



*International Civil Aviation Organization*  
**ICAO** **Twenty-Eighth Meeting of the Regional Airspace Safety  
Monitoring Advisory Group (RASMAG/28)**

Bangkok, Thailand, 21 – 24 August 2023

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**Agenda Item 8: Review and Update RASMAG Task List**

**RASMAG TERMS OF REFERENCE AND TASK LIST**

(Presented by the Secretariat)

**SUMMARY**

This paper presents the Terms of Reference and Task List for review by the meeting.

**1. DISCUSSION**

- 1.1 The RASMAG Terms of Reference (TOR) is appended as **Attachment A**.
- 1.2 The RASMAG Task List is appended as **Attachment B** to this paper.

**2. ACTION BY THE MEETING**

- 2.1 The meeting is invited to:
  - a) review the RASMAG TOR; and
  - b) review, report on and update RASMAG action items in the Task List.

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**REGIONAL AIRSPACE SAFETY MONITORING ADVISORY GROUP (RASMAG)**

TERMS OF REFERENCE OF THE RASMAG

The objectives of the Group are to:

- a) facilitate the safe implementation of reduced separation minima and CNS/ATM applications within the Asia and Pacific Regions in regard to airspace safety monitoring; and
- b) assist States to achieve the established levels of airspace safety for international airspace within the Asia and Pacific Regions.

To meet these objectives the Group shall:

- a) review airspace safety performance in the Asia and Pacific Regions at the regional level and within international airspace;
- b) review and develop as necessary, guidance material for airspace safety monitoring, assessment and reporting activities, including the duties, responsibilities and scope of regional monitoring entities;
- c) recommend, and facilitate as necessary, the implementation of airspace safety monitoring and performance assessment services;
- d) review and recommend on the competency and compatibility of monitoring organizations and recommend to APANPIRG specific airspace responsibility for individual regional monitoring entities;
- e) review, coordinate and harmonize regional and inter-regional airspace safety monitoring activities;
- f) review regional and global airspace planning and developments in order to anticipate requirements for airspace safety monitoring and assessment activities;
- g) address other airspace safety related issues as necessary;
- h) facilitate the distribution of safety related information to States, and
- i) provide to APANPIRG comprehensive reports on regional airspace safety and coordinate with other contributory bodies of APANPIRG as appropriate.

TASK LIST

To review the safety monitoring programmes in the Asia and Pacific Regions for implementation and operation of:

- a) reduced vertical separation minimum (RVSM);
- b) reduced horizontal (lateral and longitudinal) separation minima using PBN;
- c) aircraft separation applications using data link, e.g. ADS and CPDLC; and
- d) ATS Unit to ATS Unit operational messaging using AIDC.

*(Last updated APANPIRG/18, September 2007)*

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**RASMAG — TASK LIST**

*(last updated 25 August 2022)*

<b>ACTION ITEM</b>	<b>DESCRIPTION</b>	<b>TIME FRAME</b>	<b>RESPONSIBLE PARTY</b>	<b>STATUS</b>	<b>REMARKS</b>
22/8	MAWG to discuss the measure used to determine overall Asia/Pacific TLS compliance and make recommendations to RASMAG/23 ( <i>APANPIRG Conclusion 20/4 – Asia/Pacific Performance Metrics</i> refers) related to Hot Spots	APANPIRG/32	MAWG	<del>Open</del> Completed	RASMAG/26 update Ref Secretariat review of Regional Safety Assessment RASMAG/27 update: Action Item 26/5 refers.
24/5	Organise a meeting on implementation of AIDC between India and Oman	RASMAG26	India, Oman, ICAO	Closed	Coordination between India and Oman is occurring, and AIDC testing is under way.
25/1	RMAs to check that all States to adopt the new F2 Form and States to explicitly check YES or NO in field 15 (RSP180 Approval) and 18 (RCP240 Approval).	RASMAG/27	All RMAs to check Myanmar Viet Nam	<del>Open</del> Completed	RASMAG/26 update para 5.7 <i>Myanmar and Viet Nam had not adopted the new F2 form, which included PBCS approvals information.</i> RASMAG/27 update para 5.18
25/2	The meeting suggested that the question be raised to the ATM/SG/8 on how to detect/handle State aircraft operators that incorrectly file ‘W’ in their flight plans (RASMAG/25/WP04).	<del>ATM/SG/9</del> RASMAG/28	ICAO	Open	RASMAG/26 update ATM/SG/8 was informed of RASMAG/25 advice. Draft Conclusion RASMAG/26-3 to also be discussed and endorsed at ATM/SG/9 RASMAG/27 Update para 5.27 ref paper to Assembly.

