

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. ANNEX 1 - Personnel Licensing (11th edition, Amendment 171)

- 1.1 Definitions **Flight crew member** : Those members of the crew of the aircraft who respectively undertake to act as pilot, flight navigator, flight engineer and flight radio operator of the aircraft.
- 2.3.2.1 A holder of a PPL which includes a flight instructor rating for aeroplanes may be paid for giving instruction or conducting flight tests on aeroplanes when doing so as and with members of the same flying club.
- 2.3.3.1.2 In case it is not possible to complete one cross-country flight totally not less than 270km (150NM) in the course of which full-stop landings at two different aerodromes are made, the licence, on initial issue, will be endorsed: 'The holder has not met the requirement in respect of the experience of cross-country solo flight time specified in paragraph 2.3.3.1.2 of Annex 1 to the Convention on International Civil Aviation'. When the holder can produce evidence of having met the cross-country flying requirements of Annex 1, the endorsement can be removed.
- 2.3.4.1.2 In case it is not possible to complete one cross-country flight totally not less than 180km (100NM) in the course of which full-stop landings at two different aerodromes are made, the licence, on initial issue, will be endorsed : 'The holder has not met the requirement in respect of the experience of cross-country solo flight time specified in paragraph 2.3.4.1.2 of Annex 1 to the Convention on International Civil Aviation'. When the holder can produce evidence of having met the cross-country flying requirements of Annex 1, the endorsement can be removed.
- 2.7.1.3.1 An applicant for an IR(A) or IR(H) must hold a valid Hong Kong Class 1 Medical Certificate.
- 2.9.1.1 Minimum ages for Hong Kong PPL (Gliders) and Hong Kong CPL (Gliders) are 17 years and 18 years respectively.
- 2.10.1.1 Minimum ages for Hong Kong PPL (Balloons and Airships) and Hong Kong CPL (Balloons) are 17 years and 18 years respectively.
- 3.3.1.1 Minimum age for Hong Kong Flight Engineer's Licence is 21 years.

2. **ANNEX 2 - Rules of the Air (10th edition, Amendment 43)**

Definitions **Acrobatic Flight** : 'Acrobatic manoeuvres' include loops, spins, rolls, bunts, stall turns, inverted flying and any other similar manoeuvres.

Aeronautical station : A radio station on the surface, which transmits or receives signals for the purpose of assisting aircraft.

Air Traffic Control Unit/Service : A person appointed by the Chief Executive or by any other person maintaining an aerodrome or place to give instructions or advice or both by means of radio signals to aircraft in the interests of safety.

Apron : The part of an aerodrome provided for the stationing of aircraft for the embarkation and disembarkation of passengers, the loading and unloading of cargo and parking.

Ceiling : 'Cloud ceiling' in relation to an aerodrome means the vertical distance from the elevation the aerodrome to the lowest part of any cloud visible from the aerodrome which is sufficient to obscure more than one-half of the sky so visible.

Flight crew member : Those members of the crew of the aircraft who respectively undertake to act as pilot, flight navigator, flight engineer and flight radio operator of the aircraft.

Ground Visibility : The horizontal visibility at ground level.

Special VFR flight : means a flight :

- (a) made in a control zone in any notified airspace in meteorological condition below Visual Meteorological Conditions or at night;
- (b) in respect of which the appropriate air traffic control unit has given permission for the flight to be made in accordance with special instructions given by that unit instead of in accordance with the Instrument Flight Rules; and
- (c) in the course of which the aircraft complies with any instructions given by that unit and remains clear of cloud and in sight of the surface.

Taxiing : Taxiing are those manoeuvring under the following conditions:

- (a) Aircraft moving under their own power within the airport boundaries, or any part of the airport subject to communal use, excluding take-off and landing;
- (b) Aircraft being moved with the assistance of ancillary power, i.e. tractor, jeep or by other mechanical means;
- (c) Aircraft being manoeuvred by hand.

