

**HONG KONG SPECIAL ADMINISTRATIVE REGION  
PEOPLE'S REPUBLIC OF CHINA  
AERONAUTICAL INFORMATION SERVICE**

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(ISO 9001 CERTIFIED)  
AIR TRAFFIC MANAGEMENT DIVISION  
CIVIL AVIATION DEPARTMENT  
HONG KONG INTERNATIONAL AIRPORT

AIC 10 / 17 4 July 2017
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**REPORTING AIRFLOW DISTURBANCES OVER  
RUNWAY 25R APPROACH  
(SUMMER 2017)**

**1. Introduction**

- 1.1 The Hong Kong Observatory (HKO) provides alerts of low-level windshear and turbulence for arriving and departing aircraft through the Windshear and Turbulence Warning System (WTWS) (AIP Hong Kong, GEN 3.5-6, para 4.5). The WTWS is effective for the detection of windshear and turbulence that is generated by a range of meteorological phenomena, such as terrain-disrupted airflow, sea breeze, thunderstorm downbursts and tropical cyclones, which are known to occur at certain defined spatial scales.
- 1.2 The occurrence of building-related airflow disturbance events during approach to Runway 25R has been qualitatively described in AIP Hong Kong, GEN 3.5-22, para 17.6 “Low-Level Wind Effects”. To allow more specific detection of such events, a short-range LIDAR (SRL) has been installed to provide scanning at high spatial and temporal frequency over the Runway 25R approach path.
- 1.3 Commencing 4 July 2017, assistance is sought from pilots to report, and if possible provide a description of, any significant airflow disturbances experienced during the final 1 NM of approach at Runway 25R. Such information would assist HKO in fine-tuning the algorithms and establishing the alerting threshold before the SRL provides real-time alerting for Runway 25R as part of the WTWS, focusing on the final 1 NM of approach.

**2. Pilot Reporting Procedure**

- 2.1 Pilots are requested to give ATC a brief report of any encounter of significant windshear and/or turbulence during approach to Runway 25R, particularly those occurring over the final 1 NM of approach. (AIP Hong Kong, GEN 3.5-9, para 8 ‘Pilot Reports of Wind Shear and Turbulence’ refers.)
- 2.2 Pilots are also encouraged to pass additional information regarding such a significant airflow disturbance encounter directly to HKO via one of the following means:

- a) Email: [kkhon@hko.gov.hk](mailto:kkhon@hko.gov.hk)
- b) Phone: +852 2926 8331
- c) Yammer group: <https://www.yammer.com/25raintensiveobservationperiodiop/>
- d) “MyObservatory” mobile app: (procedures obtainable from HKALPA)

2.3 The additional information may include one or more of the following:

- a) Flight number
- b) Aircraft altitude
- c) Magnitude of crosswind change (if applicable)
- d) Effect on aircraft motion (e.g. roll in degrees, descent rate in feet per minute)
- e) Duration of event (in seconds)
- f) Perceived severity of event (e.g. on a scale of 1 to 3, 1 being light and good to be informed and 3 being most severe and must be alerted)

**3. This AIC will expire on 30 September 2017.**

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This Circular is issued for information, guidance and necessary action  
by direction of the Director-General of Civil Aviation  
Simon LI