



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

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

**TRANSFER OF RVSM SAFETY ASSESSMENT AND MONITORING RESPONSIBILITIES
OF HONG KONG CHINA AND MACAO CHINA TO CHINA RMA**

(Presented by China, Hong Kong China, Macao China, China RMA and MAAR)

SUMMARY

This paper seeks the endorsement of the Regional Aviation Safety Monitoring Advisory Group (RASMAG) for the proposed transfer of RVSM safety assessment and monitoring responsibilities for the Hong Kong Flight Information Region (FIR) from the Monitoring Agency for Asia Region (MAAR) to the China Regional Monitoring Agency (China RMA). Jointly developed by the stakeholders involved, this initiative aligns with the deepening integration of Greater Bay Area (GBA) airspace management and aims to streamline regional oversight. The paper outlines a structured transition schedule on the phased transferal from MAAR to China RMA commencing in mid-2026. China RMA shall assume the RMA duty of Hong Kong FIR with effect from 1 January 2027.

1. INTRODUCTION

1.1 Reduced Vertical Separation Minimum (RVSM) airspace (reducing vertical separation from 2,000 ft to 1,000 ft between FL 290 and FL 410) is a cornerstone of global air traffic management, delivering enhanced airspace capacity. Safe RVSM operations depend on constant height-keeping performance (HKP) monitoring and safety assessments, delegated to Regional Monitoring Agencies (RMAs) under ICAO frameworks.

1.2 RVSM was implemented in the Hong Kong FIR since 2002, with MAAR providing professional monitoring services for over two decades. China RMA, established in 2008 under CAAC and APANPIRG authorization, currently assigned responsibilities over RVSM safety for ten FIRs in the APAC region.

1.3 Considering the proximity of the airspace, shared transfer of control points, density of air traffic, recent developments in airspace and air traffic flow management and existing collaboration in various operational matters, such as Large Height Deviations, Airworthiness Certification, Safety Oversight and other technological initiatives, the Air Traffic Management Bureau (ATMB) of Civil Aviation Authority of China (CAAC), Civil Aviation Department of Hong Kong, China (HKCAD), and the Civil Aviation Authority of Macao, China (AACM) consider it opportune to consolidate the RVSM safety assessment and monitoring services under the China RMA. This unified approach leverages the established coordination mechanisms and proven track record of cooperation to ensure streamlined operations and enhanced safety oversight for the entire region.

2. DISCUSSION

2.1 A joint proposal has been developed among ATMB of CAAC, HKCAD, AACM, MAAR, and China RMA, to transfer the RVSM safety assessment and monitoring responsibilities for Hong Kong China and Macao China to the China RMA.

2.2 The proposal has been discussed or shared at various ICAO fora, including the Thirty-sixth Meeting of Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/36, Bangkok, Thailand, 24 – 26 November 2025) (see **Appendix A**), the Thirteenth Meeting of the Regional Airspace Safety Monitoring Advisory Group Monitoring Agency Working Group (MAWG/13, Bangkok, Thailand, 2 – 6 February 2026) and the Twenty-First Meeting of the RMA Coordination Group (RMACG/21, Brussels, Belgium, 8 – 12 June 2026).

2.3 To ensure the smooth transition of transfer of essential data and uninterrupted monitoring service, China RMA and MAAR have agreed to the following structured schedule (detailed work plan is provided in **Appendix B**):

