



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

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

**MID RMA Board/6**

*(Amman, Jordan 18 - 19 March 2008)*

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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**TABLE OF CONTENTS**

**Page**

**PART I - HISTORY OF THE MEETING**

1.	Place and Duration .....	1
2.	Opening .....	1
3.	Attendance.....	1
4.	Officers and Secretariat .....	1
5.	Language .....	2
6.	Agenda .....	2
7.	Conclusions and Decisions – Definition .....	2
8.	List of Conclusions and Decisions .....	3

**PART II - REPORT ON AGENDA ITEMS**

Report on Agenda Item 1 .....	1-1
Report on Agenda Item 2 .....	2-1
Appendix 2A	
Report on Agenda Item 3 .....	3-1/3-5
Appendix 3A -3C	
Report on Agenda Item 4 .....	4-1/4-7
Report on Agenda Item 5 .....	5-1
Appendix 5A	
Report on Agenda Item 6 .....	6-1
Appendix 6A – 6C	
Report on Agenda Item 7 .....	7-1
Appendix 7A	

**Attachment A**

List of Participants.....	A1-A5
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MID RMA Board/6  
History of the Meeting

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## **PART I - HISTORY OF THE MEETING**

### **1. PLACE AND DURATION**

1.1 The Sixth Meeting of the Middle East Regional Monitoring Agency Board (MID RMA Board/6) was held at Le Méridien Hotel, Amman, Jordan from 18 to 19 March 2008.

### **2. OPENING**

2.1 The meeting was opened by Mr. Jehad Faqir, ICAO Deputy Regional Director, Middle East Office, who welcomed all the participants to Amman. He expressed his gratitude and appreciation to the Jordanian Civil Aviation Authority and especially to Cpt Soleiman Obeidat, Chief Commissioner of the Civil Aviation Regulatory Commission (CARC), for hosting this important meeting and supporting the MIDANPIRG and the ICAO Middle East Regional Office activities. He pointed out that Jordan has always played an important and positive role in the MID Region. Mr. Faqir indicated that the meeting would review the outstanding issues pertaining to the MID RMA Project, especially the arrears in the payment of contributions by some MID RMA Member States, the review of the MID RMA financial status and the preparation of the MID RMA budget estimate for 2009.

2.2 Mr. Faqir recalled briefly the main duties and responsibilities of the MID RMA Board as well as its achievements since its establishment. He highlighted the importance of the RVSM safety assessment activity and underlined that the meeting would review the progress made in the development of the RVSM Safety Monitoring Report (SMR-2008) with emphasis on the provision of required data by States. In this regard, he raised concern about the delay observed in the provision of data to the MID RMA by some States, which could delay the process of development of the SMR-2008 (1 September 2008, as agreed by MIDANPIRG/10 under Conclusion 10/41), taking into consideration the availability of the EUROCONTROL Monitoring Team, which would assist in the preparation of the Safety Monitoring Report. In connection with the above, he thanked EUROCONTROL for their good cooperation and the support/assistance provided to the MID RMA.

2.3 Finally, Mr. Faqir thanked all the participants from States, EUROCONTROL and IATA for supporting the MID RMA and for attending the MID RMA Board meetings. He noted with appreciation that it's for the first time we observed full attendance and wished all a successful meeting.

### **3. ATTENDANCE**

3.1 The meeting was attended by a total of thirty three (33) participants from eleven (11) States (Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, Syria, UAE and Yemen) and two (2) Organizations (EUROCONTROL and IATA). The list of participants is at **Attachment A** to the Report.

MID RMA Board/6  
History of the Meeting

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**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. Mohamed Smaoui, RO/AIS/MET, was the Secretary of the meeting supported by Mr. Jehad Faqir, Deputy Regional Director, ICAO Middle East Office.

**5. LANGUAGE**

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

**6. AGENDA**

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda

Agenda Item 2: Follow-up on MIDANPIRG/10 and 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/arrears, logistic and administrative issues, etc);
- accounting activities (presentation of bills and Bank statements by the MID RMA); and
- budget estimate for 2009 and contribution of States.

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

- Update of the list of MID RMA Board Members and Alternates

MID RMA Board/6  
History of the Meeting

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## 7. CONCLUSIONS AND DECISIONS – DEFINITION

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

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

## 8. LIST OF CONCLUSIONS AND DECISIONS

<i>DRAFT CONCLUSION 6/1:</i>	<i>PAYMENT OF ARREARS TO THE MID RMA</i>
<i>DRAFT CONCLUSION 6/2:</i>	<i>CONTRIBUTION OF MID RMA MEMBER STATES FOR 2009</i>
<i>DRAFT CONCLUSION 6/3:</i>	<i>REQUIREMENTS FOR HEIGHT MONITORING FOR AIRCRAFT/OPERATORS WITHOUT KNOWN MONITORING RESULTS</i>
<i>DRAFT CONCLUSION 6/4:</i>	<i>REQUIREMENTS FOR PROVISION OF DATA TO THE MID RMA FOR THE DEVELOPMENT OF THE RVSM SMR-2008</i>

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MID RMA Board/6  
Report on Agenda Item 1

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**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.

