International Civil Aviation Organization

The Sixteenth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/16)

Bangkok, Thailand, 20 – 24 February 2012

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

This paper provides the outcome of a recent check undertaken by the Australian Airspace Monitoring Agency (AAMA) of flight plan data against the RVSM approval databases of all global RMAs.

Strategic Objectives:
A: ***Safety*** *– Enhance global civil aviation safety*

Global Plan Initiatives:
GPI-2 Reduced vertical separation minima

1. INTRODUCTION

1.1 The issue of aircraft operators not notifying their true RVSM approval status in flight plan information has been a recognised problem by the global Regional Monitoring Agencies (RMAs) for some time. 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.

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 AAMA now has a process that undertakes a comparison of all RVSM approval databases provided by the global RMAs, against the total flight plan data set available to Airservices Australia. The RMA approvals database information used in the comparison were the integrated global database maintained by the NATCMU RMA and the latest database information from the PARMO (30 Jan 2012) and the MIDRMA (Nov 2011). The flight plan sample was January 2012.

2.2 Figure 1 below details the results of the comparison by number of identified airframes related to 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, Argentina, Armenia, Aruba, Bahrain, Bermuda, Canada, Cayman Islands, China, Denmark, Ethiopia, Fiji, Hong Kong China, Ireland, Mauritius, Pakistan, Turkey, and United Kingdom.

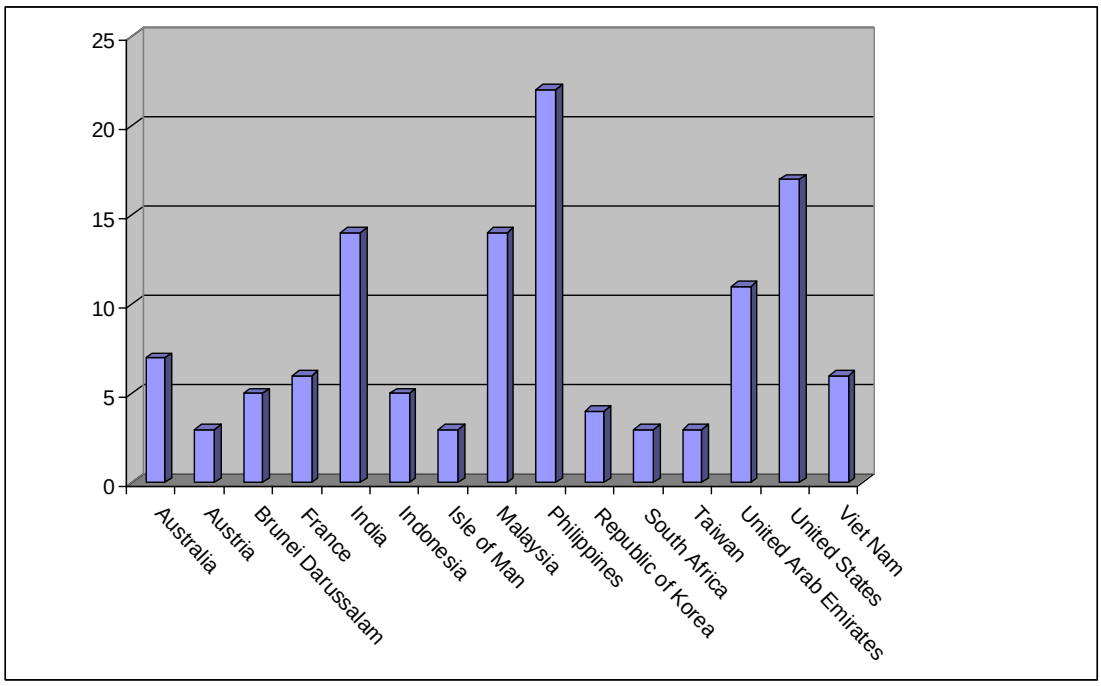

Figure 1. Non-approved Airframes by State of Registry

2.3 In total, the comparison for January 2012 identified 148 individual airframes in the data set, with airframes from the Philippines showing the highest number of 22. The data presented is as identified by the application used by the AAMA. A review of the data may identify one or two wrongly identified airframes or airframes that are approved but not currently reflected in global RMA databases.

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 has also forwarded 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 – January 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 **April 2011***

*Note 3. Airframe registrations in **green** indicate previously identified by AAMA in **June 2011***

State of Registry	Airframe Registration	Aircraft Type
Afghanistan	YAKAM	B762
Australia	VHBMW	H25B
	VHEUV	C550
	VHJCX	**LJ35**
	VHJSO	C525
	VHTFW	C525
	VHWFE	C560
	VHZLT	C550
Brunei Darussalam	V8BLA	B772
	V8BLC	B772
	V8BLD	**B772**
	V8BLE	**B772**
	V8BLF	**B772**
China	B8166	GLF4
	B8233	CL30
Fiji	**DQFJH**	**B738**
Hong Kong China	BLJA	B748
	BRBK	A332
India	**VTALL**	**B77W**
	VTALU	**B77W**
	VTIEF	A320
	VTIEG	A320
	VTIEH	A320
	VTIEI	A320
	VTIEJ	A320
	VTIEK	A320
	VTIEL	A320
	VTIEM	A320
	VTJWM	**A332**
	VTJWP	**A332**
	VTJWQ	**A332**
	VTRGX	FA7X
Indonesia	PKAXT	A320
	PKGFS	B738
	PKGFT	B738
	PKMDP	B733
	PKYTN	B732
Malaysia	9MAQD	A320
	9MAQE	A320
	9MAQF	A320
	9MAQG	A320
	9MAQH	A320
	9MAQI	A320
	9MAQJ	A320
	9MAQK	A320

	9MMTE	A333
	9MMTF	A333
	9MMUA	A332
	9MMUB	A332
	9MMXE	B738
	9MTAN	**GL5T**
Pakistan	APBIO	B742
Philippines	RPC3190	A319
	RPC3191	A319
	RPC3192	A319
	RPC3194	A319
	RPC3195	A319
	RPC3196	A319
	RPC3197	A319
	RPC3198	A319
	RPC3240	A320
	RPC3241	A320
	RPC3242	A320
	RPC3244	A320
	RPC3245	A320
	RPC3246	A320
	RPC3247	A320
	RPC3248	A320
	RPC3249	A320
	RPC3250	A320
	RPC3264	A320
	RPC3265	A320
	RPC3266	A320
	RPC3267	A320
Republic of Korea	HL8218	B77W
	HL8225	B738
	HL8240	B738
	HL8241	B738
Taiwan	B18356	A333
	B18357	A333
	B18705	B744
United States	N164AT	L101
	N227GV	E190
	N302MS	B734
	N3389H	GL5T
	N377CJ	B737
	N380GP	H25B
	N518QS	GLF5
	N531QS	GLF5
	N534QS	GLF5
	N54BP	C525
	N550AU	GLF5
	N5585	GLF5
	N643FE	MD11
	N669BJ	GLF4
	N889ML	E190
	N900TR	GL5T
	N9895	F2TH
Viet Nam	VNA324	A321
	VNA325	A321
	VNA329	A321
	VNA332	A321
	VNA381	A332
	VNA666	A320