



International Civil Aviation Organization

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

Bangkok, Thailand, 14-17 June 2016

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**Agenda Item 6: Review and Update RASMAG Task List**

**RASMAG TASK LIST**

(Presented by the Secretariat)

**SUMMARY**

This paper presents the Task List that was updated at RASMAG/17 for the meeting's review.

**1. DISCUSSION**

1.1 The RASMAG Terms of Reference (TOR) is appended as **Attachment A**. The FIT-Asia TOR is appended as **Attachment B**.

1.2 APANPIRG/26 adopted Decision 26/66; the text of the Decision is reproduced below for easy reference:

***Decision AP ANPIRG/26/66 -Review Terms of Reference of Contributory Bodies under the AP ANPIRG Sub Groups***

*That, the Secretariat, in consultation with Chairs of the existing Task Forces and Working Groups under the APANPIRG Sub Groups, reviews the TOR as necessary, and submits to the respective Sub Groups and APANPIRG/27 for further review and adoption.*

1.3 For comparison reference, the TOR of the ATM/SG are provided at **Appendix 1**.

1.4 The Task List updated by RASMAG/20 is appended as **Attachment C** to this paper.

**2. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) review the RASMAG TOR; and
- b) review, report on and update RASMAG action items.

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## Appendix 1: Terms of Reference of Air Traffic Management Sub-Group of APANPIRG (ATMSG)

The Objectives of the ATM/SG are to:

- 1) *ensure the continuous and coherent development of the ATM/AIM/SAR parts of the Asia/Pacific Regional Air Navigation Plan (APAC ANP) in a manner that is harmonized with adjacent regions, consistent with ICAO SARPs, the Global Air Navigation Plan and the Global Aviation Safety Plan;*
- 2) *facilitate the implementation of ATM systems, procedures and services identified in the APAC ANP, Aviation System Block Upgrade (ASBU) priority modules and Asia/Pacific Seamless ATM Plan elements using the project management principles where appropriate;*
- 3) *review, identify and address deficiencies that impede the implementation or provision of efficient ATM services in the Asia and Pacific Regions.*

### **Deliverables to meet the Objectives:**

- 1) *Progress report to be **submitted** to APANPIRG addressing the ATM SG deliverables (listed in 2 to 9 below);*
- 2) *ATM parts of the ASIA/PAC ANP to be **reviewed** and, as necessary, amendment proposals **prepared** to update the APAC ANP to reflect changes in the operational and global requirements;*
- 3) *Level of implementation of ATM services to be **monitored** and, as necessary, **facilitated** to support the effective implementation of ASBU priority modules and the Asia/Pacific Seamless ATM Plan elements;*
- 4) *Air navigation deficiencies in the field of ATM to be **identified** (which may require any necessary systems performance monitoring to be **facilitated**) and, where necessary, appropriate corrective action **proposed** and the development and implementation of action plans by States to resolve identified deficiencies **facilitated**;*
- 5) *Air navigation deficiencies in the field of ATM (as listed in the APANPIRG database) to be **reviewed** and, as necessary, **updated** to reflect the current situation;*
- 6) *Research and development, trials and demonstrations in the field of ATM and other relevant areas to be **monitored** and, as necessary, the transfer of this information and expertise between States **facilitated**;*
- 7) *Specific recommendations to be **made**, and guidance materials **developed**, aimed at improving aeronautical meteorological services by the use of existing and/or new procedures, facilities and technologies;*
- 8) *Inter-regional and intra-regional co-ordination issues in the field of ATM to be **reviewed** and **identified** and, as necessary, actions **recommended** addressing those issues;*
- 9) *ATS environmental initiatives are consistently identified and progressed; and report outcomes from ATM environmental initiatives;*
- 10) *Draft Conclusions and Decisions to be **formulated** relating to matters in the field of ATM that come within the scope of the APANPIRG work plan.*

Approved by APANPIRG/26, September 2015

**REGIONAL AIRSPACE SAFETY MONITORING ADVISORY GROUP (RASMAG)**

TERMS OF REFERENCE OF THE RASMAG

The objectives of the Group are to:

- a) facilitate the safe implementation of reduced separation minima and CNS/ATM applications within the Asia and Pacific Regions in regard to airspace safety monitoring; and
- b) assist States to achieve the established levels of airspace safety for international airspace within the Asia and Pacific Regions.

