



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

MID RMA Board/5

(Jeddah, 4 - 5 November 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

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MID RMA Board/5
History of the Meeting

PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Fifth Meeting of the Middle East Regional Monitoring Agency Board (MID RMA Board/5) was held at Crown Plaza Hotel, Jeddah, Kingdom of Saudi Arabia from 4 to 5 November 2007.

2. OPENING

2.1 The meeting was opened by Eng. Mohammed A. Al-Salmi, Vice President ANS, on behalf of The President of the General Authority of Civil Aviation (GACA) Saudi Arabia. Eng. Al-Salmi extended a warm welcome to all participants to the MID RMA Board/5 meeting in Jeddah. In his welcome address, Eng. Al-Salmi thanked ICAO for organizing this meeting in Saudi Arabia and recalled the main functions, responsibilities and achievements of the MID RMA.

2.2 Mr. Mohamed R. M. Khonji, ICAO Regional Director, Middle East Office, also extended a warm welcome to all participants. He expressed his gratitude and appreciation to Eng. Al-Salmi for attending the opening session of the meeting and asked him to convey ICAO MID office gratitude and appreciation to H.E. Eng. Abdullah bin Mohammed Noor Rahimi, President of GACA, for hosting this important meeting and supporting the MIDANPIRG and the ICAO Middle East Regional Office activities. He pointed out that Saudi Arabia has always played an important and positive role in the MID Region. Mr. Khonji 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 and the review of the MID RMA financial status.

2.3 Mr. Khonji highlighted the importance of the follow-up on the recommendations of the MID RVSM Safety Monitoring Report (SMR) for 2006 and invited States to provide necessary data to the MID RMA in a timely manner with a view to have the SMR 2008 ready before 1 September 2008, as agreed by MIDANPIRG/10.

2.4 Finally, Mr. Khonji thanked all States for their presence and wished the meeting every success in its deliberations.

3. ATTENDANCE

3.1 The meeting was attended by a total of nineteen (19) participants from eight (8) States (Bahrain, Egypt, Jordan, Lebanon, Oman, Saudi Arabia, UAE and Yemen). 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 ICAO Middle East Office.

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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 MIDANPIRG/10 and MID RMA Board Conclusions and Decisions |
| Agenda Item 3: | Progress report on the MID RMA Project <ul style="list-style-type: none">– 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 the 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 MID RMA Project 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.

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8. LIST OF CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 5/1: PAYMENT OF ARREARS TO THE MID RMA

DRAFT CONCLUSION 5/2: REIMBURSEMENT OF BAHRAIN CAA

DRAFT DECISION 5/3: REQUEST FOR TRANSFER OF MONEY TO THE MID RMA
ACCOUNT

DRAFT CONCLUSION 5/4: MID RVSM SMR-2008

DRAFT CONCLUSION 5/5: REQUIREMENTS FOR GMU MONITORING

MID RMA Board/5
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/5
Report on Agenda Item 2

REPORT ON AGENDA ITEM 2: REVIEW AND FOLLOW-UP OF MIDANPIRG/10 and MID RMA BOARD CONCLUSIONS AND DECISIONS

2.1 The meeting noted the status of relevant MIDANPIRG/10 and MID RMA Board Conclusions and Decisions and the follow up actions taken by States, the secretariat and other parties concerned as at **Appendix 2A** to the report on Agenda Item 2.

MID RMA Board/5
 Appendix 2A to the Report on Agenda Item 2

FOLLOW-UP ACTION ON RELEVANT MIDANPIRG/10 AND CURRENT MID RMA BOARD CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
MIDANPIRG/10 Conclusions and Decisions					
<p><i>CONC 10/26: COORDINATION OF FLIGHTS OPERATING OVER HIGH SEAS</i></p> <p>That, taking into consideration that the Convention on International Civil Aviation shall be applicable only to civil aircraft:</p> <p>a) all parties involved are urged to ensure that proper coordination between the ATS authorities and foreign military units operating over the high seas be carried out to the extent practicable;</p> <p>b) State aircraft operating in airspace over high seas, should:</p> <p>i) adhere, to the extent practicable, to ICAO provisions; or</p> <p>ii) operate with “Due Regard” for the safety of navigation of civil aircraft where there are operational situations that do not lend themselves to ICAO flight procedures.</p> <p>c) States report any incident relating to uncoordinated flights operating over high seas, in a timely manner (within 15 days) and in accordance with the suggested mechanism illustrated in the flow chart at Appendix 5.3C to the Report on Agenda Item 5.3.</p>	<ul style="list-style-type: none"> • Implement Conclusion • Conduct seminar 	<ul style="list-style-type: none"> • States • ICAO MID Regional Office • IATA 	<ul style="list-style-type: none"> • State letter • Civil/Military coordination seminar • Input from States 	<ul style="list-style-type: none"> • July 2007 • Oct 2008 • TBD 	<ul style="list-style-type: none"> • State letter sent (AN 6/27-240 dated 15 July 2007) • Seminar tentatively scheduled for December 2008 • No input received

