



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

MID RMA Board/4

(Cairo, 21-22 March 2007)

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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Attachment A

List of Participants..... A1-A6

MID RMA Board/4
History of the Meeting

PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Fourth Meeting of the Middle East Regional Monitoring Agency Board (MID RMA Board/4) was held at the ICAO Middle East Regional Office, Cairo, 21-22 March 2007.

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 to Cairo. He indicated that the meeting will review the outstanding issues pertaining to the MID RMA Project, especially the arrears in the payment of contributions by some MID RMA Member States. Mr. Khonji noted also that the meeting is expected to close the MID RMA financial year 1, since the official financial statement accompanied by certified bills is to be presented to the meeting for approval.

2.2 Mr. Khonji highlighted the importance of the development of the Post Implementation Safety Analysis (PISA) or RVSM Safety Monitoring Report (SMR) for 2006 and thanked the MID RMA and Eurocontrol for their efforts to meet the deadlines and States for their good cooperation especially for the provision of required data.

2.3 Finally, Mr. Khonji thanked all the participants from States, Eurocontrol and IATA for supporting the MID RMA and for attending the MID RMA Board meetings and wished all a successful meeting.

3. ATTENDANCE

3.1 The meeting was attended by a total of twenty five (25) participants from eight (8) States (Bahrain, Egypt, Jordan, Kuwait, Oman, Saudi Arabia, Syria and Yemen) 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.

MID RMA Board/4
History of the Meeting

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 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 (PISA)

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.

MID RMA Board/4
History of the Meeting

8. LIST OF CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 4/1: PAYMENT OF CONTRIBUTIONS TO THE MID RMA

DRAFT DECISION 4/2: PAYMENT OF THE MID RMA FOR YEAR 2007

DRAFT CONCLUSION 4/3: FUNDING MECHANISM OF THE MID RMA

DRAFT CONCLUSION 4/4: MID RVSM OPERATIONS SAFETY ASSESSMENT

DRAFT CONCLUSION 4/5: STATUS OF MID RVSM SAFETY OBJECTIVES

***DRAFT CONCLUSION 4/6: SUSTAINED RVSM SAFETY ASSESSMENT ACTIVITY IN
THE MID REGION***

***DRAFT CONCLUSION 4/7: MID RVSM SAFETY MONITORING REPORT FOR 2007-
2008***

DRAFT CONCLUSION 4/8: MID RMA PROJECT ACTION PLAN/TIMELINES

MID RMA Board/4
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/4
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 as at **Appendix 2A** to the report on Agenda Item 2.

MID RMA Board/4
 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>DRAFT 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> 	<p>Actioned</p>	
<p>DRAFT 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>Action Taken</p> <p>Ongoing</p>	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	REMARKS
<p>DRAFT CONCLUSION 3/1: EUROCONTROL SUPPORT TO THE MID RMA</p> <p>That,</p> <ul style="list-style-type: none"> 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. 	Ongoing	
<p>DRAFT CONCLUSION 3/2: MID RMA PROJECT</p> <p>That,</p> <ul style="list-style-type: none"> 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. 	Ongoing	
<p>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</p> <p>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.</p>	Action Taken	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	REMARKS
<p>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;</p> <p>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;</p> <p>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;</p> <p>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</p> <p>h) — the MID RMA funding mechanism be revised by the MID RMA Board when necessary.</p>		
<p>DRAFT CONCLUSION 3/6: 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>	<p>Replaced and superseded by MID RMA Board Draft Conclusion 4/8.</p>

MID RMA Board/4
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 noted with concern that, although the contributions of MID RMA Member 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, Iran, Lebanon and Syria have not yet paid their contributions.

3.2 The meeting recalled that the MID RMA Board/3 meeting urged Iran, Lebanon and Syria to pay their contributions before 31 December 2006.

3.3 The meeting recalled that, based on Draft Conclusion 3/5 related to the Funding Mechanism of the MID RMA and the MID RMA Project Plan/Timelines developed by the MID RMA Board/3 meeting, Bahrain, Egypt, Iran, Oman and Saudi Arabia were requested to pay their contributions (US\$ 20,000) for the second year of operation of the MID RMA, prior to 15 January 2007. It was noted, in this regard, that the invoices related to the contributions for the second year of operation of the MID RMA were issued by ICAO HQ on 21 December 2006.

