



International Civil Aviation Organization

**The 17th Meeting of the Regional Airspace Safety Monitoring Advisory Group
(RASMAG/17)**

Bangkok, Thailand, 28 – 31 August 2012

Agenda Item 5: Airspace Safety Monitoring Activities/Requirements in the Asia/Pacific Region

CHINA RMA HEIGHT MONITORING BURDEN ESTIMATE UPDATE

(Presented by China RMA)

SUMMARY

This paper presents the current expected monitoring burden for the aircraft registered and operated by China and DPR Korea to meet the long term height monitoring requirement. The data were based on the RVSM approval database for the end of July, 2012.

Strategic Objectives:

A: *Safety – Enhance global civil aviation safety*

Global Plan Initiatives:

GPI-2 Reduced vertical separation minima

1. INTRODUCTION

1.1 The Long Term Height Monitoring Impact Statement developed by RASMAG was endorsed by APANPIRG/20 in September 2009. In RASMAG/11 meeting China RMA provided the burden list to the meeting, this paper is the update for the data.

2. DISCUSSION

2.1 In the last version for the monitoring burden list of China RMA, there were 34 operators with 1209 aircrafts and the biennial monitoring number is about 130. With the rapid growth for the Chinese Civil Aviation, in the end of July, 2012, there were 46 operators with 1939 aircraft and the biennial monitoring number is about 250.

2.2 Now China RMA use two sets of EGMU to conduct the aboard monitoring for Chinese Airlines, and the monitoring planning will be published and sent to the domestic operator at the beginning of each year and updated in the middle of the year based on the monitoring progress. And the monitoring data obtained from other RMAs (especially ground-based monitoring data) will also be considered in making the monitoring plan.

2.3 For DPR Korea, there is not any change from the last time, so the monitoring burden is same.

2.4 Appendix A provides details of the monitoring burden based on the minimum monitoring requirements.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review the information provided in the paper and Appendix A; and
- b) use the information to update the current monitoring burden anticipated for the Asia/Pacific RMAs.

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Appendix A: Estimated RVSM Monitoring Burden for Asia/Pacific Region as a result of Long Term Height Monitoring Requirements of Annex 6

China RMA Monitoring Burden (compiled in July 2012)

Responsible State	Operator	MMR Category (1,2 or 3)	Aircraft Monitoring Group (e.g. [A342,A343])	Total Aircraft Type Count	Resultant Monitoring Burden (#airframes)
CHINA	BJN	1	A318	1	1
		2	FA7X	2	2
		1	GALX	1	1
		1	GLEX	1	1
		1	GLF4	4	2
		1	CL600	1	1
	CAO	1	B744-5	10	2
		1	B744-10	1	1
	CBJ	1	A320	39	2
		1	GLEX	1	1
		1	GLF5	1	1
		2	HA4T	1	1
		1	CL605	1	1
		1	H25B-800	1	1
	CCA	1	A320	95	2
		1	A330	31	2
		1	A340	6	2
		1	B752	10	2
		1	B767	3	2
		1	B772	10	2
		1	B773	7	2
		1	B737CL	18	2
		1	B737NX	105	2
		1	B744-5	9	2
	CCD	1	B737NX	2	2
	CDG	1	CARJ	5	2
		1	CRJ7	2	2
		1	B737CL	7	2
		1	B737NX	46	2
	CES	1	A306	10	2
		1	A320	166	2
		1	A330	25	2
		1	A340	3	2
		1	A346	5	2
		1	B767	1	1
		2	B787	1	1
		1	GALX	1	1
		1	GLEX	1	1
		1	B737CL	5	2
		1	B737NX	38	2

