



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

MIDRMA Board/13

(Bahrain, 9-12 March 2014)

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

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

PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Thirteenth Meeting of the Middle East Regional Monitoring Agency Board (MIDRMA Board/13) was held at the Mövenpick Hotel in Bahrain, from 9 to 12 March 2014.

2. OPENING

2.1 The meeting was opened by H.E. Ahmed N. Al Nemah, Acting Undersecretary for Civil Aviation Affairs, Kingdom of Bahrain, who extended a warm welcome to all participants to the MIDRMA Board/13 meeting and wished them a successful meeting and pleasant stay in Bahrain. Mr. Al Nemah thanked ICAO for organizing this meeting in Bahrain and restated Bahrain'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 Bahrain. He expressed his gratitude and appreciation to the Civil Aviation Affairs in Bahrain, and especially to Mr. Ahmed Al Nemah for hosting this meeting in Bahrain. Mr. Khonji extended special thanks to Mr. Ali Ahmed, Director of Air Navigation and to the MIDRMA staff for the preparation and facilitation of this meeting 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, and highlighted that it is the first MIDRMA Board meeting that includes in its Agenda the MIDRMA Scrutiny Group work programme and a training session on the RVSM safety assessment.

2.4 In closing, Mr. Khonji thanked all the participants for supporting the MIDRMA and for attending the MIDRMA Board/13 meeting and wished them fruitful discussions.

3. ATTENDANCE

3.1 The meeting was attended by a total of thirty five (35) participants from eight (8) States (Bahrain, Egypt, Iran, Oman, Qatar, Saudi Arabia, Sudan and Yemen), four (4) Organizations/Industries (Eurocontrol – IATA – MIDRMA - UNSW). 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. Elie El Khoury RO/ATM/SAR, was the Secretary of the meeting supported by Mr. Mohamed Smaoui, ICAO MID Regional Office Deputy Regional Director.

5. LANGUAGE

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

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda

Agenda Item 2: Follow-up on MIDANPIRG/14 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 2013; and
- status of expenditures of the MIDRMA for the year 2013.

Agenda Item 4: RVSM Monitoring and related technical issues

- review, analyze and validate the reported Coordination Failure Reports (CFRs) and Large Height Deviation Reports (LHDs); and
- review the progress achieved for the development of the Safety Monitoring Report (SMR 2014).

Agenda Item 5: 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.

8. LIST OF CONCLUSIONS AND DECISIONS

- DRAFT CONCLUSION 13/1: PAYMENT OF ARREARS TO THE MIDRMA PROJECT*
- DRAFT CONCLUSION 13/2: PAYMENT OF THE 2014 CONTRIBUTIONS*
- DRAFT DECISION 13/3: REQUEST FOR THE TRANSFER OF US\$ 300,000 TO THE MIDRMA ACCOUNT IN BAHRAIN*
- DRAFT CONCLUSION 13/4: MIDRMA STAFFING*
- DRAFT CONCLUSION 13/5: QATAR MEMBERSHIP TO THE MIDRMA BOARD*
- DRAFT CONCLUSION 13/6: MIDRMA FUNDING MECHANISM*
- DRAFT CONCLUSION 13/7: MIDRMA REVISED MEMORANDUM OF AGREEMENT*
- DRAFT CONCLUSION 13/8: ONLINE REPORTING OF LARGE HEIGHT DEVIATION (LHD)*
- DRAFT CONCLUSION 13/9: SIMPLIFIED LARGE HEIGHT DEVIATION (LHD) PROCEDURE*
- DRAFT CONCLUSION 13/10: MIDRMA FOCAL POINTS*
- DRAFT CONCLUSION 13/11: PURCHASE OF TWO (2) ENHANCED GMU DEVICES FROM CSSI*
-

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.

REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG/14 AND MIDRMA BOARD CONCLUSIONS AND DECISIONS

2.1 The meeting noted the status of relevant MIDANPIRG/14 and MIDRMA Board Conclusions and Decisions and the follow up actions taken by States, ICAO and other parties concerned as at **Appendix 2A**.

APPENDIX 2A

FOLLOW-UP ACTION PLAN ON MIDANPIRG/14 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>DECISION 14/2: UPDATED OF THE MIDANPIRG PROCEDURAL HANDBOOK</p> <p>That, the Seventh Edition of the MIDANPIRG Procedural Handbook be endorsed as at Appendix 4.1B to the Report on Agenda Item 4.1.</p>	Update the MIDANPIRG Procedural Handbook and post it on the web	ICAO	Seventh edition of the Procedural Handbook	Feb. 2014	Completed
<p>CONCLUSION 14/33: TRAINING ON RVSM SAFETY ASSESSMENT</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, 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.</p>	Implement the Conclusion	MIDRMA	Training on RVSM Safety Assessment	2014-2015	Ongoing
<p>DECISION 14/34: SCRUTINY GROUP WORK PROGRAMME</p> <p>That, in order to improve the efficiency of the MID RVSM Scrutiny Group, its work programme be included in the agenda of the MIDRMA Board meetings.</p>	Implement the Decision	MIDANPIRG/14	Scrutiny Group work programme included in the Agenda of MIDRMA Board meetings	Dec. 2013	Completed
<p>CONCLUSION 14/35: PROVISION OF REQUIRED DATA TO THE MIDRMA</p> <p>That, considering the on-going requirement for RVSM safety monitoring in the MID Region:</p>	Implement the Conclusion	States	Provision of necessary data to the MIDRMA	When necessary (as required)	Actioned AN 6/5.10.15A 14/007 dated 9 January 2014

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>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:</p> <ul style="list-style-type: none"> 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. <p>b) States not providing the required data to the MIDRMA on a regular basis and in a timely manner:</p> <ul style="list-style-type: none"> i) be included in the MIDANPIRG list of air navigation deficiencies; and ii) might not be covered by the MID RVSM Safety Monitoring Report (SMR). 					
<p>CONCLUSION 14/36: RVSM MINIMUM MONITORING REQUIREMENTS</p> <p>That, States that have not yet done so, be urged to:</p> <ul style="list-style-type: none"> a) take necessary measures to ensure that their aircraft operators fully comply with Annex 6 provisions related to long term height monitoring requirements, based on the MIDRMA MMR Tables; and b) provide feedback to the ICAO MID Regional Office before 1 March 2014. 	<p>Implement the Conclusion</p>	<p>ICAO Concerned States</p>	<p>State Letter Action and Feedback</p>	<p>Jan. 2014 Mar. 2014</p>	<p>Actioned AN 6/5.10.15A 14/005 and 14/006 dated 9 January 2014</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONCLUSION 14/37: ARRANGEMENTS FOR THE CONDUCT OF GMU MONITORING MISSIONS</p> <p>That, prior to the conduct of any GMU monitoring mission:</p> <p>a) the MIDRMA notify the concerned MIDRMA Board Member; and</p> <p>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.</p>	Implement the Conclusion	<p>MIDRMA</p> <p>States</p>	<p>Notification</p> <p>Necessary arrangements/ support</p>	When planning a GMU mission	<p>Actioned</p> <p>AN 6/5.10.15A-13/240 dated 13 September 2013</p>
<p>CONCLUSION 14/38: MID RVSM SMR 2014</p> <p>That,</p> <p>a) the FPL/traffic data for the period 15 January – 15 February 2014 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2014);</p> <p>b) only the appropriate Flight Data form available on the MIDRMA website (www.midrma.com) should be used for the provision of FPL/traffic data to the MIDRMA;</p> <p>c) the initial results of the MID RVSM SMR 2014 be ready before 15/05/2014; and</p> <p>d) the final version of the MID RVSM SMR 2014 be ready for presentation to and endorsement by MIDANPIRG/15.</p>	Implement the Conclusion	<p>ICAO States</p> <p>MIDRMA</p>	<p>State Letter</p> <p>FPL/traffic data</p> <p>MID RVSM SMR 2014</p>	<p>Jan. 2014</p> <p>Mar. 2014</p> <p>May 2014</p>	<p>Actioned</p> <p>AN 6/5.10.15A-14/007 dated 9 January 2014</p>

MIDRMA BOARD CURRENT DRAFT CONCLUSIONS AND DECISIONS					
CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>DRAFT CONCLUSION 12/1: PAYMENT OF ARREARS TO THE MIDRMA PROJECT</p> <p>That, Iran and Lebanon be urged to pay their arrears to the MIDRMA Project prior to 31 January 2013.</p>	MIDRMA Board and ICAO to Follow-up implementation with concerned States	ICAO Iran Lebanon	State Letter Pay the Arrears	January 2013	Completed AN 6/5.10.15A – 13/017 dated 16 January 2013 Contributions paid
<p>DRAFT CONCLUSION 12/2: PAYMENT OF THE 2013 CONTRIBUTIONS</p> <p>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.</p>	MIDRMA Board and ICAO to Follow-up implementation with concerned States	States	Pay the Contribution to the MIDRMA for year 2013	31 January 2013	Actioned (Replaced and superseded by Draft Conclusion 13/1)
<p>DRAFT DECISION 12/3: REQUEST FOR THE TRANSFER OF US\$ 200,000 TO THE MIDRMA ACCOUNT IN BAHRAIN</p> <p>That, the MID RMA Board Chairman is delegated the authority to certify a request for the transfer of the amount of US\$ 200,000 from the MIDRMA account managed by ICAO HQ to the MID RMA account in Bahrain on 15 January 2013.</p>	Follow up with ICAO HQ	MIDRMA Board + ICAO Chairman + MIDRMA + ICAO	Request for transfer of USD 200,000 USD 200,000 transferred to the MIDRMA Bank Account	15 January 2013	Completed USD 200,000 transfer red to the MIDRMA Bank Account in Bahrain on 22 January 2013

<p>DRAFT CONCLUSION 12/4: MIDRMA STAFFING</p> <p>That, in accordance with the MIDRMA Memorandum of Agreement (MOA):</p> <p>a) the MIDRMA staff is to be composed of local personnel provided by Bahrain, as follows:</p> <ul style="list-style-type: none"> i) MIDRMA Manager/Team Leader (Part Time) ii) MIDRMA Officer (Full Time) iii) Secretary (Full Time) <p>b) as of 1 January 2013, the salaries of the MIDRMA staff are paid as monthly lump sums as follows:</p> <ul style="list-style-type: none"> 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) <p>c) a 10% increment of the salaries be granted to the MIDRMA staff on annual and regular basis;</p> <p>d) the MIDRMA staff salaries be revised by the MIDRMA Board when deemed necessary; and</p> <p>e) Bahrain is responsible of all administrative issues related to the MIDRMA staff, in coordination with the MIDRMA Board Chairman.</p>	<p>Follow up with MIDRMA Team and Bahrain</p>	<p>MIDRMA</p>		<p>December 2013</p>	<p>(Replaced and superseded by Draft Conclusion 13/4)</p>
---	---	---------------	--	----------------------	---

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

3.1 The meeting recalled that MIDRMA Board/12 meeting reviewed and approved the financial report of the MIDRMA project (RAB/05/802) and the financial statement and associated bills related to the MIDRMA expenditures for the period 1 January to 30 September 2012.

