

---

**Hong Kong Special Administrative Region**

**People's Republic of China**  
**Aeronautical Information Service**  
**(ISO 9001 Certified)**  
Air Traffic Management Division  
Civil Aviation Department  
Hong Kong International Airport

PHONE	+852 2910 6174
FAX	+852 2910 1180
AFS address	VHHHYOYX
E-mail	aic@cad.gov.hk

AIP HONG KONG Amendment 06/17 2017-05-25
--

---

1. This amendment contains significant changes to the following sections and pages:

GEN2.7	Sunrise/Sunset Tables Update
ENR1.10-1	Flight planned routes for flights departing to/from ZGSD and VMMC

Changes of editorial nature are not listed above.

2. The following new AIP Supplement has been issued:

A05/17	Revised Requirements for the Submission of Flight Plan and Air Traffic Services Messages
--------	--

3. The following AIP Supplement has been cancelled:

NIL	
-----	--

4. **Insert** the attached replacement/new pages.

5. **Remove** the following pages:

NIL	
-----	--

6. **Manuscript Amendment:**

NIL	
-----	--

7. **Record** entry of this amendment on page GEN 0.2-1.

8. Hong Kong AIMC would like to notify you of the publication of AIP AMDT, AIP SUP and AIC as early as possible by email. If you are interested to receive such notifications, please send your email address to <[aic@cad.gov.hk](mailto:aic@cad.gov.hk)>. Please note that we will only send to one address for each AIP subscriber.



**GEN 0.3****3.1 RECORD OF SERIES 'A' AIP SUPPLEMENTS AS AT 18 MAY 2017**

<b>NR/ Year</b>	<b>Subject</b>	<b>AIP Section(s) affected</b>	<b>Period of validity</b>	<b>Cancellation record</b>
A09/13	Hong Kong International Airport Departure Ground Holding Procedure	AD	PERM	
A14/14 (AIRAC)	Designation of PBN Routes L642 and M771 as RNP 4 within Hong Kong FIR	ENR	PERM	
A01/15 (AIRAC)	Amendment to RNP 10 Route M772 Restriction	ENR	PERM	
A02/15	Additional Required Navigation Performance Authorization Required Approach (RNP AR APCH) Procedures for RWY07L/R at Hong Kong International Airport (HKIA)	AD	PERM	
A03/15	Hong Kong International Airport Marine Development Works	AD	UFN	
A01/16	Revision to Automatic Dependent Surveillance Broadcast (ADS-B) Out Operations within Hong Kong FIR	GEN	PERM	
A02/16	Revision to Automatic Dependent Surveillance Broadcast (ADS-B) Out Operations on PBN Routes L642 and M771 within Hong Kong FIR	GEN	PERM	
A03/16	Deferred Implementation of ICAO's Amendment 7A to the 15 <sup>th</sup> Edition of Procedure for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444) in Hong Kong, China	GEN	UFN	
A04/16	Hong Kong International Airport Runway Maintenance Programme ( <i>Revisions are indicated in italics</i> )	AD	PERM	
A05/16 (AIRAC)	New Turn Altitude of RWY 07L ILS Missed Approach Procedure (EFFECTIVE DATE: 5 January 2017)	AD	PERM	
A07/16	Update on the Air Traffic Flow Management (ATFM) Procedures over Bay of Bengal, South Asia and Pakistan through Kabul FIR	ENR	PERM	
A01/17	Hong Kong International Airport Ground Handling of A380 Aircraft	AD	PERM	
A02/17 (AIRAC)	Rationalization of Altitude and Speed Requirements of Instrument Approach Procedures (EFFECTIVE DATE: 27 April 2017)	AD	PERM	
A03/17	FREQUENCY TRANSFER TO FINAL APPROACH DIRECTOR	ENR	PERM	
A04/17	REVISED INFORMATION REGARDING PURCHASE OF AIP HONG KONG AND AERONAUTICAL CHARTS AND SUBSCRIPTION TO AIP AMENDMENT SERVICE	GEN	PERM	
A05/17	REVISED REQUIREMENTS FOR THE SUBMISSION OF FLIGHT PLAN AND AIR TRAFFIC SERVICES MESSAGES	ENR	PERM	

**3.2 RECORD OF SERIES 'C' AIP SUPPLEMENTS AS AT 18 MAY 2017**  
(Contents of Supplements affect local traffic only. Distribution is selective.)

<i>NR/ Year</i>	<i>Subject</i>	<i>AIP Section(s) affected</i>	<i>Period of validity</i>	<i>Cancellation record</i>
C02/11	Hong Kong International Airport Helicopter Landing Locations	AD	PERM	
C01/15	Kau Shat Wan (KSW) Government Explosives Depot	AD	PERM	
C02/15	Rock Blasting	AD	UFN	

**GEN 0.4 CHECKLIST OF AIP PAGES**

<b>PART 1 GENERAL (GEN)</b>		GEN 1.6-6	26 OCT 2006	GEN 3.4-3	02 MAR 2017
		GEN 1.7-1	18 SEP 2014	GEN 3.4-4	03 MAR 2016
Front Insert	15 OCT 2015	GEN 1.7-2	03 MAR 2016	GEN 3.4-5	16 OCT 2014
		GEN 1.7-3	18 SEP 2014	GEN 3.4-6	16 OCT 2014
<b>GEN 0</b>		GEN 1.7-4	18 SEP 2014	GEN 3.4-7	11 DEC 2014
GEN 0.1-1	03 MAR 2016	GEN 1.7-5	03 MAR 2016	GEN 3.5-1	10 NOV 2016
GEN 0.1-2	25 APR 1996	GEN 1.7-6	03 MAR 2016	GEN 3.5-2	10 NOV 2016
GEN 0.1-3	15 FEB 2007	GEN 1.7-7	18 SEP 2014	GEN 3.5-3	28 MAY 2015
GEN 0.2-1	23 JUN 2016	GEN 1.7-8	28 APR 2016	GEN 3.5-4	28 MAY 2015
GEN 0.2-2	23 JUN 2016	GEN 1.7-9	28 APR 2016	GEN 3.5-5	02 APR 2015
<b>GEN 0.3-1</b>	<b>25 MAY 2017</b>	GEN 1.7-10	28 APR 2016	GEN 3.5-6	02 MAR 2017
<b>GEN 0.3-2</b>	<b>25 MAY 2017</b>	GEN 1.7-11	28 APR 2016	GEN 3.5-7	18 NOV 2010
<b>GEN 0.4-1</b>	<b>25 MAY 2017</b>	GEN 1.7-12	18 SEP 2014	GEN 3.5-8	20 NOV 2008
<b>GEN 0.4-2</b>	<b>25 MAY 2017</b>	GEN 1.7-13	11 DEC 2014	GEN 3.5-9	10 NOV 2016
<b>GEN 0.4-3</b>	<b>25 MAY 2017</b>	GEN 1.7-14	03 MAR 2016	GEN 3.5-10	10 NOV 2016
<b>GEN 0.4-4</b>	<b>25 MAY 2017</b>	GEN 1.7-15	18 SEP 2014	GEN 3.5-11	05 MAR 2015
<b>GEN 0.4-5</b>	<b>25 MAY 2017</b>			GEN 3.5-12	28 MAY 2015
GEN 0.5-1	18 SEP 2014	<b>GEN 2</b>		GEN 3.5-13	10 NOV 2016
GEN 0.6-1	03 JUN 2010	GEN 2.1-1	17 FEB 2005	GEN 3.5-14	07 MAR 2013
GEN 0.6-2	16 OCT 2014	GEN 2.1-2	19 JAN 2006	GEN 3.5-15	24 SEP 2009
GEN 0.6-3	20 AUG 2015	GEN 2.2-1	10 NOV 2016	GEN 3.5-16	20 NOV 2008
		GEN 2.2-2	10 NOV 2016	GEN 3.5-17	10 NOV 2016
<b>GEN 1</b>		GEN 2.2-3	10 NOV 2016	GEN 3.5-18	27 APR 2017
GEN 1.1-1	10 JAN 2013	GEN 2.2-4	10 NOV 2016	GEN 3.5-19	18 NOV 2010
GEN 1.1-2	16 DEC 2010	GEN 2.2-5	10 NOV 2016	GEN 3.5-20	20 NOV 2008
GEN 1.1-3	16 DEC 2010	GEN 2.2-6	10 NOV 2016	GEN 3.5-21	20 NOV 2008
GEN 1.1-4	10 JAN 2013	GEN 2.2-7	10 NOV 2016	GEN 3.5-22	26 AUG 2010
GEN 1.1-5	10 JAN 2013	GEN 2.2-8	10 NOV 2016	GEN 3.6-1	30 MAR 2017
GEN 1.2-1	03 APR 2014	GEN 2.2-9	10 NOV 2016	GEN 3.6-2	21 JUL 2016
GEN 1.2-2	12 DEC 2013	GEN 2.2-10	10 NOV 2016	GEN 3.6-3	24 NOV 2005
GEN 1.2-3	12 DEC 2013	GEN 2.2-11	10 NOV 2016		
GEN 1.2-4	23 JUL 2015	GEN 2.3-1	25 APR 1996	<b>GEN 4</b>	
GEN 1.2-5	12 DEC 2013	GEN 2.4-1	06 MAY 2010	GEN 4.1-1	13 OCT 2016
GEN 1.2-6	12 DEC 2013	GEN 2.5-1	03 APR 2014	GEN 4.1-2	20 NOV 2008
GEN 1.2-7	12 DEC 2013	GEN 2.6-1	25 APR 1996	GEN 4.2-1	20 AUG 2015
GEN 1.3-1	08 MAR 2012	GEN 2.6-2	25 APR 1996	GEN 4.2-2	20 AUG 2015
GEN 1.3-2	01 JUL 1997	GEN 2.6-3	25 APR 1996		
GEN 1.3-3	25 APR 1996	<b>GEN 2.7-1</b>	<b>25 MAY 2017</b>	<b>PART 2 EN ROUTE (ENR)</b>	
GEN 1.3-4	25 APR 1996	<b>GEN 2.7-2</b>	<b>25 MAY 2017</b>	<b>ENR 0</b>	
GEN 1.3-5	25 APR 1996	<b>GEN 2.7-3</b>	<b>25 MAY 2017</b>	ENR 0.6-1	03 MAR 2016
GEN 1.3-6	25 APR 1996			ENR 0.6-2	19 SEP 2013
GEN 1.3-7	06 MAY 2010	<b>GEN 3</b>		ENR 0.6-3	03 MAR 2016
GEN 1.3-8	06 MAY 2010	GEN 3.1-1	03 MAR 2016	ENR 0.6-4	03 MAR 2016
GEN 1.4-1	08 MAR 2012	GEN 3.1-2	03 MAR 2016	ENR 0.6-5	01 JUL 2010
GEN 1.4-2	02 MAR 2017	GEN 3.1-3	03 MAR 2016		
GEN 1.5-1	10 DEC 2015	GEN 3.1-4	27 APR 2017	<b>ENR 1</b>	
<b>GEN 1.5-2</b>	<b>25 MAY 2017</b>	GEN 3.2-1	16 OCT 2014	ENR 1.1-1	03 MAR 2016
GEN 1.5-3	27 APR 2017	GEN 3.2-2	16 OCT 2014	ENR 1.1-2	01 MAY 2014
GEN 1.5-4	30 MAR 2017	GEN 3.2-3	16 OCT 2014	ENR 1.1-3	09 JAN 2014
GEN 1.5-5	30 MAR 2017	GEN 3.2-4	16 OCT 2014	ENR 1.1-4	03 MAR 2016
GEN 1.6-1	15 JAN 2009	GEN 3.2-5	16 OCT 2014	ENR 1.2-1	25 AUG 2011
GEN 1.6-2	15 JAN 2009	GEN 3.3-1	30 MAR 2017	ENR 1.2-2	26 OCT 2006
GEN 1.6-3	15 JAN 2009	GEN 3.3-2	10 DEC 2015		
GEN 1.6-4	15 JAN 2009	GEN 3.4-1	30 MAR 2017		
GEN 1.6-5	29 SEP 2005	GEN 3.4-2	02 MAR 2017		