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
25/3	The meeting discussed the identification of Category J events as LHDs, given that these were not taken into account in risk modelling or ATC separations as an independent safety net action using the command authority of a pilot to conduct a safe trajectory, bearing in mind the Aircraft Collision Avoidance System (ACAS) Resolution Advisory (RA) and ATC essential traffic information. The issue of ‘nuisance’ RAs was also discussed, as these were the majority of Category J LHDs. The meeting agreed that the RASMAG Chair would further discuss this at the MAWG. RASMAG/25/WP08	MAWG/9	RASMAG Chair	<del>Open</del> Completed	RASMAG/27 update: Report para 2.22. MAWG/9 provided common guidance for APAC RMAs on how to treat TCAS RA-related reports.
25/4	The meeting discussed the need for more systematic and efficient incident sharing mechanisms, as RMAs were not always able to source data in time. The RASMAG Chair agreed to discuss this at the next RASMSAG-MAWG. RASMAG/25/WP14	RASMAG-MAWG	RASMAG Chair	Closed	RASMAG/26 WP/4
25/5	The 2019 RVSM risk estimate for the Pyongyang FIR indicated that the TLS had been met at $3.02 \times 10^{-9}$ , as no LHD had been reported during 2019. However, the technical risk exceeds the target level of technical risk of $2.5 \times 10^{-9}$ , which rarely occurs. China RMA indicated that they will further investigate this. RASMAG/25/WP06	RASMAG/26	China RMA	Closed	RASMAG/26 WP/6 Technical Risk $1.04 \times 10^{-9}$
26/1	Noting that there were cases where some States were using a process other than direct operational approvals to enable aircraft operators to file PBCS indicators in flight plans, ICAO undertook to study how information on such State regulatory processes could be obtained	<del>RASMAG/27</del> RASMAG/28	ICAO, States?	Open	RASMAG/26 Report para. 2.8

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
26/2	JASMA noted that five LHDs at SADLI did not appear to have been included in the PARMO report. China RMA informed the meeting that the data would be shared with JASMA and PARMO. Republic of Korea also requested the data be shared with them (China RMA also agreed that information on this area should be shared), and advised that they would share relevant data with China RMA, JASMA and PARMO.	RASMAG/27	China RMA JASMA Republic of Korea PARMO	<del>Open</del> Completed	RASMAG/26 Report para. 3.40 RASMAG/27 WP/20 LHD information is being shared between China RMA, JASMA and PARMO.
26/3	In response to JASMA’s invitation to the meeting, particularly IATA and IFALPA, to provide feedback on the increasing number of Category A LHDs, IFALPA agreed that decreasing opportunities for pilots to operate aircraft may have contributed. JASMA was also asked whether these events could be categorized by time of day, as fatigue may be a contributing factor due to some operators requiring pilots to fly longer than usual flight hours. JASMA agreed to provide IFALPA with further information, but noted it would take some time to prepare	MAWG/9	JASMA	<del>Open</del> Completed	RASMAG/26 Report para. 3.46  JASMA will provide information on Cat. A LHDs to IATA and IFALPA, and will also provide information to MAWG/9.  RASMAG/27 WP/26
26/4	It was also noted that a significant number of the occurrences at this hot spot ( <i>Hot Spot M</i> ) were the result of Indian Navy flights not complying with ATC instructions, and that an identified mitigation strategy was to establish contact with the Indian Navy to resolve the matter. This mitigation had not yet been achieved. India informed the meeting that contact details for the Indian Navy could be provided if AAMA could provide the details of the occurrences. A formal letter on the subject should also be addressed to the Director General of Civil	MAWG/9 ?	BOBASMA AAMA	<del>Open</del> Completed	RASMAG/26 Report para 3.114 AAMA to write to DGCA India to obtain contact details for Indian Navy AAMA to provide details of occurrences RASMAG/27 update WP/9 Refer Action Item 27/5

