



*International Civil Aviation Organization*

**Middle East Regional Monitoring Agency Board**

**Sixteenth Meeting (MIDRMA Board/16)**  
*(Amman, Jordan, 14 – 16 January 2020)*

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**Agenda Item 4: RVSM Monitoring and related Technical Issues**

**MIDRMA HEIGHT MONITORING ACTIVITIES**

*(Presented by MIDRMA)*

**SUMMARY**

This working paper reflects the MIDRMA height monitoring activities since MIDRMA Board/15 for RVSM approved aircraft registered in the ICAO Middle East Region.

Action by the meeting is at paragraph 3.

**REFERENCES**

- MID RVSM SMR 2018
- MIDRMA Board/15
- MMR Table December 2109
- MIDANPIRG/17 Reports

**1. INTRODUCTION**

1.1 Since the implementation of height monitoring by ICAO Annex 6 Part 1, the MIDRMA considers, along with the support of MIDANPIRG, that the RVSM Minimum Monitoring Requirements (MMRs) adopted for global application by all ICAO Regional Monitoring Agencies (RMAs) shall be the basis for the implementation of this requirement.

1.2 In order to accomplish the ICAO Annex 6 part 1 height monitoring requirements, the MIDRMA continued to coordinate with all MIDRMA Member States to publish their minimum monitoring requirements through the automated MMR system and published in the MIDRMA website to ensure the availability of these requirements all the time for the concerned MID Civil Aviation Authorities and the airline operators.

**2. DISCUSSION**

2.1 The MIDRMA consider height monitoring a high priority safety issue and failure to respond to the required height monitoring may jeopardize safety of aircraft as well as risk the implementation of RVSM. The MIDRMA continues to coordinate very closely with other RMAs to exchange all available height monitoring results, particularly with the Euro RMA who is providing height monitoring results to the MIDRMA for any MID RVSM Approved aircraft flying over their Height Monitoring Units (HMUs).

2.2 The MIDRMA Board/13 meeting agreed to aim for the performance target for height monitoring to reach 95% or more of the total RVSM approved aircraft in the Middle East Region, this percentage of height monitored aircraft in the Middle East Region required States to enforce their MMR on all airline operators required to be monitored and shall take all necessary measures for operators not complying with ICAO Annex 6 height monitoring requirements.

2.3 The MIDRMA managed to conduct GMU monitoring for **198** aircraft registered in the Middle East region since MIDRMA Board/15 and was able to achieved **98.9%** with known height monitoring results which exceed by **3.9%** from the performance target for height monitoring set by MIDRMA Board/13 meeting, however and since the validity dates are changing by time this percentage declined to **94%** by end of December 2019. The monitoring burden for the **1869** RVSM approved aircraft from the 15 MID States are **68** aircraft.

2.4 The Auto Online MMR Tool enabled the Civil Aviation Authorities in the MID Region to check their MMR for each airline operator under their responsibility and identify aircraft that are non-compliant with the ICAO Annex 6 part 1 requirements for height-keeping performance. The MIDRMA is the only RMA that implemented such a unique tool, which is available on the MIDRMA website ([www.midrma.com](http://www.midrma.com)).

## 2.5 Height Monitoring Missions by MIDRMA

### 2.5.1 Height Monitoring Missions to Check Sudan CAA RVSM Approved Aircraft:

The MIDRMA performed GMU RVSM height monitoring for the first time in Khartoum – Sudan in 2018 and succeeded to check **86%** of the RVSM approved aircraft by Sudan CAA, the monitoring mission was coordinated with the focal points for ATC and Airworthiness which was accomplished with success and found two aircraft not compliant for RVSM operations. The total number of the aircraft monitored was **15** aircraft, however there are another **2** more aircraft flying within the RVSM airspace without valid height keeping performance.

### 2.5.2 Height Monitoring Missions to Check Libya CAA RVSM Approved Aircraft:

The meeting may wish to note that, MIDRMA was facing difficulties to establish contact with the responsible Airworthiness Authority in Libya CAA to check the altimetry systems of their RVSM approved aircraft, the ICAO MID Office succeeded in 2018 to contact the responsible authorities in LCAA and explained the consequences of operating their RVSM approved aircraft within the RVSM airspace without complying with ICAO Annex 6 Part 1 which will lead to ban these aircraft from operating within the RVSM airspace. The LCAA responded quickly and instructed all their RVSM approved aircraft to conduct height monitoring as soon as possible. The ICAO MID Office and MIDRMA appreciated the effective and the rigid decision taken by LCAA to comply with the requirements of height keeping performance which resulted quick response from all the Libyan airline operators to conduct the required RVSM height monitoring. The MIDRMA agreed with the Libyan airline operators to perform the checks in Tunis and Jordan due to difficulties for the monitoring team to travel to Libya. The MIDRMA accomplished five monitoring missions and completed successfully testing 18 aircraft with two aircraft failed the required monitoring with high altimetry system error results of more than 340 feet.

### 2.5.3 Height Monitoring Missions to Check IRAN CAO RVSM Approved Aircraft:

2.5.3.1 The MIDRMA continued to cooperate with the FAA to use the GMU monitoring equipment under the US Treasury OFAC license which is valid until 29<sup>th</sup> February 2020 to inspect IRAN CAO RVSM approved aircraft, the MIDRMA sent five progress reports to the FAA advising the status of monitoring the aircraft as per the OFAC license conditions.

2.5.3.2 MIDRMA completed RVSM height monitoring for 69 RVSM approved aircraft registered by IRAN CAO in three monitoring missions to Tehran which was handled very professionally and without any difficulties by FARSCO and supervised by IRAN CAO. The final results of testing all the aircraft scored IRAN CAO as fully compliant for RVSM height monitoring as per ICAO Annex 6 Part 1 requirements.

Note: MIDRMA submitted an official request to the FAA to renew the US Treasury OFAC license which will expire on 29<sup>th</sup> February 2020 to continue monitoring IRAN CAO RVSM approved aircraft by using the EGMU equipment.

#### 2.5.4 Height Monitoring Missions to Check IRAQ CAA RVSM Approved Aircraft:

IRAQ CAA Airworthiness Inspectors were able to provide very valuable assistance to the MIDRMA team to facilitate the monitoring of all IRAQ RVSM approved aircraft from Baghdad International Airport through two monitoring missions and completed testing 15 aircraft with success and resulted IRAQ CAA to be fully compliant for RVSM height monitoring as per ICAO Annex 6 Part 1 requirements, the efforts and the facilities provided by Iraq CAA Airworthiness Inspectors to accomplish the monitoring was very much appreciated by MIDRMA.

#### 2.5.5 Height Monitoring Mission to Check Yemen CAA RVSM Approved Aircraft:

The MIDRMA succeeded recently to coordinate with Yemen CAA to start planning for conducting height monitoring for their RVSM approved aircraft in Amman at the end of January 2020 with other Jordanian aircraft, the MIDRMA Board Member Mr. Ahmed Al Kobati played a big and important role in finalizing the monitoring mission of Yemen RVSM approved aircraft for which we express our sincere thanks for his help.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note and discuss the performance monitoring target achieved;
- b) invite ICAO MID Office to provide their usual support in renewing the US Treasury OFAC license to monitor IRAN CAO RVSM approved aircraft; and
- c) urge States to continuously check and comply with their monitoring burden as published in the MIDRMA website <https://midrma.com/en/monitoringResults> .