



ICAO

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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 SAFETY REPORTING CULTURE

(Presented by JASMA)

SUMMARY

This paper presents the safety reporting culture, including reporting procedures, systems and flow in Japan.

1. INTRODUCTION

1.1 It was agreed at the 25th Regional Airspace Safety Monitoring Advisory Group (RASMAG/25) as the “**Decision RASMAG/25-4: Safety Reporting Assessment**” that RMAs and EMAs will include within their vertical and horizontal safety reports to RASMAG an assessment of the safety reporting culture of the States concerned (including ‘Just Culture’), and specifically.

2. DISCUSSION

2.1 The responsibility of the Japan Airspace Safety Monitoring Agency (JASMA) is the Fukuoka Flight Information Region (FIR) in Japan, and the Japan Civil Aviation Bureau (JCAB) having the Air Navigation Service Provider (ANSP) and regulatory authority is the concerned organization for JASMA.

2.2 **Figure 1** shows the safety reporting procedures, system and flow in Japan.

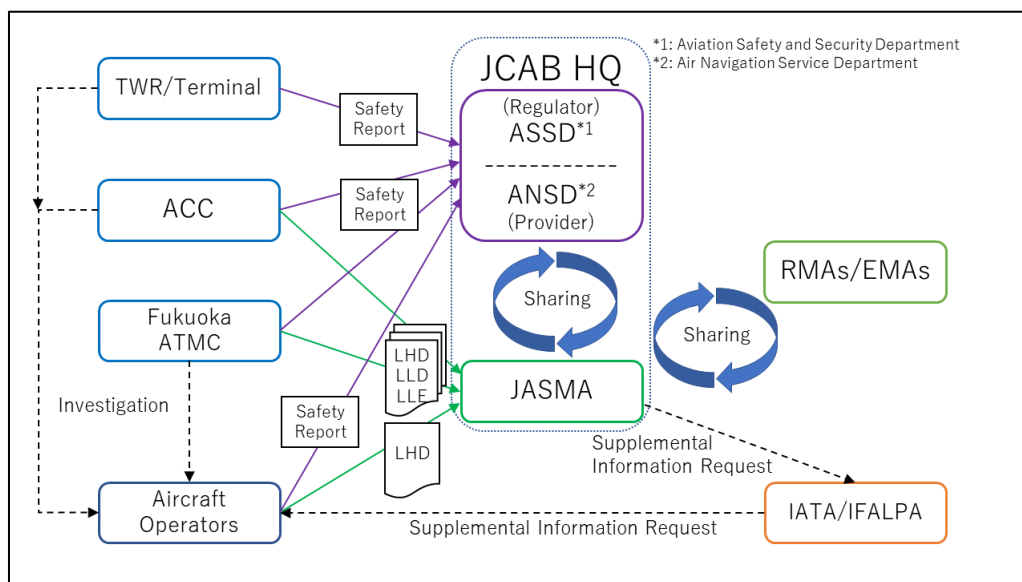


Figure 1: Safety reporting system in Japan

2.3 All ATC facilities need to submit safety reports, including a part of the Large Height Deviation (LHD) to the Aviation Safety and Security Planning Department (ASSD) and Air Navigation Service Department (ANSD) of JCAB headquarters through the online reporting system.

2.4 Besides, the Area Control Centers (ACCs) and the Fukuoka Air Traffic Management Center (ATMC) need to submit a report of the LHD, Large Lateral Deviation (LLD) and Large Longitudinal Error (LLE) to JASMA.

2.5 Aircraft operators are required to submit an LHD report to JASMA according to the Aeronautical Information Publication (AIP).

2.6 ASSD, ANSD and JASMA share these reports and information if required.

2.7 JASMA shares LHDs/LLDs/LLEs occurred at the FIR boundary with concerned RMAs and EMAs.

2.8 In case that LHDs/LLDs/LLEs might have occurred due to pilots' errors or airborne equipment failure, ACCs or Fukuoka ATMC try to contact the aircraft operator for investigation. However, if they cannot reach the operator, such as a foreign airline, JASMA sends a supplemental information request to the international air transport association (IATA) and a carbon copy of the request to the International Federation of Air Line Pilots' Associations (IFALPA).

2.9 Once the supplemental information is provided to JASMA from IATA, JASMA will share a summary which is removed confidential and private data from the original information with ACCs or Fukuoka ATMC.

2.10 **Table 1** presents the summary of the 3 LHDs and 1 LLD that JASMA requested supplemental information to IATA in 2020. The supplemental information of 2 LHDs and 1 LLD were provided to JASMA.

No.	Date	LHD/LLD/LLE	Operator	Location	Choices of Code before requesting supplemental information	Code after analysis (* means no response of supplemental information)
1	31-Jan-2020	LHD	Delta Air Lines	ONIKU (Hot spot B)	B or D	D*
2	7-Jun-2020	LLD	Garuda Indonesia	AVLAS	A, B, C, G or H	H
3	7-Jul-2020	LHD	Emirates	HABAR	A, B, C, or D	D
4	7-Nov-2020	LHD	Polar Air Cargo	SADLI (Hot spot B)	A, B, C, D, E or F	D

Table 1: Summary of requesting and analyzing supplemental information

2.11 The protocol for requesting and obtaining supplemental information provides RMAs/EMAs a great help to precisely analyze and categorize LHD/LLD/LLE events. It also provides ACCs and Fukuoka ATMC helpful information to understand why the event happened.

2.12 JASMA would like to express appreciation for IATA (and IFALPA) coordinating patiently.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

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

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