



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

MIDRMA Board/15

(Muscat, Oman, 29 – 31 January 2018)

The views expressed in this Report should be taken as those of the Middle East Regional Monitoring Agency Board (MIDRMA Board) and not of the Organization. MIDANPIRG will be informed of the outcome of this Report and any formal action taken will be included in the Report of the MIDANPIRG.

Approved by the Meeting
and published by authority of the Secretary General

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PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Fifteenth meeting of the Middle East Regional Monitoring Agency Board (MIDRMA Board/15) was successfully held at the Public Authority for Civil Aviation (PACA) Headquarters, Muscat, Oman, from 29 to 31 January 2018.

2. OPENING

2.1 The meeting was opened by Mr. Anwar Al-Raisi, Director General of Civil Aviation Regulations, PACA, who extended a warm welcome to all participants to the MIDRMA Board/15 meeting and wished them a successful meeting and pleasant stay in Muscat. Mr. Al-Raisi thanked ICAO for organizing this meeting in Muscat and restated Oman'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.

2.2 In his opening address, Mr. Mohamed Smaoui, Deputy Regional Director, ICAO Middle East Office, Cairo, welcomed all the participants to Muscat. He expressed his gratitude and appreciation to the Public Authority for Civil Aviation (PACA) in Oman, and especially to His Excellency Dr. Mohammed Al Za'abi, CEO of PACA, Oman for hosting this meeting in Muscat. Mr. Smaoui extended special thanks to the air navigation team for the preparation and facilitation of this meeting and for the excellent hospitality extended to the ICAO MID Regional staff and all participants. He highlighted that Oman's support to the ICAO MID Regional Office activities is an evidence of its active role and reflects Oman's commitment to enhance the overall safety and efficiency of air navigation in the Region.

2.3 Mr. Smaoui recalled briefly the main duties and responsibilities of the MIDRMA Board as well as the MIDRMA achievements since its establishment. He thanked the MIDRMA team for all their efforts, professionalism and the developments of necessary tools to support States with the monitoring of RVSM implementation. He encouraged States to use and benefit from the MIDRMA services.

2.4 In closing, Mr. Smaoui thanked the participants for their presence and wished the meeting every success in its deliberations.

3. ATTENDANCE

3.1 The meeting was attended by a total of thirty six (36) participants from eleven (11) States (Bahrain, Egypt, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan and UAE) and two (2) Organizations (IFALPA and MIDRMA). The list of participants is at **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

4.1 The meeting was chaired by Mr. Mohamed Zainal, Chief Standards, Licensing and Development, from Bahrain Civil Aviation Affairs.

4.2 Mr. Elie El Khoury, ICAO MID Regional Officer Air Traffic Management and Search

and Rescue (RO/ATM/SAR) was the Secretary of the meeting, supported by Mr. Mohamed Smaoui, Deputy Regional Director, ICAO Middle East Office, Cairo.

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/16 and MIDRMA Board Conclusions and Decisions

Agenda Item 3: Progress Report on the MIDRMA Project:

- funding, payment of contributions/arrears, logistic and administrative issues, etc.; and
- financial report on MIDRMA expenditures for 2016 and 2017.

Agenda Item 4: RVSM Monitoring and related Technical Issues

- review, analyze and validate the reported Large Height Deviation Reports (LHDs) including the Coordination Failure Reports (CFRs); and
- review the progress achieved for the development of the Safety Monitoring Report (SMR 2015).

Agenda Item 5: Review and update of the MIDRMA Project Action Plan/Timelines

Agenda Item 6: Future Work Programme

Agenda Item 7: 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 DRAFT CONCLUSIONS AND DECISIONS

- MIDRMA CONCLUSION 15/1: PAYMENT OF ARREARS TO THE MIDRMA PROJECT*
- MIDRMA CONCLUSION 15/2: PAYMENT OF THE 2018 CONTRIBUTIONS*
- MIDRMA DECISION 15/3: REQUEST FOR THE TRANSFER OF USD 400,000 TO THE MIDRMA ACCOUNT IN BAHRAIN*
- DRAFT CONCLUSION 15/1: MID RVSM SMR 2016*
- DRAFT CONCLUSION 15/2: RVSM MINIMUM MONITORING REQUIREMENTS AND CONDITIONS*
- DRAFT CONCLUSION 15/3: MIDRMA BULLETIN OF NON-RVSM APPROVED AIRCRAFT*
- DRAFT CONCLUSION 15/4: MID RVSM SAFETY MONITORING REPORT CYCLE*
- DRAFT CONCLUSION 15/5: FPL/TRAFFIC DATA FOR THE MID RVSM SMR 2017*
- DRAFT CONCLUSION 15/6: MID RVSM SMR 2018*
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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 Paragraph 6 of the History of the Meeting.

**REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG/16 AND MIDRMA BOARD
CONCLUSIONS AND DECISIONS**

2.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting noted the status of relevant MIDANPIRG/16 and MIDRMA Board Conclusions and Decisions and the follow-up actions taken by States, ICAO and other parties concerned as at **Appendix 2A**.

REPORT ON AGENDA ITEM 3: PROGRESS REPORT ON THE MIDRMA PROJECT

3.1 The subject was addressed in WP/3 presented by the Secretariat. The meeting recalled that the MIDRMA Board/14 meeting reviewed and approved the financial report of the MIDRMA project (RAB/05/802), the financial statement and associated bills related to the MIDRMA expenditures for years 2014 and 2015.

3.2 The meeting reviewed and approved the financial reports for the period 1 January 2016 to 30 September 2017. 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 2014:	US\$ 111,476
- Fund Balance as at 31 December 2015:	US\$ 399,572
- Fund Balance as at 31 December 2016:	US\$ 440,290
- Fund Balance as at 30 September 2017:	US\$ 421,145

3.3 The meeting noted that the invoices for the payment of 2018 contributions to the MIDRMA Project have been issued by ICAO HQ on 19 December 2017.

3.4 The meeting reviewed the status of States' contributions to the MIDRMA Project (RAB/05/802), as of 31 December 2017 as reflected at **Appendix 3A**.

3.5 The meeting noted that:

- Iran informed the ICAO MID Office that a transfer transaction for an amount of US\$ 29,960 was made on 10 March 2017 to ICAO for the payment of year 2017 annual contribution. However, the funds have not been received in the MIDRMA bank account. Based on ICAO Technical Cooperation Bureau (TCB) investigation, this may be due to the fact that ICAO was not mentioned in the SWIFT Payment Request.
- Kuwait paid the annual contribution for year 2017. However, the annual contribution for year 2016 as well as year 2018 have not been paid. Kuwait informed the meeting that the payments are under process.
- Lebanon did not pay the annual contribution for year 2017. Lebanon informed the meeting that the payment was rejected from the bank side in Canada. Accordingly, the meeting agreed that ICAO MID Office follow-up the issue with the ICAO TCB and Lebanon.
- Syria had paid the annual contribution in advance up to year 2016. The invoices for years 2017 and 2018 were sent to Syria but payments have not yet been made/received.
- Yemen did not pay the annual contribution for years 2016 and 2017.
- Only Egypt paid the annual contribution for year 2018.

