



International Civil Aviation Organization

The 18th Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/18)

Bangkok, Thailand, 01 – 04 April 2013

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

AAMA ASSESSMENT OF NON-RVSM APPROVED AIRCRAFT

(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 February 2013 check and identifies aircraft which were also identified at least 6 months previously and in 2011.

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 February 2013 flight plan data available to Airservices, and lists of RVSM-approved aircraft available from individual RMAs on the KSN website¹. 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.

¹ Approvals data: 8 March (AAMA); 9 November 2012 (ARMA); 25 February (CARSAMMA); 5 March (China RMA); March (EURRMA); January (MIDRMA); 6 March (EURASIA RMA); 27 February (JASMA); March (MAAR); 18 January (NAARMO); 7 March (NATCMA); and 28 February (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: Brunei Darussalam, Canada, Cayman Islands, China, New Zealand, Papua New Guinea, Portugal, Russian Federation, Bhutan, Ethiopia, Gabon, Isle of Man, Italy, Malta, Qatar, Republic of Korea, Saudi Arabia, Singapore, United Kingdom, United Republic of Tanzania and Vanuatu.

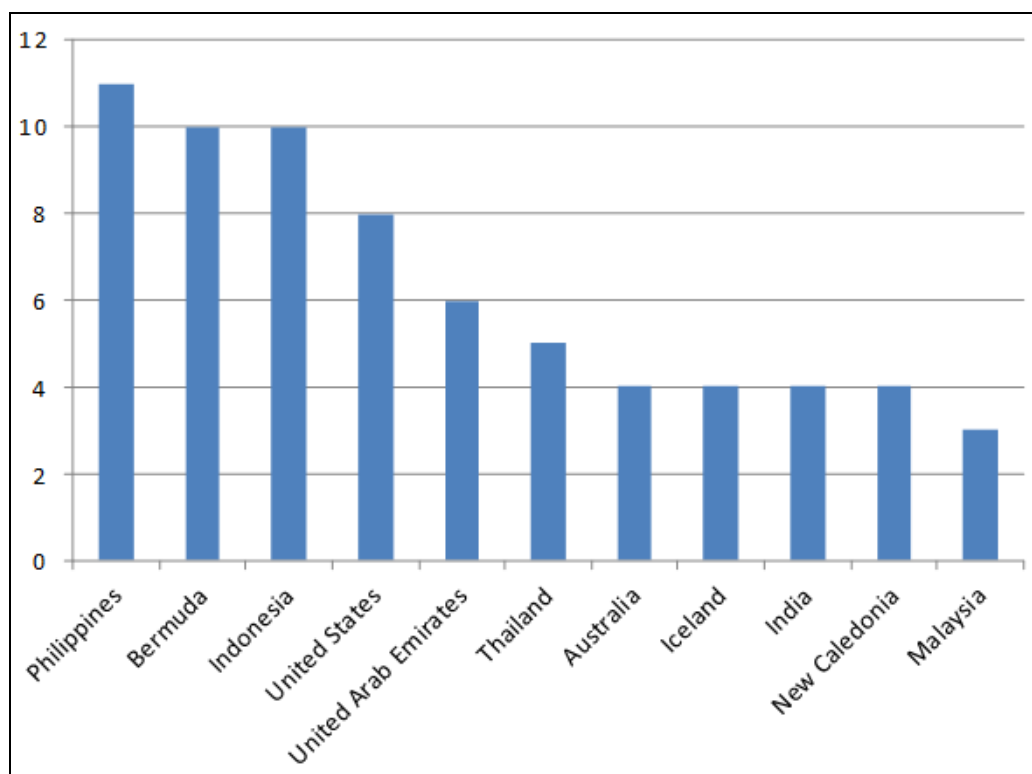


Figure 1: Non-approved Airframes by State of Registry

2.3 In total, the comparison for February 2013 identified 98 individual airframes in the data set, with airframes from the Philippines showing the highest number (11). 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 – February 2013

*Note 1. Airframe registrations in **red** indicate previously identified by AAMA in **April 2011***

*Note 2. Airframe registrations in **blue** indicate previously identified by AAMA in **February 2012 to July 2012***

*Note 3. Airframe registrations in **green** indicate previously identified by AAMA in **August 2012 to January 2013***

State	Registration	Type
Australia	VHJGB	E135
	VHKJD	BE30
	VHLEP	GL5T
	VHZGP	C25A
Bhutan	A5RGF	A319
Brunei Darussalam	V8ALI	B744
	V8MHB	B762
Canada	CGDPF	GLEX
	CGHSW	GLEX
China	B3097	E135
	B8268	GLF5
India	VTAOP	E190
	VTSCH	A319
	VTSCI	A319
	VTSCK	A319
Indonesia	PKAXY	A320
	PKBBY	B733
	PKGPT	A332
	PKLKK	B738
	PKLKO	B739
	PKMDU	B733
	PKRMS	A320
	PKRMT	A320
PKRSS	E135	
PKYGG	B733	
Malaysia	9MMPD	B744
	9MMXH	B738
	9MTST	CL30
New Caledonia	FOHSD	A332
	FOJSB	A320
	FOJSE	A332
	FRAJB	A342

New Zealand	ZKJTQ	B734
	ZKSLA	B733
Papua New Guinea	P2EUV	C550
	P2PXC	B738
Philippines	RPC3270	A320
	RPC3271	A320
	RPC3272	A320
	RPC5319	A320
	RPC6319	A320
	RPC7774	B77W
	RPC7775	B77W
	RPC8346	GLF4
	RPC8398	A320
	RPC8619	A320
RPC8620	A320	
Qatar	A7BAW	B77W
Republic of Korea	HL3249	B739
Saudi Arabia	HZAKI3	B77W
Singapore	9VTAD	A320
Thailand	HSTEQ	A333
	HSTER	A333
	HSTES	A333
	HSTET	A333
	HSTEU	A333
United Arab Emirates	A6ACE	GL5T
	A6EED	A388
	A6EFJ	B77L
	A6ENE	B77W
	A6ETL	B77W
United States	A6ETM	B77W
	N188JT	E135
	N4T	GLEX
	N516QS	GLF5
	N567YX	CL60
	N707TE	GLF4
	N7088S	PRM1
N868JL	BE40	
NMAFN	A320	
Vanuatu	YJAV1	B738

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