

RASMAG/25
Appendix H to the Report

RASMAG — TASK LIST

(last updated 12 July 2019)

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
22/3	India would provide information on progress to the CNS/SG/21 and ATM/SG/5 on data sharing with Indonesia and Malaysia and the proposed Nicobar ADS-B station.	RASMAG26	India	Open	
22/5	ICAO emphasised that projects supporting necessary safety enhancements such as ADS-B needed to be supported by governments, and that Bangladesh should report the situation to the CNS/SG when implementation was complete.	2021	Bangladesh	Open	
22/8	MAWG to discuss the measure used to determine overall Asia/Pacific TLS compliance and make recommendations to RASMAG/23 (<i>APANPIRG Conclusion 20/4 – Asia/Pacific Performance Metrics</i> refers) related to Hot Spots	RASMAG/26	MAWG	Open	
23/7	IFALPA requested more information about the Category A and B LHDs and communication failures, which the RMAs agreed to share	RASMAG25	RMAs	Open	
24/1	It was suggested that IATA work with their equivalents in the AFI Region to assist the ARMA to receive more pilot reports of LHD events.	RASMAG/25	IATA	Open	
24/2	The utilisation of ICAO standard separations should be considered urgently as a safety measure to reduce workload in addition to providing benefits for capacity and the environment	01 January 2020	Philippines	Open	
24/3	Remind French Polynesia about the provision of TSD to PARMO.	01 August 2019	ICAO	Open	
24/4	ICAO stressed that ROK was primarily responsible for monitoring of safety within the Incheon FIR, so	RASMAG/25	China RMA, and JASMA, MAAR, PARMO	Open	Ongoing while multiple ATS providers worked within the Incheon FIR

RASMAG/25
Appendix H to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
	this was appropriate, and emphasized the need for China RMA, JASMA, and PARMO to share safety reports in the area, and with ROK.				
24/5	Organise a meeting on implementation of AIDC between India and Oman	RASMAG26 31 August 2019	India, Oman, ICAO	Open	
24/6	RMA's to log onto the Knowledge Sharing Network (KSN) and add records to the Repository of actions to improve ASE performance	Ongoing	RMA's	Open	
24/7	LHD/LLD/LE Taxonomy to be placed on RMA websites	31 August 2019	RMA's	Open	
24/8	Review of RASMAG24 (1) Safety Bulletin, (2) Guidance Material for the Continued Safety Monitoring of the Asia Pacific RVSM Airspace.	19 July 2019	All	Open	
24/9	Review of the updated version of the GOLD (Doc 10037)	01 September 2019	PARMO, IFALPA	Open	
25/1	RMA's to check that all States to adopt the new F2 Form and States to explicitly check YES or NO in field 15 (RSP180 Approval) and 18 (RCP240 Approval).	RASMAG/26	All RMA's to check	Open	
25/2	The meeting suggested that the question be raised to the ATM/SG/8 on how to detect/handle State aircraft operators that incorrectly file 'W' in their flight plans (RASMAG/25/WP04).	01 December 2020	ICAO	Open	
25/3	The meeting discussed the identification of Category J events as LHDs, given that these were not taken into account in risk modelling or ATC separations as an independent safety net action using the command authority of a pilot to conduct a safe trajectory, bearing in mind the Aircraft Collision Avoidance System (ACAS) Resolution Advisory (RA) and ATC essential traffic	RASMAG/26	RASMAG Chair	Open	

RASMAG/25
Appendix H to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
	information. The issue of ‘nuisance’ RAs was also discussed, as these were the majority of Category J LHDs. The meeting agreed that the RASMAG Chair would further discuss this at the MAWG. RASMAG/25/WP08				
25/4	The meeting discussed the need for more systematic and efficient incident sharing mechanisms, as RMAs were not always able to source data in time. The RASMAG Chair agreed to discuss this at the next RASMSAG-MAWG. RASMAG/25/WP14	RASMAG-MAWG	RASMAG Chair	Open	
25/5	The 2019 RVSM risk estimate for the Pyongyang FIR indicated that the TLS had been met at 3.02 x 10⁻⁹ , as no LHD had been reported during 2019. However, the technical risk exceeds the target level of technical risk of 2.5 x 10-9, which rarely occurs. China RMA indicated that they will further investigate this. RASMAG/25/WP06	RASMAG/26	China RMA	Open	