



International Civil Aviation Organization

**MIDANPIRG Air Traffic Management Sub-Group**

**Third Meeting (ATM SG/3)**  
**(Cairo, Egypt, 22 – 25 May 2017)**

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**Agenda Item 6: ATM Safety Matters**

**MIDRMA ACTIVITIES**

*(Presented by MIDRMA)*

**SUMMARY**

This Working Paper details the progress of the development of the MID RVSM Safety Monitoring Report 2016 and the difficulties to obtain the required traffic data including problems of corrupted and late receipt of traffic data from some MIDRMA Member States to enable the MIDRMA to carry out the Safety Analysis.

Action by the meeting is at paragraph 3.

**REFERENCES**

- MIDANPIRG/16 Report
- MIDRMA Board/14 Report
- MID RVSM SMR 2015

**1. INTRODUCTION**

1.1 The periodic review and updating of the safety assessment for the RVSM airspace is an essential part of RVSM operations. Pursuant to the provisions of ICAO Annex 11 – Chapter 3 - Air Traffic Control Service, in relation to height monitoring programmes for RVSM operations, a regional programme must be instituted for monitoring of RVSM operations to ensure that safety objectives continue to be met. Accordingly, the regular provision of Traffic Sample Data in accordance with the requirements of approved global Regional Monitoring Agencies, including the MIDRAM, is essential in order to accurately determine technical and operational errors that impact on RVSM safety. The absence or incompleteness of such data will denigrate the integrity of the safety assessment results, potentially leading to the withdrawal of RVSM operations.

1.2 The MID RVSM Safety Monitoring Report demonstrate to MIDANPIRG that safety results of the RVSM operations within the ICAO Middle East Region meet the established target level of safety and its objectives, the MIDRMA must undertake data collection as required to investigate height-keeping performance of aircraft in the core of the distribution and monitor the level of risk of collision as a consequence of operational errors and inflight contingencies also assess the overall risk in the system against the overall safety objectives and initiate remedial action as required.

## 2. DISCUSSION

2.1 The meeting may wish to note that further to the outcome of MIDRMA Board/14 meeting, Khartoum, Sudan, 1-3 February 2016, agreed under Draft Conclusion 14/2 that for the development of the MID RVSM SMR 2016, the Traffic Data will be collected for the period 01 – 30 September 2016 and it was reiterated that the required data must be submitted in the right format and in the formulated excel sheet designed for this purpose which is the only sheet recognized by the MID Risk Analysis Software (MIDRAS). Any data received in a different format, or in an excel sheet different from the one available on the MIDRMA website ([www.midrma.com](http://www.midrma.com)) will not be acceptable.

### *DRAFT CONCLUSION 14/2: MID RVSM SMR 2016*

*That,*

- a) The FPL/traffic data for the period 1 – 30 September 2016 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2016);*
- 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; and*
- c) The final version of the MID RVSM SMR 2016 be ready for presentation to and endorsement by MIDANPIRG/17.*

2.2 The MIDRMA circulated a reminder email on 29<sup>th</sup> August 2016 to all focal points concerning the MIDRMA Board Draft Conclusion 14/2 to submit the required traffic data to the MIDRMA not later than 31<sup>st</sup> October 2016, although the deadline has already passed, the MIDRMA continued to accept the traffic data from some Member States because they were either late to submit their data or the data was corrupted and required corrections to meet the MIDRAS format.

2.3 The MIDRMA accepted the traffic data received from Bahrain, Egypt, Jordan, Iran, Oman, Sudan, Syria and Yemen while the data received from Iraq, Kuwait and KSA rejected because it was completely corrupted, and after six months from the deadline defined by MIDRMA Board/14 no corrected data received yet from these Member States which prevented the MIDRMA from constructing the Safety Monitoring Report for 2016 and present the initial results to the ATM SG/3.

*Note:* a) No traffic data received from Lebanon focal point.

b) No traffic data received from Libya and will be excluded from the RVSM safety analysis.

