



International Civil Aviation Organization

RASG-MID Steering Committee

Fourth Meeting (RSC/4)
(Cairo, Egypt, 15 – 17 December 2015)

Agenda Item 4: Coordination between RASG-MID and MIDANPIRG

**COORDINATION BETWEEN RASG-MID AND MIDANPIRG
FOR SAFETY RELATED ISSUES**

(Presented by the Secretariat)

SUMMARY

This paper provides an update on the activities of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG), especially those related to safety. It highlights the activities coordinated between RASG-MID and MIDANPIRG for an improved efficiency of both Groups and to avoid duplication of efforts including the agreed coordination mechanism.

Action by the meeting is at paragraph 3.

REFERENCES

- ATM SG/2 Report
- MIDANPIRG/15 Report
- MRC/1 Minutes
- RASG-MID/4 Report

1. INTRODUCTION

1.1 The RASG-MID and MIDANPIRG have been coordinating some safety-related issues such as mitigation measures for CFIT (unstabilized approaches) and call sign confusion and similarity. Other subjects of interest to both groups have been identified, in particular those related to ATM safety such as SMS implementation for ANS/ATM, Language Proficiency for Air Traffic Controllers, RVSM safety monitoring, etc.

2. DISCUSSION

Coordination between RASG-MID and MIDANPIRG

2.1 The Second PIRG-RASG Global Coordination meeting held in ICAO Headquarters, Montreal on 5 February 2015. In order to further improve the current coordination mechanism between MIDANPIRG and RASG-MID and based on the outcome of the Second PIRG-RASG (Montreal, 5 February 2015), the DGCA-MID/3 (Doha, Qatar, 27-29 April 2015), the RASG-MID/4

(Jeddah, Saudi Arabia, 30 March – 01 April 2015), and the MIDANPIRG/15 (Bahrain, 8-11 June 2015) meetings, it was agreed that:

- the Chairperson(s) of MIDANPIRG should attend the RASG-MID meetings;
- the Chairperson(s) of RASG-MID should attend the MIDANPIRG meetings;
- the ICAO MID Regional Office to organize on a yearly basis a MIDANPIRG/RASG-MID Coordination meeting to be attended by the Chairpersons of both Groups and their subsidiary bodies, in order to follow-up on the activities being coordinated between the two Groups, agree on the level of involvement of the relevant subsidiary bodies, address any roadblocks and identify additional subjects, which need to be addressed by/coordinated between both Groups;
- a Table listing the subjects in which both MIDANPIRG and RASG-MID have interest with an assignment of the leading Group be presented to the First MIDANPIRG/RASG-MID Coordination meeting for endorsement; and
- the procedural handbooks of MIDANPIRG and RASG-MID should be updated before the end of 2015 to include the agreed coordination mechanism.

2.2 The First MIDANPIRG/RASG-MID Coordination meeting was held on 10 June 2015 as a side meeting during the MIDANPIRG/15 meeting (Bahrain, 8-11 June 2015) and endorsed the Table at **Appendix A**, listing the subjects in which both MIDANPIRG and RASG-MID have interest with an assignment of the leading Group.

2.3 It was agreed that that the Second MIDANPIRG/RASG-MID Coordination meeting be held in Cairo, Egypt on 14 December 2015 back-to-back with RSC/4. However, this meeting was postponed to 2016 due low level of confirmed participation.

2.4 The RASG-MID procedural handbook has been updated to include among other things, the agreed coordination mechanism. The revised handbook will be presented in a separate WP.

MIDANPIRG Activities

Call Sign Confusion

2.5 The meeting may wish to recall that based on the outcome of the First meeting of the Call Sign Confusion Ad-hoc Working Group (CSC WG), the RASG-MID/4 meeting agreed to the issuance of the RASG Safety Advisory (RSA) to provide a set of guidelines and similarity rules for use by airline operators and air traffic. The RSA-04 was issued by the ICAO MID Regional Office through State Letter Ref.: ME 4-15/152 dated 26 May 2015 and posted on the ICAO MID website. Accordingly, the MIDANPIRG/15 meeting encouraged States and aircraft operators to implement the RASG-MID Safety Advisory- RSA-04.

