



International Civil Aviation Organization

**The 17<sup>th</sup> Meeting of the Regional Airspace Safety Monitoring Advisory Group  
(RASMAG/17)**

Bangkok, Thailand, 28 – 31 August 2012

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

**IDENTIFICATION OF NON-APPROVED AIRFRAMES OPERATING WITH RVSM  
APPROVAL STATUS**

(Presented by Australia)  
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**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 June 2012 check and identifies aircraft which were also identified at least 6 months previously and in 2010.

This paper relates to –

**Strategic Objectives:**

A: *Safety – Enhance global civil aviation safety*

**Global Plan Initiatives:**

GPI-2 Reduced vertical separation minima

**1. INTRODUCTION**

1.1 The Asia/Pacific Regional Airspace Safety Monitoring Advisory Group (RASMAG) has asked that the RMAs continue work to identify those operators incorrectly flight planning as RVSM approved. A global exercise to identify aircraft operators not notifying their true RVSM approval status in flight plan information was conducted for the recent Regional Monitoring Agencies Coordination Group (RMACG7) meeting in Beijing (May 2012). The issue was confirmed as a global problem at that meeting.

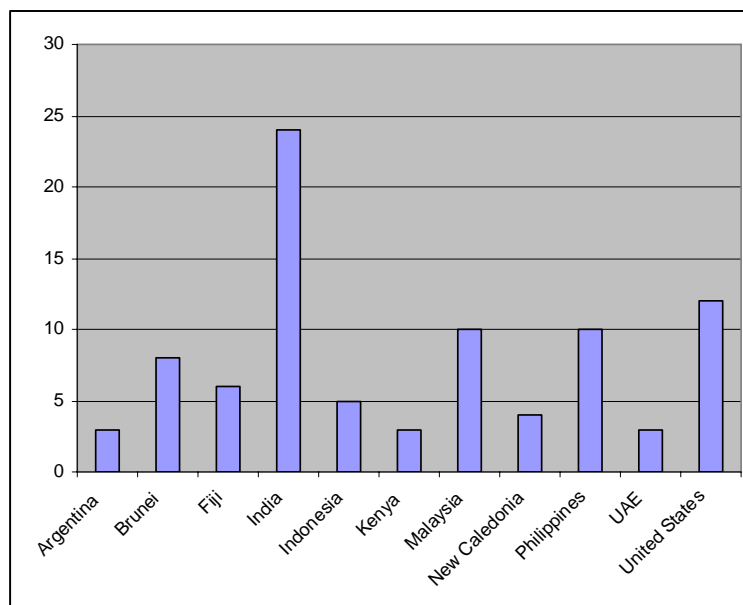
**2. DISCUSSION**

2.1 The AAMA has continued to develop its capability to identify operators who appear to be flight planning with incorrect RVSM approval status. The process is now more automated than previously. A comparison is made between the set of aircraft registrations seen in the total June 2012 flight plan data available to Airservices, and lists of RVSM-approved aircraft available from individual RMAs on the KSN website<sup>1</sup>. Only aircraft which flight planned *into RVSM levels* with a *W* in the equipment field were compared.

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<sup>1</sup> Approvals data: 10 July (AAMA); 25 May (ARMA); 15 June (CARSAMMA); July (China RMA, EURRMA, MIDRMA(by email)); 9 June (EURASIA RMA); 6 July (JASMA); June (MAAR); 10 June (NAARMO); 12 June (NATCMA); and 9 July (PARMO).

2.2 **Figure 1** shows the number of identified Non-RVSM approved airframes by State of registry. Only those States with three or more airframes identified are shown. The following States each had two or less airframes identified: Afghanistan, Australia, Austria, Bermuda, Cayman Islands, China, Hong Kong China, Iceland, New Zealand, Republic of Korea, United Kingdom and Vanuatu.



**Figure 1:** Non-approved Airframes by State of Registry

2.3 In total, the comparison for June 2012 identified 105 individual airframes in the data set, with airframes from India showing the highest number (24). The data presented is as identified by the application used by the AAMA and then reviewed to eliminate a few invalid registrations or airframes that are approved but not currently reflected in an available RMA database.

2.4 Appendix A details a complete list of the airframes identified by Asia/Pacific State of Registry, and associated aircraft types. The process used not only identifies the airframes but also extracts the relevant flight plan information. Copies of the flight plans associated with these counts can be made available by the AAMA.

2.5 The airframes identified for Australia and Indonesia have been forwarded to the respective State authorities for follow up action. The AAMA also forwards data to other RMAs directly. The AAMA will continue undertaking a monthly check for rogue airframes and will coordinate identified airframes with the responsible RMAs.

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.

### 3. ACTIONS BY THE MEETING

3.1 The meeting is invited to:

- a) Note and discuss the results of the airspace safety oversight presented in this working paper;
- b) Cross-check the airframes identified in Appendix A against their respective approvals database and resolve their correct RVSM status;
- c) Note the number of repeat offending operators and discuss and agree on suitable action.