2.4 Compiling and correcting the traffic data and then analyzing it require a lot of efforts and follow up with the focal points to ensure the highest quality results are obtained that are reliable to study the impact of RVSM implementation within the ICAO Middle East Region, regrettably after issuing seven Safety Monitoring Reports the MIDRMA continue to experience the same problems with some Member States concerning the submission of corrupted traffic data that is not usable at all for the safety analysis.

2.5 The MIDRMA appreciates the efforts put in place by all member States to provide the traffic data for the development of the SMR. The MIDRMA has issued a reminder to Member States to draw their attention before the effective date to collect the traffic data and to help the MIDRMA focal points to coordinate with the concerned units well in advance to submit the requested traffic data in the right format. The MIDRMA observed that the data submitted by some States is still not in the right format and will not satisfy the requirements for the development of the SMR. The MIDRMA believes that there could be lack of awareness of the format required from the unit providing the data or maybe difficulties to extract the data from the archived files. Therefore the MIDRMA is requesting any Member States facing these kinds of difficulties and needs assistance to overcome these problems to contact the MIDRMA for developing a software compatible with their system to extract the traffic data in the requested format.

2.6 The descriptions of the traffic data collected from each MIDRMA Member State are depicted in table below:

<b>MID States</b>	<b>Sep. 2016</b>	<b>Status</b>
Bahrain FIR	25914	Accepted
Cairo FIR	27339	Accepted
Amman FIR	6553	Accepted
Muscat FIR	39246	Accepted
Tehran FIR	51878	Accepted
Khartoum FIR	5798	Accepted
Emirates FIR	25120	Accepted
Damascus FIR	2398	Accepted
Sana'a FIR	3513	Accepted
Baghdad FIR	-	Rejected
Kuwait FIR	-	Rejected
Jeddah FIR	-	Rejected
Beirut FIR	-	No Data Submitted
Tripoli FIR	-	No Data Submitted
<b>Total</b>	<b>187,759</b>	<b>0</b>

**Status of the MID States RVSM Traffic Data for Sep 2016**

2.7 The MIDRMA would like to take this opportunity to remind all Member States of the traffic data needed for the development of the next Safety Monitoring Report for 2017 which was decided by MIDANPIRG 16 under Conclusion 16/2 that the period for collecting the traffic data remain the same and hoping the data will be received on time and in the right format.

*CONCLUSION 16/2: MID RVSM SMR 2017*

*That,*

- a) The FPL/traffic data for the period 1 – 30 September 2017 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2017);*
- 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; and*
- c) The final version of the MID RVSM SMR 2017 be ready for presentation to and endorsement by MIDANPIRG/17.*

**2.8 MID STATES MINIMUM MONITORING REQUIREMENT (MMR)**

2.8.1 The MIDRMA Board 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 improved recently which helped the MIDRMA to score 95.6% and looking forward to increase this percentage and exceed 98% by next September 2017.

2.8.2 The MIDRMA responded to Draft Conclusion 14/1 as adopted by MIDRMA Board/14 to conduct height monitoring for 85 aircraft registered and RVSM 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 to use the EGMU and the Altimetry System Error software to analyse the monitoring data, so far the MIDRMA succeeded to conduct height monitoring for 74 aircraft.

2.8.3 As per the EGMU Purchased Agreement, the Office of Foreign Assets Control (OFAC) of the US Department of Treasury granted the MIDRMA a waiver to use the EGMU to monitor the RVSM approved aircraft registered by Sudan, therefore the MIDRMA will start coordinating with the concerned authorities in Sudan to monitor all their aircraft as per their (Minimum Monitoring Requirement) MMR.

2.8.4 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 Libyan CAA on the status of their height-keeping performance. 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 which will result banning the Libyan registered aircraft from operating within the RVSM airspace worldwide.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) urge Iraq, Kuwait, Lebanon and Saudi Arabia to submit their traffic data for September 2016 according to the required format before 30th June 2017;
- b) support the MIDRMA decision to exclude Tripoli temporary from the RVSM safety analysis for 2016;
- c) urge all Member States to submit their traffic data for SMR 2017 not later than 31st October 2017; and
- d) discuss the Status of the Libyan RVSM approved aircraft and decide if the grace period given to rectify the approvals status must be stopped and circulate the warning without further delay.

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