



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE ELEVENTH MEETING
OF THE MIDDLE EAST
REGIONAL MONITORING AGENCY BOARD**

MIDRMA Board/11

(Cairo, Egypt, 27-29 September 2011)

The views expressed in this Report should be taken as those of the Middle East Regional Monitoring Agency Board (MIDRMA 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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MIDRMA Board/11
History of the Meeting

PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Eleventh Meeting of the Middle East Regional Monitoring Agency Board (MIDRMA Board/11) was held at the Meeting Room of the ICAO Middle East Regional Office in Cairo, Egypt, from 27 to 29 September 2011.

2. OPENING

2.1 The meeting was opened by Mr. Jehad Faqir, Deputy Regional Director, ICAO Middle East Office who welcomed all the participants to the MIDRMA Board/11 meeting.

2.2 Mr. Faqir recalled briefly the main duties and responsibilities of the MIDRMA Board as well as its achievements since its establishment. He indicated that the meeting would review the outstanding issues pertaining to the MIDRMA Project, especially the payment of contributions/arrears as well as the MIDRMA financial report (accounting activities and status of expenditures for year 2010 and 2011).

2.3 Mr. Faqir highlighted that the meeting is expected to, inter-alia, review the Draft RVSM Safety Monitoring Report (SMR 2012) developed by the MIDRMA, agree on the action plan for the development of the RVSM Safety Monitoring Report (SMR 2013) and address the issue of height-keeping monitoring in the MID Region, especially for those aircraft without known height monitoring results.

2.4 Finally, Mr. Faqir thanked all the participants for supporting the MIDRMA and for attending the MIDRMA Board/11 meeting and wished them fruitful discussions.

3. ATTENDANCE

3.1 The meeting was attended by a total of twenty five (25) participants from nine (9) States (Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, and UAE) and one (1) Agency (MIDRMA). The list of participants is at **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

4.1 In the absence of Mr. Mohamed Zainal, Chairperson of the MIDRMA Board, Mr. Mohamed Abbas M. Soliman, General Manager of Safety, Egyptian Civil Aviation Authority (ECAA), and Vice-Chairperson of the MIDRMA Board, chaired the meeting.

4.2 Mr. Mohamed Smaoui, RO/ANS/AIM, ICAO Middle East Office was the Secretary of the meeting.

5. LANGUAGE

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

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6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda

Agenda Item 2: Follow-up on MIDANPIRG/12 and MIDRMA Board
Conclusions and Decisions

Agenda Item 3: Progress report on the MIDRMA Project

- outstanding issues pertaining to the MIDRMA Project (payment of contributions/arrears, logistic and administrative issues, etc);
- financial report on MIDRMA expenditures for 2010; and status of expenditures of the MIDRMA for the year 2011 (current).

Agenda Item 4: RVSM Monitoring and related technical issues

Agenda Item 5: Draft MIDRMA Manual

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

Agenda Item 7: Future Work Programme

Agenda Item 8: Any other business

- Update of the list of MIDRMA 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 CONCLUSION 11/1: PAYMENT OF THE 2012 CONTRIBUTIONS*
- DRAFT DECISION 11/2: REQUEST FOR THE TRANSFER OF US\$ 100,000 TO THE MIDRMA ACCOUNT IN BAHRAIN*
- DRAFT CONCLUSION 11/3: REVIEW OF THE DRAFT MID RVSM SMR 2012*
- DRAFT CONCLUSION 11/4: REPORTING OF LARGE HEIGHT DEVIATIONS (LHD)*
- DRAFT CONCLUSION 11/5: PROVISION OF REQUIRED DATA TO THE MIDRMA*
- DRAFT CONCLUSION 11/6: SECOND MID RVSM SAFETY ASSESSMENT SEMINAR*
- DRAFT CONCLUSION 11/7: TRAINING ON RVSM SAFETY ASSESSMENT*
- DRAFT CONCLUSION 11/8: VERTICAL COLLISION RISK SOFTWARE*
- DRAFT CONCLUSION 11/9: RVSM APPROVALS*
- DRAFT CONCLUSION 11/10: MID REGION HEIGHT-KEEPING MONITORING STRATEGY*
- DRAFT CONCLUSION 11/11: MID RVSM SMR 2013*
- DRAFT CONCLUSION 11/12: MIDRMA MANUAL*

MIDRMA Board/11
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.

MIDRMA Board/11
Report on Agenda Item 2

**REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG/12 AND MIDRMA BOARD
CONCLUSIONS AND DECISIONS**

2.1 The meeting noted the status of relevant MIDANPIRG/12 and MIDRMA 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.

MIDRMA Board/11
 Appendix 2A to the Report on Agenda Item 2

FOLLOW-UP ACTION ON RELEVANT MIDANPIRG/12 AND CURRENT MIDRMA BOARD CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/11: MEMBERSHIP OF THE MIDRMA</p> <p>That, Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, Syria, UAE and Yemen committed themselves to participate in the MIDRMA project, through the signature of the Memorandum of Agreement (MOA).</p>	<p>Implement the Conclusion</p>	<p>MIDANPIRG/12</p>	<p>Signature of MOA MIDRMA Board/10 Report</p>	<p>October 2010</p>	<p>Completed</p>
<p>CONC. 12/12: MIDRMA FUNDING MECHANISM</p> <p>That,</p> <p>a) the activities of the MIDRMA be ensured through contributions from all MIDRMA 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;</p> <p>b) the MIDRMA Member States pay their contributions on a yearly basis not later than 1 November of each year based on the invoices issued by ICAO;</p> <p>c) ICAO ensure that the year of contribution is clearly indicated in the invoices related to the MIDRMA Project;</p> <p>d) The annual amounts to be paid by the MIDRMA Member States are, as follows:</p> <p>i) Bahrain, Egypt, Iran, Oman and Saudi Arabia annual contribution is US\$ 30,000 each; and</p> <p>ii) Iraq, Jordan, Kuwait, Lebanon, Syria and Yemen annual contribution is US\$ 10,000 each;</p>	<p>MIDRMA Board and ICAO to Follow-up implementation with concerned States</p>	<p>MIDANPIRG</p>	<p>Updated funding mechanism approved by MIDANPIRG/12</p>	<p>October 2010</p>	<p>Completed</p>

MIDRMA Board/11-REPORT
APPENDIX 2A

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>e) UAE is exempted from the payment of contributions to the MIDRMA for the first ten (10) years of operation (up-to end of 2015);</p> <p>f) the MIDRMA Member States comply with the payment instructions contained in the invoices sent by ICAO HQ (Project code, fund number, invoice number, Bank information, etc);</p> <p>g) the budget estimate for the MIDRMA operation for each year be prepared/approved by the MIDRMA Board before 31 May of previous year;</p> <p>h) in case a MIDRMA Member State does not pay the contribution to the MIDRMA Project in a timely manner, the MIDRMA Board might consider to take penalty measures against this State (exclusion from the MID RVSM Safety Monitoring Report, review of the Membership, etc);</p> <p>i) the MIDRMA 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 MIDRMA, be delegated the authority to certify on behalf of the MIDRMA Member States the requests for advance payment from the MIDRMA account managed by ICAO HQ to the MIDRMA Bank account in Bahrain, as decided by the MIDRMA Board;</p> <p>j) the bills related to the MIDRMA expenses be certified by the MIDRMA Board Chairman and reviewed by the MIDRMA Board at each of its meetings;</p> <p>k) the MIDRMA funding mechanism be revised by the MIDRMA Board when necessary</p>					

