

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
ASIA AND PACIFIC OFFICE**



**REPORT OF THE FIRST MEETING OF
THE TASK FORCE FOR ESTABLISHMENT OF
REGIONAL AIRSPACE SAFETY MONITORING COMMITTEES
(RASM/TF/1)**

BANGKOK, THAILAND

13-15 FEBRUARY 2007

The views expressed in this Report should be taken as those of the
Task Force and not the Organization

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RASMC/TF/1
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1.1 **Introduction**

1.1.1 The First Meeting of the Task Force for Establishment of Regional Airspace Safety Monitoring Committees (RASMC/TF/1) was held at the ICAO Asia/Pacific Regional Office, Bangkok, Thailand from 13 to 15 February 2007.

1.2 **Attendance**

1.2.1 The meeting was attended by 18 participants from 7 States, namely Australia, Japan, New Zealand, Republic of Korea, Singapore, Thailand and the United States of America. A complete list of participants is at **Appendix A**.

1.3 **Officers and Secretariat**

1.3.1 Mr. Andrew Tiede, Regional Officer Air Traffic Management, ICAO Asia and Pacific Office, Bangkok served as the Moderator for the meeting. He was assisted by Dr. Paul Hooper, Regional Officer Air Transport, ICAO Asia and Pacific Office who acted as Secretary for the meeting.

1.4 **Opening of the Meeting**

1.4.1 On behalf of Mr. Lalit B. Shah, Regional Director, ICAO Asia and Pacific Regional Office Mr. Andrew Tiede welcomed all participants to Bangkok. He thanked delegates for making the effort to fit this meeting into busy schedules, noting that the RASMC Task Force had been convened under the terms of APANPIRG Decision 17/47 for the purpose of developing proposals for the implementation of Regional Airspace Safety Monitoring Committees.

1.4.2 In noting the long history of regional attempts to establish robust and reliable arrangements for the funding of safety monitoring activities, Mr Tiede drew attention to the difficulties experienced by RASMAG and APANPIRG in making progress on these matters as a result of the non-attendance by State legal, financial and organizational experts at the respective meetings. He noted with appreciation that the Directors General of Civil Aviation in Asia and Pacific, at their 43rd Conference (Bali, Indonesia, 4-8 December 2006), had given their strong support to this matter in raising Action Item 43/4 urging administrations to designate appropriately empowered experts to participate in the Task Force. Mr Tiede looked forward to finding solutions to these complex matters and wished the meeting every success.

1.5 **Documentation and Working Language**

1.5.1 The working language of the meeting and all documentation was in English. A list of documents provided for the meeting is included in this report as **Appendix B**.

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Agenda Item 1: Adoption of Agenda

1.1 The meeting reviewed the provisional agenda and adopted it as the agenda for the meeting.

- Agenda Item 1: Adoption of Agenda
- Agenda Item 2: Terms of Reference for RASMC/TF
- Agenda Item 3: Review Prior Developments to Meet Regional Airspace Safety Monitoring Needs
- Agenda Item 4: Develop implementation proposals for the establishment of Regional Airspace Safety Monitoring Committees
- Agenda Item 5: Any other business
- Agenda Item 6: Date and venue for the next meeting

Agenda Item 2: Terms of Reference for RASMC/TF

2.1 The meeting recalled that RASMC/TF had been convened in accordance with Decision 17/47 taken at the Seventeenth Meeting of the Asia and Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/17) held in Bangkok, Thailand from 21 to 25 August 2006 which said:

That a Task Force be established to develop and distribute to States by 30 June 2007 implementation proposals for the establishment of Regional Airspace Safety Monitoring Committees. The Task Force would work in accordance with the terms of reference (as set by APANPIRG) and use, inter alia, recent ICAO guidance materials in relation to the global approach for the funding of airspace safety monitoring.

2.2 It was recalled that the objective set for the RASMC/TF was to develop proposals and take action to implement Regional Airspace Safety Monitoring Committees for the Asia/Pacific Region.

2.3 The meeting considered its Terms of Reference, namely, that RASMC/TF:

- a) Develop proposals for the establishment of Regional Airspace Safety Monitoring Committees including terms of reference;
- b) Identify the appropriate regional monitoring entities and determine the number and area of responsibility;
- c) Formulate the duties, responsibilities and scope of regional monitoring entities;
- d) Establish a formula for the basis of cost recovery as well as cost recovery mechanism;
- e) Determine a methodology for assigning the responsibility for a regional monitoring entity to a State; and
- f) The RASMC/TF will report via Regional Airspace Safety Monitoring Advisory Group (RASMAG) to the APANPIRG.

2.4 The Secretariat, in RASMC/TF/1-IP/2 reminded the meeting that APANPIRG/17 agreed that the RASMC/TF would be facilitated by ICAO and that it would be composed of designated experts from the following States:

- i. Australia,
- ii. China,
- iii. Fiji,
- iv. India,
- v. Japan,
- vi. New Zealand,
- vii. Republic of Korea,
- viii. Singapore,
- ix. Thailand,
- x. United States of America

2.5 The Secretariat observed that APANPIRG had designated these States as participants on the basis of the size of their airspace and their level of activity in safety monitoring activities. It was regretted that there were no representatives from China, Fiji and India present at the meeting. The Secretariat expressed its disappointment that not all States were able to participate particularly as the Directors General of Civil Aviation in Asia and Pacific had agreed to an Action Item at their 43rd Conference in December 2006 supporting the convening of the Task Force.

Agenda Item 3: Review Prior Developments to Meet Regional Airspace Safety Monitoring Needs

3.1 The Secretariat presented RASMC/TF/1-WP/3 – “Background to the Establishment of RASMC/TF”. This included APANPIRG/17-WP/22 – “Funding Arrangements for Regional Airspace Safety Monitoring” – which had been prepared by the Regional Airspace Safety Monitoring Advisory Group (RASMAG) and which was the reference material underlying APANPIRG/17s discussions leading to Decision 17/47.

3.2 The meeting was reminded that, although the amount of funds required to support all of the required safety monitoring activities in Asia and Pacific was relatively modest, the Task Force had been established to address a very important challenge – to ensure that safety is maintained in the provision of ATS within airspaces. The Secretariat drew particular attention to Amendment 43 to Annex 11 requiring that any significant safety-related change to the ATC system, including implementation of a reduced separation minimum or a new procedure, shall only be effected after a safety assessment has demonstrated that an acceptable level of safety will be met and users have been consulted.

3.3 It was recalled that the concept of a regional airspace monitoring agency had been discussed at CNS/ATM/IC/SG/8 in 2001 and that APANPIRG/12 had assigned this to Asia Pacific Airspace Safety Monitoring Task Force for evaluation. The recommendation emanating from this Task Force to establish a Regional Airspace Safety Monitoring Agency as a business entity under a multinational agreement was rejected as being too complex and, instead, APANPIRG established RASMAG operating under the Terms of Reference provided as information for this meeting in RASMC/TF/1 – Flimsy - 1.