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MID RMA Board/6  
Report on Agenda Item 2

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**REPORT ON AGENDA ITEM 2: FOLLOW-UP ON 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.

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MID RMA Board/6  
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
<b>MIDANPIRG/10 Conclusions and Decisions</b>					
<p><b>CONC 10/ 26: COORDINATION OF FLIGHTS OPERATING OVER HIGH SEAS</b></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"> <li>• Implement Conclusion</li> <li>• Conduct seminar</li> </ul>	<ul style="list-style-type: none"> <li>• States</li> <li>• ICAO MID Regional Office</li> <li>• IATA</li> </ul>	<ul style="list-style-type: none"> <li>• State letter</li> <li>• Civil/ Military coordination seminar</li>   <li>• Input from States</li> </ul>	<ul style="list-style-type: none"> <li>• July 2007</li> <li>• Oct 2008</li>   <li>• TBD</li> </ul>	<ul style="list-style-type: none"> <li>• State letter sent (AN 6/27-240 dated 15 July 2007)</li> <li>• Seminar tentatively scheduled for May 2008</li> <li>• No input received</li> </ul>

MID RMA Board/6-REPORT  
**APPENDIX 2A**

2A-2

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONC 10/27: UNCOORDINATED FLIGHTS OVER THE RED SEA AREA</b></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"> <li>• Implement Conclusion</li> <li>• Conduct seminar</li> </ul>	<ul style="list-style-type: none"> <li>• States</li> <li>• ICAO MID Regional Office</li> <li>• IATA</li> </ul>	<ul style="list-style-type: none"> <li>• State letter</li> <li>• Civil/Military coordination seminar</li> <li>• Input from States</li> </ul>	<ul style="list-style-type: none"> <li>• July 2007</li> <li>• Oct 2008</li> <li>• TBD</li> </ul>	<ul style="list-style-type: none"> <li>• State letter sent (AN 6/27-240 dated 15 July 2007)</li> <li>• Seminar tentatively scheduled for May 2008</li> <li>• No input received</li> </ul>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONC 10/28: INITIAL SET UP AND ADMINISTRATIVE MANAGEMENT OF THE MID RMA</b></p> <p>That,</p> <p>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</p> <p>b) Bahrain is responsible for the administrative management of the MID RMA.</p>	<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>Closed</p>
<p><b>DEC 10/29: ESTABLISHMENT OF THE MID RMA BOARD</b></p> <p>That,</p> <p>a) a MID RMA Board is established with Terms of Reference (TOR) as at <b>Appendix 5.3J</b> to the report on agenda item 5.3; and</p> <p>b) the MID RMA Board is to be composed of a focal point nominated by each Member State-</p>	<p>Follow up the MID RMA Board activities and work programme</p>	<p>ICAO States</p>	<p>MID RMA Board meeting reports</p>		<p>Closed</p>
<p><b>CONC 10/30: MEMBERSHIP OF THE MID RMA</b></p> <p>That,</p> <p>a) Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, Syria and Yemen committed themselves to participate in the MID RMA project; and</p> <p>b) 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:</p>	<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>TBD</p>	

MID RMA Board/6-REPORT  
**APPENDIX 2A**

2A-4

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<ul style="list-style-type: none"> <li>i. invited to join the MID RMA Project; and</li> <li>ii. is to be exempted from the payment of contributions for the first ten (10) years of operation of the MID RMA.</li> </ul>					
<p><b><i>CONC 10/31: EUROCONTROL SUPPORT TO THE MID RMA</i></b></p> <p>That,</p> <ul style="list-style-type: none"> <li>a) the Eurocontrol support for the set up and operation of the MID RMA is appreciated; and</li> <li>b) the good cooperation between the MID RMA and Eurocontrol be continued</li> </ul>	<p>Continue the good cooperation with Eurocontrol</p>	<p>MID RMA and Eurocontrol</p>	<p>Good cooperation continued</p>	<p>Ongoing</p>	<p>Closed</p>
<p><b><i>CONC 10/32: MID RMA PROJECT</i></b></p> <p>That,</p> <ul style="list-style-type: none"> <li>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</li> <li>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.</li> </ul>	<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>	<p>Closed</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONC 10/33: FUNDING MECHANISM OF THE MID RMA</b></p> <p>That,</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) Bahrain, Egypt, Iran, Oman and Saudi Arabia pay 15% each of the yearly operating budget of the MID RMA;</li> <li>c) Jordan, Kuwait, Lebanon, Syria and Yemen pay 5% each of the yearly operating budget of the MID RMA;</li> <li>d) the budget estimate for the MID RMA operation for each year be prepared/approved by the MID RMA Board before 30 April;</li> <li>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;</li> <li>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;</li> <li>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;</li> </ul>	<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>	