3.6 Based on the above, the meeting agreed to the following Conclusions:

MIDRMA CONCLUSION 15/1: PAYMENT OF ARREARS TO THE MIDRMA PROJECT

That, Iran, Kuwait, Lebanon, Syria and Yemen be urged to pay their arrears to the MIDRMA Project prior to 15 April 2018.

MIDRMA CONCLUSION 15/2: PAYMENT OF THE 2018 CONTRIBUTIONS

*That, States, that have not yet done so, pay their 2018 contributions to the MIDRMA Project prior to **30 March 2018**, based on the invoices issued by ICAO TCB on 19 December 2017.*

3.7 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 causes problems and delays in locating the transferred amounts.

3.8 The meeting reviewed the MIDRMA Funding Mechanism as per MIDRMA Conclusion 14/3, and agreed that it is still valid.

3.9 The meeting noted that according to the latest Bank Statement dated 31 December 2017, the fund balance of the MIDRMA Bank account in Bahrain is: **US\$ 132,748.526**.

3.10 The meeting noted, with appreciation that since year 2010, the MIDRMA had conducted GMU height monitoring missions and managed to generate income from successful checking of **434** aircraft. The total amount credited to the MIDRMA account from conducting the monitoring missions is **US\$ 657,302.39**, which had been used for the development of tools for the MIDRMA activities and covered some of the operational expenses.

3.11 In accordance with the agreed Funding Mechanism, and taking into consideration the expected expenditures of the MIDRMA for 2018 and 2019, 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 1 April 2018; and US\$ 200,000 by 1 April 2019, from the MIDRMA account managed by ICAO HQ to the MIDRMA Bank account in Bahrain. Accordingly, the meeting agreed to the following Decision:

MIDRMA DECISION 15/3: REQUEST FOR THE TRANSFER OF USD 400,000 TO THE MIDRMA ACCOUNT IN BAHRAIN

That, the MIDRMA Board Chairperson is delegated the authority to request the transfer of the amount of US\$ 400,000 from the MIDRMA account managed by ICAO HQ to the MIDRMA Bank account in Bahrain as follows:

- a) US\$ 200,000 by 1 April 2018; and*
- b) US\$ 200,000 by 1 April 2019.*

3.12 The meeting noted that the revised version of the MIDRMA MOA dated 12 March 2015, had not yet been signed by Iraq, Libya, Syria and Yemen. The meeting urged concerned States to coordinate with the ICAO MID Regional Office for the signature of the revised MIDRMA MOA.

REPORT ON AGENDA ITEM 4: RVSM MONITORING AND RELATED TECHNICAL ISSUES***Large Height Deviation (LHD) Reporting***

4.1 The subject was addressed in WP/9 and WP/10 presented by the Secretariat and MIDRMA, respectively. The meeting underlined that several FIRs with high volume of traffic continue to report NIL or very few LHDs, which have a negative effect on the computed Targets Level of Safety (i.e.: not representative/realistic). In this respect, the meeting urged States to take necessary measures to encourage the reporting of LHDs by air traffic controllers such as inclusion of the reporting of LHDs as part of their reporting system (SMS).

4.2 The meeting reiterated MIDANPIRG Conclusion 15/6, and encouraged States to develop a simplified LHD Template containing the minimum data necessary to trigger the process of reporting LHDs by the air traffic controllers.

4.3 The meeting reviewed, analyzed and validated the LHD Reports provided to the MIDRMA for the period 1 June 2016 to 31 December 2017.

4.4 The meeting urged States to verify their LHDs prior to submission through the online LHD Reporting Tool to avoid the efforts spent on the analysis of false reports by concerned ATS Units.

4.5 Some of the LHD Reports could not be reviewed and analyzed due to the absence of the concerned States.

4.6 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. The meeting noted that Baghdad ACC is in close coordination with Ankara for implementation of OLDI, which is expected to be completed by July 2018. In the same vein, Oman and UAE agreed to implement OLDI between Muscat and Sheikh Zayed Centre tentatively by 12 March 2018.

4.7 The meeting noted with concern the high level of LHDs reports at the interface between Iraq and Kuwait as well as Muscat with Mumbai and Karachi. The meeting noted that a Safety Protocol has been opened for the case of Muscat/Mumbai and that the MIDRMA and ICAO MID Office are in close coordination with concerned States, MAAR and ICAO APAC Office to resolve the issue. The meeting agreed that a Special Coordination Meeting between Iran, India, Oman and Pakistan with the presence of MAAR, MIDRMA and ICAO APAC and MID Regional Offices, to be held, as soon as possible, to agree on clear action plan to mitigate the risk associated with the high level of coordination failures at the interfaces between the above mentioned States.

4.8 The meeting tasked the MIDRMA in coordination with the MID Office to develop a procedure for the processing of a Safety Protocol to be approved by the MIDRMA Chairman and presented for the MIDRMA Board/16 meeting for endorsement.

4.9 With a view to address the LHDs in an effective manner with the ATS Units concerned and to analyze the LHDs prior to presentation to the MIDRMA Board or ATM SG meetings for validation, the meeting agreed that the MIDRMA should conduct bilateral teleconferences with the adjacent ATS Units to analyze the relevant LHDs and present a consolidated report to the MIDRMA Board or the ATM SG meetings for validation in order to finalize the SMR for endorsement by MIDANPIRG.

4.10 Based on the above the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 15/1: MID RVSM SMR 2016

That, as part of the MIDRMA Scrutiny Group activities, the MIDRMA conduct bilateral teleconferences with the MIDRMA ATC focal points to analyze the relevant LHDs and present a consolidated report to the MIDRMA Board or the ATM SG meetings for validation in order to finalize the SMR for endorsement by MIDANPIRG.

Height Keeping Monitoring Requirements

4.11 The subject was addressed in WP/4, WP/5 and WP/6 presented by the Secretariat and MIDRMA, respectively. The meeting recalled the outcome of the MIDRMA Board/12 meeting (Kuwait, 17-19 December 2012) in particular to para 4.14:

“That further to the amendment of Annex 6 Part I and Part II concerning long term monitoring requirements for height keeping performance, and based on the MIDRMA Minimum Monitoring Requirements, States are required to ensure that a minimum of two aeroplanes of each aircraft type grouping of the operator have their height-keeping performance monitored, at least once every two years”.

4.12 The meeting noted that the MIDRMA has been using the two (2) years interval “validity” to reflect the status of height-keeping performance in the MID Region, which is available on the MIDRMA website. It was highlighted that the compliance with Annex 6 provisions related to height-keeping performance and associated national regulations is the prime responsibility of States.

4.13 The meeting noted with concern that some State aircraft continue filing “W” in their flight plans while they were not RVSM approved. Accordingly, the meeting urged States to implement necessary measures for granting RVSM approvals to their State aircraft.

4.14 The meeting noted with appreciation that the U.S.A Department of Treasury - Office of Foreign Assets Control (OFAC) granted the MIDRMA, on 6 December 2015, a license allowing the use of the EGMU and the Altimetry System Error software for the monitoring of the Iranian aircraft. The MIDRMA succeeded to conduct height monitoring for 79 aircraft in Iran during the validity period of the OFAC License which expired on 31 December 2016.

