



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 7: Any Other Business

PROPOSAL TO TRANSFER RMA RESPONSIBILITY

(Presented by Australia and Thailand)

SUMMARY

This paper proposes a change in the responsible RMA for the States of Brunei Darussalam and Vanuatu from PARMO to MAAR and the AAMA respectively.

This paper relates to –

Strategic Objectives:

A: *Safety – Enhance global civil aviation safety*

Global Plan Initiatives:

GPI-2 Reduced vertical separation minima

1. INTRODUCTION

1.1 This paper proposes an adjustment to the RMAs responsible for the States of Brunei Darussalam and Vanuatu.

2. DISCUSSION

2.1 Both the RMACG and RASMAG undertake ongoing reviews of the content of Doc 9937, the *Manual of Operating Procedures and Practices for Regional Monitoring Agencies*. A recent review of the Manual by the AAMA and MAAR identified two issues which should be resolved.

2.2 At the recent RMACG/7 meeting in Beijing, discussions between RMAs representing the Asia/Pacific Region identified that while the Doc 9937 Appendix A currently identifies MAAR as the responsible RMA for the Kota Kinabalu FIR, Appendix B shows that it is not listed as the responsible RMA for the State of Brunei Darussalam that lies within that FIR. Appendix B currently identifies PARMO as the responsible RMA for Brunei Darussalam however transferring the responsibility to MAAR would provide a more direct interaction to occur between the airspace monitoring agency and the State approvals authority. This is of particular significance given the high frequency of Brunei Darussalam approved aircraft operating in the FIRs for which MAAR is responsible.

2.3 Doc 9937 also identifies PARMO as the responsible RMA for the State of Vanuatu and the overlying Nadi FIR with services provided by Fiji. In the last year, the AAMA has identified that aircraft registered in Vanuatu are operating within Australian and other airspace monitored by the AAMA without any confirmation of the RVSM approval status of the aircraft. In discussing this issue with PARMO, it was considered that the AAMA was in the best position to initiate direct contact with the Vanuatu authorities and as such should take responsibility as the RMA for the State approvals reporting.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) discuss the proposals identified in this paper;
- b) agree that Annex B of Doc 9937 shall be amended to reflect MAAR as the responsible RMA for Brunei Darussalam and the AAMA as the responsible RMA for Vanuatu;
- c) task the Secretary to coordinate this decision to the Secretary of the RMACG and request amendment of Doc 9937.

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