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APPENDIX 2A

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><i>CONC 10/27: UNCOORDINATED FLIGHTS OVER THE RED SEA AREA</i></p> <p>That,</p> <p>a) the procedures at Appendix 5.3D to the Report on Agenda Item 5.3 be followed by all civil uncoordinated flights and, to the extent practicable, by military aircraft operating over the Red Sea area;</p> <p>b) States, that have not yet done so, publish an AIP Supplement, as soon as possible, for the promulgation of these procedures;</p> <p>c) IATA continue its effort in ensuring that concerned operators are fully conversant with these procedures;</p> <p>d) all parties involved, through their proper channels, take appropriate action to ensure that the airspace users be informed of and comply with the agreed procedures; and</p> <p>States:</p> <p>i) report without delay all incidents relating to civil uncoordinated flights over the Red Sea Area; and</p> <p>ii) report any incident relating to State aircraft operating over the Red Sea Area, in a timely manner (within 15 days) and in accordance with the suggested mechanism illustrated in the flow chart at Appendix 5.3C to the Report on Agenda Item 5.3.</p>	<ul style="list-style-type: none"> • Implement Conclusion • Conduct seminar 	<ul style="list-style-type: none"> • States • ICAO MID Regional Office • IATA 	<ul style="list-style-type: none"> • State letter • Civil/Military coordination seminar • Input from States 	<ul style="list-style-type: none"> • July 2007 • Oct 2008 • TBD 	<ul style="list-style-type: none"> • State letter sent (AN 6/27-240 dated 15 July 2007) • Seminar tentatively scheduled for May 2008 • No input received

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC 10/28: INITIAL SET UP AND ADMINISTRATIVE MANAGEMENT OF THE MID RMA</p> <p>That,</p> <ul style="list-style-type: none"> a) 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 b) Bahrain is responsible for the administrative management of the MID RMA. 	<p>Follow up with Bahrain and the MID RMA</p>	<p>MID RMA Board and ICAO</p>	<p>MID RMA Board meeting reports</p>	<p>Ongoing</p>	
<p>DEC 10/29: ESTABLISHMENT OF THE MID RMA BOARD</p> <p>That,</p> <ul style="list-style-type: none"> a) a MID RMA Board is established with Terms of Reference (TOR) as at Appendix 5.3J to the report on agenda item 5.3; and b) the MID RMA Board is to be composed of a focal point nominated by each Member State. 	<p>Follow up the MID RMA Board activities and work programme</p>	<p>ICAO States</p>	<p>MID RMA Board meeting reports</p>	<p>Completed</p>	
<p>CONC 10/30: MEMBERSHIP OF THE MID RMA</p> <p>That,</p> <ul style="list-style-type: none"> a) Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, Syria and Yemen committed themselves to participate in the MID RMA project; and b) taking into consideration the tremendous efforts deployed by UAE in the preparation for the successful and safe implementation of RVSM in the 	<p>Follow up with UAE to join the MID RMA</p>	<p>MID RMA Board and ICAO</p>	<p>UAE joins the MID RMA</p>	<p>Ongoing</p>	

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>MID Region, UAE is:</p> <ul style="list-style-type: none"> i. invited to join the MID RMA Project; and ii. is to be exempted from the payment of contributions for the first ten (10) years of operation of the MID RMA. 					
<p><i>CONC 10/31: EUROCONTROL SUPPORT TO THE MID RMA</i></p> <p>That,</p> <ul style="list-style-type: none"> a) the Eurocontrol support for the set up and operation of the MID RMA is appreciated; and b) the good cooperation between the MID RMA and Eurocontrol be continued 	<p>Continue the good cooperation with Eurocontrol</p>	<p>MID RMA and Eurocontrol</p>	<p>Good cooperation continued</p>	<p>Ongoing</p>	
<p><i>CONC 10/32: MID RMA PROJECT</i></p> <p>That,</p> <ul style="list-style-type: none"> a) the MOA at Appendix 5.3G to the Report on Agenda Item 5.3 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 5.3H to the Report on Agenda Item 5.3, 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. 	<p>Follow up the implementation of the clauses of the MOA and Custodian Agreement</p>	<p>MID RMA Board and ICAO</p>	<p>MID RMA Board meeting reports</p>	<p>Ongoing</p>	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC 10/33: FUNDING MECHANISM OF THE MID RMA</p> <p>That,</p> <ul style="list-style-type: none"> 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; 	<p>Follow up the implementation of the Funding mechanism</p>	<p>MID RMA Board and ICAO</p>	<p>Funding mechanism implemented</p>	<p>Ongoing</p>	

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>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</p> <p>i) the MID RMA funding mechanism be revised by the MID RMA Board when necessary.</p>					
<p>CONC 10/34: MID RMA PROJECT ACTION PLAN/TIMELINES</p> <p>That,</p> <p>a) the MID RMA Project Action Plan/Timelines is updated by the MID RMA Board as at Appendix 5.3K to the Report on Agenda Item 5.3; and</p> <p>b) concerned parties take necessary measures to expedite the implementation of the required actions on a timely manner.</p>	<p>Follow up the implementation of the Action Plan</p>	<p>MID RMA Participating States MID RMA Board ICAO</p>	<p>Action Plan implemented in a timely manner</p>	<p>Ongoing</p>	
<p>CONC 10/35: REQUIREMENTS FOR PROVISION OF DATA TO THE MID RMA</p> <p>That, considering the on-going requirement for RVSM safety assessment in the MID Region:</p> <p>a) 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;</p> <p>b) the MID RMA ensure 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</p>	<p>Follow up the implementation of the Conclusion</p>	<p>MID RMA States ICAO</p>	<p>Data provided to the MID RMA as required</p>	<p>Ongoing</p>	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>c) States ensure that good communication and cooperation between the RVSM Programme Managers and the MID RMA Board Members is established and observed.</p>					
<p><i>CONC 10/38: MID RVSM OPERATIONS SAFETY ASSESSMENT</i></p> <p>That, the safety assessment of RVSM operations in the MID Region be based on the following safety objectives:</p> <ul style="list-style-type: none"> 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; 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 <u>not adversely affect the risk of en-route mid-air collision over the years.</u> 	<p>Follow up the implementation of the 4 safety objectives</p>	<p>MID RMA Eurocontrol MIDANPIRG</p>	<p>SMR 2007-2008</p>	<p>Sep 2008</p>	

