



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

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

**MIDRMA Board/12**

*(Kuwait, 17-19 December 2012)*

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

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontier or boundaries.

**TABLE OF CONTENTS**

	<b>Page</b>
<b>PART I - HISTORY OF THE MEETING</b>	
1. Place and Duration .....	1
2. Opening .....	1
3. Attendance.....	1
4. Officers and Secretariat .....	1
5. Language .....	1
6. Agenda .....	2
7. Conclusions and Decisions – Definition .....	2
8. List of Conclusions and Decisions .....	3
<b>PART II - REPORT ON AGENDA ITEMS</b>	
Report on Agenda Item 1 .....	1-1
Report on Agenda Item 2 .....	2-1
Appendix 2A	
Report on Agenda Item 3 .....	3-1/3-5
Appendix 3A -3E	
Report on Agenda Item 4 .....	4-1/4-8
Appendix 4A – 4B	
Report on Agenda Item 5 .....	5-1
Report on Agenda Item 6 .....	6-1
Appendix 6A	
Report on Agenda Item 7 .....	7-1
Report on Agenda Item 8 .....	8-1
Appendix 8A	
<b>Attachment A</b>	
List of Participants.....	A1-A8

-----

MIDRMA Board/12  
History of the Meeting

---

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

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

The Twelfth Meeting of the Middle East Regional Monitoring Agency Board (MIDRMA Board/12) was held at the Regency Hotel in Kuwait, from 17 to 19 December 2012.

### **2. OPENING**

2.1 The meeting was opened by the Deputy Director General for Aviation Safety and Air Transport Affairs, Directorate General of Civil Aviation, Kuwait, Eng. Nabil Al Zamel who extended a warm welcome to all participants to the MIDRMA Board/12 meeting and wished them a successful meeting and pleasant stay in Kuwait. Eng. Al Zamel thanked ICAO for organizing this meeting in Kuwait and restated Kuwait's commitment to support the ICAO MID Regional Office and MIDANPIRG activities; in particular the MIDRMA project, with a view to ensure the safety of RVSM operations in the MID Region and to contribute to the improvement of the overall safety of international air navigation. In this respect, he underlined that safety of civil aviation, which is considered as a continuous challenge, should be given the utmost importance and priority.

2.2 In his opening address, Mr. Khonji welcomed also all the participants to Kuwait. He expressed his gratitude and appreciation to the Directorate General of Civil Aviation Kuwait, and especially to Mr. Fawaz Abdulaziz Al Farah, President of Civil Aviation, for hosting this meeting in Kuwait. Mr. Khonji pointed out that Kuwait has always played an important and positive role in the MID Region. He thanked also all civil aviation personnel who participated in the preparation and facilitation of this meeting for their good cooperation and for the excellent hospitality extended to the ICAO MID Regional staff and all participants.

2.3 Mr. Khonji recalled briefly the main duties and responsibilities of the MIDRMA Board as well as its achievements since its establishment. He gave a brief overview of the agenda of the meeting. Finally, Mr. Khonji thanked all the participants for supporting the MIDRMA and for attending the MIDRMA Board/12 meeting and wished them fruitful discussions.

### **3. ATTENDANCE**

3.1 The meeting was attended by a total of twenty nine (29) participants from eight (8) States (Bahrain, Egypt, Iran, Kuwait, Oman, Saudi Arabia, UAE and Yemen), one (1) Organization (IATA) and one (1) Agency (MIDRMA). The list of participants is at **Attachment A** to the Report.

### **4. OFFICERS AND SECRETARIAT**

4.1 The meeting was chaired by Mr. Mohamed Zainal, Head of Standards, Licensing and Developments, from Bahrain Civil Aviation Affairs.

4.2 Mr. Mohamed Smaoui, RO/ANS/AIM, was the Secretary of the meeting assisted by Mr. Elie El Khoury RO/ATM/SAR from the ICAO Middle East Office.

### **5. LANGUAGE**

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

MIDRMA Board/12  
History of the Meeting

---

**6. AGENDA**

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda

Agenda Item 2: Follow-up on MIDANPIRG/13 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 2011; and
- status of expenditures of the MIDRMA for the year 2012 (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.

MIDRMA Board/12  
History of the Meeting

---

**8. LIST OF CONCLUSIONS AND DECISIONS**

- DRAFT CONCLUSION 12/1: PAYMENT OF ARREARS TO THE  
MIDRMA PROJECT*
- DRAFT CONCLUSION 12/2: PAYMENT OF THE 2013 CONTRIBUTIONS*
- DRAFT DECISION 12/3: REQUEST FOR THE TRANSFER OF US\$  
200,000 TO THE MIDRMA ACCOUNT IN  
BAHRAIN*
- DRAFT CONCLUSION 12/4: MIDRMA STAFFING*
- DRAFT CONCLUSION 12/5: TRAINING ON RVSM SAFETY ASSESSMENT*
- DRAFT CONCLUSION 12/6: RVSM MINIMUM MONITORING REQUIREMENTS*
- DRAFT CONCLUSION 12/7: ARRANGEMENTS FOR THE CONDUCT OF GMU  
MONITORING MISSIONS*
- DRAFT CONCLUSION 12/8: PROVISION OF REQUIRED DATA TO THE MIDRMA*

-----

MIDRMA Board/12  
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/12  
Report on Agenda Item 2

---

**REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG/13 AND MIDRMA BOARD  
CONCLUSIONS AND DECISIONS**

2.1 The meeting noted the status of relevant MIDANPIRG/13 and MIDRMA Board Conclusions and Decisions and the follow up actions taken by States, the ICAO and other parties concerned as at **Appendix 2A** to the Report on Agenda Item 2.

-----

MIDRMA Board/12  
 Appendix 2A to the Report on Agenda Item 2

**FOLLOW-UP ACTION ON RELEVANT MIDANPIRG/13 AND CURRENT MIDRMA BOARD CONCLUSIONS AND DECISIONS**

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONCLUSION 13/3: IMPROVEMENT OF THE ATS ROUTE STRUCTURE IN THE MID REGION</b></p> <p>That, as a first step towards the rationalization of the ATS route network in the MID Region:</p> <p>a) States be urged to;</p> <p>    i) identify those ATS Routes that are not economically structured within their airspaces;</p> <p>    ii) coordinate and agree with appropriate authorities on the priority of action to replace the identified routes with more economical routes based on the definition of City Pairs, the PBN and FUA concepts;</p> <p>b) Users to;</p> <p>    i) identify those ATS Routes that are not economically structured in the MID Region;</p> <p>    ii) provide priority of action; and</p> <p>c) States and Users; provide feedback to the ARN TF/6 meeting</p>	Implement the Conclusion	ICAO States Users	State Letter	Sep. 2012	Ongoing  AN 6/5.8 - 12/164 dated 12 June 2012
<p><b>CONCLUSION 13/4: MIDRAR PROJECT</b></p> <p>That States, be invited to support the MIDRAR Project and assign Focal Points to provide necessary information to the MIDRAR Team</p>	Implement the Conclusion	ICAO States	State Letter	30 Aug. 2012	Ongoing  AN 6/5.8.3 – 12/167 dated 12 June 2012
<p><b>CONCLUSION 13/5: IMPLEMENTATION OF REDUCED RADAR LONGITUDINAL SEPARATION IN THE MID REGION</b></p> <p>That,</p> <p>a) States, that have not yet done so;</p>	Implement the Conclusion	ICAO States	State Letter	30 Aug. 2012	Ongoing  AN 6/3 – 12/165 dated 12 June 2012

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>i) be urged to implement the 20 NM radar longitudinal separation;</p> <p>ii) be encouraged to further reduce the radar longitudinal separation within the MID Region to 10 NM, where appropriate; and</p> <p>iii) be invited to agree with their neighbouring FIRs/States on the date of implementation and updating of the LoAs;</p> <p>b) the ATM Regional PFFs be updated to include the reduced radar longitudinal separation as an ATM objective for the MID Region.</p>					
<p><b>CONCLUSION 13/10: POST RVSM IMPLEMENTATION IN THE BAGHDAD FIR</b></p> <p>That,</p> <p>a) Iraq be urged to implement the actions agreed by the BFPRI-SCM in an expeditious manner to solve the ATC coordination, communication and surveillance issues between Baghdad ACC and the neighbouring ACCs;</p> <p>b) States and all stakeholders be invited to support Iraq in the process of normalization of the Baghdad FIR; and</p> <p>c) in case of low progress of implementation of the necessary actions by Iraq before <b>15 October 2012</b>, the RVSM operations be suspended in the Baghdad FIR.</p>	<p>Implement the Conclusion</p>	<p>ICAO</p> <p>States/Stakeholders</p> <p>Iraq</p>	<p>State Letter</p> <p>Provide support</p> <p>Implement the Action Plan</p>	<p>15 Jun. 2012</p> <p>15 Oct. 2012</p> <p>15 Oct. 2012</p>	<p>Ongoing</p> <p>AN 6/5.10.15B-12/172 dated 13 June 2012</p> <p>Iraq letter dated 23 Sep. 2012</p> <p>AN 6/5.10.15D-12/318 dated 23 Oct. 2012</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONCLUSION 13/30: NATIONAL PERFORMANCE FRAMEWORK</b></p> <p>That, States be urged to:</p> <p>a) develop, update and/or complete their National Performance Framework, including the National Performance Framework Forms (PFFs), ensuring the alignment with and support to the regional performance objectives;</p> <p>b) incorporate the agreed MID Region Performance Metrics into their National performance monitoring process; and</p> <p>c) report relevant data necessary for performance monitoring of the air navigation systems to the ICAO MID Regional Office, on a regular basis, with a view to update the Regional PFFs and monitor the MID Region Performance Metrics.</p>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter Feedback and reports</p>	<p>30 Jun. 2012 On regular basis</p>	<p>Ongoing AN 7/26.1 – 12/233 dated 6 Aug. 2012</p>
<p><b>CONCLUSION 13/58: PROVISION OF STATISTICAL DATA</b></p> <p>That, States be urged to provide required airlines, airports and air navigation service providers statistical data to ICAO using the new revised forms as at <b>Appendix 4.7A</b> to the Report on Agenda Item 4.7.</p>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter Statistics</p>	<p>31 Dec. 2012</p>	<p>Ongoing</p>
<p><b>CONCLUSION 13/63: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION</b></p> <p>That, States be urged to:</p> <p>a) review their respective lists of identified deficiencies, develop associated Corrective Action Plans and forward them to the ICAO MID Regional Office prior to 15 June 2012; and</p> <p>b) use the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update, and elimination of air navigation deficiencies, until the official launch of the Centralized Air Navigation Deficiency Database on iSTARS.</p>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter CAP and necessary updates</p>	<p>15 Jun. 2012</p>	<p>Ongoing AN 2/2 – 12/189 dated 21 June 2012</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONCLUSION 13/64: REPORTING OF LARGE HEIGHT DEVIATIONS (LHD)</b></p> <p>That, in order to simplify and standardize the reporting of Altitude/Height Deviations and Coordination Failures, in accordance with the ICAO Doc 9937:</p> <p>a) the Form at <b>Appendix 5.2A</b> to the Report on Agenda Item 5.2 be used for the reporting of Altitude/Height Deviations and Coordination Failures; and</p> <p>b) the monthly submission of LHD replaces the monthly submission of ADRs and CFRs.</p>	<p>Implement the Conclusion</p>	<p>MIDANPIRG/13</p> <p>States</p>	<p>LHD Form endorsed</p> <p>LHD sent to the MIDRMA</p>	<p>Apr 2012</p> <p>On monthly basis</p>	<p>Ongoing</p>
<p><b>CONCLUSION 13/65: PROVISION OF REQUIRED DATA TO THE MIDRMA</b></p> <p>That, considering the on-going requirement for RVSM safety monitoring in the MID Region:</p> <p>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:</p> <p>i) approval of operators and aircraft for RVSM operations (on monthly basis or whenever there's a change);</p> <p>ii) Large Height Deviations (LHD) (on monthly basis);</p> <p>iii) traffic data (as requested by the MIDRMA Board); and</p> <p>iv) radar data as, when and where required.</p> <p>b) States not providing the required data to the MIDRMA on a regular basis and in a timely manner:</p> <p>i) be included in the MIDANPIRG list of air navigation deficiencies; and</p> <p>ii) might not be covered by the RVSM SMRs.</p>	<p>Implement the Conclusion</p>	<p>States</p>	<p>Necessary data provided to the MIDRMA</p>	<p>On monthly basis</p>	<p>Ongoing</p> <p>To be replaced and superseded by Draft Conc. 12/8</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONCLUSION 13/66: SECOND MID RVSM SAFETY ASSESSMENT SEMINAR</b></p> <p>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.</p>	<p>Convene the Seminar</p>	<p>MIDRMA/ICAO</p>	<p>Seminar</p>	<p>Oct. 2012</p>	<p>Closed  Seminar cancelled</p>
<p><b>CONCLUSION 13/67: TRAINING ON RVSM SAFETY ASSESSMENT</b></p> <p>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:</p> <p>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</p> <p>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.</p>	<p>Implement the Conclusion</p>	<p>MIDRMA</p>	<p>Training on RVSM safety assessment provided</p>	<p>2012-2013</p>	<p>Ongoing  To be replaced and superseded by Draft Conc. 12/5</p>
<p><b>CONCLUSION 13/68: VERTICAL COLLISION RISK SOFTWARE</b></p> <p>That,</p> <p>a) the MIDRMA initiate action for the development/purchase of a suitable VCR software for the MID Region; and</p> <p>b) the VCR Software be presented to and validated by the Second MID RVSM Safety Assessment Seminar, to be held in October 2012</p>	<p>Implement the Conclusion</p>	<p>MIDRMA</p>	<p>VCR Software</p>	<p>Oct. 2012</p>	<p>Actioned  (To be closed)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONCLUSION 13/69: RVSM APPROVALS</b></p> <p>That,</p> <p>a) States be urged to take necessary measures to:</p> <p>i) ensure that, <b>before 30 June 2012</b>, their aircraft operators fully comply with Annex 6 provisions related to long term height monitoring requirements, based on the MIDRMA MMR Tables;</p> <p>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; <b>after 30 June 2012</b>;</p> <p>iii) ban any aircraft without confirmed RVSM approval status from entering the RVSM airspace; and</p> <p>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</p> <p>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.</p>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter Necessary action and feedback</p>	<p>1 Jun. 2012 2012-2013</p>	<p>Ongoing AN 6/5.10.15A-12/173 dated 13 June 2012 (To be replaced and superseded by Draft Conc. 12/6)</p>
<p><b>CONCLUSION 13/70: MID REGION HEIGHT-KEEPING MONITORING STRATEGY</b></p> <p>That, the MID Region height-keeping monitoring strategy is updated as at <b>Appendix 5.2B</b> to the Report on Agenda Item 5.2.</p>	<p>Implement the Strategy</p>	<p>MIDANPIRG/13</p>	<p>Strategy</p>	<p>April 2012</p>	<p>Closed</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONCLUSION 13/71: MID RVSM SMR 2012-2013</b></p> <p>That,</p> <p>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 2012-2013);</p> <p>b) only the appropriate Flight Data form available on the MIDRMA website (<a href="http://www.midrma.com">www.midrma.com</a>) 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 2012-2013 be ready before 30 April 2013.</p>	<p>Implement the Conclusion</p>	<p>ICAO  States   MIDRMA</p>	<p>State Letter  Oct. 2012 FPL/traffic data provided to the MIDRMA  Draft SMR</p>	<p>15 Sep. 2012  15 Nov. 2012  30 Apr. 2013</p>	<p>Ongoing</p> <p>AN 6/5.10.15A – 12/271 dated 12 Sep 12</p>