4.15 The meeting noted with concern that the MIDRMA applied for a renewal of the license granted by OFAC before the expiry date, unfortunately, the renewal was delayed, which forced the MIDRMA to stop EGMU missions to Iran. This caused the Minimum Monitoring Requirement (MMR) of Iran to increase affecting the regional performance target for height monitoring. Accordingly, the meeting requested the MIDRMA and ICAO MID Office to continue their close coordination with FAA in order to solve the issue, as soon as possible.

4.16 The meeting noted with appreciation that OFAC granted the MIDRMA a waiver to use the EGMU to monitor the Sudanese aircraft. Accordingly, the meeting requested the MIDRMA to initiate the coordination with Sudan to ensure the monitoring of their aircraft in a timely manner.

4.17 The MIDRMA thanked Iraq Civil Aviation Authority (ICAA) for their effective coordination for the monitoring missions conducted by the MIDRMA, which ensured the successful monitoring of all the Iraqi aircraft, in accordance with the MMR.

4.18 The meeting recalled that the MIDRMA Board/14 meeting as well as the MIDANPIRG/16 meeting raised concern related to the status of the Libyan aircraft granted RVSM approvals (based on the data received from the AFI RMA) without information or feedback from the State on the status of their height-keeping performance results. It was highlighted that the ICAO MID Office communicated with Libya for the provision of information on the status of the Libyan aircraft and the process in place for granting RVSM approvals. Accordingly, the MIDANPIRG/16 meeting agreed that, in case the information received from Libya indicates that the process in place is not complying with the ICAO provisions for granting RVSM approvals, the MIDRMA would issue a warning to States and other RMAs regarding the status of the Libyan aircraft.

4.19 Based on the latest information received from Libya, the meeting agreed that the MIDRMA issue a warning on the status of the Libyan aircraft without known height-keeping performance monitoring results to States, MIDRMA Members, and the other RMAs.

4.20 The meeting noted that the MIDRMA managed to conduct GMU monitoring for **158** aircraft registered in the Middle East region since MIDRMA Board/14 reflecting a decrease in the percentage of the monitored aircraft registered in the MID Region to **86%** with known height monitoring results and **9%** less than the performance target for height monitoring set out by MIDRMA Board/12 meeting. This was due mainly to the slow response by some States to achieve their monitoring targets, the non-renewal of OFAC licence to monitor the Iranian aircraft and the RVSM approvals and monitoring constraints facing the Libyan aircraft.

4.21 The table below reflects the status of each MID States MMR valid as of 5 January 2018:

States	RVSM Approved A/C	Have Results or Covered	Not Covered	Not Covered in %	A/C MMR	RMK
Bahrain	49	46	3	6%	3	
Egypt	132	121	11	8%	11	
Iran	225	138	87	39%	23	
Iraq	38	38	0	0%	0	
Jordan	53	46	7	13%	5	
KSA	256	250	6	2%	4	
Kuwait	53	51	2	4%	2	
Lebanon	34	30	4	12%	3	
Libya	32	0	32	100%	23	ARMA
Oman	68	65	3	4%	2	
Qatar	249	239	10	4%	4	
Sudan	14	0	14	100%	11	
Syria	11	6	5	45%	5	
UAE	580	570	10	2%	9	
Yemen	9	0	9	100%	8	
TOTAL	1803	1600	203	11%	113	

4.22 Based on the foregoing, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 15/2: RVSM MINIMUM MONITORING REQUIREMENTS AND CONDITIONS

That, the MIDRMA Member States be urged to:

- a) *take necessary measures to ensure their aircraft operators fully comply with ICAO Annex 6 provisions related to long-term height monitoring requirements, based on the MMR Tables;*
- b) *comply with the MID RVSM MMR Conditions published in the MIDRMA website; and*
- c) *withdraw the RVSM Approvals of aircraft not complying with the State MMR before 1 September 2018.*

4.23 The meeting agreed that a procedure should be developed and presented to the ATM SG/4 meeting related to the follow-up with the States and the issuance of warning related to RVSM approved aircraft without valid height-keeping performance monitoring results.

Assessment of Non-RVSM Approved Aircraft operating in the MID Region

4.24 The meeting noted that the MIDRMA has been carrying out periodic checks of the approval status of operators and aircraft using the MID RVSM airspace.

4.25 The data is compared against the collective approvals database as received from all RMAs on a monthly basis which is always updated to reflect the valid RVSM approvals only. Any of these operations for which an RVSM approval was not found will be separated on a list for further examination and verification.

4.26 The verification process includes cross-checks with late update of RVSM approvals by RMAs, typo mistakes in the traffic data, code-sharing and lease arrangements between airline operators which will keep aircraft as RVSM approved duplicated in two countries at the sometime.

4.27 Once the verification process is completed and there is assurance that the finding is valid, the concerned State Airworthiness Authority will be contacted for clarification of the discrepancy and requested to reply with their findings and corrective action taken to resolve the issue.

4.28 Experience has shown that the primary systematic reason for failure to match operations and approvals is the delay in State notification of the approval status of some operators to the appropriate RMA. Thus, the importance of timely notification by States of operator approval status to RMAs is emphasized by these results.

4.29 The meeting reviewed the MIDRMA Bulletin of the Non-RVSM Approved aircraft operating within the ICAO MID Region (based on Bahrain traffic data).

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

DRAFT CONCLUSION 15/3: MIDRMA BULLETIN OF NON-RVSM APPROVED AIRCRAFT

That,

- a) *the MIDRMA post on the MIDRMA website and share with the MIDRMA Board Members and focal points the Bulletin of non-RVSM approved aircraft on monthly basis; and*
- b) *States be encouraged to:*
 - i. *develop a mechanism to identify the non-RVSM approved aircraft operating in the RVSM Airspace without compliance with Annex 6 provisions;*

- ii. *submit their RVSM traffic data including aircraft registrations to be used for the RVSM risk analysis; and*
- iii. *coordinate with the MIDRMA in case they are able to provide their RVSM traffic data on a monthly basis.*

4.31 The meeting noted with appreciation that Jordan would provide the MIDRMA with the traffic data on monthly basis.

MID RVSM Safety Monitoring Report (SMR) Cycle

4.32 The subject was addressed in WP/7 presented by the MIDRMA. The meeting recalled that the SMRs have been issued once for every MIDANPIRG cycle (18 months). The SMRs should be reviewed by a Technical MIDANPIRG Subsidiary Group before presentation to MIDANPIRG for endorsement. Taking into consideration the continuous traffic growth and the changes of the airspace structures in the Region, the meeting agreed to change the duration of the SMR to be issued once every year. Accordingly, the meeting agreed to following Draft Conclusion:

DRAFT CONCLUSION 15/4: MID RVSM SAFETY MONITORING REPORT CYCLE

That, starting from 2018, the MID RVSM Safety Monitoring Report should be issued on annual basis (12 months) to facilitate tracking the risk trend of RVSM implementation in the MID Region.

Development of the MID RVSM Safety Monitoring Report (SMR) 2016

4.33 The subject was addressed in WP/7 presented by the MIDRMA. The meeting reviewed and approved the draft version of the SMR 2016, which demonstrates that the safety objectives as set out by MIDANPIRG continue to be met. The meeting requested the MIDRMA to present the SMR 2016 to the MIDANPIRG/17 meeting for endorsement.

