



ICAO

International Civil Aviation Organization

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

Video Teleconference, 22 – 25 August 2022

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 Japanese operators to meet Annex 6 Long Term Height Monitoring (LTHM) requirements as of June 2022.

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 A provides the JASMA monitoring burden table.

2. DISCUSSION

2.1 A review of the most recent RVSM approvals databases maintained by the JASMA determined that the total number of RVSM approved airframes was 885 as of 30 June 2022.

2.2 Applying the minimum monitoring requirements (MMR) to the total of RVSM approved aircraft results in a total monitoring burden to be achieved of 182 airframes. Taking into account aircraft which were approved RVSM for the first time or were conducting height monitoring within the past two years, the outstanding burden is 4 airframes (2.2%) as of 30 June 2022.

2.3 The remaining aircraft are operated by small aircraft operators or States. JASMA supposes that the flight hours of these operators' aircraft might not have reached 1,000 hours within the recent two years.

2.4 The Regional Monitoring Agencies (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) from June to July 2021.

2.5 **Attachment B** is Form 4 (F4), which is a proposal from JASMA to confirm and check the flight hours of the aircraft whose operators taking advantage of the 1,000 flight hours monitoring requirement in case that RMAs agree to maintain the 1,000 flight hours requirement. This proposal would be discussed at the RMACG/17 meeting, which will be held virtually in September 2022.

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 A: 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 2022)**

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 30/06/2022
ADO	Airdo	B737NX	1	8	2	0
		B767	1	4	2	0
AJX	Air Japan	B767	1	27	2	0
		B787	1	71	2	0
		B78X	2	2	2	0
AKX	ANA WINGS	B737NX	1	39	2	0
ANA	ALL NIPPON AIRWAYS	A20N	2	33	20	0
		A320	1	4	2	0
		A380	1	3	2	0
		B737NX	1	39	2	0
		B767	1	27	2	0
		B772	1	12	2	0
		B773	1	20	2	0
		B787	1	75	2	0
APJ	Peach Aviation	A20N	2	10	6	0
		A320	1	27	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	16	10	0
		B737NX	1	47	2	0
		B767	1	35	2	0
		B772	1	16	2	0
		B773	1	17	2	0
JAR	J-AIR	B787	1	47	2	0
		E170-190	1	32	2	0
JJP	Jetstar Japan	A20N	2	1	1	0
		A320	1	19	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	3	2
		KC2	2	14	9	0
NCA	Nippon Cargo Airlines	P1	2	33	20	0
		B748	1	8	2	0
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	4	2	0
WAJ	AirAsia Japan	A320	1	3	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 30/06/2022
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	1	1	0
		C525	1	1	1	0
IGA	CIVIL AVIATION BUREAU	C25C	2	5	3	0
IGA	Diamond Airservice	GLF4	1	1	1	0
IGA	Electronic Navigation Research Institute	BE30	2	1	1	0
IGA	GRAPHIC	C680	1	1	1	0
IGA	JAPAN COAST GUARD	F2TH	2	6	4	0
		GLF5	1	2	2	0
IGA	JAXA	C680	1	1	1	0
IGA	KACHI64	HDJT	2	1	1	0
IGA	Kohnan Shoji	C25A	1	1	1	0
		C525	1	1	1	0
IGA	Mainichi Shinbunsha	C25A	1	1	1	0
IGA	Mitsubishi Aircraft	BE40	1	1	1	0
IGA	Mitsubishi Heavy Industries	BE40	1	1	1	0
IGA	Nakanihon Air Service	C560	1	2	2	0
IGA	Noevir Aviation	BE30	2	1	1	0
		C680	1	1	1	0
IGA	Okayama Air Service	C25A	1	1	1	0
		C525	1	3	2	0
		C680	1	1	1	0
		HDJT	2	2	2	1
IGA	PV	C510	1	1	1	0
IGA	PV	HDJT	2	1	1	0
IGA	PV	TBM	2	1	1	1
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
				858	182	4
				Total # Approved Airframes	Resultant Monitoring Burden (# airframes)	Total # of Aircraft Remaining
				858	182	4
						2.2%

Attachment B

Draft

JASMA FORM F4
RECORD OF FLIGHT HOURS

When a State of Registry obtains the request of an operator/aircraft for applying the 1,000 flight hours monitoring requirement on ICAO Annex 6, details of the aircraft information, including flight hours, must be recorded and sent to the address below without delay. *(Please refer to the Instructions below.)*

State of Registry ¹ :	<table border="1"><tr><td>R</td><td>J</td></tr></table>	R	J								
R	J										
Name of the Operator ² :	<table border="1"><tr><td></td><td></td><td></td></tr></table>										
State of the Operator ³ :	<table border="1"><tr><td></td><td></td></tr></table>										
Aircraft type ⁴ :	<table border="1"><tr><td></td><td></td><td></td><td></td><td></td></tr></table>										
Aircraft series ⁵ :	<table border="1"><tr><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>										
Manufacturer's serial number ⁶ :	<table border="1"><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>										
Registration mark ⁷ :	<table border="1"><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>										
Mode S aircraft address ⁸ :	<table border="1"><tr><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>										
Last monitoring date ⁹ :	<table border="1"><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>										
Flight hours ¹⁰ :	<table border="1"><tr><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>										