To meet these objectives the Group shall:

- a) review airspace safety performance in the Asia and Pacific Regions at the regional level and within international airspace;
- b) review and develop as necessary, guidance material for airspace safety monitoring, assessment and reporting activities, including the duties, responsibilities and scope of regional monitoring entities;
- c) recommend, and facilitate as necessary, the implementation of airspace safety monitoring and performance assessment services;
- d) review and recommend on the competency and compatibility of monitoring organizations and recommend to APANPIRG specific airspace responsibility for individual regional monitoring entities;
- e) review, coordinate and harmonize regional and inter-regional airspace safety monitoring activities;
- f) review regional and global airspace planning and developments in order to anticipate requirements for airspace safety monitoring and assessment activities;
- g) address other airspace safety related issues as necessary;
- h) facilitate the distribution of safety related information to States, and
- i) provide to APANPIRG comprehensive reports on regional airspace safety and coordinate with other contributory bodies of APANPIRG as appropriate.

TASK LIST

To review the safety monitoring programmes in the Asia and Pacific Regions for implementation and operation of:

- a) reduced vertical separation minimum (RVSM);
- b) reduced horizontal (lateral and longitudinal) separation minima using PBN;
- c) aircraft separation applications using data link, e.g. ADS and CPDLC; and
- d) ATS Unit to ATS Unit operational messaging using AIDC.

*(Last updated APANPIRG/18, September 2007)*

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**FANS INTEROPERABILITY TEAM - ASIA (FIT-ASIA)**  
**TERMS OF REFERENCE**

FIT-Asia Objective and Scope

The FANS Interoperability Team - Asia (FIT-Asia) shall be responsible for overseeing system configuration and the end-to-end monitoring process of datalink systems to ensure they are implemented and continue to meet performance, safety, and interoperability requirements within the Asian Region.

The FIT-Asia shall:

Implementation

- a) support the implementation and operational benefits of AIDC, CPDLC and ADS;

Reporting and problem resolution processes

- b) establish a problem reporting system;
- c) review de-identified problem reports, identify trends and determine appropriate resolution;
- d) develop interim operational procedures to mitigate the effects of problems until resolution;
- e) monitor the progress of problem resolution;
- f) prepare summaries of problems encountered and their operational implications;

System performance and monitoring processes

- g) determine and validate system performance requirements;
- h) establish a performance monitoring system;
- i) assess system performance based on information from the CRA;
- j) coordinate system testing and trials;
- k) identify accountability for each element of the end-to-end system;
- l) develop, document and implement a quality assurance plan that will provide a stable system;
- m) identify end-to-end system configurations that provide acceptable data link performance;
- n) ensure that such configurations are maintained by all stakeholders;

New procedures

- o) coordinate testing in support of implementation of enhanced operational procedures

Reporting

- p) report safety-related issues to the appropriate State or regulatory authorities for action;
- q) provide reports to relevant ATM coordinating groups; and
- r) report to RASMAG.

Relevant Central Reporting Agencies (CRA) and States will report, as required, to the FIT-Asia. ICAO Secretariat will submit reports to appropriate sub-groups of APANPIRG.

Composition of FIT-Asia

The FIT-Asia will consist of representatives from States (ANS Providers) communication service providers (CSP), CRAs, IATA, CANSO, IFALPA and IFATCA. Aircraft and ancillary equipment manufacturers may also be requested to participate.

