

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 Procedures for the Submission of a Flight Plan

- 2.1 There are three means of filing flight plans for flights departing Hong Kong International Airport:

- a) by Private Communication Network (PCN);
- b) by AFTN (for scheduled flight operations only);
- c) by Flight Plan Form

2.2 FILING OF FLIGHT PLAN BY PRIVATE COMMUNICATION NETWORK (PCN)

- 2.2.1 Airline operators can use the PCN service to submit flight plans to the Aeronautical Information Centre for flights departing HKIA.

- 2.2.2 PCN is the most effective means above all and is widely in use.

- 2.2.3 A customized flight plan form is provided by the system on-line for users to complete and submit to the Aeronautical Information Centre for flights departing HKIA.

- 2.2.4 The flight plan form mimics the present ICAO flight plan format with the following customization:

- a) all flight plans are addressed to VHHHFPLM which is the default address on the flight plan form;
- b) for the purpose of flight plan message distribution by VHHHFPLM, an "ADD/ " field is provided on the flight plan form for airline operators to insert up to a maximum of 40 individual or collective AFTN addresses of the flight plan recipients. Please note that VHHHFPLM is not permissible under the "ADD/" field; and
- c) flight plan Field 19 can be activated for the input of supplementary information but Field 19 will not be transmitted as part of the normal flight plan message. The supplementary information stored can be transmitted as a Supplementary Flight Plan (SPL) upon request from ATC units.

- 2.2.5 Prior to the submission of flight plan, the system will perform validity checks on the flight plan fields as follows:

- a) syntactic check for fields allowing alpha characters only or digits only;

- b) syntactic check on time format;
- c) semantic check on aircraft type and location indicators for destination/alternate aerodrome;
- d) syntactic check on route as required by ICAO Doc 4444, 15th Edition, Appendix 2 but no semantic check is provided;
- e) checking of AFTN addresses in the "ADD/" field against the global address book; and
- f) checking of all entries in Field 18 and sorting them according to the sequence prescribed in ICAO Doc 4444, 15th Edition , Appendix 2.

2.2.6 For details of PCN service, refer to GEN 3.4 para 3.6.

2.3 FILING OF FLIGHT PLAN BY AFTN

2.3.1 This facility is only applicable to scheduled flight operations.

- a) Flight plans are to be addressed to VHHHFPLM;
- b) Insert in Field Type 18 after "ADD/" the addressees of all recipients of the flight plans;
- c) Supplementary Information in Field Type 19 is not required but it should be made readily available when requested by ATC units.

2.4 FILING OF FLIGHT PLAN BY FLIGHT PLAN FORM

2.4.1 The flight plan shall be completed on Flight Plan Form DCA6a. Flight plan forms other than DCA6a will not be accepted.

2.4.2 Flight Plan Form DCA6a is downloadable from the following CAD website:

<http://www.cad.gov.hk/application/DCA6a.pdf>

2.4.3 To ensure legibility, flight plan data shall be printed onto the flight plan form. Only fair copies of flight plan will be accepted. A flight plan form with manuscript entries or amendments will be rejected and not processed.

2.4.4 Completed Flight Plan Form DCA6a shall be submitted to AIC by the following means:

- a) by hand to the staff in the AIC, 1/F ATC Complex, Hong Kong International Airport;
or
- b) by facsimile to the AIC Hong Kong International Airport, fax number 2910 1180.

2.4.5 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 Hong Kong International Airport, 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) at the 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 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 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.
- 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 Aeronautical Information Centre 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 Aeronautical Information Centre.
- 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

7.1 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 V511 ABBEY ²
(2)	A1/G581	ELATO V521 ABBEY ²
(3)	M501/A461	NOMAN V531 BETTY ³
(4)	A583	SABNO V541 BETTY ³
(5)	M772	ASOBA M772 DULOP Q1 CARSO V551 BETTY ⁴
(6)	M771	DOSUT M771 DULOP Q1 CARSO V551 BETTY ⁴
(7)	A1	IKELA P901 IDOSI V561 CANTO <i>or</i> IKELA A1 IDOSI V561 CANTO ⁵
(8)	R339/A202	SIKOU V571 CANTO ⁵
(9)	R473	SIERA

7.2 Departing from Hong Kong ⁶

	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)	OCEAN V2 ELATO	A1/G581
(4)	OCEAN V3 ENVAR	M750
(5)	OCEAN V4 NOMAN	A461/M501
(6)	OCEAN V4 SKATE DCT KAPLI	G86
(7)	OCEAN V5 SABNO	A583
(8)	PECAN V10 SIKOU	R339/A202
(9)	PECAN V11 IDOSI A1 IKELA ⁷ <i>or</i> PECAN V11 IDOSI P901 IKELA ⁷	A1
(10)	PECAN V12 EPDOS L642	L642

