



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

MID RMA Board/8

(Abu Dhabi, UAE, 27-28 May 2009)

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/8
History of the Meeting

PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Eighth Meeting of the Middle East Regional Monitoring Agency Board (MID RMA Board/8) was held at the Beach Rotana Hotel, in Abu Dhabi, the United Arab Emirates (UAE) from 27 to 28 May 2009.

2. OPENING

2.1 The opening ceremony of the MID RMA Board/8 meeting was attended by Mr. Hassan Karam, Director Air Navigation Services, General Civil Aviation Authority (GCAA) of UAE, as well as Mr. Mohamed Khonji, Regional Director, Middle East Office.

2.2 Mr. Khonji welcomed all the participants to Abu Dhabi. He expressed his gratitude and appreciation to the GCAA and especially to Mr. Saif Mohammed Al Suwaidi, Director General GCAA for hosting this meeting and for supporting the ICAO Middle East Regional Office and MIDANPIRG activities. He pointed out that UAE has always played an important and positive role in the MID Region.

2.3 Mr. Khonji 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 and the review of the MID RMA financial status. He recalled briefly the main duties and responsibilities of the MID RMA Board as well as its achievements since its establishment and particularly highlighted that the meeting is expected to develop an action plan for the development of the RVSM Safety Monitoring Report (SMR-2010) review the Terms of Reference (TOR) of the Board as well as the duties and responsibilities of the MID RMA. Finally, Mr. Khonji thanked all the participants for attending the MID RMA Board/8 meeting and wished them fruitful discussions.

2.4 Mr. Hassan Karam, on behalf of Mr. Saif Mohammed Al Suwaidi, Director General GCAA, extended a warm welcome to all participants to the MID RMA Board/8 meeting and wished them a successful meeting and pleasant stay in Abu Dhabi.

3. ATTENDANCE

3.1 The meeting was attended by a total of twenty two (22) participants from nine (9) States (Bahrain, Egypt, Iran, Jordan, Lebanon, Oman, Saudi Arabia, Syria and UAE). 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. Mohamed Smaoui, RO/AIS/MET, was the Secretary of the meeting.

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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/11 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);
- update on MID RMA expenditures for 2008; and
- expected expenditures for 2009.

Agenda Item 4: RVSM Monitoring and related technical issues

Agenda Item 5: Draft MID RMA Manual

Agenda Item 6: Review and update of the MID RMA Project Action Plan/Timelines

Agenda Item 7: Future Work Programme

Agenda Item 8: Any other business

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

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 DECISION 8/1: REQUEST FOR THE TRANSFER OF US\$ 75,000 TO THE
MIDRMA ACCOUNT IN BAHRAIN*
- DRAFT CONCLUSION 8/2: CONTRIBUTION OF MID RMA MEMBER STATES FOR 2010*
- DRAFT CONCLUSION 8/3: MID RVSM SMR-2010*
- DRAFT CONCLUSION 8/4: MID RMA MANUAL*

MID RMA Board/8
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/8
Report on Agenda Item 2

**REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG/11 AND
MID RMA BOARD CONCLUSIONS AND DECISIONS**

2.1 The meeting noted the status of relevant MIDANPIRG/11 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/8
 Appendix 2A to the Report on Agenda Item 2

FOLLOW-UP ACTION ON RELEVANT MIDANPIRG/11 AND CURRENT MID RMA BOARD CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 11/1: FOLLOW UP ON MIDANPIRG CONCLUSIONS AND DECISIONS</p> <p>That,</p> <p>a) States send their updates related to the MIDANPIRG follow up action plan to the ICAO MID Regional Office on regular basis (at least once every six months);</p> <p>b) the MIDANPIRG subsidiary bodies review the appropriate actions/tasks of the MIDANPIRG follow up action plan and undertake necessary updates based on the feedback from States; and</p> <p>c) ICAO MID Regional Office post the MIDANPIRG follow up action plan on the ICAO MID website and ensure that it is maintained up-to-date.</p>	<p>Implement Conclusion</p>	<p>ICAO States</p> <p>Subsidiary Bodies</p> <p>ICAO</p>	<p>State Letter Updated Action Plan</p> <p>Updated Action Plan</p> <p>Updated follow up Action Plan posted on web</p>	<p>Every six months</p> <p>Every six months</p> <p>Every six months</p>	<p>Ongoing</p>
<p>CONC. 11/3: INCREASING THE EFFICIENCY OF MIDANPIRG</p> <p>That, with a view to increase the efficiency of MIDANPIRG:</p> <p>a) States appoint an ICAO Focal Point Person(s) (ICAO-FPP) using the form at Appendix 4E to the Report on Agenda Item 4; who would:</p> <p>i. ensure the internal distribution of all ICAO MID Office correspondences related to MIDANPIRG activities and the follow-up within civil aviation administration;</p>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter (Reminder)</p> <p>List of ICAO FPP</p>	<p>Apr. 2009</p> <p>Jun. 2009</p>	<p>Ongoing</p>

MID RMA Board/8-REPORT
APPENDIX 2A

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<ul style="list-style-type: none"> ii. follow up the ICAO MID Office postings of tentative schedule of meetings, MIDANPIRG follow up action plan, State Letters, working/information papers, reports of meetings, etc, on both the ICAO MID website and the MID Forum; and iii. ensure that required action and replies are communicated to ICAO MID Regional Office by the specified target dates. <p>b) ICAO MID Regional Office copy all correspondences related to MIDANPIRG activities to the designated ICAO-FPP as appropriate.</p>					
<p>CONC. 11/17: 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, Yemen and UAE committed themselves to participate in the MID RMA project, through the signature of the Memorandum of Agreement (MOA); and 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 exempted from the payment of contributions to the MID RMA for the first ten (10) years of operation (up-to end of 2015). 	<p>Implement the Conclusion</p>	<p>MID RMA Board and ICAO</p>	<p>MID RMA Board Reports</p>	<p>Ongoing</p>	<p>Actioned (To be included in the MID RMA Manual)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 11/18: PAYMENT OF ARREARS TO THE MID RMA</p> <p>That,</p> <p>a) Kuwait and Syria are urged to pay their contributions (arrears) to the MID RMA Project as soon as possible and in any case before 31 March 2009;</p> <p>b) deadline for the payment of contributions to the MID RMA Project for year 2009 is extended to 31 March 2009; and</p> <p>c) in case a State does not pay the contributions to the MID RMA within the agreed timescales, the MID RMA Board might consider;</p> <p>i) to review the membership of this State; and</p> <p>ii) to exclude this State from the MID RVMS SMR</p>	<p>Follow-up with concerned States</p>	<p>MID RMA Board Chairman and ICAO</p>	<p>Contributions/arrears paid</p>	<p>31 Mar. 2009</p>	<p>Payment of arrears from Syria to be located/traced.</p> <p>Contributions for 2009 not yet paid by Syria</p>
<p>CONC. 11/19: RADAR DATA RECORDING AND ANALYSIS SOFTWARE</p> <p>That, considering the importance of availability of radar data for the assessment of the horizontal overlap, the MID RMA, on behalf of MID RMA Member States and in coordination with, Bahrain, Kuwait, Oman, Saudi Arabia, UAE and Yemen, develop the technical specifications/requirements related to the radar data recording and analysis software and proceed with the purchase of such software as soon as possible in order to facilitate the development of MID Region ATFM implementation strategy, the MID Regional Office make necessary arrangements to hold an ATFM Seminar in 2009.</p>	<p>Implement the Conclusion</p>	<p>MID RMA</p>	<p>Letters to concerned States</p> <p>Technical specifications of the software developed</p> <p>Software purchased</p>	<p>28 Feb.2009</p> <p>31 Mar.2009</p> <p>15 Apr. 2009</p>	<p>Ongoing</p>

MID RMA Board/8-REPORT
APPENDIX 2A

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 11/20: ICAO PROVISIONS RELATED TO MANDATORY REPORTING OF DATA TO THE RMAS</p> <p>That, taking into consideration the unsatisfactory level of reporting of data by States to the RMAs, ICAO consider to include provisions related to mandatory reporting of data (list of RVSM approved aircraft, Altitude Deviation Reports and Coordination Failure Reports) in Annex 6 and Annex 11, as appropriate.</p>	<p>Follow up with ICAO HQ</p>	<p>ICAO</p>	<p>Appropriate provisions in Annexes 6 and 11</p>	<p>TBD</p>	
<p>CONC. 11/21: SUSTAINED RVSM SAFETY ASSESSMENT ACTIVITY IN THE MID REGION</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 (on monthly basis); ii) Altitude Deviation Reports (ADR) for deviations exceeding 300 ft (on monthly basis); iii) Coordination Failure Reports (CFR) (on monthly basis); and iv) traffic data (as requested by the MID RMA Board) d) Bahrain, Kuwait, Oman, Saudi Arabia, UAE and Yemen are committed to provide their radar data to the MID RMA, as, when and where required; and 	<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>	<p>Ongoing</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>e) States not providing the required data to the MID RMA on a regular basis and in a timely manner:</p> <ul style="list-style-type: none"> i) be included in the MIDANPIRG List of Air Navigation Deficiencies; and ii) might not be covered by the RVSM SMR. 					
<p>CONC. 11/22: MID RVSM SAFETY OBJECTIVES</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; and c) Safety Objective 3: address any safety-related issues raised in the SMR by recommending improved procedures and practices; and 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 3 safety objectives</p>	<p>MID RMA MIDANPIRG</p>	<p>SMR 2010</p>	<p>Jun. 2010</p>	<p>Ongoing</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>DEC. 11/23: ESTABLISHMENT OF THE BAGHDAD FIR RVSM IMPLEMENTATION WORKING GROUP (BFRI WG)</p> <p>That, the Baghdad FIR RVSM Implementation Working Group is established with Terms of Reference as at Appendix 5.2G to the Report on Agenda Item 5.2</p>	<p>Conduct the BFRI WG meetings</p>	<p>ICAO</p>	<p>Reports of the BFRI WG meetings</p>	<p>Aug. 2009</p>	<p>BFRI WG/1 meeting was scheduled to be held in Cairo, 13-15 July 2009, but was postponed due to non-readiness of Iraq.</p>
<p>CONC. 11/34: COORDINATION OF FLIGHTS OPERATING OVER HIGH SEAS</p> <p>That, taking into consideration that the Convention on International Civil Aviation shall be applicable 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 the 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/s 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 5.2N to the Report on Agenda Item 5.2.</p>	<p>Implement Conclusion</p>	<p>States, ICAO</p>	<p>Input from States</p>	<p>Nov. 2009</p>	<p>Ongoing</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 11/35: UNCOORDINATED FLIGHTS OVER THE RED SEA AREA</p> <p>That,</p> <p>a) the procedures at Appendix 5.2O to the Report on Agenda Item 5.2 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 effort to 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 are informed of and comply with the agreed procedures; and</p> <p>e) 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 5.2N to the Report on Agenda Item 5.2.</p>	<p>Implement Conclusion</p>	<p>States, ICAO</p>	<p>Implementation of Procedures</p> <p>Input from States</p> <p>Coordination with adjacent Regions</p>	<p>Ongoing</p> <p>Nov. 2009</p> <p>Ongoing</p>	<p>Ongoing</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
MID RMA BOARD/7 CURRENT CONCLUSIONS AND DECISIONS					
<p>DRAFT DEC 7/3: REQUEST FOR TRANSFER OF MONEY TO THE MID RMA ACCOUNT</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 certify a request for the transfer of the amount of US\$ 200,000 from the MID RMA account managed by ICAO Headquarters to the MID RMA account in Bahrain on 1 December 2008.</p>	Follow up with ICAO HQ	MID RMA Board Chairman + MID RMA ADMIN + ICAO	Request for transfer of USD 200,000 USD 200,000 transferred to the MID RMA bank account	15 Dec. 2008	Actioned (USD 200,000 transfer red on 15 Jan. 2009)
<p>DRAFT CONC 7/7: REQUIREMENTS FOR HEIGHT MONITORING FOR AIRCRAFT/OPERATORS WITHOUT KNOWN MONITORING RESULTS</p> <p>That, based on the lists of aircraft without known height monitoring results and the list of aircraft requiring height monitoring identified by the MID RMA, in accordance with ICAO aircraft grouping categories, the States of registry are urged to:</p> <p>a) review the lists provided by the MID RMA and send feedback to the MID RMA before 30 November2008; and</p> <p>b) instruct the identified aircraft operators to conduct necessary height monitoring using either GMU or the available HMU infrastructure and provide the monitoring results to the MID RMA before 31 January 2009.</p>	Follow up with States	States and MID RMA	Feedback from States Updated Lists Monitoring Results	30 Nov. 2008 31 Jan. 2009	Ongoing (delay observed in implementing the required actions)

