

# 38<sup>th</sup> Meeting of the Informal South Pacific Air Traffic Services Coordinating Group (ISPACG/38)

## Monitoring Agency Activities in South Pacific Airspace

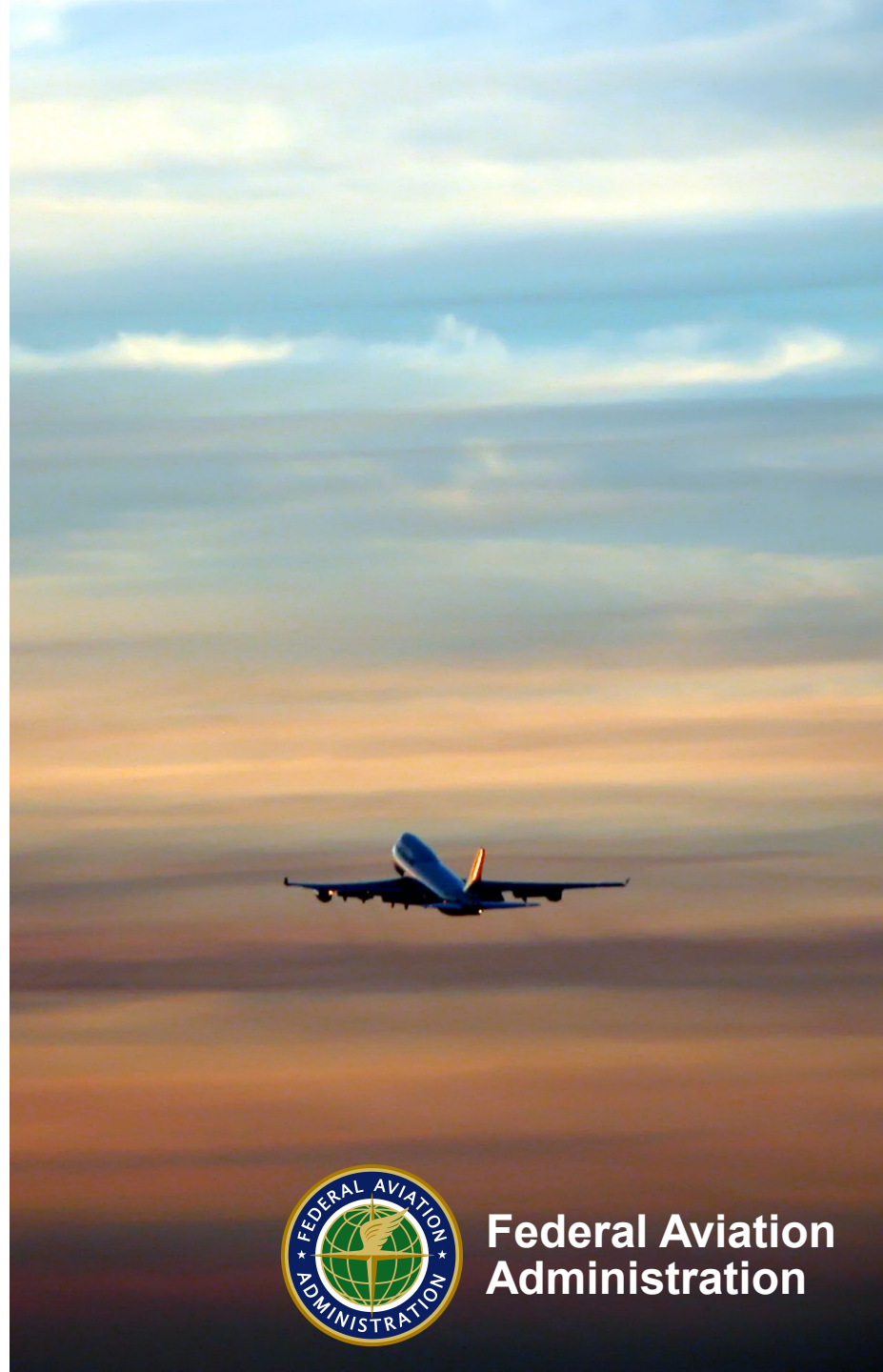
