

Letter of Agreement (LOA)

Between

**Sanya FIR (ZJSA), People's Republic of China Division
(VATPRC)**

and

**Hong Kong FIR (VHHK),
Southeast Asia Division (VATSEA)**

Revision: New Release



Effective Date: 9th June 2014

I. Purpose

This agreement establishes standard procedures and coordination responsibilities of air traffic control between Sanya FIR (ZJSA), People Republic of China Division (VATPRC) and Hong Kong FIR (VHHK), Southeast Asia Division (VATSEA).

II. Cancellation

This document supersedes any agreements previously established in verbal or written form between VATSEA and VATPRC.

III. Scope

The information contained herein are supplementary to the rules established under VATSIM regulations, Aeronautical Information Publication (AIP) of the Hong Kong Special Administrative Region published by the Hong Kong Civil Aviation Department and the AIP of the People's Republic of China published by the Civil Aviation Administration of China (CAAC). While such regulations shall generally be strictly followed on the VATSIM network, in some circumstances exemptions or modifications to the real-world regulations are necessary due to operational need in an online environment. Such deviation shall be discussed in this document.

IV. Disclosure

Both parties shall make this Letter of Agreement available for public access on their respective official websites. The information contained herein is for the exclusive use on the Virtual Air Traffic Simulation Network (VATSIM) only. Under no circumstances shall such information be used in the real world, including but not limited to, real-world air navigation or real-world air traffic control.

V. Language

This Letter of Agreement is officially and originally prepared and documented in the English language. Both parties are encouraged to translate this LOA into Traditional Chinese and/or Simplified Chinese for reference purposes, but this is optional. The English version of this LOA shall always prevail, and future revision to this LOA shall base upon the English version.

VI. General Procedures

Unless otherwise stated or coordinated,

- (i) En-route control (CTR) of both parties shall keep traffic away from the 5 nautical miles (nm) margin of the boundary between Hong Kong FIR (VHHK) and Sanya FIR (ZJSA) under all circumstances. The margins on both sides constitute a buffer zone of width 10nm. Except during a standard handover procedure, controller in charge of the corresponding airspace or sector must coordinate and point out such aircraft to the

controller of the other party when it becomes necessary for traffic to enter or crossing such margin.

(ii) Minimum radar separation of ten nautical miles (10 nm) shall exist between two aircraft flying on the same route segment.

(iii) Controller of each side shall initiate each handover at least ten nautical miles (10nm) before crossing the Transfer of Control Point (TCP). Handover may be initiated up to thirty nautical miles (30nm) if deemed necessary by traffic conditions.

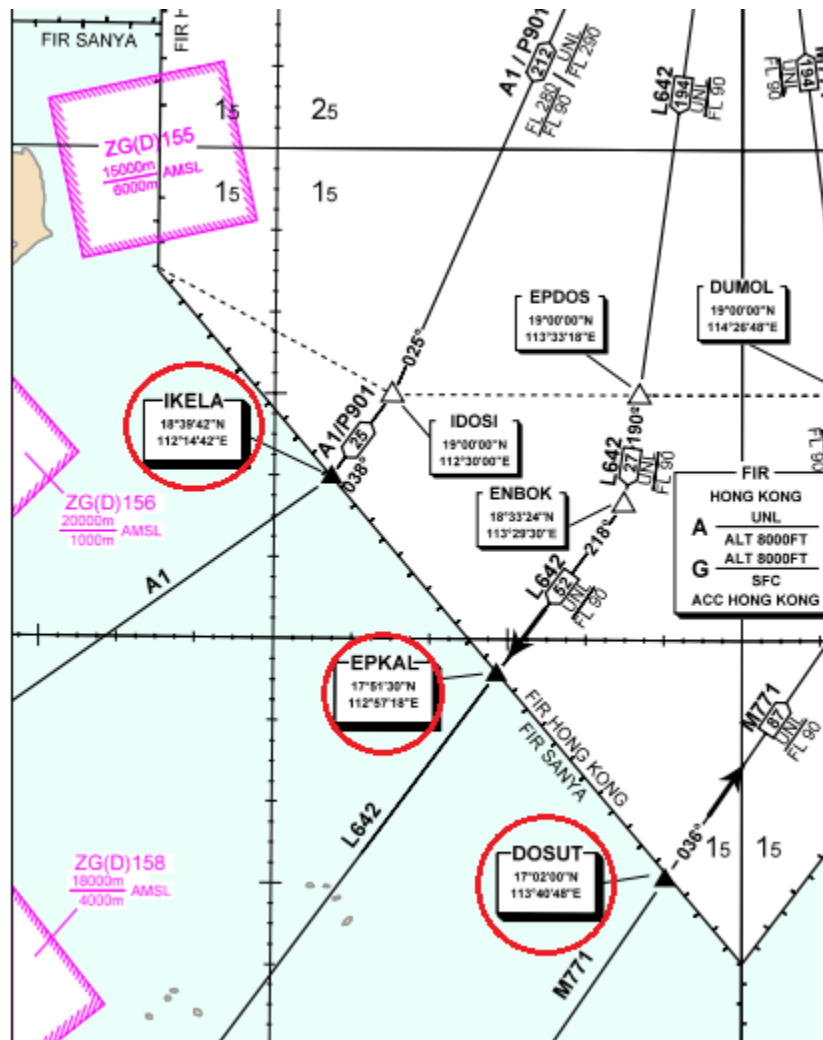


Figure 1: The boundary between Hong Kong FIR and Sanya FIR and the Transfer of Control Points (TCP)
(Photo courtesy: Hong Kong AIP ENR6)

(iv) Per Article 1.2 of ENR2.1.1 of AIP China, horizontal distance and altitude within Sanya Control Sector AR02 and AR03, which are the only parts of Sanya FIR neighboring Hong Kong FIR, are given in imperial units (nautical miles-nm and feet-ft). Hence, no altitude change should be needed during a handover except for separation purposes.

