



International Civil Aviation Organization

Middle East Regional Monitoring Agency Board

Seventeenth Meeting (MIDRMA Board/17)
(Virtual, 18 – 19 January 2022)

Agenda Item 4: RVSM Monitoring and related Technical Issues

ASSESSMENT OF NON-RVSM APPROVED AIRCRAFT

(Presented by the MIDRMA)

SUMMARY

This paper presents an assessment of the Non- RVSM Approved aircraft observed operating within the ICAO Middle East RVSM airspace overseen by the MIDRMA. The assessment process is described and the results for year 2020 and 2021.

Action by the meeting is at paragraph 3.

REFERENCES

- ICAO Doc 9937
- ICAO Doc 9574
- MIDRMA Board/16 Report

1. INTRODUCTION

1.1 As part of the duties and responsibilities of a Regional Monitoring Agency (RMA), defined in ICAO Doc 9937, the MIDRMA carryout systematic checks of the operator compliance with State approval requirements within the ICAO Middle East Region. The purpose of these checks is to identify Non- RVSM Approved aircraft using the RVSM airspace to ensure the safety of the airspace.

2. DISCUSSION

2.1 One of the important activities of the MIDRMA is to carry out periodic checks of the approval status of operators and aircraft using airspace where RVSM is applied. This activity is termed monitoring operator compliance with State approval requirements.

2.2 Preferably, compliance monitoring of the entire Middle East airspace should be conducted on a daily basis, however, difficulties in accessing traffic information make this daily monitoring impossible. According to ICAO Doc 9937, the responsible RMA must monitor full airspace compliance for at least 30 days annually while MIDRMA performs this task each month.

2.3 MIDRMA requires two sources of information to monitor operator compliance with state RVSM approval:

- a) List of operators, types and registration marks of aircraft operating in the RVSM airspace; and
- b) RVSM State Approvals Database.

2.3.1 The first requirement is received once a year in the form of traffic data used for MID RVSM risk analysis and on a monthly basis from Bahrain, IRAQ and UAE, however aircraft registrations are missing in much of the data from some Member States. Therefore, this data cannot confirm the true situation of non-compliant traffic in some FIR regions.

2.3.2 Due to the difficulties of obtaining traffic data from all Member States on a monthly basis, MIDRMA uses Bahrain, IRAQ and Emirates FIR RVSM traffic data as the primary source for checking non-RVSM certified aircraft in the MIDRMA area of responsibility. The data received from these Member States always complete and in the correct format, MIDRMA would like to take this opportunity to thank Bahrain CAA, IRAQ CAA and UAE General Civil Aviation Authority for sending there FIRs RVSM traffic on a monthly basis for scrutinizing the noncompliant aircraft in the region.

2.3.3 The second requirement in 2.3 the combined approvals database containing the approval records provided by all RMAs is used to verify the RVSM approval status of the operations identified in the traffic movement data sample. The combined global RVSM database updated by all RMAs on a regular basis.

2.4 Traffic data is compared to the updated global RVSM approval database to reflect only valid RVSM approvals. Any such processes for which no RVSM approvals were found will be listed for further examination and verification. The verification process includes cross-checks with the late update of RVSM approvals by the MIDRMA, typos in traffic data, code sharing and lease arrangements between airline operators who will maintain aircraft under a duplicate RVSM approval in two countries at the same time. Once the verification process is complete and our findings are validated, the appropriate Civil Aviation Airworthiness Authority will be contacted to clarify the discrepancy and request a response with their findings and corrective actions being taken to resolve the issue.

2.5 The result of the MIDRMA investigation has shown that the primary systemic cause of the non-conformity of the missing approvals is the delay in notifying the appropriate RMA before the aircraft start to operate within the RVSM airspace. These findings underscore the importance of timely notification by states of the status of operator approval to the concern RMA.

2.6 When MIDRMA's findings have been checked and verified, official letters or emails will be sent to the following:

- a) MIDRMA Airworthiness Inspectors responsible of the non RVSM approved aircraft found operating with the ICAO MID RVSM airspace or outside the region if reported by other RMAs and will be required to respond with their investigation outcome.
- b) All RMAs responsible for the violating aircraft to carry out their investigations of the noncompliant aircraft operation in the MID RVSM airspace and reply back with their findings.

2.7 This kind of scrutiny, which is carried out through the received monthly RVSM traffic data from Bahrain, IRAQ and UAE helped MIDRMA track down the violating aircraft and warn relevant air traffic control units of those aircraft.

2.8 **Appendix A** of this working paper contained the MIDRMA Bulletin of the Non-RVSM Approved aircraft observed operating within the ICAO MID RVSM airspace and in the RVSM airspace of other RMAs, the expectation from the this analysis related to States exercising operational authority would act to address the approval issue well in advance and before allowing the approved aircraft to operate within the RVSM airspace to avoid unwanted action being taken against legitimate operators and also States in whose airspace these aircraft found operating would take appropriate action.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the MIDRMA Bulletin of the Non-RVSM Approved aircraft in **Appendix A**;
- b) encourage Member States capable to submit their RVSM traffic data on a monthly basis to coordinate with the MIDRMA to include these data with Bahrain, IRAQ and UAE; and
- c) urge Member States to submit their RVSM traffic data, which is used for the RVSM risk analysis with aircraft registrations.