<b>MIDRMA BOARD CURRENT DRAFT CONCLUSIONS AND DECISIONS</b>					
<p><b>DRAFT CONCLUSION 11/1: PAYMENT OF THE 2012 CONTRIBUTIONS</b></p> <p>That, in accordance with the MIDRMA Funding Mechanism:</p> <p>a) the invoices related to the payment of the MIDRMA project contributions for the year 2012 be issued by ICAO Headquarters prior to <b>31 October 2011</b>; and</p> <p>b) States pay their 2012 contributions to the MIDRMA project prior to <b>31 December 2011</b>.</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 2012</p>	<p>Ongoing</p> <p>Draft Conc. 12/1</p>
<p><b>DRAFT DECISION 11/2: REQUEST FOR THE TRANSFER OF US\$ 100,000 TO THE MIDRMA ACCOUNT IN BAHRAIN</b></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 MIDRMA account managed by ICAO HQ to the MID RMA account in Bahrain on 1 November 2011.</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 November 2011</p>	<p>Closed</p> <p>Req 11 Oct. 11 (USD 100,000 transfer red to the MIDRMA Bank Account in Bahrain on 21 Nov 11)</p>
<p><b>DRAFT CONCLUSION 11/12: MIDRMA MANUAL</b></p> <p>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.</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>17 December 2012</p>	<p>Ongoing</p>

-----

MIDRMA Board/12  
Report on Agenda Item 3

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

3.1 In accordance with the MIDRMA Funding Mechanism, as approved by MIDANPIRG/12 through Conclusion 12/12 the MIDRMA Member States should pay their contributions on a yearly basis not later than 1 November of each year based on the invoices issued by ICAO. The meeting noted that the invoices for the payment of 2013 contributions to the MIDRMA Project have been issued by ICAO HQ on 21 November 2012. However, it was noted that some States have not yet paid their contributions for the year 2011 and/or 2012 as shown in the following Table:

	2006	2007	2008	2009	2010	2011	2012	2013
Bahrain	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Paid (US\$ 30,000)	Paid (US\$ 30,000)	Paid (US\$ 30,000)	Paid (US\$ 29,978 on 27Oct11)	Paid (US\$ 30,000 on 29Aug12)	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 on 9Sep10)	Paid (US\$ 29,960 on 17Jan12)	Not Paid (US\$ 30,000)
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)	Not Paid (US\$ 30,000)	Not Paid (US\$ 30,000)
Iraq	N/A	N/A	N/A	N/A	N/A	Paid (US\$ 10,000 on 16Sep11)	Paid (US\$ 10,000 on 5Jul12)	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 on 10Aug10)	Paid (US\$ 10,000 on 28Nov11)	Not 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 on 27Sep10)	Paid (US\$ 9,849 on 21Feb12)	Not 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 on 4Feb11)	Not Paid (US\$ 10,000)	Not 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 on 13Sep11)	Paid (US\$ 30,000 on 11Jan12)	Not 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 on 4Mar2011)	Paid (US\$ 30,000 on 12Jan12)	Not Paid (US\$ 30,000)
Syria <sup>(*)</sup>	Paid (US\$ 30,000)	N/A	Paid (US\$ 1,250)	Paid (US\$ 1,250 + 42,789 + 11,862 + 10,374 + 7,778) = 74,053 (instead of US\$ 30,000)			Paid (US\$ 9,970 on 3May12)	

MIDRMA Board/12  
Report on Agenda Item 3

	2006	2007	2008	2009	2010	2011	2012	2013
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 on 17Aug10)	Paid (US\$ 9,975 on 17Apr12)	Not Paid (US\$ 10,000)

3.2 The meeting noted that the Syria<sup>(\*)</sup> contributions to the MIDRMA Project for the years 2009-2012 should be US\$ 40,000 (US\$ 10,000 for each year); however the following amounts have been transferred by Syria to ICAO HQ (RAB/05/802):

- 6 May 2010: US\$ 42,789 (Euro 34,264.35)
- 19 July 2010: US\$ 11,862 (Euro 9,277.40);
- 5 October 2010 US\$ 10,374 (Euro 7,767.60);
- 28 June 2010: US\$ 7,778<sup>(1)</sup>; and
- 3 May 2012 US\$ 9,970.

3.3 The total amount paid by Syria since 2010 is US\$ 84,023 instead of US\$ 50,000 (which includes 2013 Contribution).

3.4 Considering that Syria has not been attending the last MIDRMA Board meetings, the MIDRMA and the ICAO MID Regional Office were requested to follow-up with Syria the payments related to the MIDRMA Project.

3.5 The meeting reviewed the financial report of the MIDRMA project (RAB/05/802) for the years 2011-2012 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 (RAB/05/802) were as follows:

- Fund Balance as at 31 December 2011: US\$ 138,461
- Fund Balance as at 31 March 2012: US\$ 238,362
- Fund Balance as at 30 June 2012: US\$ 266,122
- Fund Balance as at 30 September 2012: US\$ 306,233

3.6 Based on all of the foregoing, the meeting urged States that have not yet paid the 2011 and/or 2012 contributions to the MIDRMA Project (arrears), to do so, as soon as possible, and in any case prior to **31 January 2013**.

3.7 The meeting noted that in accordance with the MIDRMA Board/11 Draft Decision 11/2, the MIDRMA Board Chairman certified a request on 11 October 2011 for the transfer of the amount of US\$ 100,000 from the MIDRMA account managed by ICAO HQ to the MIDRMA account in Bahrain. The transfer was performed on 21 November 2011.

3.8 The meeting reviewed and approved the financial statement and associated bills related to the MIDRMA expenditures for year 2011 as of 31 December 2011, as at **Appendix 3B** to the Report on Agenda Item 3. The financial expenditures for the year 2012 (as of 30 November 2012) 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 30 November 2012, the fund balance of the MIDRMA Bank account in Bahrain is: **B.D 43,404 # US\$ 115,131**.

<sup>(1)</sup> Payment was done in June 2010 and funds were on hold at the bank until May 2012 (embargo on Syria)

MIDRMA Board/12  
Report on Agenda Item 3

---

3.10 Taking into consideration that the invoices for the payment of 2013 contributions to the MIDRMA Project have been issued by ICAO HQ on 21 November 2012, the meeting agreed that the deadline for the payment of contributions for the year 2013 would be exceptionally extended to **31 January 2013**. Accordingly, the meeting agreed to the following Draft Conclusions:

**DRAFT CONCLUSION 12/1: PAYMENT OF ARREARS TO THE  
MIDRMA PROJECT**

*That, Iran and Lebanon be urged to pay their arrears to the MIDRMA Project prior to 31 January 2013.*

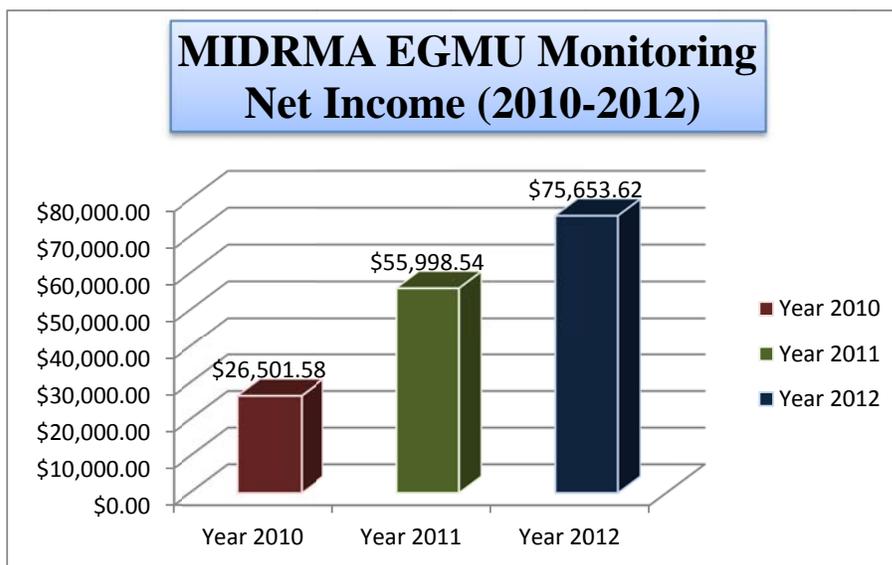
**DRAFT CONCLUSION 12/2: PAYMENT OF THE 2013 CONTRIBUTIONS**

*That, States pay their 2013 contributions to the MIDRMA project prior to 31 January 2013 based on the invoices issued by ICAO Headquarters on 21 November 2012.*

3.11 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.

3.12 The meeting noted with appreciation that since year 2010, the MIDRMA started to conduct GMU height monitoring missions and managed to generate income from checking 132 aircraft successfully as reflected in **Appendices 3D** and **3E** to the Report on Agenda Item 3.

3.13 The total amount credited to the MIDRMA account from conducting the GMU missions for 132 aircraft is **US\$ 158,153.74** as shown in the **Graph-01** below. It was highlighted that in accordance with the MIDRMA plans for the conduct of future GMU missions (based on requests received by the MIDRMA for the monitoring of 97 aircraft), the net income shall increase to approximately US\$ 288,172.74.



**Graph-01**

MIDRMA Board/12  
Report on Agenda Item 3

---

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\$ 200,000 from the MIDRMA account managed by ICAO HQ to the MIDRMA Bank account in Bahrain on 15 January 2013. Accordingly, the meeting developed the following Draft Decision:

***DRAFT DECISION 12/3: REQUEST FOR THE TRANSFER OF US\$ 200,000 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\$ 200,000 from the MIDRMA account managed by ICAO HQ to the MIDRMA Bank account in Bahrain by 15 January 2013.*

3.15 The meeting noted with appreciation that the scope of activities and work of the MIDRMA has increased significantly since its establishment, especially with the conduct of GMU height monitoring missions, which are generating good income. The meeting recalled that in accordance with the MIDANPIRG/12 Conclusion 12/13 – *MIDRMA Staffing*, the MIDRMA has been staffed with a MIDRMA Manager/Team Leader (Part Time) and a MIDRMA Officer (Full Time). The meeting recognized the work overload of the current MIDRMA staff and noted that the MIDRMA Officer, in addition to his technical and administrative duties, had been spending lots of time in managing the support services and secretarial work. Accordingly, the meeting agreed that, in order to increase the efficiency of the MIDRMA, the appointment of a full-time Secretary to the MIDRMA is necessary. Furthermore, the meeting commended Bahrain's support to the MIDRMA since its establishment and in accordance with the MIDRMA Memorandum of Agreement (MOA), delegated the authority of recruitment of the new MIDRMA Secretary to the Director Air Navigation, Civil Aviation Affairs, Bahrain, and the MIDRMA Board Chairman. The meeting noted that the salary of the new Secretary will be in the range of Bahrain Dinars (BD) 300 to 500.