3.4 The Secretariat observed that a great deal of progress in safety monitoring had been achieved as a result of the good work of APANPIRG and RASMAG and the generosity of those States which had voluntarily provided safety monitoring services on a regional basis. However attention was drawn to the remaining challenges, including the need to establish sustainable and

equitable approaches to funding safety monitoring. In particular, reference was made to APANPIRG/16 Conclusion 16/5 highlighting that a failure to carry out necessary safety monitoring could place implementation of reduced separation at risk:

APANPIRG Conclusion 16/5 –No implementation of reduced separation unless compliant with Annex 11

That, recognizing that some States had not adequately complied with safety management provisions, the Regional Office advise States of the Asia/Pacific Region that further regional implementation of reduced separation minima should only proceed in circumstances where implementing States can demonstrate an ability to comply with Annex 11, Chapter 2, safety management provisions for the continuous monitoring and regular assessment of the safety level achieved.

3.5 The meeting was informed that APANPIRG/16 had requested that a study group develop a feasible and sustainable means to organize and finance the necessary safety monitoring mechanisms and to report through RASMAG. The Secretariat explained that work on the subject had been overtaken by events when the Council of ICAO took note of difficulties in sustaining safety monitoring activities in other ICAO Regions and referred the matter to ALLPIRG/5 and the Sixth Meeting of the Air Navigation Services Economics Panel (ANSEP/6). The outcome of the deliberations of these bodies was that a global approach was developed based on the designation of Regional Monitoring Authority (RMA) activities as multinational facilities/services. The Secretariat explained that, following acceptance of this approach by the Council of ICAO, a sound foundation now exists for the development of Regional Safety Monitoring Authorities.

3.6 Based on this guidance RASMAG/5 proposed that APANPIRG take steps to formalize the organization and funding of needed regional safety monitoring functions applying the model of the multinational ICAO air navigation facility/service in accordance with the FASID and other ICAO guidelines. Considering the scale and diversity of Asia and Pacific and considering the existing arrangements for provision of RMA services, it was further proposed that APANPIRG consider establishment of two Multinational ICAO Air Navigation Services – one for Asia and one for the Pacific. RASMAG/5 suggested that APANPIRG could proceed by calling meetings of the States concerned with each and encouraging them to sign appropriate Memoranda of Understanding. RASMAG/5 recommended that these should be called the “Regional Safety Monitoring Board - Asia” and the “Regional Safety Monitoring Board – Pacific”.

3.7 However APANPIRG/17 recognized genuine concerns expressed in respect to the general complexity of the matters under discussion and specifically in relation to matters of legal liability. It was considered unreasonable to expect States to commit to the establishment of organizational entities until appropriate organizational documentation, terms of reference etc. had been drafted. APANPIRG/17 believed that this would require careful and focused consideration.

3.8 The meeting also noted that APANPIRG/17 believed that, in matters such as these, each State had individual responsibility and that APANPIRG was unable to act for all States regionally in this respect. The view taken by APANPIRG/17 was that progress on these matters would require the concurrence of all States involved, not just those in attendance at the meeting. APANPIRG/17 also had concerns in respect to the terminology “Boards” as the common usage of the term Boards suggested a high level and substantial entity and undertaking. Although unable to agree on a suitable alternative terminology, APANPIRG/17 had agreed to the interim usage of “Committee” until the matter could be clarified. In order to allow States time to consult within their administrations and consider the matter thoroughly, the meeting agreed to establish the RASMC/TF.

3.9 Subsequent to this the Directors General of Civil Aviation in Asia and Pacific at their 43rd Conference held in December 2006 noted the concern expressed by RASMAG that progress had been slow in establishing sustainable financing and organizing safety monitoring entities. The meeting was invited to note the importance attached to the matter by the Directors General as reflected in their adoption of Action Item 43/4 – Funding of Safety Monitoring. This urged the administrations associated with the APANPIRG Task Force on the Establishment of Regional Airspace Safety Monitoring Committees, to designate, at their earliest possible convenience, appropriately empowered experts to participate in the Task Force.

3.10 Given this support from APANPIRG and the DGCAs, the Secretariat expressed optimism that the RASMC/TF now would be equipped to achieve the outcomes expected by APANPIRG and the DGCAs and asked the meeting, in addressing its terms of reference, to reflect on the following points:

- a) the importance of safety monitoring in order to ensure that on-going CNS/ATM implementation initiatives in Asia/Pacific will not be delayed and that safety and efficiency will not be compromised;
- b) the experience that voluntary funding mechanisms currently relied upon to provide for safety monitoring are not sustainable;
- c) the directive from the President of the ICAO Council to all ICAO Regional Directors recommending that RMAs be implemented as multinational (ICAO) air navigation facilities/service in accordance with a step-by-step procedure; and
- d) the requirement for the Task Force to develop and distribute to States by 30 June 2007 implementation proposals for the establishment of Regional Airspace Safety Monitoring Committees.

Agenda Item 4: Develop Implementation Proposals for the Establishment of Regional Airspace Safety Monitoring Committees

4.1 The meeting engaged in a thorough consideration of its terms of reference and reflected on the views expressed by APANPIRG/17. Particular attention was focused on required safety monitoring activities and the meeting examined whether any gaps in coverage existed. The Secretariat explained that the States of Asia and Pacific had, under the auspices of APANPIRG, achieved a considerable amount of success in establishing expertise and in putting arrangements in place. The active role played by RASMAG was highlighted and the meeting was informed that RASMAG had prepared a matrix of capabilities and the role of the various entities providing safety monitoring services. This matrix, titled “RASMAG List of Competent Airspace Safety Monitoring Organizations”, was presented during the discussions and appears in this report as **Appendix C**.

4.2 It was explained that RASMAG is engaged in identifying where additional safety monitoring needs to be carried out and in seeking out effective means to address any such gaps. The United States informed the meeting that it was assisting China and had also been approached by India in their efforts to develop capabilities to perform safety monitoring functions. The meeting also recalled that RASMAG/1 (April 2004) had agreed that, in addition to RMA services, it was necessary to establish safety monitoring groups to undertake the safety management programmes for the application of RNP, data link services and related separation minima.

4.3 In addition to arrangements involving the existing MAAR, PARMO and Airservices Australia RVSM RMA's and the Datalink CRA's being established for the Bay of Bengal and South-East Asia areas, the following areas were identified as still requiring a safety monitoring group to be established for airspace safety monitoring services and safety assessments in the Asia/Pacific Region:

- a) South China Sea area –for the safety assessment of the RNP 10 route structure and reduced horizontal separation, and application of data link services;
- b) RNP 10 routes across the Bay of Bengal area – for the safety assessment and monitoring of the routes, reduced horizontal separation, and application of data link services;
- c) RNP 10 routes from Southeast Asia to the Middle East – for the safety assessment and monitoring of the routes, reduced horizontal separation, and application of data link services;

4.4 The delegate from Australia, who also is the Chairman of RASMAG, clarified that the role of RASMAG is to identify competent entities to carry out various safety monitoring tasks.

