



ICAO

International Civil Aviation Organization

Twenty-Seventh Meeting of the Regional Airspace Safety  
Monitoring Advisory Group (RASMAG/27)

Video Teleconference, 22 – 25 August 2022

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

**MAAR STATES' RESPONSES TO THE REMOVAL OF THE 1,000-FLIGHT HOUR  
PORTION OF THE RVSM HEIGHT MONITORING REQUIREMENT FROM ICAO  
ANNEX 6**

(Presented by the Monitoring Agency for Asia Region)

**SUMMARY**

During RASMAG/26, MAAR presented draft questionnaire of the removal of the 1,000-flight hour portion of the RVSM Height Monitoring Requirement from ICAO Annex 6 to the meeting to get feedback and endorse. The questionnaire was administered to all 21 State CAAs in September 2021. The questionnaire has been completed and returned to MAAR by 19 States (out of 21 - Brunei Darussalam and Mongolia did not respond). Based on 19 States' responses, all agreed with the proposal to remove the 1,000-flight hour portion of the requirement.

**1. INTRODUCTION**

1.1 In the sixteenth Regional Monitoring Agencies Coordination Group (RMACG) virtual meetings, the North American Approvals and Monitoring Organization (NAARMO) made a proposal to remove the 1,000-flight hour portion of the recurrent Reduced Vertical Separation Minimum (RVSM) height monitoring requirement specified in ICAO Annex 6 to the Convention on International Civil Aviation, which reads:

*“The State of Registry/Operator that has issued an RVSM approval to an owner/operator shall establish a requirement which ensures that a minimum of two aeroplanes of each aircraft type grouping of the owner/operator have their height-keeping performance monitored, at least once every two years or within intervals of 1 000 flight hours per aeroplane, whichever period is longer. If an owner/operator aircraft type grouping consists of a single aeroplane, monitoring of that aeroplane shall be accomplished within the specified period.”*

1.2 The meeting agreed in principle with the proposal to remove the 1,000-flight hour portion of the requirement from Annex 6. After some discussions, the meeting agreed on the following action:

***ACTION RMACG/16:6: All RMAs to provide data on operators who are taking advantage of the 1000 hours monitoring requirement.***

1.3 To fulfill this task, MAAR administered a questionnaire to collect information from States regarding any aircraft operators who are currently fulfilling the long-term height monitoring requirement based on the 1,000 flight-hour basis.

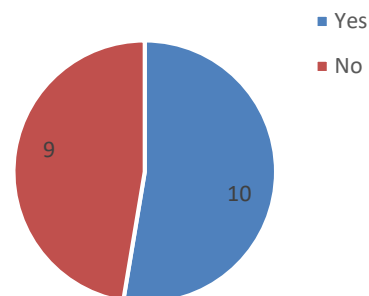
## 2. DISCUSSION

2.1 **19 of 21** States have completed and returned the questionnaire to MAAR. **Brunei Darussalam** and **Mongolia** did not respond (no explanation was provided.)

2.2 Based on all 19 responses, the following section summarizes the results:

Q1: Are you currently allowing your operators to fulfill the long-term height monitoring requirements specified in Annex 6 based on the 1,000-flight hour portion of the requirement?

Yes	No
1. Afghanistan	1. Bhutan
2. Bangladesh	2. China (Hong Kong)
3. Cambodia	3. Lao PDR
4. China (Macau)	4. Malaysia
5. China (Taiwan)	5. Maldives
6. India	6. Myanmar
7. Philippines	7. Nepal
8. Singapore	8. Pakistan
9. Thailand	9. Sri Lanka
10. Vietnam	



Q2: Provide the name of the operators that are being applied the 1,000-flight hour portion of the requirement