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><i>CONC 10/39: STATUS OF MID RVSM SAFETY OBJECTIVES</i></p> <p>That, the RVSM operations within the airspace of the MID RMA Member States:</p> <ul style="list-style-type: none"> a) Met safety objectives #1, #3 and #4; and b) had not been possible to assess against safety objective #2. 	<p>Finalize the SMR 2006</p>	<p>MID RMA States ICAO</p>	<p>SMR 2006 finalized and sent to States</p>	<p>June 2007</p>	
<p><i>CONC 10/40: SUSTAINED RVSM SAFETY ASSESSMENT ACTIVITY IN THE MID REGION</i></p> <p>That, considering the on-going requirement for RVSM safety assessment in the MID Region:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. 	<p>Follow up the implementation of the Conclusion</p>	<p>MID RMA States ICAO</p>	<p>Data provided to the MID RMA as required</p>	<p>Ongoing</p>	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><i>CONC 10/41: MID RVSM SAFETY MONITORING REPORT FOR 2007-2008</i></p> <p>That,</p> <p>a) the MID RVSM Safety Monitoring Report (SMR) for 2007-2008 be ready before 1 September 2008; and</p> <p>b) the FPL/traffic data for the month of November 2007 be used for the development of the SMR 2007-2008.</p>	<p>Provide requested data to the MID RMA Develop the SMR 2007-2008</p>	<p>MID RMA States</p>	<p>Data provided as requested SMR 2007-2008 developed</p>	<p>Ongoing Sep 2008</p>	
<p>MID RMA BOARD CURRENT CONCLUSIONS AND DECISIONS</p>					
<p><i>DRAFT CONC 4/1: PAYMENT OF CONTRIBUTIONS TO THE MID RMA</i></p> <p>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.</p>	<p>Follow up with concerned States</p>	<p>MID RMA Board ICAO</p>	<p>Payment of arrears</p>	<p>31 May 2007</p>	<p>Lebanon paid Payment from Iran and Syria still pending</p>

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APPENDIX 2A

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><i>DRAFT DEC 4/2: PAYMENT OF THE MID RMA FOR YEAR 2007</i></p> <p>That the MID RMA Board Chairman:</p> <ul style="list-style-type: none"> 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. 	<p>Implement the Decision</p>	<p>MID RMA Board Chairman ICAO</p>	<p>Transfer of (US\$ 150, 000) to the MID RMA</p> <p>Second payment of the MID RMA</p>	<p>1 April 2007</p>	<p>Action taken</p> <p>Pending</p>

MID RMA Board/5
Report on Agenda Item 3

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

3.1 The meeting recalled that the MID RMA Board/4 and MIDANPIRG/10 meetings 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. Accordingly, concerned States were urged to pay their contributions (arrears) before 31 May 2007.

3.2 The meeting noted with appreciation that US\$ 30,000 was paid by Lebanon on 23 August 2007 as contributions for the first year of operations of the MID RMA. However, the payments from Iran and Syria are still pending. The meeting expressed anxiety about the delay observed for the payment of contributions by Iran and Syria. Moreover, the non attendance of these two States and especially Iran to the Board meetings was raised with concern.

3.3 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."

3.4 Based on the above, the meeting urged Iran and Syria to pay their contributions before 31 December 2007 and accordingly, developed the following Draft Conclusion:

DRAFT CONCLUSION 5/I: PAYMENT OF ARREARS TO THE MID RMA

That,

- a) as a last call from the MID RMA Board to Iran and Syria to honour their commitment, the MID RMA Board Chairman send an official letter to these two States reminding them of their obligations and informing them about the Board decision;*
- b) Iran and Syria pay their contributions (arrears) to the MID RMA Project before 31 December 2007; and*
- c) in case the payment is not made by 31 December 2007, the Board might consider reviewing their membership.*

3.5 The meeting recalled that the MID RMA Board/4 meeting agreed 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 reviewed the budget estimate for the MID RMA operation for 2008 as at **Appendix 3A** to the Report on Agenda Item 3.

3.6 Based on the agreed funding mechanism and on the budget estimate for 2008, the meeting recalled that the MID RMA Member States' contributions for 2008 have to be paid before 1 November 2007 as at **Appendix 3B** to the Report on Agenda Item 3. In this regard, it was noted that invoices of US\$ 30,000 were sent to Bahrain, Egypt, Iran, Oman and Saudi Arabia on 30 May 2007 and invoices of US\$ 1,250 were sent to Jordan, Kuwait, Lebanon, Syria and Yemen on 20 July 2007.

