

**FIRST MEETING OF THE MIDDLE EAST MONITORING AGENCY
(MID RMA/1)**

(Cairo, 14 -15 June 2005)

SUMMARY OF DISCUSSIONS

1. INTRODUCTION

1.1 PLACE AND DURATION

1.1.1 The First Meeting of the Middle East Regional Monitoring Agency (MID RMA/1), was held at the ICAO Middle East Regional Office, Cairo from 14 –15 June 2005.

1.2 OPENING

1.2.1. The meeting was opened by Mr. Mohamed Khonji, Regional Director ICAO Middle East Office, who welcomed all participants to Cairo. He indicated that RVSM in the MID Region is in danger and that this MID RMA/1 meeting is expected to be the saver of RVSM in the MID Region. This meeting will have to take firm decisions on some pressing issues regarding the establishment and funding of the Middle East Regional Monitoring Agency (RMA) to take over the duties and responsibilities of the Middle East Central Monitoring Agency (MECMA), which was not functional since 1st June 2004. Mr. Khonji recalled MIDANPIRG/9 Conclusion 9/13 related to the re-establishment of the MID RMA and thanked the MID States for their willingness and commitment to contribute towards the technical and operational share for the funding of the MID RMA. He also thanked Eurocontrol, FAA and IATA for their willingness to assist the region. The MID RMA should become operational with the minimum of delay, once the MID Region commits and takes ownership of the MID RMA function. In this regard, he made reference to the ICAO Secretary General Letters, which were sent to MID States, Eurocontrol, FAA and IATA. He wished the meeting every success in its deliberations.

1.3 ATTENDANCE

1.3.1 The meeting was attended by a total of twenty-two participants from 8 MID Region States (Bahrain, Egypt, Iraq, Jordan, Lebanon, Oman, Saudi Arabia and United Arab Emirates) and one International Organization (IATA). The list of participants is at **Attachment A**.

1.4 OFFICERS AND SECRETARIAT

1.4.1 Mr. Khonji, Regional Director, acted as the Chairman of the meeting. Mr. M. Smaoui RO/AIS/MAP was the secretary of the meeting.

2. DISCUSSIONS

2.1 Agenda Item 1: Adoption of the Provisional Agenda and Election of Chairperson/Rapporteur

2.1.1 The meeting noted that the MID RMA/1 meeting is convened on an ad-hoc basis and that it will not as yet constitute a MIDANPIRG subsidiary body. Accordingly, the meeting agreed that there is no need to elect a Chairperson/Rapporteur and that this task be given to Mr. Khonji to act as the Chairman of the meeting.

2.1.2 The meeting adopted the Provisional Agenda, as follows

Agenda Item 1: Adoption of the provisional agenda and election of Chairperson/Rapporteur

Agenda Item 2: Review of the outcome of MIDANPIRG/9 meeting pertaining to MID RMA

Agenda item 3: Modalities, organizational structure and funding mechanism of the MID RMA

- hosting of the premises and administrative issues;
- funding mechanism;
- availability of funds;
- Action Plan/Timelines;
- Training aspects (FAA, Eurocontrol);
- MID RMA operations
- etc...

Agenda Item 4: Any other business

2.2 Agenda Item 2: Review of the outcome of MIDANPIRG/9 meeting pertaining to MID RMA

2.2.1 Under this agenda item the meeting recalled ICAO Annex 11 provisions regarding the need for safety assessments and reiterated the urgent need for the setting up of a Regional Monitoring Agency (RMA) in the Middle East Region in order to take over the duties and responsibilities of MECMA.

2.2.2 The meeting recalled that since the implementation of RVSM in the MID Region with effect from 27 November 2003 and until 31 May 2004, the United Arab Emirates provided full support both financial and technical to the activities of MECMA, in monitoring the height-keeping performance of aircraft operating in RVSM airspace in the MID Region.

2.2.3 Since the receipt from the United Arab Emirates, on 4 January 2004, of the notice of withdrawal of its support to MECMA with effect from 1 June 2004, all MID Region States and concerned organizations were apprised of the UAE decision (MID Office Letter Ref. AN 6/15.10.15 dated 11 February 2004, refers). The views of all MID Region States and IATA were accordingly sought on alternative arrangements. Unfortunately, very few comments/suggestions were received on the next course of action(s) (only four States replied).