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/13: MIDRMA STAFFING</p> <p>That, in accordance with the MIDRMA Memorandum of Agreement (MOA):</p> <p>a) the MIDRMA staff is composed of local personnel provided by Bahrain, as follows:</p> <p> i) MIDRMA Manager/Team Leader (Part Time)</p> <p> ii) MIDRMA Officer (Full Time)</p> <p>b) the salaries of the MIDRMA staff are paid as monthly lump sums as follows:</p> <p> i) MIDRMA Manager/Team Leader (Part Time) (500 BD)</p> <p> ii) MIDRMA Officer (Full Time) (1,500 BD)</p> <p>c) the MIDRMA staff salaries be revised by the MIDRMA Board when necessary and as appropriate; and</p> <p>d) Bahrain is responsible of all administrative issues related to the MIDRMA staff, in coordination with the MIDRMA Board Chairman</p>	<p>Bahrain and the MIDRMA Board to follow up implementation of the Conclusion</p>	<p>MIDANPIRG</p>	<p>MIDRMA staffing approved by MIDANPIRG/12</p>	<p>October 2010</p>	<p>Completed</p>
<p>DEC. 12/14: MID RVSM SCRUTINY GROUP</p> <p>That, the MID RVSM Scrutiny Group is established with Terms of Reference (TOR) as at Appendix 5.2C to the Report on Agenda Item 5.2</p>	<p>MIDRMA to organize Scrutiny Group meetings</p>	<p>MIDANPIRG</p>	<p>Establishment of the Scrutiny Group approved by MIDANPIRG/12</p>	<p>October 2010</p>	<p>Completed</p>
<p>CONC. 12/15: AIRCRAFT WITHOUT CONFIRMED RVSM APPROVAL STATUS</p> <p>That,</p> <p>a) States and the MIDRMA be invited to take necessary measures to ban any aircraft without confirmed RVSM approval status from entering the RVSM airspace;</p>	<p>Implement the Conclusion</p>	<p>ICAO</p>	<p>State Letter</p>	<p>January 2011</p>	<p>Completed</p> <p>SL Ref.: AN 6/5.10.15A – 11/086 dated 12 April 2011</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>b) States be urged to report any case of handover at an RVSM Flight Level of an aircraft without confirmed RVSM approval status from adjacent ACCs to the ICAO MID Regional Office and the MIDRMA; and</p> <p>c) the MID RVSM Programme Managers monitor and follow up this subject at the national level, in order to ensure the efficient implementation of a) and b) above.</p>		<p>MIDRMA States</p>	<p>Report aircraft with non confirmed RVSM approval status</p>	<p>Ongoing</p>	<p>(To be replaced and superseded by Draft Conc. 11/9)</p>
<p>CONC. 12/16: 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> <p>a) Safety Objective 1: The risk of collision in the 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;</p> <p>b) Safety Objective 2: The overall risk of collision due to all causes which includes the technical risk and all risk due to operational errors and in-flight contingencies in MID RVSM airspace meets the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour; and</p> <p>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</p>	<p>Follow up the implementation of the safety objectives</p>	<p>MIDRMA MIDANPIRG</p>	<p>SMR 2012</p>	<p>November 2011</p>	<p>Completed</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/17: MID REGION HEIGHT-KEEPING MONITORING STRATEGY</p> <p>That, the MID Region height-keeping monitoring Strategy is adopted as at Appendix 5.2D to the Report on Agenda Item 5.2.</p>	The MIDRMA Board and the ATM/SAR/AIS SG to follow up Implementation of the Strategy	MIDANPIRG	Strategy approved by MIDANPIRG/12	October 2010	Completed (To be replaced and superseded by Draft Conc. 11/10)
<p>CONC. 12/18: MID RVSM SMR 2012</p> <p>That,</p> <p>a) the FPL/traffic data for the period 1-31 January 2011 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2012);</p> <p>b) only the appropriate Flight Data form available on the MIDRMA website (www.midrma.com) should be used for the provision of FPL/traffic data to the MIDRMA; and</p> <p>c) the draft version of the MID RVSM SMR 2012 be ready before 30 September 2011 for review by the ATM/SAR/AIS SG/12 meeting</p>	Implement the Conclusion	ICAO MIDRMA	State Letter Draft SMR	December 2010 September 2011	Ongoing SL Ref.: AN 6/5.10.15A – 10/437 dated 19 December 2010
<p>DEC. 12/19: RVSM IMPLEMENTATION WITHIN BAGHDAD FIR</p> <p>That, the Baghdad FIR RVSM Implementation Working Group (BFRI WG) is delegated the authority to take the Go/No-Go Decision for RVSM implementation within Baghdad FIR.</p>	Implement the Decision	BFRI WG	BFRI WG/2 Report Go/No-Go decision	January 2011	Completed
<p>CONC. 12/47: MID REGION PERFORMANCE METRICS</p> <p>That:</p> <p>a) the following MID Region Metrics be adopted for performance monitoring of the air navigation systems:</p> <p>MID Metric 1: Number of accidents per 1,000 000 departures;</p>	Monitor performance of ANS using the endorsed metrics	MIDANPIRG & subsidiary bodies	Develop performance targets	2011	Ongoing SL Ref.: AN 7/26.1-11/121 dated 24 May 2011

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>MID Metric 2: Percentage of certified international aerodromes;</p> <p>MID Metric 3: Number of Runway incursions and excursions per year;</p> <p>MID Metric 4: Number of States reporting necessary data to the MIDRMA on regular basis and in a timely manner;</p> <p>MID Metric 5: The overall collision risk in MID RVSM airspace;</p> <p>MID Metric 6: Percentage of air navigation deficiencies priority “U” eliminated;</p> <p>MID Metric 7: Percentage of instrument Runway ends with RNP/RNAV approach procedure; and</p> <p>MID Metric 8: Percentage of en-route PBN routes implemented in accordance with the regional PBN plan.</p> <p>b) the MIDANPIRG subsidiary bodies monitor the Metrics related to their work programmes; develop associated performance targets and provide feed-back to MIDANPIRG.</p>					
<p>CONC. 12/48: DATA COLLECTION FOR MID REGION PERFORMANCE METRICS</p> <p>That, States be invited to:</p> <p>a) incorporate the agreed MID Region Performance Metrics into their National performance monitoring process;</p> <p>b) collect and process relevant data necessary for performance monitoring of the air navigation systems to support the regional Metrics adopted by MIDANPIRG; and</p> <p>c) submit this data to the ICAO MID Regional Office on a regular basis.</p>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter</p> <p>Include metrics into national performance monitoring</p> <p>Submit data to ICAO</p>	<p>January 2011</p>	<p>Ongoing</p> <p>SL Ref.: AN 7/26.1-11/121 dated 24 May 2011</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
MIDRMA BOARD CURRENT DRAFT CONCLUSIONS AND DECISIONS					
<p>DRAFT DEC. 10/1: REQUEST FOR THE TRANSFER OF US\$ 100,000 TO THE MIDRMA ACCOUNT IN BAHRAIN</p> <p>That, the MID RMA Board Chairman is delegated the authority to certify a request for the transfer of the amount of US\$ 100,000 from the MID RMA account managed by ICAO HQ to the MID RMA account in Bahrain on 1 September 2010.</p>	<p>Follow up with ICAO HQ</p>	<p>MIDRMA Board Chairman + MIDRMA + ICAO</p>	<p>Request for transfer of USD 100,000</p> <p>USD 100,000 transferred to the MIDRMA Bank Account</p>	<p>1 Sep. 2010</p>	<p>Completed</p> <p>(USD 100,000 transfer red to the MIDRMA Bank Account in Bahrain on 21 Oct. 2010)</p>
<p>DRAFT DEC. 10/6: MIDRMA GMU INFRASTRUCTURE</p> <p>That, in accordance with the MID Region height-keeping monitoring Strategy, and with a view to conduct GMU Monitoring in the MID Region with self-sufficiency capability, the MIDRMA proceed with the purchase of two (2) GPS – based Monitoring Units (GMUs), with the required data processing software and necessary training package.</p>	<p>Implement the Conclusion</p>	<p>MIDRMA</p>	<p>2 EGMUs with training package</p>	<p>TBD</p>	<p>Completed</p>
<p>DRAFT CONC 10/9: MID RMA MANUAL</p> <p>That,</p> <p>a) the MIDRMA Team and MIDRMA Board Members provide their comments on the Draft Version of the MIDRMA Manual to the ICAO MID Regional Office before 31 December 2010;</p> <p>b) the final version of the MIDRMA Manual be consolidated based on the outcome of the MIDANPIRG/12 meeting, the comments/inputs received from the MIDRMA Team and MIDRMA Board Members, in order to be presented to the MIDRMA Board/11 meeting for final review.</p>	<p>Follow up with MIDRMA Team and MIDRMA Board Members</p>	<p>ICAO</p>	<p>Comments and feedback on the Draft MIDRMA Manual used to prepare the final version of the Manual</p>	<p>31 Dec. 2010</p>	<p>Ongoing</p> <p>(To be replaced and superseded by Draft Conc. 11/13)</p>

MIDRMA Board/11
Report on Agenda Item 3

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

3.1 The meeting recalled that MIDANPIRG/12 (Amman, Jordan, 17-21 October 2010) noted with appreciation the improvement in the payment of contributions/arrears to the MIDRMA Project.

3.2 It was recalled that, in accordance with the MIDRMA Funding Mechanism, as approved by MIDANPIRG/12 through Conclusion 12/12, the MIDRMA Member States should have paid their contributions for the year 2011 before 1 November 2010. However, some States have not yet paid the requested amount. The status of MIDRMA States' contributions is as follows:

	2006	2007	2008	2009	2010	2011
Bahrain	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Paid (US\$ 30,000)	Paid (US\$ 30,000)	Paid (US\$ 30,000)	Not Paid (US\$ 30,000)
Egypt	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Paid (US\$ 30,000)	Paid (US\$ 30,000)	Paid (US\$ 30,000)	Paid (US\$ 29,960)
Iran	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Paid (US\$ 30,000)	Paid (US\$ 30,000)	Paid (US\$ 30,000)	Not Paid (US\$ 30,000)
Iraq	N/A	N/A	N/A	N/A	N/A	Not Paid (US\$ 10,000)
Jordan	Paid (US\$ 30,000)	N/A	Paid (US\$ 1,250)	Paid (US\$ 10,000)	Paid (US\$ 10,000)	Paid (US\$ 10,000)
Kuwait	Paid (US\$ 30,000)	N/A	Paid (US\$ 1,250)	Paid (US\$ 10,000)	Paid (US\$ 10,000)	Paid (US\$ 10,000)
Lebanon	Paid (US\$ 30,000)	N/A	Paid (US\$ 1,250)	Paid (US\$ 10,000)	Paid (US\$ 10,000)	Paid (US\$ 10,000)
Oman	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Paid (US\$ 30,000)	Paid (US\$ 30,000)	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)	Paid (US\$ 30,000)	Paid (US\$ 30,000)
Syria ^(*)	Paid (US\$ 30,000)	N/A	Paid (US\$ 1,250)	Paid (US\$ 1,250 + 42,789 + 11,862 + 10,374) = 66,275 (instead of US\$ 30,000)		
UAE	Exempted from payment up-to end of 2015					
Yemen	Paid (US\$ 30,000)	N/A	Paid (US\$ 1,250)	Paid (US\$ 10,000)	Paid (US\$ 10,000)	Paid (US\$ 10,000)

3.3 The meeting was informed that Syria^(*) was requested to pay US\$ 18,750 as arrears, in addition to the contribution for the year 2011 (US\$ 10,000). However, it was noted that Syria made 3 payments as follows:

- 6 May 2010: US\$ 42,789 (Euro 34,264.35)
- 19 July 2010: US\$ 11,862 (Euro 9,277.40); and
- 5 October 2010 US\$ 10,374 (Euro 7,767.60).

3.4 The meeting noted also that the payment of Lebanon was recorded at ICAO HQ initially in a different Account (different Project LEB 04/801). Accordingly, the meeting urged States 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 transferred amounts.

