



International Civil Aviation Organization

Middle East Regional Monitoring Agency Board

Sixteenth Meeting (MIDRMA Board/16)
(Amman, Jordan, 14 – 16 January 2020)

Agenda Item 4: RVS M Monitoring and related Technical Issues

DEVELOPMENT OF MID RVSM SMR 2019

(Presented by MIDRMA)

SUMMARY

This Working Paper details the progress of the development of the MID RVSM Safety Monitoring Report 2019 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/17 Report
- MIDRMA Board/15 Report
- MID RVSM SMR 2018 Version 0.1

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 reference to MIDANPIRG CONCLUSION 17/5 concerning the development of the MID RVSM SMR 2019, the Traffic Data will be collected for the period 01 – 31 August 2019 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) will not be acceptable.

MIDANPIRG CONCLUSION 17/5: MID RVSM SMR 2019

That,

- a) the FPL/traffic data for the period 1 – 31 August 2019 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2019);*
- b) only the appropriate Flight Data form available on the MIDRMA website (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 2019 be ready for presentation to and endorsement by MIDANPIRG/18 or ATM SG/6 meetings.*

2.2 The MIDRMA circulated a reminder email on 25th July 2019 to all focal points concerning MIDANPIRG CONCLUSION 17/5 to submit the required traffic data sample to the MIDRMA not later than 30th September 2019, although the deadline has already passed, the MIDRMA continued to accept the traffic data from some Member States because they were either late or the data was corrupted and required corrections to meet the MIDRAS format.

2.3 So far the MIDRMA accepted the traffic data received from all member states and rejected the data from Egypt for six times because it was corrupted, the descriptions of the traffic data collected from each MIDRMA Member State are depicted in table below:

MID States	No. of Flights	Received Dates	Status
Bahrain FIR	34949	11/09/2019	Accepted
Cairo FIR			Rejected
Amman FIR	6645	21/09/2019	Accepted
Muscat FIR	46315	02/10/2019	Accepted
Tehran FIR	37676	07/10/2019	Accepted
Khartoum FIR	5115	29/09/2019	Accepted
Emirates FIR	24259	21/09/2019	Accepted
Damascus FIR	5041	30/09/2019	Accepted
Sana'a FIR	4573	13/09/2019	Accepted
Baghdad FIR	21580	23/09/2019	Accepted
Kuwait FIR	19534	19/09/2019	Accepted
Jeddah FIR	43731	29/09/2019	Accepted
Beirut FIR	1537	14/10/2019	Accepted
Tripoli FIR	-	-	No Data Submitted
Total	250955		

Note: 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 analysing 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 eight 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 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. Despite the reminders issued 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 kind 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 MID RVSM safety assessment work is accomplished through the collection of the TDS related to the operations in the RVSM airspace and by validating the Large Height Deviation Reports by contacting each member state to analyse all LHD categories (A,B,C,D, H, J and K) to calculate the overall operational risk . The table below reflects the Large Height Deviation Reports received since the beginning of SMR 2019 reporting period (01st August until 31st December 2019):

STATE	REPORTED BY	RELATED TO
BAHRAIN	0	3
EGYPT	4	6
IRAN	0	1
IRAQ	0	0
JORDAN	1	0
LEBANON	0	0
KSA	17	53
LIBYA	0	0
KUWAIT	2	1
OMAN	19	58
QATAR	N/A	N/A
SUDAN	1	1
SYRIA	0	0
UAE	0	2
YEMEN	359	0

2.6.1 The same problem exist for this safety monitoring report, the vast majority of the LHDs received so far have no direct or serious risk to the RVSM airspace. The MIDRMA will continue to coordinate with all ATM focal points to submit other LHD categories reports which have direct impact in RVSM operations.

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 2020 that the traffic data required for this SMR will be from 01st July 2020 until 31st July

DRAFT CONCLUSION 16/x: MID RVSM SMR 2020

That,

- a) the actual RVSM traffic data for the period 1 – 31 July 2020 shall be used for the development of the MID RVSM Safety Monitoring Report (SMR 2020);*
- b) only the appropriate Traffic Data as per MIDRMA requirements shall be submitted by each Member State, any corrupted traffic data will be rejected;*
- c) the traffic data must be submitted to MIDRMA before 31st August 2020;
and*
- d) the final version of the MID RVSM SMR 2020 be ready for presentation and endorsement by MIDANPIRG/18 or ATM SG/7.*

2.8 The MIDRMA is intending to issue the version of the MID RVSM SMR 2019 as soon as Egypt submit their RVSM traffic data for August 2019.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) urge Egypt to resend their corrected traffic data according to the required format;
- b) urge concerned States to send their LHD reports of category A, B, C, D, H, J and K occurred within their RVSM airspace; and
- c) discuss and take action with respect to the Draft Conclusion in para. 2.8.