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*International Civil Aviation Organization*

**Thirtieth Meeting of the Regional Airspace Safety Monitoring  
Advisory Group (RASMAG/30)**

Bangkok, Thailand, 14 – 17 July 2025

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### **Agenda Item 3: Reports from Asia/Pacific RMAs and EMAs**

#### **AAMA RVSM VERTICAL SAFETY ASSESSMENT: FURTHER ANALYSIS OF CATEGORY E LHDS**

(Presented by Australia/AAMA)

##### **SUMMARY**

This paper presents the results of applying sub-categorisation to Category E Large Height Deviations (LHD) for the Flight Information Regions for which AAMA is the responsible Regional Monitoring Agency.

## **1. INTRODUCTION**

1.1 During the RASMAG MAWG/12 meeting, the Asia Pacific RMAs agreed to apply sub-categorisation to Category E Large Height Deviations. These LHDS involve coordination errors in the ATC-to-ATC transfer of control responsibility as a result of human factors issues. These sub-categories include:

- a) E-NT: No Transfer or Negative Transfer;
- b) E-LT: Late Transfer;
- c) E-RI: No or Late Revision of Transfer Information; and
- d) E-OT: Any Other Types

1.2 AAMA applied the sub-categorisation system to 2024 LHDS for the FIRs for which it is the responsible RMA.

## **2. DISCUSSION**

### Category E sub-categories for Brisbane, Honiara, Melbourne, Nauru and Port Moresby FIRs

2.1 One-third of Category E LHDS contributed to the vertical risk profile. The majority of E LHDS belonged to E-RI sub-category (12), and of those a quarter contributed to vertical risk in these FIRs. Both E-LT LHDS contributed to the risk. **Table 1** summarizes the results of the sub-categorisation.

**Table 1:** E subcategories for Brisbane, Honiara, Melbourne, Nauru and Port Moresby FIRs

E subcategories	Zero-duration LHDs	Non-zero duration LHDs	Total
E-NT	1	1	2
E-LT	0	2	2
E-RI	9	3	12
E-OT	2	0	2
Total	12	6	18

Category E sub-categories for Jakarta and Ujung Pandang FIRs

2.2 Some 63% of Category E LHDs were of non-zero duration for Jakarta and Ujung Pandang FIRs. As in the case of the FIRs above, the majority of E LHDs belonged to E-RI sub-category (40), and of those 85% contributed to RVSM risk. Some 63% of E-NT LHDs also contributed to vertical risk. **Table 2** summarizes the results of the sub-categorisation for Jakarta and Ujung Pandang FIRs.

**Table 2:** E subcategories for Jakarta and Ujung Pandang FIRs

E subcategories	Zero-duration LHDs	Non-zero duration LHDs	Total
E-NT	7	12	19
E-LT	17	1	18
E-RI	6	34	40
E-OT	0	4	4
Total	30	51	81

2.3 E-RI LHDs represent the greatest proportion of E sub-categories, and their contribution to vertical risk is notable.

### 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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