



ICAO

International Civil Aviation Organization
**Twenty-Fifth Meeting of the Regional Airspace Safety
Monitoring Advisory Group (RASMAG/25)**
Video Teleconference, 27 – 30 October 2020

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

AAMA ASSESSMENT OF NON-RVSM APPROVED AIRCRAFT

(Presented by AAMA)

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 September 2020 check and identifies aircraft that operated for at least 5 months without RVSM approval.

1. INTRODUCTION

The AAMA continues to undertake monthly comparative assessments 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 September 2020 flight plan data available to Airservices Australia, 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 September 2020 by State of registry. The following States had airframes identified: United States and Indonesia.

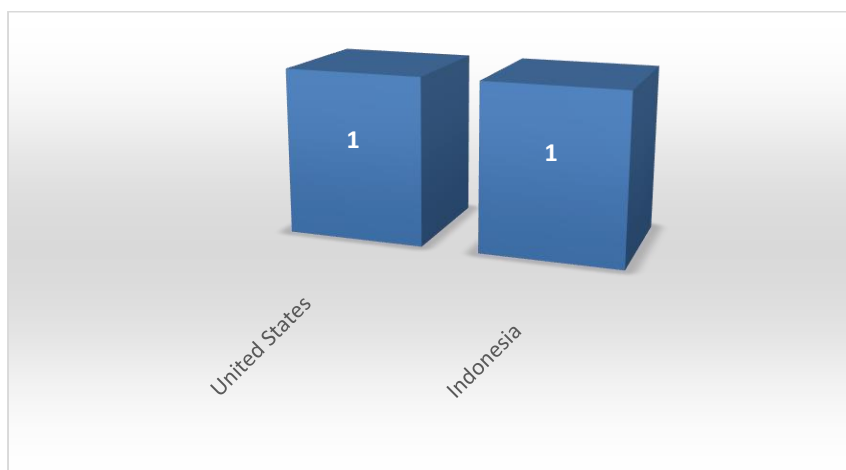


Figure 1. Non-approved Airframes by State of Registry in the September 2020 sample.

2.2 The analysis for September 2020 identified two individual airframes in the data set. This represents a positive trend from the results presented at RASMAG/24.

2.3 The results presented are as identified by the application used by the AAMA. The AAMA is particularly interested in aircraft that 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 September 2020 and those first observed over 12 months ago.

2.4 The above strategy identifies aircraft that 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.

2.5 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 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.

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.

Registration	Number of Months	First as Rogue	Last as Rogue	ICAO Type	State
N91GT	9	201702	202008	C25B	United States
PKG HG	3	202003	202008	A339	Indonesia

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 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.