



International Civil Aviation Organization

MIDANPIRG Sub Group

Second Meeting (ATM SG/2)  
(Cairo, Egypt, 30 November - 03 December 2015)

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**Agenda Item 6: RVSM Operations and Monitoring Activities in the MID Region**

**DEVELOPMENT OF THE MID RVSM SMR 2015**

*(Presented by MIDRMA)*

**SUMMARY**

This Working Paper details the progress of the development of the MID RVSM Safety Monitoring Report 2015 and the difficulties to obtain the required traffic data including problems of corrupted and late receipt of traffic data from some MIDRMA Member States to enable the MIDRMA to carry out the Safety Analysis.

Action by the meeting is at paragraph 3.

**REFERENCES**

- MIDANPIRG/15 Report
- MIDRMA Board/13 Report
- MID RVSM SMR 2014

**1. INTRODUCTION**

1.1 One of the most important duties performed by the MID RMA is the development of the RVSM Safety Monitoring Report for the ICAO Middle East Region which tries to demonstrate, according to the data received from all MIDRMA Member States, that the key safety objectives set out for the MIDRMA in accordance with ICAO Doc 9574 (2nd edition) are met in operational services. The report is constructed using an approach that claims that the Middle East RVSM operations will be acceptably safe.

1.2 The MID RVSM Safety Monitoring Report seeks to demonstrate to MIDANPIRG that safety results of the RVSM operations within the ICAO Middle East Region meet the established target level of safety and its objectives, the MIDRMA must undertake data collection as required to investigate height-keeping performance of aircraft in the core of the distribution and monitor the level of risk of collision as a consequence of operational errors and inflight contingencies (Large Height Deviation – LHD) also assess the overall risk (technical combined with operational and in-flight contingencies) in the system against the overall safety objectives and initiate remedial action as required. The purpose of the monitoring activity is to ensure that operations in RVSM airspace do not induce an increase in the risk of collision and that the total vertical risk does not exceed the agreed overall safety objectives.

## 2. DISCUSSION

2.1 The meeting may wish to note that further to the outcome of MIDANPIRG/15 meeting and according to CONCLUSION 15/8 concerning the development of the MID RVSM SMR 2015 it was decided that; “the flight plan traffic data for the period of 01<sup>st</sup> September 2015 until 30<sup>th</sup> September 2015 shall be used for the development of the MID RVSM Safety Monitoring Report (SMR 2015) so that the ATM SG/2 meeting can review the initial results before issuing the first draft of the SMR.

2.2 Most of the MIDRMA Member States responded and submitted their traffic data just few days before 30<sup>th</sup> October 2015 which was the deadline decided by MIDANPIRG 15 for the data submission to the MIDRMA, however due to time constraints and the difficulties to review, correct and analyze a large number of flights data which usually require a lot of clarifications from the Member States to avoid analyzing wrong data, the MIDRMA decided after consultation with the ICAO MID Regional Office to postpone the calculations of all RVSM safety parameters until the data is corrected by the States concerned in order to develop a reliable and accurate report.

2.3 The MIDRMA accepted the traffic data received from Bahrain, Oman, Saudi Arabia, Sudan, Syria and UAE while the data received from Egypt contained wrong direction levels, wrong entries and missing flights, also the data received from Kuwait and Iraq were completely corrupted.

Note 1: No traffic data received from The Islamic Republic of Iran MIDRMA focal point.

Note 2: Sanaa and Tripoli FIRs will be excluded temporarily from the RVSM safety analysis for 2015 due to lack of traffic data and LHD reports.

2.4 The status of the traffic data collected from each MIDRMA Member State are depicted in table below:

MID States	Sep. 2015	Status
Jeddah FIR	40251	Accepted
Muscat FIR	37186	Accepted
Bahrain FIR	26267	Accepted
Emirates FIR	25622	Accepted
Cairo FIR	16987	Rejected
Khartoum FIR	6327	Accepted
Amman FIR	5242	Pending
Damascus FIR	1911	Accepted
Beirut FIR	52	Accepted
Tehran FIR	0	No Data Submitted
Kuwait FIR	0	Rejected
Sana'a FIR	0	No Data Submitted
Baghdad FIR	0	Rejected
Tripoli FIR	0	No Data Submitted
Total	159,845	0

Status of the MID States RVSM Traffic Data for Sep 2015

## 2.5 MID States Minimum Monitoring Requirement (MMR)

2.5.1 In order to keep all the Middle East Civil Aviation Authorities continuously aware of their Minimum Monitoring Requirements (MMR) according to ICAO Annex 6 Part 1, the MIDRMA developed a tool which automatically calculates the MMR for each airline operator according to the type of aircraft and the monitoring methods (HMU or GMU).

2.5.2 The Auto Online MMR is a user friendly tool developed and implemented by the MIDRMA, this tool enables the Civil Aviation Authorities in the MID Region to check their MMR for each airline operator under their responsibility and reflect any noncompliant aircraft by highlighting the aircraft concerned with red color and an entry in the remarks column.

2.5.3 The MIDRMA continuously coordinating with all focal points appointed for airworthiness issues in the ICAO Middle East Region to keep them aware of all their monitoring targets and all the noncompliant RVSM approved aircraft for height monitoring, however some MIDRMA Member States are having difficulties or failed to achieve their monitoring targets and comply with their height monitoring requirements as stated in ICAO Annex 6 Part 1.

No	MID STATES	RVSM ACFT	MMR ACFT
1	Bahrain	50	4
2	Egypt	127	9
3	Iran	*191	*51
4	Iraq	37	9
5	Jordan	52	2
6	Kuwait	49	2
7	Lebanon	21	2
8	Libya	<b>No Approvals Received</b>	-
9	Oman	51	4
10	Qatar	199	2
11	Saudi Arabia	202	11
12	Sudan	9	9
13	Syria	6	0
14	UAE	539	14
15	Yemen	9	5
Total		1542	124

#### MID States Minimum Monitoring Requirements (MMR)

\* To be addressed as a matter of urgency.

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) urge Egypt, Jordan, Iraq, Iran and Kuwait to submit their traffic data according to the required format before **31 December 2015**; and
- b) agree to exclude Tripoli and Sanaa FIRs temporary from the RVSM safety analysis for 2015.

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