- a) Pre-RASMAG/31: MAAR retains full responsibilities; data flows remain unchanged;
- b) RMACG/21 (June 2026): Sharing of information among the RMAs;
- c) RASMAG/31 (June–July 2026): Stakeholders present working paper for the meeting’s review and endorsement on the Draft Conclusion for APANPIRG/37;
- d) Post-RASMAG/31 (one week after the meeting): MAAR hands over aircraft registration data provided by HKCAD and AACM, and 2025–2026 LHD records of Hong Kong FIR to China RMA as foundational operational data;
- e) Transition period (July–December 2026): China RMA progressively assumes duties (aircraft approval management, HKP monitoring, RVSM safety assessment). MAAR will continue supporting the transition until completion of handover.
- f) APANPIRG/37 (November 2026): After formal adoption of Draft Conclusion RASMAG/31, the record of responsible monitoring agency of the Hong Kong FIR (see **Appendix C**) will be updated and uploaded to the ICAO APAC Office website;
- g) Completion of handover (1 January 2027): China RMA assumes all responsibilities; Hong Kong CAD and Macao CAAM cease copying MAAR on related data; and
- h) Post-transferral: China RMA will prepare Hong Kong, China and Macao, China 2026 RVSM safety assessment report for MAAR’s review prior to submission to RASMAG/32.

2.4 Pursuant to RASMAG Terms of Reference (see **Appendix D**), specifically item (d):

“review and recommend on the competency and compatibility of monitoring organizations and recommend to APANPIRG specific airspace responsibility for individual regional monitoring entities;”

thus, this paper proposes that the meeting endorse the Draft Conclusion on the transfer of RVSM safety assessment and monitoring responsibilities of Hong Kong China and Macao China to China RMA, with the transfer scheduled as provided in paragraph 2.4 above.

2.5 MAAR’s decades-long, high-standard service to Hong Kong, China and Macao, China is gratefully acknowledged. Hong Kong China and Macao China take this opportunity to express their heartfelt appreciation to MAAR for their sustained and invaluable support, which has significantly contributed to upholding the highest safety standards in the Region.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) note the information contained in this paper;
 - b) endorse the transfer arrangements of RVSM safety assessment and monitoring responsibilities for Hong Kong China and Macao China to China RMA, with full implementation by 1 January 2027;
 - c) consider and endorse **Draft Conclusion RASMAG/31-X: Transfer of RVSM Safety Assessment and Monitoring Responsibilities of Hong Kong China and Macao China from MAAR to China RMA**; and
 - d) discuss any relevant matters as appropriate.

Draft Conclusion RASMAG/31-X: Transfer of RVSM Safety Assessment and Monitoring Responsibilities of Hong Kong China and Macao China from MAAR to China RMA		
What:	That,	Expected impact:
1.	effective from 1 January 2027, the competent airspace safety monitoring organizations for safety assessment and monitoring in the vertical plane [i.e. Reduced Vertical Separation Minimum (RVSM)] for Hong Kong China and Macao China be transferred from MAAR to China RMA; and	☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
2.	the revised <i>Asia/Pacific Flight Information Regions and Responsible Monitoring Agency</i> at Appendix X to the Report be uploaded to the ICAO APAC Office eDocuments webpage to replace the existing version.	
Why:	To further streamline the RVSM safety assessment and monitoring structure in China and thereby improving the overall efficiency and consistency of RVSM operations across the entire Chinese airspace system.	Follow-up: ☒ Required from States
When:	25-Nov-26	Status: Draft to be adopted by PIRG
Who:	☒ Sub groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Aircraft Operators	



ICAO

*International Civil Aviation Organization***Thirty-Sixth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/36)***Bangkok, Thailand, 24 to 26 November 2025***Agenda Item 3: Performance Framework for Regional Air Navigation Planning and Implementation****3.3: RASMAG****PLANNED TRANSFER OF RVSM SAFETY ASSESSMENT AND MONITORING RESPONSIBILITIES FOR HONG KONG, CHINA AND MACAO, CHINA TO CHINA RMA***(Presented by China, Hong Kong, China, Macao, China)***SUMMARY**

This paper proposes the responsibility transfer of RVSM safety assessment and monitoring for the Hong Kong Flight Information Region from the Monitoring Agency for Asia Region (MAAR) to China Regional Monitoring Agency (China RMA). The transition, agreed upon by the Air Traffic Management Bureau of CAAC, Civil Aviation Department of Hong Kong, China, and Civil Aviation Authority of Macao, China, and MAAR, is scheduled for implementation in June/July 2026 after endorsement by RASMAG/31.

