

Appendix F to the RVSM/TF/15 Report
Operational Implementation Plan Tables

Operational Plan for the Implementation of RVSM in the Asia Region

Flight Information Region/Area of Responsibility	Flight Levels	Flight Level Orientation Scheme (FLOS)	Exclusive Airspace * <i>Note 1</i>	Initial Implementation	Remarks
Bangkok	290-410	Single Alternate	Yes	21 Feb 2002 (phase 1)	G474 R468(BKK-BOKAK) R588(KAKET-SOPOL) R334 N891(BKK-XONAN)
				31 Oct 2002 (phase 2)	A1 and A202 Northeastern to Northern of BKK FIR
Hanoi	290-410	Modified Single Alternate/Single Alternate * <i>Note 2</i>	Yes	31 Oct 2002	A202 (Modified Single Alternate); W1 (Single Alternate); R474, B465 (Subject to further discussion with Thailand and Lao PDR)
Ho Chi Minh	310-410 (phase 1)	Modified Single Alternate * <i>Note 2</i>	Yes	21 Feb 2002 (phase 1)	L642, M771, N892, L625, L628, N500, M765, M768, M753, L637, N891
	290-410 (phase 2)	Modified Single Alternate/Single Alternate * <i>Note 2</i>	Yes	31 Oct 2002 (phase 2)	A1, P901, L642, M771, N892, L625, L628, N500, M765, M768, M753, L637, N891 (Modified Single Alternate); W1 (Single Alternate)
Hong Kong	290-410	Modified Single Alternate * <i>Note 2</i>	Yes	31 Oct 2002	Excluding A202
Jakarta	350-390 (phase 1)	Single Alternate	Yes	31 Oct 2002	Phase 1: N646, N752, L764, L895, L511, B592, G464, A464, A576, G462, A585, G220
	310-390 (phase 2)	Single Alternate	Yes	AIRAC Feb 2004	Phase 2 to be advised
	290-410 (phase 3)	Single Alternate	Yes	AIRAC Feb 2006	

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Kota Kinabalu	310-410	Single Alternate/ Modified Single Alternate <i>*Note 2</i>	Yes	21 Feb 2002	Modified Single Alternate in SCS/ Single Alternate in other airspace
	290-410 (Phase 2)	Single Alternate/ Modified Single Alternate <i>*Note 2</i>	Yes	31 Oct 2002	
Kuala Lumpur	310-410	Modified Single Alternate <i>*Note 2</i>	Yes	21 Feb 2002	East of M751 inclusive
	290-410 (Phase 2)	Single Alternate/ Modified Single Alternate <i>*Note 2</i>	Yes	31 Oct 2002	
Manila	310-410	Single Alternate/ Modified Single Alternate <i>*Note 2</i>	Yes	21 Feb 2002	Single Alternate in Western Pacific/ Modified Single Alternate in SCS
	290-410 (Phase 2)	Single Alternate/ Modified Single Alternate <i>*Note 2</i>	Yes	31 Oct 2002	
Naha (Pacific Oceanic)	290-410	Single Alternate	Yes	24 Feb 2000	Exclusive airspace FL290-FL390
Phnom Penh	290-410	Single Alternate	Yes	21 Feb 2002	Except for R468, PNH-SAPEN FL310-FL410
	290-410 (Phase 2)	Single Alternate	Yes	31 Oct 2002	Include R468, PNH-SAPEN
Sanya (Oceanic airspace)	310-410	Modified Single Alternate <i>*Note 2</i>	Yes	21 Feb 2002	Applicable only on N892
	290-410	Modified Single Alternate <i>*Note 2</i>	Yes	31 Oct 2002	A1, P901, L642, and M771 be added as RVSM applied routes
Singapore	310-410	Modified Single Alternate <i>*Note 2</i>	Yes	21 Feb 2002	
	290-410 (Phase 2)	Modified Single Alternate <i>*Note 2</i>	Yes	31 Oct 2002	
Incheon (Daegue)	TBD	TBD	TBD	TBD	
Taipei	310-410	Modified Single Alternate <i>*Note 2</i>	TBD	21 Feb 2002	N892 south-bound traffic only
	290-410 (Phase 2)		Yes	31 Oct 2002	

