



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

CHINA RMA LTHM BURDEN ESTIMATE UPDATE

(Presented by China RMA)

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 (LTHM) requirement. The data were based on the Reduced Vertical Separation Minimum (RVSM) approval database by the end of June, 2020.

1. INTRODUCTION

The Long Term Height Monitoring (LTHM) Impact Statement developed by RASMAG was endorsed by APANPIRG/20 in September 2009. In RASMAG/24 meeting China RMA provided the burden list to the meeting, and this paper provides updated burden information.

2. DISCUSSION

2.1 In the last version, there were 96 operators with 3782 aircraft and the biennial monitoring number is about 441. By the end of June, 2020, there were 93 Chinese operators with 3987 aircraft. The biennial monitoring burden is 562 and there are 82 aircraft remaining to be monitored in this year.

2.2 The monitoring plan of the China RMA will be published and delivered to the operators monthly. The first time of publishing the plan is confirmed at the beginning of each year and is adjusted in the middle of the year based on the progress.

2.3 Since 2008, China RMA has been using four sets of EGMU/E2GMU to conduct on-board monitoring for Chinese Airlines. China RMA started to adopt ADS-B Height Monitoring System (AHMS) for HKP monitoring in 2014. With the use of ADS-B ground-based monitoring system, a majority of aircraft of Chinese operators have received successful monitoring records, which significantly reduced the on-board monitoring burden. At the same time, an increasing number of foreign aircraft could also receive valid monitoring records from the ADS-B monitoring system, which helped to support these fleets to meet long-term height monitoring requirements.

2.4 The sudden outbreak of the COVID-19 has affected the on-board monitoring work for China RMA. Early this year, restricted by the outbreaks, the China RMA did its best to achieve its duty. The engineers confirmed the operational status of the aircraft with the operators, so that the monitoring plan can be updated and delivered in a timely manner. ADS-B monitoring was adopted to carry out aircraft HKP monitoring for vast majority of the aircraft operating in our responsible RVSM airspace, ensuring the safe and orderly operation of the aircraft. The China RMA informed the Civil Aviation Administration of China (CAAC) the obstacles that disabled it from the on-board monitoring and requested necessary assistance accordingly.

2.5 Stressing the necessity to secure the RVSM airspace HKP monitoring and meet the relevant ICAO requirements during the hard time, a public notice was jointly published by the Flight Standards Department of CAAC and the Air Traffic Management Bureau (ATMB) to support the operational monitoring. The notice requires the operators that were not able to finish their assigned monitoring works to coordinate with the China RMA to complete the tasks by the end of this year.

2.6 Since the COVID-19 has been effectively controlled in China, China RMA has begun the on-board monitoring work since July 2020. As a result, 28 aircraft has been monitored by the end of September. The on-board monitoring work is gradually returning to normal.

2.7 The valid monitoring records shared from other RMAs on the Knowledge Service Network are also considered when producing the burden list in this paper.

2.8 For the Democratic People's Republic of Korea (DPRK), there are 4 aircraft registered in China RMA and we have conducted on-board HKP monitoring for 3 aircraft in 2018. Affected by COVID-19, China RMA could not conduct on-board monitoring for DPR Korea's aircraft this year. China RMA is trying to keep in touch and coordinate with DPR Korea for the monitoring schedule.

2.9 Attachment A provides details of the monitoring burden based on the RVSM 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 Attachment A;
- b) use the information to update the current monitoring burden anticipated for the Asia/Pacific RMAs; and
- c) discuss any relevant matters as appropriate.

.....