



International Civil Aviation Organization

**FIFTEENTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/15)
Bangkok, Thailand, 23 to 27 August 2004**

**Agenda Item 2: ASIA/PAC Air navigation Systems and Related Activities
2.1 ATM/AIS/SAR Matters**

RVSM IMPLEMENTATION PLAN

(Presented by the Republic of Korea)

SUMMARY

This paper introduces the RVSM implementation plan of the Republic of Korea that will be implemented on 9 June 2005 in the Incheon, Naha and Tokyo FIRs.

1. Introduction

1.1 The air traffic volume within Incheon FIR, which is under the responsibility of Civil Aviation Safety Authority (CASA), has been growing annually and the requests for the economic flight levels of an aircrafts are increasing. Accordingly, CASA has reviewed the need for RVSM implementation within Incheon FIR in order to improve the efficiency of the use of airspace.

1.2 The Republic of Korea and Japan had agreed to simultaneously implement RVSM in 2005 at the same time and the ICAO RVSM T/F meeting decided to start RVSM implementation in the Incheon, Naha and Tokyo FIRs on 6 June 2005 and made a schedule for it.

2. RVSM Implementation Plan in Incheon FIR

2.1 RVSM will be implemented on all ATS routes in the Incheon FIR except for some portion of routes, and will be established transition areas with adjacent States not implementing RVSM, the flight level orientation scheme and ATC procedures.

2.2 Transition areas will be established on route segments adjoining the airspaces of the People's Republic of China and the Democratic People's Republic of Korea (non-RVSM airspace) as follows:

- G597: AGAVO-NOPIK (80NM)
- A593: SADLI-NIRAT (46NM)
- B467: INTOS-TENAS (20NM)

2.3 In regard of the above, the following route segments will be excluded from the RVSM plan:

- on B467 between TENAS and KANSU (since the transition area is too close to the Pyongyang FIR where RVSM did not apply);
- the entire airway B332 in the Incheon FIR (since the segment of the route in the Incheon FIR is too short and the remainder of the route was in the Pyongyang FIR where RVSM did not apply); and
- on A593 between LAMEN and SADLI (since this portion is under Shanghai ACC responsibility beyond the transition area where RVSM did not apply).

2.4 The flight level orientation scheme will be applied by single alternate system, except for the portions of routes, where RVSM will be implemented.

2.5 In regard of operator readiness, about 86 percent of aircraft operated by national carriers and the operators have been approved for RVSM operation. All approved aircraft are equipped with the ACAS II (TCAS version 7).

2.6 The airspace safety assessment and oversight will be conducted in coordination with PARMO(MAAR) and ICAO.

2.7 The contact point for RVSM implementation in Incheon FIR is:

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3. Action by the meeting

3.1 The meeting is invited to note the implementation progress being made by the Republic of Korea.

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