2.6 The MIDANPIRG/15 meeting noted with appreciation that EUROCONTROL, in accordance with the CSC WG/1 Action Plan, provided the ICAO MID Regional Office on 11 May 2015 with the EUROCONTROL Voluntary ATM Incident Reporting (EVAIR) analysis related to the identified Middle East Air Operators (AOs) with call sign similarities/confusions within the Europe Region. It was highlighted that call sign similarity/confusion issues were occurring not only between MID AOs and non-MID AOs but also between the same AO flights. The meeting reviewed and updated the Action Plan developed initially by the CSC WG/1 meeting. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 15/2: CALL SIGN SIMILARITY PROVISIONS AND GUIDELINES

That, States be urged to:

- a) take necessary measures to ensure that their Aircraft Operators (AOs) implement a mechanism to de-conflict call similarity between the same AO flights and thereafter between their local AOs and other Middle East AOs flights;*
- b) report call sign similarity/confusion cases using the template at Appendix 4.1C; and*
- c) develop a simplified mechanism to trigger the reporting of call sign similarity/confusion by ATCOs.*

2.7 It is to be highlighted that MIDANPIRG/14 agreed that an initiative related to CSC be implemented under the framework of the MID Region ATM Enhancement Programme (MAEP), by the MAEP Interim Project Management Office (MAEP IPMO) with Etihad Airways as the lead. The progress report on the CSC initiative as presented to the Second Meeting of the MAEP Steering Committee (MAEP SC/2) is at **Appendix B**.

Reduced Vertical Separation Minima (RVSM)

2.8 The meeting may wish to recall that the Middle East Regional Monitoring Agency (MIDRMA) has been established in accordance with the provisions of ICAO Annex 11, to monitor the height-keeping performance of aircraft operating between FL290 and 410 inclusive, in order to ensure that the continued application of the vertical separation minimum meets the safety objectives. The MIDRMA is composed of the fifteen (15) MID States and is hosted in Bahrain, and staffed with three full time experts equipped with the latest GPS-based Monitoring Units (GMUs).

2.9 It is to be highlighted that the MIDRMA has several tools to improve the monitoring of RVSM implementation such as:

- Large Height Deviation (LHD) Online Reporting Tool;
- Collision Risk Assessment software;
- Online Auto Minimum Monitoring Tool; and
- Airspace Collision Risk Hot-spot Analysis software

2.10 States are invited to visit the MIDRMA website (midrma.com) for more information, reports and tools related to the RVSM implementation.

2.11 The meeting may wish to note that the MIDANPIRG/15 meeting reviewed and endorsed the MID RVSM Safety Monitoring Report (SMR) 2014, which presents evidence that, according to the data and methods used, the key safety objectives as set out by MIDANPIRG, through Conclusion 12/16, continue to be met.

2.12 The ATM SG/2 meeting (Cairo, Egypt, 30 November - 03 December 2015) was apprised of the MIDRMA activities related to the Minimum Monitoring Requirements (MMR). The meeting noted with appreciation that the MIDRMA developed an Auto Online MMR Tool to enable the Civil Aviation Authorities in the MID Region to check their MMR for each airline operator under

their responsibility and identify the aircraft that are non-compliant with the Annex 6 requirements for height-keeping performance. The Tool is available on the MIDRMA website. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 2/3: AUTO ONLINE MMR TOOL

That, States be urged to:

- a) use the Auto Online Minimum Monitoring Requirements (MMR) Tool, available on the MIDRMA website; to ensure that all their operators/airframes are complying with Annex 6 requirements related to Height-Keeping Performance; and*
- b) provide feedback to the MIDRMA for the enhancement of the Tool.*

2.13 The ATM SG/2 meeting noted with concern that 191 Iranian aircraft have unknown Height Keeping Monitoring results, which constitutes a serious safety issue. In order to resolve this issue 51 out of the 191 aircraft should be monitored. However, due to the imposed restrictions by the CSSI company on the use of the GMUs (Sanctions imposed by the USA), the MIDRMA was unable to respond positively to the Iranian requests for GMU missions.

2.14 The ATM SG/2 meeting noted that ICAO and the MIDRMA tried all possible channels to resolve the issue (Waiver from USA) but without success. Nevertheless, taking into consideration the latest political developments, it was highlighted that ICAO and the MIDRMA will pursue the subject with relevant Authorities. In this respect, the USA delegation attending the meeting assured that they will follow-up the subject with relevant authorities in the USA.