NON-RVSM Approved Aircraft – Responsibility of MIDRMA Member states

#	Observed Operating RVSM in	Registrations of Violating ACFT	ICAO Type	First Observed on	Responsible State
1	Baghdad	152252	AN72	1/14/2020	IRAN
2	Baghdad	152253	AN74	10/5/2020	IRAN
3	Baghdad	152256	AN72	1/3/2020	IRAN
4	Baghdad	152257	AN72	10/9/2020	IRAN
5	Baghdad	152282	IL76	1/6/2020	IRAN
6	Baghdad	EPCPQ	B703	1/18/2020	IRAN
7	Baghdad	EPCQA	B742	1/4/2020	IRAN
8	Baghdad	YKATA	IL76	1/1/2020	SYRIA
9	Baghdad	YKATB	IL76	1/2/2020	SYRIA
10	EURRMA	EPIBO	A310	29/07/2020	IRAN
11	EURRMA	5AFLI	G300	10/7/2020	LIBYA
12	EURRMA	5APOL	IL76	26/09/2020	LIBYA
13	EURRMA	STPRB	AN74	18/08/2020	SUDAN
14	EURRMA, Emirates	STPSA	F900	20/09/2020	SUDAN
15	EURRMA	STPRM	AN72	8/2/2021	SUDAN
16	Emirates	ZAYED17	A332	5/1/2020	UAE

NON-RVSM Approved Aircraft – Responsibility of other RMAs

#	Observed in FIRs	ACFT Reg.	ICAO Type	First Observed on	Responsible RMA
1	Bahrain, Emirates	40001A	C17	25/01/2020	AAMA
2	Emirates	60208A	C17	30/03/2020	AAMA
3	Sana'a	5HTCG	B788	7/4/2020	AFIRMA
4	Bahrain, Emirates	5NATA	CL60	30/01/2020	AFIRMA
5	Bahrain, Emirates, Tehran	5YCIS	E145	30/04/2020	AFIRMA
6	Cairo	5YFAN	CRJ2	7/15/2020	AFIRMA
7	Khartoum	5YFDW	C56X	7/15/2020	AFIRMA
8	Muscat, Sana'a	5YIRE	B722	7/2/2020	AFIRMA
9	Sana'a	5YKOB	B733	7/15/2020	AFIRMA
10	Emirates	5YKQB	B733	9/1/2020	AFIRMA
11	Khartoum	5YWBH	C56X	7/14/2020	AFIRMA
12	Cairo	ETATF	B350	7/8/2020	AFIRMA
13	Sana'a	ZSCQP	CRJ9	7/7/2020	AFIRMA
14	Bahrain, Emirates	PRTQB	A320	2/9/2021	CARSAMA
15	Cairo	UR11316	AN12	7/22/2020	EURRMA
16	Bahrain, Emirates, Baghdad	URCTO	IL76	8/8/2021	EURRMA
17	Bahrain, Emirates	URCTU	IL76	3/8/2021	EURRMA
18	Bahrain, Emirates, Baghdad	URFSA	IL76	5/9/2021	EURRMA
19	Bahrain, Baghdad	URFSC	IL76	9/28/2021	EURRMA
20	Bahrain, Emirates	URFSD	IL76	9/29/2021	EURRMA
21	Cairo	80002A	C17	7/23/2020	MAAR
22	Cairo, Muscat	CB8001	C17	7/29/2020	MAAR
23	Cairo, Muscat, Emirates	CB8004	C17	7/24/2020	MAAR
24	Bahrain	IN307	IL38	12/3/2020	MAAR
25	Muscat	K3604	E35L	7/17/2020	MAAR
26	Emirates	KJ3452	IL76	8/3/2020	MAAR
27	Emirates	KJ3454	IL76	16/03/2020	MAAR
28	Cairo	N1112B	B350	7/16/2020	NAARMO
29	Bahrain, Emirates	N131DS	GLF6	28/09/2021	NAARMO
30	Emirates	N131GA	GLF5	14/03/2020	NAARMO
31	Emirates	N181CK	GLEX	17/12/2020	NAARMO
32	Bahrain, Emirates, Baghdad	N298RB	GLF4	14/05/2021	NAARMO
33	Emirates	N302PJ	H25B	7/1/2021	NAARMO
34	BAHRAIN, UAE	N44UA	CL60	6/7/2020	NAARMO
35	Emirates	N5062	SF50	14/01/2020	NAARMO
36	Bahrain, Baghdad	N527EF	GLF4	4/11/2020	NAARMO
37	Emirates	N542TP	F2TH	1/5/2021	NAARMO
38	Bahrain, Emirates, Baghdad	N685MF	GLF4	12/8/2021	NAARMO
39	Bahrain, Baghdad	N920SA	F2TH	18/02/2021	NAARMO
40	Bahrain, Emirates	N958BG	F2TH	18/10/2021	NAARMO