

Updated communication procedures for Hong Kong FIR

OPSGROUP Team

8 June, 2018



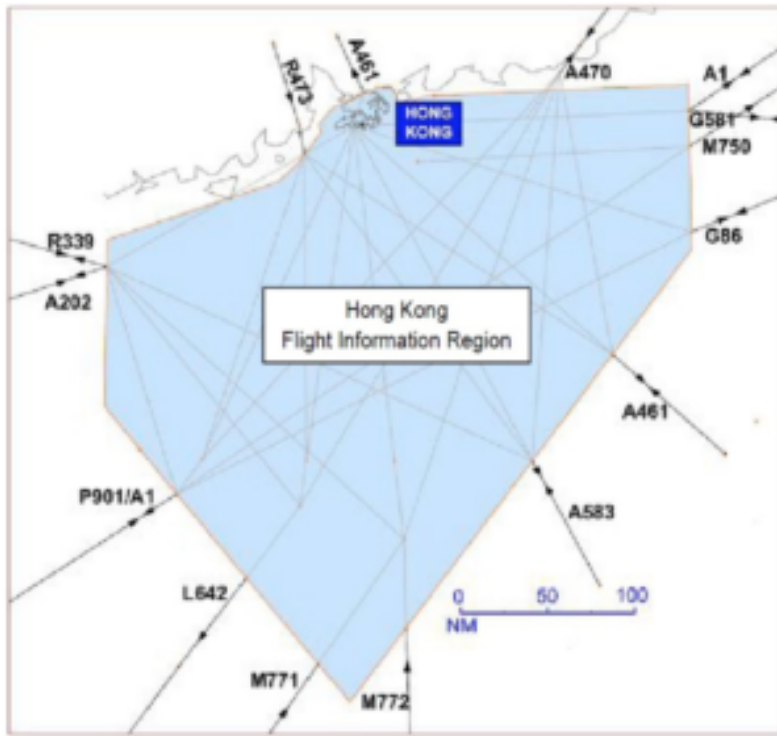
AIP SUP A09/18 details new communication procedures for air traffic entering the **VHHK/Hong Kong** FIR.

The key points:

- Aircraft shall comply with the following communication requirements to obtain an air traffic control (ATC) clearance:

Route	Reporting Point	Hong Kong Frequency(MHz)	Contact Hong Kong Radar
A1(E)/G581	ELATO	121.3 (PRI) 128.125 (SRY)	At least 10NM prior to 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 10NM prior to TAMOT
G86	KAPLI	132.15 (PRI) 128.75 (SRY)	At least 10NM prior to KAPLI
M503	LELIM	121.3 (PRI) 128.125 (SRY)	At least 10NM prior to LELIM

Route	Reporting Point	Hong Kong Frequency(MHz)	Contact Hong Kong Radar
M771	DOSUT	122.95 (PRI) 128.75 (SRY)	At least 10NM prior to DOSUT
	DUMOL	125.8 (PRI) 128.75 (SRY)	At DUMOL
M772	ASOBA	122.95 (PRI) 128.75 (SRY)	At least 10NM prior to ASOBA
A1(W)	IKELA	127.1 (PRI) 123.7 (SRY)	At least 10NM prior to 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'