2.15 The ATM SG/2 meeting recalled that the First MIDANPIRG/RASG-MID Coordination meeting (MRC/1) held in Bahrain on 10 June 2015 identified RVSM safety monitoring as one of the subjects of interest for both MIDANPIRG and RASG-MID and agreed that MIDANPIRG will be the leading group for this subject. In this respect, the meeting underlined that the MIDRMA's contribution to the work programme of the RASG-MID is essential, in order to further raise awareness about the safety issues related to RVSM operations and monitoring; especially those related to RVSM approvals and certification and address them with the airworthiness experts supporting the activities of the RASG-MID. Accordingly, the meeting agreed that the participation of the MIDRMA Team in the RASG-MID meetings/events should be addressed to the MIDRMA Board/14 (Khartoum, Sudan, 1-3 February 2016) for final decision.

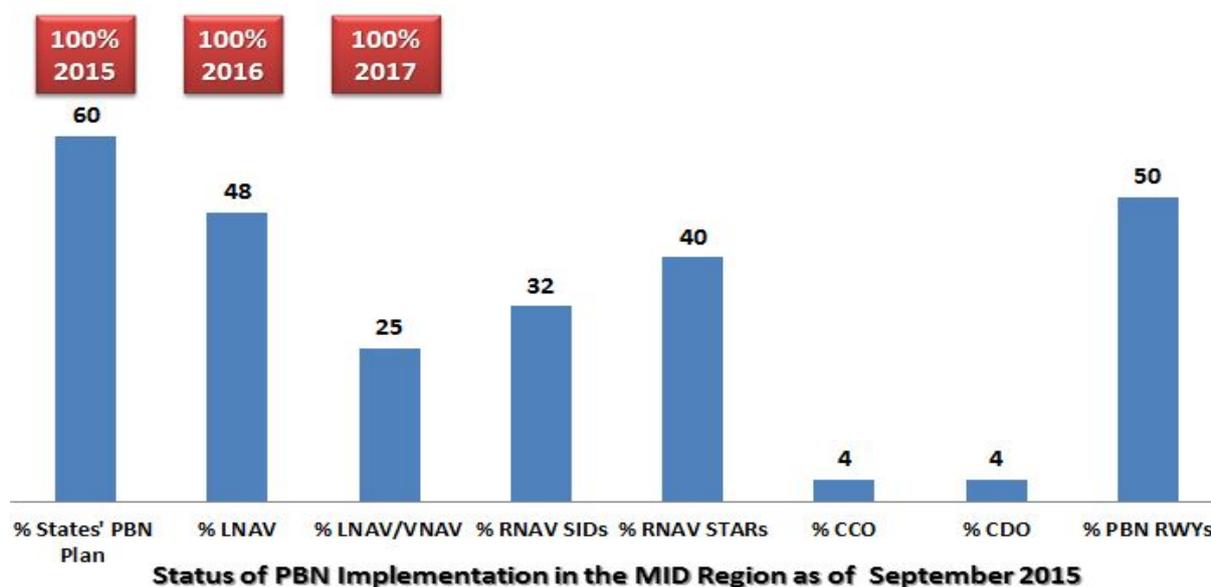
2.16 The MIDRMA Board members/alternates and ATC and Airworthiness/Flight Operations focal points is at **Appendix C**. The Airworthiness/Flight Operations focal point should be the person within the CAA responsible for the RVSM certifications in order to improve the coordination process between the MIDRMA and the State.

Performance Based Navigation (PBN)

2.17 The meeting may wish to recall that the Fourth edition of the Global Air Navigation Plan (GANP) considered the Performance Based Navigation (PBN) as the highest priority for the air navigation. The introduction of PBN has met the expectations of the entire aviation community, by increasing airspace capacity, improving airport accessibility, ensuring flight safety, and reducing CO₂ emissions. The status of PBN implementation is reflected in the Global Air Navigation Report as well as the Global and Regional Air Navigation Performance Dashboards.

