



*International Civil Aviation Organization*

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

Pattaya, Thailand, 27-30 May 2014

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

**RVSM APPROVALS AND AUTHORISATIONS**

(Presented by New Zealand)

**SUMMARY**

This paper presents information on the need for coordination between military and civil authorities for authorisation of flights by State aircraft in RVSM airspace, and on the importance of ensuring that States maintain up-to-date details of RVSM approvals with their responsible RMA.

**1. INTRODUCTION**

1.1 The 55<sup>th</sup> Meeting of the European Air Navigation Planning Group (EANPG) raised several points of interest regarding RVSM approvals. These focused primarily on flights in RVSM airspace by non-approved State aircraft and on validation of RVSM approvals.

1.2 This paper discusses these issues as they pertain to the Asia Pacific Region.

**2. DISCUSSION**

2.1 The 55<sup>th</sup> Meeting of the European Air Navigation Planning Group (EANPG) raised several points of interest regarding RVSM approvals, resulting in EANPG Conclusion 55/27 - Flights in RVSM Airspace by non-approved State designated aircraft, and EANPG Conclusion 55/28 - Validation of RVSM Approvals and Confirmation of RVSM Points of Contact. The follow-up letter summarizing the discussions and detailing the Conclusion is at Attachment 1 to this paper.

Authorisation for State Aircraft flying in RVSM Airspace

2.2 The EANPG noted the importance of a consistent policy throughout the ICAO European (EUR) Region regarding RVSM non-approved aircraft flying within the RVSM airspace and the identification of operational problem areas (e.g. special measures to approve State aircraft that are modified for specific roles).

2.3 The APAC RMAs have reported instances of State aircraft operating in RVSM airspace without authorisation and, as in the EUR Region, a consistent policy within the APAC Region would help to alleviate this problem. Greater coordination between civil and military authorities, particularly on RVSM operational requirements would support such a policy.

2.4 Accordingly, a Draft Conclusion is proposed:

**Draft Conclusion RASMAG/19-xx – Flights in RVSM Airspace by non-approved State designated aircraft**

That, the Asia Pacific Regional Office urges States to ensure a closer cooperation between civilian and military authorities so that all RVSM operational requirements are clearly understood and complied with by State aircraft.

Validation of RVSM Approvals

2.5 The issue of valid RVSM approvals has been discussed frequently at meetings of the RASMAG and was the subject of significant discussion at the RASMAG MAWG-1 meeting. Some ‘rogue’ non-approved aircraft regularly appear in RVSM airspace within the Region, and data presented by the RMAs indicates that some States do not provide their RMAs with updated information on RVSM approvals. It will be recalled that APANPIRG has agreed to several Conclusions with regard to RVSM approvals.

2.6 APANPIRG/22 concluded “That, the States are urged to:

- a) ensure that they provide point of contact details and complete RVSM approval data to the appropriate RMA in a timely manner; and
- b) encourage their ANSP to provide details to their RMA, on a monthly basis, of all flight plans filed showing RVSM approval; and
- c) take appropriate action regarding non-compliant aircraft, on the basis of the data provided by their RMA.”

2.7 APANPIRG/23 concluded “That, States are urged in a timely manner to:

- a) update Regional Monitoring Agency data on RVSM approved aircraft; and
- b) respond to, and take action regarding RMA queries on long-term data indicating that aircraft were not approved.”

2.8 APANPIRG/24 concluded “That, Asia/Pacific States should, except where a specific non-RVSM operation is authorised, deny entry to RVSM airspace for aircraft that have been confirmed as non-RVSM approved over a significant length of time, or by intensive checking.”

2.9 Despite these APANPIRG Conclusions, and the subsequent State Letters, a number of States within the APAC Region still fail to provide the required information to their RMA.

2.10 The EANPG conclusion 55/01 includes a number of very specific actions for States to undertake. It may be that a similar approach by APANPIRG would produce the desired effect, where less detailed Conclusions have, to a great extent, failed. Accordingly, the following Draft Conclusion is proposed:

**Draft Conclusion RASMAG/19-xx – Validation of RVSM Approvals and Confirmation of RVSM Points of Contact**

That, States are urged to:

- a) perform an internal audit to ensure that appropriate procedures exist for the management and reporting of RVSM approvals as well as Large Height Deviations to their responsible RMA;
- b) conduct a review of their inventory of RVSM approvals against the information recorded at:
  - i) <http://www.airservicesaustralia.com/services/aama/long-term-height-keeping-performance-monitoring> for the States in the area of accreditation of the AAMA and notify the AAMA of any redundant records or omissions;
  - ii) <http://chinarma.cn/English/approvalCAAC.jsp> for the States in the area of accreditation of the China RMA and notify the China RMA of any redundant records or omissions;
  - iii) <http://www.jasma.jp/reports.html> for the States in the area of accreditation of the JASMA and notify the JASMA of any redundant records or omissions;
  - iv) <http://www.aerothai.co.th/maar/approvals.php> for the States in the area of accreditation of the MAAR and notify the MAAR of any redundant records or omissions;
  - v) [http://www.faa.gov/air\\_traffic/separation\\_standards/parmo/parmo\\_rvsm\\_approvals/](http://www.faa.gov/air_traffic/separation_standards/parmo/parmo_rvsm_approvals/) for the States in the area of accreditation of the PARMO and notify the PARMO of any redundant records or omissions;
- c) ensure valid points of contact are established and communicated to the RMAs in the APAC Region for reporting LHDs and confirming the approval status of aircraft under their authority; and
- d) report back to the ICAO APAC Office by the end of December 2014 the status of the above action items.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate; and
- c) endorse the proposed Draft Conclusions.

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3 bis villa Emile Bergerat, 92522 Neuilly-sur-Seine Cedex, France

*When replying please quote*

Reference : EUR/NAT 14-0229.TEC (HAS/CUP)

28 March 2014

Subject : **Follow-up on EANPG Conclusion 55/27 - Flights in RVSM Airspace by non-approved state designated aircraft, and  
EANPG Conclusion 55/28 - Validation of RVSM Approvals and Confirmation of RVSM Points of Contact**

*Action*

*required* : See paragraph 7

Dear Madam, Sir,

1. I am pleased to refer to the outcome of the Fifty-Fifth meeting of the European Air Navigation Planning Group (EANPG/55).

2. Based on the reports from both Regional Monitoring Agencies (RMAs), the EANPG noted the issues associated with Altimetry System Error (ASE) and the highlighted problems with incorrect filing of flight plans by State aircraft in relation to RVSM operations. Further discussions indicated also consistent issues of common concern in areas such as the need for alignment of reporting timescales, the importance of a consistent policy throughout the ICAO European (EUR) Region regarding RVSM non-approved aircraft flying within the RVSM airspace and the identification of operational problem areas (e.g. special measures to approve state aircraft that are modified for specific roles).

3. The EANPG also underlined the importance of the State's oversight responsibilities in order to ensure that the on-going RVSM operations continue to meet the required level of safety. These responsibilities include obligations to ensure that all airspace users, as well as all aircraft operating within RVSM airspace have the correct authorisation, including State designated aircraft, if they choose to operate within the RVSM airspace as RVSM approved aircraft. Accordingly, the EANPG agreed to the following:

**EANPG Conclusion 55/27 - Flights in RVSM Airspace by non-approved state designated aircraft**

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG urge States to ensure a closer cooperation between civilian and military authorities in order that all RVSM operational requirements are clearly understood and complied with by State aircraft.

4. The EANPG noted with concern a number of problems associated with the management and verification of RVSM approvals. These problems affected the ability of the RMAs to effectively conduct their activities in accordance with the agreed Terms of reference.

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5. The EANPG was also apprised of the long delays in obtaining responses to RMAs' requests for data from many States. The EANPG was also made aware of an internal review addressing the quality of the RMA database that identified a large number of obsolete approval records and the need to have an updated list of RVSM State points of contact.

6. The EANPG underlined the importance of reinforcement of the specific RVSM-related safety oversight requirements that States have to comply with and highlighted that States failing to comply with RVSM-related safety oversight requirements could be subject to a Mandatory Information Request (MIR), in the framework of ICAO's USOAP Continuous Monitoring Approach (CMA). Accordingly, the EANPG agreed to the following:

**EANPG Conclusion 55/01 – Validation of RVSM Approvals and Confirmation of RVSM Points of Contact**

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG, urge States to:

- a) perform an internal audit to ensure that appropriate procedures exist for the management and reporting of RVSM approvals as well as Large Height Deviations to the EUR RMA and the RMA EURASIA in accordance with CMA protocol questions ANS 7.115 and ANS 7.117;
- b) conduct a review of their inventory of RVSM approvals against the information recorded at:
  - i) <http://www.eurocontrol.int/articles/eur-rma-monitoring-results> for the States in the area of accreditation of the EUR RMA and notify of any redundant records or omissions;
  - ii) <http://rma.rma-eurasia.ru> for the States in the area of accreditation of the RMA EURASIA and notify of any redundant records or omissions;
- c) ensure valid points of contact are established and communicated to the two RMAs in the EUR Region for reporting LHDs and confirming the approval status of aircraft under their authority; and
- d) report back to the ICAO EUR/NAT Office by the end of March 2014 the status of the above action items.

7. Therefore, you are urged to take all necessary measures to implement the provisions of the above EANPG Conclusions and report you actions back to the European and North Atlantic office of ICAO as soon as possible but in any case not later than **16 May 2014**.

Yours sincerely,

Luis Fonseca de Almeida  
ICAO Regional Director  
Europe and North Atlantic