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Report on Agenda Item 3

3.7 The meeting noted that the status of States' contributions (as at 30 September 2007) is as follows:

	Year 1 (24 Nov. 05 – 23 Nov. 06)	Year 2 (24 Nov. 06 – 31 Dec. 07)	Year 3 (2008)
Bahrain	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Paid (US\$ 30,000)*
Egypt	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Not paid (US\$ 30,000)
Iran	Not paid (US\$ 30,000)	Not paid (US\$ 20,000)	Not paid (US\$ 30,000)
Jordan	Paid (US\$ 30,000)	N/A	Paid (US\$ 1,250)
Kuwait	Paid (US\$ 30,000)	N/A	Not paid (US\$ 1,250)
Lebanon	Paid (US\$ 30,000)	N/A	Not paid (US\$ 1,250)
Oman	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Not paid (US\$ 30,000)
Saudi Arabia	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Not paid (US\$ 30,000)
Syria	Not paid (US\$ 30,000)	N/A	Not paid (US\$ 1,250)
Yemen	Paid (US\$ 30,000)	N/A	Not paid (US\$ 1,250)

3.8 (*)Based on the MID RMA account status at **Appendix 3C** to the Report on Agenda Item 3, the meeting noted that Bahrain has made an advance payment of US\$ 37,483 (set up of the MID RMA and duty travel expenses) which are not yet reimbursed to Bahrain CAA since the money is still in the MID RMA account. The meeting was informed that Bahrain CAA would like to use US\$ 30,000 of it against the required Bahrain's contribution for the year 2008. Accordingly, the meeting agreed that the amount of US\$ 7,483 be paid to Bahrain and that the remaining US\$ 30,000 will be considered as Bahrain's contribution for 2008.

3.9 The meeting recalled that based on the request for payment to Bahrain for the expenditure related to the first year of operation of the MID RMA (US\$ 61,000), certified by the MID RMA Board Chairman, on 12 February 2007, the requested fund was transferred to the MID RMA account in Bahrain on 14 March 2007.

3.10 The meeting noted that, under Draft Decision 4/2 "Payment of the MID RMA for Year 2007", 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 to the MID RMA/Bahrain, 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.

3.11 Based on the above, a certified request was sent to ICAO HQ by the MID RMA Board Chairman on 10 April 2007 and the amount of US\$ 150,000 was transferred to the MID RMA account in Bahrain on 25 April 2007. However, it was noted that the second 2007 request for payment to the MID RMA is still pending.

3.12 The meeting was apprised about the financial position of the MID RMA account/project managed by ICAO Headquarters (RAB 05 802) as shown in the statement of the expenditures of the MID RMA project and the statement of financial position at **Appendix 3D** to the Report on Agenda Item 3.

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Report on Agenda Item 3

3.13 The meeting was presented also with all the details of the expenses of the MID RMA for year 2 (as at 30 September 2007) supported by certified bills (SMR 2006, Manpower cost, training/travel, etc). The meeting reviewed and approved the financial statement and associated bills with a Total of expenditures of US\$ 77,700 as shown in **Appendix 3E** to the Report on Agenda Item 3. The expected expenses for year 2 necessary for the MID RMA operation until 31 December 2007 were estimated to US\$ 100,000.

3.14 The meeting recalled that, in accordance with MIDANPIRG/10 Conclusion 10/33 – f) related to the MID RMA funding mechanism, 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.

3.15 Based on the above the meeting developed the following Draft Decisions:

DRAFT CONCLUSION 5/2: REIMBURSEMENT OF BAHRAIN CAA

That, considering Bahrain's advance payment of US\$ 37,483 for the set up of the MID RMA, which have not yet been reimbursed to Bahrain CAA:

- a) the amount of US\$ 7,483 be paid to Bahrain CAA from the MID RMA account in Bahrain; and*
- b) the remaining US\$ 30,000 be considered as Bahrain's contribution for 2008.*

DRAFT DECISION 5/3: REQUEST FOR TRANSFER OF MONEY TO THE MID RMA ACCOUNT

That, in accordance with MIDANPIRG/10 Conclusion 10/33 related to the MID RMA funding mechanism, the MID RMA Board Chairman is delegated the authority to-coordinate with the MID RMA and the ICAO MID Regional Office, with a view to certify a request for the transfer of the amount of US\$ 120,000 from the MID RMA account managed by ICAO Headquarters to the MID RMA account in Bahrain on 1 December 2007.

MID RMA Board/5
Appendix 3A 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/5
 Appendix 3B 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/5
 Appendix 3C to the Report on Agenda Item 3

MID RMA ACCOUNT STATUS

No	Description	Amount in US \$
1.	<i>Before opening MID RMA Bank account:</i>	
	Expenses paid by Bahrain CAA for the set up and first year operation of the MID RMA	29,077
	Duty Travel expenses paid by Bahrain CAA to MIDRMA team to attend MID RMA Board/4 meeting (Year 2)	8,406
	Total expenses payments due to Bahrain CAA	\$ 37,483
2.	<i>After opening MID RMA Bank account:</i>	
	Payment transfer from TCB to MID RMA Bank account	61,000
	Manpower cost paid to for 4 local staff assigned for MID RMA management & operations for the first year.	- 31,830
	Payment transfer from TCB to MIDRMA Bank account	150,000
	Expenditures (Nov 06 to Sep 07)	- 53,757
	Available amount in MIDRMA Bank account as at 29 October 2007	\$ 125,413

Receipt of Contributions
MID RMA Project: RAB/05/802
as at 30 September 2007

Country	Value date	U.S. Amount
Saudi Arabia	23 January 2007	20 000.00
Oman	5 February 2007	20 000.00
Bahrain	20 February 2007	20 000.00
Egypt	22 March 2007	20 000.00 adjusted for bank charges of \$27.00 actual receipt US \$19,973.00
Lebanon	23 August 2007	30 000.00 adjusted for bank charges of \$45.00 actual receipt US\$29,955.00
Jordan	20 September 2007	1 250.00
		<u>111 250.00</u>

Details of Expenditures
MID RMA Project: RAB/05/802
as at 30 September 2007

Description	U.S. Amount
Payment to Bahrain for 2006 expenditures	61 000.00
Advance for 2007 expenditures	150 000.00
Courier charges	130.00
Sundry charges	220.00
	<hr/>
	211 350.00
Handling charge	<hr/>
	21 135.00
Total Expenditures	<hr/>
	232 485.00