4.5 The meeting reflected further on its terms of reference and the recommendation from the Council of ICAO to organize regional safety monitoring activities as ICAO multinational facilities/services in accordance with the guidance provided in the FASID. The implementation of the step-by-step approach for establishing a safety monitoring entity in the Middle East Region was considered. The Secretariat explained the significance of the term “multinational facility” and the role of APANPIRG in giving recognition to agreements reached by States to provide safety monitoring on a regional basis. The meeting recognized that it did not possess the legal expertise to understand fully what was required in the letters of agreement but appreciated that the process of including a regional safety monitoring arrangement in the regional air navigation plan as a multinational facility/service was a desirable outcome. Nevertheless, concerns were expressed about preserving existing, functioning safety monitoring activities pending resolution of the issues that would need to be attended to in the complex circumstances in Asia and Pacific Region prior to reaching broad commitment amongst the States to the concept of a multinational facility/service.

4.6 The United States shared its experiences in providing Central Reporting Agency (CRA) and Regional Monitoring Agency (RMA) services throughout the Pacific for the past several years. In the case of the CRA, the Federal Aviation Administration (FAA) pays Boeing Commercial Aircraft Group US\$80,000 each year to carry out the required technical work, while Boeing meets any additional costs over and beyond this amount. The United States explained that the FAA had assumed this commitment in order to assist the States concerned, Australia, Fiji, France (French Polynesia), and New Zealand as well as the United States to resolve operational and technical problems related to the FANS datalink system and to monitor the performance of the FANS datalink system. It was noted that Japan was providing its own CRA services funded by JCAB in the Fukuoka FIR since 2001, under IPACG-FIT agreement.

4.7 The United States indicated that the RMA assists in comparing actual performance against safety goals related to continued use of RVSM in Pacific and North East Asia airspace. It also develops regional height keeping performance mechanisms, establishes systems for monitoring aircraft height-keeping performance, and establishes a means for monitoring large height deviations. Currently, the FAA provides the RMA service at a cost of US\$45,000 per year.

4.8 Having enabled progress to occur in the implementation of the enhancements to the ATM/CNS systems, the FAA is now seeking to establish an equitable financial reimbursement plan by 30 June 2007. The United States considered an alternative type of arrangement which would rely upon the establishment of an entity to carry out the safety monitoring functions on behalf of the States concerned with IATA acting as a joint collections agency. The meeting noted the modest costs that would be allocated to States on the basis of flying time spent by aircraft in each FIR. The complexity and difficulty in establishing new entities to provide CRA and SMA services also was noted. Based on these observations the United States believed it would preferable to go forward on the basis that

the FAA contribute US\$40,000 for CRA services in 2007 and for the other participating States to share the remaining US\$40,000 on an equal basis. The presentation provided by the United States, “Funding of CRA and RMA Services in the Pacific Region”, is included herein as **Appendix D**.

4.9 The meeting gave thorough consideration to the steps that would be required to designate the aforementioned CRA and SMA services as multinational facilities/services, while at the same time the broader implications for the Asia and Pacific Region were assessed. It was readily apparent to the meeting that the complexities of Asia and Pacific in terms of the number of States involved, their varying circumstances, the size and characteristics of the airspaces involved, and the way in which safety monitoring requirements had evolved presented issues that would take time to resolve by expertise not available to the Task Force. At the same time it was evident that there was a strong commitment to addressing the immediate issues raised by the United States.

4.10 With the guidance of the meeting the United States drafted a “Memorandum of Agreement” that was intended to be reached between the FAA of the Department of Transportation of the United States of America and participating States for the purpose of funding the Pacific Approvals Registry and Monitoring Organization (PARMO). The Draft Agreement, included in this report as **Appendix E**, was viewed by the meeting as a constructive development and it was agreed that the United States should work with Australia, Fiji, France, Japan, New Zealand, Papua New Guinea, and the Republic of Korea to prepare and implement cost sharing agreements for the provision of RMA and SMA safety monitoring services between themselves on this basis. It was recognized that the draft agreement would need to be referred to legal, financial and other specialists, but it was considered that success in this matter would represent a significant step forward. Accordingly the meeting proposed the following action:

RASMC/TF – Action 1 – Prepare and Implement Cost Sharing Agreements

The United States together with Australia, Fiji, France, Japan, New Zealand, Papua New Guinea, and the Republic of Korea prepare and implement cost sharing agreements for the provision of RMA and SMA safety monitoring services between the United States, on the one hand, and Australia, Fiji, France, Japan, New Zealand, Papua New Guinea, and the Republic of Korea. This Action is to be completed by 30 June 2007.

4.11 The meeting further requested that the States concerned should consider including the provision for RMA and SMA services, as required, in the agreement. The meeting also saw merit in applying the approach elsewhere in the Asia and Pacific Region and requested that the United States develop and provide a generic version of the agreement developed for PARMO and in the light of all of the inputs by the States concerned and their respective technical, legal, financial and other experts. Accordingly the meeting proposed a second action that:

RASMC/TF – Action 2 – Develop and Provide a Generic Agreement

Based on the outcome of RASMC/TF – Action 1 above, the United States develop and provide a generic copy of a cost sharing agreement for the provision of safety monitoring services to RASMAG for promulgation as text for model agreement and that this generic agreement be made available to RASMAG/7 in June 2007.

4.12 The meeting also realized that varying arrangements exist in the States of Asia and Pacific in so far as making payments to other States and, in particular, to private or commercialized entities for provision of services. Although the meeting did not have experts available to address the issues it was observed that a third party, the ICAO Technical Cooperation Programme, had been relied upon in the role of a financial administrator in the case of establishing the MID-RMA.

Accordingly, the meeting adopted an action item that the Secretariat investigate the options for using third parties in such a capacity and to report its findings to RASMAG/7 in June 2007.

RASMC/TF – Action 3 – Investigate Options for Payments to Third Parties

The Secretariat investigate options for States to use a third party to effect payments, for example, to use ICAO Technical Cooperation or IATA, and to report its findings to RASMAG/7 in June 2007.

4.13 Noting the complexity of datalink operations and the critical role of the CRA in ensuring adequate technical performance of datalink, the meeting recognized that there were two primary providers of CRA services regionally. The Japan CRA held responsibility for operations in Japan's area of responsibility and was also providing CRA services on a voluntary basis to the ADS/CPDLC trials in the South China Sea. The Boeing CRA provided services very widely in the region, including the Pacific area (excluding Fukuoka FIR) and the areas under the jurisdiction of the FANS Implementation Team for the Bay of Bengal (FIT-BOB) which stretched from Indonesian FIRs to the Arabian Sea and into the airspaces of Oman and Yemen. Additionally, Boeing had indicated a preparedness to expand their CRA capability into the wider Indian ocean as datalink operations were implemented in this area.

