



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE THIRD MIDDLE EAST
REGIONAL MONITORING AGENCY BOARD**

MID RMA Board/3

(Muscat, Oman, 24-25 November 2006)

The views expressed in this Report should be taken as those of the Middle East Regional Monitoring Agency Board (MID RMA Board) and not of the Organization. MIDANPIRG will be informed of the outcome of this Report and any formal action taken will be included in the Report of the MIDANPIRG.

Approved by the Meeting
and published by authority of the Secretary General

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontier or boundaries.

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MID RMA Board/3
History of the Meeting

PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Third Meeting of the Middle East Regional Monitoring Agency Board (MID RMA Board/3) was held at Golden Tulip, Muscat, Oman 24-25 November 2006.

2. OPENING

2.1 The Meeting was opened by Mr. Mohamed R. M. Khonji, ICAO Regional Director, Middle East Office, who welcomed all the participants, stressing the importance of the meeting. Mr. Khonji thanked the Directorate General of Civil Aviation and Meteorology of Oman for hosting this meeting. He extended special thanks for Mr. Abdul Rahim S. Al-Harmi, Director General of the Directorate of Civil Aviation and Meteorology and Mr. Abdullah Al-Harthy, Chairman of MIDANPIRG for their good cooperation and for their hospitality.

2.2 Mr. Khonji also thanked EUROCONTROL, IATA and the MID RMA Member States, and indicated that their continued commitment to get the RMA operational was appreciated.

2.3 Mr. Khonji emphasized the importance of resolving the matter of MID RMA Funding Mechanism, adding that this had to be achieved in the interest for the MID RMA to continue functioning.

2.4 Mr. Al-Harthy welcomed all participants, ICAO and other International Organizations and wished them all success in their discussion.

3. ATTENDANCE

3.1 The meeting was attended by a total of twenty three (23) participants from eight (7) States (Bahrain, Egypt, Kuwait, Lebanon, Oman, Saudi Arabia and Syria) and two (2) International Organizations (EUROCONTROL and IATA). The list of participants is at **Attachment A** to the report.

4. OFFICERS AND SECRETARIAT

4.1 The meeting was Chaired by Mr. Mohamed Zainal, Head of Standards, Licensing and Developments, from Bahrain Civil Aviation Affairs.

4.2 Mr. M. Smaoui RO/AIS/MET was the Secretary of the meeting supported by M. Khonji, Regional Director and Mr. S. Machobane RO/ATM from the ICAO Middle East Office.

5. LANGUAGE

5.1 Discussions were conducted in English and documentation was issued in English.

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the provisional agenda.

Agenda Item 2: Review and follow-up of MID RMA Board meetings Conclusions and Decisions.

MID RMA Board/3
History of the Meeting

Agenda Item 3: Progress report on the MID RMA Project

- a) Status of contributions by the MID RMA Member States
- b) Status of expenses by Bahrain
- c) RVSM Post-Implementation Safety Analysis

Agenda Item 4: MID RMA Cost Sharing Arrangement

Agenda Item 5: Review and update of the Action Plan/Timelines

Agenda Item 6: Future Work Programme.

Agenda Item 7: Any other business.

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The MIDANPIRG records its actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States, or on which further action will be initiated by the Secretary in accordance with established procedures; and
- b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its Sub-Groups.

8. LIST OF CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 3/1: EUROCONTROL SUPPORT TO THE MID RMA

DRAFT CONCLUSION 3/2: MID RMA PROJECT

DRAFT DECISION 3/3: PAYMENT OF EXPENSES PAID BY BAHRAIN FOR THE SET UP AND OPERATION OF THE MID RMA FOR THE FIRST YEAR OF OPERATION

DRAFT CONCLUSION 3/4: SAFETY ASSESSMENT ACTIVITY

DRAFT CONCLUSION 3/5: FUNDING MECHANISM OF THE MID RMA

DRAFT CONCLUSION 3/6: MID RMA PROJECT ACTION PLAN/TIMELINES

MID RMA Board/3
Report on Agenda Item 1

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

1.1 The meeting reviewed and adopted the Provisional Agenda as at Para 6 of the History of the Meeting.

MID RMA Board/3
Report on Agenda Item 2

REPORT ON AGENDA ITEM 2: REVIEW AND FOLLOW-UP OF MID RMA BOARD MEETING CONCLUSIONS AND DECISIONS

2.1 Under this Agenda Item, the meeting was presented with a summary of the follow up actions taken by the secretariat and other parties concerned with regard to the MID RMA Board Conclusions and Decisions attached at **Appendix 2A** to the report on Agenda Item 2.

2.2 The meeting noted Conclusion 1/7 related to the support from EUROCONTROL and FAA and reiterated its thanks and appreciation to EUROCONTROL for all the support provided to the MID RMA. Accordingly, the meeting agreed to the following Draft Conclusion which replaces and supersedes Draft Conclusion 1/7:

DRAFT CONCLUSION 3/1: EUROCONTROL SUPPORT TO THE MID RMA

That,

- a) *the MID RMA Board express its appreciation to EUROCONTROL for supporting the set up and operation of the MID RMA;*
- b) *the good cooperation with EUROCONTROL be continued; and*
- c) *the MID RMA make use of the support provided by EUROCONTROL.*

2.3 The meeting noted with appreciation that further to the MID RMA Board/2 meeting, the MOA related to the MID RMA project was signed by the ten participating States and the Custodian Agreement between ICAO, the MID RMA Board and Bahrain was signed by the three parties. Accordingly, the meeting agreed to the following Draft Conclusion, which replaces and supersedes Draft Conclusion 2/2:

DRAFT CONCLUSION 3/2: MID RMA PROJECT

That,

- a) *the MOA at **Appendix 2B** to the report on Agenda Item 2 constitute the legal document related to the establishment, funding and management of the MID RMA; and*
- b) *the Custodian Agreement between ICAO, the MID RMA Board and Bahrain at **Appendix 2C** to the report on Agenda Item 2, signed by the ICAO Secretary General, the Under Secretary for Civil Aviation Affairs of Bahrain and the MID RMA Board Chairman on behalf of the MID RMA participating States, represents the legal document which describes the support functions provided by ICAO in the MID RMA project.*

