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**Thirty-First Meeting of the Regional Airspace Safety
Monitoring Advisory Group (RASMAG/31)**

Bangkok, Thailand, 29 June – 03 July 2026

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

**MAAR ASSESSMENT OF AIRCRAFT WITH RVSM APPROVAL STATUS
PENDING VERIFICATION**

(Presented by MAAR)

SUMMARY

This paper presents the results of MAAR's annual "W" verification of flight plans for aircraft operating in RVSM airspace across MAAR-designated States, based on data from the 2025 Traffic Sample Data (TSD) and monthly Bangkok FIR flight plan records. The analysis identified **20** aircraft operating in RVSM airspace for which RVSM approval status verification remains pending, representing a reduction from **26** aircraft reported at RASMAG/30. **Three** Indian-registered aircraft were identified as repeat cases, having remained on the list for two consecutive years. The paper also highlights the importance of timely submission of RVSM approval data by States and provides an update on MAAR's preliminary discussions regarding a possible APAC-wide approach for maintaining a consolidated list of confirmed non-RVSM approved aircraft.

1. INTRODUCTION

1.1 As part of the Regional Monitoring Agency (RMA) duties and responsibilities, MAAR conducts an annual audit of aircraft transiting through RVSM airspace based on the Traffic Sample Data (TSD) for the period of December from 24 FIRs under MAAR's responsibility.

1.2 The purpose of this paper is to summarize the result of an annual audit of aircraft filing the 'W' indicator to operate in RVSM airspace for which RVSM approval status verification remains pending. These also include aircraft with expired RVSM approvals recorded in RMA databases.

2. DISCUSSION

2.1 The main data source for this paper is the 2025 TSD. MAAR received TSD from all States except Afghanistan, which has not submitted TSD to MAAR since 2021. The annual TSD format has been revised to include Items 10 and 18 of the Flight Plan; therefore, the 2025 TSD data set now includes an indication of whether 'W' was filed or not.

2.2 In addition to the annual audit based on TSD from 24 FIRs, MAAR also conducts monthly audits of flight plans (FPLs) from the Bangkok FIR. The monthly audit results (up to May 2026) are also included in the final result in this paper.

2.3 The TSD was compared against the current MAAR approval database and other RMAs' latest approval snapshots. Other RMAs' correspondence and monthly approval update are also used to update the final result.

2.4 During RMACG/21, the meeting discussed the importance of validating aircraft approval information before it is reported outside the RMA community. Therefore, the aircraft listed in this paper represent cases for which RVSM approval status verification is still pending with the relevant RMAs and State civil aviation authorities (CAAs).

Results

2.5 **Table 1** contains a summary of RVSM approval data submission from States. **Mongolia** and **Pakistan** were the only two States that did not submit their annual snapshots.

Table 1. Summary of RVSM Approval Data Submission from States

State of Operator	Submission
Afghanistan	F2, F3 and 2025 annual snapshot
Bangladesh	F2, F3 and 2025 annual snapshot
Bhutan	F2, F3 and 2025 annual snapshot
Brunei Darussalam	F2, F3 and 2025 annual snapshot
Cambodia	F2, F3 and 2025 annual snapshot
China (Hong Kong)	F2, F3 and 2025 annual snapshot
China (Macau)	F2, F3 and 2025 annual snapshot
China (Taiwan)	F2, F3 and 2025 annual snapshot
India	F2, F3 and 2025 annual snapshot
Lao PDR	F2, F3 and 2025 annual snapshot
Malaysia	F2, F3 and 2025 annual snapshot
Maldives	F2, F3 and 2025 annual snapshot
Mongolia	F2 and F3 only
Myanmar	F2, F3 and 2025 annual snapshot
Nepal	F2, F3 and 2025 annual snapshot
Pakistan	F2 and F3 only
Philippines	F2, F3 and 2025 annual snapshot
Singapore	F2, F3 and 2025 annual snapshot
Sri Lanka	F2, F3 and 2025 annual snapshot
Thailand	F2, F3 and 2025 annual snapshot
Viet Nam	F2, F3 and 2025 annual snapshot

2.6 **Table 2** provides a summary of the number of aircraft pending RVSM approval verification by State and RMA compared with RASMAG/30.

Table 2. Number of List of Aircraft Pending RVSM Approval Verification by State and RMA

RMA	State	No. of Registrations - RASMAG/31	No. from RASMAG/30
AAMA	Indonesia	3	2
	Australia	1	1
AAMA Total		4	3

RMA	State	No. of Registrations - RASMAG/31	No. from RASMAG/30
ARMA	Tanzania	0	1
	Ethiopia	2	0
	Kenya	2	0
ARMA Total		4	1
MIDRMA	Iran	1	0
	United Arab Emirates	1	0
	Sudan	0	1
MIDRMA Total		2	1
NAARMO	United States	0	5
NAARMO Total		0	5
MAAR	India	10	16
MAAR Total		10	16
Grand Total		20	26

2.7 **Table 3** lists aircraft registrations operating in RVSM airspace for which RVSM approval status verification remains pending, based on 2025 TSD from 23 FIRs and April 2026 Bangkok FPL data.