4.14 The meeting agreed that non-complex and straightforward arrangements with the two CRA providers would provide the best results. In the case of the Japan CRA, it was likely that bilateral or multilateral letters of agreement would be an effective way to manage the CRA services, in a similar way to that proposed for RMA and SMA services.

4.15 However, the meeting was informed that Boeing had previously indicated their inability to administratively manage a large number of individual agreements and therefore required a collective approach of some kind. In this context, the meeting requested that the FAA investigate whether it was possible for the FAA to act as the administrator on behalf of a large number of States in the CRA arrangements with Boeing. The intention was that FAA, in an administrator role, would take responsibility for a number of multilateral and bilateral arrangements with States perhaps including, for example, India, Indonesia, Malaysia, Maldives, Myanmar, Papua New Guinea, Republic of Korea, Sri Lanka, and Thailand as well as the States in the Pacific Area, and enter a limited number of agreements with Boeing for CRA services. As part of the administrator role, the FAA would receive payments from States and relay them to Boeing for the provision of CRA services. The FAA would study the proposal and provide feedback to the RASMAG/7 meeting in early June.

RASMC/TF – Action 4 – Facilitate Support for the CRA Service

The United States request the Federal Aviation Administration to investigate whether it could facilitate, collect and consolidate fees on behalf of all participating States of the Asia Pacific Region to support the CRA service provided by Boeing, and for the United States to report on the matter to RASMAG/7 prior to June 2007.

4.16 The meeting believed that the generic approach to funding RMA and SMA services called for in RASMC/TF – Action 2 also would be applicable in the case of CRA services and it was recommended that Australia, Fiji, France, New Zealand and the United States should work together to prepare and implement cost sharing agreements for the provision of CRA safety monitoring services by 30 June 2007.

RASMC/TF – Action 5 – Prepare and Implement Cost Sharing Agreements

By 30 June 2007, Australia, Fiji, France, New Zealand and the United States prepare and implement cost sharing agreements for the provision of CRA safety monitoring services between the United States, on the one hand, and Australia, Fiji, France, and New Zealand.

4.17 The meeting revisited its Terms of Reference and recognized that APANPIRG Decision 17/47 establishing the RASMC/TF had specifically provided that the RASMC/TF develop and circulate, by 30 June 2007, implementation proposals for Regional Airspace Safety Monitoring Committees (RASMCs). While recognizing that these entities were intended to be established according to the thoroughly considered guidance provided by the Council of ICAO, it also was appreciated that the formal implementation of RASMCs was, at best, some time away. The complexities that had been discussed during the meeting and which had proved to be obstacles to progress so far would need to be addressed progressively over time in order to provide the necessary degree of confidence, understanding and commitment amongst the participating States. It also was believed that the arrangements that had been proposed by the Task Force would ensure that current arrangements are strengthened and that these would provide stepping stones to the eventual formation of multinational facilities/services. Accordingly, the RASMC/TF could not adequately further address the terms of reference established by APANPIRG.

4.18 Noting that APANPIRG had established RASMAG as a permanent advisory group to assist States to achieve the necessary levels of airspace safety for international airspace within the Asia/Pacific Region, the meeting considered that many of the items in the RASMC/TF terms of reference could be equally well addressed by RASMAG over the longer term. In effect, the work assigned to the RASMC/TF would continue under the auspices of RASMAG as States endeavoured to implement robust, long-term arrangements for the funding of safety monitoring services. In this context, the meeting drafted amendments to the RASMAG terms of reference that included the residual responsibilities of the RASMC/TF (**Paragraph 2.3** refers), for consideration by RASMAG.

4.19 Additionally, the meeting considered that the existing Task List of the RASMC/TF shown in Appendix G could also be fully managed by RASMAG and requested that the Secretariat also bring the RASMC Task List to the attention of RASMAG. The meeting agreed that as the residual responsibilities and Task List of the RASMC Task Force had been assigned to RASMAG, the RASMC Task Force should be dissolved and drafted the following Decision for consideration by APANPIRG:

Draft Decision RASMC/TF - 1 – Dissolution of RASMC Task Force

That, noting the regional complexities in implementing RASMCs and considering that the implementation of bilateral and multilateral agreements for the funding of safety monitoring presented the most effective short term option, the RASMC Task Force be dissolved and outstanding matters including responsibility for determining long term options for the funding of safety monitoring be assigned to RASMAG.

4.20 The meeting believed that it is important that financial, legal and administrative experts participate in the activities of RASMAG and requested that the Secretariat include an invitation for States to include representatives with these skill sets in their delegations at meetings of RASMAG when it is expected that substantive financial, legal and administrative issues will be under discussion.

Agenda Item 5: Any Other Business

5.1 There was no other business raised for discussion.

Agenda Item 6: Date and Venue for the Next Meeting

6.1 In light of the recommendation that the Task Force be dissolved, the meeting did not address Agenda Item 6.

7. Closing of the Meeting

7.1 In closing the meeting, Mr. Tiede noted that although the meeting had encountered an inability to address the primary purpose of the Task Force, that of the development of implementation proposals for Regional Airspace Safety Monitoring Committees, valuable progress had been made nonetheless. The local complexities of the various sub-areas of the Asia/Pacific region and the manner in which safety monitoring had developed in response to implementation of enhanced ATM/CNS systems had meant that the 'Step-by-Step' approach to RMA funding advocated by ICAO was not immediately suitable for wide implementation and it was evident that the eventual attainment of this goal would require significant additional work over a long period of time.

7.2 Notwithstanding, the approach adopted by the Task Force in drafting a formal administrative agreement for use as either a multilateral or bilateral agreement between States would address the immediate difficulties in the Pacific area and ensure the continuation of safety monitoring services that were presently under threat. The agreement had been drafted with the 'Step-by-Step' procedure in mind and therefore was considered to be consistent with the steps described in the ICAO guidance material. Additionally, many of the provisions in the FASID, Guidelines on the Establishment of a Multinational ICAO Air Navigation Facility/Service, had been incorporated into the Draft Administrative Agreement. Consequently, the draft agreement could serve as an operating model for adaptation by other States regionally.

7.3 Mr Tiede thanked delegates for their attention and hard work during the meeting. He also recognized the valuable assistance provided by Dr Hooper in highlighting matters of economic and organizational concern and, on behalf of the meeting, wished Dr Hooper well in taking up his new position at ICAO Headquarters in Montreal.

