

# Aeronautical Information Circular

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## Subject: Helicopters Operation and Training Procedures

Due to the new reality that Macau International Airport signifies, provided with control service, aids to navigation and equipment for precision approaches;

Taking into consideration the convenience to uniformize the ceiling and visibility minima, established for Macau, with the ones established for Hong Kong (Shun-Tak);

With the agreement and collaboration of the Air Traffic Service from Hong Kong;

In order to improve the safety of the operation associated with meteorological factors and pilots proficiency, herein are established training procedures for precision approaches and flight plans changes under IMC unforeseen conditions, with instructions and vectoring from the control elements.

### I. Execution

#### 1.1. The minima for helicopter VFR flights in ATZ and for taking off and landing are:

Visibility	3 km - Daylight	5 km - Night-time
Ceiling	600 ft - Daylight	1 500 ft - Night-time

#### 1.2. Meteorological information to be used for "§ATC clearances;" by Macau Tower shall be based on:

##### a) Departing from Macau Heliport:

Information given by the equipment on Macau Heliport and provided by Heliport Operations Service;

##### b) Departing from Macau International Airport:

Information provided by the Airport Meteorological Station;

##### c) Departing from or going to Coloane's Helicopters Maintenance Base:

###### (1) Destination is Macau Heliport:

Weather shall refer to Macau Heliport Meteorological information as referred in 1.2 a);

###### (2) Destination is Maintenance Base from Macau Heliport:

Weather shall refer to meteorological information of the Airport Meteorological Station;

d) Helicopter training flights in ATZ. departing from Coloane Maintenance Base or Macau Heliport:

Weather shall refer to Meteorological information of the Airport Meteorological station.

- 1.3. All helicopter captains of operator registered in Macau or operating from Macau heliport, must be qualified in Instruments Flight. To maintain the rating, the requisites expressed on the Air Navigation Regulation of Macau shall be met.

Every six months all the pilots will be submitted to an inflight check by an operator I company check pilot with the presence on board of an AACM representative.

Every year a recurrent course for emergency training in a simulator will be accomplished.

- 1.4. Local training flights are authorised, in day or night time, for instrument precision approach to Macau Airport (Runway 34), under the following conditions:

- Request to AACM, with knowledge to the Airport, with 24 hours in advance;
- Subject to traffic disposability at the Airport;
- Flight Plan issue containing the description of the training to be held;
- Notification and co-ordination between Macau and Hong Kong.

- 1.5. Precision approaches, during day or night time, to the Airport (Runway 34) are authorised for flights between Hong Kong and Macau, while the aircraft proceeds to the Heliport, under the following conditions:

- Previous notification (before departing) to Hong Kong ATC and Macau Tower.
- Depending upon traffic conditioning and control instructions
- This approach is only authorised for training purposes, when the South Route in Shun - Tak I Macau flight will be used.

Approach procedure:

- Uniform Point proceed to MCU climbing 2500 ft, mm left to intercept MCU RDL 163.
- 8 NM turn inbound and ILS established follow the approach as stated on AIP to the missed approach point, then proceed to the Heliport.

- 1.6. Procedures to follow in case of IMC flight conditions:

a) In Macau I Hong Kong flight:

- Contact Hong Kong ATC and follow the given instructions;
- The Control may order to climb up to 4500 feet and perform the radar vectoring to return to Macau on ILS RIW 34.

b) In Hong - Kong / Macau flight:

- Contact Hong Kong ATC and follow the given instructions
- The Control may order to climb up to 4500 feet and perform the radar vectoring to proceed to Macau on ILS RWY 34.

1.7. Procedure to follow, while keeping VMC conditions, in case of not being possible to proceed in accordance with the defined route, due to the lack of visibility conditions:

a) Maintain VMC conditions

Inform the ATC about the situation and inform them of available options: return to the starting point if possible, performing a safe landing in an emergency landing area or request ATC clearance to climb to a safe altitude and to seek radar assistance.

b) Follow the ATC instructions:

2. Meteorology

2.1. On the days of visibility less than 5 km, the heliport operations officer will send by fax to MIA (Tower), every half an hour, the information of wind, ceiling and visibility registered and observed in the heliport by operations officers.

2.2. According to meteorological minima Macau Tower will base ATC clearance on the information received from the heliport or from Macau International Airport, accordingly to established in 1.

2.3. Once there is no meteorological observation on the route from Macau to Shun Tak, the decision for the flight shall be always taken by the pilot.  
For the forecast in the route it is recommended a dialogue between the pilot and the meteorologist in duty at Serviços Meteorológicos e Geofísicos de Macau.

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