ENR 1.3-1	25 AUG 2011	ENR 1.6-2	20 SEP 2012	ENR 1.14-15	06 MAR 2014
ENR 1.4-1	03 JUN 2010	ENR 1.6-3	19 SEP 2013	ENR 1.14-16	06 MAR 2014
ENR 1.5-1	02 APR 2015	ENR 1.6-4	04 AUG 2005	ENR 1.14-17	06 MAR 2014
ENR 1.5-2	03 MAR 2016	ENR 1.7-1	15 JUL 1999	ENR 1.14-18	06 MAR 2014
ENR 1.5-3	03 MAR 2016	ENR 1.7-2	11 DEC 2014	ENR 1.14-19	06 MAR 2014
ENR 1.5-4	03 MAR 2016	ENR 1.7-3	17 DEC 2009	ENR 1.14-21	06 MAR 2014
ENR 1.5-5	02 APR 2015	ENR 1.8-1	25 AUG 2011	ENR 1.14-23	06 MAR 2014
ENR 1.5-6	04 FEB 2016	ENR 1.8-2	25 AUG 2011	ENR 1.14-24	13 OCT 2016
ENR 1.5-7	04 APR 2013	ENR 1.8-3	07 FEB 2013		
ENR 1.5-9	29 MAY 2014	ENR 1.8-4	03 MAR 2016	<b>ENR 2</b>	
ENR 1.5-10	29 MAY 2014	ENR 1.8-5	03 MAY 2012	ENR 2.1-1	07 MAR 2013
ENR 1.5-11	29 MAY 2014	ENR 1.8-6	02 MAR 2017	ENR 2.1-2	07 MAR 2013
ENR 1.5-12	29 MAY 2014	ENR 1.8-7	28 AUG 2008	ENR 2.1-3	08 MAY 2008
ENR 1.5-13	29 MAY 2014	ENR 1.8-8	03 MAR 2016	ENR 2.1-4	08 MAY 2008
ENR 1.5-14	29 MAY 2014	ENR 1.8-9	09 FEB 2012	ENR 2.1-5	07 MAR 2013
ENR 1.5-15	29 MAY 2014	ENR 1.8-10	02 SEP 2004	ENR 2.1-6	03 JUN 2010
ENR 1.5-16	29 MAY 2014	ENR 1.8-11	28 OCT 2004	ENR 2.1-7	03 JUN 2010
ENR 1.5-17	19 SEP 2013	ENR 1.8-12	08 APR 2010	ENR 2.1-8	03 JUN 2010
ENR 1.5-18	19 SEP 2013	ENR 1.8-13	20 OCT 2011	ENR 2.1-9	03 JUN 2010
ENR 1.5-19	19 SEP 2013	ENR 1.8-14	20 OCT 2011	ENR 2.1-10	03 JUN 2010
ENR 1.5-20	19 SEP 2013	ENR 1.8-15	19 NOV 2009	ENR 2.1-10	03 JUN 2010
ENR 1.5-21	02 APR 2015	ENR 1.8-16	20 OCT 2011	ENR 2.2-1	25 APR 1996
ENR 1.5-22	06 MAR 2014	ENR 1.8-17	20 OCT 2011		
ENR 1.5-23	19 SEP 2013	ENR 1.8-18	20 OCT 2011	<b>ENR 3</b>	
ENR 1.5-25	19 SEP 2013	ENR 1.9-1	22 SEP 2011	ENR 3.1-1	30 JUN 2011
ENR 1.5-26	19 SEP 2013	ENR 1.9-2	07 FEB 2013	ENR 3.1-2	28 JUN 2012
ENR 1.5-27	19 SEP 2013	ENR 1.9-3	22 SEP 2011	ENR 3.1-3	28 JUN 2012
ENR 1.5-28	19 SEP 2013	ENR 1.9-4	24 SEP 2009	ENR 3.1-4	11 MAR 2010
ENR 1.5-29	19 SEP 2013	ENR 1.9-5	24 SEP 2009	ENR 3.1-5	08 MAR 2012
ENR 1.5-30	19 SEP 2013	ENR 1.9-6	24 SEP 2009	ENR 3.1-6	29 MAY 2014
ENR 1.5-31	19 SEP 2013	ENR 1.9-7	24 SEP 2009	ENR 3.1-7	29 MAY 2014
ENR 1.5-33	19 SEP 2013	ENR 1.9-8	22 SEP 2011	ENR 3.1-8	03 MAR 2016
ENR 1.5-35	19 SEP 2013	ENR 1.10-1	03 MAR 2016	ENR 3.1-9	03 MAR 2016
ENR 1.5-36	19 SEP 2013	ENR 1.10-2	03 MAR 2016	ENR 3.1-10	29 MAY 2014
ENR 1.5-37	19 SEP 2013	ENR 1.10-3	03 MAR 2016	ENR 3.1-11	03 MAR 2016
ENR 1.5-38	19 SEP 2013	<b>ENR 1.10-4</b>	<b>25 MAY 2017</b>	ENR 3.1-12	03 MAR 2016
ENR 1.5-39	31 MAR 2016	<b>ENR 1.10-5</b>	<b>25 MAY 2017</b>	ENR 3.1-13	03 MAR 2016
ENR 1.5-41	19 SEP 2013	<b>ENR 1.10-6</b>	<b>25 MAY 2017</b>	ENR 3.1-14	03 MAR 2016
ENR 1.5-42	19 SEP 2013	<b>ENR 1.10-7</b>	<b>25 MAY 2017</b>	ENR 3.1-15	03 MAR 2016
ENR 1.5-43	19 SEP 2013	<b>ENR 1.10-8</b>	<b>25 MAY 2017</b>	ENR 3.1-16	03 MAR 2016
ENR 1.5-44	19 SEP 2013	<b>ENR 1.10-9</b>	<b>25 MAY 2017</b>	ENR 3.2-1	25 APR 1996
ENR 1.5-45	31 MAR 2016	<b>ENR 1.10-10</b>	<b>25 MAY 2017</b>	ENR 3.3-1	28 JUN 2012
ENR 1.5-47	07 JAN 2016	<b>ENR 1.10-11</b>	<b>25 MAY 2017</b>	ENR 3.3-2	28 JUN 2012
ENR 1.5-48	19 SEP 2013	ENR 1.11-1	21 MAR 2002	ENR 3.4-1	17 NOV 2011
ENR 1.5-49	31 MAR 2016	ENR 1.12-1	12 FEB 2009	ENR 3.4-2	22 SEP 2011
ENR 1.5-50	19 SEP 2013	ENR 1.12-2	12 FEB 2009	ENR 3.4-3	03 JUN 2010
ENR 1.5-51	31 MAR 2016	ENR 1.12-3	12 FEB 2009	ENR 3.4-4	17 NOV 2011
ENR 1.5-53	19 SEP 2013	ENR 1.12-4	12 FEB 2009	ENR 3.4-5	03 JUN 2010
ENR 1.5-54	19 SEP 2013	ENR 1.13-1	25 APR 1996	ENR 3.4-6	03 JUN 2010
ENR 1.5-55	19 SEP 2013	ENR 1.14-1	11 FEB 2010	ENR 3.4-7	22 SEP 2011
ENR 1.5-56	19 SEP 2013	ENR 1.14-2	11 FEB 2010	ENR 3.4-8	22 SEP 2011
ENR 1.5-57	06 MAR 2014	ENR 1.14-3	13 DEC 2012	ENR 3.4-9	18 NOV 2010
ENR 1.5-58	06 MAR 2014	ENR 1.14-4	13 DEC 2012	ENR 3.5-1	02 AUG 2007
ENR 1.5-59	06 MAR 2014	ENR 1.14-5	06 MAR 2014	ENR 3.6-1	29 MAY 2014
ENR 1.5-60	06 MAR 2014	ENR 1.14-6	06 MAR 2014	ENR 3.6-2	21 AUG 2014
ENR 1.5-61	19 SEP 2013	ENR 1.14-7	13 DEC 2012	ENR 3.6-3	21 AUG 2014
ENR 1.5-62	02 APR 2015	ENR 1.14-8	13 DEC 2012		
ENR 1.5-63	02 APR 2015	ENR 1.14-9	10 JAN 2013		
ENR 1.5-64	02 APR 2015	ENR 1.14-10	10 JAN 2013		
ENR 1.5-65	19 SEP 2013	ENR 1.14-11	06 MAR 2014		
ENR 1.6-1	20 SEP 2012	ENR 1.14-12	06 MAR 2014		
		ENR 1.14-13	06 MAR 2014		

