



*International Civil Aviation Organization*

**BAGHDAD FIR POST RVSM IMPLEMENTATION –  
SPECIAL COORDINATION MEETING  
(BFPRI SCM)**

*(Amman, Jordan, 8 – 9 February 2012)*

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**Agenda Item 2: Review of the Baghdad FIR RVSM Post-Implementation Safety Report**

**POST-RVSM IMPLEMENTATION WITHIN BAGHDAD FIR**

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents the report on Safety of application of RVSM in the Baghdad FIR after 90 days of use, developed by Iraq, for review by the meeting.

Action by the meeting is at paragraph 3.

**REFERENCES**

- Application of RVSM in the airspace of the Baghdad FIR - Final report on Safety of application after 90 days of use
- BFPRI WG/2 Report
- MIDANPIRG/12 Report
- MIDRMA Board/11 Report
- ATM/SAR/AIS SG/12 Report

**1. INTRODUCTION**

1.1 RVSM has been implemented in the Baghdad FIR since 10 March 2011.

**2. DISCUSSION**

2.1 As requested by ICAO, a post RVSM implementation Safety Report should be developed after the operational application of RVSM (approximately after 90 days of the RVSM implementation).

2.2 A post RVSM implementation Safety report was expected to be developed by Iraq and the MIDRMA, in order to be presented to and reviewed by the MIDRMA Board/11 meeting (Cairo, 27-29 September 2011) and the ATM/SAR/AIS SG/12 meeting (Cairo, 21-24 November 2011).

2.3 Due to the late submission of the Draft Safety Report (prepared by Iraq) and non-attendance of Iraq to both the MIDRMA Board/11 and ATM/SAR/AIS SG/12 meetings, it was difficult to review in depth the Report and agree on the final version to be presented to MIDANPIRG/13.

2.4 Nevertheless, the ATM/SAR/AIS SG/12 meeting reviewed the Report on Safety of application of RVSM in the Baghdad FIR after 90 days of use, developed by the Iraqi Civil Aviation Authority. The meeting noted the concerns raised by Iran, Jordan and Kuwait related to the communication problems with Baghdad ACC as well as the repetitive radar failures in Iraq, especially the Basra radar, which had a negative impact on the safety and efficiency of air navigation. In this respect, it was highlighted that in many cases (40% of the time), the situation imposed to revert back to 40NM or 10 min longitudinal separation instead of the agreed 20 NM longitudinal separation.

2.5 Based on the above, the meeting agreed that the ICAO MID Regional Office send a State Letter to Iraq on the subject, as soon as possible. The meeting agreed also that the MIDRMA develop the Safety Report on RVSM implementation in Baghdad FIR, in coordination with the Iraqi Civil Aviation Authority (ICAA) for presentation to MIDANPIRG/13. In this respect, it was agreed that Iraq be invited to a meeting with all the neighboring States, the MIDRMA and ICAO early 2012 in order to address the ATC coordination, communication and surveillance issues between Baghdad ACC and the neighboring ACCs and finalize the RVSM post-implementation safety case. Accordingly, the meeting agreed to the following Draft Conclusion:

***DRAFT CONCLUSION 12/4: BAGHDAD FIR POST RVSM IMPLEMENTATION COORDINATION MEETING***

*That,*

- a) Iraq be invited to a meeting with all the neighboring States, the MIDRMA and ICAO early 2012, in order to address the ATC coordination, communication and surveillance issues between Baghdad ACC and the neighboring ACCs and finalize the RVSM post-implementation safety case for presentation to MIDANPIRG/13; and*
- b) ICAO and the MIDRMA coordinate with Jordan the hosting of this meeting.*

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this working paper;
- b) take necessary follow-up actions on the ATM/SAR/AIS SG/12 meeting Draft Conclusion 12/4.

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