3.2 The meeting reviewed and approved the financial reports for the years 2012 and 2013 as at **Appendices 3A** and **3B**, respectively. 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 2012:	US\$ 325,968
- Fund Balance as at 31 March 2013:	US\$ 205,881
- Fund Balance as at 30 June 2013:	US\$ 245,854
- Fund Balance as at 30 September 2013:	US\$ 255,941
- Fund Balance as at 31 December 2013:	US\$ 256,020

3.3 The meeting noted that the invoices for the payment of 2014 contributions to the MIDRMA Project have been issued by ICAO HQ on 18 February 2014.

3.4 The meeting reviewed the status of States' contributions to the MIDRMA Project (as of 31 December 2013) as shown in the following Table:

	2006	2007	2008	2009	2010	2011	2012	2013	2014
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)	Paid (US\$ 30,000)	Not Paid (US\$ 30,000)
Egypt	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Paid (US\$ 30,000)	Paid (US\$ 30,000)	Paid (US\$ 30,000)	Paid (US\$ 29,960 on 9Sep10)	Paid (US\$ 29,960 on 17Jan12)	Paid (US\$ 29,983)	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)	Paid* (US\$ 30,000)	Paid* (US\$ 30,000)	Paid* (US\$ 30,000)	Not Paid (US\$ 30,000)
Iraq	N/A	N/A	N/A	N/A	N/A	Paid (US\$ 10,000 on 16Sep11)	Paid (US\$ 10,000 on 5Jul12)	Paid (US\$ 10,000)	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)	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)	Paid (US\$ 10,000)	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)	Paid (US\$ 9,960 18 DEC12)	Paid (US\$ 9,960)	Not Paid (US\$ 10,000)

	2006	2007	2008	2009	2010	2011	2012	2013	2014
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)	Paid (US\$ 30,000)	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)	Paid (US\$ 30,000)	Not Paid (US\$ 30,000)
Syria ^(**)	Paid (US\$ 30,000)	N/A	Paid (US\$ 1,250)	Paid (US\$ 1,250 + 42,789 + 11,862 + 10,374 + 7,778 + 9,970)** = 84,023 (instead of US\$ 60,000)					
UAE	Exempted from payment up-to end of 2015								
Yemen	Paid (US\$ 30,000)	N/A	Paid (US\$ 1,250)	Paid (US\$ 10,000)	Paid (US\$ 10,000)	Paid (US\$ 10,000 on 17Aug10)	Paid (US\$ 9,975 on 17Apr12)	Not Paid (US\$ 10,000)	Not Paid (US\$ 10,000)

* Iran payments were not reflected in the MIDRMA Financial Status, however Iran did provide the payments receipts.

3.5 The meeting noted that Syria's^(**) 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; and
- 3 May 2012 US\$ 9,970.

3.6 The total amount paid by Syria related to the contributions to the MIDRMA Project since 2006 is US\$ 115,214 instead of US\$ 81,250. Accordingly, the meeting agreed that the extra amount paid by Syria (US\$ 33, 964) be considered as an advance payment of the contributions for the years 2014, 2015 and 2016.

3.7 The meeting noted that Jordan and Yemen have not yet paid the 2013 contributions to the MIDRMA Project and agreed accordingly to the following Draft Conclusion:

DRAFT CONCLUSION 13/1: PAYMENT OF ARREARS TO THE MIDRMA PROJECT

That, Jordan and Yemen be urged to pay their arrears to the MIDRMA Project prior to 15 May 2014.

3.8 Taking into consideration that the invoices for the payment of 2014 contributions to the MIDRMA Project have been issued by ICAO HQ on 18 February 2014, the meeting agreed that the deadline for the payment of contributions for the year 2014 would be extended to **15 May 2014**. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 13/2: PAYMENT OF THE 2014 CONTRIBUTIONS

That, States pay their 2014 contributions to the MIDRMA Project prior to 15 May 2014 based on the invoices issued by ICAO Headquarters on 18 February 2014.

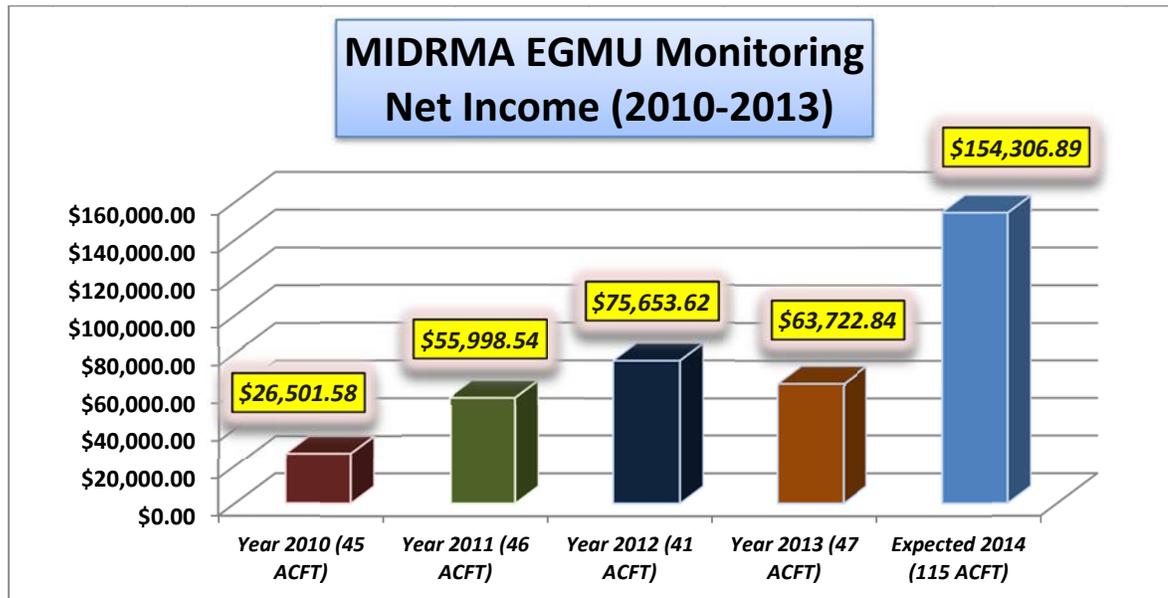
3.9 The meeting urged States to comply with the instructions for payment contained in the invoices sent by ICAO HQ (Project code, fund number, invoice number, Bank information, etc) and underlined that the non-compliance with these instructions cause problems and delays in locating the transferred amounts.

3.10 The meeting reviewed and approved the financial statement and associated bills related to the MIDRMA expenditures for years 2012 and 2013 as at **Appendices 3C** and **3D**, respectively. The financial expenditures for the year 2014 (as of 28 February 2014) as at **Appendix 3E** were also reviewed.

3.11 The meeting noted that according to the latest Bank Statement dated 28 February 2014, the fund balance of the MIDRMA Bank account in Bahrain is: **B.D 56,688 US\$ 150,366**.

3.12 The meeting noted with appreciation that since year 2010, the MIDRMA started to generate income from the conduct of GMU height monitoring missions as reflected in **Graph-01** below.

3.13 It was highlighted that the total amount credited to the MIDRMA account from conducting the GMU missions for 179 aircraft is **US\$ 221,876.58**. The meeting noted that in accordance with the MIDRMA plans for the conduct of GMU missions in 2014 (based on requests received for the monitoring of 115 aircraft), the net income that would be generated would be approximately US\$ 154,000.



Graph-01

3.14 In accordance with the agreed Funding Mechanism, and taking into consideration the expected expenditures of the MIDRMA for 2014, the meeting agreed that the MIDRMA Board Chairperson, certify on behalf of the MIDRMA Member States two requests for the transfer of the amount of US\$ 200,000 **by 15 April 2014**; and US\$ 100,000 **by 15 June 2014**, from the MIDRMA account managed by ICAO HQ to the MIDRMA Bank account in Bahrain. Accordingly, the meeting agreed to the following Draft Decision:

DRAFT DECISION 13/3: REQUEST FOR THE TRANSFER OF USD 300,000 TO THE MIDRMA ACCOUNT IN BAHRAIN

That, the MIDRMA Board Chairperson is delegated the authority to request the transfer of the amount of US\$ 300,000 from the MIDRMA account managed by ICAO HQ to the MIDRMA Bank account in Bahrain as follows:

- a) US\$ 200,000 by 15 April 2014; and*
- b) US\$100,000 by 15 June 2014.*

3.15 The meeting recalled that MIDRMA Board/12 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 process for the appointment of a full-time Secretary to the MIDRMA is in its final stage.

