

**HONG KONG SPECIAL ADMINISTRATIVE REGION
PEOPLE'S REPUBLIC OF CHINA
AERONAUTICAL INFORMATION SERVICE**

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(ISO 9001 CERTIFIED)
AIR TRAFFIC MANAGEMENT DIVISION
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HONG KONG INTERNATIONAL AIRPORT

AIC 26 / 25 27 November 2025

INTERNATIONAL AERONAUTICAL TELECOMMUNICATION SERVICE
ACCEPTANCE OF MESSAGES – AFTN/ATN

1. The international aeronautical telecommunication service has been provided by the Government of Hong Kong Special Administrative Region necessary for the safety of air navigation and for the regular, efficient and economical operation of air services. To meet this objective, only messages related to the safety and regularity of flight operation are accepted and exchanged via the Aeronautical Fixed Telecommunication Network (AFTN) or the Aeronautical Telecommunication Network (ATN). No specific message charge is imposed on these messages.
2. Aircraft operating agencies wishing to make use of the Service are, however, reminded that the responsibility for determining the acceptability of a message rests with the station where the message is filed for transmission. Such responsibility includes the duty of deciding the category of such message; the decision of the Director-General of Civil Aviation shall be final in any such matter.
3. The various categories of messages which shall be handled by the AFTN/ATN are set out in Chapter 4 of Volume II of Annex 10 of the publication entitled “Aeronautical Telecommunications”. These subject categories are briefly described as follows:-
 - 3.1 Distress messages (priority indicator SS)

This message category shall comprise those messages sent by mobile stations reporting that they are threatened by grave and imminent danger and all other messages relative to the immediate assistance required by the mobile station in distress.
 - 3.2 Urgency messages (priority indicator DD)

This category shall comprise messages concerning the safety of a ship, aircraft or other vehicles, or of some person on board or within sight.
 - 3.3 Flight safety messages (priority indicator FF) shall comprise:
 - a) movement and control messages as defined in PANS-ATM (Doc 4444), Chapter 11;
 - b) messages originated by an aircraft operating agency of immediate concern to aircraft in flight or preparing to depart;
 - c) meteorological messages restricted to SIGMET and AIRMET information; special air-reports; volcanic ash, tropical cyclone and space weather advisory information and amended forecasts.
 - 3.4 Meteorological messages (priority indicator GG) shall comprise:

- a) messages concerning forecasts, e.g. terminal aerodrome forecasts (TAFs), area and route forecasts;
- b) messages concerning observations and reports, e.g. METAR, SPECI.

3.5 Flight regularity messages (priority indicator GG) shall comprise:

- a) aircraft load messages required for weight and balance computation;
- b) messages concerning changes in aircraft operating schedules;
- c) messages concerning aircraft servicing;
- d) messages concerning changes in collective requirements for passengers, crew and cargo covered by deviation from normal operating schedules;
- e) messages concerning non-routine landings;
- f) messages concerning pre-flight arrangements for air navigation services and operational servicing for non-scheduled aircraft operations, e.g. overflight clearance requests;
- g) messages originated by aircraft operating agencies reporting an aircraft arrival or departure;
- h) messages concerning parts and materials urgently required for the operation of aircraft.

3.6 Aeronautical information services (AIS) messages (priority indicator GG) shall comprise:

- a) messages concerning NOTAMs;
- b) messages concerning SNOWTAMs.

3.7 Aeronautical administrative messages (priority indicator KK) shall comprise:

- a) messages regarding the operation or maintenance of facilities provided for the safety or regularity of aircraft operations;
- b) messages concerning the functioning of aeronautical telecommunications services;
- c) messages exchanged between civil aviation authorities relating to aeronautical services.

4. Messages other than those prescribed above in paras. 3.1 to 3.7 shall not be accepted for transmission by the international aeronautical telecommunication service.

5. The text of a message may be composed of plain language or ICAO approved abbreviations and codes, or a combination of both. Where special codes or abbreviations are used in the text or signature of messages, the originator shall provide to the Telecommunications Unit of this Department, a list of the decodes of the codes or abbreviations used. (Annex 10, Volume 2, Chapter 3)

6. **Limitation of Liability**

- 6.1 The Government of Hong Kong Special Administrative Region is not liable for any error or delay, or for the non-delivery, of any messages accepted for transmission, even if the error, delay, or non-delivery is caused by the negligence of an employee of the Government of Hong Kong Special Administrative Region.
7. **AIC 23/17 is hereby superseded.**

This Circular is issued for information, guidance and necessary action
by direction of the Director-General of Civil Aviation
Victor LIU