



International Civil Aviation Organization

**Fifteenth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/15)**

Bangkok, Thailand, 25 – 29 July 2005

Agenda Item 6: Review progress of the Regional Airspace Safety Monitoring Advisory Group (RASMAG)

**DISCONTINUATION OF MONITORING MECHANISM FOR RVSM OPERATIONS IN
THE MIDDLE EAST REGION**

(Presented by the Secretariat)

SUMMARY

This paper presents ICAO State Letter SWG20/1-IND/05/13, discussing the non-availability of RVSM airspace safety monitoring mechanisms in the Middle East Region and notifying ICAO's concerns, including the consideration of the withdrawal of RVSM operations.

1. INTRODUCTION

1.1 Prior to the 1st June 2004, the United Arab Emirates (UAE) provided full technical and financial support to the activities of the Middle East Central Monitoring Agency (MECMA), the RVSM RMA for the Middle East Region. Subsequent to 1st June 2004, the UAE withdrew support for MECMA leading to the discontinuation of monitoring mechanisms for RVSM operations in the Middle East Region.

2. DISCUSSION

2.1 On 9th May 2005, the ICAO Secretary General issued State Letter SWG20/1-IND/05/13, highlighting the concerns of ICAO in respect to the non-availability of RVSM monitoring and noting that unless a concrete action plan is developed by affected States, the withdrawal of RVSM operations from the MID Region would be considered by ICAO. A copy of the State Letter is **Attached**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information in this paper.



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Ref.: SWG 20/1-IND/05/13

9 May 2005

Subject: Discontinuation of monitoring mechanism as of
1 June 2004 for RVSM operations in the Middle East
Region

Action required: Re-establishment of the Middle East
Regional Monitoring Agency (MID RMA)

Sir/Madam,

1. I have the honour to refer to the implementation of reduced vertical separation minimum (RVSM) in the Middle East Region, in effect from 27 November 2003. The United Arab Emirates, until 1 June 2004, provided full support, both financial and technical, to the activities of the Middle East Central Monitoring Agency (MECMA) in monitoring the height-keeping performance of aircraft operating in RVSM airspace in the Middle East Region. Consequent to the notice of withdrawal of support by the United Arab Emirates to MECMA, the Air Navigation Commission, during its 165th Session in February 2004, expressed its concern and requested the Secretary General to take appropriate action on its early resolution.

2. Since the receipt from the United Arab Emirates, on 4 January 2004, of its notice of withdrawal, the ICAO Middle East Regional Office in Cairo has initiated the following:

- a) a facsimile, dated 11 February 2004, was sent to MID States apprising them of the situation and requesting their advice on a course of action. The consultation included the International Air Transport Association's (IATA) MID Office, who indicated that it would be discussed at their regional meeting in June 2004. Unfortunately, only four States replied;

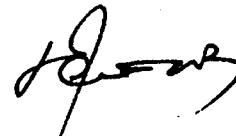
- b) the eleventh Middle East RVSM Task Force Meeting (MID RVSM TF/11, Cairo, 20-21 April 2004) was convened to discuss this matter and to explore ways of establishing a self-funding mechanism for the MID RMA to take over the responsibilities of MECMA. Also, the United Arab Emirates was approached regarding whether they could extend their support to MECMA until the end of 2004, however, they expressed their inability to do so. The MID RVSM TF/11 Meeting developed options for re-establishment of the MID RMA for further consideration by the members of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG) and Directors General of Civil Aviation;
- c) a follow-up facsimile, dated 7 June 2004, was sent to all MID States detailing the options and requesting comments, which were to be discussed and finalized by the second meeting of MIDANPIRG Member States (MMS/2) scheduled for September 2004. Replies were received from only four States and the IATA MID Office;
- d) the MMS/2 Meeting was convened in September 2004. It adopted only guiding principles for re-establishing the MID RMA and no firm commitment on the funding mechanism was agreed upon; and
- e) the recent MIDANPIRG/9 Meeting (11-15 April 2005) developed an action plan, on the understanding that it would be further reviewed and finalized at the MID RMA Meeting to be held in June 2005 (MIDANPIRG, Conclusion 9/13 refers).

3. With respect to the above, I would like to invite your attention to Amendment 43 to Annex 11, regarding the mandatory requirement for instituting a programme, on a regional basis, for monitoring the height-keeping performance of aircraft operating in RVSM airspace, which will become applicable on 24 November 2005. The MIDANPIRG/9 Meeting noted with concern that, in the interest of safety (paragraph 5.2.17 of the MIDANPIRG/9 report refers), unless a concrete action plan is developed and the MID RMA is re-established, the withdrawal of RVSM operations from the MID Region would be considered by ICAO.

4. It is noted with appreciation that IATA, EUROCONTROL and the United States Federal Aviation Administration have indicated their willingness to assist the region by sharing their expertise for the purpose of re-establishing the MID RMA.

5. In view of the importance of this issue, I would request your personal involvement and participation at the forthcoming MID RMA Meeting to be held in June 2005, so as to finalize the modalities, organizational structure and funding mechanism for the re-establishment of the MID RMA. The date and venue of this MID RMA Meeting will be conveyed to you shortly by the ICAO Middle East Regional Office in Cairo.

Accept, Sir/Madam, the assurances of my highest consideration.



Taïeb Chérif
Secrétaire Général