



*International Civil Aviation Organization*

**MIDANPIRG STEERING GROUP**

**Fourth Meeting (MSG/4)**  
*(Cairo, Egypt, 24 - 26 November 2014)*

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**Agenda Item 5: Air Navigation Safety matters and Coordination with RASG-MID**

**MIDRMA HEIGHT MONITORING ACTIVITIES**

*(Presented by MIDRMA)*

**SUMMARY**

This information paper reflects the MIDRMA height monitoring activities for RVSM approved aircraft registered in the ICAO Middle East Region.

**REFERENCES**

- MIDRMA Board/13 Report
- MMR Tables September 2014

**1. INTRODUCTION**

1.1 In order to accomplish the ICAO Annex 6 height monitoring requirements, the MIDRMA coordinated with all Member States to publish the MMR table which reflects all height monitoring requirements for each State, this table is continuously reviewed and published by the MIDRMA at regular intervals or when requested by any Member State.

**2. DISCUSSION**

2.1 The MIDRMA Board 13 meeting agreed to continue aiming for the performance target for height monitoring to reach **95%** of the total RVSM approved aircraft in the Middle East Region, this percentage of height monitored aircraft in the Region require States to enforce their MMR on all airline operators required to be monitored and shall take all necessary measures for operators not complying with height monitoring.

2.2 The MIDRMA noticed that some Member States are active to comply with the MIDRMA Board/12 Draft Conclusion 12/6 concerning RVSM Minimum Monitoring Requirements while some other members found to be so slow in achieving their monitoring targets.

*DRAFT CONCLUSION 12/6: RVSM MINIMUM MONITORING REQUIREMENTS*

*That,*

- a) *States be urged to take necessary measures to:*

- i) ensure that, **before 30 June 2013**, their aircraft operators fully comply with Annex 6 provisions related to long term height monitoring requirements, based on the MIDRMA MMR Tables;
- ii) withdraw the RVSM approvals for their registered aircraft that would not be compliant with Annex 6 provisions related to long term height monitoring requirements; and/or when notified by the MIDRMA;
- iii) ban any aircraft without confirmed RVSM approval status from entering the RVSM airspace; and
- iv) report any case of handover at an RVSM Flight Level of an aircraft without confirmed RVSM approval status from adjacent ACCs to the MIDRMA and the ICAO MID Regional Office.
- b) The MIDRMA Board Members in coordination with the MID RVSM Programme Managers monitor and follow up this subject at the national level, in order to ensure efficient implementation.

2.3 The table below reflects the status of each MID States MMR valid as of Sep 2014:

**ICAO MID STATES - RVSM ACFT MINIMUM MONITORING REQUIREMENTS  
AS OF November 2014**

Seq. #	MID STATES	No of RVSM Approved ACFT	HAVE Results	REMARKS
1	BAHRAIN	48	47	
2	EGYPT	123	114	
3	IRAN	200	151	
4	IRAQ	30	28	
5	JORDAN	52	47	
6	KUWAIT	36	36	
7	LEBANON	30	30	
8	OMAN	34	34	
9	QATAR	163	162	
10	SAUDI ARABIA	280	253	
11	SYRIAN	6	6	
12	UAE	510	192	
13	YEMEN	10	7	
14	SUDAN	10	0	
	<b>TOTAL</b>	<b>1532</b>	<b>1107</b>	

2.4 The MIDRMA managed to conduct GMU monitoring for **57** aircraft registered in the Middle East region since **Jan 2014** and achieved **72.3%** with known height monitoring results which is **27.7%** less from the performance target for height monitoring set by MIDRMA Board/13 meeting, this large percentage require Member States to put extra efforts to enforce their noncompliant operators to conduct height monitoring according to a strict monitoring schedule.

2.5 In August 2014, the MIDRMA contracted China RMA to conduct height monitoring for 63 Iranian aircraft registered in Iran and managed in a joint monitoring mission with them to check 16 aircraft only before China RMA decided suddenly to pull their monitoring team from Iran due to technical reasons which forced the MIDRMA to cancel the mission due to lack of GMU machines.

- 3 -

2.6 The MIDRMA purchased two (2) Enhanced GMU devices from the CSSI Company after the MIDRMA Board/13 meeting granted authorization for the MIDRMA to go ahead and buy them with imposed restrictions according to MIDRMA Board/13 meeting Draft Conclusion 13/11:

**PURCHASE OF TWO (2) ENHANCED GMU DEVICES FROM CSSI:**

*That, the MIDRMA purchases two (2) Enhanced GMU devices from CSSI Company, in accordance with the CSSI Sale and Services proposed Agreement.*

2.7 The MIDRMA received the two units last September 2014 and Bahrain MIDRMA Board Member, the Director of Air Navigation coordinated with the FAA Middle East Office and the MIDRMA Staff to grant the MIDRMA a waiver for using the new EGMU devices without any restriction and held a meeting with the FAA Senior Representative in the Middle East Attaché Office to achieve this goal and reached the final stage for obtaining this approval which we expect to receive very soon.

**3. ACTION BY THE MEETING**

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

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