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Appendix 3E to the Report on Agenda Item 3

MID RMA EXPENSES FOR YEAR 2
Position as at 30 September 2007

No	Description	Expenses US \$	Expenses B.D
1.	SMR 2006 Report:		
1.1	Report final printing at press	2,921.64	1,100
1.2	Eurocontrol RMA Team Cost of Air tickets to Bahrain.	16,640.69	6,265.220
1.3	Eurocontrol RMA Team Hotel Accommodation cost	3,229.87	1,216.047
	Total Cost	22,792.20	8,581.260
2.	Manpower cost for 4 local staff assigned for RMA management & Operations Period: 1 Nov 06 to Aug 07	23,904.38	9,000
3.	Special Hardware Equipment & Workstation Hp 2395 DV Note Books	2,865.86	1,079
4.	Training/Workshop & Duty Travel		
4.1	Attending MIDRMA Board/ 4	8,406.37	3,165
4.2	Attending MIDIPIRG /10	4,095.61	1,542
4.3	Attending RADAC Presentation at Eurocontrol	14,373.43	5,411.600
	Total cost	26,875.43	10,118.600
5.	Miscellaneous		
5.1	Renewal of domain name and MIDRAM hosting	531.20	200
	Total Expenses year 2 as 30 September 2007	\$ 77,700	B.D 29,250

**MID RMA UPDATED EXPECTED EXPENSES FOR YEAR 2
UP TO 31 DECEMBER 2007**

No	Description	Expected Expenses in \$
1.	SMR 2006	22,792.20
2.	Manpower cost for RMA management & Operations	32,000
3.	Special Assessment Hardware Equipment & Workstation	10,000
4.	Training/Workshop & Duty Travel	34,000
5.	Miscellaneous	2000
Expected Total Expenses for year 2		\$ 99,729.20 # 100,000

MID RMA Board/5
Report on Agenda Item 4

REPORT ON AGENDA ITEM 4: RVSM Monitoring and related technical issues

4.1 The meeting recalled that MIDANPIRG/10 reviewed and approved the SMR for 2006.

4.2 It was also recalled that MIDANPIRG/10 noted that, subject to the limitations of data available and the collision risk model used, the SMR demonstrated that the Middle East RVSM operations met three safety objectives (1, 3 and 4) and that 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. In this respect, the meeting highlighted the importance of reporting the Altitude Deviations on a monthly basis. It was highlighted that these reports should describe the nature, duration and length of the altitude deviation itself. MIDANPIRG/10 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.

4.3 Accordingly the meeting re-iterated the following MIDANPIRG/10 Conclusions:

CONCLUSION 10/35: REQUIREMENTS FOR PROVISION OF DATA TO THE MID RMA

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

- a) 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;*
- b) the MID RMA ensure 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*
- c) States ensure that good communication and cooperation between the RVSM Programme Managers and the MID RMA Board Members is established and observed.*

CONCLUSION 10/40: 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:*

MID RMA Board/5
Report on Agenda Item 4

- 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.*

4.4 The meeting noted that as a follow-up to the above the MID RMA made available a form for reporting operational errors (Altitude Deviation Reports, ATC/Pilot operational errors, ATC/ATC coordination failures, etc) and exchanged emails with States requesting them to provide the requested data on a regular basis (monthly). However, concern was raised regarding the unsatisfactory provision of data by States. The problem of communication with Iran was particularly highlighted in this respect. Accordingly, the MID RMA was requested to send a reminder on the second day of each month requesting those States that have not submitted the monthly Altitude Deviation Report or a NIL report to do so. The meeting was of view that, in accordance with MIDANPIRG Conclusion 10/35, these reminders have to be extended to the MID RMA Board Focal points and Alternates as well as to the RVSM Managers. In this regard, the meeting requested that the list of RMA Board focal points at **Appendix 4A** to the Report on Agenda Item 4 be updated regularly.

4.5 The meeting was of view also that a joint mission by the MID RMA Team Leader and ICAO MID Regional Office has to be carried out urgently to Iran and Syria with a view to establish direct contact, get the available data and address the issue of delay in the payment of contributions to the MID RMA.

4.6 The meeting noted that an Excel sheet has been prepared and emailed to all MID RMA member States in order for them to start collecting the necessary actual/current flight plan data of traffic operating between FL 290 and FL 410 inclusive. The data to be reflected in the Excel sheet includes the following elements:

COLUMN	NAME	DESCRIPTION
A	Date	Date of Flight – in the form of date/month/year
B	ACFT REG	Aircraft registration
C	ACFT TYPE	Aircraft type
D	ACFT C/S	Aircraft call sign used during the flight
E	DEP ADM	Departure aerodrome of the flight
F	DEST ADM	Destination aerodrome of the flight
G	ENTRY POINT	The point from which the aircraft has entered the FIR boundary or the RVSM airspace between FL 290 & FL410 inclusive, (in case of an aircraft is departing from an aerodrome within the same FIR and the point can not be determined, 0 value must be inserted in this field)
H	ENTRY LEVEL	The Flight level to which the aircraft has entered the relevant FIR (the level must correspond to the RVSM level only - between FL 290 & FL 410 inclusive)

