



International Civil Aviation Organization
ICAO **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

JASMA LTHM BURDEN ESTIMATE UPDATE

(Presented by JASMA)

SUMMARY

This paper presents the current monitoring burden for aircraft registered and operated by Japan to meet Annex 6 Long Term Height Monitoring (LTHM) requirements as of June 2021.

1. INTRODUCTION

1.1 As agreed at the RASMAG/16 meeting, each RMA shall develop monitoring burden tables using the format presented in RASMAG/16/WP17. The Japan Airspace Safety Monitoring Agency (JASMA) presents the current update to that data. **Attachment** provides the JASMA monitoring burden table.

2. DISCUSSION

2.1 A review of the RVSM approvals databases maintained by the JASMA determined that the total number of RVSM approved airframes was 885 as of 30 June 2021.

2.2 Applying the minimum monitoring requirements (MMR) to the total of approved aircraft results in a total monitoring burden to be achieved of 167 airframes. Taking into account the aircraft monitored within the past two years, and the aircraft has not reached 1,000 hours but not monitored within the past two years, the outstanding burden is 11 airframes (6.6%) as of 30 June 2021.

2.3 Most of the remaining aircraft are operated by small aircraft operators. Although JASMA has been trying to survey flight hours to these operators because the operators' aircraft may have flight hours that have not reached 1,000 hours within the recent two years, a few operators only cooperate with the survey.

2.4 RMAs agreed to discuss removing the 1,000 flight hours monitoring requirement from Annex 6 and provide data on the number of operators who are taking advantage of the 1,000 hours requirement at the sixteenth meeting of the Regional Monitoring Agencies Coordination Group (RMACG/16) from June to July 2021.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

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

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**Attachment: Estimated RVSM Monitoring Burden for Asia/Pacific Region as a result of
Long Term Height Monitoring Requirements of Annex 6.
JASMA Monitoring Burden (As of 30 June 2020)**

Operator	Operator Name	Aircraft Monitoring Group	MMR Category (1,2 or 3)	Total # Approved Airframes	Resultant Monitoring Burden (# airframes)	Total # of Aircraft Remaining To Be Monitored By 30/06/2021
ADO	AIRDO	B737NX	1	8	2	0
		B767	1	4	2	0
AJX	Air Japan	B767	1	29	2	0
		B787	1	71	2	0
		B78X	2	2	2	2
AKX	ANA WINGS	B737NX	1	41	2	0
ANA	ALL NIPPON AIRWAYS	A20N	2	28	17	0
		A320	1	12	2	0
		A380	1	2	2	0
		B737NX	1	43	2	0
		B767	1	37	2	0
		B772	1	23	2	0
		B773	1	22	2	0
		B787	1	73	2	0
APJ	Peach Aviation	A20N	2	4	3	0
		A320	1	31	2	0
FDA	FUJI DREAM AIRLINES	E170-190	1	16	2	0
IBX	IBEX Airlines	CRJ7	1	10	2	0
JAL	Japan Air Lines	A350	2	9	6	0
		B737NX	1	49	2	0
		B767	1	37	2	0
		B772	1	22	2	0
		B773	1	17	2	0
		B787	1	49	2	0
JAR	J-AIR	E170-190	1	32	2	0
JJP	Jetstar Japan	A320	1	21	2	0
JTA	Japan Transocean Air	B737NX	1	13	2	0
MIL	Military (Japan Self-Defence Forces)	B767	1	4	2	0
		B773	1	2	2	0
		C680	1	3	2	0
		GLF4	1	5	2	1
		KC2	2	12	8	0
		P1	2	29	18	0
NCA	Nippon Cargo Airlines	B748	1	8	2	0

Operator	Operator Name	Aircraft Monitoring Group	MMR Category (1,2 or 3)	Total # Approved Airframes	Resultant Monitoring Burden (# airframes)	Total # of Aircraft Remaining To Be Monitored By 30/06/2021
SFJ	Star Flyer	A320	1	13	2	0
SJO	Spring Airlines Japan	B737NX	1	6	2	0
SKY	Skymark Airlines	B737NX	1	29	2	0
SNJ	Skynet Asia Airways	B737NX	1	14	2	0
TZP	ZIPAIR Tokyo	B787	1	2	2	0
WAJ	AirAsia Japan	A320	1	3	2	0
IGA	Aero Asahi	C680	1	2	2	0
		HDJT	2	1	1	0
IGA	Asahi Shinbunsha	C560	1	1	1	0
IGA	Auto Panther	C25A	1	2	2	1
		C525	1	1	1	1
IGA	CIVIL AVIATION BUREAU	C25C	2	5	3	0
IGA	Diamond Airservice	GLF4	1	1	1	0
IGA	GRAPHIC	C525	1	1	1	0
		C680	1	1	1	1
IGA	JAPAN COAST GUARD	F2TH	2	4	3	0
		GLF5	1	2	2	0
IGA	JAXA	C680	1	1	1	0
IGA	Kohnan Shoji	C25A	1	1	1	0
		C525	1	1	1	1
IGA	L'ange Cosmetique	C680	1	1	1	1
IGA	Mainichi Shinbunsha	C25A	1	1	1	0
IGA	Mitsubishi Aircraft	BE40	1	1	1	1
IGA	Mitsubishi Heavy Industries	BE40	1	1	1	1
IGA	Nakamhon Air Service	C560	1	2	2	0
IGA	NISHIMURA HIROYUKI	C510	1	1	1	0
IGA	Noevir Aviation	BE30	2	1	1	0
		C680	1	1	1	0
IGA	Okayama Air Service	C25A	1	1	1	0
		C510	1	1	1	0
		C525	1	3	2	0
		C680	1	1	1	1
		HDJT	2	3	2	0
IGA	Open Sky	HDJT	2	1	1	0
IGA	Shizuoka Air Commuter	C25A	1	2	2	0
		F2TH	2	1	1	0

Operator	Operator Name	Aircraft Monitoring Group	MMR Category (1,2 or 3)	Total # Approved Airframes	Resultant Monitoring Burden (# airframes)	Total # of Aircraft Remaining To Be Monitored By 30/06/2021
IGA	Shizuoka Air Commuter	C25A	1	2	2	0
		F2TH	2	1	1	0
IGA	Takagi Co., Ltd.	HDJT	2	1	1	0
IGA	THE YOMIURI SHIMBUN	C560	1	1	1	0
				885	167	11
				Total # Approved Airframes	Resultant Monitoring Burden (# airframes)	Total # of Aircraft Remaining
				885	167	11
						6.6%