

**RASMAG CONCLUSIONS/DECISIONS TRACKING LIST
ON MONITORING THE APPLICATION OF PERFORMANCE-BASED HORIZONTAL
SEPARATION MINIMA**

This document records current changes agreed by RASMAG to the information in ICAO Doc 10063 until the document is amended. Last updated: **3 July 2026**.

1) Conclusion RASMAG/22-8: Asia/Pacific Reporting of Large Lateral Deviations

That, in accordance with the revised definition of Large Lateral Deviation (LLD) contained in ICAO Doc 10063, that the Asia/Pacific Region endorse a new criterion of 10 NM for the reporting of LLDs in relation to navigation errors relative to the implementation of reduced horizontal separation minima.

Why: Doc 10063 has determined that the criterion for when a lateral navigation error is to be reported as an LLD should be determined on a regional basis. Currently Asia/Pacific uses a value of 15 NM. Given the new lateral minima below 30 NM (23 NM), RASMAG has reviewed this value, and has endorsed a proposal to amend the criterion to 10 NM, which aligns to other global regions such as the NAT.

2) Conclusion RASMAG/22-9: EMA Handbook and ICAO Doc 10063 Content

En-route Monitoring Agencies performing horizontal plane performance monitoring in the Asia/Pacific Region should adopt ICAO Document 10063 Manual on Monitoring the Application of Performance-based Horizontal Separation Minima, as guidance material, and replace the EMA Handbook with ICAO Document 10063 (ICAO to remove the EMA Handbook from the APAC website).

Why: The majority of the differences between the EMA Handbook and ICAO Doc 10063 are due to changes taken place since the EMA Handbook was drafted and an attempt to generalize terms for global standardization. ICAO Doc 10063 is more comprehensive than the EMA Handbook, and ICAO Document 10063 contains more references to ICAO Annexes, Standards and Recommended Practices and guidance material where applicable.

3) Conclusion RASMAG/28-4: Removal of EMA handbook Appendix A and Guidance for PBCS Non-Compliance Reporting

That,

- 1. the removal of EMA Handbook Appendix A – Asia Pacific Flight Information Regions and Responsible Monitoring Agency (RASMAG/28 WP/22 refers); and*
- 2. the additional guidance for PBCS Non-compliance reporting; be included in amendments to the following:*
 - a) The Revised EMA Handbook at Appendix C to the Report;*
 - b) Revised PBCS Action List at Appendix D to the Report; and*
 - c) The Asia Pacific Flight Information Regions and Responsible Monitoring Agency document at Appendix E to the Report*
- 3. the above-mentioned documents be uploaded to replace the previous versions.*
- 4. States/Administrations are urged to submit timely reports including Nil reports.*

Why: Lack of a standardized implementation of non-compliance reporting practices would become universally adopted and consistent reporting among the States and RMAs.

4) Conclusion RASMAG/30-2: Large Lateral Deviation Reporting Criteria in Asia and Pacific Region

That,

- a) Asia and Pacific Region to adopt a Large Lateral Deviation Reporting Criteria 5 NM threshold when applying or planning to implement lateral separation minima less than 50 NM. This revised value balances operational practicality with safety oversight requirements.*
- b) The 5 NM reporting criteria for lateral separation minima less than 50 NM to be updated in the Asia/Pacific Regions En-route Monitoring Agency (EMA) Handbook on the ICAO APAC eDocuments Webpage.*

Why: Adopting a 5 NM reporting threshold harmonized the requirements between the ADS-C downlink reports and manual reporting.

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