**FIRST MEETING OF THE TASK FORCE FOR ESTABLISHMENT OF REGIONAL
AIRSPACE SAFETY MONITORING COMMITTEES (RASMC/TF/1)**

(Bangkok, 13 – 15 February 2007)

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STATE/ORGANIZATION	NAME/DESIGNATION AND ADDRESS
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STATE/ORGANIZATION	NAME/DESIGNATION AND ADDRESS
6. THAILAND	9. Mr. Somchai Piputwat Secretary of the Department Department of Civil Aviation 71 Soi Ngarmduplee, Rama IV Road Bangkok 10120, Thailand Tel: +66 (02) 287-0320 Fax: +66 (02) 288-1012 Email: piputvat@hotmail.com ; psomchai@aviation.go.th
	10. Mr. Akekawat Sakulwongs Legal Officer, Office of the Secretary Department of Civil Aviation 71 Soi Ngarmduplee, Rama IV Road Bangkok 10120, Thailand Tel: +66 (02) 287-0320 Fax: +66 (02) 288-1012 Email: ekawat14@yahoo.com
	11. Miss Umaporn Dasungnoen Legal Officer, Office of the Secretary Department of Civil Aviation 71 Soi Ngarmduplee, Rama IV Road Bangkok 10120, Thailand Tel: +66 (02) 287-0320 Fax: +66 (02) 288-1012 Email: blue_lawgal@hotmail.com
	12. Plt. Off Choochart Mainoy ATS Specialist Airport Standards and Air Navigation Facilitating Division Department of Civil Aviation 71 Soi Ngarmduplee, Rama IV Road Bangkok 10120, Thailand Tel: +66 (02) 287-0320 Fax: +66 (02) 288-1012 Email: cmainoy@hotmail.com

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STATE/ORGANIZATION	NAME/DESIGNATION AND ADDRESS
	13. Mrs. Wandhiya Hengtrakul Director, Budget Department Aeronautical Radio of Thailand Ltd. 102 Soi Ngamduplee, Tungmahamek Sathorn, Bangkok 10120, Thailand Tel: +66 (02) 285-9310 Fax: +66 (02) 285-9316 Email: wandhiya.he@aerothai.co.th
	14. Mr. Paisit Herabat Manager Engineering Aeronautical Radio of Thailand Ltd. 102 Soi Ngamduplee, Tungmahamek Sathorn, Bangkok 10120, Thailand Tel: +66 (02) 287-9191 Fax: +66 (02) 287-9716 Email: paisit@aerothai.co.th
	15. Mr. Nuttakajorn Yanpirat Executive Officer, Systems Engineering Aeronautical Radio of Thailand Ltd. 102 Soi Ngamduplee, Tungmahamek Sathorn, Bangkok 10120, Thailand Tel: +66 (02) 287-8268 Fax: +66 (02) 287-9716 Email: nuttakajorn.ya@aerothai.co.th
	16. Ms. Saifon Obromsook Senior Systems Engineer Aeronautical Radio of Thailand Ltd. 102 Soi Ngamduplee, Tungmahamek Sathorn, Bangkok 10120, Thailand Tel: +66 (02) 287-8291 Fax: +66 (02) 285-9716 Email: fon@aerothai.co.th
7. UNITED STATES OF AMERICA	17. Mr. Dan Hanlon ATO Representative, Asia Pacific Region US Federal Aviation Administration American Embassy Singapore 27 Napier Road, Singapore 258508 Tel: +65 6543-1466 Email: dan.hanlon@faa.gov

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STATE/ORGANIZATION	NAME/DESIGNATION AND ADDRESS
	18. Mr. Aaron E. Wilkins III US Federal Aviation Administration Program Support Lead Oceanic and Offshore Directorate ATO EnRoute and Oceanic Services Tel: +1 (202) 385-8453 Email: aaron.wilkins@faa.gov
8. ICAO	19. Dr. Paul G. Hooper Regional Officer, Air Transport ICAO Asia and Pacific Office 252/1 Vibhavadi Rangsit Road Ladyao, Chatuchak Bangkok 10900 Tel: +66 (2) 537 8189 Ext. 156 Fax: +66 (2) 537 8199 Email: phooper@bangkok.icao.int icao_apac@bangkok.icao.int
	20. Mr. Andrew H. Tiede Regional Officer, Air Traffic Management ICAO Asia and Pacific Office 252/1 Vibhavadi Rangsit Road Ladyao, Chatuchak Bangkok 10900 Tel: +66 (2) 537 8189 Ext. 152 Fax: +66 (2) 537 8199 Email: atiede@bangkok.icao.int icao_apac@bangkok.icao.int

LIST OF PAPERS: WORKING PAPERS (WPs), INFORMATION PAPERS (IPs) AND FLIMSIES

Working Papers

WP No.	Agenda Items	Presented by	Subject
WP/1	-	Secretariat	Provisional Agenda for RASMC/TF/1
WP/3	-	Secretariat	Background to the Establishment of RASMC/TF (Presented by the Secretariat)

Information Paper

IP No.	Agenda Items	Presented by	Subject
IP/2	-	Secretariat	RASMC/TF Terms of Reference

Flimsies

Flimsy No.	Agenda Items	Presented by	Subject
Flimsy 1	-	-	Terms of Reference – Regional Airspace Safety Monitoring Advisory Group (RASMAG)
Flimsy 2	-	-	RASMAG List of Competent Airspace Safety Monitoring Organizations
Flimsy 3		-	Extract of the Report of APANPIRG/17 – Agenda Item 2.4

APANPIRG Asia/Pacific Airspace Safety Monitoring

RASMAG LIST OF COMPETENT AIRSPACE SAFETY MONITORING ORGANIZATIONS

The Regional Airspace Safety Monitoring Advisory Group of APANPIRG (RASMAG) is required by its terms of reference to recommend and facilitate the implementation of airspace safety monitoring and performance assessment services and to review and recommend on the competency and compatibility of monitoring organizations. In order to assist in addressing these requirements, RASMAG updates and distributes the following list of competent airspace safety monitoring organizations for use by States requiring airspace safety monitoring services. In the context of the list, abbreviations have meanings as follows:

- RMA – Regional Monitoring Agency – safety assessment in the vertical plane (i.e. RVSM);
- SMA – Safety Monitoring Agency – safety assessment in the horizontal plane (i.e. RHSM, RNP10, RNP4); and
- CRA – Central Reporting Agency – technical performance of data link systems (i.e. ADS/CPDLC)
- FIT – FANS 1/A Interoperability/Implementation Team – parent body to a CRA.