2.2.4 The eleventh Middle East RVSM Task Force meeting (MID RVSM TF/11, Cairo, 20-21 April 2004) was convened to discuss this matter and to explore ways of establishing a self-funding mechanism for the MID RMA to take over the responsibilities of MECMA. The MID RVSM TF/11 meeting developed options for re-establishing the MID RMA for further consideration by MIDANPIRG Members States (MMS).

2.2.5 The MMS/2 meeting held in Bahrain, 19-21 September 2004, addressed this issue and adopted only guiding principles for re-establishing the MID RMA with no firm commitment on the funding mechanism.

2.2.6 The MIDANPIRG/9 meeting held in Cairo, 11-15 April 2005, when discussing this issue, recalled that the overall responsibility for deciding that RVSM implementation and continuation rests with MIDANPIRG. The MIDANPIRG/9 meeting noted with concern that, unless a concrete action plan is developed and the MID RMA is re-established in time, in the interest of safety, the withdrawal of RVSM operations from the MID Region would be considered by ICAO.

2.2.7 The meeting thus reiterated the urgent need for the establishment of a MID RMA in order to take over RVSM related duties and responsibilities as specified in the RMA Handbook and the RVSM Manual (Doc 9574-AN/934). However, the requirement for outside expertise and support from other RMAs (EUROCONTROL and FAA) was recognized. It was noted with appreciation, in this regard, that Eurocontrol and the FAA have indicated their willingness to assist the region by sharing their expertise for the purpose of re-establishing the MID RMA.

2.2.8 States indicated their willingness to contribute towards the technical and operational share for the funding of the MID RMA. IATA also indicated its willingness to explore possibilities of contributing and assisting States in the establishment and operation of the MID RMA. It was also clarified that no commitment on the funding modalities has been agreed by MIDANPIRG/9 meeting.

2.2.9 Accordingly MIDANPIRG/9 had endorsed:

- an action plan for the set up of the MID RMA with the understanding that this action plan should be further developed and updated by the MID RMA/1 meeting, pending the agreement on the funding mechanism, modalities and organizational structure;
- the revised duties and responsibilities of the MID RMA; and
- some guiding principles addressing the scope, administrative arrangements, and methodology of the MID RMA.

2.2.10 The meeting noted that, as a follow-up action to MIDANPIRG/9 Conclusion 9/13 “*MID REGIONAL MONITORING AGENCY (MID RMA) RE-ESTABLISHMENT*” and in line with the agreed action plan, the following actions have been carried out:

Item No.	Action	Responsible	Timeline	Follow-up Action
1	MIDANPIRG Commitment to establish a MID RMA	MIDANPIRG/9	April 2005	Reached during MIDANPIRG/9 meeting (Conclusion 9/13, refers).
2	Sec Gen State Letter to MID States to inform them about the MIDANPIRG/9 conclusion related to MID RMA and asking for States Commitment	ICAO	30 April 2005	State Letter Ref.: SWG 20/1-IND/05/13 dated 9 May 2005, refers.
3	Sec Gen State Letter to FAA, Eurocontrol and IATA	ICAO	30 April 2005	State Letters Ref.: SWG 20/1 dated 18 May 2005, refers.
4	Nomination of States Focal points for MID RMA	MID States	31 May 2005	Ongoing
5	Convening of MID RMA meeting	ICAO	15 June 2005	Invitation letter AN 6/5.10.15 – 169 dated 12 May 2005, refers.

2.3 Agenda Item 3: Modalities, Organizational Structure and Funding Mechanism of the MID RMA

2.3.1. The meeting recalled that the overall intent of RMA activities after RVSM implementation is to support continued safe use of the RVSM. The RMA should conduct an annual safety assessment as a means to determine whether the Target Level of Safety (TLS) continues to be met.

2.3.2. The meeting reiterated the concern of the Air Navigation Commission (ANC) and MIDANPIRG/9 pertaining to the monitoring of height-keeping performance of aircraft operating in the MID RVSM airspace and recognized the urgency in reaching an agreement regarding the funding mechanism, cost sharing, the hosting of premises and the administrative management of the MID RMA and developing a concrete action plan with a view to have the MID RMA operational as soon as possible and preferably prior to 24 November 2005.

