



ICAO

*International Civil Aviation Organization***Fifth Meeting of the Asia/Pacific Air Traffic
Management Automation System Task Force (APAC
ATMAS TF/5)***Chengdu, China, 5 – 7 June 2024*

Agenda Item 2: Review of Outcomes of Relevant Meetings**UPDATES FROM RASMAG/28**

(Presented by the Secretariat)

SUMMARY

This paper provides a brief summary of the outcomes from the Twenty-Eighth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/28), 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-Eighth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/28) was held from 21 to 24 August 2023, at the ICAO Asia and Pacific Regional Office in Bangkok, Thailand. The meeting was attended by 65 participants from 18 States, one Special Administrative Region of China, and three International Organizations. The meeting report, working papers, information papers, and other resources can be accessed by following link:

<https://www.icao.int/APAC/Meetings/Pages/2023-RASMAG-28.aspx>

2. DISCUSSION

2.1 The meeting reviewed the outcomes of the Thirteenth Meeting of the FANS Interoperability Team-Asia (FIT-Asia/12), which was held in Bangkok, Thailand from 06 to 09 June 2023.

2.2 The Monitoring Agency for the Asian Region (MAAR) presented the Asia/Pacific Consolidated Safety Report, on behalf of the Asia/Pacific RMAs and EMAs (Appendix F to RASMAG/28 report), which highlighted the LHD Hot Spot summary in **Table 31** in the meeting report as below:

Hot Spot	Involved FIRs	Identified	Remarks
A1	Kolkata/Dhaka-Yangon	2015	Cat. E LHDs ¹ . Risk reduced.
A2	Chennai – Yangon/Kuala Lumpur	2015	Cat. E LHDs reduced. Risk reduced. Potential non-hot spot 2023 (RASMAG/28)
B	Incheon (AKARA Airspace)	2015	- Risk at Incheon-Fukuoka ACC interface mitigated. - Cat. E LHDs and risk at Incheon-Shanghai ACC interface reduced
D	Manila – all adjacent FIRs	2015	Cat. E LHDs and risk at Manila/Fukuoka FIR boundary reduced. - Risk at all other Manila FIR boundaries mitigated.
F	Mogadishu – Mumbai	2015	Cat. E LHDs reducing. Risk reducing.
G	Sanaa/Muscat – Mumbai	2015	Cat. E LHDs. Risk reducing.
J	Jakarta – Singapore/Kota Kinabalu	2018	Cat. E LHDs.
M	Colombo – Melbourne	2019	LHDs and risk reducing. Awaiting response to establish a POC before removing from the hot spot list.
N	Oakland USA – Hawaii CEP	2019	Cat. E LHDs increasing. Risk Increasing.
O	Bangkok /Ho Chi Minh/Kuala Lumpur - Singapore	2023	Cat. E LHDs.

Table 31: LHD Hot Spots in the Asia/Pacific Region

2.3 The meeting agreed that all hot spots except A2 be retained this year (2023), and monitored for another year before considering their reclassification as potential non-hot spots can be removed.

2.4 During the meeting, the ICAO Secretariat reminded that AIDC implementation had been a regional performance expectation in the APANPIRG-adopted Asia/Pacific Seamless ANS Plan since 2013.

2.5 In the process of identifying hot spots, Mumbai-Muscat boundary (Hot Spot G) continued to meet the hot Spot identification criteria in terms of both the number of LHDs and the operational risk. Mumbai-Mogadishu boundary (Hot Spot F) did not meet any hot spot identification criteria. However, the number of LHDs at that boundary slightly increased in 2022. Therefore, the western boundaries of Mumbai FIR (Hot Spot G and F) should remain as Hot spots and continue to be monitored until further safety improvement initiatives or prevention measures such as AIDC are completed and demonstrate their effectiveness.

2.6 Furthermore, AIDC operation had been successfully implemented between Chennai OCC and Kuala Lumpur ACC since January 2021. However, the AIDC between Kolkata and Yangon and between Chennai and Yangon was not yet operational.

2.7 Regarding the AIDC implementation with adjacent administrations of Manila ACC, the meeting was informed that the status with Oakland ARTCC has been changed to continuous operational trial. It was noted that the AIDC implementation between Manila ACC and Fukuoka ACC

was not yet to begin.

2.8 The meeting noted the importance of AIDC and surveillance capabilities having the largest impact to the reduction CAT. E LHDs and risk in the APAC region. There are still areas and LHD Hot spots where AIDC have not been implemented. Therefore, the Chair encouraged all administrations to utilize the analysis and outcomes of RASMAG as evidence to pursue system improvements.

2.9 The Republic of Korea stated that it was necessary to implement AIDC and reduce longitudinal separation minima between Incheon and Shanghai ACC to decrease LHD category E, and to support removal of the AKARA Corridor FLAS. Therefore, Republic of Korea wished to pursue further coordination with China for the implementation of AIDC and reducing separation minima, regardless of the status of Phase 2 of the AKARA Corridor airspace project.

2.10 China RMA stated that discussion of operational matters such as AIDC implementation and reduction of separation should be referred to relevant ATS authorities.

2.11 The Twenty-Ninth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/29) will be held in Bangkok, Thailand, from 19 – 22 August 2024.

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 and AIDC requirements in **section 2**; and
- c) discuss any relevant matter as appropriate.

ⁱAs recognized categories of LHD events by RMAs, Category E: Coordination errors in ATC-to-ATC transfer of control responsibility as a result of human factors issues.