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

² If holding is required, each flight will be instructed individually and pilots can expect to cross MAGOG 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 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.
- 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 To or From Macao International Airport Which Transit Hong Kong FIR

8.1 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)	M501/A461	Not available ²
(4)	A583	SABNO DCT TOFEE DCT SUKER DCT ARROW J103 ROBIN DCT CHALI ³
(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 ⁴ or IKELA A1 IDOSI DCT DASON J104 CHALI ⁴
(8)	R339/A202	SIKOU J104 CHALI

8.2 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/M501
(5)	V5 SABNO	A583
(6)	V32 EPDOS L642	L642
(7)	V31 IDOSI P901 IKELA ⁴ or V31 IDOSI A1 IKELA ⁴	A1
(8)	V10 SIKOU	R339/A202
(9)	GRUPA DCT KAPLI	G86

¹ Operators may include the relevant Standard Instrument Arrival (STAR) Procedures (e.g. SMT5B, CHALI4A etc.) into the flight plan route if considered necessary.

² Flights from Manila FIR to Macao Airport should route via A583.

³ Flights to Macao International Airport transiting Hong Kong FIR via A583 SABNO should plan to cross SABNO at FL340 or below.

⁴ Route via P901 at FL290 or above, or A1 at FL280 or below. To operate at FL290 or above aircraft must be RNP10 compliant.

⁵ 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.

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 ¹	
(3)	A583	SABNO DCT TOFEE DCT SUKER DCT ARROW J103 PICTA DCT CH B330 TAMOT ²	
(4)	M772	ASOBA M772 DULOP M771 DUMOL J103 PICTA DCT CH B330 TAMOT ²	
(5)	M771	DOSUT M771 DUMOL J103 PICTA DCT CH B330 TAMOT ²	
(6)	A1	IKELA P901 IDOSI DCT ARROW J103 PICTA DCT CH B330 TAMOT ^{2 and 3} or IKELA A1 IDOSI DCT ARROW J103 PICTA DCT CH B330 TAMOT ^{2 and 3}	
(7)	A202/R339	SIKOU J104 CHALI DCT PICTA DCT CH B330 TAMOT ⁴	
(8)	A1/G581	Not Available ⁵	ZGSZ
(9)	M501/A461	Not Available ¹	
(10)	A583	SABNO DCT TOFEE DCT SUKER DCT ARROW J103 ROBIN DCT ALLEY DCT GOBBI DCT LANDA ^{6 and 7}	
(11)	M772	ASOBA M772 DULOP M771 DUMOL J103 ROBIN DCT ALLEY DCT GOBBI DCT LANDA ⁷	
(12)	M771	DOSUT M771 DUMOL J103 ROBIN DCT ALLEY DCT GOBBI DCT LANDA ⁷	
(13)	A1	IKELA P901 IDOSI DCT DASON J104 COTON DCT LANDA ^{3 and 8} or IKELA A1 IDOSI DCT DASON J104 COTON DCT LANDA ^{3 and 8}	
(14)	A202/R339	SIKOU J104 COTON DCT LANDA ⁸	

- ¹ Flights from Manila FIR to Guangzhou or Shenzhen Airport should route via A583.
- ² Flights to Guangzhou Airport transiting Hong Kong FIR via J103 should cross ISBAN at FL260. Do not descend without ATC clearance.
- ³ Route via P901 at FL290 or above, or A1 at FL280 or below. To operate at FL290 or above aircraft must be RNP10 compliant.
- ⁴ Flights to Guangzhou Airport transiting Hong Kong FIR via J104 should cross CHALI at FL260. Do not descend without ATC clearance.
- ⁵ Flights from Taipei FIR to Shenzhen Airport should route via R200. Refer to Taipei and/or China AIP.
- ⁶ Flights to Shenzhen Airport transiting Hong Kong FIR via A583 SABNO should cross SABNO at FL340 or below.
- ⁷ 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.
- ⁸ 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 ¹	A1/G581
(2)		SIERA DCT MULET DCT SKATE DCT CONGA V3 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	L642
(6)		SIERA DCT MULET DCT ALLEY V31 IDOSI P901 IKELA ³ <i>or</i> SIERA DCT MULET DCT ALLEY V31 IDOSI A1 IKELA ³	A1
(7)		SIERA DCT MULET DCT ALLEY V10 SIKOU	R339/A202
(8)	ZGSZ	LKC DCT TD DCT OCEAN V4 NOMAN ⁴	A461/M501
(9)		LKC DCT TD DCT OCEAN V5 SABNO ⁴	A583
(10)		LKC DCT BREAM DCT TITAN DCT PECAN V10 ALLEY V32 EPDOS L642 ⁴	L642
(11)		LKC DCT BREAM DCT TITAN DCT PECAN V10 ALLEY V31 IDOSI P901 IKELA ^{3 and 4} <i>or</i> LKC DCT BREAM DCT TITAN DCT PECAN V10 ALLEY V31 IDOSI A1 IKELA ^{3 and 4}	A1
(12)		SIERA DCT ROCCA DCT SKATE DCT CONGA V2 ELATO ¹	A1/G581
(13)		SIERA DCT ROCCA DCT SKATE DCT CONGA V3 ENVAR ²	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 ³ <i>or</i> SIERA DCT ROCCA DCT ALLEY V31 IDOSI A1 IKELA ³	A1
(18)		SIERA DCT ROCCA DCT ALLEY V10 SIKOU	R339/A202

