

2.3.5 The radar controller shall advise an aircraft being radar vectored for instrument approach of its position at least once prior to commencement of final approach.

2.3.6 When giving distance information, the radar controller shall specify the point or navigation aid to which instruction refers.

2.3.7 In the case of aircraft holding, pilot should plan their flight profile in such manner as to be able to achieve the minimum holding altitude at the holding fix or point if so required.

2.3.8 Speed Control

2.3.8.1 In order to reduce radar vectoring, speed control shall be applied in specified manner.

2.3.8.2 Aircraft unable to conform to the speeds specified by the radar controller should inform ATC immediately and state what speeds can be used. In the interests of accurate spacing, pilots are required to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.

2.3.8.3 When applying speed control, the following table is used as a guideline.

<i>If the distance to destination is</i>	<i>And if the aircraft type is</i>	<i>And if the altitude is</i>	<i>Then minimum speed is</i>
20 miles or more		10 000 AMSL and above	250 kts IAS
		below 10 000 AMSL	210 kts IAS
Less than 20 miles	Turbo-jet		160 kts IAS
	Propeller		120 kts IAS

2.3.9 In the event of radar failure, revised instruction will be issued to each aircraft under radar control and the procedures as published for intermediate approach without radar control will be effected.

2.3.10 Departure

2.3.10.1 Route of outbound aircraft may be varied ATC direction according to the prevailing traffic conditions.

2.3.10.2 Pilots are reminded of presence of terrain around airport. It is the pilot's responsibility to maintain adequate terrain clearance, except when being radar vectored, in which case the radar controller will ensure that adequate terrain clearance exists prior to issuing radar vector.

2.3.10.3 For ATC purpose, out bound aircraft will normally be required to cross a certain point at or above the altitude assigned. Pilots who unable to comply with the necessary climb profile must inform to ATC before departure. Alternative route should be coordinated.

2.4 Missed Approaches

2.4.1 As directed by ATC.

2.4.2 In the absence of instructions from ATC, the procedures are as in the published charts.

3 Secondary surveillance radar

3.1 Location of Secondary Surveillance Radar

3.1.1 Secondary surveillance radar equipment is located at:

- a) SSR Yangon - 165452.8N 0950809.9E
- Coverage: 200 NM, up to 45 000 feet
- b) SSR Mandalay - 214151.6N 0955849.9E
- Coverage: 200 NM, up to 45 000 feet
- c) SSR Myeik - 122637.6N 0983709.1E
- Coverage: 200 NM, up to 45 000 feet

3.1.2 Yangon radar unit will use the following call sign when providing radar service;

- a. Aircraft under Yangon ACC: YANGON CONTROL

3.2 Operating Procedures

3.2.1 All aircraft flying within Yangon FIR are required to operate their transponders in accordance with ATC instruction. In addition pilots shall also transpond on Mode C.

3.2.2 Pilots of aircraft about to enter Yangon FIR shall, unless otherwise instructed by the appropriate ATS unit, operate transponder within Yangon FIR to transpond on the SSR code last assigned by ATS unit, or if no code has been previously assigned, to transpond on Mode A Code 2000 and Mode C.

3.2.3 Inbound aircraft (Domestic) shall operate the transponder on the code last assigned by the appropriate ATS units or if no code has been previously assigned to transpond on A 3400.

3.2.4 Except as stated in para 3.3, 3.4 and 3.5 below, pilots who have received specific instruction from ATC concerning the setting of the transponder should maintain that setting unless otherwise instructed.

3.3 Emergency Procedures

3.3.1 To indicate that a state of emergency exists, the pilot of an aircraft shall set the transponder to Mode A code 7700.

3.4 Radio Communication Failure Procedures

3.4.1 To indicate that a pilot has lost two-way communication, the pilot of an aircraft shall set the transponder to Mode A code 7600.

3.5 Unlawful Interference

3.5.1 Should an aircraft in flight be subjected to unlawful interference the pilot shall endeavour to set the transponder to Mode A Code 7500 to give indication of the situation unless circumstances warrant the use of Code 7700.

3.5.2 When a pilot has selected Code 7500 and is subsequently requested to confirm the code by ATC, the pilot shall, according to circumstances, either confirm this or not reply all. (The absence of a reply from the pilot will be taken by ATC as an indication that the use of Code 7500 is not due to an inadvertent false code selection.)

3.6 SSR Code Assignment Method

3.6.1 IFR, VFR flights operating in Yangon FIR can expect to be assigned SSR Code as follow:

YANGON AREA CONTROL CENTRE	
International Arrival / Departure	A7401 - A7407, A7410 - A7417
Sector I	
International overflight	A7450 - A7457, A7460 - A7467
Domestic departure	A3410 - A3417, A3420 - A3427
Domestic arrival	A3430 - A3437
Sector II	
International overflight	A7420 - A7427, A7430 - A7437 A7440 - A7444
Domestic departure	A3401 - A3407
Domestic arrival	A3440 - A3447
VFR flights	A3450 - A3453
VIP flights	A3454 - A3457
MANDALAY APPROACH CONTROL	
International Arrival / Departure	A7470 - A7477
Domestic departure	A3460 - A3467
Domestic arrival	A3470 - A3477

Note; A7445 - A7447 is reserved for future use.

YANGON FIR – ATS ROUTES AND RADAR COVERAGE [ENR 1.6-RadarCov](#)
 YANGON FIR – ATS ROUTES AND RCAG COVERAGE [ENR 1.6-RCAGCov](#)

3.7 ADS-B Monitoring Service

3.7.1 DCA Myanmar has installed 7 ADS-B stations in Yangon, Mandalay, Sittwe, Lashio, Myeik, Co Co Island, Tachileik and integrated into 3 main Radar display (Yangon, Mandalay, Myeik).

3.7.2 ADS-B coverage is available 200 nm from stations and provides monitoring service for flight safety purpose.

3.7.3 All aircraft flying within the Yangon FIR at or above FL 250 shall be equipped with ADS-B out.