<b>ENR 4</b>		AD1.1-8	13 JAN 2011
		AD1.1-9	18 AUG 2016
ENR 4.1-1	24 SEP 2009	AD1.1-10	13 JAN 2011
ENR 4.2-1	25 APR 1996	AD1.1-11	28 JUL 2011
ENR 4.3-1	31 MAY 2012	AD1.2-1	04 APR 2013
ENR 4.4-1	03 MAR 2016	AD1.3-1	03 JUN 2010
ENR 4.4-2	03 MAR 2016	AD1.4-1	07 SEP 2000
ENR 4.4-3	03 MAR 2016	AD1.5-1	21 JUL 2016
ENR 4.4-4	03 MAR 2016		
ENR 4.4-5	03 MAR 2016	<b>AD 2</b>	
ENR 4.4-6	03 MAR 2016	AD2-1	20 OCT 2011
ENR 4.4-7	03 MAR 2016	AD2-2	14 FEB 2008
ENR 4.5-1	31 MAY 2012	AD2-3	27 JUN 2013
		AD2-4	27 JUN 2013
<b>ENR 5</b>		AD2-4A	17 OCT 2013
ENR 5.1-1	20 DEC 2007	AD2-4B	17 OCT 2013
ENR 5.1-2	28 MAY 2015	AD2-4C	18 AUG 2016
ENR 5.1-3	30 JUL 2009	AD2-4D	18 AUG 2016
ENR 5.1-5	07 JUN 2007	AD2-4E	18 AUG 2016
ENR 5.2-1	25 APR 1996	AD2-5	04 APR 2013
ENR 5.3-1	13 NOV 2014	AD2-6	17 OCT 2013
ENR 5.3-2	13 NOV 2014	AD2-6A	17 OCT 2013
ENR 5.3-3	26 JUL 2012	AD2-6B	13 JAN 2011
ENR 5.4-1	21 DEC 2006	AD2-7	16 DEC 2010
ENR 5.5-1	21 JUL 2016	AD2-8	17 OCT 2013
ENR 5.5-2	21 JUL 2016	AD2-9	31 JUL 2008
ENR 5.5-3	15 SEP 2016	AD2-10	31 JUL 2008
ENR 5.5-4	21 JUL 2016	AD2-11	10 MAR 2011
ENR 5.6-1	05 APR 2012	AD2-12	02 MAR 2017
		AD2-13	24 SEP 2009
<b>ENR 6</b>		AD2-14	08 MAY 2008
ENR 6-1	03 MAR 2016	AD2-15	08 MAY 2008
ENR 6-2	18 SEP 2014	AD2-17	13 NOV 2014
ENR 6-3	03 MAR 2016	AD2-18	20 OCT 2011
ENR 6-4	08 APR 2010	AD2-19	20 OCT 2011
		AD2-20	20 OCT 2011
<b>PART 3 AERODROMES (AD)</b>		AD2-21	29 MAY 2014
		AD2-22	02 MAR 2017
<i>(Note VHHH is being progressively dropped from AD2 page numbering and referencing.)</i>		AD2-23	20 DEC 2007
		AD2-25	02 MAR 2017
<b>AD 0</b>		AD2-26	27 APR 2017
AD0.6-1	04 APR 2013	AD2-27	03 MAR 2016
AD0.6-2	18 AUG 2016	AD2-28	03 MAR 2016
AD0.6-3	03 MAR 2016	AD2-29	03 MAR 2016
AD0.6-4	06 MAY 2010	AD2-30	03 MAR 2016
		AD2-31	03 MAR 2016
<b>AD 1</b>		AD2-32	03 MAR 2016
AD1.1-1	24 SEP 2009	AD2-33	03 MAR 2016
AD1.1-2	17 NOV 2011	AD2-34	03 MAR 2016
AD1.1-3	17 NOV 2011	AD2-35	03 MAR 2016
AD1.1-4	17 NOV 2011	AD2-36	03 MAR 2016
AD1.1-5	31 MAY 2012	AD2-37	03 MAR 2016
AD1.1-6	17 OCT 2013	AD2-38	03 MAR 2016
AD1.1-7	13 JAN 2011	AD2-39	03 MAR 2016
		AD2-40	03 MAR 2016
		AD2-41	03 MAR 2016
		AD2-45	02 MAR 2017
		AD2-46	02 MAR 2017
		AD2-47	03 JUN 2010
		AD2-48	26 AUG 2010
		AD2-49	03 JUN 2010

AD2-50	07 MAR 2013	AD2-94D	07 MAR 2013
AD2-51	07 MAR 2013	AD2-94E	07 MAR 2013
AD2-52	07 MAR 2013	AD2-94F	07 MAR 2013
AD2-53	07 MAR 2013	AD2-94G	06 FEB 2014
AD2-54	09 JAN 2014	AD2-94H	06 FEB 2014
AD2-55	07 MAR 2013	AD2-94I	03 APR 2014
AD2-56	28 MAY 2015	AD2-94J	03 APR 2014
AD2-57	28 MAY 2015	AD2-97 ATENA AC	03 MAR 2016
AD2-58	07 MAR 2013	AD2-97 ATENA AC-1	03 MAR 2016
AD2-59	07 MAR 2013	AD2-97 ATENA EF	03 MAR 2016
AD2-60	07 MAR 2013	AD2-97 ATENA EF-1	03 MAR 2016
AD2-61	07 MAR 2013	AD2-97 BEKOL AC	03 MAR 2016
AD2-62	07 MAR 2013	AD2-97 BEKOL AC-1	03 MAR 2016
AD2-63	07 MAR 2013	AD2-97 BEKOL BD	03 MAR 2016
AD2-75	05 MAY 2011	AD2-97 BEKOL BD-1	03 MAR 2016
AD2-76	05 MAY 2011	AD2-97 LAKES AC	03 MAR 2016
AD2-77	20 OCT 2011	AD2-97 LAKES AC-1	03 MAR 2016
AD2-78	15 NOV 2012	AD2-97 LAKES BD	03 MAR 2016
AD2-79	21 AUG 2014	AD2-97 LAKES BD-1	03 MAR 2016
AD2-79A	27 APR 2017	AD2-97 LOGAN AC	03 MAR 2016
AD2-80A	18 AUG 2016	AD2-97 LOGAN AC-1	03 MAR 2016
AD2-80B	18 AUG 2016	AD2-97 LOGAN EF	03 MAR 2016
AD2-80C	18 AUG 2016	AD2-97 LOGAN EF-1	03 MAR 2016
AD2-80D	18 AUG 2016	AD2-97 OCEAN AC	03 MAR 2016
AD2-80E	18 AUG 2016	AD2-97 OCEAN AC-1	03 MAR 2016
AD2-80F	18 AUG 2016	AD2-97 OCEAN BD	03 MAR 2016
AD2-VHHH-81A	23 MAR 2000	AD2-97 OCEAN BD-1	03 MAR 2016
AD2-VHHH-81C	23 MAR 2000	AD2-97 PECAN AC	03 MAR 2016
AD2-82	08 APR 2010	AD2-97 PECAN AC-1	03 MAR 2016
AD2-VHHH-83A	22 JAN 2004	AD2-97 PECAN BD	03 MAR 2016
AD2-83B	20 NOV 2008	AD2-97 PECAN BD-1	03 MAR 2016
		AD2-97 RASSE AC	03 MAR 2016
		AD2-97 RASSE AC-1	03 MAR 2016
		AD2-97 RASSE EF	03 MAR 2016
		AD2-97 RASSE EF-1	03 MAR 2016
		AD2-97 SKATE AC	03 MAR 2016
		AD2-97 SKATE AC-1	03 MAR 2016
		AD2-97 SKATE EF	03 MAR 2016
		AD2-97 SKATE EF-1	03 MAR 2016
		AD2-97 TITAN EF	03 MAR 2016
		AD2-97 TITAN EF-1	03 MAR 2016
		AD2-98 ABBEY	03 MAR 2016
		AD2-98 ABBEY-1	03 MAR 2016
		AD2-98 BETTY	03 MAR 2016
		AD2-98 BETTY-1	03 MAR 2016
		AD2-98 CANTO A	03 MAR 2016
		AD2-98 CANTO A-1	03 MAR 2016
		AD2-98 CANTO B	03 MAR 2016
		AD2-98 CANTO B-1	03 MAR 2016
		AD2-98 SIERA AC	03 MAR 2016
		AD2-98 SIERA AC-1	03 MAR 2016
		AD2-98 SIERA BD	03 MAR 2016
		AD2-98 SIERA BD-1	03 MAR 2016
		AD2-98G	03 MAR 2016
		AD2-98G-1	03 MAR 2016
		AD2-99A	27 APR 2017
		AD2-99B	27 APR 2017
		AD2-99C	27 APR 2017
		AD2-99D	27 APR 2017
		AD2-99E	27 APR 2017
		AD2-101	01 MAY 2014
		AD2-102	10 MAR 2011
<b><i>(Note VHHH is being progressively dropped from AD2 page numbering and referencing.)</i></b>			
AD2-85	02 MAR 2017		
AD2-87	02 MAR 2017		
AD2-91A	26 AUG 2010		
AD2-91B	26 AUG 2010		
AD2-91C	26 AUG 2010		
AD2-91D	26 AUG 2010		
AD2-91E	03 APR 2014		
AD2-91F	03 APR 2014		
AD2-92A	06 MAR 2014		
AD2-92B	06 MAR 2014		
AD2-92C	07 MAR 2013		
AD2-92D	07 MAR 2013		
AD2-92E	03 APR 2014		
AD2-92F	03 APR 2014		
AD2-92G	03 APR 2014		
AD2-92H	03 APR 2014		
AD2-93A	26 AUG 2010		
AD2-93B	26 AUG 2010		
AD2-93C	26 AUG 2010		
AD2-93D	26 AUG 2010		
AD2-93E	26 AUG 2010		
AD2-93F	26 AUG 2010		
AD2-93G	06 FEB 2014		
AD2-93H	06 FEB 2014		
AD2-94A	07 MAR 2013		
AD2-94B	07 MAR 2013		
AD2-94C	07 MAR 2013		



AD2-103	20 DEC 2007
AD2-VHHH-104	16 MAR 2006
AD2-VHHH-105	21 DEC 2006
AD2-106	28 MAY 2015

**AD 3**

AD3-1	06 MAY 2010
AD3-2	06 MAY 2010
AD3-3	06 MAY 2010
AD3-4	06 MAY 2010
AD3-5	16 DEC 2010
AD3-6	06 MAY 2010
AD3-7	06 MAY 2010
AD3-8	21 OCT 2010
AD3-9	06 MAY 2010

INTENTIONALLY

LEFT

BLANK

## GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT, AND FLIGHT DOCUMENTS

### 1. General

- 1.1 The requirements of the Director-General of Civil Aviation and the general conditions under which the communication and navigation services are available for international use, as well as the requirements for the carriage of aircraft instrument, equipment and flight documents by all aircraft operating within the Hong Kong FIR are contained in the Air Navigation (Hong Kong) Order 1995.
- 1.2 The following are brief summaries of the requirements given in the Air Navigation (Hong Kong) Order 1995, operators should refer to that document for full details.

