



International Civil Aviation Organization

Middle East Regional Monitoring Agency Board

Thirteenth Meeting (MIDRMA Board/13)  
(Bahrain, 9-12 March 2014)

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

DEVELOPMENT OF THE MID RVSM SMR 2014

(Presented by MIDRMA)

**SUMMARY**

This working paper details the requirements needed for the development of the MID RVSM Safety Monitoring Report (SMR) 2014.

Action by the meeting is at paragraph 3.

**REFERENCES**

- MIDANPIRG/14 Report

**1. INTRODUCTION**

1.1 In preparation for the development of the next MID RVSM Safety Monitoring Report 2014 (SMR 2014) and in order to achieve the provision of the data required to be submitted by all Member States on time, this working paper details the requirements and the action plan for the development of the next SMR.

**2. DISCUSSION**

2.1 The meeting may wish to note that for the development of the SMR 2014, the Traffic Data Sample (TDS) must be submitted in the right format using the excel sheet designed for the MIDRMA Risk Analysis Software (MIDRAS), all members are invited to download the formulated excel sheet available on the MIDRMA website ([www.midrma.com](http://www.midrma.com)). This sheet has been prepared in order to collect all necessary actual/current flight plan data of traffic operating between FL 290 and FL 410 inclusive. The data to be reflected in the Excel sheet must include the following elements:

COLUMN	NAME	DESCRIPTION
A	DATE	Date of Flight – in the form of date/month/year
B	ACFT REG	Aircraft registration
C	ACFT TYPE	Aircraft type according to ICAO Doc. 8643 (attached to this email)
D	ACFT C/S	Aircraft call sign used during the flight
E	DEP ADM	Departure aerodrome of the flight
F	DEST ADM	Destination aerodrome of the flight
G	ENTRY POINT	The point at which the aircraft has entered the FIR boundary, (in case of an aircraft departed from an aerodrome within the same FIR, <b>the departure aerodrome</b> must be inserted in this field - same as "E").

H	ENTRY LEVEL	The Flight level to which the aircraft has entered the relevant FIR , the flight level must correspond to the RVSM flight level only between FL 290 & FL 410 inclusive, (in case of an aircraft departed from an aerodrome within the same FIR, <b><u>the exit flight level</u></b> must be inserted in this field - same as "K").
I	ENTRY TIME	The actual time at which the aircraft has entered the FIR (the time must be in UTC four figures time group without any space or dots in between, in case of an aircraft departed from an aerodrome within the same FIR, the <b><u>ATD - Actual time of departure</u></b> of the flight must be inserted in this field).
J	EXIT POINT	The point at which the aircraft has left the FIR boundary (in case of an aircraft is landing in an aerodrome within the same FIR, <b><u>the destination aerodrome</u></b> must be inserted in this field - same as "F")
K	EXIT LEVEL	The Flight level to which the aircraft has exited the relevant FIR (the level must correspond to the RVSM level only -between FL 290 & FL 410 inclusive), for ACFT landing within the same FIR, the flight level at which the ACFT entered the RVSM airspace must be inserted in this field - same as "H".
L	EXIT TIME	The actual time at which the aircraft has exited the FIR or the RVSM airspace (the time must be in UTC four figures time group without any space or dots in between, for ACFT landing within the FIR, <b><u>insert the ATA</u></b> - Actual time of Arrival).
M	TOTAL FLYING TIME	This column has to be left blank, as special formulas shall automatically calculate the flying time, however, the responsibility of filling this field shall solely rely on office.
N	EQUIPMENT	Letter W must be inserted in this field as extracted from the flight plan, if non-RVSM aircraft was permitted to operate within the RVSM airspace letter N must be inserted.
O	REMARKS	Any other additional remarks or points related to the flight.

2.2 The Actual Flight Data Excel Sheet contains columns required to be filled with the actual flight data movements in the FIR concerned, and each column title is self-explanatory (see the table above). Upon the receipt of the Actual flight traffic data from each State, the MIDRAS will be able to evaluate the submitted data automatically and will send an evaluation report in the data status with all the mistakes if there are any with an official statement if the data is acceptable for the analysis or not.

2.3 All MIDRMA members are requested to submit their updated RVSM approval list and to indicate any aircraft deregistered from the previous list. Additionally, States must make sure that the minimum monitoring requirement table is maintained by all airline operators and as informed by the MIDRMA.

2.4 The meeting may wish to note that MIDANPIRG/14 agreed that for the development of the SMR 2014, the Traffic Data Sample (TDS) to be collected for the **period 15 January – 15 February 2014**. The meeting also agreed to the following Action Plan for the development of the MID RVSM SMR 2014:

No	Start	Activity	End
1	15/01/2014	States to collect flight plan traffic data (SMR's Traffic Data Sample) for all Traffic operating between FL290 and FL410 inclusive.	15/02/2014
2	15/01/2014	Collect Bahrain and Kuwait SSR radar data for January 2014 for all Traffic operating between FL290 and FL410 inclusive.	15/02/2014
3	15/01/2014	Collect Muscat SSR radar data for January 2014 for all Traffic operating between FL290 and FL410 inclusive.	15/02/2014
4	15/01/2014	Collect SSR radar data for HIL area for the month of January 2014 for all Traffic operating between FL290 and FL410 inclusive.	15/02/2014
5	March 2014	Review and analyze all Large Height Deviation Reports.	-
5	16/02/2014	Collect States' TDS.	30/04/2014
6	01/03/2014	Ensure MID RVSM approvals up to date and ensure the ICAO minimum monitoring requirements achieved based on the TDS received from States.	15/04/2014
7	01/04/2014	Prepare New MID MMR for all MID Airline Operators.	30/04/2014
8	01/05/2014	MID RMA Calculations of all risk parameters	31/05/2014
9	01/05/2014	Production of the SMR 2014 initial results.	14/05/2014
10	01/07/2014	Production of the final MID SMR 2014 for presentation to and Endorsement by MIDANPIRG/15	30/09/2014

2.5 Based on the above, MIDANPIRG/14 meeting agreed to the following Conclusion:

*CONCLUSION 14/38: MID RVSM SMR 2014*

*That,*

- a) *the FPL/traffic data for the period 15 January – 15 February 2014 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2014);*
- b) *only the appropriate Flight Data form available on the MIDRMA website ([www.midrma.com](http://www.midrma.com)) should be used for the provision of FPL/traffic data to the MIDRMA;*
- c) *the initial results of the MID RVSM SMR 2014 be ready before 15/05/2014; and*
- d) *the final version of the MID RVSM SMR 2014 be ready for presentation to and endorsement by MIDANPIRG/15.*

#### **ACTION BY THE MEETING**

3.1 The meeting is invited to urge MIDRMA Board Members/Alternates to follow up with the concerned parties in their States responsible for gathering the traffic Data Sample (TDS) to:

- a) ensure that the data be submitted in the right format using the excel sheet designed for the MIDRMA Risk Analysis Software (MIDRAS), available on the MIDRMA website ([www.midrma.com](http://www.midrma.com)); and
- b) adhere to the Action Plan for the development of the MID RVSM SMR 2014 at para. 2.4.