*A: **Safety** – Enhance global civil aviation safety*

*B: **Air Navigation Capacity and Efficiency** — Increase the capacity and improve the efficiency of the global aviation system*

1. INTRODUCTION

1.1 Reduced Vertical Separation Minimum (RVSM) airspace, which reduces the vertical separation standard from 2,000 feet to 1,000 feet between FL 290 and FL 410, is a critical component of the modern global air traffic management system. The implementation of RVSM, guided by the standards and framework established by the International Civil Aviation Organization (ICAO), has brought substantial benefits to all stakeholders, including enhanced airspace capacity, improved fuel efficiency, and reduced greenhouse gas emissions. The safe operation of RVSM depends on aircraft meeting stringent Height-keeping Performance (HKP) requirements, together with robust safety assessments, monitoring and evaluation of any technical issues and operational events. This essential function is carried out by Regional Monitoring Agencies (RMAs), which are designated by ICAO and States/Administrations to oversee and coordinate RVSM monitoring within specific regions.

1.2 RVSM has been operating in Hong Kong Flight Information Region (HKFIR) since 2002. Its monitoring and safety assessments, including the aircraft operating to/from Macao, China, which Hong Kong Civil Aviation Department is responsible for provision of approach control service, is delegated to the Monitoring Agency for Asia Region (MAAR) of Thailand. Over the past decades, MAAR has been consistently delivering highly reliable and professional safety assessments and HKP monitoring services to airlines, with a view to upholding the highest standards of safety for the Region.

1.3 In November 2007, China implemented RVSM operations. Given China's vast airspace and high volume of aviation activities, the Air Traffic Management Bureau (ATMB) of Civil Aviation Administration of China (CAAC) simultaneously began preparations to establish the China Regional Monitoring Agency (China RMA). In April 2008, authorised by ICAO and approved by the CAAC officially, the China RMA was established.

1.4 China RMA was subsequently authorised to perform safety assessment and HKP monitoring for the following FIRs: Beijing, Guangzhou, Kunming, Lanzhou, Pyongyang, Sanya, Shanghai, Shenyang, Urumqi, and Wuhan FIRs.

2. DISCUSSION

2.1. In recent years, the ATMB of CAAC, Civil Aviation Department of Hong Kong, China, and Civil Aviation Authority of Macao, China have engaged in extensive and in-depth collaboration across multiple domains on air traffic management and airworthiness certification, including evolving unmanned aircraft system (UAS) and sustainable aviation fuels etc. The tripartite arrangement developed close-knit bonding over airspace management in the Greater Bay Area (GBA) and the formulation of regional air traffic flow management mechanism throughout the years.

2.2. Considering the proximity of the airspace, shared transfer of control points, density of air traffic, recent developments in airspace and air traffic flow management and existing collaboration in various operational matters, such as Large Height Deviations, Airworthiness Certification, Safety Oversight and other technological initiatives, the three parties consider it opportune to consolidate the RVSM safety assessment and monitoring services under the China RMA for implementation with effect after endorsement by RASMAG/31 in June/July 2026. This unified approach leverages the established coordination mechanisms and proven track record of cooperation to ensure streamlined operations and enhanced safety oversight for the entire region.

2.3. The consolidation of RVSM monitoring responsibilities for the HKFIR to China RMA is expected to offer significant benefits for aviation safety, operational efficiency, and regional coordination, which streamlines the regulatory and administrative framework. Aircraft operators flying in China, Hong Kong, China, and Macao, China will coordinate with a single RMA for their monitoring requirements. This helps the Region in enhancing operational efficiency for airlines and ANSPs.

2.4. Until the transfer becomes effective, MAAR will still be the delegated Monitoring Agency for the RVSM monitoring works in the HKFIR. Airlines of Hong Kong, China and Macao, China will soon be notified of the transition arrangements. Throughout the decades, MAAR has been delivering highly reliable and professional safety assessments and HKP monitoring services to airlines. Hong Kong, China and Macao, China would like to express sincere appreciation and heartfelt gratitude to MAAR for their steadfast and unweaving support for such works that have helped in upholding the highest standards of safety for the Region.