MID RMA Board/6-REPORT  
**APPENDIX 2A**

2A-6

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><b>CONC 10/34: MID RMA PROJECT ACTION PLAN/TIMELINES</b></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>Closed</p>
<p><b>CONC 10/35: REQUIREMENTS FOR PROVISION OF DATA TO THE MID RMA</b></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><b>CONC 10/38: MID RVSM OPERATIONS SAFETY ASSESSMENT</b></p> <p>That, the safety assessment of RVSM operations in the MID Region be based on the following safety objectives:</p> <p>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 <math>2.5 \times 10^{-9}</math> fatal accidents per flight hour;</p> <p>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 <math>5 \times 10^{-9}</math> fatal accidents per flight hour;</p> <p>c) Safety Objective 3: address any safety-related issues raised in the SMR by recommending improved procedures and practices; and</p> <p>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>	<p>Follow up the implementation of the 4 safety objectives</p>	<p>MID RMA EUROCONTROL MIDANPIRG</p>	<p>SMR-2008</p>	<p>Sep 2008</p>	<p>Closed</p>

MID RMA Board/6-REPORT  
**APPENDIX 2A**

2A-8

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONC 10/39: STATUS OF MID RVSM SAFETY OBJECTIVES</b></p> <p>That, the RVSM operations within the airspace of the MID RMA Member States:</p> <ul style="list-style-type: none"> <li>a) Met safety objectives #1, #3 and #4; and</li> <li>b) had not been possible to assess against safety objective #2.</li> </ul>	<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>Closed</p>
<p><b>CONC 10/40: SUSTAINED RVSM SAFETY ASSESSMENT ACTIVITY IN THE MID REGION</b></p> <p>That, considering the on-going requirement for RVSM safety assessment in the MID Region:</p> <ul style="list-style-type: none"> <li>a) The MID RMA is responsible for the development of the RVSM Safety Monitoring Reports (SMR);</li> <li>b) the MID RMA determine the exact type and format of data necessary for performing collision risk calculations and inform States accordingly;</li> <li>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"> <li>i) approval of operators and aircraft for RVSM operations (monthly);</li> <li>ii) altitude deviations of 300 ft or more (monthly);</li> <li>iii) ATC/ATC coordination failures (monthly); and</li> <li>iv) traffic data (as requested by the MID RMA);</li> </ul> </li> <li>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.</li> </ul>	<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><b>CONC 10/41: MID RVSM SAFETY MONITORING REPORT FOR 2007-2008</b></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>Superseded by the MID RMA Board/5Draft Conclusion 5/4</p>
<p><b>MID RMA BOARD CURRENT CONCLUSIONS AND DECISIONS</b></p>					
<p><b>DRAFT CONC 5/1: PAYMENT OF CONTRIBUTIONS TO THE MID RMA</b></p> <p>That,</p> <p>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;</p> <p>b) Iran and Syria pay their contributions (arrears) to the MID RMA Project before 31December 2007; and</p> <p>c) in case the payment is not made by 31 December 2007, the Board might consider reviewing their membership.</p>	<p>Follow up with concerned States</p>	<p>MID RMA Board ICAO</p>	<p>State Letters            Mission to Iran and Syria            Payment of arrears</p>	<p>31 December 2007</p>	<ul style="list-style-type: none"> <li>• Payment from Iran and Syria still pending</li> <li>• Superseded by Draft Conclusion 6/1</li> </ul>

MID RMA Board/6-REPORT  
**APPENDIX 2A**

2A-10

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b><i>DRAFT CONC 5/2: REIMBURSEMENT OF BAHRAIN CAA</i></b></p> <p>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:</p> <p>a) the amount of US\$ 7,483 be paid to Bahrain CAA from the MID RMA account in Bahrain; and</p> <p>b) the remaining US\$ 30,000 be considered as Bahrain's contribution for 2008.</p>	<p>Implement the Conclusion</p>	<p>MID RMA Board            Chiarman            ICAO</p>	<p>Transfer of (US\$ 7,483) to Bahrain CAA</p>	<p>TBD</p>	<p>Closed</p>
<p><b><i>DRAFT CONC 5/3: REQUEST FOR TRANSFER OF MONEY TO THE MID RMA ACCOUNT</i></b></p> <p>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.</p>	<p>Implement the Conclusion</p>	<p>MID RMA Board            Chiarman            ICAO</p>	<ul style="list-style-type: none"> <li>• Formal request signed by the MID RMA Board Chairman</li> <li>• Transfer done</li> </ul>	<p>December 2007</p>	<p>Closed</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b><i>DRAFT CONC 5/4: MID RVSM SAFETY MONITORING REPORT FOR 2007-2008</i></b></p> <p>That,            a) the FPL/traffic data for the period 15 November to 15 December 2007 be used for the development of the SMR-2008; and            b) the SMR-2008 be ready before 1 September 2008.</p>	<p>Provide requested data to the MID RMA            Develop the SMR-2008</p>	<p>States            MID RMA</p>	<ul style="list-style-type: none"> <li>• Data provided as requested</li> <li>• SMR -2008 developed</li> </ul>	<p>Ongoing             Sep 2008</p>	<p>Delay observed</p>
<p><b><i>DRAFT CONC 5/5: REQUIREMENTS FOR GMU MONITORING</i></b></p> <p>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.</p>	<p>Coordination between the MID RMA and States</p>	<p>States            MID RMA</p>	<ul style="list-style-type: none"> <li>• Updated RVSM approvals provided as requested</li> <li>• Operators that require GMU monitoring identified</li> </ul>	<p>Feb 2008</p>	<ul style="list-style-type: none"> <li>• Delay observed</li> <li>• Superseded by Draft Conclusion 6/3</li> </ul>

