International Civil Aviation Organization

RASG-MID Steering Committee

Seventh Meeting (RSC/7)
(Cairo, Egypt, 3 – 5 March 2020)

Agenda Item 4:   **Coordination between MIDANPIRG and RASG-MID**

ANS SAFETY ISSUES

(Presented by the Secretariat)

SUMMARY
This paper provides an update on the subjects of common interest for MIDANPIRG and RASG-MID. The subjects are being coordinated for an improved efficiency of both Groups and to avoid duplication of efforts.
Action by the meeting is at paragraph 3.

REFERENCES
- ATM SG/5 meeting
- MIDRMA/16 Report
- RASG-MID/7 &MIDANPIRG/17 Report

1.   INTRODUCTION

1.1   The RASG-MID and MIDANPIRG have been coordinating safety-related issues based on the outcome of the PIRG-RASG Global Coordination meeting (Montreal, 5 February 2015) and in accordance with the Handbooks of each Group.

1.2   The Table reflecting the subjects of common interest to MIDANPIRG and RASG-MID with the associated leading Group is at **Appendix A**.

2.   DISCUSSION

Call Sign Similarity and Confusion (CSC)

2.1   The meeting may wish note that the ATM-SG/5 meeting noted with appreciation that an important decrease in the number of incidents related to call sign similarity/conflict was observed in the Emirates FIR (around 40% decrease). Therefore, the implementation of the alphanumeric call signs has resulted in the decreased number of the incidents. Consequently, the call sign similarity and confusion should not be considered as a high risk in the region. In addition, the meeting noted that call sign conflicts/similarities would continue to exist and ANSPs should place increased emphasis on the detection/alerting of call sign conflicts before they occur.

2.2   The ATM-SG/5 meeting encouraged States/ANSPs to develop unified procedures if/when potential exists and to consider that their future ATM systems should provide a 'built-in' detection and alerting tool to Air Traffic Controllers. The ATM-SG/5 meeting encouraged States and airspace users to:

a)   support the MID Region CSC initiatives ensuring effective implementation and cooperation;

b)   take note of and support the work of the UAE; and

c)   promote the reporting of call sign similarity events to the email addresses: MIDCSC@icao.int and MENACSSU@iata.org

Reduced Vertical Separation Minima (RVSM)

Large Height Deviation (LHD) Reporting

2.3   The MIDRMA Board/16 meeting noted with concern that without the LHDs reports related to all categories mainly A, B, C, D, E, H, J and K, the MIDRMA will not be able to assess compliance with Safety Objective 2 (Overall risk of collision due all causes).

2.4   The MIDRMA Board/16 meeting recalled that MIDANPIRG/17 urged States to include the LHD reporting as part of their SMS framework, and to provide the MIDRMA with the reports related to occurrences and incidents through the LHD Online Reporting Tool.

2.5   The MIDRMA Board/16 meeting recognized the need to raise the awareness with respect to the importance of the LHD Reports and their impact on the assessment of the safe implementation of RVSM in the MID Region. Accordingly, the MIDRMA Board/16 meeting agreed that the MIDRMA in coordination with the MIDRMA Board Members to carry out LHD Reporting Campaign that would include workshops and the development and distribution of leaflets, brochures, posters, etc.

2.6   The MIDRMA Board/16 meeting agreed that States that do not report the required LHDs to the MIDRMA would be added to the list of air navigation deficiencies (decision to be taken by MSG/7).

Height-Keeping Monitoring Requirements

2.7   The MIDRMA Board/16 meeting emphasized that failure to respond to the required height monitoring requirements may jeopardize safety 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 EUR RMA, which is providing height-monitoring results to the MIDRMA for any MID RVSM approved aircraft flying over their Height Monitoring Units (HMUs).

2.8   The MIDRMA Board/16 meeting re-iterated MIDANPIRG Conclusion 17/6 and urged States to continuously check and comply with their Monitoring requirements as published on the MIDRMA website https://midrma.com/en/monitoringResults. The meeting MIDRMA Board/16 also encouraged States to use the Auto Online MMR Tool that was developed to enable the Civil Aviation Authorities to check their MMR for each air operator under their responsibility and identify aircraft that are non-compliant with the ICAO Annex 6 requirements for height-keeping performance.

Development of the MID RVSM Safety Monitoring Report (SMR) 2018

2.9   It is to be highlighted that the MIDRMA/16 meeting noted with concern that for the first time the Safety Objective 2 could not be assessed due to the lack of LHDs reports related to LHD Categories A, B, C, D, H, J and K. Accordingly, the MIDRMA was not able to demonstrate that safety within the RVSM Airspace is maintained. The MIDRMA Board/16 meeting noted that Beirut, Damascus and Tripoli FIRs were excluded from the SMR 2018 due to the non-provision of required data.

Development of the MID RVSM Safety Monitoring Report (SMR) 2019

2.10   The MIDRMA Board/16 meeting noted with concern that similar to the SMR 2018, the MIDRMA would not be able to assess Safety Objective 2 in case the States do not provide the LHDs reports related to LHD Categories A, B, C, D, E, H, J and K.

