



International Civil Aviation Organization

ICAO

**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

JASMA LTHM BURDEN ESTIMATE UPDATE

(Presented by JASMA)

SUMMARY

This paper presents the current monitoring burden for aircraft registered and operated by Japanese operators to meet Annex 6 Long Term Height Monitoring (LTHM) requirements as of May 2026.

1. INTRODUCTION

1.1 As agreed at the Sixteenth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/16), each RMA shall develop monitoring burden tables using the format presented in RASMAG/16 WP17. The Japan Airspace Safety Monitoring Agency (JASMA) presents the current update to that data. The Attachment provides the JASMA monitoring burden table.

2. DISCUSSION

2.1 There was a total of 827 airframes that were approved for the Reduced Vertical Separation Minima (RVSM) on the RVSM approvals database maintained by the JASMA, as of 31 May 2026.

2.2 Applying the Minimum Monitoring Requirements (MMR) to the total of RVSM approved aircraft results in a total monitoring burden to be achieved of 173 airframes. Taking into account aircraft which were approved RVSM for the first time or were conducting height monitoring within the past two years, the outstanding burden is 12 airframes (1.5%) as of 31 May 2026.

2.3 The remaining aircraft to be monitored are operated by small aircraft operators. JASMA supposes that the flight hours of these operators' aircraft might not have reached 1,000 hours within the recent two years.

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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APPENDIX A

ESTIMATED RVSM MONITORING BURDEN FOR ASIA/PACIFIC REGION AS A
RESULT OF LONG TERM HEIGHT MONITORING REQUIREMENTS OF ANNEX 6

JASMA Monitoring Burden (as of 31 May 2026)

State	Aircraft Monitoring Group	MMR Category (1,2 or 3)	Total # Approved Airframes	Resultant Monitoring Burden (# airframes)	Total # of Aircraft Remaining To Be Monitored By 30/04/2026
Japan	B737NX	1	8	2	0
	B767	1	4	2	0
	B787	1	75	2	0
	B78X	1	3	2	0
	B737NX	1	39	2	0
	A20N	1	33	2	0
	A320	1	4	2	0
	A380	1	3	2	0
	B767	1	22	2	0
	B772	1	12	2	0
	B773	1	16	2	0
	B787	1	80	2	0
	B78X	1	10	2	0
	A20N	1	25	2	0
	A320	1	14	2	0
	E170-190	1	15	2	0
	CRJ7	1	9	2	0
	A350	1	28	2	0
	B737NX	1	43	2	0
	B767	1	33	2	0
	B773	1	10	2	0
	B787	1	45	2	0
	E170-190	1	32	2	0
	A20N	1	3	2	0
	A320	1	19	2	0
	B737NX	1	14	2	0
	B767	1	4	2	0
	B773	1	2	2	0
	C680	1	3	2	0
	GLF4	1	5	2	1
	KC2	2	19	12	0
	KC46	2	4	3	0
	P1	2	34	21	0
	B748	1	8	2	0
	A20N	1	4	2	0
	A320	1	13	2	0
	A320	1	3	2	0
	B737NX	1	6	2	0
	B737NX	1	29	2	0
	B737NX	1	14	2	0
	B787	1	8	2	0
	C680	1	2	2	0
	C560	1	1	1	0
	C25A	1	1	1	0
	C25C	1	5	2	0
	C700	2	1	1	0
	BE30	2	1	1	0
	C25A	1	2	2	0

State	Aircraft Monitoring Group	MMR Category (1,2 or 3)	Total # Approved Airframes	Resultant Monitoring Burden (# airframes)	Total # of Aircraft Remaining To Be Monitored By 30/04/2026
	C25C	1	1	1	0
	F2TH	1	1	1	0
	C680	1	1	1	1
	HDJT	2	1	1	1
	HDJT	2	3	2	0
	F2TH	1	6	2	0
	GLF5	1	3	2	0
	C680	1	1	1	0
	HDJT	2	1	1	0
	C525	1	1	1	0
	C25A	1	1	1	0
	C525	1	1	1	1
	C25C	1	1	1	1
	C510	1	2	2	0
	HDJT	2	1	1	1
	C560	1	2	2	0
	C525	1	1	1	1
	BE30	2	1	1	1
	C680	1	1	1	0
	C25C	1	2	2	0
	C525	1	2	2	0
	C680	1	1	1	1
	HDJT	2	1	1	1
	HDJT	2	2	1	0
	HDJT	2	2	1	0
	C25A	1	1	1	1
	C510	1	1	1	0
	HDJT	2	1	1	0
	HDJT	2	1	1	0
	HDJT	2	1	1	0
	HDJT	2	1	1	0
	HDJT	2	1	1	1
	HDJT	2	1	1	0
	HDJT	2	1	1	0
	C25C	1	1	1	0
	C25C	1	1	1	0
	HDJT	2	1	1	0
	C25A	1	2	2	0
	F2TH	1	1	1	0
	C525	1	1	1	0
	C25A	1	1	1	0
	C560	1	1	1	0
	HDJT	2	1	1	0
			827	173	12

	Total # Approved Airframes	Resultant Monitoring Burden (# airframes)	Total # of Aircraft Remaining
	827	173	12

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