

F. Aeronautical Information Circular (AIC) 20/23 dated 21 August 2023

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(ISO 9001 CERTIFIED)
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AIC 20 / 23 21 August 2023

PREFERENTIAL USE OF RNP Y (AR) APCH PROCEDURES TO RUNWAY 25
AT HONG KONG INTERNATIONAL AIRPORT (HKIA)
DURING NOISE MITIGATION PERIOD

1. Introduction

1.1 In line with the ICAO initiative for the implementation of Performance Based Navigation, Hong Kong Civil Aviation Department (CAD) first published RNP AR APCH procedures in 2010. A number of additional RNP AR APCH procedures have been published since that time, enabling the benefits of RNP AR specification to be realized in terms of shorter arrival paths, avoidance of terrain-rich/built-up areas and enhanced flight management. To date, usage is limited to an on-request basis when traffic permits.

1.2 AIC 04/20 dated 17 January 2020 outlined application procedures by foreign aircraft operators for authorization to conduct RNP AR APCH procedures at HKIA. To date, a number of operators have already been issued with authorization from CAD. The goal is to encourage aircraft operators to achieve a higher percentage of RNP AR capability to realize the early benefits in terms of operational efficiency, track miles, and environmental sustainability.

2. Preferential Approach Sequencing

2.1 To further promote and encourage the usage of RNP AR APCH procedures, with effect from **1500 UTC 3 September 2023**, Hong Kong ATC will endeavor to preferentially sequence those arrival flights having authorization to conduct **RNP Y (AR) APCH** to HKIA, under the following conditions:

- i. Between the hours of 1500-2300 UTC daily; and
- ii. Runway 25 direction is in use (Note: This does not supersede the preferential use of Runway 07 direction when wind conditions are suitable as per AIP HK VHHH AD 2.21); and
- iii. Meteorological conditions are suitable for RNP AR APCH.

- 2.2 Under such conditions, Hong Kong ATC will ascertain the RNP AR authorization status from the flight crew. Those flights with authorization will be facilitated and assigned the appropriate STAR or radar vectors to GUAVA for the RNP Y RWY 25 (AR) procedure to the runway in use.
- 2.3 Those flights without RNP AR authorization will be processed via the ILS/LOC or RNP Z (LNAV/VNAV) approach and may be accorded lower priority in sequencing with flights conducting RNP AR APCH, subject to prevailing traffic situation and/or weather conditions.

3. Future Operational Usage of RNP AR APCH

- 3.1 Aircraft operators, with the appropriate capabilities stated in AIC 04/20, who have not yet sought authorization, are strongly encouraged to submit their applications as soon as possible with a view to achieving the tangible benefits afforded by such procedures together with CAD's commitment to promote and facilitate more extended usage of RNP AR APCH procedures throughout the whole day at HKIA in the coming years.
- 3.2 Aircraft operators, without the appropriate capabilities stated in AIC 04/20, are strongly encouraged to take into account this AIC in their business plan and expedite their readiness with a view to realizing the said tangible benefits by taking RNP AR APCH procedures.
- 3.3 Enquiries on this circular may be directed to Senior Operations Officer (Operations)1 atmdsooo1@cad.gov.hk.