4.34 The meeting noted with concern that the initial results were calculated based on the processed (correct) data received for eleven (11) States only. Iraq and Kuwait were excluded due to the corrupted data and Libya due to non-submission of the required traffic data and LHD reports.

4.35 The meeting endorsed the following Recommendations emanating from the SMR 2016:

- a) In order to overcome the difficulties facing some of the Member States to provide the necessary traffic data to the MIDRMA for the purpose of developing the SMR, the MIDRMA will develop/purchase a software to extract flight plan traffic data and convert it to the format acceptable for the MID Risk Analysis Software (MIDRAS).
- b) The MIDRMA will continue to enhance the (MIDRAS) Software and managed to complete phase 5 of the upgrade project added the visualization features in 4D which is under test.
- c) The MIDRMA will continue to include in its work programme briefings to the focal points appointed for airworthiness issues to ensure their follow up with their monitoring targets and to resolve any non-compliant RVSM approved aircraft. At the same time, the MIDRMA will coordinate with the focal points appointed for ATC issues to deliver RVSM safety assessment briefing as necessary or when requested.
- d) The MIDRMA shall continue to carry out continuous survey and investigation on

the number and causes of non-approved aircraft operating in the MID RVSM airspace.

- e) The MIDRMA will continue to encourage States to submit their Large Height Deviation Reports using the MIDRMA online reporting tool which has been continuously upgraded to improve the level of reporting.

Development of the MID RVSM Safety Monitoring Report (SMR) 2017

4.36 The subject was addressed in WP/8 presented by the MIDRMA. The meeting noted with concern that the same challenges are still facing the MIDRMA related to late/no submission of required traffic data, provision of corrupted data and/or inconsistent data.

4.37 The meeting underlined that, in case the required data is not received before **1 March 2018**, the SMR 2017 would not be developed and the MID Region would fail to complete the safety analysis for 2017 and demonstrate that the Target Level of Safety (TLS) continue to be met. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 15/5: FPL/TRAFFIC DATA FOR THE MID RVSM SMR 2017

That,

- a) *Iraq and Kuwait be urged to provide the FPL/traffic data for the period 1 – 30 September 2017 to the MIDRMA by 1 March 2018 using the Flight Data form available on the MIDRMA website (www.midrma.com); and*
- b) *the draft version of the SMR 2017 be presented to the ATM SG/4 meeting for approval prior to the endorsement by MIDANPIRG/17 meeting.*

4.38 The meeting noted that Lebanon provided the required data for the SMR 2017 on 30 January 2018. However, the data should be validated by the MIDRMA.

4.39 Taking into consideration the situation in Libya, the meeting agreed to exclude Tripoli temporary from the RVSM safety analysis for 2017.

Development of the MID RVSM Safety Monitoring Report (SMR) 2018

4.40 The meeting agreed that for the development of the MID RVSM SMR 2018, the Flight Plan/Traffic Data will be collected for the period **1 – 31 August 2018**.

4.41 It was reiterated that the required data must be submitted in the right format and in the formulated excel sheet designed for this purpose which is the only sheet recognized by the MID Risk Analysis Software (MIDRAS). Any data received in a different format, or in an excel sheet different from the one available on the MIDRMA website (www.midrma.com) will not be acceptable.

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

DRAFT CONCLUSION 15/6: MID RVSM SMR 2018

That,

- a) *the FPL/traffic data for the period 1 – 31 August 2018 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2018);*
- b) *only the appropriate Flight Data form available on the MIDRMA website*

(www.midrma.com) should be used for the provision of FPL/traffic data to the MIDRMA; and

- c) *the final version of the MID RVSM SMR 2018 be ready for presentation to and endorsement by MIDANPIRG/18 or ATM SG/5 meetings.*

MID Visualization and Simulation of Air Traffic (MID-VSAT)

4.43 The meeting was apprised of the MIDRMA Visualization and Simulation of Air Traffic Tool (MIDRMA VSAT). The main objective of the tool is the visualization of the traffic flow in the MID Region to understand the major congestion areas and gain a better understanding of the airspace usage.

4.44 The MIDRMA Team and the Research Team from the University of New South Wales (UNSW), Australia, managed to develop the software engine and the parameters required to visualise the traffic flow in 3D, while the 4D feature is still under development.

4.45 The MIDRMA presented a simulation on Oman's Airspace using the Airspace Collision Risk Hot-spot Analysis Software, which is used to identify bottlenecks/hot-spots in the MID Region, to ensure that the risk of collision is maintained at an acceptable level of safety under certain traffic conditions. The software could be used for pre and post implementation analysis for any airspace. The software has the capability to analyze the data for a certain period of time, type of crossing and within flight levels blocks.

4.46 The meeting noted that Oman and Saudi Arabia will provide the MIDRMA with data related to the restructured airspace over the Empty Quarter to be analyzed using the MID VSAT.

4.47 The meeting recalled that MIDANPIRG/16 agreed that the assessments conducted using the MIDRMA tools might be used by States as guidance to support their airspace management activities; however, they should not be considered as the only element influencing the decision-making process for the implementation of changes, since in the majority of the cases, the introduction of changes necessitates further analyses and studies.

4.48 The meeting encouraged States to approach the MIDRMA for more details on the Software, its use and possible improvements.

4.49 The meeting noted that by end of 2018 the simulation and 4D visualization features would be completed, and this would mark the end of Phase 3 of the MID Risk Analysis Software (MIDRAS).

ADS-B Height Monitoring System (AHMS)

4.50 The subject was addressed in WP/11 presented by the MIDRMA. The meeting was apprised of the advantages and the challenges related to the use of ADS-B for height-keeping performance monitoring.

4.51 The meeting supported in principle the concept related to the use of ADS-B for height-keeping performance monitoring in the MID Region. However, the meeting requested the MIDRMA to conduct further studies and analysis and present them along with a draft roadmap to the MIDRMA Board/16 for appropriate action.

4.52 The meeting agreed the technical issues related to ADS-B implementation should be addressed by the CNS SG.

4.53 The meeting encouraged States, that have already implemented ADS-B, to share their ADS-B data for height monitoring purposes, which would foster the testing process.

Wake Turbulence Separation in RVSM Airspace

4.54 The subject was addressed in WP/11 presented by the Secretariat. The meeting was apprised of the ICAO provisions related to Wake turbulence and Strategic Lateral Offset Procedures (SLOP). The meeting reviewed the Interim Report of the A380/CL604 accident issued by the German Investigation Agency Bundesstelle für Flugunfalluntersuchung (BFU) – Germany, on 17 May 2017.

4.55 The meeting encouraged States and the MIDRMA to support the development of a RASG-MID Safety Advisory (RSA) related to the risk associated with 1000ft vertical separation between A380 and lighter aircraft as agreed by the RASG-MID/6 meeting based on the outcome of the ATM SG/3 meeting.

REPORT ON AGENDA ITEM 5: REVIEW AND UPDATE OF THE MIDRMA PROJECT ACTION PLAN/TIMELINES

5.1 The subject was addressed in WP/13 presented by the Secretariat. The MIDRMA Board, in each meeting, reviews the progress made in the achievement of the actions included in the Action Plan and proceeds to its update.

