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*International Civil Aviation Organization***Fourth Meeting of the Asia/Pacific Air Traffic Management Automation System Task Force (APAC ATMAS TF/4)***Bangkok, Thailand, 28 - 30 June 2023***Agenda Item 2:** Review of Outcomes of Relevant Meetings**UPDATES FROM RASMAG/27**

(Presented by the Secretariat)

**SUMMARY**

This paper provides a brief summary of the outcomes from the Twenty-Seventh Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/27), relevant to the priorities of AIDC implementation.

**1. INTRODUCTION**

1.1 During the ATS Inter-facility Data Communication Review Task Force Meeting (AIDC/TF) held from 6 to 9 February 2007 in Bangkok, the Regional Airspace Safety Monitoring Advisory Group (RASMAG) recognized the value of ATS Inter-facility Data Communications (AIDC) between ATS facilities in reducing the potential for ground-ground coordination errors by enabling routine coordination to be undertaken directly between the ATS equipment in respective ATC facilities.

1.2 AIDC can not only remove the possibility of human readback and hearback errors, resulting in a decrease in coordination errors and associated decrease in RVSM Large Height Deviation (LHD) occurrences, but also reduce ATC workload to leave more time for traffic separating functions and increase the effective use of airspace. (*Note: LHD – Any vertical deviation of 90m/300ft or more from the flight level expected to be occupied by the flight.*)

1.3 The Twenty-Seventh Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/27) was held *from 22 to 25 August 2022* by Video Teleconference (VTC). A total of 158 participants were registered for the meeting and the meeting report, working papers, information papers, and other resources can be accessed by following link:

<https://www.icao.int/APAC/Meetings/Pages/2022-RASMAG27.aspx>

**2. DISCUSSION**

2.1 The meeting reviewed the outcomes of The Twelfth Meeting of the FANS Interoperability Team-Asia (FIT-Asia/12), which was held by video teleconference *from 25 to 28 July 2022*.

2.2 The meeting reviewed Vertical Safety Report on RVSM airspace risk by China Regional Monitoring Agency (China RMA), the Japan Airspace Safety Monitoring Agency (JASMA), the Monitoring Agency for the Asian Region (MAAR), and etc. during 2021.

2.3 The meeting also discussed other issues regarding Non-RVSM Approved Aircraft, Long Term Height Monitoring (LTHM) Burden Estimate, safety reporting, the APANPIRG ATM and Airspace Safety Deficiency List, etc.

APAC Consolidated Safety Report

2.4 The ICAO secretariat provided a regional safety monitoring assessment summary, which highlighted the Hot Spot Summary in **Table 27** in the meeting report as below:

Hot Spot	Involved FIRs	Identified	Remarks
A1	Kolkata/Dhaka-Yangon	2015	Cat. E LHDs improved. Mitigations to be completed.
A2	Chennai – Yangon/Kuala Lumpur	2015	Cat. E LHDs slightly increasing
B	Incheon (AKARA Airspace)	2015	Cat. E LHDs improved. Mitigations to be completed.
D	Manila – all adjacent FIRs	2015	Cat. E LHDs increasing
F	Mogadishu – Mumbai	2015	Cat. E LHDs improved. Mitigations to be completed.
G	Sanaa/Muscat – Mumbai	2015	Cat. E LHDs improved. Mitigations to be completed.
J	Jakarta – Singapore/Kota Kinabalu	2018	Cat. E LHDs increasing.
M	Colombo – Melbourne	2019	Proposed to re-classify as non-hot spot. Mitigations to be completed.
N	Oakland USA – Hawaii CEP	2019	Cat. E LHDs increasing

**Table 27:** LHD Hot Spots in the Asia/Pacific Region

2.5 The meeting considered that all current hot spots should be retained due to the continuing reduced traffic resulting from the COVID-19 pandemic and would be reviewed at RASMAG/28.

JASMA Vertical Safety Report

2.6 JASMA analysis of LHD trends under the COVID-19 situation indicated that implementing technical mitigation measures (e.g. AIDC) for category E LHDs may be most effective.

MAAR Safety Report

*South Asia Indian Ocean Airspace*

2.7 The Hot Spot A1 (the boundaries between Kolkata FIR / Dhaka FIR and Yangon FIR) did not satisfy any of the three hot spot criteria in 2020 and 2021. It was reported to RASMAG/26 that the issue of LHDs over waypoints APAGO and CHILA (the Dhaka-Yangon interface) was resolved by implementation of a new procedure since June 2019 to handle traffic among Yangon, Dhaka, and Kolkata ACCs. The ADS-B data sharing between Kolkata ACC and Yangon ACC was implemented to allow the controllers to detect and resolve any issue before an aircraft passed the transfer-of-control points. If it could also be confirmed that AIDC is successfully implemented between Kolkata ACC and Yangon ACC, then the Hot Spot A1 (the boundaries between Kolkata FIR / Dhaka FIR and Yangon FIR) could be proposed to be removed from the hot spot list. Hot Spot A2 (the boundaries between

Chennai FIR and Yangon FIR / Kuala Lumpur FIR) satisfies hot spot criteria in terms of the number, and therefore should remain on the hot spot list.

*Southeast Asian Airspace*

2.8 LHD Hot Spot D (Manila FIR and adjacent FIRs) were first identified as hot spots in 2015. The number of LHDs and the operational risk had improved due to several safety enhancement activities including the new ATM system, the enhanced surveillance capability, the implementation of ADS-C/CPDLC and partial implementation of AIDC. However, the number of LHDs and the total operational risk along Manila FIR boundaries increased in 2021. The total operational risk in 2021 was almost as high as the total operational risk in 2019, which was in the normal traffic situation before the COVID-19 pandemic. MAAR suggested to keep watch on all Manila FIR boundaries (Hot Spot D) and maintain it on the LHD Hot Spot list because some mitigations still remained to be implemented.

2.9 The meeting considered that the LHD cluster at the Bangkok-Kuala Lumpur/Singapore boundary be closely monitored with a view to its inclusion in the list of hot spots in 2023 if necessary.

*Identified Airspace Risk Occurrences in Indian FIRs*

2.10 The meeting was informed that as part of its efforts to reduce the risks due to coordination errors and other near boundary ATS incidents, India had planned to implement AIDC with all the neighbouring FIRs. AIDC Test/Trails were conducted during the past year with many of the neighbouring ATSU's.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) review summary of hot spots in section 2.4; and
- c) discuss any relevant matter as appropriate

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