3.16 In connection with the above, the meeting noted that the salaries of the MIDRMA staff have not been increased since June 2010 (after the MIDRMA Board/10 meeting). Accordingly, the meeting agreed that as of **1 January 2013**, a 10% annual increment of the salaries should be granted to the MIDRMA staff on regular basis.

3.17 Based on all of the foregoing, the meeting agreed to the following Draft Conclusion, which replaces and supersedes the MIDANPIRG/12 Conclusion 12/13:

***DRAFT CONCLUSION 12/4: MIDRMA STAFFING***

*That, in accordance with the MIDRMA Memorandum of Agreement (MOA):*

a) *the MIDRMA staff is to be composed of local personnel provided by Bahrain, as follows:*

- i) *MIDRMA Manager/Team Leader (Part Time)*
- ii) *MIDRMA Officer (Full Time)*
- iii) *Secretary (Full Time)*

b) *as of 1 January 2013, the salaries of the MIDRMA staff are paid as monthly lump sums as follows:*

MIDRMA Board/12  
Report on Agenda Item 3

---

- i) MIDRMA Manager/Team Leader (Part Time) (550 BD)*
  - ii) MIDRMA Officer (Full Time) (1,650 BD)*
  - iii) Secretary (Full Time) (300 to 500 BD)*
- c) a 10% increment of the salaries be granted to the MIDRMA staff on annual and regular basis;*
- d) the MIDRMA staff salaries be revised by the MIDRMA Board when deemed necessary; and*
- e) Bahrain is responsible of all administrative issues related to the MIDRMA staff, in coordination with the MIDRMA Board Chairman.*

3.18 The meeting noted with appreciation that the ICAO MID Regional Office has been supporting the MIDRMA activities since its establishment and providing secretariat support to all the MIDRMA Board meetings. It was highlighted that although the travel and hotel accommodation expenses of the ICAO staff involved in the MIDRMA Board meetings are covered by the host State; in accordance with the ICAO Staff Rules, for the concerned staff have been supported by the ICAO MID Regional Office budget. Taking into consideration the ICAO budget constraints, the meeting agreed that, effective from year 2013, the DSA for the ICAO staff supporting the MIDRMA Board meetings and other MIDRMA activities (MIDRMA Scrutiny Group meetings, RVSM Safety Assessment Seminars, etc) should be covered by the MIDRMA budget.

-----

MIDRMA Board/12  
 Appendix 3A to the Report on Agenda Item 3

Schedule I

**Contributions and Transfer of Funds**

**REGIONAL-MID RMA (CUSTODAIN AGREEMENT)**  
**Management Service Agreement**  
**RAB05802**  
**As at 31 December 2011**  
**(in United States dollars)**

**Contributions**

Date Received	Customer	Currency	Currency Amount	USD Amount	Exchange Rate	Description
2011/02/04		USD	10,000	10,000	1	LEBANON RAB/05/802F
2011/03/04	General Authority of Civil Aviation of Saudi Arabia	USD	30,000	30,000	1	SAUDI ARABIA RAB/05/802
2011/09/14	Civil Aviation Affairs of Oman	USD	30,000	30,000	1	OMAN RAB/05/802
2011/09/16	Civil Aviation Authority of Iraq	USD	10,000	10,000	1	IRAQ RAB/05/802
2011/10/27	Civil Aviation Affairs of Bahrain	USD	29,978	29,978	1	BAHRAIN RAB/05/802
2011/11/28	Civil Aviation Regulatroy Commission of Jordan	USD	10,000	10,000	1	JORDAN RAB/05/802
			119,978	119,978		

**Transfer To/From Other Funds**

Date Received	Currency	Currency Amount	USD Amount	Exchange Rate	Description
		-	-		
		-	-		

**Statement of Estimated Fund Balance**

**REGIONAL-MID RMA (CUSTODAIN AGREEMENT)**  
**Management Service Agreement**  
**RAB05802**  
**As at 31 December 2011**  
(in United States dollars)

**Financial Status from accounts:**

Balance of Surplus (Deficit) as at 1 January 2011	128,769	
Adjustment	-	-

<b>Adjusted Balance of Surplus (Deficit) as at 1 January 2011</b>		<b>128,769</b>
---	--	----------------

<b>Add/(Deduct):</b>	Contributions Received (Schedule I)	119,978	
	Transfer of Funds to/from Other Funds (Schedule I)	-	
	Interest Earned and Accrued	139	
	Gain(Loss) on Exchange and other Income	-	
	Refund of Contributions	-	
	Interest Expenses	-	
	Refund of Interest Earned	-	
		-	120,116
			248,885

**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)	100,387	
	Administrative Overhead (Schedule XII) (Note 2)	10,039	110,426

<b>Add/(Deduct):</b>	Foreign Currency Revaluation Gain(Loss) (Note 5)	2	2
----------------------	--	---	---

<b>Fund Balance/(Deficit Balance) as at 31 December 2011</b>		<b>138,461</b>
--	--	----------------

**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)	-	

<b>Estimated funds available/(required) as at 31 December 2011 (Note 4)</b>		<b>138,461</b>
---	--	----------------

<b>Future Commitments: beyond 31 December 2011 (Note 3):</b>		-
--	--	---

<b>Estimated funds available/ (required) including future commitments beyond 2011 (Note 4)</b>		<b>138,461</b>
--	--	----------------

**Contributions and Transfer of Funds**

**REGIONAL-MID RMA (CUSTODAIN AGREEMENT)  
Management Service Agreement  
RAB05802  
As at 30 September 2012  
(in United States dollars)**

**Contributions**

Date Received	Customer	Currency	Currency Amount	USD Amount	Exchange Rate	Description
2010/06/28		USD	7,778	7,778	1	SYRIA RAB/05/802
2012/01/11		USD	30,000	30,000	1	OMAN RAB05802H-01
2012/01/12	Civil Aviation Affairs of Oman	USD	30,000	30,000	1	SAUDI ARABIA RAB/05/802
2012/01/17	Ministry of Civil Aviation	USD	29,960	29,960	1	EGYPT RAB/05/802
2012/02/21		USD	9,849	9,849	1	KUWAIT RAB/05/802
2012/04/17	Civil Aviation and Meteorological Authority (CAMA) of Yemen	USD	9,975	9,975	1	YEMEN RAB/05/802
2012/05/03	Syrian Civil Aviation Authority	USD	9,970	9,970	1	SYRIA RAB/05/802
2012/07/05		USD	10,000	10,000	1	IRAQ RAB/05/802L
2012/08/29	Civil Aviation Affairs of Bahrain	USD	30,000	30,000	1	BAHRAIN RAB/05/802B (TTL: \$264,700)
			<u>167,532</u>	<u>167,532</u>		

**Transfer To/From Other Funds**

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

**Statement of Estimated Fund Balance**

**REGIONAL-MID RMA (CUSTODAIN AGREEMENT)  
 Management Service Agreement  
 RAB05802  
 As at 30 September 2012  
 (in United States dollars)**

**Financial Status from accounts:**

<b>Balance of Surplus (Deficit) as at 1 January 2012</b>		138,461	
<b>Adjustment</b>		-	
		<hr/>	
<b>Adjusted Balance of Surplus (Deficit) as at 1 January 2012</b>			138,461
<b>Add/(Deduct):</b>			
	Contributions Received (Schedule I)	167,532	
	Transfer of Funds to/from Other Funds (Schedule I)	-	
	Interest Earned and Accrued	314	
	Gain(Loss) on Exchange and other Income	-	
	Refund of Contributions	-	
	Interest Expenses	-	
	Refund of Interest Earned	-	
		<hr/>	167,846
			306,307
<b>Deduct Expenses (Note 1):</b>			
	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)	68	
	Administrative Overhead (Schedule XII) (Note 2)	7	
		<hr/>	74
<b>Add/(Deduct):</b>	Foreign Currency Revaluation Gain(Loss) (Note 5)		-
			<hr/>
<b>Fund Balance/(Deficit Balance) as at 30 September 2012</b>			<b>306,233</b>
<b>Deduct outstanding commitments known as at 31 December 2012 (Note 3):</b>			
	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/>	-
<b>Estimated funds available/(required) (Note 4)</b>			<b>306,233</b>
			<hr/>
<b>Future Commitments: beyond 31 December 2012 (Note 3):</b>			-
			<hr/>
<b>Estimated funds available/ (required) including future commitments beyond 2012 (Note 4)</b>			<b>306,233</b>
			<hr/>

MIDRMA Board/12  
Appendix 3B to the Report on Agenda Item 3



MIDRMA FINANCIAL STATUS OF EXPENDITURE POSITION  
AS OF 31 DECEMBER 2011

S#	Description	Expenses	
		USD	B.D
1	<b>MIDRMA Manpower:</b>	Year 2011	
1.1	Cost of staff assigned for management & day to day operational tasks	\$63,660	24,000
2	<b>MIDRMA SMR 2010 / 2012 REPORTS &amp; Stationaries:</b>		
2.1	Midrma SMR 2010 Press Printing Report	\$3,541	1,335
2.2	Eurocontrol RMA Staff Travel & Accommodation Expenses to Bahrain For SMR 2012 report audit and review	\$6,636	2,502
2.3	Concept & Design for Business cards, Letterhead, Envelope D/L(White) & A4 Size Envelope	\$1,881	709
3	<b>Computer Hardware &amp; Software:</b>		
3.1	MIDRMA Website Update & Emails Renewal	\$1,374	518
3.2	Smart Security Anti-Viruses Software (7 License)	\$240	90.3
4	<b>Duty Travel:</b>		
4.1	Attending ARN TF/4 Meeting & Recording Amman Radar Data	\$6,027	2,272
4.2	Attending ATM/SAR/AIS SG12 Meeting (Cairo)	\$5,809	2,190
4.3	Attending MIDRMA SG/2 & Board/11 (Back to Back)	\$6,552	2,470
5	<b>Miscellaneous:</b>		
5.1	BlackBerry Mobile for MIDRMA.	\$637	240.00
5.2	MIDRMA Post Office Renewal for year 2011	\$40	15.00
5.3	Admin Airport Gate Pass Renewal for year 2011	\$21	8.00
5.4	Office Air Fan, Humidifier	\$114	42.99
<b>Total Expenses of Year 2011 as of 31/12/2011</b>		<b>\$96,531</b>	<b>36,392</b>

  
MIDRMA Officer / Admin

Date: 05/01/2012

  
MIDRMA Board Chairman

Date: 05/01/2012

P.O. Box: 50468  
Kingdom of Bahrain

t +973 17 329054  
f +973 17 329956

email: midrma@midrma.com  
www.midrma.com

MIDRMA Board/12  
Appendix 3C to the Report on Agenda Item 3

**MIDRMA FINANCIAL STATUS OF EXPENDITURE POSITION  
AS OF 30 NOVEMBER 2012**

S#	Description	Expenses	
		USD	B.D
<b>1</b>	<b>MIDRMA Manpower;</b>	<i>As of 30</i>	<i>Nov. 2012</i>
1.1	Cost of staff assigned for management & day to day operational tasks	\$58,355	22,000
<b>2</b>	<b>MIDRMA SMR 2012 REPORTS &amp; Stationaries</b>		
2.1	Cover Page Art Work for SMR 2012	\$172	65
2.2	Business cards printing	\$199	75
<b>3</b>	<b>Computer Hardware &amp; Software</b>		
3.1	Purchase 2 laptop Dell 14z for MIDRMA Staff (replace the old 6 years used & U/S)	\$2,759	1,040
3.2	2 Email Account Renewal	\$149	56
3.3	Annual Hosting & Domain Name Renewal	\$531	200
3.4	MIDRMA Web Site Contact Us Page Update	\$80	30
3.5	Purchase Epson Stylus, Semi Glossy Paper & Color Inks for printing RVSM Certificates for monitored ACFTs.	\$1,244	469
<b>4</b>	<b>Duty Travel;</b>		
4.1	Attending ARN TF/5 & Baghdad FIR post RVSM Implementation Coordination Meeting (Amman 5-9 February 2012)	\$6,048	2,280
4.2	Attending MIDANPIRG/13 Meeting (Abu Dhabi 22-26 April 2012)	\$3,275	1,235
4.3	Attending the 7th Meeting of RMA Coordination Group (Beijing China 28 May to 1 June 2012)	\$14,944	5,634
4.4	Attending Implementation of Reduce Radar Longitudinal Separation in MID Region (Amman 19-21 June 2012)	\$5,496	2,072
<b>5</b>	<b>2nd MIDRMA RVSM Assessment Seminar Cancellation Charges</b>		
5.1	Creation and implementation of micro website for Second MIDRMA RVSM Assessment Seminar (VISA application, Hotels list etc.)	\$1,114	420
5.2	Mr. Andrew Lewis Purchased non-refundable air Tickets	\$4,393	1,656
5.3	Mr. Evans Phil Purchased non-refundable air Tickets	\$4,886	1,842
5.4	Air Tickets Travel Agent Refund charges for 2 MID ICAO staff & 1 NATS RMA Speaker	\$623	235
<b>6</b>	<b>Miscellaneous;</b>		
6.1	MIDRMA Post Office Renewal for year 2012	\$39.79	15.000
6.2	Purchase of HP Color Laser Jet 4 set Print Cartridges	\$477.45	180.000
6.3	CSSI EGMU unit Sent back for repair by FedEx (12 July)	\$230.03	86.720
6.4	Sending RVSM Height Monitoring Certificates to Operators by DHL (FlyDubai - Petroleum Air Services - FARSCO)	\$144.03	54.300
	<b>Total</b>	<b>\$105,158</b>	<b>39,645</b>