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MID RMA Board/6  
Report on Agenda Item 3

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**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 recalled that the MID RMA Board/5 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 were 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 MID RMA Board/5 meeting urged Iran and Syria to pay their contributions before 31 December 2007 and accordingly, developed the following Draft Conclusion:

*DRAFT CONCLUSION 5/1: 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/5 meeting was of view that a joint mission by the MID RMA Team Leader and ICAO MID Regional Office had 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. Accordingly, a joint mission was carried out to Iran on 18 November 2007 and to Syria on 21 November 2007. The meeting noted that during the visit to both Iran and Syria clear instructions were given by high level management to concerned staff to expedite the payment of contributions to the MID RMA (arrears) and to provide the necessary data to the MID RMA in order to develop the SMR 2008. The meeting noted that the mission was very successful and that a report on mission was sent to both Iran and Syria.

MID RMA Board/6  
Report on Agenda Item 3

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3.6 The meeting noted that the contributions of Iran and Syria have not yet been paid and that the ICAO MID Office sent a State Letter on 14 February 2008 to both States reminding them of their obligation to pay their contributions to the MID RMA project. The meeting further noted that, on 16 February 2008, Iran replied to the letter and informed the MID Office about their commitment to pay their contributions. However, due to long administrative process, Iran requested an extension to the deadline for payment. The meeting noted that there is an agreement in Iran and strong commitment from the Iranian Airport Company (IAC) which is the ANSP to pay the contributions to the MID RMA on behalf of the Iranian Civil Aviation Organization (CAO), which is the regulatory body.

3.7 The meeting recalled that based on the agreed funding mechanism and on the budget estimate for 2008, the MID RMA Member States' contributions for 2008 should have been paid before 1 November 2007. In this regard, it was noted that ICAO HQ sent invoices of US\$ 30,000 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.

3.8 The meeting noted that Bahrain, Egypt, Jordan, Lebanon, Oman and Saudi Arabia have already paid their contributions. In this regard, the meeting recalled that the MID RMA Board/5 meeting noted that Bahrain had made an advance payment of US\$ 37,483 (set up of the MID RMA and duty travel expenses), which were not yet reimbursed to Bahrain CAA. Based on a request by Bahrain, the MID RMA Board/5 meeting agreed that the amount of US\$ 7,483 be paid to Bahrain and that the remaining US\$ 30,000 would be considered as Bahrain's contribution for 2008.

3.9 The meeting noted the status of MID RMA States' contributions 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)	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	Paid (US\$ 1,250)
Oman	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Paid (US\$ 30,000)
Saudi Arabia	Paid (US\$ 30,000)	Paid (US\$ 20,000)	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)

3.10 Based on the above, the meeting agreed to extend the deadline for payment of arrears to 30 June 2008 with the understanding that those States that would not pay their arrears before this deadline might not be included in the next RVSM Safety Monitoring Report (SMR-2008). Accordingly, the meeting agreed to the following Draft Conclusion to replace and supersede the MID RMA Board/5 Draft Conclusion 5/1:

MID RMA Board/6  
Report on Agenda Item 3

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**DRAFT CONCLUSION 6/1: PAYMENT OF ARREARS TO THE MID RMA**

*That,*

- a) *as a last call from the MID RMA Board, those States that have not yet paid their contributions (arrears) to the MID RMA Project, honour their commitment and pay their contributions (arrears) as soon as possible and in any case before 30 June 2008; and*
- b) *in case a State has not paid all arrears by 30 June 2008:*
  - i) *this State might not be covered by the MID RVSM SMR-2008; and*
  - ii) *the MID RMA Board might consider reviewing its membership.*

3.11 The meeting reviewed and approved the financial statement and associated bills related to the second year of operation of the MID RMA (24 November 2006 to 31 December 2007) with a Total of expenditures of US\$ 105,309 as at **Appendix 3A** to the Report on Agenda Item 3.

3.12 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 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. Accordingly, the MID RMA Board/5 meeting developed the following Draft Decision:

**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.*

3.13 In connection with the above, the meeting noted that the request was sent officially to ICAO HQs on 14 February 2008 and the requested amount was transferred to the MID RMA Bank account in Bahrain on 20 February 2008.

3.14 The meeting reviewed the statement of expenditures of the MID RMA project (RAB/05/802) as well as a statement of financial position and the estimated fund balance as of 31 December 2007 as at **Appendix 3B** to the Report on Agenda Item 3 (US\$ 161,234). Taking into consideration the contributions received from Oman on 25 February 2008 (US\$ 30,000) and the amount transferred to the MID RMA Bank account in Bahrain on 20 February 2008 (US\$ 120,000), the meeting noted that the balance of the funds available in the MID RMA account managed by ICAO (RAB/05/802) is estimated to be US\$ 71,234.

MID RMA Board/6  
Report on Agenda Item 3

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3.15 The meeting was apprised of the status of the MID RMA Bank account in Bahrain and noted that the fund balance as of 15 March 2008 is US\$ 192,000.

3.16 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 and based on the agreed funding mechanism, MIDANPIRG/10 under Conclusion 10/33, agreed that the budget estimate for the MID RMA operation for each year should be prepared/approved by the MID RMA Board before 30 April and that 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.