MID RMA Board/3
Appendix 2A to the Report on Agenda Item 2

FOLLOW-UP ACTION ON MID RMA BOARD CURRENT CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	REMARKS
<p>CONCLUSION 1/1: HOSTING OF THE MID RMA</p> <p><i>That, Bahrain hosts the MID RMA.</i></p>	Actioned	
<p>CONCLUSION 1/2: INITIAL SET UP AND ADMINISTRATIVE MANAGEMENT OF THE MID RMA</p> <p><i>That,</i></p> <ul style="list-style-type: none"> a) <i>Bahrain pays for the initial set up of the MID RMA without waiting for MID States contributions and the cost is recovered through the agreed funding mechanism, in coordination with the ICAO Technical Cooperation Bureau; and</i> b) <i>Bahrain is responsible for the administrative management of the MID RMA.</i> 	Actioned Ongoing	
<p>DECISION 1/5: ESTABLISHMENT OF THE MID RMA BOARD</p> <p><i>That,</i></p> <ul style="list-style-type: none"> a) <i>a MID RMA Board is established with Terms of Reference (TOR) as at Appendix 4A to the report on agenda item 4; and</i> b) <i>the MID RMA Board is to be composed of a focal point nominated by each Member State.</i> 	Actioned	
<p>CONCLUSION 1/7: SUPPORT FROM EUROCONTROL AND FAA</p> <p><i>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.</i></p>	Actioned	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	REMARKS
<p>CONCLUSION 2/1: FUNDING MECHANISM OF THE MID RMA</p> <p><i>That,</i></p> <ul style="list-style-type: none"> a) <i>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;</i> b) <i>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 of operation effective 24 November 2005;</i> c) <i>the contribution of States for the first year of operation of the MID RMA:</i> <ul style="list-style-type: none"> i) <i>be paid on equal basis, as a lump sum based on the estimation here-above and the number of MID RMA Member States; and</i> ii) <i>be paid before 30 June 2006 on the basis of invoices issued by ICAO;</i> d) <i>for the coming years:</i> <ul style="list-style-type: none"> i) <i>the amount of contribution for each Member State will be revised once every year by the MID RMA Board taking into consideration ICAO guidelines pertaining to the funding and cost recovery for regional safety monitoring mechanisms; and</i> ii) <i>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.</i> 	<p>Ongoing</p>	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	REMARKS
<p>CONCLUSION 2/2: MID RMA PROJECT</p> <p><i>That,</i></p> <ul style="list-style-type: none"> a) <i>the MOA at Appendix 3A to the report on Agenda Item 3 is reviewed and agreed upon by the MID RMA Board;</i> b) <i>the original copy of the MOA is signed by Bahrain, Egypt, Jordan, Kuwait, Lebanon, Oman and Saudi Arabia;</i> c) <i>the ICAO MID Regional Office is to follow up with the remaining States the signature of the MOA;</i> d) <i>the main points of negotiation for a Custodian Agreement between ICAO, the MID RMA Board and Bahrain at Appendix 3B to the report on Agenda Item 3, be used by ICAO for the preparation of the final version of the Custodian Agreement; and</i> e) <i>the final version of the Custodian Agreement be sent to Bahrain and the MID RMA Board Chairman for signature before 31 May 2006.</i> 	<p>Actioned</p>	
<p>CONCLUSION 2/3: DELEGATION OF AUTHORITY TO THE MID RMA BOARD CHAIRMAN</p> <p><i>That, the MID RMA Board Chairman be delegated the authority to:</i></p> <ul style="list-style-type: none"> a) <i>sign on behalf of the MID RMA Participating States, the Custodian Agreement, which will be tripartite in nature between ICAO, Bahrain and the MID RMA Board; and</i> b) <i>certify the request for paying Bahrain based on the presentation of Bills which are to be reviewed by the MID RMA Board at each of its meetings.</i> 	<p>Actioned</p> <p>Ongoing</p>	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	REMARKS
<p>CONCLUSION 2/4: MEMBERSHIP OF THE MID RMA</p> <p><i>That,</i></p> <ul style="list-style-type: none"> a) <i>Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, Syria and Yemen committed themselves to participate in the MID RMA project; and</i> b) <i>taking into consideration the tremendous efforts deployed by UAE in the preparation for the successful and safe implementation of RVSM in the MID Region, UAE is:</i> <ul style="list-style-type: none"> i. <i>invited to join the MID RMA Project; and</i> ii. <i>is to be exempted from the payment of contributions for the first ten (10) years of operation of the MID RMA.</i> 	<p>Actioned</p> <p>Ongoing</p>	
<p>CONCLUSION 2/5: SAFETY ASSESSMENT ACTIVITY</p> <p><i>That,</i></p> <ul style="list-style-type: none"> e) <i>in accordance with its Duties and Responsibilities, the MID RMA is responsible for the development of the RVSM post-implementation safety analysis for the MID Region;</i> f) <i>support contractor/consultant might be required for the development of the RVSM post-implementation safety analysis and selection of the appropriate methodology; and</i> g) <i>the RVSM post-implementation safety analysis is to be ready before 24 November 2006 with a view to be presented to MIDANPIRG/10 meeting;</i> h) <i>the MID RMA determine the exact type and format of data required and inform States accordingly; and</i> i) <i>States provide the required data on a regular basis.</i> 	<p>Ongoing</p>	

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	REMARKS
<p>CONCLUSION 2/6: MID RMA PROJECT ACTION PLAN/TIMELINES</p> <p><i>That, the MID RMA Project Action Plan/Timelines is updated as at Appendix 5A to the report on Agenda Item 5.</i></p>	<p>Ongoing</p>	

MID RMA Board/3
Appendix 2B to the Report on Agenda Item 2



**Middle East Regional Monitoring Agency
(MID RMA)**

**MEMORANDUM
OF AGREEMENT**

Bahrain - 27 February, 2006

MEMORANDUM OF AGREEMENT
on the establishment, operation and management of the
Middle East Regional Monitoring Agency (MID RMA)
and its funding by the Participating States

1. PARTIES

1.1 The Parties to this memorandum of agreement are: Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, Syria and Yemen.

2. AGREEMENT

- CONSIDERING the urgent need to institute a programme, on a regional basis, for monitoring the height-keeping performance of aircraft operating in RVSM airspace;

CONSIDERING the Parties' earlier decision that the Middle East Regional Monitoring Agency (MID RMA) will be funded entirely by the participating States and that the budget estimate for the first year, be paid by the Parties on equal basis;

The Parties have agreed as follows:

1. The Parties to this memorandum of agreement, referred to hereunder as Participating States agree to establish the Middle East Regional Monitoring Agency (MID RMA) and undertake to become its members;
2. The MID RMA shall be managed as a Regional programme; shall have legal personality and shall act through the MID RMA Board;
3. The overall objective of the MID RMA is the promotion of safety of air navigation in the Middle East Region through the operation and management, on a sound and efficient basis, of a permanent MID Regional Monitoring Agency;
4. The MID RMA Board, in which each Participating State is entitled to appoint one member, shall retain overall direction and responsibility for the supervision and operation of the MID RMA in accordance with the relevant obligations of the Participating States under the Convention on International Civil Aviation and its Annexes. The Board shall elect its chairman. It shall inter-alia, supervise and direct the MID RMA, follow-up its activities and reports and assign its priorities. It shall also secure the commitment of Participating States for funding the MID RMA in accordance with agreed funding mechanism and for provision of necessary data for the MID RMA;

The MID RMA's scope, duties and responsibilities will be those agreed by the Board's first meeting and could be revised by the Board. The MID RMA will be assigned clear tasks in a step-by-step approach starting with RVSM height monitoring and RVSM post-implementation safety assessment, having in mind the end objectives, which will include RNP/RNAV and SMS. The MID RMA duties and responsibilities will include, but will not be limited to the following:

- collecting and analysing RVSM data received from MID States as well as from Eurocontrol/FAA, IATA and airlines;
- collecting data on aircraft approved by various States for operation within RVSM airspace in the MID Region and enter such data in the MID RMA database;
- verification of the effectiveness of the approval process by States;
- establishing a database for reporting height deviations of aircraft;
- verification that the target level of safety on implementation of RVSM is met and maintained;

- monitoring the effectiveness of the altimetry system modifications to enable aircraft to meet the required height keeping performance criteria;
 - evaluation of the stability of altimetry system error;
 - undertake monitoring missions to States as required;
 - determine in the light of analysis made of data received and of missions conducted, whether compliance with required safety standards is maintained and initiate corrective action as needed in each case; and
 - submit a report to each Board meeting on MID RMA activities, its analysis of data and any identified departure from RVSM Safety limits, for its consideration and action as appropriate.
6. The Participating States have accepted Bahrain's offer to host the MID RMA in Bahrain to enable the early establishment and functioning of the MID RMA;
 7. Bahrain will provide the offices, equipment and local personnel needed for the MID RMA operations and pay for the initial set up of the MID RMA without waiting for MID States' contributions. The advance payment made by Bahrain shall be recovered through States' contributions in compliance with the agreed funding mechanism;
 8. Based on the agreed funding mechanism for the first year of operation of the MID RMA, the cost for the establishment of the MID RMA, its operation and management for the first year shall not exceed the estimated amount of US\$ 300,000, which shall be borne by the Participating States on equal basis;
 9. The funding mechanism and consequent contributions of Participating States may be modified in subsequent years by decision of the Board;
 10. The MID RMA staff shall be composed of:
 1. MID RMA Manager/Team Leader (Part Time)
 2. One Assistant MID RMA Officer (Full Time)
 3. Database Specialist (Part Time)
 11. The MID RMA Manager/Team Leader shall manage the project on day-to-day basis and effect coordination with the Chairman of the MID RMA Board. He shall submit the MID RMA reports to the Board with copies to the ICAO Regional Office in Cairo;
 12. Bahrain shall monitor the progress of the MID RMA, maintain financial accounting and provide general support and timely reporting;
 13. Participating States authorize the MID RMA Board Chairman to negotiate on behalf of the MID RMA an agreement with ICAO and Bahrain specifying ICAO's role as the custodian of the funds collected for the purpose of this agreement, in compliance with ICAO's Financial Regulations and Rules;
 14. This Memorandum of Agreement shall come into effect on the date it has been signed by the Participating States;
 15. Any amendment to this Memorandum of Agreement, shall be carried out by the parties to this agreement;
 16. Any dispute arising out of or relating to this Memorandum of Agreement, shall be settled by direct consultation between the Participating States concerned;
 17. Any Participating State may withdraw from this Memorandum of Agreement by giving a prior notice of **six (6) months** to other Participating States. The obligations assumed by the Participating States under this Memorandum of Agreement shall continue to exist after the

withdrawal from this Memorandum of Agreement to the extent necessary to permit the orderly finalization of activities, the withdrawal of personnel, the distribution of funds and assets and the settlement of contractual obligations. Additional funds, if necessary, to cover the above mentioned expenditures shall be provided by the Participating States.

18. The hosting of the MID RMA by Bahrain may be terminated at the request of Bahrain, with two years advance written notification to the MID RMA Board to allow sufficient time for selection of an alternative location and necessary arrangements for transfer of the MID RMA.
19. All correspondence relating to the implementation of this Agreement, shall be addressed to:

MID RMA

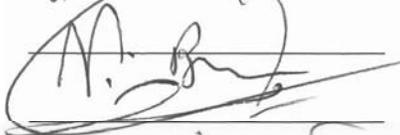
Chairman of the MID RMA Board
C/o Ministry of Transportation
P.O. Box 586
Bahrain International Airport
Manama - Bahrain

With copy to the:

ICAO Regional Director

ICAO Middle East Regional Office
Egyptian Civil Aviation Complex, Airport Road
P.O Box 85, Airport Post office, Terminal One
11776, Cairo, Egypt

Agreed on behalf of MID RMA States

State	Signature	Title	Date
Bahrain		AIDIRECTOR AIR NAVIGATION	29/2/06
Egypt		ATIS Safety Manager	28/2/2006
Iran		CAO	21.03.2006
Jordan		Director ATM	28/2/2006
Lebanon		CHIEF AIR NAV DEPT	27th Feb 2006
Kuwait		DT DGC A Gov NEA	25/2/2006
Oman		A OGCAM	27th Feb 2006
Saudi Arabia		RUSM / Manager	27.2.2006
Syria		Director General	21. March 2006
Yemen		Chairman of Cama	21.03.2006

MID RMA Board/3
Appendix 2C to the Report on Agenda Item 2

**Custodian Agreement
between ICAO, the Middle East Regional Monitoring Agency
(MID RMA), and Bahrain.**

Whereas the Middle East Regional Monitoring Agency (MID RMA) desires to request the International Civil Aviation Organization (ICAO) to perform certain custodian functions with respect to the funds collected from the member States of the MID RMA;

Whereas the member States of the MID RMA, under the Memorandum of Agreement on the Establishment, Operation and Management of the Middle East Regional Monitoring Agency (MID RMA) and its Funding by the Participating States, have authorized the MID RMA Board Chairman to negotiate on behalf of the MID RMA an agreement with ICAO and Bahrain specifying ICAO's role as the custodian of the funds collected for the purpose of the Memorandum of Agreement;

Whereas Bahrain agrees under the Memorandum of Agreement to host the MID RMA in Bahrain and undertakes to monitor the progress of the MID RMA, maintain financial accounting and provide general support and timely reporting;

The Parties have agreed as follows:

1. The Custodian Functions of ICAO

1.1 In accordance with the apportionment provided by the MID RMA Board, ICAO shall use its best efforts to assist in collecting the funds from each of the member States of the MID RMA by issuing a request for payment to each member State.

1.2 ICAO shall act as the custodian of the funds collected under subparagraph 1.1, to the extent defined as follows:

- a) Creating a fund for the MID RMA, in compliance with existing ICAO financial Rules and Regulations.
- b) depositing the funds received into the MID RMA fund mentioned in subparagraph 1.1 and issuing acknowledgements of receipts to individual States when funds are received;
- c) recording the funds received in the MID RMA fund and tracking accrued interest;
- d) reporting on funds received and balance of funds to the RMA Board via its chairman on a quarterly basis;
- e) subject to availability of funds, reimbursing Bahrain on the basis of a certified request for payment by the Chairman of the MID RMA Board on a semi-annual basis;

2. Administration Fees of ICAO

2.1 ICAO shall be entitled to receive ten per cent (10%) of the funds collected, as administration fees.

3. Exclusion of ICAO's Responsibility and Liability

3.1 ICAO has no responsibility to certify that funds spent by Bahrain are for the purpose for which they were intended. Nor shall any form of verification or audit be performed on expenditure related to the MID RMA. Any request for audit shall be commissioned by the MID RMA Board and contracted with an independent external auditor.