MIDRMA Board/11
Report on Agenda Item 3

3.5 The meeting noted that the ICAO MID Regional Office has been putting a lot of effort and resources for the monitoring of the MIDRMA project since its establishment, in particular with regard to the follow-up of the payment of States' contributions. In this respect, as a matter of procedure, the meeting agreed that once the payment of contribution is performed, States should send copy of the proof of payment (transfer, cheque, etc) to the MIDRMA with copy to the ICAO MID Regional Office. The follow-up of financial issues with States would be carried out by the MIDRMA in coordination with ICAO.

3.6 Based on the above, the meeting urged those States that have not yet paid the 2011 contributions to the MIDRMA Project, to do so, as soon as possible, and in any case prior to **1 November 2011**. The MIDRMA and the ICAO MID Office were requested also to follow-up with Syria and ICAO HQ the payments related to the MIDRMA Project.

3.7 The meeting reviewed the financial report of the MIDRMA project (RAB/05/802) for the years 2010-2011 as at **Appendix 3A** to the Report on Agenda Item 3. The meeting noted that the balance of the funds available in the MIDRMA account managed by ICAO HQ in Montreal (RAB/05/802) was US\$ 128,769 on 1 January 2011 and US\$ 158,445 on 30 June 2011.

3.8 The meeting reviewed and approved the financial statement and associated bills related to the MIDRMA expenditures for year 2010 as of 31 December 2010, prepared by the MIDRMA, as at **Appendix 3B** to the Report on Agenda Item 3. The financial expenditures for the year 2011 (as of 31 August 2011) were also reviewed as at **Appendix 3C** to the Report on Agenda Item 3.

3.9 The meeting noted that according to the latest Bank statement dated 31 August 2011, the fund balance of the MIDRMA Bank account in Bahrain is: Bahrain Dinars (BD) 30,139 # US\$ 79,944.

3.10 The meeting agreed that based on MIDANPIRG/12 Conclusion 12/12, related to the MIDRMA Funding Mechanism, the invoices related to States contributions for the year 2012 should be issued prior to **31 October 2011** and the deadline for the payment of contributions for the year 2012 would be exceptionally extended to **31 December 2011**. The meeting agreed that, in addition to the official channel for sending the invoices to the Civil Aviation Authority of each MIDRMA Member State, electronic copy of the invoices sent by ICAO Headquarters should be forwarded to the MIDRMA Board Members and Alternates to expedite the process of payment of contributions.

3.11 Based on the above, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 11/1: PAYMENT OF THE 2012 CONTRIBUTIONS

That, in accordance with the MIDRMA Funding Mechanism:

- a) the invoices related to the payment of the MIDRMA project contributions for the year 2012 be issued by ICAO Headquarters prior to **31 October 2011**; and*
- b) States pay their 2012 contributions to the MIDRMA project prior to **31 December 2011**.*

MIDRMA Board/11
Report on Agenda Item 3

3.12 The meeting noted with appreciation that since 2010 the MIDRMA started to conduct GMU height monitoring missions and managed to generate income from checking 48 aircraft successfully as reflected in **Appendix 3D** to the Report on Agenda Item 3. The total amount credited to the MIDRMA account from conducting the GMU monitoring for the 48 aircraft is US\$ 51,571. It was highlighted that the requests for the conduct of GMU monitoring is increasing and that it is expected to conduct GMU monitoring for more than 120 aircraft in the future which will generate an income of approximately US\$ 246,000. The meeting agreed that the generated income should remain in the MIDRMA Bank account in order to be used for the purchase of GMU Units, upgrade of the RADAC system, purchasing the Vertical Collision Risk (VCR) software, organisation of a Second MID RVSM Safety Monitoring Seminar, etc.

3.13 The meeting noted that in accordance with the MIDRMA Board/10 Draft Decision 10/1, the MIDRMA Board Chairman certified a request on 26 September 2010 for the transfer of the amount of US\$ 100,000 from the MIDRMA account managed by ICAO Headquarters to the MIDRMA account in Bahrain. The transfer was performed on 21 October 2010.

3.14 In accordance with the agreed MIDRMA Funding Mechanism, the meeting agreed that the MIDRMA Board Chairman, certify on behalf of the MIDRMA Member States a request for the transfer of the amount of US\$ 100,000 from the MIDRMA account managed by ICAO HQ to the MIDRMA Bank account in Bahrain on 1 November 2011. Accordingly, the meeting developed the following Draft Decision:

***DRAFT DECISION 11/2: REQUEST FOR THE TRANSFER OF US\$
100,000 TO THE MIDRMA ACCOUNT IN
BAHRAIN***

That, the MIDRMA Board Chairman is delegated the authority to certify a request for the transfer of the amount of US\$ 100,000 from the MIDRMA account managed by ICAO HQ to the MIDRMA Bank account in Bahrain on 1 November 2011.

Contributions and Transfer of Funds

REGIONAL-MID RMA (CUSTODAIN AGREEMENT)
Management Service Agreement
RAB05802
As at 31 December 2010
(in United States dollars)

Contributions

Date Received	Customer	Currency	Currency Amount	USD Amount	Exchange Rate	Description
2010/05/06	Syrian Civil Aviation Authority	USD	\$42,789	\$42,789	1	DGCA SYRIA EURO34,264.35 RAB/05/802
2010/07/19		USD	\$11,862	\$11,862	1	FR CC: SYRIA EUR 9,277.40 RAB/05/802
2010/08/10	Civil Aviation Regulatroy Commission of Jordan	USD	\$10,000	\$10,000	1	CARC JORDAN RAB/05/802
2010/08/17	Civil Aviation and Meteorological Authority (CAMA) of Yemen	USD	\$9,975	\$9,975	1	CAMA YEMEN RAB/05/802
2010/09/09	Ministry of Civil Aviation	USD	\$29,960	\$29,960	1	CIVIL AVIATION EGYPT RAB/05/802
2010/09/27	Directorate General of Civil Aviation of Kuwait	USD	\$10,000	\$10,000	1	CIVIL AVIATION KUWAIT RAB/05/802
2010/10/05	Syrian Civil Aviation Authority	USD	\$10,374	\$10,374	1	SYRIA RAB/05/802 (EUR 7,767.60)
			<u>\$124,960</u>	<u>\$124,960</u>		

Transfer To/From Other Funds

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

Statement of Estimated Fund Balance

**REGIONAL-MID RMA (CUSTODAIN AGREEMENT)
Management Service Agreement
RAB05802
As at 31 December 2010
(in United States dollars)**

Financial Status from accounts:		
Balance of Surplus (Deficit) as at 1 January 2010		114,052
Adjustment		-
		<hr/>
Adjusted Balance of Surplus (Deficit) as at 1 January 2010		114,052
Add/(Deduct):		
Contributions Received (Schedule I)	124,960	
Transfer of Funds to/from Other Funds (Schedule I)	-	
Interest Earned and Accrued	231	
Gain(Loss) on Exchange and other Income	11	
Refund of Contributions	-	
Interest Expenses	-	
Refund of Interest Earned	-	
		<hr/>
		125,202
		239,254
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)	100,442	
Administrative Overhead (Schedule XII) (Note 2)	10,044	
		<hr/>
		110,487
Add/(Deduct):		
Foreign Currency Revaluation Gain(Loss) (Note 5)		1
		<hr/>
Fund Balance/(Deficit Balance) as at 31 December 2010		128,769
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)	-	
		<hr/>
		-
Estimated funds available/(required) as at 31 December 2010 (Note 4)		128,769
		<hr/>
Future Commitments entered beyond the reporting period (Note 3):		-
		<hr/>
Estimated funds available/ (required) including future commitments beyond the reporting period (Note 4)		128,769
		<hr/>

Contributions and Transfer of Funds

REGIONAL-MID RMA (CUSTODAIN AGREEMENT)
Management Service Agreement
RAB05802
As at 30 June 2011
 (in United States dollars)

Contributions

Date Received	Customer	Currency	Currency Amount	USD Amount	Exchange Rate	Description
2011/02/01	General Authority of Civil Aviation of Saudi Arabia	USD	30,000	30,000	1	SAUDI ARABIA RAB/05/802
2011/02/01	General Authority of Civil Aviation of Saudi Arabia	USD	-30,000	-30,000	1	SAUDI ARABIA RAB/05/802
2011/03/04	General Authority of Civil Aviation of Saudi Arabia	USD	30,000	30,000	1	SAUDI ARABIA RAB/05/802
			<u>30,000</u>	<u>30,000</u>		

Transfer To/From Other Funds

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

Statement of Estimated Fund Balance

REGIONAL-MID RMA (CUSTODAIN AGREEMENT)
Management Service Agreement
RAB05802
As at 30 June 2011
(in United States dollars)

Financial Status from accounts:

Balance of Surplus (Deficit) as at 1 January 2011	128,769	
Adjustment	<u>0</u>	
Adjusted Balance of Surplus (Deficit) as at 1 January 2011		128,769
Add/(Deduct):		
Contributions Received (Schedule I)	30,000	
Transfer of Funds to/from Other Funds (Schedule I)	0	
Interest Earned and Accrued	62	
Gain(Loss) on Exchange and other Income	0	
Refund of Contributions	0	
Interest Expenses	0	
Refund of Interest Earned	<u>0</u>	
		<u>30,062</u>
		158,830
Deduct Expenses (Note 1):		
Experts (Schedule II)	0	
Administrative Support Personnel (Schedule III)	0	
United Nations Volunteers (Schedule IV)	0	
Travel on Official Business (Schedule V)	0	
Mission Costs (Schedule VI)	0	
National Professionals (Schedule VII)	0	
Subcontracts (Schedule VIII)	0	
Fellowships (Schedule IX)	0	
Equipment (Schedule X)	0	
Sundry (Schedule XI)	0	
Administrative Overhead (Schedule XII) (Note 2)	<u>0</u>	
		0
Add/(Deduct):		
Foreign Currency Revaluation Gain(Loss) (Note 5)		<u>2</u>
Fund Balance/(Deficit Balance) as at 30 June 2011		158,832
Deduct commitments (Note 3):		
Experts (Schedule II)	0	
Administrative Support Personnel (Schedule III)	0	
United Nations Volunteers (Schedule IV)	0	
Travel on Official Business (Schedule V)	0	
Mission Costs (Schedule VI)	0	
National Professionals (Schedule VII)	0	
Subcontracts (Schedule VIII)	0	
Fellowships (Schedule IX)	0	
Equipment (Schedule X)	0	
Sundry (Schedule XI)	0	
Administrative Overhead (Schedule XII)	<u>0</u>	
		<u>0</u>
Estimated funds available/(required) as at 30 June 2011 (Note 4)		158,832
Future Commitments entered beyond the reporting period (Note 3):		<u>0</u>
Estimated funds available/ (required) including future commitments beyond the reporting period (Note 4)		158,832

