



International Civil Aviation Organization

Middle East Regional Monitoring Agency Board

Thirteenth Meeting (MIDRMA Board/13)
(Bahrain, 9 –12 March 2014)

Agenda Item 4: RVSM Monitoring and related Technical Issues

MIDRMA HEIGHT MONITORING ACTIVITIES

(Presented by MIDRMA)

SUMMARY

This working paper reflects the MIDRMA height monitoring activities for RVSM approved aircraft registered in the Middle East Region.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDRMA Board/12 Report.
- MMR Table April 2013.
- MMR Table November 2013

1. INTRODUCTION

1.1 Since the implementation of height monitoring by ICAO Annex 6, the MIDRMA believes, 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 height monitoring requirements, the MIDRMA coordinated with all Member States to publish the MMR table which reflects all height monitoring requirements for each state, this table is continuously reviewed and published by the MIDRMA at regular intervals or when requested by any Member State.

2. DISCUSSION

2.1 The MIDRMA consider height monitoring a high priority safety issue and failure to respond to the required height monitoring may jeopardise safety of aircraft as well as risk the implementation of RVSM. The MIDRMA continues to coordinate very closely with other RMAs to exchange all available height monitoring results, particularly with the Euro RMA who is providing a generous support to the MIDRMA for any MID RVSM Approved aircraft flying over their Height Monitoring Units (HMUs).

2.2 The MIDRMA Board/12 meeting agreed that the performance target for height monitoring needs to reach 95% of the total RVSM approved aircraft in the Middle East Region. This percentage of height monitored aircraft in the Region require States to enforce the MMR on all airline operators required to be monitored and shall take all necessary measures for operators not complying with height monitoring, however the response of the MID States to comply with their MMRs vary from satisfactory to unsatisfactory.

2.3 The MIDRMA noticed that some Member States did not comply with the MIDRMA Board/12 Draft Conclusion 12/6 concerning RVSM Minimum Monitoring Requirements while some other members found to be so slow in achieving their monitoring targets.

DRAFT CONCLUSION 12/6: RVSM MINIMUM MONITORING REQUIREMENTS

That,

- a) *States be urged to take necessary measures to:*
- i) *ensure that, before 30 June 2013, their aircraft operators fully comply with Annex 6 provisions related to long term height monitoring requirements, based on the MIDRMA MMR Tables;*
 - ii) *withdraw the RVSM approvals for their registered aircraft that would not be compliant with Annex 6 provisions related to long term height monitoring requirements; and/or when notified by the MIDRMA;*
 - iii) *ban any aircraft without confirmed RVSM approval status from entering the RVSM airspace; and*
 - iv) *report any case of handover at an RVSM Flight Level of an aircraft without confirmed RVSM approval status from adjacent ACCs to the MIDRMA and the ICAO MID Regional Office.*
- b) *the MIDRMA Board Members in coordination with the MID RVSM Programme Managers monitor and follow up this subject at the national level, in order to ensure efficient implementation.*

2.4 The table below reflects the status of each MID States MMR valid as of Jan 2014:

**MID. STATES - RVSM ACFT MINIMUM MONITORING REQUIREMENTES
AS OF JANUARY 2014**

Seq.	MID	RVSM	HAVE Results	NOT	NOT	ACFT	
#	STATES	ACFTs	or Covered	Covered	Covered in %	MMR	REMARKS
1	BAHRAIN	50	47	3	6%	3	
2	EGYPT	124	117	7	6%	6	
3	IRAN	181	132	49	27%	30	
4	IRAQ	23	23	0	0%	0	
5	JORDAN	55	49	6	11%	0	
6	KUWAIT	37	37	0	0%	0	
7	LEBANON	37	30	7	19%	9	
8	OMAN	34	34	0	0%	0	
9	QATAR	152	149	3	2%	3	
10	SAUDI ARABIA	206	185	21	10%	21	
11	SYRIAN	6	6	0	0%	0	
12	UAE	485	474	11	2%	10	
13	YEMEN	10	7	3	30%	3	
	TOTAL	1400	1290	110	8%	85	

2.5 The MIDRMA managed to conduct GMU monitoring for **52** aircraft registered in the Middle East region since the last MIDRMA Board meeting. Accordingly, the percentage of the monitored aircraft registered in the MID Region increased from **85%** to **92%** with known height monitoring results which is **3%** less from the performance target for height monitoring set by MIDRMA Board/12 meeting.

2.6 The MIDRMA was able to achieve higher percentage than 92% during 2013, but due to the limited monitoring capabilities available for the MIDRMA and due to the slow response by some Member States Airworthiness Authorities to achieve their monitoring targets prevented the MIDRMA from achieving the required **95%** of aircraft with known height monitoring results.

3. ACTION BY THE MEETING

3.1 The meeting is invited to take the appropriate actions ensuring that the performance target for the height monitoring reaches 95% or higher before the MIDRMA Board/14.

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