



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

CHINA RMA LTHM BURDEN ESTIMATE UPDATE

(Presented by China RMA)

SUMMARY

This paper presents the monitoring burden for the aircraft registered and operated under China RMA to meet the long-term height monitoring requirement. The data were based on the RVSM approval database by the end of April 2026.

1. INTRODUCTION

1.1 The Long-Term Height Monitoring Impact Statement developed by RASMAG was endorsed by APANPIRG/20 in September 2009. During RMACG/21 meeting China RMA provided the burden list to the meeting, and this paper is the update for the data.

2. DISCUSSION

2.1 In 2008, China RMA began its first monitoring task with two sets of EGMUs. After that, the organization has been fulfilling its duty with four sets of EGMU/E2GMUs. The ADS-B Height Monitoring System (AHMS) has also provided support for aircraft height keeping performance monitoring (HKPM) since 2014. With the use of ADS-B ground-based monitoring system, most aircraft of Chinese operators have seen compliant records, significantly reducing the on-board monitoring burden. Additionally, an increasing number of foreign aircraft could also receive valid monitoring records from the ADS-B monitoring system, helping to support these fleets in meeting long-term height monitoring requirements.

2.2 Based on the China RMA RVSM approval database by the end of April 2026, the total number of RVSM approved aircraft was 4,754, with a resultant monitoring burden of 563 and a total of 40 aircraft remaining to be monitored, according to minimum monitoring requirements (MMR). **Table 1** provides a summary of China RMA monitoring burden.

Table 1. Summary of China RMA Monitoring Burden

State	Total Approved Airframes	Resultant Monitoring Burden (# Airframes)	Remaining # of Monitoring
China	4750	559	40
DPRK	4	4	0
Total	4754	563	40

2.3 For China, there are 4,750 approved aircraft, with a resultant monitoring burden of 559 and a total of 40 aircraft remaining to be monitored.

2.4 For the Democratic People's Republic of Korea (DPRK), there is one operator with four aircraft that require monitoring. In October 2025, China RMA conducted HKP monitoring on all the four aircraft of Air Koryo airlines, and provided technical training to Air Traffic Management Department, GACA, DPRK. The monitoring results were all compliant, so the remaining burden of DPRK is zero.

2.5 **Figure 1** describes the monitoring burden for China RMA from 2020 to 2026, in which data are extracted from the papers for RASMAG meeting. The number of total approved airframes and resultant monitoring burden is increasing from 2020 to 2024 and then decreased from 2024 to 2026, while the remaining burden is reduced from 2020 to 2021, increased from 2021 to 2023 and then decreased from 2023 to 2026. The percentage of monitoring burden in 2026 is 7%, which is slightly lower than last year.

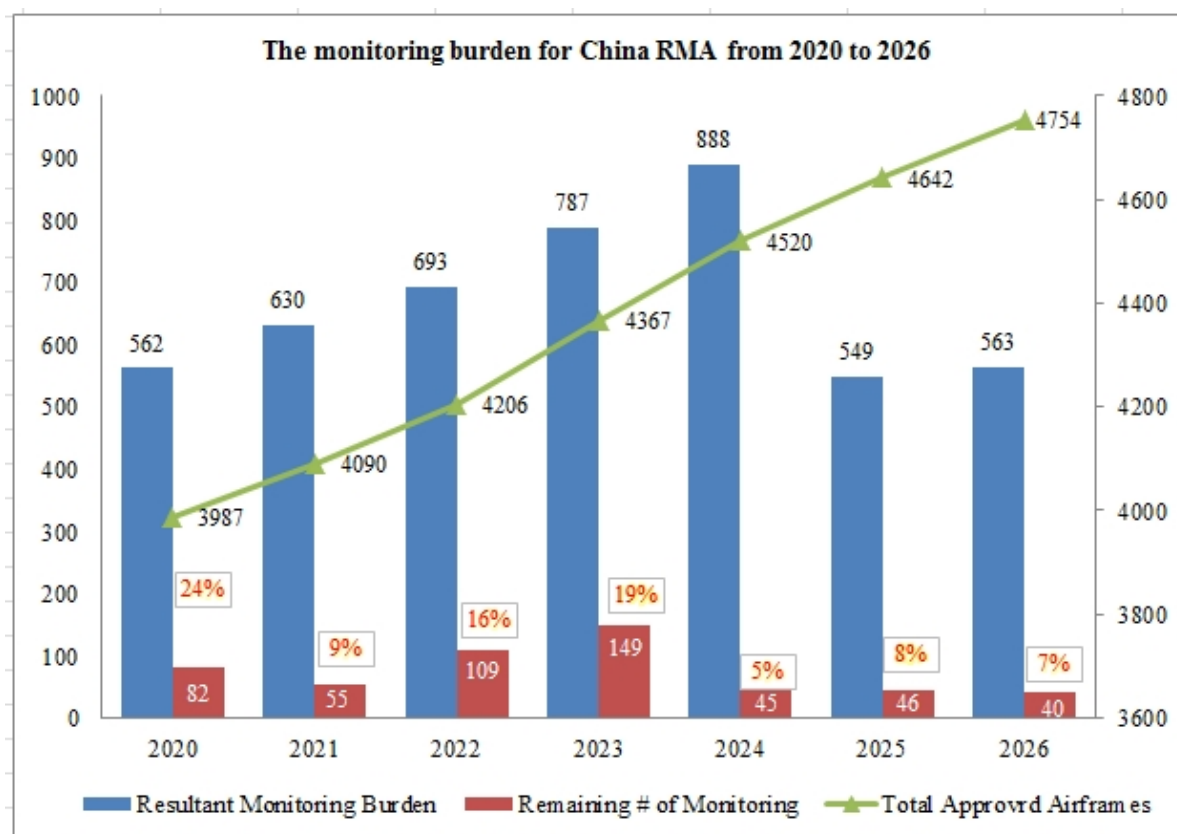


Figure 1. The Monitoring Burden for China RMA from 2020 to 2026

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.

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