3. ACTION BY THE MEETING

- 3.1. The Meeting is invited to note the information in this paper.

— END —

APPENDIX B

IMPLEMENTATION ARRANGEMENT

This arrangement specifies the phased work schedule, handover procedures and responsibility division for the transfer of RVSM safety assessment and monitoring work concerning the authorities and RMAs, covering status maintenance, data handover, gradual transition and full take-over arrangements, etc.

The schedule comprises three distinct phases, as outlined in **Table 1**:

Time Period	Work Module	Specific Tasks	Implementing Party	Data/Info Transmission	Email Inquiry & Response
Before RASMAG/31 (Before 3 Jul) (Status Quo Period)	All	Maintain status quo	MAAR	Hong Kong & Macao → MAAR	MAAR
RMACG/21 (8-12 Jun)	Notification	China RMA shares the arrangements to align global work procedures	China RMA and MAAR	Information sharing to RMA community for the proposed time frame.	
One week after RASMAG/31 (4-13 Jul)	Data Handover	1) Latest info of all aircraft with registration under Hong Kong & Macao, comprising of: RVSM-approved registration; non-RVSM approved aircraft; latest successful monitoring date and measurement system; 2) 2025 & 2026 LHD events in Hong Kong & Macao (hotspot areas should include all historical info/data).	MAAR	MAAR → China RMA. MAAR transfer the final version of mentioned data above (due to 4 Jul) to China RMA, as the fundamental data for the following work of China RMA.	/

Time Period	Work Module	Specific Tasks	Implementing Party	Data/Info Transmission	Email Inquiry & Response
After RASMAG/31 to end of 2026 (Transition Period) Note: To ensure smooth implementation after APANPIRG/37, China RMA begins relevant work with MAAR assistance.	Aircraft RVSM Approval Management & Capability Verification	Hong Kong & Macao contact person (POC) registration	Hong Kong CAD, Macao AACM	China Hong Kong & Macao → China RMA. Hong Kong CAD and Macao AACM each assign 1-2 personnel familiar with RVSM regulations and operations as contacts, complete the Contact Person Registration / Change Form (Form F1), and send to China RMA and MAAR.	China RMA (CC to MAAR)
		Aircraft RVSM Approval Registration. Contacts should complete the RVSM Approval Registration Form (Form F2) within 2 weeks after the aircraft obtains RVSM operational approval from the civil aviation authority, and send to China RMA and MAAR.	Hong Kong CAD, Macao AACM	Hong Kong & Macao → China RMA + MAAR	China RMA (CC to MAAR)
		Aircraft RVSM Approval Cancellation. Contacts should complete the Approval Cancellation Form (Form F3) within 2 weeks after the aircraft's RVSM operational approval is revoked by the civil aviation authority, and send to China RMA and MAAR.	Hong Kong CAD, Macao AACM	Hong Kong & Macao → China RMA + MAAR	China RMA (CC to MAAR)
		Aircraft RVSM Capability Verification. Hong Kong CAD, Macao AACM share flight plan or equivalent material with China RMA conducts monthly aircraft RVSM capability verification; Hong Kong & Macao POC should coordinate and confirm aircraft RVSM capability information.	China RMA	China RMA shares results with MAAR	China RMA (CC to MAAR)