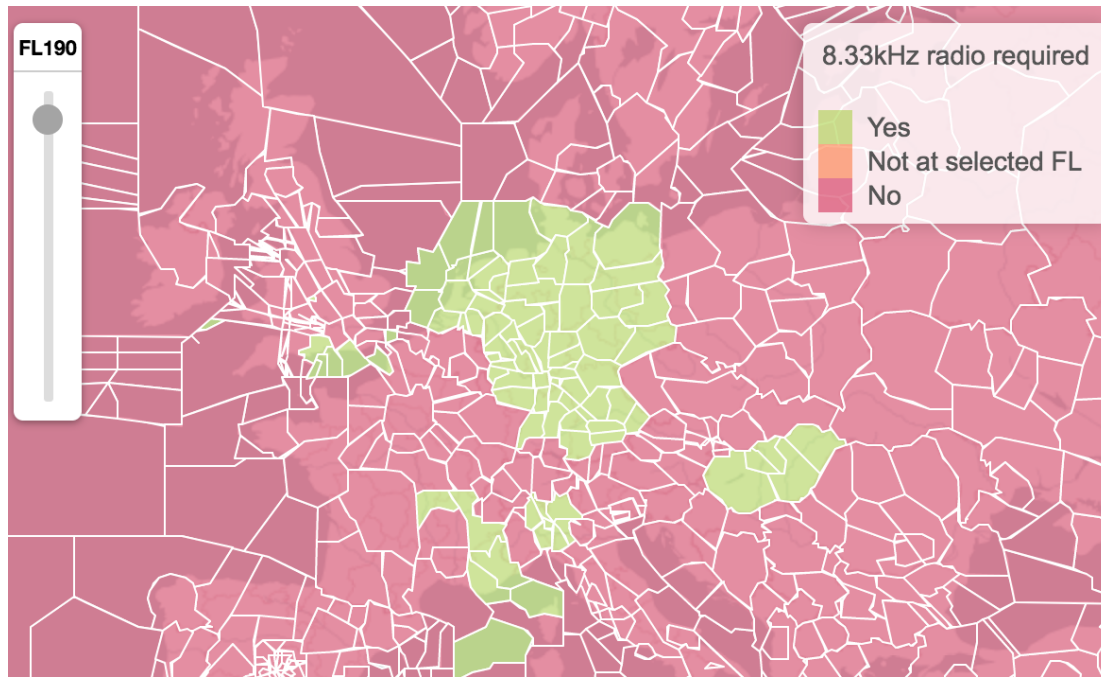


- Pilot shall report the aircraft **callsign**, **position** (with reference to reporting point), **level** (including passing and cleared levels if not maintaining the cleared level), **transponder** code, and other pertinent information (e.g. speed assigned by last ATC, tracking if it differs from the flight plan route) in the initial call **before entering Hong Kong FIR**.