States	Answer
Afghanistan	Ariana Afghan Airlines & Kam Air (Both 1000 hours and two years which one comes later)
Bangladesh	- R & R Aviation Limited - Arirang Aviation Limited
Cambodia	- Cambodia Angkor Air - Sky Angkor Airlines - Bassaka Air - JC (Cambodia) international Airlines - Lanmei Airlines (Cambodia) - Cambodia Airways
China (Macau)	Macau Jet International Co., Ltd.
China (Taiwan)	- Aerospace Industrial Development Corporation (AIDC) - Executive Aviation Taiwan Corp
India	All scheduled, Non-scheduled & Private Operators who have completed 1,000-flight hour from the last Height keeping performance monitored required by Regional Monitoring Agency (i.e. MAAR)
Philippines	General Aviation Operators
Singapore	- Singapore Airlines - Scoot TigerAir - Jetstar Asia Airways
Thailand	Siam Land Flying Co.Ltd.
Vietnam	- Vietnam Airlines - Bamboo Airways - Vietjet Air

Q3: Provide the method used to track their flight hours

States	Answer
Afghanistan	Aircraft Tech Log, Operations Q-Pulse and Airborne Software
Bangladesh	Aircraft Log Book record monitoring
Cambodia	Refer to AOCR 8.10
China (Macau)	Controlled under scheduled task in aircraft maintenance programme
China (Taiwan)	The operators report the aircraft flight hours accumulated after last height monitoring.
India	The flight hours are track from Flight Report Book/Journey Log Book, Aircraft Log Book etc
Philippines	Flight Logbook
Singapore	Internal procedures within engineering department of AOC

Q4: If the 1,000-flight hour portion of the requirement were removed from Annex 6 in the future, how would the change affect the overall RVSM safety oversight of these operators?

States	Answer
Afghanistan	It would be negligible.
Bangladesh	Nothing affects
Cambodia	SSCA will increase the oversight on RVSM activity.
China (Macau)	Adjustment of interval to every two years for the subject scheduled task.
China (Taiwan)	It will easier to oversight of these operators.
India	No effect on the overall RVSM safety oversight of these operators.
Philippines	It is more tighten.
Singapore	The AOC holders have indicated that the 2-year requirement will equally satisfy the requirements. There is nil expected effect on RVSM safety oversight.
Thailand	There is no significant impact on safety oversight.

Q5: Do you agree with the proposal to remove the 1,000-flight hour portion of the requirement?

- All 19 States agreed with the proposal to remove the 1,000-flight hour portion of the requirement.

Q6: Provide any additional comments

States	Answer
Cambodia	1. Increase the safety oversight on the RVSM 2. State on the Maintenance Programme
China (Taiwan)	Notify the authority when the rule change in advance.
India	In the perspective of small operator having one or two aircraft flying as Non-scheduled/Private/Government Bodies, if the utilization of Aircraft is low or under any circumstances the aircraft couldn't fly the 1,000-flight hour advantage will not be availed. Or, Small operators having less than 2 aircraft operating under General Aviation/Non-Schedules Category may be allowed to fly the 1,000-flight hour or 2 Years whichever is Later/Longer.
Lao PDR	Refer to LCAR Part 8 (8.8.1.22) all requirements refer to ICAO Doc 9574

States	Answer
Maldives	We do not specifically prohibit operators from doing it by hours. It is just that no one has chosen to do so.
Philippines	It is more strictly as well as the Authority can monitor the operators and oblige them renew their approval every two years uniformly.

### Conclusion

2.3 All 19 States agreed with the proposal to remove the 1,000-flight hour portion of the requirement, including those currently applying the 1,000-flight hour requirement.

2.4 The majority of them stated that the proposal to remove the 1,000-flight hour portion has no influence on the overall RVSM safety oversight.

2.5 One State proposed that small operators (having 1 or 2 aircraft) should be permitted to use the 1,000-flight hour criteria because their aircraft are not flown frequently or cannot be flown under some circumstances.

2.6 States who now allow their operators to use the 1,000-flight hour criteria request MAAR to notify them in advance if this component of Annex 6 requirement is modified.

2.7 Based on these responses, MAAR will present the finding to the upcoming RMACG/17 (Part II - September 19-23, 2022) in support for the removal of the 1000-flight hour portion of the requirements.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) endorse the planned action in 2.5; and
- c) discuss any relevant matters as appropriate.

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