



*International Civil Aviation Organization*

**SIXTH MEETING OF THE SOUTHEAST ASIA  
SUB-REGIONAL ADS-B IMPLEMENTATION  
WORKING GROUP (SEA ADS-B WG/6)**



Singapore, 24 - 25 February 2011.

---

**Agenda Item 5: Review of sub-regional implementation plan**

**ADS-B IMPLEMENTATION PLAN IN MYANMAR**

(Presented by Myanmar)

**SUMMARY**

This information paper presents the ADS-B implementation plan in Myanmar.

**1. BACKGROUND**

1.1 Myanmar airspace has only Yangon FIR and which covered the whole area of the country. It is divided into two sectors such as North Sector and South Sector. Myanmar's airspace currently is covered by three Mono-pulse Secondary Surveillance Radar (MSSR). They are situated in Yangon, Mandalay and Myeik airports. (See attachment, Radar Coverage)

1.2 One aspect of the implementation of ADS-B in Myanmar is to enhance the surveillance capability and target level of safety of air traffic services in Yangon FIR.

**2. PHASE OF ADS-B IMPLEMENTATION PLAN IN MYANMAR**

2.1 Depends on the existing VSAT-RCAG networks, two ADS-B Ground stations are planning to install at the remote sites such as Lashio airport for North Sector and Patheingyi airport for South Sector. Data collected from each remote sites will be sent to Yangon ACC via VSAT link for Data integration at Eurocat-C.

2.2 DCA Myanmar has a plan to make an agreement with adjacent FIRs for ADS-B Data sharing.

**3. ATC SYSTEM IN MYANMAR**

3.1 The old ATC System from Selex Flight Data Processing/Radar Data Processing (FDP/RDP) has been operated since 1998. After twelve years, the new Eurocat-C system can be replaced the old system. The new system has been designed to enable air traffic controllers to cope with the expected growth in air traffic volume in the next decade.

3.2 Some features of the new ATC system are automated handling of flight data (eg: message reception, flight plan processing and billing), system and warning (eg: minimum safety altitude warning, cleared level adherence monitoring, short term conflict alert, danger/prohibited/restricted plan are infringement warning), support for air-ground data link (eg: ADS-C/CPDLC and automatic handling of aeronautical information).

#### **4. ACTION BY THE MEETING**

4.1 The meeting is invited to note the contents of this information paper.

-----

