

Top Tips for

AMERICAN OPERATORS FLYING TO CHINA



Despite some challenges in the trade relationship between the two economic powerhouses, general aviation flights connecting the US and China remain commonplace. Business partnerships continue between the two countries, and as such the Chinese market continues to grow exponentially generating more demand for ultra-large business jets.

American operators often find missions to China challenging, particularly at Beijing and Shanghai, the two largest cities and commercial hubs in China. However, these challenges can be averted with informed pre-planning, local supervision, and the best available infrastructure.

Here, UAS Ops experts tell you exactly what you need to know to plan seamless operations to Greater China.



Planning



Immigration

Passengers

- Ideally, ensure passports have at least six months remaining validity. However, Chinese Immigration will accept passports with validity to cover the period of the visit.
- Normally a 144-hour transit visa can be arranged for certain nationalities if they are continuing to a third country after their visit and landing at certain airports. The transit visa policy should be double-checked with immigration before the flight. For a US passenger transit visa, both ZBAA and ZSSS are 144hours transit visa free, however, if you land in Beijing, you can stay for 144 hours then leave only from ZBAA/ZBTJ/ZBSJ, if you land at ZSSS, you can stay for within 144 hours and then only leave from ZSSS/ZSPD/ZSNJ/ZSHC. This means you cannot arrive at Beijing and leave from Shanghai. If you take a private jet, the aircraft can only stay in one city. Therefore, if a private jet operates from Country A to ZBAA to ZBTJ to Country C, for example, passengers cannot take advantage of the transit visa free policy.
- No vaccinations are required before entry.

Crew

- Multi-entry, multi-year visas are available for operators making regular trips to China.
- Crew will be admitted at both Hongqiao (ZSSS) and Pudong (ZSPD), with any type of valid China visa.
- Approved visa types are C crew visas, business visas and tourists visa. While the 'official' requirement is that all crews have "C" visas this is no longer the case, in practice, at Shanghai and certain other airports.
- Once you enter via Shanghai you may continue on domestic legs without additional visa considerations.
- Visas on arrival are possible in Shanghai (ZSSS), however, all documentation must be sent through your local agent four days prior to arrival so CIQ authorities can confirm VOA is possible. Upon arrival, the procedure takes up to one hour to complete.
- Please note, crew that are American citizens are among 10 other nationalities that cannot obtain VOA in China.
- To avoid unnecessary operational delays, ensure all crew visas are obtained prior to the mission.

Domestic Segments and the Six-Destination Rule

For operations to smaller, especially domestic, airports in China, additional approval from China CAA and an onboard navigator will be required. This can be arranged through your local agent.

Operations from mainland China to Taiwan or vice-versa are prohibited so any flights between these two countries must transit another country such as South Korea or Japan, or alternatively, operate through Hong Kong or Macau (Please note, these two locations can have their own parking/slot challenges).

Business flights within China are limited to six segments only. After the 6th segment, the aircraft must exit China (via the previously mentioned locations), then it may return for another 6 segments.

Operational Considerations

The Challenges

- Securing landing permission and slots is difficult
- Changes to requests are not seen favorably by Chinese officials
- Parking and congestion is a serious problem as the airports try to keep up with demand

The increase of commercial traffic, as well as general aviation traffic, has resulted in many airports (typically Beijing (ZBAA) and Shanghai (ZSSS and ZSPD) becoming increasingly challenging to operate to.

GA aircraft are restricted at these destinations and may only operate at certain times of the day. Also, airport authorities only issue very low numbers of slots to GA aircraft within these restricted times.

As a result of the parking shortage at these larger airports, Tianjin (ZBTJ) is a popular alternate airport for operations to Beijing. For Shanghai, Nanjing (ZSNJ), Hangzhou (ZSHC), and Ningbo (ZSNB) are acceptable alternatives for parking after a drop-and-go at Shanghai. Other popular airports in southern China are Guangzhou (ZGGG) and Shenzhen (ZGSZ).

Both Shanghai airports restrict GA operators to a single movement, either landing or takeoff, during the peak period of 0800-2200 local time. If you land at either ZSSS or ZSPD after 0800 you may not depart until after 2200 that day. Peak hour restrictions can severely challenge crew duty day limitations, particularly for non-scheduled commercial operations. However, the above restriction will not apply if operators receive a confirmed landing permit for two movements from CAAC.