MIDRMA Board/11
Appendix 3B to the Report on Agenda Item 3



MIDRMA FINANCIAL STATUS OF EXPENDITURE FOR YEAR 2010
Position as of 31 December 2010

NO	DESCRIPTION	EXPENSES US \$	EXPENSES B.D
1.	MID RVSM Safety & Assessment Seminar in Bahrain	33,560	12,652
2.	SMR 2010 Report:		
2.1	Eurocontrol RMA staff travel expenses to Bahrain for SMR 2010 report audit and review	8,594	3,239.800
3.	Manpower cost of staff assigned for MIDRMA management & Operations for year 2010	56,499	21,300
4.	Computer Hardware & Software:		
4.1	RADAC Software payments	250,074	94,403
4.2	SQL Database Upgrade	9,537	3,600.250
4.3	Purchasing of Computer hardware equipments(LCD's)	4,149	1,564
4.4	MIDRMA Website re-design and development	6,907	2,604
4.5	Antivirus software licenses	302	114
5.	GMU Services:		
5.1	GMU Monitoring charges & expenses – for Iranian Aircrafts (China RMA & MIDRMA)	73,792	27,819.600
5.2	GMU Service, Travel expenses Fly Dubai-UAE	2,913	1,098.224
5.3	GMU Service, Travel expenses Gulf Air	1,061	400
5.4	GMU Service, Travel expenses BAH AIR	1,061	400
5.6	GMU Service, Travel expenses Abu Dhabi-UAE	2,621	988
5.7	CSSI-USA RVSM Monitoring Analysis Charges	31,746	11,983.929
6.	Duty Travel:		
6.1	Attending 1 st Meeting - Baghdad FIR RVSM	3,003	1,132
6.2	Attending 2 nd Meeting of MIDANPIRG S/G	2,729	1,029
6.3	Attending 3 rd Meeting ATS Routes Network	3,146	1,186
6.4	Attending MIDRMA B/10	2,507	945
6.5	Attending Altimetry System Error Seminar – Brussels	10,675	4,024.353
6.6	Attending MIDANPIRG-12	6,117	2,306
6.7	Attending Baghdad FIR RVSM WG/2	6,005	2,264



NO	DESCRIPTION	EXPENSES US \$	EXPENSES B.D
7.	Miscellaneous:		
7.1	MID RMA mail box renewal for 2010	80	30
7.2	Renewal of MID RMA domain and hosting for 2010	605	228
7.3	Duty Travel visa fees	676	255
7.4	Purchasing of Blackberry for MIDRMA Manager	663	250
7.5	Computer Books & Stationary for MIDRMA	929	350
7.6	Miscellaneous /Storage charges SQL CDs	91	34.300
7.7	Custom Deposit for GMU Monitoring Equipment	796	300
Total Expenses of Year 2010 as of 31/12/2010		\$ 520,838	196,500.456

MIDRMA Administrator

Date: 3/01/2011

MIDRMA Board Chairman

Date: 4/01/2011

MIDRMA Board/11
 Appendix 3C to the Report on Agenda Item 3

**MIDRMA FINANCIAL STATUS OF EXPENDITURE POSITION
 AS OF 31 AUGUST 2011**

No	Description	Expenses	
		US\$	B.D
1	Man Power Cost of assigned for MIDRMA management and operations	42,440	16,000
2	CSSI-USA RVSM Monitoring Data Analysis	1,639	618
3	GMU Services, travel expenses for Al Masria Air - (services postponed by airline & air tickets reused for MIDRMA meeting 11)	3,369	1,270
4	SMR 2010 Press Printing Report	3,541	1,335
5	Miscellaneous /BlackBerry for MIDRMA Admin.	637	240
6	MIDRMA staff duty travel expense for recording Amman radar data & attending ARN TF/4 meeting	4,435	1,672
7	MIDRMA Website and emails renewal & update	1,374	518
8	Eurocontrol RMA staff travel expenses to BAH for SMR 2012 report audit and review	5,554	2,094
Total Expenses of Year 2011 as of 31/08/2011		62,989	23,747

MIDRMA Board/11
Appendix 3D to the Report on Agenda Item 3

**MID. STATES - RVSM ACFT MINIMUM MONITORING REQUIREMENTES
AS OF AUGUST 2011**

Seq. #	MID STATES	RVSM ACFTs	HAVE HMU OR GMU	NOT Covered	NOT Covered in %	ACFT MMR	Required MON in %	REMARKS
1	BAHRAIN	58	31	27	47%	9	16%	
2	EGYPT	128	89	39	30%	9	7%	
3	IRAN	123	42	81	66%	24	20%	11 added
4	IRAQ	14	0	14	100%	7	16%	
5	Jordan	60	31	29	48%	14	7%	
6	KUWAIT	36	22	14	39%	3	20%	
7	LEBANON	33	29	4	12%	3	9%	
8	OMAN	30	13	17	57%	3	16%	Revised
9	QATAR	107	10	97	91%	4	8%	
10	Saudi Arabia	260	109	151	58%	42	9%	
11	SYRIAN	9	8	1	11%	1	20%	
12	UAE	328	257	71	22%	14	4%	
13	YEMEN	12	5	7	58%	4	11%	
	TOTAL	1198	646	552	46%	137	11%	

MIDRMA RVSM GMU Monitoring Mission Cost and Income						
GMU	Mission	No of Monitored	Total	Airlines	Net	Remarks
Mission No.	Date	ACFTs	Monitoring Cost	Payment	Income	
1	Jan-Feb 2010	29	\$75,769.70	\$104,733.00	\$28,963.30	
2	Nov 2010	10	\$31,157.42	\$25,600.00	-\$5,557.42	\$6,400 not paid yet
3	Nov-Dec 2010 & May 2011	9	\$9,319.20	\$31,085.00	\$21,765.80	
	Total	48	\$116,246.32	\$161,418.00	\$45,171.68	

MIDRMA Board/11
Report on Agenda Item 4

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

MID RVSM SMR 2012

4.1 The meeting recalled that MIDANPIRG/12, through Conclusion 12/18, agreed that the MID RVSM SMR 2012 be ready before 30 September 2011 for review by the ATM/SAR/AIS SG/12 meeting.

4.2 It was highlighted that, although, this is the fourth SMR developed by the MIDRMA, the MIDRMA is still facing some difficulties related to the provision of required data by States, such as:

- late submission of the traffic data;
- corrupted traffic data; and
- missing items from the data submitted (e.g. no registrations or wrong type of aircraft, etc).

4.3 The Table below reflects the traffic data collected from the MIDRMA member States for the period 1 – 31 January 2011.

SN	MID States FIR's	June 2009 SMR 2010	Jan 2011 SMR 2012	Increased or Decreased (%)
1	Bahrain	24285	30099	19.32
2	Muscat	22520	28224	20.21
3	Jeddah	22422	25499	12.07
4	Cairo	19228	14270	- 34.74
5	Emirates	15868	21076	24.71
6	Tehran	10479	10638	1.49
7	Damascus	9774	11719	16.60
8	Amman	8554	10689	19.97
9	Kuwait	3570	10364	65.55
10	Sana'a	3490	4305	18.93
11	Beirut	2949	3845	23.30
	Total =	143,139	170,728	+ 19.27%

Table A1: MID States RVSM Traffic Data used for SMRs 2010 & 2012

4.4 The meeting re-iterated the concern related to the reporting of Altitude Deviation Reports (ADRs), which is considered one of the most important elements for the development of the Safety Monitoring Reports. In this regard, it was recognized that it's unrealistic that a number of FIRs experiencing high volume of traffic continue to report NIL ADRs since 2007.

4.5 In connection with the above, the meeting recalled that MIDANPIRG/12 noted with concern that the reporting of Altitude Deviation Reports (ADRs) is far below expectations.

4.6 The status of reporting of ADRs and CFRs to the MIDRMA is summarized in the following Table:

MIDRMA Board/11
Report on Agenda Item 4

States	Timeliness	Regularity	ADRs	CFRs	Concerned Adjacent Centres
Bahrain	Yes	Yes	Yes	Yes	RIY, JED, MCT, KUW, Tehran
Egypt	Yes	Yes	Yes	Yes	JED, Khartoum, TRIPOLI
Iran	Yes	Yes	Always NIL	Yes	KUW, UAE, BAH, MCT
Iraq	No	No	-	Stopped in 2011	KUW, Ankara
Jordan	Yes	Yes	Always NIL	Yes	Baghdad, Damascus, JED
Saudi Arabia	Yes	Yes	Always NIL	Yes	BAH, Khartoum, Amman, Cairo, KUW
Kuwait	No	No	-	Yes	Iraq
Lebanon	Yes	No	Always NIL	Always NIL	-
Oman	No	No	Always NIL	Stopped in 2011	Tehran, Mumbai, UAE, BAH, Karachi
Syria	Yes	Yes	Always NIL	Always NIL	-
UAE	Yes	Yes	Yes	Yes	BAH, MCT, Tehran
Yemen	No	No	Always NIL	Always NIL	-

4.7 The meeting recognized that the non-compliance with the requirement for reporting of data to the MIDRMA is a longstanding shortcoming in the MID Region, which needs to be addressed seriously. In this respect, it was agreed that the lack of awareness about the requirements for RVSM safety assessment activity is a major contributing factor. Accordingly, the meeting agreed that the ICAO MID Regional Office and the MIDRMA should consider to organize RVSM Safety Assessment training events for the benefit of the MID States' ATC and air operators personnel.