3.17 The meeting reviewed the budget estimate for the MID RMA operation for 2008 as at **Appendix 3C** to the Report on Agenda Item 3.

3.18 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 MID RMA Board/5 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).

3.19 The meeting noted that the software is necessary for the calculation of the horizontal overlap and that the software used for the development of the MID RVSM SMR-2006 is obsolete and no longer operational. The meeting noted that the MID RMA developed the technical specifications related to the software for the recording and analysis of radar data and approached a number of vendors. Accordingly, it was mentioned that after long discussions with the vendors, the cost of the software could be reduced to approximately US\$ 200,000.

3.20 Taking into consideration the MID RMA expenses for year 2, the agreed funding mechanism, the funds available in both MID RMA bank accounts (in Montreal and Bahrain), the arrears in the payment of contributions (US\$ 113,750) and the pressing need for the radar data recording and analysis software the meeting agreed to the following:

- the contributions of MID RMA States for 2009 be paid before 1 November 2008 as follows:
  - Bahrain, Egypt, Iran, Oman and Saudi Arabia pay US\$ 30,000 each (15%); and
  - Jordan, Kuwait, Lebanon, Syria and Yemen pay US\$ 10,000 each (5%).
- based on the fund available to the MID RMA (savings + arrears) and the real cost of the radar data recording and analysis software, the MID RMA Board/7 meeting takes final decision about the purchase of such software.

MID RMA Board/6  
Report on Agenda Item 3

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3.21 Based on the above the meeting developed the following Draft Conclusion:

***DRAFT CONCLUSION 6/2: CONTRIBUTION OF MID RMA MEMBER STATES FOR 2009***

*That, based on the agreed funding mechanism for the MID RMA, the contributions of MID RMA States for 2009 be paid before 1 November 2008 as follows:*

- a) Bahrain, Egypt, Iran, Oman and Saudi Arabia pay US\$ 30,000 each; and*
- b) Jordan, Kuwait, Lebanon, Syria and Yemen pay US\$ 10,000 each.*

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**MID RMA EXPENSES FOR YEAR 2**  
*Position as at 31 December 2007*

No	Description	Expenses US \$	Expenses B.D
1.	SMR 2006 Report:		
1.1	Report final printing at press	2,922	1,100
1.2	EUROCONTROL RMA Team Cost of Air tickets to Bahrain.	16,641	6,265.220
1.3	EUROCONTROL RMA Team Hotel Accommodation cost	3,230	1,216.047
	<b>Total Cost</b>	<b>22,793</b>	<b>8,581.260</b>
2.	Manpower cost for 4 local staff assigned for RMA management & Operations Period: 24 Nov 06 to 31 Dec 07	<b>34,528</b>	<b>13,000</b>
3.	Special Hardware Equipment & Workstation	2,865.86	1,079
3.1	HP 2395 DV Note Books	4,818	1,814
3.2	Dell Database Server & PC	<b>7,684</b>	<b>2,893</b>
4.	Training/Workshop & Duty Travel		
4.1	Attending MIDRMA Board/ 4	7,450	2,805
4.2	Attending MIDIPIRG /10	4,096	1,542
4.3	Attending RADAC S/W Presentation and SMR discussions meeting at EUROCONTROL	14,373	5,411.600
	<b>Total cost</b>	<b>38,551</b>	<b>14,514.600</b>
5.	Miscellaneous		
5.1	Renewal of domain name and MIDRAM hosting	531.20	200
5.2	MID RMA web page modifications	1,222	460
	<b>Total cost</b>	<b>1,753</b>	<b>660</b>
<b>Total Expenditure for year 2</b>		<b>\$ 105,309</b>	<b>B.D 39,648.860</b>

**MID RMA TOTAL EXPENSES FOR YEAR 2 OPERATIONS**  
*Position as at 31 December 2007*

<i>No</i>	<i>Description</i>	<i>Expenses in US \$</i>	<i>Expenses in B.D</i>
1	SMR RVSM 2006 Report Preparations & Production	<b>22,793</b>	<b>8,581</b>
2	Manpower Cost of 4 local staff assigned for MID RMA management & operation	<b>34,528</b>	<b>13,000</b>
3	Special Hardware Equipment/ Servers & Workstations	<b>7,684</b>	<b>2,893</b>
4	Training/Workshops & Duty Travel	<b>38,551</b>	<b>14,514</b>
5	Miscellaneous	<b>1,753</b>	<b>660</b>
	<b>Total Expenses for year 2</b>	<b>105,309</b>	<b>39,648</b>

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MID RMA Board/6  
 Appendix 3B to the Report of Agenda Item 3

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**RECEIPT OF CONTRIBUTIONS**  
*MID RMA Project: RAB/05/802 as at 31 December 2007*

<b>Country</b>	<b>Value date</b>	<b>U.S. Amount</b>
Oman	5 February 2007	20 000.00
Bahrain	20 February 2007	20 000.00
Egypt	22 March 2007	20 000.00
Lebanon	23 August 2007	30 000.00
Saudi Arabia	23 January 2007	20 000.00
Jordan	19 September 2007	1 250.00
Lebanon	23 November 2007	1 250.00
Egypt	07 December 2007	30 000.00
Saudi Arabia	11 December 2007	30 000.00
		Received through Cairo Regional Office
		<b>172 500.00</b>

