CHECKLIST OF AIP PAGES — See AIP Part 1

AD 0.5 LIST OF HAND AMENDMENTS TO THE AIP — See AIP Part 1

AD 0.6 TABLE OF CONTENTS TO PART 3

AD 3 HELIPORTS

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AD 1. AERODROME/HELIPORT — INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

1. General conditions under which aerodrome/heliport and associated facilities are available for use

1.1 Subject to the observance of the applicable rules, conditions, and limitations set forth in this document, foreign civil aircraft registered in a foreign country which at the time is a member of the International Civil Aviation Organisation, may be navigated in Macao.

1.2 Aircraft registered under the laws of foreign countries, not members of the International Civil Aviation Organisation, which grant reciprocal treatment to Macao aircraft and airmen may be navigated in Macao subject to the observance of the same rules, conditions, and limitations applicable in the case of aircraft of ICAO member states.

1.3 However, excluding when existing bilateral agreements for regular scheduled flights, a prior authorisation has to be forwarded to and granted by the Civil Aviation Authority in conditions laid in GEN 1.2 - 1 to 1.2 - 8 of this AIP.

1.4 General requirements of access control

1.4.1 Persons and vehicles entering the airside or security restricted areas of an aerodrome shall be subject to access control, through the use of an access permit system or equivalent means.

1.4.2 Access into the relevant areas of the airside or security restricted areas of an aerodrome shall be limited to:

1) Bona fide passengers in possession of legitimate travel documents that have been accepted for travel on an aircraft by an air operator;

2) Persons in possession of valid aerodrome access card;

3) Persons in possession of other document permitting access;

4) Authorised vehicles.

1.4.3 The issuance of aerodrome access cards and vehicle access permits are subject to the provisions in this programme and Aeronautical Circular no. AC/SEC/009.

1.4.4 Aerodrome operator may issue or renew the following types of aerodrome access cards to persons with the need to access into aerodrome airside or security restricted areas:

1) Unescorted aerodrome access card;

2) Escorted aerodrome access card;

1.4.5 An aerodrome access card shall be worn in a visible manner at chest height, facing forward on outer clothing at all times while entering or remaining in the aerodrome airside or security restricted area, unless otherwise specified in Aeronautical Circular no. AC/SEC/011.

1.4.6 Aerodrome operator may issue or renew the following types of aerodrome vehicle access permits to vehicles with the need to access into aerodrome airside or security restricted areas:

1) Long-term aerodrome vehicle access permit;

2) Temporary aerodrome vehicle access permit;

1.4.7 Aerodrome vehicle access permit shall be displayed in a prominent and visible position on the vehicle when entering and remaining in the aerodrome airside or security restricted areas, unless otherwise specified in Aeronautical Circular no. AC/SEC/009;

1.4.8 The aerodrome director shall ensure that drivers of vehicles with aerodrome access permits are aerodrome access card holders, are qualified to drive the appropriate class of vehicle in public roads and in the aerodrome, and have been given instructions in all safety requirements for the operation of a vehicle in the aerodrome.

2. Applicable ICAO documents

ICAO Standards and Recommended Practices contained in Annex 14 are applied in so far as geographical limitations permit. Differences to ANNEX 9 are mentioned in Section GEN 1.7.

3. Civil use of military air base

NIL.

4. CAT II operations at aerodrome

RWY 34, subject to serviceability of the required facilities, is suitable for CAT II operations by operators whose minima have been accepted by the Civil Aviation Authority. LOW

VISIBILITY OPERATIONS PROCEDURES (LVP) will be in force whenever:

i) Runway Visual Range (RVR) - TDZ RWY 34 - is 800 m or below; or,

ii) Cloud base height (CBH) - RWY 34 - is 200 ft or below; or,

iii) Visibility conditions decrease rapidly;

Special procedures and safeguards will be applied during CAT II operations to protect aircraft operating in low visibility and to avoid interference to the ILS signals in accordance with ICAO Doc 9365 – Manual of All-Weather Operations.

Pilots will be informed when this procedure is in use by RTF and ATIS through the message “LOW VISIBILITY OPERATIONS IN FORCE”.

CAT II operations at MIA by operators of aeroplanes not registered in Macao will be considered under proposal to Civil Aviation Authority indicating the aeroplane type, certification by the State of Registry to operate CAT II and minimum authorised by the State and the operators. Application form for authorization to conduct low visibility operations can be downloaded from AACM website.

VMMC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aids, CAT of ILS / MLS(For VOR / ILS / MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 34 ILS CAT II CLASS II/T/4 (3° W / 2016)	MCN	109.700 MHz	H24	22°09’54”N 113°35’09’E	3.8 m / 12.5 ft	ICAO Facilities Performance CAT II
DME		CH. 34X	H24	22°08’28”N 113°35’44”E		
GP 34 CLASS II/T/4		333.200 MHz	H24	22°08’28”N 113°35’44”E		
LOC 16	MCS	111.700 MHz	H24	22°09’40”N 113°32’54”E	87 m / 285.5 ft	
DME		CH. 54X				
DVOR	MCU	116.400 MHz	H24	22°08’08”N 113°35’52”E	9.1 m / 30 ft	unusable within sector 230° to 260° clockwise at and below 2700 ft
DME		CH. 111X				
DVOR	ZAO	117.200 MHz	H24	22°14’42”N 113°36’42”E	47.3 m	
DME		CH. 119X				
Secondary radar		1030 MHz / 1090 MHz	H24	22°07’14”N 113°33’43”E		Monitoring purpose only

VMMC AD 2.20 LOCAL AERODROME REGULATIONS

1 Aircraft flying to and from the airport are not allowed to overfly urban, populated areas on the North and West shore of Macau International Airport, comprising Macau Peninsula, and Taipa and Coloane Islands

2 Turbulence may be encountered.

3 Pilots are warned that VFR holding by fixed-wing and rotary-wing light aircraft, one at a time, may take place from time to time during daylight and night hours east of the runway.

