



International Civil Aviation Organization

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

Bangkok, Thailand, 27 – 31 August 2012

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

JASMA LTHM BURDEN ESTIMATE UPDATE

(Presented by Japan)

SUMMARY

This paper provides the current expected Long Term Height Monitoring (LTHM) burden for aircraft registered and operated by Japan, to meet a target of end of November 2012 to complete the first round of monitoring to meet Annex 6 requirements.

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 As agreed at the RASMAG/16 meeting, each RMA shall develop monitoring burden tables using the format presented in RASMAG/16/WP17. JASMA presents the current update to that data.

2. DISCUSSION

2.1 The data is based on a review of the current RVSM approvals data for JASMA is responsible for taking into account completed successful monitoring activity.

2.2 A review of the most recent RVSM approvals databases maintained by the JASMA determined that the total number of RVSM approved airframes was 523 as of August 2012.

2.3 Applying the minimum monitoring requirements (MMR) to the total of approved aircraft results in a total monitoring burden to be achieved by November 2012 of 97 airframes. Taking into account the aircraft already successfully monitored, the current outstanding burden is 35 airframes.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.

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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.**

JASMA Monitoring Burden (As of August 2012)

Operator	Operator Name	Aircraft Monitoring Group	MMR Category (1,2 or 3)	Total # Approved Airframes	Resultant Monitoring Burden (# airframes)	Total # of Aircraft Remaining To Be Monitored By 30/11/12
ADO	Hokkaido International Airlines	B737CL	1	7	2	2
		B767	1	4	2	1
AKX	ANA WINGS	B737CL	1	16	2	0
ANA	ALL NIPPON AIRWAYS	A320	1	23	2	0
		B737NX	1	35	2	0
		B744-10	1	7	2	0
		B767	1	64	2	0
		B772	1	25	2	0
		B773	1	26	2	0
		B787	2	11	6	0
APJ	Peach Aviation	A320	1	4	2	2
FDA	FUJI DREAM AIRLINES	E170-190	1	6	2	0
IBX	IBEX Airlines	CARJ	1	4	2	2
		CRJ7	1	4	2	0
JAL	Japan Air Lines	B737NX	1	48	2	0
		B767	1	49	2	0
		B772	1	26	2	0
		B773	1	20	2	0
		B787	2	4	3	0
		MD90	1	10	2	0
JJP	Jetstar Japan	A320	1	4	2	0
JTA	Japan Transocean Air	B737CL	1	18	2	0
MIL	Military	B744-5	1	2	2	1
		B767	1	4	2	1
NCA	Nippon Cargo Airlines	B744-5	1	8	2	0
		B748	2	1	1	1
SFJ	Star Flyer	A320	1	7	2	0
SKY	Skymark Airlines	B737NX	1	27	2	0
SNJ	Skynet Asia Airways	B737CL	1	7	2	0
		B737NX	1	4	2	0
WAJ	AirAsia Japan	A320	1	2	2	2

JASMA Monitoring Burden (As of August 2012)

Operator	Operator Name	Aircraft Monitoring Group	MMR Category (1,2 or 3)	Total # Approved Airframes	Resultant Monitoring Burden (# airframes)	Total # of Aircraft Remaining To Be Monitored By 30/11/12
YAY	CIVIL AVIATION BUREAU	GLEX	1	2	2	1
		GLF4	1	2	2	1
YAY	JAPAN COAST GUARD	GLF5	1	2	2	2
IGA	Noevir Aviation	BE30	2	1	1	1
IGA	Alpen	C25A	2	1	1	1
IGA	Mainichi Shinbunsha	C25A	2	1	1	1
IGA	Okayama Air Service	C25A	2	1	1	1
		C560	1	1	1	1
IGA	Auto Panther	C25A	2	2	2	2
IGA	Kohnan Shoji	C525	1	1	1	1
IGA	L'ange Cosmetique	C525	1	1	1	1
IGA	THE YOMIURI SHIMBUN	C525	1	1	1	1
		C560	1	1	1	1
IGA	Asahi Shinbunsha	C560	1	1	1	1
IGA	Chunichi Shinbunsha	LJ31	2	1	1	1
X	Mitsubishi Heavy Industries	BE40	2	1	1	0
X	Shizuoka Air Commuter	C25A	2	2	2	2
X	Aero Asahi	C560	1	2	2	0
		C680	1	1	1	0
X	Nakanihon Air Service	C560	1	1	1	1
X	Japan Aerospace Exploration Agency	C680	1	1	1	1
X	J-AIR	CARJ	1	9	2	2
		E170-190	1	10	2	0
				523	97	35

JASMA GRAND TOTAL			Total # Approved Airframes	Resultant Monitoring Burden (# airframes)	Total # of Airframes Remaining To Be Monitored By 30/11/12
			523	97	35