



*International Civil Aviation Organization*

**Middle East Regional Monitoring Agency Board**

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

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

**MID RVSM SAFETY MONITORING ACTIVITY**

*(Presented by the Secretariat)*

**SUMMARY**

The aim of this paper is to review the outcome of MIDANPIRG/17 meetings and ATM SG/5 meetings related to RVSM safety monitoring activity, and take follow-up action, as appropriate.

Action by the meeting is at paragraph 3.

**REFERENCES**

- ATM SG/5 Report
- MIDANPIRG/17 Report
- MIDRMA Board/15 Report

**1. INTRODUCTION**

1.1 The meeting may wish to recall that the duties and responsibilities of the MIDRMA include the development of RVSM Safety Monitoring Reports, with a view to verify that the defined safety levels as set out by MIDANPIRG continue to be met. In this regard, States are requested to provide required data on a regular basis and in a timely manner to the MIDRMA for the achievement of this task.

1.2 The MIDANPIRG/17 meeting was apprised of the outcome of the MIDRMA Board/15 meeting (Muscat, Oman, 29-31 January 2018) as reviewed by the Fourth meeting of the Air Traffic Management Sub-Group (Amman, Jordan, 29 April – 3 May 2018).

1.3 An update on the activities of the MIDRMA was presented to the ATM SG/5 meeting (Aqaba, Jordan, 1-4 December 2019).

**2. DISCUSSION**

2.1 The MIDANPIRG/17 meeting invited States to visit the Middle East Regional Monitoring Agency (MIDRMA) website ([www.midrma.com](http://www.midrma.com)) for more information, reports and tools related to the RVSM implementation.

2.2 The MIDANPIRG/17 meeting urged States to:

- a) take necessary measures to encourage the reporting of LHDs by air traffic controllers such as inclusion of the reporting of LHDs as part of their reporting system (SMS).

- b) verify their LHDs prior to submission through the Online LHD Reporting Tool to avoid analysis of false reports by concerned ATS Units.

2.3 With a view to address the LHDs in an effective manner with the ATS Units concerned and to analyze the LHDs prior to presentation to the MIDRMA Board or ATM SG meetings for validation, the MIDANPIRG/17 meeting agreed that the MIDRMA should conduct bilateral teleconferences with the adjacent ATS Units to analyze the relevant LHDs and present a consolidated report to the MIDRMA Board or the ATM SG meetings for validation in order to finalize the SMR for endorsement by MIDANPIRG. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

*MIDANPIRG CONCLUSION 17/2: ANALYSIS OF LHDs*

*That, as part of the MIDRMA Scrutiny Group activities, the MIDRMA conduct bilateral teleconferences with the MIDRMA ATC focal points to analyze the relevant LHDs and present a consolidated report to the MIDRMA Board or the ATM SG meetings for validation in order to finalize the SMR for endorsement by MIDANPIRG.*

2.4 The MIDANPIRG/17 meeting reviewed and agreed through Conclusion 17/3 to the procedure at **Appendix A** for the follow-up with States and the issuance of warning related to RVSM approved aircraft without valid height-keeping performance monitoring results.

2.5 The MIDANPIRG/17 meeting recalled that the SMRs had been issued once every 18 months (MIDANPIRG cycle). Taking into consideration the continuous traffic growth and the changes of the airspace structures in the Region, the meeting agreed through Conclusion 17/4 to change the frequency of issuance of SMRs to be issued once every year.

2.6 The MIDANPIRG/17 meeting noted that the MIDRMA Board/15 meeting was apprised of the advantages and the challenges related to the use of ADS-B for height-keeping performance monitoring. The MIDRMA Board/15 meeting supported in principle the concept. However, the meeting requested the MIDRMA to conduct further studies and analysis and present them along with a draft roadmap to the MIDRMA Board/16 for appropriate action. In this respect, the meeting encouraged States, that have already implemented ADS-B, to share their ADS-B data for height monitoring purposes, which would foster the testing process.

2.7 Taking into consideration that the MIDRMA Board/16 meeting will be held in January 2020, the MIDANPIRG/17 meeting agreed to the following MIDANPIRG Conclusion for the collection of the FPL/traffic data for development of the MID RVSM SMR 2019:

*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](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 2019 be ready for presentation to and endorsement by MIDANPIRG/18 or ATM SG/6 meetings.*

2.8 The MIDANPIRG/17 meeting supported and endorsed all the Conclusions emanating from the MIDRMA Board/15 meeting as presented in WP/2.