**DETAILS OF EXPENDITURES**  
*MID RMA Project: RAB/05/802 as at 31 December 2007*

<b>Description</b>	<b>U.S. Amount</b>
Payment to Bahrain for 2006 expenditures	61 000.00
Advance for 2007 expenditures	150 000.00
Courier charges	278.00
Bank Charges	290.00
	<b>211 568.00</b>
Overhead	21 157.00
<b>Total Expenditures</b>	<b>232 725.00</b>

**REGIONAL MID RMA (CUSTODIAL AGREEMENT)**

*RAB/05/802*

*Status of Fund as at 31 December 2007*

Balance as at 01 January 2007	214 393
Contributions received	172 500
Interest earned and accrued	7 065
Expenditures in 2007	<u>( 232 724)</u>
Estimated balance as at 31 December 2007	161 234

**2008**

Contributions received in 2008	Oman	30 000
Authorized expenditures in 2008		<u>( 120 000)</u>
	<b>Estimated Balance</b>	<b><u><u>71 234</u></u></b>

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**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	<b>\$ 230,000</b>
	Estimated savings from year 2	<b>-50,000</b>
	Required Funds to be collected for budget 2008	<b>\$ 180,000</b>

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**REGIONAL MID RMA (CUSTODIAL AGREEMENT)**

*RAB/05/802*

*Status of Fund as at 31 December 2007*

Balance as at 01 January 2007	214 393
Contributions received	172 500
Interest earned and accrued	7 065
Expenditures in 2007	<u>( 232 724)</u>
Estimated balance as at 31 December 2007	161 234

**2008**

Contributions received in 2008	Oman	30 000
Authorized expenditures in 2008		<u>( 120 000)</u>
	<b>Estimated Balance</b>	<b><u><u>71 234</u></u></b>

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MID RMA Board/6  
Report on Agenda Item 4

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**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  $5 \times 10^{-9}$  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.

4.3 The meeting recalled that MIDANPIRG/10 agreed that the MID RVSM SMR-2008 be ready before 1 September 2008 and developed the following 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;*

MID RMA Board/6  
Report on Agenda Item 4

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- 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.*

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). The meeting recalled that the MID RMA Board/5 meeting raised concern 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.

4.5 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:

<b>COLUMN</b>	<b>NAME</b>	<b>DESCRIPTION</b>
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)
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)

MID RMA Board/6  
Report on Agenda Item 4

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<b>COLUMN</b>	<b>NAME</b>	<b>DESCRIPTION</b>
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.

4.6 The meeting recalled that the MID RMA Board/5 meeting raised concern 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. Accordingly, the MID RMA Board/5 meeting agreed that the SMR 2008 be based on FPL/Traffic data for the period 15 November to 15 December 2007 and that the verification of the ACFT REG should 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.

4.7 Based on the above the meeting recalled that the MID RMA Board/5 meeting developed the following Draft Conclusion to supersede to MIDANPIRG Conclusion 10/41:

*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.*

MID RMA Board/6  
Report on Agenda Item 4

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4.8 The meeting recalled that the MID RMA Board/5 meeting emphasized that unless States make all effort to provide the required data in a timely manner, the RVSM Safety Monitoring Report (SMR 2008) could not be developed before the deadline of 1 September 2008 fixed by MIDANPIRG/10 and the MID RMA could not carry out its functions as specified in its Terms of Reference (TOR), duties and responsibilities.

4.9 The meeting noted that as a follow-up action, the MID RMA in addition to direct contact with States by telephone, sent emails and reminders with appropriate MS Excel sheets defining exactly the type and format of required data (RVSM approvals, traffic data between FL280 and FL410 (inclusive) for the period of 15 November to 15 December 2007, operational error reports, etc). However, it was noted with concern that a number of States have not yet sent the required data to the MID RMA. In this regard, the problem of communication with the MID RMA, especially by email was raised with concern. It was confirmed that some States have sent correspondences to the MID RMA (operational error reports, RVSM approvals, etc) but these correspondences were not received. Accordingly, it was agreed that, to the extent possible, States use the email for correspondence and that the emails should be addressed to: ([midrma@midrma.com](mailto:midrma@midrma.com)) with copy to ([midrma@batelco.com.bh](mailto:midrma@batelco.com.bh)) and ([icaomid@cairo.icao.int](mailto:icaomid@cairo.icao.int)).

4.10 The meeting further noted that the ICAO MID Regional Office sent State Letter Ref.: AN 6/5.10.15 – 080 on 26 February 2008, reminding States of their obligation to send the necessary/missing data to the MID RMA urgently. It was highlighted in this letter that the MID RMA Board/5 meeting developed an action plan for the development of the SMR-2008, which takes into consideration the availability of the EUROCONTROL Monitoring Team and any delay for the provision of the required data to the MID RMA could lead to unforeseen changes. It was also underlined that MIDANPIRG/10, under Conclusion 10/35, agreed that 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. Furthermore, States were advised that the SMR-2008 will cover only those States that have provided the required data to the MID RMA, as requested.