3.16 The meeting noted with gratitude that due to the increased workload of the MIDRMA, the Head of Air Traffic Operations, Civil Aviation Affairs (CAA), Bahrain, has been released from his position since June 2013 to perform his duties as a Full Time MIDRMA Manager/Team Leader, noting that his salary is still being paid by CAA Bahrain.

3.17 In the same vein, the meeting noted with appreciation that lately Bahrain allocated a budget of US\$ 100,000 to the MIDRMA, in order to be used for the purchase of necessary equipment and renovation of the furniture of the MIDRMA premises. Accordingly, the meeting commended Bahrain's continuous support to the MIDRMA.

3.18 Based on all of the foregoing, the meeting agreed to the following Draft Conclusion, which replaces and supersedes the MIDRMA Board/12 Draft Conclusion 12/4:

DRAFT CONCLUSION 13/4: 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 (Full Time)*
 - ii) MIDRMA Officer (Full Time)*
 - iii) Secretary (Full Time)*
- b) as of 1 May 2014, the salaries of the MIDRMA staff are paid as monthly lump sums as follows:*
 - i) MIDRMA Manager/Team Leader (Full Time) (2200 BD)*
 - ii) MIDRMA Officer (Full Time) (2000 BD)*
 - iii) Secretary (Full Time) (300 to 500 BD)*

-
- c) *a 5% increment of the salaries be granted to the MIDRMA staff on annual and regular basis on 1st January of each year;*
 - 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.*

3.19 The meeting noted that in line with the AN-Conf/12, Recommendation 6/11, and further to the approval of the Proposals for Amendment (*Serial No: MID Basic ANP 13/04 and 13/05 – AOP/ATM/SAR*), by the President of the ICAO Council on 12 October 2013, Libya and Sudan have been transferred from the AFI Air Navigation Plan (ANP) to the MID ANP and hence, automatically became Members of MIDANPIRG.

3.20 Based on the above, the meeting noted that the ICAO MID Regional Office and the MIDRMA took necessary measures for the transfer of the membership of Libya and Sudan from the AFI RMA to the MIDRMA.

3.21 The meeting noted with appreciation that Sudan signed the MIDRMA Memorandum of Agreement (MOA) on 16 February 2014, as shown at **Appendix 3F**. It was highlighted that the ICAO MID Regional Office and the MIDRMA would continue their coordination with Libya for the signature of the MIDRMA MOA and the appointment of the MIDRMA Board Member and Alternate.

3.22 The meeting recalled that Qatar has not been included in the membership of the MIDRMA Board since its establishment, considering that the membership was agreed upon based on the list of FIRs where RVSM was implemented. Nevertheless, taking into account that in term of workload of the MIDRMA, the RVSM height monitoring activity (which is directly related to the volume of fleet) is considered one of the biggest tasks; the meeting agreed to invite Qatar to join the MIDRMA (by signing the MOA) considering the important number of Qatari registered aircraft. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 13/5: QATAR MEMBERSHIP TO THE MIDRMA BOARD

That, Qatar be invited to join the MIDRMA Board by signing the MIDRMA Memorandum of Agreement (MOA).

3.23 Based on all of the foregoing, the meeting reviewed the MIDRMA funding mechanism and agreed to the following Draft Conclusion which replaces and supersedes the MIDANPIRG/12 Conclusion 12/12:

DRAFT CONCLUSION 13/6: MIDRMA FUNDING MECHANISM

That,

- a) *the activities of the MIDRMA be ensured through contributions from all MIDRMA Member States, which could be recovered in accordance with ICAO Policies on charges for Airports and Air Navigation Services (Doc 9082), in coordination with IATA;*
- b) *the MIDRMA Member States pay their contributions on a yearly basis not later than two (2) months after the issuance of the invoices by ICAO;*

-
- c) *ICAO issue the invoices related to States contribution to the MIDRMA Project on a yearly basis as decided by the MIDRMA Board or its Chairperson;*
 - d) *the annual amounts to be paid by the MIDRMA Member States are, as follows:*
 - i) *Bahrain, Egypt, Iran, Oman and Saudi Arabia annual contribution is US\$ 30,000 each; and*
 - ii) *Iraq, Jordan, Kuwait, Lebanon, Libya, Qatar*, Sudan, Syria and Yemen annual contribution is US\$ 10,000 each;*
(pending final decision of Qatar to join the MIDRMA)*
 - e) *UAE is exempted from the payment of contributions to the MIDRMA for the first ten (10) years of operation (up-to end of 2015);*
 - f) *the MIDRMA Member States comply with the payment instructions contained in the invoices sent by ICAO HQ (Project code, fund number, invoice number, Bank information, etc);*
 - g) *in case a MIDRMA Member State does not pay the contribution to the MIDRMA Project in a timely manner, the MIDRMA Board might consider to take penalty measures against this State (exclusion from the MID RVSM Safety Monitoring Report, review of the Membership, etc);*
 - h) *the MIDRMA Board Chairperson, in compliance with the Custodian Agreement and based on the agreed funding mechanism and the estimation of the yearly operating budget of the MIDRMA, be delegated the authority to certify on behalf of the MIDRMA Member States the requests for advance payment from the MIDRMA account managed by ICAO HQ to the MIDRMA Bank account in Bahrain, as decided by the MIDRMA Board;*
 - i) *the bills related to the MIDRMA expenses be certified by the MIDRMA Board Chairperson and reviewed by the MIDRMA Board at each of its meetings;*
 - j) *the MIDRMA funding mechanism be revised by the MIDRMA Board, when necessary.*

3.24 The meeting noted that the MIDRMA Memorandum of Agreement (MOA) had never been updated since 27 February 2006 and that many clauses of the Agreement became outdated, in particular those clauses related to the MIDRMA Board membership and funding mechanism. Accordingly, the meeting endorsed a revised version of the MOA as at **Appendix 3G** and agreed that this version of the MOA would replace and supersede the initial MOA upon its signature by the MIDRMA member States.

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

DRAFT CONCLUSION 13/7: MIDRMA REVISED MEMORANDUM OF AGREEMENT

That,

- a) *the revised version of the MIDRMA Memorandum of Agreement (MOA) at **Appendix 3G** be endorsed, to replace and supersede the MIDRMA MOA dated 27 February 2006; and*

-
- b) *the ICAO MID Regional Office follow-up with the MIDRMA Member States the signature of the revised version of the MOA dated 12 March 2014.*

Statement of Estimated Fund Balance

**REGIONAL-MID RMA (CUSTODAIN AGREEMENT)
Management Service Agreement
RAB05802
As at 31 December 2012
(in United States dollars)**

Financial Status from accounts:

Balance of Surplus (Deficit) as at 1 January 2012	138,461	
Adjustment	<u>-</u>	
Adjusted Balance of Surplus (Deficit) as at 1 January 2012		138,461
Add/(Deduct):		
Contributions Received (Schedule I)	187,492	
Transfer of Funds to/from Other Funds (Schedule I)	-	
Interest Earned and Accrued	422	
Gain(Loss) on Exchange and other Income	-	
Refund of Contributions	-	
Interest Expenses	-	
Refund of Interest Earned	<u>-</u>	
		<u>187,914</u>
		326,375
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)	370	
Administrative Overhead (Schedule XII) (Note 2)	<u>37</u>	
		<u>407</u>
Add/(Deduct):		
Foreign Currency Revaluation Gain(Loss) (Note 5)		<u>-</u>
Fund Balance/(Deficit Balance) as at 31 December 2012		325,968
Deduct outstanding commitments known as at 31 December 2012 (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)	<u>-</u>	
		<u>-</u>
Estimated funds available/(required) (Note 4)		325,968
Future Commitments: beyond 31 December 2012 (Note 3):		<u>-</u>
Estimated funds available/ (required) including future commitments beyond 2012 (Note 4)		325,968

Contributions and Transfer of Funds

**REGIONAL-MID RMA (CUSTODAIN AGREEMENT)
Management Service Agreement
RAB05802
As at 31 December 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)
2012/12/04	Civil Aviation Regulatroy Commission of Jordan	USD	10,000	10,000	1	JORDAN RAB/05/802E
2012/12/18	Civil Aviation Authority of Lebanon	USD	9,960	9,960	1	LEBANON RAB/05/802
			<u>187,492</u>	<u>187,492</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 31 December 2013
(in United States dollars)**

Financial Status from accounts:			
Balance of Surplus (Deficit) as at 1 January 2013		325,968	
Adjustment		-	
Adjusted Balance of Surplus (Deficit) as at 1 January 2013			325,968
Add/(Deduct):			
	Contributions Received (Schedule I)	149,943	
	Transfer of Funds to/from Other Funds (Schedule I)	-	
	Interest Earned and Accrued	325	
	Gain(Loss) on Exchange and other Income	0	
	Refund of Contributions	-	
	Interest Expenses	-	
	Refund of Interest Earned	-	
			150,267
			476,235
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)	200,196	
	Administrative Overhead (Schedule XII) (Note 2)	20,020	
			220,215
Add/(Deduct):	Foreign Currency Revaluation Gain(Loss) (Note 5)		(0)
Fund Balance/(Deficit Balance) as at 31 December 2013			256,020
Deduct outstanding commitments known as at 31 December 2013 (Note 3):			
	Experts (Schedule II)	-	
	Administrative Support Personnel (Schedule III)	-	
	United Nations Volunteers (Schedule IV)	-	
	Travel on Official Business (Schedule V)	-	
	Mission Costs (Schedule VI)	-	
	National Professionals (Schedule VII)	-	
	Subcontracts (Schedule VIII)	-	
	Fellowships (Schedule IX)	-	
	Equipment (Schedule X)	-	
	Sundry (Schedule XI)	-	
	Administrative Overhead (Schedule XII)	-	
			-
Estimated funds available/(required) (Note 4)			256,020
Future Commitments: beyond 31 December 2013 (Note 3):			-
Estimated funds available/ (required) including future commitments beyond 2013 (Note 4)			256,020