Responsible State	Operator	MMR Category (1,2 or 3)	Aircraft Monitoring Group (e.g. [A342,A343])	Total Aircraft Type Count	Resultant Monitoring Burden (#airframes)
		1	E135-145	10	2
	CES-YN	1	B737CL	11	2
		1	B737NX	26	2
		1	CARJ	5	2
	CFI	1	C56X	5	2
		1	C750	1	1
	CHB	1	A320	11	2
	CHH	1	A330	11	2
		1	A346	3	2
		1	B767	3	2
		1	B737CL	10	2
		1	B737NX	85	2
	CKK	1	B752	2	2
		1	B772	6	2
		1	MD11	3	2
		1	B744-5	5	2
	CQH	1	A320	31	2
	CQN	1	A320	8	2
	CSC	1	A320	65	2
		1	A330	4	2
	CSH	1	B752	10	2
		1	B767	7	2
		1	B737NX	44	2
	CSN	1	A306	4	2
		1	A320	182	2
		1	A330	23	2
		2	A380	3	2
		1	B752	16	2
		1	B772	16	2
		1	MD90	4	2
		1	B737CL	25	2
		1	B737NX	98	2
		1	B744-5	2	2
		1	E135-145	6	2
	CSS	1	E170-190	15	2
		1	B752	5	2
	CSZ	1	B737CL	2	2
		1	A320	56	2
		1	B737CL	3	2
	CUA	1	B737NX	54	2
1		B737NX	11	2	
CXA	1	B752	6	2	
	1	B737NX	76	2	

Responsible State	Operator	MMR Category (1,2 or 3)	Aircraft Monitoring Group (e.g. [A342,A343])	Total Aircraft Type Count	Resultant Monitoring Burden (#airframes)
	CYZ	1	B737CL	16	2
	DER	2	F2TH	1	1
		1	GALX	3	2
		1	GLF5	2	2
		1	H25B-800	2	2
	DKH	1	A320	26	2
	EPA	1	B737CL	7	2
	EPB	1	BD100	5	2
		1	CL600	2	2
	GCR	1	A320	4	2
		1	E135-145	25	2
		1	E170-190	45	2
	GDC	1	B737NX	3	2
	GSC	1	B744-5	1	1
	HBH	1	B737NX	2	2
		1	E135-145	2	2
		1	E170-190	2	2
	HXA	1	CARJ	5	2
	HZX	1	F900	1	1
		2	FA7X	1	1
	JAE	1	B744-5	6	2
	KNA	1	B737NX	8	2
	LKE	1	A320	8	2
		1	B737NX	11	2
	MZT	1	CARJ	3	2
		1	GLEX	2	2
		1	CL600	1	1
		1	CL604	1	1
	OKA	1	B737CL	1	1
		1	B737NX	9	2
	TBA	1	A320	3	2
	UEA	1	A320	10	2
	UNA	1	A318	2	2
		1	CARJ	2	2
		1	GALX	3	2
		1	GLF4	4	2
		1	GLF5	2	2
		2	HA4T	1	1
		1	LJ60	1	1
	1	CL600	1	1	
UTP	1	B747CL	2	2	
YZR	1	A330	1	1	
	1	B737CL	11	2	

Responsible State	Operator	MMR Category (1,2 or 3)	Aircraft Monitoring Group (e.g. [A342,A343])	Total Aircraft Type Count	Resultant Monitoring Burden (#airframes)
		1	B744-5	3	2
	CBJ-IGA	1	A320	1	1
		2	FA7X	1	1
		1	GALX	5	2
		1	GLF4	5	2
		1	GLF5	9	2
		2	HA4T	2	2
		1	B737NX	1	1
		1	H25B-800	5	2
	CES-IGA	1	GLF5	2	2
		1	BD100	1	1
		1	H25B-800	1	1
	HAH	1	BD100	2	2
	ICU	2	BE40	1	1
		1	LJ60	2	2
Total China				1939	250

Responsible State	Operator	MMR Category (1,2 or 3)	Aircraft Monitoring Group (e.g. [A342,A343])	Total Aircraft Type Count	Resultant Monitoring Burden (# airframes)
DPRK	KOR	2	IL62	4	3
		2	IL76	1	1
		2	T134	1	1
		1	T154	1	1
		2	T204	1	1
Total DPRK				8	7

China RMA Grand Total (China + DPRK)				Total Aircraft Type Count	Resultant Monitoring Burden
				1947	257