4.8 In the same vein, and in order to standardize and simplify the reporting of Altitude/Height Deviations and Coordination Failures, the meeting agreed to replace the monthly submission of ADRs and CFRs to the MIDRMA; by the monthly submission of LHDs using the Form at **Appendix 4A** to the Report on Agenda Item 4, in accordance with the ICAO Doc 9937 - *Operating Procedures and Practices for Regional Monitoring Agencies in Relation to the Use of a 300 m (1 000 ft.) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive*.

4.9 It was highlighted that the new LHD reporting form shall be used by all reporting units/operators for all large height deviation of 300 ft or more in magnitude. The main causes of Large Height Deviation occurrences are as follows:

- a) an error in the altimetry or automatic altitude control system of an aircraft;
- b) turbulence and other weather-related phenomena;
- c) the crew not following established contingency procedures during an emergency descent by an aircraft;
- d) the response to airborne collision avoidance system (ACAS) resolution advisories;
- e) not following an ATC clearance, resulting in flight at an incorrect flight level;

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- f) an error in issuing an ATC clearance, resulting in flight at an incorrect flight level; and
- g) coordination errors between adjacent ATC units in the transfer of control responsibility for an aircraft, resulting in flight at an incorrect flight level.

4.10 The meeting noted the examples of incidents/reports for each LHD taxonomy category provided at **Appendix 4B** to the Report on Agenda Item 4, and appreciated the offer made by the MIDRMA to develop a video-clip and post it on the MIDRMA website, as a support tool to be used for the reporting of altitude deviations and coordination failures using the new LHD Form.

4.11 The meeting recalled that as a mitigation measure to improve the reporting of required data to the MIDRMA, MIDANPIRG/11, through Conclusion 11/21, agreed to the inclusion of States that are not providing the required data to the MIDRMA, on a regular basis and in a timely manner, in the MIDANPIRG list of air navigation deficiencies. Accordingly, based on the status of provision of data by States provided by the MIDRMA, the meeting agreed that Iraq, Kuwait, Oman, Lebanon and Yemen are candidates for inclusion in the list of deficiencies, if the situation will not be improved before the ATM/SAR/AIS SG/12 meeting, which will take the final decision related to the States that should be included in the list of deficiencies.

4.12 The meeting reviewed the draft MID RVSM SMR 2012 developed by the MIDRMA. It was highlighted that the SMR 2012 presents evidence that, according to the data and methods used, the key safety objectives as set out by MIDANPIRG, through Conclusion 12/16, continue to be met. In this respect, it was noted with appreciation that the three safety objectives were met, as follows:

Safety Objective 1: The risk of collision 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. The computed value for the technical height risk in the SMR 2012 is 5.08×10^{-14} . This meets RVSM Safety Objective 1.

4.13 The meeting recalled that the evidence concerning the risk of collision due to technical height-keeping performance is considered reliable if it can be shown, inter-alia, that the Pz(1000) – the probability of vertical overlap due to technical height-keeping performance, between aircraft flying 1000 ft separation in the MID RVSM airspace, is less than 1.7×10^{-8} . For the MID RVSM SMR 2010, the computed value of the Pz(1000) is 7.83×10^{-10} , which meets the ICAO requirement.

4.14 The meeting noted that radar data from three radars: Amman, Bahrain and Kuwait, was used for the determination of the Horizontal Frequency Overlap (HOF) using the RADAC System. It was highlighted that the actual measurements were captured for the period 1 to 31 January 2011 for Bahrain and Kuwait radars, and from 15 to 31 May 2011 for Amman radar. The computed value for the Horizontal Frequency Overlap is estimated to be 6.49×10^{-5} per flight hour.

4.15 Based, on the above, the meeting recalled that, in accordance with the recommendations of the SMR 2010, and following careful evaluation of the MID Region ATS route network and traffic data, it was agreed that the horizontal frequency overlap should be determined in Muscat in Oman, HIL in Saudi Arabia, and TAZ in Yemen. Accordingly, the meeting urged these States to take action in coordination with the MIDRMA, for measuring the horizontal frequency overlap in their FIRs and to provide all necessary technical information for including their radar format in the RADAC system.

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Safety Objective 2: The overall risk of collision due to all causes which includes the technical risk and all risk due to operational errors and in-flight contingencies in the MID RVSM airspace meets the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour. The computed value for the overall risk in the SMR 2012 is 1.04×10^{-11} . This meets RVSM Safety Objective 2.

4.16 The effect of future traffic growth has also been assessed. The overall risk of collision will continue to meet the TLS of 2.5×10^{-9} fatal accidents per flight hour at least until 2015.

4.17 With regard to the methodology used for the assessment of RVSM operations in the MID Region, the meeting recalled that the MIDRMA, since its establishment, has been using the Collision Risk Model provided by EUROCONTROL. The meeting was informed that this Model is over conservative and sometimes over estimates the collision risk. The meeting recalled that the MID RVSM Safety Assessment Seminar held in Bahrain from 22 to 24 February 2010, addressed the subject. Accordingly, the meeting agreed that the MIDRMA initiate action for the development/purchase of suitable Vertical Collision Risk (VCR) software, for the MID Region, which should be presented to and validated by the Second MID RVSM Safety Assessment Seminar, to be organized by the MIDRMA in coordination with ICAO in the last quarter of 2012. In this respect, the meeting noted that the VCR software will cost about US\$ 50,000.

4.18 Considering that the MID RVSM airspace is a typical radar controlled airspace where aircraft are frequently vectored away from their routes by ATC on a tactical basis, resulting in a big number of different crossing tracks with different crossing angles and different relative speeds between the aircraft; the VCR software would be based on derivation of the collision risk model applicable to Radar controlled airspace as detailed in “*A method for the assessment of the vertical collision risk with RVSM in the London FIR, MDG/11-DP/1, November 1998*”. Such software must be capable of addressing limited data availability by simulating individual aircraft 4D trajectory from given information and be able to compute the key parameters needed for collision risk estimations as in a radar controlled airspace. It should generate individual aircraft 4D radar points by simulation of air traffic in the MID RVSM airspace based on their FIR entry and exit points. For this purpose, the software should use aerodynamic models to generate aircraft performance parameters and hence their 4D positions from point of activation in the airspace till the point of deactivation.

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.

4.19 The meeting noted that the analysis of operational error reports and coordination failure reports and the recommendations put forward in the SMR 2012 provide sufficient evidence that RVSM Safety Objective 3 is being met.

4.20 Considering all the foregoing, the meeting agreed to the following Draft Conclusions:

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**DRAFT CONCLUSION 11/3: REVIEW OF THE DRAFT MID RVSM
SMR 2012**

That:

- a) *the MIDRMA Board Members, in coordination with the appropriate experts within their States (including the RVSM Managers), further review the Draft MID RVSM SMR 2012 and provide their comments and suggestions to the MIDRMA before 31 October 2011; and*
- b) *the MIDRMA consolidate the final version of the MID RVSM SMR 2012 based on the outcome of the Scrutiny Group meeting and the comments and suggestions received, in order to be presented to the ATM/SAR/AIS SG/12 meeting for final review.*

**DRAFT CONCLUSION 11/4: REPORTING OF LARGE HEIGHT
DEVIATIONS (LHD)**

That, in order to simplify and standardize the reporting of Altitude/Height Deviations and Coordination Failures, in accordance with the ICAO Doc 9937:

- a) *as of 1 December 2011, the Form at **Appendix 4A** to the Report on Agenda Item 4 be used for the reporting of Altitude/Height Deviations and Coordination Failures; and*
- b) *the monthly submission of LHD replaces the monthly submission of ADRs and CFRs.*

**DRAFT CONCLUSION 11/5: PROVISION OF REQUIRED DATA TO THE
MIDRMA**

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

- a) *States provide the required data to the MIDRMA on a regular basis and in a timely manner. The data includes, but is not necessarily limited to:*
 - i) *approval of operators and aircraft for RVSM operations (on monthly basis or whenever there's a change);*
 - ii) *Large Height Deviations (LHD) (on monthly basis);*
 - iii) *traffic data (as requested by the MIDRMA Board); and*
 - iv) *radar data as, when and where required (as requested by the MIDRMA Board)*
- b) *States not providing the required data to the MIDRMA 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.*

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Note: *the above Draft Conclusion is proposed to replace and supersede MIDANPIRG/11 Conclusion 11/21.*

DRAFT CONCLUSION 11/6: SECOND MID RVSM SAFETY ASSESSMENT SEMINAR

That, with a view to raise the awareness related to the requirements for sustained RVSM safety assessment activity and improve the knowledge of all involved parties, in particular with respect to the Vertical Collision Risk Methodology and Altimetry System Errors, the MIDRMA, in coordination with ICAO, organize a Second MID RVSM Safety Assessment Seminar, in the last quarter of 2012.

