

ENR 1.10 FLIGHT PLANNING

1. Requirement for the Submission of a Flight Plan

- 1.1 All aircraft intending to conduct an IFR flight within the Hong Kong FIR shall file a flight plan, except that authorised operators may submit a CAD approved flight notification form for local VFR flights (page AD2-77).

2. Time of Submission

- 2.1 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).
- 2.2 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.

3. Place of Submission

- 3.1 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.

4. Contents and Form of Flight Plan

- 4.1 Because the Flight Data Processing System (FDPS) at the new Hong Kong International airport 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 comply with the route format specified in the following paragraphs. Operators that are unable to conform with the flight plan format requirements should advise ATC for alternative arrangement.
- 4.2 For flight planning purposes, reporting point Cheung Chau DVOR shall be described as 'CH'; when used in Item 15 of the flight plan form.
- 4.3 For uniformity and simplicity, Item 16 of the flight plan form of all flights destined for Hong Kong should be computed using 'CH' DVOR as the designed point for planning purposes, irrespective of the approach procedure to be used.
- 4.4 Any aircraft planning to enter/transit the Hong Kong FIR, must insert in Item 18 of the flight plan form:
- a) the national registration letters/numbers of the aircraft if different from the aircraft identification in Item 7;
 - b) 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.

4.5 In addition to the flight plan requirements detailed in this section, operators should also refer to ENR 1.8 for details of the Flight Level Assignment Scheme applicable to the South China Sea airspace and adjacent areas.

5. Flights To or From Hong Kong

5.1 Arriving at Hong Kong ¹

	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
(2)	A1/G581	ELATO
(3)	A461	NOMAN
(4)	A583	SABNO
(5)	M772	ASOBA M772 DULOP Q1 CARSO
(6)	M771	DOSUT M771 DULOP Q1 CARSO
(7)	A1	IKELA DCT IDOSI ³
(8)	R339/A202	SIKOU
(9)	R473	SIERA

5.2 Departing from Hong Kong ²

	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 or LAKES V1 DOTMI	A470
(2)	V2 ELATO or OCEAN V2 ELATO	A1/G581
(3)	V3 ENVAR or OCEAN V3 ENVAR	M750
(4)	V4 NOMAN or OCEAN V4 NOMAN	A461
(5)	V5 SABNO or OCEAN V5 SABNO	A583
(6)	V12 EPDOS L642 or PECAN V12 EPDOS L642	L642
(7)	V11 IDOSI DCT IKELA ³ or PECAN V11 IDOSI DCT IKELA ³	A1
(8)	V10 SIKOU or PECAN V10 SIKOU	R339/A202
(9)	BEKOL	A461
(10)	OCEAN DCT SKATE DCT KAPLI	G86

¹ Operators may include the relevant Standard Instrument Arrival (STAR) Procedures (e.g. ELATO _nA, SIERA _nB, etc.) into the flight plan route if considered necessary. The ATS route after entering the Hong Kong TMA is not required in the flight plan.

² Operators departing from Hong Kong International Airport shall flight plan via the relevant Terminal Transition Route until exiting the Hong Kong FIR/TMA to join the appropriate ATS route.

³ To operate at FL290 or above aircraft must be RNP10 compliant.

6. Flights To or From Macao International Airport Which Transit Hong Kong FIR**6.1 Arrival at Macao airport transiting Hong Kong FIR ¹**

	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)	A461	Not available
(4)	A583	SABNO DCT TOFEE DCT ARROW J103 ROBIN DCT CHALI ²
(5)	M772	ASOBA M772 DULOP M771 DUMOL J103 ROBIN DCT CHALI
(6)	M771	DOSUT M771 DUMOL J103 ROBIN DCT CHALI
(7)	A1	IKELA DCT IDOSI DCT DASON J104 CHALI ³
(8)	R339/A202	SIKOU J104 CHALI

6.2 Departure from Macao airport transiting Hong Kong FIR ⁴

	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
(5)	V5 SABNO	A583
(6)	V32 EPDOS L642	L642
(7)	(Reserved)	
(8)	V31 IDOSI DCT IKELA ³	A1
(9)	V10 SIKOU	R339/A202
(10)	GRUPA DCT KAPLI	G86

¹ Operators may include the relevant Standard Instrument Arrival (STAR) Procedures (e.g. SMT4B, CHALI2A etc.) into the flight plan route if considered necessary.

² Flights to Macao International Airport transiting Hong Kong FIR via A583 SABNO should plan to cross SABNO at FL340 or below.