Time Period	Work Module	Specific Tasks	Implementing Party	Data/Info Transmission	Email Inquiry & Response
		Suspected Unapproved Aircraft Confirmation. For aircraft from other international regions operating RVSM in Hong Kong & Macao, China RMA coordinates with other regional RMAs to confirm suspected unapproved aircraft info.	China RMA	China RMA coordinates with other regional RMAs	China RMA (CC to MAAR)
		ICAO Website Approval Database Update. China RMA updates monthly.	China RMA	/	/
	Aircraft Height-Keeping Performance Monitoring	Monitoring implementation and data analysis	China RMA	China RMA mainly conducts monitoring and data analysis through ADS-B, with on-board monitoring when necessary.	China RMA (CC to MAAR)
		ICAO Website Monitoring Database Update. China RMA updates monthly.	China RMA	/	/
	RVSM Airspace Safety Assessment	LHD event collection	Hong Kong CAD, Macao AACM	Hong Kong & Macao → China RMA + MAAR. Contacts should send previous month's LHD event reports to China RMA and MAAR by the 10th of each month; send zero report when no events occur.	China RMA (CC to MAAR)
		LHD event analysis and confirmation. China RMA conducts monthly LHD event analysis; POC should coordinate with China RMA for event confirmation when necessary.	China RMA	China RMA → Hong Kong & Macao + MAAR	China RMA (CC to MAAR)

Time Period	Work Module	Specific Tasks	Implementing Party	Data/Info Transmission	Email Inquiry & Response
		Traffic Sample Data (TSD) collection and analysis. Hong Kong & Macao ATC units should send formal collection data to China RMA and MAAR by Jan 10, 2027. China RMA processes and analyzes TSD data.	Hong Kong CAD, AACM	Hong Kong & Macao → China RMA + MAAR	China RMA (CC to MAAR)
		Safety Assessment. The 2026 Hong Kong & Macao safety assessment report will be prepared by China RMA. China RMA will share the assessment result with MAAR before finalizing the report for submission to RASMAG/32. MAAR will inform China RMA if there are any proposed changes.	China RMA and MAAR	China RMA shares the assessment result with MAAR	China RMA and MAAR
From 1 Jan 2027	All	Hong Kong & Macao RVSM airspace safety assessment and monitoring	China RMA	Hong Kong & Macao → China RMA. Hong Kong & Macao stop CC information to MAAR. MAAR stops maintaining approval data related to Hong Kong & Macao.	China RMA

Table 1: Implementation Schedule for Transfer of RVSM Safety Assessment and Monitoring Responsibilities for Hong Kong, China and Macao, China to China RMA

1. **Before RASMAG/31:** MAAR continues to maintain all RVSM safety assessment and monitoring responsibilities for Hong Kong CAD and Macao AACM. All data and information transmission remain directed to MAAR as per current practice.

2. **RMACG/21:** China RMA and MAAR notified the agreed arrangement to RMACG meeting.

3. **Data Handover Period** (the week after RASMAG/31, i.e. 4 – 13 July): MAAR will transfer the latest information of all aircraft with registration under Hong Kong, China and Macao, China to China RMA. This includes RVSM-approved registrations, non-RVSM approved aircraft, latest successful monitoring dates and measurement systems, as well as 2025 and 2026 Large Height Deviation (LHD) events. This data will form the fundamental basis for China RMA's subsequent work.

4. **Transition Period** (after RASMAG/31 to end of 2026): China RMA will progressively assume responsibilities across all work modules with MAAR assistance as needed. Key activities include:

- Aircraft RVSM Approval Management and Capability Verification: Hong Kong CAD and Macao AACM will assign contact persons (POCs) with China RMA, submit RVSM approval registrations and cancellations via prescribed forms, and coordinate on aircraft capability verification. China RMA will conduct monthly verification and update the ICAO website approval database.
- Aircraft Height-Keeping Performance Monitoring (HKPM): China RMA will conduct monitoring and data analysis through ADS-B and on-board monitoring, and update the ICAO website monitoring database monthly.
- RVSM Airspace Safety Assessment: Hong Kong CAD and Macao AACM will collect and submit LHD event reports monthly. Traffic Sample Data (TSD) collection will be conducted in December 2026. China RMA will prepare the 2026 safety assessment report, with MAAR providing review and consultation before final submission to RASMAG/32 in 2027.
- All RMAs enquiring approvals and performance result over aircraft registered in Hong Kong, China and Macao, China should directly consult China RMA. China RMA will copy all relevant information to MAAR to ensure accuracy and consistency throughout the transition period.

