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**AIP
SUPPLEMENT
A 01/07
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**APPLICATION OF REDUCED RUNWAY SEPARATION MINIMA (RRSM)
BETWEEN AIRCRAFT USING THE SAME RUNWAY**

1. Introduction

- 1.1 ICAO PANS-ATM has laid down provisions for the application of RRSM to enhance ATC operational efficiency and flexibility (see Note 1). In line with the ICAO recommended approach, CAD has conducted a safety assessment on RRSM implementation. The results indicated that RRSM could safely be applied at the Hong Kong International Airport (HKIA).
- 1.2 This AIP Supplement is issued to inform airline operators that the operational trial for applying RRSM between aircraft using the same runway at HKIA has been satisfactorily completed. The procedures are implemented on a permanent basis with immediate affect.

2. Conditions for the Application of RRSM at HKIA

- 2.1 Of the different combinations of arrival and departure scenarios, RRSM **may be applicable** only under the following 2 traffic situations:
- (a) between a departing aircraft and a succeeding landing aircraft; or
 - (b) between two successive landing aircraft.

Note 1: PANS-ATM 7.9.1 states that “a landing aircraft will not normally be permitted to cross the runway threshold on its final approach until the preceding departing aircraft has crossed the end of the runway-in-use, or has started a turn, or until all preceding landing aircraft are clear of the runway-in-use.” However, an ATS Authority may authorize the use of RRSM to suit local operating conditions, subject to the satisfactory completion of a safety assessment.

2.2 Existing separation criteria require the runway to be absolutely clear before an aircraft is permitted to land. However, *when RRSM is applied, the successive landing aircraft may be given clearance to land before the first aircraft has cleared the runway-in-use after landing or crossed the runway end on departure*, provided that the following conditions shall exist:

- (a) visibility of at least 5 km;
- (b) cloud ceiling in the departure/missed approach area at 3 000 feet or more;
- (c) during daylight hours from 30 minutes after local sunrise to 30 minutes before local sunset;
- (d) the second aircraft will be able to see the first aircraft clearly and continuously until it is clear of the runway;
- (e) no unfavorable surface wind conditions (including significant tailwind/turbulence or windshear, etc.);
- (f) the braking action shall not be adversely affected by water or other contaminants (i.e. RRSM should be suspended whenever the runway is wet or there is pilot report of poor braking action).

3. The Procedures

3.1 When the runway-in-use is still occupied by other traffic, landing clearance may be issued to an arriving aircraft provided that there is reasonable assurance that the following separation distances will exist when the landing aircraft crosses the runway threshold:

- (a) RWY 07R/25L
 - (i) Landing following departure –
The departing aircraft is/will be airborne and has passed a point at least **2 900 m** from the threshold of the runway (abeam TWY K4 for RWY 07R or TWY K2 for RWY 25L).
 - (ii) Landing following landing –
The preceding landing aircraft has landed and has passed a point at least **2 900 m** from the threshold of the runway (abeam TWY K4 for RWY 07R or TWY K2 for RWY 25L), is in motion and will vacate the runway without backtracking.

(b) RWY 07L/25R

- (i) Landing following departure –
The departing aircraft is/will be airborne and has passed a point at least **2 400 m** from the threshold of the runway (abeam TWY A8 for RWY 07L or TWY A5 for RWY 25R).
- (ii) Landing following landing –
The preceding landing aircraft has landed and has passed a point at least **2 400 m** from the threshold of the runway (abeam TWY A8 for RWY 07L or TWY A5 for RWY 25R), is in motion and will vacate the runway without backtracking.

3.2 ATC will provide warning to the second aircraft when issuing the landing clearance. The following examples illustrate ICAO standard phraseology that will be used for reduced runway separation:

- “ (Callsign.....), preceding B747 landing about to vacate the runway, surface wind 090 degrees/ 11 kt, cleared to land.”
- “ (Callsign.....), departing MD11 ahead about to rotate, surface wind 230 degrees/ 6 kt, cleared to land.”

4. AIP Supplement A013/06 is hereby superseded.