2.18 The Regional Implementation Plan is a document adopted by PIRGs offering appropriate guidance for air navigation service providers, airspace operators and users, regulators, and international organizations on the evolution of navigation capabilities as one of the key systems supporting air traffic management, and which describes the RNAV and RNP navigation applications that should be implemented in the short, medium and long term at the regional level. The MID Region PBN Implementation Plan (MID Doc 007), as endorsed by MIDANPIRG/15, is available on the ICAO MID Regional Office Website: https://portal.icao.int/RO_MID/Pages/MIDDocs.aspx.

2.19 Several mandates are requesting States and stakeholders to work together in order to foster the implementation of PBN such as: the Assembly Resolution A37/11, GANP, Montreal Declaration on Planning for Aviation Safety Improvement, MID Region Air Navigation Strategy, MID Region PBN Implementation Plan, DGCA-MID Doha Declaration on Aviation Safety and Air Navigation in the MID Region, PIRGs and RASGs Conclusions, etc. The PBN regional requirements and their associated status of implementation are reflected in the graph below:



2.20 The main identified challenge impeding the advancement of PBN implementation in addition to the low number of qualified PBN Experts (PANS-OPS, Airspace planner, OPS Approval and Instructors) is the lack of necessary regulations enabling service providers to implement and the air operators to use PBN procedures.

2.21 The meeting may wish to note that the establishment of the MID Flight Procedure Programme under the framework of MAEP is on-going, based on the experience gained from the AFI and Asia/Pacific FPPs. The MID FPP main objective in Phase 1 is the building of the MID States' capabilities related to PBN, which eventually will foster the PBN Implementation.

Civil/Military Coordination

2.22 The meeting may wish to recall that the MIDANPIRG/15 meeting established the MID Civil/Military Support Team, with a view to expedite the implementation of the FUA Concept in the MID Region. Accordingly, the meeting encouraged States to request the ICAO MID Regional Office to coordinate the conduct of a Support Team visit, which includes in its work programme a Civil/Military Cooperation Workshop.

2.23 The MIDANPIRG/15 urged States to take necessary measures to implement the provisions of the Resolution A38-12 and MIDANPIRG/14 Conclusions 14/12 and 14/13 and provide the ICAO MID Regional Office with an update on the action(s) undertaken before 1 October 2015. It was underlined that no feedback was received. Accordingly, the ATM SG/2 meeting urged States to provide their feedback to the ICAO MID Regional Office related to the actions undertaken, by **15 July 2016**.

Conflict Zones

2.24 The meeting may wish to note that some airspace users continue to circumnavigate Baghdad, Damascus and Tripoli FIRs due to the conflict zones. With regard to Sana'a FIR, some air operators resumed operations through Sana'a FIR using the ATS routes over the high seas.

2.25 Several Contingency Coordination Teams (CCTs) have been established in accordance with the MID Region ATM Contingency Plan, which succeeded in the provision of a forum for sharing information, identifying the challenges and implementation of contingency measures/routes ensuring the safety of air traffic during contingency situations.

2.26 The meeting may wish to note that the majority of the information posted on the ICAO Conflict Zone Information Repository (CZIR) is related to the MID Region. In this respect States were encouraged to provide updated information related to conflict zones, in accordance with the interim procedure to disseminate information on risks to civil aviation arising from conflict zones attached to State Letter Ref.: SMM 1/4-15/16 dated 20 March 2015.

2.27 The meeting may wish to note that ICAO issued State Letter Ref.: AN13/35-15/36 dated 21 May 2015, related to State emergency response to natural disasters and associated air traffic contingency (ATC) measures, reminding States of their obligations with regard to the importance and necessity of proactive contingency planning.

Global Aeronautical Distress and Safety System (GADSS)

2.28 The meeting may wish to note that the Council at its 206th Session approved the recommendation of the ANC on the amendment to Annex 6 Part 1 in relation to Normal Tracking with applicability of 2018. A State Letter will be issued in due course.

2.29 The Air Navigation Commission (ANC) at its 200th Session gave final review to amendments to Annex 6 Part 1 in relation to Flight Data Recovery and Distress Tracking with applicability in 2021 and their recommendation will be considered by the Council at its 207th Session (Feb-Mar 2016).

2.30 The Council and Commission both observed that extensive work was still required in relation to consequential Standards and Recommended Practices (SARPs) and guidance material and that diligence is required in this work to make sure there is no overlap or gaps in the documentation.