4 Overflight of urban area.

All aircraft are forbidden to fly over the urban area in Macao Special Administrative Region.

5 Transit and departure conditions for engine - out ferry flights

5.1 General conditions

5.1.1 Transit engine-out ferry operations through Macao will not be permitted.

5.1.2 Departure engine-out ferry operations will only be permitted if so approved in the airplane Flight Manual.

5.1.3 No form of revenue load is to be carried.

5.1.4 Aerodrome operating minima are to be not less than 1000 ft cloud ceiling and 5 km (2.7 NM) visibility.

5.1.5 In the ATC flight plan, an engine-out ferry flight is to be notified and confirmation that the conditions for engine-out ferry flight will completed with must be included in item 18 by the insertion of a statement:

5.2 Conditions for departing flights

5.2.1 Engine-out ferry flights departing from Macao must obtain prior permission from the Civil Aviation Authority.

5.2.2 Engine-out ferry take-off must be operated on Runway 16.

5.2.3 The aircraft must be operated at a weight which, in the event of future engine failure at or after V1, will enable a positive net flight path to be maintained and standard ICAO obstacle clearance requirements to be met.

6. Ground manoeuvring of aircraft at Macau International Airport

6.1 Legislation

6.1.1 The rules concerning ground manoeuvring of aircraft and vehicles are indirectly specified in Eleventh Schedule to the Air Navigation Regulation of Macao.

6.2 Definition of taxiing aircraft

AD 3.5 PASSENGER FACILITIES

1	Hotels	In the City.
2	Restaurants	Within Macau Ferry Terminal and nearby in city.
3	Transportation	Courtesy Hotel buses, Public buses and taxis, plus ferries
4	Medical facilities	Nearby City Hospitals.
5	Bank and Post Office	Bank: Automatic Teller Machines in Macau Ferry Terminal. Post Office: In the city
6	Tourist Office	Within Macau Ferry Terminal
7	Remarks	NIL.

AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

1	Heliport category for fire fighting	H2
2	Rescue equipment	Light facilities stored adjacent to the helideck
3	Capability for removal of disabled helicopter	FOCC will coordinate and arrange with Technical Engineer for services.
4	Remarks	Category H2 allows aircraft up to and including the size of Aerospatiale AS - 332L to use the Heliport on a regular basis

AD 3.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL.
2	Clearance priorities	NIL.
3	Remarks	NIL.

AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron/helicopter stands surface and strength	Surface : synthetic surface Strength : 9 tones
2	Ground taxiway width, surface and Strength	Width : 55 m x 15 m Surface : synthetic surface Designation: NIL.
3	Air taxiway width and Strength	As ground taxiway
3	ACL location and elevation	NIL.
4	VOR/INS checkpoints	VOR: NIL. INS: NIL.
5	Remarks	NIL.

AD 3.9 MARKINGS AND MARKERS

1	Final approach and take-off markings	Edge of helipad, marked with a perimeter white line 300mm wide enclosing ‘H’
2	TWY, air TWY, air transit route markers	TWY centreline, TWY edge
3	Remarks	NIL.

AD 3.10 HELIPORT OBSTACLES

In approach/TKOF areas			At heliport		Remarks
1A			1B		
Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
03R/TKOF 21L/APCH			Decoration masts 8 m / 25 ft LGTD	22°11.8’N 113°33.55’E	NIL

AD 3.14 APPROACH AND FATO LIGHTING

1	APP LGT system type, LEN, INTST	NIL.
2	Type of visual approach slope indicator system	NIL.
3	FATO area LGT characteristics and location	White omnidirectional lights
4	Aiming point LGT characteristics and location	Yellow omnidirectional lights on “H”
5	TLOF LGT system characteristics and location	White flood light
6	Remarks	NIL..

AD 3.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Heliport BCN location and characteristics Hours of operation	South Eastern corner of Northern Helipad. Hours of operation: 08:00 to 23:00 local time
2	WDI location and LGT	South Eastern corner of Northern Helipad.
3	TWY edge and centre line lighting	Centre light
4	Secondary power supply/switch over time	Available / 2 secs
5	Remarks	NIL.

AD 3.16 ATS AIRSPACE

NIL.

AD 3.17 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	Emergency
FOCC	MACAU HELIPORT	123.500 MHz	0800 – 2330 LT	Company radio

AD 3.18 RADIO NAVIGATION AND LANDING AIDS

NIL.

AD 3.19 LOCAL HELIPORT REGULATIONS

1. Airline operators shall obtain prior approval from AACM for each specific type of helicopter to be operated.

2. Single-engine helicopters are not permitted to operate from the helipad and all operators are required to comply with Category 'A' vertical takeoff and landing profile requirements with zero drop-down.

3. Helicopters are limited to overall length of 18.7m with rotor diameter of 15.6m and a maximum all up weight not exceeding 9,000kg.

4. The MH shall be closed and all operations will be ceased when typhoon signal No.8 is hoisted or if the wind condition prevents safe flight operations as determined by the SHM or as prescribed in the Flight Operations Manual of the aircraft operator.

5. Tie-down parking outside operating hours will be permitted only when approved by the SHM, provided that during such tie-down period, the premises must be suitably manned. Tie-down of the aircraft is the responsibility of the airline operator or its agent.