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Report on Agenda Item 3

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

3.1 The meeting recalled that the previous MID RMA Board meetings as well as MIDANPIRG/10 and MIDANPIRG/11 meetings noted with concern that, a number of MID RMA Member States were not paying their contributions to the MID RMA Project within the specified timescales.

3.2 The meeting recalled that MIDANPIRG/11 noted that the MID RMA Board at its seventh meeting agreed to extend the deadline for the payment of arrears and that related to the payment of contributions to the MID RMA Project for year 2009 to 31 March 2009. Accordingly, MIDANPIRG/11, through Conclusion 11/18 urged those States that have not yet done so, to pay their contributions/arrears within the specified timeframe.

3.3 The meeting noted the status of MID RMA States' contributions as follows:

	Year 1 (Nov. 05 – Nov. 06)	Year 2 (Nov. 06 – Dec. 07)	Year 3 (2008)	Year 4 (2009)
Bahrain	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Paid (US\$ 30,000)	Paid (US\$ 30,000)
Egypt	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Paid (US\$ 30,000)	Paid (US\$ 30,000)
Iran	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Paid (US\$ 30,000)	Paid (US\$ 30,000)
Jordan	Paid (US\$ 30,000)	N/A	Paid (US\$ 1,250)	Paid (US\$ 10,000)
Kuwait	Paid (US\$ 30,000)	N/A	Paid (US\$ 1,250)	Paid (US\$ 10,000)
Lebanon	Paid (US\$ 30,000)	N/A	Paid (US\$ 1,250)	Paid (US\$ 10,000)
Oman	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Paid (US\$ 30,000)	Paid (US\$ 30,000)
Saudi Arabia	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Paid (US\$ 30,000)	Paid (US\$ 30,000)
Syria ^(*)	Paid (US\$ 30,000)	N/A	Paid (US\$ 1,250)	Paid (US\$ 1,250 from 10,000)*
UAE	Exempted from payment up-to end of 2015			
Yemen	Paid (US\$ 30,000)	N/A	Paid (US\$ 1,250)	Paid (US\$ 10,000)

3.4 The meeting noted with appreciation the improvement in the payment of contributions/arrears. In this regard, Syria^(*) confirmed that the amount of US\$ 32,500 has been transferred to ICAO on 13 January 2009. However, it was noted that this amount has not yet been recorded in the MID RMA financial statement developed by ICAO HQ related to the MID RMA Project (RAB/05/802), as shown in **Appendix 3A** to the Report on Agenda Item 3 reflecting the contributions received in 2009. In this regard, the meeting re-emphasized on the need to comply with the instructions for payment contained in the invoices sent by ICAO HQ (Project code, fund number, invoice number, Bank information, etc) and underlined that the non compliance with these instructions cause problems and delays in locating the money transfer. Accordingly, the ICAO MID Office was requested to coordinate with ICAO HQ in order to locate the amount transferred by Syria; and Syria was requested to check with the Commercial Bank of Syria to trace the transfer.

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3.5 The meeting further noted that the total of the contributions/arrears that have to be paid by Syria is US\$ 41,250 and not US\$ 32,500 and accordingly, urged Syria to pay the remaining amount (US\$ 8,750) as soon as possible, and in any case prior to 1 November 2009 which is the deadline for the payment of contributions for the year 2010.

3.6 The meeting reviewed and approved the financial statement and associated bills related to the MID RMA expenditures for year 2008 as of 31 December 2008, as at **Appendix 3B** to the Report on Agenda Item 3, as presented by the MID RMA Administrator. The meeting was apprised also of the status of the MID RMA Bank account in Bahrain and noted that the fund balance of the MID RMA Bank account in Bahrain is: Bahrain Dinars (BD)B.D 107,884.115 # US\$ 286,165, as of 30 April 2009.

3.7 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 30 April 2009, as at **Appendix 3C** to the Report on Agenda Item 3. The meeting noted that the balance of the funds available in the MID RMA account managed by ICAO in Montreal (RAB/05/802) is estimated to be around US\$ 113,891 as of 30 April 2009.

3.8 The meeting noted that in accordance with the MID RMA Board/7 Draft Decision 7/3, the MID RMA Board Chairman certified a request for the transfer of the amount of US\$ 200,000 from the MID RMA account managed by ICAO Headquarters to the MID RMA account in Bahrain and the requested fund has been transferred on 15 January 2009.

3.9 Taking into consideration the fund balance of the MID RMA Bank account in Bahrain and the expected expenses related to the purchase of the radar data recording and analysis software (US\$ 250,000) and the hosting of the MID RVSM Safety Assessment Seminar, the meeting agreed that the MID RMA Board Chairman, certify on behalf of the MID RMA Participating States a request for the transfer of the amount of US\$ 75,000 from the MID RMA account managed by ICAO Headquarters to the MID RMA bank account in Bahrain on 15 June 2009. Accordingly, the meeting developed the following Draft Decision:

DRAFT DECISION 8/1: REQUEST FOR THE TRANSFER OF US\$ 75,000 TO THE MIDRMA ACCOUNT IN BAHRAIN

That, the MID RMA Board Chairman is delegated the authority to certify a request for the transfer of the amount of US\$ 75,000 from the MID RMA account managed by ICAO Headquarters to the MID RMA account in Bahrain on 15 June 2009.

3.10 The meeting recalled that based on the agreed funding mechanism (MIDANPIRG/10 Conclusion 10/33), 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 should pay their contributions on a yearly basis not later than 1 November of each year based on the invoices issued by ICAO.

3.11 The meeting recalled that the MID RMA Board/7 meeting noted that Oman has paid twice the amount related to the contribution for year 2009 (US\$ 30,000). Accordingly, it was agreed that the amount of US\$ 30,000 be kept in the MID RMA account and considered as Oman's contribution for year 2010.

3.12 Based on the above, the meeting agreed that the contributions of MID RMA States for 2010 be paid before 1 November 2009 as follows:

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- Bahrain, Egypt, Iran and Saudi Arabia pay US\$ 30,000 each (15%); and
- Jordan, Kuwait, Lebanon, Syria and Yemen pay US\$ 10,000 each (5%).

3.13 Accordingly, the meeting developed the following Draft Conclusion:

***DRAFT CONCLUSION 8/2: CONTRIBUTION OF MID RMA
MEMBER STATES FOR 2010***

That, based on the agreed funding mechanism for the MID RMA, and taking into consideration that Oman has already paid US\$ 30,000 as contribution to the MID RMA Project for year 2010, the contributions of MID RMA States for 2010 be paid before 1 November 2009 as follows:

- a) Bahrain, Egypt, Iran 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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Appendix 3A to the Report on Agenda Item 3

Schedule I

Contributions and Transfer of Funds

REGIONAL-MID RMA (CUSTODAIN AGREEMENT)
Management Service Agreement
RAB05802
As at 30 April 2009
(in United States dollars)

Contributions

Date Received	Customer	Currency	Currency Amount	USD Amount	Exchange Rate	Description
2009-03-05	Civil Aviation Authority of Lebanon	USD	\$10,000	\$10,000	1	LEBANON INVOICE NO 21000030 CUST ID 900094 RAB/05/802 F
2009-03-09	Directorate General of Civil Aviation of Kuwait	USD	\$1,250	\$1,250	1	KUWAIT RAB/05/802 G
2009-04-09	Islamic Republic of Iran Civil Aviation Organization (IRCAO)	USD	\$29,977	\$29,977	1	IRAN RAB/05/802 INV. 21000028
			<u>\$41,227</u>	<u>\$41,227</u>		

Transfer To/From Other Funds

Date Received	Currency	Currency Amount	USD Amount	Exchange Rate	Description
		<u>\$0</u>	<u>\$0</u>		

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Appendix 3B to the Report on Agenda Item 3

MID RMA FINANCIAL STATUS OF EXPENDITURE FOR YEAR 2008
Position as Ending of 31 December 2008