Remotely Piloted Aircraft System (RPAS)

2.31 The subject was addressed by the ATM SG/2 meeting. The meeting noted that the ANC during its 196th Session in May 2014 established the RPAS Panel to replace the Unmanned Aircraft Systems Study Group (UASSG).

2.32 The main objective of the RPAS Panel is to develop SARPs, procedures and guidance to facilitate safe, secure an efficient integration of Remotely Piloted Aircraft (RPA) into non-segregated airspace and aerodromes, maintaining the existing level of safety for manned aviation, with priority to Instrument Flight Rules (IFR) operations in controlled airspace. The meeting may wish to note that the personnel licensing provisions related to RPAS will be adopted in 2018.

2.33 The ATM SG/2 meeting encouraged States to use the guidance material related to RPAS provided in the ICAO Doc 10019 and the information available on the RPAS webpage: <https://www4.icao.int/rpas>.

2.34 The ATM SG/2 meeting received with appreciation presentation on the USA experience related to the safe integration of Unmanned Aircraft Systems (UAS) into non-segregated airspace. It was highlighted that integrating UAS into the USA airspace system presents both opportunities and challenges, but the focus remains on ensuring safety. New policies, procedures, and approval processes are necessary to adequately respond to the increasing number of requests by civilian operators to conduct UAS operations.

2.35 The ATM SG/2 meeting encouraged States to consider the developments related to RPAS, and take necessary measures for the amendment of the relevant civil aviation regulations and procedures in a timely manner, in order to ensure safe integration of the RPA into the non-segregated airspace. States were also encouraged to attend the RPAS Workshop that will be held in the second quarter of 2016 in ICAO Headquarters, Montreal, Canada.

2.36 The ATM SG/2 meeting agreed that RPAS should be addressed also under the framework of RASG-MID from a safety perspective. Taking into consideration that the work of RASG-MID is based on data driven processes, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 2/2: REMOTELY PILOTED AIRCRAFT SYSTEM (RPAS) OCCURRENCES

That, States be urged to report any safety occurrence related to RPA operations to the ICAO MID Regional Office by 15 March 2016, for review and analysis by the First meeting of the Accident and Incident Analysis Working Group (AIA WG/1, Cairo, Egypt, 29-31 March 2016).

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) urge States (regulators) to take necessary measures to:
 - i. ensure the implementation of MIDANPIRG Conclusion 15/2 related to CSC and support the work of the CSC Initiative carried out by the MAEP IPMO;
 - ii. implement the provisions of the ATM SG/2 Draft Conclusion 2/3 related to the use of the Auto Online Minimum Monitoring Requirements (MMR) Tool;
 - iii. update, as deemed necessary, the MIDRMA Airworthiness/Flight Operations focal points;
 - iv. develop/update the civil aviation regulations to cover the PBN requirements;

- v. support the work of the CCTs;
 - vi. consider the latest developments related to Global Tracking and RPAS;
and
 - vii. ensure the implementation of the ATM SG/2 Draft Conclusion 2/2
related to the reporting of RPAS Occurrences;
- b) take action as appropriate regarding the coordination of activities between MIDANPIRG and RASG-MID; and
- c) agree on the date and venue of the MRC/2 meeting.

APPENDIX A

Coordination between MIDANPIRG and RASG-MID

Subjects of interest for MIDANPIRG and RASG-MID	Responsible/Leading Group	
	RASG-MID	MIDANPIRG
Aerodrome Operational Planning (AOP)		X
Runway and Ground Safety	X	
AIM, CNS and MET safety issues		X
CFIT	X	
SSP Implementation	X	
SMS implementation for ANS and Aerodromes	X	
Accidents and Incidents Analysis and Investigation	X	
English Language Proficiency	X	
RVSM safety monitoring		X
SAR and Flight Tracking		X
PBN		X
Civil/Military Coordination		X
Airspace management		X
Call Sign Similarity and Confusion		X
Conflict Zones		X
Contingency Planning		X
USOAP-CMA	X	
COSCAP, RSOO and RAIO	X	
Air Navigation Deficiencies		X
Training for ANS personnel		X
Training other civil aviation personnel	X	
Laser attack	X	
Fatigue Risk Management	X	
RPAS		X

APPENDIX B

Update on the Call Sign Confusion Initiative

The MEAP IPMO is addressing the call sign confusion initiative in a 2 phased approach. The project manager during this project is Etihad Airways supported by the MAEP IPMO.

