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Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Ref.: T 3/09.13 – AP055/10 (ATM)

29 March 2010

Subject: Proposal for amendment of Regional
Supplementary Procedures – Doc 7030/5
(Serial No. APAC-S 09/13 – MID/ASIA 4-4/5)

Action required: Reply before 29 April 2010

Sir/Madam,

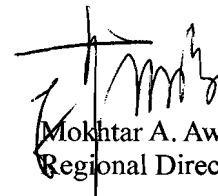
I have the honour to communicate to you the attached proposal for amendment of Regional Supplementary Procedures (Doc 7030/5), which has been originated by Democratic People's Republic of Korea.

In accordance with the established procedure for the amendment of Regional Supplementary Procedures, I am to enquire whether your Government has any objection to the proposal.

Since it is desirable to finalize action on this proposal with a minimum of delay, I shall be grateful if you will let me have your reply by the earliest practicable date and, in any event, not later than **29 April 2010**.

In the event that the views of your Government are not received by that date, it will be presumed that it has no objection to the proposed changes and the proposal will be processed accordingly.

Accept, Sir/Madam, the assurances of my highest consideration.



Mokhtar A. Awan
Regional Director

Enclosure:

Proposal for Amendment of *Regional Supplementary
Procedures* (Doc 7030/5)
(Serial No. APAC-S 09/13–MID/ASIA 4-4/5)

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**Proposal for Amendment of
Regional Supplementary Procedures - Doc 7030**
(Serial No. APAC-S 09/13 - MID/ASIA)

- a) **Regional Supplementary Procedures:** MID/ASIA
- b) **Proposing State(s):** Democratic People's Republic of Korea
- c) **Proposed Amendment:** Editorial note: Amendments are arranged to show deleted text using strikethrough (~~text to be deleted~~), and added text with grey shading (text to be inserted).
- On pages MID/ASIA 4-4 and -5 dated 30/11/07
- Add** "Pyongyang" to Paragraph 4.2.1
- 4.2.1 RVSM shall be applicable in that volume of airspace between FL 290 and FL 410 inclusive in the following FIRs:
- Amman, Auckland Oceanic, Bahrain, Bangkok, Beijing, Beirut, Brisbane, Cairo, Chennai, Colombo, Damascus, Delhi, Dhaka, Emirates, Fukuoka, Guangzhou, Hanoi, Ho Chi Minh, Hong Kong, Honiara, Incheon, Jakarta, Jeddah, Karachi, Kathmandu, Kolkata, Kota Kinabalu, Kuala Lumpur, Kunming, Kuwait, Lahore, Lanzhou, Male, Manila, Melbourne, Mumbai, Muscat, Nauru, New Zealand, Phnom Penh, Port Moresby, **Pyongyang**, Sana'a, Sanya, Shanghai, Shenyang, Singapore, Taipei, Teheran, Ujung Pandang, Urumqi, Vientiane, Wuhan and Yangon.
- d) **Proposer's Reason for Amendment:** RVSM was implemented in the Pyongyang FIR on 22 October 2009.
- e) **Proposed Implementation Date of the Amendment:** 22 October 2009
- f) **Proposal Circulated to the following States and international organizations:**
- | | |
|--|--------------------|
| China | Mongolia |
| (cc: Hong Kong, China) | Republic of Korea |
| (cc: Macao, China) | Russian Federation |
| Democratic People's Republic of Korea* | United States |
| Japan | IATA |
| | IFALPA |

* for information

g) **Secretariat comments:**

1. DPR Korea has implemented RVSM since 22 October 2009 in their whole airspace. The introduction of RVSM in the Pyongyang FIR would serve to increase the availability of fuel and time efficient altitude levels to users, reduce the complexity of the air traffic management task and enhance airspace capacity.
2. DPR Korea would use the metric RVSM flight level assignment in accordance with Annex 2 – Rules of the Air in the Pyongyang FIR. The same assignment scheme has been implemented in the neighboring Chinese airspace since November 2007. At the time of the implementation, there was no transition for the flights between China and DPR Korea.
3. Pre-implementation safety assessment was carried out by China Regional Monitoring Agency (RMA) and the result was reported to the 11th meeting of the APAC Regional Airspace Safety Monitoring Advisory Group (RASAMG/11, June 2009). Based on the collected traffic sample data (TSD) and large height deviation (LHD) reports, the technical risk estimate is 5.62×10^{-10} , and the overall risk is 1.66×10^{-9} . Both of them were found to satisfy the agreed target level of safety (TLS) value of no more than 2.5×10^{-9} and 5.0×10^{-9} fatal accidents per flight hour due to the loss of a correctly established vertical separation standard of 300 m and to all causes, respectively.

– End –