



International Civil Aviation Organization

**The Nineteenth Meeting of the Regional Airspace Safety Monitoring
Advisory Group (RASMAG/19)**

Pattaya, Thailand, 27-30 May 2014

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 the AAMA)

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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 March 2014 check and also identifies aircraft which repeatedly operated falsely claiming an RVSM approval in RVSM airspace over at least a 5 month period.

1. INTRODUCTION

1.1 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 2014 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 2014 by State of registry. Only those States with more than one airframe are shown. The following States each had one airframe identified: Ethiopia, Fiji, France, Isle of Man, New Caledonia, Peru, South Africa, Switzerland and Viet Nam.

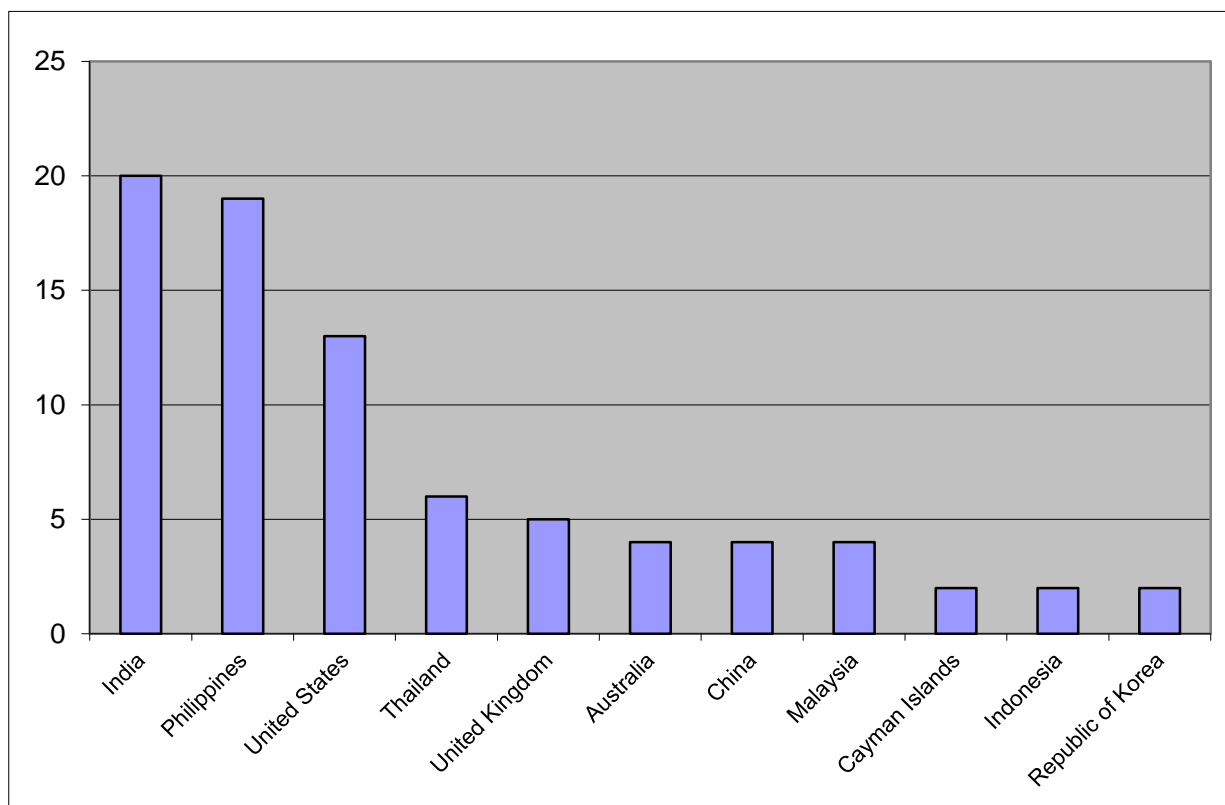


Figure 1. Non-approved Airframes by State of Registry in the March 2014 sample.

2.2 The comparison for March 2014 identified 90 individual airframes in the data set, with airframes from India showing the highest number (20). The results presented are as identified by the application used by the AAMA and subsequently reviewed to remove (in some cases) airframes found to be approved but not currently reflected in an available RMA database.

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 this paper according to new criteria. Table 1 shows aircraft which were:

- a. seen as NRA during the last 4 months (December 2013 to March 2014) and
- b. seen as NRA at least 5 months ago (before December 2013) and
- c. not RVSM-approved according to RMA approval files available for March 2014.

