



International Civil Aviation Organization

Middle East Regional Monitoring Agency Board

**Nineteenth Meeting (MIDRMA Board/19)
(Manama, Bahrain, 10 – 11 October 2023)**

Agenda Item 5: RVS M Monitoring and related Technical Issues

**ACTIVITIES MADE BY OMAN CAA TO ADDRESS LHD OCCURRENCES
IN THE AIRSPACE BOUNDARY BETWEEN THE MUSCAT AND MUMBAI FIRS**

(Presented by Oman CAA)

SUMMARY

This paper presents status of LHDs that occurred in the airspace boundary between Muscat and Mumbai FIRs, and initiatives taken by Oman CAA to reduce LHDs and enhance airspace safety.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/20 Report, 2023
- MIDRMA Board/18 Report, 2022

1. INTRODUCTION

1.1 Discussions in the different ICAO MID forums indicated that the LHD related occurrences are in increasing trend on the interface between Muscat and Mumbai FIRs. MIDRMA and State authorities are putting their efforts collaboratively to eliminate the deficiencies.

1.2 A recent investigation of LHD occurrences between Mumbai and Muscat has also revealed the same. Oman CAA is putting its serious attention to appropriately address the LHD issues by taking the appropriate corrective actions.

1.3 MIDRMA Safety Monitoring Reports (SMRs) show that among all FIR boundary points between Muscat and Mumbai, the level of LHD reports over the point RASKI remained alarming as having maximum due to a large number of traffic passing over it within a short span of time.

2. DISCUSSION

2.1 LHD reports are submitted to the MIDRMA reporting tool on monthly basis. Besides that, the LHDs are formally communicated to Mumbai ACC as well.

2.2 LHD data recorded in Jan-Aug 2023 revealed that the majority of LHDs are identified as coordination failures between Muscat and Mumbai reached 303 reports. Out of which, 226 are recorded as failure from Muscat to Mumbai and 77 from Mumbai to Muscat.

2.3 LHD reports from Mumbai were received late at Muscat ACC as they are transmitted through the Middle-east Regional Monitoring Agency (MIDRMA) via the Monitoring Agency of Asia Region (MAAR). This delay hindered the prompt investigation of LHD events and timely corrective actions. However, after ATM coordination meeting in Aug 2023, Mumbai ACC is sending monthly LHD report via email on time, which enabled a timely response to mitigate the issues.

2.4 In an effort to reduce LHD events, Oman CAA has developed and implemented an internal mechanism for investigating LHD reports on a regular basis and is also following up on corrective actions with the relevant parties.

2.5 Efforts are made to implement AIDC connection between Mumbai and Muscat ACC. AIDC tests were conducted between Muscat ACC and Mumbai ACC in September 2019, March 2021, February 2023, and August 2023. The first three tests were not successful. However, during the most recent test, which involved testing ABI, EST, TOC, and AOC parameters, success was achieved at the Muscat end, whereas at the Mumbai end, all parameters were successfully tested except ABI. Next date for AIDC test is pending the readiness of Mumbai ACC. Successful implementation of AIDC connection between Muscat and Mumbai ATS units is considered effective in reducing such LHDs.

2.6 Oman CAA considers ATM Coordination Meetings between adjoining FIR authorities is an effective means to reduce such LHD events. In this regard, an ATM Coordination meeting with Airports Authority of India (AAI) took place in August 2023, during which various discussions were held to minimize events leading to coordination failure and eventually reporting LHD. A follow-up discussion between Mumbai and Muscat was further held in September 2023 on virtual environment, and both parties agreed to implement the following extra measures to reduce the LHDs:

- LHD data to be shared at every 15-days interval.
- Virtual meeting/call between two parties to be organized on 2 weeks cycle to discuss filled LHD reports and mitigate the root causes.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information in this paper.