2.3.3. With a view to assist the meeting to take a decision regarding the outstanding and pressing issues for the re-establishment of the MID-RMA, the meeting was apprised of the CAR/SAM Region experience pertaining to the monitoring of height keeping performance of aircraft operating in RVSM airspace and the establishment of a CAR/SAM Monitoring Agency (CARSAMMA).

2.3.4. The meeting noted with appreciation the information contained in the working paper prepared by Eurocontrol and recalled that both Eurocontrol and the FAA have indicated their willingness to assist the region by supporting the setting up of the MID RMA and also in the provision of long term support, pending MID States' commitment to take ownership of the MID RMA to become operational, with the minimum of delay.

2.3.5. Based on the above the meeting agreed to the following Decision:

DECISION 1: SUPPORT FROM EUROCONTROL AND FAA

That, the MID Region makes use of the support to be provided by both EUROCONTROL and FAA in providing the necessary training, data, software, and documentation and make available expertise in support of both the setting up of the MID RMA and also in the provision of long term support,

2.3.6. The meeting, then, recognized that the organizational structure and funding mechanism of the MID RMA are key issues, which must be resolved between the MID States before further progress can be made.

2.3.7. The meeting agreed that it is better to start with a "simple" funding mechanism, which could be refined once the MID RMA is established and operational, based on more up to date statistics and data, rather than trying since the beginning to have a "fair" mechanism, which might complicate the issue without really having a significant difference in the financial contribution to be paid by each participating State.

2.3.8. The meeting appreciated the offers made by Bahrain, Egypt, Jordan and Lebanon to establish and host for the MID RMA, by providing the required resources providing that they recover the cost through an agreed funding mechanism. This is in addition to commitments from States on operational and technical support. The meeting, however, in order to have the MID RMA at a neutral site, agreed to locate it at the ICAO MID Regional Office without adding any financial obligations on the shoulders of the MID Regional Office and, that equipage and other provisions for the functioning of the MID RMA is to be done by the contributions from the MID States and the ICAO Technical Co-operation Bureau (TCB) project.

2.3.9. Based on the foregoing, the meeting agreed to the following Decisions:

DECISION 2: HOSTING OF THE MID RMA PREMISES

That, the ICAO Middle East Regional Office hosts the premises of the MID RMA.

DECISION 3: ADMINISTRATIVE MANAGEMENT OF THE MID RMA

That, the ICAO Technical Co-operation Bureau manages the MID RMA as a TCB project.

DECISION 4: FUNDING MECHANISM OF THE MID RMA

That,

- a) *the activities of the MID RMA be ensured through contributions from all MID RMA Member States, which could be recovered in accordance with ICAO Policies on charges for Airports and Air Navigation Services (Doc 9082), in coordination with IATA;*
- b) *the amount of US\$ three hundred thousand (300 000) represents a good estimation of the total cost of the setting up and operation of the MID RMA for the first year;*
- c) *the contribution of States for the first year, be paid on equal basis, as a lump sum based on the estimation here-above and the number of MID RMA Member States;*
- d) *TCB will be responsible for the collection of contributions;*
- e) *based on the agreement on the funding mechanism, TCB will draft a corresponding project document, which will include, inter-alia, the Management of the Project, its monitoring and evaluation. The project document will be accompanied by a corresponding project budget, which will include a payment schedule specifying the financial contribution of each State;*
- f) *the contribution for the first year be paid before end of August 2005;*
- g) *for the coming years:*
 - i) *the amount of contribution for each Member State will be revised once every year by TCB in coordination with the RMA Board; and*
 - ii) *in case the contributions for one year exceeded the yearly cost for the operation and management of the MID RMA, the difference be deducted from the contributions of the next year.*

DECISION 5: ESTABLISHMENT OF THE MID RMA BOARD

That,

- a) *a MID RMA Board is established;*

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- b) *each participating State shall nominate, as soon as possible, a MID RMA focal point to act as a member of the MID RMA Board, which will oversee the management of the MID RMA; and*
 - c) *the MID RMA board shall develop its Terms of Reference (TOR), work programme and responsibilities, which will include, inter-alia, the yearly revision of States contributions.*

