



ICAO

International Civil Aviation Organization  
**Twenty-Fifth Meeting of the Regional Airspace Safety  
Monitoring Advisory Group (RASMAG/25)**

Video Teleconference, 27 – 30 October 2020

### Agenda Item 3: Reports from Asia/Pacific RMAs and EMAs

#### STATUS OF RSP/RCP APPROVAL COLLECTION

(Presented by the Monitoring Agency for Asia Region)

##### SUMMARY

This paper presents the status of Required Communication Performance (RCP) 240 and Required Surveillance Performance (RSP) 180 approval data that MAAR started collecting from 21 states since March 2018, which has been shared with other monitoring agencies since August 2019. As of August 2020, there are 13 States that adopted F2 Form, which included RSP and RCP information; 5 of these provided RCP240 and RSP180 approvals to MAAR while 8 States left the fields blank.

#### 1. INTRODUCTION

1.1 PBCS operational approvals for RCP240 and RSP180 are required for the application of reduced horizontal separation standards within portions of the Asia and Pacific Regions and North Atlantic Region. Aircraft operators will need to obtain approvals from the appropriate State Authority/State of Registry so that they can indicate eligibility in their flight plans to use the reduced horizontal separation standards.

1.2 All RMAs agreed to support the PBCS implementation by collecting and maintaining the additional approvals.

1.3 For 21 States under MAAR's responsibility, MAAR and the two En-route Monitoring Agencies (EMAs) – the South East Asia Safety Monitoring Agency (SEASMA) and the Bay of Bengal Arabian Sea Safety Monitoring Agency (BOBASMA) shared responsibilities to support the PBCS implementation. MAAR took on a role to receive and maintain records of RCP and RSP approvals from States and therefore has modified its database and software to store and process RCP240 and RSP180 approvals as an extension of the existing RVSM database.

#### 2. DISCUSSION

2.1 During the RASMAG/24, the meeting agreed that RMAs should update F2 and F3 Forms and the Traffic Sample Data template to contain RCP/RSP capabilities, as shown in the following conclusion:

**Conclusion RASMAG/24-5: Verification of RCP and RSP Capabilities Filed in the Flight Plan**  
*"That, recognizing the need for Asia Pacific Monitoring Agencies to verify RCP and/or RSP capabilities filed in the flight plan:*

- 1. Asia Pacific Monitoring Agencies update their F2 and F3 Forms and their Traffic Sample Data templates and notify the updates to the States under their responsibility by August 2019; and*
- 2. States be advised to include RCP and RSP approvals in the F2 and F3 Form for aircraft that have been authorized to include RCP and RSP designators in their Flight Plan, and to include Items 10 and 18 of the Flight Plan in its annual Traffic Sample Data"*

### RSP/RCP Approval Collection Status

2.2 MAAR already revised the forms and informed the States of the change continuously. The following table summarizes the list of States who are using the revised form and States who already provided RCP240/RSP180 approvals to MAAR as of August 2020.

States	Adopted the revised F2 Form	Provided RCP240/RSP180 approval data
<b>Afghanistan</b>	<b>NO</b>	
<b>Bangladesh</b>	<b>NO</b>	
<b>Cambodia</b>	<b>NO</b>	
<b>China (Macau)</b>	<b>NO</b>	
<b>Lao PDR</b>	<b>NO</b>	
<b>Maldives</b>	<b>NO</b>	
<b>Myanmar</b>	<b>NO</b>	
<b>Viet Nam</b>	<b>NO</b>	
Bhutan	<b>YES</b>	<b>X</b>
Brunei Darussalam	<b>YES</b>	✓
China (Hong Kong)	<b>YES</b>	✓
China (Taiwan)	<b>YES</b>	✓
India	<b>YES</b>	<b>X</b>
Malaysia	<b>YES</b>	<b>X</b>
Mongolia	<b>YES</b>	<b>X</b>
Nepal	<b>YES</b>	<b>X</b>
Pakistan	<b>YES</b>	<b>X</b>
The Philippines	<b>YES</b>	✓
Singapore	<b>YES</b>	✓
Sri Lanka	<b>YES</b>	<b>X</b>
Thailand	<b>YES</b>	<b>X</b>

**Table 1:** States using the revised F2 Form, with the RCP240 and RSP180 approval fields

2.3 The table shows that:

- **13** out of **21** States already adopted the revised F2 Form.
- **5** of 13 States provided RCP240 and RSP180 approvals to MAAR; these are Brunei Darussalam, China (Hong Kong), China (Taiwan), The Philippines, Singapore
- **8** States left the fields blank.

2.4 MAAR sent e-mails to **8** of 13 States (those with X's in Table 1) who did not specify whether the aircraft has RSP/RCP approval or not (did not check yes or no box) to query the RCP240 and RSP180 approval status of these aircraft. However, there were no responses from these 8 States.

2.5 Even though it is clear that aircraft that has blank or non-existing RSP/RCP approval fields should be treated as non RSP/RCP approved. Since the APAC region already started PBCS implementation since 29<sup>th</sup> March 2018, MAAR encourages States to be explicit in declaring RSP/RCP approval status of each aircraft in their operators' fleet. An aircraft should be either approved/authorized or not approved/authorized to be eligible for reduced horizontal minima; its status should not be documented as unknown.

2.6 MAAR would like to request all States marked with **"NO"** in Table 1 to adopt the new F2 Form and States marked with **"X"** in Table 1 to explicitly check YES or NO in field 15 (RSP180 Approval) and 18 (RCP240 Approval).

RSP/RCP Flight Plan Audit by PARMO and JASMA

2.7 A few agencies have already started the RSP/RCP flight plan audit process. During the period between December 2019 and May 2020, PARMO and JASMA identified China (Taiwan) and Malaysia as having operators filing P2 in their flight plans but missing RCP240 and RSP180 approval information in MAAR’s database. This missing information has been followed up and now updated in MAAR’s approval database.

2.8 The process to follow up RSP/RCP approval data is the same as that for RVSM approval data.

RSP/RCP Approval Data Sharing

2.9 MAAR started sharing RCP240 and RSP180 approval data along with the usual RVSM approval records on the KSN (an online data sharing platform used among RMAs) since August 2019. States who are planning to conduct an audit on P2 filing can contact their RMA to obtain the combined database snapshot.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) endorse the procedure stated in 2.6;
- b) note the information contained in this paper; and
- c) discuss any relevant matters as appropriate.

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