-----

MIDRMA Board/12  
Appendix 3D to the Report on Agenda Item 3

MIDRMA INCOME FROM GMU HEIGHT MONITORING FOR YEAR 2011							
SN.	RVSM GMU Monitoring Services For Airlines	No. of ACFTs	Charges Invoice	Monitoring Cost	Net Income	Monitored By MIDRMA	Date
1	MAE Aircraft Manag.(A9CTWC - B737)	1	\$3,200.00	\$1,329.80	\$1,870.20	MIDRMA	10 May 2011
2	Gulf Air (A9CAG & AA both A320)	2	\$6,400.00	\$2,659.60	\$3,740.40	MIDRMA	21&22 May 2011
3	RAK Airways (A6RKB A320)	1	\$4,808.00	\$3,472.94	\$1,335.06	MIDRMA	29 Oct 2011
4	Oman Air (A4OBU & BM B738)	2	\$7,600.00	\$3,722.00	\$3,878.00	MIDRMA	04&05 Nov. 2011
5	Air Memphis (SUBME MD83)	1	\$3,996.00	\$2,126.50	\$1,869.50	MIDRMA	25 Nov. 2011
6	Alexandria Airlines (SUKHM B735)	1	\$3,996.00	\$2,126.50	\$1,869.50	MIDRMA	26 Nov. 2011
7	Al Maesria Universal Airlines (SUTCA & CB - A320)	2	\$7,992.00	\$4,253.00	\$3,739.00	MIDRMA	28&29 Nov. 2011
8	DHL Air Cargo (A9CDHC B757)	1	\$3,800.00	\$1,340.50	\$2,459.50	MIDRMA	14 Dec. 2011
9	Bahrain Royal Flights (A9CHMK B744)	1	\$3,800.00	\$1,340.50	\$2,459.50	MIDRMA	27 Dec 2011
10	China RMA GMU Monitoring Services for Iranian Registered ACFTs (Total of 35 aircraft) period from 9 Nov. to 3 Dec 2011.	35	\$102,814.88	\$70,037.00	\$32,777.88	China RMA	Nov - Dec. 2011
	<b>Total</b>	<b>46</b>	<b>\$148,406.88</b>	<b>\$92,408.34</b>	<b>\$55,998.54</b>		

-----

MIDRMA Board/12  
 Appendix 3E to the Report on Agenda Item 3

MIDRMA INCOME FROM GMU HEIGHT MONITORING FOR YEAR 2012							
SN.	RVSM GMU Monitoring Services For Airlines	No. of ACFTs	Charges Invoice	Monitoring Cost	Net Income	Monitored By MIDRMA	Date
1	DHL Air Cargo (A9CDHD B757)	1	\$3,800.00	\$1,349.50	\$2,450.50	"	11 Jan. 2012
2	NAS AIR (VPCQT & VPCQW E190)	2	\$9,287.00	\$4,878.50	\$4,408.50	"	17&18 Feb.2012
3	Saudi Arabian Airlines (HZAEE & HZAED E170)	2	\$7,600.00	\$2,678.10	\$4,921.90	"	29Feb&1Mar 2012
4	Saudi Arabian Airlines (HZSPAA & HZSPAD BE40)	2	\$7,600.00	\$2,678.10	\$4,921.90	"	4 April 2012
5	Alpha Star Aviation Services (5 ACFT; HZA4/A319, HZA5/A318 HZA3/320, HZA8 & HZA9/HAWKER)	5	\$16,600.00	\$6,667.00	\$9,933.00	"	6 - 8 May 2012
6	Safi Airways (Afghanistan Reg. YATTD & YATTC A320)	2	\$8,135.44	\$4,770.30	\$3,365.14	"	18 May 2012
7	Saudi Aramco Aviation (N737A & N738A B737-700)	2	\$7,260.00	\$3,535.88	\$3,724.12	"	22 June 2012
8	NAS AIR (VPCXZ & VPCXR A320)	2	\$9,769.00	\$5,531.99	\$4,237.01	"	13&14 July 2012
9	Petroleum Air Services (SUCBY CRJ900)	1	\$5,710.00	\$4,913.36	\$796.64	"	18 July 2012
10	Safi Airways (Afghanistan Reg. YAAQS B767-200)	1	\$4,954.00	\$3,827.27	\$1,126.73	"	31 July 2012
11	NAS JET Private (Saudi Registered ACFT - HZ134 & 136 CE550)	2	\$7,600.00	\$3,737.20	\$3,862.80	"	12 Aug. 2012
12	Egyptair Airlines (SUGBN & SUGBO A340)	2	\$6,400.00	\$3,737.20	\$2,662.80	"	21&23 Aug. 2012
13	OUNA Air (Turkish ACFT Reg. TCOCC, TCOCA A330 & TCOAA, TCOAB A300)	4	\$17,402.00	\$9,658.41	\$7,743.59	"	28&29 Aug. 2012
14	Air Arabia (A6ANF & A6ANB A320)	2	\$6,442.00	\$3,779.00	\$2,663.00	"	6 Sep. 2012
15	Saudi Aramco Aviation (N702A & N703A - H25B)	2	\$7,212.00	\$4,547.80	\$2,664.20	"	11 Sep. 2012
16	Saudi Aramco Aviation (N745A & N743A - B737-700C)	2	\$7,212.00	\$4,547.80	\$2,664.20	"	1 Oct 2012
17	RAK Airways (A6RKC - A320)	1	\$5,166.00	\$3,837.86	\$1,328.14	"	6 Oct 2012
18	Fly Dubai (A6FDJ & A6FDK - B737-800)	2	\$6,400.00	\$3,737.20	\$2,662.80	"	13 Oct 2012
19	Eastern SKY Jet (A6ESF & A6ESS - B737)	2	\$8,411.00	\$3,175.15	\$5,235.85	"	9&11 Oct 2012
20	Saudi Aramco Aviation (N735A -E170 & N713A B350)	2	\$7,300.00	\$3,019.20	\$4,280.80	"	15 Nov. 2012
<b>Total</b>		<b>41</b>	<b>\$160,260.44</b>	<b>\$84,606.82</b>	<b>\$75,653.62</b>		

-----

MIDRMA Board/12  
Report on Agenda Item 4

---

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

***Development of the MID SMR 2013***

4.1 The meeting recalled that, in accordance with MIDANPIRG/13 Conclusion 13/65, States are requested to provide required data on a regular basis and in a timely manner to the MIDRMA for the development of RVSM Safety Monitoring Reports, data includes mainly:

- i) approval of operators and aircraft for RVSM operations (on monthly basis);
- ii) Large Height Deviation report (LHD) for deviations exceeding 300ft (on monthly basis);
- iii) traffic data (as requested by the MIDRMA Board); and
- iv) radar data as, when and where required.

4.2 The meeting recalled that through MIDANPIRG/13 Conclusion 13/64 and Conclusion 13/65, States were requested to submit the data related to both Altitude Deviation Reports (ADRs) and Coordination Failure Reports (CFRs) using the Large Height Deviation (LHD) form to the MIDRMA on monthly basis.

4.3 The status of reporting of LHDs and RVSM Approval Lists to the MIDRMA is summarized in the following Table:

States	LHDs		RVSM Approvals	
	Received	Regularity/ Timeliness	Received	Regularity/ Timeliness
Bahrain	Yes	Yes	Yes	Yes*
Egypt	Yes	Yes*	Yes	Yes*
Iran	Yes	Yes	No	No
Iraq	Yes	Yes	Yes	Yes
Jordan	Yes	Yes	Yes	Yes
Kuwait	Yes	Yes	Yes	Yes*
Lebanon	Yes	Yes*	Yes	Yes
Oman	Yes	Yes	Yes	No
Saudi Arabia	Yes	Yes	Yes	Yes*
Syria	Yes	Yes	Yes	Yes
UAE	Yes	Yes*	Yes	Yes*
Yemen	Yes	No	Yes	No

*\*Note: Irregularity in the provision of data has been observed intermittently.*

4.4 The meeting noted with concern that several FIRs with high volume of traffic continue to report NIL LHDs, which affects the accuracy of the computed Targets Level of Safety.

4.5 The meeting noted with concern that the MIDRMA is still facing difficulties related to the provision of required data by States. 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 re-iterated that the lack of awareness about the requirements for RVSM safety assessment activity is a major contributing factor. Moreover, the meeting recalled that, in accordance with MIDANPIRG Conclusion 13/67, with a view to improve the knowledge of the ATC and Air Operators personnel, the MIDRMA was requested to include in its work programme regular missions to the Member States, during which briefings on the MIDRMA activities and RVSM

MIDRMA Board/12  
Report on Agenda Item 4

---

safety assessment requirements be provided to concerned personnel. In the same vein, the meeting agreed that such briefings could be provided in the MIDRMA premises in Bahrain to the personnel involved in RVSM safety assessment activity (ATC, RVSM Approval Authority and Air Operators) designated by member States, in coordination with the MIDRMA, when and where appropriate. Accordingly, the meeting agreed to the following Draft Conclusion, which is proposed to replace and supersede the MIDANPIRG Conclusion 13/67:

**DRAFT CONCLUSION 12/5: 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, RVSM approval Authority and Air Operators personnel, the MIDRMA include in its work programme training activity/briefings on RVSM safety assessment requirements to be provided to concerned personnel either through missions to concerned States or through familiarization visits organized in the MIDRMA premises, when and where appropriate.*

4.6 The meeting was apprised of the outcome of the RVSM Scrutiny Group meeting held in Kuwait, 16 December 2012. It was noted with concern that only five States (Bahrain, Egypt, Iran, Kuwait and Saudi Arabia) attended the meeting. The meeting agreed that as a mitigation measure to simplify and improve the LHD reporting, a simplified LHD Template containing the minimum data necessary to trigger the process of reporting an ADR or CFR should be developed by the MIDRMA for use by the Air Traffic Controllers. It was also underlined that, further to the receipt of a simplified LHD report, the MIDRMA takes necessary action, in coordination with the concerned State to get the full LHD report. Moreover, the MIDRMA was requested to forward all the simplified LHD reports to the concerned States, upon receipt.

4.7 In connection with the above, the meeting agreed that the development of an Online Reporting Tool for the submission of LHD reports to the MIDRMA, would also improve the level of reporting by States.

4.8 The meeting recalled that in accordance with MIDANPIRG/13 Conclusion 13/71, States were requested to send their FPL/Traffic data for the period 01-31 October 2012 to the MIDRMA by 15 November 2012, for the development of the MID RVSM SMR 2012-2013.

4.9 The meeting noted that Jordan and Saudi Arabia have not yet provided the required FPL/Traffic data to the MIDRMA. Nevertheless, Saudi Arabia confirmed that they will provide their data before end of January 2013. The MIDRMA informed the meeting that Jordan is in the process of changing their ATC system which caused the delay in the provision of FPL/Traffic data; yet, Jordan confirmed that they will provide their data by mid of January 2013.

4.10 The meeting reviewed and updated the Action Plan for the development of the MID RVSM SMR 2012-2013 as follows:

MIDRMA Board/12  
Report on Agenda Item 4

---

<i>No.</i>	<i>Start</i>	<i>Activity</i>	<i>End</i>	<i>Status</i>
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.	<del>31/10/2012</del> 31/01/2013	Ongoing
2	01/10/2012	Collect Bahrain and Kuwait SSR radar data for October 2012	31/10/2012	Completed
3	01/11/2012	Collect Amman SSR radar data	<del>15/11/2012</del> 31/01/2013	Pending – Waiting for Amman Response
4	16/11/2012	Collect Muscat SSR radar data	<del>30/11/2012</del> 31/01/2013	Pending – Waiting for Muscat Response
5	01/12/2012	Collect Jeddah* SSR radar data	<del>15/12/2012</del> 31/01/2013	Pending – Waiting for Jeddah Response
6	01/11/2012	Collect states TDS	31/01/2013	Ongoing
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	Ongoing
8	01/12/2012	Review and analyze all Large Height Deviation Reports.	Scrutiny Group meeting date	<del>Scheduled for 16 December 2012</del> Completed (Only 5 States attended)
9	01/01/2013	Prepare New MID MMR for all MID Airline Operators.	31/01/2013	Completed
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	

4.11 The meeting noted with appreciation that Bahrain and Kuwait provided the requested radar data to the MIDRMA for the development of the MID RVSM SMR 2012-2013. In the same vein, it was confirmed that Jordan, Oman and Saudi Arabia will provide the requested radar data before end of January 2013.

