

ENR 1 GENERAL RULES AND PROCEDURES**ENR 1.1 GENERAL RULES****1. General Rules and Procedures**

1.1 The air traffic rules and procedures applicable to air traffic within the Hong Kong FIR conform to: Annex 2 and Annex 11, the Air Navigation (Hong Kong) Order 1995; ICAO Doc 4444 PANS/ATM, and the Regional Supplementary Procedures MID/ASIA Region, except for the differences listed in GEN 1.7.

2. Communication Procedures**2.1 FREQUENCY CHANGE**

2.1.1 After take-off, on first contact with 'Hong Kong Departure', the pilot shall state the aircraft callsign; report the passing altitude to the nearest 100 ft and assigned altitude.

2.1.2 At all other times when changing frequency, the first communication on the new frequency shall include the aircraft callsign, current flight level or altitude, and assigned flight level or altitude if different.

2.2 TRAFFIC ENTERING HONG KONG FIR

2.2.1 To ensure the safe and orderly integration of traffic, all aircraft entering Hong Kong FIR on an ATS route or PBN (performance based navigation) route shall comply with the following communication requirements:

| Route | Reporting Point | Hong Kong Frequency(MHz) | Contact Hong Kong Radar |
|------------|-----------------|------------------------------|--|
| A1(E)/G581 | ELATO | 121.3 (PRI) 128.125 (SRY) | At or before ELATO |
| A202/R339 | SIKOU | 127.1 (PRI) 135.6(SRY) | At least 3 minutes prior to SIKOU |
| A461/M501 | NOMAN | 132.15 (PRI) 128.75 (SRY) | At least 5 minutes prior to NOMAN |
| A470 | DOTMI | 121.3 (PRI) 128.125 (SRY) | At least 3 minutes prior to DOTMI |
| A583 | SABNO | 132.15 (PRI) 128.75 (SRY) | At least 5 minutes prior to SABNO |
| B330 | TAMOT | 127.1 (PRI) 123.7 (SRY) | At least 3 minutes prior to TAMOT |
| G86 | KAPLI | 132.15 (PRI) 128.75 (SRY) | At or before KAPLI |
| M771 | DOSUT | 122.95 (PRI) 128.75 (SRY) | At or before DOSUT |
| | DUMOL | 125.8 (PRI) 128.75 (SRY) | At DUMOL |
| M772 | ASOBA | 122.95 (PRI) 128.75 (SRY) | At least 3 minutes prior to ASOBA |

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|-------|-------------|-----------------------------|-----------------------------------|
| A1(W) | IKELA | 127.1 (PRI) 123.7 (SRY) | At or before IKELA |
| R473 | SIERA | 127.55(PRI) 134.3 (SRY) | At least 3 minutes prior to SIERA |
| ATS | MCU VOR/DME | 123.95 (PRI) 134.3 (SRY) | At least 3 minutes prior to MCU |
| ATS | 'R' | 123.95 (PRI) 134.3 (SRY) | At least 3 minutes prior to 'R' |

2.2.2 Aircraft entering Hong Kong FIR outside controlled airspace, but wishing to join controlled airspace, shall request clearance from Hong Kong ACC stating flight level and estimated time/position of joining, in relation to a reporting point. Until specific clearance is received from Hong Kong ACC, the aircraft shall remain clear of controlled airspace.

2.2.3 Aircraft entering Hong Kong FIR outside controlled airspace shall establish two-way communication, and maintain a listening watch, with Hong Kong ACC through one of the notified en-route frequencies (see ENR 3.1). Such aircraft shall make position reports when entering and leaving Hong Kong airspace, and at such other times and/or positions as directed by Hong Kong ACC.

2.2.4 For planning purposes, aircraft transiting Hong Kong FIR shall provide estimated time exiting Hong Kong FIR on first contact with Hong Kong Radar.