FIT/31 Agenda #2 – PARMO Update

Prepared by: PARMO

Date: June 2024



**Federal Aviation  
Administration**

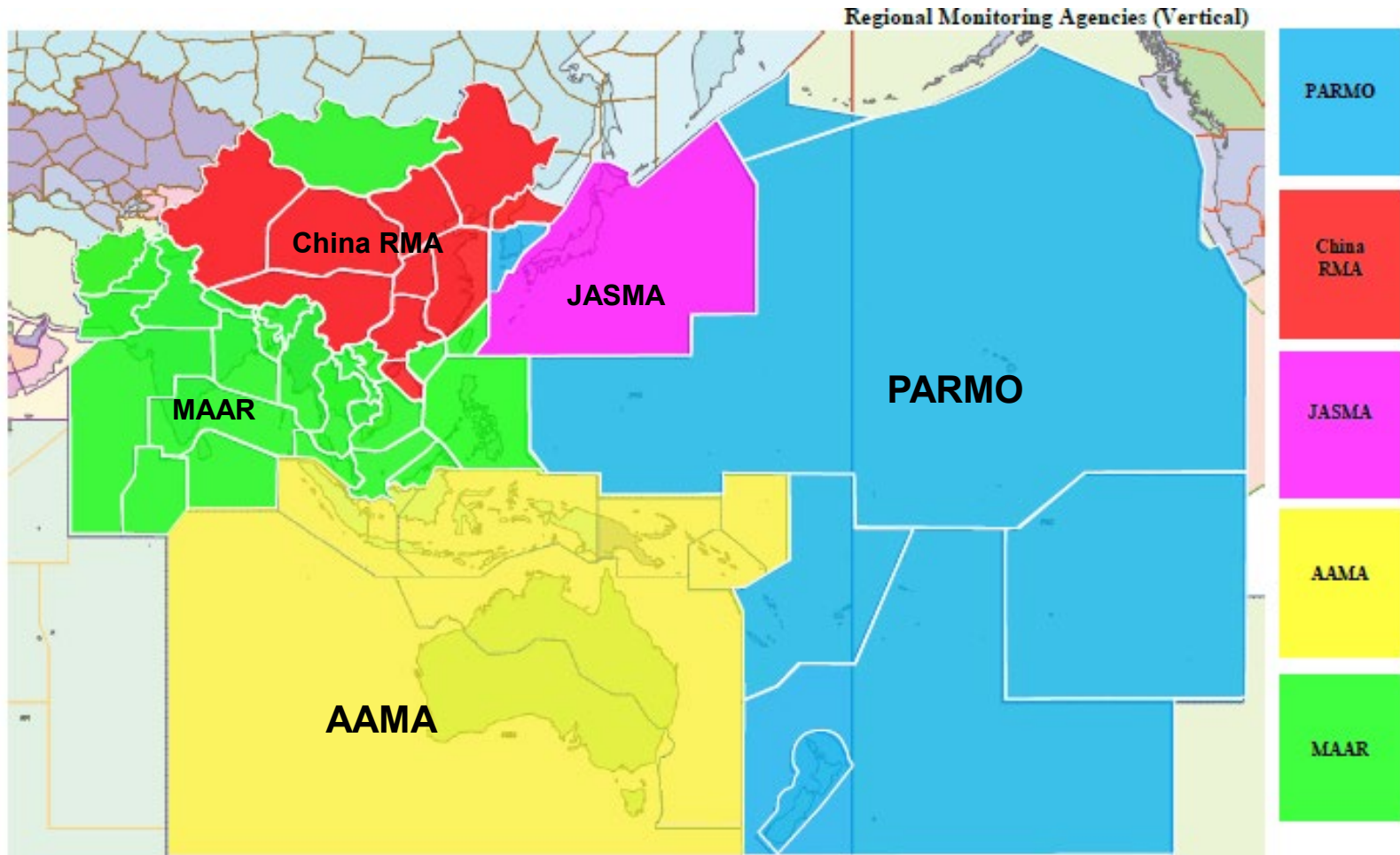


# Overview

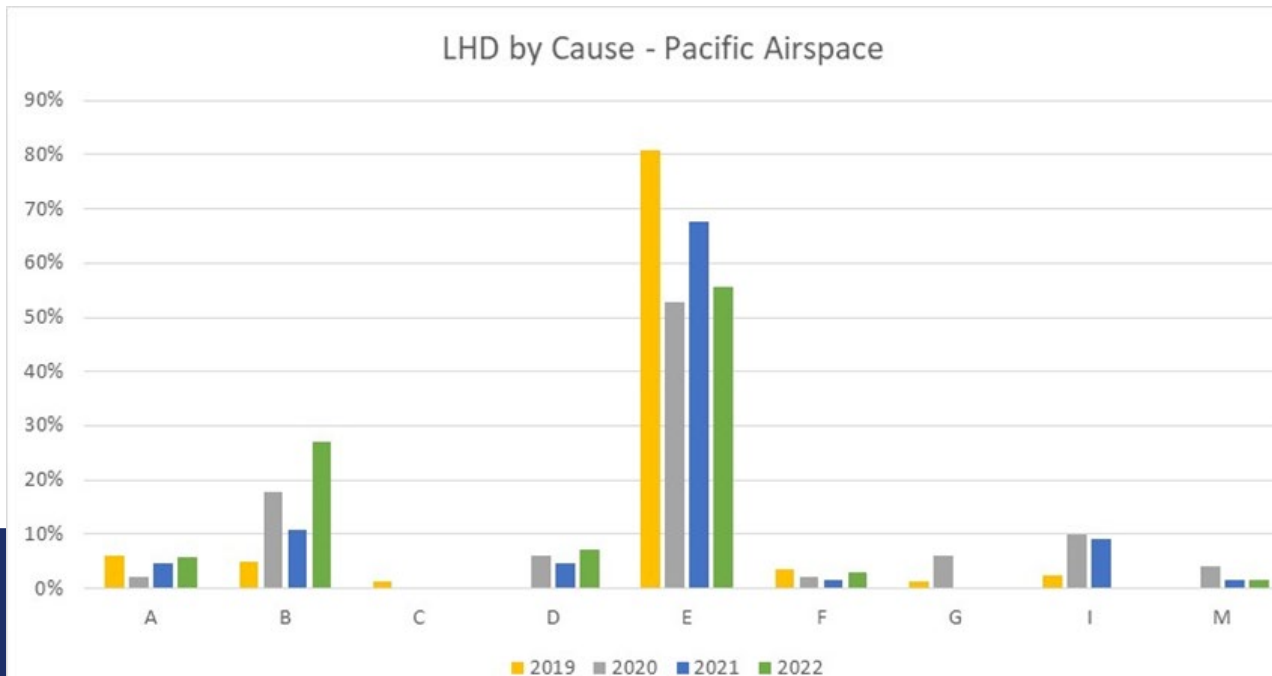