³ To operate at FL290 or above aircraft must be RNP10 compliant.

⁴ 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.

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

7.1 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)	A461	Not Available	
(3)	A583	SABNO DCT TOFEE DCT ARROW J103 PICTA DCT CH DCT TAMOT ¹	
(4)	M772	ASOBA M772 DULOP M771 DUMOL J103 PICTA DCT CH DCT TAMOT ¹	
(5)	M771	DOSUT M771 DUMOL J103 PICTA DCT CH DCT TAMOT ¹	
(6)	A1	IKELA DCT IDOSI DCT ARROW J103 PICTA DCT CH DCT TAMOT ^{1 4}	
(7)	A202/R339	SIKOU J104 CHALI DCT PICTA DCT CH DCT TAMOT ²	
(8)	A1/G581	ELATO J101 PONTI DCT BEKOL	ZGSZ
(9)	A461	Not Available	
(10)	A583	SABNO DCT TOFEE DCT ARROW J103 TAPPO DCT POKET DCT BEKOL ^{3 5}	
(11)	M772	ASOBA M772 DULOP M771 DUMOL J103 TAPPO DCT POKET DCT BEKOL ⁵	
(12)	M771	DOSUT M771 DUMOL J103 TAPPO DCT POKET DCT BEKOL ⁵	
(13)	A1	IKELA DCT IDOSI DCT ARROW J103 TAPPO DCT POKET DCT BEKOL ^{4 5}	
(14)	A202/R339	SIKOU J104 CHALI DCT TAPPO DCT POKET DCT BEKOL ⁶	

- ¹ Flights to Guangzhou Airport transiting Hong Kong FIR via J103 should plan to cross ISBAN at FL260. Actual descent clearance will be as directed by ATC.
- ² Flights to Guangzhou Airport transiting Hong Kong FIR via J104 should plan to cross CHALI at FL260. Actual descent clearance will be as directed by ATC.
- ³ Flights to Shenzhen Airport transiting Hong Kong FIR via A583 SABNO should plan to cross SABNO at FL340 or below.
- ⁴ To operate at FL290 or above aircraft must be RNP10 compliant.
- ⁵ Flights to Shenzhen Airport transiting Hong Kong FIR via J103 should plan to cross ISBAN at FL260 & POKET at FL130. Actual descent clearance will be as directed by ATC.
- ⁶ Flights to Shenzhen Airport transiting Hong Kong FIR via J104 should plan to cross CHALI at FL260 & POKET at FL130. Actual descent clearance will be as directed by ATC.

7.2 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/ ZGSZ	SIERA DCT MULET DCT SKATE DCT CONGA DCT ELATO ¹	A1/G581
(2)		SIERA DCT MULET DCT SKATE DCT CONGA DCT ENVAR ²	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
(6)		SIERA DCT MULET DCT ALLEY V31 IDOSI DCT IKELA ⁴	A1
(7)		SIERA DCT MULET DCT ALLEY V10 SIKOU	R339/A202
(8)	ZGSZ Only ³	LKC DCT TD DCT OCEAN DCT GRUPA DCT NOMAN	A461/M501
(9)		LKC DCT TD DCT OCEAN DCT GRUPA DCT SABNO	A583
(10)		LKC DCT BREAM DCT TITAN DCT PECAN DCT ALLEY V32 EPDOS L642	L642
(11)		LKC DCT BREAM DCT TITAN DCT PECAN DCT ALLEY V31 IDOSI DCT IKELA ⁴	A1

¹ For non-RNAV compliant or non-RVSM approved aircraft.

² To operate between FL290 and FL410 aircraft must be RNAV compliant and RVSM approved.

³ Traffic routing via LKC may be subject to delay due to congestion in the vicinity of Hong Kong and Macao airports.

⁴ To operate at FL290 or above aircraft must be RNP10 compliant.

