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International Civil Aviation Organization

**Twenty-Ninth 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

CHINA RMA APPROVAL CHECK OF NON-RVSM AIRCRAFT IN 2026

(Presented by China RMA)

SUMMARY

This paper presents the monthly RVSM approval status of aircraft identified by China RMA from January to May 2026. The data illustrates the number of questionable aircraft, confirmed cases, pending confirmations, and the confirmation rate trend.

1. INTRODUCTION

1.1 As part of its ongoing responsibilities, China RMA continuously monitors aircraft operating in RVSM airspace and tracks their approval statuses.

1.2 This assessment is based on monthly data collections to check aircraft without valid RVSM approval records and to update the status of those previously identified.

2. DISCUSSION

Monthly RVSM Approval Status from January to May 2026

2.1 The following chart illustrates the monthly distribution of questionable aircraft, confirmed cases, pending confirmations, and the confirmation rate trend from January to May 2026.

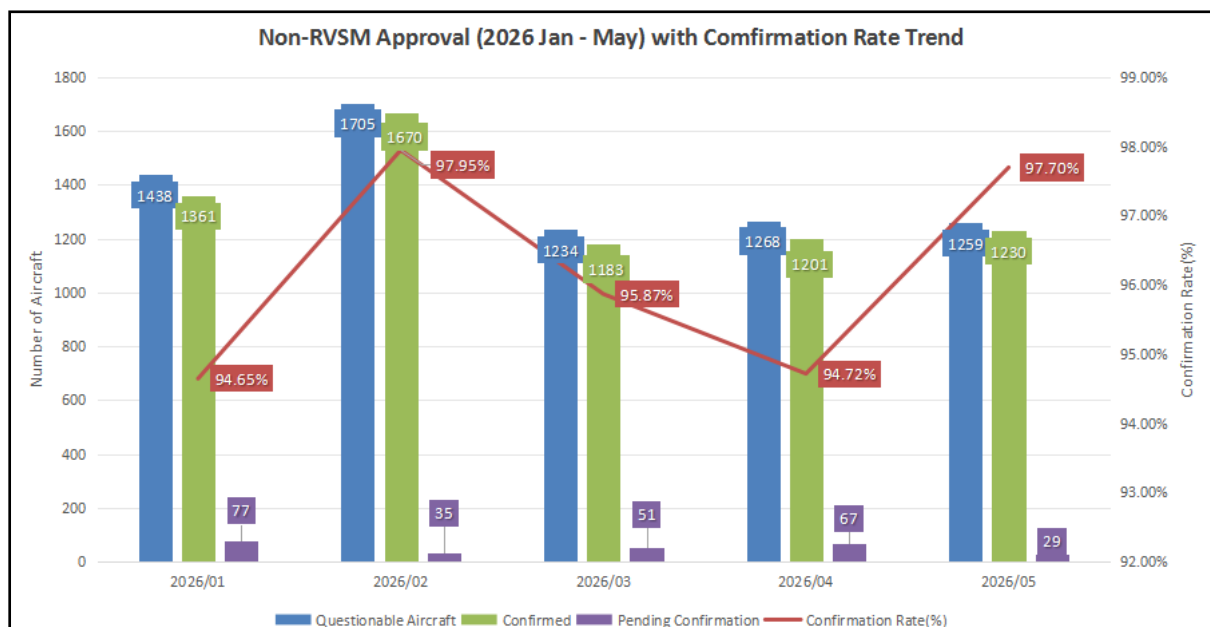


Figure 1. Non-RVSM Approval Status of China RMA from January to May 2026

2.2

The data reveals the following monthly breakdown:

- January 2026: 1438 questionable aircraft, 1361 confirmed, 77 pending confirmation, with a confirmation rate of 94.65%.
- February 2026: 1705 questionable aircraft, 1670 confirmed, 35 pending confirmation, with a confirmation rate of 97.95%.
- March 2026: 1234 questionable aircraft, 1183 confirmed, 51 pending confirmation, with a confirmation rate of 95.87%.
- April 2026: 1268 questionable aircraft, 1201 confirmed, 67 pending confirmation, with a confirmation rate of 94.72%.
- May 2026: 1259 questionable aircraft, 1230 confirmed, 29 pending confirmation, with a confirmation rate of 97.70%.

2.3

Table 1 lists the aircraft identified by the China RMA that were operating in the RVSM airspace without matching RVSM approval records. The table includes information on the RMA, State, Operator, Registration Number, Type, Flight Date, and Flight Count.

Table 1. Aircraft Operating in RVSM Airspace with No Matching RVSM Approval Records from January to May 2026

RMA	Count of Aircrafts	State	Operator	Registration Number	Type	Flight Date	Flight Count
AAMA	2	WP	DTL	4WAAO	A319	2026.01-05	38
				4WAAL	A320	2026.03-05	16
ARMA	4	DF	BTO	XTABN	IL76	2026.05	5
		HA	ETH	ETBAC	B77L	2026.01-05	71
				ETBCE	A359	2026.02-05	36
				ETBCD	A359	2026.03-05	25
		HT	ATC	5HTCR	B788	2026.01-05	72
EUR_RMA	1	ES	SAS	SERSH	A359	2026.05	6
EURASIA_RMA	2	UT	MFX	UK67019	B763	2026.03-05	29
				UK67022	B763	2026.04-05	11
MAAR	2	RP	RYL	RPC9867	A321	2026.04-05	84
		VV	VJC	VNA200	A21N	2026.04-05	21
MIDRMA	5	HE	MSR	SUGGE	A359	2026.04-05	6
				SUGGH	A359	2026.04-05	4
		OI	IRM	EPMTB	B772	2026.04-05	17
				EPMTE	B772	2026.04-05	24
		OM	ETD	A6XWO	A35K	2026.04-05	12
PARMO	12	RK	ABL	HL8256	A321	2026.05	30
			AIH	HL7417	B744	2026.05	10
				HL7419	B744	2026.05	25
				HL7420	B744	2026.05	16
				HL7421	B744	2026.05	27
				HL7423	B744	2026.05	25
				HL7436	B744	2026.05	27
				HL7507	B763	2026.05	92
				HL7616	B744	2026.05	26
				HL7620	B744	2026.05	10
				HL7646	B744	2026.05	27
			JNA	HL8568	B38M	2026.03-05	8

2.4 The confirmation rate remains generally flat from January to May 2026, indicating progressive follow-up actions and updates to aircraft approval statuses.

Conclusion

2.5 This paper provides a detailed overview of China RMA's efforts in monitoring and updating RVSM approval statuses for aircraft operating in RVSM airspace from January to May 2026. The data reflects the ongoing commitment to ensuring compliance and the continuous nature of RVSM monitoring activities.

2.6 This information paper provides updates concerning aircraft potentially operate without RVSM operational approval. Should any compliant aircraft be identified on the list, kindly notify China RMA to remove it/them from the list.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.

— END —