3.1.10 Balloon exceeding 2 metres shall not be flown in controlled airspace except with permission and in compliance with specific conditions.
3.9 and The Visual Flight Rules shall be as follows:
4.1

- (a) Within Class B airspace:
 - (i) an aircraft flying within Class B airspace at or above flight level 100 shall remain clear of cloud and in a flight visibility of at least 8 kilometres;
 - (ii) an aircraft flying within Class B airspace below flight level 100 shall remain clear of cloud and in a flight visibility of at least 5 kilometres;
- (b) Within Class C, Class D or Class E airspace:
 - (i) an aircraft flying within Class C, Class D or Class E airspace at or above flight level 100 shall remain at least 1 500 metres horizontally and 1 000 feet vertically away from cloud and in a flight visibility of at least 8 kilometres;
 - (ii) an aircraft flying within Class C, Class D or Class E airspace below flight level 100 shall remain at least 1 500 metres horizontally and 1 000 feet vertically away from cloud and in a flight visibility of at least 5 kilometres;
- (c) an aircraft flying outside controlled airspace at or above flight level 100 shall remain at least 1 500 metres horizontally and 1 000 feet vertically away from cloud and in a flight visibility of at least 8 kilometres;
- (d) an aircraft flying outside controlled airspace below flight level 100 shall remain at least 1 500 metres horizontally and 1 000 feet vertically away from cloud and in a flight visibility of at least 5 kilometres:

Provided that this sub-paragraph shall be deemed to be complied with if:

- (i) the aircraft is flying at or below 3 000 feet above mean sea level and remains clear of cloud and in sight of the surface and in a flight visibility of at least 5 kilometres;
- (ii) the aircraft, other than a helicopter, is flying at or below 3 000 feet above mean sea level at a speed which according to its airspeed indicator is 140 knots or less and remains clear of cloud and in a flight visibility of at least 1 500 metres; or
- (iii) in the case of a helicopter, the helicopter is flying at or below 3 000 feet above mean sea level flying at a speed, which, having regard to the visibility, is reasonable, and remains clear of cloud and in sight of the surface.

- 4.4 1. Application
- 1.1 Flight under VFR may take place subject to ATC clearance within the following Class C airspace:
- (a) the Hong Kong CTR;
 - (b) the Hong Kong TMA above the UCARAs from their notified upper limits up to 9000 ft AMSL;
 - (c) the Hong Kong TMA within 50 NM of CH DME between 2000 ft and 8000 ft AMSL, excluding the airspace in paras (a) and (b) above.
- 1.2 Flight under VFR may take place within the following Class F and G airspace:
- (a) the UCARAs from surface up to the notified upper limits;
 - (b) the Hong Kong TMA within 50 NM of CH DME from surface up to 2000 ft AMSL, excluding the airspace in paras. 1.1(a) and (b) above;
 - (c) the airspace south of the Hong Kong TMA from surface up to 8000 ft.
- 1.3 Flight under Special VFR may take place subject to ATC clearance within the Hong Kong CTR.

**PROCEDURES FOR AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT
(PANS-ATM, DOC 4444)(15th edition)**

Definitions **Special VFR Flight** : Has the meaning assigned to it by Rule 23 of the Rules of the Air.

(Note: The above Rules of the Air refer to Schedule 14 of AN(HK)O)

Taxiing : Taxiing are those aircraft manoeuvring under the following conditions:

- (a) Aircraft moving under their own power within the airport boundaries, or any part of the airport subject to communal use, excluding take-off and landing;
- (b) Aircraft being moved with the assistance of ancillary power, i.e. tractor, jeep or by other mechanical means;
- (c) Aircraft being manoeuvred by hand.

- 4.8 Change from IFR to VFR flight is not permitted in controlled airspace.
- 5.9 VMC clearances are not offered in Hong Kong. VMC clearances requested by pilots are normally granted subject to the VMC portion of the flight being at or below FL150.
- 6.5.6.2.1 Timed approach procedures are not authorized in Hong Kong.
- 7.4.1.2.1 f) Time checks are given only on request.
- 7.6.3.2.3.2 Light Signals are not used in Hong Kong.
- 8.6.2.4.2 This method of identification is not used in Hong Kong.
- 8.9.6.1.3 c) Hong Kong does not inform aircraft of the nominal glide path.
- 8.9.7.1 Surveillance radar final approach procedures are not authorized in Hong Kong.
- 11.4.3.2 Meteorological information transmitted on ATIS, VOLMET and D-VOLMET broadcasts disseminated from local meteorological reports. Surface wind velocity is as measured at RWY 07L/25R mid-point and visibility is representative of minimum all-round surface visibility.
- 16.5 Strategic Lateral Offset Procedures (SLOP) in oceanic and remote continental airspace not implemented in Hong Kong FIR.
- Appendix 2
2.2 Item 18 Operators of non-RVSM approved aircraft capable of operating at FL280 or above, regardless of the requested flight level, shall insert in Item 18 'STS/NONRVSM'.

REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030) MID/ASIA (5th edition)

- 1.2.1 All flights operating in controlled airspace notified as Class A in the Hong Kong FIR are required to conform to IFR except as indicated in ENR 1.2, para. 4.
- 7.1.3.2
Note 1 : Diversion Whenever a diversion occurs which will take the aircraft into another FIR, the diverting aircraft will be allocated a code from the block 3501-3577 or 5301-5377 and this code will be included in the transfer message.

3. ANNEX 3 - METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION (18th edition, Amendment 76)

NIL

4. **ANNEX 4 - AERONAUTICAL CHARTS (11th edition, Amendment 57)**

- 1.1 Definitions **Taxiing** : Taxiing are those manoeuvring under the following conditions:
- (a) Aircraft moving under their own power within the airport boundaries, or any part of the airport subject to communal use, excluding take-off and landing;
 - (b) Aircraft being moved with the assistance of ancillary power, i.e. tractor, jeep or by other mechanical means;
 - (c) Aircraft being manoeuvred by hand.
- 2.1.7* Some charts are not True North orientated. Aerodrome charts are runway orientated.
- 2.1.8* Sheet size of charts is not A5. Chart size is A3 or A4.
- 2.17.5 No data integrity check based on the CRC mechanism is implemented in the aeronautical database system. Manual checking of aeronautical data is carried out to maintain data integrity.
- 3.4.3* A horizontal scale of 1:10 000 is not used --- scale is 1:15 000.
- 4.3.1 Elevations are not shown to nearest half metre, shown to nearest metre.
- 10.6.2* Only relief within Hong Kong FIR shown.
- 11.4* Sheet size of charts is A4 instead of A5.
- 11.10.6.2* Distance to the aerodrome from each radio navigation aid not shown.
- 16.1 World Aeronautical Chart – ICAO 1:1 000 000 not produced.
- 17.1 Local Flying Chart has a scale of 1:100 000.
- 17.3.1.1* Length of linear scale is 150 mm.
- 17.7.8.1 Range of hypsometric tint elevations is not shown.
- 17.7.8.2 Scale of hypsometric tint is not shown.
- 17.7.9.2 The elevation and position of highest point is not indicated in the margin.
- 17.7.9.3* The spot elevation of highest point is not cleared of tinting.
- 17.7.10.1 Areas outside of Hong Kong FIR that have not been surveyed show no contour lines.
- 17.8.1 Isogonic lines not shown.
- 21.3.3* Chart scale not the same as ICAO Area Chart – scale is 1:800 000.

* : *Recommended Practice*

5. **ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS (5th edition, Amendment 17)**

NIL

6. **ANNEX 6 - OPERATION OF AIRCRAFT (Part 1 9th edition, Amendment 37-A)**

1 Definition **Aerial Work** : "Aerial work" means any purpose (other than public transport) for which an aircraft is flown if hire or reward is given or promised in respect of the flight or the purpose of the flight.

6.20 The pilot and the flight engineer (if any) shall not make use of a hand-held microphone (whether for the purpose of radio communication within the aircraft) whilst the aircraft is flying in controlled airspace below flight level 150 or is taking off or landing.

9.4.3.5 & 9.4.3.6 A 13-month, instead of 12-month, recency requirement is stipulated for pilot-in-command on a route or within an area.

ANNEX 6 - OPERATION OF AIRCRAFT (Part II 7th edition, Amendment 32-A)

1 Definition **Aerial Work** : "Aerial work" means any purpose (other than public transport) for which an aircraft is flown if hire or reward is given or promised in respect of the flight or the purpose of the flight.