NO	DESCRIPTION	EXPENSES IN US \$	EXPENSES IN B.D
1.	SMR 2008 Report		
1.1	Eurocontrol RMA team Expenses to attend the MID RMA Board/ 6 Meeting	5,066	1910
1.2	Eurocontrol RMA team Expenses to attend the MID RMA Board/7 Meeting	11,649	4,391.632
1.3	Conversion of Radar Data by DFS (€3,286)	4,612	1,738.815
2.	Manpower cost of staff assigned for MID RMA Management & Operations (JAN to DEC 2008)	29,708	11,200
3.	Training/Workshop & Duty Travel		
3.1	Attending ATC Global for discussion meeting and Software evaluation of Radar Data Analysis systems.	6,924	2,610.300
3.2	Attending MID RMA Board /6	6,525	2,460
3.3	Attending 3 rd RMA Special Meeting at ICAO HQ	9,645	3,636
3.4	Attending the Special Baghdad FIR coordination Meeting	2,647	998
3.5	CRM Training & SMR 2008 report review	7,194	2,712
3.6	Attending MID RMA Board /7	10,202	3,846
3.7	Attending the 10 th Meeting of ATM/SAR/AIS SG	3,401	1,282
4.	Miscellaneous		
4.1	MID RMA mail box renewal	80	30
4.2	Renewal of MIDRMA domain & hosting for 2008	605	228
4.3	ESET Smart Security software License	286	108
4.4	Equipments for MID RMA office	257	96.990
Total Expenses of Year 2008 as of 31 Dec 08		\$ 98,801	37,247.737

MID RMA Board/8
Appendix 3C to the Report on Agenda Item 3

Statement of Estimated Fund Balance

REGIONAL-MID RMA (CUSTODAIN AGREEMENT)
Management Service Agreement
RAB05802
As at 30 April 2009
(in United States dollars)

Financial Status from accounts:

Balance of Surplus (Deficit) as at 1 January 2009	72,685	
Adjustment	-	
	-	
Adjusted Balance of Surplus (Deficit) as at 1 January 2009		72,685
Add/(Deduct):		
Contributions Received (Schedule I)	41,227	
Transfer of Funds to/from Other Funds (Schedule I)	-	
Interest Earned and Accrued	-	
Gain(Loss) on Exchange and other Income	-	
Refund of Contributions	-	
Interest Expenses	-	
Refund of Interest Earned	-	
	41,227	
		113,912
Deduct Expenses (Note 1):		
Experts (Schedule II)	-	
Administrative Support Personnel (Schedule III)	-	
United Nations Volunteers (Schedule IV)	-	
Travel on Official Business (Schedule V)	-	
Mission Costs (Schedule VI)	-	
National Professionals (Schedule VII)	-	
Subcontracts (Schedule VIII)	-	
Fellowships (Schedule IX)	-	
Equipment (Schedule X)	-	
Sundry (Schedule XI)	19	
Administrative Overhead (Schedule XII) (Note 2)	2	
	21	
Add/(Deduct):		
Foreign Currency Revaluation Gain(Loss) (Note 5)	-	
		-
Fund Balance/(Deficit Balance) as at 30 April 2009		113,891
Deduct commitments (Note 3):		
Experts (Schedule II)	-	
Administrative Support Personnel (Schedule III)	-	
United Nations Volunteers (Schedule IV)	-	
Travel on Official Business (Schedule V)	-	
Mission Costs (Schedule VI)	-	
National Professionals (Schedule VII)	-	
Subcontracts (Schedule VIII)	-	
Fellowships (Schedule IX)	-	
Equipment (Schedule X)	-	
Sundry (Schedule XI)	-	
Administrative Overhead (Schedule XII)	-	
	-	
Estimated funds available/(required) as at 30 April 2009 (Note 4)		113,891
Future Commitments entered beyond the reporting period (Note 3):		-
Estimated funds available/ (required) including future commitments beyond the reporting period (Note 4)		113,891

MID RMA Board/8
Report on Agenda Item 4

REPORT ON AGENDA ITEM 4: RVSM MONITORING AND RELATED TECHNICAL ISSUES

4.1 The meeting recalled that MIDANPIRG/11 reviewed and approved the MID RVSM SMR-2008. It was noted with appreciation that the four safety objectives were met including safety objective#2 related to the overall vertical-collision risk. However, the meeting was informed about the problems encountered by the MID RMA in the development of the SMR-2008. Concern was raised regarding the unsatisfactory provision of data by States (traffic data, updated aircraft RVSM approvals, Altitude Deviation Reports and Coordination Failure Reports). In this regard, the meeting recalled that 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.

4.2 The following table presents the status of provision of data by States:

State	Actual FPL Traffic Data	ADR	CFR	RVSM Approvals
Bahrain	Very Good	Very Good	Very Good	Very Good
Egypt	Very Good	Acceptable	Acceptable	Very Good
Iran	Acceptable	Very Good	Very Good	Acceptable
Jordan	Acceptable	Very Good	Very Good	Acceptable
Kuwait	Not Acceptable	Not Acceptable	Not Acceptable	Acceptable
Lebanon	Very Good	Very Good	Very Good	Very Good
Oman	Acceptable	Acceptable	Acceptable	Very Good
Saudi Arabia	Very Good	Very Good	Very Good	Very Good
Syria	Not Acceptable	Acceptable	Acceptable	Very Good
UAE	Not Acceptable*	Very Good	Very Good	Very Good
Yemen	Acceptable	Very Good	Acceptable	Acceptable
Afghanistan	-	-	-	Not Acceptable
Iraq	-	-	-	Not Acceptable
Israel	-	-	-	Not Acceptable
Qatar	-	-	-	Acceptable

4.3 The meeting noted that Bahrain, Kuwait, Oman, Saudi Arabia, UAE and Yemen agreed to provide the MID RMA with radar data, as and when required. The meeting recalled that MIDANPIRG/11 re-emphasized that radar data from Iran will be needed for the development of the SMR 2010. Accordingly, Iran was invited to agree to provide radar data to the MID RMA, as, when and where required. The meeting re-iterated the importance of provision of required data to the MID RMA in a timely manner and continuous basis and recalled MIDANPIRG/11 Conclusion 11/21, as follows:

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Report on Agenda Item 4

*CONCLUSION 11/21: SUSTAINED RVSM SAFETY ASSESSMENT
ACTIVITY IN THE MID REGION*

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

- a) the MID RMA is responsible for the development of the RVSM Safety Monitoring Reports (SMR);*
- b) the MID RMA determine the exact type and format of data necessary for performing collision risk calculations and inform States accordingly;*
- c) States provide the required data in a timely manner. The data will include, but not necessarily be limited to:*
 - i) approval of operators and aircraft for RVSM operations (on monthly basis);*
 - ii) Altitude Deviation Reports (ADR) for deviations exceeding 300 ft (on monthly basis);*
 - iii) Coordination Failure Reports (CFR) (on monthly basis); and*
 - iv) traffic data (as requested by the MID RMA Board);*
- d) Bahrain, Kuwait, Oman, Saudi Arabia, UAE and Yemen are committed to provide their radar data to the MID RMA, as, when and where required; and*
- e) States not providing the required data to the MID RMA on a regular basis and in a timely manner:*
 - i) be included in the MIDANPIRG List of air navigation deficiencies; and*
 - ii) might not be covered by the RVSM SMRs.*

4.4 The meeting recalled that MIDANPIRG/11 agreed that FPL/traffic data for the month of June 2009 be used for the development of SMR 2010. The meeting noted that the MID RMA team underlined that all required data must be submitted in the right format and that any data received in a different format, or in an excel sheet different from the one available on the MID RMA website, www.midrma.com, would not be acceptable. It was further noted that the Actual Flight Data Excel Sheet was prepared in a way to incorporate all analysis programmes and tools used to calculate all the required safety parameters. It was re-emphasized that this sheet must not be changed or modified under any circumstances; and that any modification will lead to the rejection of all submitted data. 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

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COLUMN	NAME	DESCRIPTION
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)
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.

4.5 The data related to Aircraft Registration (ACFT REG in field B) was particularly highlighted since this information is necessary in order to be able to extract the height monitoring results from the European HMUs. In this regard, concern was raised by Oman regarding the reporting of the 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 (June 2009). Accordingly, the meeting agreed 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. In the specific case of Oman, particular attention should be given to the flights:

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Report on Agenda Item 4

- departing Oman and going to the APAC Region;
- coming from the APAC Region and landing in Oman; and
- operating within Oman (domestic flights).

4.6 The meeting was of view that, in order to facilitate the task of the MID RMA, it would be better if States could manage to send the FPL/traffic data on weekly basis to the MID RMA (during June 2009).

4.7 The meeting noted that upon receipt of the Actual Flight Data from the MID RMA Member States, the data will be checked thoroughly by the MID RMA Team and reviewed very carefully in terms of continuity (i.e.: entry and exit points especially at the FIR boundaries). It was noted that this task is time consuming, and could be considered the most difficult part of the process for the preparation of data required for commencing the safety analysis. It was highlighted that the MID RMA will notify States of the acceptance of their submitted Actual Flight Data, provided that the errors found do not exceed 3% of the total number of flights submitted.

4.8 The meeting recalled that the determination of the frequency of horizontal overlap is an important and rigorous part of the safety assessment. It was also recalled that the airspace to the north of Bahrain is one of the most busiest and complex airspace in the whole MID Region. Accordingly, it was decided to measure the frequency of horizontal overlap in this particular airspace as the worst case scenario. However, the meeting recalled that one of the Recommendations of the SMR-2008 was to measure the frequency of horizontal overlap in other parts of the MID Region, as well. The meeting agreed that, in accordance with MIDANPIRG Conclusion 11/21 and following careful evaluation of the MID Region ATS route network and traffic data, the frequency of horizontal overlap should be determined in a minimum of 4 different locations, namely: Muscat in Oman, HIL in Saudi Arabia, KTN in Syria and TAZ in Yemen. Accordingly, Oman, Saudi Arabia, Syria and Yemen were urged to confirm their approval for the provision of radar data to the MID RMA, for measuring the frequency of horizontal overlap. Furthermore, the meeting noted that it would be even better if radar data could be provided by Jordan over Amman and by Iran over YAZD. However, the meeting was informed that YAZD is situated in an area which is not covered by radars in Iran.

