



**International Civil Aviation Organization**  
**The Third Meeting of South China Sea Major Traffic Flow Review Group**  
**(SCS-MTFRG/3)**  
Bangkok, Thailand, 25-27 February 2016

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**Agenda Item 2:** **Review of the current and planned CNS/ATM capabilities and identifying associated reduced horizontal separation**

**Agenda Item 4:** **Discussion on PBN Routes Development and FLAS/FLOS Optimization**

**CNS Replacement Plan in Hong Kong, China and  
Proposed Re-designation of ATS Routes within Hong Kong FIR**

(Presented by Hong Kong, China)

**SUMMARY**

This paper presents the CNS replacement plan in Hong Kong, China and the proposal for re-designation of ATS routes within Hong Kong FIR which form part of the Asia and Pacific (APAC) regional network of route structure.

## **1. INTRODUCTION**

1.1 Most of the existing communications, navigation and surveillance (CNS) equipments have been in operation since 1996 before the commissioning of the Hong Kong International Airport. There is a need for a comprehensive planning on CNS replacement prior to the end of the normal equipment lifespan in order to sustain the continued growth of air traffic with minimal disruption to ATC operations.

1.2 Taking into consideration the advances in aviation technology, and with due consultation with the stakeholders in the industry, it is considered that some of the DVORs can be decommissioned given the widespread application of GPS and redundant inputs to the FMS. One of the DVORs (i.e. CH DVOR) which is tentatively targeted for decommissioning in 2017 is currently a significant point defining the conventional ATS routes within Hong Kong FIR which forms part of the APAC regional network.

## **2. DISCUSSION**

### Re-designation of ATS routes from conventional routes to performance-based navigation (PBN) routes

2.1 With the decommissioning of CH DVOR, all conventional ATS routes within Hong Kong FIR will be re-designated as PBN routes defined by waypoint coordinates. In accordance with Annex 11 Appendix 1, the preceding letter of the designator for the area navigation routes which form part of the regional networks of ATS routes has to be "L, M, N or P". In this connection, the ATS route designators will have to be revised.

2.2 The route re-designation will be limited within Hong Kong FIR initially. Subject to the readiness of other adjacent States, Hong Kong will coordinate with other States to extend the PBN routes outside Hong Kong FIR. The meeting is invited to review the possible impacts of the proposed re-designation of ATS routes on the APAC regional ATS route network.

2.3 Hong Kong will submit proposed amendment to BANP to ICAO in due course.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss the proposed changes to route designation stated in para 2.1 and review its impacts on the APAC regional ATS route network; and
- c) discuss any relevant matters as appropriate.

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