3.4 As a follow-up action, on 6 February 2007, the ICAO MID Regional Office, sent letters to the concerned States (Bahrain, Egypt, Iran, Lebanon and Syria) urging them to pay their contributions prior to 28 February 2007. No feedback was received from States, except Lebanon, who confirmed that their contributions (US\$ 30,000) will be paid as decided by the Council of Ministers on the 18 May 2006. However, due to administrative difficulties, the requested amount would be paid within a period of two months.

3.5 The meeting noted with appreciation that Bahrain, Egypt, Oman and Saudi Arabia had already paid their contributions for the second year of operation of the MID RMA. The payment from Iran is still pending.

3.6 Based on the above, the meeting urged Iran, Lebanon and Syria to pay their contributions, as soon as possible, and in any case before 31 May 2007 and accordingly, developed the following Draft Conclusion:

DRAFT CONCLUSION 4/1: PAYMENT OF CONTRIBUTIONS TO THE MID RMA

That, Iran, Lebanon and Syria pay their contributions (arrears) to the MID RMA Project, as soon as possible and in any case before 31 May 2007.

3.7 The meeting recalled that in accordance with the Custodian Agreement paragraph 3.4 a), “ICAO shall not be liable for 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 member States which are in default.”

3.8 The meeting was apprised of the financial status of expenditure by Bahrain for the first year of operation of the MID RMA accompanied with certified bills as at **Appendix 3A** to the report on Agenda Item 3. The meeting reviewed and approved the financial statement and associated bills with a Total of expenditures of US\$ 60,907.

MID RMA Board/4
Report on Agenda Item 3

3.9 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 all the support.

3.10 The meeting noted that, in accordance with Draft Decision 3/3, the MID RMA Board Chairman, on 12 February 2007, certified a request for payment of Bahrain for the expenditure related to the first year of operation of the MID RMA (US\$ 61,000). The meeting was informed that the requested fund was transferred to Bahrain on 14 March 2007.

3.11 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; and that for the coming years of operations of the MID RMA, in accordance with Draft Conclusion 3/5, the MID RMA Board Chairman is 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 each year, based on the agreed funding mechanism and the estimation of the yearly operating budget of the MID RMA.

3.12 Based on the above, the meeting recalled that an action was included in the MID RMA Project Action Plan/Timelines requesting the MID RMA Board Chairman to certify a request for advance payment to Bahrain, prior to 31 January 2007, based on the estimation of the operating budget for the period 24 November 2006 – 23 November 2007, which was reviewed and updated as at **Appendix 3B** to the report on Agenda Item 3. The meeting noted that ICAO has not yet received a request for advance payment to the MID RMA. Accordingly, the MID RMA Board Chairman was requested to certify a request for payment of (US\$ 150, 000) to the MID RMA, prior to 1 April 2007. The MID RMA Board Chairman was also delegated the authority to coordinate with the MID RMA and the ICAO MID Regional Office, with a view to certify a second request for payment of the MID RMA, during the third quarter of 2007, asking for the transfer of the amount available in the MID RMA fund managed by ICAO Headquarters, to cover the expenses related to the MID RMA operations until the end of 2007. In this regard, the meeting agreed that the second financial year of the MID RMA will cover the period from 24 November 2006 to 31 December 2007 in order to have the financial year matching exactly with the administrative year, starting from 2008.

3.13 Based on the above the meeting developed the following Draft Decision:

DRAFT DECISION 4/2: PAYMENT OF THE MID RMA FOR YEAR 2007

That, the MID RMA Board Chairman:

- a) *certify a request for payment of (US\$ 150, 000) to the MID RMA, prior to 1 April 2007; and*
- b) *is delegated the authority to coordinate with the MID RMA and the ICAO MID Regional Office, with a view to certify a second request for payment of the MID RMA, during the third quarter of 2007, asking for the transfer of the amount available in the MID RMA fund managed by ICAO Headquarters, to cover the expenses related to the MID RMA operations until the end of 2007.*

MID RMA Board/4
Report on Agenda Item 3

3.14 The meeting noted that for coming years the budget estimate has to be prepared/approved by the MID RMA Board well in advance with a view to give sufficient time for States to plan for the payment of their contributions and to have necessary funds transferred to the MID RMA prior to 1 January of each year. Accordingly, the meeting agreed on the budget estimate for the MID RMA operation for 2008 as at **Appendix 3C** to the report on Agenda Item 3.