### 2. Notification

- 2.1 With reference to Schedule 6 of the Air Navigation (Hong Kong) Order 1995 :
- (a) Hong Kong International Airport is notified for the purpose of paragraph 2(1)(c). This means all aircraft making an approach to landing at Hong Kong International Airport shall carry radio equipment capable of enabling the aircraft to make an approach to landing using the ILS, unless otherwise permitted by ATC. Fixed wing aircraft and helicopters with a maximum total weight authorized not exceeding 2 730 kg when engaged in local flying within Hong Kong are exempted from this requirement.
- (b) The Hong Kong Control Zone and Hong Kong Terminal Area are notified for the purposes of paragraph 2(2)(b). This means that all aircraft operating in these areas regardless of flight level or altitude shall carry a SSR 4096 code transponder capable of functioning in Mode A and C and complying with the specifications of ICAO Annex 10 Volume IV.

### 3. Radio and Radio Navigation Equipment

- 3.1 In addition to the requirements of para 2 above, aircraft (other than gliders) shall be equipped with the following radio and radio navigation equipment:

	Nature of Flight	Equipment Required
a	Any IFR flight within controlled airspace	VHF radio operable on published frequencies, Transponder Mode 3/A and Mode C, VOR, DME
b	Any flight within the Hong Kong Control Zone	VHF radio operable on published frequencies, Transponder Mode 3/A and Mode C

- 3.1.1 An aircraft without ADF equipment is permitted to fly within Hong Kong as NDB procedures are not used.

3.2 Aircraft with a maximum total weight authorised not exceeding 2 730 kg, when carrying out local flying within the territory of Hong Kong, are exempted from the requirement to carry VOR and DME.

### 3.3 SSR TRANSPONDER

3.3.1 All aircraft flying in controlled airspace within the Hong Kong FIR are required to carry Mode 3/A (4 096 codes) and Mode C transponders which comply with the specifications of ICAO Annex 10 Volume IV.

### 3.4 AIRBORNE COLLISION AVOIDANCE SYSTEM (ACAS / TCAS)

3.4.1 All aeroplanes engaged in commercial air transport operations in the Hong Kong FIR having a maximum certificated take-off weight in excess of 5 700 kg, or authorised to carry more than 19 passengers, shall be equipped with TCAS II meeting ICAO ACAS II standards.

3.4.2 All aeroplanes operating within Hong Kong RVSM airspace shall be equipped with TCAS II meeting ICAO ACAS II standards.

Note: With reference to ICAO Annex 10 Volume IV, TCAS II equipment shall be of Version 7.1 with effect from 1 January 2017.

### 3.5 AREA NAVIGATION (RNAV)

#### 3.5.1 RNP 10

3.5.1.1 Operators of aircraft intending to operate on RNAV routes L642, M771, M772 and P901 within the Hong Kong FIR, shall prior to commencing operations obtain approval for RNP 10 operations from the relevant authority in the State of Registry or the State of the Operator.

#### 3.5.2 RNP 1 SID / STAR

3.5.2.1 *Operational Approval.* Any aircraft arriving or departing HKIA other than those exempted categories of flights as specified in para 3.5.2.5 shall be equipped with appropriate systems and approved by the regulatory authority of the State of Registry/State of the Operator in accordance with ICAO RNP 1 standard for the conduct of RNP 1 SID and STAR. Carriage of a certified GNSS receiver is mandatory. Aircraft or avionics manufacturers shall provide aircraft documentation that shows compliance with the applicable criteria as appropriate. RNP 1 operational approval or compliance documentation shall be readily available for Ramp or Safety Assessment of Foreign Aircraft (SAFA) inspections conducted by the Civil Aviation Department Hong Kong.

3.5.2.2 GNSS RAIM availability prediction service and the associated NOTAM information related to GNSS availability will not be provided by the Hong Kong Civil Aviation Department. In accordance with ICAO Doc 9613, PBN Manual, aircraft operators shall subscribe the necessary information provided by other service providers to verify the RAIM availability for the intended route of flight.

## GEN 2.7 SUNRISE/SUNSET TABLES

1. The tables on the following pages have been prepared by the Hong Kong Observatory.
  - 1.1 The times in the tables are in Hong Kong Time (UTC+8) for beginning of civil morning twilight (TWIL FROM), sunrise (SR), sunset (SS), and end of civil evening twilight (TWIL TO) for the years from 2017 to 2019.
  - 1.2 The times given for the beginning of civil morning twilight and end of civil evening twilight are calculated for an altitude of the Sun 6° below the horizon, as commonly used.
  - 1.3 The tables (Pages GEN 2.7-2 to 2.7-3) are calculated for HONG KONG/Hong Kong Intl for the year 2018, which is used as an “average year” for the years from 2017 to 2019. In this period, the times on an arbitrary date will deviate less than 2 minutes from the times on the same date in the “average year”.

