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## ENR 7. RVSM POLICY AND PROCEDURES IN KATHMANDU FIR

### 1. ENR 7.1 Introduction

1.1. In order to minimize flight level transition requirements for flights entering and leaving Kathmandu FIR (VNSM), RVSM shall be implemented permanently.

1.2. To harmonize with RVSM operation within adjacent FIRs, RVSM operation within Kathmandu FIR (VNSM) shall be conducted in all ATS routes (except domestic) between FL290 and FL410 (inclusive).

1.3. Non RVSM approved aircraft shall fly below RVSM airspace unless prior approval has been obtained from the Kathmandu ACC for such aircraft to operate in RVSM airspace. In the assignment of cruising level in RVSM airspace, RVSM approved aircraft shall be given priority over non RVSM approved aircraft.

1.4. When an RVSM approved aircraft reports that it is no longer RVSM compliant before the transfer of control point, Kathmandu ACC shall immediately notify the adjacent ACC of this fact and provide conventional vertical separation of 2000 ft between this aircraft and other aircraft.

### 2. Airworthiness Operational Approval and Monitoring

2.1. Operators must obtain airworthiness and operational approval from the State of Registry or State of the Operator, as appropriate, to conduct RVSM operations.

2.2. Operators are required to participate in the RVSM aircraft monitoring program. This is an essential element of the RVSM implementation program in that it confirms that the aircraft altitude-keeping performance standard is being met.

2.2.1. The Monitoring Agency for Asia Region (MAAR) will process the results of monitoring for Asia Region. Website and the information can be accessed by:

- a) Accessing the "monitoring Program" section of the MAAR website
- b) The Internet address for MAAR is: <http://www.aerothai.or.th/maar>

### 3. ACAS II and Transponder Equipage

3.1. The ICAO Asia/Pacific RVSM Implementation Task Force recommends that those aircraft equipped with ACAS and operated in RVSM airspace be equipped with ACAS II. (TCAS II system with version 7.0 incorporated meet ICAO ACAS II standards).

3.2. Operators must take action to inform themselves of ACAS II equipage requirements and plan for compliance. ICAO and individual States have established policies requiring ACAS II equipage and schedules for compliance. The Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) has endorsed early ACAS II equipage in the region.

3.3. ICAO Annex 6, Part II, state that, starting 1 January 2000, IGA airplanes shall be equipped with a pressure altitude reporting transponder certified by the appropriate state