



International Civil Aviation Organization

ICAO

Twenty-Sixth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/26)

Video Teleconference, 20 – 23 September 2021

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 AAMA)

SUMMARY

The Australian Airspace Monitoring Agency (AAMA) undertakes a monthly check of flight plan data against the Reduced Vertical Separation Minimum (RVSM) approval databases of all global RMAs. This report highlights the non-RVSM approved airframes operating with RVSM approval status in May 2021 and over a period of three months or more. Particular attention is given to those airframes operating without RVSM approval for at least six and 12 months

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 flight plan data available to Airservices, and lists of RVSM-approved aircraft available from individual RMAs on the Knowledge Services Network (KSN) website. Only aircraft that flight planned into RVSM levels with a W in the equipment field are compared.

1.2. The comparison is conducted on a month-by-month basis. Those aircraft that flight planned incorrectly in May 2021, and have done so for a period of three months or more, are identified as non-RVSM approved airframes.

2. DISCUSSION

2.1. The number of non-RVSM approved airframes for May 2021 are shown by State in Figure 1. Australia had six airframes identified, whereas Greece, India, Papua New Guinea, and the United States had one each. In total, there were 10 airframes identified.

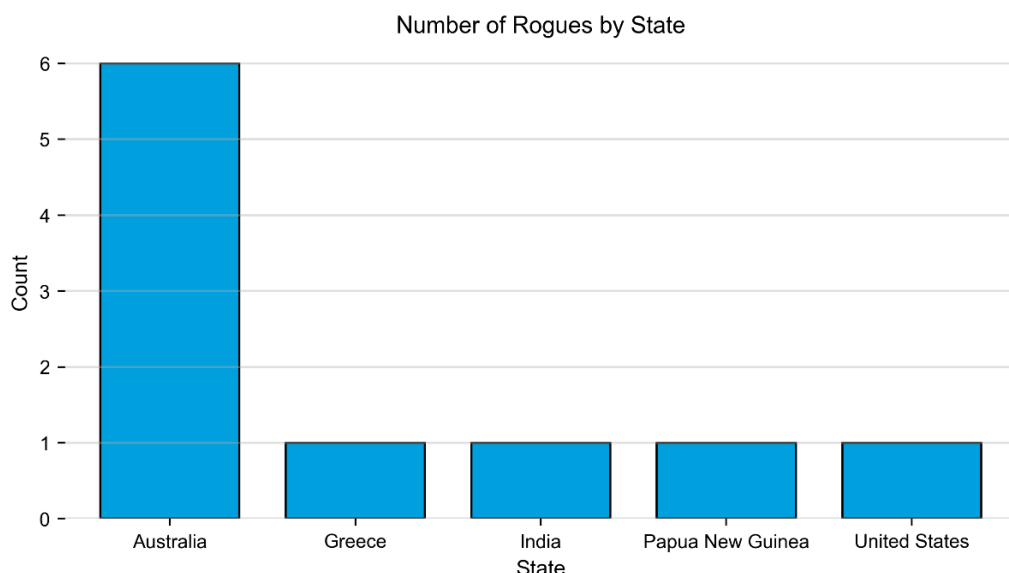


Figure 1. Non-RVSM approved airframes by State for May 2021.

2.2. Compared to the results presented at the 8th meeting of the Regional Airspace Safety Monitoring Advisory Group, Monitoring Agency Working Group (RASMAG/MAWG/8) (2 airframes), the current results are showing an increase in the number of non-RVSM approved airframes. This could be due to a slight recovery in the aviation industry following the COVID-19 pandemic. As traffic levels continue to increase, there may need to be an emphasis on ensuring appropriate standards associated with approvals and follow-up are maintained.

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 **Table 1**. Airframes first observed six months or more before May 2021 are highlighted in purple, and those first observed 12 months ago or earlier are highlighted in red.

Registration	Number of Months	First as Rogue	Last as Rogue	ICAO Type	State
IN320	9	201607	202105	P8	India
P2ZMY	4	201706	202105	BE20	Papua New Guinea
SXAPX	6	202012	202105	B752	Greece
N776CK	2	202104	202105	B77L	United States
VHNSQ	4	202102	202105	E55P	Australia
VHSSZ	4	202102	202105	C650	Australia
VHSWI	3	202103	202105	C25A	Australia
VHTSG	3	202103	202105	LJ35	Australia
VHUPH	3	202103	202105	GLEX	Australia
VHXLK	3	202103	202105	C650	Australia

Table 1. Aircraft identified as repeat non-RVSM approved. Aircraft that were first seen six months ago or more are highlighted in purple; those 12 months ago or more are highlighted in red.

2.4. 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.

2.5. There were two airframes operating without RVSM approval for 12 months or more: IN320 (India) and M2ZMY (Papua New Guinea). IN320 is registered to the Indian Navy and is therefore a State aircraft. There has been extensive discussion at RASMAG/MAWG/8 and RASMAG/25 about how to treat State aircraft, with no definitive conclusion reached. For now, the airframe is included in the results.

2.6. There was one airframe (SXAPX; Greece) operating without RVSM approval since December 2020.

2.7. The number of Australian non-RVSM approved aircraft has increased since February 2021, possibly due to a slight recovery in the aviation industry since the COVID-19 pandemic. The majority of these aircraft are operated by operators that are not well-established or are individuals. The AAMA will follow up with our regulator, the Civil Aviation Safety Authority (CASA), to ensure that the operators are aware of their obligations with respect to approvals.

2.8. Some aircraft identified by the AAMA process do not fly in the Brisbane or Melbourne flight information regions (FIRs). Their flight plans are 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 included in the results.

2.9. 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, 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) Review the information provided in Table 1;
- 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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