ANNEX 6 - OPERATION OF AIRCRAFT (Part III 7th edition, Amendment 18-A)

1 Definition **Aerial Work** : "Aerial work" means any purpose (other than public transport) for which an aircraft is flown if hire or reward is given or promised in respect of the flight or the purpose of the flight.

ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS (6th edition, Amendment 6)

6.2 The width of the letters M and W shall be neither less than two-thirds of their height nor more than their height.

8. **ANNEX 8 - AIRWORTHINESS OF AIRCRAFT (11th edition, Amendment 104)**

NIL

* : *Recommended Practice*

9. ANNEX 9 - FACILITATION (13th edition, Amendment 24)

- 2.11 General Declaration containing the names, nationalities and positions of crew members and the total number of passengers are normally required on the arrival and immediately prior to the departure of the aircraft.
- 2.14 Air cargo reporting requirements are prescribed by local legislation under which no option, as proposed, is provided for.
- 2.39* Administration and operational information is required to meet operational and legal requirements. Details of the requirements are given in the AIP Hong Kong.
- 2.40 Administration and operational information is required to meet operational and legal requirements. Details of the requirements are given in the AIP Hong Kong.
- 3.10 The existing Seaman's Identity Book (SIB) is not in machine-readable format.
- 3.14.1* The fee charged may exceed the actual cost of issue or renewal.
- 3.24 Visas are normally valid for a period of not more than 3 months from the date of issue.
- 3.26* Embarkation/Disembarkation Cards are required to be completed.
- 3.27 The format at Appendix 5 is not adopted. The cards in use are of a different size and format and include additional information relating to address in Hong Kong and signature. The information is required for immigration clearance.
- 3.46 The Advance Passenger Information (API) system is not applicable to Hong Kong and there is no legislation in Hong Kong governing the implementation of such system.
- 3.46.1
- 3.46.2
- 3.46.3*
- 3.46.4*
- 3.46.9*
- 3.46.10*
- 3.46.11*
- 3.46.5
- 3.46.8*
- 3.64 Crew Member Certificate (CMC) issued are not in machine readable format.

* : *Recommended Practice*

- 3.67 Aircrew who are visa nationals, unless exempted, are required to present travel documents for immigration clearance.
- 3.67.1* Crew members who are visa nationals, unless exempted, are required a visa for entry into Hong Kong.
- 3.69* Civil aviation inspectors must be in possession of valid passport and
3.70* appropriate visa, if required, for normal immigration clearance. Civil
3.71* Aviation Inspector Certificate is not adopted in Hong Kong
3.72*
- 3.73* Visitors or crew members who do not possess a visa when required will normally be refused admission to Hong Kong. However, in exceptional circumstances, they may be allowed to stay overnight in off-airport accommodation until their departure under the assurance and guarantee of the airline operator that brought them into Hong Kong.
- 3.74 Visitors or crew members who do not possess a visa when required will normally be refused admission to Hong Kong. However, in exceptional circumstances, they may be allowed to stay overnight in off-airport accommodation until their departure under the assurance and guarantee of the airline operator that brought them into Hong Kong.
- 3.76* In general, passengers who wish to depart Hong Kong beyond their limitation of stay are required to apply for an extension prior to their departure and an extension fee will be charged accordingly.
- 3.77* Apart from possession of a valid travel document, a person who is visa national, unless exempted, requires a visa for Hong Kong.
- 3.78* In general, for a passenger transiting through Hong Kong without a required visa, a fine may be imposed on the owner of the aircraft or the owner's agent for bringing in improperly-documented passenger.
- 4.4 It is not applicable in Hong Kong, which is a non-tariff port. There is no provision for pre-arrival / pre-departure lodgement of import / export goods declaration.
- 4.8* In general, it is not applicable in Hong Kong which is a non-tariff port
4.9 and the provision of "free zone" is not necessary. Nevertheless, there are warehouses operated by the air cargo terminal operators for the temporary storage of the few items that are subject to excise duty.
- 4.26* It is not applicable in Hong Kong as there is no such arrangement in Hong Kong.