Also a small change: the requirement for pilots to report the estimate time exiting Hong Kong FIR on first contact with Hong Kong Radar as stipulated in AIP Hong Kong ENR 1.1 paragraph 2.2.4 will no longer be applicable and is hereby cancelled.

Europe now requires 8.33 VHF radios (almost) everywhere

David Mumford
8 June, 2018



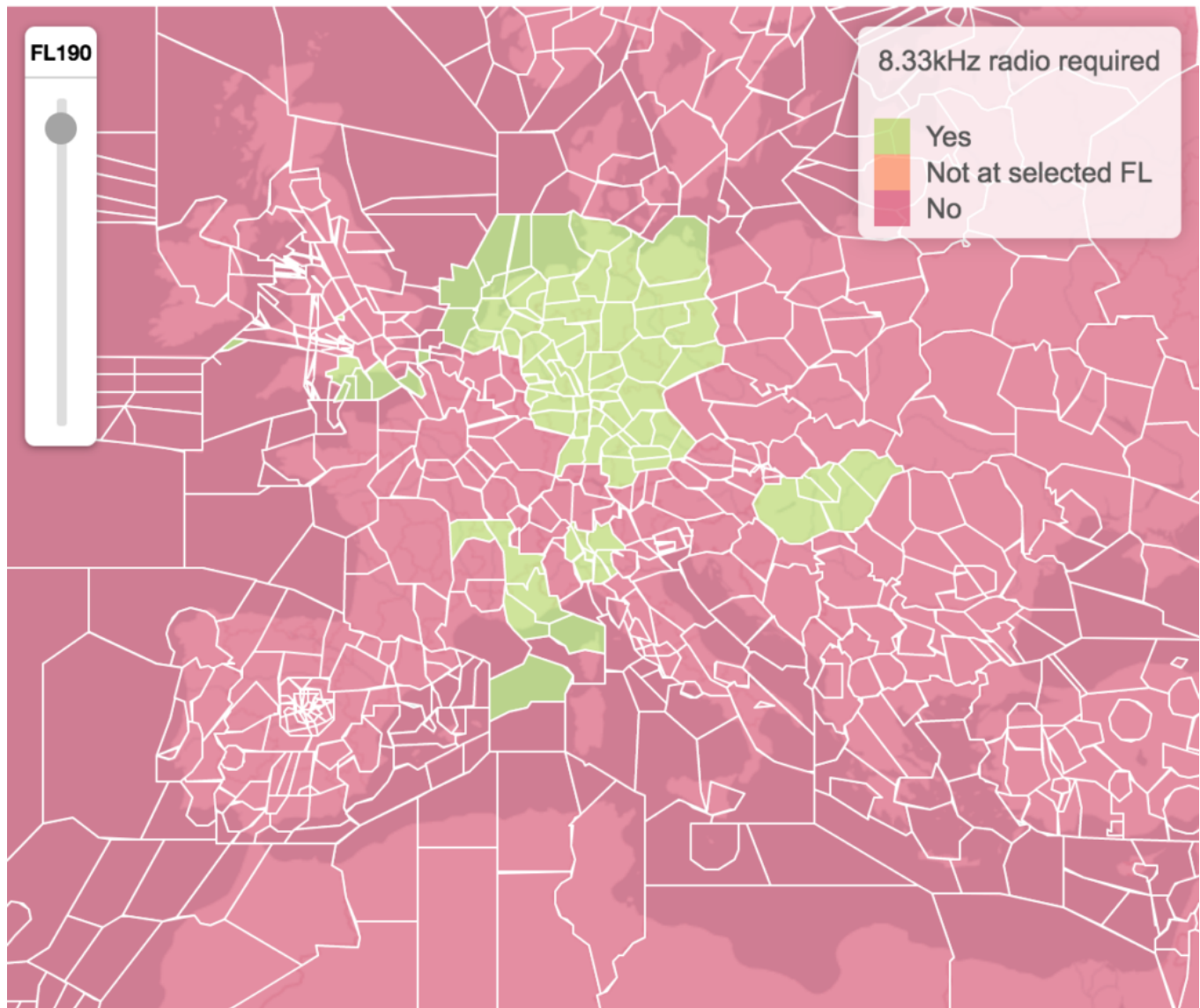
Effective January 1st, 2018, the official line is that you need an 8.33 VHF Radio to operate anywhere in Europe. If you're heading to Europe without one, expect problems.

