



*International Civil Aviation Organization*

**Middle East Regional Monitoring Agency Board**

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

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**Agenda Item 5: RVS M Monitoring and related Technical Issues**

**DOHA FIR PHASE 2 PRE-IMPLEMENTATION RVSM AIRSPACE ASSESSMENT**

*(Presented by the MIDRMA)*

**SUMMARY**

This working paper discusses the progress made in implementing ICAO Council Decision C-DEC225/10 for the establishment of the Doha FIR/SRR, particularly the completion of Phase 1. It highlights the upcoming Phase 2 activities and the assignment of conducting an RVSM safety assessment by MIDRMA. The paper outlines data requirements from both Bahrain and Qatar ATM Units for this assessment and emphasizes that it will focus solely on RVSM airspace, with details about the assessment process and timelines.

Action by the meeting is in paragraph 3.

**REFERENCES**

- MIDANPIRG/20 & RASG-MID/10 (Muscat, Oman, 14 – 17 May 2023)  
Report

**1. INTRODUCTION**

1.1 With reference to the progress achieved so far with the implementation of ICAO Council Decision, C-DEC225/10 concerning the establishment of Doha FIR/SRR and the implementation of Phase 1 which was initiated by implementing Phase 1A on 8<sup>th</sup> September 2022 and was completed by implementing Phase 1B on 23<sup>rd</sup> March 2023, MIDANPIRG/20 & RASG-MID/10 (Muscat, Oman, 14 – 17 May 2023) reviewed the implementation plan for Phase 2, which includes the following activities:

- a. States to provide the MID Office with feedback and comments on a quarterly basis concerning the implementation of C-DEC 225/10.
- b. the MIDRMA to conduct Phase 2 pre-implementation RVSM Airspace Assessment.
- c. the consolidated feedback received as well as the RVSM Airspace Assessment results to be considered by the Multi-Lateral Group (Bahrain, Iran, Qatar, Saudi Arabia, and UAE).

- d. the outcome of the Multi-lateral Group to be presented to the ATM Subgroup, to finalize the roadmap and develop the technical study necessary to support the decision-making for the implementation of Phase 2 which will take place within 2 years after the implementation of Phase 1.
- e. The roadmap for the implementation of Phase 2 will be presented to MIDANPIRG for endorsement.

1.2 Based on all the above in 1.1, the MIDANPIRG/20 agreed to the following Conclusion:

*MIDANPIRG CONCLUSION 20/16: IMPLEMENTATION OF C-DEC225:  
ESTABLISHMENT OF DOHA FOR/SRR*

*That,*

- a) *the ICAO MID Office to monitor the implementation of the C-DEC225/10 and facilitate coordination between the States concerned, as required;*
- b) *States to carry out bilateral and multilateral coordination to finalize the operational and technical requirements, including the necessary letters of agreement;*
- c) *MIDRMA to conduct a safety Monitoring assessment for the RVSM airspace within Bahrain and Doha FIRs, highlighting bottlenecks, hotspots and areas of traffic congestion;*
- d) *Qatar to provide inputs for the development of the required proposal(s) for amendment to the MID ANP;*
- e) *States and other Stakeholders to provide implementation feedback and comments to the MID Office on a quarterly basis for review by the ATM SG; and*
- f) *the ATM SG to agree on necessary measures for the conduct of the technical study necessary to support the decision-making for the implementation of Phase 2 and develop a roadmap for the implementation of phase 2 to be presented to MIDANPIRG for endorsement.*

## **2. DISCUSSION**

2.1 Referring to point b in 1.1 and point (c) in MIDANPIRG CONCLUSION 20/16, the MIDRMA has been assigned the task of conducting an RVSM safety assessment for the pre-implementation of Phase 2, within Bahrain and Doha FIRs RVSM airspaces. Therefore, MIDRMA would like to address the following requirements for conducting this type of study from Bahrain and Qatar ATM Units for a period of three months:

Data Requirements from Both ATM Units:

- 1) Provide the coordinates for the new FIR boundaries for both Bahrain and Doha FIRs. Start from a specific point and end at the same point in sequence.

*Note: MIDRMA only needs the FIR boundary coordinates; do not include any text indicating territorial waters or sovereign boundaries between specific states.*

- 2) The latest FIR routing options for all traffic arriving, departing, and overflying the RVSM airspace.
- 3) The latest AIP Pages of ENR 4.4 (Code Designators for Significant Points).
- 4) Provide the actual traffic data for all aircraft operating within the RVSM airspace, covering a minimum period of three months. The Excel sheet which is designed for this purpose is available on the MIDRMA website and can be downloaded from the following link:

<https://midrma.com/assets/docs/forms/FlightPlanTrafficDataForm.xls>

- 5) All LHD reports must be submitted through the MIDRMA LHD online reporting system as early as possible.

2.1.1 A minimum period of three-month will be required for conducting the RVSM safety assessment and a deadline for submitting the necessary data mentioned in 2.1 to MIDRMA is to be established.

2.2 The meeting may wish to note that the assessment will be conducted exclusively for the RVSM airspace. It will be based on the current air traffic flow and procedures valid in Bahrain and Doha FIRs, as well as in all their neighbouring FIRs. Additionally, MIDRMA expects not to receive any LHD reports during the assessment period and will only be able to calculate the ICAO Technical risk values for each month.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) decide and agree on the three-month period required for the RVSM safety assessment;  
and
- b) decide on the deadline for submitting the required data to MIDRMA.