(v) No controller shall clear an aircraft directly to a waypoint outside the FIR in which such controller controls unless prior coordination is made and proper permission of such clearance is obtained. This rule also applies when there is no en-route or terminal ATC available at the adjacent FIR through which a flight will transit.

(vi) Proper communication between Hong Kong FIR and Sanya FIR shall be established for handover. Controllers shall advise the requested cruising level (i.e. the altitude at which the aircraft will be flying during the handover), metric or imperial alike, of a particular aircraft prior entering neighboring FIR. Handover shall be initiated when the aircraft crossing the boundary is at least 10 nm from the TCP.

(vii) Controller covering major aerodromes near the boundary of the FIR shall advise neighboring controllers when a change of flow (i.e. runway direction) has occurred via controller chat or private message.

(viii) Controller shall ensure that all aircraft are flying under real-time speed (1x rate) prior to the initiation of a handover and during a handover

(ix) En-route or Terminal controllers should advise other controllers when a sector is combined or separated, and provide corresponding information.

(x) Reduced Vertical Separation Minimum (RVSM) shall be observed in both Hong Kong FIR and Sanya FIR, as per the respective AIP of the two FIRs. In the rare event of RVSM temporary suspension due to turbulence conditions (as described in Hong Kong AIP ENR 1.8), the controller responsible for the suspension shall inform the other controller of the situation and ensure that the reassigned altitude of the aircraft are in compliance of this LOA.

(xi) If the route of the filed flight plan of a flight flying between Sanya FIR and Hong Kong FIR does not include a valid TCP or does not include an airway that contains the valid TCP, a controller shall attempt to amend the route of such flight plan following standard procedures per ICAO Doc 4444 so that amended route will include a valid TCP. If the pilot is unable to amend such route, proper coordination shall be made to accommodate such situations.

(xii) Unless otherwise specified, all handovers shall be conducted between two en-route controllers (CTR).

VII. Flight Level Assignment Scheme (FLAS) at Transfer of Control Points (TCP) along the boundary

(i) **A1/P901** Airway (TCP: **IKELA**) (Sanya Control Sector AR02 and Hong Kong Area Radar West)

Sanya FIR to Hong Kong FIR

F270, F290, F330, F370, F390, F410 and F450

Hong Kong FIR to Sanya FIR

F280, F300, F340, F380, F400 and F430

Note: 1. P901 in Hong Kong FIR only. Vertical Limits - FL285 – UNL.

2. Vertical Limits of A1 between CH DVOR and IKELA in Hong Kong FIR – SFC to FL285. (Source: ENR1.8 - AIP of Hong Kong S.A.R.)

3. Vertical Limits of A1 in Sanya 4000m to 12500m (Source: ENR1.6 of AIP China)

4. Restriction on F390 described in “Note 2” of Hong Kong AIP ENR1.8 Section 8.2.c is not observed on VATSIM

(ii) **L642** Airway (TCP: **EPKAL**) (Sanya Control Sector AR03 and Hong Kong Area Radar West)

From Hong Kong FIR to Sanya FIR

F280, F310, F320, F350, F360, F390 and F400

(iii) **M771** Airway (TCP: **DOSUT**) (Sanya Control Sector AR03 and Hong Kong Area Radar South)

From Sanya FIR to Hong Kong FIR:

F270, F310, F320, F350, F360, F390 and F400

Note: 5. Per AIP China ENR3-3 Section 5.1, lateral separation minima of 50nm may be applied for flights meeting RNP10 requirement in AIP China ENR 3-3 Section 1.1 over L642 and M771 airways in Sanya FIR. Per Section 5.3, vertical separation minima of 2000ft shall be applied between aircraft at FL290 or above for these two airways in Sanya FIR.

6. Restriction on F390 for L642 and M771 airways, as listed in Hong Kong AIP ENR 1.8, is not observed on VATSIM

VIII. Validity, Review and Amendment

- (i) This Letter of Agreement becomes valid and takes immediate effect upon the approval of the Division Director (VATPRC1) of the People’s Republic of China Division (VATPRC), the Division Director (VATSEA1) of the Southeast Asia Division (VATSEA), and the Director-General of Hong Kong Virtual Area Control Centre (HKVACC).
- (ii) Should there be any changes to real-world procedures made by the local authorities, both parties shall decide whether an amendment to this LOA is necessary.
- (iii) A content review of this LOA shall take six (6) months after this LOA takes effect. During the review, both parties shall convene to discuss the implementation of this LOA and make proper amendments to it if necessary. Subsequent content review shall take place every six (6) months henceforth.

- (iv) Any parties wishing to amend this LOA (by adding, omitting or changing any clauses) shall contact the other party to call for an immediate review of the LOA. Both parties must reach a consensus on any amendments before they take effect. Subsequent content review shall take place every six (6) months henceforth.

This Letter of Agreement is approved on this 9th day of June, year 2014:

(Signed Electronically)

Yu Xiong
Division Director
VATPRC

(Signed Electronically)

Anastasios Stefopoulos
Division Director (Acting)
VATSEA

(Signed Electronically)

Alfred Tang
Director-General (Acting)
Hong Kong VACC

APPENDIX A: REFERENCES

Aeronautical Information Publication of Hong Kong Special Administrative Region, published by the Hong Kong Civil Aviation Department.

Aeronautical Information Publication of People's Republic of China, published by the Civil Aviation Administration of China.

ICAO Doc 4444

APPENDIX B: RECORD OF REVISIONS

NIL