5. **Completion of handover:** From 1 January 2027, China RMA will assume complete RVSM safety assessment and monitoring responsibilities for Hong Kong CAD and Macao AACM. Hong Kong CAD and Macao AACM will cease copying information to MAAR, and MAAR will stop maintaining RVSM approval data related to Hong Kong, China and Macao, China.

— — — — —

APPENDIX C

ASIA/PACIFIC FLIGHT INFORMATION REGIONS AND RESPONSIBLE MONITORING AGENCY

RASMAG-endorsed Asia/Pacific EMAs and RMAs

Monitoring Agency	Endorsed to provide EMA and/or RMA services
Australian Airspace Monitoring Agency (AAMA)	EMA, RMA
Bay of Bengal Arabian Sea Indian Ocean Safety Monitoring Agency (BOBASMA)	EMA
China Regional Monitoring Agency (China RMA)	EMA, RMA
Japan Airspace Safety Monitoring Agency (JASMA)	EMA, RMA
Monitoring Agency for the Asia Region (MAAR)	RMA
Pacific Approvals Registry and Monitoring Organization (PARMO)	EMA, RMA
South East Asia Safety Monitoring Agency (SEASMA)	EMA

Asia/Pacific Flight Information Regions and Responsible Monitoring Agency

FIR/UIR Location Indicator	RVSM Oversight Responsibility (RMA)	Horizontal Plane Oversight Responsibility (EMA)
Anchorage Oceanic (PZAN PAZA)	PARMO	PARMO
Auckland Oceanic (NZZO)	PARMO	PARMO
Bangkok (VTBB)	MAAR	N/A
Beijing (ZBPE)	China RMA	N/A
Brisbane FIR (YBBB)	AAMA	AAMA
Chennai (VOMF)	MAAR	BOBASMA
Colombo (VCCF)	MAAR	BOBASMA
Delhi (VIDF)	MAAR	BOBASMA
Dhaka (VGFR)	MAAR	BOBASMA
Fukuoka (RJJJ)	JASMA	JASMA
Guangzhou (ZGZU)	China RMA	N/A
Hanoi (VVWV VVHN)	MAAR	N/A
Ho Chi Minh (VVTS VVHM)	MAAR	SEASMA
Hong Kong (VHHK)	MAAR China RMA	SEASMA

Appendix C

FIR/UIR Location Indicator	RVSM Oversight Responsibility (RMA)	Horizontal Plane Oversight Responsibility (EMA)
Honiara (AGGG)	AAMA	N/A
Incheon (RKRR)	PARMO	N/A
Jakarta (WIIF)	AAMA	SEASMA
Kabul (OAKX)	MAAR	BOBASMA
Karachi (OPKR)	MAAR	BOBASMA
Kathmandu (VNSM)	MAAR	BOBASMA
Kolkata (VECF)	MAAR	BOBASMA
Kota Kinabalu (WBFC)	MAAR	SEASMA
Kuala Lumpur (WMFC)	MAAR	SEASMA
Kunming (ZPKM)	China RMA	N/A
Lahore (OPLR)	MAAR	BOBASMA
Lanzhou (ZLHW)	China RMA	China RMA
Male (VRMF)	MAAR	BOBASMA
Manila (RPHI)	MAAR	SEASMA
Melbourne (YMMM)	AAMA	AAMA
Mumbai (VABF)	MAAR	BOBASMA
Nadi (NFFF)	PARMO	PARMO
Nauru (ANAU)	AAMA	N/A
New Zealand (NZZC) (Christchurch FIR)	PARMO	PARMO
Oakland Oceanic (KZAK)	PARMO	PARMO
Phnom Penh (VDDP VDPF)	MAAR	N/A
Port Moresby (AYPM)	AAMA	N/A
Pyongyang (ZKKP)	China RMA	N/A
Sanya (ZJSA)	China RMA	SEASMA
Shanghai (ZSHA)	China RMA	N/A
Shenyang (ZYSH)	China RMA	N/A
Singapore (WSJC)	MAAR	SEASMA
Tahiti	PARMO	PARMO
Taipei	MAAR	N/A
Ujung Pandang (WAAF)	AAMA	SEASMA
Ulaanbaatar (ZMUB)	MAAR	N/A
Urumqi (ZWUQ)	China RMA	China RMA
Vientiane (VLAO)	MAAR	N/A
Wuhan (ZHWH)	China RMA	N/A
Yangon (VYYY)	MAAR	BOBASMA



