



International Civil Aviation Organization

**The Eighteenth Meeting of the ICAO RVSM Implementation Task Force
(RVSM/TF/18)**

Bangkok, Thailand, 30 June – 01 & 04 June 2003

Agenda Item 2: Operational Considerations

RVSM IMPLEMENTATION REPORT

(Presented by Hong Kong, China)

SUMMARY

In this paper Hong Kong, China shares its experience in RVSM operations since 31 October 2002 with members of the Task Force.

1. INTRODUCTION

1.1 Hong Kong, China joined the ATS providers in the Western Pacific/South China Sea area in the implementation of RVSM on 31 October 2002. Hong Kong, China is pleased to inform the meeting that the transition to and subsequent operation of RVSM within Hong Kong airspace has been smooth and satisfactory. The Hong Kong, China experience in RVSM operation is described in the ensuing paragraphs.

2. DISCUSSION

2.1 Traffic between the Hong Kong and Taipei FIRs accounts for almost 50% of the traffic operating through the Hong Kong airspace. With the implementation of RVSM, the number of non-PDC flight levels on ATS/RNAV Routes A1, G581 and M750 within the RVSM stratum were progressively increased since 31 October 2002 to meet traffic demand. In conjunction with the application of uni-directional routes, the ATC system was able to handle more traffic throughput and the opportunity for flights being assigned optimum operating levels increased.

2.2 With the implementation of RVSM and the modified single alternate FLOS, the task of alleviating traffic congestion and resolving potential traffic conflicts was made easier for controllers. While this results in an increase in sector capacity, occasions with a sudden surge in ATC workload readily occur due to bunching of traffic. The experience gained by Hong Kong, China showed that controllers' awareness of the importance of preventing system overloading should be heightened and prudent flow management measures should be co-ordinated with adjacent ACC's in a timely manner.

2.3 During the early stage of RVSM operation, based on available data, Hong Kong, China noticed that there was a considerable amount of discrepancies in the flight plans regarding the correct indication of RVSM status. In order to allow operators to reap the benefits of RVSM, Hong Kong, China made extra efforts to draw operators' attention to the importance for compliance with the published flight plan requirements. The situation has improved significantly since. It is noted that, unlike in other regions, a mechanism to confirm the RVSM status as declared in flight plans is not yet in place in this region.

2.4 It is understood that errors in the relay of flight level information between ACC's may lead to the operational error exceeding the agreed Target Level of Safety (TLS). Hong Kong, China believes that through the implementation of ATS Inter-facility Data Communication (AIDC) in the region, the chances of such error in communication through the speech circuit should be significantly reduced. In this connection, Hong Kong, China had conducted AIDC system trials and operational evaluation with the Guangzhou FIR with encouraging results. Plan for further trials with other neighbouring FIRs is being made.

2.5 Members of the meeting may remember the discussion in RVSM/TF/16 regarding the use of 'flight level tree hundred' for FL300 in radiotelephony. Hong Kong, China would like to report to the meeting that confusion between FL330 (tree tree zero) and FL300 (tree zero zero) did occur, requiring extra attention and vigilance of pilots and controllers for clarification. Hong Kong, China will continue to monitor the situation and will report to the Task Force should the problem persist.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.

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