4.9 In connection with the above, the meeting recalled that the MID RMA Board/7 meeting agreed that the MID RMA should send a letter to concerned States explaining what kind of radar data is needed (above FL 280, no image is required, over specific areas, etc) and asking for some technical information about the FDP/RDP system (format, etc) in order to finalize the technical specifications related to the radar data recording and analysis software. However, it was noted that the MID RMA letter did not present all the details related to the provision of radar data, as requested by the MID RMA Board/7 meeting, and was limited to requesting information about the radar data format and the external interface method. In this letter the MID RMA requested also the designation of a focal point by States (Radar Engineer) for further enquiries. Noting that only one State replied to the MID RMA letter, the meeting agreed that the MID RMA send another letter to all concerned States, explaining in detail, why and where the radar data is needed, what kind of data is to be extracted and filtered and how this would be done.

4.10 The meeting recalled that MIDANPIRG/11 supported the decision of the MID RMA Board/7 meeting related to the purchase of the radar data recording and analysis software and agreed accordingly to the following Conclusion:

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CONCLUSION 11/19: RADAR DATA RECORDING AND ANALYSIS SOFTWARE

That, considering the importance of availability of radar data for the assessment of the horizontal overlap, the MID RMA, on behalf of MID RMA Member States and in coordination with, Bahrain, Iran, Kuwait, Oman, Saudi Arabia, UAE and Yemen, develop the technical specifications/requirements related to the radar data recording and analysis software and proceed with the purchase of such software as soon as possible.

4.11 The meeting was apprised of the actions carried out by the MID RMA in order to develop/finalize the technical specifications/requirements related to the radar data recording and analysis software. The meeting noted that the MID RMA Team managed to develop a draft version of radar PFS system specification requirements and is in an advance phase of negotiation with a Swedish Company called “COMBITECH”, which required detailed technical information about all radar systems that are going to be used in the determination of the frequency of horizontal overlap. Accordingly, the meeting agreed that the MID RMA send the questionnaire prepared by “COMBITECH” as at **Appendix 4A** to the Report on Agenda Item 4, to concerned States (Bahrain, Oman, Saudi Arabia and Yemen) in order to be answered by the appropriate radar engineers.

4.12 Based on the above, the meeting urged the concerned MID RMA Member States to send their reply to the MID RMA in an expeditious manner (prior to 15 June 2009), in order to not further delay the process of purchase of the radar data recording and analysis software.

4.13 The meeting noted that “COMBITECH” software and hardware proposal will include the following items:

1.	Radar Data Recording & Analysis Software license for two PC.
2.	Two laptop computers including windows Vista
3.	Support for three radar data formats (Extra format @ additional cost)
4.	Support for serial communication (UDP on Ethernet – HDLC on RS232C)
5.	Database SQL Express
6.	Training on Software/Hardware connection & Radar data analysis
7.	1 Year warranty for system Software & Hardware

4.14 It was questioned if the radar data recording and analysis software will be able to process the ADS-B data. Accordingly, the MID RMA was requested to check with “COMBITECH” if their software has this capability.

4.15 Based on the above, the meeting agreed to the following Draft Conclusion and action plan for the development of the SMR-2010:

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DRAFT CONCLUSION 8/3: MID RVSM SMR-2010

That,

- a) *the FPL/traffic data for the month of June 2009 be used for the development of the MID RVSM Safety Monitoring Report (SMR-2010);*
- b) *only the Flight Data excel Sheet available on the MID RMA website (www.midrma.com) should be used for the provision of FPL/traffic data to the MID RMA;*
- c) *States should give clear instructions to their ACC controllers for the reporting of FPL/traffic data during the month of June 2009 and special attention should be given to the reporting of Aircraft Registration; and*
- d) *the draft version of the RVSM SMR-2010 be ready before 31 March 2010 for review by the MID RMA Board Members before presentation to the MID RMA Board/10 meeting.*

Action plan for the development of the SMR-2010:

No	Start	Activity	End
1	01/06/2009	States to collect actual traffic data for all traffic operating between FL290 and FL410 inclusive	30/06/2009
2	01/06/2009	Collect Bahrain's SSR radar data for June 2009	30/06/2009
3	01/07/2009	Collect States' actual traffic data	30/09/2009
4	01/06/2009	Ensure MID RVSM approvals up to date, based on the traffic data received from States	31/07/2009
5	01/07/2009	Review of operational reports (01/05/06 to 30/06/09)	15/08/2009
6	01/10/2009	Send copy of actual traffic data and MID RVSM approvals to Euro RMA for extracting height monitoring results	30/10/2009
7	01/11/2009	Euro RMA to extract operators/types from FPL, check monitoring results for approvals and send new list of operators requiring monitoring to MIDRMA.	30/11/2009
8	01/12/2009	Collect SSR radar data for December 2009 from Jordan, Saudi Arabia and Syria.	31/12/2009
9	01/01/2010	Collect SSR radar data for January 2010 from Oman and Yemen.	31/01/2010
10	01/01/2010	MID RMA evaluation of technical risk	31/01/2010
11	01/02/2010	Update of performance investigations to MIDRMA, identify investigations to be conducted by MID RMA	28/02/2010
12	01/02/2010	Review of outstanding operational reports	28/01/2010
13	01/03/2010	Production of draft SMR-2010	31/03/2010

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Requirements for Height Monitoring for aircraft/operators without known monitoring results

4.16 The meeting recalled that the SMR for 2006 and 2008 were developed based on the FPL/traffic data of 30 days for each report. The height monitoring results for all aircraft types belonging to the sample periods were extracted from the EUROCONTROL HMU database and were used for further safety analysis. However, the meeting recalled that there was a considerable number of airframes not monitored due to the absence of height monitoring results by the European HMUs, since these particular airframes operate only within the Middle East Region.

4.17 The meeting recalled that the MID RMA Board/6 meeting, under Draft Conclusion 6/3, 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).

4.18 The meeting noted that the MID RMA in coordination with EUROCONTROL and based on the updated RVSM approvals and traffic data provided by States, has identified the list of aircraft without known height monitoring results as well as a list of aircraft requiring height monitoring, in accordance with ICAO aircraft grouping categories. Accordingly, the MID RMA Board/7 meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 7/7: REQUIREMENTS FOR HEIGHT MONITORING FOR AIRCRAFT/OPERATORS WITHOUT KNOWN MONITORING RESULTS

That, based on the lists of aircraft without known height monitoring results and the list of aircraft requiring height monitoring identified by the MID RMA, in accordance with ICAO aircraft grouping categories, the States of registry are urged to:

- a) review the lists provided by the MID RMA and send feedback to the MID RMA before 30 November 2008; and*
- b) instruct the identified aircraft operators to conduct necessary height monitoring using either GMU or the available HMU infrastructure and provide the monitoring results to the MID RMA before 31 January 2009.*

4.19 The meeting noted with concern that necessary actions have not been taken by concerned States and that the monitoring results have not yet been provided to the MID RMA. However, the meeting was informed that some operators contacted the MID RMA to arrange for GMU checks.

4.20 It was highlighted that some aircraft without known height monitoring results have not carried out any HMU/GMU checks since the implementation of RVSM in the MID Region in November 2003. In this regard, the importance of submitting evidence of height monitoring by aircraft operators to the concerned authority before the renewal of any RVSM certification, was highlighted.

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4.21 Based on the above, the meeting recognized that the GMU height monitoring is the most suitable solution to carry out height monitoring for those airframes which are not flying over the European HMUs. It was highlighted that GMU height monitoring has been operational in other Regions for some time and is thus a safe and proven method of gathering height monitoring data. In this regard, it was noted that the GPS Monitoring Unit (GMU) is a carry-on system placed on an aircraft for a single flight. Its function is to monitor the altimetry performance of an individual aircraft during normal operations, without the need to operate within a particular portion of airspace or along a particular airway. Data files from a GMU have to be post processed in order to extract height keeping performance data.

4.22 It was further noted that the MID RMA might borrow a number of GMUs from EUROCONTROL, which could be utilized for height monitoring in the MID Region.

4.23 Based on the above, the meeting re-iterated the responsibility of States related to sustained requirements for height keeping monitoring. It was underlined that, the height monitoring results for the identified aircraft should be provided to the MID RMA as soon as possible, in order to be used for the development of the SMR-2010. The meeting agreed also that those States encountering difficulties to get the necessary height monitoring results might seek the assistance of the MID RMA to conduct the GMU monitoring, as appropriate.

MID RVSM Safety Assessment Seminar

4.24 The meeting recalled that MIDANPIRG/11 agreed with the MID RMA Board/7 and ATM/SAR/AIS SG/10 meetings that it would be necessary to raise the awareness of States and their Air Navigation Service Providers about the requirements of the sustained RVSM safety assessment activity. In this respect, the meeting noted with appreciation that the MID RMA in coordination with Bahrain, ICAO and EUROCONTROL has started the preparation to organize the MID RVSM Safety Assessment Seminar from 8 to 9 November 2009 in Bahrain. During this Seminar, the different steps for the assessment of the vertical collision risk, the horizontal overlap, the overall vertical collision risk, etc, would be presented. The radar data recording and analysis software would also be presented.

4.25 The meeting noted that the MID RMA has got the agreement in principle from several Experts/Agencies to participate in the MID RVSM Safety Assessment Seminar, in particular:

- EUROCONTROL height monitoring Team;
- MAAR monitoring Team;
- the radar data recording and analysis software developing Company "COMBITECH";
- ARINC height monitoring specialist; and
- Bahrain CAA Airworthiness Experts.

4.26 In addition to the above, the meeting noted that during the MID RVSM Safety Assessment Seminar, the MID RMA will give presentations covering the following topics:

- MID RMA Duties and Responsibilities;
- Reduced Vertical Separation Minimum (RVSM) Guidance;
- RVSM and Regional Monitoring Agencies in the World;
- MID RMA Difficulties;

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- Safety Monitoring Report Requirements;
- Collection of Actual Traffic Data Requirements, CFRs and ADRs;
- RVSM Approvals; and
- MID RMA website.

4.27 The meeting re-iterated that the MID RVSM Safety Assessment Seminar would represent an important opportunity for the experts from the region to acquire better knowledge related to RVSM safety assessment activity. It was recalled that the expertise in such a complicated discipline could not be acquired in a short period. However, by participating in a number of RVSM safety assessment activities, the knowledge and expertise could be acquired, gradually. In this regard, the meeting recalled that it was agreed that the establishment of a Scrutiny Group during the development of the SMRs could be a good opportunity for a number of ATC and safety experts from the region to get such an expertise. Furthermore, the participation of the MID Region experts to the scrutiny group could provide local expertise. Accordingly, the meeting agreed that the Terms of Reference (TOR) of such a Scrutiny Group could be defined further to the MID RVSM Safety Assessment Seminar.