3.15 Based on the agreed funding mechanism and on the budget estimate for 2008, the meeting agreed on the contributions to be paid by the MID RMA Member States for 2008 as at **Appendix 3D** to the report on Agenda Item 3. It was also agreed that these contributions be paid before 1 November 2007.

3.16 Accordingly, the meeting agreed to reflect the above in the Draft Conclusion related to the funding mechanism of the MID RMA and developed the following Draft Conclusion, which will replace and supersede Draft Conclusion 3/5:

DRAFT CONCLUSION 4/3: 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 budget estimate for the MID RMA operation for each year be prepared/approved by the MID RMA Board before 30 April;*
- e) *the MID RMA participating States pay their contributions on a yearly basis not later than 1 November of each year based on the invoices issued by ICAO;*
- f) *the MID RMA Board Chairman, in compliance with the Custodian Agreement and based on the agreed funding mechanism and the estimation of the yearly operating budget of the MID RMA, be delegated the authority to certify on behalf of the MID RMA Participating States the requests for advance payment to the MID RMA on 1 December of each year;*
- g) *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;*
- h) *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*
- i) *the MID RMA funding mechanism be revised by the MID RMA Board when necessary.*

MID RMA Board/4
Report on Agenda Item 3

3.17 In accordance with the Custodian Agreement paragraph 1.2 d), the meeting requested that ICAO HQs provides the MID RMA Board Chairman with a Statement letter reflecting the funds available in the MID RMA fund on a quarterly basis (funds received and balance).

MID RMA Board/4
Appendix 3A to the Report on Agenda Item 3

**FINAL FINANCIAL STATUS OF EXPENDITURE FOR
THE FIRST YEAR OF OPERATION OF THE MIDRMA**

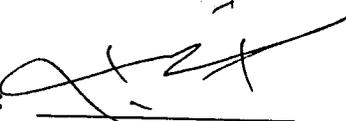
No	Description	Cost in B.D.	Cost in US \$
1.	Equipment		
1.1	Workstations Del GX520	894	2,371
1.2	HP Laser 2420dn printer	365	968
1.3	Hp Color laser 2840 printer	420	1,114

2.	Miscellaneous		
2.1	Website Design & Development	2941	7,801

3.	Training, Workshop & and Duty Travel:		
3.1	MID RMA Staff Training at RMA/Eurocontrol - Brussels	5184	13,751
3.2	MID RMA staff Site visit to Abu Dhabi	1158	3,072

4.	Manpower Cost		
	MID RMA Staff Allowances for 4 CAA local staff assigned from MID RMA management & Operations From 1 Nov 05 to 1 Nov 06	12,000	31,830
	Total Expenditure	B.D 22,962	\$ 60,907

Prepared by :


Sanad S. Salim
MIDRMA Administrator

Certified By :


Mohamed Zainal
MIDRMA Board Chairman

- END -



MID RMA Board/4-REPORT
APPENDIX 3A

3A-2

INVOICE

Date : 19th December 2005

Invoice Reference: CAA/AND/RMA/2005-101

Atten: Middle East Regional Monitoring Agency (MIDRMA)
P.O. Box 50468
Manama, BAHRAIN

Item	Description	Total Cost in B.D -
1.	MIDRMA staff familiarization & training 7-11 Nov 05 at RMA Eurocontrol - Brussels	5184.400
	Total Amount in B.D	5184.400

Bahraini Dinar Five thousand one hundred eighty four and 400 files only

CHECKED BY: *Sanaed Salim*

APPROVED *[Signature]*



3A-3

INVOICE

Date : 19th December 2005

Invoice Reference: CAA/AND/RMA/2006-102

Atten: Middle East Regional Monitoring Agency (MIDRMA)
P.O. Box 50468
Manama, BAHRAIN

Item	Description	Total Cost in B.D -
1.	MIDRMA staff familiarization visit to RMA- Abu Dhabi 11 Dec 2005	1158.000
	Total Amount in B.D	1158.000
Bahraini Dinar one thousand five hundred fifty eight only		

one
E - p3

CHECKED BY: Saad Salim
[Signature]

Approved
[Signature]



MID RMA Board/4-REPORT
APPENDIX 3A

3A-4

INVOICE

Date : 22 February 2006

Invoice Reference: CAA/AF/RMA/2006-103

Atten: Middle East Regional Monitoring Agency (MIDRMA)
P.O. Box 50468
Manama, BAHRAIN