- 1) Phase one: addresses air traffic management systems including, Air Traffic Control, State's overflight approval and aerodrome landing/departure permissions and their acceptance of on the use of alpha-numeric within a commercial flight plan i.e.(UAE20AA) through flight plan testing.
- 2) Phase two: has been running in parallel with phase one as to identify means and processes to de-conflict current and future airlines' call sign similarities within the region.

PHASE-1 TESTING	PHASE-2 DE-CONFLICTION																																										
TESTING ATC SYSTEM CAPABILITIES-SUCCESSFULLY COMPLETED 22 MARCH, 2015	IDENTIFY CURRENT TECHNOLOGIES AND PROCESSES UTILIZED OUTSIDE THE MID REGION																																										
TESTING STATE OVERFLIGHT ACCEPTANCE – SUCCESSFULLY COMPLETED JUNE 2015	PROVIDE MEAP PMO WITH SUITABLE TECHNOLOGY AND PROCESS RECOMMENDATIONS FOR REVIEW AND COMMENT																																										
TESTING AIRPORT LANDING / DEPARTURE APPROVALS SUCCESSFULLY COMPLETED AUH, DOH, BAH, MCT STILL ONGOING THROUGHOUT THE MIDDLE EAST	DEVELOP REGIONAL GUIDELINES FOR FLIGHT ID DE-CONFLICTION																																										
TEST UTILIZING REGIONAL CARRIERS BULK FLIGHT PLAN FILING																																											
<p>MULTIPLE LIVE FLIGHT TEST UTILIZING CALL SIGN WITH ALPHANUMERIC I.E. XXX20WD OVERFLIGHT/LANDING PERMISSIONS FOR ALPHA NUMERIC CALL SIGNS HAVE BEEN REQUESTED TO FOLLOWING CITIES IN EUROPE</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tbody> <tr><td>AUH/DUS</td><td>EY23</td><td>ETD35EY</td></tr> <tr><td>DUS/AUH</td><td>EY24</td><td>ETD56EY</td></tr> <tr><td>AUH/MUC</td><td>EY3</td><td>ETD46W</td></tr> <tr><td>MUC/AUH</td><td>EY4</td><td>ETD16E</td></tr> <tr><td>AUH/ZRH</td><td>EY73</td><td>ETD54B</td></tr> <tr><td>ZRH/AUH</td><td>EY74</td><td>ETD81C</td></tr> <tr><td>AUH/FCO</td><td>EY83</td><td>ETD79EY</td></tr> <tr><td>FCO/AUH</td><td>EY84</td><td>ETD26C</td></tr> <tr><td>AUH/GVA</td><td>EY51</td><td>ETD28Y</td></tr> <tr><td>GVA/AUH</td><td>EY52</td><td>ETD27B</td></tr> <tr><td>AUH/BRU</td><td>EY55</td><td>ETD67E</td></tr> <tr><td>BRU/AUH</td><td>ET56</td><td>ETD97A</td></tr> <tr><td>AUH/BRU</td><td>ET57</td><td>ETD46X</td></tr> <tr><td>BRU/AUH</td><td>EY58</td><td>ETD73Y</td></tr> </tbody> </table> <p>ABOVE DESTINATIONS WILL BE TESTED LIVE EFFECTIVE WINTER SCHEDULE 2015/16</p>	AUH/DUS	EY23	ETD35EY	DUS/AUH	EY24	ETD56EY	AUH/MUC	EY3	ETD46W	MUC/AUH	EY4	ETD16E	AUH/ZRH	EY73	ETD54B	ZRH/AUH	EY74	ETD81C	AUH/FCO	EY83	ETD79EY	FCO/AUH	EY84	ETD26C	AUH/GVA	EY51	ETD28Y	GVA/AUH	EY52	ETD27B	AUH/BRU	EY55	ETD67E	BRU/AUH	ET56	ETD97A	AUH/BRU	ET57	ETD46X	BRU/AUH	EY58	ETD73Y	
AUH/DUS	EY23	ETD35EY																																									
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ZRH/AUH	EY74	ETD81C																																									
AUH/FCO	EY83	ETD79EY																																									
FCO/AUH	EY84	ETD26C																																									
AUH/GVA	EY51	ETD28Y																																									
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BRU/AUH	EY58	ETD73Y																																									
FINAL REPORT / GAP ANALYSIS PROVIDED TO THE MEAP PMO PLANNED TO FOLLOW IN DECEMBER																																											

