



ICAO

**Twenty-Sixth Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/26) & Ninth Meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI/9) – Joint sessions**  
*6 and 10 November 2023*

**Agenda Item 3: APIRG and RASG-AFI Coordination**

**Large Height Deviations – Eastern Africa**

*(Presented IATA.)*

<b>SUMMARY</b>	
This working paper is intended to highlight to the APIRG and RASG-AFI the ongoing safety concerns about the rising number of Large Height Deviations (LHDs) reported around the Horn of Africa (FIRs: Djibouti, Eritrea, Ethiopia & Somalia)	
Action by the Meeting as per paragraph 3 below	
<i>Strategic Objectives</i>	Safety

## 1 INTRODUCTION

1.1 The ARMA has over the past 4-5 years been making presentations that indicate significant safety risk in the AFI region caused by the increasing number of reported LHDs. Picture remains the same as recently presented at the IATA RCG and IATA Safety Issue Meetings in October 2023.

- 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 region has consistently failed to reach the Target Level of Safety (TLS) for the last 5 years+ and to mention but a few this can be attributed to and nothing much being done about it.
  - Continuous non-compliance by some aircraft in the AFI RVSM Airspace
  - Human factor issues where pilots don't adhere to assigned levels
  - ATC coordination failures between adjacent FIRs
  - Lack of SLOP implementation in some FIRs
  - Lack of height monitoring compliance
  - Lack of capacity and competency in RVSM approval process

## 2 DISCUSSION

2.1. The meeting to note that the LHD reported in Mogadishu /Sana'a FIRs has been resolved; thanks to the ICAO ESAF and MID Offices, the relevant RMAs (ARMA - MIDRMA), States

concerned and IATA for the efforts and actions taken to address ATM issues in the interface area which resulted in alleviation of the situation.

2.2 . Based on data provided by the state of Yemen for the period **Jan-Sept.2023** there were 0 reports on LHD between Mogadishu and Sana'a FIRs; accordingly, the protocol opened by ARMA/MIDRMA was closed.

2.3 Taking the example of cooperation between Yemen and Somalia. We need to see all stakeholders (States/ANSPs/Pilot Associations) with States leading and all working together to seriously tackle this important issue.

- Some of the possible actions are a lot simpler than anticipated and could be:
  - Promoting “Just Culture” in order improve reporting which is always lacking
  - Basic education to understanding what LHDs are because this is evident when we consider some of the reports received by ARMA
  - Promoting SLOP implementation

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

3.1 The meeting is invited to consider a basic awareness campaign or a workshop to be conducted in the parts where LHD incidents are more prevalent.