



International Civil Aviation Organization

Middle East Regional Monitoring Agency Board

Seventeenth Meeting (MIDRMA Board/17)
(Virtual, 18 – 19 January 2022)

Agenda Item 4: RVSM Monitoring and related Technical Issues

RVSM HEIGHT MONITORING ACTIVITIES

(Presented by the MIDRMA)

SUMMARY

This working paper reflects the MIDRMA height monitoring activities since MIDRMA Board/16 for RVSM approved aircraft registered in the ICAO Middle East Region and outside the MID Region.

Action by the meeting is at paragraph 3.

REFERENCES

- MID RVSM SMR 2020 and 2021
- MIDRMA Board/16 Report
- MMR Table December 2021

1. INTRODUCTION

1.1 The MIDRMA considers, 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 continued to coordinate with all MIDRMA Member States to publish their minimum monitoring requirements through the automated MMR system 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.

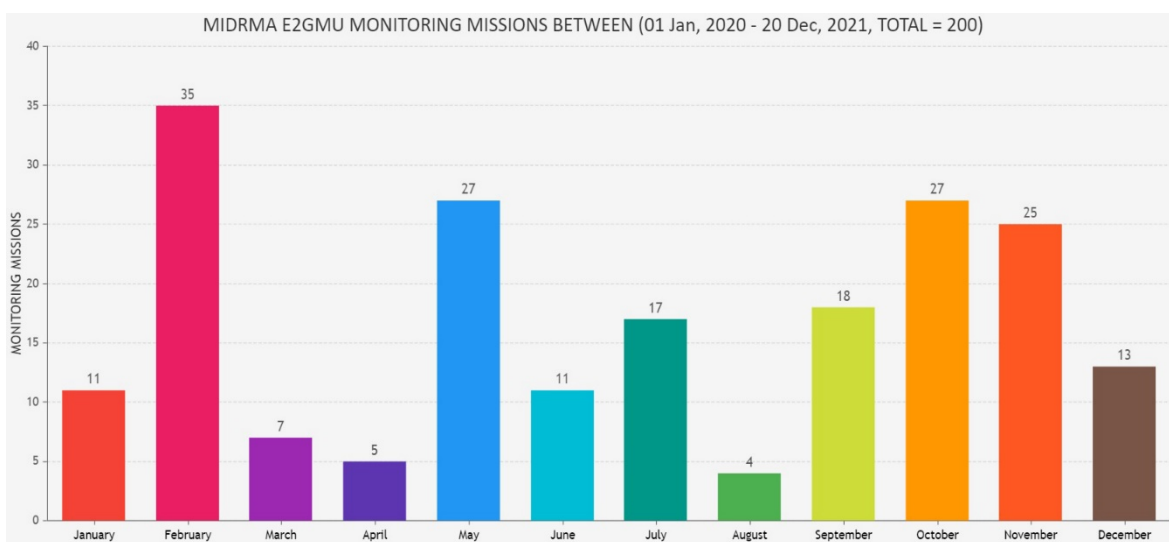
2. DISCUSSION

2.1 All airline operators of RVSM approved aircraft are required to participate in the RVSM height monitoring program. The principal purposes of the long-term height monitoring program are the verification of long-term ASE stability and the efficacy of an operator's continued airworthiness program.

2.2 Due to the Corona Pandemic which started to spread all over the world by the end of 2019, the MIDRMA and after consultation with the MIDRMA Board chairman decided to stop conducting GMU monitoring in mid-February 2020 for the safety of the MIDRMA team until the situation improved or the team gets vaccinated.

2.3 The MIDRMA team started again after six months to perform GMU monitoring and after the team was vaccinated and received the green light from the MIDRMA Board Chairman to go ahead and respond to height monitoring increasing requests, MIDRMA was able to conduct GMU monitoring for **200** aircraft registered in the ICAO Middle East and in other ICAO regions in just 18 months' time. This number of GMU monitoring was never achieved by the MIDRMA before in this short period which required a lot of effort and face the risk of the possibility of getting infected by the spreading of the coronavirus despite the vaccine taken by the team.

2.4 Since MIDRMA Board/16 and because of the stopping period, the MIDRMA was able to achieve **80%** with known height monitoring results which is less by **15%** from the performance target for height monitoring set by MIDRMA Board/13 meeting, MIDRMA has set a plan to achieve more than the agreed target (95%) by the end of the year 2022 which will lead to achieve **99%** provided the MIDRMA receive strong support from the Airworthiness Authorities in the Middle East region.



2.5 The Auto Online MMR Tool enabled Civil Aviation Authorities in the ICAO Middle East 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 MMR Tool is under continuous review and upgrade to add more features such as the auto generation of MMR tables for each individual member state at the beginning of each month emailed automatically to all focal points for Airworthiness issues.