2. Sunrise-Sunset Tables

2.1

HONG KONG/Hong Kong Intl VHHH 22 18 32 N 113 54 53 E					HONG KONG/Hong Kong Intl VHHH 22 18 32 N 113 54 53 E					HONG KONG/Hong Kong Intl VHHH 22 18 32 N 113 54 53 E							
MONTH/ DAY	TWIL FROM	SR	SS	TWIL TO	MONTH/ DAY	TWIL FROM	SR	SS	TWIL TO	MONTH/ DAY	TWIL FROM	SR	SS	TWIL TO			
Jan	1	6:40	7:04	17:52	18:16	Mar	1	6:23	6:46	18:28	18:50	May	1	5:29	5:53	18:51	19:14
	2	6:40	7:04	17:52	18:17		2	6:23	6:45	18:28	18:51		2	5:28	5:52	18:51	19:15
	3	6:40	7:04	17:53	18:17		3	6:22	6:44	18:29	18:51		3	5:28	5:51	18:52	19:15
	4	6:40	7:05	17:54	18:18		4	6:21	6:43	18:29	18:52		4	5:27	5:51	18:52	19:16
	5	6:41	7:05	17:54	18:19		5	6:20	6:43	18:30	18:52		5	5:26	5:50	18:52	19:16
	6	6:41	7:05	17:55	18:19		6	6:19	6:42	18:30	18:52		6	5:26	5:49	18:53	19:17
	7	6:41	7:05	17:56	18:20		7	6:18	6:41	18:30	18:53		7	5:25	5:49	18:53	19:17
	8	6:41	7:06	17:56	18:21		8	6:18	6:40	18:31	18:53		8	5:25	5:48	18:54	19:17
	9	6:42	7:06	17:57	18:21		9	6:17	6:39	18:31	18:54		9	5:24	5:48	18:54	19:18
	10	6:42	7:06	17:58	18:22		10	6:16	6:38	18:32	18:54		10	5:23	5:47	18:55	19:18
	11	6:42	7:06	17:58	18:23		11	6:15	6:37	18:32	18:54		11	5:23	5:47	18:55	19:19
	12	6:42	7:06	17:59	18:23		12	6:14	6:36	18:32	18:55		12	5:22	5:46	18:55	19:19
	13	6:42	7:06	18:00	18:24		13	6:13	6:35	18:33	18:55		13	5:22	5:46	18:56	19:20
	14	6:42	7:06	18:01	18:25		14	6:12	6:34	18:33	18:55		14	5:21	5:45	18:56	19:20
	15	6:42	7:06	18:01	18:25		15	6:11	6:34	18:33	18:56		15	5:21	5:45	18:57	19:21
	16	6:42	7:06	18:02	18:26		16	6:10	6:33	18:34	18:56		16	5:20	5:44	18:57	19:21
	17	6:42	7:06	18:03	18:27		17	6:09	6:32	18:34	18:57		17	5:20	5:44	18:58	19:22
	18	6:42	7:06	18:03	18:27		18	6:08	6:31	18:35	18:57		18	5:19	5:44	18:58	19:22
	19	6:42	7:06	18:04	18:28		19	6:07	6:30	18:35	18:57		19	5:19	5:43	18:59	19:23
	20	6:42	7:06	18:05	18:29		20	6:07	6:29	18:35	18:58		20	5:19	5:43	18:59	19:23
	21	6:42	7:06	18:05	18:29		21	6:06	6:28	18:36	18:58		21	5:18	5:42	19:00	19:24
	22	6:42	7:06	18:06	18:30		22	6:05	6:27	18:36	18:58		22	5:18	5:42	19:00	19:24
	23	6:42	7:06	18:07	18:30		23	6:04	6:26	18:36	18:59		23	5:17	5:42	19:00	19:25
	24	6:42	7:05	18:07	18:31		24	6:03	6:25	18:37	18:59		24	5:17	5:42	19:01	19:25
	25	6:42	7:05	18:08	18:32		25	6:02	6:24	18:37	18:59		25	5:17	5:41	19:01	19:26
	26	6:41	7:05	18:09	18:32		26	6:01	6:23	18:37	19:00		26	5:17	5:41	19:02	19:26
	27	6:41	7:05	18:09	18:33		27	6:00	6:22	18:38	19:00		27	5:16	5:41	19:02	19:27
	28	6:41	7:04	18:10	18:34		28	5:59	6:21	18:38	19:00		28	5:16	5:41	19:03	19:27
	29	6:41	7:04	18:11	18:34		29	5:58	6:20	18:38	19:01		29	5:16	5:40	19:03	19:28
	30	6:40	7:04	18:11	18:35		30	5:57	6:19	18:39	19:01		30	5:16	5:40	19:04	19:28
	31	6:40	7:04	18:12	18:36		31	5:56	6:18	18:39	19:02		31	5:15	5:40	19:04	19:29
Feb	1	6:40	7:03	18:13	18:36	Apr	1	5:55	6:18	18:39	19:02	Jun	1	5:15	5:40	19:04	19:29
	2	6:39	7:03	18:13	18:37		2	5:54	6:17	18:40	19:02		2	5:15	5:40	19:05	19:30
	3	6:39	7:02	18:14	18:37		3	5:53	6:16	18:40	19:03		3	5:15	5:40	19:05	19:30
	4	6:39	7:02	18:15	18:38		4	5:52	6:15	18:40	19:03		4	5:15	5:40	19:06	19:31
	5	6:38	7:02	18:15	18:39		5	5:51	6:14	18:41	19:03		5	5:15	5:40	19:06	19:31
	6	6:38	7:01	18:16	18:39		6	5:50	6:13	18:41	19:04		6	5:15	5:40	19:06	19:31
	7	6:37	7:01	18:16	18:40		7	5:49	6:12	18:41	19:04		7	5:15	5:40	19:07	19:32
	8	6:37	7:00	18:17	18:40		8	5:48	6:11	18:42	19:04		8	5:15	5:40	19:07	19:32
	9	6:37	7:00	18:18	18:41		9	5:48	6:10	18:42	19:05		9	5:15	5:40	19:08	19:33
	10	6:36	6:59	18:18	18:41		10	5:47	6:09	18:43	19:05		10	5:15	5:40	19:08	19:33
	11	6:36	6:59	18:19	18:42		11	5:46	6:08	18:43	19:06		11	5:15	5:40	19:08	19:33
	12	6:35	6:58	18:19	18:42		12	5:45	6:07	18:43	19:06		12	5:15	5:40	19:09	19:34
	13	6:34	6:57	18:20	18:43		13	5:44	6:07	18:44	19:06		13	5:15	5:40	19:09	19:34
	14	6:34	6:57	18:21	18:43		14	5:43	6:06	18:44	19:07		14	5:15	5:40	19:09	19:34
	15	6:33	6:56	18:21	18:44		15	5:42	6:05	18:44	19:07		15	5:15	5:40	19:10	19:35
	16	6:33	6:56	18:22	18:44		16	5:41	6:04	18:45	19:08		16	5:15	5:40	19:10	19:35
	17	6:32	6:55	18:22	18:45		17	5:40	6:03	18:45	19:08		17	5:15	5:40	19:10	19:35
	18	6:31	6:54	18:23	18:45		18	5:39	6:02	18:45	19:08		18	5:15	5:41	19:10	19:35
	19	6:31	6:53	18:23	18:46		19	5:39	6:02	18:46	19:09		19	5:16	5:41	19:11	19:36
	20	6:30	6:53	18:24	18:46		20	5:38	6:01	18:46	19:09		20	5:16	5:41	19:11	19:36
	21	6:29	6:52	18:24	18:47		21	5:37	6:00	18:47	19:10		21	5:16	5:41	19:11	19:36
	22	6:29	6:51	18:25	18:47		22	5:36	5:59	18:47	19:10		22	5:16	5:41	19:11	19:36
	23	6:28	6:51	18:25	18:48		23	5:35	5:58	18:47	19:11		23	5:16	5:42	19:11	19:37
	24	6:27	6:50	18:26	18:48		24	5:34	5:58	18:48	19:11		24	5:17	5:42	19:12	19:37
	25	6:27	6:49	18:26	18:49		25	5:34	5:57	18:48	19:11		25	5:17	5:42	19:12	19:37
	26	6:26	6:48	18:27	18:49		26	5:33	5:56	18:49	19:12		26	5:17	5:42	19:12	19:37
	27	6:25	6:48	18:27	18:50		27	5:32	5:55	18:49	19:12		27	5:17	5:43	19:12	19:37
	28	6:24	6:47	18:27	18:50		28	5:31	5:55	18:49	19:13		28	5:18	5:43	19:12	19:37
							29	5:31	5:54	18:50	19:13		29	5:18	5:43	19:12	19:37
							30	5:30	5:53	18:50	19:14		30	5:18	5:43	19:12	19:37

HONG KONG/Hong Kong Intl VHHH 22 18 32 N 113 54 53 E					HONG KONG/Hong Kong Intl VHHH 22 18 32 N 113 54 53 E					HONG KONG/Hong Kong Intl VHHH 22 18 32 N 113 54 53 E							
MONTH/ DAY	TWIL FROM	SR	SS	TWIL TO	MONTH/ DAY	TWIL FROM	SR	SS	TWIL TO	MONTH/ DAY	TWIL FROM	SR	SS	TWIL TO			
Jul	1	5:19	5:44	19:12	19:37	Sep	1	5:44	6:07	18:42	19:04	Nov	1	6:05	6:28	17:47	18:10
	2	5:19	5:44	19:12	19:38		2	5:45	6:07	18:41	19:03		2	6:06	6:29	17:47	18:10
	3	5:19	5:44	19:13	19:38		3	5:45	6:08	18:40	19:02		3	6:06	6:29	17:46	18:09
	4	5:20	5:45	19:13	19:38		4	5:45	6:08	18:39	19:01		4	6:07	6:30	17:46	18:09
	5	5:20	5:45	19:13	19:37		5	5:46	6:08	18:38	19:00		5	6:07	6:30	17:45	18:08
	6	5:21	5:46	19:12	19:37		6	5:46	6:08	18:37	18:59		6	6:08	6:31	17:45	18:08
	7	5:21	5:46	19:12	19:37		7	5:46	6:09	18:36	18:58		7	6:08	6:32	17:44	18:07
	8	5:21	5:46	19:12	19:37		8	5:46	6:09	18:35	18:57		8	6:09	6:32	17:44	18:07
	9	5:22	5:47	19:12	19:37		9	5:47	6:09	18:34	18:56		9	6:09	6:33	17:43	18:07
	10	5:22	5:47	19:12	19:37		10	5:47	6:10	18:33	18:55		10	6:10	6:33	17:43	18:06
	11	5:23	5:47	19:12	19:37		11	5:47	6:10	18:32	18:54		11	6:11	6:34	17:43	18:06
	12	5:23	5:48	19:12	19:37		12	5:48	6:10	18:31	18:53		12	6:11	6:35	17:42	18:06
	13	5:23	5:48	19:12	19:37		13	5:48	6:10	18:30	18:52		13	6:12	6:35	17:42	18:05
	14	5:24	5:49	19:12	19:36		14	5:48	6:11	18:29	18:51		14	6:12	6:36	17:41	18:05
	15	5:24	5:49	19:11	19:36		15	5:49	6:11	18:28	18:50		15	6:13	6:36	17:41	18:05
	16	5:25	5:49	19:11	19:36		16	5:49	6:11	18:27	18:49		16	6:13	6:37	17:41	18:04
	17	5:25	5:50	19:11	19:36		17	5:49	6:12	18:26	18:48		17	6:14	6:38	17:41	18:04
	18	5:26	5:50	19:11	19:35		18	5:49	6:12	18:25	18:47		18	6:15	6:38	17:40	18:04
	19	5:26	5:51	19:10	19:35		19	5:50	6:12	18:24	18:46		19	6:15	6:39	17:40	18:04
	20	5:27	5:51	19:10	19:35		20	5:50	6:12	18:23	18:45		20	6:16	6:40	17:40	18:04
	21	5:27	5:52	19:10	19:34		21	5:50	6:13	18:22	18:44		21	6:16	6:40	17:40	18:04
	22	5:28	5:52	19:09	19:34		22	5:51	6:13	18:21	18:43		22	6:17	6:41	17:40	18:03
	23	5:28	5:52	19:09	19:33		23	5:51	6:13	18:20	18:42		23	6:18	6:42	17:40	18:03
	24	5:28	5:53	19:09	19:33		24	5:51	6:14	18:19	18:41		24	6:18	6:42	17:39	18:03
	25	5:29	5:53	19:08	19:33		25	5:51	6:14	18:18	18:40		25	6:19	6:43	17:39	18:03
	26	5:29	5:54	19:08	19:32		26	5:52	6:14	18:17	18:39		26	6:20	6:44	17:39	18:03
	27	5:30	5:54	19:07	19:32		27	5:52	6:14	18:16	18:39		27	6:20	6:44	17:39	18:03
	28	5:30	5:54	19:07	19:31		28	5:52	6:15	18:15	18:38		28	6:21	6:45	17:39	18:03
	29	5:31	5:55	19:07	19:31		29	5:53	6:15	18:14	18:37		29	6:21	6:46	17:39	18:03
	30	5:31	5:55	19:06	19:30		30	5:53	6:15	18:13	18:36		30	6:22	6:46	17:39	18:03
	31	5:32	5:56	19:06	19:30												
Aug	1	5:32	5:56	19:05	19:29	Oct	1	5:53	6:16	18:12	18:35	Dec	1	6:23	6:47	17:39	18:04
	2	5:33	5:57	19:05	19:28		2	5:54	6:16	18:11	18:34		2	6:23	6:48	17:40	18:04
	3	5:33	5:57	19:04	19:28		3	5:54	6:16	18:10	18:33		3	6:24	6:48	17:40	18:04
	4	5:33	5:57	19:03	19:27		4	5:54	6:17	18:09	18:32		4	6:25	6:49	17:40	18:04
	5	5:34	5:58	19:03	19:27		5	5:55	6:17	18:09	18:31		5	6:25	6:50	17:40	18:04
	6	5:34	5:58	19:02	19:26		6	5:55	6:17	18:08	18:30		6	6:26	6:50	17:40	18:04
	7	5:35	5:58	19:02	19:25		7	5:55	6:18	18:07	18:29		7	6:27	6:51	17:40	18:05
	8	5:35	5:59	19:01	19:25		8	5:55	6:18	18:06	18:28		8	6:27	6:52	17:41	18:05
	9	5:36	5:59	19:00	19:24		9	5:56	6:18	18:05	18:27		9	6:28	6:52	17:41	18:05
	10	5:36	6:00	19:00	19:23		10	5:56	6:19	18:04	18:26		10	6:28	6:53	17:41	18:05
	11	5:36	6:00	18:59	19:22		11	5:57	6:19	18:03	18:26		11	6:29	6:53	17:41	18:06
	12	5:37	6:00	18:58	19:22		12	5:57	6:19	18:02	18:25		12	6:30	6:54	17:42	18:06
	13	5:37	6:01	18:57	19:21		13	5:57	6:20	18:01	18:24		13	6:30	6:55	17:42	18:06
	14	5:38	6:01	18:57	19:20		14	5:58	6:20	18:00	18:23		14	6:31	6:55	17:42	18:07
	15	5:38	6:01	18:56	19:19		15	5:58	6:20	18:00	18:22		15	6:31	6:56	17:43	18:07
	16	5:39	6:02	18:55	19:19		16	5:58	6:21	17:59	18:21		16	6:32	6:56	17:43	18:08
	17	5:39	6:02	18:54	19:18		17	5:59	6:21	17:58	18:21		17	6:33	6:57	17:44	18:08
	18	5:39	6:03	18:54	19:17		18	5:59	6:22	17:57	18:20		18	6:33	6:58	17:44	18:08
	19	5:40	6:03	18:53	19:16		19	5:59	6:22	17:56	18:19		19	6:34	6:58	17:44	18:09
	20	5:40	6:03	18:52	19:15		20	6:00	6:23	17:56	18:18		20	6:34	6:59	17:45	18:09
	21	5:40	6:04	18:51	19:14		21	6:00	6:23	17:55	18:17		21	6:35	6:59	17:45	18:10
	22	5:41	6:04	18:50	19:13		22	6:01	6:23	17:54	18:17		22	6:35	7:00	17:46	18:10
	23	5:41	6:04	18:50	19:13		23	6:01	6:24	17:53	18:16		23	6:36	7:00	17:46	18:11
	24	5:42	6:05	18:49	19:12		24	6:02	6:24	17:53	18:15		24	6:36	7:01	17:47	18:11
	25	5:42	6:05	18:48	19:11		25	6:02	6:25	17:52	18:15		25	6:37	7:01	17:47	18:12
	26	5:42	6:05	18:47	19:10		26	6:02	6:25	17:51	18:14		26	6:37	7:01	17:48	18:12
	27	5:43	6:05	18:46	19:09		27	6:03	6:26	17:50	18:13		27	6:37	7:02	17:49	18:13
	28	5:43	6:06	18:45	19:08		28	6:03	6:26	17:50	18:13		28	6:38	7:02	17:49	18:14
	29	5:43	6:06	18:44	19:07		29	6:04	6:27	17:49	18:12		29	6:38	7:03	17:50	18:14
	30	5:44	6:06	18:43	19:06		30	6:04	6:27	17:49	18:12		30	6:39	7:03	17:50	18:15
	31	5:44	6:07	18:43	19:05		31	6:05	6:28	17:48	18:11		31	6:39	7:03	17:51	18:15