Development of the MID RVSM Safety Monitoring Report (SMR) 2020

2.11   The MIDRMA Board/16 meeting reiterated that the required data must be submitted in the right format using the excel sheet designed for this purpose which is the only sheet recognized by the MID Risk Analysis Software (MIDRAS). Any data received in a different format, or in an excel sheet different from the one available on the MIDRMA website (www.midrma.com) will not be acceptable.

Search and Rescue issues

2.12   It is to be highlighted that ATM SG/5 meeting noted that the main deficiencies and USOAP CMA SAR findings in the MID Region are related to.

- Implementation of the Regional SAR Plan;

- Lack of Comprehensive National SAR Plans;

- Local cooperation among stakeholders involved in SAR;

- SAR is more retro-active rather than pro-active approach;

- English Language Proficiency for RCC radio operators;

- Appropriate training programmes/plans of SAR experts;

- Lack of signature of SAR agreements;

- Lack of plans of operations for the conduct of SAR operations and SAR exercises;

- Lack of provision of required SAR services; and

- Non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.

Contingency Planning

2.13   It is to be noted that the ATM SG/5 meeting commended States and Stakeholders for their commitment and excellent cooperation that ensured the success of the Contingency Coordination Teams (CCTs) framework according to the current regional possible scenarios and capabilities.

2.14   The ATM SG/5 meeting recalled MIDANPIRG Conclusions 17/19 and 17/20 in particular the tasks associated to the ATM SG. Accordingly, the meeting agreed that the assigned tasks

should be taken into consideration during the amendment process of the MID ATM Contingency Plan by the established Action Group for that purpose.

2.15   The ATM SG/5 meeting reviewed the status of signed contingency agreements between adjacent ACCs as reflected in the **Graph 1** below.
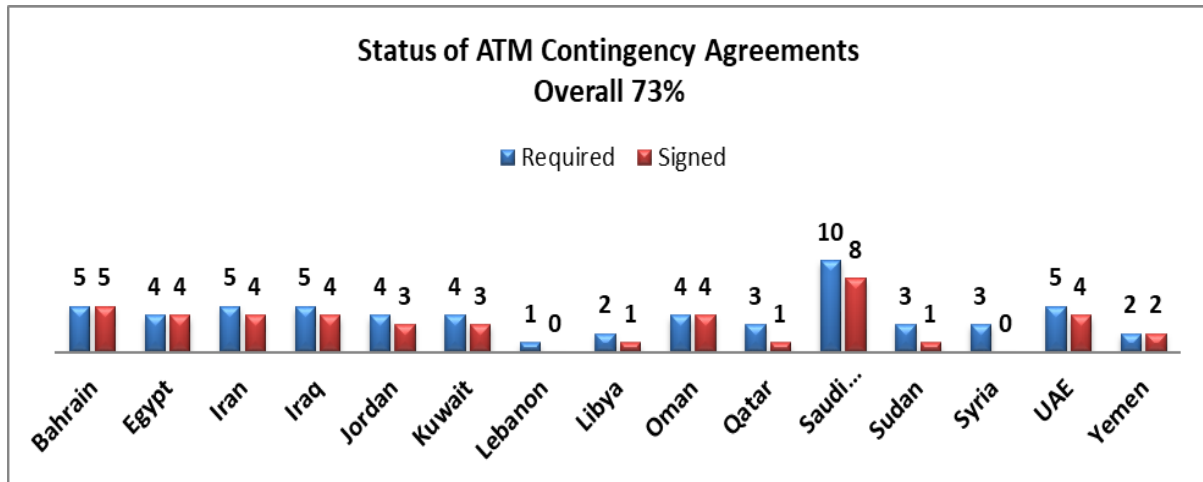
Graph 1

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a)   review the Table reflecting the subjects of common interest to MIDANPIRG and RASG-MID at **Appendix A**;

b)   urge Sates to:

- report LHDs and exchange information in a timely manner; and
- provide necessary data to the MIDRMA; and

c)   discuss the subjects addressed in this working paper and take actions, as appropriate.

APPENDIX A

Coordination between MIDANPIRG and RASG-MID

Subjects of interest for MIDANPIRG and RASG-MID	Responsible/Leading Group	
	RASG-MID	**MIDANPIRG**
Aerodrome Operational Planning (AOP)		X
Runway and Ground Safety	X	
AIM, CNS and MET safety issues		X
CFIT	X	
SSP Implementation	X	
SMS implementation for ANS and Aerodromes	X	
Accidents and Incidents Analysis and Investigation	X	
English Language Proficiency	X	
RVSM safety monitoring		X
SAR and Flight Tracking		X
PBN		X
Civil/Military Coordination		X
Airspace management		X
Call Sign Similarity and Confusion		X
~~Conflict Zones~~		~~X~~
Contingency Planning		X
USOAP-CMA	X	
COSCAP, RSOO and RAIO	X	
Air Navigation Deficiencies		X
Training for ANS personnel		X
Training other civil aviation personnel	X	

Subjects of interest for MIDANPIRG and RASG-MID	Responsible/Leading Group	
	RASG-MID	**MIDANPIRG**
Laser attack	X	
Fatigue Risk Management	X	
RPAS		X
~~GPS Jamming~~ (GNSS vulnerability)		X
~~Aeromedical~~	~~X~~	
Airborne Collision Avoidance System (ACAS)		X

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