* : *Recommended Practice*

- 4.29 It is not applicable in Hong Kong which is a non-tariff port. Duty is only
4.37 payable for the four types of dutiable commodities as stipulated in the
4.38 Dutiable Commodities Ordinance, namely alcoholic liquors, tobacco,
4.39* hydrocarbon oil and methyl alcohol.
4.40*
4.41*
4.42
4.43
4.44
4.45*
- 4.35 In the case where cargo, unaccompanied baggage or stores require re-
forwarding to correct destination, they will also be subject to the laws and
regulations of Hong Kong relating to the control of prohibited articles in
addition to the other requirements under this Standard.
- 4.51 Constrained cargo in Hong Kong can be cleared by customs within 80
minutes upon request. Under such circumstances, it would be
unreasonable and inefficient to make alternate arrangements for the
storage and / or clearance and / or examination of containers / pallets and
their loads at off-airport locations.
- 5.11 Legislation in Hong Kong provides for the removal of any persons found
inadmissible in Hong Kong to their last port of embarkation or place of
origin, or place of nationality of deportee.
- 5.11.1* There are legal requirements for aircraft operators to comply with the
directions of the authority for the removal of inadmissible passengers.
- 5.18.1* Currently, Immigration Department does not have a 24-hour contact point
for the purpose of deportee inquiries.
- 5.19 The operators are informed before the execution of a Deportation Order of
the name of deportee and the flight arrangements.
- 5.19.2 In making arrangement for removal of a deportee, Immigration
Department is required to observe to and comply with the legal
requirements as specified in the relevant legislations of Hong Kong.
Moreover, each aircraft operator may have its individual policy on the
number of such persons to be transported of which details are not
normally accessible to outside agents / authorities, it will not be feasible for
Immigration Department to take into consideration such factor in making
the removal arrangement.
- 5.27 The existing travel document production mechanism requires the applicant
to produce an application form with signature appended.
- 6.43* At present, there is no arrangement to station representatives in other
States to conduct pre-examination on passengers and crew.

* : *Recommended Practice*

8.15.1* There would be two additional items to be completed: (1) Passport / Identity Card number; and (2) Issuing Country / Organization in addition to the information provided in Appendix 13.

10. ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS (Vol I 6th edition, Vol II 6th edition, Vol III 2nd edition, Vol IV 4th edition, Vol V 3rd edition) (Amendment 88-A)

Vol I

3.1.3.3.1 The RWY 07L localiser at the Hong Kong International Airport does not meet standard coverage criteria.

The RWY 07R localiser at the Hong Kong International Airport does not meet standard coverage criteria.

The RWY 25L localiser at the Hong Kong International Airport does not meet standard coverage criteria.

The RWY 25R localiser at the Hong Kong International Airport does not meet standard coverage criteria.

3.1.5.3.1 The RWY 25L glide path at the Hong Kong International Airport does not meet standard coverage criteria.

The RWY 25R glide path at the Hong Kong International Airport does not meet standard coverage criteria.

3.1.7.1 No marker beacons are installed for RWY 07R and RWY 25L ILS at the Hong Kong International Airport.

No marker beacons are installed for RWY 07L and RWY 25R ILS at the Hong Kong International Airport.

Volume III

Part I

8.6.1.2.3 Async IA5:- HCM (Even Parity) GZH, SYX (No parity)
Sync IA5:- TPE, TYO, MNL on X.25 (No Parity) CCITT X25 standard (1984) CCITT page 36.

* : *Recommended Practice*

11. ANNEX 11 - AIR TRAFFIC SERVICES (13th edition, Amendment 49)

1 Definitions **Air Traffic Control Unit/Service** : A person appointed by the Chief Executive or by any other person maintaining an aerodrome or place to give instructions or advice or both by means of radio signals to aircraft in the interests of safety.

Flight crew member : Those members of the crew of the aircraft who respectively undertake to act as pilot, flight navigator, flight engineer and flight radio operator of the aircraft.

Incident : Any fortuitous or unexpected event, not being a reportable accident, by which the safety of an aircraft or any person is threatened.

Operator : The person (including any public body and any body or persons, corporate or unincorporated) who at the relevant time has the management of the aircraft.