Parking at ZSSS is limited to 72 hours, however, operators can apply for parking at the Centralized Parking Area which has no time restrictions, but size restrictions apply. It's advisable to apply as far in advance as possible.

ZSSS has the restriction that flights from/to north and east are not accepted, also there is curfew from 0000-0600L.

Between 0700-0900L (2300UTC-0100UTC) there is no take off/landing in most airports in China: ZBAA, ZBTJ, ZYTL, ZSSS, ZSPD, ZSHC, ZSNJ, ZSQD, ZSAM, ZSFZ, ZGGG, ZGSZ, ZHHH, ZGHA, ZJHK, ZJSY, ZUUU, ZUCK, ZPPP, ZLXY, and ZWWW.

Parking at ZSPD is restricted to two consecutive overnights. Operators can apply for extended parking here but generally, this is restricted to one additional night.

Parking at ZBAA is also extremely limited, especially during special events and government meetings.

Private ramp parking can be arranged upon request and based on availability.

Parking at Hong Kong (VHHH)

The airport that is universally feared by operators because of the massive difficulties obtaining slots and parking. But why?

In early 2016, VHHH introduced more stringent requirements for both arrival and departure slots. As a result, many operators began obtaining slots and holding them for "just in case" scenarios. Then, if not needed, they would release these slots last minute. This resulted in many slots becoming unusable for other operators. Due to this "slot hoarding," the airport authority often found itself with no slots to offer GA. The non-utilized departure slots also caused many aircraft to remain on the ground with limited availability for aircraft parking.

Regulatory authorities in Hong Kong collaborated to resolve issues relating to arrival/departure slots and parking for business jets. Following several meetings between the Hong Kong Civil Aviation Department (HKCAD), Aviation Authority (AA), Hong Kong International Airport, and the Asian Business Aviation Association (AsBAA), new measures took effect in late September 2016.

- The time frame for applications was extended from 7 to 14 days
- The tail number and time cannot be altered once a slot application has been made. Slots must be cancelled, and the application process began again
- 10 night slots per day made available for approved aircraft types
- Penalties will be imposed on those considered to be abusing the system
- Operators must apply for parking and handling services within 24 hours of slot application to avoid cancellation of the said application
- A penalty be incurred if an operation doesn't go ahead and the slot is not cancelled within 48 hours of the planned operation
- Slot applications for within 48 hours of the planned operation time will not be subject to a cancellation deadline, but must still obtain parking and ground handling.

Penalties

Officials at Hong Kong take slot and parking misuse extremely seriously and employ a monthly-monitored penalty system with operators receiving reports regarding potential penalties.



The bottom line for US operators flying to China is to strongly urge their passengers to stick to their schedules and minimize any changes."

Omar Hosari,
Co-Owner/Founder, Chief Executive Officer

Airport Infrastructure and FBOs

Western-style FBOs are becoming more commonplace in China. Most are well stocked with ground equipment and can accommodate most models of GA aircraft.



1. Manzhouli Xijiao Airport (**ZBMZ**) Inner Mongolia
2. Tangshan Sannvhe Airport (**ZBSN**) Hebei
3. Xi'an Xianyang International Airport (**ZLXY**) Shanxi
4. Hangzhou Xiaoshan International Airport (**ZSHC**) Zhejiang
5. Yichang Sanxia International Airport (**ZHYC**) Hubei
6. Changsha Huanghua International Airport (**ZGHA**) Hunan
7. Guilin Liangjiang International Airport (**ZGKL**) Guangxi
8. Shenzhen-Bao'an International Airport (**ZGSZ**) Guangdong
9. Nanning Wuxu International Airport (**ZGNN**) Guangxi
10. Haikou Meilan International Airport (**ZJHK**) Hainan
11. Sanya Phoenix International Airport (**ZJSY**) Hainan

On-the-ground supervision by UAS Station Managers is available at these eleven stations as well as across 180 Chinese airports owing to the extensive ground presence of UAS' partner Deer Jet.

- Passengers and crew can enjoy comfort and luxury at these FBOs
- A full complement of services is available 24/7 including ground handling and fuel, VIP airport services, executive lounges, passenger and crew services, aircraft cleaning, and maintenance services.



International Trip Support

UAS International Trip Support can assist you with any element of your mission to China, from air charter to flight support, repositioning at any airport, transport, security, and accommodation.

To access China's largest FBO network or arrange support with your missions to Greater China, contact our headquarters from below.

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