



International Civil Aviation Organization

MIDANPIRG/20 and RASG-MID/10 Meetings

(Muscat, Oman, 14-17 May 2023)

Agenda Item 4.2: Air Navigation Subjects of interest to RASG-MID

MID Region Large Height Deviations
Horn of Africa

(Presented by IATA /FAA)

SUMMARY	
<p>This working paper and supporting presentation is intended to highlight to the MIDANPIRG / RASG MID the ongoing critical safety concerns in the region due to lack of suitable timely action to prioritize and to reduce the number of reported Large Height Deviations (LHD) in the Horn of Africa Area, specific to the interface between the Yemen, Somalia, Djibouti, Eritrea, Ethiopia, Saudi Arabia, and Sudan.</p> <p>The republic of Yemen has been requested to fast track the implementation of action items agreed during the first special coordination meeting (Horn of Africa SCM) held in Cairo 31 JAN - 02 FEB 2023</p>	
REFERENCE(S)	<ul style="list-style-type: none"> • DOC 7300 Chicago convention • Annex 2 and Annex 11 to the Chicago Convention • ESAF/MID SCM Horn of Africa 31 JAN – 02 FEB 2023
Strategic Objectives	A – Safety, B – Air Navigation Capacity and Efficiency,

1. INTRODUCTION

- Over the past five years, historical data provided by the MIDRMA indicates the presence of a significant safety risk in the region due to the high number of reported LHDs
 - LHD reports provide a critical picture for the estimation of yearly airspace risk, which serves as a starting point for States, ANSPs, and Airspace Users to cooperate to resolve identified issues
 - The ICAO MID Region has failed to achieve the Target Level of Safety (TLS) for the year 2022, attributed to several severe LHDs, notably the LHD report of IL76 non-RVSM approved aircraft that infringed the MID-RVSM airspace within Sana’a FIR for a period of 3420 seconds after being transferred from Mogadishu, without FPL or prior coordination at FL310
- Positive and proactive steps have been taken to address the concerns of LHDs through the establishment of the ICAO ESAF/MID Special Coordination Meeting (SCM) for the Horn of Africa. The first meeting took place in Cairo 31 JAN – 03 FEB 23 to address the ATM issues leading to the increase of LHD reports.
 - Complexity of the ATS route network on FIR boundaries, ground-ground communication challenges ATS/DS, AFTN, Letters of Agreements (LOA), missing flight plans, low level of engagement and interaction by concerned States identified as core issues
- IATA’s Middle East and North Africa (MENA) Regional Coordination Group (RCG) for Safety & Flight Operations concluded at the 1st meeting of 2023 that LHDs shall be placed as a Regional Safety Priority for IATA member airlines with operations in the region, with a clear action to support States with mitigation measures to deconflict traffic around identified hotspots through the implementation of ATM measures.

2. **DISCUSSION**

- It has been highlighted that reporting of LHDs is inconsistent between the two RMAs of the MID and ESAF region for the same occurrences / areas
 - The submission of regional LHD reports is predominantly received by Sana'a ACC
- Although most reported LHDs fall within Category E (ATC Coordination), mitigation measures (short term) could be implemented to deconflict 'hotspots' while longer-term plans are established to address the root cause
- The number of reports for the year 2022 has fallen drastically. However, this is not considered an accurate picture of safety improvement due to the lack of information and/or supporting data available to demonstrate measures implemented correspondent to the reduction in reports
- The outcome of the Special Coordination Meeting (SCM) for the Horn of Africa has a list of priority actions, however, there is not a mechanism to monitor, coordinate, and ensure timely execution of actions to a suitable conclusion for all involved parties

3. **ACTION BY THE MEETING**

3.1 The meeting is invited to:

- Consider LHDs as an imminent safety risk in the region and include as an area for prioritization and action both by the MIDANPIRG / RASG MID
- Consider establishment of a core 'tactical' team to develop and deliver the corrective action 3.1 plan to improve safety levels / reduce LHDs under the auspices of a Special Tactical Coordination and Implementation Team; lead jointly by ICAO ROs (ESAF/MID) and IATA, FAA, MIDRMA, ARMA, and affected States
- Undertake a review of the reporting inconsistencies between MIDRMA / ARMA Height Monitoring agencies
- Promote the importance of participation by all stakeholders in a collaborative, communicative, cooperative framework
- Ensure LHD awareness and reporting is promoted within the aviation community, at ATS units (air traffic controllers) in order to measure the effectiveness of the corrective actions.

- End -