Item	Description	Total Cost in B.D -
1.	MID RMA Website Design ,Artwork & Development by: Information Village	2941.000
	Total Amount in B.D	2941.000
Bahraini Dinar two thousand nine hundred forty one only		

CHECKED BY: Samal Salim

Approved



MID RMA Board/4-REPORT
APPENDIX 3A

3A-5

INVOICE

Date : 15 MAR 2006

Invoice Reference: CAA/AF/RMA/2006-104

Atten: Middle East Regional Monitoring Agency (MIDRMA)
P.O. Box 50468
Manama, BAHRAIN

Item	Description	Total Cost in B.D -
1.	Dell GX520 Small Desktop PC's (2 @ 447) by Hilal CTS	894.000
	Total Amount in B.D	894.000
Bahraini Dinar Eight hundred ninety four only		

CHECKED BY:

Sand Salim

Approved
[Signature]



MID RMA Board/4-REPORT
APPENDIX 3A

3A-6

INVOICE

Date : 15 MAR 2006

Invoice Reference: CAA/AF/RMA/2006-105

Atten: Middle East Regional Monitoring Agency (MIDRMA)
P.O. Box 50468
Manama, BAHRAIN

Item	Description	Total Cost in B.D -
1.	HP LaserJet 2420dn Printer (1 @ 365) by: Gulf Computer Services	365.000
2.	HP Color LaserJet 2840 Printer (1 @ 420) by: Gulf Computer Services	420.000
	Total Amount in B.D	785.000
Bahraini Dinar Seven hundred eighty five only		

CHECKED BY: *Sanad Salim*
[Signature]

APPROVED
[Signature]



MID RMA Board/4-REPORT
APPENDIX 3A

3A-7

INVOICE

Date : 29 November 2006

Invoice Reference: CAA/AND/RMA/2006-106

Atten: Middle East Regional Monitoring Agency (MIDRMA)
P.O. Box 50468
Manama, BAHRAIN

Item	Description	Total Cost in B.D -
1.	Staff Allowances for 4 CAA local staff - Head of AIS, - Chief of Computer Services - Sr. Computer System Analyst/Operation - Sr. ATC Controller assigned for MIDRMA management & Operations for the first year.	12,000.000
	Total Amount in B.D	12,000.000
Bahraini Dinar Twelve thousand only		

CHECKED BY: SANAD SALIM

APPROVED

MID RMA Board/4
 Appendix 3B to the Report on Agenda Item 3

**BUDGET ESTIMATE FOR THE MID RMA OPERATION
 FOR YEAR 2 (24 NOVEMBER 2006 – 31 DECEMBER 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) Savings from year 1	90,000 105,000
	Contributions of Cat 2 States (Savings from year 1)	65,000
	TOTAL	260,000

MID RMA Board/4
Appendix 3C to the Report on Agenda Item 3

**BUDGET ESTIMATE FOR THE MID RMA OPERATION
FOR 2008**

<i>No</i>	<i>DESCRIPTION</i>	<i>US \$</i>
1	RVSM SMR 2007-2008	95,000
2	Manpower cost of 4 local staff assigned for RMA management & operations	33,000
3	Purchase of Hardware, Software and Equipments	80,000
4	Training and Workshops Duty travel	20,000
5	Miscellaneous:	2,000
	Total estimated Budget for 2008	\$ 230,000
	Estimated savings from year 2	-50,000
	Required Funds to be collected for budget 2008	\$ 180,000

MID RMA Board/4
 Appendix 3D to the Report on Agenda Item 3

CONTRIBUTIONS OF MID RMA MEMBER STATES FOR 2008

Required Funds to be collected for Budget 2008		\$ 180,000
States of Category 1 (15%)	Normal Contribution (15%)	27,000
	ICAO Admin charges (10% of collected fund)	3,000
	Required Contribution from States of Category 1 (15% of estimated budget + 10% for ICAO)	30,000
Total funds to be collected from contributions of Category 1 States (5 x 30,000)		150,000
Total of the ICAO Admin charges collected from contributions paid by Category 1 States		-15,000
States of Category 2 (5%)	Normal Contribution (5%)	9,000
	Saving from years 1 & 2	- 7,900
	Sub Total:	1,100
	ICAO Admin charges (10% of collected fund)	#125
	Required Contribution from States of Category 2	#1,250
Total funds to be collected from contributions of Category 2 States (5 x 1,250)		6,250
Total of the ICAO Admin charges collected from contributions paid by Category 2 States		-625
Total savings from years 1 & 2 (5 x 7, 900)		39,500
TOTAL OF THE FUNDS WHICH WILL BE AVAILABLE FOR THE MID RMA FOR 2008		\$180,125

