

**HONG KONG SPECIAL ADMINISTRATIVE REGION
PEOPLE'S REPUBLIC OF CHINA
AERONAUTICAL INFORMATION SERVICE**

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(ISO 9001 CERTIFIED)
AIR TRAFFIC MANAGEMENT DIVISION
CIVIL AVIATION DEPARTMENT
HONG KONG INTERNATIONAL AIRPORT

AIRAC
AIP Supplement
A 14 / 14
30 October 2014

EFFECTIVE DATE: 11 December 2014

Designation of PBN Routes L642 and M771 as RNP 4
within Hong Kong FIR

1. Introduction

- 1.1 PBN Routes L642 and M771 are currently designated as RNP 10 specification, with both routes using the same Flight Level Allocation Scheme (FLAS). Due to the track spacing, even minor deviation from track under the influence of convective weather may cause lateral separation issues with adjacent traffic at the same level. The activation of the Large Scale Weather Deviation Contingency Procedure (LSWDCP), reducing each airway's capacity significantly, is therefore quite frequent during the bad weather season.
- 1.2 By designating these routes as RNP 4 specification, greater track deviation will be possible while maintaining separation with traffic on the adjacent route. Therefore, initiation of the LSWDCP by Hong Kong will be significantly reduced and the normal capacity of both airways will be maintained in the Hong Kong FIR.
- 1.3 The operational benefit of the application of RNP 4 separation standards will rely on a significant proportion of RNP 4 approved flights operating on both routes.

2. RNP 4 Implementation

- 2.1 **WEF 0000 UTC 11 December 2014**, the PBN specification for the route segment of L642 and M771 within Hong Kong FIR will be designated as RNP 4. Refer to Attachment 1 for details.

- 2.2 ADS-C and CPDLC capability of the aircraft are **NOT** required for the RNP 4 operation within Hong Kong FIR.

3. Aircraft Operator's Approval

- 3.1 Aircraft operator must have the relevant RNP 4 operational approval from the State of Registry or State of Operator.

4. Operational Limitations

- 4.1 Aircraft operating on L642 or M771 without the required navigation performance approval will be allocated FL280 or below. Requests to operate at or above FL290 will only be accommodated subject to air traffic conditions.

5. Flight Planning Requirements

- 5.1 Operators of aircraft approved for RNP 4 operations, shall include "RG" in Item 10a and "L1" in Item 18 after "PBN/" of their ICAO flight plan.

6. Contingencies

- 6.1 When the navigational capability of the aircraft is deteriorated below the requirement, pilot shall advise ATC as soon as possible.

7. Additional Information

- 7.1 RNP 4 navigation specifications are listed in ICAO Doc 9613, 'Performance-based Navigation (PBN) Manual'. The implementation procedures are given in Volume II, Part C, Chapter 1 of the document.

7.2 Additional information on the PBN requirements and approval is available from the following Hong Kong Civil Aviation Department office.

(a) PBN requirements

Air Traffic Management Division

Address: Air Traffic Management Division

Civil Aviation Department

Air Traffic Control Complex

1 Control Tower Road

Hong Kong International Airport

Lantau, Hong Kong

e-mail: pbn@cad.gov.hk

(b) Operational/airworthiness approval for **Hong Kong registered aircraft**

Flight Standards and Airworthiness Division

Address: Flight Standards and Airworthiness Division

Civil Aviation Department

Civil Aviation Department Headquarters

1 Tung Fai Road

Hong Kong International Airport

Lantau, Hong Kong

e-mail: ops@cad.gov.hk

Note: **Non-Hong Kong operators** should apply for operational approval from their State of Registry or State of Operator and must possess a valid approval issued by their State when operating in designated PBN airspace within Hong Kong FIR.

8. Cancellation

8.1 **AIC 12/14 is hereby superseded.**

8.2 This AIP Supplement will be cancelled when the contents are incorporated into the AIP.

END

Attachment 1

Route Designator (RNP/RNAV) Name of Significant Points Co-ordinates	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Great Circle DIST (NM)	Upper Limit Lower Limit Airspace Classification	Direction of Cruising Level (Note)		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
L642 (RNP 4)						
△ CH DVOR 22 13 10N 114 01 48E	---					
△ EPDOS 19 00 00N 113 33 18E	CH 190°/194 NM 99 M	194	UNL 8000 ft ALT		↓	One-way Route Hong Kong Radar 127.1 MHz (PRI) 123.7 MHz (SRY)
△ ENBOK 18 33 24N 113 29 30E	CH 190°/221 NM 99 M	27	Class A		↓	One-way Route Hong Kong Radar 127.1 MHz (PRI) 135.6 MHz (PRI)
▲ EPKAL 17 51 30N 112 57 18E	CH 194°/268 NM 99 M	52			↓	
M771 (RNP 4)						
▲ DOSUT 17 02 00N 113 40 48E	CH 184°/311 NM 99 M					
▲ DULOP 18 14 12N 114 32 36E	CH 175°/240 NM 99 M	87	UNL 8000 ft ALT	↓		One-way Route Hong Kong Radar 122.95 MHz
△ DUMOL 19 00 00N 114 26 48E	CH 175°/194 NM 99 M	46	Class A	↓		One-way Route Hong Kong Radar 125.8 MHz (PRI) 128.75 MHz (SRY)
△ CH DVOR 22 13 10N 114 01 48E	---	194		↓		

Note : For flights within the RVSM airspace, refer to FLAS in ENR1.8 para 8

▲ Compulsory ATS Reporting Points for all aircraft

△ Compulsory Reporting Points for non-jet aircraft.