¹ Normally for non-RNAV 5 compliant or non-RVSM approved aircraft.

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

³ Route via P901 at FL290 or above, or A1 at FL280 or below. To operate at FL290 or above aircraft must be RNP10 compliant.

⁴ Traffic routeing 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 ¹	A1/G581
(2)		DOTMI DCT SOUSA DCT CONGA V3 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)	A470	DOTMI DCT MONTA DCT ARROW DCT IDOSI P901 IKELA ⁴ <i>or</i> DOTMI DCT MONTA DCT ARROW DCT IDOSI A1 IKELA ⁴	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 ⁴ <i>or</i> KAPLI DCT RAMUS DCT ARROW DCT IDOSI A1 IKELA ⁴	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 ⁴ <i>or</i> IKELA A1 IDOSI DCT SOUSA V1 DOTMI ⁴	A470
(22)		IKELA P901 IDOSI DCT ELATO ^{3 and 4} <i>or</i> IKELA A1 IDOSI DCT ELATO ^{1, 3 and 4}	A1
(23)		IKELA P901 IDOSI DCT ENVAR ^{2, 3 and 4} <i>or</i> IKELA A1 IDOSI DCT ENVAR ^{2, 3 and 4}	M750
(24)		IKELA P901 IDOSI DCT ARROW DCT RAMUS DCT KAPLI ^{4 and 5} <i>or</i> IKELA A1 IDOSI DCT ARROW DCT RAMUS DCT KAPLI ^{4 and 5}	G86
(25)		IKELA P901 IDOSI DCT DONKI DCT SIKOU ⁴ <i>or</i> IKELA A1 IDOSI DCT DONKI DCT SIKOU ⁴	A202/R339
(26)		IKELA P901 IDOSI DCT CH A461 BEKOL ⁴ <i>or</i> IKELA A1 IDOSI DCT CH A461 BEKOL ⁴	A461
(27)		B330/ W18	TAMOT B330 CH DCT RASSE DCT CONGA V2 ELATO ¹
(28)	TAMOT B330 CH DCT RASSE DCT CONGA V2 ELATO ¹		G581
(29)	TAMOT B330 CH DCT RASSE DCT CONGA V3 ENVAR ²		M750
(30)	TAMOT B330 CH DCT RASSE DCT CONGA V3 ENVAR ² M750 DADON		G581
(31)	TAMOT B330 CH DCT GRUPA V4 NOMAN		A461/M501
(32)	TAMOT B330 CH DCT GRUPA V5 SABNO		A583
(33)	TAMOT DCT ALLEY V32 EPDOS L642		L642
(34)	TAMOT DCT ALLEY V31 IDOSI P901 IKELA ⁴ <i>or</i> TAMOT DCT ALLEY V31 IDOSI A1 IKELA ⁴		A1
(35)	TAMOT DCT ALLEY V10 SIKOU		A202/R339

(36)	A202/ R339	SIKOU DCT DONKI DCT IDOSI P901 IKELA ⁴ <i>or</i> SIKOU DCT DONKI DCT IDOSI A1 IKELA ⁴	A1
(37)		SIKOU DCT DONKI DCT EPDOS L642	L642
(38)		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

- ¹ Normally for non-RNAV 5 compliant or non-RVSM approved aircraft.
- ² To operate between FL290 and FL410 aircraft must be RNAV 5 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 4 for details).
- ⁴ 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.
- ⁵ 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:

- a) Item 10a 'R' and Item 18 'PBN/A1' to indicate the aircraft's capability;
- b) Item 15 true Mach Number and flight level at entry and exit points.

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

12.2 Basic-RNP 1

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

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

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

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 after 'PBN/' 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 Authorization Required Approach (RNP-AR APCH) without Radius Fix (RF)

12.4.1 Operators of aircraft authorized to conduct RNP-AR APCH without RF shall include 'RG' in Item 10a and 'PBN/T2' in Item 18 of the ICAO 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.

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