(last updated 10 November 2006)

Organisation <i>(including contact officer)</i>	State	Competency	Status	Airspace assessed
Airservices Australia (Mr Robert Butcher, Manager Human Factors and Analysis, Safety Management Group, email robert.butcher@airservicesaustralia.com)	Australia	RMA	Current	Brisbane & Melbourne FIRs not including oceanic airspace east of Australian mainland.
		SMA	Current	Brisbane & Melbourne FIRs

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Organisation <i>(including contact officer)</i>	State	Competency	Status	Airspace assessed
FIT/BOB (ICAO Regional Office email icao_apac@bangkok.icao.int & Mr. Bradley Cornell, Boeing Engineering, email Bradley.D.Cornell@Boeing.Com)	ICAO Regional Office & Boeing USA	FIT & CRA	Current	Bay of Bengal FIRs
CRA Japan (Mr. Yoshiro Nakatsuji, Director, Air Traffic Control Association Japan, email: naka@atcaj.or.jp)	Japan	CRA	Current	Fukuoka FIR for IPACG/FIT Ho Chi Minh, Manila, Singapore FIRs for FIT-SEA
IPACG/FIT (Mr. Hiroshi Inoguchi, JCAB Co-Chair, email: Inoguchi-h2hh@mlit.go.jp & Mr. Reed Sladen, FAA Co-Chair, email reed.b.sladen@faa.gov)	Japan & USA	FIT & CRA	Current	North & Central Pacific (Oceanic airspace within Fukuoka FIR, and Anchorage & Oakland FIRs)
ISPACG/FIT (Mr. Bradley Cornell, Boeing Engineering, email Bradley.D.Cornell@Boeing.Com)	Boeing USA	FIT & CRA	Current	South Pacific

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Organisation <i>(including contact officer)</i>	State	Competency	Status	Airspace assessed
FIT/SEA (ICAO Regional Office email icao_apac@bangkok.icao.int & CRA Japan (Mr. Yoshiro Nakatsuji, Director, Air Traffic Control Association Japan, email: naka@atcaj.or.jp)	ICAO Regional Office & Japan	FIT & CRA	Current	South China Sea
Japan Civil Aviation Bureau (JCAB) (Mr. Takashi Imuta, Chief of Airspace Safety Monitoring Section, email: imuta-t2in@mlit.go.jp)	Japan	RMA	Available second quarter 2007 –	Fukuoka FIR
		SMA	Available second quarter 2009 –	Fukuoka FIR

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Organisation <i>(including contact officer)</i>	State	Competency	Status	Airspace assessed
Monitoring Agency for the Asia Region (MAAR) (Dr. Paisit Herabat Executive Officer, Systems Engineering, Aeronautical Radio of Thailand Ltd. Email: paisit@aerothai.co.th)	Thailand	RMA	Current	Bangkok, Calcutta, Chennai, Colombo, Delhi, Dhaka, Hanoi, Ho Chi Minh, Hong Kong, Jakarta, Karachi, Kathmandu, Kota Kinabalu, Kuala Lumpur, Lahore, Male, Manila, Mumbai, Phnom Penh, Sanya FIR, Singapore, Taipei, Ujung Pandang, Vientiane, Yangon FIRs
		SMA	Available third quarter-2006	Bangkok, Calcutta, Chennai, Colombo, Delhi, Dhaka, Hanoi, Ho Chi Minh, Hong Kong, Jakarta, Karachi, Kathmandu, Kota Kinabalu, Kuala Lumpur, Lahore, Male, Manila, Mumbai, Phnom Penh, Sanya FIR, Singapore, Taipei, Ujung Pandang, Vientiane, Yangon FIRs
Pacific Approvals Registry and Monitoring Organization (PARMO) (Mr Brian Colamosca Manager, Separation Standards Analysis Group, FAA, email: brian.colamosca@faa.gov .)	USA	RMA	Current	Anchorage Oceanic, Auckland Oceanic, Brisbane (east of Australian mainland), Honiara, Incheon, Melbourne (east of Australian mainland), Nadi, Nauru, Oakland Oceanic, Port Moresby, Tahiti FIRs
Civil Aviation Authority of Singapore (CAAS) (Mr. Kuah Kong Beng, Chief Air Traffic Control Officer, email: KUAH_Kong_Beng@caas.gov.sg)	Civil Aviation Authority of Singapore (CAAS)	Monitoring Authority for Gross Navigation Error (GNE)	Current	Hong Kong, Ho Chi Minh, Manila, Sanya, Singapore FIRs,

APPENDIX D:

**FUNDING OF CRA AND RMA SERVICES
IN THE PACIFIC REGION**

Funding of CRA and RMA Services in the Pacific Region

Presented by: Dan Hanlon
ATO Representative, Asia/Pacific Region
Aaron Wilkins
Oceanic & Offshore Programs

Date: February 2007



Federal Aviation
Administration



Purpose

- FAA has been paying for CRA and RMA services for the past several years
- FAA is seeking to establish an equitable financial reimbursement plan to cover Central Reporting Agency (CRA) and Regional Monitoring Agency (RMA) services throughout the Pacific
 - Goal is to establish the mechanism for reimbursement by 30 June 2007
- Define the organization and processes by which funds will be collected



Current Monitoring Services Provided

- CRA has two main purposes:
 - Resolving operational and technical problems related to the FANS datalink system
 - Monitoring the performance of the FANS datalink system
- Current CRA provider is Boeing Commercial Aircraft Group
- Annual cost for the FAA to provide CRA services is \$80k USD
 - Boeing pays any additional costs over \$80k USD
- States that benefit from CRA services include Australia, Fiji, Japan, New Zealand, South Korea, Tahiti, and the United States
 - Japan is providing their own service

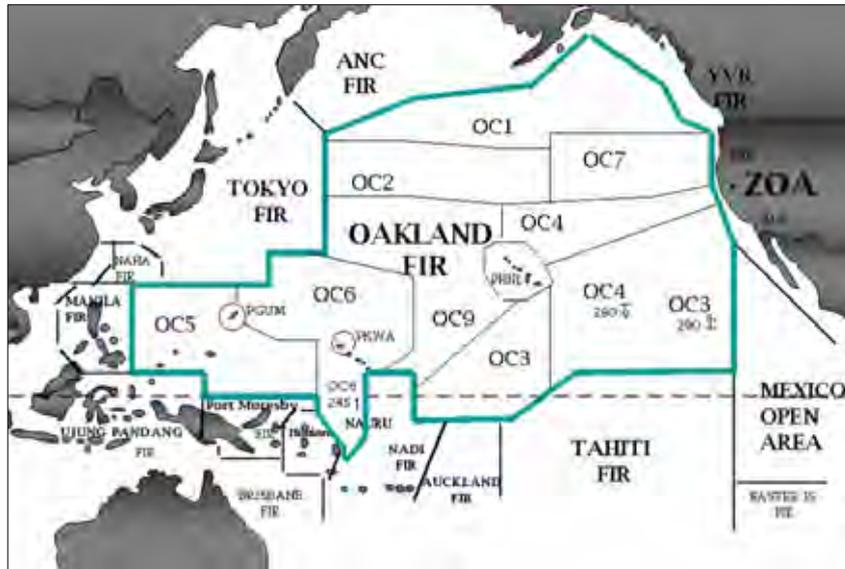


Current Safety Monitoring Services Provided

- RMA
 - Assists in comparing actual performance of safety goals related to continued use of RVSM in Pacific and North East Asia airspace
 - Develops regional height keeping performance mechanisms
 - Establishes systems for monitoring aircraft height-keeping performance
 - Establishes a means for monitoring large height deviations
- Current RMA provider is FAA
- Annual cost for the FAA to provide RMA services is \$45k



