



International Civil Aviation Organization

The 18th Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/18)

Bangkok, Thailand, 1 – 4 April 2013

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

CHINA RMA LTHM BURDEN ESTIMATE UPDATE

(Presented by China)

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 by the end of February, 2013.

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, and 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 46 operators with 1939 aircrafts and the biennial monitoring number is about 250. Because of the rapid development for the Chinese Civil Aviation, by the end of February, 2013, there were 46 operators with 2060 aircraft and the biennial monitoring number is about 252.

2.2 Now China RMA use two sets of EGMU to conduct the on-board monitoring for Chinese Airlines, and the monitoring plan will be published and sent to the domestic operators biannually. The first time of publishment of plan is confirmed at the beginning of each year and it is adjusted in the middle of the year based on the progress. The monitoring data shared from other RMAs will also be considered in the monitoring plan.

2.3 For the Democratic People's Republic of Korea (DPRK), there are not any changes from last time, so the monitoring burden is same.

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

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 March 2013)

Responsible State	Operator	Operator Name	Aircraft Mointoring Group (e.g [A342,A343])	MMR Category (1, 2 or 3)	Total Approved Airframes	Resultant Monitoring Burden (# Airframes)	Remaining # of Monitoring
China	BJN	Beijing Airlines	GLF4	1	3	2	1
			FA7X	2	2	2	0
			GLEX	1	2	2	2
			A318	1	1	1	1
			A320	1	1	1	1
			CL600	1	1	1	1
			B737NX	1	1	1	0
	CAO	Air China Cargo	B744-5	1	10	2	0
			B744-10	1	1	1	0
	CBJ	Beijing Capital Airlines Co., Ltd.	A320	1	42	2	0
	CBJ-IGA	Capital Jet Company Co., Ltd	GLF5	1	9	2	2
			GALX	1	5	2	2
			GLF4	1	5	2	2
			H25B-800	1	5	2	2
			A320	1	1	1	1
			FA7X	2	1	1	1
			B737NX	1	1	1	1
			GLEX	1	1	1	1
			CL605	1	2	2	2
			HA4T	2	1	1	1
	CCA	Air China	B737NX	1	110	2	0
			A320	1	101	2	0
			A330	1	34	2	0
			B737CL	1	13	2	2
			B773	1	11	2	0
			B772	1	10	2	0
			B744-5	1	9	2	0
			B752	1	8	2	2
			A340	1	6	2	0
			B767	1	3	2	2
	CCD	Dalian Airlines	B737NX	1	4	2	2
	CDC	China Dragon International Cargo Airlines Ltd.	B737CL	1	1	1	1

Responsible State	Operator	Operator Name	Aircraft Monitoring Group (e.g [A342,A343])	MMR Category (1, 2 or 3)	Total Approved Airframes	Resultant Monitoring Burden (# Airframes)	Remaining # of Monitoring
	CDG	Shandong Airlines	B737NX	1	50	2	0
			B737CL	1	6	2	0
			CARJ	1	5	2	1
			CRJ7	1	2	2	0
	CES	China Eastern Airlines	A320	1	179	2	0
			B737NX	1	69	2	0
			A330	1	28	2	0
			B737CL	1	16	2	0
			E135-145	1	11	2	0
			A306	1	10	2	0
			A346	1	5	2	0
			CARJ	1	5	2	1
			B767	1	1	1	1
	CES-IGA	China Eastern Airlines EXECUTIVE AIR	GLF5	1	2	2	2
			BD100	1	1	1	1
			H25B-800	1	1	1	1
	CFI	Flight Inspection Center Of CAAC	C56X	1	5	2	2
			C680	1	3	2	2
			C750	1	1	1	1
			GLF4	1	1	1	1
	CHB	West Air	A320	1	11	2	2
	CHH	HaiNan Airlines	B737NX	1	93	2	0
			A330	1	11	2	0
			B737CL	1	9	2	2
			A346	1	3	2	2
			B767	1	3	2	1
	CKK	China Cargo Airlines Ltd.	B772	1	6	2	0
			B744-5	1	5	2	0
			MD11	1	3	2	1
			B752	1	2	2	2
	CQH	Spring Airlines	A320	1	35	2	0
	CQN	Chongqing Airlines	A320	1	9	2	2
CSC	Sichuan Airlines	A320	1	70	2	0	
		A330	1	4	2	1	
CSH	Shanghai Airlines	B737NX	1	48	2	0	
		B752	1	10	2	0	
		B767	1	7	2	0	
CSN	China Southern Airlines	A320	1	189	2	0	
		B737NX	1	105	2	0	