3.2 ICAO is under no obligation to provide an itemized statement of expenditure since it has no responsibility for the budget of the MID RMA Board.

3.3 ICAO shall not receive invoices for payment to third parties nor shall it be required to make any disbursements other than to Bahrain for reimbursement of their costs.

3.4 In no event shall ICAO be held liable for any claim or damage arising from the execution of this Agreement. Without limiting the generality of the foregoing, ICAO shall not be liable for:

- a) the failure to collect from member States which are in default. Following two reminders sent to the States by ICAO, it shall be the sole responsibility of the MID RMA Board to engage in further collection action or to enforce any applicable sanctions with respect to members States which are in default;
- b) the loss of the funds, such as in the course of their deposits, transmissions or transfers;
- c) any deficit position of the MID RMA fund.

3.5 The MID RMA shall indemnify, hold and save harmless, and defend, at its own expense, ICAO, its officials, agents, servants and employees, from and against all suits, claims, demands and liability of any nature or kind, including their costs and expenses, arising out of the acts or omissions of the MID RMA or the MID RMA's employees, officers, agents or sub-contractors, in the performance of this Agreement. This provision shall extend, *inter alia*, to claims and liability in the nature of workmen's compensation claims, product liability and liability arising out of the use of patented inventions or devices, copyrighted material or other intellectual property by the MID RMA, its employees, officers, agents, servants, or sub-contractors. The obligations under this clause do not lapse upon termination of this Agreement.

4. Compliance with ICAO Financial Regulations and Rules

4.1 ICAO shall be bound by its Financial Regulations and Rules in all matters under this Agreement. No provision of this agreement shall be interpreted in conflict with the Financial Regulations and Rules.

5. Settlement of Disputes

5.1 Any dispute, controversy or claim arising out of or relating to this Agreement shall be settled amicably through negotiation and consultation between the Parties.

6. Immunity of ICAO

6.1 Nothing in or relating to this Agreement shall be deemed a waiver, express or implied, of any immunity from suit or legal process or any privilege, exemption or other immunity enjoyed or which may be enjoyed by ICAO, its officers and staff, either pursuant to the Convention on the Privileges and Immunities of the Specialized Agencies or other conventions, agreements, laws or decrees of an international character.

7. Language of Correspondence

7.1 All reports, correspondence and other information shall be in English.

8. Notices

8.1 All correspondence between the Parties shall be sent in writing to the following offices and addresses:

- a) **ICAO:** International Civil Aviation Organization
Technical Co-operation Bureau
999 University Street
Montreal, Québec
H3C 5H7
Tel: ++ 514-954-8219 Ext. 8082
Fax: ++ 514-954-6287
E-mail: vdorofeyev@icao.int

- b) **MID RMA:** Middle East Regional Monitoring Agency
(MID RMA)
C/o Civil Aviation Affairs
P.O. Box: 586
Manama, Bahrain
Tel: ++ 973 17 32 91 50
Fax: ++ 973 17 32 91 60
E-mail: midrma@batelco.com.bh

- c) **Bahrain:** The Under Secretary
Civil Aviation Affairs
Bahrain International Airport
Tel: ++ 973 17 321 100
Fax: ++ 973 17 329 066
E-mail: aralgaoud@caa.gov.bh

9. Amendment to the Agreement

9.1 This Agreement may be amended by an instrument in writing signed by each of the Parties.

Termination or Renewal of the Agreement

10.1 This Agreement is concluded initially for a term of two (2) years. It shall be automatically renewed at the time of expiration, unless one Party notifies the other Parties by a prior written notice of three (3) months that it intends to terminate this Agreement at the end of the term.

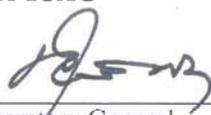
10.2 ICAO may terminate this Agreement at any time by providing prior written notice of three (3) months.

11. Entry into Force

11.1 This Agreement shall come into force at the time of signature by all the Parties.

Acknowledged and agreed:

For ICAO


Secretary General
9 May 2006

For Bahrain


Under Secretary Civil
Aviation Affairs
6/June/ 2006

For MID RMA Member
States


Chairman of MID RMA
Board
3rd June 2006

— END —

MID RMA Board/3
Report on Agenda Item 3

REPORT ON AGENDA ITEM 3: PROGRESS REPORT ON THE MID RMA PROJECT

3.1 Under this Agenda Item, the meeting recalled that with a view to resolve the legal issues related to the membership, funding mechanism, duties and responsibilities of the MID RMA and after a long process of coordination between the MID Regional Office, ICAO HQ and States, a Memorandum of Agreement (MOA) has been signed by ten (10) participating States. The meeting also noted that further to the agreement reached during the MID RMA Board/2 meeting, a Custodian Agreement between ICAO, the MID RMA Board and Bahrain describing exactly the support functions of ICAO in the MID RMA project has been signed by the three concerned parties (the ICAO Secretary General, The Under Secretary Civil Aviation Affairs of Bahrain and the MID RMA Board Chairman).

3.2 The meeting noted that, based on the MOA, the Custodian Agreement and the Draft Conclusion 2/1 of the MID RMA Board/2 meeting related to the Funding Mechanism of the MID RMA, the contributions of States for the first year of operation of the MID RMA should have been paid before 30 June 2006 on the basis of the invoices issued by ICAO on 30 May 2006. However, the meeting noted that Iran, Lebanon and Syria have not yet paid their contributions and accordingly a State letter Ref: AN 6/5.10.15A – 325 has been sent to these three States reminding them of their obligation to pay their contributions to the MID RMA project. The meeting was informed that in Lebanon the government has agreed to the payment of the Thirty Thousands US Dollars (30 000 USD), which is under progress in accordance with the heavy administrative procedures.

3.3 Based on the above, the meeting urged Iran, Lebanon and Syria to pay their contributions before 31 December 2006.

3.4 The meeting was appraised of the financial status of expenditure by Bahrain for the first year of operation of the MID RMA as at **Appendix 3A** to the report on Agenda Item 3. However, it was highlighted that the official financial report accompanied with all the bills will be prepared by Bahrain CAA and presented to the MID RMA Board/4 meeting. The meeting further noted that Bahrain has not yet been paid. Accordingly, the meeting agreed that the MID RMA Board Chairman certify a request for payment of Bahrain on the basis of the financial status presented and send it to ICAO as soon as possible and agreed to the following Draft Decision:

DRAFT DECISION 3/3: PAYMENT OF EXPENSES PAID BY BAHRAIN FOR THE SET UP AND OPERATION OF THE MID RMA FOR THE FISRT YEAR OF OPERATION

*That, the MID RMA Board Chairman certify a request for payment of Bahrain on the basis of the financial status of expenditures at **Appendix 3A** to the report on Agenda Item 3 and send it to ICAO, as soon as possible.*

3.5 The meeting noted with appreciation that the majority of the expenses related to the set up of the MID RMA (Office Furniture, Server, Tel, Fax, Internet, etc) were offered by Bahrain free of charge and accordingly were not included in the financial report. The meeting reiterated its thanks and gratitude to Bahrain for hosting the MID RMA and providing the required local personnel for the MID RMA operations. It was highlighted in this regard that the salaries of the MID RMA staff are basically paid by Bahrain and that the 31,830 US\$ reflected in the financial report for the Manpower represent sort of overtime/allowance paid to the MID RMA staff. The meeting recognized that this represents the main explanation to the big difference between the initial estimation of 300,000 US\$ for the set up and operation of the MID RMA for the first year of operation and the real figures presented by Bahrain. The meeting agreed that in accordance with the MID RMA Board/2 meeting Conclusion 2/1, the difference between the amount paid and the real share for each participating State be deducted from the contributions of the next year(s).

