



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

PARMO RVSM LONG TERM HEIGHT MONITORING BURDEN

(Presented by PARMO)

SUMMARY

This paper presents an assessment of the monitoring burden associated with the long-term height monitoring requirements for airframes for which PARMO is the responsible Regional Monitoring Agency (RMA). The PARMO approvals of April 2026 were used to assess the monitoring burden.

1. INTRODUCTION

1.1 The Pacific Approvals Registry and Monitoring Organization (PARMO), a service provided by the U.S. Federal Aviation Administration's William J. Hughes Technical Center for Advanced Aerospace since 2001, serves as the regional monitoring agency (RMA) for the airspace in the Pacific and a portion of Northeast Asia.

1.2 To meet the ICAO Annex 6 Long Term Height Monitoring (LTHM) requirements, PARMO maintains a database of approvals and height monitoring history for aircraft registered within States under PARMO responsibility (Cook Islands, Fiji/Tonga, Kiribati, Marshal Islands, Micronesia (Federated States of), New Zealand, Republic of Korea, and Samoa). This paper provides the PARMO monitoring burden based on the approvals contained within the PARMO approvals database.

2. DISCUSSION

2.1 The PARMO approvals database as of April 2026 was examined to determine the current PARMO monitoring burden. First, the approvals for the countries under PARMO responsibility were compiled. Then, each airframe having a current full approval was paired with the appropriate monitoring category by applying the most current version of the Minimum Monitoring Requirements (MMR) table (as of 23 May 2025). Any aircraft types missing from the current MMR table were assigned to Category 3.

2.2 The total number of unique airframes identified as having full RVSM approval from a State of Registry under PARMO responsibility as of April 2026 was **572**, with a resultant monitoring burden of **155** and a total of **13** aircraft not successfully monitored within the past two years. This total may include airframes under the 1,000-hour monitoring requirement; it is the responsibility of the aircraft operator to provide proof of compliance with the 1,000-hour requirement. **Table 1** provides a summation by State of Registry of airframes that require monitoring due to having no successful monitoring record within two years as of April 2026. For a more detailed list of the Monitoring Burden per State, see **Appendix A**.

Table 1. Summary of PARMO Monitoring Burden

State	Total # of Approved Airframes	Resultant Monitoring Burden # (Airframes)	Total # of Airframes Not Monitored within two years as of Apr 2026
Cook Islands*	1	1	1
Fiji/Tonga	14	7	0
Kiribati	0	0	0
Marshall Islands	0	0	0
Micronesia	0	0	0
New Zealand	100	39	9
Republic of Korea	457	108	3
Samoa	0	0	0
PARMO Total	572	155	13

**PARMO noted that operator is not filing “W”. Previously PARMO accomplished monitoring of Cook Islands aircraft using Space-Based ADS-B data; however, since this data source is no longer utilized by the FAA, these aircraft require alternative monitoring methods. Currently, PARMO is actively coordinating with the Cook Islands CAA to resolve this figure.*

2.3 The PARMO has notified the responsible States regarding the airframes in this working paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper and **Appendix A**; and
- b) consider the potential impact of the estimated remaining burden

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APPENDIX A

MONITORING BURDEN PER STATE

Appendix A provides a detailed breakdown of the monitoring burden by State of the Operator, including monitoring groups, monitoring categories, fleet sizes, calculated burden metrics, and resulting monitoring burden values. The burden metric represents the monitoring requirement applied to each monitoring group based on the applicable monitoring category and fleet size. This metric is used to determine the number of aircraft that must be monitored within the required monitoring interval. The resulting burden reflects the total monitoring obligation for each operator and monitoring group combination.

Cook Islands

State	Operator	MONGRP	MON CAT	Fleet	Burden Metric	Burden
Cook Islands*	Air Rarotonga	C550-II	2	1	1	1
	<i>Air Rarotonga Total:</i>			<i>1</i>	<i>1</i>	<i>1</i>
	<i>Cook Islands Total:</i>			<i>1</i>	<i>1</i>	<i>1</i>

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Fiji

State	Operator	MONGRP	MON CAT	Fleet	Burden Metric	Burden
Fiji	Air Pacific, Ltd	A330	1	4	2	0
		A350	1	4	2	0
		B38M	1	5	2	0
		B737NX	1	1	1	0
	<i>Air Pacific, Ltd Total:</i>			<i>14</i>	<i>7</i>	<i>0</i>
	<i>Fiji Total:</i>			<i>14</i>	<i>7</i>	<i>0</i>

New Zealand

State	Operator	MONGRP	MON CAT	Fleet	Burden Metric	Burden
New Zealand	Air New Zealand, Ltd.	A20N	1	6	2	0
		A320	1	17	2	0
		A321XLR	2	14	9	0
		B773	1	10	2	0
		B787	1	14	2	0
	<i>Air New Zealand, Ltd. Total:</i>			<i>61</i>	<i>17</i>	<i>0</i>
	Airwork (New Zealand) Ltd.	B737CL	1	15	2	0
		B737NX	1	1	1	0
	<i>Airwork (New Zealand) Ltd. Total:</i>			<i>16</i>	<i>3</i>	<i>0</i>
	IGA/Air Hawke's Bay Ltd.	C510	1	1	1	1