INTENTIONALLY

LEFT

BLANK



- 2.4.6 The ultimate responsibility for compiling an accurate flight plan rests with pilots and/or airline operators. In order to avoid undue delay in flight plan processing, operators are advised to refer to the guidance notes appended to the Flight Plan Form DCA6a and other pertinent documents to ensure the information entered into the form is compliant with all relevant requirements.

### **3 Time of Submission**

- 3.1 Airline operators can file a FPL up to 5 days (120 hours) prior to the EOBT but the FPL will be held in the system and only be transmitted to the Addressees annotated in Item 18 of the FPL when it is 24 hours prior to the EOBT.
- 3.2 Any aircraft departing from Hong Kong is required to file a flight plan at least 60 minutes prior to the estimated off-block time (EOBT).
- 3.3 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.

### **4 Place of Submission**

- 4.1 Aircraft inbound to Hong Kong or overflying through the Hong Kong FIR will file a flight plan either at the aerodrome of departure or with the telecommunications service en-route.

### **5 Contents and Form of Flight Plan**

- 5.1 For airline operators operating non-scheduled flights or general aviation flights at HKIA, aircraft identification used in Item 7 of the flight plan and flight number / call sign used for flight application via Electronic Filing System in Hong Kong CAD website <<http://www.cad.gov.hk>> shall be identical.
- 5.2 Because the Flight Data Processing System (FDPS) in Hong Kong is fully automated the flight plan data must be submitted in accordance with the standard format designed for the purpose. All operators are required to strictly comply with the route syntax specified in paragraphs 7 to 10. Any discrepancy made on FPL will be rejected by the system which can cause delay to the flight.
- 5.3 In addition to the flight plan requirements detailed in this section, operators shall refer to ENR 1.8 para 8 and strictly adhere to the flight levels prescribed in the Flight Level Assignment Scheme.
- 5.4 Any aircraft planning to enter/transit the Hong Kong FIR, must insert in Item 18 of the flight plan form:
- a) the Date of Flight field in the form of DOF/yymmdd;
  - b) the national registration letters/numbers of the aircraft if different from the aircraft identification in Item 7;
  - c) the accumulated estimated elapsed time to the Hong Kong FIR in the form of EET/VHHK and without a space, a four figure group indicating hours and minutes.
- 5.5 Only specific indicators shall be used in Item 18 (Other Information) and adherence to the specific sequence of the indicators is mandatory.

- 5.6 Free text is not allowed for 'STS/' of Item 18, only specific indicators as prescribed in ICAO Doc 4444, Appendix 2 shall be used.

## 6 Changes to the Submitted Flight Plan for Flights Departing Hong Kong

- 6.1 Airline operators, regardless of their means of filing flight plans, shall inform the AIMC by telephone of any subsequent changes to a Filed Flight Plan (FPL) so that associated ATS message such as Delay (DLA), Modification (CHG) and Flight Plan Cancellation (CNL) can be sent by AIMC.
- 6.2 In order to avoid confusion, airline operators shall not send DLA, CHG or CNL with the PCN system on their own.

## 7 Flights To or From Hong Kong International Airport

### 7.1 Arriving at HKIA <sup>1</sup>

	Inbound Route	Flight planned route within the Hong Kong FIR to be filled in Item 15 of the standard ICAO Flight Plan
(1)	A470	DOTMI V512 ABBEY <sup>2</sup>
(2)	M503 <sup>8 and 10</sup>	LELIM V591 ABBEY <sup>2</sup>
(3)	A1/G581	ELATO V522 ABBEY <sup>2</sup>
(4)	M501/A461	NOMAN V531 BETTY <sup>3</sup>
(5)	A583	SABNO V541 BETTY <sup>3</sup>
(6)	M772	ASOBA M772 DULOP Q1 CARSO V551 BETTY <sup>4</sup>
(7)	M771	DOSUT M771 DULOP Q1 CARSO V551 BETTY <sup>4</sup>
(8)	A1	IKELA P901 IDOSI V561 CANTO <i>or</i> IKELA A1 IDOSI V561 CANTO <sup>5</sup>
(9)	R339/A202	SIKOU V571 CANTO <sup>5</sup>
(10)	R473	SIERA
(11)	---	ALLEY DCT CANTO <sup>11</sup>
(12)	---	FOXTROT DCT CANTO <sup>12</sup>

### 7.2 Departing from HKIA <sup>6</sup>

	Flight planned route within the Hong Kong FIR to be filled in Item 15 of the standard ICAO Flight Plan	Connecting Route
(1)	BEKOL	A461
(2)	LAKES V1 DOTMI	A470
(3)	LAKES V13 LELIM	M503 <sup>9 and 10</sup>
(4)	OCEAN V2 ELATO	A1/G581
(5)	OCEAN V3 ENVAR	M750
(6)	OCEAN V4 NOMAN	A461/M501
(7)	OCEAN V4 SKATE DCT KAPLI	G86
(8)	OCEAN V5 SABNO	A583
(9)	PECAN V10 SIKOU	R339/A202
(10)	PECAN V11 IDOSI A1 IKELA <sup>7</sup> <i>or</i> PECAN V11 IDOSI P901 IKELA <sup>7</sup>	A1
(11)	PECAN V12 EPDOS L642	L642
(12)	PECAN DCT CHALI <sup>13</sup>	---
(13)	PECAN DCT FOXTROT <sup>14</sup>	---

<sup>1</sup> To optimise the flight plan processing work flow, operators are not to include Standard Instrument Arrival (STAR) Procedures inflight plans and subsequent AFTN messages for all operations into HKIA.

<sup>2</sup> If holding is required, each flight will be instructed individually and pilots can expect

## AIP HONG KONG

- to cross ENPET at F260.
- 3 Cross SONNY at FL260. Do not descend without ATC clearance.
- 4 Cross CYBER at FL260. Do not descend without ATC clearance.
- 5 Cross MAPLE at FL260. Do not descend without ATC clearance.
- 6 Operators departing from HKIA shall flight plan via the relevant Terminal Transition Route until exiting the Hong Kong FIR/TMA to join the appropriate ATS route.
- 7 Route via P901 at FL290 or above, or A1 at FL280 or below. To operate at FL290 or above aircraft must be RNP 10 compliant.
- 8 Flights departing from Shanghai Pudong, Qingdao, Yantai or Dalian to HKIA shall route via M503.
- 9 Flights departing from HKIA for destinations Shanghai Pudong, Qingdao, Yantai or Dalian shall route via M503.
- 10 In the event that M503 is not available, e.g. approval could not be obtained in time from relevant authority, operator should file flight plan via ATS Route A470.
- 11 For flights departing from Macao International Airport.
- 12 *For flights departing from Zhuhai Sanzao Airport.*
- 13 *For flights landing in Macao International Airport.*
- 14 For flights landing in Zhuhai Sanzao Airport.