2.9 The MIDANPIRG/17 meeting reviewed and endorsed through Conclusion 17/8 the MID RVSM Safety Monitoring Report (SMR) 2017. The meeting noted with appreciation that according to the data and methods used, the key safety objectives as set out by MIDANPIRG, through Conclusion 12/16, continue to be met.

2.10 The MIDANPIRG/17 meeting noted with concern the challenges that are still facing the MIDRMA in collecting the required Flight Plan/Traffic Data that delayed the development of the RVSM SMR 2018, which was expected to be presented for the meeting for endorsement. Accordingly, the meeting urged States to take necessary measures to ensure that the required data are provided to the MIDRMA in a timely manner.

2.11 The MIDANPIRG/17 meeting noted with appreciation that Bahrain, Iraq, Jordan, Kuwait, Oman and Saudi Arabia achieved above 98% MMR for SMR 2017. In this respect, the MIDRMA and ICAO MID Office awarded the mentioned States for their achievement. Accordingly, the meeting agreed that the same should be applied for future MID RVSM SMR as a reorganization for States' commitment and efforts to fulfil their obligations related to MMR.

2.12 Through the review of the draft MID RVSM Safety Monitoring Report (SMR) 2018, the ATM SG/5 meeting underlined that several FIRs with high volume of traffic continue to report NIL or very few LHDs, which have a negative effect on the computed Targets Level of Safety (i.e.: not representative/realistic). In this respect, the meeting urged States to take necessary measures to encourage the reporting of LHDs by air traffic controllers such as inclusion of the reporting of LHDs as part of their reporting system (SMS) as agreed by MIDANPIRG/17 meeting.

2.13 The ATM SG/5 meeting noted with concern the high level of LHDs reports at the interface between Muscat with Mumbai and Karachi. The meeting noted that a Safety Protocol has been opened by MIDRMA Board/15 meeting for the case of Muscat/Mumbai and that the MIDRMA and ICAO MID Office are in close coordination with concerned States, MAAR and ICAO APAC Office to resolve the issue.

2.14 The ATM SG/5 meeting reviewed the initial draft of the MID RVSM SMR 2018. The meeting noted that, according to the data and methods used, the key safety objectives 1 and 3 as set out by MIDANPIRG, through Conclusion 12/16, continue to be met. However, the meeting noted with concern that the MIDRMA was not able to assess Objective 3 due to lack of required data including the reporting of LHDs. The meeting noted that Beirut, Damascus and Tripoli FIRs were excluded from the SMR 2018 due to non-provision of required data.

2.15 The ATM SG/5 meeting encouraged States and Organizations to participate in the MIDRMA Board/16 meeting that will be held in Amman, Jordan from 14 to 16 January 2020 back-to-back with the ATFM TF/3 and FWC2022 TF/3 meetings (12-14 January 2020).

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**MIDRMA Procedure to Ensure the Compliance of RVSM Approved Aircraft Registered in the ICAO Middle East Region for Height Monitoring:**

- a) The MIDRMA will notify the States concerned every 3 months about their aircraft non-compliance with ICAO RVSM Height Monitoring requirements;
- b) States should take remedial actions to rectify the situation and ensure that their relevant aircraft are complying with ICAO RVSM Height Monitoring requirements in a timely manner, and notify the MIDRMA about their corrective action plans;
- c) States should develop corrective action plans in coordination with the airlines concerned and MIDRMA, which includes a time frame to allow the concerned airline operator rectify this violation as early as possible, this period should not exceed **90 days** to perform the height monitoring;
- d) If **no** height monitoring would be conducted during the **90 days**, the concerned States must withdraw the RVSM approval of the aircraft concerned and inform the MIDRMA;
- e) The MIDRMA should issue a warning to all MID States and RMAs related to non-compliance aircraft registered in the MID Region;
- f) The MIDRMA in coordination with the ICAO MID Office will continue working closely with the States concerned to resolve the issue; and
- g) Once the issue would be resolved, a notification should be issued by MIDRMA to all MID States and RMAs.

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