DRAFT CONCLUSION 11/7: TRAINING ON RVSM SAFETY ASSESSMENT

That, with a view to raise the awareness related to the requirements for sustained RVSM safety assessment activity and improve the knowledge of the ATC and Air Operators personnel:

- a) the MIDRMA include in its work programme regular missions to the Member States, during which briefings on the MIDRMA activities and RVSM safety assessment requirements be provided to concerned personnel; and*
- b) for improved effectiveness, the MIDRMA visit to a State be conducted, to the extent possible, back-to-back with the GMU height monitoring mission related to the air operator(s) based in this State.*

DRAFT CONCLUSION 11/8: VERTICAL COLLISION RISK SOFTWARE

That,

- a) the MIDRMA initiate action for the development/purchase of a suitable VCR software for the MID Region; and*
- b) the VCR Software be presented to and validated by the Second MID RVSM Safety Assessment Seminar, to be held in the last quarter of 2012.*

4.21 The meeting re-iterated that data collection, processing, storage and reporting are fundamental to the performance-based approach and forms part of performance monitoring and management. In this respect, the meeting recalled that MIDANPIRG/12 through Conclusion 12/47 endorsed 8 Metrics for performance monitoring of the air navigation systems in the MID Region; and tasked the MIDANPIRG subsidiary bodies to monitor the Metrics related to their work programmes; develop associated performance targets and provide feed-back to MIDANPIRG. Through Conclusion 12/48, MIDANPIRG/12 invited States also to:

- a) incorporate the agreed MID Region Performance Metrics into their National performance monitoring process;
- b) collect and process relevant data necessary for performance monitoring of the air navigation systems to support the regional Metrics adopted by MIDANPIRG; and

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- c) submit this data to the ICAO MID Regional Office on a regular basis.

4.22 Based on the above, the following performance targets associated with the MID Metrics 4, 5 and 6 were agreed upon:

- Performance Target associated with MID Metric 4: **Minimum 80%** of States report necessary data to the MIDRMA on regular basis and in a timely manner;
- Performance Target associated with MID Metric 5: The overall collision risk in MID RVSM airspace **meets the ICAO overall TLS of 5×10^{-9}** fatal accidents per flight hour; and
- the elimination of **40%** of the deficiencies priority “U” (related to RVSM operations).

Height Keeping Monitoring Requirements

4.23 The meeting recalled that further to the amendment of Annex 6 Part I and Part II concerning long term monitoring requirements for height keeping performance, as of 18 November 2010, the State of Registry that had issued an RVSM approval to an operator would be required to establish a requirement which ensures that a minimum of two aeroplanes of each aircraft type grouping of the operator have their height-keeping performance monitored, at least once every two years or within intervals of 1000 flight hours per aeroplane, whichever period is longer. If an operator aircraft type grouping consists of a single aeroplane, monitoring of that aeroplane shall be accomplished within the specified period.

4.24 The meeting noted that the MIDRMA established a minimum monitoring requirements (MMR) database for the whole Region to manage and supervise the monitoring activities for all the Middle East airline operators. The MMR Table is constantly attached to the MID RVSM SMRs and also available on the MIDRMA website.

4.25 Based on the latest RVSM approval lists received from MID States, the following Table has been consolidated to show the minimum monitoring requirements for each of the MID States, as of 31 August 2011:

MIDRMA Board/11
Report on Agenda Item 4

**MID. STATES - RVSM ACFT MINIMUM MONITORING REQUIREMENTS
AS OF AUGUST 2011**

Seq. #	MID STATES	RVSM ACFTs	HAVE HMU OR GMU	NOT Covered	NOT Covered in %	ACFT MMR	Required MON in %	REMARKS
1	BAHRAIN	58	31	27	47%	9	16%	
2	EGYPT	128	89	39	30%	9	7%	
3	IRAN	123	42	81	66%	24	20%	11 added
4	IRAQ	14	0	14	100%	7	16%	
5	Jordan	60	31	29	48%	14	7%	
6	KUWAIT	36	22	14	39%	3	20%	
7	LEBANON	33	29	4	12%	3	9%	
8	OMAN	30	13	17	57%	3	16%	Revised
9	QATAR	107	10	97	91%	4	8%	
10	Saudi Arabia	260	109	151	58%	42	9%	
11	SYRIAN	9	8	1	11%	1	20%	
12	UAE	328	257	71	22%	14	4%	
13	YEMEN	12	5	7	58%	4	11%	
	TOTAL	1198	646	552	46%	137	11%	

4.26 The meeting noted with concern that 46% of the RVSM approved aircraft in the MID Region do not have known height monitoring results. It was recognized that big effort should be made to reach the world average of 90%. In this respect, the meeting urged States to enforce the implementation of the MMR Tables to ensure that minimum monitoring requirements for all MID RVSM approved aircraft are continuously met. The meeting agreed also to propose to the ATM/SAR/AIS Sub-Group to include in the Regional Performance Framework Form (PPF) related to RVSM operations in the MID Region, a KPI on the percentage of the RVSM approved aircraft in the MID Region with known height-keeping monitoring results.

4.27 Based on the above, the meeting agreed to the following Draft Conclusion, which is proposed to replace and supersede the MIDANPIRG/12 Conclusion 12/15:

DRAFT CONCLUSION 11/9: RVSM APPROVALS

That,

- a) *States be urged to take necessary measures to:*
- i) *ensure that, before 30 June 2012, their aircraft operators fully comply with Annex 6 provisions related to long term height monitoring requirements, based on the MIDRMA MMR Tables;*
 - ii) *withdraw the RVSM approvals for their registered aircraft that would not be compliant with Annex 6 provisions related to long term height monitoring requirements; after 30 June 2012;*
 - iii) *ban any aircraft without confirmed RVSM approval status from entering the RVSM airspace; and*
 - iv) *report any case of handover at an RVSM Flight Level of an aircraft without confirmed RVSM approval status from adjacent ACCs to the MIDRMA and the ICAO MID Regional Office.*

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- b) *the MIDRMA Board Members in coordination with the MID RVSM Programme Managers monitor and follow up this subject at the national level, in order to ensure efficient implementation.*

4.28 The meeting agreed that a follow-up State Letter is to be issued by the ICAO MID Regional Office on the above subject, as soon as possible.

4.29 In connection with the above, the meeting noted that the issue of aircraft not reporting their own RVSM approval status based on the real flight plan information is a recognized problem by all Regional Monitoring Agencies in the world. In this respect, the meeting was informed that the Sixth meeting of the Regional Monitoring Agencies Coordination Group (RMACG/6) held in Cronwall, Canada, 6-10 June 2011 agreed to coordinate a global check of flight plans for verification of RVSM approvals, for the month of December 2011. Accordingly, the meeting invited all MIDRMA member States to provide the flight plans requesting entry to the RVSM airspace received for their respective FIRs for the month of December 2011. These flight plans are required to be submitted to the MIDRMA in electronic format (excel sheet or notepad format) for the agreed period 01/12/2011 until 31/12/2011.

4.30 States were invited also to send their latest RVSM approval lists on 1 December 2011 and on 31 December 2011 to the MIDRMA, which will send a reminder to all member States for updating their list before these dates.

4.31 The meeting agreed that the results and findings concerning the MID Region and the results received from other RMAs should be presented to MIDANPIRG and concerned subsidiary bodies. It was agreed also that necessary measures should be taken against all “non-compliant” airline operators.

4.32 The meeting was apprised of the MIDRMA GMU activities. In this respect, it was noted with appreciation that from January 2010 to May 2011, the MIDRMA conducted GMU height monitoring for 48 Aircraft and it's expected to conduct the GMU height monitoring for more than 130 aircraft in the near future.

4.33 In connection with the above, the meeting noted that based on the MIDRMA Board/10 Draft Conclusion 10/6, the MIDRMA ordered 2 GMU Units from the CSSI Company. However, the CSSI put a number of conditions that are not acceptable to the MIDRMA and its member States. Alternatively, after intensive coordination, CSSI agreed to lend the MIDRMA one GMU unit only to conduct GMU monitoring for the region, provided that CSSI processes the recorded data in their labs under the supervision of the FAA.

4.34 The meeting noted that the MIDRMA Team was provided the necessary training and was certified to conduct GMU height monitoring.

4.35 The meeting agreed, that as an alternate solution, the MIDRMA should sign the Service Agreement with CSSI for the use of 2 GMUs for height-keeping monitoring in the MID Region (with the condition that the processing of recorded data is done by CSSI). In addition, the meeting agreed that it became necessary to plan for the implementation of HMUs in the Region in order to be used for height-keeping monitoring. In this respect, the meeting recalled that MIDANPIRG/12, through Conclusion 12/17, endorsed the MID Region height-keeping monitoring Strategy. The meeting further reviewed and updated the Strategy as at **Appendix 4C** to the Report on Agenda Item 4. Accordingly, the meeting agreed to the following Draft Conclusion:

MIDRMA Board/11
Report on Agenda Item 4

***DRAFT CONCLUSION 11/10: MID REGION HEIGHT-KEEPING
MONITORING STRATEGY***

*That, the MID Region height-keeping monitoring strategy is updated as at
Appendix 4C to the Report on Agenda Item 4.*

Action Plan for the development of the MID RVSM SMR 2013

4.36 The meeting recalled that the collection of data for the preparation of the Safety Monitoring Report is a lengthy process which is time-consuming.

4.37 Considering that a new VCR Model/Software will be used for the development of the SMR 2013, the meeting noted with appreciation that the Traffic Data Sample (TDS) which will be used will not require the provision of the aircraft registrations. Nevertheless, it was underlined that the TDS should be prepared using a special excel sheet Format and that any data received in a different format, or in an excel sheet different from the one available on the MIDRMA website, www.midrma.com, would not be acceptable.

4.38 Taking into consideration that MIDANPIRG/14 is tentatively scheduled for the fourth quarter of 2013, the meeting agreed that for the development of the SMR 2013, the TDS will be collected for the month of October 2012, which coincides with the Hajj season.