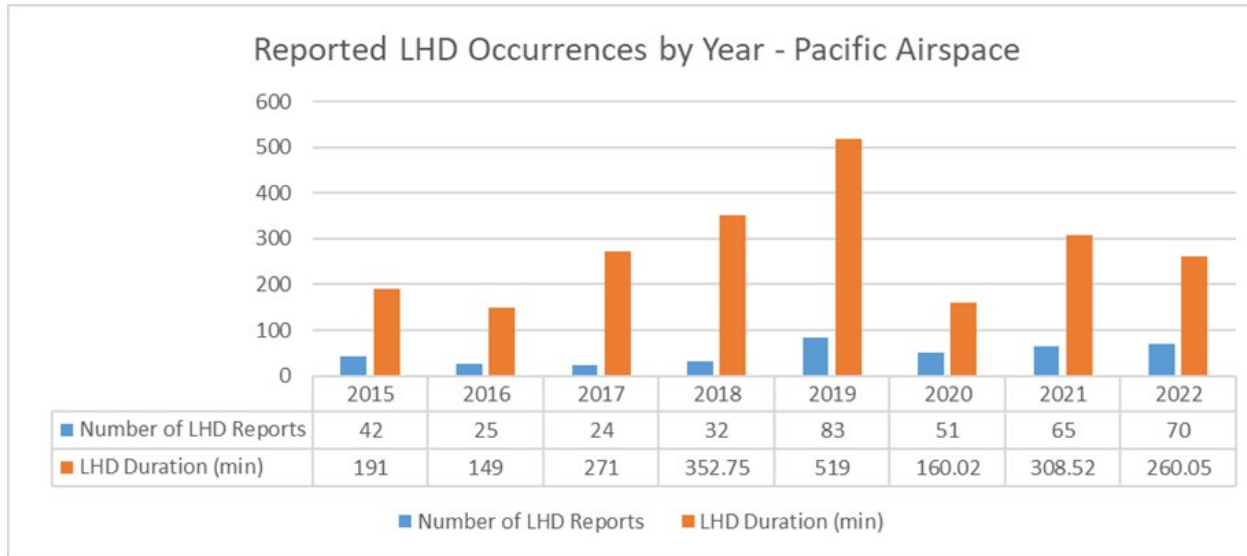
- **Pacific Approvals Registry and Monitoring Organization (PARMO)**
- **Annual reports to RASMAG/28**
- **Action for the Meeting (Reminders)**