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
	Aviation of India, with copy to BOBASMA.				
26/5	The Chair informed the meeting that the process of identification and monitoring of LHD hot spots had been developed informally over several years to facilitate the focus of RASMAG on areas requiring specific attention. The MAWG was invited to consider drafting a formalized process for this purpose, for consideration by RASMAG	<del>RASMAG/27</del> RASMAG/28	MAAR	Open	RASMAG/26 Report para 3.116 RASMAG/27 WP/7 RASMAG/27 Update: Hot Spot methodology trial to be validated at RASMAG/28
26/6	APAC RMAs to administer a short questionnaire to States' POCs on the matter of RMA responsibility in this regard (sharing of RVSM approval data for State aircraft)	31 March 2022	All APAC RMAs	<del>Open</del> Completed	RASMAG/26 Report para 5.21 Subject to APANPIRG/32 adoption of Draft Conclusion RASMAG/26-3 MAAR to prepare draft questionnaire for review at MAWG/9 RASMAG/27 WP/31
27/1	Draw the attention of ATM/SG and APANPIRG to issues related to PBCS non-compliance reporting (lack of reports, gaps in data, delayed reporting, lack of POCs, poor participation in RMA measures on PBCS, reporting processes and tracking of non-compliant aircraft	ATM/SG/10 APANPIRG/33	Secretariat	Open	RASMAG/27 report para 2.26
27/2	Explore the development of Regional Guidance for PBCS non-compliance reporting (including Nil Occurrence reports) and handling processes	FIT-Asia/13	Secretariat Others?	Open	RASMAG/27 report para 2.28
27/3	Provide update on AKARA airspace improvement project planning, if any.	ATM/SG/10	China Japan Republic of Korea	Open	RASMAG/27 report para 3.6
27/4	ICAO APAC Office to coordinate with ICAO HQ on AKARA airspace improvement project Phase 2	30 September 2022	Secretariat	Open	RASMAG/27 report para 3.9

<b>ACTION ITEM</b>	<b>DESCRIPTION</b>	<b>TIME FRAME</b>	<b>RESPONSIBLE PARTY</b>	<b>STATUS</b>	<b>REMARKS</b>
27/5	ICAO APAC Regional Office to write to DGCA India seeking contact details for Indian Navy (Hot Spot M mitigations)	30 September 2022	Secretariat	Open	RASMAG/27 report para 3.33 Action items and 25/2 and 26/4 refer.
27/6	2022 APAC Consolidated Safety Report to be provided to APANPIRG/33 and ANC	APANPIRG/33	Secretariat	Open	RASMAG/27 report para 3.128
27/7	Provide feedback to MAAR on the LHD Material Package, including LHD points of contact, for all APAC Administrations.	30 September 2022	All Administrations and Monitoring Agencies	Open	RASMAG/27 WP/24 and report para 4.3
27/8	Inform Brunei Darussalam of RASMAG/27 recommended ATM and Airspace Deficiency	30 September 2022	Secretariat	Open	RASMAG/27 WP/29 and report para 5.19
27/9	Inform Lao PDR and Mongolia of ATM and Airspace Deficiency to be proposed at RASMAG/28	30 September 2022	Secretariat	Open	RASMAG/27 WP/29 and report para 5.19
27/10	Present survey findings on removal of 1,000 flight hour portion of Annex 6 RVSM monitoring requirement to RMACG	RMACG/17 (Part II)	MAAR	Open	RASMAG/27 WP/33 and report para 5.38
27/11	Present survey findings on continuance of 'W' check of State aircraft	RMACG/17 (Part II)	MAAR	Open	RASMAG/27 WP/31 and report para 5.26

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