Agenda Item 4: Coordination between MIDANPIRG and RASG-MID

RVSM OPERATIONS AND MONITORING ACTIVITIES IN THE MID REGION

(Presented by the Secretariat)

SUMMARY

This paper presents the latest developments related to RVSM operations and safety monitoring activities in the MID Region, based on the outcome of the MIDRMA Board/15 meeting as reviewed by the ATM SG/4 meeting.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDRMA Board/15 Report

1. INTRODUCTION

1.1 The Middle East Regional Monitoring Agency (MIDRMA) has been established in accordance with the provisions of ICAO Annex 11, to monitor the height-keeping performance of aircraft operating between FL290 and 410 inclusive, in order to ensure that the continued application of the vertical separation minimum meets the safety objectives. The MIDRMA is composed of the fifteen (15) MID States and is hosted in Bahrain, and staffed with three full time experts.

1.2 It is to be highlighted that the MIDRMA has currently several tools to improve the monitoring of RVSM implementation such as:

- Large Height Deviation (LHD) Online Reporting Tool;
- MID Collision Risk Assessment Software (MID RAS);
- Online Auto Minimum Monitoring Tool; and
- Airspace Collision Risk Hot-spot Analysis software

1.3 States are invited to visit the MIDRMA website (www.midrma.com) for more information, reports and tools related to the RVSM implementation.

1.4 The Fifteenth meeting of the Middle East Regional Monitoring Agency Board (MIDRMA Board/15) was held at the Public Authority for Civil Aviation (PACA), Muscat, Oman, from 29 to 31 January 2018. The meeting was attended by a total of thirty-six (36) participants from eleven
(11) States (Bahrain, Egypt, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan and UAE) and two (2) Organizations (IFALPA and MIDRMA).

2. **DISCUSSION**

2.1 The ATM SG/4 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).

2.2 The ATM SG/4 meeting reiterated MIDANPIRG Conclusion 15/6, and encouraged States to develop a simplified LHD Template containing the minimum data necessary to trigger the process of reporting LHDs by the air traffic controllers.

2.3 The ATM SG/4 meeting urged States to verify their LHDs prior to submission through the Online LHD Reporting Tool to avoid analysis of false reports by concerned ATS Units.

2.4 The ATM SG/4 meeting noted with concern the high level of LHDs reports at the interface between Iraq and Kuwait as well as Muscat with Mumbai and Karachi. The meeting noted that a Safety Protocol has been opened 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. The MIDRMA Board/15 meeting agreed that a Special Coordination Meeting between Iran, India, Oman and Pakistan with the presence of MAAR, MIDRMA and ICAO APAC and MID Regional Offices, to be conducted during the ATM SG/4 (02 May 2018) to agree on clear action plan to mitigate the risk associated with the high level of coordination failures at the interfaces between the above mentioned States. The Special Coordination meeting was held in Amman, Jordan on 2 May 2018. India and Oman agreed to mitigation measures that helped in reducing the number of LHDs. However, it was recognized that the main factor leading to the increase of the number of reported LHDs is the contingency situation, which is imposing workload and complications on air traffic controllers.

2.5 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 MIDRMA Board/15 meeting agreed through Draft Conclusion 15/1 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.

2.6 The ATM SG/4 meeting reviewed and agreed to the procedure at Appendix A for the follow-up with the States and the issuance of warning related to RVSM approved aircraft without valid height-keeping performance monitoring results. The following Draft Conclusion is presented for the meeting consideration:

<table>
<thead>
<tr>
<th><strong>Why</strong></th>
<th>To reduce the number of RVSM approved aircraft without valid height-keeping performance monitoring results</th>
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<tbody>
<tr>
<td><strong>What</strong></td>
<td>Procedure for the follow-up with the States and the issuance of warning related to RVSM approved aircraft without valid height-keeping performance monitoring results.</td>
</tr>
<tr>
<td><strong>Who</strong></td>
<td>MIDANPIRG/17</td>
</tr>
<tr>
<td><strong>When</strong></td>
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</table>
That, the Procedure at Appendix A for the follow-up with the States and the issuance of warning related to RVSM approved aircraft without valid height-keeping performance monitoring results is endorsed.

2.7 The MIDRMA Board/15 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 to change the frequency of issuance of SMRs to be issued once every year.

2.8 The ATM SG/4 meeting reviewed the initial results of the MID RVSM SMR 2017 presented by the MIDRMA and noted 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.

2.9 Taking into consideration the situation in Libya, the ATM SG/4 meeting agreed to exclude Tripoli temporary from the RVSM safety analysis for 2017.

2.10 The MIDRMA Board/15 meeting agreed that for the development of the MID RVSM SMR 2018, the Flight Plan/Traffic Data be collected for the period 1 – 31 August 2018.

2.11 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.

2.12 The ATM SG/4 meeting was apprised of the MIDRMA Visualization and Simulation of Air Traffic Tool (MIDRMA VSAT). The main objective of the tool is the visualization of the traffic flow in the MID Region to understand the major congestion areas and gain a better understanding of the airspace usage.

