



International Civil Aviation Organization

Middle East Regional Monitoring Agency Board

Eighteenth Meeting (MIDRMA Board/18)
(Doha, Qatar, 19 – 20 September 2022)

Agenda Item 4: RVSM Monitoring And Related Technical Issues

REGIONAL LARGE HEIGHT DEVIATIONS

(Presented by YEMEN)

SUMMARY	
This working paper presents the summary of LHD of Category E that occurred in the Eastern part of the AFI Region reported by Sanaa ACC under the MIDRMA.	
The Subject was addressed in WP4, presented by the MIDRMA Action by the Meeting is in point 3.	
Strategic Objectives	A-G
References: MIDRMA Board 17 – Final Report	

1. INTRODUCTION

1.1 The challenge of increasing Large Height Deviations occurrences at the boundaries of the MID Region and AFI Region continues to prevail. As the agency responsible for monitoring the subject deviations, ARMA has expressed concern and calls for action to eliminate the deficiencies.

1.2 There are three hotspots between the AFIRMA and MIDRMA that are a cause for concern due to the regular trans-regional coordination failures that occur. The Sanaa FIR submits numerous large height deviation reports for three FIRs in the AFI Region namely Mogadishu FIR, Asmara FIR and Djibouti FIR. All the Large Height Deviations that occur between the AFI and MID Region are ATC transfer of control coordination errors due to human factors, which are called LHD Category E. Details of the hotspots are indicated in attached photo.

2. **DISCUSSION**

2.1 ARMA and MIDRMA convened several meetings to discuss the steadily rising Large Height Deviations at the MID Region and AFI Region's borders..

2.2 As a result of these coordination failures, Yemen ACC, which operates procedurally because it lacks surveillance, changed its operating practices and stopped issuing climb and descend clearances close to the boundary to mitigate the risk of a conflict at the boundary.

2.3 Because these occurrences happen often and may potentially cause a severe risk, the ICAO MID Region office has asked the AFI Region for assistance to address this extremely complicated issue involving several stakeholders, including ANSPs and Airlines.

2.4 ICAO MID organized a Virtual AFI MID ATM coordination meeting held on 28 June – 2 July 2021, Virtual ATM SG/8 meeting 15-18 November 2021 and Virtual MID RMA board 17 meeting 18 Jan 2022 all addressed the Issue of LHD but so far, no prompt action has been taken.

2.5 With regard to the Reporting Point (RP) PARIM & TORBA, it has been noticed from the periodical reports received from the pilots and Aden approach unit, that the said RPs always have LHD reports due to a large number of scheduled, unscheduled and uncoordinated traffic from all the states passing over/crossing PARIM at a time.

2.6 This is because of the non-receipt of the timely Flight Plan messages, Departure messages followed by Estimate messages to those countries/ states over whose airspace/FIR an aircraft is intended to fly.

2.7 Para 2.1.1 of annex 2, the rules of the air shall apply to aircraft bearing the nationality and registration marks of a Contracting State, wherever they maybe to the extent that they do not conflict with the rules published by the State having jurisdiction over the territory overflown.

2.8 Article 12 of Chicago convention states Each contracting State undertakes to adopt measures to ensure that every aircraft flying over or maneuvering within its territory and that every aircraft carrying its nationality mark, wherever such aircraft maybe, shall comply with the rules and regulations relating to the flight and maneuver of aircraft therein force. Each contracting State undertakes to keep its own regulations in these respects uniform to the greatest possible extent, with those established from time to time under this Convention. Over the high seas, the rules in force shall be those established under this Convention. Each contracting State undertakes to ensure the prosecution fall persons violating the regulations applicable.

2.4 The hotspots are listed below:

-----DEKRA
 -----PARIM
 -----TORBA

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- A. Note the information in this paper
- B. Invite ICAO MID Region to directly communicate and discuss these issues with the ICAO AFI Region for better solutions.
- C. Urge the States who are negligently causing LHD problems and abide them with the Rules and Regulation stipulated in this regard in ICAO Convention.
- D. Proposal of certain procedures to be followed by the states causing the LHD problems, such as passing estimates to the adjacent States sufficient time before an aircraft crosses their region boundary or reaches to a certain reporting point which are indicated as Hot Spots in the above charts.
- E. Any other solution that ICAO MID REGION and ICAO AFI REGION deem to be proper in order to eliminate these LHD problems in future.
- F. Proposal of penalty on those states who do not abide with the Rules and Regulations of ICAO Convention.
- G. timely transmitting ,receiving and relaying all those FF priority messages which included (FPL) Flight plan messages, (DEP) Departure messages, (ARR) Arrival messages, (DLA) Delay messages and the most important (EST) messages to all those countries /states over whose airspace /FIR an aircraft is intended to fly or to land.
- H. Develop or amend LOA / LOP /POC ,If necessary ,which may mitigate the situation.



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