Area of Responsibility



Oceanic & Offshore
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Cost Recovery Options

1. IATA will collect additional fees from the member airlines that would fund the CRA and RMA activities
 - Signing an agreement with a single private entity is easier than contracting directly with several states
2. States user fee charges could include a safety monitoring fee, which would fund the CRA and RMA activities
3. Administrative agreements between monitoring entity and individual states to pay an annual cost to monitoring entity based on an agreed upon allocation metric

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Example of Proposed Cost Recovery Option #3 for Billing RMA

- Cost allocation methodology will be by number of annual flying hours associated with each Pacific FIR
 - Estimates based on the traffic samples
 - Actual route each flight taken through each FIR and estimated time spent within each FIR by the average great circle distance for certain defined traffic flows in the FIR



Percentage of Flight Time by FIR

US FIRs (Oakland & Anchorage)	68.17%
Brisbane FIR	2.81%
Auckland FIR	3.09%
Tahiti FIR	0.76%
Nadi FIR	2.91%
Fukuoka FIR	21.02%
Port Moresby FIR	1.23%



Allocation of Cost by FIR

- Estimated RMA costs for each Pacific FIR:

US FIRs (ZOA & ZAN)	\$30,690 USD
Brisbane FIR	\$1,265 USD
Auckland FIR	\$1,390 USD
Tahiti FIR	\$340 USD
Nadi FIR	\$1,310 USD
Fukuoka FIR	\$9,455 USD
Port Morseby FIR	\$550 USD



Capabilities and Responsibilities Required for States to Deliver Services Independently

- CRA Expertise
 - Requisite engineering and operational expertise
 - Tools to resolve FANS datalink problems
 - Tools to track problems and resolutions
 - Extensive knowledge of the workings of the FANS datalink system
 - Ground ATC systems
 - Avionics
 - Communications equipment
 - Ability to obtain communications audits from ARINC and SITA
 - Ability to analyze the data and discern the causes of the problem reported
- Confidentiality agreements with stakeholders in order to receive problem reports
- Responsible for co-chairing the FIT
 - Responsible for preparing a list of suggested agenda items
 - Reporting out on the current status of reported problems
 - Leading the technical discussion
 - Recording the results
 - Since the FIT meetings are conducted in English, an excellent command of the English language is essential as well as an understanding of the technical jargon regularly used.



Capabilities and Responsibilities Required for States to Deliver Services Independently (Cont.)

- RMA Expertise
 - Focal point for assembling information needed for safety assessment and safety oversight
 - Requisite engineering and operational expertise
 - Clear understanding of ICAO Doc 9574 manual on Implementation of a 33-m (1,000-ft) Vertical Separation minimum between FL290 and FL410 inclusive
 - Responsible for developing regional height-keeping performance specification
 - Develop regional height keeping performance mechanisms
 - Establish systems for monitoring aircraft height-keeping performance
 - Establish a means for monitoring large height deviations



Recommendations and Forward Plan

- FAA should remain the service provider to the Asia and Pacific regions and possibly expand into other regions
- FAA will continue meeting internally and with states to gain concurrence on decision for an appropriate funding mechanism for reimbursement of costs



Desired Outcome

- **States agree to evenly divide \$40k USD for CRA services with the FAA paying the remaining \$40k this year**
 - Continue exploring options for future cost recovery
- **Agree to option #3 for recovery of RMA costs**



DRAFT MEMORANDUM OF AGREEMENT

BETWEEN THE

**FEDERAL AVIATION ADMINISTRATION
OF THE DEPARTMENT OF TRANSPORTATION
OF THE UNITED STATES OF AMERICA**

AND

(name State)

**PACIFIC APPROVALS REGISTRY
AND MONITORING ORGANIZATION**

WHEREAS, the Federal Aviation Administration (FAA) of the Department of Transportation, United States of America, and (Name State) have as common objectives providing and developing air navigation services, including ensuring the safe and efficient use of the navigable airspace and improving air traffic control operations within and between the airspace under their respective control; and

WHEREAS, the FAA and (name State) are authorized to take those actions necessary to carry out their respective duties and powers with regard to the safe and efficient management of the navigable airspace, including the execution of this Memorandum of Agreement;

NOW THEREFORE, the FAA and (name State), collectively referred to herein as the parties and individually as the party, agree as follows:

ARTICLE I—OBJECTIVE

A. This Memorandum of Agreement (the Agreement) establishes the terms and conditions under which the FAA and (name State) shall cooperate in the FAA's management of the -Pacific Approvals Registry and Monitoring Organization (PARMO). The FAA shall establish the name State at the William J. Hughes Technical Center in Atlantic City, New Jersey.

B. The PARMO shall support the implementation and use of Reduced Vertical Separation Minimum (RVSM) in the Pacific region airspace, which shall, for purposes of this Agreement, consist of airspace in the United States, (hereinafter, the PARMO States). The PARMO shall fulfill the functions of a regional monitoring agency as specified by the International Civil Aviation Organization (ICAO) for implementation of a 1,000-foot vertical separation standard between flight levels 290 and 410, inclusive.

ARTICLE II—DESCRIPTION OF SERVICES

A. The FAA shall manage the PARMO in order to determine the safety performance of the datalink system before the implementation of reduced separation minima in the pacific region airspace. In managing the PARMO, the FAA shall perform the following functions:

1. Establish and maintain a central registry of RVSM approvals (hereinafter, the PARMO registry) issued by the FAA,(name states)
2. Update the PARMO registry with information on RVSM approvals issued by States other than the PARMO States and reported to other internationally-recognized regional monitoring agencies.
3. Transfer data from the PARMO registry to other internationally-recognized regional monitoring agencies.

4. Accept and maintain data from monitoring systems operated by the PARMO States to assess aircraft height-keeping performance, including (but not limited to) the Enhanced Traffic Management System (ETMS), Aircraft Geometric Height Measurement Element (AGHME) and the Global Positioning System Monitoring System, and analyze this data to determine compliance of operators and aircraft with RVSM height-keeping performance requirements.

5. For all altitude deviations of 300 feet or more within Pacific region airspace, request written explanations of the cause of the altitude deviation from the aircraft operator or from the State that issued the RVSM approval to the operator or aircraft, and record the explanations in the data base referenced in paragraph A.4 to this Agreement.