# Monitoring Agencies for Pacific Airspace

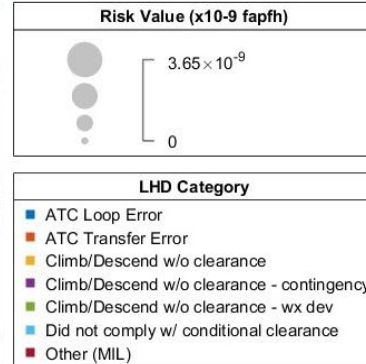
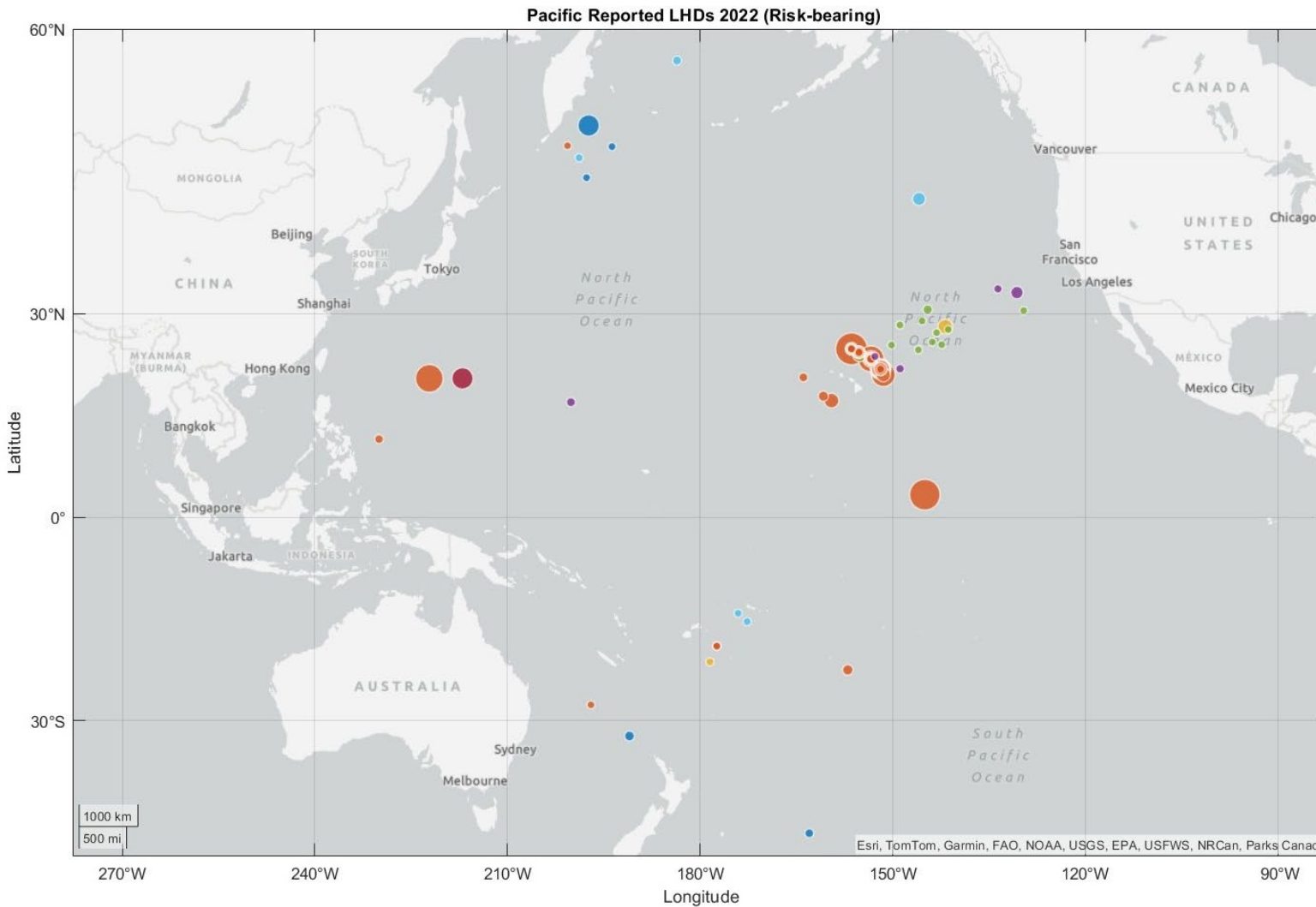