5.2 Taking into consideration the outcome of its discussions, the meeting reviewed and updated the Action Plan, as at **Appendix 5A**.

REPORT ON AGENDA ITEM 6: FUTURE WORK PROGRAMME

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

6.2 The meeting noted that the MIDRMA Board meetings have not yet been hosted by Qatar, Iraq, Syria and Yemen. The meeting agreed that the ICAO MID Regional Office coordinates with the MIDRMA Board Chairperson and concerned States the hosting of the MIDRMA Board/16 meeting during end of 2019 - beginning of 2020.

REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS

7.1 The meeting reviewed and updated the list of MIDRMA Board Members, Alternates and Focal Points as at **Appendix 7A**.

APPENDICES

APPENDIX 2A

FOLLOW-UP ACTION PLAN ON MIDANPIRG/16 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 16/1: MID RVSM SAFETY MONITORING REPORT (SMR) 2015</p> <p>That, the MID RVSM Safety Monitoring Report (SMR) 2015 is endorsed.</p>	MIDANPIRG/16	MID RVSM SMR 2016	Feb. 2017	Completed
<p>CONCLUSION 16/2: MID RVSM SMR 2017</p> <p>That, States be urged to:</p> <p>a) The FPL/traffic data for the period 1 – 30 September 2017 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2017);</p> <p>b) only the appropriate Flight Data form available on the MIDRMA website (www.midrma.com) should be used for the provision of FPL/traffic data to the MIDRMA; and</p> <p>c) the final version of the MID RVSM SMR 2017 be ready for presentation to and endorsement by MIDANPIRG/17.</p>	ICAO State	State Letter Traffic Data	Aug. 2017 Oct. 2017	Actioned SL AN 6/5.10.15A -17/240 dated 31 August 2017
<p>CONCLUSION 16/3: MID REGION AIR NAVIGATION STRATEGY</p> <p>That, the revised MID Region Air Navigation Strategy (MID Doc 002, Edition February 2017) at Appendix 5.1A is endorsed.</p>	MIDANPIRG/16	MID AN Strategy (MID Doc 002)	Feb. 2017	Completed
<p>CONCLUSION 16/4: APPROVAL OF THE AMENDMENT TO THE MID eANP VOLUME III</p> <p>That, the amendment to the MID eANP Volume III at Appendix 5.1B is approved.</p>	MIDANPIRG/16 ICAO	Amendment Notification of amendment	Feb. 2017 May 2017	Ongoing Amendment was approved by MIDANPIRG/16

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 16/5: ASSESSMENT OF PBN IMPLEMENTATION</p> <p>That, States be invited to:</p> <p>a) explore means and ways to assess the benefit accrued from the implementation of PBN; and</p> <p>b) report on annual basis (by 1 November), the environmental benefits accrued from PBN implementation to the ICAO MID Office in order to be included in the MID Region Air Navigation Report.</p>	<p>ICAO</p> <p>States</p>	<p>State Letter</p> <p>Benefits accrued form PBN Implementation</p>	<p>Apr. 2017</p> <p>Nov. 2017 (annual basis)</p>	<p>Actioned</p> <p>SL Ref.: AN 6/28 – 17/120 dated 12 April 2017</p>
<p>CONCLUSION 16/7: MID REGION AIR NAVIGATION REPORT-2016</p> <p>That, the MID Region Air Navigation Report-2016 is endorsed.</p>	<p>MIDANPIRG/16</p>	<p>MID AN Report</p>	<p>Feb. 2017</p>	<p>Completed</p>
<p>CONCLUSION 16/8: MID REGION AIR NAVIGATION REPORT-2017</p> <p>That, MID States be urged to:</p> <p>a) develop/update their National ASBU Implementation Plan, ensuring the alignment with and support to the MID Region Air Navigation Strategy (MID Doc 002); and</p> <p>b) provide the ICAO MID Office, with relevant data necessary for the development of the MID Region Air Navigation Report-2017, by 1 November 2017.</p>	<p>ICAO</p> <p>States</p> <p>States</p>	<p>State Letter</p> <p>National ASBU Implementation Plan</p> <p>Data for AN Report 2017</p>	<p>Sep. 2017</p> <p>Nov. 2017</p> <p>Nov. 2017</p>	<p>Ongoing</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>DECISION 16/16: ATFM TASK FORCE</p> <p>That,</p> <p>a) an ATFM Task Force be established to develop an ATFM Concept of Operations for the MID Region;</p> <p>b) the ATM SG/3 meeting develop the terms of reference of the ATFM Task Force; and</p> <p>c) States support the ATFM Task Force through:</p> <p>i. assignment of ATFM Focal Point to contribute to the work of the Task Force; and</p> <p>ii. provision of required data in timely manner, and in particular to the survey that will be carried out related to the airspace and sectors capacity, hot-spots, ATFM measures/system, etc.</p>	<p>MIDANPIRG/16</p> <p>ATFM TF</p> <p>ICAO</p> <p>States</p>	<p>Establishment of ATFM TF</p> <p>ATFM Concept of Operations</p> <p>State Letter</p> <p>Assign ATFM FP</p> <p>Support ATFM TF and provide required data</p>	<p>Feb. 2017</p> <p>Sep. 2017</p> <p>Apr. 2017</p> <p>May 2017</p> <p>Jan. 2018</p>	<p>Actioned</p> <p>Completed</p> <p>SL Ref.: AN 6/5.5 – 17/121 dated 12 Apr. 2017</p> <p>Completed</p>
<p>DECISION 16/17: MID ROUTE DEVELOPMENT WORKING GROUP (MID RDWG)</p> <p>That,</p> <p>a) a MID Route Development Working Group be established to support the route development within the MID Region and at the interfaces with ICAO AFI, APAC and EUR Regions; and</p> <p>b) the ATM SG develop the terms of reference of the MID RDWG.</p>	<p>MIDANPIRG/16</p> <p>ATM SG</p>	<p>Establishment of RDWG</p> <p>RDWG ToR</p>	<p>Feb. 2017</p> <p>May 2017</p>	<p>To be closed</p> <p>Completed</p> <p>Completed ATM SG/3 Draft Decision 3/3</p>
<p>DECISION 16/18: WORLD CUP 2022 TASK FORCE</p> <p>That,</p> <p>a) a World Cup 2022 Task Force be established to develop and follow-up the implementation of a collaborative action plan to accommodate the expected high increase in traffic, in a safe and efficient manner, taking into consideration similar experiences;</p> <p>b) the Task Force address other major events such as the EXPO 2020;</p>	<p>MIDANPIRG/16</p>	<p>Establishment of World Cup 2022</p>	<p>Feb. 2017</p>	<p>Actioned</p> <p>Completed</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>and</p> <p>c) the ATM SG develop the terms of reference of the Task Force.</p>	ATM SG	TF ToR	May 2017	
<p>CONCLUSION 16/19: IMPLEMENTATION OF REDUCED RADAR LONGITUDINAL SEPARATION IN THE MID REGION</p> <p>That,</p> <p>a) States, that have not yet done so;</p> <p> i) be urged to implement 20 NM radar longitudinal separation; and</p> <p> ii) be encouraged to further reduce the radar longitudinal separation within the MID Region to 10 NM;</p> <p>b) the ATM SG monitor the status of implementation and take appropriate actions to foster the implementation., metrics and targets, for which the necessary data is available.</p>	ICAO	State Letter	Apr. 2017	<p>To be closed</p> <p>SL Ref.: AN 6/5.5 – 17/122 dated 12 Apr. 2017</p> <p>Continuous</p>
<p>DECISION 16/32: REVISED ANSIG TERMS OF REFERENCE</p> <p>That,</p> <p>a) the ANSIG Terms of Reference (TORs) be updated as at Appendix 7A; and</p> <p>b) the MIDANPIRG Procedural Handbook (MID Doc 001) be amended accordingly.</p>	<p>MIDANPIRG/16</p> <p>ICAO</p>	<p>Updated TORs</p> <p>MID Doc 001 updated</p>	<p>Feb. 2017</p> <p>May 2017</p>	<p>Completed</p> <p>Completed</p> <p>Completed</p>