ICAO

International Civil Aviation Organization

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

Bangkok, Thailand, 14 – 17 July 2025

Agenda Item 8: Review and Update RASMAG Task List

RASMAG TERMS OF REFERENCE AND TASK LIST

(Presented by the Secretariat)

SUMMARY

This paper presents the Terms of Reference and Task List for review by the meeting.

1. DISCUSSION

- 1.1 The RASMAG Terms of Reference (TOR) is appended as **Attachment A**.
- 1.2 The RASMAG Task List is appended as **Attachment B** to this paper.

2. ACTION BY THE MEETING

- 2.1 The meeting is invited to:
 - a) review the RASMAG TOR; and
 - b) review, report on and update RASMAG action items in the Task List.

REGIONAL AIRSPACE SAFETY MONITORING ADVISORY GROUP (RASMAG)

TERMS OF REFERENCE OF THE RASMAG

The objectives of the Group are to:

- a) facilitate the safe implementation of reduced separation minima and CNS/ATM applications within the Asia and Pacific Regions in regard to airspace safety monitoring; and
- b) assist States to achieve the established levels of airspace safety for international airspace within the Asia and Pacific Regions.

To meet these objectives the Group shall:

- a) review airspace safety performance in the Asia and Pacific Regions at the regional level and within international airspace;
- b) review and develop as necessary, guidance material for airspace safety monitoring, assessment and reporting activities, including the duties, responsibilities and scope of regional monitoring entities;
- c) recommend, and facilitate as necessary, the implementation of airspace safety monitoring and performance assessment services;
- d) review and recommend on the competency and compatibility of monitoring organizations and recommend to APANPIRG specific airspace responsibility for individual regional monitoring entities;
- e) review, coordinate and harmonize regional and inter-regional airspace safety monitoring activities;
- f) review regional and global airspace planning and developments in order to anticipate requirements for airspace safety monitoring and assessment activities;
- g) address other airspace safety related issues as necessary;
- h) facilitate the distribution of safety related information to States, and
- i) provide to APANPIRG comprehensive reports on regional airspace safety and coordinate with other contributory bodies of APANPIRG as appropriate.

TASK LIST

To review the safety monitoring programmes in the Asia and Pacific Regions for implementation and operation of:

- a) reduced vertical separation minimum (RVSM);
- b) reduced horizontal (lateral and longitudinal) separation minima using PBN;
- c) aircraft separation applications using data link, e.g. ADS and CPDLC; and
- d) ATS Unit to ATS Unit operational messaging using AIDC.

(Last updated APANPIRG/18, September 2007)

.....

RASMAG — TASK LIST

(last updated 01 July 2025)

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
25/2	The meeting suggested that the question be raised to the ATM/SG/8 on how to detect/handle State aircraft operators that incorrectly file ‘W’ in their flight plans (RASMAG/25/WP04).	ATM/SG/9 RASMAG/28 RASMAG/29	ICAO	Open	RASMAG/26 update ATM/SG/8 was informed of RASMAG/25 advice. Draft Conclusion RASMAG/26-3 to also be discussed and endorsed at ATM/SG/9 RASMAG/27 Update para 5.27 ref paper to Assembly. RASMAG/28 WP/32 Continue to monitor
26/1	Noting that there were cases where some States were using a process other than direct operational approvals to enable aircraft operators to file PBCS indicators in flight plans, ICAO undertook to study how information on such State regulatory processes could be obtained	RASMAG/27 RASMAG/28 RASMAG/29	ICAO, States?	Open Completed	RASMAG/26 Report para. 2.8 RASMAG/28 report para X.X RASMAG/28 agreed to conduct a survey. RASMAG29/ WP/23
26/5	The Chair informed the meeting that the process of identification and monitoring of LHD hot spots had been developed informally over several years to facilitate the focus of RASMAG on areas requiring specific attention. The MAWG was invited to consider drafting a formalized process for this purpose, for consideration by RASMAG	RASMAG/27 RASMAG/28 RASMAG/29	MAAR	Open Completed	RASMAG/26 Report para 3.116 RASMAG/27 WP/7 RASMAG/27 Update: Hot Spot methodology trial to be validated at RASMAG/28. RASMAG/28 WP/19 the hot spot identification method is still in trial basis. RASMAG/29 report para 2.25