2.3 TRAFFIC LEAVING HONG KONG FIR

2.3.1 Aircraft leaving Hong Kong FIR are to remain on Hong Kong control frequency until instructed.

2.4 OIL RIG SUPPORT HELICOPTER COMMUNICATION PROCEDURES

2.4.1 Details are as per ENR 3.4 HELICOPTER ROUTES.

2.5 COMPLIANCE WITH PROCEDURES

2.5.1 Position reports shall be made when over, or as soon as possible after passing, such reporting points. When so informed, the pilot of an aircraft that is radar identified may omit such position reports. Pilots shall resume position reporting when so instructed and when radar service is terminated or radar identification is lost. Additional reports may be requested by ATC for control purpose.

2.5.2 To ensure correct receipt of information, unless otherwise instructed pilots are required to read back the following:

- (a) ATC route clearances unless otherwise authorised by the appropriate ATS authority, in which case they shall be acknowledged in a positive manner.

- (b) All clearances to enter, land on, take off on, cross and backtrack the runway in use.
- (c) Other clearances or instructions, including conditional clearances, unless acknowledgement is given in a manner to clearly indicate that they have been understood and will be complied with.
- (d) Runway in use, altimeter settings, SSR codes, level instructions, heading and speed instructions, and where so required by the appropriate ATS authority, transition levels

3 Procedures for the Use of ATS Route A202

3.1 The use of ATS route A202 via SIKOU to or from Hong Kong FIR is limited to:

- a) traffic departing Hong Kong or Macao;
- b) traffic landing Hong Kong or Macao;
- c) traffic departing Guangzhou FIR, Sanya FIR, Hanoi FIR or Taipei FIR;
- d) traffic landing Guangzhou FIR, Sanya FIR, Hanoi FIR or Taipei FIR.

3.2 Traffic overflying Hong Kong FIR to or from Bangkok FIR and beyond (except as in paras (c) and (d) above), should normally route via IKELA on A1 or P901.

4 Procedures for the Use of ATS Routes A1(E), G581 and G86, and RNAV 5 Route M750

4.1 The use of ATS Routes A1/G581, G86 and RNAV 5 Route M750 between Hong Kong and Taipei FIR for flights

- (a) to/from Hong Kong or Macao
- (b) transiting Hong Kong FIR via SIERA (R473), TAMOT (B330), BEKOL (A461) or DOTMI (A470) shall be:

| FIR Boundary | Direction of Flight | Time Restriction at FIR Boundary (UTC) |
|--------------|--------------------------|--|
| ELATO | Westbound | No restriction |
| | Eastbound FL270 or below | |
| ENVAR | Eastbound FL270 or above | |
| KAPLI | Eastbound | |

4.2 The use of ATS Routes A1/G581, G86 and RNAV 5 Route M750 between Hong Kong and Taipei FIR for all other flights transiting Hong Kong FIR other than 4.1 above shall be:

| FIR Boundary | Direction of Flight | Time Restriction at FIR Boundary (UTC) |
|--------------|----------------------------------|--|
| ELATO | Westbound | Not available |
| | Eastbound FL270 or below | Available 1700-0059 |
| ENVAR | Eastbound FL270 or above | |
| KAPLI | Westbound to ALLEY or IDOSI only | No restriction |
| | Eastbound | No restriction |

5 Procedures for the Use of RNP10 Routes M771 and L642

5.1 RNP10 Routes M771 and L642 are normally restricted to traffic arriving or departing Hong Kong or Macao airports and traffic transiting the Hong Kong FIR to/from the Guangzhou FIR. (See ENR 1.10 for flight plan routes.)

5.2 Northeast/southwest bound traffic to/from the Taipei FIR and beyond should flight plan via N892 and L625. Only under special circumstances, eg severe weather avoidance, equipment failure, etc. will flights be considered to route via M771 or L642 (such flights shall flight plan via CH DVOR).

6 Procedures for the Use of RNP10 Route M772

6.1 RNP10 Route M772 is restricted to traffic departing Jakarta to Hong Kong or to destinations in the People's Republic of China. Traffic from other points of departure is not normally permitted to use this route.

7 Procedures for the Use of RNP10 Route Q1

7.1 RNP10 Route Q1 is normally restricted to:

- (a) Arriving aircraft at the Hong Kong Airport via PBN Route M771 or M772, and
- (b) flights transiting Hong Kong FIR via PBN Route M771 or M772 for DOTMI and then ATS Route A470.