2.5 Height Monitoring Missions by MIDRMA 2021

2.5.1 Height Monitoring Missions to Check IRAQ CAA RVSM Approved Aircraft:

The Airworthiness Inspectors in the Flight Safety Department of Iraq Civil Aviation Authority provided valuable assistance to the MIDRMA team to facilitate the monitoring of all ICAA RVSM approved

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aircraft through two monitoring missions from Baghdad International airport in February and June 2021 which was accomplished very successful and without any problem at all and resulted in all the RVSM approved aircraft by ICAA to be fully compliant with RVSM height monitoring as stipulated in the requirements of ICAO Annex 6 Part 1, the efforts and the facilities provided by the ICAA Flight Safety Department Airworthiness Inspectors to facilitate the monitoring missions were greatly appreciated by MIDRMA.

2.5.2 Height Monitoring Mission to Check Sudan CAA RVSM Approved Aircraft:

The MIDRMA performed GMU RVSM height monitoring for the second time in Khartoum – Sudan during July 2021 and succeeded to check all the of the RVSM approved aircraft by Sudan CAA, the monitoring mission was coordinated with the focal points for ATC and Airworthiness issues which were accomplished with success and resulted in Sudan CAA to be fully compliant for RVSM height monitoring as per ICAO Annex 6 Part 1 requirements.

2.5.3 Height Monitoring Missions to Check IRAN CAO RVSM Approved Aircraft:

2.5.3.1 The MIDRMA continued to cooperate with the FAA to use the GMU monitoring equipment under the US Treasury OFAC license which was granted with two years validity until 31st January 2023 to inspect IRAN CAO RVSM approved aircraft.

2.5.3.2 So far, the MIDRMA completed RVSM height monitoring for 62 RVSM approved aircraft registered by IRAN CAO in two monitoring missions to Tehran which was handled professionally and without any difficulties by FARSCO and supervised by IRAN CAO. Another 34 aircraft remain for IRAN CAO to be fully compliant for RVSM height monitoring as per ICAO Annex 6 Part 1 requirements. The 34 remaining aircraft are scheduled for May 2022.

Note: MIDRMA submitted an official request to the FAA to renew the US Treasury OFAC license which will expire on 31st January 2023 to continue monitoring IRAN CAO RVSM approved aircraft by using the EGMU equipment.

2.5.4 Height Monitoring to Check Syrian CAA RVSM Approved Aircraft:

With the increased number and activities of the RVSM approved aircraft registered by the Syrian Civil Aviation Authority in the ICAO Middle East Region, the MIDRMA submitted an official request for an OFAC License to the FAA and the US Department of Treasury to conduct RVSM height monitoring by using the Enhanced GMU equipment, this license is under process and follow-up by MIDRMA and the FAA but without knowing if the OFAC license will be granted or not.

2.5.5 Height Monitoring to Check Libya CAA RVSM Approved Aircraft:

2.5.5.1 Currently, the total number of the Libyan RVSM approved aircraft is 31, among this number the total minimum monitoring requirement is 15 aircraft which is a very high percentage of non-compliant for height monitoring. These aircraft are considered violating the RVSM airspace. They will affect the ICAO TLS for technical risk if this issue is not resolved due to the lack of known height monitoring results for a long period.

2.5.5.2 The MIDRMA held a virtual meeting in August 2021 with the focal point for Airworthiness issues in the LCAA and representatives from other Libyan airline operators to discuss this matter and find

solutions to overcome the difficulties of conducting GMU monitoring in other neighboring countries such as Egypt and Turkey.

2.5.5.3 The options given to MIDRMA to conduct RVSM height monitoring for the Libyan registered aircraft in Egypt (Alexandria) and Turkey (Istanbul) will require extensive coordination and approvals from both civil aviation authorities to conduct the test within their airspace in addition, the customs authorities in Egypt always seize the test equipment upon our arrival at any airport in Egypt, which usually causes a lot of difficulties in carrying out any height monitoring mission in Egypt.

2.5.5.4 The meeting may wish to note, the MIDRMA never carried out any RVSM height monitoring in Istanbul before, this option is possible but will require the intervention of the ICAO MID office to coordinate with the concerned civil aviation authorities in Turkey through ICAO EUR/NAT office.

2.5.6 Height Monitoring to Check Yemen CAA RVSM Approved Aircraft:

The meeting may wish to note that, three of Yemen RVSM approved aircraft are not compliant for RVSM height monitoring for a very long period of time and the remaining other three aircraft are about to expire in less than two weeks which will leave all Yemen RVSM approved aircraft not compliant for height monitoring as per ICAO Annex 6 Part 1 requirements.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note and discuss the performance monitoring target achieved;
- b) request the ICAO MID office to provide support to:
 - i. issue the OFAC License to monitor the Syrian RVSM approved aircraft; and
 - ii. renew the OFAC license granted to monitor IRAN CAO RVSM approved aircraft.
- c) discuss the difficulties facing MIDRMA to conduct height monitoring for the Libyan and Yemen RVSM approved aircraft and decide what action should be taken to overcome these difficulties; and
- d) urge States to continuously check and comply with their minimum monitoring requirement (MMR) as published in the MIDRMA website <https://midrma.com/en/monitoringResults>.