4.39 Therefore, the meeting agreed to the following Action Plan for the development of the MID RVSM SMR 2013:

No.	Start	Activity	End
1	01/10/2012	States to collect flight plan traffic data (SMR's Traffic Data Sample) for all traffic operating between FL290 and FL410 inclusive.	31/10/2012
2	01/10/2012	Collect Bahrain and Kuwait SSR radar data for October 2012	31/10/2012
3	01/11/2012	Collect Amman SSR radar data for November 2012	15/11/2012
4	16/11/2012	Collect Muscat SSR radar data for November 2012	30/11/2012
5	01/12/2012	Collect Jeddah* SSR radar data for November 2012	15/12/2012
6	01/11/2012	Collect states TDS	31/01/2013
7	01/11/2012	Ensure MID RVSM approvals up to date and ensure the ICAO minimum monitoring requirements achieved based on the TDS received from States	31/01/2013
8	01/12/2012	Review and analyze all Large Height Deviation Reports.	Scrutiny Group meeting date
9	01/01/2013	Prepare New MID MMR for all MID Airline Operators.	31/01/2013
10	01/02/2013	MID RMA evaluation of technical risk	28/02/2013
11	01/03/2013	Calculations of all risk parameters	31/03/2013
12	01/04/2013	Production of draft SMR-2013/2014	30/04/2013

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**Subject to Saudi Arabia approval and necessary coordination with the MIDRMA*

4.40 Based on the above, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 11/11: MID RVSM SMR 2013

That,

- a) the FPL/traffic data for the period 1-31 October 2012 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2013);*
- b) only the appropriate Flight Data form available on the MIDRMA website (www.midrma.com) should be used for the provision of FPL/traffic data to the MIDRMA; and*
- c) the draft version of the MID RVSM SMR 2013 be ready before 30 April 2013.*

RVSM Implementation within Baghdad FIR

4.41 The meeting recalled that RVSM has been implemented successfully in the Baghdad FIR since 10 March 2011. The meeting was informed that the Report on Post RVSM implementation within Baghdad FIR was received from Iraq on 26 September 2011. The meeting agreed that the MIDRMA Team and the MIDRMA Board Members and Alternates, in coordination with their RVSM Managers, review this report and provide feedback/comments to the ICAO MID Regional Office, prior to 31 October 2011 in order to be presented to the ATM/SAR/AIS SG/12 meeting for final review and action, as appropriate.

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 Appendix 4A to the Report on Agenda Item 4



The information contained in this form is confidential and will be used for statistical safety analysis purposes only.

**MIDRMA F4
 LARGE HEIGHT DEVIATION FORM (LHD)**

Report to the MIDRMA of an altitude deviation of 300ft or more, including those due to TCAS, Turbulence and Contingency Events			
1. Today's date:	2. Reporting Unit:		
DEVIATION DETAILS			
3. Operator Name:	4. Call Sign: ACFT Registration Number:	5. Aircraft Type:	6. Mode C Displayed: <input type="checkbox"/> Yes. Which FL? _____ <input type="checkbox"/> No.
7. Date of Occurrence:	8. Time UTC:	9. Occurrence Position (lat/long or Fix):	
10. Cleared Route of Flight:			
11. Cleared Flight Level:	12. Estimated Duration at Incorrect Flight Level (seconds):	13. Observed Deviation (+/- ft):	
14. Other Traffic Involved:			
15. Cause of Deviation (<i>brief title</i>): (Examples: ATC Loop Error, Turbulence, Weather, Equipment Failure)			
AFTER DEVIATION IS RESTORED			
16. Observed/Reported Final Flight Level*: *Please indicate the source of information: <input type="checkbox"/> Mode C <input type="checkbox"/> Pilot	Mark the appropriate Box 17. Is the FL above the cleared level: <input type="checkbox"/> 18. Is the FL below the cleared level: <input type="checkbox"/>		19. Did this FL comply with the ICAO Annex 2 Tables of Cruising Levels? <input type="checkbox"/> Yes <input type="checkbox"/> No
NARRATIVE			
20. Detailed Description of Deviation (Please give your assessment of the actual track flown by the aircraft and the cause of the deviation.)			
21 - CREW COMMENTS (IF ANY)			

When complete please forward the report(s) to:
 MIDRMA
 Tel: +973 17 329054
 Fax: +973 17 329956
 Email – midrma@midrma.com
 P.O. BOX 50468

MIDRMA Board/11
 Appendix 4B to the Report on Agenda Item 4

HEIGHT DEVIATION TAXONOMY

Code	LHD Cause
<i>Operational Errors</i>	
A	<p>Flight crew failing to climb/descend the aircraft as cleared</p> <p><i>Example: Aircraft A was at FL300 and assigned FL360. A CLAM alert was seen as the aircraft passed FL364. The Mode C level reached FL365 before descending back to FL360.</i></p>
B	<p>Flight crew climbing/descending without ATC Clearance</p> <p><i>Example: At 0648, Aircraft A reported leaving cruise level FL340. The last level clearance was coincident with STAR issue at 0623, when the flight was instructed to maintain FL340. ATC was applying vertical separation between Aircraft A and two other flights. The timing of the descent was such that Aircraft A had become clear of the first conflicting aircraft and there was sufficient time to apply positive separation with the other.</i></p>
C	<p>Incorrect operation or interpretation of airborne equipment (e.g. incorrect operation of fully functional FMS, incorrect transcription of ATC clearance or re-clearance, flight plan followed rather than ATC clearance, original clearance followed instead of re-clearance etc)</p> <p><i>Example: The aircraft was maintaining a flight level below the assigned altitude. The altimeters had not been reset at transition. The FL assigned was 350. The aircraft was maintaining FL346 for in excess of 4 minutes.</i></p>
D	<p>ATC system loop error; (e.g. ATC issues incorrect clearance or flight crew misunderstands clearance message. Includes situations where ATC delivery of operational information, including as the result of hear back and/or read back errors, is absent, delayed, incorrect or incomplete, and may result in a loss of separation.)</p> <p><i>Example: All communications between ATC and aircraft are by HF third party voice relay. Aircraft 1 was maintaining FL360 and requested FL380. A clearance to FL370 was issued, with an expectation for higher levels at a later point. A clearance was then issued to Aircraft 2 to climb to FL390, this was correctly read back by the HF operator, but was issued to Aircraft 1. The error was detected when Aircraft 1 reported maintaining FL390.</i></p>
E	<p>Coordination errors in the ATC to ATC transfer or control responsibility as a result of human factors issues (e.g. late or non-existent coordination, incorrect time estimate/actual, flight level, ATS route etc not in accordance with agreed parameters)</p> <p><i>Example 1: Sector A coordinated Aircraft 1 to Sector B at FL380. The aircraft was actually at FL400.</i></p>

Code	LHD Cause
<i>Operational Errors</i>	
	<i>Example 2: The Sector A controller received coordination on Aircraft 1 for Waypoint X at FL370 from Sector B. At 0504 Aircraft 1 was at Waypoint X at FL350 requesting FL370.</i>
F	<p>Coordination errors in the ATC to ATC transfer or control responsibility as a result of equipment outage or technical issues</p> <p><i>Example: Controller in FIR A attempts to send AIDC message to coordinate transfer of aircraft at FL320. Messaging unsuccessful and attempts to contact adjacent FIR by telephone fail. Aircraft contacts adjacent FIR without coordination being completed.</i></p>
<i>Aircraft Contingency Events</i>	
G	<p>Deviation due to aircraft contingency event leading to sudden inability to maintain assigned flight level (e.g. pressurization failure, engine failure)</p> <p><i>Example: Aircraft 1 descended from F400 to F300 with a pressurisation issue.</i></p>
H	<p>Deviation due to airborne equipment failure leading to unintentional or undetected change of flight level</p> <p><i>Example: Aircraft 1 cruising at FL380. ATC receives alert indicating aircraft climbing through FL383. Flight crew advises attempting to regain cleared level with autopilot and navigation system failure.</i></p>
<i>Deviation due to Meteorological Condition</i>	
I	<p>Deviation due to turbulence or other weather related cause</p> <p><i>Example: During the cruise at F400, the aircraft encountered severe turbulence, resulting the aircraft descending 1,000 ft without a clearance.</i></p>
<i>Deviation due to TCAS RA</i>	
J	<p>Deviation due to TCAS resolution advisory, flight crew correctly following the resolution advisory</p> <p><i>Example: Aircraft 1 was cruising at FL350. Flight crew received "Traffic Alert" from TCAS and almost immediately after an "RA Climb" instruction. Flight crew responded and climbed Aircraft 1 to approx FL353 to comply with TCAS instruction. TCAS display indicated that opposite direction Aircraft 2 descended to approx FL345 and passed below Aircraft 1.</i></p>
K	<p>Deviation due to TCAS resolution advisory, flight crew incorrectly following the resolution advisory.</p>
<i>Other</i>	
L	<p>An aircraft being provided with RVSM separation is not RVSM approved (e.g. flight plan indicating RVSM approval but aircraft not approved, ATC misinterpretation of flight plan)</p>

Code	LHD Cause
<i>Operational Errors</i>	
	<p><i>Example 1: Original flight plan details submitted by FIR A for outbound leg showed Aircraft 1 as negative RVSM. Subsequent flight plan submitted by FIR B showed Aircraft 1 as RVSM approved. FIR A controller checked with aircraft shortly after entering FIR A and pilot confirmed negative RVSM.</i></p> <p><i>Example 2: Aircraft 2 cruising FL310 was handed off to the Sector X controller who noticed the label of Aircraft 2 indicated RVSM approval. The Sector X controller had controlled the aircraft the day before. It was then a non-RVSM aircraft. The controller queried the status of Aircraft 2 with the pilot who advised the aircraft was negative RVSM.</i></p>
M	<p><i>Other – this includes situations where:</i></p> <ul style="list-style-type: none"> <i>i) There has been a failure to establish or maintain a separation standard between aircraft; or</i> <i>ii) Where flights are operating (including climbing/descending) in airspace where flight crews are unable to establish normal air-ground communications with the responsible ATS unit.</i> <p><i>Example 1: Aircraft 1 cruising at FL350. At time xxxx Aircraft 1 advised “Negative RVSM” due equipment failure. At that time Aircraft 2 on converging reciprocal track FL360 less than 10 minutes prior to time of passing.</i></p>