8. Other Flights Transiting the Hong Kong FIR

8.1 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 DCT ELATO ¹	A1/G581
(2)		DOTMI DCT SOUSA DCT CONGA DCT ENVAR ²	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)		DOTMI DCT MONTA DCT ARROW DCT IDOSI DCT IKELA ⁴	A1
(7)		(Reserved)	
(8)		DOTMI DCT MONTA DCT ALLEY V10 SIKOU	A202/R339
(9)	A1/ G581	ELATO DCT MAGOG DCT DOTMI	A470
(10)		ELATO J101 PONTI DCT BEKOL	A461
(11)	G86	KAPLI DCT RAMUS DCT ARROW DCT IDOSI DCT IKELA ⁴	A1
(12)		(Reserved)	
(13)		KAPLI DCT ALLEY V10 SIKOU	A202/R339
(14)	A461	NOMAN DCT SOUSA DCT DOTMI	A470
(15)		NOMAN A461 CH DCT BEKOL	A461
(16)		NOMAN DCT ROCKY DCT SIKOU	A202/R339
(17)	A583	SABNO DCT SOUSA DCT DOTMI	A470
(18)		SABNO DCT RAMUS DCT BEKOL	A461
(19)		SABNO DCT SIKOU	A202/R339
(20)	M772	ASOBA M772 DULOP Q1 CARSO DCT RAMUS DCT SOUSA DCT DOTMI	A470
(21)		ASOBA M772 DULOP M771 DUMOL J103 BEKOL	A461
(22)	M771	DOSUT M771 DULOP Q1 CARSO DCT RAMUS DCT SOUSA DCT DOTMI	A470
(23)		DOSUT M771 DUMOL DCT DONKI DCT SIKOU	A202/R339
(24)		DOSUT M771 DUMOL J103 BEKOL	A461
(25) to (30)		(Reserved)	
(31)	A1	IKELA DCT IDOSI DCT SOUSA DCT DOTMI ⁴	A470
(32)		IKELA DCT IDOSI DCT ELATO ^{3 4}	A1
(33)		IKELA DCT IDOSI DCT ENVAR ^{3 4}	M750
(34)		IKELA DCT IDOSI DCT ARROW DCT RAMUS DCT KAPLI ⁴	G86
(35)		IKELA DCT IDOSI DCT DONKI DCT SIKOU ⁴	A202/R339
(36)		IKELA DCT IDOSI DCT CH DCT BEKOL ⁴	A461
(37)	B330/ W18	B330 CH DCT RASSE DCT CONGA DCT ELATO	A1
(38)		B330 CH DCT RASSE DCT CONGA DCT ELATO (<i>for non RNAV compliant aircraft</i>)	G581
(39)		B330 CH DCT RASSE DCT CONGA DCT ENVAR	M750
(40)		B330 CH DCT RASSE DCT CONGA DCT ENVAR M750 DADON (<i>for RNAV compliant aircraft</i>)	G581
(41)		B330 CH DCT GRUPA DCT NOMAN	A461/M501
(42)		B330 CH DCT GRUPA DCT SABNO	A583
(43)		(Reserved)	
(44)		TAMOT DCT ALLEY V32 EPDOS	L642
(45)		TAMOT DCT ALLEY V31 IDOSI DCT IKELA ⁴	A1
(46)		TAMOT DCT ALLEY V10 SIKOU	A202/R339

(47)	A202/ R339	SIKOU J104 CHALI DCT SOUSA DCT DOTMI	A470
(48)		SIKOU DCT DONKI DCT IDOSI DCT IKELA ⁴	A1
(49)		(Reserved)	
(50)		SIKOU DCT DONKI DCT EPDOS	L642
(51)		SIKOU DCT ROCKY DCT NOMAN	A461/M501
(52)		SIKOU DCT SABNO	A583
(53)		SIKOU J104 CHALI DCT BEKOL	A461
(54)		SIKOU J104 CHALI DCT KAPLI	G86

Notes

- ¹ For non-RNAV compliant or non-RVSM approved aircraft.
- ² To operate between FL290 and FL410 aircraft must be RNAV compliant and RVSM approved.
- ³ Route available only during the period 1700 – 0059 UTC, flight plan via G86 KAPLI during the period 0100 – 1659 UTC. (See ENR1.1 para 5 for details).
- ⁴ To operate at FL290 or above aircraft must be RNP10 compliant.