Contributions and Transfer of Funds

**REGIONAL-MID RMA (CUSTODAIN AGREEMENT)
Management Service Agreement
RAB05802
As at 31 December 2013
(in United States dollars)**

Contributions

Date Received	Customer	Currency	Currency Amount	USD Amount	Exchange Rate	Description
2013/01/30	Ministry of Civil Aviation	USD	29,983	29,983	1	EGYPT RAB/05/802
2013/02/28	Civil Aviation Affairs of Oman	USD	30,000	30,000	1	OMAN RAB/05/802
2013/03/13		USD	30,000	30,000	1	SAUDI ARABIA RAB/05/802
2013/03/20	Directorate General of Civil Aviation of Kuwait	USD	10,000	10,000	1	KUWAIT RAB/05/802
2013/04/15	Ministry of Transport - Civil Aviation Affairs	USD	30,000	30,000	1	BAHRAIN RAB/05/802
2013/05/10	Civil Aviation Authority of Lebanon	USD	9,960	9,960	1	LEBANON RAB/05/802
2013/09/05	Civil Aviation Authority of Iraq	USD	10,000	10,000	1	IRAQ RAB/05/802
			<u>149,943</u>	<u>149,943</u>		

Transfer To/From Other Funds

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

MIDRMA FINANCIAL STATUS OF EXPENDITURE POSITION
AS OF 31 DECEMBER 2012

S#	Description	Expenses	
		USD	B.D
1	MIDRMA Manpower;		
1.1	Cost of staff assigned for management & day to day operational tasks.	\$63,660	24,000
2	MIDRMA SMR 2012 REPORTS & Stationaries		
2.1	Cover Page Art Work for SMR 2012.	\$172	65
2.2	Business cards printing.	\$199	75
3	Computer Hardware & Software		
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
4	Duty Travel;		
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
5	2nd MIDRMA RVSM Assessment Seminar Cancellation Charges		
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
6	Miscellaneous;		
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
6.5	Printing Educational LHD Posters for MIDRMA Member States FIC's were distributed in the MIDRMA/12 Board meeting (16-19 Dec 2012) in Kuwait.	\$1,193.63	450.000
6.6	Purchasing Retirement Gifts (hand Watch) for Mr. Mohamed Abbas, Egypt representative for his support in the MIDRMA project.	\$381.96	144.000
Total Expenses of Year 2012 as of 31/12/2012		\$112,039	42,239


MIDRMA Officer /Admin
Date: 03/01/2013


MIDRMA Board Chairman
Date:03/01/2013

P.O. Box: 50468
Kingdom of Bahrain

t +973 17 329054
f +973 17 329956

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



MIDDLE EAST REGIONAL
MONITORING AGENCY

الوكالة الإقليمية لرصد الحركة الجوية
للسعودية العربية

MIDRMA FINANCIAL STATUS OF EXPENDITURE POSITION
AS OF 31 December 2013

S#	Description	Expenses	
		USD	B.D
1	MIDRMA Manpower;		
1.1	Cost of staff assigned for management & day to day operational tasks.	\$70,027	26,400
2	Computer Hardware & Software		
2.1	2 Email Account Renewal.	\$149	56.000
2.2	Annual Hosting & Domain Name Renewal.	\$531	200.000
2.3	Purchase of HP Color Laser Jet 4x2 set Print Cartridges.	\$955	360.000
2.4	Collision Risk Assessment Software for RVSM Airspace	\$50,085	18,882.000
2.5	ESET Smart Antiviruses Security for MIDRMA PC's	\$155	58.500
2.6	Dr. Sameer Alam the MIDRAS software developer visit (Bahrain 23rd till 27th March) to outline software algorithms, risk parameters and interfaces as per project plan - air tickets has been purchased - The visit has been canceled and the ticket has been refunded, since MIDRMA invited to attend RMACG8 in Australia within the same period so the team decided to meet Sameer their - RMA-2013-206A	\$337	127.000
2.7	Due to point 3.1 below, Dr.Sameer invited to come Bahrain to process point 2.6 mentioned above for the period from 4th till 8th Sep. 2013.	\$9,740	3,672.000
2.8	MIDRMA staff attending MIDRMA MIDRAS software site acceptance test and training, in UNSW Canberra Campus, Australian Defence Force Academy for the period from 20th till 23th Nov. 2013	\$22,512	8,487.000
3	Duty Travel;		
3.1	RMACG8 meeting in Australia (8th till 12th April)- MIDRMA Staff forced to cancel all arrangement due to embassy didn't issue the required entrance VISA, although payment for VISA application and travel insurance are non-refundable including air tickets refund cost.	\$1,660	626.000
3.2	MIDRMA staff Attending ARN TF/6 Meeting held in Cairo on the 22nd till 24th April 2013	\$6,557	2,472
3.3	MIDRMA staff Attending MSG/13 Meeting held in Cairo on the 17th till 19th June 2013	\$5,385	2,030
3.4	MIDRMA staff Attending coordination meeting in Amman (2-5 June 2013) to coordinate and arrange all required RVSM GMU monitoring with Iraq airworthiness inspector and Iraqi Airways, and also MIDRMA team visited Jordanian airworthiness inspector and briefly explained the ICAO procedures and action that must be followed according to Annex 6 Chapter 7.	\$6,180	2,330
3.5	MIDRMA staff Attending ATM/AIM/SAR-13 meeting in Cairo on 30th Sep. till 03th Oct. 2013.	\$6,074	2,290
3.6	MIDRMA Staff Attending MIDANPIRG/14 meeting held in Jeddah, Saudi Arabia, 15th till 19th Dec. 2013	\$8,748	3,298
4	Miscellaneous;		
4.1	MIDRMA Post Office Renewal for Year 2013	\$39.79	15.000
4.2	MIDRMA Dell XPS Laptop Fixing	\$106.10	40.000
4.3	Purchase inkjet glossy photo papers used for printing GMU height monitoring certificates	\$91.51	34.500
4.4	Creating new doors keys for MIDRMA office	\$21.22	8.000
4.5	Purchase GMU cable duct tape	\$30.24	11.400
	Total Expenses of Year 2013 as of 31/12/2013	\$189,383	71,397

MIDRMA Officer /Admin
Date: 03/01/2014

MIDRMA Board Chairman
Date:03/01/2014

P.O. Box: 50468
Kingdom of Bahrain

t +973 17 329054
f +973 17 329956

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

**MIDRMA FINANCIAL STATUS OF EXPENDITURE POSITION
AS OF 28 February 2014**

S#	Description	Expenses	
		USD	B.D
1	MIDRMA Manpower;		
1.1	Cost of staff assigned for management & day to day operational tasks.	\$12,838	4,840
2	Computer Hardware & Software		
2.1	2 Email Account Renewal with Anti-Spam/Anti-virus protection Jan 2014 - Dec 2014	\$149	56.000
2.2	Annual Hosting & Domain Name Renewal Jan 2014 - Dec 2014	\$531	200.000
3	Duty Travel;		
3.1			
4	Miscellaneous;		
4.1			
Total Expenses of Year 2014 as of 28/02/2014		\$13,517	5,096

MIDRMA Officer /Admin
Date: 02/03/2014



MIDRMA Board Chairman
Date:02/03/2014





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

**MEMORANDUM
OF AGREEMENT**

Bahrain - 27 February, 2006

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

1. PARTIES

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

2. AGREEMENT

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

The Parties have agreed as follows:

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

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

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

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

MID RMA

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

With copy to the:

ICAO Regional Director

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

State	Signature	Title	Date
Bahrain		AD. DEPT. AIR NAVIGATION	27/2/06
Egypt		ATS Safety Manager	28/2/2006
Iran		CAO, N. REZAEI	21.03.2006
Jordan		Director ATM	28/2/2006
Lebanon		CHIEF AIR NAV DEPT	27th Feb 2006
Kuwait		DG GCA Gov NEA	25/2/2006
Oman		ADGCAM	27th Feb 2006
Saudi Arabia		RUSM (MANAGER)	27.5.2006
Syria		Director General	21. March 2006
Yemen		Chairman of CAA	21.03.2006
UAE		DG. UAE GCAA	20/10/2008
IRAQ		DG Iraq CAA	11/1/2010
SUDAN		DG SUDAN	16/2/2014

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

1. PARTIES

1.1 The Parties to this memorandum of agreement are: Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar (pending *Qatar approval*), Saudi Arabia, Sudan, Syria, United Arab Emirates and Yemen.

