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*International Civil Aviation Organization*

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

Bangkok, Thailand, 19 – 22 August 2024

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

**NEW ZEALAND EFFORTS TO FULFIL ANNEX 6 REQUIREMENTS  
FOR LONG TERM HEIGHT MONITORING**

(Presented by NEW ZEALAND)

**SUMMARY**

This paper presents New Zealand efforts to meet the ICAO Annex 6 Long Term Height Monitoring (LTHM) requirements.

**1. INTRODUCTION**

1.1 At RASMAG/28, New Zealand was proposed to be added to the List of APANPIRG ATM and Airspace Safety Deficiencies as the monitoring burden was at 36%, thus not complying with the Annex 6 height-keeping monitoring requirements [Long Term Height Monitoring requirement (LTHM)].

1.2 At RASMAG/23, it was agreed that States who failed to meet monitoring requirements with the remaining burden of 30% or more of the total number of aircraft required to be monitored, can be proposed to be on the APANPIRG List of Deficiencies in the State Responsibility to comply with the Annex 6 Height-Keeping Monitoring Requirement Annex 6 Part I Section 7.2.9 (12th Ed.) and Part II Section 2.5.2.10 (11th Ed.) for Non-compliance with LTHM requirement (remaining monitoring burden more than 30%).

1.3 The deficiency under the List of APANPIRG ATM and Airspace Safety Deficiencies recorded against New Zealand was adopted by APANPIRG/34 in December 2023.

**2. DISCUSSION**

2.1 When New Zealand was made aware at RASMAG/28 that it had not fulfilled the LTHM requirements, discussion took place with PARMO and AAMA to identify potential solutions to address the monitoring burden.

2.2 Various causes were identified for not fulfilling the LTHM requirements and actions were immediately taken to enhance the processes with all relevant stakeholders. While a few solutions were identified, ADS-B data was decided as the solution to address the current monitoring burden deficiency attributed to New Zealand.

2.3 With the help of Airways New Zealand, the ADS-B data for the affected airframes were provided to PARMO for assessment.

2.4 There were also virtual meetings between PARMO and New Zealand to discuss the data provided as well as establishing a plan for routine check on the monitoring burden requirement to enable RVSM height monitoring analysis when needed.

2.5 PARMO had conducted additional analysis on the ADS-B data provided and advised that New Zealand had met the LTHM burden in March 2024. New Zealand would like to place on record our appreciation to PARMO for their efforts to analyse the data and agreeing on a plan for routine check on monitoring burden requirements.

2.6 AAMA has also shared data with PARMO that addresses New Zealand LTHM burden and we are also appreciative of the efforts from AAMA to assist New Zealand.

2.7 Internally within New Zealand, reminders had been sent to operators who currently hold RVSM approvals, of their obligation to fulfil Annex 6 LTHM requirements. Activities are ongoing to tighten the process for approval and monitoring of RVSM height monitoring requirement.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the actions undertaken by New Zealand to address the current deficiency and ongoing efforts to fulfil Annex 6 LTHM requirements;
- b) note New Zealand's appreciation for PARMO's help to establish a plan moving forward and the additional analysis conducted; and
- c) discuss any relevant matter as appropriate.

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