International Civil Aviation Organization

Twenty-Ninth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/29)

Bangkok, Thailand, 19 – 22 August 2024

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

JASMA ASSESSMENT OF NON-PBCS APPROVED AIRCRAFT

(Presented by JASMA)

SUMMARY

This paper presents the trend of the numbers and percentages for the Performance-Based Communications and Surveillance (PBCS)-filed flights and PBCS-approved flights which were flying in the Pacific Ocean airspace of Fukuoka Flight Information Region (FIR) as of June 2024. The list of operator-aircraft combinations identified as non-PBCS-approved flight in June 2024 is also provided.

1. INTRODUCTION

1.1 The Japan Airspace Safety Monitoring Agency (JASMA) provides the Regional Monitoring Agency (RMA) and the En-route Monitoring Agency (EMA) responsibilities for the Pacific Ocean airspace of Fukuoka Flight Information Region (FIR).

1.2 JASMA obtains authorizations regarding Required Communication Performance (RCP) 240 and Required Surveillance Performance (RSP) 180 of Japanese aircraft operators from the State Authority. Besides, JASMA has included information on the authorizations of RCP240 and RSP180 on the RMAs' approval databases every month since September 2019.

2. DISCUSSION

2.1 JASMA compared flight plans flying in the Pacific Ocean airspace of Fukuoka FIR with the latest RMAs' approval databases which include Reduced Vertical Separation Minimum (RVSM) and Performance-Based Communications and Surveillance (PBCS) approval status uploaded to the KSN website every month.

2.2 The flight plan information utilized for the monthly examination is the actual record of flight plans for the months extracted from the Flight Object Administration Center System (FACE) of the Japan Civil Aviation Bureau (JCAB).

2.3 **Figure 1** represents the number of all flights in the Pacific Ocean airspace of Fukuoka FIR, the percentage of flights with "P2" and "RSP180" in their flight plans (hereinafter called "PBCS-filed flights"), and the percentage of the flights which were confirmed as PBCS approved aircraft in the approval databases (hereinafter called "PBCS-approved flights") for the period from January 2023 to June 2024.

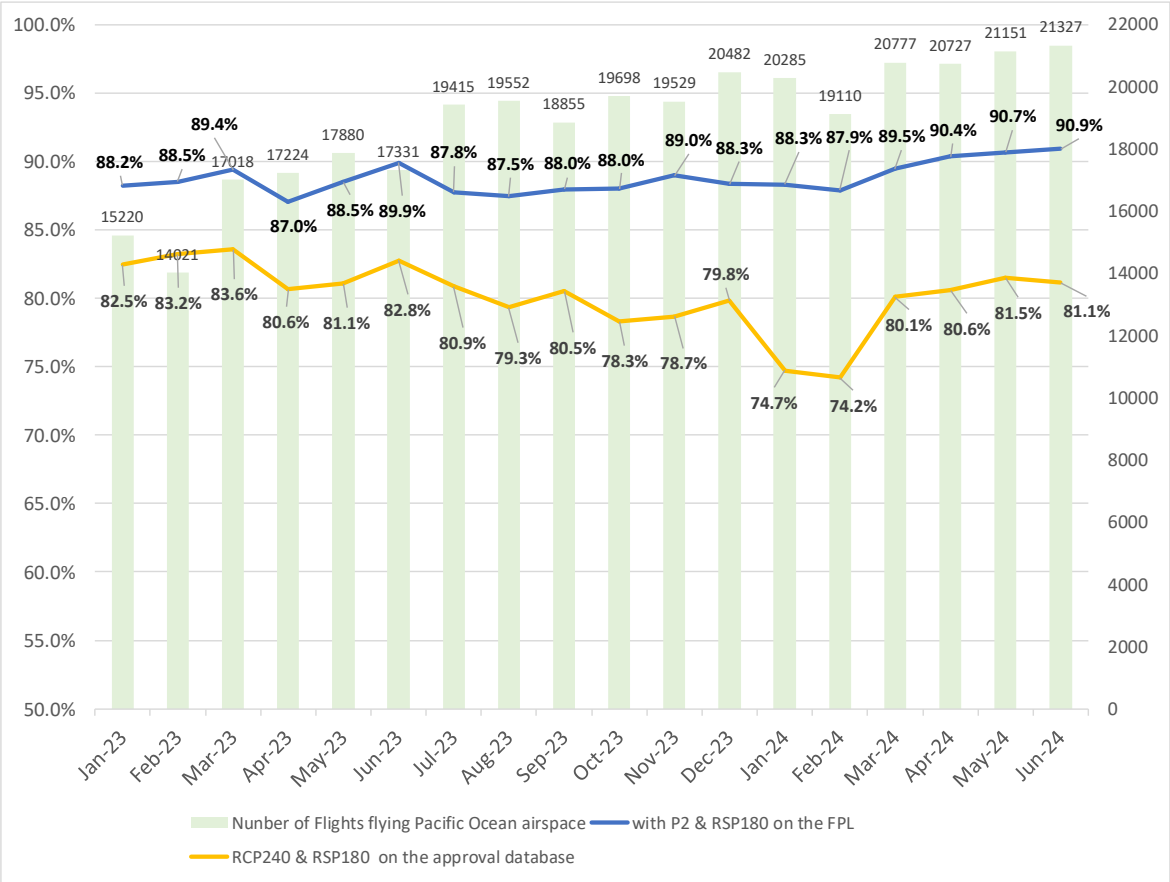

Figure 1: Percentage of PBCS-filed flights and PBCS-approved flights

2.4 The percentage of PBCS flight plan flights varied between 87% and 89% from January 2023 to March 2024, but has stabilized above around 90% since April 2024. On the other hand, the percentage of PBCS-approved flights had maintained by approximately five to ten percent lower than the percentage of PBCS-filed flights, except between January 2024 through February 2024, the percentage dropped to 75% temporarily in the two months.