MID RMA Board/3
Report on Agenda Item 3

3.6 The meeting recalled that the duties and responsibilities of the MID RMA include the development of the RVSM post-implementation safety analysis and recognized the complexity and difficulty of this task. The meeting noted with appreciation that the MID RMA staff was trained by EUROCONTROL in Brussels with a view to acquire the necessary expertise for the development of the RVSM post-implementation safety analysis.

3.7 The meeting recalled that the RVSM TF/12, the MMS/3 and the ATM/SAR/AIS SG/8 meetings, noted with appreciation that the MID RMA Project Action Plan is progressing well. However, concern was raised about the progress made for the development of the RVSM Post-Implementation Safety Analysis (PISA). In this regard, the issue of provision of the required data to the MID RMA was raised with concern and it was mentioned that the main cause for the delay in the provision of traffic data is due to the manual processing of this data.

3.8 The meeting emphasized that unless States make all effort to provide the required data, the RVSM post-implementation safety analysis could not be developed and the MID RMA could not carry out its functions as specified in its Terms of Reference (TOR), duties and responsibilities. In order to achieve the objectives and enable the MID RMA to discharge its responsibilities, the meeting urged States, who have not yet done so, to provide the required data to the MID RMA, as soon as possible and in any case before 31 December 2006 with a view to present the RVSM post-implementation safety analysis to the MID RMA Board/4 and MIDANPIRG/10 meetings and noted with appreciation that the ATM/SAR/AIS SG/8 developed Draft Conclusion 8/5 in this regard, as follows:

DRAFT CONCLUSION 8/5: PROVISION OF DATA FOR THE DEVELOPMENT OF THE RVSM POST-IMPLEMENTATION SAFETY ANALYSIS

That, in accordance with MIDANPIRG/9 Conclusion 9/23 and with a view to have the RVSM post-implementation safety analysis ready before MIDANPIRG/10 meeting:

- a) States, who have not yet done so, provide the required data to the MID RMA, as soon as possible and in any case before 31 December 2006;*
- b) States not providing the required data to the MID RMA, in accordance with the requirements of safety monitoring agencies, be included in the MIDANPIRG List of air navigation deficiencies;*
- c) the MID RMA ensures that the requests for provision of data are extended to MID States' RVSM Programme Managers and their Alternates in order to carry out the necessary internal coordination and speed up the process of collection of data; and*
- d) States ensure that good communication and cooperation between the RVSM Programme Managers and the MID RMA Board Members is established and observed.*

3.9 Based on the above, the meeting agreed to amend the MID RMA Board/2 Draft Conclusion 2/5 as follows:

MID RMA Board/3
Report on Agenda Item 3

DRAFT CONCLUSION 3/4: SAFETY ASSESSMENT ACTIVITY

That,

- a) *in accordance with its Duties and Responsibilities, the MID RMA is responsible for the development of the RVSM post-implementation safety analysis for the MID Region;*
- b) *support from contractor/consultant might be required for the development of the RVSM post-implementation safety analysis and selection of the appropriate methodology;*
- c) *the MID RMA determine the exact type and format of data required and inform States accordingly;*
- d) *States provide the required data in a timely manner; and*
- e) *the RVSM post-implementation safety analysis is to be ready before 15 March 2007 with a view to be presented to the MID RMA Board/4 and MIDANPIRG/10 meetings.*

**FINANCIAL STATUS OF EXPENDITURE BY BAHRAIN FOR
 THE FIRST YEAR OF OPERATION OF THE MIDRMA
 (24 NOVEMBER 2005 – 23 NOVEMBER 2006)**

No	Description	Qty	Cost in US \$
A. MID RMA Office Setup			
1	Database Server Del GX620 Mini Tower	1	FREE
2	Workstations Del GX520	2	2,371
3	HP Laser 2420dn printer	1	968
4	Hp Color laser 2840 printer	1	1,114
5	New office furniture	12	FREE
6	Notes & Whit Boards	3	FREE
7	Internet Access (ADSL line) instillation & monthly rent charges	1	FREE
8	Tel & Fax lines instillations & monthly rent charges	2	FREE
Total			4,453

B. MID RMA Website :		
1	Design & Development	7,798

C. Training, W/S and Duty Travel:		
1.	RMA Training in Brussels	13,751
2	Site visit & Duty Travels	3,071
Total		16,822

D. Manpower:	Cost of 4 local staff assigned for MID RMA management & Operations	31,830

E.	ICAO Admin charges (10% of the collected funds)	30,000
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Overall Total Cost		\$ 90,903
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Payments in USD:

- Bahrain- CAA	\$ 61,000
- ICAO	\$ 30,000

Total Payments to cover year1 expenditures	\$ 91,000
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MID RMA Board/3
Report on Agenda Item 4

REPORT ON AGENDA ITEM 4: MID RMA COST SHARING ARRANGEMENTS

4.1 Under this Agenda Item, the meeting recalled that the MID RMA/1 meeting held in Cairo, from 14 to 15 June 2005 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. Accordingly, 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. Therefore, the MID RMA Board agreed that the funding mechanism for the first year of operation of the MID RMA be based on contributions from the ten (10) participating States on equal share basis.

4.2 The meeting recalled that a global approach to cost recovery of RMAs, based on existing guidance on the establishment of “multinational (ICAO) air navigation facilities/services” included in all air navigation plans, and a step-by-step procedure regarding the implementation of a cost recovery arrangement at the regional level were presented to the ALLPIRG/5 meeting held in Montreal, 23-24 March 2006. The proposed approach was further discussed and finalized by the sixth meeting of the Air Navigation Services Economic Panel (ANSEP/6), Montreal, 27-31 March 2006. The meeting noted that the approach adopted in the MID Region has the essential elements of the model recommended by ALLPIRG/5 and ANSEP/6, which adopted the step-by-step approach procedure for implementation of an RMA cost recovery arrangement as at **Appendix 4A** to the report on Agenda Item 4 and agreed that the most suitable method is to be decided at the regional level.

4.3 Based on the above, the meeting noted that the directives on global approach to cost recovery of RMAs did not mention a specific funding mechanism, nevertheless the issue of RMA cost sharing arrangements was left to the PIRGs decision.

4.4 The meeting recalled also that with a view to prepare and facilitate the discussions of the MID RMA Board/3 meeting on the subject of funding mechanism of the MID RMA, the MMS/3 meeting held in Jeddah, 4-6 September 2006, under Recommendation 3/7, proposed that the activities of the MID RMA continue to be ensured through contributions from Participating States and be calculated on the basis of the number of flights handled by each FIR and the number of RVSM approved aircraft by State which could be expressed in term of percentage of required MID RMA staff work load per State.