4.11 The meeting noted that the status of provision of data to the MID RMA necessary for the development of the SMR-2008 is as follows:

States	RVSM Approvals	Traffic data	Coordination failure reports	Operational error reports	Date data received
<b>Bahrain</b>	√ (perfect)	√	√	√	before 31/01/08
<b>Egypt</b>	√	√ (perfect)	√	√ (NIL)	24/02/08
<b>Iran</b>	X	√ (perfect)	√ (NIL)	√ (NIL)	13/02/08
<b>Jordan</b>	√	√	√	√	(last data) 14/02/08
<b>Kuwait</b>	X	X	X	X	no reply
<b>Lebanon</b>	√ (Mode S required)	√ (perfect)	√ (NIL)	√ (NIL)	(last data) 7/03/08
<b>Oman</b>	X	√	X	X	
<b>Saudi Arabia</b>	√	√ (not yet checked by the MID RMA)	√	√ (NIL)	(last data) 9/03/08
<b>Syria</b>	√ (provided during visit)	X	X	X	no reply

MID RMA Board/6  
Report on Agenda Item 4

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<b>States</b>	<b>RVSM Approvals</b>	<b>Traffic data</b>	<b>Coordination failure reports</b>	<b>Operational error reports</b>	<b>Date data received</b>
<b>UAE</b>	X	√	X	X	no reply
<b>Yemen</b>	X	√ (requested to submit missing items)	√ (received only for Red Sea Area)	X	(last data) 14/02/08

4.12 The issue related to RVSM approvals for aircraft from Afghanistan, Iraq and Israel was raised. The meeting was of view that, in accordance with its duties and responsibilities, the MID RMA should include in its database the list of aircraft approved by Afghanistan, Iraq and Israel to operate at RVSM levels.

4.13 The meeting recalled that the process of determining the frequency of horizontal overlap is rigorous and that 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.

4.14 Reference was made to the SMR-2006, it was noted that out of 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. It was also recalled that a total of 1319 valid operator type combinations operating in the region were identified, 624 of them have valid monitoring results in the European region leaving 695 without any known result.

4.15 It was confirmed that Eurocontrol will continue to 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 provide monitoring results in accordance with ICAO aircraft grouping categories.

4.16 The meeting recalled that the MID RMA Board/5 meeting was 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.

4.17 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.

MID RMA Board/6  
Report on Agenda Item 4

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4.18 Based on the above, the meeting agreed that those aircraft/operators without known height monitoring results should be identified by the MID RMA in coordination with Eurocontrol based on the updated RVSM approvals and traffic data provided by States, in accordance with ICAO aircraft grouping categories. The list of identified aircraft/operators should then be forwarded to States in order to instruct the identified operators to carry out necessary height monitoring (using GMU or the available HMU infrastructure). Accordingly, the meeting developed the following Draft Conclusion, which replaces and supersedes the MID RMA Board/5 Draft Conclusion 5/5:

**DRAFT CONCLUSION 6/3: REQUIREMENTS FOR HEIGHT MONITORING FOR AIRCRAFT/OPERATORS WITHOUT KNOWN MONITORING RESULTS**

*That, in accordance with ICAO aircraft grouping categories and considering that the MID RVSM SMR-2008 should be ready before 1 September 2008:*

- a) *the MID RMA, in coordination with Eurocontrol, identify those aircraft/operators without known height monitoring results, based on the updated RVSM approvals and traffic data provided by States; and*
- b) *the States of registry are responsible to instruct the identified aircraft operators to conduct necessary height monitoring and provide monitoring results before 30 June 2008, using either GMU or the HMU infrastructure.*

4.19 Based on the above, the meeting reiterated MIDANPIRG/10 Conclusions 10/35 and 10/40 as well as Draft Conclusion 5/4 of the MID RMA Board/5 meeting related to the sustained RVSM Safety Assessment Activity in the MID Region and the requirements for the provision of data to the MID RMA and urged those States that have not yet provided the required data to the MID RMA to do so as soon as possible, with a view to have the RVSM SMR-2008 developed before 1 September 2008, as requested by MIDANPIRG/10.

4.20 Accordingly, the meeting reviewed and updated the action plan for the development of the SMR-2008 as follows:

No	Activity	Deadline	Responsible body
1-	<del>Ensure MID date to the MID RMA</del> Send updated RVSM approvals up to date to the MID RMA	<del>31/01/2008</del> 31/03/2008	States
2-	Collect States' Actual FPL/Traffic data (15 Nov-15 Dec 07)	<del>31/01/2008</del> 15/04/2008	MID RMA States
3-	Send copy of traffic data and RVSM approvals to Euro RMA	<del>28/02/2008</del> 15/04/2008	MID RMA
4-	<del>Euro RMA to extract operators/types from FPL, check monitoring results for approvals and send list of operators requiring monitoring to MID RMA</del> The MID RMA, in coordination with Euro RMA, identify those aircraft/operators without known height monitoring results, based on the updated RVSM approvals and traffic data provided by States	<del>31/03/2008</del> 22/04/2008	MID RMA Eurocontrol