MID RMA Board/4
Report on Agenda Item 4

REPORT ON AGENDA ITEM 4: RVSM POST IMPLEMENTATION SAFETY ANALYSIS (PISA)

4.1 Under this agenda item, the meeting recalled that the MID RMA Board/3 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 this regard, the meeting recalled that the ATM/SAR/AIS SG/8 developed Draft Conclusion 8/5, 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.*

4.2 In connection with the above, the meeting recalled that the MID RMA Board/3 meeting under Draft Conclusion 3/4 requested that the RVSM post-implementation safety analysis report be ready before 15 March 2007.

4.3 The meeting noted with appreciation that States have put all effort to provide the requested data in a timely manner and that the MID RMA Team worked very hard, in coordination with Eurocontrol, to meet the deadline for the development of the RVSM Safety Monitoring Report (SMR) for 2006. In this regard, the meeting reiterated its thanks and appreciation to Eurocontrol for all the support provided to the MID RMA and to the Region.

4.4 The meeting reviewed the SMR for 2006 and noted that the assessment was based on four safety objectives:

- **Safety Objective 1:** that the vertical-collision risk in MID RVSM airspace due solely to technical height-keeping performance meets the ICAO target level of safety (TLS) of 2.5×10^{-9} fatal accidents per flight hour.
- **Safety Objective 2:** that the overall vertical-collision risk – i.e. the overall risk of mid-air collision in the vertical dimension in MID RVSM airspace meets the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour.

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- **Safety Objective 3:** address any safety-related issues raised in the SMR by recommending improved procedures and practices.
- **Safety Objective 4:** propose safety level improvements to ensure that any identified serious or risk-bearing situations do not increase and, where possible, that they decrease. This should set the basis for a continuous assurance that the operation of RVSM will not adversely affect the risk of en-route mid-air collision over the years.

4.5 The meeting noted that, subject to the limitations of data available and the collision risk model used, the SMR demonstrates that the Middle East RVSM operations met three safety objectives (1, 3 and 4) out of the four principal safety objectives. For Safety Objective #2 (i.e. that the overall risk of mid-air collision in the vertical dimension in MID RVSM airspace meets the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour), it was not possible to assess its compliance as no suitable information was available to provide an estimate for the overall vertical-collision risk:

- The computed vertical-collision risk due to technical height-keeping performance is 2.17×10^{-14} , which meets the ICAO technical TLS of 2.5×10^{-9} fatal accidents per flight hour.
- The SMR 2006 does not provide an estimate for the overall vertical-collision risk because of the absence of suitable information on atypical errors; therefore it was not possible to assess compliance with the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour. Nevertheless, the SMR provides recommendations to the MID RMA for collecting that information for future assessments.
- All safety related issues regarding the Middle East RVSM operations have been identified and improved procedures and practices have been recommended for future MID RMA practices.
- Current risk bearing situations have been identified in the Report and actions have been proposed to the MID RMA to ensure relevant information is collected in order to identify operational issues and potential mitigations.

4.6 Based on the above, the meeting developed the following Draft Conclusion:

DRAFT CONCLUSION 4/4: MID RVSM OPERATIONS SAFETY ASSESSMENT

That, the safety assessment of RVSM operations in the MID Region be based on the following safety objectives:

- a) ***Safety Objective 1:*** that the vertical-collision risk in MID RVSM airspace due solely to technical height-keeping performance meets the ICAO target level of safety (TLS) of 2.5×10^{-9} fatal accidents per flight hour;
- b) ***Safety Objective 2:*** that the overall vertical-collision risk – i.e. the overall risk of mid-air collision in the vertical dimension in MID RVSM airspace meets the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour;

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- c) **Safety Objective 3:** *address any safety-related issues raised in the SMR by recommending improved procedures and practices; and*
- d) **Safety Objective 4:** *propose safety level improvements to ensure that any identified serious or risk-bearing situations do not increase and, where possible, that they decrease. This should set the basis for a continuous assurance that the operation of RVSM will not adversely affect the risk of en-route mid-air collision over the years.*

