

2.3.8 A few prohibited areas, restricted areas and danger areas are established within Myanmar territory. These areas, three of which are in the vicinity of Mingaladon Airport, are shown in ENR 5.1-3. Activation of areas subject to intermittent activity is notified well in advance by NOTAM, giving reference to the area only by its identification except VYP5 which is to be avoided at all times under any circumstances.

2.3.8.1 Warning to avoid prohibited area VYP5

2.3.8.1.1 **Should this violation on VYP5 by traffic occurs severe action will be taken according to Myanmar Aircraft Rules, Part II - General Conditions of Flying No.12 Prohibited Area and Part XIV, General Rules 160, Penalties, of which the penalty shall be imprisonment for a term not exceeding three months or a fine not exceeding Kyats 10000 or both.**

2.4 Coordination between the Operators and Air Traffic Services:

2.4.1 Coordination between the operator and Air Traffic Service is effected in accordance with 2.15 of Annex 11.

2.5 Minimum Flight Altitudes

2.5.1 The minimum flight altitudes on the ATS routes as listed in ENR 3.1 have been determined so as to ensure at least 300 metres (1000 feet) vertical clearance above the highest obstacle within 10 NM on each side of the center line of the route. However, where the angular divergence of the navigational aids signal in combination with the distance between the navigational aids could result in the aircraft being more than 5 NM on either side of the centre line, the 10NM protection limit is increased by the extent to which the divergence is more than 5 NM from the centre line.

3 National Security Requirements

3.1 General

3.1.1 The following rules and procedures are adopted in the interest of national security to enable identification as early as possible of air traffic entering the Air Defense Identification Zone (ADIZ) in the Republic of the Union of Myanmar.

3.1.2 Myanmar has established an Air Defense Identification Zone (ADIZ) within Yangon FIR comprising all that airspace enclosed in the South by Yangon FIR boundary from 1000N 09830E to 1000N 09600E, then along 09600E to 1400N 09600E, then 1400N parallel to 1400N 09222E, then 09222E to 2041N 09222E, then along Myanmar National Boundary in the North and East to 1000N 09830E in the South.

3.1.3 No flight of any aircraft either originating in or penetrating into the ADIZ will be permitted without Air Defense Clearance. The procedure for obtaining this clearance is as follows:

1. Flight plan to be filed 30 minutes before take-off and include ETA at ADIZ boundary and route and altitude within ADIZ. In-flight changes for entry are not allowed except in emergency.
2. Except for local flights conducted in the immediate vicinity of an aerodrome, all aircraft operating to, through or within the ADIZ shall obtain Air Defense Clearance (ADC) through the Air Traffic Control Centre.
3. ADC shall be valid for the entire flight within ADIZ irrespective of intermediate halts for flights originating in or transiting the ADIZ.
4. For flights originating within the ADIZ, ADC shall be obtained before departure and in the event of departure being delayed for more than 30 minutes in fresh ADC shall be obtained.
5. In respect of east bound flight conducted along the airways penetrating the ADIZ, aircraft shall, on first contact with the ATCC at the FIR boundary request the ADC giving the estimated time over the ADIZ boundary.
6. In respect of west bound flight conducted along the airways penetrating the ADIZ, aircraft shall, on first contact with the ATCC at the FIR boundary request an ADC only.
7. In respect of all flights conducted of airways, aircraft shall contact ATCC at least 10 minutes before entering the ADIZ giving the ETA over the ADIZ boundary and requesting ATC.
8. The frequencies to be used shall be the normal air/ground communication frequency.

3.2 Identification and Interception

3.2.1 Any aircraft penetrating into or flying within the ADIZ without an ADC, or failing to comply with any instructions or deviating from the flight plan or approved airways, will be liable to interception for identification according to the interception procedures outlined in section ENR 1.12.

4 Flight Category

4.1 Flights will be categorised IFR or VFR for the purpose of:

- a. indicating flight notification requirements;
- b. specifying operational control responsibilities;
- c. indicating traffic information requirements outside controlled airspace.

4.1.1 This shall be inserted on flight plans as a general category in addition to the flight procedures specified for each route segment.