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

PROCEDURE OF SUBMITTING LHD REPORT FROM OPERATOR

(Presented by JASMA)

SUMMARY

This paper presents the procedures and some cases in which aircraft operators submit a Large Height Deviation (LHD) Report to the Japan Airspace Safety Monitoring Agency (JASMA) directly and supplements the working paper "Outcomes of RASMAG-MAWG and RMACG Meetings" at this meeting.

1. INTRODUCTION

1.1 The Japan Airspace Safety Monitoring Agency (JASMA) provides the function of the Regional Monitoring Agency (RMA) in the Fukuoka Flight Information Region (FIR).

2. DISCUSSION

2.1 The Large Height Deviation (LHD) occurrences are usually reported to RMA by the Air Traffic Control (ATC) units.

2.2 However, in case a pilot cannot report an LHD occurrence to the appropriate ATC unit due to unstable radio communication, focusing on the aircraft maneuvers, etc., the procedures for submitting the LHD report to JASMA from aircraft operators directly are published by the Aeronautical Information Publication (AIP) in Japan.

2.3 The **Attachment** shows the Japan's AIP pages. The procedures are not limited to the Japanese operators and are applied to all aircraft operators flying in the Fukuoka FIR.

2.4 On the other hand, there are some cases in which the Japanese aircraft operator submitted the LHD report to JASMA that the LHD occurred outside of the Fukuoka FIR by using Japan's AIP scheme. When the case happens, JASMA receives the LHD report and confirms the location and FIR of the LHD occurrence, then informs and transfers the report to the designated RMA.

2.5 Strictly speaking, rules and information for aircraft operations, which are described in AIP, are only applied in the airspace of the State/Administration. Thus, JASMA's actions in paragraph 2.4 may be practical but not rational.

2.6 JASMA presented the concerns and issues in paragraphs 2.4 and 2.5 at the Eleventh meeting of the Regional Airspace Safety Monitoring Advisory Group Monitoring Agency Working Group (RASMAG/MAWG/11). JASMA also confirmed RMAs at the meeting the procedures for how

RMAs/States/Administrations obtain an LHD report from aircraft operators, and whether all States/Administrations in the Asia Pacific region have the procedures for obtaining LHD reports from aircraft operators directly.

2.7 **Figure 1** shows a part of the Summary of Discussions (SOD) at the RASMAG/MAWG/11 meeting, which describes the discussions regarding paragraph 2.6. **Figure 2** is Action Item 11/4 of RASMAG/MAWG, which was agreed at the meeting.

MAWG/11
Report of the Meeting

Procedure of Submitting LHD Report from Operator (WP/13)

4.36 This paper presented the procedures and the cases in which aircraft operators directly submitted a Large Height Deviation (LHD) report to the JASMA with the LHD reporting form as published in Japan's AIP. After validation, JASMA would share the report with the other relevant RMAs as established in the Asia Pacific region. JASMA inquired at the meeting of the procedures for how RMAs/States/Administrations obtained an LHD report from aircraft operators.

4.37 The meeting explored various sources of safety data reporting systems and the existing data sharing mechanism whereby the monitoring agencies could possibly obtain LHD occurrence reports from flight crews. It was mentioned that the member States had the obligation to submit LHD occurrence data to the RMAs even though it was usually delegated to ANSPs. The meeting also discussed the possibility to propose an action at RASMAG/29 for the ICAO to conduct a survey asking if the member States had a reporting mechanism in place and were aware of the requirement to submit LHD occurrence information including those reported by air operators. This could be presented as part of the 'outcomes of RMACG and RASMAG-MAWG meetings' working paper.

4.38 After consultation with ICAO, ICAO and the Chair would initiate contact with RASG-APAC to explore appropriate ways to address this issue. **[Action 11/4]**

Figure 1: Excerpt of SOD at RASMAG/MAWG/11

Action#	By Whom	By When	Action Required	Deliverable	Status
11/4	ICAO, Chair	RASMAG/29	Initiate contact with RASG-APAC to explore ways to obtain LHD data reported from flight crews	Possible ways to obtain LHD data reported from flight crews	**Open**

Figure 2: Action Item 11/4 of RASMAG/MAWG

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.

…….

Attachment

3.7.9 Large Height Deviation Report

3.7.9.1 In order to conduct the airspace safety assessment and monitoring referred to ICAO Doc 9574, Large Height Deviation reports should be collected. Information contained in the collected reports shall be used only for airspace safety assessment and safety monitoring.

(1) Applicable airspace
Entire airspace within the Fukuoka FIR.

(2) Applicable flight level stratum
Between FL290 and FL410 inclusive.

(3) Action to be taken by pilot
Pilot of aircraft operating in accordance with IFR, when deviating for any reason 300ft or more from the level cleared by ATC in the RVSM airspace, shall file a Large Height Deviation report using the attached form on each occurrence of an altitude deviation.

(4) Aircraft operators involvement
Operators shall collect all Large Height Deviation reports described in (3) above and submit them as soon as possible to the following address.

Flight Procedures and Airspace Program Office
Air Traffic Control Division, Air Navigation Services Dept,
Civil Aviation Bureau, Ministry of Land, Infrastructure,
Transport and Tourism.

2-1-3 Kasumigaseki, Chiyoda-ku Tokyo, JAPAN 100-8918
Phone:03-5253-8750 (+81-3-5253-8750 from overseas)

LARGE HEIGHT DEVIATION REPORT

Message format for a report to JCAB of any altitude deviation of 300ft or more, including those due to Traffic Alert and Collision Avoidance System (TCAS), turbulence, and contingency events.

1. Date and time of occurrence [UTC]
2. Location of deviation [ ]
3. North Pacific (NOPAC) / Central Pacific (CENPAC) / Domestic Airspace
(Circle one of the above choices)
4. Aircraft operator [ ]
5. Name / telephone [/]
(optional)
6. Flight identification, registration-number and aircraft type
[/ /]
7. Flight level assigned [FL]
8. Deviated final flight level [FL]
9. Duration at or above 300ft from the cleared flight level
[min sec]
10. Cause of deviation [ ]
11. Other traffic if found out [ ]
12. Crew comments [ ]
13. Weather condition [ ]
14. Remarks [ ]
(In the event of contingency action, indicate whether prior clearance was obtained)