



International Civil Aviation Organization

**Combined Fourth Meeting of the South Asia/Indian Ocean ATM
Coordination Group (SAIOACG/4) and Twenty-First Meeting of the South
East Asia ATM Coordination Group (SEACG/21)**

Hong Kong, China, 24 – 28 February 2014

Agenda Item 5: ATS Route Development

IMPLEMENTATION OF RNP 4 ON L642 AND M771 IN HONG KONG FIR

(Presented by Hong Kong, China)

SUMMARY

This paper presents an update of the RNP 4 implementation in Hong Kong FIR. After reviewing the latest situation and in order to reap early operational benefits, Hong Kong, China would adopt a more progressive and practical approach on PBN implementation within Hong Kong FIR.

1. INTRODUCTION

1.1 In line with the APAC Regional PBN Implementation Plan, Hong Kong China has formulated and submitted to ICAO the Hong Kong PBN Implementation Plan in 2009. Accordingly, the Hong Kong Civil Aviation Department has planned to mandate the requirement for all aircraft operating at or above FL290 in the Hong Kong FIR to be approved for RNP 4 by the end of 2014. This intention has been promulgated by AIC 03/12 published in early 2012.

1.2 Implementation of exclusive RNP 4 airspace requires a high percentage of aircraft operating in the Hong Kong FIR to obtain RNP 4 operational approval. Having reviewed the latest situation and in order to reap early operational benefits, Hong Kong, China would adopt a more progressive and practical approach to achieve the RNP 4 implementation within Hong Kong FIR.

2. DISCUSSION

Revised RNP 4 Implementation Plan

2.1 With effect from **0001UTC, 11 December 2014**, aircraft intending to operate on M771 or L642 at or above FL290 within the Hong Kong FIR will be required to obtain RNP 4 operational approval.

2.2 Non-RNP 4 approved aircraft requesting to operate on M771 or L642 at or above FL290 will be accommodated subject to air traffic conditions.

2.3 RNP 4 approved aircraft will be accorded priority in flight level assignment over non-RNP 4 approved aircraft when operating on M771 or L642.

2.4 Hong Kong Civil Aviation Department will regularly review the situation and consider expanding the scope progressively and eventually implement exclusive RNP 4 airspace in Hong Kong FIR when the necessary conditions are satisfied.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) provide any comment on the revised implementation plan.

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