4.5 Taking into consideration the MMS/3 recommendation and the statistics presented by the MID RMA related to the number of RVSM approved aircraft by State and the number of aircraft movement by FIR for the month of April 2006 attached as **Appendix 4B** to the report on Agenda Item 4, the meeting was of view that the traffic of one month is not representative to develop an accurate and “fair” funding mechanism. However, taking into consideration the characteristics of the MID Region and its areas of major flow; and in continuation of the good spirit and understanding observed during the negotiations of the funding mechanism for the first year of operation of the MID RMA, the meeting agreed that the MID RMA participating States be divided into two categories:

- **Category 1:** Bahrain, Egypt, Iran, Oman and Saudi Arabia will be paying 15% each of the yearly total cost of operation of the MID RMA, and
- **Category 2:** Jordan, Kuwait, Lebanon, Syria and Yemen will be paying 5% each of the yearly total cost of operation of the MID RMA.

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4.6 The following table reflects the here-above agreement:

State	Percentage of contribution to the MID RMA yearly total cost of operation of the MID RMA
<i>Bahrain</i>	15
<i>Egypt</i>	15
<i>Iran I.R. of</i>	15
<i>Jordan</i>	5
<i>Kuwait</i>	5
<i>Lebanon</i>	5
<i>Oman</i>	15
<i>Saudi Arabia</i>	15
<i>Syria</i>	5
<i>Yemen</i>	5
Total	100%

4.7 The meeting recalled that, in accordance with the MID RMA Board/1 Draft Conclusion 1/2, Bahrain agreed to pay for the initial set up of the MID RMA without waiting for MID States contributions, providing that the cost is recovered through the agreed funding mechanism. The meeting agreed that for the coming years of operations of the MID RMA, contributions of States have to be paid at the beginning of the year based on the agreed funding mechanism and the estimation of the yearly operating budget of the MID RMA. In this regard, the meeting agreed on the estimation of the operating budget for the period 24 November 2006 – 23 November 2007 as at **Appendix 4C** to the report on Agenda Item 4.

4.8 Based on the above, the meeting agreed that the MID RMA Board/2 Draft Conclusion 2/1 and Draft Conclusion 2/3 have to be amended and accordingly developed the following Draft Conclusion, which replaces and supersedes the above-mentioned Conclusions:

DRAFT CONCLUSION 3/5: 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) *Bahrain, Egypt, Iran, Oman and Saudi Arabia pay 15% each of the yearly operating budget of the MID RMA;*
- c) *Jordan, Kuwait, Lebanon, Syria and Yemen pay 5% each of the yearly operating budget of the MID RMA;*
- d) *the MID RMA Board Chairman, in compliance with the Custodian Agreement, be delegated the authority to certify on behalf of the MID RMA Participating States the requests for advance payment to Bahrain on 1 October and 1 April of every year, based on the agreed funding mechanism and the estimation of the yearly operating budget of the MID RMA;*

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Report on Agenda Item 4

- e) *the MID RMA participating States pay their contributions on a yearly basis not later than 31 December of each year based on the invoices issued by ICAO;*
- f) *the bills related to the MID RMA expenses be certified by the MID RMA Board chairman and reviewed by the MID RMA Board at each of its meetings;*
- g) *in case the contributions for one year exceed the yearly cost for the operation and management of the MID RMA, the difference be deducted from the contributions of the next year(s); and*
- h) *the MID RMA funding mechanism be revised by the MID RMA Board when necessary.*

4.9 In accordance with the here-above Draft Conclusion, and taking into consideration the saving made during the first year of operation of the MID RMA (Appendix 3A, refers), the meeting recognized that the "Category 2" States (Jordan, Kuwait, Lebanon, Syria and Yemen) will not be required to pay anything for the second year of operation of the MID RMA, since the savings from the first year exceed their contributions for the second year. However, the meeting agreed that ICAO HQs, when issuing the invoices for the period (24 November 2006 – 23 November 2007), should send a financial statement to these States informing them about the savings of the first year, which exceed the required contributions for the second year.

4.10 Based on the foregoing, the meeting agreed to reflect the above in the updated MID RMA Project Action Plan/Timelines.

IMPLEMENTATION OF AN RMA COST RECOVERY ARRANGEMENT

A STEP-BY-STEP PROCEDURE

On the basis of the existing guidelines on the establishment of a multinational ICAO air navigation facility/service, the implementation of an RMA and the associated cost recovery arrangement could include the following steps:

- a) define, at a PIRG meeting, the RVSM monitoring function as a Multinational ICAO Air Navigation Facility/Service in accordance with the existing guidelines on the establishment and provision of a multinational ICAO air navigation facilities/services, included in the regional air navigation plan concerned;
- b) agree to a cost sharing arrangement based on, for example, distance flown or number of flights within the airspace for which each of the respective States has assumed responsibility, it being understood that distance flown may offer more precision while allocation based on the number of flights is simpler to administer;
- c) find and assign a State or an existing organization or agency to establish and operate the RMA (the PIRG's responsibility);
- d) develop and establish an administrative agreement to regulate the establishment and operation of the RMA, including the cost sharing arrangement and procedures for collection of contributions from the participating States (the PIRG, assisted by the ICAO Regional Office);
- e) sign the administrative agreement (DGCAs or some other authorized person in the participating States);
- f) establish and operate the RMA as a Multinational ICAO Air Navigation Facility/Service in accordance with the administrative agreement (the assigned operator); and
- g) recover the contributions to the financing of the RMA through additions to the cost bases for route charges and transfer the amounts to the RMA operator (each State).

**NUMBER OF RVSM APPROVED AIRCRAFT BY STATE
 AND
 NUMBER OF AIRCRAFT MOVEMENTS BY FIR
 (APRIL 2006)**

States	ACFT Nr	ACFT %	Apr-06 Movement	Movement %
BAH/QTR	64	12.98	16,729	16.09
Egypt	61	12.37	14,650	14.09
Iran	76	15.42	10,048	9.66
Jordan	24	4.87	6,531	6.28
Kuwait	30	6.09	3,439	3.31
Lebanon	14	2.84	2,532	2.43
Oman	40	8.11	15,661	15.06
Saudi Arabia*	160	32.45	25,620	24.64
Syria	13	2.64	7,181	6.91
Yemen	11	2.23	1,605	1.54
Grand Total	493	100.00	103,996	100.00

(*) Note: The statistics related to the number of aircraft movements within Jeddah FIR, are not very accurate and are subject to further refinement by both Saudi Arabia and the MID RMA.