2. AGREEMENT

- CONSIDERING the need to institute a programme, on a regional basis, for monitoring the height-keeping performance of aircraft operating in RVSM airspace;
- CONSIDERING the Parties' earlier decision that the Middle East Regional Monitoring Agency (MIDRMA) will be funded by the participating States;

The Parties have agreed as follows:

1. The Parties to this memorandum of agreement, referred to hereunder as Participating States agree to establish the Middle East Regional Monitoring Agency (MIDRMA) and undertake to become its members;
2. The MIDRMA shall be managed as a Regional programme; shall have legal personality and shall act through the MIDRMA Board; in accordance with the agreed Terms of Reference at **Attachment A**;
3. The overall objective of the MIDRMA is the promotion of safety of air navigation in the Middle East Region through the operation and management, on a sound and efficient basis, of a permanent MID Regional Monitoring Agency;
4. The MIDRMA Board, in which each Participating State is entitled to appoint one member, shall retain overall direction and responsibility for the supervision and operation of the MIDRMA in accordance with the relevant obligations of the Participating States under the Convention on International Civil Aviation and its Annexes. The Board shall elect its chairperson. It shall inter-alia, supervise and direct the MIDRMA, follow-up its activities and reports and assign its priorities. It shall also secure the commitment of Participating States for funding the MIDRMA in accordance with agreed funding mechanism and for provision of necessary data for the MIDRMA;
5. The MIDRMA's scope, duties and responsibilities, which are at **Attachment B** to this Agreement, could be revised by the Board as deemed necessary;
6. The Participating States have accepted Bahrain's offer to host the MIDRMA in Bahrain which enabled the early establishment and functioning of the MIDRMA;
7. Bahrain ensures its continuous support to the MIDRMA through the provisions of the offices, equipment and local personnel needed for the MIDRMA operations;
8. Based on the agreed funding mechanism and to ensure the sustainability of the project, for the Member States committed to the agreed annual contributions in a timely manner;

9. The funding mechanism and consequential contributions of Participating States may be modified by decision of the Board;
10. The MIDRMA staffing shall be decided by the Board;
11. Bahrain shall monitor the progress of the MIDRMA, supervise financial accounting and provide general support and timely reporting;
12. Participating States authorize the MIDRMA Board Chairperson to sign on their behalf the agreement with ICAO and Bahrain specifying ICAO's role as the custodian of the funds collected for the purpose of this agreement, in compliance with ICAO's Financial Regulations and Rules; and any further amendment to this agreement;
13. Any amendment to this Memorandum of Agreement shall be approved by the Parties to this agreement. Amendments to the Attachments could be approved by the MIDRMA Board;
14. This Memorandum of Agreement shall come into effect on the date it has been signed by all the participating States;
15. Any dispute arising out of or relating to this Memorandum of Agreement, shall be settled by direct consultation between the Participating States concerned through the MIDRMA Board;
16. Any Participating State may withdraw from this Memorandum of Agreement by giving a prior notice of **six (6) months** to other the MIDRMA Board. The obligations assumed by the Participating States under this Memorandum of Agreement shall continue to exist after the withdrawal from this Memorandum of Agreement to the extent necessary to permit the orderly finalization of activities, the withdrawal of personnel, the distribution of funds and assets and the settlement of contractual obligations. Additional funds, if necessary, to cover the above mentioned expenditures shall be provided by the Participating States.
17. The hosting of the MIDRMA by Bahrain may be terminated at the request of Bahrain, with two years advance written notification to the MIDRMA Board to allow sufficient time for selection of an alternative location and necessary arrangements for transfer of the MIDRMA.
18. All correspondence relating to the implementation of this Agreement, shall be addressed to:

MIDRMA

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

With copy to the:

ICAO Regional Director

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

Agreed on behalf of MIDRMA States

State	Name	Title	Signature	Date
Bahrain				
Egypt				
Iran				
Iraq				
Jordan				
Lebanon				
Libya				
Kuwait				
Oman				
Qatar (<i>pending Qatar approval</i>)				
Saudi Arabia				
Sudan				
Syria				
Unite Arab Emirates				
Yemen				

MIDDLE EAST REGIONAL MONITORING AGENCY (MIDRMA) BOARD

TERMS OF REFERENCE

The Terms of Reference of the MIDRMA Board are as follows:

1. The Board is responsible for overall supervision, direction, and management of the MIDRMA project.
2. The Board shall elect a Chairperson.
3. The elected Chairperson acts as the contact point/coordinator on behalf of the MIDRMA Board members to oversee the MIDRMA project in coordination with ICAO.
4. The Board shall review and update the MIDRMA work plan on a yearly basis and/or whenever required.
5. The Board shall meet at least once a year or when deemed necessary to review/update, consider, and approve:
 - i. the MIDRMA safety reports;
 - ii. matters related to funding mechanism, costs, accounting, etc; and
 - iii. the duties, responsibilities and scope of the MIDRMA.
6. The MIDRMA Board meetings should be hosted by Participating States on rotation basis.
7. The Board reports its activity to MIDANPIRG through the ATM Sub Group.

Composition:

The MIDRMA Board shall consist of focal points nominated by each Participating MID Region State as signatories on their behalf with ICAO Technical Cooperation Bureau (TCB) in relation with the MID RMA project.

The MID RMA Board meetings will be attended by:

- The Board members.
- ICAO Regional Office, as permanent observer.
- Other Organizations (EUROCONTROL, IATA, etc) as observes on ad-hoc basis and as required.

The MIDRMA's scope, duties and responsibilities

The MIDRMA has been assigned clear tasks in a step-by-step approach starting with RVSM height monitoring and RVSM post-implementation safety assessment. The MIDRMA duties and responsibilities include, but will not be limited to the following:

- collecting and analyzing RVSM data received from MID States as well as from Eurocontrol/FAA, IATA and airlines;
- collecting data on aircraft approved by various States for operation within RVSM airspace in the MID Region and enter such data in the MIDRMA database;
- verification of the effectiveness of the approval process by States;
- establishing a database for reporting height deviations of aircraft;
- verification that the Safety Objectives as set out by MIDANPIRG related to RVSM continue to be met and develop the MID RVSM Safety Monitoring Reports (SMR);
- monitoring the effectiveness of the altimetry system modifications to enable aircraft to meet the required height keeping performance criteria;
- evaluation of the stability of altimetry system error;
- undertake monitoring missions to States as required;
- determine in the light of analysis made of data received and of missions conducted, whether compliance with required safety standards is maintained and initiate corrective action as needed in each case;
- submit a report to each Board meeting on MIDRMA activities, its analysis of data and any identified departure from RVSM Safety limits, for its consideration and action as appropriate; and
- report the outcome of its activities to the ATM Sub-group and MIDANPIRG.

REPORT ON AGENDA ITEM 4: RVSM MONITORING AND RELATED TECHNICAL ISSUES
Development of the MID RVSM Safety Monitoring Report (SMR) 2014

4.1 In accordance with MIDANPIRG/14 Decision 14/34 – *Scrutiny Group Work Programme*, the meeting reviewed, analysed and validated the Large Height Deviation (LHD) Reports provided to the MIDRMA for the period 1 September 2013 to 8 March 2014.

4.2 The meeting noted with concerns that some of the LHD Reports could not be reviewed and analysed due to the absence of concerned States.

4.3 The meeting noted that most of the LHDs were related to coordination failures between adjacent ACCs. Accordingly, States were encouraged to implement AIDC/OLDI, which would improve significantly the coordination process and would reduce the amount of coordination failures, thus enhancing safety.

4.4 The meeting reiterated that several FIRs with high volume of traffic continue to report NIL LHDs, which have a negative effect on the computed Targets Level of Safety (i.e.: not representative/realistic). It was also highlighted that the level of reporting of LHDs is still far below expectation.

4.5 The meeting noted with appreciation that the MIDRMA developed an online LHD reporting tool, which includes many features that would improve the LHD reporting process. It was highlighted in particular that when a State submits an LHD Report, which is accepted, the concerned adjacent State will be automatically notified and be requested to provide comments on the reported LHD within **15 days** from the time of notification.

4.6 The meeting encouraged States to start using the online LHD reporting tool through the MIDRMA website (<http://midrma.infovillage.net>) to report any LHD. States were requested to continue sending the LHDs Reports via email until 30 April 2014.

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

DRAFT CONCLUSION 13/8: ONLINE REPORTING OF LARGE HEIGHT DEVIATION (LHD)

That, States:

- a) be urged to use only the online tool at (<http://midrma.infovillage.net>) for reporting LHDs starting from 1 May 2014; and*
- b) be encouraged to provide feedback to the MIDRMA for further improvement of the tool.*

4.8 In connection with the above, the meeting re-iterated the necessity for the development of a simplified LHD Template containing the minimum data necessary to trigger the process of reporting LHDs, with a view to facilitate the process of reporting of LHDs by the Air Traffic Controllers (ATCOs). In this regard, the meeting noted with appreciation that Bahrain implemented a simplified automated LHD procedure/tool through the ATC system. This procedure/tool allows the ATCOs to easily trigger the LHD reporting process (within less than 10 seconds) by sending the concerned current flight plan via AFTN with a short message describing the LHD case (i.e. NE XXX for No Estimate received from State X). Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 13/9: SIMPLIFIED LARGE HEIGHT DEVIATION (LHD) PROCEDURE

That, States be urged to implement a procedure within their ACCs to easily trigger the LHD reporting process.

4.9 The meeting recalled that in accordance with MIDANPIRG/14 Conclusion 14/38 States have been requested to send their FPL/Traffic data for the period **15 January–15 February 2014, by 30 April 2014**, for the development of the SMR 2014.

4.10 The meeting highlighted that States should ensure that the data be submitted in the right format using the excel sheet designed for the MIDRMA Risk Analysis Software (MID RAS), available on the MIDRMA website (www.midrma.com). In case MID RAS detects any error/inconsistency an automatic message is generated providing the list of identified errors/inconsistencies.

4.11 The meeting noted with appreciation that Bahrain, Jordan, Oman and Syria provided the required FPL/Traffic data to the MIDRMA.