2.4 The criteria identify 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’ otherwise included due to a slow approval process or an accidental flight plan.

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 received. Since non-RVSM - approved aircraft are a global problem they are left in the results.

Registration	Months	First as NRA	Last as NRA	Type	State
VHWXK	12	201303	201403	GLF4	Australia
VHPNM	9	201303	201401	E50P	Australia
VHYNE	6	201303	201312	C525	Australia
VHMMC	4	201311	201402	C560	Australia
VHPVM	4	201310	201402	TBM7	Australia
VPCTH	10	201207	201403	GLF4	Cayman Islands
VPCEK	9	201206	201403	GALX	Cayman Islands
VPCKC	7	201211	201312	GLF5	Cayman Islands
VPCDY	3	201306	201403	FA7X	Cayman Islands
B3099	4	201309	201403	E135	China
B2727	3	201310	201312	B788	China
B2736	3	201310	201312	B788	China
B3799	2	201308	201401	E135	China
B4062	2	201310	201312	CRJ7	China
ETAQL	7	201307	201401	B77L	Ethiopia
ETAOO	3	201307	201401	B788	Ethiopia
ETAQW	3	201311	201401	B763	Ethiopia
VTAXJ	11	201303	201403	B738	India
VTAXD	10	201303	201401	B738	India
VTAXH	10	201303	201402	B738	India
VTAXZ	9	201304	201402	B738	India
VTAXQ	8	201303	201403	B738	India
VTAYC	8	201303	201403	B738	India
VTAYD	8	201303	201403	B738	India
VTAXF	7	201303	201403	B738	India
VTAXI	7	201303	201403	B738	India
VTAXN	7	201303	201403	B738	India
VTAXR	7	201303	201401	B738	India
VTAXX	7	201304	201403	B738	India

VTAYA	7	201304	201403	B738	India
VTAYB	7	201306	201402	B738	India
VTANM	6	201308	201402	B788	India
VTAXG	6	201306	201402	B738	India
VTAXP	6	201303	201403	B738	India
VTAXW	6	201305	201402	B738	India
VTANG	5	201311	201403	B788	India
VTAXE	5	201304	201402	B738	India
VTKJB	5	201303	201312	GL5T	India
VTAXM	4	201303	201402	B738	India
VTAXU	4	201306	201403	B738	India
VTSNP	3	201303	201403	GALX	India
VTSSN	3	201304	201403	H25B	India
VTAML	2	201305	201402	E135	India
VTDBA	2	201212	201403	GL5T	India
VTRSP	2	201306	201312	CL30	India
VTRVL	2	201305	201312	F2TH	India
PKMDP	2	201208	201312	B734	Indonesia
FONGB	5	201311	201403	B738	New Caledonia
ZKJTQ	19	201206	201401	B734	New Zealand
ZKSLA	15	201209	201312	B733	New Zealand
ZKPGA	5	201303	201312	C25C	New Zealand
RPC8997	11	201305	201403	A320	Philippines
RPC8215	6	201207	201402	CL30	Philippines
RPC8986	5	201311	201403	A320	Philippines
RPC8987	5	201306	201403	A320	Philippines
RPC9363	5	201301	201402	GL5T	Philippines
RPC9215	4	201212	201312	F2TH	Philippines
RA76446	2	201302	201312	IL76	Russian Federation
T785	2	201310	201312	F900	San Marino

HBJKI	12	201304	201403	GLF5	Switzerland
HSTJU	13	201303	201403	B772	Thailand
HSTJV	13	201303	201403	B772	Thailand
HSTJW	13	201303	201403	B772	Thailand
HSBBE	3	201311	201403	A320	Thailand
N393HA	8	201307	201403	A332	United States
N2635G	2	201308	201312	B744	United States
N321BB	2	201211	201312	B772	United States
N9895	2	201311	201401	F2TH	United States

Table 1. Aircraft which were identified as Repeat non-RVSM-approved by the criteria in the text. Aircraft first seen 6 months or more ago are shaded light brown; those 12 months ago or more are shaded 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. Other causes are more likely for the ‘light brown’ and ‘red’ entries in the Table.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the definition of Repeat non-RVSM-approved used and discuss its suitability;
- b) Cross-check the airframes identified in Table 1 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.

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