4.28 Based on the above, the meeting invited States to participate actively in the MID RVSM Safety Assessment Seminar and to ensure that their delegations are composed of Experts from the ATC, Airworthiness and Safety fields.

RVSM Implementation within Baghdad FIR:

4.29 The meeting recalled that MIDANPIRG/11, through Decision 11/23, agreed to the establishment of the Baghdad FIR RVSM Implementation Working Group (BFRI WG) for the development of necessary planning materials related to RVSM implementation in Baghdad FIR and for assisting the Iraqi Civil Aviation Authority in expediting the implementation of such an important project. The BFRI WG will be composed of: Bahrain, Iran, Iraq, Jordan, Kuwait, Saudi Arabia, Syria, MID RMA, IATA and IFALPA. The first Meeting of the BFRI WG was tentatively scheduled to be held in Cairo, 13-15 July 2009. However, the meeting noted that Iraq informed the ICAO MID Regional Office that they will not be ready to start the official preparation for RVSM implementation within the framework of the BFRI WG before the end of 2009. Accordingly, Iraq requested that the BFRI WG/1 meeting be postponed to December 2009. The meeting noted that this subject will be addressed by the ATM/SAR/AIS SG/11 meeting scheduled to be held in Bahrain, 10-12 November 2009 and recognized that the MID RMA involvement for the planning and preparation for the implementation of RVSM within Baghdad FIR is paramount.

**QUESTIONNAIRE FOR DATA INTERFACE SPECIFICATIONS –
RADAC/PFS SYSTEM**

The following questions must be answered before commencing work on the PFS system.

1. What radars will be used?
2. Where are they located?
3. Central or local connection on radar site?
4. Radar data format(s) for this radar
5. Electrical data interface(s) for this data

The questionnaire on the following pages is to be filled out for each radar station that will be used initially by the PFS system.

There is one page where examples are filled out. The information in the examples are by no means to be considered as being accurate.

Question	Example 1	Example 2	Example 2
GENERAL RADAR INFORMATION			
Radar Name or Type	ATCR 33/S	Watchman	ASR-9
Radar Manufacturer	Alenia Marconi Systems (AMS)	Siemens Plessey Radar	Northrop Grumman
Radar Location	Saudi Arabia, Jeddah	Bahrain	Oman
Local/Central Connection	Local	Local	Central
Is there an existing analogue or digital recorder on site?	Yes, digital	Yes, analogue	No
Can you provide a small data sample (about 10 minutes)?	Yes	No	No
Is there a spare/test output that can be used for RADAC?	Yes	No	Yes
RADAR DATA FORMAT	ASTERIX	RDIF	CD2
Specification Document	xxxxx	yyyyyy	zzzzzz
Version/Dialect		Edition xxxx	Edition yyyy
Categories			
34	Edition 1.27		
48	Edition 1.16		
ELECTRICAL DATA INTERFACE			
Specification Document	xxxxxxx	yyyyyyyyy	yyyyxxxxyyyyy
Physical Connection	10BT (RJ45)	RS-232 (9-pin), synchr	RS-232 (25-pin), synchr
Protocol	UDP	HDLC-LAP-B	-
Type of Data	IP	HDLC frames	Bit streams

Question	Answer
GENERAL RADAR INFORMATION	
Radar Name or Type	
Radar Manufacturer	
Radar Location	
Local/Central Connection	
Is there an existing analogue or digital recorder on site?	
Can you provide a small data sample (about 10 minutes)?	
Is there a spare/test output that can be used for RADAC?	
RADAR DATA FORMAT	
Specification Document	
Version/Dialect	
Categories	
34	
48	
ELECTRICAL DATA INTERFACE	
Specification Document	
Physical Connection	
Protocol	
Type of Data	

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Report on Agenda Item 5

REPORT ON AGENDA ITEM 5: DRAFT MID RMA MANUAL

5.1 The meeting recalled that MIDANPIRG/11 noted the outcome of the MSG/1 meeting held in Dubai, UAE, 1-3 July 2008. In particular it was highlighted that MIDANPIRG/11 agreed that those Conclusions/Decisions which are of general nature and whose status of implementation would be “Ongoing” for many years are more suitable for inclusion in the Air Navigation Plan, Handbooks, Manuals, Guidelines, etc, as appropriate.

5.2 In connection with the above, the meeting recalled that the Secretariat developed a Draft MID RMA Manual, which includes reference material related to the initial set up, administrative management, membership, funding mechanism, duties and responsibilities of the MID RMA as well as the requirements for RVSM safety assessment.

5.3 The meeting recalled that the MID RMA Board/7 meeting reviewed the Draft MID RMA Manual and agreed that the MID RMA Board Members should contribute to the improvement of this Manual.

5.4 The meeting reviewed the Draft version of the Draft MID RMA Manual (V 0.2) at **Appendix 5A** to the Report on Agenda item 5, as updated by the Secretariat, taking into consideration the outcome of the MIDANPIRG/11 meeting and agreed to the following Draft Conclusion:

DRAFT CONCLUSION 8/4: MID RMA MANUAL

That:

- a) *the Draft MID RMA Manual(V 0.2) is endorsed as at **Appendix 5A** to the Report on Agenda Item 5; and*
- b) *the MID RMA Team and MID RMA Board Members provide their comments on the Draft Version (V 0.2) to the ICAO MID Regional Office before **15 September 2009**, in order to develop the Final Version of the MID RMA Manual and present it to the ATM/SAR/AIS SG/11 meeting.*



**INTERNATIONAL CIVIL AVIATION
ORGANIZATION**



**MANUAL OF THE MIDDLE EAST REGIONAL MONITORING AGENCY
(MID RMA)**

(Draft Version 0.2)

May 2009

DRAFT

DOCUMENT CHANGE RECORD

The following table records the complete history of the successive Versions/editions of the present document.

VERSION NUMBER	VERSION DATE	REASON FOR CHANGE
0.1	Oct. 2008	Draft Version presented for review by the MID RMA Board/7 meeting
0.2	May 2009	Updated Draft Version presented for review by the MID RMA Board/8 meeting

DRAFT

MID RMA MANUAL

FOREWORD

The Manual of the Middle East Regional Monitoring Agency (MID RMA) is a publication prepared by the ICAO Secretariat and adopted by the MID RMA Board and MIDANPIRG. Its purpose is to provide, for easy reference of interested parties, a consolidation of material related to the administrative management, membership, funding mechanism of the MID RMA, as well as its activities related to the sustained RVSM safety assessment and associated requirements for the provision of data. It contains the Terms of Reference (TOR) of the MID RMA Board and a number of other provisions approved by the MID RMA Board and MIDANPIRG.

A Table of Contents is provided which serves also as a subject index and as a checklist for the current pages.

The MID RMA Manual will be distributed to the Members and Observers of the MID RMA Board and to other States and International Organizations participating in meetings, contributing to, or having interest in the work of the MID RMA.

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1. INTRODUCTION

1.1 Monitoring of aircraft height-keeping performance was one of the underlying assumptions of the safety studies on which RVSM was based. In all regions where RVSM has been implemented, Regional Monitoring Agencies (RMAs) have been established by the appropriate Planning and Implementation Regional Groups (PIRGs) to carry out this function.

1.2 Since the implementation of RVSM in the MID Region with effect from 27 November 2003 and until 1 June 2004, the United Arab Emirates provided full support both financial and technical to the activities of the Middle East Central Monitoring Agency (MECMA), in monitoring the height-keeping performance of aircraft operating in RVSM airspace in the MID Region. RVSM was successfully implemented in the FIRs/UIRs of eleven (11) MID States, i.e.: Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, Syria, UAE and Yemen.

1.3 After the closure of MECMA, MIDANPIRG/9 held in Cairo, Egypt, from 11 to 15 April 2005, under Conclusion 9/13 agreed that the Middle East Regional Monitoring Agency (MID RMA) be established for carrying out RVSM and eventually, RNP and RNAV related duties and responsibilities in the MID Region as soon as possible and developed an Action Plan for the set up of the MID RMA.

1.4 The MID RMA/1 meeting held in Cairo, 14-15 June 2005, under Decision 5, agreed to the establishment of the MID RMA Board, which agreed during its first meeting held in Cairo, 5-6 September 2005, that Bahrain hosts the MID RMA. The meeting agreed also on the measures to be taken for the initial set up and management of the MID RMA.

1.5 The MID RMA/1 meeting and the MID RMA Board/1 meeting further updated the initial action plan developed by MIDANPIRG/9 related to the establishment of the MID RMA. All issues pertaining to the modalities, organizational structure and funding mechanism of the MID RMA have been discussed, which lead to the establishment of the MID RMA in Bahrain, effective 24 November 2005, with the help of EUROCONTROL and based on the offer made by Bahrain to establish and host the MID RMA, providing the required resources and ensuring the administrative management (provision and management of Staff). Bahrain offered to pay for the set up of the MID RMA without waiting for MID States' contributions, provided that Bahrain recover the cost through the agreed funding mechanism.

1.6 Based on the above, MIDANPIRG/10 agreed to the following Conclusion emanating from the MID RMA Board:

CONCLUSION 10/28: INITIAL SET UP AND ADMINISTRATIVE MANAGEMENT OF THE MID RMA

That,

- 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.*

2. MID RMA PROJECT

2.1 MIDANPIRG/10, under Decision 10/29, agreed to the establishment of the MID RMA Board as follows:

DECISION 10/29: ESTABLISHMENT OF THE MID RMA BOARD

That,

- 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.*

2.2 An updated version of the Terms of Reference of the MID RMA Board is at **Appendix A**.

2.3 With a view to resolve the legal issues related to the membership, funding, duties and responsibilities of the MID RMA, the Memorandum of Agreement (MOA) at **Appendix B**, has been signed initially by the ten (10) participating States, i.e.: Bahrain, Egypt, Iran, Jordan, Lebanon, Kuwait, Oman, Saudi Arabia, Syria and Yemen.

