



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty Third Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/23)

(Virtual, 24 - 26 November 2020)

Agenda Item 3: RVSM Airspace Safety

3.3 Trans-Regional Large Height Deviations

(Presented by ARMA)

SUMMARY	
This working paper presents the summary of LHD of Category E that occurred in the Eastern part of the AFI Region reported by Sanaa ACC under the MIDRMA.	
Action by the Meeting is in point 3.	
Strategic Objectives	A,B,D,E

1. INTRODUCTION

1.1 The challenge of increasing Large Height Deviations occurrences at the boundaries of the MID Region and AFI Region continues to prevail. As the agency responsible for monitoring the subject deviations, ARMA has expressed concern and calls for action to eliminate the anomaly.

1.2 There are three hotspots between the AFIRMA and MIDRMA that are a cause for concern due to the regular trans-regional co-ordination failures that occur. The Sanaa FIR submits numerous large height deviation reports daily for three FIRs in the AFI Region namely Mogadishu FIR, Asmara FIR and Djibouti FIR. All the Large Height Deviations that occur between the AFI and MID Region are ATC transfer of control coordination errors due to human factors, which are called LHD Category E. Details of the hotspots are indicated in 2.4.

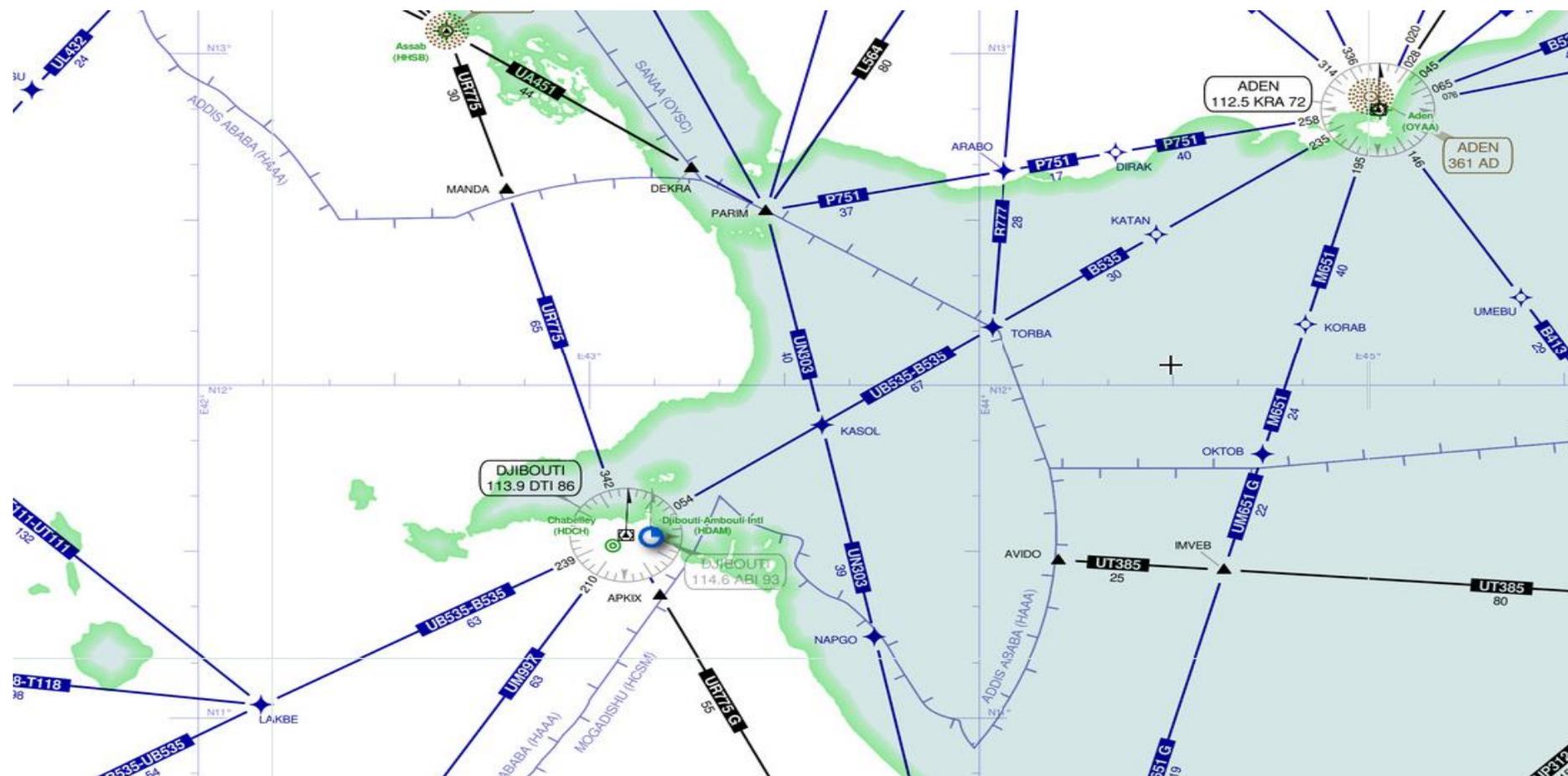
2. DISCUSSION

2.1 ARMA and MIDRMA held a meeting on the 19 October 2020, to discuss the ever-increasing Large Height Deviations that are occurring at the boundaries of the MID Region and AFI Region.

