



International Civil Aviation Organization

**Fourteenth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/14)**

Bangkok, Thailand, 28 June – 2 July 2004

**Agenda Item 3: Review and progress the task assigned to the ATM/AIS/SAR/SG by
APANPIRG**

**PROPOSED RVSM TRANSITION PROCEDURES BETWEEN
THE KUNMING AND YANGON FIRS**

(Presented by the Secretariat)

SUMMARY

This paper provides information on the proposed RVSM transition procedures that could be applied between Kunming and Yangon FIRs.

1. INTRODUCTION

1.1 The Twentieth Meeting of the ICAO RVSM Task Force (RVSM/TF/20) held at Delhi, India on 27-31 October 2003 reviewed the RVSM transition procedures between the Kunming and Yangon FIR. The present arrangement (Option 3) for westbound flights on A599 requires a double transition from China metric levels to conventional non-RVSM vertical separation minimum (CVSM) and then to RVSM levels. For eastbound flights, the procedure is more straight forward as the eastbound RVSM levels used are the same as CVSM and aircraft transition to China metric levels after passing LINSO as cleared by Kunming ACC. Only the RVSM levels coincident with the CVSM levels are used, i.e. FLs 330, 370 and 410 (FL290 is not available on A599 in the Yangon FIR).

1.2 Operators had found the westbound transition procedure to be unnecessarily restrictive and inefficient, and IATA had requested that the procedure be improved by removing the requirement for a double transition.

1.3 The Yangon transition procedure had been augmented by a contingency procedure in March 2004, to cater for the occasions when two-way radio communications cannot be established between aircraft and Yangon ACC.

2. DISCUSSION

2.1 Subsequent to the RVSM/TF/20 meeting, the ICAO Asia/Pacific Regional Office conducted a mission to the Air Traffic Management Division (ATMB), CAAC in Beijing, China on 29–30 March 2004. ATMB agreed in principle to change the Kunming/Yangon transition procedure to the Option 2 procedure. On coordination by the Regional Office with the Department of Civil Aviation, Myanmar, they agreed to the proposal to change to Option 2 in line with the recommendation of RVSM/TF/20. The proposal in the Appendix.

2.2 China and Myanmar are expected to take formal action to change the transition procedure and amend the Letters of Agreement between Kunming and Yangon ACCs. Also, agreement is required on the implementation date.

2.3 Adopting this proposed transition procedure would simplify the present arrangement, which requires westbound aircraft to undertake a double transition from China metric levels to non-RVSM levels and then to RVSM levels. Under the amended procedure the transitions will take place in the Yangon FIR where RVSM applies and transition to the CVSM stage could be removed.. Also, it includes provision for loss of radio communications.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the proposed RVSM transition procedure between the Kunming and Yangon FIRs, and the action to be taken by China and Myanmar to implement the change.

APPENDIX**PROPOSED RVSM TRANSITION PROCEDURE BETWEEN
KUNMING AND YANGON FIRs ON ATS ROUTE A599****Eastbound aircraft**

Fly eastbound RVSM level to LASHIO. Request for level change at LASHIO from Yangon ACC to China metric level. Effect level change to China metric level and complete as soon as possible and before LINSO.

Contingency procedure

If no radio contact with Yangon ACC, pilots will transmit blind and effect level change after LASHIO to China metric level and complete the level change as soon as possible before LINSO in accordance with the flight level allocation assignment as shown in the Transition Level Table below.

Westbound aircraft

Fly China metric level to LINSO. Upon clearance by Kunming ACC, to effect level change at LINSO to RVSM flight level. Contact Yangon ACC. To complete level change as soon as possible, before LASHIO.

Contingency procedure

If no radio contact with Yangon ACC, pilots will transmit blind and continue level change to cleared RVSM level in accordance with the flight level allocation assignment as shown in the Transition Level Table below.

Level change

All level changes from China metric to RVSM and vice versa are to be initiated and completed within the Yangon FIR. Levels changes between the China metric and RVSM levels shall be in conformance with the levels contained in the Transition Table below. To ensure that there will always be not less than 1000 feet between aircraft during transition, aircraft shall only be cleared to transition from one flight level to the corresponding flight level in a level pair. For example, a westbound aircraft at 10800 metres shall be cleared to transition to RVSM FL 360 only.

**Transition Level Table between CHINA METRIC LEVELS and ICAO RVSM Levels for A599
between LASHIO AND LINSO**

ICAO RVSM LEVEL	CHINA METRIC LEVEL
410 (not available)	
400 (not available)	
390(not available)	
380 Westbound	12000 (FL393) Westbound
370 Eastbound	11400 (FL374) Eastbound
360 Westbound	10800 (FL354) Westbound
350(not available)	
340(not available)	

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330 Eastbound	10200 (FL334) Eastbound
320 Westbound	9600 (FL315) Westbound
310(not available)	
300(not available)	
290 Eastbound	9000 (FL295) Eastbound
280 Westbound	8400 (FL275) Westbound

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