2.3.10. As a follow-up to MIDANPIRG/9 Conclusion 9/13 "MID REGIONAL MONITORING AGENCY (MID RMA) RE-ESTABLISHMENT", the meeting agreed to review/update the responsibilities and duties of the MID RMA, which should be assigned clear tasks in a step-by-step approach having the end objectives in mind. Accordingly, the meeting:

- updated and completed the action plan initially developed by MIDANPIRG/9, as at **Appendix A**;
- reviewed and updated the duties and responsibilities of the MID RMA as at **Appendix B**;
- updated the guiding principles addressing the scope, administrative arrangement and management of the MID RMA, as at **Appendix C**.

2.3.11. Based on the above, the meeting agreed to the following Decision:

DECISION 6: ACTION PLAN FOR THE RE-ESTABLISHMENT OF THE MID RMA

*That, further to MIDANPIRG/9 Conclusion 9/13, the Action Plan for the re-establishment of the MID RMA, its duties and responsibilities and the guiding principles be updated as at **Appendices A, B and C**, respectively.*

2.3.12. It is to be noted that Bahrain, Egypt, Jordan, Lebanon, Oman and Saudi Arabia expressed their full support and commitment to go ahead with the above-mentioned Decisions. The meeting agreed that a letter be sent to all other MID States who have RVSM airspace to inform them about the decisions taken and to seek their commitments to integrate into the MID RMA project.

2.3.13. Based on the foregoing the meeting agreed on the following Decision:

DECISION 7: MEMBERSHIP OF THE MID RMA

That,

- a) *Bahrain, Egypt, Jordan, Lebanon, Oman and Saudi Arabia committed themselves to participate in the MID RMA project;*
- b) *the ICAO MID Office shall send an official letter to inform all other MID States who have RVSM airspace about the decisions taken and seek their commitments to integrate into the MID RMA project; and*
- c) *a Memorandum Of Understanding (MOU) related to the MID RMA project, be sent by TCB to all MID States who have implemented RVSM, for signature.*

2.4 Agenda Item 4: Any other business

2.4.1 Under this agenda item, the meeting agreed that the First meeting of the MID RMA Board should be held during the 4th Quarter of 2005 depending on ICAO MID Regional Office work programme, but before 24 November 2005. The meeting will be attended by the members of the Board (MID RMA Focal points). ICAO and IATA will attend as observers. Other Organizations who have interest in the MID RMA may be invited to attend this meeting.

2.4.2 The meeting agreed that the MID RMA Board is to report to the ATM/SAR/AIS Sub-Group.

2.4.3 The DGCA of Iraq expressed the difficulties encountered within Baghdad FIR. He appreciated the agreement reached during the MID RMA/1 meeting to re-establish the MID RMA and confirmed that Iraq will be more than happy to integrate into the MID RMA project, once it is ready to go ahead with the RVSM implementation. He emphasized in this regard, that the assistance of the MID RMA would be necessary and of utmost importance in order to carry out the readiness and safety assessment work in preparation for RVSM implementation in Baghdad FIR. The meeting appreciated Iraq's commitment and showed their support to assist Iraq in the process of RVSM implementation.

APPENDIX A

ACTION PLAN FOR THE RE-ESTABLISHMENT OF THE MID RMA
(as updated by the MID RMA/1 meeting)

Item No.	Actions	Responsible	Apr 05	May 05	Jun 05	Jul 05	Aug 05	Sep 05	Oct 05	Nov 05	Dec 05
1	MIDANPIRG Commitment to establish a MID RMA	MIDANPIRG/9	■								
2	Sec Gen State Letter to MID States to inform them about the MIDANPIRG/9 Conclusion related to MID RMA and asking for States Commitment	ICAO		■							
3	Sec Gen Letter to FAA , Eurocontrol and IATA	ICAO		■							
4	Nomination of States Focal points for MID RMA	MID States		■	■						
5	Convening of MID RMA meeting	ICAO			■						
6	Set up of the funding mechanism	MID States + ICAO			■						
7	Contribution for the first year	MID States				■	■	■			
8	Staffing (database Expert + FDPS/ASM Expert)	ICAO TCB + (FAA & Eurocontrol)*				■	■	■			
9	Availability of Equipments (PCs, etc)	ICAO <i>(from the funds allocated to MID RMA)</i>					■	■			
10	Training of appointed Experts	ICAO + Eurocontrol + FAA						■	■	■	
11	Provision of existent data	Eurocontrol + FAA						■	■	■	
12	Hosting of Premises	ICAO MID Regional Office						■	■	■	■