4.12 The meeting reviewed and updated the Action Plan for the development of the MID RVSM SMR 2014 as follows:

No	Start	Activity	End	Status
1	15/01/2014	States to collect FPL/traffic data (SMR's Traffic Data Sample) for all Traffic operating between FL290 and FL410 inclusive.	15/02/2014	Completed
2	15/01/2014	Collect Bahrain and Kuwait SSR radar data for January 2014 for all Traffic operating between FL290 and FL410 inclusive.	15/02/2014	Completed
3	15/01/2014	Collect Muscat SSR radar data for January 2014 for all Traffic operating between FL290 and FL410 inclusive.	15/02/2014	Pending
4	15/01/2014	Collect SSR radar data for HIL area for the month of January 2014 for all Traffic operating between FL290 and FL410 inclusive.	15/02/2014	Completed
5	March 2014	Review and analyze all Large Height Deviation Reports.	-	Completed
6	16/02/2014	Collect States' TDS.	30/04/2014	Ongoing
7	01/03/2014	Ensure MID RVSM approvals up to date and ensure the ICAO minimum monitoring requirements achieved based on the TDS received from States.	15/04/2014	Ongoing
8	01/04/2014	Prepare New MID MMR for all MID Airline Operators.	30/04/2014	
9	01/05/2014	MID RMA Calculations of all risk parameters.	31/05/2014	
10	01/05/2014	Production of the SMR 2014 initial results.	14/05/2014	

No	Start	Activity	End	Status
11	01/07/2014	Production of the final MID SMR 2014 for presentation to and Endorsement by MIDANPIRG/15.	30/09/2014	

4.13 Based on the above, the meeting urged States to adhere to the Action Plan for the development of the MID RVSM SMR 2014, by providing their data before **30 April 2014**, to allow adequate time for the MIDRMA to prepare the initial results of the MID RVSM SMR 2014, for presentation to the ATM Sub-Group that will be held in Cairo, Egypt, 26-29 May 2014.

Height Keeping Monitoring Requirements

4.14 The meeting noted with concern that some States are still not fully complying with Annex 6 provisions and MIDRMA Minimum Monitoring Requirements related to height keeping performance monitoring.

4.15 The meeting recalled that MIDANPIRG/14 requested the MIDRMA to circulate the List of RVSM approved aircraft without known height-keeping monitoring results, to all MID States and other RMAs for appropriate action. The meeting noted that this is a global issue which needs to be addressed by the RMA Global coordination meetings. Accordingly, the meeting agreed that the consolidated Table of the MID States RVSM Aircraft Minimum Monitoring Requirements (MMR) be posted on the MIDRMA website and kept regularly up to date. The Table below was consolidated by the MIDRMA based on the latest RVSM approval lists received from the States, as of January 2014:

MID STATES RVSM AIRCRAFT MINIMUM MONITORING REQUIREMENTS (as of January 2014)

Seq. #	MID States	RVSM Approved A/C	Have Results or Covered	Not Covered	Not Covered in %	A/C MMR	Remarks
1	BAHRAIN	50	47	3	6%	3	
2	EGYPT	124	117	7	6%	6	
3	IRAN	181	132	49	27%	30	
4	IRAQ	23	23	0	0%	0	
5	JORDAN	55	49	6	11%	0	
6	KUWAIT	37	37	0	0%	0	
7	LEBANON	37	30	7	19%	9	
8	OMAN	34	34	0	0%	0	
9	QATAR	152	149	3	2%	3	
10	SAUDI ARABIA	206	185	21	10%	21	
11	SYRIAN	6	6	0	0%	0	
12	UAE	485	474	11	2%	10	
13	YEMEN	10	7	3	30%	3	
	TOTAL	1400	1290	110	8%	85	

4.16 The meeting noted that Iran requested the monitoring of 66 aircraft instead of the 30 aircraft that require height keeping monitoring. It was also noted with appreciation that completed the monitoring of the three (3) pending aircraft in February 2014.

4.17 The meeting highlighted that the list of Saudi Arabia RVSM approved aircraft reflects only the Saudi registered aircraft and does not include leased aircraft registered in Jordan, which are listed under Jordan MMR.

4.18 The meeting noted with appreciation that the percentage of aircraft requiring height-keeping monitoring in the MID Region was reduced from **46%** to **8%** since the MIDRMA Board/11 meeting in September 2011.

4.19 The meeting noted that the MIDRMA managed to conduct GMU monitoring for **52** aircraft since the last MIDRMA Board/12 meeting. Accordingly, the percentage of the monitored aircraft increased from **85%** to **92%**. In this respect, the meeting recalled that the MIDRMA Board/12 agreed that the performance target to be reached is **95%** of RVSM approved aircraft having monitoring results, by the MIDRMA Board/13 meeting (2014).

4.20 The meeting reviewed the MID States MMRs Tables, which are available on the MIDRMA website. It was noted that some aircraft were reflected in the list of RVSM approved aircraft of two different States (State of Registry and State of Operator). Accordingly, the meeting agreed that the MIDRMA should follow-up this matter with the concerned States.

4.21 The meeting noted that two air navigation deficiencies have been filed against Lebanon and Yemen for granting RVSM approvals to some aircraft without known height monitoring results. The meeting agreed that the MIDRMA continue their coordination with the concerned States in order to conduct necessary GMU missions for the identified aircraft.

4.22 The meeting recalled that in accordance with the MID Region Height-Keeping Monitoring Strategy, for Medium and Long Term (2014 – 2020), the MIDRMA would continue to conduct GMU monitoring for identified operators' aircraft and the use of Height Monitoring Units (HMUs) as a means of conducting height-keeping monitoring; would be considered in due time.

4.23 The meeting noted with concern that some State aircraft were filing "W" in their flight plans while they were not RVSM approved.

4.24 The meeting emphasized that the operation of an aircraft in a 1000 ft. vertical separation minima which does not comply with stringent altimetry system performance requirements, constitutes a significant risk to mid-air collision. The same risk exists for an approved aircraft which is configured differently to the configuration for which the approval was granted, e.g. by additional external loads.

4.25 The meeting noted with appreciation that UAE successfully implemented necessary measures for granting RVSM approvals to their State aircraft and similar process is being implemented in Qatar.

4.26 It was highlighted that the MIDRMA had been facing difficulties with some States related to the update of the RVSM approvals list and height monitoring requirements.

4.27 Based on the above, the meeting agreed that States, in addition to the ATC focal point, nominate a focal point from their Airworthiness/Flight Operations Authority responsible for the RVSM certifications in order to improve the coordination process between the MIDRMA and the States. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 13/10: MIDRMA FOCAL POINTS

That, States be invited to designate a MIDRMA Airworthiness/Flight Operations Focal Point to facilitate the coordination process between the MIDRMA and the Airworthiness/Flight Operations Authorities responsible for granting RVSM approvals.

4.28 The meeting recalled that the MIDRMA Board through Draft Conclusion 10/6 agreed that the MIDRMA proceed with the purchase of two (2) GPS – based Monitoring Units (GMUs). In this respect, it was noted that the MIDRMA is still facing difficulties in purchasing 2 Enhanced GMU Units from the CSSI Company, due to the restrictions imposed by CSSI.

4.29 The meeting recognized that the MIDRMA may not be able to comply with the increased demands for GMU monitoring, in a timely manner, with only one old GMU unit which might be subject to breakdown at any time.

4.30 Taking into consideration the unsuccessful efforts that have been carried out to ease the conditions of the CSSI Sale and Services Agreement and the urgent need for GMU devices to be owned by the MIDRMA, the meeting granted authorization for the MIDRMA to purchase two (2) Enhanced GMU devices from the CSSI Company with the imposed restrictions. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 13/11: PURCHASE OF TWO (2) ENHANCED GMU DEVICES FROM CSSI

That, the MIDRMA purchase two (2) Enhanced GMU devices from CSSI Company, in accordance with the CSSI Sale and Services proposed Agreement.

Training on RVSM Safety Assessment

4.31 The meeting recalled that in order to increase the awareness about the MIDRMA activities and RVSM safety assessment requirements, MIDANPIRG/14 requested the MIDRMA to 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. In the same vein, MIDANPIRG/14 agreed that such briefings could be provided in the MIDRMA premises in Bahrain.

4.32 In connection with the above, the meeting highly appreciated the training session on RVSM Safety Assessment organized during the course of the MIDRMA Board/13 meeting. The training session was supported by the MIDRMA Team, Mr. Andrew Louis, Technical Manager European RMA and Dr. Sameer Alam, PHD, Lecturer, University of New South Wales, Australian Defense Force Academy.

4.33 The live demonstration on the use of the online LHD reporting tool delivered by the MIDRMA provided an opportunity for the participants to familiarize with the new tool and share their views and comments for further enhancement of the tool.

4.34 Mr. Louis delivered two presentations addressing the Altimetry System Error and the Static Source Error in particular those derived from the changes introduced to the aircraft and those caused due to a slight damage in sensitive area surrounding the Static Port or by the degradation of thermal sealing material.

4.35 The meeting noted that whenever a new aircraft variant design specification is required, or an existing airframe requires modification the following steps should be considered:

- a) ensure RVSM performance requirements are explicitly specified;
- b) ensure that only valid performance data from a parent configuration contributes to the new RVSM approval data package (i.e. for those characteristics which remain unchanged); and
- c) When practical ensure calibrated flight checks are included in performance verification trials.

4.36 In his first presentation, Dr. Alam provided an overview about the MIDRMA Risk Analysis Software (MID RAS). The presentation highlighted the capabilities of the Software, in addition to a brief explanation on how the risk of a collision between aircraft on adjacent flight levels due to normal or typical height deviations of RVSM approved aircraft is assessed against a technical Target Level of Safety (TLS) of 2.5×10^{-9} fatal accidents per flight hour.

4.37 The second presentation of Dr. Alam addressed the difference between the collision risk computed based on the Waypoint Model Collision Risk/Hot Spot and the current Collision Risk computed based on entry and exit flight plan data. It was highlighted that the the collision risk computed based on Hot Spots reflects the complexity of the route network structure, which provides more realistic figures.

4.38 A familiarization visit to the MIDRMA premises took place. The participants visited also the Bahrain ACC and Control Tower.

REPORT ON AGENDA ITEM 5: DRAFT MIDRMA MANUAL

5.1 The meeting reviewed the MIDRMA Manual version 1.1 and agreed that the final version of the Manual should reflect the outcome of the MIDRMA Board/13 meeting, in particular the issues related to the MIDRMA Board membership, revised Memorandum of Agreement and funding mechanism, staffing, the Large Height Deviation Reporting Procedures, etc. Accordingly, the meeting agreed that the MIDRMA, in coordination with the ICAO MID Regional Office finalize the version 1.1 of the MIDRMA Manual and post it on the MIDRMA website: www.midrma.com (restricted page), **by 15 June 2014**.