**Appendix A**  
**Non-Approved Airframes by Asia/Pacific State**  
**Identified by AAMA – June 2012**

Note 1. Airframe registrations in **red** indicate previously identified by AAMA in **July 2010**

Note 2. Airframe registrations in **blue** indicate previously identified by AAMA in **June 2011 to December 2011**

Note 3. Airframe registrations in **green** indicate previously identified by AAMA in **January 2012 to April 2012**

State of Registry	Airframe Registration	Aircraft Type
<i>Afghanistan</i>	<b>YAKAM</b>	<b>B762</b>
<i>Australia</i>	VHCZM	TBM7
	VHWFE	C560
<i>Brunei Darussalam</i>	<b>V8ALI</b>	<b>B744</b>
	<b>V8BKH</b>	<b>A342</b>
	<b>V8BLA</b>	<b>B772</b>
	<b>V8BLB</b>	<b>B772</b>
	<b>V8BLC</b>	<b>B772</b>
	<b>V8BLD</b>	<b>B772</b>
	<b>V8BLE</b>	<b>B772</b>
<i>China</i>	B3925	LJ60
	B8157	GLF5
<i>Fiji</i>	<b>DQFJF</b>	<b>B737</b>
	<b>DQFJG</b>	<b>B738</b>
	<b>DQFJH</b>	<b>B738</b>
	<b>DQFJK</b>	<b>B744</b>
	<b>DQFJL</b>	<b>B744</b>
<b>DQFJM</b>	<b>B738</b>	
<i>Hong Kong China</i>	BLAO	A333
<i>India</i>	<b>VTALG</b>	<b>B77L</b>
	<b>VTALJ</b>	<b>B77W</b>
	<b>VTALN</b>	<b>B77W</b>
	VTEDC	A320
	<b>VTIAH</b>	<b>A319</b>
	<b>VTIEF</b>	<b>A320</b>
	<b>VTIEG</b>	<b>A320</b>
	<b>VTIEI</b>	<b>A320</b>
	<b>VTIEK</b>	<b>A320</b>
	<b>VTIEM</b>	<b>A320</b>
	<b>VTIEP</b>	<b>A320</b>
	VTIES	A320
	VTIEU	A320
	<b>VTJBG</b>	<b>B738</b>
	<b>VTJBR</b>	<b>B738</b>
	<b>VTJBS</b>	<b>B738</b>
VTJBY	B739	
<b>VTJGU</b>	<b>B738</b>	

	<b>VTJWE</b>	<b>A332</b>
	<b>VTJWF</b>	<b>A332</b>
	<b>VTJWM</b>	<b>A332</b>
	<b>VTJWN</b>	<b>A332</b>
	<b>VTJWP</b>	<b>A332</b>
	<b>VTSCT</b>	<b>A319</b>
<i>Indonesia</i>	PKGLH	A320
	PKLJU	B738
	PKLJV	B738
	PKLRT	H25B
	PKRJD	E55P
<i>Malaysia</i>	<b>9MAQI</b>	<b>A320</b>
	<b>9MAQL</b>	<b>A320</b>
	9MAQM	A320
	9MMLO	B738
	9MMNA	A380
	<b>9MMTF</b>	<b>A333</b>
	9MMTG	A333
	<b>9MMUC</b>	<b>A332</b>
	9MMUD	A332
	9MNEJ	B733
<i>New Caledonia</i>	<b>FOHSD</b>	<b>A332</b>
	<b>FOJSB</b>	<b>A320</b>
	<b>FOJSE</b>	<b>A332</b>
	FRAJB	A342
<i>New Zealand</i>	ZKJTQ	B734
	ZKOJK	A320
<i>Philippines</i>	<b>RPC3237</b>	<b>A320</b>
	<b>RPC3238</b>	<b>A320</b>
	<b>RPC3264</b>	<b>A320</b>
	<b>RPC3265</b>	<b>A320</b>
	<b>RPC3266</b>	<b>A320</b>
	<b>RPC3267</b>	<b>A320</b>
	<b>RPC3268</b>	<b>A320</b>
	RPC7775	B77W
	<b>RPC8616</b>	<b>A320</b>
RPC8618	A320	
<i>Republic of Korea</i>	HL8250	B77W
<i>United States</i>	N381GX	GLEX
	N384HA	A332
	<b>N385HA</b>	<b>A332</b>
	N386HA	A332
	N388HA	A332
	N389VL	A320
	N629SC	B737
	N660AA	BE20
	N660WM	BE20
	N710CL	A320
	N739W	BE20
	<b>N810LP</b>	<b>GLF4</b>
<i>Vanuatu</i>	<b>YJAV1</b>	<b>B738</b>