2.4 Taking into consideration the tremendous efforts deployed by UAE in the preparation for the successful and safe implementation of RVSM in the MID Region, MIDANPIRG/10, under Conclusion 10/30 and based on an offer from the MID RMA Board, invited UAE to join the MID RMA Project being exempted from the payment of contributions for the first ten (10) years of operation of the MID RMA. Accordingly, and further to the follow-up actions taken by the ICAO MID Regional Office, UAE joined officially the MID RMA Project on 10 June 2008 and signed the MID RMA Memorandum of Agreement (MOA) on 21 October 2008, as reflected at **Appendix B**, has. Accordingly, MIDANPIRG/11 agreed to the following Conclusion which replaces and supersedes MIDANPIRG/10 Conclusion 10/30:

CONCLUSION 11/17: MEMBERSHIP OF THE MID RMA

That,

- a) *Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, Syria, Yemen and UAE committed themselves to participate in the MID RMA project, through the signature of the Memorandum of Agreement (MOA); and*
- 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 exempted from the payment of contributions to the MID RMA for the first ten (10) years of operation (up-to end of 2015).*

2.5 With a view to clarify and define exactly the support functions provided by ICAO in the MID RMA Project, a Custodian Agreement between ICAO, the MID RMA Board and Bahrain was 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), as at **Appendix C**.

2.6 Based on the above MIDANPIRG/10 agreed to the following Conclusion related to the MID RMA Project:

CONCLUSION 10/32: MID RMA PROJECT

That,

- 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*

Funding Mechanism:

2.7 The MID RMA/1 meeting held in Cairo, from 14 to 15 June 2005 recognized that the organizational structure and funding mechanism of the MID RMA are key issues, which must be resolved between the MID States before further progress can be made. Accordingly, the meeting agreed that it is better to start with a “simple” funding mechanism, which could be refined once the MID RMA is established and operational, based on more up to date statistics and data. Therefore, the MID RMA Board agreed that the funding mechanism for the first year of operation of the MID RMA be based on contributions from the ten (10) participating States on equal share basis.

2.8 The MID RMA Board/3 meeting held in Muscat, Oman, from 24 to 25 November 2006, noted that the directives on global approach to cost recovery of RMAs did not mention a specific funding mechanism, nevertheless the issue of RMA cost sharing arrangements was left to the PIRGs decision. Taking into consideration the characteristics of the MID Region and its areas of major flows, a new MID RMA funding mechanism has been agreed upon and accordingly the MID RMA participating States were divided into two categories:

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

2.9 Based on the above, MIDANPIRG/10 agreed to the following Conclusion emanating from the MID RMA Board/3 meeting:

CONCLUSION 10/33: FUNDING MECHANISM OF THE MID RMA

That,

- a) *the activities of the MID RMA be ensured through contributions from all MID RMA Member States, which could be recovered in accordance with ICAO Policies on charges for Airports and Air Navigation Services (Doc 9082), in coordination with IATA;*
- b) *Bahrain, Egypt, Iran, Oman and Saudi Arabia pay 15% each of the yearly operating*

budget of the MID RMA;

- c) Jordan, Kuwait, Lebanon, Syria and Yemen pay 5% each of the yearly operating budget of the MID RMA;*
- d) the budget estimate for the MID RMA operation for each year be prepared/approved by the MID RMA Board before 30 April;*
- e) the MID RMA participating States pay their contributions on a yearly basis not later than 1 November of each year based on the invoices issued by ICAO;*
- f) the MID RMA Board Chairman, in compliance with the Custodian Agreement and based on the agreed funding mechanism and the estimation of the yearly operating budget of the MID RMA, be delegated the authority to certify on behalf of the MID RMA Participating States the requests for advance payment to the MID RMA on 1 December of each year;*
- g) the bills related to the MID RMA expenses be certified by the MID RMA Board chairman and reviewed by the MID RMA Board at each of its meetings;*
- h) in case the contributions for one year exceed the yearly cost for the operation and management of the MID RMA, the difference be deducted from the contributions of the next year(s); and*
- i) the MID RMA funding mechanism be revised by the MID RMA Board when necessary.*

Note: UAE is exempted from the payment of contributions to the MID RMA for the first ten (10) years of operation (up-to end of 2015).

3. RVSM SAFETY ASSESSMENT ACTIVITY

General Requirements

3.1 Implementation of RVSM should be based on a safety assessment, demonstrating that RVSM safety objectives have been satisfied. In accordance with the guidance material contained in the ICAO Manual on implementation of RVSM (Doc 9574), the RVSM safety objectives are set for both technical risk and overall risk as follows:

Safety objective for technical risk:

3.2 Technical risk is the risk of collision associated with aircraft height-keeping performance. Risk associated with operational errors (e.g. controller/pilot errors) and in-flight contingencies is not included.

3.3 The RVSM safety objective for technical risk is a TLS of 2.5×10^{-9} fatal accidents per aircraft flight hour. This value for technical risk was used to derive the global height-keeping performance specification and the global height-keeping performance specification.

Safety objective for overall risk:

3.4 Overall risk is the risk of collision due to all causes, which includes the technical risk and all risk due to operational errors and in-flight contingencies, such as controller/pilot errors, height deviations due to emergency procedures, and turbulence.

3.5 The RVSM safety objective for overall risk should be set by regional agreement.

Standards for Establishment and Operation of an RMA

3.6 Reference is made to Annex 11 para. 3.3.5.1, “*for all airspace where a reduced vertical separation minimum of 300 m (1 000 ft) is applied between FL 290 and FL 410 inclusive, a programme shall be instituted, on a regional basis, for monitoring the height-keeping performance of aircraft operating at these levels, in order to ensure that the implementation and continued application of this vertical separation minimum meets the safety objectives. The coverage of the height-monitoring facilities provided under this programme shall be adequate to permit monitoring of the relevant aircraft types of all operators that operate in RVSM airspace*”.

3.7 Recognizing the safety oversight responsibilities necessary to support the implementation and continued safe use of RVSM, the following standards apply to any organization intending to fill the role of an RMA:

- a) the organization must receive authority to act as an RMA as the result of a decision by a State, a group of States or a regional planning group, or by regional agreement;
- b) the organization acting as an RMA should have personnel with technical skills and experience to carry out the following main functions:
 - i) establish and maintain a database of State RVSM approvals,
 - ii) monitor height-keeping performance,
 - iii) conduct safety and readiness assessments,
 - iv) monitor operator compliance with State approval requirements after RVSM implementation, and
 - v) initiate necessary remedial actions if RVSM requirements are not met.

MID RMA Duties and Responsibilities

3.8 The duties and responsibilities of the MID RMA are at **Appendix D**.

MID Region safety assessment activity

3.9 The RVSM pre-implementation safety assessment for the MID Region was carried out in 2003 by MECMA. (Additional information if needed TBD)

3.10 The first RVSM post-implementation safety assessment was carried out by the MID RMA in 2007. The safety assessment was based on four safety objectives endorsed by MIDANPIRG, under Conclusion 10/38 as follows:

CONCLUSION 10/38: MID RVSM OPERATIONS SAFETY ASSESSMENT

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

- a) *Safety Objective 1: that the vertical-collision risk in MID RVSM airspace due solely to technical height-keeping performance meets the ICAO target level of safety (TLS) of 2.5×10^{-9} fatal accidents per flight hour;*
- b) *Safety Objective 2: that the overall vertical-collision risk – i.e. the overall risk of mid-air collision in the vertical dimension in MID RVSM airspace meets the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour;*
- c) *Safety Objective 3: address any safety-related issues raised in the SMR by recommending improved procedures and practices; and*
- d) *Safety Objective 4: propose safety level improvements to ensure that any identified serious or risk-bearing situations do not increase and, where possible, that they decrease. This should set the basis for a continuous assurance that the operation of RVSM will not adversely affect the risk of en-route mid-air collision over the years.*

3.11 The MID RMA Board/7 meeting questioned if for future SMRs, it would be better to consolidate safety objectives #3 and #4. In this regard it was highlighted that contrary to safety objectives #1 and #2 which are measurable, safety objectives #3 and #4 are subjective and inter-related. Accordingly, MIDANPIRG/11 agreed to the following Conclusion, which replaces and supersedes MIDANPIRG/10 Conclusion 10/38:

CONCLUSION 11/22: MID RVSM SAFETY OBJECTIVES

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

- a) *Safety Objective 1: that the vertical-collision risk in MID RVSM airspace due solely to technical height-keeping performance meets the ICAO target level of safety (TLS) of 2.5×10^{-9} fatal accidents per flight hour;*
- b) *Safety Objective 2: that the overall vertical-collision risk – i.e. the overall risk of mid-air collision in the vertical dimension in MID RVSM airspace meets the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour; and*
- c) *Safety Objective 3: address any safety-related issues raised in the SMR by*

recommending improved procedures and practices; and propose safety level improvements to ensure that any identified serious or risk-bearing situations do not increase and, where possible, that they decrease. This should set the basis for a continuous assurance that the operation of RVSM will not adversely affect the risk of en-route mid-air collision over the years.

3.12 The MID RMA is responsible for the development of the RVSM Safety Monitoring Reports (SMR), which should be presented to MIDANPIRG at each meeting in order to assess the RVSM safety objectives and demonstrate if they have been satisfied or not and propose preventive and corrective measures in order to improve the situation.

3.13 The MID RMA is responsible for the identification of the exact type and format of data necessary for performing collision risk calculations and the development of the appropriate forms, accordingly. States are requested to provide the required data in a timely manner. The data includes, but is not necessarily limited to:

- a) approval of operators and aircraft for RVSM operations (monthly);
- b) altitude deviations of 300 ft or more (monthly);
- c) ATC/ATC coordination failures (monthly); and
- d) traffic data (as requested by the MID RMA);

3.14 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, should be included in the list of air navigation deficiencies. MIDANPIRG/11 re-iterated the importance of provision of required data to the MID RMA in a timely manner and continuous basis and agreed to the following Conclusion which replaces and supersedes MIDANPIRG/10 Conclusions 10/35 and 10/40:

**CONCLUSION 11/21: SUSTAINED RVSM SAFETY ASSESSMENT
ACTIVITY IN THE MID REGION**

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

- a) *the MID RMA is responsible for the development of the RVSM Safety Monitoring Reports (SMR);*
- b) *the MID RMA determine the exact type and format of data necessary for performing collision risk calculations and inform States accordingly;*
- c) *States provide the required data in a timely manner. The data will include, but not necessarily be limited to:*
 - i) *approval of operators and aircraft for RVSM operations (on monthly basis);*
 - ii) *Altitude Deviation Reports (ADR) for deviations exceeding 300 ft (on monthly basis);*
 - iii) *Coordination Failure Reports (CFR) (on monthly basis); and*
 - iv) *traffic data (as requested by the MID RMA Board);*
- d) *Bahrain, Kuwait, Oman, Saudi Arabia, UAE and Yemen are committed to provide their radar data to the MID RMA, as, when and where required; and*

- e) *States not providing the required data to the MID RMA on a regular basis and in a timely manner:*
 - i) *be included in the MIDANPIRG List of air navigation deficiencies; and*
 - ii) *might not be covered by the RVSM SMRs.*

3.15 The forms for reporting flight data, the Coordination failures and the altitude deviation reports at **Appendices E, F and G**, respectively are also available on the MID RMA website: www.midrma.com

Requirements for Height Monitoring for aircraft/operators

3.16 (To be Developed by the MID RMA)

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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 is responsible for overall supervision, direction, and management of the MID RMA project.
2. The Board shall elect a Chairperson.
3. The elected Chairperson acts as 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 shall review and update the MID RMA work plan on a yearly basis and/or whenever required.
5. The Board shall 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 MID RMA Board meetings should be hosted by Participating States on rotation basis.
7. The Board reports its activity to MIDANPIRG through the ATM/SAR/AIS Sub Group.

