



International Civil Aviation Organization

Middle East Regional Monitoring Agency Board

Eleventh Meeting (MIDRMA Board/11)
(Cairo, 27–29 September 2011)

Agenda Item 4: RVSM Monitoring and related Technical Issues

DEVELOPMENT OF THE MID RVSM SMR 2013

(Presented by MIDRMA)

SUMMARY

This working paper highlights the requirements for the development of the next MID RVSM SMR 2013.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDRMA MMR Tables
- MIDRMA SMR 2011-2012 Draft Version 0.1

1. INTRODUCTION

1.1 In preparation for the development of the next MID RVSM Safety Monitoring Report (SMR 2013) and in order to achieve the provision of the modified data required to be submitted by all member States, it's necessary to agree on the action plan for the preparation and the development of the next SMR.

2. DISCUSSION

2.1 The meeting may wish to note the MIDRMA adopted the European RMA methodology for calculating all risk parameters and been using the European RVSM tool software which is originally designed for measuring all the components required to get the Target Level Safety (TLS) and the Horizontal Overlap Frequency (HOF) and other elements of the safety analysis, the MIDRMA feels that it's very important to develop its own collision risk model according to ICAO requirements and to adopt its own criteria without the continuous needs of Eurocontrol assistant of updating their own software and the database used for calculating all risk parameters, this process is very complicated and required continuous intervention of feeding HMU data into the RVSM tool software which is most of the time not reflecting the traffic pattern in the Middle East airspace.

2.2 Therefore, the MIDRMA would like to announce the requirements of new traffic data format will be required to be submitted by all MIDRMA member States which is going to be easier to collect and validate by the MIDRMA in terms of quality and continuity.

2.3 The Traffic Data Sample (TDS) which will be used for the next SMR will not require the member States to submit aircraft registrations but instead the MIDRMA will require all member States to submit their data in a unified format and exactly the same as originally requested.

2.4 The MIDRMA will forward to all member States by email a sample of the TDS required to be submitted and will stress to receive a similar format; otherwise it will be rejected and asked to resend a corrected version. The TDS will be required to be sent in a special excel sheet Format and all members are requested to use this particular sheet and not any other one. This excel sheet will be available for download in the MIDRMA website.

2.5 Since MIDANPIRG/13 is scheduled to take place in April 2012 and MIDANPIRG/14 will be some time on the fourth quarter of 2013, the MIDRMA would like to propose the next haj season on 2012 (01/10/2012 till 31/10/2012) to collect the TDS for the next SMR 2013.

2.6 The action plan proposed by the MIDRMA for the development of the next SMR is as follows:

No.	Start	Activity	End
1	01/10/2012	States to collect flight plan traffic data (SMR's Traffic Data Sample) for all trafficoperating between FL290 and FL410 inclusive.	31/10/2012
2	01/10/2012	Collect Bahrain and Kuwait SSR radar data for October 2012	31/10/2012
3	01/11/2012	Collect Amman SSR radar data for November 2012	31/11/2012
4	01/11/2012	Collect states TDS	31/01/2013
5	01/11/2012	Ensure MID RVSM approvals up to date and ensure the ICAO minimum monitoring requirements achieved based onthe TDS received from States	31/01/2013
6	01/12/2012	Review and analyze all Large Height Deviation Reports.	Scrutiny Group meeting date
7	01/01/2013	Prepare New MID MMR for all MID Airline Operators.	31/01/2013
8	01/02/2013	MID RMA evaluation of technical risk	28/02/2012
9	01/03/2013	Calculations of all risk parameters	31/03/2013
10	01/04/2013	Production of draft SMR-2013/2014	30/04/2013

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this working paper;
- b) agree to the MIDRMA proposed period of collecting the TDS;
- c) agree to the Safety Monitoring Report 2013 Action Plan in para. 2.6; and
- d) instruct all concerned parties in their countries responsible for gathering the TDS to ensure the data format to be submitted according to MIDRMA requirements.