APPENDIX C

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	Mr. Saleem Mohammed Hassan Chief Air Traffic Management Civil Aviation Affairs P.O. Box 586 BAHRAIN Fax: (973) 17 329966 Tel: (973) 17 321 1117 Mobile: (973) 39608860 E-mail: saleemmh@caa.gov.bh	Capt. Abdulla Al Saeedi Aircraft Operations Inspector Civil Aviation Affairs P.O. Box 586 BAHRAIN Tel: (973) 17 32 9940 E-mail: a.alsaeedi@caa.gov.bh Eng. Abdulrazzqaq Abdulwahid Aircraft Registration Specialist Civil Aviation Affairs P.O. Box 586 BAHRAIN Tel: (973) 17 32 9031 E-mail: a.mohammed@caa.gov.bh
EGYPT ✓	Mr. Hesham Abdel Fattah Ibrahim Head of Air Navigation Central Administration Egyptian Civil Aviation Authority Cairo Airport Road Cairo - EGYPT Mobile: (20100) 606 8185 Email: hesham.abdel-fatah@civilaviation.gov.eg	Mr. Ashraf Fathy Ghoneim Airworthiness (Avionics) Engineering Inspector Egyptian Civil Aviation Authority Cairo Airport Road Cairo - EGYPT Mobile: (20100) 6756 717 Email: ashraf.ghoneim@civilaviation.gov.eg ashraf.ghoneim@gmail.com	Mr. Amr Mohamed Amin Safety Manager National Air Navigation Services Company (NANSC) Cairo Airport Road Cairo - EGYPT Mobile: (20106)156 9762 Email: amro_1962@yahoo.com	Mr. Essam Salah Labib ATC Supervisor National Air Navigation Services Company (NANSC) Cairo Airport Road Cairo - EGYPT Mobile: (20122)338 477 Email: essamsalah@aol.com
IRAN ✓	Mr. Ebrahim Moradi Chief of Tehran ACC Iran Airports Company (IAC) Tehran – IRAN Fax: (98 21) 445 4414 Tel: (98 21) 445 4414 Mobile: (989-12) 225 5416 Email: ebistar_moradi@yahoo.com	Mr. Saeed Akbari General Director of Aeronautical Operation Supervisory Bureau Tehran Mehrabad International Airport P.O. Box 13445-1798 Tehran - IRAN Fax: (9821) 44665576 Tel: (9821) 66073534 Mobile: (98912)1 404462 Email: s-akbari@cao.ir	Mr. Asghar Tabraee Tehran ACC Iran Airports Company (IAC) Tehran – IRAN Fax: (98 21) Tel: (98 21) 44544115 Mobile: (989-12) 6715242 Email: tbr1356@yahoo.com	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

STATE	MIDRMA BOARD MEMBER	ALTERNATE	ATC FOCAL POINT	AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT
IRAQ✓				Mr. Nashat Nadhir Al-Ani Airworthiness Inspector Flight Safety Department Iraqi civil Aviation Authority IRAQ Mobile: (964) 780 859 0778 Email: nashaatnadhir@iraqcaa.com
JORDAN✓	Mr. Ahmad Mohammad Al-Hederes Air Traffic Controller Civil Aviation Regulatory Commission Queen Alia Airport Amman - JORDAN Fax: (962-6) 4452 312 Tel: (962-6) 4452 189 Mobile: (962) 796 664 328 E-mail: ahmad.al-hederes@carc.gov.jo	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) 489 2282 Ext 3420 Mobile: (962) 799 970 098 E-mail: ahmad.natour@carc.gov.jo	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: ahmad.amireh@carc.gov.jo	Eng. Majed Saltan Dmour Airworthiness Inspector Civil Aviation Regulatory Commission P.O.Box 7547/11110 Amman - JORDAN Fax: (962-6) 487 4710 Tel: (962-6) 489 2282 Ext 3733 Mobile: (962) 77 7413 263 E-mail: majeddmour@carc.gov.jo
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		