**BUDGET ESTIMATE FOR THE MID RMA OPERATION
 FOR YEAR 2 (24 NOVEMBER 2006 – 23 NOVEMBER 2007)**

<i>No</i>	<i>DESCRIPTION</i>	<i>US \$</i>
1	Post Implementation Safety Analysis Report	150,000
2	Manpower cost of 4 local staff assigned for RMA management & operations	35,000
3	Special Assessment Hardware, Equipments & Workstations	25,000
4	Training and Workshops Duty travel	15,000 20,000
5	Miscellaneous: Database, software applications charges & reports	15,000
	Total estimated Budget for year 2	\$ 260,000
	Normal Contribution from States of Category 1 (15%)	39,000
	Normal Contribution of States of Category 2 (5%)	13,000
	Saving from year 1	- 21,000
	Required Contribution from States of Category 1 (15% of estimated budget + 10% for ICAO)	# 20,000
	Required Contribution from States of Category 2	0
	Total budget collected for year 2	\$ 100,000
	ICAO Admin charges (10% of collected fund)	- 10,000
Total Budget requirements for year 2	Contributions of Cat 1 States: Collected budget (Net contributions from Cat 1 States)	90,000
	Savings from year 1	105,000
	Contributions of Cat 2 States (Savings from year 1)	65,000
TOTAL		260,000

MID RMA Board/3
Report on Agenda Item 5

REPORT ON AGENDA ITEM 5: REVIEW AND UPDATE OF THE ACTION PLAN/TIMELINES

5.1 Under this Agenda Item, the meeting noted that MIDANPIRG/9 meeting agreed to Conclusion 9/13 which includes an action plan for the re-establishment of the MID RMA, which was monitored and updated by the MID RMA Board at each of its meetings.

5.2 Taking into consideration the outcome of its discussions, the MID RMA Board/3 meeting reviewed and updated the action plan, as at **Appendix 5A** to the report on Agenda Item 5.

5.3 Accordingly, the meeting endorsed the following Draft Conclusion, which supersedes and replaces the MID RMA Board/2 Conclusion 2/6:

DRAFT CONCLUSION 3/6: MID RMA PROJECT ACTION PLAN/TIMELINES

*That, the MID RMA Project Action Plan/Timelines is updated as at **Appendix 5A** to the report on Agenda Item 5.*

Item No.	Actions	Responsible	Dec 06	Jan 07	Feb 07	Mar 07	Apr 07	May 07	Jun 07	Jul 07
9	Convening of MID RMA Board/4 meeting	ICAO MID								
10	Presentation of the outcome of the MID RMA Board meetings to MIDANPIRG/10	ICAO								
11	Presentation of the RVSM PISA to MIDANPIRG/10	MID RMA								

MID RMA Board/3
Report on Agenda Item 6

REPORT ON AGENDA ITEM 6: FUTURE WORK PROGRAMME

6.1 Under this Agenda Item, the meeting reviewed the Terms of Reference, the responsibilities and duties as well as the guiding principles addressing the scope, administrative arrangements and management of the MID RMA at **Appendices 6A, 6B and 6C** to the report on Agenda Item 6, respectively.

6.2 The meeting agreed that the MID RMA Board/4 meeting is to be held before MIDANPIRG/10, which is tentatively scheduled to be held in Doha, Qatar from 25 to 29 March 2007. The venue and exact date of the meeting is to be coordinated between the ICAO MID Regional Office and the MID RMA Board Chairman, taking into consideration the progress made in the development of the RVSM Post Implementation Safety Analysis. However, the meeting requested the ICAO MID Regional Office to issue the invitation letter, as soon as possible, and in any case not later than one month before the meeting.

6.3 The meeting agreed on the provisional agenda for the MID RMA Board/4 meeting as at **Appendix 6D** to the report on Agenda Item 6.

MIDDLE EAST REGIONAL MONITORING AGENCY (MID RMA) BOARD

TERMS OF REFERENCE

The Terms of Reference of the MID RMA Board are as follows:

1. The Board will be responsible for overall supervision, direction, and management of the MID RMA project.
2. The Board will elect a Chairperson.
3. The elected Chairperson will be the contact point/coordinator on behalf of the MID RMA Board members to oversee the MID RMA project in coordination with ICAO.
4. The Board will review and update the MID RMA work plan on a yearly basis and/or whenever required.
5. The Board will meet at least once a year or when deemed necessary to review/update, consider, and approve:
 - i. the MID RMA safety reports;
 - ii. matters related to funding mechanism, costs, accounting, etc; and
 - iii. the duties, responsibilities and scope of the MID RMA.
6. The Board through its Chairperson will report its activity to MIDANPIRG through the ATM/SAR/AIS Sub Group.

Composition:

The MID RMA Board will consist of focal point nominated by each Participating MID Region State as signatories on their behalf with ICAO Technical Cooperation Bureau (TCB) in relation with the MID RMA project.

The MID RMA Board meetings will be attended by:

- The Board members
- ICAO Regional Office, as permanent observer; and
- Other Organizations (EUROCONTROL, FAA, IATA, etc) as observes on ad-hoc basis and as required.

DUTIES AND RESPONSIBILITIES OF THE MID RMA

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.

AGREED PRINCIPLES FOR THE ESTABLISHMENT OF THE MID RMA

The agreed principles for the establishment of the MID RMA are 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 its activity to MIDANPIRG through the ATM/SAR/AIS Sub Group.

3. HOSTING OF THE MID RMA

The MID RMA will be hosted by Bahrain.

**FOURTH MEETING OF THE MIDDLE EAST REGIONAL MONITORING AGENCY BOARD
(MID RMA BOARD/4)**

PROVISIONAL AGENDA

- Agenda Item 1: Adoption of the provisional agenda.
- Agenda Item 2: Review and follow-up of MID RMA Board Conclusions and Decisions
- Agenda Item 3: Progress report on the MID RMA Project
- outstanding issues pertaining to the MID RMA Project (payment of contributions, logistic and administrative issues, etc); and
 - accounting activities (presentation of bills by Bahrain)
- Agenda Item 4: RVSM Post-Implementation Safety Analysis
- Agenda Item 5: Review and update of the Action Plan/Timelines
- Agenda Item 6: Future Work Programme.
- Agenda Item 7: Any other business.

MID RMA Board/3
Report on Agenda Item 7

REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS

7.1 Nothing has been discussed under this Agenda Item.

MID RMA Board/3
Attachment A to the Report

LIST OF PARTICIPANTS

NAME	TITLE & ADDRESS
<u>STATES</u>	
BAHRAIN Mr. Fareed Abdellah Al Alawi	Head, Aeronautical Informatics & Airspace Planning Ministry of Transportation Civil Aviation Affairs P.O. Box 586 KINGDOM OF BAHRAIN Fax: (973) 17 32 1992 Tel: (973) 1732 1180 Mobile: (973) 396 51596 Email: falalawi @caa.gov.bh
Mr. Mohamed Zainal	Head of Standards, Licensing and Developments Civil Aviation Affairs P.O. Box 586 Manama BAHRAIN Fax: (973) 19 321 992 Tel: (973) 19 321 028 Mobile: (973) 396 76707 Email: mzainal@caa.gov.bh
Mr. Sanad S. Salim	Chief, Computer Services Ministry of Transportation Civil Aviation Affairs P.O. Box 586 KINGDOM OF BAHRAIN Fax: (973) 17321992 Tel: (973) 17321054 Mobile: (973) 39696991 Email: ssalim@caa.gov.bh

