



ICAO

International Civil Aviation Organization

**Twenty-Sixth Meeting of the Regional Airspace Safety
Monitoring Advisory Group (RASMAG/26)**

Video Teleconference, 20 – 23 September 2021

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

ESTIMATE OF RVSM LONG TERM HEIGHT MONITORING BURDEN

(Presented by AAMA)

SUMMARY

This paper presents the current monitoring burden for Reduced Vertical Separation Minimum (RVSM) approved aircraft registered by Australia, Indonesia, the Solomon Islands and Papua New Guinea to meet Annex 6 requirements.

1. INTRODUCTION

1.1. The Asia/Pacific RMAs have been reporting the monitoring burden for each State within the region to the Asia/Pacific Air Navigation Planning and Implementation Regional Work Group (APANPIRG) on a regular basis. This paper provides the calculated monitoring burden for States under the jurisdiction of the Australian Airspace Monitoring Agency (AAMA) as at 10 September 2021, as well as specific monitoring details for Australian registered aircraft.

2. DISCUSSION

2.1 The AAMA has provided regular reporting to APANPIRG of its calculated monitoring burden following the implementation of long-term height monitoring in November 2010. The data is based on a review of the current RVSM approvals data for the State airspaces for which the AAMA is responsible.

2.2 A review of the most recent RVSM approvals databases maintained by the AAMA on behalf of ICAO determined that the total number of RVSM approved aircraft was 1,211 as at 10 September 2021. This represents an increase of 50 since the 25th meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/25) in October 2020.

2.3 Applying the minimum monitoring requirements (MMR) to the approved aircraft (including Australian military) results in a total monitoring burden of 363 aircraft. Taking into account the aircraft already successfully monitored, the current outstanding burden is 68 aircraft, which represents a decrease of three airframes from that reported in October 2020. Table 1 shows a summary of the total number of approved airframes and the current outstanding burden.

State	Total number of approved airframes	Total number of airframes contributing to resultant monitoring burden	Total number of airframes remaining to be monitored (outstanding burden)
Australia	704	282	39 (13.8%)
Indonesia	483	65	32 (42.2%)
Solomon Islands	2	2	1 (50.0%)
PNG	21	13	4 (30.8%)
Vanuatu	1	1	0 (0.0%)
Total	1,211	363	68

Table 1. Summary of Monitoring Burden by State.

2.4 Of the total Australian civil and military RVSM approved fleet, 39 airframes are considered overdue in terms of the MMR. Twenty of these are from the Australian military and 19 are civil aircraft. Some of the Australian military aircraft are fitted with ADS-B as required under the Australian mandate, but the aircraft were not squitting geometric height in the ADS-B message and therefore cannot be monitored using the AAMA’s ADS-B Height Monitoring System (AHMS). The AAMA continues to follow up the status of these operators with the relevant State authorities.

2.5 The outstanding burden for Indonesian registered aircraft is 32, which represents an increase of eight aircraft from that reported in October 2020. In terms of the percentage, the remaining monitoring burden has remained stable since October 2020 (42.1%). A smaller number of flight hours since the beginning of the COVID-19 pandemic and not operating outside the Indonesian flight information regions (FIRs) contribute to the high outstanding burden. Fifteen Indonesian registered airframes, including a mix of A330 and B737NX aircraft, were successfully monitored using AAMA’s AHMS in April 2021.

2.6 The AAMA has also monitored a number of Royal Australian Air Force (RAAF) aircraft including the KC30, BE30, B737NX, and E-7A Wedgetail fleets via AHMS.

3. ACTION BY THE MEETING

3.1. The meeting is invited to note and discuss the information contained in this paper.

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