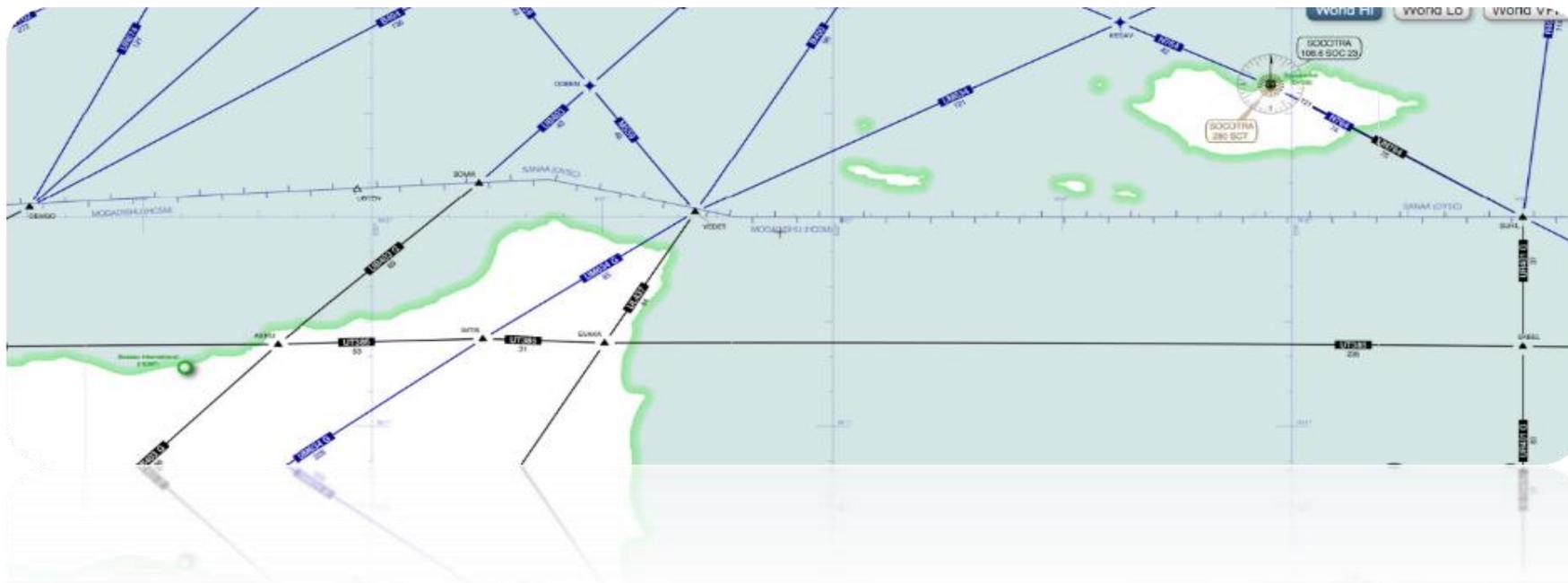
2.2 These Co-ordination failures have led Yemen ACC, which operates Procedurally as they do not have surveillance, to change their operational procedures and climb and descent is no longer issued close to the boundary to mitigate the risk of collision at the boundary.

2.3 The ICAO MID Region office has requested for intervention from AFI Region as these events occur daily and could lead to a catastrophic accident. MIDRMA has advised presentation of a working paper to MIDANPIRG to address this very complex issue involving many stakeholders including ANSPs and Airlines.

2.4 The hotspots are listed below:



Djibouti FIR
 Hotspot Position: DEKRA, PARIM, TORBA



Mogadishu FIR

Hotspot Position: DEMGO, BOMIX, VEDET, SUHIL

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Request ICAO ESAF Regional Office to engage with ICAO MID Office regarding LHD;
- b) Request ICAO ESAF Regional Office to assist ARMA in ensuring Asmara, Djibouti and Mogadishu investigation and response to the reports sent regarding these LHD; and
- c) Urge all stakeholders to take remedial actions are implemented by all three States to prevent future occurrences.

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