4.12 The meeting recalled that it is important to measure the horizontal frequency overlap for the whole Baghdad FIR. In this respect it was highlighted that Kuwait radar data covers the southern part of the Baghdad FIR. However, the MIDRMA is to follow up with Iraq to get the radar data for the whole FIR, as appropriate.

4.13 In order to enhance the level of reporting of required data to the MIDRMA, and to expedite the development process of the MID RVSM SMR 2012-2013, the meeting agreed that the ICAO MID Regional Office issues a follow up State Letter to MIDANPIRG/13 Conclusion 13/65.

MIDRMA Board/12  
Report on Agenda Item 4

---

***Height Keeping Monitoring Requirements***

4.14 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, and based on the MIDRMA Minimum Monitoring Requirements, States are required to ensure 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.

4.15 Based on the latest RVSM approval lists received from MID States, the following Table has been consolidated by the MIDRMA to show the height-keeping Minimum Monitoring Requirements (MMR) for each of the MID States, as of 30 November 2012:

**MID STATES – Height-keeping Minimum Monitoring Requirements (MMR)**  
*(as of November 2012)*

Seq. #	MID STATES	RVSM Approvals	Compliant	Not	Not	To be	REMARKS
				Covered	Covered in %	monitored	
1	BAHRAIN	61	54	7	11%	5	
2	EGYPT	128	116	12	9%	6	
3	IRAN	153	119	59	39%	30	<b>Update received on 5/12/2012</b>
4	IRAQ	14	0	14	100%	12	
5	JORDAN	58	41	17	29%	5	
6	KUWAIT	34	22	12	35%	4	
7	LEBANON	35	26	9	26%	9	
8	OMAN	32	30	2	6%	2	
9	QATAR	138	132	6	4%	6	
10	SAUDI ARABIA	262	232	30	11%	25	
11	SYRIA	9	7	2	22%	2	
12	UAE	392	369	23	6%	15	
13	YEMEN	10	5	7	70%	4	<b>Update received on 15/12/2012</b>
	<b>TOTAL</b>	<b>1326</b>	<b>1153</b>	<b>200</b>	<b>15%</b>	<b>125</b>	

4.16 The meeting noted with appreciation that the percentage of aircraft requiring height-keeping monitoring in the MID Region was reduced from 46% to 15% since the last MIDRMA Board/11 meeting in September 2011; although the total number of RVSM approved aircraft increased by 13%.

4.17 The meeting noted with concern that 200 aircraft have valid RVSM approvals without known height-keeping monitoring results, considering that the MIDRMA is continuously coordinating very closely with other RMAs to exchange all available height monitoring results, particularly with the Euro RMA that is providing the results of any MID RVSM approved aircraft flying over the European Height Monitoring Units (HMUs). In order to fully comply with the Annex 6 requirements and the MIDRMA MMR, it was highlighted that 125 from the identified 200 aircraft should be monitored, taking into consideration the ICAO grouping categories.

MIDRMA Board/12  
Report on Agenda Item 4

---

4.18 In connection with the above, the meeting agreed that Iraq, Lebanon, Syria and Yemen be included in the MIDANPIRG list of air navigation deficiencies, for granting RVSM approvals for aircraft without known height-keeping monitoring results.

4.19 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 and agreed to the following Draft Conclusion which is proposed to replace and supersede the MIDANPIRG/13 Conclusion 13/69:

**DRAFT CONCLUSION 12/6: RVSM MINIMUM MONITORING  
REQUIREMENTS**

*That,*

*a) States be urged to take necessary measures to:*

- i) ensure that, before 30 June 2013, 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; and/or when notified by the MIDRMA;*
- 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.*

*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.*

4.20 The meeting recalled that during the MIDRMA Board/11 meeting, it was agreed that effort should be made to reach the world average of 90% of RVSM approved aircraft having monitoring results in the MID Region. Taking into consideration, the progress made since the last Board meeting and the MIDRMA plans for GMU monitoring missions, it was agreed that the performance target to be reached is 95% of RVSM approved aircraft having monitoring results, by the MIDRMA Board/13 meeting (2014). In this respect, the meeting agreed that the MID Regional Office issues a follow-up State Letter on the above Draft Conclusion.

4.21 The meeting noted that the subject of monitoring airframes that are RVSM compliant on delivery was addressed by the seventh meeting of RMA Coordination Group (RMACG/7) held in Beijing, China, 28 May – 1 June 2012. Accordingly, the meeting endorsed the MID Region RVSM Minimum Monitoring Requirements Conditions at **Appendix 4A** to the Report on Agenda Item 4 to be part of the Monitoring Requirements for the MID Region. In this respect, it was highlighted that, if an operator adds new RVSM compliant airframes of a type for which it already has RVSM operational approval and has completed monitoring requirements for the type in accordance with the attached table, the new airframes are not required to be monitored. If an operator adds new RVSM compliant airframes of an aircraft type for which it

MIDRMA Board/12  
Report on Agenda Item 4

---

has NOT previously received RVSM operational approval, then the operator must complete monitoring in accordance with the Tables 1 and 2 of **Appendix 4A** to the Report on Agenda Item 4.

4.22 The meeting agreed that the MID Region RVSM Minimum Monitoring Requirements Conditions at **Appendix 4A** to the Report on Agenda Item 4, should be posted on the MIDRMA website and included in the MIDRMA Manual.

4.23 The meeting was apprised of the MIDRMA GMU activities. In this respect, it was noted with appreciation that since January 2010, the MIDRMA conducted GMU height monitoring for 132 Aircraft and it's expected to conduct the GMU height monitoring for more than 97 aircraft in the near future.

4.24 In connection with the above, the meeting recalled that MIDANPIRG/13 noted the difficulties which hindered the MIDRMA to purchase 2 GMU Units from the CSSI Company, as agreed by the MIDRMA Board through Draft Conclusion 10/6. Therefore, it was noted that the MIDRMA has officially ordered 2 Enhanced GMU units (with the condition that the processing of recorded data is done by CSSI).

4.25 The meeting was apprised of the difficulties that faced the MIDRMA Team for the conduct of some GMU monitoring missions, especially with the carriage of the GMU Unit which necessitates special authorization from national authorities. In order to avoid that the MIDRMA faces similar difficulties in the future, the meeting agreed that prior to the conduct of any GMU monitoring mission, and upon notification by the MIDRMA, the concerned MIDRMA Board Member should undertake necessary arrangements at the national level with concerned authorities (CAA, Customs, Security, etc) to facilitate the MIDRMA Team mission. Accordingly, the meeting agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 12/7: ARRANGEMENTS FOR THE CONDUCT OF GMU  
MONITORING MISSIONS**

*That, prior to the conduct of any GMU monitoring mission:*

- a) the MIDRMA notify the concerned MIDRMA Board Member;*
- b) the MIDRMA Board member is to undertake necessary arrangements at the national level with concerned authorities (CAA, Customs, Security, etc) to facilitate the MIDRMA Team mission.*

4.26 The meeting recalled that MIDANPIRG/13 through Conclusion 13/70 endorsed the revised version of the MID Region height-keeping monitoring Strategy as at **Appendix 4B** to the Report on Agenda Item 4. The meeting reviewed the Strategy and agreed that no update is required.

***MIDRMA Vertical Collision Risk Software (MID VCR)***

4.27 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 noted that this Model is more suitable for the European airspace and is over conservative and sometimes over estimates the collision risk for the MID Region.

MIDRMA Board/12  
Report on Agenda Item 4

---

4.28 The meeting recalled that MIDANPIRG through Conclusion 13/68, agreed that the MIDRMA initiate action for the development/purchase of suitable VCR software for the MID Region; which should be presented to and validated by the Second MID RVSM Safety Assessment Seminar, planned to be held in Bahrain in October 2012. In this regard, the meeting noted with concern that due to very low level of confirmation of attendance, the Seminar was cancelled.

4.29 The meeting was apprised of the progress achieved for the development and validation of the MID VCR. In this respect, it was highlighted that the MIDRMA in close coordination with the Consultant/Vendor, checked and evaluated 3 versions of the software. The final version will include all the additional features requested by the MIDRMA and will be delivered by February 2013. It was highlighted in particular that, using the MID VCR, it would be possible to compute not only the regional Target Level of Safety (TLS) but also the TLS for each individual FIR.

4.30 The meeting noted that the MID VCR will be used for the development of the SMR 2012-2013. The meeting agreed that it is important to compare the computed TLS using the MID VCR with that computed using the EUROCONTROL Model. However, this should not delay the development of the SMR 2012-2013, and could be done at a later stage.

4.31 The meeting noted that the following steps were followed in the process of validation of the different MID VCR Modules:

1. **Airspace Modelling:** This Module has been validated using Bahrain and Kuwait data. This includes modelling of airspace, waypoints, airways and restrictions.
2. **Radar/Flight plan Data processing Module:** This Module has been validated and the software can process the flight plan information and the radar track data.
3. **Parameter Estimation Module:** This Module has been validated and the software can analyse and classify events, compute the frequency of overlap as well as time spent in overlap.
4. **The Collision Risk model** is under development and its validation requires the availability of up-to-date data related to Airway structure and waypoints from all MID States.

4.32 In connection with the above, the meeting urged all States to provide the MIDRMA with the data related to their Airway structure (above FL 290) and waypoints before **15 January 2013**, and to keep the MIDRMA apprised of any change thereafter. Accordingly, the meeting agreed to the following Draft Conclusion which is proposed to replace and supersede the MIDANPIRG Conclusion 13/65:

***DRAFT CONCLUSION 12/8: PROVISION OF REQUIRED DATA TO THE MIDRMA***

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

- a) *States provide the required data to the MIDRMA on a regular basis and in a timely manner. The data is to include, but is not necessarily limited to:*

MIDRMA Board/12  
Report on Agenda Item 4

---

- 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);*
  - iv) radar data as, when and where required; and*
  - v) airway structure (above FL 290) and waypoints.*
- 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.*

***RVSM Implementation within Baghdad FIR***

4.33 The meeting recalled that MIDANPIRG/13 recognized that the continuous unresolved ATC coordination, communication and surveillance issues between Baghdad ACC and the neighbouring ACCs represent a safety risk and urged Iraq to take necessary measures to expedite the implementation of the Action Plan developed by the BFPRI-SCM. Accordingly, MIDANPIRG/13, through Conclusion 13/10, urged Iraq to implement the actions agreed by the BFPRI-SCM in an expeditious manner to solve the ATC coordination, communication and surveillance issues between Baghdad ACC and its neighbouring ACCs.

4.34 The meeting was apprised of the follow-up actions taken by ICAO and IATA further to the MIDANPIRG/13 meeting.

-----

## MID REGION RVSM MINIMUM MONITORING REQUIREMENTS - CONDITIONS

1. **UPDATE OF MONITORING REQUIREMENTS TABLE AND WEBSITE.** As significant data is obtained, monitoring requirements for specific aircraft types may change. When Table 1 below, is updated, The MIDRMA will advise all State members. The updated table will be posted on the MIDRMA website.

2. **MONITORING PROGRAM.** All operators that operate or intend to operate in the Middle East Region airspace where RVSM is applied are required to participate in the regional RVSM monitoring programme. Table 1 addresses requirements for monitoring the height-keeping performance of aircraft in order to meet regional safety objectives. In their application to the appropriate State authority for RVSM approval, operators must show a plan for meeting the applicable monitoring requirements. Initial monitoring should be completed as soon as possible but not later than 6 months after the issue of RVSM approval, 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.

3. **AIRCRAFT STATUS FOR MONITORING.** Aircraft engineering work that is required for the aircraft to receive RVSM airworthiness approval must be completed prior to the aircraft being monitored. Any exception to this rule will be coordinated with the State authority.

4. **APPLICABILITY OF MONITORING FROM OTHER REGIONS.** Monitoring data obtained in conjunction with RVSM monitoring programmes from other Regions can be used to meet regional monitoring requirements. The RMAs, which are responsible for administering the monitoring programme, have access to monitoring data from other Regions and will coordinate with States and operators to inform them on the status of individual operator monitoring requirements.

5. **MONITORING PRIOR TO THE ISSUE OF RVSM OPERATIONAL APPROVAL IS NOT A REQUIREMENT.** Operators should submit monitoring plans to the responsible civil aviation authority and to the MIDRMA that show how they intend to meet the requirements specified in Table 1. Monitoring will be carried out in accordance with this table.

