



ICAO

International Civil Aviation Organization

Thirty-First Meeting of the Regional Airspace Safety  
Monitoring Advisory Group (RASMAG/31)

Bangkok, Thailand, 29 June – 03 July 2026

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#### Agenda Item 4: Airspace Safety Monitoring Activities/Requirements in the Asia/Pacific Region

##### REMOVAL OF THE ASIA/PACIFIC REGION EN-ROUTE MONITORING AGENCY (EMA) HANDBOOK FROM THE ICAO APAC OFFICE WEBSITE

(Presented by the Secretariat)

###### SUMMARY

This paper presents the history and the factors that supported the removal of the *Asia/Pacific Region En-Route Monitoring Agency (EMA) Handbook* from the ICAO Asia and Pacific (APAC) Office eDocuments webpage.

## 1. INTRODUCTION

1.1 In 2017, ICAO developed the *Manual on Monitoring the Application of Performance-based Horizontal Separation Minima* (ICAO Doc 10063). ICAO Doc 10063 was adapted from the *Asia/Pacific Region En-Route Monitoring Agency (EMA) Handbook* and was intended to assist groups of States or regions in describing the functionality needed to monitor the safe application of performance-based horizontal separation minima in procedurally controlled airspace. ICAO Doc 10063 was applicable to groups of States or regions applying performance-based horizontal separation minima in an en-route environment where procedural separation minima are being applied.

1.2 There are several RASMAG Conclusions relating to the material and information in the *EMA Handbook* since 2017 listed below:

a) **Conclusion RASMAG/22-8: Asia/Pacific Reporting of Large Lateral Deviations**

*That, in accordance with the revised definition of Large Lateral Deviation (LLD) contained in ICAO Doc 10063, that the Asia/Pacific Region endorse a new criterion of 10NM for the reporting of LLDs in relation to navigation errors relative to the implementation of reduced horizontal separation minima.*

*Why: Doc 10063 has determined that the criterion for when a lateral navigation error is to be reported as an LLD should be determined on a regional basis. Currently Asia/Pacific uses a value of 15NM. Given the new lateral minima below 30NM (23NM), RASMAG has reviewed this value, and has endorsed a proposal to amend the criterion to 10NM, which aligns to other global regions such as the NAT.*

b) **Conclusion RASMAG/22-9: EMA Handbook and ICAO Doc 10063 Content**

*En-route Monitoring Agencies performing horizontal plane performance monitoring in the Asia/Pacific Region should adopt ICAO Document 10063 Manual on Monitoring the Application of Performance-based Horizontal Separation Minima, as guidance material, and replace the EMA Handbook with ICAO Document 10063 (ICAO to remove the EMA Handbook from the APAC website).*

*Why: The majority of the differences between the EMA Handbook and ICAO Doc 10063 are due to changes taken place since the EMA Handbook was drafted and an attempt to generalize terms for global standardization. ICAO Doc 10063 is more comprehensive than the EMA Handbook, and ICAO Document 10063 contains more references to ICAO Annexes, Standards and Recommended Practices and guidance material where applicable.*

c) **Conclusion RASMAG/28-4: Removal of EMA handbook Appendix A and Guidance for PBCS Non-Compliance Reporting**

*That,*

1. *the removal of EMA Handbook Appendix A – Asia Pacific Flight Information Regions and Responsible Monitoring Agency (RASMAG/28 WP/22 refers); and*
2. *the additional guidance for PBCS Non-compliance reporting; be included in amendments to the following:*
  - a) *The Revised EMA Handbook at Appendix C to the Report;*
  - b) *Revised PBCS Action List at Appendix D to the Report; and*
  - c) *The Asia Pacific Flight Information Regions and Responsible Monitoring Agency document at Appendix E to the Report*
3. *the above-mentioned documents be uploaded to replace the previous versions.*
4. *States/Administrations are urged to submit timely reports including Nil reports.*

*Why: Lack of a standardized implementation of non-compliance reporting practices would become universally adopted and consistent reporting among the States and RMAs.*

d) **Conclusion RASMAG/30-2: Large Lateral Deviation Reporting Criteria in Asia and Pacific Region**