6. Meet annually with other monitoring agencies to develop recommended minimum monitoring requirements for aircraft type classifications and publish those recommended requirements on the FAA's PARMO website.

7. Using the internationally-accepted methodology, to assess the safety and continue conduct annual safety assessments using the same methodology. The FAA shall provide the results of all such assessments to (name State)

8. Using the PARMO registry data, assess the readiness of operators for the implementation of RVSM in name state and provide the results of the assessment to name state

9. After implementation of RVSM, identify operators using Pacific region RVSM airspace without an RVSM approval recorded in the PARMO registry. For each such operator, request a written explanation of the operation from the operator and/or from the State of the Operator or the State of Registry of the aircraft.

B. In support of the FAA's management of the PARMO of name state shall perform the following functions:

1. Provide the PARMO monthly updates of RVSM approvals granted by that authority in a format specified by the PARMO including changes in the status of approvals previously granted.

2. Provide the PARMO with information developed in connection with investigations of large height deviations or questionable RVSM approval status reported by the PARMO toname state

ARTICLE III—IMPLEMENTATION

A. The designated points of contact between the FAA and Transport Canada for coordination and management of this Agreement are:

1. For the FAA:

Office of International Aviation, AIA-200
Federal Aviation Administration
800 Independence Avenue, SW, FOB-10B
6th Floor East
Washington, D.C. 20591
USA

Telephone: 202-385-8877

Facsimile: 202-267-5032

ARTICLE X—SIGNATURE IN COUNTERPARTS

To facilitate execution, this Agreement may be executed in as many counterparts as may be required. It shall not be necessary that the signature of or on behalf of each party appear on each counterpart, but it shall be sufficient that the signature of or on behalf of each party appear on one or more of the counterparts. All counterparts shall collectively constitute a single agreement.

ARTICLE XI—AUTHORITY

The FAA and the name state agree to the provisions of this Agreement as indicated by the signatures of their duly authorized representatives.

FEDERAL AVIATION ADMINISTRATION (Name State)
DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

BY: _____
John R. Hancock

BY: _____

TITLE: Acting Director, Office of
International Aviation

TITLE: Director General
Civil Aviation

DATE: _____

DATE: _____

TERMS OF REFERENCE

REGIONAL AIRSPACE SAFETY MONITORING ADVISORY GROUP (RASMAG)

TERMS OF REFERENCE OF THE RASMAG

The objectives of the Group are to:

- a) facilitate the safe implementation of reduced separation minima and CNS/ATM applications within the Asia and Pacific Regions in regard to airspace safety monitoring; and
- b) assist States to achieve the established levels of airspace safety for international airspace within the Asia and Pacific Regions.

To meet these objectives the Group shall:

- a) review airspace safety performance in the Asia and Pacific Regions at the regional level and within international airspace;
- b) review and develop as necessary guidance material for airspace safety monitoring, assessment and reporting activities, *including the duties, responsibilities and scope of regional monitoring entities*;
- c) recommend, and facilitate *as necessary*, the implementation of airspace safety monitoring and performance assessment services, *and the development of cost sharing arrangements between States that enable the cost recovery for provision of those services*;
- d) review and recommend on the competency and compatibility of monitoring organizations *and recommend to APANPIRG areas of responsibility for individual entities*;
- e) review, coordinate and harmonize regional and inter-regional airspace safety monitoring activities;
- f) review regional and global airspace planning and developments in order to anticipate requirements for airspace safety monitoring and assessment activities;
- g) address other airspace safety related issues as necessary;
- h) facilitate the distribution of safety related information to States, and
- i) provide to APANPIRG comprehensive reports on regional airspace safety and coordinate with other contributory bodies of APANPIRG as appropriate.

TASK LIST

To review the safety monitoring programmes in the Asia and Pacific Regions for implementation and operation of:

- a) reduced vertical separation minimum (RVSM);
- b) reduced horizontal (lateral and longitudinal) separation minima using RNP; and
- c) aircraft separation applications using data link, e.g. ADS and CPDLC.

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RASMC/TF/1 — TASK LIST

(last updated 15 February, 2007)

ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
Action 1	The United States together with Australia, Fiji, France, Japan, New Zealand, Papua New Guinea, and the Republic of Korea prepare and implement cost sharing agreements for the provision of RMA and SMA safety monitoring services between the United States, on the one hand, and Australia, Fiji, France, Japan, New Zealand, Papua New Guinea, and the Republic of Korea. This Action is to be completed by 30 June 2007.	By 30 June 2007	United States, Australia, Fiji, France, Japan, New Zealand, Papua New Guinea, and the Republic of Korea.	Open	Include provision for RMA and SMA services, as required, in agreement.
Action 2	Based on the outcome of RASMC/TF – Action 1 above, the United States develop and provide a generic copy of a cost sharing agreement for the provision of safety monitoring services to RASMAG for promulgation as text for model agreement and that this generic agreement be made available to RASMAG/7 in June 2007.	By RASMAG/7 in June 2007	United States	Open	The intent is to apply the model agreement in other areas of the Asia Pacific Region.
Action 3	The Secretariat investigate options for States to use a third party to effect payments, for example, to use ICAO Technical Cooperation or IATA, and to report its findings to RASMAG/7 in June 2007.	By RASMAG/7 in June 2007	Secretariat	Open	It is recognized that circumstances of some States might require assistance from third parties to effect payments.
Action 4	The United States request the Federal Aviation Administration to investigate whether it could facilitate, collect and consolidate fees on behalf of all participating States of the Asia Pacific Region to support the CRA service provided by Boeing, and for the United States to report on the matter to RASMAG/7 prior to June 2007.	By RASMAG/7 in June 2007	United States	Open	The intention is that States use the FAA as the administrator for the CRA services provided by Boeing. Japan retains responsibility for services provided by CRA Japan.

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Action 5	By 30 June 2007, the Australia, Fiji, France, New Zealand and the United States prepare and implement cost sharing agreements for the provision of CRA safety monitoring services between the United States, on the one hand, and Australia, Fiji, France, and New Zealand.	By 30 June 2007	United States, Australia, Fiji, France, and New Zealand.	Open	The aim is to apply the same approach to funding SMA and RMA services in the Pacific Area to the provision of CRA services at the earliest opportunity.
Draft APANPIRG Decision	That, noting the regional complexities in implementing RASMCs and considering that the implementation of bilateral and multilateral agreements for the funding of safety monitoring presented the most effective short term option, the RASMC Task Force be dissolved and outstanding matters including responsibility for determining long term options for the funding of safety monitoring be assigned to RASMAG.	APANPIRG/18	RASMC/TF/1, RASMAG/7, Secretariat	Open	The Terms of Reference for RASMAG to be amended to incorporate those elements of the Terms of Reference set for RASMC/TF required for on-going action.

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