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/13 meeting reviewed and updated the action plan, as at **Appendix 6A**.

Item No.	Actions	Responsible	2014												2015							
			Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug		
14	Development of simplified LHD Procedure	States																				
15	Providing the MIDRMA with the FPL/Traffic data for the period 15 January to 15 February 2014	States																				
16	Provide initial results of the SMR 2014	MIDRMA																				
17	Posting the consolidated MID States Aircraft MMR Table on the MIDRMA website	MIDRMA																				
18	Designation of MIDRMA Airworthiness/Flight Operations focal point	States																				
19	Purchase of 2 Enhanced GMU devices	MIDRMA																				
20	Finalizing and posting version 1.1 of the MIDRMA Manual	MIDRMA and ICAO																				
21	Preparation for the convening of the MIDRMA Board/14 meeting	ICAO, and the MIDRMA Board Chairman																				

REPORT ON AGENDA ITEM 7: FUTURE WORK PROGRAMME

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

7.2 The meeting noted that the MIDRMA Board meetings have not yet been hosted by Iraq, Syria and Yemen. It was highlighted that the new MIDRMA Board members (i.e.: Libya, Sudan and eventually Qatar) should also be considered when planning for the hosting of the future MIDRMA Board meetings. Accordingly, the meeting agreed that the ICAO MID Regional Office coordinate with the MIDRMA Board Chairperson and concerned States the hosting of the MIDRMA Board/14 meeting during the second half of 2015.

REPORT ON AGENDA ITEM 8: ANY OTHER BUSINESS

8.1 The meeting recalled that it was agreed that the list of MIDRMA Board Members and Alternates should be updated on a regular basis. Taking into consideration the agreement on the need to designate Focal Points for both ATC and Airworthiness/Flight Operations issues, the meeting reviewed and updated the list of MIDRMA Board Members, Alternates and Focal Points as at **Appendix 8A**.

8.2 The meeting agreed that the ICAO MID Regional Office is to issue a State Letter to the MIDRMA Member States requesting them to update their MIDRMA Members, Alternates and focal points to facilitate the coordination process with the MIDRMA.

8.3 The meeting was of the view that the MIDRMA Board Draft Conclusion and Decisions related to the MIDRMA project financial and managerial issues should not be presented to MIDANPIRG. Accordingly, the meeting agreed that this proposal would be submitted to MIDANPIRG/15 for approval.

LIST OF MIDRMA BOARD MEMBERS/ALTERNATES AND FOCAL PONTS

STATE	MIDRMA BOARD MEMBER	ALTERNATE	ATC FOCAL POINT	AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT
BAHRAIN	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: aliahmed@caa.gov.bh	Mr. Mohammed Zainal <i>(Chairperson of MIDRMA Board)</i> Head of Standards, 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: mzainal@caa.gov.bh		
EGYPT	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. Hassan Kamel Abdel Meguied ATS Safety Manager National Air Navigation Services Co. Cairo International Airport Road Cairo – EGYPT Fax: (202) 2268 0627 Tel: (202) 2265 7842 Mobile: (010) 1843 602 E-mail: hassan.kamel@nansceg.net		
IRAN	Mr. Ali Reza Majzoubi Chief of Tehran ACC Iran Airports Company (IAC) Tehran – IRAN Fax: (98) 21 445 44114 Tel: (98) 21 445 4 4114 Mobile: +9891 2305 3095 Email: maj.alireza@yahoo.com Alireza.majzoubi@gmail.com	Mr. Saeed 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: s-akbari@cao.ir		Mr. Majid Khademhosseini Airworthiness In charge (Avionic) Flight Standard Department (CAO) Tehran – IRAN Fax: (98) 21 660 25066 Tel: (98) 21 661 02123 Mobile: (98) 9122140530 E-mail: majid.khadem@gmail.com m-khademhossini@cao.ir

MIDRMA Board/13-REPORT
APPENDIX 8A

8A-2

STATE	MIDRMA BOARD MEMBER	ALTERNATE	ATC FOCAL POINT	AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT
IRAQ				
JORDAN	Mr. Ahmad Awad Al-Natour Air Traffic Controller Civil Aviation Regulatory Commission Queen Alia Airport Amman - JORDAN Fax: (962-6) 4451 619 Tel: (962-6) 448 2282 Ext 3420 Mobile: (962) 799 970 098 E-mail: ahmad.natour@carc.gov.jo natour@inbox.com	Mr. Ahmed Hisham Amireh Air Traffic Controller Civil Aviation Regulatory Commission P.O.Box 7547/11110 Amman-Jordan Fax: (962-6) 489 1266 Tel: (962- 6) 489 2282 Ext 3420 Mobile: (962) 79 5079 688 E-mail: ahmed.amireh@carc.gov.jo ahmdha@yahoo.com		
KUWAIT	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: atc_controler@hotmail.com q8dgca_danoff@hotmail.com	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: baracoda99@hotmail.com q8dgca_danoff@hotmail.com		
LEBANON	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: hassaniehw@beirutairport.gov.lb			

8A-3

STATE	MIDRMA BOARD MEMBER	ALTERNATE	ATC FOCAL POINT	AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT
LIBYA				
OMAN	Mr. Anwar Abdullah Moosa Alraisi Air Traffic Control Service Director Directorate General of Meteorology & 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: anwarr2005@yahoo.com anwar@caa.gov.om	Mr. Sabri Al Busaidy DMS Manager Directorate General of Meteorology & 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: sabri@caa.gov.om		
QATAR				
SAUDI ARABIA	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: khaled1111alsharif@yahoo.com	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: i_basheikh@hotmail.com		Mr. Ahmad Z. Garoot Aviation Safety Inspector Safety & 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: agarout@gaca.gov.sa

MIDRMA Board/13-REPORT
APPENDIX 8A

8A-4

STATE	MIDRMA BOARD MEMBER	ALTERNATE	ATC FOCAL POINT	AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT
SUDAN	Mr. Yasir Rabih Assistant ATM Manager Sudan Civil Aviation Authority Air Navigation Service P.O. Box 137 Code 11112 Khartoum - SUDAN Fax: 249 183 770 534 Tel: 249 183 770 534	Mr. Amin Mustafa Abdulgadiryoub Sudan Civil Aviation Authority Air Navigation Service P.O. Box 137 Code 11112 Khartoum - SUDAN Fax: 249 183 770 534 Tel: 249 183 770 534		
SYRIA	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: ousafi@mail.sy	Mr. Fissal Dayoub ATC SCAA Damascus International Airport Fax: 963115400540 Tel: 9635400312 Mobile: 933693807 E-mail: fdayoub@mail.sy		Mr. Ashraf Mohyeldin Siddig Senior Airworthiness Inspector Sudan Civil Aviation Authority Airworthiness Directorate P.O. Box 185 Code 11112 Khartoum - SUDAN Tel: (249) 8377 9234 Mobile: (249) 91 230 1964 Email: ashraf@scaa.gov.sd
UAE	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: fkhaja@szc.gcaa.ae	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: ahashimi@szc.gcaa.ae		

8A-5

STATE	MIDRMA BOARD MEMBER	ALTERNATE	ATC FOCAL POINT	AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT
YEMEN	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: cama570@yahoo.com	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: ras.shamsan@gmail.com		
MIDRMA	Middle East Regional Monitoring Agency P.O. Box 50468 – KINGDOM OF BAHRAIN Fax: (973) 17 32 9956 Tel: (973) 17 32 9054 Email: midrma@midrma.com			

LIST OF PARTICIPANTS

NAME	TITLE & ADDRESS
STATES BAHRAIN Mr. Ahmed Mohammed Bucheery	Air Traffic Control Supervisor Civil Aviation Affairs P.O.Box 586 KINGDOM OF BAHRAIN Fax: (973-17) 321 081 Tel: (973-17) 321 029 Mobile: (973) 3952 2696 Email: a.ali@caa.gov.bh
Mr. Ali Ahmed Mohammed	Director Air Navigation Civil Aviation Affairs P.O.Box 586 KINGDOM OF BAHRAIN Fax: (973-17) 329 977 Tel: (973-17) 321 116 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: (973-17) 329 977 Tel: (973-17) 321 028 Mobile: (973) 3967 6707 Email: mzainal@caa.gov.bh
Mr. Mohamed Juma Alshaban	ATC Supervisor Civil Aviation Affairs P.O.Box 586 KINGDOM OF BAHRAIN Fax: (973-17) 329 966 Tel: (973-17) 321 085 Mobile: (973) 3661 1178 Email: mjwahab@caa.gov.bh
Mr. Abdulla Yousif Abdulla Falamarzi	ATC Supervisor Civil Aviation Affairs P.O.Box 586 KINGDOM OF BAHRAIN Fax: (973-17) 321 029 Tel: (973-17) 321 081 Mobile: (973) 3966 0280 Email: afalamarzi1@gmail.com