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
27/4	ICAO APAC Office to coordinate with ICAO HQ on AKARA airspace improvement project Phase 2	30 September 2022	Secretariat	Open Completed	RASMAG/27 report para 3.9 RASMAG/29 report Para 3.XX
27/6	2022 APAC Consolidated Safety Report to be provided to APANPIRG/33 and ANC	APANPIRG/33 APANPIRG/34	Secretariat	Open Completed	RASMAG/27 report para 3.128 APANPIRG/33 WP/11 Appendix A APANPIRG/34 WP/11 Attachment A
27/10	Present survey findings on removal of 1,000 flight hour portion of Annex 6 RVSM monitoring requirement to RMACG	RMACG/17 (Part II)	MAAR	Open Completed	RASMAG/27 WP/33 and report para 5.38 RMACG/17
27/11	Present survey findings on continuance of 'W' check of State aircraft	RMACG/17 (Part II)	MAAR	Open Completed	RASMAG/27 WP/31 and report para 5.26 RMACG/17
28/1	Review and develop Draft of new version of <i>Guidance Material for End-to-End Safety and Performance Monitoring of ATS Data Link Systems in the APAC Region</i> in cooperation with CNS subject matter experts. Include region specific matters from Appendix B to the GOLD Manual (to be removed from the manual in 2020)	RASMAG/29	Secretariat USA, New Zealand	Open Completed	RASMAG/28 WP/2 task transferred from FIT/Asia FIT-Asia/14 WP/05 and RASMAG/29 WP/17
28/2	Discuss the definition of Sub categories of CAT. E LHDs to facilitate effective analysis at the next MAWG meeting	MAWG/11 MAWG/12	Monitoring Agencies	Open	RASMAG/28 report para 3.14
28/3	Review the data sharing procedure of additional data to support non-compliance reports	FIT/Asia/14	China RMA	Open	RASMAG/28 report para 4.7

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
28/4	States/Administrations to inform monitoring agencies of their implementation plans for lateral separation minima such as 23 NM lateral separation minima and ASEPS	Ongoing	All	Open Completed	RASMAG/28 report para 5.58 Tracked as part of Annual PBCS implementation Survey to ICAO (refer to new task 29/3)
29/1	Discuss a process of identification and de-identification of reports meant for sharing with stakeholders other than monitoring agencies	MAWG/12	Monitoring Agencies	Open	RASMAG/29 report para
29/2	Consider the use of the options proposed in RASMAG/29 report or other means to assist with the timely exchange of LHD reports	RASMAG/30	China and Republic of Korea	Open	RASMAG/29 report para
29/3	States to complete annual PBCS implementation Survey	28 th February annually	All States	Open	Tracked as part of Annual PBCS implementation Survey to ICAO
29/4	ICAO to notify Bangladesh and Nepal of failure to submit the annual RVSM approval snapshot this year, which may result in an inclusion in the APANPIRG List of Deficiencies in the ATM and Airspace Safety fields next year	30 September 2024	ICAO	Open	RASMAG/29 report para 5.16
29/5	Produce the draft of the next RASMAG safety Bulletin	MAWG/12	JASMA	Open	RASMAG/29 report para

— END —