STATE	MIDRMA BOARD MEMBER	ALTERNATE	ATC FOCAL POINT	AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT
LEBANON	<p>Mr. Kamal Nassereddine Chief Air Navigation Department Directorate General of Civil Aviation Beirut Airport Beirut – LEBANON Fax: (961-1) 629 023 Tel: (961-1) 628 178 Mobile: E-mail: atm@beirutairport.gov.lb</p>			
LIBYA				
OMAN	<p>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</p>	<p>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</p>		
QATAR✓	<p>Mr. Ahmed Al Eshaq Director Air Navigation Civil Aviation Authority P.O. Box 73 Doha, QATAR Fax: (974-4) 4465 6554 Tel: (974-4) 4462 2300 Mobile: (974-55) 550 440 E-mail: ahmed@caa.gov.qa</p>	<p>Mr. Sameer Al Khalaf Head of Air Traffic Control Civil Aviation Authority P.O. Box 73 Doha, QATAR Fax: (974-4) 4465 6554 Tel: (974-4) 4465 6700 E-mail: sameer.alkhalaf@caa.gov.qa</p>		<p>Capt Joachim Wirths Head of Flight Operations Civil Aviation Authority P.O. Box 73 Doha, QATAR Fax: (974-4) 4455 4761 Tel: (974-4) 4455 7372 Mobile: (974-70) 744 670 E-mail: wirths.joachim@caa.gov.qa</p>

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SAUDI ARABIA✓	Mr. Khalid Al Barakati Airspace Manager General Authority of Civil Aviation (GACA) P.O. Box 15441 Jeddah 21444 - SAUDI ARABIA Fax: (966-12) 6717717 Ext. 1807 Tel: (966-12) 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: (966-12) 2671 9041 Tel: (966-12) 2671 7717, Ext. 1119 Mobile: (966) 50567 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: (966-12) 685 5745 Tel: (966-12) 685 5842 Mobile: (966-50) 554 4372 E-mail: agarout@gaca.gov.sa
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 Email : yasirrabih20@gmail.com	Mr. Amin Mustafa Abdulgadir 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. 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. Ashraf Mohyeldin Siddig Senior Airworthiness Inspector Sudan Civil Aviation Authority Airworthiness Directorate P.O. Box 185 Code 11112 Khartoum - SUDAN Tel: (249-183) 77 9234 Mobile: (249) 91 230 1964 Email: ashraf@scaa.gov.sd
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) 4672 817 E-mail: ousafi@mail.sy	Mr. Fissal Dayoub ATC SCAA Damascus International Airport Fax: (963-11) 5400540 Tel: (963-11) 5400312 Mobile: (963) 3693807 E-mail: fdayoub@mail.sy		

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STATE	MIDRMA BOARD MEMBER	ALTERNATE	ATC FOCAL POINT	AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT
UAE✓	<p>Mr. Ahmed Al Jallaf Assistant Director General Air Navigation Services General Civil Aviation Authority Sheikh Zayed Air Navigation Centre P.O. Box 666 Abu Dhabi, UNITED ARAB EMIRATES Fax: (971-2) 599 6883 Tel: (971-2) 599 6888 Mobile: (971-50) 614 9065 E-mail: aljallaf@szc.gov.ae</p>	<p>Mr. Mr. Ahmed Al Saabri Manager Air Traffic Management General Civil Aviation Authority Sheikh Zayed Air Navigation Centre P.O. Box 666 Abu Dhabi, UNITED ARAB EMIRATES Fax: (971-2) 599 6836 Tel: (971-2) 599 6830 Mobile: (971-50) 611 9357 E-mail: aalsaabri@szc.gov.ae</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: (971-2) 599 6836 Tel: (971-2) 599 6841 Mobile: (971-50) 642 4812 E-mail: fkhaja@szc.gov.ae</p>	
YEMEN	<p>Mr. Ahmed Al Kobati Director Air Navigation Operations, Air Navigation Sector Civil Aviation & Meteorology Authority P.O. Box 1042 Sana'a - YEMEN Fax: (967-1) 344 047 Tel: (967-1) 345 402 Mobile: (967) 77 7241 375 E-mail: cama570@yahoo.com</p>	<p>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</p>		
MIDRMA	<p style="text-align: center;">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</p>			

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