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**RASMAG — TASK LIST**

*(last updated 30 May 2015)*

<b>ACTION ITEM</b>	<b>DESCRIPTION</b>	<b>TIME FRAME</b>	<b>RESPONSIBLE PARTY</b>	<b>STATUS</b>	<b>REMARKS</b>
16/7	Assist in the development of generic educational material regarding LHD reporting that could be used in other States	RASMAG/18	All RMAs, initially China RMA, India	Closed	RASMAG/19 WP12 new task 19/3
17/2	Undertake a study to identify shortcomings in the quality of meteorological data	RASMAG/20	Australia (Lead), Thailand, China	Open	
17/3	Re-evaluation of the vertical overlap probability to provide parameters that more accurately represent the characteristics of aircraft types employed in the airspace and reveal the effectiveness of the recently imposed ICAO LTHM requirements.	RASMAG/20 (Progress report to RASMAG/20)	PARMO (Lead), AAMA, JASMA, MAAR	Open	
17/4	An analysis of material and processes required from RMAs to assist airline/ATC education and responses on minimisation of operational errors, including information on hot spots and recommended operational responses.	RASMAG/19 20	AAMA and PARMO, IATA, IFALPA	Open	
17/5	Request an amendment to Annex B of Doc 9937 regarding Brunei Darussalam and Vanuatu	RASMAG/20	ICAO	Open	
18/1	Pakistan-China ATS unit communications problem	December 2014	ICAO, Pakistan, China	Open	Follow up at a side meeting at the ATM or CNS Sub-Group
18/2	RO letter to support reporting to MAAR	1 May 2013	MAAR, ICAO	Open	
18/3	RMAs to undertake to identify systemic safety issues and provide feedback to RASMAG on similar analyses of airspace issues.	RASMAG/19	All RMAs	Closed	
19/1	Update RASMAG on the outcome of further investigations of coordination problems between India and Myanmar, which resulted in the receiving controller not acknowledging the same information provided by the transferring controller.	RASMAG/20	MAAR	Open	
19/2	Hot spot between the Ulaanbaatar FIR and the Beijing FIR at positions NIXAL and INTIK, where LHDs had not been reported by Beijing so this	September 2014	China RMA	Open	

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ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
	needed to be investigated.				
19/3	(WP12) Cat E LHD illustration developed by MAAR distribution by RMAs and possibly included in the RMA Manual	RASMAG/20	RASMAG Chair, RMAs	Open	
19/4	(WP13) LLE definition incorporation into the Asia/Pac EMA manual (MAWG to review the EMA Manual prior to update) and the global EMA document that the ICAO Separation and Airspace Safety Panel (SASP) was developing. LHD definition for CAT E incorporation into the global RMA manual	RASMAG/20	RASMAG Chair; MAWG	Open	
19/5	Consider the manner in which a system for listing non-RVSM approved aircraft could be implemented in Asia/Pacific and report to APANPIRG in this respect as a follow-up to APANPIRG Conclusion 24/6	September 2014	RASMAG Chair	Open	
19/6	Special Coordination Meeting (SCM) to be conducted involving Bangladesh, India, Indonesia, Malaysia, and Myanmar to, <i>inter alia</i> , investigate the installation of ADS-B, VHF communications and sharing data from a site on Great Nicobar Island and other COM/SUR upgrades to mitigate risk	September 2014	India, Indonesia, Malaysia, and Myanmar, ICAO, possibly IATA and IFATCA	Closed	
19/7	China to improve its mechanism of LHD reporting and establish an open reporting culture as part of a 'just culture' environment by conducting a review, and requested China to report to APANPIRG of progress made	September 2014	China	Open	
19/8	Investigation of LHDs prevalent in the Kabul FIR. Since the Kabul FIR had military level restrictions, most LHDs involved a neighbouring ACC (Samarkand, Uzbekistan, at position AMDAR) releasing aircraft at flight levels that were not allowed as specified in the Air Traffic Service	September 2014	MAAR, ICAO Regional Office	Closed	

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ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
	(ATS) Letter of Agreement (LOA).				
20/1	When the new <i>Manual on Monitoring the Application of Performance-Based Horizontal Separation Minima</i> (PBHSM) manual was endorsed the Asia/Pacific EMA Manual should have to be deleted from the Asia/Pacific website.	Unknown	ICAO	Open	
20/2	Meeting provided feedback on format and content for amendment of the draft Non-RVSM aircraft reporting templates for use by Asia/Pacific RMAs.		RASMAG Chair	Open	
20/3	At the next MAWG, the RMAs and EMAs would discuss how to share capabilities to better support those that have a higher workload.	December 2015	MAWG	Open	