**8 Flights To or From Macao International Airport Which Transit Hong Kong FIR**8.1 Arrival at Macao International Airport transiting Hong Kong FIR <sup>1</sup>

	Inbound Route	Flight planned route within the Hong Kong FIR to be filled in Item 15 of the standard ICAO Flight Plan
(1)	A470	DOTMI DCT SAMMI J101 SMT
(2)	A1/G581	ELATO J101 SMT
(3)	M501/A461	Not available <sup>2</sup>
(4)	A583	SABNO DCT TOFEE DCT SUKER DCT ARROW J103 ROBIN DCT CHALI <sup>3</sup>
(5)	M772	ASOBA M772 DULOP M771 DUMOL J103 ROBIN DCT CHALI
(6)	M771	DOSUT M771 DUMOL J103 ROBIN DCT CHALI
(7)	A1	IKELA P901 IDOSI DCT DASON J104 CHALI <sup>4</sup> <i>or</i> IKELA A1 IDOSI DCT DASON J104 CHALI <sup>4</sup>
(8)	R339/A202	SIKOU J104 CHALI

8.2 Departure from Macao International Airport transiting Hong Kong FIR <sup>5</sup>

	Flight planned route within the Hong Kong FIR to be filled in Item 15 of the standard ICAO Flight Plan	Connecting Route
(1)	V1 DOTMI	A470
(2)	V2 ELATO	A1/G581
(3)	V3 ENVAR	M750
(4)	V4 NOMAN	A461/M501
(5)	V5 SABNO	A583
(6)	V13 LELIM <sup>6</sup>	M503
(7)	V32 EPDOS L642	L642
(8)	V31 IDOSI P901 IKELA <sup>4</sup> <i>or</i> V31 IDOSI A1 IKELA <sup>4</sup>	A1
(9)	V10 SIKOU	R339/A202
(10)	GRUPA DCT KAPLI	G86

- <sup>1</sup> Operators may include the relevant Standard Instrument Arrival (STAR) Procedures (e.g. SMT5B, CHALI4A etc.) into the flight plan route if considered necessary.
- <sup>2</sup> Flights from Manila FIR to Macao Airport should route via A583. In the event of bad weather, flights from Ho Chi Minh FIR that require to transit Manila FIR via diversionary route to Hong Kong FIR, should flight plan within Hong Kong FIR via A461 NOMAN DCT ARROW J103 or expect radar vectors to join J103 by HongKong Radar at or below FL300
- <sup>3</sup> Flights to Macao International Airport transiting Hong Kong FIR via A583 SABNO should plan to cross SABNO at FL340 or below.
- <sup>4</sup> Route via P901 at FL290 or above, or A1 at FL280 or below. To operate at FL290 or above aircraft must be RNP10 compliant.
- <sup>5</sup> Operators departing from Macao International Airport transiting Hong Kong FIR shall flight plan via the relevant Terminal Transition Route until exiting the Hong Kong FIR/TMA to join the appropriate ATS/PBN route.
- <sup>6</sup> Flights departing from Macao International Airport transiting Hong Kong FIR for destinations Shanghai Pudong, Qingdao, Yantai or Dalian shall route via V13.

**9 Flights To or From Guangzhou (ZGGG) or Shenzhen (ZGSZ) Airports Which Transit Hong Kong FIR**

9.1 Arrivals into Guangzhou or Shenzhen Airports transiting Hong Kong FIR

	Entry Route	Flight planned route within the Hong Kong FIR to be filled in Item 15 of the standard ICAO Flight Plan	Destination Airport
(1)	A1/G581	ELATO J101 SMT DCT TAMOT	ZGGG
(2)	M501/A461	Not Available <sup>1</sup>	
(3)	A583	SABNO DCT TOFEE DCT SUKER DCT ARROW J103 PICTA DCT CH B330 TAMOT <sup>2</sup>	
(4)	M772	ASOBA M772 DULOP M771 DUMOL J103 PICTA DCT CH B330 TAMOT <sup>2</sup>	
(5)	M771	DOSUT M771 DUMOL J103 PICTA DCT CH B330 TAMOT <sup>2</sup>	
(6)	A1	IKELA P901 IDOSI DCT ARROW J103 PICTA DCT CH B330 TAMOT <sup>2 and 3</sup> <b>or</b> IKELA A1 IDOSI DCT ARROW J103 PICTA DCT CH B330 TAMOT <sup>2 and 3</sup>	
(7)	A202/R339	SIKOU J104 CHALI DCT PICTA DCT CH B330 TAMOT <sup>4</sup>	
(8)	A1/G581	Not Available <sup>5</sup>	ZGSZ
(9)	M501/A461	Not Available <sup>1</sup>	
(10)	A583	SABNO DCT TOFEE DCT SUKER DCT ARROW J103 ROBIN DCT ALLEY DCT GOBBI DCT LANDA <sup>6 and 7</sup>	
(11)	M772	ASOBA M772 DULOP M771 DUMOL J103 ROBIN DCT ALLEY DCT GOBBI DCT LANDA <sup>7</sup>	
(12)	M771	DOSUT M771 DUMOL J103 ROBIN DCT ALLEY DCT GOBBI DCT LANDA <sup>7</sup>	
(13)	A1	IKELA P901 IDOSI DCT DASON J104 COTON DCT LANDA <sup>3 and 8</sup> <b>or</b> IKELA A1 IDOSI DCT DASON J104 COTON DCT LANDA <sup>3 and 8</sup>	
(14)	A202/R339	SIKOU J104 COTON DCT LANDA <sup>8</sup>	

- <sup>1</sup> Flights from Manila FIR to Guangzhou or Shenzhen Airport should route via A583. In the event of bad weather, flights from Ho Chi Minh FIR that require to transit Manila FIR via diversionary route to Hong Kong FIR, should flight plan within Hong Kong FIR via A461 NOMAN DCT ARROW J103 or expect radar vectors to join J103 by Hong Kong Radar at or below FL300.
- <sup>2</sup> Flights to Guangzhou Airport transiting Hong Kong FIR via J103 should cross ISBAN at FL260. Do not descend without ATC clearance.
- <sup>3</sup> Route via P901 at FL290 or above, or A1 at FL280 or below. To operate at FL290 or above aircraft must be RNP10 compliant.
- <sup>4</sup> Flights to Guangzhou Airport transiting Hong Kong FIR via J104 should cross CHALI at FL260. Do not descend without ATC clearance.
- <sup>5</sup> Flights from Taipei FIR to Shenzhen Airport should route via R200. Refer to Taipei and/or China AIP.
- <sup>6</sup> Flights to Shenzhen Airport transiting Hong Kong FIR via A583 SABNO should cross SABNO at FL340 or below.
- <sup>7</sup> Flights to Shenzhen Airport transiting Hong Kong FIR via J103 should cross ISBAN at FL200 and GOBBI at FL110. Do not descend without ATC clearance.
- <sup>8</sup> Flights to Shenzhen Airport transiting Hong Kong FIR via J104 should cross COTON at FL120. Do not descend without ATC clearance.

## 9.2 Departures from Guangzhou or Shenzhen Airports transiting Hong Kong FIR

	Depart from	Flight planned route within the Hong Kong FIR to be filled in Item 15 of the standard ICAO Flight Plan	Connecting Route
(1)	ZGGG	SIERA DCT MULET DCT SKATE DCT CONGA V2 ELATO <sup>1</sup>	A1/G581
(2)		SIERA DCT MULET DCT SKATE DCT CONGA V3 ENVAR <sup>2</sup>	M750
(3)		SIERA DCT MULET DCT SKATE V4 NOMAN	A461/M501
(4)		SIERA DCT MULET DCT SKATE V5 SABNO	A583
(5)		SIERA DCT MULET DCT ALLEY V32 EPDOS L642	L642
(6)		SIERA DCT MULET DCT ALLEY V31 IDOSI P901 IKELA <sup>3</sup> <i>or</i> SIERA DCT MULET DCT ALLEY V31 IDOSI A1 IKELA <sup>3</sup>	A1
(7)		SIERA DCT MULET DCT ALLEY V10 SIKOU	R339/A202
(8)	ZGSZ	LKC DCT TD DCT OCEAN V4 NOMAN <sup>4</sup>	A461/M501
(9)		LKC DCT TD DCT OCEAN V5 SABNO <sup>4</sup>	A583
(10)		LKC DCT BREAM DCT TITAN DCT PECAN V10 ALLEY V32 EPDOS L642 <sup>4</sup>	L642
(11)		LKC DCT BREAM DCT TITAN DCT PECAN V10 ALLEY V31 IDOSI P901 IKELA <sup>3 and 4</sup> <i>or</i> LKC DCT BREAM DCT TITAN DCT PECAN V10 ALLEY V31 IDOSI A1 IKELA <sup>3 and 4</sup>	A1
(12)		SIERA DCT ROCCA DCT SKATE DCT CONGA V2 ELATO <sup>1</sup>	A1/G581
(13)		SIERA DCT ROCCA DCT SKATE DCT CONGA V3 ENVAR <sup>2</sup>	M750
(14)		SIERA DCT ROCCA DCT SKATE V4 NOMAN	A461/M501
(15)		SIERA DCT ROCCA DCT SKATE V5 SABNO	A583
(16)		SIERA DCT ROCCA DCT ALLEY V32 EPDOS L642	L642

(17)		SIERA DCT ROCCA DCT ALLEY V31 IDOSI P901 IKELA <sup>3</sup> <i>or</i> SIERA DCT ROCCA DCT ALLEY V31 IDOSI A1 IKELA <sup>3</sup>	A1
(18)		SIERA DCT ROCCA DCT ALLEY V10 SIKOU	R339/A202

- <sup>1</sup> Normally for non-RNAV 5 compliant or non-RVSM approved aircraft.
- <sup>2</sup> To operate between FL290 and FL410 aircraft must be RNAV 5 compliant and RVSM approved.
- <sup>3</sup> Route via P901 at FL290 or above, or A1 at FL280 or below. To operate at FL290 or above aircraft must be RNP10 compliant.
- <sup>4</sup> Traffic routing via LKC may be subject to delay due to congestion in the vicinity of Hong Kong and Macao airports.