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COLUMN	NAME	DESCRIPTION
I	ENTRY TIME	The actual time at which the aircraft has entered the FIR or the RVSM airspace (the time must be in UTC four figures time group without any space or dots in between)
J	EXIT POINT	The actual time to which the aircraft has left the FIR boundary or the RVSM airspace or in case of an aircraft is landing in an aerodrome within the same FIR, the point or the nearest point at which the aircraft has left the RVSM airspace, therefore, if this point can not be determined, 0 value must be inserted in this field)
K	EXIT LEVEL	The Flight level to which the aircraft has exited the relevant FIR (the level must correspond to the RVSM level only - between FL 290 & FL 410 inclusive), for ACFT landing within the FIR, insert 0 value.
L	EXIT TIME	The actual time at which the aircraft has exited the FIR or the RVSM airspace (the time must be in UTC four figures time group without any space or dots in between).
M	TOTAL FLYING TIME	This column has to be left blank, as special formulas shall automatically calculate the flying time, however, the responsibility of filling this field shall solely rely on office.
N	EQUIPMENT	Letter W must be inserted in this field as extracted from the flight plan, if non-RVSM aircraft was permitted to operate within the RVSM airspace letter M must be inserted.
O	REMARKS	Any other additional remarks or points related to the flight.

4.7 Concern was raised regarding the reporting of Aircraft Registration (ACFT REG) and the related additional workload on the air traffic controllers if they are required to check for each flight if the ACFT REG is identical to the one reflected in the FPL. It was clarified that this information is very important and has an influence on the result of the assessment; in addition it's required only for the month we are collecting the FPL/Traffic data, which was agreed by MIDANPIRG/10 to be November 2007. The meeting was informed that no action has been taken by States to give instruction to the air traffic controllers to check the ACFT REG starting 1 November 2007. Accordingly, the meeting agreed that the SMR 2008 will be based on FPL/Traffic data for the period 15 November to 15 December 2007 and that the verification of the ACFT REG will be the responsibility of the departure/entry FIR, i.e.: in case there's a difference between the ACFT REG reflected in the FPL and the real ACFT REG, this has to be notified by the departure/entry FIR.

4.8 Based on the above the meeting developed the following Draft Conclusion to supersede to MIDANPIRG Conclusion 10/41:

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Report on Agenda Item 4

DRAFT CONCLUSION 5/4: MID RVSM SMR-2008

That,

- a) *the FPL/traffic data for the period 15 November to 15 December 2007 be used for the development of the MID RVSM Safety Monitoring Report (SMR-2008); and*
- b) *the SMR-2008 be ready before 1 September 2008.*

4.9 The meeting noted that the forms for reporting the Altitude Deviation Report, the ATC coordination failures and the FPL/Traffic data were not available on the MID RMA website and requested the MID RMA Team to make these forms available on the website as soon as possible. The MID RMA Team informed the meeting that during the last period work was in progress to update/improve the MID RMA website and that by 15 November 2007 all the forms will be available on the website.

4.10 The meeting emphasized that unless States make all effort to provide the required data, the RVSM Safety Monitoring Report (SMR 2008) could not be developed in a timely manner and the MID RMA could not carry out its functions as specified in its Terms of Reference (TOR), duties and responsibilities.

4.11 It was highlighted that the Recommendations of the SMR 2006 and the comments made by the ATM Section in ICAO Headquarters shall be taken into consideration when developing the SMR-2008.

4.12 The meeting recalled that MIDANPIRG/10 agreed that the MID RMA buy a new software for the recording and analysis of radar data and noted with appreciation that Bahrain, Oman, Saudi Arabia, Syria and Yemen agreed to provide the MID RMA with radar data, as and when required. The meeting was informed that, as a follow up action, the MID RMA established contact with a provider of such software and noted that the MID RMA could not afford to buy such an expensive software (around US\$ 500,000). Accordingly, the same process used for the development of the SMR 2006 will be used for the development of the SMR 2008.

4.13 Based on the above, the meeting agreed to the following action plan for the development of the SMR-2008:

No	Start	Activity	End
1-	16/12/2007	Collect States' Actual FPL/Traffic data	31/01/2008
2-	1/12/2007	Collect Bahrain's SSR radar data for November 2007	31/01/2008
3-	16/12/2008	Ensure MID approvals up to date	31/01/2008
4-	31/01/2008	Send review of operational reports (01/06/06 to 31/12/07) to Euro RMA	31/01/2008
5-	1/02/2008	Send copy of FPL and approvals to Euro RMA	28/02/2008
6-	1/03/2008	Collect February FPL data from States submitting operational reports, as required	30/04/2008
7-	1/03/2008	Euro RMA to extract operators/types from FPL, check monitoring results for approvals and send list of operators requiring monitoring to MID	31/03/2008
8-	1/05/2008	MID RMA training on CRM tools	31/05/2008

MID RMA Board/5
Report on Agenda Item 4

No	Start	Activity	End
9-	30/06/2008	Euro RMA to send height monitoring data for MID operators to MIDRMA (01/06/06 to 31/05/08)	30/06/2008
10-	1/07/2008	MIDRMA evaluation of technical risk	31/07/2008
11-	1/07/2008	Update of performance investigations to MID RMA, identify investigations to be conducted by MID RMA	31/07/2008
12-	1/07/2008	Review of outstanding operational reports	31/07/2008
13-	1/08/2008	Production of draft safety report	31/08/2008

4.14 The meeting recalled that with reference to the RMA Handbook (para. 2.2.9), *"RMAs should work with PIRGs to ensure that sufficient monitoring infrastructure is available to meet requirements. The monitoring infrastructure may consist of specialized systems and a support contractor or monitoring service provider. An RMA may establish suitable monitoring infrastructure through an arrangement with an existing RMA or through the development of new systems. New systems, in addition to meeting the requirements above, should be evaluated against existing systems"*.

