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西太平洋/南中国海空域实施修订后的飞行高度配备方案
Implementation of Revised Flight Level Allocation in the Western
Pacific/South China Sea Area
Effective from 2100 UTC on 2nd July, 2008

1.0 序言

1.1 2002 年, 国际民航组织 (ICAO) 在亚太地区西太平洋/南中国海空域范围内的各个国家之间分两步实施了缩小垂直间隔运行, 在该区域内使用改良的东单西双单层配置方案 (FLOS) 和补充的飞行高度配备方案 (FLAS) 分配飞行高度层。

1.2 为了有利于迅速的实施放行, 所有涉及运行的管制部门经协商后同意采用不需起飞前协调的放行 (No-PDC) 程序。采用不需起飞前协调的放行程序需要相邻的两个管制单位在不进行实时飞行高度层协调的情况下, 根据事先规定好飞行高度配备方案 (FLAS) 为被放行航空器分配初始飞行高度。放行后, 其他高度层的使用必须在满足两个管制单位预先协调内容的前提下, 符合备选的飞行高度层。

1.3 缩小垂直间隔在西太平洋/南中国海空域的运行之后, 该区域周边的空域也已经实施了缩小垂直间隔。与西太平洋/南中国海

1.0 Introduction

1.1 During 2002, in two stages during February and October respectively, the States of the ICAO Asia/Pacific Region within the Western Pacific/South China Sea (WPAC/SCS) area implemented RVSM operations using a modified single alternate flight level orientation scheme (FLOS), with a complementary flight level allocation scheme (FLAS) for ATC flight level assignment.

1.2 To assist expeditious traffic handling, ATC operational arrangements termed 'no pre-departure coordination' (i.e. 'No-PDC') procedures are mutually agreed between affected ATC Area Control Centres (ACCs). Using No-PDC procedures means the initial flight level for departing flights is allocated in accordance with the pre-agreed FLAS without real time flight level coordination being undertaken between adjacent ACCs. After departure, other flight levels may be available subject to prior coordination between ACCs to agree alternative flight levels for assignment.

1.3 Subsequent to the commencement of RVSM operations in the WPAC/SCS area, implementation of RVSM has continued in airspaces surrounding the WPAC/SCS area but utilizing a

空域有所不同，周边空域使用国际民航组织附件 2——《飞行规则》附录三中巡航高度表“RVSM-FEET”推荐的东单西双单层配置方案（FLOS）。以上差异造成航空器在进入或离开西太平洋/南中国海空域时需要不断地在改良的东单西双单层配置方案和东单西双单层配置方案之间进行高度层的转换。

2.0 西太平洋/南中国海空域实施修订后的东单西双单层配置方案和飞行高度配备方案

2.1 为了减少航空器在进入或离开西太平洋/南中国海空域时的高度层转换，在国际民航组织西太平洋/南中国海空域缩小垂直间隔审查组的组织下，该区域的所有国家准备在共同生效日 2008 年 7 月 3 日实施修订后的飞行高度配备方案。

2.2 自 2008 年 7 月 2 日 21 时(UTC)起,西太平洋/南中国海空域同时执行如下飞行高度配备方案:

a) 按照附件 2 附录三中“RVSM-FEET”表执行东单西双单层配置方案(即:东向使用单数高度层,西向使用双数高度层),与该区域周边的飞行高度层方向保持一致;

b) 在 L642, M771, N892, L625, N884, M767 等六条平行单向航路上同时使用单双数高度层,提高航路的飞行流量;

c) 在管制单位之间使用便于不需起飞前协调的放行程序的飞行高度配备方案。

2.3 飞行高度配备方案的细节,包括适用于大范围危险天气避让时的高度配备方案见本补充修订的附件部分。

single alternate FLOS in accordance with the Tables of Cruising Levels contained in the Table “RVSM-FEET” of Appendix 3 of ICAO Annex 2 – Rules of the Air. This resulted in a need to continuously transition the flight levels of many flights entering and leaving the WPAC/SCS area between the modified single alternate FLOS in the WPAC/SCS area and the single alternate FLOS in surrounding RVSM areas.