Special VFR flight : A flight :

- (a) made in a control zone in any notified airspace in meteorological condition below Visual Meteorological Conditions or at night;
- (b) in respect of which the appropriate air traffic control unit has given permission for the flight to be made in accordance with special instructions given by that unit instead of in accordance with the Instrument Flight Rules; and
- (c) in the course of which the aircraft complies with any instructions given by that unit and remains clear of cloud and in sight of the surface.

Taxiing : Those manoeuvring under the following conditions :-

- (a) Aircraft moving under their own power within the airport boundaries, or any part of the airport subject to communal use, excluding take-off and landing;
- (b) Aircraft being moved with the assistance of ancillary power, i.e. tractor, jeep or by other mechanical means;
- (c) Aircraft being manoeuvred by hand.

2.6.3 Class F and G airspace requires continuous two-way radio communication equipment.

2.19.3 No data integrity check based on the CRC mechanism is implemented
2.19.4 in the aeronautical database system. Manual checking of aeronautical data is carried out to maintain data integrity.

3.9* MSAW is not implemented.

* *Recommended Practice*

12. ANNEX 12 - SEARCH AND RESCUE (8th edition, Amendment 18)

1 Definitions **Operator** : The person (including any public body and any body or persons, corporate or unincorporated) who at the relevant time has the management of the aircraft.

2.1.1.2 The search and rescue (SAR) services system in Hong Kong, China does not include a legal framework.

2.6.4 Some helicopters are not equipped with homing device since such type of aircraft is usually deployed for local search and rescue tasks when required.

2.6.6 Some helicopters are usually deployed for local search and rescue tasks, it is considered that the carriage of a copy of the International Code of Signals is not necessary.

13. ANNEX 13 - AIRCRAFT ACCIDENT INVESTIGATION (10th edition, Amendment 14)

NIL

14. ANNEX 14 - AERODROMES (Vol I 6th edition, Vol II 4nd edition)**Vol I**

2.1.2*, 2.1.3 & 2.1.4 Provision of aerodrome mapping data in compliance with Annex 15 Chapter 11 cannot be made available at present. →

5.3.29* No-entry bar is not provided. The stop bar lights (inset and elevated), runway guard lights, mandatory instruction signs and markings are in place for the no-entry taxiways to prevent runway incursion.

6.2.2.6 The colour of low intensity obstruction lights displayed on rescue and fire fighting vehicles is red.

9.1.13 A full-scale aerodrome emergency exercise at intervals not exceeding one year is conducted.

* *Recommended Practice*

15. ANNEX 15 - AERONAUTICAL INFORMATION SERVICES (14th edition, Amendment 37)

- 3.4.1 No metadata are collected for the complete data chain.
- 3.5.2 No data integrity check based on CRC mechanism is implemented in the aeronautical database system. Manual checking of aeronautical data is carried out to maintain data integrity.
- 3.6.3 b) Aeronautical information exchange models and data exchange models are not in use.
- 4.3.4 AIRAC AIP Amendment is not issued. Information to be notified by AIRAC will be issued in the form of AIP Supplement.
- 4.4.3 Users of AIP are reminded to refer to AIP Supplements and NOTAMs to obtain the latest information. (see Front Insert of AIP)
- 4.4.8* AIP Supplement pages are not kept in the AIP binder.
- 4.6.1* & 4.6.3* PDF files of current AIP are available on CAD website.
- 5.2.10 Multi-part NOTAM may be issued when NOTAM text exceeds AFTN message length.
- 7.2.4* Colour coding of AIC not practiced.
- 10.1.10* & 10.1.11* Not implemented.
- 11.1* Provision of aerodrome mapping data in compliance with Annex 15 Chapter 11 cannot be made available at present.

**16. ANNEX 16 - ENVIRONMENTAL PROTECTION
(Vol I 6th edition, Amendment 10 and Vol II 3rd edition, Amendment 7)**

NIL

17. ANNEX 17 - SECURITY - SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE (9th edition, Amendment 14)

NIL

* *Recommended Practice*

**18. ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR
(4th edition, Amendment 11)**

NIL

**19. ANNEX 19 - SAFETY MANAGEMENT
(1st edition)**

NIL

INTENTIONALLY

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