MIDRMA BOARD CURRENT DRAFT CONCLUSIONS AND DECISIONS					
CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>MIDRMA CONCLUSION 14/1: PAYMENT OF ARREARS TO THE MIDRMA PROJECT</p> <p><i>That, Iran and Oman be urged to pay their arrears to the MIDRMA Project prior to 15 April 2016.</i></p>	MIDRMA Board and ICAO to Follow-up implementation with concerned States	ICAO Iran Oman	State Letter Pay the Arrears	Apr. 2016	Completed SL AN 6/5.10.15A-16/096 dated 21 Mar. 2016 Contributions paid
<p>MIDRMA CONCLUSION 14/2: PAYMENT OF THE 2016 CONTRIBUTIONS</p> <p><i>That, States pay their 2016 contributions to the MIDRMA Project prior to 15 April 2016 based on the invoices issued by ICAO Headquarters on 30 October 2015.</i></p>	MIDRMA Board and ICAO to Follow-up implementation with concerned States	States	Pay the Contribution to the MIDRMA for year 2016	Apr. 2016	Completed (Kuwait and Yemen did not pay yet)
<p>MIDRMA CONCLUSION 14/3: MIDRMA FUNDING MECHANISM</p> <p><i>That,</i></p> <p>a) <i>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;</i></p> <p>b) <i>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;</i></p> <p>c) <i>ICAO issues the invoices related to States contribution to the MIDRMA Project on a yearly basis as decided by the MIDRMA Board or its Chairperson;</i></p>	MIDRMA Board/15	MIDRMA Board/15	Funding Mechanism	Feb 2016	Completed

- d) *the annual amounts to be paid by the MIDRMA Member States are, as follows:*
 - i) *Bahrain, Egypt, Iran, Oman, Saudi Arabia and UAE 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;*
- e) *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.);*
- f) *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.);*
- g) *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;*
- h) *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; and*
- i) *the MIDRMA Funding Mechanism be revised by the MIDRMA Board, when necessary.*

<p>MIDRMA DECISION 14/4: REQUEST FOR THE TRANSFER OF USD 400,000 TO THE MIDRMA ACCOUNT IN BAHRAIN</p> <p>That, the MIDRMA Board Chairperson is delegated the authority to request the transfer of the amount of US\$ 400,000 from the MIDRMA account managed by ICAO HQ to the MIDRMA Bank account in Bahrain as follows:</p> <p>a) US\$ 200,000 by 15 April 2016; and b) US\$ 200,000 by 15 March 2017.</p>	<p>Follow up with ICAO HQ</p>	<p>MIDRMA Board Chairman MIDRMA ICAO</p>	<p>Request for transfer of US\$ 400,000</p>	<p>15 Apr 15 (200,000\$) 15 Mar 16 (200,000\$)</p>	<p>Completed</p> <p>USD 400,000 transferred to the MIDRMA Bank Account in Bahrain</p>
<p>DRAFT CONCLUSION 14/1: IRANIAN AIRCRAFT HEIGHT KEEPING PERFORMANCE MONITORING</p> <p><i>That,</i></p> <p>a) <i>the MIDRMA urgently start the monitoring of the Iranian Aircraft as soon as practicable; and</i></p> <p>b) <i>Iran take the necessary measures to facilitate and expedite the conduct of the MIDRMA GMU mission to its Operators.</i></p>	<p>Implement the Draft Conclusion</p>	<p>Iran MIDRMA</p>		<p>Jun 2016</p>	<p>To be closed</p> <p>MIDRMA and Iran implemented the Conclusion GMU missions were conducted</p>

<p>DRAFT CONCLUSION 14/2: MID RVSM SMR 2016</p> <p><i>That,</i></p> <p><i>a) the FPL/traffic data for the period 1 – 30 September 2016 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2016);</i></p> <p><i>b) only the appropriate Flight Data form available on the MIDRMA website (www.midrma.com) should be used for the provision of FPL/traffic data to the MIDRMA; and</i></p> <p><i>c) the final version of the MID RVSM SMR 2016 be ready for presentation to and endorsement by MIDANPIRG/17</i></p>	<p>Implement the Draft Conclusion</p>	<p>ICAO</p> <p>States</p>	<p>State Letter</p> <p>FPL/Traffic Data</p>	<p>Aug. 2016</p> <p>31 Oct 2016</p>	<p>Completed</p> <p>SL AN 6/5.10.15A – 16/271 dated 29 Sep. 2016</p> <p>Data provided</p>
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APPENDIX 3A

Status of States' Contributions to the MIDRMA Project
(As of December 2017)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Bahrain	Paid 30,000	Paid 20,000	Paid 30,000	Paid 30,000	Paid 30,000	Paid 29,978 27 Oct 11	Paid 30,000 29 Aug 12	Paid 30,000 15 Apr 13	Paid 29,975 6 May 15	Paid 29,975 13 May 15	Paid 30,000 18 Feb 16	Paid 30,000 16 May 17	
Egypt	Paid 30,000	Paid 20,000	Paid 30,000	Paid 30,000	Paid 30,000	Paid 29,960 9 Sep 10	Paid 29,960 17 Jan 12	Paid 29,983 30 Jan 13	Paid 29,940 8 Apr 14	Paid 29,940 24 Feb 15	Paid 29,935 24 Dec 15	Paid 29,935 2 Jun 17	Paid 29,935 16 Jan 18
Iran	Paid 30,000	Paid 20,000	Paid 30,000	Paid 30,000	Paid 30,000	Paid 29,946 27 Jul 13	Paid 29,935 27 Jul 13	Paid 89,965 4 Apr 16			Paid 29,960 12 May 16	Paid* 29,960 10 Mar 17 not received	
Iraq	N/A	N/A	N/A	N/A	N/A	Paid 10,000 on 16Sep11	Paid 10,000 on 5Jul12	Paid 10,000 5 Sep 13	Paid 10,000 22 Sep 14	Paid 10,000 23 Apr 15	Paid 10,000 1 Sep 16	Paid 10,000 20 Jun 17	
Jordan	Paid 30,000	N/A	Paid 1,250	Paid 10,000	Paid 10,000	Paid 10,000 on 10Aug10	Paid 10,000 on 28Nov11	Paid 10,000 04 Dec 12	Paid 9,924 4 Aug 14	Paid 9,924 3 Feb 15	Paid 9,924 11 Dec 15	Paid 10,000 19 May 17	
Kuwait	Paid 30,000	N/A	Paid 1,250	Paid 10,000	Paid 10,000	Paid 10,000 on 27Sep10	Paid 9,849 on 21Feb12	Paid 10,000 20 Mar 13	Paid 10,000 5 May 14	Paid 10,000 12 Mar 15	Not Paid 10,000	Paid 10,000 28 Jul 17	
Lebanon	Paid 30,000	N/A	Paid 1,250	Paid 10,000	Paid 10,000	Paid 10,000 on 4Feb11	Paid 9,960 18DEC1 2	Paid 9,960 10 May 13	Paid 10,000 25 Jul 14	Paid 9,970 15 Dec 15	Paid 9,970 18 Oct 16	Not Paid 10,000	