4.7 With regard to the assessment of the overall vertical-collision risk (Safety Objective 2), the meeting recognized that without data, it would be impossible to assess compliance with the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour. In this respect, the meeting highlighted the importance of reporting the Altitude Deviations on a monthly basis and recalled that this was requested for the development of the RVSM pre-implementation safety analysis. This was also requested by MIDANPIRG under Conclusion 9/23:

CONCLUSION 9/23: DATA FOR SUSTAINED SAFETY ASSURANCE OF RNP AND RVSM WITHIN THE MID REGION

That, considering the on-going requirement for safety assurance related to RVSM and RNP operations within the Middle East Region,

- a) *all States report data and incidents necessary for performing collision risk calculations required for sustained safe RVSM operations to the MID RMA*. The data will include, but not necessarily be limited to:*
 - i) *assigned altitude deviations of 300 ft or more (monthly);*
 - ii) *total number of IFR movements (monthly);*
 - iii) *average time per movement spent in the level band FL290 - FL410;*
 - iv) *ATC/ATC coordination failures (monthly); and*
 - v) *traffic data (as requested by the MID RMA)*;*
- b) *monitoring States report navigational errors and traffic data in accordance with the Letter of Agreement concerning monitoring associated with RNP;*
- c) *air operators maintain procedures for reporting of turbulence;*
- d) *States report data on approval of operators and aircraft for RVSM operations (monthly); and*
- e) *the MID RMA* ensures that further processing and evaluation of this data within its Terms of Reference and identifies or develops methodologies for assessing risk associated with operational procedures prevailing within the MID Region.*

** MID RMA to be established*

Note: Until the MID RMA is established, States forward to the ICAO MID Regional Office any relevant information likely to have a negative impact on the safe operations of RNP and RVSM in the region.

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4.8 The meeting was informed that a revised form for the reporting of Altitude Deviations is being prepared by Eurocontrol. It was agreed that the form be slightly amended by the MID RMA and sent to States to be used for Altitude Deviation Reports.

4.9 The meeting agreed that the MID RMA continue the monitoring of RVSM operations in the whole Middle East RVSM airspace over the months by the collection of altitude deviation reports from the participating States. It was highlighted that these reports should describe the nature, duration and length of the altitude deviation itself.

4.10 The meeting recognized also the necessity for the provision of radar data especially for those areas where the density of traffic is very important. This data is used to calculate the passing frequency which represents one of the values used by the Eurocontrol's Model. It was clarified that radar data will be requested only for those RVSM approved aircraft equipped with transponder and operating between FL290 and FL410. The meeting agreed that the MID RMA buy a new software for the recording and analysis of radar data.

4.11 Based on the above, the meeting noted with appreciation that Bahrain, Oman, Saudi Arabia, Syria and Yemen agreed to provide the MID RMA with radar data, as and when required.

4.12 The meeting noted that the SMR addressed also the issue of non-adherence to the agreed procedures for the handling of uncoordinated flights crossing the Red Sea Area and recalled that the ATM/SAR/AIS SG/8 meeting held in Muscat, Oman, 20-23 November 2006, under Draft Conclusion 8/4 and based on the outcome of the Special Civil/Military Coordination meeting held in Sana'a, Yemen, 18-19 June 2006, requested States to report:

- without delay all incidents relating to civil uncoordinated flights over the Red Sea Area; and
- any incident relating to State aircraft operating over the Red Sea Area, in a timely manner (within 15 days) in accordance with a suggested mechanism.

4.13 Based on the foregoing, the meeting agreed that the RVSM SMR for 2006 be reviewed by the MID RMA, in coordination with States, for fine tuning before presenting it to MIDANPIRG/10 for endorsement. It was also agreed that the MID RMA, in close coordination with States, take all necessary actions for the collection of necessary data, including Altitude Deviation Reports, radar data, operational errors, ATC/ATC coordination failures, etc, with a view to be able in the future to provide assessments estimates of the vertical-risk due to atypical errors and eventually the overall vertical risk within the Middle East RVSM airspace. In this respect, the meeting agreed that the next SMR report should be ready before 1 September 2008, with a view to be presented to MIDANPIRG/11. For this purpose, it was agreed that the SMR 2007-2008 be based on FPL/traffic data for the month of November 2007. Accordingly, the meeting developed the following Draft Conclusions:

DRAFT CONCLUSION 4/5: STATUS OF MID RVSM SAFETY OBJECTIVES

That, the RVSM operations within the airspace of the MID RMA Member States:

- a) met safety objectives #1, #3 and #4; and*
- b) had not been possible to assess against safety objective #2.*

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Report on Agenda Item 4

DRAFT CONCLUSION 4/6: SUSTAINED RVSM SAFETY ASSESSMENT ACTIVITY IN THE MID REGION

That, considering the on-going requirement for RVSM safety assessment in the MID Region:

- a) the MID RMA is responsible for the development of the RVSM Safety Monitoring Reports (SMR);*
- b) the MID RMA determine the exact type and format of data necessary for performing collision risk calculations and inform States accordingly;*
- c) States provide the required data in a timely manner. The data will include, but not necessarily be limited to:*
 - i) approval of operators and aircraft for RVSM operations (monthly);*
 - ii) altitude deviations of 300 ft or more (monthly);*
 - iii) ATC/ATC coordination failures (monthly); and*
 - iv) traffic data (as requested by the MID RMA);*
- d) the MID RMA coordinate with Bahrain, Oman, Saudi Arabia, Syria and Yemen for the recording and analysis of radar data, as and when required.*

Note: this Draft Conclusion is proposed to replace and supersede the MID RMA Board/3 Draft Conclusion 3/4 and MIDANPIRG/9 Conclusion 9/23.

DRAFT CONCLUSION 4/7: MID RVSM SAFETY MONITORING REPORT FOR 2007-2008

That,

- a) the MID RVSM Safety Monitoring Report (SMR) for 2007-2008 be ready before 1 September 2008; and*
 - b) the FPL/traffic data for the month of November 2007 be used for the development of the SMR 2007-2008.*
-

MID RMA Board/4
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/4 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/3 Conclusion 3/6:

DRAFT CONCLUSION 4/8: MID RMA PROJECT ACTION PLAN/TIMELINES

That,

- a) the MID RMA Project Action Plan/Timelines is updated by the MID RMA Board as at **Appendix 5A** to the report on Agenda Item 5; and*
- b) concerned parties take necessary measures to expedite the implementation of the required actions on a timely manner.*

MID RMA Board/4-REPORT
APPENDIX 5A

5A-2

Item No.	Actions	Responsible	Apr 07	May 07	Jun 07	Jul 07	Aug 07	Sep 07	Oct 07	Nov 07	Dec 07	Jan 08
9	Presentation of the progress report on the MID RMA expenditures for the second year accompanied with supporting documentation (bills) and a bank statement.	MID RMA + Bahrain										
10	Provision of required data to the MID RMA	States + MID RMA										
11	Provision of FPL/Traffic data for the month of November 2007 to the MID RMA	States + MID RMA										
11	Development of the SMR 2007-2008 Prior to 1 September 2008	MID RMA										

MID RMA Board/4
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 recalled that the MID RMA Board/2 meeting was of view that the MID RMA Board meetings should be hosted by Participating States on rotation basis. The meeting noted with appreciation the offer of Saudi Arabia to host the MID RMA Board/5 meeting and agreed that the MID RMA Board/5 meeting be held in Jeddah during the fourth quarter of 2007. The exact date of the meeting is to be coordinated between the ICAO MID Regional Office, the MID RMA Board Chairman and Saudi Arabia.

6.3 The meeting agreed on the provisional agenda for the MID RMA Board/5 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 points 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.

MID RMA Board/4
Appendix 6B to the Report on Agenda Item 6

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;
- 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.

MID RMA Board/4
Appendix 6D to the Report on Agenda Item 6

**FIFTH MEETING OF THE MIDDLE EAST REGIONAL
MONITORING AGENCY BOARD
(MID RMA BOARD/5)**

PROVISIONAL AGENDA

- Agenda Item 1: Adoption of the provisional agenda.
- Agenda Item 2: Review and follow-up of MIDANPIRG/10 Conclusions and Decisions related to MID RMA
- 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);
 - accounting activities (presentation of bills and Bank statements by MID RMA); and
 - review budget estimate for 2008.
- Agenda Item 4: RVSM Monitoring and related technical issues
- 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/4
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/4
Attachment A to the Report

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