2.5 It means that there were approximately 80 flights per day and 2,400 flights per month flying in the Pacific Ocean airspace of Fukuoka FIR in June 2024 that filled "P2" and "RSP180" in their flight plans but were not confirmed their PBCS approval/authorization in the approval database.

2.6 **Table 1** represents the list of aircraft operators and their aircraft identified as non-PBCS flights in June 2024. Those aircraft were flying in the airspace with filing “P2” and “RSP180” in their flight plans, but their PBCS approval/authorization was not found in the approval database as of 10 July 2024.

Table 1: Operators and aircraft identified as non-PBCS approved flight in June 2024

Operator	Registration										Total
AAR	HL7626	HL8522	HL8521	HL7616	HL7423	HL7421	HL8510	HL8364	HL8399	HL8371	13
	HL8074	HL8356	HL8398								
ACA	CFVLQ	CFNOH	CFGEI	CFRSE	CFPQB	CFNOE	CFVLZ	CFKSV	CFRSI	CFVNB	49
	CFVLX	CFVNF	CFVND	CFRTW	CFNOG	CFVLU	CFGHZ	CFITU	CFIUR	CFIVQ	
	CFIUW	CFITW	CFIVS	CFRAM	CFIUL	CFIVR	CFIVM	CFGEO	CFGDZ	CFRTU	
	CFRSA	CFSBV	CFNOI	CFGFZ	CFGDT	CFRTG	CFRSR	CFRSO	CFGDX	CGHLM	
	CFJZS	CFNNU	CFIVW	CFIUV	CGHPQ	CGHPV	CGHPY	CGHPX	CGHPT		
ACI	FONET	FONEO									2
AFR	FGSPJ	FGSPP	FGSPE	FGSPU							4
AMX	N782AM	N783AM	N964AM	N965AM	N966AM	N967AM	XAAMR	XAAMX			8
APZ	HL8387	HL8389	HL8516								3
AXY	9HELF										1
BOX	DAALV										1
CAO	B223S										1
CES	B32FP	B32D0	B32A8	B32DW	B329E	B20CD	B1113	B20AJ	B1111		9
CHH	B1499	B1341									2
CMB	N756CA										1
CPJ	VPCSY										1
DAL	N521DN	N520DN									2
HVN	VNA891	VNA894	VNA890	VNA892	VNA896	VNA895	VNA893				7
ICV	LXVCF	LXVCI	LXVCJ	LXVCA	LXVCE	LXVCC	LXVCK	LXVCH	LXVCM	LXVCB	10
JNA	HL8353										1
JST	VHVKE	VHVKD	VHVKA	VHVKG	VHVKK	VHVKL	VHVKI	VHVKH	VHVKF	VHVKJ	10
KAL	HL8390	HL7602	HL7603	HL7601	HL8508						5
KYE	N903AR	N904AR									2
LXJ	N662FX										1
MAA	EIMYY	EIMAA									2
MLM	9HCIO	9HLIV									2
QQE	A7CGU	A7CGJ	A7CGE								3
QTR	A7BFO	A7BFG	A7BFC	A7BFU	A7BFE	A7BFI	A7BFH	A7BFA	A7BFF	A7BFM	14
	A7BTA	A7BFB	A7BFL	A7BFW							
SYB	CGDTR										1
TWB	HL8513	HL8501	HL8500	HL8502							4
UAL	N206UA	N74007	N218UA	N57016	N77019	N78001	N78003	N784UA	N78017	N77014	57
	N227UA	N78004	N77022	N78002	N78008	N73270	N73278	N33264	N34282	N39297	
	N77261	N33294	N37293	N37281	N35260	N77296	N224UA	N791UA	N228UA	N797UA	
	N793UA	N794UA	N798UA	N786UA	N788UA	N37018	N799UA	N225UA	N217UA	N792UA	
	N787UA	N229UA	N783UA	N76010	N79011	N69020	N785UA	N204UA	N226UA	N216UA	
	N223UA	N795UA	N27015	N782UA	N209UA	N77006	N78013				
UPS	N371UP	N373UP									2
VJT	9HVCQ	9HLXX	9HVIK	9HVID	9HVONE	9HVIJ					6
WJA	CGMKS	CGURP	CGUDH	CGKKN	CGUDO	CGYRS					6

2.7 To enhance airspace capacity in the Pacific Ocean airspace, 23 NM lateral separation minima based on PBCS and RNP4 has already been implemented in the airspace of Fukuoka FIR entirely since 15 June 2023 as an operational trial.

2.8 The new modified RNP4 routes, which aircraft are required PBCS and RNP4, are established in the North Pacific Ocean airspace in January 2024, and the RNP4 routes are separated at least 235 NM from other neighboring ATS routes.

2.9 Since lateral separation minima for PBCS/RNP4 aircraft has been reduced from 30 NM to 23 NM in Fukuoka FIR, the aircraft which do not have PBCS authorization/approval or meet the requirement of PBCS performance should be identified to ensure airspace safety.

2.10 Therefore, JASMA is conducting to confirm the PBCS approval status of identified and listed aircraft as non-PBCS flights flying in the airspace implementing 23 NM lateral separation minima based on PBCS to the designated RMAs, as well as the RVSM flight plan checks, as a trial in 2024.

2.11 JASMA would like to express our appreciation for Staes/Administrations providing the information of the authorizations of RCP240 and RSP180 to RMAs, and for RMAs updating the PBCS approval/authorization status on the RMAs' database.

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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