4.15 The meeting recalled that the process of determining the frequency of horizontal overlap is rigorous and for the MID RVSM SMR-2006 it was based on measurements taken at the three European HMUs. It was highlighted in this regard that in the development of the SMR-2006, although some parameters were obtained based on data from Eurocontrol, effort was made to use only the data related to operators that use the MID RVSM airspace which represents the majority of the traffic (Appendix A, page 17 para. A2 refers). Reference was made to the SMR-2006 page 27, para. B.2., it was noted that registration data together with the list of approvals submitted by the States to the MID RMA were used to identify a total of 926 airframes operating from the MID States or from other regions submitting flight plans for the sample period. Of these 926 individual airframes 651 have HMU monitoring results from the European monitoring programme. The percentage of approved aircraft from the MID Region monitored was also high with 413 out of a total list of 497 aircraft having successful HMU monitoring results.

4.16 Although it was not possible to identify specific airframes from the rest of the flight plan data, analysis of the callsign and aircraft type data was used to identify a total of 1319 valid operator type combinations operating in the region. Of these 624 have valid monitoring results in the European region leaving 695 without any known result.

4.17 It was recommended in the SMR-2006 that for those groups that do not perform according to the requirements, when applicable, the MIDRMA will continuously support Eurocontrol in the investigations and follow-up actions to prevent this becoming a potential safety issue. The result of those actions will be included in the next safety report.

4.18 For long Term Monitoring, reference was made to para. B.3. of the SMR-2006 where it's mentioned that Eurocontrol will supply all results for MID registered aircraft that are flying over the European HMUs. However, for other MID registered aircraft (that do not have any schedule flights to Europe to collect HMU monitoring result from Eurocontrol) the State of registry is responsible to instruct each aircraft operator to conduct GMU monitoring in accordance with ICAO aircraft grouping categories. The meeting was also informed about a proposal for amendment of Annex 6 Part I and Part II concerning long term monitoring requirements for height keeping performance which would harmonize RVSM approval criteria and help to maintain the safety of operations.

MID RMA Board/5
Report on Agenda Item 4

4.19 It was highlighted that not all regions have the ground infrastructure to autonomously monitor aircraft and that in areas without such ground infrastructure, GPS-based monitoring systems/units (GMS/GMU) are used to monitor aircraft. The meeting noted that the cost of monitoring is on average US\$2,500.00 per aircraft monitored using a GMS/GMU.

4.20 It was noted that the State of Registry that had issued an RVSM approval to an operator would be required to establish a requirement which ensures that two aeroplanes of each aircraft type grouping of the operator have their height-keeping performance monitored, at least once every two years or within intervals of 1 000 flight hours per aeroplane, whichever period is longer. If an operator aircraft type grouping consists of a single aeroplane, the requirement would be that the monitoring of that aeroplane shall be accomplished within the specified period.

4.21 Based on the above, the meeting agreed that the MID RMA carry out co-ordination with States for individual operators that require GMU monitoring. Accordingly, the meeting developed the following Draft Conclusion:

DRAFT CONCLUSION 5/5: REQUIREMENTS FOR GMU MONITORING

That,

- a) the MID RMA carry out co-ordination with States for individual operators that require GMU monitoring; and*
- b) the State of registry is responsible to instruct the individual aircraft operator to conduct GMU monitoring in accordance with ICAO aircraft grouping categories.*

MID RMA Board/5
Appendix 4A to the Report on Agenda Item 4

LIST OF MID RMA BOARD MEMBERS/FOCAL PONTS AND ALTERNATES

STATE	RMA BOARD MEMBER/FOCAL POINT	ALTERNATE
BAHRAIN	Mr. Ali Ahmed Mohammed Director Air Navigation Civil Aviation Affairs P.O. Box 586 KINGDOM OF BAHRAIN Fax: (973) 17 321 992 Tel: (973) 17321116 Mobile: (973) 39973447 E-mail: aliahmed@caa.gov.bh	¹ Mr. Mohammed Zainal Head of Standards, Licensing and Development Civil Aviation Affairs P.O. Box 586 – BAHRAIN Fax: (973) 321 029 Tel: (973) 321 028 Mobile: (973) 967 6707 E.Mail: mzainal@caa.gov.bh
EGYPT	Mr. Mohamed Abbas Mohamed Safety General Manager Civil Aviation Authority Cairo International Airport Road Cairo – EGYPT Tel: (202) 2678 529 Mobile: (010) 6107022 E-mail: md.soliman@gmail.com	Mr. Hassan Kamel Abdel Meguied ATS Safety Manager National Air Navigation Services Co. Cairo International Airport Road Cairo – EGYPT Fax: (202) 268 0627 Tel: (202) 265 7842 Mobile: (010) 1843 602 E-mail: hassankam@hotmail.com
IRAN	Mr. Ghasem Sheikhi Narany Chief of Tehran ACC Tehran Mehrabad International Airport P.O. Box 13445 – 1798 Tehran – IRAN Fax: (98) 21 4454 4114 Tel: (98) 21 4454 4114 Mobile: (98) 912 390 8132 E-mail: skn4507@yahoo.com	Mr. Mohammad Khodakarami Deputy Director General ATS Tehran Mehrabad International Airport P.O. Box 13445 – 1798 Tehran – IRAN Fax: (98) 21 4452 3003 Tel: (98) 21 4454 4103 Mobile: (98) 912 322 8135 E-mail: mkhd4444@yahoo.com
JORDAN	Mr. Ali S. Abbadi Director of ATM Civil Aviation Regulatory Commission P.O. Box 7547 Amman 1110 Jordan Fax: (962-6) 489 1266 Tel: (962-6) 489 7729 Mobile: (962) 79 670 0101 Email: datm@jcaa.gov.jo datm@carc.gov.jo	Mr. Jawad Mohammad Abu-Ghazaleh Director of ATM Civil Aviation Authority P.O. Box 7547 Amman 11110 – JORDAN Fax: (962 6) 4891266 Tel: (962 6) 4897726 E-mail: datm@jcaa.gov.jo

