



**THE FORTY-FOURTH MEETING OF THE
INFORMAL PACIFIC ATC CO-ORDINATING GROUP
(IPACG/44)**

(Honolulu, Hawaii, 22 & 23 August 2018)

Agenda Item 6: Air Traffic Management (ATM) Issues

Monitoring Agency Activity in North Pacific Airspace

(Prepared by Japan Airspace Safety Monitoring Agency (JASMA) and Pacific Approvals Registry and Monitoring Organization (PARMO))

SUMMARY

This information paper provides the meeting with a summary of relevant safety monitoring activities conducted for North Pacific Airspace by two ICAO-endorsed monitoring agencies. The Japan Airspace Safety Monitoring Agency (JASMA) and Pacific Approvals Registry and Monitoring Organization (PARMO) provide enroute monitoring agency (EMA) and regional monitoring agency (RMA) services for North Pacific Airspace.

1. Introduction

1.1. The Japan Airspace Safety Monitoring Agency (JASMA) and the Pacific Approvals Registry and Monitoring Organization (PARMO) produce annual reports to the ICAO Regional Airspace Safety Monitoring Advisory Group (RASMAG). The 23rd meeting of this group, RASMAG/23, took place in July 2018. The RASMAG reports directly to the Asia Pacific Air Navigation Planning and Implementation Group (APANPIRG). Attendance to the RASMAG meetings is open to all Asia Pacific States. All Asia Pacific EMAs and RMAs attend the annual RASMAG meeting and provide safety monitoring reports for operations observed during the previous calendar year.

1.2. The JASMA is operated by the Civil Aviation Bureau (CAB), Ministry of Land, Infrastructure Transport and Tourism-(MLIT)- Japan. The Air Traffic Control Association Japan (ATCA-J) has been supporting complementary parts of its operation in close coordination with JCAB on contract basis.

1.3. The PARMO is provided by the U.S. Federal Aviation Administration (FAA) William J. Hughes Technical Center (WJHTC). The purpose of this information paper is to increase awareness of the monitoring agency activities.

2. Discussion

2.1. The accompanying presentation in the Attachment contains a relevant summary of the most recent reports delivered to RASMAG/23 by JASMA and PARMO.

2.2. The Asia Pacific RMAs use traffic sample data (TSD) to perform checks on the RVSM approval status for observed operations. Operations indicating “W” in Item 10 of the filed flight plan are cross-examined with the collective RVSM approvals database. Any of these operations for which an RVSM

approval is not found are investigated. If an RVSM approval is not found with further investigation, the operation is noted and repeated occurrences are reported to RASMAG. The Asia Pacific RMAs reported a decrease in the number of operations filing “W” in item 10 of the flight plan without a record of RVSM approval to RASMAG/23.

2.3. The RASMAG/23 Meeting noted that the observed decrease in the number of non-RVSM airframes detected could be attributed to the effort of all RMAs, and Conclusion *APANPIRG/28/12 Management of Non-RVSM Aircraft*. The associated text of Conclusion *APANPIRG/28/12, Management of Non-RVSM Aircraft*, is found in the Attachment 5 of the *APANPIRG/28 Final Report, APANPIRG/28 Conclusions/Decisions – Action Plan*, and repeated in **Table 1**.

Table 1. Conclusion *APANPIRG/28/12, Management of Non-RVSM Aircraft*

Text of Conclusion/Decision	Responsibility	Deliverable	Target Date
That, due to the continuing problem of non-Reduced Vertical Separation Minimum (RVSM) aircraft operating inappropriately within the RVSM stratum on a long-term basis:	ICAO APAC	State Letter with Implementation GM	COMPLETED Ref. T 3/10.0 – AP119/17, 28 September 17
a) Asia/Pacific States should respond in a timely manner to Regional Monitoring Agency (RMA) recommendations; and	APAC States	Action in accordance with the Conclusion	Not specified
b) Asia/Pacific States and Administrations should enact policies, legislation (including appropriate enforcement actions), and procedures to ensure such non-approved aircraft are identified and refused entry into the RVSM stratum unless specifically exempted, or they have Air Traffic Control (ATC) approval, and			
c) ICAO should survey Asia/Pacific States and Administrations to determine whether such policies, legislation and procedures to exclude non-RVSM aircraft have been implemented; and	ICAO APAC	Conduct survey	31 December 2017
d) RMAs should treat aircraft with an unverified RVSM approval status by its State of Approval for more than one month, starting from the first RMA notification, as a non-RVSM approved aircraft and that information provided to relevant State authorities for appropriate action; and	RMAs	Action in accordance with the Conclusion (d)	Not specified
e) RMAs should be empowered by APANPIRG to have direct communication with concerned ministries/authorities if required in the event of inadequate action by the State.	RMAs		

2.4. The RASMAG/23 produced five conclusions for review by APANPIRG/29. Four of the RASMAG conclusions concern Performance-based Communication and Surveillance (PBCS). These

four PBCS-related conclusions were initiated by the FIT-Asia/7 and FIT-Asia/8 Meetings and accepted by RASMAG/23 for promotion to APANPIRG/29.

2.5. One of the RASMAG/23 conclusions initiates a RASMAG effort to provide improved understanding of safety issues and initiatives identified by RASMAG. Safety Bulletins developed by relevant International Organizations and concerned States and endorsed by RASMAG will be posted on the ICAO Asia/Pacific website and circulated by State Letter, in addition to informal circulation by RMAs and EMAs. These Safety Bulletins are being developed by the monitoring agencies, IATA, IFALPA, and ICAO using the results of observed trends in reported events within the Asia Pacific Region.

3. Conclusion

3.1 The meeting is invited to note the information provided.