MIDRMA Board/15-REPORT
APPENDIX 3A

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	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Libya	Libya didn't sign the MIDRMA MOA yet.													
Oman	Paid 30,000	Paid 20,000	Paid 30,000	Paid 30,000	Paid 30,000	Paid 30,000 13Sep11	Paid 30,000 11Jan12	Paid 30,000 28 Feb 13	Paid 30,000 14 Mar 14	Paid 30,000 16 Dec 15	Paid 30,000 9 Mar 16	Paid 30,000 27 Apr 17		
Qatar	Qatar joined the MIDRMA on 28 April 2015										Paid 9,978 19 Nov 15	Paid 9,970 10 Apr 17		
Saudi Arabia	Paid 30,000	Paid 20,000	Paid 30,000	Paid 30,000	Paid 30,000	Paid 30,000 4 Mar11	Paid 30,000 12Jan12	Paid 30,000 13 Mar 13	Paid 30,000 21 May 14	Paid 30,000 21 May 15	Paid 30,000 13 Apr 16	Paid 30,000 16 June 17		
Sudan	Sudan joined the MIDRMA on 26 May 2014									Paid 9,607 17 Feb 15	Paid 9,278 10 Nov 15	Paid 10,000 16 May 17		
Syria^(*)	Paid 30,000	N/A	Paid 1,250	Paid (US\$ 1,250 + 42,789 +11,862+10,374 +7,778+9,970) = 84,023									Not Paid 10,000	
UAE	Exempted from payment up-to end of 2015										Paid 29,933 26 Apr 16	Paid 29,933 26 Apr 17		
Yemen	Paid 30,000	N/A	Paid 1,250	Paid 10,000	Paid 10,000	Paid 10,000 on 17Aug10	Paid 9,975 on 17Apr12	Paid 19,973 for 2 years 26 Mar 15		Paid 9,987 26 Mar 15	Not Paid 10,000	Not Paid 10,000		

Note – Currency is in US\$

Item No.	Actions	Responsible	2018												2019											
			Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
12.	Providing the MIDRMA with the FPL/Traffic data for August 2018	States																								
13.	Presentation of the draft SMR 2017 to the ATM SG/4 meeting	MIDRMA																								
14.	Presentation of the SMRs 2016 and 2017 to MIDANPIRG/17 for endorsement	MIDRMA																								
15.	Presentation of the draft SMR 2018 to the ATM SG/5 meeting																									
16.	Providing the MIDRMA with the FPL/Traffic data August 2019	States																								
17.	Completion of the MIDRAS (Hot-spot software) and presentation to MIDANPIRG/17	MIDRMA																								
18.	MIDRMA to carry out further study and raise awareness on the use of AHMS and present a roadmap on the implementation of the AHMS to MIDRMA Board/16	MIDRMA																								
19.	Preparation for the convening of the MIDRMA Board/16 meeting	ICAO, MIDRMA Chairman, MIDRMA and concerned State																								

APPENDIX 7A

LIST OF MIDRMA BOARD MEMBERS/ALTERNATES AND FOCAL PONTS

STATE	MIDRMA BOARD MEMBER	ALTERNATE	ATC FOCAL POINT	AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT
BAHRAIN	<p>Mr. Saleem Mohammed Hassan A/Director Air Navigation Civil Aviation Affairs P.O. Box 586 - BAHRAIN</p> <p>Fax: (973) 17 32 9977 Tel: (973) 17321116 Mobile: (973) 39608860 E-mail: saleemmh@caa.gov.bh</p>	<p>Mr. Abdullatif Ahmed Bucheeri Civil Aviation Affairs P.O. Box 586 – BAHRAIN Fax: (973) 17 32 9966</p> <p>Tel: (973) 17 321118 Mobile: (973) 39456519 E-mail: aabdulrahman@caa.gov.bh</p>	<p>Mr. Ahmed Mohammed Bucheeri Head of Air Traffic Operation Civil Aviation Affairs P.O. Box 586 BAHRAIN</p> <p>Fax: (973) 17 329966 Tel: (973) 17 321158 Mobile: (973) 39522696 E-mail: a.ali@caa.gov.bh</p>	<p>Capt. Abdulla Al Saeedi Aircraft Operations Inspector Civil Aviation Affairs P.O. Box 586 BAHRAIN</p> <p>Tel: (973) 17 32 9940 E-mail: a.alsaedi@caa.gov.bh</p> <p>----- Eng. Abdulrazzaq Abdulwahid Aircraft Registration Specialist Civil Aviation Affairs P.O. Box 586 BAHRAIN Tel: (973) 17 32 9031 E-mail: a.mohammed@caa.gov.bh</p>
EGYPT	<p>Mr. Hesham Abdel Fattah Ibrahim Head of Air Navigation Central Administration Egyptian Civil Aviation Authority Cairo Airport Road Cairo - EGYPT</p> <p>Mobile: (20100) 606 8185 Email: hesham.abdel- fatah@civilaviation.gov.eg</p>	<p>Mr. Ashraf Fathy Ghoneim Airworthiness (Avionics) Engineering Inspector Egyptian Civil Aviation Authority Cairo Airport Road Cairo - EGYPT</p> <p>Mobile: (20100) 6756 717 Email: ashraf.ghoneim@civilaviation.gov.eg ashraf.ghoneim@gmail.com</p>	<p>Mr. Amr Mohamed Amin Safety Manager National Air Navigation Services Company (NANSC) Cairo Airport Road Cairo - EGYPT</p> <p>Mobile: (20106)156 9762 Email: amro_1962@yahoo.com</p> <p>----- Mr. Ayman Mohamed Emery Manager for Chairman Technical Bureau National Air Navigation Services Company (NANSC) Ministry of Civil Aviation Cairo Airport Road Cairo - EGYPT Tel: +202 2267 5669 Mobile: +20100 24000 786 Email: ayman.emery06@gmail.com</p>	<p>Same as ALTERNATE</p>