NAME	TITLE & ADDRESS
Mr. Hussain Ali Al-Mutawa	Air Traffic Controller Civil Aviation Affairs P.O.Box 586 KINGDOM OF BAHRAIN Fax: (973-17) 329 966 Tel: (973-17) 321 081 Mobile: (973) 3636 2082 Email: humutawa@gmail.com
Mr. Ali Jaffar Ali	Air Traffic Controller Civil Aviation Affairs P.O.Box 586 KINGDOM OF BAHRAIN Fax: (973-17) 329 966 Tel: (973-17) 321 081 Mobile: (973) 3636 3631 Email: ali.jaffar.ali@gmail.com
Mrs. Noora Yousif Khalaf	Air Traffic Controller Civil Aviation Affairs P.O.Box 586 KINGDOM OF BAHRAIN Fax: (973-17) 329 966 Tel: (973-17) 321 080 Mobile: (973) 3965 5899 Email: n00ra87@windowslive.com
Mr. Muhanna A. Buhamood	Airworthiness Inspector Civil Aviation Affairs P.O.Box 586 KINGDOM OF BAHRAIN Fax: (973-17) 329 938 Tel: (973-17) 321 067 Mobile: (973) 3967 9560 Email: mmuhana@caa.gov.bh
Mr. Abul Razzaq Abdul Wahid	Aircraft Registration Specialist Civil Aviation Affairs P.O.Box 586 KINGDOM OF BAHRAIN Fax: (973-17) Tel: (973-17) 321 067 Mobile: (973) 3773 3451 Email: a.mohamed@caa.gov.bh
Capt. Abdulla Alsaeedi	Aircraft Operation Inspector Civil Aviation Affairs P.O.Box 586 KINGDOM OF BAHRAIN Tel: (973-17) 319 940 Mobile: (973) 3966 8114 Email: a.alsaeedi@caa.gov.bh

NAME	TITLE & ADDRESS
Mr. Abdul Sattar Al Alawi	Senior Aircraft Operation Inspector Civil Aviation Affairs P.O.Box 586 KINGDOM OF BAHRAIN Tel: (973-17) 321 169 Mobile: (973) 3960 7040 Email: abdulatar.alalawi@caa.gov.bh
EGYPT Capt. Hisham Abdel Fattah Ibrahim	Head of Air Navigation Egyptian Civil Aviation Authority Ministry of Civil Aviation Egyptian Civil Aviation Authority Cairo Airport Road Cairo-EGYPT Fax: (202) 2268 0627 Tel: (202) 2987 0652 Mobile: (20100) 606 8185 Email: hgpm66@gmail.com
Mr. Mohamed Mohamed Abdel Wahab Aly	Senior Inspector Egyptian Civil Aviation Authority Ministry of Civil Aviation Egyptian Civil Aviation Authority Cairo Airport Road Cairo-EGYPT Fax: (202) 2268 0627 Tel: (202) 2265 7814 Mobile: (20106) 340 3444 Email: mohamedabdelwahab47@gmail.com
Mr. Khalid El Sharkawi	Air Traffic Controller National Air Navigation Services Company Cairo International Airport Road Cairo - EGYPT Tel: (202) 2267 8883 Mobile: (20100) 188 8304 Email: elsharkawykhale350@yahoo.com
Mr. Amr Mohamed Amin Abdul Hamid	Safety Manager National Air Navigation Services Company Cairo International Airport Road Cairo - EGYPT Tel: (202) 2269 0057 Mobile: (20106) 156 9762 Email: amro_1962@yahoo.com

NAME	TITLE & ADDRESS
<p>ISLAMIC REPUBLIC OF IRAN</p> <p>Mr. Alireza Majzoubi</p>	<p>Chief of Tehran ACC Iran Airports Company Mehrabad International Airport P.O. Box 13445 Tehran - ISLAMIC REPUBLIC OF IRAN Fax: (98-21) 44544114 Tel: (98-21) 44544114 Mobile: (989-12) 305 3095 Email: maj.alizera@yahoo.com alireza.majzoubi@gmail.com</p>
<p>OMAN</p> <p>Mr. Mubarak Saleh Al Gheilani</p>	<p>Director of Air Traffic Control Services Public Authority for Civil Aviation Muscat International Airport P.O.Box 1 - Code 111 Muscat, SULTANATE OF OMAN Fax: (968) 2451 8990 Tel: (968) 2451 8646 Mobile: (968) 9507 6157 Email: m.alghelani@caa.gov.om</p>
<p>Mr. Nasser Salim Al-Tuwaiya</p>	<p>Air Traffic Controller Public Authority for Civil Aviation Muscat International Airport P.O. Box 1752– Code 112 Muscat, SULTANATE OF OMAN Fax: (968) 2451 9523 Tel: (968) 2451 9305 Mobile: (968) 9518 0233 Email: nass2008@caa.gov.com</p>
<p>QATAR</p> <p>Mr. Ibrahim Abdul Qader</p>	<p>Vice-Chairman & Director of Air Safety Department Civil Aviation Authority P.O.Box 3000 Doha – QATAR Fax: (974) 4465 4761 Tel: (974) 4455 7201 Mobile: (974) 5551 3619 Email: ibrahim@caa.gov.qa</p>
<p>Mr. Neal M. Peterson, FRAeS</p>	<p>Flight Operations Inspector Civil Aviation Authority P.O.Box 3000 Doha – QATAR Fax: (974) 4465 4761 Tel: (974) 4455 7208 Mobile: (974) 6668 6740 Email: neal.peterson@caa.gov.qa</p>

NAME	TITLE & ADDRESS
<p>SAUDI ARABIA Mr. Abdulrahman S. Alzahrani</p>	<p>Manager KKIA ATC Unit General Authority of Civil Aviation P.O.Box 12114 Riyadh 11473 KINGDOM OF SAUDI ARABIA Fax: (966-11) 221 1194 Tel: (966-11) 221 1121 Mobile: (966-5) 5544 5335 Email: absalzahrani@gaca.gov.sa</p>
<p>Mr. Ahmad Z. Garoot</p>	<p>Aviation Safety Inspector/SAFA Inspector General Authority of Civil Aviation P.O.Box 45064 Jeddah 21444 KINGDOM OF SAUDI ARABIA Fax: (966-12) 685 5745 Tel: (966-12) 685 5842 Mobile: (966-50) 554 4372 Email: agarout@gaca.gov.sa</p>
<p>Mr. Fahad M. Al Ghamdi</p>	<p>Manager KAIA ATC Unit General Authority of Civil Aviation P.O. Box 6326 Jeddah 21442 KINGDOM OF SAUDI ARABIA Fax: (966-12) 685 4021 Tel: (966-12) 685 0505 Mobile: (966-50) 362 4810 Email: atcudfahad@hotmail.com</p>
<p>Mr. Ibraheem Mohammed Basheikh</p>	<p>Software Engineer General Authority of Civil Aviation P.O. Box 15441 Jeddah 21444 KINGDOM OF SAUDI ARABIA Fax: (966-12) 671 9041 Tel: (966-12) 6717717 Ext 1119 Mobile: (966-50) 567 1231 Email: ibasheikh@gaca.gov.sa</p>
<p>Mr. Khalid Barakat Al Barakati</p>	<p>Airspace Manager ATM/ANS General Authority of Civil Aviation P.O. Box 15441 Jeddah 21441 KINGDOM OF SAUDI ARABIA Fax: (966-12) 671 7717 Ext 1807 Tel: (966-12) 671 7717 Ext.1808 Mobile: (966-50) 337 3395 Email: kbarakati@gaca.gov.sa</p>

NAME	TITLE & ADDRESS
<p>SUDAN</p> <p>Mr. Yasir Rabih Hassan Mudathir</p>	<p>Assistant ATM Manager Sudan Civil Aviation Authority Air Navigation Service P.O. Box 137 Code 11112 Khartoum - SUDAN Fax: (249) 8377 9125 Tel: (249) 12 328 8053 Mobile: (249) 91 237 5269 Email: yasirrabih20@gmail.com yasirrabih20@yahoo.com</p>
<p>Mr. Ashraf Mohyeldin Siddig</p>	<p>Senior Airworthiness Inspector Sudan Civil Aviation Authority Airworthiness Directorate P.O. Box 185 Code 11112 Khartoum - SUDAN Tel: (249) 8377 9234 Mobile: (249) 91 230 1964 Email: ashraf@scaa.gov.sd</p>
<p>YEMEN</p> <p>Mr. Ahmed Mohamed Al Kobati</p>	<p>Director Air Navigation Operations - ATS GD Civil Aviation and Meteorology Authority P.O. Box 1042 Zubairy Street Sana'a, YEMEN Fax: (967-1) 344 047 Tel: (967-1) 344 675 Mobile: (967-777) 241 375 Email: cama570@yahoo.com</p>
<p>ORGANIZATIONS/INDUSTRIES</p> <p>EUROCONTROL</p> <p>Mr. Andrew Lewis</p>	<p>Technical Manager EUR RMA EUROCONTROL Headquarters Rue de la Fusée, 96, 1130 Brussels BELGIUM Fax: (32-2)729 9086 Tel: (32-2) 729 3454 Email: andrew.lewis@eurocontrol.int</p>

NAME	TITLE & ADDRESS
IATA Mr. Achim Baumann	Director SFO IATA, MENA King Abdallah II Street P.O.Box 940587 Amman 11194, JORDAN Fax: (962-6) 593 9923 Tel: (962-6) 580 4200 Ext 1214 Mobile: (962-79) 704 5556 Email: baumanna@iata.org
Mr. George Rhodes	Assistant Director Infrastructure IATA, MENA King Abdallah II Street P.O.Box 940587 Amman 11194, JORDAN Fax: (962-6) 593 9923 Tel: (962-6) 580 4256 Mobile: (962-79) 944 4252 Email: rhodesg@iata.org
MIDRMA Mr. Fareed Abdullah Al Alawi	MIDRMA Manager MIDRMA P.O. Box 50486 KINGDOM OF BAHRAIN Fax: (973) 19 329 956 Tel: (973) 17 329 955 Mobile: (973) 3965 1596 Email: midrma@midrma.com
Mr. Fathi Ibrahim Al-Thawadi	MIDRMA Officer MIDRMA P.O. Box 50486 KINGDOM OF BAHRAIN Fax: (973) 19 329 956 Tel: (973) 17 329 988 Mobile: (973) 3967 6614 Email: midrma@midrma.com
UNSW Dr. Sameer Alam	Lecturer School of Engineering and Information Technology University of New South Wales P.O.Box 7916 Camberra AUSTRALIA Fax: (61-2) 6268 8276 Tel: (61-2) 6268 8822 Email: s.alam@adfa.edu.au