# PARMO Summary of Vertical Collision Risk Estimates



- A** Failing to climb/descend as cleared
- B** Climbing /descending without ATC clearance
- C** flight plan followed rather than ATC clearance
- D** ATC loss of situational awareness
- E** ATC coordination error as a result of human factors issues
- F** ATC coordination errors as a result of technical issues
- G** Aircraft contingency event
- I** Turbulence
- M** Other

# LHD Reports Submitted to PARMO (RASMAG/28)

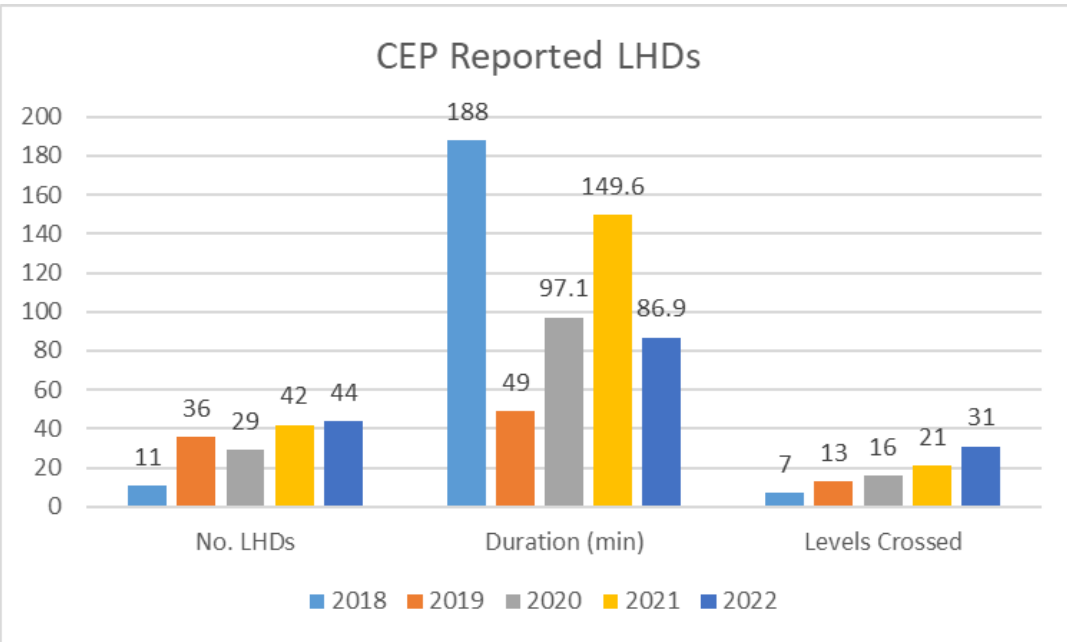


**Most occurrence reports involved ATC-unit to ATC-unit transitions**



# RASMAG “Hot Spot” N

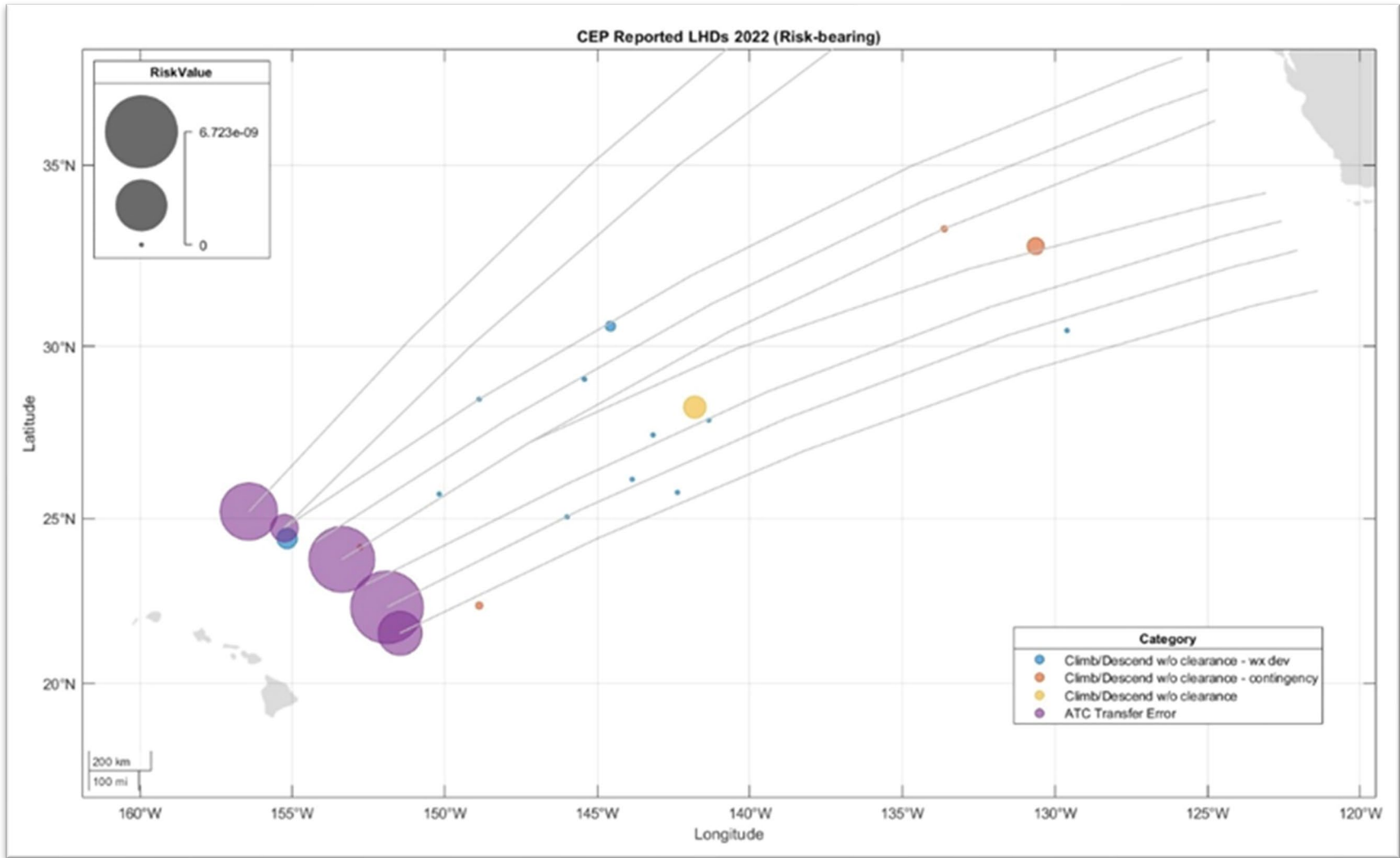
Central East Pacific (CEP) is the airspace between North America and Hawaii



