



*International Civil Aviation Organization*

**The Twentieth Meeting of the Regional Airspace Safety Monitoring  
Advisory Group (RASMAG/21)**

Bangkok, Thailand, 14-17 June 2016

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

**JASMA LTHM BURDEN ESTIMATE UPDATE**

(Presented by Japan)

**SUMMARY**

This paper presents the current monitoring burden for aircraft registered and operated by Japan to meet Annex 6 requirements as of May 2016.

**1. INTRODUCTION**

1.1 As agreed at the RASMAG/16 meeting, each RMA shall develop monitoring burden tables using the format presented in RASMAG/16/WP17. JASMA presents the current update to that data.

**2. DISCUSSION**

2.1 The data is based on a review of the current RVSM approvals data for JASMA is responsible for taking into account completed successful monitoring activity.

2.2 A review of the most recent RVSM approvals databases maintained by the JASMA determined that the total number of RVSM approved airframes was 746 as of 31 May 2016.

2.3 Applying the minimum monitoring requirements (MMR) to the total of approved aircraft results in a total monitoring burden to be achieved of 148 airframes. Taking into account the aircrafts already successfully monitored, the current outstanding burden is 14 airframes (9.5%). JASMA reported at the last RASMAG/20 meeting that the total number of RVSM approved airframes was 727 and the total monitoring burden was 139. Taking into account the airframe already successfully monitored was 14 (10%). Compared with this the ratio of the remaining number of monitoring has improved 0.5%.

**3. ACTION BY THE MEETING**

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

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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, 2016)**

Operator	Operator Name	Aircraft Monitoring Group	MMR Category (1,2 or 3)	Total # Approved Airframes	Resultant Monitoring Burden (# airframes)	Total # of Aircraft Remaining To Be Monitored By 31/05/16
ADO	Hokkaido International Airlines	B737NX	1	9	2	0
		B767	1	4	2	0
AJX	Air Japan	B767	1	36	2	0
AKX	ANA WINGS	B737CL	1	20	2	0
		B737NX	1	43	2	0
ANA	ALL NIPPON AIRWAYS	A320	1	12	2	0
		B737NX	1	45	2	0
		B767	1	52	2	0
		B772	1	28	2	0
		B773	1	29	2	0
		B787	2	47	29	0
APJ	Peach Aviation	A320	1	17	2	0
FDA	FUJI DREAM AIRLINES	E170-190	1	10	2	0
IBX	IBEX Airlines	CARJ	1	2	2	0
		CRJ7	1	7	2	0
JAL	Japan Air Lines	B737NX	1	50	2	0
		B767	1	42	2	0
		B772	1	23	2	0
		B773	1	17	2	0
		B787	2	27	17	0
JEX	JAL Express	B737NX	1	50	2	0
JJP	Jetstar Japan	A320	1	20	2	0
JTA	Japan Transocean Air	B737CL	1	11	2	0
		B737NX	1	1	1	1
MIL	Military	B744-5	1	2	2	0
		B767	1	4	2	0
		GLF4	1	5	2	0
NCA	Nippon Cargo Airlines	B744-10	1	5	2	0
		B748	2	8	5	0
SFJ	Star Flyer	A320	1	9	2	0
SJO	Spring Airlines Japan	B737NX	1	3	2	0
SKY	Skymark Airlines	B737NX	1	28	2	0
SNJ	Skynet Asia Airways	B737NX	1	12	2	0
VNL	Vanilla Air	A320	1	9	2	0
IGA	CIVIL AVIATION BUREAU	C25C	2	3	2	1
	JAPAN COAST GUARD	GLF5	1	2	2	1
IGA	GRAPHIC	C525	1	1	1	1
IGA	IDEA Consultants	C560	1	1	1	0
IGA	Tanabe Norimitsu	C510	1	1	1	1
IGA	Noevir Aviation	BE30	2	1	1	0

Operator	Operator Name	Aircraft Monitoring Group	MMR Category (1,2 or 3)	Total # Approved Airframes	Resultant Monitoring Burden (# airframes)	Total # of Aircraft Remaining To Be Monitored By 31/05/16
IGA	Alpen	C25A	1	1	1	0
IGA	Mainichi Shinbunsha	C25A	1	1	1	0
IGA	Auto Panther	C25A	1	2	2	1
IGA	Kohnan Shoji	C525	1	1	1	0
IGA	Okayama Air Service	C525	1	1	1	1
		C560	1	1	1	0
IGA	L'ange Cosmetique	C25A	1	2	2	2
		C525	1	1	1	1
IGA	LUXZ Air Service	C525	1	1	1	1
IGA	THE YOMIURI SHIMBUN	C560	1	1	1	0
IGA	Asahi Shinbunsha	C560	1	1	1	0
IGA	Chunichi Shinbunsha	LJ31	2	1	1	0
IGA	Mitsubishi Aircraft	BE40	1	1	1	0
IGA	Mitsubishi Heavy Industries	BE40	1	1	1	0
IGA	Shizuoka Air Commuter	C25A	1	2	2	1
IGA	Aero Asahi	C680	1	2	2	0
IGA	Nakanihon Air Service	C560	1	2	2	1
IGA	JAXA	C680	1	1	1	1
IGA	J-AIR	CARJ	1	9	2	0
IGA		E170-190	1	18	2	0
				<b>746</b>	<b>148</b>	<b>14</b>
				<b>Total # Approved Airframes</b>	<b>Resultant Monitoring Burden (# airframes)</b>	<b>Total # of Aircraft Remaining</b>
				<b>746</b>	<b>148</b>	<b>14</b>