



International Civil Aviation Organization

Middle East Regional Monitoring Agency Board

Eleventh Meeting (MIDRMA Board/11)
(Cairo, 27–29 September 2011)

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

**REVIEW OF THE MIDANPIRG/12 AND MIDRMA BOARD
CONCLUSIONS AND DECISIONS**

(Presented by the Secretariat)

SUMMARY

This paper presents MIDANPIRG/12 Conclusions and Decisions related to the MIDRMA and other current MIDRMA Board Conclusions and Decisions and the follow-up actions taken.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/12 Report
- MIDRMA Board/10 Report

1. INTRODUCTION

1.1 MIDANPIRG/12 meeting held in Amman, Jordan, from 17 to 21 October 2010, reviewed and endorsed relevant MIDRMA Board Conclusions and Decisions.

1.2 The Tenth Meeting of the Middle East Regional Monitoring Agency Board (MIDRMA Board/10) was held in Tehran, I.R of Iran, 3 – 5 May 2010. The meeting developed eight (8) Draft Conclusions and one (1) Draft Decision.

2. DISCUSSION

2.1 This paper provides the meeting with an update on the status of MIDANPIRG/12 Conclusions and Decisions related to the MIDRMA as well as on the current MIDRMA Board Draft Conclusions and Decisions. It shows also the follow-up actions taken by concerned parties.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the follow-up action on the list of Conclusions and Decisions at **Appendix A** to this working paper.

APPENDIX A

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>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>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>

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<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>					

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<p>CONC. 12/13: MIDRMA STAFFING</p> <p>That, in accordance with the MIDRMA Memorandum of Agreement (MOA):</p> <ul style="list-style-type: none"> a) the MIDRMA staff is composed of local personnel provided by Bahrain, as follows: <ul style="list-style-type: none"> i) MIDRMA Manager/Team Leader (Part Time) ii) MIDRMA Officer (Full Time) b) the salaries of the MIDRMA staff are paid as monthly lump sums as follows: <ul style="list-style-type: none"> i) MIDRMA Manager/Team Leader (Part Time) (500 BD) ii) MIDRMA Officer (Full Time) (1,500 BD) c) the MIDRMA staff salaries be revised by the MIDRMA Board when necessary and as appropriate; and d) Bahrain is responsible of all administrative issues related to the MIDRMA staff, in coordination with the MIDRMA Board Chairman 	<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> <ul style="list-style-type: none"> 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>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>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>

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<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>	<p>The MIDRMA Board and the ATM/SAR/AIS SG to follow up Implementation of the Strategy</p>	<p>MIDANPIRG</p>	<p>Strategy approved by MIDANPIRG/12</p>	<p>October 2010</p>	<p>Completed</p>
<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>	<p>Implement the Conclusion</p>	<p>ICAO MIDRMA</p>	<p>State Letter Draft SMR</p>	<p>December 2010 September 2011</p>	<p>Ongoing</p> <p>SL Ref.: AN 6/5.10.15A – 10/437 dated 19 December 2010</p>
<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>	<p>Implement the Decision</p>	<p>BFRI WG</p>	<p>BFRI WG/2 Report Go/No-Go decision</p>	<p>January 2011</p>	<p>Completed</p>
<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>	<p>Monitor performance of ANS using the endorsed metrics</p>	<p>MIDANPIRG & subsidiary bodies</p>	<p>Develop performance targets</p>	<p>2011</p>	<p>Ongoing</p> <p>SL Ref.: AN 7/26.1-11/121 dated 24 May 2011</p>

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<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>Ongoing</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>(WP/7)</p>