NAME	TITLE & ADDRESS
EGYPT Capt. Mohamed Abbas Soliman	Safety General Manager Egyptian Civil Aviation Authority Cairo Airport Road Cairo, EGYPT Fax: (202) 2688232 Tel: (202) 2678529 Mobile: 2010 6790242 Email: md-soliman@hotmail.com
Mr. Mohamed M. El Mahdy	Training Programs Developing Specialist National Air Navigation Services Company Cairo Airport Road Cairo, EGYPT Fax: (202) 2680627 Tel: (202) 2657984 Mobile: 2010 1561414 Email: Mahdy1414@hotmail.com
Mr. Hassan Kamel Abdel Maged Helmy	ATS Safety Manage National Air Navigation Services Company Cairo Airport Road Cairo, EGYPT Fax: (202) 2680627 Tel: (202) 2657842 Mobile: 2010 843602 Email: hassan.kamel@nansceg.org Hassankam@hotmail.com
LEBANON Mr. Mr. Khaled Chamieh	Chief Air Navigation Department Directorate General of Civil Aviation Beirut Airport Beirut – LEBANON Beirut – LEBANON Fax: (961-1) 629 023 Tel: (961-1) 628 178 Mobile: (961-3) 837 833 Email: chamiehk@beirutairport.gov.lb

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NAME	TITLE & ADDRESS
<p>OMAN Mr. Abdul Rahim Bin Salem Al-Harmi</p>	<p>Acting Director General for Civil Aviation & Meteorology Directorate General of Civil Aviation & Meteorology P.O. Box 21– Code 111 Muscat, SULTANATE OF OMAN Fax: 968 24519 880 Tel: 968 24519711 Mobile: 968 99332281 Email: al-harmi@dgcam.gov.om</p>
<p>Mr. Hamad Ali Mohamed Al-Abri</p>	<p>Director of Air Navigation Services Directorate General of Civil Aviation & Meteorology P.O. Box 1 – Code 111 Seeb International Airport Muscat, SULTANATE OF OMAN Fax: (968) 24519523 Tel: (968) 24519519 Email: H.AL-ABRI@dgcam.gov.om</p>
<p>Mr. Abdullah Nasser Rashid Al-Harthy</p>	<p>Senior Air Traffic Controller Directorate General of Civil Aviation & Meteorology P.O. Box 1 – Code 111 Seeb International Airport Muscat, SULTANATE OF OMAN Fax: (968) 510 122 Tel: (968) 519 201 Mobile: (968) 947 6806 Email: abdullah_nasser@dgcam.gov.om</p>
<p>Mr. Sabri Al Busaidy</p>	<p>DMS Manager Directorate General of Civil Aviation & Meteorology Seeb International Airport P.O. Box 1 CPO Seeb 111 Seeb Airport Muscat - SULTANATE OF OMAN Fax: (968) 24519 523 Tel: (968) 24519 501 Mobile: (968) 99359415 Email: sabri@dgcam.gov.om</p>

NAME	TITLE & ADDRESS
KUWAIT Mr. Adel Boresli	Radar Controller Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Fax: (965) 4722405 Tel: (965) 4737583 - 4710268 Mobile: (965) 9036556 Email: kwtatssms@yahoo.com
Mr. Hamad Al-Naser	Junior Electrical Engineer Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Fax: (965) 4343417 Tel: (965) 4760421 Mobile: (965) 7652527 Email: hamadalnaser@hotmail.com
Eng. Salah Al-Khoder	Director Navigation Equipment Department Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Fax: (965)4343417 Tel: (965)4760421 Mobile: (965)9254363 Email: ned@kuwait-airport.com.kw
Mr. Salah H. Al Mushaiti	AIS Officer Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Fax: (965) 476 5512 Tel: (965) 4737583 Mobile: (965) 668 1897 Email: smais@hotmail.com

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NAME	TITLE & ADDRESS
Mr. Yousef K. Al-Jenaee	Director, Air Navigation Department Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Fax: (965) 476 5796 (965) 4722402 Tel: (965) 471 0264 Mobile: (965) 974 8636 Email: nav1@kuwait.airport.com.kw
SAUDI ARABIA Mr. Aon Abdullah Al-Garni	Manager of RVSM Program Air Traffic Services Department KSA - General Authority of Civil Aviation P.O. Box 40217 Jeddah 21499 - SAUDI ARABIA Fax: (966-2) 640 1477 Tel: (966-2) 640 5000 Ext. 5578 Mobile: (966) 050 577 2984 Email: aonabdul@yahoo.com
Mr. Khalid Brakat Al-Barakati	ATS GACA Air Traffic Service Department Air Traffic Services Department KSA - General Authority of Civil Aviation P.O. Box 40217 Jeddah 21449 - SAUDI ARABIA Fax: (966-2) 640 1477 Tel: (966-2) 640 5000 Ext. 5578 Mobile: (966) 0503373395 Email: khaled1111alsharif
Mr. Turkey Omar Bakhrebah	Softwar Engineer Airways Engineering KSA - General Authority of Civil Aviation P.O. Box 40217 Jeddah 21499 - SAUDI ARABIA Fax: (966-2) 640 1477 Tel: (966-2) 6717717 Mobile: (966)50564792 Email: tob_ksa@yahoo.com

NAME	TITLE & ADDRESS
<p>SYRIA Mr. Antoun Abdul Nour</p>	<p>Head of National air Traffic Civil Aviation Authority Damascus International Airport Damascus - SYRIA Fax: (963-11) 3315547 Tel: (963-11) 5400312 Mobile: (963-11) 92054011 Email:</p>
<p>Mr.. Mohamad Salah Kishkeh</p>	<p>ACC Supervisor Civil Aviation Authority Damascus International Airport Damascus - SYRIA Fax: (963-11) 5400314 Tel: (963-11) 5400540-5400312 Mobile: (963-11) 94517425 Email:</p>
<p><u>ORGANIZATIONS</u></p>	
<p>EUROCONTROL Mrs. Ana Paula Frangolho</p>	<p>Project Manager Aeronautical Manager Rue de la Fusée, 96 B-1130 Brussels Fax: (32-2) 729 90 08 Tel: (32-2) 729 47 02 Mobile: (32-4) 77668297 Email: ana-paula.frangolho@eurocontrol.int</p>
<p>IATA Mr. Jehad Faqir</p>	<p>Director, Safety Operations and Infrastructure Middle East & North Africa International Air Transport Association (IATA) P.O. BOX 940587 Amman 11194 - JORDAN Fax: (962-6) 593 9912 Tel: (962-6) 563 9919 Mobile: (962-79) 596 6559 Email: faqirj@iata.org</p>

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NAME	TITLE & ADDRESS
Capt. Faysal M. Shaaban	IATA and Technical Affairs Beirut International Airport P.O. Box 206/62 Beirut - LEBANON Fax: (961-1) 623 045 Tel: (961-1) 622 132 Mobile: (961-3) 762 631 Email: shaabanf@mea.com.lb

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