

International Civil Aviation Organization

Middle East Air Navigation Planning and Implementation Regional Group

Sixteenth Meeting (MIDANPIRG/16) (Kuwait, 13 – 16 February 2017)

## Agenda Item 4.2: Air Navigation Safety related issues

#### 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/14 meeting.

Action by the meeting is at paragraph 3.

#### REFERENCES

- ANSIG/2 Report
- MIDRMA Board/14 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 equipped with the latest GPS-based Monitoring Units (GMUs).
- 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 Details on the tools will be presented in the PPT/2. States are invited to visit the MIDRMA website (<a href="www.midrma.com">www.midrma.com</a>) for more information, reports and tools related to the RVSM implementation.

1.4 The Fourteenth meeting of the Middle East Regional Monitoring Agency Board (MIDRMA Board/14) was held in Khartoum, Sudan, from 1 to 3 February 2016. The meeting was attended by a total of forty (40) participants from eight (8) States (Bahrain, Egypt, Iraq, Iran, Oman, Saudi Arabia, Sudan and UAE) and two (2) Organizations (CANSO and MIDRMA).

#### 2. DISCUSSION

## Revised Memorandum of Agreement (MOA)

2.1 The meeting may wish to recall that the revised version of the MIDRMA MOA was endorsed by MIDANPIRG/15 through Conclusion 15/3. The MOA has been signed by eleven (11) States. The ICAO MID Office will coordinate with Iraq, Libya, Syria and Yemen for the signature of the revised MIDRMA MOA.

## Large Height Deviation (LHD) Reporting

- 2.2 The MIDRMA Board/14 meeting underlined that several FIRs with high volume of traffic continue to report NIL LHDs, which have a negative effect on the computed Targets Level of Safety (i.e.: not representative/realistic). It was highlighted that the level of reporting of LHDs is still far below expectation compared to the traffic volume, which is mainly due to the reporting culture of the air traffic controllers. In this respect, the meeting urged States to take necessary measures to ensure effective reporting of LHDs by air traffic controllers.
- 2.3 The MIDRMA Board/14 meeting reiterated MIDANPIRG/15 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.
- 2.4 The MIDRMA Board/14 meeting noted that the level of reporting of Iran and Iraq has been satisfactory since the last meeting. Accordingly, the meeting agreed that Iran and Iraq be removed from the MIDANPIRG list of air navigation deficiencies.
- 2.5 It is to be highlighted that most of the LHDs are related to coordination failures between adjacent ACCs. Accordingly, States were encouraged to implement AIDC/OLDI, which would improve significantly the coordination process and would reduce the amount of coordination failures, thus enhancing safety.
- 2.6 The meeting may wish to note that the MIDRMA LHD Online Reporting Tool is being used for the exchange and coordination of LHDs at the interface between the ICAO Asia Pacific and MID.

### Height Keeping Monitoring Requirements

- 2.7 The MIDRMA Board/14 meeting noted that Lebanon has been fully complying with Annex 6 provisions and MIDRMA Minimum Monitoring Requirements (MMR) related to height keeping performance monitoring. The meeting agreed to remove Lebanon from the MIDANPIRG list of air navigation deficiencies for granting RVSM approvals to some aircraft without known height monitoring results.
- 2.8 The MIDRMA Board/14 meeting raised concern related to the status of the Libyan aircraft granted RVSM approval (based on the data received from the AFI RMA) without information or feedback from the State on the status of their height-keeping performance results. Accordingly, it was agreed that the MIDRMA would issue a warning to States and other RMAs regarding the status of the Libyan aircraft, if the situation would not be resolved. It is to be highlighted that the ICAO MID Office is communicating with Libya for the provision of information on the status of the Libyan aircraft and the process in place for granting RVSM approval. Accordingly, the issuance of the warning has been postponed awaiting the information from Libya.

- 2.9 The MIDRMA Board/14 meeting noted with concern that some State aircraft were filing "W" in their flight plans while they were not RVSM approved. Accordingly, the meeting urged States to implement necessary measures for granting RVSM approvals to their State aircraft.
- 2.10 The MIDRMA Board/14 meeting noted with concern the difficulties facing the MIDRMA when conducting GMU missions especially with the Customs (i.e. in some cases the Customs did not authorize the MIDRMA staff to enter the Country with the GMU Units). Accordingly, the meeting reiterated the MIDANPIRG/14 Conclusion 14/37, and urged States to take necessary measures to implement its provisions.
- 2.11 The ANSIG/2 meeting noted with appreciation that the MIDRMA managed to conduct GMU monitoring for 124 aircraft registered in the Middle East Region since MIDANPIRG/15. Thanks to the MIDRMA, the MID Region achieved the highest percentage of monitored aircraft in the world (94% of aircraft have known Height-Keeping Performance monitoring results).
- 2.12 The meeting may wish to recall that the RASG-MID/5 meeting was apprised of the MIDRMA activities related to the Minimum Monitoring Requirements (MMR). The meeting noted with appreciation that the MIDRMA developed an Auto Online MMR Tool to enable the Civil Aviation Authorities in the MID Region to check their MMR for each air operator under their responsibility and identify the aircraft that are non-compliant with the Annex 6 requirements for height-keeping performance. Accordingly, the meeting urged States to use the Auto Online Minimum Monitoring Requirements (MMR) Tool, available on the MIDRMA website.

## Airspace Collision Risk Hot-spot Analysis Software

- 2.13 The MIDRMA Board/14 meeting noted with appreciation that the MIDRMA developed the Airspace Collision Risk Hot-spot Analysis Software 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 analyse the data for a certain period of time, type of crossing and within flight levels blocks.
- 2.14 More details will be presented in PPT/2.
- 2.15 The meeting may wish to note that the MIDRMA tools could be used to support the ATFM implementation in the Region and the development process of ATS routes, as well as the implementation of ATM contingency measures/routes.

### Development of the MID RVSM Safety Monitoring Report (SMR) 2016

- 2.16 The Draft MID RVSM SMR 2015 will be presented in WP/8.
- 2.17 The MIDRMA Board/14 meeting agreed that for the development of the MID RVSM SMR 2016, the Flight Plan/Traffic Data will be collected for the period <u>1 30 September 2016</u>.
- 2.18 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 (<a href="www.midrma.com">www.midrma.com</a>) will not be acceptable.
- 2.19 Based on the above, the MIDRMA Board/14 meeting agreed to the following Draft Conclusion:

Why	To expedite the development of the MID RVSM SMR 2016
What	State Letter/ Flight Plan/Traffic Data
Who	ICAO/State
When	August 2017/October 2017

### 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 (<u>www.midrma.com</u>) 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.

#### 3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
  - a) agree on the use of the MIDRMA tools for the assessing of traffic during the development process of ATS routes, ATFM implementation and contingency planning;
  - b) agree to the Draft Conclusion in para 2.19;
  - c) review and update the list of MIDRMA Board Member/Alternate and MIDRMA ATC and Airworthiness/Flight Operations Focal Points at **Appendix A**; and
  - d) urge Sates 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; and
    - iv. implement the provisions of the Conclusion 14/37 related to facilitating the MIDRMA GMU missions.

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# APPENDIX A

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

STATE	MIDRMA BOARD MEMBER	ALTERNATE	ATC FOCAL POINT	AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT
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