	2019	2020	2021	2022
<b>Total flying hours</b>	425,950	215,009	461,990	474,687
<b>Number of Flights</b>	115,543	63,661	128,927	136,431
<b>Proportion Data Link Operations</b>	69.1 %	81.8%	83.8%	87.3%
<b>Proportion HF (only) Operations</b>	30.9 %	18.2%	16.2%	12.7%
<b>Proportion RNP4, RCP240, &amp; RSP180 filing</b>	31.4 %	52.2%	69.3%	71.9%



# Hot Spot N



# RASMAG/28 Conclusions

- **Asia Pacific RVSM Guidance Document**
  - [Asia Pacific RVSM Guidance version 2.0](#)
  - The guidance document includes current practices of the RASMAG, contents from the LHD Material Package, related APANPIRG conclusions and decisions
- **Two PBCS-related surveys**
  - Revised survey of the status of current and planned implementation of performance-based separation minima
  - Survey for Asia Pacific States PBCS approval process
- **PBCS Non-Compliance Reporting**





**Conclusion RASMAG/28-4: Removal of EMA handbook Appendix A and Guidance for PBCS Non-Compliance Reporting**

<p>What: That,</p> <ol style="list-style-type: none"> <li>1. the removal of EMA Handbook Appendix A - Asia Pacific Flight Information Regions and Responsible Monitoring Agency (RASMAG/28 WP/22 refers); and</li> <li>2. the additional guidance for PBCS Non-compliance reporting;</li> </ol> <p>be included in amendments to the following:</p> <ol style="list-style-type: none"> <li>a) The Revised EMA Handbook at <b>Appendix C to the Report</b>;</li> <li>b) Revised PBCS Action List at <b>Appendix D to the Report</b>; and</li> <li>c) The Asia Pacific Flight Information Regions and Responsible Monitoring Agency document at <b>Appendix E to the Report</b>;</li> </ol> <ol style="list-style-type: none"> <li>3. the above-mentioned documents be uploaded to replace the previous versions; and</li> <li>4. <b>states/Administrations are urged to submit timely reports including Nil reports.</b></li> </ol>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
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<p>Why: <b>Lack of a standardized implementation of non-compliance reporting practices would become universally adopted and consistent reporting among the States and RMAs.</b></p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
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<p>When: 24-Aug-23</p>	<p>Status: Adopted by Subgroup</p>
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Who:  Sub groups  APAC States  ICAO APAC RO  ICAO HQ  Other: Regional Monitoring Agencies



# PBCS Non-Compliance Reporting

## PBCS Non-Compliance Reports received at PARMO

April 2023 - March 2024

Possible Incoming Reports														
ANSP	FIR	Designated RMA/EMA	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24
FAA	Anchorage Oca	PARMO												
FAA	Oakland Oca													
Airways NZ	Auckland													
SEAC.PF	*Tahiti													
Fiji Airports	Nadi													

*\*Tahiti sends reports for 6 months periods*

Green represents monthly non-compliance reports, which were received

Orange represents monthly non-compliance reports, which were received at later months

Red represents non-compliance reports that were not submitted

White areas indicate no reports received either because there was no non-compliance to report for that region, the report is pending due to the reporting frequency used by the FIR, or that a report was not sent.



# Action for the Meeting

- **Ensure ANSPs/States**

- Provide annual traffic sample data to the designated RMA
- Provide vertical, lateral, and longitudinal occurrence reports to PARMO (internal investigation reports can be attached)
  - **PARMO is still in need of 2023 occurrence reports from Auckland & Tahiti FIRs**
  - Key information for these occurrence reports to help determine underlying causal factors and duration/magnitude
    - Location of the occurrence
    - Summary/narrative
    - Relevant time stamps, ADS-C reports, CPDLC messages
    - ***Please note any corrective action introduced as a result of the occurrence***
- Provide PBCS Non-Compliance Reports to the designated RMA



# Questions?

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Federal Aviation  
Administration