*That,*

- a) *Asia and Pacific Region to adopt a Large Lateral Deviation Reporting Criteria 5 NM threshold when applying or planning to implement lateral separation minima less than 50NM. This revised value balances operational practicality with safety oversight requirements.*
- b) *The 5 NM reporting criteria for lateral separation minima less than 50 NM to be updated in the Asia/Pacific Regions En-route Monitoring Agency (EMA) Handbook on the ICAO APAC eDocuments Webpage.*

*Why: Adopting a 5 NM reporting threshold harmonized the requirements between the ADS-C downlink reports and manual reporting.*

## 2. DISCUSSION

2.1 In RASMAG/22 WP17, it was determined that the majority of the differences between the *EMA Handbook* and ICAO Doc 10063 were due to changes that have taken place since the *EMA Handbook* was drafted and an attempt to generalize terms for global standardization.

2.2 ICAO Doc 10063 was more comprehensive than the *EMA Handbook*, with all necessary contents in the *EMA Handbook* included in ICAO Doc 10063. ICAO Doc 10063 also contained more references to ICAO Annexes, Standards and Recommended Practices (SARPs) and guidance materials, where applicable. In addition, ICAO Doc 10063 was referenced by *Performance-based Communication and Surveillance (PBCS) Manual* (ICAO Doc 9869).

2.3 Thus, ICAO Doc 10063 could replace the *EMA Handbook* as guidance on implementation and maintenance of horizontal performance-based separation standards. **Conclusion RASMAG/22-9** called for the removal of *EMA Handbook* from the ICAO APAC Office eDocuments webpage; however, it had been inadvertently remained and was updated again in 2023 and 2025.

2.4 Since ICAO Doc 10063 was meant to replace the *EMA Handbook* and the duplication might create unnecessary confusion, therefore, the *EMA Handbook* should be removed due to the following factors:

- a) it was agreed by RASMAG via **Conclusion RASMAG/22-9**;
- b) the current reporting forms (LHD/LLE/LLD) are owned by the respective Regional Monitoring Agencies (RMAs) and EMAs;
- c) the *Asia Pacific Flight Information Regions and Responsible Monitoring Agency* was taken out from the *EMA Handbook* as a separate document and posted on the ICAO APAC Office eDocuments webpage during RASMAG/28. This document provides the monitoring agency responsible for the designated Flight Information Regions (FIRs); and
- d) updated and relevant operational and technical matters such as the LLD reporting criteria were recorded as **Conclusion RASMAG 22-8** and **Conclusion RASMAG 30-2**.

2.5 With the removal of the *EMA Handbook*, it would be necessary to have a mechanism for APAC States and monitoring agencies to track recent changes, due to the cumbersome process of amendments to ICAO Doc 10063 via the formal process. It is proposed to establish a document titled “*RASMAG Conclusions/Decisions Tracking List on Monitoring the Application of Performance-based Horizontal Separation Minima*” to record current changes agreed by RASMAG to the information in ICAO Doc 10063 until the document is amended.

## 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) note the removal of the *Asia/Pacific Regions En-route Monitoring Agency (EMA) Handbook* from the ICAO APAC Office eDocuments webpage;
- c) discuss and agree to **Conclusion RASMAG/31-X: Establishment of RASMAG Conclusions/Decisions Tracking List on Monitoring the Application of Performance-based Horizontal Separation Minima**; and
- d) discuss any relevant matters as appropriate.

| Conclusion RASMAG/31-X: Establishment of RASMAG Conclusions/Decisions Tracking List on Monitoring the Application of Performance-based Horizontal Separation Minima                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>What: That,</p> <ol style="list-style-type: none"> <li>1. a <i>RASMAG Conclusions/Decisions Tracking List on Monitoring the Application of Performance-based Horizontal Separation Minima</i> be established, to record current changes agreed by RASMAG to the information in ICAO Doc 10063, until the document is amended; and</li> <li>2. the <i>RASMAG Conclusions/Decisions Tracking List on Monitoring the Application of Performance-based Horizontal Separation Minima</i> at <b>Appendix X</b> to the Report be adopted and uploaded on the ICAO APAC Office eDocuments webpage.</li> </ol> | <p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> |
| <p>Why: With the removal of the <i>Asia/Pacific Regions En-route Monitoring Agency (EMA) Handbook</i>, APAC States and monitoring agencies need a mechanism to track regionally agreed changes to the information in ICAO Doc 10063, until the document is amended.</p>                                                                                                                                                                                                                                                                                                                                  | <p>Follow-up: <input type="checkbox"/> Required from States</p>                                                                                                                                                                                                           |
| <p>When: 3-Jul-26</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>Status: Draft to be adopted by Subgroup</p>                                                                                                                                                                                                                            |
| <p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                           |

