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**GENERAL AVIATION/BUSINESS AVIATION (GA/BA) AIRCRAFT
MINIMIZING RUNWAY OCCUPANCY TIME**

1. Introduction

- 1.1 It is stipulated in the AIP Hong Kong that pilots of arrival aircraft should vacate the runway as quickly as practicable to enable ATC to apply minimum spacing on final approach thereby maximizing runway utilization and minimizing the occurrence of missed approaches. Achievement of high and sustainable runway capacity at the HKIA relies and requires the collaboration of airline operators as well as GA/BA operators.
- 1.2 According to the Runway Occupancy Time of Arrivals (ROTA) studies conducted jointly by the CAD and AAHK, the average ROTA of most aircraft is approximately 50 seconds, with the exception of GA/BA twin-engine executive jets where the figure is well above the average. It is also noticed that such unsatisfactory situation was more prominent when Runway 07L was the duty landing runway.
- 1.3 Recently there has been an increase in the number of cases in which the arriving aircraft following a GA/BA arrival has had to go around as a result of the GA/BA aircraft unable to vacate runway in time. According to CAD's records, there have been 7 such occasions in the last 3 months.

2. What Causes the Poor ROTA Performance of GA/BA Aircraft?

- 2.1 A MEDIUM category GA/BA twin-engine jet is relatively slow inside 4 nm from touchdown in comparison to other aircraft operating at the HKIA. For Runway 07L, it is not uncommon to observe a GA/BA aircraft braking towards taxi speed abeam Taxiway A6, and then it continues on the runway at relatively slow speed to vacate runway via the first available Rapid Exit Taxiway (RET) A7, which is approximately 450 metres away from Taxiway A6.
- 2.2 The time taken on the runway between A6 and A7 can be as high as 35 seconds. This is almost equivalent to half a runway slot.

3. Suggested Action By Pilot

- 3.1 Without compromising the safe operation of aircraft, pilots of GA/BA aircraft should consider minimizing braking to reduce the deceleration rate on the landing roll so as to be able to vacate runway expeditiously via the first available RET (Brake-to-vacate Procedure). The design of RET allows for exit speed of approximately 50 knots for all weather operations. (Note: 50 knots is for dry runway surface; slight adjustment if the runway surface is wet.)
- 3.2 Pilots should ensure familiarity with HKIA aerodrome layout including the ground lighting system, particularly in respect of the location of the first RET as listed below:

Runway 07L	----	RET A7 (no RETIL - Rapid Exit Taxiway Indicator Lights)
Runway 25R	----	RET A6 (with RETIL)
Runway 07R	----	RET K5 (with RETIL)
Runway 25L	----	RET K3 (with RETIL)

4. Performance Target

- 4.1 ROTA performance of all aircraft including GA/BA aircraft will continue to be monitored. A 50-second ROTA is the benchmark figure that is required to maximize runway utilization and reduce arrival delays to all aircraft.