



International Civil Aviation Organization

ICAO Twenty-Eighth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/28)

Bangkok, Thailand, 21 – 24 August 2023

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

UPDATE INFORMATION ON THE EUR RMA FPRAVP

(Presented by the Monitoring Agency for Asia Region)

SUMMARY

This paper provides an update on the extension of the Flight Plan RVSM Approval Verification Process (FPRAVP), a proactive system created to reject flight plans of aircraft not approved for RVSM operations within the European airspace. The upcoming phase of the FPRAVP extension aims to incorporate seven additional States within the EUR RMA RVSM area, with the possibility of these States joining the scheme in 2024. This paper also includes an updated number of rogue State aircraft (under MAAR's responsibility) listed on the European Air Navigation Region Bulletin, comparing the data from the EUR RMA Bulletin (version 21.8) updated on July 12, 2023, to the information presented in version 17.7 at the RASMAG/27 last year.

1. INTRODUCTION

1.1 In 2020, the EUR RMA introduced the Flight Plan RVSM Approval Verification Process (FPRAVP). This proactive system involves rejecting the flight plans of any aircraft listed on the EUR RMA Bulletin as non-RVSM approved, when operating within the EUR RVSM area. It is important to note that the FPRAVP is exclusively active in the airspace of States within the EUROCONTROL that have formally requested participation in the scheme.

1.2 The FPRAVP was initially implemented as a trial at the request of Germany, limited to their RVSM airspace. Following the successful trial in 2021, Germany requested the permanent deployment of the system. Moreover, there are plans to expand the scheme's coverage to include the airspace of seven more States within the EUR RVSM area.

1.3 MAAR presented WP/32 "MAAR Rogue State Aircraft on the European Bulletin" during RASMAG/27 last year. MAAR observed the aircraft were identified as RVSM non-approved aircraft operating within the European region by filing 'W' on their Flight Plan but did not have matching RVSM approval records in the global RVSM approval combined snapshot and also identified a list of aircraft under MAAR's responsibility that are listed on the European Bulletin.

2. DISCUSSION

2.1 The EUR RMA has stated their plan to administer the next phase of the FPRAVP extension to the RMACG/18 in April 2023. Seven states (Austria, Denmark, France, Greece, Morocco, Moldova, and Spain) have formally requested that their airspace be included in the FPRAVP extension, with the prospect of joining the scheme in 2024.

2.2 The EUR RMA is currently undergoing various internal change control procedures to facilitate the implementation of the FPRAVP extension into the EUROCONTROL Network Managers Flight Plan Planning System (IFPS). Simultaneously, they are coordinating this change with EASA to ensure their full support. Furthermore, the EUR RMA will be providing monthly reports on all aircraft which have their flight plans rejected due to the FPRAVP restriction. It will also conduct follow up investigation to ensure that operators comply with the flight rules for non-RVSM approved aircraft.

2.3 According to the European Air Navigation Region bulletin version 17.7, there are 234 aircraft records, 14 of which are aircraft registered with States within MAAR’s responsibility – all of which are State aircraft from India and Pakistan. MAAR did present this information to the RASMAG/27 in WP/32 and asked these two State CAAs to communicate with their respective State aircraft operators, explaining the flight plan rejection mechanism in operation and the potential disruptions to their flight operations.

2.4 Following the RASMAG/27, the CAA Pakistan and the DGCA India approached MAAR about the WP/32, which MAAR presented at the RASMAG/27. They eventually provided the RVSM approval confirmations in F2 Form for some of these State aircraft after communicating with respective State aircraft authority. MAAR then notified the EUR RMA of the State aircraft approved status by the State authorities; the EUR RMA subsequently removed these aircraft from the bulletin.

2.5 As the meeting is likely aware, the EUROCONTROL has implemented a program to tackle the issue of repeated rogue aircraft, which presents a risk to their airspace. 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 listed on the bulletin. After that, if the aircraft still can not be confirmed as RVSM approved within 30 days then their flight plans must be rejected. Please refer to **Figure 1** for an illustrative representation of the EUR RMA FPRAVP Process.

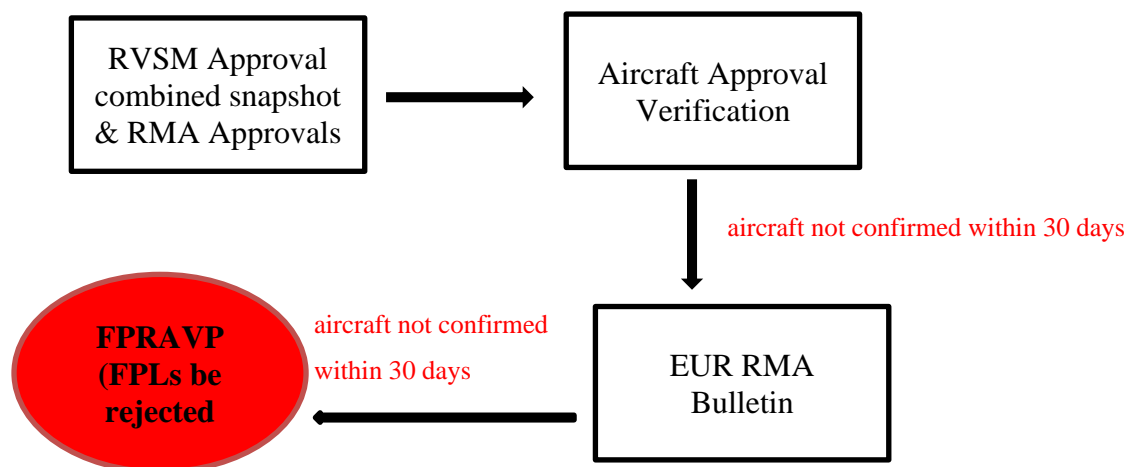


Figure 1: The EUR RMA FPRAVP Process

2.6 Based on the most recent bulletin version (version 21.8), there are still five MAAR State aircraft that continue to be listed on the EUR RMA bulletin, despite their previous inclusion in Bulletin version 17.7 in July 2022. **Table 1** provides a comparison of the number of MAAR rogue aircraft on the EUR RMA Bulletin between version 17.7 (July 2022) and version 21.8 (July 2023).

State of Operator	Operator Name	Number of Registrations (Bulletin version 17.7)	Number of Registrations (Bulletin version 21.8)
India	Air Force of India	5	4
	Government of India	2	0
	India Total	7	4
Pakistan	Army of Pakistan	1	1
	Air Force of Pakistan	6	0
	Pakistan Total	7	1
Grand Total		<u>14</u>	<u>5</u>

Table 1: Number of MAAR rogue aircraft on the EUR RMA Bulletin

2.7 **Table 2** presents a list of aircraft under MAAR’s responsibility that are listed on the EUR RMA Bulletin

State of Operator	Operator Name	Aircraft Registration	Aircraft Type
India	Air Force of India	K3601	E35L
	Air Force of India	K3604	E35L
	Air Force of India	G2961	GLF2
	Air Force of India	GB8001	GL5T
Pakistan	Army of Pakistan	805	B350

Table 2: List of MAAR rogue aircraft on the EUR RMA Bulletin

2.8 MAAR will continue to follow up with the State Authorities of India and Pakistan to establish communication with their respective State aircraft operators. Additionally, MAAR would like to express gratitude to the DGCA India and the CAA Pakistan for their efforts in collaborating with their State aircraft operators on RVSM Approval matters.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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