6. **AIRCRAFT GROUPS NOT LISTED IN TABLE 1.** Contact the MIDRMA for clarification if an aircraft group is not listed in Table 1 or for clarification of other monitoring related issues. An aircraft group not listed in Table 1 will probably be subject to Category 2 or Category 3 monitoring requirements.

7. **TABLE OF MONITORING GROUPS.** Table 2 shows the aircraft types and series that are grouped together for operator monitoring purposes.

8. **TRAILING CONE DATA.** Altimetry System Error estimations developed using Trailing Cone data collected during RVSM certification flights can be used to fulfill

monitoring requirements. It must be documented, however, that aircraft RVSM systems were in the approved RVSM configuration for the flight.

**9. MONITORING OF AIRFRAMES THAT ARE RVSM COMPLIANT ON DELIVERY.** If an operator adds new RVSM compliant airframes of a type for which it already has RVSM operational approval and has completed monitoring requirements for the type in accordance with the attached table, the new airframes are not required to be monitored. If an operator adds new RVSM compliant airframes of an aircraft type for which it has NOT previously received RVSM operational approval, then the operator must complete monitoring in accordance with the attached table.

-----

**Table 1: MONITORING REQUIREMENTS TABLE**

<b>MONITORING IS REQUIRED IN ACCORDANCE WITH THIS TABLE</b>			
<b>MONITORING PRIOR TO THE ISSUE OF RVSM APPROVAL IS <u>NOT</u> A REQUIREMENT</b>			
<b>CATEGORY</b>		<b>AIRCRAFT GROUP</b>	<b>MINIMUM OPERATOR MONITORING FOR EACH AIRCRAFT GROUP</b>
<b>1</b>	GROUP APPROVED: DATA INDICATES COMPLIANCE WITH THE RVSM MASPS	A124, A300, A306, A310-GE, A310-PW, A318, A320, A330, A340, A345, A346, A3ST, AVRO, B712, B727, B737CL, B737C, B737NX, B747CL, B74S, B744-5, B744-10, B752, B753, B767, B764, B772, B773, BD100, CL600, CL604, CL605, C17, C525, C560, C56X, C650, C680, C750, CARJ, CRJ7, CRJ9, DC10, E135-145, E170-190, F100, F900, FA10, GALX, GLEX, GLF4, GLF5, H25B-800, J328, KC135, LJ40, LJ45, LJ60, MD10, MD11, MD80, MD90, PRM1, T154	Two airframes from each fleet* of an operator to be monitored
<b>2</b>	GROUP APPROVED: INSUFFICIENT DATA ON APPROVED AIRCRAFT	Other group aircraft other than those listed above including: A148, <b>A158</b> , A380, <b>A400</b> , <b>AC90</b> , AC95, AN72, ASTR, ASTR-SPX, B701, B703, B703-E3, B731, B732, <b>B787</b> , BD700, BE20, BE30, BE40, B744-LCF, B748, C130, C500, C25A, C25B, C25C, C441, C5, C510, C550-552, C550-B, C550-II, C550-SII, <b>CRJ10</b> , D328, DC85, DC86-87, <b>DC91</b> , DC93, <b>DC94</b> DC95, E50P, <b>E55P</b> , EA50, F2TH, F70, FA20, FA50, FA7X, G150, <b>G250</b> , GLF2, GLF2B, GLF3, <b>GLF6</b> , H25B-700, H25B-750, H25C, HA4T, IL62, IL76, IL86, IL96, L101, <b>LJ23</b> , <b>LJ24</b> , <b>LJ25</b> , <b>LJ28</b> , L29B-2, L29B-731, LJ31, LJ35-36, LJ55, MU30, P180, <b>PAY4</b> , PC12, SB20, SBR1, SBR2, T134, T204, T334, TBM, WW24, YK42	60% of airframes (round up if fractional) from each fleet of an operator <b>or</b> individual monitoring
<b>3</b>	Non-Group	<b>Aircraft types for which no generic compliance method exists:</b>  <b>BA11, R722, SJ30, STAR, B720, A225, GLEX-ASTOR, GLF5-AEW, VC-10, GSPN, B74S-SOFIA</b>	100% of aircraft shall be monitored

**Table 2: MONITORING GROUPS FOR AIRCRAFT CERTIFIED UNDER GROUP APPROVAL REQUIREMENTS**

Monitoring Group	A/C ICAO	A/C Type	A/C Series
A124	A124	AN-124 RUSLAN	ALL SERIES
A148	A148	AN-148	100
<b>A158</b>	<b>A158</b>	<b>AN-158</b>	
A300	A30B	A300	B2-100, B2-200, B4-100, B4-100F, B4-120, B4-200, B4-200F, B4-220, B4-220F, C4-200
A306	A306	A300	600, 600F, 600R, 620, 620R, 620RF
A310-GE	A310	A310	200, 200F, 300, 300F
A310-PW	A310	A310	220, 220F, 320
A318	A318	A318	ALL SERIES
A320	A319 A320 A321	A319 A320 A321	CJ , 110, 130 110, 210, 230 110, 130, 210, 230
A330	A332 A333	A330 A330	200, 220, 240 300, 320, 340
A340	A342 A343	A340 A340	210 310
A345	A345	A340	500, 540
A346	A346	A340	600, 640
A380	A388	A380	800, 840, 860
A3ST	A3ST	A300	600R ST BELUGA
<b>A400</b>	<b>A400</b>	<b>A400M</b>	
<b>AC90</b>	<b>AC90</b>	<b>COMMANDER 690 COMMANDER 840 COMMANDER 900</b>	
AC95	AC95	AERO COMMANDER 695	A
AN72	AN72	AN-72 AN-74	ALL SERIES
ASTR	ASTR	1125 ASTRA	ALL SERIES
ASTR-SPX	ASTR	1125 ASTR SPX, G100	ALL SERIES
AVRO	RJ1H RJ70 RJ85	AVRO AVRO AVRO	RJ100 RJ70 RJ85
B701	B701	B707	100, 120B
B703	B703	B707	320, 320B, 320C
B703-E3	<b>E3TF</b>	B707	E-3

Monitoring Group	A/C ICAO	A/C Type	A/C Series
B712	B712	B717	200
B727	B721 B722	B727 B727	100, 100C, 100F, 100QF 200, 200F
B731	B731	B737	100
B732	B732	B737	200, 200C
B737CL	B733 B734 B735	B737 B737 B737	300 400 500
B737NX	B736 B737 B738 B739	B737 B737 B737 B737	600 700, BBJ 800, BBJ2 900
B737C	B737	B737	700C
B747CL	B741 B742 B743	B747 B747 B747	100, 100B, 100F 200B, 200C, 200F, 200SF 300
B74S	B74S <b>B74R</b>	B747	SR, SP
B744-5	B744 <b>B74D</b>	B747	400, 400D, 400F (With 5 inch Probes up to SN 25350)
B744-10	B744 <b>B74D</b>	B747	400, 400D, 400F (With 10 inch Probes from SN 25351)
B744-LCF	B744	B747	LCF
B748	B748	B747	8F, 81
B752	B752	B757	200, 200PF, 200SF
B753	B753	B757	300
B767	B762 B763	B767 B767	200, 200EM, 200ER, 200ERM, 300, 300ER, 300ERF
B764	B764	B767	400ER
B772	B772 <b>B77L</b>	B777	200, 200ER, 200LR, 200LRF
B773	B773 <b>B77W</b>	B777	300, 300ER
<b>B787</b>	<b>B788</b> <b>B789</b>	<b>B787-8</b> <b>B787-9</b>	
BD100	CL30	CHALLENGER 300	ALL SERIES
BD700	GL5T	GLOBAL 5000	ALL SERIES
BE20	BE20	200 KINGAIR	ALL SERIES
BE30	BE30 <b>B350</b>	B300 SUPER KINGAIR B300 SUPER KINGAIR 350	ALL SERIES
BE40	BE40	BEECHJET 400 BEECHJET 400A BEECHJET 400XP HAWKER 400XP	ALL SERIES

Monitoring Group	A/C ICAO	A/C Type	A/C Series
C130	C130	HERCULES	H, J
C17	C17	C-17 GLOBEMASTER 3	ALL SERIES
C441	C441	CONQUEST II	ALL SERIES
C5	C5	C5	ALL SERIES
C500	C500	500 CITATION 500 CITATION I 501 CITATION I SINGLE PILOT	ALL SERIES
C510	C510	MUSTANG	ALL SERIES
C525	C525	525 CITATIONJET 525 CITATIONJET I 525 CITATIONJET PLUS	ALL SERIES
C25A	C25A	525A CITATIONJET II	ALL SERIES
C25B	C25B	CITATIONJET III 525B CITATIONJET III	ALL SERIES
C25C	C25C	525C CITATIONJET IV	ALL SERIES
C550-552	C550	552 CITATION II (USN)	ALL SERIES
C550-B	C550	550 CITATION BRAVO	ALL SERIES
C550-II	C550	550 CITATION II 551 CITATION II SINGLE PILOT	ALL SERIES
C550-SII	C550	S550 CITATION SUPER II	ALL SERIES
C560	C560	560 CITATION V 560 CITATION V ULTRA 560 CITATION V ENCORE	ALL SERIES
C56X	C56X	560 CITATION EXCEL	ALL SERIES
C650	C650	650 CITATION III 650 CITATION VI 650 CITATION VII	ALL SERIES
C680	C680	680 CITATION SOVEREIGN	
C750	C750	750 CITATION X	ALL SERIES
CARJ	CRJ1 CRJ2 CRJ2 CRJ2	REGIONALJET REGIONALJET CHALLENGER 800 CHALLENGER 850	100, 100ER, 200, 200ER, 200LR ALL SERIES ALL SERIES
CRJ7	CRJ7	REGIONALJET	700, 700ER, 700LR
CRJ9	CRJ9	REGIONALJET	900, 900ER, 900LR
<b>CRJ10</b>	<b>CRJ10</b>	<b>REGIONALJET</b>	<b>1000ER</b>

Monitoring Group	A/C ICAO	A/C Type	A/C Series
CL600	CL60	CL-600 CL-601	CL-600-ALL SERIES CL-601- ALL SERIES,
CL604	CL60	CL-604	CL-604- ALL SERIES
CL605	CL60	CL-605	CL-605- ALL SERIES
DC10	DC10	DC-10	10, 10F, 15, 30, 30F, 40, 40F
D328	D328	328 TURBOPROP	100
DC85	DC85	DC-8	50, 50F
DC86-87	DC86 DC87	DC-8 DC-8	61, 62, 63 71, 72, 73
<b>DC91</b>	<b>DC91</b>	<b>DC-9</b>	<b>10, 15</b>
DC93	DC93	DC-9	30, 30F
<b>DC94</b>	<b>DC94</b>	<b>DC-9</b>	<b>40</b>
DC95	DC95	DC-9	51
E135-145	E135 E145	EMB-135 EMB-145	ALL SERIES
E170-190	E170 E170 E190 E190	EMB-170 EMB-175 EMB-190 EMB-195	ALL SERIES
E50P	<b>E50P</b>	PHENOM 100	ALL SERIES
<b>E55P</b>	<b>E55P</b>	<b>PHENOM 300</b>	<b>E55P</b>
EA50	EA50	ECLIPSE	ALL SERIES
F100	F100	FOKKER 100	ALL SERIES
F2TH	F2TH	FALCON 2000 FALCON 2000-EX FALSON 2000LX	ALL SERIES
F70	F70	FOKKER 70	ALL SERIES
F900	F900	FALCON 900 FALCON 900DX FALCON 900EX	ALL SERIES
FA10	FA10	FALCON 10	ALL SERIES
FA20	FA20	FALCON 20 FALCON 200	ALL SERIES
FA50	FA50	FALCON 50 FALCON 50EX	ALL SERIES
FA7X	FA7X	FALCON 7X	ALL SERIES
G150	G150	G150	ALL SERIES
<b>G250</b>	<b>G250</b>	<b>G250</b>	
GALX	GALX	1126 GALAXY G200	ALL SERIES
GLEX	GLEX	BD-700 GLOBAL EXPRESS	ALL SERIES
GLF2	GLF2	GULFSTREAM II (G-1159)	ALL SERIES
GLF2B	GLF2	GULFSTREAM IIB (G-	ALL SERIES