MID RMA Board/6  
Report on Agenda Item 4

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No	Activity	Deadline	Responsible body
5-	States, after coordination with the MID RMA, instruct the identified aircraft operators to carry out necessary height monitoring and provide monitoring results	30/04/08	States
6-	Send review of operational reports (01/06/06 to 31/12/07 30/04/08) to Euro RMA	31/01/2008 30/04/2008	MID RMA
7-	States send the height monitoring results of identified aircraft to the MID RMA	30/06/08	States
8-	MID RMA training on CRM tools	31/05/2008	MID RMA
9-	Euro RMA to send height monitoring data for aircraft identified as flying in the MID Region to MID RMA (01/06/06 to 31/05/08)	30/06/2008	Eurocontrol
10-	Collect Bahrain's SSR radar data for November 2007	31/01/2008 30/06/2008	MID RMA Bahrain
11-	MID RMA evaluation of technical risk	31/07/2008	MID RMA
12-	Update of performance investigations to MID RMA, identify investigations to be conducted by MID RMA	31/07/2008	MID RMA
13-	Review of outstanding operational reports	31/07/2008	MID RMA
14-	Production of draft Safety Monitoring Report	31/08/2008 1/09/2008	MID RMA

4.21 In connection with the above, the meeting agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 6/4: REQUIREMENTS FOR PROVISION OF DATA TO THE MID RMA FOR THE DEVELOPMENT OF THE RVSM SMR-2008**

*That, with a view to have the RVSM SMR-2008 developed before 1 September 2008, as requested by MIDANPIRG/10:*

- a) States that have not yet provided part or all of the required data to the MID RMA, to do so as soon as possible but in any case before 15 April 2008; and*
- b) the RVSM SMR-2008 cover only those States that have provided the required data to the MID RMA, before the agreed deadline.*

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MID RMA Board/6  
Report on Agenda Item 5

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**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/6 meeting reviewed and updated the action plan, as at **Appendix 5A** to the Report on Agenda Item 5.

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MID RMA Board/6-REPORT  
**APPENDIX 5A**

5A-2

Item No.	Actions	Responsible	Jan 08	Feb 08	Mar 08	Apr 08	May 08	Jun 08	Jul 08	Aug 08	Sep 08	Oct 08	Nov 08	Dec 08
9	Identification of those aircraft/operators without known height monitoring results	MID RMA + Eurocontrol												
10	Provision of the height monitoring results of identified aircraft to the MID RMA	States												
11	Production of Draft SMR-2008	MID RMA												
12	Convening of the MID RMA Board/7 meeting	ICAO + Egypt												
13	Presentation of the progress report on the MID RMA expenditures for 2008 accompanied with supporting documentation (bills) and a bank statement.	MID RMA + ICAO + MID RMA Board Chairman												

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MID RMA Board/6  
Report on Agenda Item 6

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**REPORT ON AGENDA ITEM 6: FUTURE WORK PROGRAMME**

6.1 The meeting noted that 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, have not been updated since the establishment of the MID RMA. The meeting was of view that, on ad-hoc basis, the duration of the Board meeting should be three day with a view to give the Board sufficient time for the review of these appendices as well as the Safety Monitoring Reports.

6.2 Based on the above the meeting agreed that the MID RMA Board/7 meeting, which will be hosted by Egypt, be a three-day meeting. Accordingly, the meeting agreed that the MID RMA Board/7 meeting be held in Cairo, from 14 to 16 October 2008.

6.3 The meeting recalled that the Board agreed that the MID RMA Board meetings should be hosted by Participating States on rotation basis. Based on an offer by Lebanon, the meeting agreed that the MID RMA Board/9 meeting be held in Beirut, Lebanon from 13 to 15 October 2009. The MID RMA Board/8 meeting is tentatively scheduled to be held in Iran, Kuwait, Syria or Yemen, from 10 to 11 March 2009. The concerned States are expected to make a proposal for hosting the upcoming Board meetings during the MID RMA Board/7 meeting.

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## **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.

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### **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.*

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## **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.

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MID RMA Board/6  
Report on Agenda Item 7

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**REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS**

7.1 The meeting recalled that the MID RMA Board/5 meeting requested that the list of MID RMA Board Members and Alternates be updated on a regular basis. Accordingly the meeting reviewed and updated the list of MID RMA Board Members and Alternates as at **Appendix 7A** to the Report on Agenda Item 7.

7.2 Egypt informed the meeting that they are planning to introduce major changes to the ATS route network within Cairo FIR and requested that the MID RMA carry out the necessary safety assessment. In this respect, it was recalled that the ATM/SAR/AIS SG/9 was of the view that the process of review of the MID ATS route network as envisaged by MIDANPIRG/10, will be an elaborate and involving one. To this effect and in order to adequately address this requirement, the ATM/SAR/AIS SG/9 meeting agreed to the establishment of the MID ATS Route Network Task Force (ARN TF), which is mandated, inter-alia, to review the MID ATS route network in order to assess its capacity and constraints and carry out safety assessment of the proposed changes to the ATS route network, in coordination with the MID RMA. Accordingly, Egypt was requested to present, as a first step, a working paper to the upcoming ARN TF/1 meeting, scheduled to be held in Cairo from 17 to 19 June 2008.

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MID RMA Board/6  
Attachment A to the Report

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