



International Civil Aviation Organization

# State Aircraft in RVSM Airspace

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# Introduction

- State aircraft are defined as; military, police and customs
- State aircraft are permitted to operate in RVSM airspace, without RVSM approval with a 2000 ft vertical separation
- A state aircraft filing a W in item 10 is declaring RVSM approval
- **There is no exemption for state aircraft to operate with a 1000 ft vertical separation in RVSM airspace without an RVSM approval**

# The Issues

- Some authorities are not issuing RVSM approvals for State aircraft that are operating with a 1000 ft vertical separation as they perceive that they are exempt
- Civilian authorities are not always responsible for State aircraft and identifying the correct airworthiness authority can be difficult
- Some states have multiple airworthiness authorities for different commands, fleets, agencies, etc

# The Effect

- RMAs are not including many State aircraft in their databases or safety monitoring activities. The effects of this include:
  - The RVSM flights of some military aircraft types are not being included in the airspace safety evaluations; therefore the risk contributed by these aircraft is not being evaluated
  - **Aircraft that are not RVSM MASPS compliant are operating outside the technical performance limits required for the safe operation of RVSM**

# Communication Problems

- Even when an RMA identifies a possible non-approved aircraft, or non-RVSM MASPS aircraft, it is difficult to track the competent authority. Civilian authorities provide little assistance
- There is an increase in workload as some RMAs do not publish approved state aircraft records resulting in continuous status requests from other regions during flight plan audits



# RMACG/8 Proposed Actions

- ICAO HQ should vigorously address these issues with States and Military airworthiness authorities
- RMAs should review methods to exchange secure State/military RVSM approvals
- RMAs should ensure planning groups are fully aware of the safety implications of aircraft operating with 1000 ft vertical separation in RVSM airspace without approval, with particular emphasis on operations by non-RVSM MASPS aircraft
- Consideration should be made to providing specific guidance material for military airworthiness authorities

# *Looking Forward to a Collaborative Future*



**How can we work together?**



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Thank you