



*International Civil Aviation Organization*

**The Thirteenth Meeting of the Regional Airspace Safety Monitoring  
Advisory Group (RASMAG/13)**

Bangkok, Thailand, 02 – 05 August 2010

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

**UPDATED ESTIMATE OF RVSM LONG TERM HEIGHT MONITORING BURDEN  
FOR THE AUSTRALIAN AIRSPACE MONITORING AGENCY (AAMA)**

(Presented by Australia)

**SUMMARY**

This paper presents the results of the review and update of the anticipated monitoring burden for aircraft registered and operated by Australia, Indonesia and Papua New Guinea following the implementation of long term height monitoring requirements in November 2010.

**1. Introduction**

1.1. The Long Term Height Monitoring Impact Statement developed by RASMAG was endorsed by APANPIRG/20 in September 2009. That statement included a determination by each of the Asia/Pacific Regional Monitoring Agencies (RMAs) of the anticipated monitoring burden for each State within the region. RASMAG/12 tasked the RMAs to review and update that data.

**2. Discussion**

2.1 The AAMA had previously supplied data on its anticipated monitoring burden following the implementation of long term height monitoring in November 2010. That data was based on a review of the current RVSM approvals data for the State airspaces that the AAMA is responsible for.

2.2 A review of the most recent RVSM approvals databases determined that the monitoring burden continues to increase, specifically in the case of Australian and Indonesian operators. The former has seen an increase of 37 in the total number of airframes required to be monitored to a total of 143. The latter increased by 5 to a total of 61. Overall the revised monitoring burden for the AAMA is expected to be approximately 207 airframes over the two year period commencing November 2010. While the AAMA has responsibility for State airspace for both the Solomon Islands and Nauru, aircraft utilised by operators within those States are Australian registered aircraft and therefore included in the count for that State.

2.3 Appendix A provides details of the monitoring burden based on the minimum monitoring requirements agreed at the recent RMACG/5 meeting in May 2010.

### **3. Actions by the Meeting**

3.1 The meeting is invited to:

- a) review the information provided in the paper and Appendix A; and
- b) use the information to update the current monitoring burden anticipated for the Asia/Pacific RMAs.

**Appendix A: Estimated RVSM Monitoring Burden for Asia/Pacific Region as a result of Long Term Height Monitoring Requirements of Annex 6 - Period from Nov 2010 to Nov 2012**

*(Data estimated by Asia/Pacific RVSM Regional Monitoring Agencies)*

**AAMA – Australian Airspace Monitoring Agency (Airservices Australia)**

Responsible State	Operator	MMR Category (1,2 or 3)	Aircraft Monitoring Group (e.g. [A342,A343])	Total # Airframes under Monitoring Group	Resultant Monitoring Burden (# airframes)
Australia	AUZ	1	B767	22	2
	JST	1	A320	44	2
		1	A330	7	2
	NJS	1	B712	10	2
	OZW	1	F100	9	2
		1	A320	1	1
	QFA	1	A330	18	2
		2	A380	7	5
		1	B737CL	20	2
		1	B737NX	41	2
		1	B747CL	3	2
		1	B744-5	16	2
		1	B744-10	14	2
		1	B767	7	2
	RON	1	B737CL	2	2
	TGW	1	A320	11	2
	VAU	1	B773	3	2
	VOZ	1	B737NX	56	2
		1	B773	1	1
		1	E170-190	21	2
	IGA	1	A320	2	2
	IGA	1	A330	1	1
	IGA	1	B712	1	1
	IGA	1	B737CL	1	1
	IGA	2	BE30	3	3
	IGA	2	BE40	5	5
	IGA	2	C25A	1	1
	IGA	2	C510	5	5
	IGA	1	C525	8	8
	IGA	2	C550-552	6	6
	IGA	2	C550B	3	3
	IGA	1	C560	3	3
	IGA	1	C650	5	5
	IGA	1	C680	2	2
	IGA	1	C750	3	3
	IGA	1	CL600	5	5
	IGA	1	E135-145	1	1
	IGA	1	E170-190	3	2
	IGA	1	F100	11	2
	IGA	2	F2TH	1	1
	IGA	1	F900	2	2
	IGA	1	GLEX	6	6
IGA	1	GLF4	4	4	
IGA	1	GLF5	3	3	
IGA	1	H25B-800	12	12	
IGA	2	H25C	1	1	
IGA	2	LJ35-36	5	5	
IGA	1	LJ45	7	5	
IGA	1	LJ60	2	2	
IGA	1	PRM1	2	2	
<b>Total Australia</b>				<b>427</b>	<b>143</b>

Responsible State	Operator	MMR Category (1,2 or 3)	Aircraft Monitoring Group (e.g. [A342,A343])	Total # Airframes under Monitoring Group	Resultant Monitoring Burden (# airframes)
Indonesia	AFE	1	MD80	2	2
		2	B732	1	1
		1	E135-145	1	1
	AWQ	1	B737CL	10	2
		1	A320	11	2
	BTV	1	B737CL	24	2
		1	A320	7	2
	CGR	1	B737CL	2	2
	IGA	1	C650	1	1
	IGA	1	F100	2	2
	IGA	1	E135-145	1	1
	GIA	1	A330	10	2
		1	B737CL	41	2
		1	B737NX	29	2
		1	B744	3	2
	JLB	1	H25B-900	1	1
		2	BE30	1	1
	KAE	1	MD80	1	1
		1	B737CL	13	2
	LNI	1	B737NX	35	2
		1	MD80	2	2
		1	MD90	4	2
		1	A320	11	2
	MDL	1	B737CL	1	1
		1	B737CL	19	2
	PAS	1	F100	2	2
	SJY	2	B732	13	2
1		B737CL	12	2	
TGN	2	B732	1	1	
TMG	2	B732	1	1	
TRV	1	B737CL	1	1	
	1	C560	1	1	
	1	H25B-800	1	1	
TWA	1	F100	1	1	
	1	PRM1	1	1	
WON	1	MD80	5	2	
XAR	1	B737CL	2	2	
XFA	2	B732	2	2	
<b>Total Indonesia</b>				<b>276</b>	<b>61</b>

Responsible State	Operator	MMR Category (1,2 or 3)	Aircraft Monitoring Group (e.g. [A342,A343])	Total # Airframes under Monitoring Group	Resultant Monitoring Burden (# airframes)
Papua New Guinea	ANG	1	B767	1	1
		1	B752	1	1
		1	F900	1	1
<b>Total Papua New Guinea</b>				<b>3</b>	<b>3</b>

<b>AAMA Grand Total</b> (Australia + Indonesia + Papua New Guinea)				<b>Total # Airframes under Monitoring Group</b>	<b>Resultant Monitoring Burden</b>
				<b>706</b>	<b>207</b>