



ICAO

International Civil Aviation Organization

**Twenty-Seventh Meeting of the Regional Airspace Safety
Monitoring Advisory Group (RASMAG/27)**

Video Teleconference, 22 – 25 August 2022

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

MAAR ROGUE STATE AIRCRAFT ON THE EUROPEAN BULLETIN

(Presented by the Monitoring Agency for Asia Region)

SUMMARY

This paper presents a list of rogue State aircraft (under MAAR's responsibility) reported on the European Bulletin. These aircraft were identified as RVSM non-approved aircraft operating within European region by filing 'W' on their Flight Plan but do not have matching RVSM approval records in the global RVSM approval combined snapshot. This paper contains information based on the European Air Navigation Region bulletin (version 17.7) of RVSM non-approved aircraft, which was updated on July 15, 2022.

1. INTRODUCTION

1.1 By agreement of the European Air Navigation Planning Group (EANPG), the EUR RMA and the RMA EURASIA implemented the two parts of the European Bulletin regarding RVSM non-approved aircraft which operated in RVSM airspace, within the European Air Navigation Region since 2016. The data was collected from flight plan audits and compared against global RVSM approvals compiled from all RVSM regions.

1.2 Aircraft operating in the European RVSM airspace but unable to confirm their RVSM approvals status were included on the EUR RMA Bulletin and the RMA EURASIA Bulletin. The European Bulletin record both Civil and State aircraft (military and other government aircraft performing non-commercial, sovereign functions). However, according to the most recent bulletin version 17.7, which was issued on July 15, 2022, all MAAR aircraft that still remain on the bulletins are State aircraft. These aircraft have stayed on the bulletins for a long period of time.

1.3 The ICAO EANPG meetings have been exploring potential actions that States could take to address and minimize the number of aircraft on the bulletins, particularly those aircraft that have been listed on the bulletins for extended periods of time.

1.4 The German Authorities have reacted to strengthen the existing measures they have in place addressing this responsibility. In May 2020 they requested that the EUROCONTROL Network Managers flight plan planning system (IFPS) rejects flight plans for aircraft that have not been reported as approved for RVSM, from operating in RVSM designated airspace over Germany. A proposal to extend the scheme throughout the area covered by the EUROCONTROL IFPS will be submitted to the EANPG for the subsequent plan.

2. DISCUSSION

2.1 The aircraft that have ‘W’ in their flight plans but do not have matching RVSM approval records in the global RVSM approval combined snapshot are called ‘rogue aircraft.’ The initial list of rogue aircraft will first be sent to the responsible RMAs so that they can follow up with their State CAAs. If approval records of rogue aircraft cannot be confirmed within 30 days from the first notification, the aircraft will be posted on the bulletin and treated as non-RVSM approved.

2.2 Following a full flight plan audit, a new version of the European Bulletin will be published, generally encompassing past open investigations already reported on the bulletin and new non-approved aircraft from the previous flight plan audit.

2.3 The most recent version of the bulletin is available on the EUROCONTROL One Sky Team (OST) portal. All European States and RMAs have access to the bulletin and are given login information upon request.

2.4 Version 17.7 was the most recent version of the bulletin available at the time of writing. This dataset includes **234** aircraft records, **14** of which are aircraft registered with States under MAAR’s responsibility – all of which are State aircraft.

2.5 **Table 1** presents a list of aircraft under MAAR’s responsibility that are listed on the European Bulletin.

Date Listed on bulletin	Operator Name	Aircraft Registration	Aircraft Type	Aircraft Series	Date of first Occurrence	Number of flights
18 JAN 2017	Air Force of Pakistan	J756	GLF4	G450	10 APR 2016	4
20 APR 2017	Air Force of Pakistan	R11003	IL76	IL78M	15 OCT 2016	7
12 JUL 2019	Air Force of India	K3604	E35L	EMB135BJ	16 FEB 2019	5
02 OCT 2019	Air Force of Pakistan	R11004	IL76	IL78M	19 FEB 2019	7
19 DEC 2019	Air Force of Pakistan	4270	GLF4	G450	20 JUL 2019	3
13 MAR 2020	Air Force of Pakistan	R10002	IL76	IL78	18 SEP 2019	6
27 NOV 2020	Air Force of Pakistan	J754	C56X	C560 EXCEL	17 DEC 2019	7

Date Listed on bulletin	Operator Name	Aircraft Registration	Aircraft Type	Aircraft Series	Date of first Occurrence	Number of flights
29 NOV 2021	Air Force of India	GB8002	GL5T	BD700 GLOBAL 5000	11 JAN 2020	2
29 NOV 2021	Government of India	K7067	B77W	B777-300ER	19 JAN 2020	5
29 NOV 2021	Air Force of India	KI2666	IL76	IL76MD	06 MAR 2020	2
01 MAR 2022	Pakistan Army	233	C560	560	02 JUL 2021	2
01 MAR 2022	Air Force of India	KJ3451	IL76	IL78M	12 AUG 2021	2
25 MAY 2022	Air Force of India	K3601	E35L	EMB135BJ	12 OCT 2021	2
25 MAY 2022	Government of India	K7066	B77W	B777-300ER	28 OCT 2021	3

Table 1: List of MAAR rogue aircraft on the European Bulletin

2.6 **Table 2** provides a summary of the number of rogue aircraft on the European Bulletin by State of Operator.

State of Operator	Operator Name	Number of Registrations
India	Air Force of India	5
	Government of India	2
	India Total	7
Pakistan	Air Force of Pakistan	6
	Pakistan Army	1
	Pakistan Total	7
Grand Total		<u>14</u>

Table 2: Number of Rogue Aircraft on the European Bulletin

2.7 When MAAR obtains the list of rogue aircraft on the bulletins, MAAR notifies the relevant State CAAs to provide the RVSM Approval status of these aircraft (regardless of their type, civil or State). After the State CAAs confirm any aircraft as RVSM approved, MAAR notifies the EUR RMA and the RMA Eurasia to remove the aircraft from the bulletin.

2.8 As brought forward in WP27 from RASMAG25, EUROCONTROL has implemented a program to tackle repeated rogue aircraft issue, which presents a risk to their airspace. The current scheme is scoped within the German airspace (as mentioned in 1.4), where their flight planning system will reject flight plans of rogue aircraft that remain on the European Bulletin for more than 30 days from the initial date listed on the bulletin.

2.9 If the State aircraft operators not aware of this mechanism, they will likely be penalized by being treated as non-RVSM approved even though their aircraft may be genuinely RVSM approved. Therefore, it would greatly benefit State aircraft operators if their State CAAs can at least convey the information regarding this situation.

2.10 As a result, **India** and **Pakistan** are urged to liaise with their State aircraft operators, explaining the flight plan rejection mechanism being deployed and the potential disruptions to their flight operations. Please note that MAAR is willing to provide any assistance in the communication as much as possible.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss any relevant matters as appropriate; and
- c) consider MAAR’s suggestion in 2.10.

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