Composition:

The MID RMA Board shall 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.
- Other Organizations (EUROCONTROL, IATA, etc) as observes on ad-hoc basis and as required.



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

**MEMORANDUM
OF AGREEMENT**

Bahrain - 27 February, 2006

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

1. PARTIES

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

2. AGREEMENT

- CONSIDERING the urgent need to institute a programme, on a regional basis, for monitoring the height-keeping performance of aircraft operating in RVSM airspace;
- CONSIDERING the Parties' earlier decision that the Middle East Regional Monitoring Agency (MID RMA) will be funded entirely by the participating States and that the budget estimate for the first year, be paid by the Parties on equal basis;

The Parties have agreed as follows:

1. The Parties to this memorandum of agreement, referred to hereunder as Participating States agree to establish the Middle East Regional Monitoring Agency (MID RMA) and undertake to become its members;
2. The MID RMA shall be managed as a Regional programme; shall have legal personality and shall act through the MID RMA Board;
3. The overall objective of the MID RMA is the promotion of safety of air navigation in the Middle East Region through the operation and management, on a sound and efficient basis, of a permanent MID Regional Monitoring Agency;
4. The MID RMA Board, in which each Participating State is entitled to appoint one member, shall retain overall direction and responsibility for the supervision and operation of the MID RMA in accordance with the relevant obligations of the Participating States under the Convention on International Civil Aviation and its Annexes. The Board shall elect its chairman. It shall inter-alia, supervise and direct the MID RMA, follow-up its activities and reports and assign its priorities. It shall also secure the commitment of Participating States for funding the MID RMA in accordance with agreed funding mechanism and for provision of necessary data for the MID RMA;
5. The MID RMA's scope, duties and responsibilities will be those agreed by the Board's first meeting and could be revised by the Board. The MID RMA will be assigned clear tasks in a step-by-step approach starting with RVSM height monitoring and RVSM post-implementation safety assessment, having in mind the end objectives, which will include RNP/RNAV and SMS. The MID RMA duties and responsibilities will include, but will not be limited to the following:
 - collecting and analysing RVSM data received from MID States as well as from Eurocontrol/FAA, IATA and airlines;
 - collecting data on aircraft approved by various States for operation within RVSM airspace in the MID Region and enter such data in the MID RMA database;
 - verification of the effectiveness of the approval process by States;
 - establishing a database for reporting height deviations of aircraft;
 - verification that the target level of safety on implementation of RVSM is met and maintained;

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

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

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

MID RMA

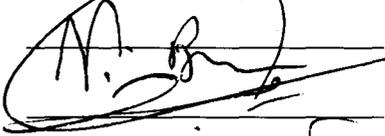
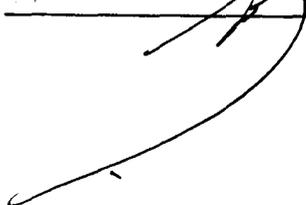
Chairman of the MID RMA Board
C/o Ministry of Transportation
P.O. Box 586
Bahrain International Airport
Manama - Bahrain

With copy to the:

ICAO Regional Director

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

Agreed on behalf of MID RMA States

State	Signature	Title	Date
Bahrain		AID DEPT AIR NAVIGATION	27/2/06
Egypt		ATS Safety Manager	28/2/2006
Iran		CAO, N. AZEMEL MANSOUR	21.03.2006
Jordan		Director ATM	28/2/2006
Lebanon		CHIEF AIR NAV DEPT	27th Feb 2006
Kuwait		DT DG CA Gov NEA	27/2/2006
Oman		ADGCAM	27th Feb 2006
Saudi Arabia		RUSM / Manager	27.2.2006
Syria		Director General	21. March 2006
Yemen		Chairman of Cama	21.03.2006
UAE		DG. UAE GCAA	20/10/2008

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

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

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

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

The Parties have agreed as follows:

1. The Custodian Functions of ICAO

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

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

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

2. Administration Fees of ICAO

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

3. Exclusion of ICAO's Responsibility and Liability

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

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

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

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

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

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

4. Compliance with ICAO Financial Regulations and Rules

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

5. Settlement of Disputes

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

6. Immunity of ICAO

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

7. Language of Correspondence

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

8. Notices

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

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

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

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

9. Amendment to the Agreement

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

Termination or Renewal of the Agreement

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

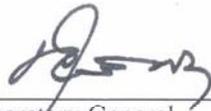
10.2 ICAO may terminate this Agreement at any time by providing prior written notice of three (3) months.

11. Entry into Force

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

Acknowledged and agreed:

For ICAO


Secretary General
9 May 2006

For Bahrain


Under Secretary Civil
Aviation Affairs
6/June/ 2006

For MID RMA Member
States


Chairman of MID RMA
Board
3rd June 2006

— END —

DUTIES AND RESPONSIBILITIES OF THE MID RMA

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

- 1- 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.
- 2- To initiate checks of the “approval status” of aircraft operating in the relevant RVSM airspace, identify non-approved operators and aircraft using RVSM airspace and notify the appropriate State of Registry/State of the Operator and other RMAs, accordingly.
- 3- To establish and maintain a database 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.
- 4- Provide timely information on changes of monitoring status of aircraft type classifications to State Authorities and operators.
- 5- 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.
- 6- To facilitate the transfer of approval data to and from other RVSM Regional Monitoring Agencies.
- 7- To establish and maintain a database containing the results of navigation error monitoring.
- 8- To conduct safety analysis for RVSM operations in the MID Region and prepare RVSM Safety Monitoring Reports (SMR) as instructed by MIDANPIRG and the MID RMA Board.
- 9- To conduct readiness and safety assessments to aid decision-making in preparation for RVSM implementation in those FIRs where RVSM is not yet implemented.
- 10- To carry out post-implementation safety assessments, as appropriate.
- 11- Based on information provided by States related to planned changes to the ATS routes structure, advise States and MIDANPIRG on the effects of such changes on the safe RVSM operations in the MID Region.
- 12- To liaise with other Regional Monitoring Agencies and organizations to harmonise implementation strategies.

Date:

COORDINATION FAILURES FORM

1	2	3	4	5	6	7	8	9	10	11	12	13	14		
No.	Date	ACFT Callsing	ACFT Type	Route	SSR Code	Dep.	Dest.	Coord	Actual	FIR Entry		FIR Exit		Fault	Details
								Level	Level	Point	Time	Point	Time		
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
16															
17															
18															
19															
20															

Route - (B) Bidirectional or (U) Unidirectional

Coord Level - The FL which was coordinated and passed .

Actual Level - The FL which is the ACFT actually maintaing .

Fault - unit determined to be responsible for the failure if not determined by the supervisor put (?)

Details - short description of failure. -e.g revision not passed, no estimate received etc..

ALTITUDE DEVIATION REPORT FORM

This form should be used to report altitude deviations of 300 feet (90 metres) or more from the cleared flight level which occur above FL245. The information provided will form part of the data collection used by MIDRMA for MID RVSM Safety Assessment purposes.

1. Date (day/month/year)	2. Time (in UTC)	3. Name of ATS Unit and Sector	4. Geographical Location of Occurrence
5. ATS Route		6. Flight Identification	7. Aircraft Type
8. Cleared Flight Level		9. Observed Flight Level	10. Time Spent Deviating from Cleared Flight Level (express in seconds) (see Note 1)
11. Cleared Flight Level after deviation if different from Cleared Flight Level before deviation (Box 8)		12. Cause of Deviation	13. Other Traffic if Loss of Separation Occurred
			Minimum Vertical Separation (feet) Minimum Horizontal Separation (nm)
14. Crew Comments, if any, when notified of altitude deviation			
15. Additional Remarks			

Note 1: Insert in Box 10 the overall deviation time until the aircraft:

- a. returned its Cleared Flight Level (as inserted in Box 8); or
- b. was cleared to a different flight level (as inserted in Box 11), if applicable.

See reverse side for guidance on the completion of this form. When complete please send to:

MIDRMA

P.O.Box 50468
Kingdom of Bahrain

Fax number: +973 17 329160
e-mail: midrma@midrma.com &
midrma@batelco.com.bh

Web Site : www.midrma.com

GUIDELINES FOR COMPLETION OF ALTITUDE DEVIATION REPORT FORM

Follow State Guidance as to any additional reporting process and addresses for this Form.

Use this Form to report altitude deviations of 300 feet or more which occur above FL 245.

2. Guidance for Completion.

Complete the Form as soon as practicable after the occurrence. Fill in as many Boxes as possible. If the information requested is NOT KNOWN, use N/K.

Box 1: Insert the Day (DD), Month (MM), Year (20YY).

Box 2: Insert the hour (hh) and Minute (mm) of occurrence in UTC.

Box 3: Self-explanatory.

Box 4: Insert the location using latitude/longitude, a place name, aerodrome, bearing/distance from a NAVAID or significant point, etc.

Box 5: Insert the ATS route. If this Form is to be used for all altitude deviation reports, then specify route segment, e.g. SIDSTARS/aerodrome traffic circuit, etc.

Box 6: Insert the Callsign and/or registration.

Box 7: Use ICAO aircraft type designators.

Box 8: Insert either the Cleared Flight Level (CFL), altitude (A), or height (H) in feet. If metric add m. Insert altimeter setting if relevant.

Box 9: Insert the aircraft's flight level during the altitude deviation as observed by ATC.

