



International Civil Aviation Organization

**The Twentieth Meeting of the Regional Airspace Safety Monitoring
Advisory Group (RASMAG/20)**

Bangkok, Thailand, 26-29 May 2015

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

AAMA ASSESSMENT OF NON-RVSM APPROVED AIRCRAFT

(Presented by Australia)

SUMMARY

The Australian Airspace Monitoring Agency (AAMA) undertakes a monthly check of flight plan data against the RVSM approval databases of all global RMAs. This paper provides the outcome of the March 2015 check and identifies aircraft which operated for at least 5 months without RVSM approval. This paper was presented as a working paper at the RMACG/10 18-22 May 2015.

1. INTRODUCTION

The AAMA has continued to refine its comparative assessment to identify operators who appear to be flight planning with incorrect RVSM approval status. A comparison is made between the set of aircraft registrations seen in the total March 2015 flight plan data available to Airservices, and lists of RVSM-approved aircraft available from individual RMAs on the KSN website. Only aircraft which flight planned into RVSM levels with a W in the equipment field were compared. A number of the flights occurred outside the Melbourne and Brisbane FIRs.

2. DISCUSSION

2.1 **Figure 1** shows the number of identified NRA (Non-RVSM approved) airframes during March 2015 by State of registry. The following States each had two or less airframes identified: India, Malaysia, New Zealand and United Kingdom.

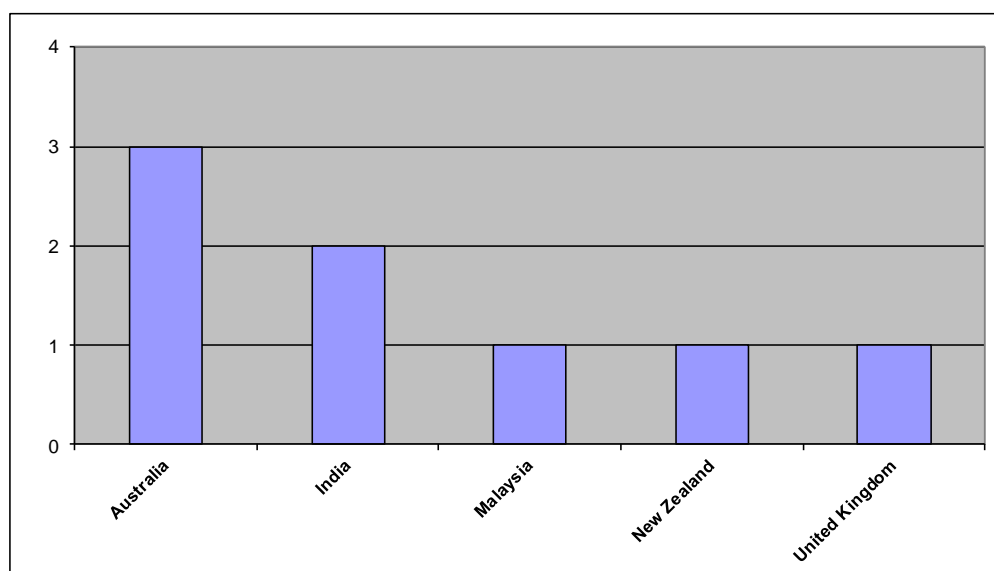


Figure 1: Non-approved Airframes by State of Registry in the March 2015 sample

2.2 The comparison for March 2015 identified 8 individual airframes in the data set, with airframes from Australia showing the highest number (3) with the overall results showing a significant positive trend compared to the results presented at RMACG/9 where 90 airframes were identified representing 11 States of Registry. The results presented are as identified by the application used by the AAMA.

2.3 The AAMA is particularly interested in aircraft which operate without RVSM approval over a long period of time. Repeat non-RVSM-approved aircraft identified by the AAMA are reported in Table 1 according to the following criteria:

- seen as NRA during the last 4 months (December 2014 to March 2015) and
- seen as NRA at least 5 months ago (before December 2015) and
- not RVSM-approved according to RMA approval files available for March 2015.

2.4 The above strategy identifies aircraft which operated in RVSM airspace over a significant period of time, which claimed to have RVSM approval, and which still do not have a valid approval at the last month processed. This approach should avoid most of the ‘noise’ we would otherwise include from a slow approval process or an accidental flight plan. As RVSM approval compliance is steadily improved the time period of the criteria could be tightened. It would also be possible to apply different time periods to domestic and international registrations.

2.5 Some aircraft identified by the AAMA NRA process do not fly in the Brisbane or Melbourne FIRs. Their flight plans are simply present in the data we receive. Since non-RVSM - approved aircraft are a global problem they are left in the results.

Registration	Months	First as Rogue	Last as Rogue	Type	State
ZKJTQ	26	201206	201503	B734	New Zealand
VHPNM	17	201303	201503	E50P	Australia
VHYNE	9	201303	201501	C525	Australia
VHJMK	5	201307	201501	C550	Australia
VTAML	5	201305	201503	E135	India
VTDBA	3	201212	201503	GL5T	India
9MXXU	3	201411	201502	A333	Malaysia
GSTBL	6	201409	201503	B77W	United Kingdom

Table 1. Aircraft which were identified as Repeat non-RVSM-approved by the definition of the text. Aircraft that were first seen 6 months or more ago are shaded orange; those 12 months or more are shaded dark red.

2.6 In undertaking the comparison process, the AAMA was reliant on the quality of the data contained in the approvals databases provided by other RMAs. While for some States of registry, the AAMA comparison identified a large number of airframes, it is recognised that delays in processing approval information between the State authorities and RMAs could be a factor. The differences between Figure 1 and Table 1 support that view.

3. ACTION BY THE MEETING

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

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