2.0 Implement revised FLOS and FLAS in WPAC/SCS area

2.1 In order to minimize flight level transition requirements for flights entering and leaving the WPAC/SCS area, affected States working under the auspices of the ICAO WPAC/SCS RVSM Scrutiny Working Group (WPAC/SCS RSG) will implement revised flight level arrangements for the WPAC/SCS area in association with the 3 July 2008 AIRAC date.

2.2 With effect from 0807022100 UTC, simultaneous and permanent implementation of the following flight level arrangements in the WPAC/SCS area will occur:

a) a single alternate FLOS (i.e. ‘east odd flight levels, west even flight levels’) in compliance with the Table “RVSM-FEET” of Appendix 3 of Annex 2 and in accordance with the FLOS in surrounding areas;

b) special high capacity arrangements for six unidirectional parallel routes (L642, M771, N892, L625, N884, M767) that involve managed use of odd and even flight levels in the same direction of flight;

c) an associated FLAS agreed between affected ACCs to facilitate ATC ‘No-PDC’ operations.

2.3 Details of the flight level arrangements to be implemented, including those applicable to Large Scale Weather Deviations (LSWD), have been included in the Appendix to this Supplement.

西太平洋/南中国海空域的飞行高度配备方案

Flight Level Allocation Scheme (FLAS) for Western Pacific/South China Sea Area

ATS航路 ATS Route	不需起飞前协调的放行高度层 <i>其它高度层的使用必须提前获得批准</i> No-Pre-Departure Coordination (No-PDC) Flight Levels. <i>Other levels available with prior approval</i>	飞行情报区 Flight Information Regions	高度层转换 Flight Level Transition
L642 M771 N892 L625	Eastbound (EB) & Westbound (WB) EB & WB FL 310, 320, 350, 360, 390, 400	Hong Kong, Sanya, Ho Chi Minh, Manila, Singapore, Taibei	<p>For L642 & M771 – NIL</p> <p>For L625 joining B462– <u>Naha ACC</u> from FL 320, 360, 400 to odd levels after MEVIN on B462</p> <p>For L625 joining B348 – <u>Manila ACC</u> from FL 320, 360, 400 to odd levels, or FL 290 for landing Taibei FIR, by POTIB on B348</p> <p>For N892 – <u>Taibei ACC</u> from FL 300, 340, 380 to FL 310, 350, 390 before KABAM</p>
A1	EB – FL 290, 330, 370, 390, 410 WB – FL 280, 300, 340, 380, 400	Sanya, Ho Chi Minh, Bangkok, Vientiane	NIL
A202	EB – FL 290, 330, 370, 390, 410 WB – FL 280, 300, 340, 380, 400 Note: Implemented AIRAC 22 Nov 2007	Hong Kong, Sanya, Hanoi, Bangkok, Vientiane	NIL

西太平洋/南中国海空域大范围危险天气避让时的高度配备方案

(适用于福岗, 胡志明、香港、那霸、三亚、新加坡和台北管制区)

FLAS for Large Scale Weather Deviations (LSWD) in Western Pacific/South China Sea area
(as applicable by Fukuoka ATMC, Ho Chi Minh, Hong Kong, Manila, Naha, Sanya, Singapore and Taipei ACCs)

飞行高度层 Flight Level Allocation (LSWD)	ATS航路和飞行方向 ATS Route and Direction of Flight									
	N892	L625	N884	M767	A582/B462		A590		L642	M771
	西南 SW	东北 NE	东北 NE	西南 SW	东 E	西 W	东 E	西 W	西南 SW	东北 NE
410					410					
400	400			400				400	400	
390		390	390				390			390
380						380				
370					370					
360	360			360				360	360	
350		350	350				350			350
340						340				
330					330					
320	320			320				320	320	
310		310	310				310			310
300						300				
290					290					