2024 Asia Pacific Consolidated Long-Term Height Monitoring Compliance Status Report

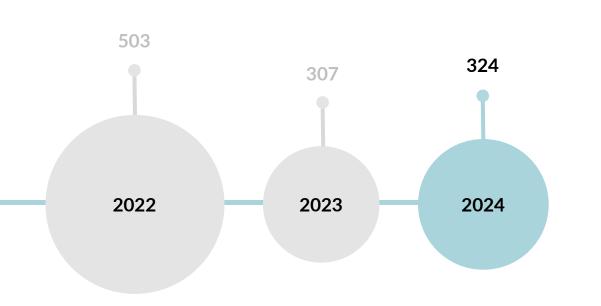
Asia Pacific EMAs/RMAs

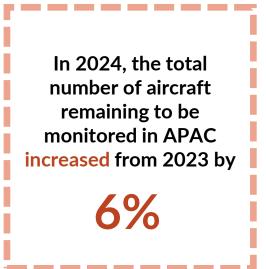
Prepared by MAAR for RASMAG/30

Objective

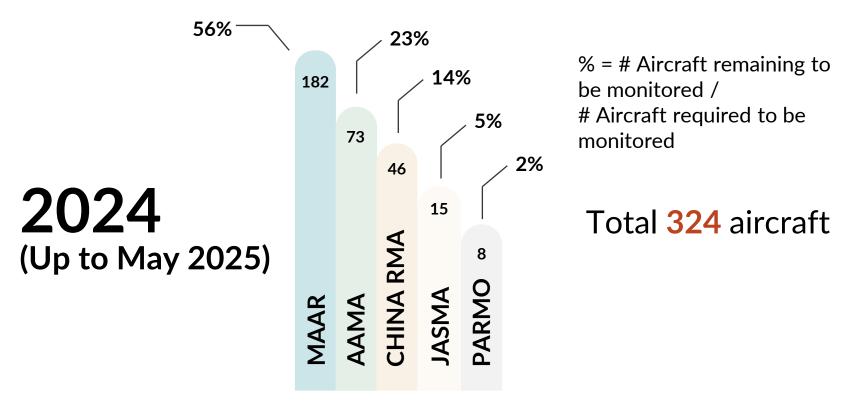
To provide an overview of LTHM compliance status for the Asia Pacific region in terms of the remaining monitoring burden of States under each Asia Pacific RMA based on RVSM approval data as of **31 May 2025**

No. of Aircraft Remaining to be Monitored 2022-2024





% = A/C remaining to be monitored / A/C required to be monitored



of Aircraft remaining to be monitored

MAAR

182 aircraft remaining to be monitored

- Accounts for 56% of all aircraft remaining to be monitored in APAC
- From September 2024 to date, MAAR has delivered EGMU services for a total of 24 aircraft.
- MAAR has consistently received updates from Bangladesh and Pakistan regarding aircraft monitored under the 1,000 flight-hour criterion.
- MAAR has been informed by Indian operators that the 1,000 flight-hour criterion is being applied. However, no official confirmation or aircraft list has been received from DGCA India. Formal communication would support more accurate monitoring burden calculations and may help reduce the State's burden.
- India's remaining monitoring burden stands at 46%. MAAR contacted Indian operators after noticing inactive aircraft. Operators confirmed some were grounded or deregistered, and MAAR updated its records. Others, assumed to have ceased operations, remain listed pending official confirmation from the DGCA of India.

MAAR - cont.

182 aircraft remaining to be monitored

- Nepal maintains a 45% monitoring burden this year, unchanged from RASMAG/29. The
 responsible operator contacted MAAR but has not responded after monitoring slots were
 offered.
- Malaysia's monitoring burden is 31%, likely due to outdated approvals for non-operational aircraft. MAAR has informed CAAM but received no response.
- The Philippines' monitoring burden saw a notable reduction this year, dropping from 40% (reported at RASMAG/29) to 22%. This significant decrease is primarily due to two factors: the successful completion of HKPM for several Philippine-registered aircraft and the deregistration of other aircraft that previously contributed to the State's burden.

AAMA

73 aircraft remaining to be monitored

- Accounts for 23% of all aircraft remaining to be monitored in APAC

China RMA

46 aircraft remaining to be monitored

- Accounts for 14% of all aircraft remaining to be monitored in APAC
- DPRK has a 100% monitoring burden but is coordinating with China RMA and plans to complete monitoring within this year.

JASMA

15 aircraft remaining to be monitored

- Accounts for 5% of all aircraft remaining to be monitored in APAC

PARMO

8 aircraft remaining to be monitored

- Accounts for 2% of all aircraft remaining to be monitored in APAC

States with <30% remaining burden

Improved in 2024

States	2023	2024
The Philippines (MAAR)	40%	22%

States with >30% remaining burden

Same as 2023

States	2023	2024
Afghanistan (MAAR)	50%	50%
India (MAAR)	48%	46%
Nepal (MAAR)	45%	45%

States with >30% remaining burden

New Entries in 2024

States	2023	2024
DPRK (China RMA)	0%	100%
Malaysia (MAAR)	25%	31%

Deficiency List Proposal

- RASMAG/23 agreed that States with remaining burden ≥30% will be proposed to APANPIRG to be listed 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%)
- As the remaining monitoring burden for The Philippines (MAAR) has significantly dropped to below 30%, MAAR would like RASMAG to propose to APANPIRG that these countries <u>be removed from the</u> APANPIRG List of Deficiencies
- MAAR would like RASMAG to propose that DPRK (China RMA) and Malaysia (MAAR) be listed in the
 APANPIRG List of Deficiencies if their percentages remain 30% or more before the next APANPIRG
- Since Afghanistan (MAAR), India (MAAR), and Nepal (MAAR) still has its remaining monitoring burden over 30%, MAAR would like RASMAG to propose to APANPIRG to consider keeping Afghanistan,
 India and Nepal on the APANPIRG List of Deficiencies

Recommendations for States and Operators

- APAC States are encouraged to inform their RMAs about any changes (such as transferred or deregistered aircraft) in a timely manner, as this will affect the number of aircraft required to be heightmonitored.
- APAC States are encouraged to provide their RMA with a list of aircraft meeting the 1,000 flight hour criteria. This will enable the RMA to subtract these aircraft from the remaining monitoring burden calculation, thereby decreasing the overall percentage.
- APAC States should encourage aircraft operators to consider retrofitting ADS-B-Out capability where
 feasible, as it would provide a more efficient and more cost-effective solution for height monitoring
 in the long run.
- The operators that have ADS-B-Out equipped aircraft but still have not fulfilled their monitoring requirements should consult the respective RMAs for other feasible arrangements.
- APAC States are encouraged to actively engage in sharing their ADS-B data with their designated RMA as another means to alleviate the monitoring burden for aircraft operators.