9 Significant Points Required for Flight Planning and Track Keeping

Significant Point	Co-ordinates	Cross Reference from Navaid
ALLEY	21 05 11.2N 113 47 09.5E	CH RDL 193/DME 69.1 NM
ARROW	19 50 09.3N 114 22 26.4E	TD RDL 180/DME 144.3 NM CH RDL 174/DME 143.8 NM
BREAM	21 46 46.00N 114 03 28.00E	TD RDL 207/ DME 30.9 NM CH RDL 179/DME 26.4 NM
CARSO	19 00 00.0N 114 42 37.8E	TD RDL 175/DME 195.6NM CH RDL 171/DME 196.2 NM
CHALI	21 17 45.0N 113 36 41.0E	CH RDL 205/DME 60.0 NM
CONGA	21 44 02.5N 116 47 05.9E	CH RDL 102/DME 156.3 NM
DASON	21 03 23.3N 112 52 40.4E	CH RDL 225/DME 94.8 NM
DONKI	20 32 58.0N 112 09 10.1E	CH RDL 229/DME 145.0 NM
DUMOL	19 00 00.0N 114 26 48.0E	CH RDL 175/DME 193.9 NM
EPDOS	19 00 00.0N 113 33 18.0E	CH RDL 190/DME 194.3 NM
GRUPA	20 50 44.0N 115 56 59.0E	CH RDL 129/DME 135.2 NM
LEMON	20 56 16.6N 114 00 05.1E	CH RDL 183/DME 76.6NM
MONTA	21 33 33.0N 116 12 00.0E	CH RDL 110/DME 127.4 NM
MULET	21 35 02.0N 113 47 52.0E	MCU RDL 163/DME 35 NM
OCEAN	21 48 43.0N 114 48 48.0E	CH RDL 121/DME 50.0 NM
PECAN	21 26 20.2N 114 02 05.6E	CH RDL 182/DME 46.7 NM
PICTA	21 39 19.8N 114 12 47.6E	TD RDL 189/DME 35.7NM CH RDL 165/DME 35.2NM
POKET	21 35 41.0N 114 26 57.9E	TD RDL 169/DME 40.0 NM CH RDL 150/DME 44.1 NM
PONTI	22 22 16.35N 114 27 45.83E	SMT RDL 088/DME 26.8 NM
RAMUS	20 15 39.1N 115 21 05.9E	TD RDL 155/DME 132.8 NM CH RDL 150/DME 138.6 NM
RASSE	21 47 34.5N 115 19 49.1E	CH RDL 111/DME 76.9 NM
ROBIN	21 02 45.0N 114 16 06.0E	CH RDL 171/DME 71.4 NM

Significant Point	Co-ordinates	Cross Reference from Navaid
ROCKY	19 51 40.0N 114 25 43.0E	CH RDL 173/DME 142.8 NM
SAMMI	22 28 00.0N 115 57 42.0E	SMT RDL 088/DME 110 NM
SKATE	21 31 55.0N 115 08 40.0E	CH RDL 125/DME 74.5 NM
SOUSA	22 01 10.4N 116 11 27.8E	CH RDL 097/DME 121.0 NM
TAPPO	21 19 20.6N 114 14 34.6E	TD RDL 185/DME 55.4 NM CH RDL 170/DME 54.9 NM
TITAN	21 40 27.4N 114 03 02.5E	TD RDL 204/ DME 36.9 NM CH RDL 180/ DME 32.6 NM
TOFEE	19 18 22.0N 115 17 38.5E	TD RDL 164/DME 184.7 NM CH RDL 160/DME 188.1 NM

10 Arriving Cargo Aircraft and General Aviation Aircraft

- 10.1 To ensure that cargo flights are correctly identified, operators of cargo flights are required to include the information 'STS/CARGO' in item 18, 'Other Information', of the ATC FPL for Hong Kong.
- 10.2 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 'STS/BAC Parking' in item 18, 'Other Information', of the ATC FPL for Hong Kong.
- 10.3 All general aviation aircraft inbound to Hong Kong are required to include their endurance in hours and minutes in Item 18 of the flight plan form.

11 RNAV Approved Aircraft

11.1 RNP 10 OR EQUIVALENT

11.1.1 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 :

- a) Item 10 'G', 'I' or 'R' as appropriate, to indicate the aircraft's equipment;
- b) Item 15 true Mach Number and flight level at entry and exit points.

11.1.2 Aircraft that do not meet the requirements of para 11.1.1 (a) above shall include 'NAV/NON RNAV' in item 18, 'Other Information' of the ATC FPL.

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

11.2 RNP 1/P-RNAV

11.2.1 Operators of aircraft approved for RNP 1/P-RNAV operations, shall also include the following information on their flight plan :

- a) Item 10 'P' (in addition to the designator 'R').

11.2.2 See AD2-27 for details of RNAV_(GNSS) SIDs.

12. RVSM Approved Aircraft

- 12.1 The Hong Kong controlled airspace between FL 290 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.
- 12.2 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.
- 12.3 Operators on non-RVSM approved aircraft capable of operating at FL 280 or above, regardless of the requested flight level, shall insert the following information on their flight plan :
- a) Item 18 'STS/NONRVSM'.

13. Repetitive Flight Plan System

- 13.1 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) Singapore and Hong Kong;
(c) Jakarta and Hong Kong; and
(d) Kuala Lumpur and Hong Kong.
- 13.2 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.

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