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19 ENDURANCE		SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)				EMERGENCY RADIO			
-E /	HR MIN	→ P	PERSONS ON BOARD	→ R /	UHF	VHF	ELT		
	<input type="text"/>		<input type="text"/>		<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
	SURVIVAL EQUIPMENT				JACKETS				
→ S /	POLAR	DESERT	MARITIME	JUNGLE	→ J /	LIGHT	FLUORES	UHF	VHF
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>		<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	DINGHIES								
→ D /	NUMBER	→	CAPACITY	→	COVER	→	COLOUR		
	<input type="text"/>		<input type="text"/>		<input type="text"/>		<input type="text"/>		<<≡
	AIRCRAFT COLOUR AND MARKINGS								
A /	<input type="text"/>								
	REMARKS								
→ N /	<input type="text"/>								<<≡
	PILOT-IN-COMMAND								
C /	<input type="text"/>)<<≡
FILED BY	SPACE RESERVED FOR ADDITIONAL REQUIREMENTS						CHECKED BY		
NAME:	<input type="text"/>						R/T	<input type="text"/>	
TEL:	<input type="text"/>						INITIAL:	<input type="text"/>	
FAX:	<input type="text"/>						DTG:	<input type="text"/>	

Guidance In Completing Form DCA6a (Flight Plan Form)

Item in DCA6a	Note
ADDRESSEE(S)	Addressee(s) shall be inserted before start of Flight Plan in 'ADDRESSEE(S)' field.
7	<ol style="list-style-type: none"> Maximum number of characters to be used is Seven (7). A delayed flight may necessitate a suffix being appended to the original flight number. Airline operators should take into consideration of the limitation in the number of characters in this field. Aircraft Identification used in this form must be exactly the same as Flight No./Call Sign used in Flight Application submitted via Electronic Filing System. There should not be any hyphen, extra zero or space.
10	Refer to the paragraphs on 'RNAV Approved Aircraft', 'RVSM Approved Aircraft' and 'Automatic Dependent Surveillance Broadcast (ADS-B) Approved Aircraft' under AIP Hong Kong ENR 1.10 for special requirements applicable to the flight planned routes.
15	<ol style="list-style-type: none"> For the route segments in Hong Kong FIR, enter only levels prescribed in 'Flight Level Assignment Scheme (FLAS)' under AIP Hong Kong ENR1.8. For the route segments in Hong Kong FIR, the syntax of Flight Planned Routes shall be in accordance with that prescribed in 'Departing from HKIA' under AIP Hong Kong ENR1.10. The relevant chart is available in AIP Hong Kong AD 2-VHHH-AC-DEP – Departure Routes.
18	<ol style="list-style-type: none"> Only use indicators prescribed in ICAO Doc 4444 Appendix 2 and adhere to the correct sequence. 'DOF/yymmdd' shall be inserted.
Filed by	Enter Name, TEL and FAX number of the contact person for this flight plan. The contact person should normally be from your handling agent in Hong Kong.

The completed form shall be submitted to Hong Kong Aeronautical Information Management Centre either by FAX to +852 2910 1180 or by hand to the following location:

Aeronautical Information Management Centre
 Air Traffic Management Division
 Civil Aviation Department
 Civil Aviation Department Headquarters
 1 Tung Fai Road
 Hong Kong International Airport
 Lantau
 Hong Kong.

Anti-bribery Reminder

Anyone, while having dealings of any kind with the Civil Aviation Department (CAD), should not offer advantage to the CAD officers, or else he may commit an offence under section 4(1) and/or section 8 of the Prevention of Bribery Ordinance (Chapter 201 of Laws of Hong Kong), and be liable to a maximum penalty of a fine of \$500,000 and imprisonment for 7 years.