Monitoring Group	A/C ICAO	A/C Type	A/C Series
		1159B)	
GLF3	GLF3	GULFSTREAM III (G-1159A)	ALL SERIES
GLF4	GLF4	GULFSTREAM IV (G-1159C) G300 G350 G400 G450	ALL SERIES
GLF5	GLF5	GULFSTREAM V (G-1159D) G500 G550	ALL SERIES
<b>GLF6</b>	<b>GLF6</b>	<b>G650</b>	
H25B-700	H25B	BAE 125 / HS125	700A, 700B
H25B-750	H25B	HAWKER 750	ALL SERIES
H25B-800	H25B	BAE 125 / HS125 HAWKER 800XP HAWKER 800XPI HAWKER 800 HAWKER 850XP HAWKER 900XP HAWKER 950XP	800A, 800B ALL SERIES
H25C	H25C	HAWKER 1000	ALL SERIES
HA4T	HA4T	HAWKER 4000	ALL SERIES
IL62	IL62	ILYUSHIN-62	ALL SERIES
IL76	IL76	ILYUSHU-76	ALL SERIES
IL86	IL86	ILYUSHIN-86	ALL SERIES
IL96	IL96	ILYUSHIN-96	ALL SERIES
J328	J328	328JET	ALL SERIES
KC135	B703	KC-135	ALL SERIES
L101	L101	L-1011 TRISTAR	ALL SERIES
L29B-2	L29B	L-1329 JETSTAR 2	ALL SERIES
L29B-731	L29B	L-1329 JETSTAR 731	ALL SERIES
<b>LJ23</b>	<b>LJ23</b>	<b>LEARJET 23</b>	
<b>LJ24</b>	<b>LJ24</b>	<b>LEARJET 24</b>	
<b>LJ25</b>	<b>LJ25</b>	<b>LEARJET 25</b>	
<b>LJ28</b>	<b>LJ28</b>	<b>LEARJET 28</b> <b>LEARJET 29</b>	
LJ31	LJ31	LEARJET 31	ALL SERIES
LJ35-36	LJ35	LEARJET 35 LEARJET 36	ALL SERIES ALL SERIES
LJ40	LJ40	LEARJET 40	ALL SERIES
LJ45	LJ45	LEARJET 45	ALL SERIES

Monitoring Group	A/C ICAO	A/C Type	A/C Series
LJ55	LJ55	LEARJET 55	ALL SERIES
LJ60	LJ60	LEARJET 60	ALL SERIES
MD10	MD10	MD-10	ALL SERIES
MD11	MD11	MD-11	COMBI, ER, FREIGHTER, PASSENGER
MD80	MD81 MD82 MD83 MD87 MD88	MD-80 MD-80 MD-80 MD-80 MD-80	81 82 83 87 88
MD90	MD90	MD-90	30, 30ER
MU30	MU30	MU-300 DIAMOND	1A
P180	P180	P-180 AVANTI	ALL SERIES
<b>PAY4</b>	<b>PAY4</b>	<b>PA-42</b>	<b>1000 CHEYENNE</b>
PC12	PC12	PC-12	ALL SERIES
PRM1	PRM1	PREMIER 1	ALL SERIES
SB20	SB20	SAAB 2000	ALL SERIES
SBR1	SBR1	SABRELINER 40 SABRELINER 60 SABRELINER 65	ALL SERIES
SBR2	SBR2	SABRELINER 80	ALL SERIES
T134	T134	TU-134	A, B
T154	T154	TU-154	A, B, M, S
T204	T204	TU-204 TU-224 TU-234	100, 100C, 120RR 200, 214, C
T334	T334	TU-334	ALL SERIES
TBM	TBM7 TBM8	TBM-700 TBM-850	ALL SERIES
WW24	WW24	1124 WESTWIND	ALL SERIES
YK42	YK42	YAK-42	ALL SERIES

-----

## 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, 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) :

- 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 means of conducting height-keeping monitoring; and
- the use of a MID Region HMU infrastructure as the main mean of height-keeping monitoring in the Region.

-----

MIDRMA Board/12  
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 related to the development of the MIDRMA Manual. In this respect, it was highlighted that the MIDRMA Board/11 meeting, recognized that additional effort is needed to finalize the MIDRMA Manual and, through Draft Conclusion 11/12 agreed that the Final version of the 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, taking into consideration the outcome of the MIDRMA Board/11 meeting, in particular the reporting of the Large Height Deviations (LHD), the use of the VCR software, etc.

5.2 Based on the above, the meeting reviewed the MIDRMA Manual version 1.0 and agreed that some amendments/fine tuning are still required. Accordingly, the meeting agreed that after final review by the MIDRMA and the ICAO MID Regional Office, taking into consideration the outcome of the MIDRMA Board/12 meeting, the final version of the MIDRMA Manual be posted on a restricted page of the MIDRMA website: [www.midrma.com](http://www.midrma.com).

-----

MIDRMA Board/12  
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/12 meeting reviewed and updated the action plan, as at **Appendix 6A** to the Report on Agenda Item 6.

-----



Item No.	Actions	Responsible	2013												2014			
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
12	State Letter on the provision of required data to the MIDRMA	ICAO																
13	Add Iraq, Lebanon, Syria and Yemen to the MIDANPIRG list of air navigation deficiencies (RVSM Approvals)	ICAO																
14	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																
15	State Letter on RVSM MMR	ICAO																
16	Provision of Airway structure and Waypoints data to the MIDRMA	States																
17	Delivery of the MID VCR software	MIDRMA																
18	Posting of the final version of the MIDRMA Manual on a restricted page of the MIDRMA Website	MIDRMA and ICAO																
19	Preparation for the convening of the MIDRMA Board/13 meeting	ICAO, Bahrain, the Board Chairman and the MIDRMA																

-----

MIDRMA Board/12  
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 with appreciation the offer made by Bahrain to host the MIDRMA Board/13 meeting and agreed that the MIDRMA Board/13 meeting be held in Bahrain during the first Quarter of 2014. The meeting agreed that the exact date will have to be coordinated between the ICAO MID Regional Office, Bahrain, the MIDRMA Board Chairperson and the MIDRMA.

-----

MIDRMA Board/12  
Report on Agenda Item 8

---

**REPORT ON AGENDA ITEM 8: ANY OTHER BUSINESS**

8.1 The meeting recalled 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.

8.2 The meeting noted that the Vice Chairperson, Mr. Mohamed Abbas is retiring soon. The meeting thanked Mr. Abbas for his support and contributions to all the previous Board meetings.

-----

**LIST OF MIDRMA BOARD MEMBERS/FOCAL PONTs AND ALTERNATES**

STATE	MIDRMA BOARD MEMBER/FOCAL POINT	ALTERNATE
<b>BAHRAIN</b>	Mr. Ali Ahmed Mohammed Director Air Navigation Civil Aviation Affairs P.O. Box 586 - BAHRAIN Fax: (973) 17 32 9977 Tel: (973) 17321116 Mobile: (973) 39969399 E-mail: <a href="mailto:aliahmed@caa.gov.bh">aliahmed@caa.gov.bh</a>	<sup>1</sup> Mr. Mohammed Zainal Head of Standads, Licensing and Development Civil Aviation Affairs P.O. Box 586 – BAHRAIN Fax: (973) 17 32 9966 Tel: (973) 17 321 028 Mobile: (973) 3967 6707 E-mail: <a href="mailto:mzainal@caa.gov.bh">mzainal@caa.gov.bh</a>
<b>EGYPT</b>	Eng. Ashraf Fathy Ghoneim Airworthiness (Avionics) Engineer/Inspector Egyptian Civil Aviation Authority Cairo Airport Road Cairo - EGYPT Mobile: (2) 0100 6756 717, (2) 0111 6102 703 Email: <a href="mailto:ashraf.ghoneim@civilaviation.gov.eg">ashraf.ghoneim@civilaviation.gov.eg</a> <a href="mailto:ashraf.ghoneim@gmail.com">ashraf.ghoneim@gmail.com</a>	Mr. Hassan Kamel Abdel Meguid 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: <a href="mailto:hassan.kamel@nansceg.net">hassan.kamel@nansceg.net</a>
<b>IRAN</b>	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: <a href="mailto:maj.alireza@yahoo.com">maj.alireza@yahoo.com</a> <a href="mailto:Alireza.majzoubi@gmail.com">Alireza.majzoubi@gmail.com</a>	Mr. Saeed Akbari General Director of Aeronautical Operation Supervisory Bureau Tehran Mehrabad International Airport P.O. Box 13445-1798 Tehran - ISALAMIC REPUBLIC OF IRAN Fax: (9821) 44665576 Tel: (9821) 66073534 Mobile: (98912)1 404462 Email: <a href="mailto:s-akbari@cao.ir">s-akbari@cao.ir</a>  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: <a href="mailto:majid.khadem@gmail.com">majid.khadem@gmail.com</a> <a href="mailto:m-khademhossini@cao.ir">m-khademhossini@cao.ir</a>

<sup>1</sup> Chairperson of MIDRMA Board

STATE	MIDRMA BOARD MEMBER/FOCAL POINT	ALTERNATE
<b>JORDAN</b>	<p>Mr. Ahmad Ali Mohamed Al Jarrah            Director Air Navigation Services            Queen Alia Airport            Amman - JORDAN            Fax: 962-6 4451619            Tel: 962 4451666            Mobile: 962-7 99573290            E-mail: <a href="mailto:ahmadj1957@hotmail.com">ahmadj1957@hotmail.com</a>  <a href="mailto:dans-qa@carc.gov.jo">dans-qa@carc.gov.jo</a></p>	<p>Mr. Fawaz Abdalla            Chief Training ATM            Civil Aviation Regulatory Commission-            Amman-Jordan            P.O Box 7547/11110            Fax: 962-6 4451619            Tel: 962 6 4452522            Mobile: 962-7 77756136            E-mail: <a href="mailto:atc22us@yahoo.com">atc22us@yahoo.com</a>  <a href="mailto:c.twr-qa@carc.gov.jo">c.twr-qa@carc.gov.jo</a></p>
<b>KUWAIT</b>	<p>Mr. Mansour F. Al Harbi,            Radar duty Supervisor,            Air Navigation Department,            Directorate General of Civil Aviation,            P.O. Box 17 – Safat,            13001 – Safat – KUWAIT.            Tel: (965) 24760463 / 24342476.            Fax: (965) 24346221 .            Mobile: (965) 99739088.            E-mail: <a href="mailto:atc_controler@hotmail.com">atc_controler@hotmail.com</a>  <a href="mailto:q8dgca_danoff@hotmail.com">q8dgca_danoff@hotmail.com</a></p>	<p>Mr. Fawzi M. Al Marshood,            Director of Air Navigation,            Air Navigation Department,            Directorate General of Civil Aviation,            P.O. Box 17 – Safat,            13001 – Safat – KUWAIT.            Tel: (965) 24346220 / 24710268.            Fax: (965) 24346221.            Mobile: (965) 99700663.            E-mail: <a href="mailto:baracoda99@hotmail.com">baracoda99@hotmail.com</a>  <a href="mailto:q8dgca_danoff@hotmail.com">q8dgca_danoff@hotmail.com</a></p>
<b>LEBANON</b>	<p>Mr. Walid Al Hassanieh            Chief Air Navigation Department            Directorate General of Civil Aviation            Beirut Airport            Beirut – LEBANON            Fax: (961-1) 629 023            Tel: (961-1) 628 178            Mobile: (961-70) 474 517            E-mail: <a href="mailto:hassaniehw@beirutairport.gov.lb">hassaniehw@beirutairport.gov.lb</a></p>	
<b>OMAN</b>	<p>Mr. Anwar Abdullah Moosa Alraisi            Air Traffic Control Service Director            Directorate General of Meteorology &amp; Air            Navigation (DGMAN)            P.O. Box 84 – Code 134            Al Qurm - SULTANATE OF OMAN            Fax: (968) 2451 9880            Tel: (968) 2451 9711            Mobile: (968) 99891500            Email: <a href="mailto:anwarr2005@yahoo.com">anwarr2005@yahoo.com</a>  <a href="mailto:Anwar@caa.gov.om">Anwar@caa.gov.om</a></p>	<p>Mr. Sabri Al Busaidy            DMS Manager            Directorate General of Meteorology &amp;            Air Navigation (DGMAN)            Muscat International Airport            P.O. Box 1 CPO Seeb            Muscat - SULTANATE OF OMAN            Fax: (968) 24519 939            Tel: (968) 24519 501            Mobile: (968) 99 359415            E-mail: <a href="mailto:sabri@caa.gov.om">sabri@caa.gov.om</a></p>