Responsible State	Operator	Operator Name	Aircraft Monitoring Group (e.g [A342,A343])	MMR Category (1, 2 or 3)	Total Approved Airframes	Resultant Monitoring Burden (# Airframes)	Remaining # of Monitoring
			A330	1	24	2	0
			B737CL	1	23	2	0
			E170-190	1	18	2	0
			B772	1	16	2	0
			B752	1	15	2	0
			E135-145	1	6	2	0
			A306	1	4	2	2
			A380	2	4	3	0
			B744-5	1	2	2	2
	CSS	Shunfeng Airlines	B752	1	6	2	2
			B737CL	1	3	2	2
	CSZ	Shenzhen Airlines	A320	1	60	2	2
			B737NX	1	57	2	2
	CUA	China United Airlines	B737NX	1	13	2	2
	CXA	Xiamen Airlines	B737NX	1	82	2	0
			B752	1	6	2	0
	CYZ	China Postal Airlines	B737CL	1	18	2	2
	DBX	Big White Bear Jet Co.,Ltd Beijing	GALX	1	1	1	1
	DER	Shanghai Deer Jet Co.,LTD	GALX	1	3	2	2
			GLF5	1	3	2	1
			H25B-800	1	2	2	2
	DKH	Juneyao Airlines	A320	1	31	2	0
	EPA	Donghai Airlines	B737CL	1	7	2	2
	EPB	Donghai Jet Co. Ltd	BD100	1	5	2	2
			CL600	1	2	2	2
	GCR	Tianjin Airlines	E170-190	1	50	2	0
			E135-145	1	23	2	0
			A320	1	4	2	0
	GDC	Grand China Airlines	B737NX	1	3	2	0
	HAH	Hanhwa Business Jet Airlines Co.,Ltd	BD100	1	2	2	2
	HBH	Hebei Airlines	B737NX	1	4	2	2
			E170-190	1	4	2	2
	HXA	China Express Air	CARJ	1	5	2	2
			CRJ9	1	2	2	2

Responsible State	Operator	Operator Name	Aircraft Monitoring Group (e.g [A342,A343])	MMR Category (1, 2 or 3)	Total Approved Airframes	Resultant Monitoring Burden (# Airframes)	Remaining # of Monitoring
	HZX	Citic General Aviation	FA7X	2	2	2	0
			F900	1	1	1	0
	ICU	Asia Air Medical(Beijing) LTD	LJ60	1	2	2	2
	KNA	Kunming Airlines	B737NX	1	9	2	2
	LKE	Lucky Air	B737NX	1	12	2	1
			A320	1	10	2	2
	MZT	ZYB Lily Jet	CARJ	1	4	2	0
			GLEX	1	2	2	1
			GALX	1	1	1	1
			CL600	1	1	1	1
			BD700	2	2	2	2
			CL604	1	1	1	1
	NSJ	Nanshan Jet co.,LTE	GLF4	1	2	2	2
			FA7X	2	1	1	1
			GLF5	1	1	1	1
	OKA	Okay Airway Ltd.	B737NX	1	9	2	2
			B737CL	1	1	1	1
	TBA	Tibetan Airlines	A320	1	5	2	2
	UEA	Chengdu Airlines Co., Ltd.	A320	1	10	2	0
	UNA	Business Aviation Asia Ltd.	GLF4	1	8	2	1
			CARJ	1	3	2	2
			GALX	1	3	2	0
			A318	1	2	2	1
			HA4T	2	2	2	2
			FA7X	2	2	2	1
			GLF5	1	2	2	2
			A320	1	1	1	1
			CL605	1	1	1	1
			CL600	1	1	1	0
			LJ60	1	1	1	1
			F900	1	1	1	1
	Cessna525	2	1	1	1		
UTP	Uni-top Airlines	B747CL	1	2	2	2	
YZR	Yangze River Express Airlines	B737CL	1	13	2	1	
		B744-5	1	3	2	0	
		A330	1	1	1	1	

Responsible State	Operator	Operator Name	Aircraft Monitoring Group (e.g [A342,A343])	MMR Category (1, 2 or 3)	Total Approved Airframes	Resultant Monitoring Burden (# Airframes)	Remaining # of Monitoring
Total China					2060	252	134

Responsible State	Operator	Operator Name	Aircraft Monitoring Group	MMR Category (1, 2 or 3)	Total Aircraft Type Count	Resultant Monitoring Burden (# Airframes)	Remaining # of Monitoring
DPRK	KOR	Air Koryo	IL62	2	4	3	3
			IL76	2	1	1	1
			T134	2	1	1	1
			T154	1	1	1	1
			T204	2	1	1	1
Total DPRK					8	7	7

China RMA Grand Total (China + DPRK)					Total Aircraft Type Count	Resultant Monitoring Burden	Remaining # of Monitoring
					2068	259	141