¹ Chairperson of MID RMA Board

STATE	RMA BOARD MEMBER/FOCAL POINT	ALTERNATE
KUWAIT	<p>Mr. Said F. Al Ajeel Chief of Radar OPS Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17, Safat, 13001 KUWAIT Fax: (965) 431 9231 Tel: (965) 473 5490 Mobile: (965) 954 2220 E-Mail: danofficeq8@yahoo.com</p>	<p>Mr. Yacob M. Al Darweesh Chief of ATC OPS Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17, Safat, 13001 KUWAIT Fax: (965) 472 2402 Tel: (965) 471 0264 Mobile: (965) 957 9364 E-Mail: danofficeq8@yahoo.com</p>
LEBANON	<p>Mr. Khaled Chamieh Chief Air Navigation Department Directorate General of Civil Aviation Beirut Airport Beirut – LEBANON Fax: (961-1) 629 023 Tel: (961-1) 628 178 Mobile: (961-3) 837 833 E-Mail: chamiehk@beirutairport.gov.lb</p>	<p>Mr. Walid Al Hassanieh Chief ACC Directorate General of Civil Aviation Beirut Airport Beirut – LEBANON Fax: (961-1) 629 023 Tel: (961-1) 629 026 Mobile: (961-3) 509 902 E-Mail: ais@beirutairport.gov.lb</p>
OMAN	<p>Mr. Abdul Rahim Bin Salem Al-Harmi Acting Director General for Civil Aviation & Meteorology Directorate General of Civil Aviation & Meteorology P.O. Box 21– Code 111 Seeb International Airport, Muscat, SULTANATE OF OMAN Fax: 968 24519 880 Tel: 968 24519711 Mobile: 968 99332281 E-Mail: al-harmi@dgcam.gov.om</p>	<p>Mr. Abdullah Nasser Rashid Al-Harthy 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) 24 510 122 Tel: (968) 24 519 201 Mobile: (968) 9947 6806 E-mail: abdullah_nasser@dgcam.gov.om</p>
S. ARABIA	<p>Mr. Aon Al-Garni Manager of Planning and operation ATM General Authority of Civil Aviation P.O. Box 40217 Jeddah 21499 - SAUDI ARABIA Fax: (966-2) 640 1477 Tel: (966-2) 640 2855 Mobile: (966-5) 05772984 E-mail: aonabdul@yahoo.com</p>	<p>Eng. Saleh Al-Motirey General Authority of Civil Aviation P.O. Box 929 Jeddah 21421 - SAUDI ARABIA Fax: (966-2) 6719041 Tel: (966-2) 6717717 Mobile: (966-5) 6601307 E-mail: salmotirey@yahoo.com</p>
SYRIA	<p>Mr. A. Abdunour Head of National ATC Operations' Dept Damascus - SYRIA</p>	<p>Mr. Mahmoud Abou Hatab ATC Controller Damascus Airport P.O. Box 5409 Damascus - SYRIA Fax: (963-11) 331 5547 Tel: (963-11) 381 1215 Mobile: (963-93) 487 610</p>

STATE	RMA BOARD MEMBER/FOCAL POINT	ALTERNATE
YEMEN	Mr. Ahmed Al Kobati Director Air Navigation Operations, Air Navigation Sector Civil Aviation & Meteorology Authority P.O. Box 1042 Sana'a - YEMEN Fax: (976-1) 344 047 Tel: (976-1) 345 402 Mobile: (00967) 77 7241 375 E-mail: cama570@yahoo.com	Mr. Yahia Hussain Al Shami Director Quality Assurance Air Navigation Sector Civil Aviation & Meteorology Authority P.O. Box 1042 Sana'a - YEMEN Fax: (976-1) 344 047 Tel: (976-1) 345 402 Mobile: (00967) 77 7710 297

MID RMA Board/5
Report on Agenda Item 5

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

5.1 The MID RMA Board, in each one of its meetings, reviews the progress made in the achievement of the actions included in the Action Plan and proceeds to its update.

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

MID RMA Board/5-REPORT
APPENDIX 5A

5A-2

Item No.	Actions	Responsible	Nov 07	Dec 07	Jan 08	Feb 08	Mar 08	Apr 08	May 08	Jun 08	Jul 08	Aug 08	Sep 08	Oct 08
10	Convening of the MID RMA Board/6 meeting	ICAO MID + Jordan + the MID RMA Board Chairman												
11	Production of Draft SMR-2008	MID RMA												
12	Convening of the MID RMA Board/7 meeting	ICAO MID + Egypt + the MID RMA Board Chairman												

MID RMA Board/5
Report on Agenda Item 6

REPORT ON AGENDA ITEM 6: FUTURE WORK PROGRAMME

6.1 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 Board agreed that the MID RMA Board meetings should be hosted by Participating States on rotation basis. The meeting noted with appreciation that Egypt and Jordan were willing to host the upcoming MID RMA Board meetings. Accordingly, the meeting agreed that the MID RMA Board/6 meeting be held in Amman, Jordan, from 18 to 19 March 2008 and the MID RMA Board/7 meeting be held in Cairo, Egypt, from 15 to 16 October 2008.

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.

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/5
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/5
Attachment A to the Report

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