Until now, it's really only been a requirement above FL195 - 8.33 has been around at the higher levels since 2007. However, Europe is keen to get everyone on the same page and make sure new frequencies can be used by all aircraft at the lower levels also.

However, not everywhere is actually requiring 8.33 just yet. Eurocontrol have built a handy tool that shows each the requirements for each airspace sector. Click on the image below to check it out.

8.33kHz Voice Channel Spacing Implementation

Airspace Classification below FL195



Can I get an exemption? If you're operating a ferry, delivery, or some other flight where you don't have 8.33, then you should be able to get an exemption to operate without 8.33 – but it will vary state to state. Write to the Ministry of Transport for the particular state.

Eurocontrol have published all the details on this as follows:

Above FL195, in the IFPZ, not equipped aircraft may be exempted from the carriage of the 8.33 kHz radios (refer to the national AIP of the state concerned to see if the flight is eligible) in which case the letter Y shall not be inserted in Item 10a (Equipment), but the letter Z shall be inserted in Item 10a as well as COM/EXM833 in the Item 18 (Other Information) of the filed flight plan.

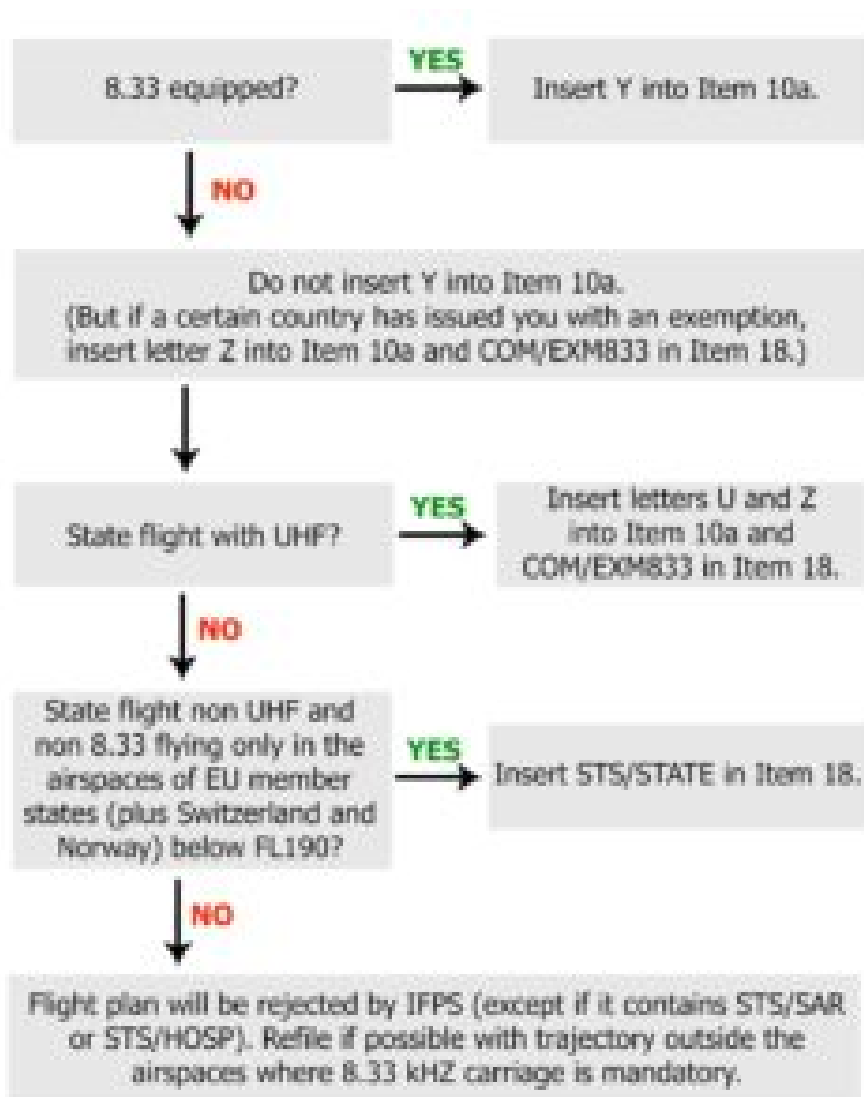
Below FL195, in the airspace of the EU member states (plus Switzerland and Norway) some airspaces may be exempted from the carriage of the 8.33 kHz radios (refer to the national AIP of the state concerned) in which case the airspace is not inserted in the area where the mandatory carriage check takes place. Such exemption will permit a non-equipped aircraft to fly but only if the flight trajectory remains exclusively in airspaces where 8.33 kHz is not

mandatory.

Below FL195, in the airspaces of the EU member states (plus Switzerland and Norway), state aircraft non-UHF and non-833 are exempted. The letters Y and U shall not be inserted in Item 10 (Equipment), but STS/STATE shall be inserted in the Item 18 (Other Information) of the filed flight plan.

In the IFPZ, State aircraft that are not equipped with 8.33 kHz capable radios but are equipped with UHF shall be permitted to fly in 8.33 kHz airspace where UHF coverage is provided or special procedures are implemented (see the national AIP of the State concerned). To indicate such, the letters U and Z shall be inserted in Item 10a (Equipment) and 'COM/EXM833' shall be inserted in Item 18 (Other Information) of the filed flight plan.

Confused? Here's a quick crib-sheet of what to do:



When you file a flight plan in Europe, it goes through the automated IFPS system, which is now quite clever at checking for 8.33 kHz radio compliance.

The IFPS system will crosscheck between the concerned airspaces crossed by the flight plan and the radio

communication equipment indicated in Item 10: (Equipment) and Item 18 (Other information) provided in the submitted message.

Here's what will happen, depending on what you put in your flight plan:

- If Item 10 (Equipment) of the submitted message contains Y, then that flight is considered to be compliant.
- If Item 10 (Equipment), of the submitted message does not contain Y, but contains Z and U and the exemption indicator COM/EXM833 is present in Item 18 (Other Information), and the flight is a STATE flight, then that flight shall be considered compliant.
- If Item 10 (Equipment) of the submitted message does not contain Y but contains the exemption indicator COM/EXM833 and the flight is not penetrating the 833_UHF_VHF region and is entirely within the 833_EUR_IFPS, then that flight shall be considered compliant.
- If Item 10 (Equipment) of the submitted message does not contain Y, neither U and Item 18 (Other Information) contains STS/STATE and the flight is exclusively in the airspace of the EU member states (plus Switzerland and Norway) below FL195 then that flight shall be considered compliant.

In all the other cases, the flight shall be considered not compliant and shall fail automatic processing!