Table 3. Lists Aircraft Registrations Operating in RVSM Airspace Pending RVSM Approval Verification

RMA	State	Registration	Aircraft Type
AAMA	Australia	VHULJ	LJ60
		PKGHH	A339
	Indonesia	PKGHI	A339
		PKTLK	A321
ARMA	Ethiopia	ETBAC	B77L
		ETBCC	B788
	Kenya	5YKCA	B738
		5YSVR	B763
MIDRMA	Iran	EPMDU	A306
	United Arab Emirates	A6EWL	B77L
MAAR	India	VTDBI	C56X
		VTPCR	GALX
		VTPLV	G150
		VTASOS	CL35
		VTAST	G150
		VTIAZ	C56X
		VTNOA	A21N
		VTNTA	B738

RMA	State	Registration	Aircraft Type
		VTNHX	A21N
		VTIOM	A20N

Overall Observations

2.8 The **three** repeated aircraft with RVSM approval status pending verification are Indian IGA aircraft that, based on available data, have only been observed operating within Indian FIRs, as shown in the table below. No operations outside Indian airspace has been identified:

Registration	FIRs Flown
VTDBI	Delhi, Mumbai, Kolkata, Chennai
VTPCR	Chennai, Mumbai
VTPLV	Chennai, Mumbai

2.9 Following the discussion at RASMAG/30 and subsequent investigation by MAAR, aircraft N788DP was confirmed as a non-RVSM approved aircraft. MAAR therefore distributed the list of identified aircraft to ATS States, urging appropriate enforcement measures. MAAR also coordinated with CAA Thailand to obtain the contact details of the agent responsible for flight permission requests and subsequently notified the agent of the incorrect filing of the ‘W’ indicator in the flight plans. No response was received; however, the aircraft has not been observed in subsequent flight plan audits or TSD audits during the current year. In addition, MAAR shared the agent’s contact details with APAC RMAs that had identified the aircraft to facilitate further follow-up and information exchange.

2.10 The overall number of aircraft pending RVSM approval verification identified in this year’s audit has shown a slight decrease compared to the previous year, mainly due to prompt follow-up actions by RMAs on the aircraft listed in **Table 3**, as well as the timely provision of updates to MAAR.

2.11 MAAR’s preliminary analysis indicates that most aircraft pending RVSM approval verification listed in **Table 3** had been de-registered or transferred after December 2025, as identified from the initial set of raw audit data. These status updates were subsequently confirmed through coordination with RMAs and the relevant State CAAs. The remaining cases are currently under investigation, with feedback from RMAs being received and F2 Form submissions by MAAR States in progress.

2.12 Overall, the findings suggest that most cases identified are attributable to administrative factors, such as delays in F2 Form submissions and aircraft de-registration or transfer, rather than intentional non-compliance. Continued coordination and prompt follow-up are therefore essential to ensure the accuracy of RVSM approval data and the correct use of the ‘W’ indicator in flight plans. MAAR will continue to monitor the situation and explore opportunities to enhance verification processes and information exchange among RMAs and States.

RASMAG Task List Action Item 30/6

2.13 MAAR has initiated preliminary discussions on a possible approach to develop a consolidated list of non-RVSM approved aircraft among Asia/Pacific RMAs in support of **RASMAG Task List Action Item 30/6**. This concept remains at an early stage and any further development of the concept would require coordination and input from Asia/Pacific RMAs.

2.14 As an initial step, RMACG/21 discussed the need for consistent terminology when referring to aircraft registrations with RVSM approval status pending verification and those confirmed as non-RVSM approved aircraft. RMAs noted that different terms are currently used across regions and agreed that a clear distinction should be maintained between these two categories. It was further considered that the scope of *RASMAG Task List Action Item 30/6* should be limited to aircraft that have been confirmed as non-RVSM approved. MAAR considers that establishing common terminology would be a useful first step before developing any regional mechanism under *RASMAG Task List Action Item 30/6*.

States' Highlights

2.15 Given that the majority of aircraft listed in **Table 3** are registered in India, MAAR promptly contacted the DGCA India, in parallel with the aircraft operators, following the release of the audit results to request confirmation of their RVSM approval status. Although several aircraft operators verbally confirmed that the aircraft held valid RVSM approvals, MAAR requires official confirmation from the State authority. While the DGCA India has been submitting F2 Forms to MAAR, the confirmations have been provided gradually and do not yet cover all aircraft on the list. As a result, the RVSM approval status of several Indian aircraft remains pending verification. MAAR will continue coordinating with the DGCA India to obtain the necessary confirmation documents and update the records accordingly.

2.16 The annual RVSM approval snapshot provided by each State is essential for verifying RVSM approval status and identifying aircraft for which RVSM approval status verification remains pending. MAAR has observed that when States regularly update and submit their approval snapshots, they are able to detect any missing approval records and promptly notify MAAR. Similarly, this helps identify de-registered aircraft that should be removed from the database, ensuring they are not counted toward the remaining monitoring burden. MAAR strongly encourages all States to routinely submit their annual RVSM approval snapshots to help keep the MAAR RVSM database accurate and up to date.

APANPIRG ATM and Airspace Safety Deficiencies List

2.17 As **Mongolia** and **Pakistan** failed to submit the 2025 annual RVSM approval snapshot, the MAAR would like RASMAG to consider whether continued non-submission of annual RVSM approval snapshots should be brought to the attention of APANPIRG. Should this issue persist, it may warrant consideration for inclusion in the APANPIRG List of Deficiencies in the ATM and Airspace Safety fields next year.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) note the information contained in this paper;
 - b) consider or provide comments on the matters outlined in paragraphs 2.13 and 2.14;
 - c) endorse the proposal outlined in paragraph 2.17; and
 - d) discuss any relevant matters as appropriate;

— END —