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Ujung Pandang (UIR)	350-390 (phase 1)	Single Alternate	Yes	31 Oct 2002	Phase 1: B584, B583, R223, A461, B473, B472, R590, R340 L511, R592, G578, A576, B349, A587, G326, G464, A464, G462, A339, R340, A215, G459, B462
	310-390 (phase 2)	Single Alternate	Yes	AIRAC Feb 2004	To be advised
	290-410 (phase 3)	Single Alternate	Yes	AIRAC Feb 2006	To be advised
Vientiane	290-410	Single Alternate	Yes	31 Oct 2002	B465, R474, A1, A202, B202, B329, B346, B218

Table 2.1- RVSM Implementation Western Pacific/South China Sea

Note 1: “Exclusive” means non-RVSM approved aircraft may NOT flight plan into airspace where RVSM may be applied. Aircraft that have not received State RVSM approval may be cleared to operate in airspace where RVSM may be applied in accordance with policy and procedures established by the ATS Provider States provided that 2,000ft vertical separation is applied. Some States may choose to allow non-RVSM State aircraft to flight plan into RVSM airspace.

Note 2: “Modified Single Alternate” means the RVSM levels for the six major RNAV routes (viz L642, M771, N892, L625, N884 and M767) would be FL320, FL340, FL360, FL380 and FL400. RVSM approved aircraft operating on routes that cross the six one-way tracks would be assigned the eastbound levels FL330, FL370 and FL410 or westbound levels FL310, FL350 and FL390 accordingly. Individual State AIP will describe the details.

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Bangkok	290-410	Single Alternate	Yes	27 Nov 2003	All the remaining areas, in the southern part of BKK FIR
Calcutta	290/330-410 (availability of FLs 290-330 is time basis as follows:) 1630-0030 UTC (290-410 inclusive) 0030-1630 UTC (330-410)	TBD (Certain levels to be reserved for crossing routes)	Yes (for Oceanic airspace)	27 Nov 2003	Pending EMARSSH evaluation. Subject to consultation with adjacent FIRs. Implementation on a route specific basis.
Chennai	290/330-410 (availability of FLs 290-330 is time basis as follows:) 1630-0030 UTC (290-410 inclusive) 0030-1630 UTC (330-410)	TBD (Certain levels to be reserved for crossing routes)	Yes (for Oceanic airspace)	27 Nov 2003	Pending EMARSSH evaluation. Subject to consultation with adjacent FIRs. Implementation on a route specific basis.
Colombo	290/330-410	Modified Single Alternate	Yes	27 Nov 2003	Pending EMARSSH evaluation. Subject to consultation with adjacent FIRs. Implementation on a route specific basis.

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Delhi	290/330-410 (availability of FLs 290-330 is time basis as follows:) 1630-0030 UTC (290-410 inclusive) 0030-1630 UTC (330-410)	TBD	1630-0030 UTC Exclusive: 0030-1630 UTC Non-Exclusive	27 Nov 2003	Pending EMARSSH evaluation. Subject to consultation with adjacent FIRs. Implementation on a route specific basis.
Dhaka	TBD	TBD	TBD	27 Nov 2003	To be co-ordinated by ICAO
Jakarta	310-410	Single Alternate	Yes	27 Nov 2003	EMARSSH routes and R461, B344, A585, A576, B335, G468, B466, A327, R469, A330
Karachi	290-410	TBD	Yes	27 Nov 2003	Subject to consultation with adjacent FIRs. Implementation on a route specific basis
Kathmandu	TBD	TBD	TBD	27 Nov 2003	Subject to consultation with adjacent FIRs. Implementation on a route specific basis
Kuala Lumpur	290-410	Single Alternate	Yes	27 Nov 2003	Subject to consultation with adjacent FIRs.
Lahore	290-410	TBD	Yes	27 Nov 2003	Subject to consultation with adjacent FIRs.
Male	290-410	TBD	TBD	27 Nov 2003	Subject to consultation with adjacent FIRs.
Mumbai	290-410 (Oceanic airspace)	TBD	Yes (Oceanic airspace)	27 Nov 2003	Pending EMARSSH evaluation. Subject to consultation with adjacent FIRs. Implementation on a route specific basis.
Yangon	TBD	TBD	TBD	27 November 2003	To be co-ordinated by ICAO

Table 2.2 – RVSM Implementation Bay of Bengal and Beyond (within the ICAO Asia Region)

Note 1: “Exclusive” means non-RVSM approved aircraft may NOT flight plan into airspace where RVSM may be applied. Aircraft that have not received State RVSM approval may be cleared to operate in airspace where RVSM may be applied in accordance with policy and procedures established by the ATS Provider States provided that 2,000ft vertical separation is applied. Some States may choose to allow non-RVSM State aircraft to flight plan into RVSM airspace.

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