STATE	MIDRMA BOARD MEMBER/FOCAL POINT	ALTERNATE
<p><b>SAUDI ARABIA</b></p>	<p>Mr. Khalid Al Barakati Airspace Manager General Authority of Civil Aviation (GACA) P.O. Box 15441 Jeddah 21444 - SAUDI ARABIA Fax: 966 2 6717717 Ext. 1807 Tel: 966 2 6717717 Ext. 1808 Mobile: 966 50 337 3395 E-mail: <a href="mailto:khaled1111alsharif@yahoo.com">khaled1111alsharif@yahoo.com</a></p>	<p>Mr. Ahmad Z. Garoot Aviation Safety Inspector Safety &amp; Economic Regulation General Authority of Civil Aviation (GACA) P.O Box 887 Jeddah 21165 SAUDI ARABIA Fax: 966 2 68 55745 Tel: 966 2 68 55842 Mobile: 966 50 554 4372 E-mail: <a href="mailto:agarout@gaca.gov.sa">agarout@gaca.gov.sa</a></p>
		<p>Mr. Ibrahim Mohammed Basheikh Software Engineer Automation Engineering Branch General Authority of Civil Aviation P.O. Box 15441 Jeddah 21444 KINGDOM OF SAUDI ARABIA Fax: (966) 02671 9041 Tel: (966) 02671 7717, Ext. 1119 Mobile: (966) 050567 1231 Email: <a href="mailto:i_basheikh@hotmail.com">i_basheikh@hotmail.com</a></p>
<p><b>SYRIA</b></p>	<p>Mr. Ousama Safi Head of ATC Damascus Airport P.O. Box 5409 Damascus - SYRIA Fax: +963 11 5400312 Tel: +963 11 5400 312 Mobile: +963 94 46 72 817 E-mail: <a href="mailto:ousafi@mail.sy">ousafi@mail.sy</a></p>	<p>Mr. Fissal Dayoub ATC SCAA Damascus International Airport Fax: 963115400540 Tel: 9635400312 Mobile: 933693807 E-mail: <a href="mailto:fdayoub@mail.sy">fdayoub@mail.sy</a></p>
<p><b>UAE</b></p>	<p>Mr. Faisal Al Khaja Senior Specialist Unit Operations General Civil Aviation Authority, Sheikh Zayed Air Navigation Centre P.O. Box 666 Abu Dhabi, UNITED ARAB EMIRATES Fax: (9712) 599 6836 Tel: (9712) 599 6841 Mobile: (971) 506424812 Email: <a href="mailto:fkhaja@szc.gcaa.ae">fkhaja@szc.gcaa.ae</a></p>	<p>Mr. Abdulla Al Hashimi Director ATM General Civil Aviation Authority P.O. Box 666 Abu Dhabi UNITED ARAB EMIRATES Fax: (971-2) 599 6836 Tel: (971-2) 599 6830 Mobile: (971-50) 442 4086 E-mail: <a href="mailto:ahashimi@szc.gcaa.ae">ahashimi@szc.gcaa.ae</a></p>

STATE	MIDRMA BOARD MEMBER/FOCAL POINT	ALTERNATE
<b>YEMEN</b>	Mr. Ahmed Al Kobati Director Air Navigation Operations, Air Navigation Sector Civil Aviation & Meteorology Authority P.O. Box 1042 Sana'a - YEMEN Fax: (967-1) 344 047 Tel: (967-1) 345 402 Mobile: (967) 77 7241 375 E-mail: <a href="mailto:cama570@yahoo.com">cama570@yahoo.com</a>	Mr. Rasheed Shamsan Al Yousefi Chief of Sana'a ACC Air Navigation Sector Civil Aviation & Meteorology Authority P.O. Box 1042 Sana'a - YEMEN Fax: (967-1) 345 916 Tel: (967-1) 344 673 Mobile: (967) 77 0521343 Email: <a href="mailto:ras.shamsan@gmail.com">ras.shamsan@gmail.com</a>
<b>MIDRMA</b>	Middle East Regional Monitoring Agency P.O. Box 50468 – KINGDOM OF BAHRAIN Fax: (973) 17 32 9956 Tel: (973) 17 32 9054 Email: <a href="mailto:midrma@midrma.com">midrma@midrma.com</a>	

-----

MIDRMA Board/12  
Attachment A to the Report

---

**LIST OF PARTICIPANTS**

<b>NAME</b>	<b>TITLE &amp; ADDRESS</b>
<b><u>STATES</u></b>	
<b>BAHRAIN</b> Mr. Ali Ahmed Mohammed	Director Air Navigation Civil Aviation Affairs P.O. Box 586 KINGDOM OF BAHRAIN Fax: (973) 1732 1992 Tel: (973) 1732 1116 Mobile: (973) 3996 9399 Email: aliahmed@caa.gov.bh
Mr. Mohamed Abdullah Zainal	Head of Standards, Licensing and Developments Civil Aviation Affairs P.O. Box 586 KINGDOM OF BAHRAIN Fax: (973) 19 321 992 Tel: (973) 19 321 028 Mobile: (973) 396 76707 Email: mzainal@caa.gov.bh
<b>EGYPT</b> Eng. Ashraf Fathy Ghoneim	Airworthiness (Avionics) Engineer/Inspector Egyptian Civil Aviation Authority Cairo Airport Road Cairo - EGYPT Mobile: (2) 0100 6756 717, (2) 0111 6102 703 Email: ashraf.ghoneim@civilaviation.gov.eg ashraf.ghoneim@gmail.com
Mr. Essam Salah Labib	Safety Representative - Safety Action Group National Air Navigation Services Company Cairo International Airport Road Cairo - EGYPT Fax: (202) 2268 0627 Tel: (202) 44781 763 Mobile: (2) 012 2338 4777 Email: gps424@hotmail.com issr777@gmail.com - essamsalah@live.com

NAME	TITLE & ADDRESS
Mr. Mohamed Abbas Mohamed Soliman	President Deputy, Airports and Air Navigation Egyptian Civil Aviation Authority Cairo Airport Road Cairo - EGYPT Fax: (202) 2268 8375 Tel: (202) 2267 7382 Mobile: (2) 012 009 1998 Email: m.soliman@gmail.com
Mr. Hassan Kamel Abdel Meguid	ATS Safety Manager , R & D General Director National Air Navigation Services Company (NANSC) Cairo International Airport Road Cairo – EGYPT Fax: (202) 2268 0629 Tel: (202) 22670157 Mobile: (2) 01001843602 Email: hassankam@hotmail.com hassan.kamel@nansceg.net
<b>ISLAMIC REPUBLIC OF IRAN</b> Mr. Ali Reza Majzoubi	Chief of Tehran ACC Iran Airports Company (IAC) P.O. Box 13445 – 1798 Tehran - ISALAMIC REPUBLIC OF IRAN Fax: (9821) 4454 4114 Tel: (9821) 4454 4114 Mobile: (989) 12305 3095 Email: Maj.alireza@yahoo.com Alireza.majzoubi@gmail.com
Mr. Saeed Akbari	General Director of Aeronautical Operation Supervisory Bureau Aeronautical and Intl. Affairs, Tehran Mehrabad International Airport P.O. Box 13445-1798 Tehran - ISALAMIC REPUBLIC OF IRAN Fax: (9821) 44665576 Tel: (9821) 66073534 Mobile: (98912)1 404462 Email: s-akbari@cao.ir

NAME	TITLE & ADDRESS
<b>KUWAIT</b>  Mr. Fawzi Mohamad Al Marshod	Director of Air Navigation Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Fax: (965) 24319231 Tel: (965) 2515803 Mobile: (965) 9700663 Email: baracoda99@hotmail.com
Mr. Mohammad A. Al-Awadhi	Superintendent of Air Navigation Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Fax: (965-2) 2431 5359 Tel: (965-2) 24760 463/2434 2476 Mobile: (965) 9717 7703 Email: aa.alwadhi@dgca.gov.kw awadhi 7177@gmail.com
Mr. Dawood A. Awad Mohammed	Chief of Radar Operation Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Fax: (965-2) 2431 5349 Tel: (965 2) 2431 9231 Mobile: (965) 633 5115 Email: david_awad@hotmail.com
Mr. Ali Dehrab	Radar Control Officer Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Mobile: (965) 99503502 Email: alidehrab.ad@gmail.com

NAME	TITLE & ADDRESS
Mr. Adel Abdullah Al Mushkhas	Duty Supervisor Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Mobile: (965) 9916886 Email: aalmshkhes@gmail.com
Mr. Meshael Al-Salem	Radar Air Traffic Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Mobile: (965) 99990212 Email: m_alsalem@me.com
Mr. Ahmad Gh. Al-Shammari	Aviation Safety Inspector Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Fax: (965) 24765 796 Tel: (965) 24336699 ext 2343 Mobile: (965) 9944 6648 Email: ag.alshammari@dgca.gov.kw a.al-shammari@hotmail.com
Mr. Adel S. Boresli	Radar Supervisor Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Fax: (965-2) 2476 2531 Tel: (965-2) 2476 5512 Mobile: (965) 9903 6556 Email: as.buresli@dgca.gov.kw

NAME	TITLE & ADDRESS
Mr. Mansour F. Al Harbi	Radar Duty Supervisor Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Fax: (965-2) 2431 9231 Tel: (965-2) 24762 994 Mobile: (965) 9973 9088 Email: mf.alharbi@dgca.gov.kw atc_controler@hotmail.com
Mr. Bashar M. H. Al Kandari	Radar Air Traffic Controller Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Tel: (965-2) 24760463 Mobile: (965) 966494200 Email: bm.alkandari@dgca.gov.kw b.alkandari@gmail.com
<b>OMAN</b> Mr. Mubarak Saleh Al Gheilani	Director Air Traffic Control Services Directorate General o Meteorology & Air Navigation (DGMAN) Muscat International Airport P.O. Box 1, Code 111 Muscat - SULTANATE OF OMAN Fax: (968) 24518990 Tel: (968) 24518646 Mobile: (968) 95076157 Email: m.alghelani@caa.gov.om
<b>SAUDI ARABIA</b> Eng. Ahmad Z. Garoot	Airworthiness Inspector – Safety & Economic Regulation General Authority of Civil Aviation (GACA) P.O. Box 887 Jeddah 21165 KINGDOM OF SAUDI ARABIA Fax: (966) 685 5745/685 5142 Tel: (966) 685 5842 Mobile: (966) 050554 4372 Email: agarout@gaca.gov.sa azgarout@hotmail.com

NAME	TITLE & ADDRESS
Eng. Ibraheem Mohammed Basheikh	Software Engineer Automation Engineering Branch General Authority of Civil Aviation P.O. Box 15441 Jeddah 21444 KINGDOM OF SAUDI ARABIA Fax: (966) 2671 9041 Tel: (966) 02671 7717, Ext. 1119 Mobile: (966) 050567 1231 Email: i_basheikh@hotmail.com
Mr. Khalid B. Al Barakati	Airspace Manager General Authority of Civil Aviation (GACA) P.O. Box 15441, Jeddah 21444 KINGDOM OF SAUDI ARABIA Fax: (966) 2671 7717 Ext 1807 Tel: (966) 26717717 Ext. 1808 Mobile: (966) 50337 3395 Email: khaled1111alsharif@yahoo.com
Mr. Yosef Y. Al Sulaim	Air Traffic Control Unit Operation General Authority of Civil Aviation (GACA) King Abdulaziz International Airport P.O. Box 6326, Jeddah 21442 KINGDOM OF SAUDI ARABIA Fax: (966) 268 54021 Tel: (966) 2233 8533 Mobile: (966) 501733061 Email: yalsolaim@hotmail.com
<b>UNITED ARAB EMIRATES</b> Mr. Faisal Al Khaja	Senior Specialist Unit Operations General Civil Aviation Authority, Sheikh Zayed Air Navigation Centre P.O. Box 666 Abu Dhabi, UNITED ARAB EMIRATES Fax: (9712) 599 63838 Tel: (9712) 599 6841 Mobile: (971) 506424812 Email: fkhaja@szc.gcaa.ae

NAME	TITLE & ADDRESS
<p><b>YEMEN</b> Mr. Abdullah Ahmed Alawlaqi</p>	<p>G.D. Air Navigation service Civil Aviation and Meteorology Authority P.O. Box 1042 Sana's - YEMEN Fax: (967-1) 344047 Tel: (967-1) 345 402 Mobile: (967-7)7777 6830 Email: atccns@gmail.com</p>
<p>Mr. Ahmed Mohamed Al Khobati</p>	<p>Director Air Navigation Operations Civil Aviation and Meteorology Authority Air Navigation Service G.D. Airport Road, P.O. Box 1042 Sana'a, YEMEN Fax: 967 (1) 3 44047 Tel: 967 (1) 344675 Mobile: 967 777241 375 Email: cama570@yahoo.com</p>
<p><b><u>ORGANIZATION/AGENCY</u></b></p>	
<p><b>IATA</b> Mr. Achim Baumann</p>	<p>Director SO&amp;I MENA IATA P.O. Box 940587 Amman 11194 – JORDAN Fax: (962-6) 593 9912 Tel: (962-6) 5804 200 Ext 1214 Mobile: (972-79) 704 5556 Email: baumanna@iata.org</p>
<p><b>MIDRMA</b> Mr. Fareed Abdullah Al Alawi</p>	<p>MIDRMA Manager MIDRMA P.O. Box 50468 KINGDOM OF BAHRAIN Fax: (973) 1732 9956 Tel: (973) 1732 9054 Mobile: (973) 3965 1596 Email: falalawi@caa.gov.bh</p>

---

NAME	TITLE & ADDRESS
Mr. Fathi Ibrahim Al-Thawadi	MIDRMA Officer MIDRMA P.O. Box 50468 KINGDOM OF BAHRAIN Fax: (973) 1732 9956 Tel: (973) 1732 9054 Mobile: (973) 3967 6614 Email: midrma@midrma.com

-END-