



International Civil Aviation Organization

**The Twenty-First Meeting of the Regional Airspace Safety Monitoring
Advisory Group (RASMAG/21)**

Bangkok, Thailand, 14-17 June 2016

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 March 2016 check and identifies aircraft which operated for at least 5 months without RVSM approval.

1. INTRODUCTION

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 2016 flight plan data available to Airservices, and lists of RVSM-approved aircraft available from individual RMAs on the KSN website. Only aircraft that 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 2016 by State of registry. The following States each had two or less airframes identified: Seychelles, Cayman Islands, India, and New Zealand.

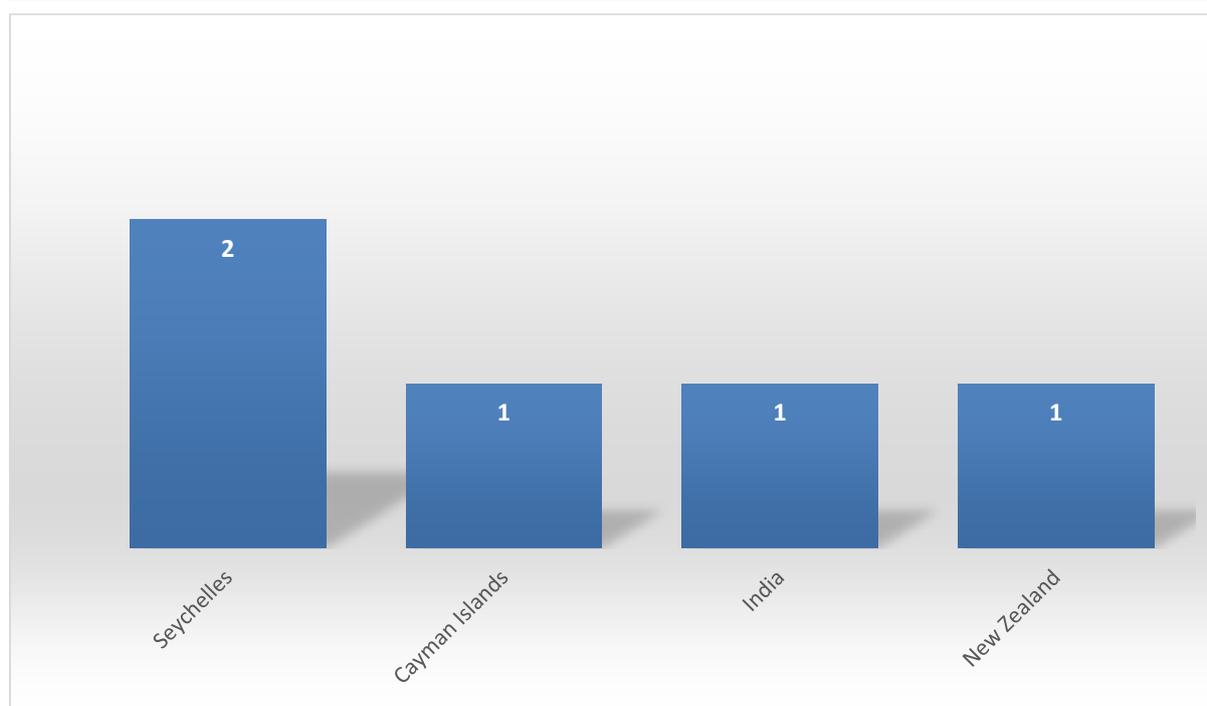


Figure 1. Non-approved Airframes by State of Registry in the March 2016 sample.

2.2 The comparison for March 2016 identified 5 individual airframes in the data set, with airframes from Seychelles showing the highest number (2). The overall results are similar to those presented at RASMAG/20, and show a positive trend. Compared to the results presented at RASMAG/19 where 90 airframes were identified representing 11 States of Registry, the current results are encouraging.

2.3 The results presented are as identified by the application used by the AAMA. Notably there were no Australian registered non-approved airframes identified. This highlights the significant work undertaken by the AAMA in concert with the State regulatory authority to resolve issues in relation to inappropriate flight planning of RVSM approvals.

2.4 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 Table 1 and identify airframes first observed 6 months before March 2016 and those first observed 12 months ago.

2.5 The above strategy identifies 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’ we would otherwise include from a slow approval process or an accidental flight plan. As RVSM approval compliance is steadily improved the time period of the criteria could be tightened. It would also be possible to apply different time periods to domestic and international registrations.

2.6 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 we receive as a result of flights adjacent to those FIRs or other FIRs where Australia provides air traffic services. Since non-RVSM-approved aircraft are a global problem they are left in the results.

Registration	Months	First as Rogue	Last as Rogue	Type	State
VPCES	5	201507	201601	GL5T	Cayman Islands
VTAML	7	201305	201512	E35L	India
ZKJTQ	38	201206	201603	B734	New Zealand
S7AMI	8	201507	201603	A320	Seychelles
S7SIL	6	201510	201603	A320	Seychelles

Table 1. Aircraft which were identified as Repeat non-RVSM-approved by the definition of the text. Aircraft that were first seen 6 months or more ago are shaded yellow; those 12 months ago or more are shaded light brown.

2.7 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 comparisons over time have 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. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Cross-check the airframes identified in Table 1 against their respective approvals database and resolve their correct RVSM status;
- b) Note the number of repeat offending operators and discuss and agree on suitable action.

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