



ASSEMBLY — 35TH SESSION

TECHNICAL COMMISSION

Agenda Item 23: Consolidated statement of continuing ICAO policies and practices related to communications, navigation, and surveillance/air traffic management (CNS/ATM) systems

RVSM IMPLEMENTATION PLAN IN THE REPUBLIC OF KOREA

(Presented by the Republic of Korea)

INFORMATION PAPER

SUMMARY

This paper introduces the RVSM implementation plan of the Republic of Korea that will be implemented on 9 June 2005 in the Incheon FIR.

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 aircraft 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 and the ICAO RVSM Task Force meeting decided to start RVSM implementation in the Incheon, Naha and Tokyo FIRs on 9 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 some portion of routes, and transition areas will be established for flights to/from adjacent States not implementing RVSM.

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 will not be applied)
- 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 is in the Pyongyang FIR where RVSM will not be applied)
- on A593 between LAMEN and SADLI (since this portion is under control of Shanghai ACC who have no plan to apply the RVSM)

2.4 Flight level orientation scheme will be the single alternate system, except for the portions of routes, where RVSM will not be implemented.

2.5 In regard of operator readiness, about 86 percent of aircraft operated by national carriers 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 the Incheon FIR is:

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3. ACTION BY THE ASSEMBLY

3.1 The Assembly is invited to note the information described in this paper.