Appendix A

State	Operator	MONGRP	MON CAT	Fleet	Burden Metric	Burden
	IGA/Air Hawke's Bay Ltd.	LJ60	1	1	1	1
	IGA/Air Ops Jet	C56X	1	1	1	0
	IGA/Air Ops Jet Ltd	C680	1	1	1	0
	IGA/Brookby Quarries Limited	C510	1	1	1	1
	IGA/Distinction Hotels	PC24	1	1	1	1
	IGA/GCH Jet Operations Limited	CL600	1	1	1	0
	IGA/International General Aviation	C25A	1	1	1	0
	IGA/NZ Jets Limited	C560	1	1	1	0
	IGA/Pacific Jets Ltd.	F2TH	1	1	1	0
	IGA/Pouakai Investments Limited	E50P	1	1	1	1
	IGA/Skyline Aviation Limited	BE30	1	1	1	1
	IGA/Skyline Aviation Limited	BE40	1	1	1	0
	IGA/Skyline Aviation LTD	C510	1	1	1	1
	IGA/Skyline Aviation LTD	C680	1	1	1	0
	IGA/Tasman Aviation Ltd.	BE30	1	1	1	1
	IGA/Tirohanga Holdings Limited	C25B	1	1	1	1
IGA Total:				17	17	9
	Texel Air Limited	B737NX	1	6	2	0
Texel Air Limited Total:				6	2	0
New Zealand Total:				100	39	9

Republic of Korea

State	Operator	MONGRP	MON CAT	Fleet	Burden Metric	Burden
Rep. of Korea	Asiana Airlines	A320	1	14	2	0
		A321XLR	2	10	6	0
		A330	1	14	2	0
		A350	1	15	2	0
		A380	1	6	2	0
		B772	1	9	2	0
Asiana Airlines Total:				68	16	0
	Air Busan	A320	1	16	2	0
		A321XLR	2	7	5	0
Air Busan Total:				23	7	0
	Air Incheon	B737C	1	1	1	0
		B737NX	1	3	2	0
Air Incheon Total:				4	3	0
	Airpremia Air	B787	1	9	2	0
Airpremia Air Total:				9	2	0
	Air Seoul	A320	1	5	2	0
Air Seoul Total:				5	2	0

State	Operator	MONGRP	MON CAT	Fleet	Burden Metric	Burden
	Aero K Airlines	A320	1	9	2	0
<i>Aero K Airlines Total:</i>				9	2	0
	Eastar Jet	B38M	1	10	2	0
		B737NX	1	11	2	0
<i>Eastar Jet Total:</i>				21	4	0
	IGA/Hanseo University	C525	1	1	1	1
	IGA/Hanwha Chemical Corp.	B737C	1	1	1	0
	IGA/Hyundai Motor Co	GLF6	1	1	1	0
	IGA/Hyundai Motors	B737C	1	1	1	0
	IGA/Korea Airports Corporation	C525	1	1	1	0
	IGA/Korean Air Lines Co., Ltd.	GLEK	1	1	1	0
	IGA/LG Electronics Inc.	GLF6	1	1	1	0
	IGA/SK Telecom	A320	1	1	1	0
	IGA/SK Telecom	GLF6	1	1	1	0
<i>IGA Total:</i>				9	9	1
	Jeju Air	B38M	1	10	2	0
		B737C	1	1	1	0
		B737NX	1	39	2	0
<i>Jeju Air Total:</i>				50	5	0
	Jin Air Co., Ltd.	B38M	1	5	2	0
		B737NX	1	20	2	0
		B772	1	4	2	0
<i>Jin Air Co., Ltd. Total:</i>				29	6	0
	Korean Air Lines Co., Ltd.	A321XLR	2	20	12	0
		A330	1	20	2	0
		A350	1	3	2	0
		A380	1	6	2	0
		B38M	1	7	2	0
		B737NX	1	19	2	0
		B744-10	1	4	2	0
		B748	1	12	2	0
		B772	1	16	2	0
		B773	1	29	2	0
		B787	1	15	2	0
		B78X	1	15	2	0
		BCS1	1	10	2	0
		GA8C	3	1	1	0
		GLF6	1	1	1	0
<i>Korean Air Lines Co., Ltd. Total:</i>				178	38	0
	Parata Air	A320	1	2	2	1
		A330	1	2	2	1

Appendix A

State	Operator	MONGRP	MON CAT	Fleet	Burden Metric	Burden
<i>Parata Air Total:</i>				4	4	2
	T'Way Air Co. Ltd.	A330	1	11	2	0
		B38M	1	7	2	0
		B737C	1	5	2	0
		B737NX	1	23	2	0
		B773	1	2	2	0
<i>T'Way Air Co. Ltd. Total:</i>				48	10	0
<i>Republic of Korea Total:</i>				457	108	3

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