## 10 Other Flights Transiting the Hong Kong FIR

### 10.1 Flights transiting the Hong Kong FIR not specified in previous paragraphs

	Entry Route	Flight planned route within the Hong Kong FIR/TMA to be filled in Item 15 of the standard ICAO Flight Plan	Connecting Route
(1)	A470	DOTMI DCT SOUSA DCT CONGA V2 ELATO <sup>1</sup>	A1/G581
(2)		DOTMI DCT SOUSA DCT CONGA V3 ENVAR <sup>2</sup>	M750
(3)		DOTMI DCT MONTA DCT NOMAN	A461/M501
(4)		DOTMI DCT MONTA DCT SABNO	A583
(5)		DOTMI DCT MONTA DCT ARROW DCT EPDOS L642	L642
(6)	A470	DOTMI DCT MONTA DCT ARROW DCT IDOSI P901 IKELA <sup>4</sup> <i>or</i> DOTMI DCT MONTA DCT ARROW DCT IDOSI A1 IKELA <sup>4</sup>	A1
(7)		DOTMI DCT MONTA DCT ALLEY V10 SIKOU	A202/R339
(8)	A1/	ELATO DCT MAGOG DCT DOTMI	A470
(9)	G581	ELATO J101 PONTI DCT BEKOL	A461
(10)	G86	KAPLI DCT RAMUS DCT ARROW DCT IDOSI P901 IKELA <sup>4</sup> <i>or</i> KAPLI DCT RAMUS DCT ARROW DCT IDOSI A1 IKELA <sup>4</sup>	A1
(11)		KAPLI DCT ALLEY V10 SIKOU	A202/R339
(12)	A461	NOMAN DCT SOUSA V1 DOTMI	A470
(13)		NOMAN DCT ROCKY DCT SIKOU	A202/R339
(14)	A583	SABNO DCT RAMUS DCT BEKOL	A461
(15)		SABNO DCT SIKOU	A202/R339
(16)	M772	ASOBA M772 DULOP Q1 CARSO DCT RAMUS DCT SOUSA V1 DOTMI	A470
(17)		ASOBA M772 DULOP M771 DUMOL J103 BEKOL	A461
(18)	M771	DOSUT M771 DULOP Q1 CARSO DCT RAMUS DCT SOUSA V1 DOTMI	A470
(19)		DOSUT M771 DUMOL DCT DONKI DCT SIKOU	A202/R339
(20)		DOSUT M771 DUMOL J103 BEKOL	A461
(21)	A1	IKELA P901 IDOSI DCT SOUSA V1 DOTMI <sup>4</sup> <i>or</i> IKELA A1 IDOSI DCT SOUSA V1 DOTMI <sup>4</sup>	A470
(22)		IKELA P901 IDOSI DCT ELATO <sup>3 and 4</sup> <i>or</i> IKELA A1 IDOSI DCT ELATO <sup>1, 3 and 4</sup>	A1
(23)		IKELA P901 IDOSI DCT ENVAR <sup>2, 3 and 4</sup> <i>or</i> IKELA A1 IDOSI DCT ENVAR <sup>2, 3 and 4</sup>	M750
(24)		IKELA P901 IDOSI DCT ARROW DCT RAMUS DCT KAPLI <sup>4</sup> <i>and</i> <sup>5</sup> <i>or</i> IKELA A1 IDOSI DCT ARROW DCT RAMUS DCT KAPLI <sup>4 and 5</sup>	G86

(25)		IKELA P901 IDOSI DCT DONKI DCT SIKOU <sup>4</sup> <i>or</i> IKELA A1 IDOSI DCT DONKI DCT SIKOU <sup>4</sup>	A202/R339
(26)		IKELA P901 IDOSI DCT CH A461 BEKOL <sup>4</sup> <i>or</i> IKELA A1 IDOSI DCT CH A461 BEKOL <sup>4</sup>	A461
(27)	B330/ W18	TAMOT B330 CH DCT RASSE DCT CONGA V2 ELATO <sup>1</sup>	A1
(28)		TAMOT B330 CH DCT RASSE DCT CONGA V2 ELATO <sup>1</sup>	G581
(29)		TAMOT B330 CH DCT RASSE DCT CONGA V3 ENVAR <sup>2</sup>	M750
(30)		TAMOT B330 CH DCT RASSE DCT CONGA V3 ENVAR <sup>2</sup> M750 DADON	G581
(31)		TAMOT B330 CH DCT GRUPA V4 NOMAN	A461/M501
(32)	B330/ W18	TAMOT B330 CH DCT GRUPA V5 SABNO	A583
(33)		TAMOT DCT ALLEY V32 EPDOS L642	L642
(34)		TAMOT DCT ALLEY V31 IDOSI P901 IKELA <sup>4</sup> <i>or</i> TAMOT DCT ALLEY V31 IDOSI A1 IKELA <sup>4</sup>	A1
(35)		TAMOT DCT ALLEY V10 SIKOU	A202/R339
(36)		SIKOU DCT DONKI DCT IDOSI P901 IKELA <sup>4</sup> <i>or</i> SIKOU DCT DONKI DCT IDOSI A1 IKELA <sup>4</sup>	A1
(37)		SIKOU DCT DONKI DCT EPDOS L642	L642
(38)	A202/ R339	SIKOU DCT ROCKY DCT NOMAN	A461/M501
(39)		SIKOU DCT SABNO	A583
(40)		SIKOU J104 CHALI DCT BEKOL	A461
(41)		SIKOU J104 CHALI DCT KAPLI	G86

<sup>1</sup> Normally for non-RNAV 5 compliant or non-RVSM approved aircraft.

<sup>2</sup> To operate between FL290 and FL410 aircraft must be RNAV 5 compliant and RVSM approved.

<sup>3</sup> Route available only during the period 1700 – 0059 UTC, flight plan via G86 KAPLI during the period 0100 – 1659 UTC. (See ENR1.1 para 4 for details).

<sup>4</sup> Route via P901 at FL290 or above, or A1 at FL280 or below. To operate at FL290 or above aircraft must be RNP 10 compliant.

<sup>5</sup> Between 1700-2200 UTC, Taipei ACC only accept eastbound traffic entering the Taipei FIR via KAPLI to flights transiting Taipei FIR to Fukuoka FIR and routing via G581 IGURU only or destined for aerodromes in Taipei FIR.

## 11 Arriving Cargo Aircraft and General Aviation Aircraft

11.1 To ensure that cargo flights are correctly identified, operators of cargo flights are required to include the information 'RMK/CARGO' in Item 18, 'Other Information', of the ATC FPL for Hong Kong.

11.2 To ensure that general aviation flights that will be parking at the Business Aviation Centre are correctly identified, operators of these flights are required to include the information 'RMK/BAC PARKING' in Item 18, 'Other Information', of the ATC FPL for Hong Kong.

## 12 RNAV Approved Aircraft

12.1 RNP 10

12.1.1 Operators of aircraft with on-board area navigation capability specified in ICAO Regional Supplementary Procedures (Doc 7030/4), shall include the following information on their flight plan:

Item 10a	Item 15	Item 18 after 'PBN/'
R	True Mach Number and flight level at entry and exit point	A1

12.1.2 See ENR 1.8 for ATC application of RNAV criteria / Mach number technique.

## 12.2 RNP 1

12.2.1 Operators of aircraft approved for RNP 1 operations, shall include either of the following information in Item 10a and Item 18 of their flight plan:

Item 10a	Item 18 after 'PBN/'
RGDI	O1
RG	O2

12.2.2 See GEN 1.5 para 3.5.2 for details of RNP 1 SID / STAR procedures and the Exemption Policy.

12.2.3 Flights of categories which are classified as exempted categories as specified in GEN 1.5 para 3.5.2.5 shall specify status of flight following the indicator STS in Item 18 of the flight plan form using appropriate ICAO designators (i.e. STS/HUM, STS/SAR, STS/STATE, STS/HEAD, STS/FLTCK). Flights of categories d) to f) shall denote the reasons following the indicator RMK in Item 18.

## 12.3 RNAV 5

12.3.1 Operators of aircraft approved for RNAV 5 operations, shall include one of the following information in Item 10a and Item 18 of their flight plan:

Item 10a	Item 18 after 'PBN/'
RGODI or RGSDI *	B1
RG	B2
RD	B3
ROD or RSD *	B4
RI	B5

\*S is used for standard equipment which includes O (VOR).

## 12.4 RNAV 2

12.4.1 Operators of aircraft approved for RNAV 2 operations shall include "R" in Item 10a and "C1" or "C2" after "PBN/" in Item 18 of their flight plan.

## 12.5 Authorization Required Approach (RNP-AR APCH) without Radius Fix (RF)

12.5.1 Operators of aircraft authorized to conduct RNP-AR APCH without RF shall include 'RG' in Item 10a and 'PBN/T2' in Item 18 of their flight plan.

## 13. RVSM Approved Aircraft

13.1 The Hong Kong controlled airspace between FL290 and FL410 inclusive are prescribed as Reduced Vertical Separation Minima (RVSM) airspace. RVSM approval is required to operate within RVSM airspace unless prior approval has been granted.

13.2 The letter 'W' shall be inserted in Item 10 (Equipment) of the flight plan to indicate that both the aircraft and operator are RVSM approved.

13.3 Operators on non-RVSM approved aircraft capable of operating at FL280 or above,



regardless of the requested flight level, shall insert the following information on their flight plan :

- (a) Item 18 'STS/NONRVSM'.

#### **14. Automatic Dependent Surveillance Broadcast (ADS-B) Approved Aircraft**

14.1 Aircraft operator complying with the requirement stipulated in GEN 1.5 paragraph 3.7.2 and 3.7.4 shall indicate the appropriate ADS-B designator in Item 10 of the flight plan as follows:

- (a). 'B1' for ADS-B with dedicated 1090 MHz ADS-B 'out' capability  
(b). 'B2' for ADS-B with dedicated 1090 MHz ADS-B 'out' and 'in' capability

14.2 Aircraft Identification (ACID), not exceeding 7 characters shall be accurately entered both in item 7 of the ICAO Flight Plan form and replicated exactly when set in the aircraft (for transmission as Flight ID).

#### **15. Repetitive Flight Plan System**

15.1 A repetitive flight plan system which generally follows the provisions of ICAO PANS-ATM DOC 4444 is available to flights operating between:

- (a) Taipei/Gaoxiong and Hong Kong;  
(b) Jakarta and Hong Kong; and  
(c) Kuala Lumpur and Hong Kong.

15.2 When filing a repetitive flight plan all operators shall include the following information on the RVSM approval status of the flight:

- (a) Item Q 'EQPT/W', for flights with RVSM approval; or  
'STS/NONRVSM', for flights without RVSM approval capable of operating at FL 280 or above, regardless of the requested flight level.

INTENTIONALLY

LEFT

BLANK