Item No.	Actions	Responsible	Apr 05	May 05	Jun 05	Jul 05	Aug 05	Sep 05	Oct 05	Nov 05	Dec 05
13	Establishment of a MID RMA Board	MID States + ICAO									
14	ICAO MID Office State Letter to Iran, Kuwait, Syria, UAE and Yemen to seek their commitment to integrate into the MID RMA project	ICAO									
15	MID RMA operations including States provision of data	ICAO + MID States + (FAA & Eurocontrol)*									

(*) Advice, assistance and support are required

APPENDIX B

DUTIES AND RESPONSIBILITIES OF THE MID RMA

(as updated by the MID RMA/1 meeting)

The Middle East Regional Monitoring Agency (MID RMA) for RVSM and RNP implementation has the following duties and responsibilities:

- a) to establish and maintain a central registry of State RVSM approvals of operators and aircraft using the Middle East Region airspace where RVSM is applied;
- b) to facilitate the transfer of approval data to and from other RVSM regional monitoring agencies;
- c) to establish and maintain a data base containing the results of height-keeping performance monitoring and all altitude deviations of 300 ft or more within Middle East Region airspace, and to include in the database the results of MID RMA requests to operators and States for information explaining the causes of observed large height deviations;
- d) provide timely information on changes of monitoring status of aircraft type classifications to State authorities and operators;
- e) to assume overall responsibility for assessing compliance of operators and aircraft with RVSM height-keeping performance requirements in conjunction with RVSM introduction in the Middle East Region;
- f) to provide the means for identifying non-RVSM approved operators using Middle East airspace where RVSM is applied; and notifying the appropriate State approval authority; and
- g) to conduct readiness assessments and safety assessments as an aid for the Middle East RVSM Task Force for decision making in preparation for RVSM implementation in those FIRs where RVSM is not yet implemented;
- h) to carry out post-implementation safety assessments with a view to verify that the defined safety level continues to be met;
- i) to establish and maintain a database containing the results of navigation error monitoring;
- j) to prepare, each year a report setting out the results of navigation error monitoring for the preceding six-month period. This report shall be presented to the ICAO Middle East Regional Office, Cairo, and States as part of their decision process related to safety management;
- k) to conduct safety assessments in conjunction with expansion or changes to the RNP route structure within the Middle East Region;

- l) to assist States in carrying out safety assessments in relation to requirements identified within the framework of safety management programmes likely to have an impact on the safety of air navigation at a sub-regional level; and
- m) to liaise with other Regional Monitoring Agencies and organizations to harmonise implementation strategies.

Note: The MID RMA will be guided by the working principles indicated in the RMA Manual available on the ICAO website.

APPENDIX C

AGREED PRINCIPLES FOR THE ESTABLISHMENT OF THE MID RMA
(as updated by the MID RMA/1 meeting)

The agreed principles for the establishment of the MID RMA be as follows:

1. SCOPE OF RMA

That the scope of the RMA will be:

- a) RVSM Post-implementation safety assessment
- b) RNP/RNAV
 - B-RNAV
 - T-RNAV
- c) Safety Management Systems (SMS)
- d) Readiness and safety assessment work in preparation for RVSM implementation in those FIRs where RVSM is not yet implemented.

2. MANAGEMENT OF RMA

That the MID RMA will be an autonomous body managed by a board comprised of one member of each of the Participating States and will report to MIDANPIRG.

3. ADMINISTRATIVE ARRANGEMENTS

The ICAO TCB will manage the MID RMA as a TCB project and the ICAO Middle East Regional Office will oversee the functioning of the RMA.

ATTACHMENT A

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MID RMA/1-Summary of Discussions
ATTACHMENT A

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