



International Civil Aviation Organization

AIR NAVIGATION SYSTEMS IMPLEMENTATION GROUP

Second Meeting (ANSIG/2)
(Cairo, Egypt, 06 – 08 December 2016)

Agenda Item 4.2.2: Specific air navigation issues

HEIGHT MONITORING ACTIVITIES

(Presented by MIDRMA)

SUMMARY

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

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/14 & 15 Reports
- MIDRMA Board/13 & 14 Reports
- MMR Table November 2016

1. INTRODUCTION

1.1 Since the implementation of height monitoring by ICAO Annex 6 Part 1, the MIDRMA believes, along with the support of MIDANPIRG, that the RVSM Minimum Monitoring Requirements (MMRs) adopted for global application by all ICAO Regional Monitoring Agencies (RMAs) shall be the basis for the implementation of this requirement.

1.2 In order to accomplish the ICAO Annex 6 part 1 height monitoring requirements, the MIDRMA coordinated with all MIDRMA Member States to publish their minimum monitoring requirements through the new automated MMR system developed by the MIDRMA and published in the MIDRMA website to ensure the availability of these requirements all the time for the concerned MID Civil Aviation Authorities and the airline operators.

2. DISCUSSION

2.1 The MIDRMA consider height monitoring a high priority safety issue and failure to respond to the required height monitoring may jeopardise safety of aircraft as well as risk the implementation of RVSM. The MIDRMA continues to coordinate very closely with other RMAs to exchange all available height monitoring results, particularly with the Euro RMA who is providing height monitoring results to the MIDRMA for any MID RVSM Approved aircraft flying over their Height Monitoring Units (HMUs).

2.2 MIDRMA Board/12 meeting agreed by request from the MIDRMA that the performance target for height monitoring needs to reach 95% or more of the total RVSM approved aircraft in the ICAO Middle East Region, this percentage of height monitored aircraft in the region require States to enforce the MMR on all airline operators required to be monitored and shall take all necessary measures for operators not complying with height monitoring, however the response of the MID States to comply with their MMRs vary from satisfactory to unsatisfactory.

2.3 MIDRMA developed an Auto Online MMR Tool to enable the Civil Aviation Authorities in the MID Region to check their MMR for each airline operator under their responsibility and identify aircraft that are non-compliant with the ICAO Annex 6 part 1 requirements for height-keeping performance. The MIDRMA is the only RMA that implemented such a unique Tool, which is available on the MIDRMA website (www.midrma.com).

2.4 The MIDRMA responded immediately to Draft Conclusion 14/1 as adopted by MIDRMA Board/14 meeting which was hosted by Sudan – Khartoum 1 – 3 February to conduct height monitoring for **79** aircraft registered and approved by the I.R. of IRAN Civil Aviation Organization which provided a generous and professional support to the monitoring team , the height monitoring missions to Iran started after the FAA granted the MIDRMA a waiver for using the GMU and the Altimetry System Error software to analyse the monitoring data, so far the MIDRMA succeeded to conduct height monitoring for **58** aircraft and should finish the remaining **21** aircraft by 20 December 2016.

*DRAFT CONCLUSION 14/1: IRANIAN AIRCRAFT HEIGHT KEEPING
PERFORMANCE MONITORING*

That,

- a) The MIDRMA urgently start the monitoring of the Iranian Aircraft as soon as practicable; and*
- b) Iran takes the necessary measures to facilitate and expedite the conduct of the MIDRMA GMU mission to its Operators.*

2.5 The MIDRMA continued to coordinate with the remaining Member States which require height monitoring to close the violation of their aircraft operating without known height monitoring results and was very grateful for the support received from Iraq Civil Authorities (ICAA) to quickly check all their aircraft as soon as possible to be fully compliant with height monitoring according to ICAO Annex 6 Part 1, the monitoring team was able to comply with ICAA request and finished the monitoring of 11 aircraft in Baghdad.

2.6 The MIDRMA raised their concern during MIDRMA /14 meeting related to the status of the Libyan aircraft granted RVSM approvals (based on the data received from the African RMA after the responsibility of the Libyan aircraft officially transferred to the MIDRMA) without information or feedback from the State on the status of their height-keeping performance results. Accordingly, the MIDRMA was instructed by the Board Members to issue a warning to all MIDRMA Member States and other RMAs regarding the status of the Libyan aircraft, however this issue is still pending to give the Libyan CAA chance to rectify the approvals status before issuing the warning.

2.7 The MIDRMA managed to conduct GMU monitoring for **124** aircraft registered in the Middle East region since MIDANPIRG/15 reflecting an increase in the percentage of the monitored aircraft registered in the MID Region to **94 %** with known height monitoring results and only less than **1%** from the performance target for height monitoring set by MIDRMA Board/12 meeting and encouraged the MIDRMA to be one of the highest percentage of monitored aircraft in the world, this success can only be maintained by strict implementation of the MIDRMA Member States MMR tables.

2.8 The table below reflects the status of each MID States MMR valid as of November 2016:

No	MID STATES	RVSM ACFT	MMR ACFT
1	Bahrain	49	1
2	Egypt	118	7
3	Iran	217	21
4	Iraq	39	4
5	Jordan	51	5
6	Kuwait	53	1
7	Lebanon	29	3
8	Libya	Unknown	-
9	Oman	58	3
10	Qatar	226	1
11	Saudi Arabia	232	23
12	Sudan	13	10
13	Syria	7	1
14	UAE	557	21
15	Yemen	9	5
Total		1658	106

MID States Minimum Monitoring Requirements AS OF November 2016

2.9 The MIDRMA able to achieve higher percentage than **94 %** but due to the slow response by some Member States Airworthiness Authorities to achieve their monitoring targets prevented the MIDRMA from achieving the required **95%** of aircraft with known height monitoring results, therefore the MIDRMA request to reinforce MIDANPIRG Conclusion 14/36 concerning RVSM Monitoring Requirements and modify the deadline for complying with the following Draft Conclusion to 01 June 2017.

Why	To ensure all MID Region RVSM approved aircraft complying with ICAO Annex 6 Part 1 requirements related to height monitoring
What	Conduct height monitoring either by the MIDRMA GMU or by flying over an HMU.
Who	All MID States
When	01 st June 2017

DRAFT CONCLUSION: RVSMMINIMUM MONITORING REQUIREMENTS

That, States not complying with their MMR, be urged to:

- a) Take necessary measures to ensure that their aircraft operators fully comply with Annex 6 Part 1 provisions related to long term height monitoring requirements, based on the MIDRMA MMR Tables; and*
- b) Provide feedback to the ICAO MID Regional Office before **01 June 2017**.*

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a. note the information contained in this working paper; and
- b. encourage MIDRMA Member States to comply with their MMR as published in the MIDRMA website.

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