2.13 The MIDRMA presented a simulation on the Airspace Collision Risk Hot-spot Analysis Software, which is used to identify bottlenecks/hot-spots in the MID Region, to ensure that the risk of collision is maintained at an acceptable level of safety under certain traffic conditions. The software could be used for pre and post implementation analysis for any airspace. The software has the capability to analyze the data for a certain period of time, type of crossing and within flight levels blocks. The meeting noted that by end of 2018 the simulation and 4D visualization features would be completed, and this would mark the end of Phase 3 of the MID Risk Analysis Software (MIDRAS).

2.14 The ATM SG/4 meeting supported all the following Draft Conclusions emanating from the MIDRMA Board/15 meeting, which were amended and presented to the meeting for appropriate action:

<table>
<thead>
<tr>
<th>Why</th>
<th>To analyze the relevant LHDs as part of the MIDRMA Scrutiny Group activities</th>
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<tr>
<td>What</td>
<td>State Letter/ Conduct of Teleconferences</td>
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<tr>
<td>Who</td>
<td>ICAO/ATC Focal Points and MIDRMA</td>
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<td>When</td>
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### DRAFT MIDANPIRG CONCLUSION 17/XX: 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.

<table>
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<th>Why</th>
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### DRAFT MIDANIRG CONCLUSION 17/XX: RVSM MINIMUM MONITORING REQUIREMENTS AND CONDITIONS

That, the MIDRMA Member States be urged to:

a) take necessary measures to ensure their aircraft operators fully comply with ICAO Annex 6 provisions related to long-term height monitoring requirements, based on the MMR Tables;

b) comply with the MID RVSM MMR Conditions published in the MIDRMA website; and

c) withdraw the RVSM Approvals of aircraft not complying with the State MMR before 1 September 2018.

<table>
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<tr>
<th>Why</th>
<th>To reduce the risk of entry of non-RVSM approved aircraft into the RVSM airspace improve post and improved process for the collection of data and conduct of RVSM risk analysis</th>
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<td>What</td>
<td>State Letter/ Bulletin of non-RVSM approved aircraft</td>
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<td>Who</td>
<td>ICAO/MIDRMA/States</td>
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That,

a) the MIDRMA post on the MIDRMA website and share with the MIDRMA Board Members and focal points the Bulletin of non-RVSM approved aircraft on monthly basis; and

b) States be encouraged to:

i. develop a mechanism to identify the non-RVSM approved aircraft operating in the RVSM Airspace without compliance with Annex 6 provisions;

ii. submit their RVSM traffic data including aircraft registrations to be used for the RVSM risk analysis; and

iii. coordinate with the MIDRMA in case they are able to provide their RVSM traffic data on a monthly basis.

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<th>Why</th>
<th>Need to develop the MID RVSM SMR on annual basis, due to increase of traffic and to facilitate tracking the risk trend of RVSM implementation</th>
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**DRAFT MIDANPIRG CONCLUSION 17/XX: MID RVSM SAFETY MONITORING REPORT CYCLE**

That, starting from 2018, the MID RVSM Safety Monitoring Report should be issued on annual basis (12 months) to facilitate tracking the risk trend of RVSM implementation in the MID Region.

2.15 Taking into consideration that the MIDRMA Board/16 meeting will be held in January 2020, the meeting should discuss and agree on the period for the collection of the FPL/traffic data for MID RVSM SMR 019. The following Conclusion is proposed for the meeting review:

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<td>When</td>
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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.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) review and endorse the procedure for the follow-up with the States and the issuance of warning related to RVSM approved aircraft without valid height-keeping performance monitoring results at Appendix A;

b) agree on the proposed Draft Conclusions;

c) review and update the list of MIDRMA Board Member/Alternate and MIDRMA ATC and Airworthiness/Flight Operations Focal Points at Appendix B; and

d) urge States to:

i. report LHDs and exchange information in a timely manner;

ii. provide necessary data to the MIDRMA, as and when required;

iii. use the MMR tool to assure compliance with the provisions related to height-keeping performance monitoring.

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APPENDIX A

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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# APPENDIX B

## LIST OF MIDRMA BOARD MEMBERS/ALTERNATES AND FOCAL POINTS

<table>
<thead>
<tr>
<th>STATE</th>
<th>MIDRMA BOARD MEMBER</th>
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<th>ATC FOCAL POINT</th>
<th>AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT</th>
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</table>
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</table>
| **KUWAIT** | Mr. Mansour F. Al Harbi  
Head of ACC & APP Division  
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ops@flightsafety.caa.gov.ly | | |
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<tr>
<td><strong>OMAN</strong></td>
<td>Eng. Hamad Ali Mohammed Al-Abri</td>
<td>Mr. Nasser Salim Al-Mazroui</td>
<td>Mr. Nasser Salim Al’Tuweya</td>
<td>Mr. Mohammed Ali Al-Shanfari</td>
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<tr>
<td></td>
<td>Director General of Air Navigation.</td>
<td>Chief of Muscat ACC</td>
<td>ATC Supervisor</td>
<td>Chief of Airworthiness.</td>
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<td>Mr. Ali M. Alshehri</td>
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<td>Airspace Management Manager</td>
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<td>Mr. Hamad Al Belushi</td>
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<td></td>
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