



**THE FORTY-SIXTH MEETING OF THE
INFORMAL PACIFIC ATC CO-ORDINATING GROUP
(IPACG/46)**

(Virtual, 20 & 21 October 2020)

Agenda Item 2: Reports on the Relevant Outcomes from Other Meetings

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. The purpose of this information paper is to increase awareness of the monitoring agency activities.

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 25th meeting of this group, RASMAG/25, was scheduled to for July 2020, but due to COVID-19, has been rescheduled for the end of October 2020. 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) and the Electronic Navigation Research Institute (ENRI) have been supporting its operation in close coordination with JCAB as team members.

1.3. The PARMO is provided by the U.S. Federal Aviation Administration (FAA) William J. Hughes Technical Center (WJHTC).

2. Discussion

2.1. The accompanying presentation in the Attachment contains a relevant summary of the reports delivered to RASMAG/24 in 2019 and the upcoming RASMAG/25 by JASMA and PARMO.

2.2. The RASMAG/24 produced five conclusions for review by APANPIRG/30. Three of the RASMAG conclusions concern Performance-based Communication and Surveillance (PBCS). One of these conclusions require States to include the filed RCP and RSP capability information for each flight operation listed on the annual traffic sample data (TSD).

2.3. One of the RASMAG/24 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 are now posted on the ICAO Asia/Pacific website and have been circulated by State Letter, in addition to informal circulation by RMAs and EMAs. These Safety Bulletins are the result of observed trends in reported events within the Asia Pacific Region. The monitoring agencies, IATA, IFALPA, and ICAO are developing the Safety Bulletins.

3. Conclusion

3.1 The meeting is invited to note the information provided.