Box 10: Insert the amount of time (in seconds) spent deviating from Cleared Flight Level. Insert the overall deviation time until the aircraft:

- a. returned to its Cleared Flight Level, as inserted in Box 8; or
- b. was cleared to a different flight level, as inserted in Box 11, if applicable.

Box 11: Insert the Cleared Flight Level after the altitude deviation if different from the Cleared Flight Level before the altitude deviation.

Box 12: Insert the cause of deviation from one of the following categories:

- Pilot error;
- Controller error;
- Pilot-controller loop error (e.g. pilot misunderstands cleared flight level and reads back wrong cleared flight level, controller does not notice the error);
- Equipment (e.g. autopilot failure)
- ACAS resolution advisory manoeuvre
- Turbulence;
- Other;
- Unknown.

Box 13: If separation was lost, insert the horizontal and vertical spacing at the closest point.

Box 14: Self-explanatory.

Box 15: Insert additional remarks concerning any cause or factors believed relevant to the occurrence, as applicable.

- END -

MID RMA Board/8
Report on Agenda Item 6

**REPORT ON AGENDA ITEM 6: REVIEW AND UPDATE OF THE MID RMA PROJECT
ACTION PLAN/TIMELINES**

6.1 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.

6.2 Taking into consideration the outcome of its discussions, the meeting reviewed and updated the action plan, as at **Appendix 6A** to the Report on Agenda Item 6.

MID RMA Board/8-REPORT
APPENDIX 6A

6A-2

Item No.	Actions	Responsible	Jun 09	Jul 09	Aug 09	Sep 09	Oct 09	Nov 09	Dec 09	Jan 10	Feb 10	Mar 10	Apr 10	May 10
9	Send the reply to the questionnaire related to the provision of radar data to the MID RMA	Concerned States	█											
10	Development of technical specifications/requirements related to the radar data recording and analysis software	MID RMA		█										
11	Purchase of the radar data recording and analysis software	MID RMA		█	█	█	█	█	█	█				
12	Collect SSR radar data for from Jordan, Oman, Saudi Arabia Syria and Yemen.	MID RMA						█	█	█				
13	Develop a Draft version of the SMR 2010	MID RMA										█	█	
14	Provide the height monitoring results related to the identified aircraft requiring height monitoring to the MID RMA	Concerned States	█	█	█									
15	Preparations for the convening of the MID RVSM Safety Assessment Seminar	MID RMA + Bahrain + ICAO	█	█	█	█	█	█	█					
16	Provide comments on the Draft version (V 0.2) of the Draft MID RMA Manual to ICAO MID Office	States	█	█	█	█								
17	Prepare an updated version of the Draft MID RMA Manual for presentation to the ATM/SAR/AIS SG/11 meeting	MID RMA Board					█	█	█					

6A-3

Item No.	Actions	Responsible	Jun 09	Jul 09	Aug 09	Sep 09	Oct 09	Nov 09	Dec 09	Jan 10	Feb 10	Mar 10	Apr 10	May 10
18	Presentation of status report on the MID RMA expenditures for 2009 accompanied with supporting documentation (bills) and a bank statement.	MID RMA + ICAO												
19	Preparation for the convening of the MID RMA Board/9 meeting	ICAO + Lebanon												
20	Preparation for the convening of the MID RMA Board/10 meeting	ICAO + Iran												

MID RMA Board/8
Report on Agenda Item 7

REPORT ON AGENDA ITEM 7: FUTURE WORK PROGRAMME

7.1 The meeting recalled that it was agreed that the MID RMA Board meetings should be hosted by the MID RMA Member States on rotation basis. The meeting noted that the MID RMA Board/9 meeting will be held in Beirut, Lebanon from 13 to 15 October 2009. The meeting recalled that the MID RMA Board/10 and Board/11 meetings should be held in Iran, Kuwait, Syria or Yemen.

7.2 Based on a proposal from Iran, the meeting agreed that the MID RMA Board/10 meeting be held in Tehran in May 2010. The exact date will be determined by the ICAO MID Regional Office, in coordination with Iran and the Board Chairman.

MID RMA Board/8
Report on Agenda Item 8

REPORT ON AGENDA ITEM 8: ANY OTHER BUSINESS

8.1 The meeting recalled that it was agreed that the list of MID RMA Board Members and Alternates should be updated on a regular basis. Accordingly the meeting reviewed and updated the list of MID RMA Board Members and Alternates as at **Appendix 8A** to the Report on Agenda Item 8. It was re-iterated in this regard that, in order to keep track with both the MID RMA management/financial and technical issues, to the extent possible, the designated MID RMA Board Members and Alternates should not be changed frequently. It was also re-iterated that the attendance of the MID RMA Board meetings should be limited to the designated Board Members and Alternates.

8.2 The meeting raised concern about the non-attendance of Kuwait and Yemen and recognized that this might have a negative impact on the provision of the required FPL/traffic data for the month of June 2009 by these two States. Accordingly, the MID RMA was requested to contact the MID RMA Board Members of these two States and brief them about the requirements for the provision of required data and the associated forms to be used, especially regarding the provision of FPL/traffic data. It was also agreed that the ICAO MID Regional Office send a State Letter to Kuwait and Yemen reflecting the main outcome of the MID RMA Board/8 meeting and urging them to provide the required data to the MID RMA in a timely manner and with the appropriate format.

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) 39969399 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) 17 321 029 Tel: (973) 17 321 028 Mobile: (973) 3967 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) 6790242 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: hassan.kamel@nansceg.org
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 8202 E-mail: skn4507@yahoo.com	Mr. Mohammad Khodakarami A/Director General of Legal and International Aeronautical Affairs Tehran Mehrabad International Airport (CAO) Tehran – IRAN Fax: (98) 21 660 25246 Tel: (98) 21 660 25115 Mobile: (98) 912 390 8196 E-mail: mokhodakarami@gmail.com
JORDAN	Mr. Ahmad Ali Mohamed Al Jarrah Director Air Navigation Services Queen Alia Airport Amman - JORDAN Fax: 962-6 4451619 Tel: 962 4451666 Mobile: 962-7 99573290 Email: ahmadj1957@hotmail.com dans-qa@carc.gov.jo	Mr. Fawaz Abdalla Chief Training ATM Civil Aviation Regulatory Commission- Amman-Jordan P.O Box 7547/11110 Fax: 962-6 489 1266 Tel: 962 6 489 2282 Ext. 3395 Mobile: 962-7 77756136 Email: atmtrg@carc.gov.jo fawazkf@yahoo.com

¹ Chairperson of MID RMA Board

STATE	RMA BOARD MEMBER/FOCAL POINT	ALTERNATE
KUWAIT	Mr. Adel Al-Yagout Acting Director of Air Navigation Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17, Safat, 13001 KUWAIT Fax: (965) 476 2708 Tel: (965) Mobile: (965) 95 71 755 E-mail: q8dgca_danoff@hotmail.com	Mr. Khaled A. Al Shayji Deputy Director of Air Navigation Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17, Safat, 13001 KUWAIT Fax: (965) 4310069 Tel: (965) 4760463 Mobile: (965) 95 726 1616 (965) 91 77 786
LEBANON	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 ais@beirutairport.gov.lb	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: hassaniehw@beirutairport.gov.lb
OMAN	Mr. Abdul Rahim Bin Salem Al-Harmi Director General for Meteorology and Air Navigation Directorate General of Meteorology and Air Navigation P.O. Box 21– Code 111 Muscat International Airport, Muscat, SULTANATE OF OMAN Fax: 968 24510712 Tel: 968 24519711 Mobile: 968 99159999 E-mail: al-harmi@dgcam.gov.om	Mr. Abdullah Nasser Rashid Al-Harthy Senior Air Traffic Controller Directorate General of Meteorology and Air Navigation P.O. Box 1 – Code 111 Muscat 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
S. ARABIA	Mr. Aon Al-Garni Head of ATM General Authority of Civil Aviation P.O. Box 40217 Jeddah 21499 - SAUDI ARABIA Fax: (966-2) 640 1477 Tel: (966-2) 640 1005 Mobile: (966-5) 05772984 E-mail: aonabdul@yahoo.com	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

STATE	RMA BOARD MEMBER/FOCAL POINT	ALTERNATE
SYRIA	<p>Mr. Ousama SAFI Head of ATC Damascus Airport P.O. Box 5409 Damascus - SYRIA Fax: +963 11 5400312 Tel: +963 11 5400 312 Mobile: +963 94 46 72 817 Email: ousafi@mail.sy</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>
UAE	<p>Mr. Hassan Karam Director Air Navigation Services General Civil Aviation Authority P.O. Box 666 Abu Dhabi UNITED ARAB EMIRATES Fax: (971-2) 599 6888 Tel: (971-2) 599 6883 Mobile: (971-50) 818 7492 Email: hkaram@gcaa.ae</p>	
YEMEN	<p>Mr. Ahmed Al Kobati Director Air Navigation Operations, Air Navigation Sector Civil Aviation & Meteorology Authority P.O. Box 1042 Sana'a - YEMEN Fax: (967-1) 344 047 Tel: (967-1) 345 402 Mobile: (00967) 77 7241 375 E-mail: cama570@yahoo.com</p>	<p>Mr. Yahia Hussain Al Shami Director Quality Assurance Air Navigation Sector Civil Aviation & Meteorology Authority P.O. Box 1042 Sana'a - YEMEN Fax: (967-1) 344 047 Tel: (967-1) 345 402 Mobile: (00967) 77 7710 297</p>

MID RMA Board/8
Attachment A to the Report

LIST OF PARTICIPANTS

NAME	TITLE & ADDRESS
<u>STATES</u>	
BAHRAIN	
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<p>LEBANON Mr. Khaled Chamieh</p>	<p>Director of 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 Email: chamiehk@beirutairport.gov.lb</p>
<p>Mr. Walid Alhasanieh</p>	<p>Chief ACC Air Navigation Department Beirut Rafic Hariri Int'l Airport Beirut - LEBANON Fax: (961-1) 629 023 Tel: (961-1) 629 026 Mobile: (961-3) 509 902 Email: hassaniehw@beirutairport.gov.lb</p>
<p>OMAN Mr. Sabri Al Busaidi</p>	<p>Chief of Standards & Airspace Directorate General of Meteorolog & Air Navigation (DGMAN) P.O. Box 1 – Code 111 Seeb International Airport Muscat, SULTANATE OF OMAN Fax: (968) 2451 8990 Tel: (968) 2451 9501 Mobile: (968) 9935 9415 Email: sabri@dgcam.gov.om</p>

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