MID REGION HEIGHT-KEEPING MONITORING STRATEGY

Considering:

- a) The status of implementation of RVSM in the MID Region;
- b) the ICAO requirements for height-keeping monitoring contained in Annex 6, Annex 11, ~~and Doc 9574 (RVSM Manual) and Doc 9937;~~
- c) the duties and responsibilities of the MIDRMA; and
- d) the sustained need for height-keeping monitoring of aircraft operating within the MID RVSM airspace;

Recognizing:

- i) that an important number of Middle East region aircraft do not have known monitoring results; and
- ii) the necessity to develop a MID Region Height monitoring infrastructure;

Agreed:

That the MID Region height-keeping monitoring Strategy is as described below:

1) Short Term (2011-2014):

- States to follow up with concerned aircraft operators to carry out necessary height keeping monitoring for the aircraft identified by the MIDRMA; and
- States encountering difficulties to get the necessary height monitoring results to coordinate with the MIDRMA for the conduct of GPS Monitoring Unit (GMU) monitoring for the identified operators' aircraft.

2) Medium and Long Term (2014 – 2020) :

- ~~the MIDRMA to conduct GMU Monitoring in the MID Region with self sufficiency capability (acquisition of necessary hardware, software, training, etc);~~
- ~~MIDRMA continue to conduct GMU monitoring for identified operators' aircraft, as required.~~
- the use of the Bahraini and Omani Multi-lateration-based Height Monitoring Units (HMUs), or any other HMU that becomes available in the MID Region, as a ~~possible~~ means of conducting height-keeping monitoring; and
- the ~~possibility of use of ing~~ a MID Region HMU infrastructure as the main mean of height-keeping monitoring in the Region, ~~if supported by a feasibility study and business case and when decided by the MIDRMA Board to go ahead with such an important project.~~

MIDRMA Board/11
Report on Agenda Item 5

REPORT ON AGENDA ITEM 5: DRAFT MIDRMA MANUAL

5.1 The meeting recalled the actions taken by the ICAO MID Regional Office, the MIDRMA Board, the MIDRMA and States since the MIDRMA Board/7 meeting for the development of the MIDRMA Manual. In this respect, it was highlighted that the MIDRMA Board/10 meeting, recognized that additional effort is needed to finalize the MIDRMA Manual and, through Draft Conclusion 10/9 agreed that the MIDRMA Team and MIDRMA Board Members provide their comments on the Draft Version of the MIDRMA Manual to the ICAO MID Regional Office before 31 December 2010; with a view to have the Final version of the MIDRMA Manual ready for review by the MIDRMA Board/11 meeting. However, the meeting noted that no inputs were received from States. Accordingly, the meeting agreed that the Draft MIDRMA Manual (V0.3) at Appendix 5A to the Report on Agenda Item 5 be further reviewed and finalized by the MIDRMA and the ICAO MID Regional Office, with the objective to present the Final Version of the Manual to the MIDRMA Board/12 meeting, taking into consideration the outcome of the MIDRMA Board/11 meeting, in particular with regard to the reporting of the Large Height Deviations (LHD), the use of the VCR software, etc.

5.2 Accordingly, the meeting agreed to the following Draft Conclusion to replace and supersede Draft Conclusion 10/9:

DRAFT CONCLUSION 11/12: MIDRMA MANUAL

That, the Final version of the MIDRMA Manual be consolidated by the MIDRMA Team, in coordination with the ICAO MID Regional Office, in order to be presented to the MIDRMA Board/12 meeting for final review.

MIDRMA Board/11
Report on Agenda Item 5

REPORT ON AGENDA ITEM 5: DRAFT MIDRMA MANUAL

5.1 The meeting recalled the actions taken by the ICAO MID Regional Office, the MIDRMA Board, the MIDRMA and States since the MIDRMA Board/7 meeting for the development of the MIDRMA Manual. In this respect, it was highlighted that the MIDRMA Board/10 meeting, recognized that additional effort is needed to finalize the MIDRMA Manual and, through Draft Conclusion 10/9 agreed that the MIDRMA Team and MIDRMA Board Members provide their comments on the Draft Version of the MIDRMA Manual to the ICAO MID Regional Office before 31 December 2010; with a view to have the Final version of the MIDRMA Manual ready for review by the MIDRMA Board/11 meeting. However, the meeting noted that no inputs were received from States. Accordingly, the meeting agreed that the Draft MIDRMA Manual (V0.3) at Appendix 5A to the Report on Agenda Item 5 be further reviewed and finalized by the MIDRMA and the ICAO MID Regional Office, with the objective to present the Final Version of the Manual to the MIDRMA Board/12 meeting, taking into consideration the outcome of the MIDRMA Board/11 meeting, in particular with regard to the reporting of the Large Height Deviations (LHD), the use of the VCR software, etc.

5.2 Accordingly, the meeting agreed to the following Draft Conclusion to replace and supersede Draft Conclusion 10/9:

DRAFT CONCLUSION 11/13: MIDRMA MANUAL

That, the Final version of the MIDRMA Manual be consolidated by the MIDRMA Team, in coordination with the ICAO MID Regional Office, in order to be presented to the MIDRMA Board/12 meeting for final review.

MIDRMA Board/11
Report on Agenda Item 6

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

6.1 The MIDRMA 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 MIDRMA Board/11 meeting reviewed and updated the action plan, as at **Appendix 6A** to the Report on Agenda Item 6.

MIDRMA Board/11-REPORT
APPENDIX 6A

6A-2

Item No.	Actions	Responsible	2011				2012												
			S e p	O c t	N o v	D e c	J a n	F e b	M a r	A p r	M a y	J u n	J u l	A u g	S e p	O c t	N o v	D e c	
11	Ensure that the aircraft operators fully comply with Annex 6 provisions related to long term height monitoring requirements, based on the MIDRMA MMR Tables;	States																	
12	Provide FPL data related to the month of December 2011 to the MIDRMA for the global check of flight plans related to the verification of RVSM approvals	States																	
13	Signature of Service Agreement with CSSI for the provision of 2 GMUs to the MIDRMA	MIDRMA + MIDRMA Board Chairman																	
14	Provide the FPL/Traffic data for the month of October 2012 to the MIDRMA for the development of SMR 2013	States																	
15	Prepare the final draft version of the MIDRMA Manual for presentation to the MIDRMA Board/12 meeting	ICAO																	
16	Collection of SSR radar data for the development of the SMR 2013	MIDRMA, Bahrain, Jordan, Kuwait, Oman and Saudi Arabia																	
17	Provide comments on the Post RVSM implementation Report related to Baghdad FIR	MIDRMA and States																	
18	Preparation for the convening of the MIDRMA Board/12 meeting	ICAO, Kuwait and the MIDRMA																	

MIDRMA Board/11
Report on Agenda Item 7

REPORT ON AGENDA ITEM 7: FUTURE WORK PROGRAMME

7.1 The meeting recalled that it was agreed that the MIDRMA Board meetings should be hosted by the MIDRMA Member States on rotation basis.

7.2 The meeting noted that the MIDRMA Board meetings have not yet been hosted by Kuwait, Syria and Yemen.

7.3 The meeting noted with satisfaction the offer made by Kuwait to host the MIDRMA Board/12 meeting and agreed that the MIDRMA Board/12 meeting be held in Kuwait in December 2012. The meeting agreed that the exact date will have to be coordinated between the ICAO MID Regional Office, Kuwait, the MIDRMA Board Chairperson and the MIDRMA.

MIDRMA Board/11
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 MIDRMA Board Members and Alternates should be updated on a regular basis. Accordingly, the meeting reviewed and updated the list of MIDRMA 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 of both the MIDRMA management/financial and technical issues, to the extent possible, the designated MIDRMA Board Members and Alternates should not be changed frequently.

LIST OF MIDRMA BOARD MEMBERS/FOCAL PONTs AND ALTERNATES

STATE	MIDRMA BOARD MEMBER/FOCAL POINT	ALTERNATE
BAHRAIN	Mr. Ali Ahmed Mohammed Director Air Navigation Civil Aviation Affairs P.O. Box 586 - 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) 2267 8529 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) 2268 0627 Tel: (202) 2265 7842 Mobile: (010) 1843 602 E-mail: hassan.kamel@nansceg.org
IRAN	Mr. Ali Reza Majzoubi Chief of Tehran ACC Iran Airports Company (IAC) Tehran – IRAN Fax: (98) 21 445 44114 Tel: (98) 21 445 4 4114 Mobile: +9891 2305 3095 Email: maj.alireza@yahoo.com Alireza.majzoubi@gmail.com	Mr. Saeed kbari D.G. of Aeronautical Affairs Tehran Mehrabad International Airport (CAO) Tehran – IRAN Fax: (98) 21 660 36340 Tel: (98) 21 446 65576 Mobile: (98) 912 1404462 E-mail: S-akbari@cao.ir
		Mr. Majid Khademhosseini Airworthiness In charge (Avionic) Flight Standard Department (CAO) Tehran – IRAN Fax: (98) 21 660 25066 Tel: (98) 21 661 02123 Mobile: (98) 9122140530 E-mail: majid.khadem@gmail.com m-khademhossini@cao.ir

¹ Chairperson of MIDRMA Board

STATE	MIDRMA BOARD MEMBER/FOCAL POINT	ALTERNATE
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