## APPENDIX A

### RASMAG CONCLUSIONS/DECISIONS TRACKING LIST ON MONITORING THE APPLICATION OF PERFORMANCE-BASED HORIZONTAL SEPARATION MINIMA

This document records current changes agreed by RASMAG to the information in ICAO Doc 10063 until the document is amended. Last updated: **3 July 2026**.

**1) Conclusion RASMAG/22-8: Asia/Pacific Reporting of Large Lateral Deviations**

*That, in accordance with the revised definition of Large Lateral Deviation (LLD) contained in ICAO Doc 10063, that the Asia/Pacific Region endorse a new criterion of 10 NM for the reporting of LLDs in relation to navigation errors relative to the implementation of reduced horizontal separation minima.*

*Why: Doc 10063 has determined that the criterion for when a lateral navigation error is to be reported as an LLD should be determined on a regional basis. Currently Asia/Pacific uses a value of 15 NM. Given the new lateral minima below 30 NM (23 NM), RASMAG has reviewed this value, and has endorsed a proposal to amend the criterion to 10 NM, which aligns to other global regions such as the NAT.*

**2) Conclusion RASMAG/22-9: EMA Handbook and ICAO Doc 10063 Content**

*En-route Monitoring Agencies performing horizontal plane performance monitoring in the Asia/Pacific Region should adopt ICAO Document 10063 Manual on Monitoring the Application of Performance-based Horizontal Separation Minima, as guidance material, and replace the EMA Handbook with ICAO Document 10063 (ICAO to remove the EMA Handbook from the APAC website).*

*Why: The majority of the differences between the EMA Handbook and ICAO Doc 10063 are due to changes taken place since the EMA Handbook was drafted and an attempt to generalize terms for global standardization. ICAO Doc 10063 is more comprehensive than the EMA Handbook, and ICAO Document 10063 contains more references to ICAO Annexes, Standards and Recommended Practices and guidance material where applicable.*

**3) Conclusion RASMAG/28-4: Removal of EMA handbook Appendix A and Guidance for PBCS Non-Compliance Reporting**

*That,*

- 1. the removal of EMA Handbook Appendix A – Asia Pacific Flight Information Regions and Responsible Monitoring Agency (RASMAG/28 WP/22 refers); and*
- 2. the additional guidance for PBCS Non-compliance reporting; be included in amendments to the following:*
  - a) The Revised EMA Handbook at Appendix C to the Report;*
  - b) Revised PBCS Action List at Appendix D to the Report; and*
  - c) The Asia Pacific Flight Information Regions and Responsible Monitoring Agency document at Appendix E to the Report*
- 3. the above-mentioned documents be uploaded to replace the previous versions.*
- 4. States/Administrations are urged to submit timely reports including Nil reports.*

*Why: Lack of a standardized implementation of non-compliance reporting practices would become universally adopted and consistent reporting among the States and RMAs.*

**4) Conclusion RASMAG/30-2: Large Lateral Deviation Reporting Criteria in Asia and Pacific Region**

*That,*

- a) Asia and Pacific Region to adopt a Large Lateral Deviation Reporting Criteria 5 NM threshold when applying or planning to implement lateral separation minima less than 50 NM. This revised value balances operational practicality with safety oversight requirements.*
- b) The 5 NM reporting criteria for lateral separation minima less than 50 NM to be updated in the Asia/Pacific Regions En-route Monitoring Agency (EMA) Handbook on the ICAO APAC eDocuments Webpage.*

*Why: Adopting a 5 NM reporting threshold harmonized the requirements between the ADS-C downlink reports and manual reporting.*

— END —