STATE	MIDRMA BOARD MEMBER	ALTERNATE	ATC FOCAL POINT	AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT
<p>IRAN</p>	<p>Mr. Mohammad Shahbazi Director General of Airworthiness Department I.R. Iran Civil Aviation Organization Tehran Mehrabad International Airport P.O. Box 13445-1798 Tehran - IRAN</p> <p>Fax: (9821) 66018659 Tel: (9821) 66073526 Mobile: (98 912) 4369921 E-mail: m-shahbazi@cao.ir</p>	<p>Mr. Mohammad Javad Taghvaei Flight Standard Deputy I.R. Iran Civil Aviation Organization Tehran Mehrabad International Airport P.O. Box 13445-1798 Tehran - IRAN</p> <p>Fax: (9821) Tel: (9821) Mobile: (98912) Email: taghvaei@cao.ir</p>	<p>Mr. Ebrahim Moradi General Director of ATS Iran Airports Company (IAC) Tehran – IRAN</p> <p>Fax: (98 21) Tel: (98 21) Mobile: (98912) Email: ebistar_moradi@yahoo.com</p>	<p>Mr. Majid Khademhosseini Airworthiness In charge (Avionic) Flight Standard Department (CAO) Tehran – IRAN</p> <p>Fax: (98) 21 660 25066 Tel: (98) 21 661 02123 Mobile: (98) 9122140530 E-mail: majid.khadem@gmail.com m-khademhossini@cao.ir</p>
<p>IRAQ</p>	<p>Mr. Fadhil Getea Director ATS Iraq Civil Aviation Authority Baghdad – Iraq</p> <p>Mobile: (964) 7828844998 Email: atc@iraqcaa.com</p>	<p>Mr. Nabeel Sadek Safety and Quality Manager Iraq Civil Aviation Authority Baghdad – Iraq</p> <p>Mobile: (964) 770 421 2129 Email: nabeeldats@yahoo.com</p>	<p>Mr. Mohanad Ali Mohammed Air Traffic Controller Iraq Civil Aviation Authority Baghdad – Iraq</p> <p>Mobile: (964) 790 154 0690 Email: Mohanad.ali1986@yahoo.com</p>	<p>Mr. Nashat Nadhir Al-Ani Airworthiness Inspector Flight Safety Department Iraqi civil Aviation Authority IRAQ</p> <p>Mobile: (964) 780 859 0778 Email: nashaatnadhira@iraqcaa.com</p>
<p>JORDAN</p>	<p>Mr. Ahmad Awad Al-Natour Air Traffic Controller Civil Aviation Regulatory Commission Queen Alia Airport Amman - JORDAN</p> <p>Fax: (962-6) 4451 619 Tel: (962-6) 489 2282 Ext 3420 Mobile: (962) 799 970 098 E-mail: ahmad.natour@carc.gov.jo</p>	<p>Mr. Marwan Hani Ibrahim Al-Masri Air Traffic Control Officer/ATCO Civil Aviation Regulatory Commission Queen Alia Airport Mobile: (962) 795 990 890</p> <p>Tel: (962-6) 445 1607 Fax: (962-6) 445 1667 Email: marwan.al-masri@carc.gov.jo</p>	<p>Mr. Ahmed Hisham Amireh Air Traffic Controller Civil Aviation Regulatory Commission P.O. Box 7547/11110 Amman-Jordan</p> <p>Fax: (962-6) 489 1266 Tel: (962- 6)489 2282Ext 3420 Mobile: (962) 79 5079 688 E-mail: ahmad.amireh@carc.gov.jo</p>	<p>Eng. Majed Saltan Dmour Airworthiness Inspector Civil Aviation Regulatory Commission P.O. Box 7547/11110 Amman - JORDAN</p> <p>Fax: (962-6) 487 4710 Tel: (962-6) 489 2282 Ext 3733 Mobile: (962) 77 7413 263 E-mail: majeddmour@carc.gov.jo</p>

STATE	MIDRMA BOARD MEMBER	ALTERNATE	ATC FOCAL POINT	AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT
KUWAIT	<p>Mr. Mansour F. Al Harbi Head of ACC & APP Division Air Navigation Department, Directorate General of Civil Aviation P.O. Box 17 – Safat, 13001 – Kuwait</p> <p>Tel: (965) 24760463/24342476 Fax: (965) 24346221 Mobile: (965) 99739088 E-Mail: mf.alharbi@dgca.gov.kw</p>	<p>Mr. Hassan AL Shatti Airworthiness Inspector Aviation Safety Department, Directorate General of Civil Aviation P.O. Box 17 – Safat, 13001 – Kuwait</p> <p>Tel: (965) 161 / 2360 Fax: (965) 24346055 Mobile: (965) 99723243 E-Mail: ha.alshatti@dgca.gov.kw</p>	<p>Same as MEMBER</p>	<p>Same as ALTERNATE</p>
LEBANON	<p>Mr. Kamal Nassereddine Chief Air Navigation Department Directorate General of Civil Aviation Beirut Airport Beirut – LEBANON</p> <p>Fax: (961-1) 629 023 Tel: (961-1) 628 178 Mobile: E-mail: atm@beirutairport.gov.lb</p>	<p>Mr. Tarek Mrad Head Division ACC Directorate General of Civil Aviation (DGCA) Raffic Harriri Int'l Airport Beirut – LEBANON</p> <p>Tel: +961 11 629026 Mobile: +961 3824719 E-mail: intorganisations@beirutairport.gov.lb</p>	<p>Same as ALTERNATE</p>	<p>Dr. Omar Kaddouha Chief of Safety Department Directorate General of Civil Aviation (DGCA) Raffic Harriri Int'l Airport Beirut – LEBANON</p> <p>Tel: +961 1 628000 Ext 2396 – 2397 Mobile: +961 3 032443 Email: okaddouha@beirutairport.gov.lb</p>
LIBYA			<p>Mr. Salem Ayana Civil Aviation Authority (CAA)</p> <p>E-Mail: salem.elayana@caa.gov.ly ans@caa.gov.ly</p>	<p>Mr. Younis Amaara Civil Aviation Authority (CAA)</p> <p>E-Mail: yonos.amarh@caa.gov.ly ops@flightsafety.caa.gov.ly</p>

STATE	MIDRMA BOARD MEMBER	ALTERNATE	ATC FOCAL POINT	AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT
OMAN	<p>Eng. Hamad Ali Mohammed Al-Abri Director General of Air Navigation. Public Authority for Civil Aviation P.O. Box 1. P.C 111 SEEB</p> <p>Fax: (968) 24354506 Tel: (968) 24354866 Mobile: (968) 99350101 Email: h.alabri@paca.gov.om</p>	<p>Mr. Nasser Salim Al-Mazroui Chief of Muscat ACC Public Authority for Civil Aviation P.O. Box 1. P.C 111 SEEB</p> <p>Fax: (968) 24354506 Tel: (968) 24354939 Mobile: (968) 99340405 E-mail: n.almazroui@paca.gov.om</p>	<p>Mr. Nasser Salim Al'Tuweya ATC Supervisor Public Authority for Civil Aviation P.O. Box 1. P.C 111 SEEB</p> <p>Fax: (968) 24354506 Tel: (968) 24519305 Mobile: (968) 95180233 E-mail: nass2008@paca.gov.om</p>	<p>Mr. Mohammed Ali Al-Shanfari Chief of Airworthiness. Public Authority for Civil Aviation E-mail: m.alshanfari@paca.gov.om</p> <p>-----</p> <p>ALTERNATE</p> <p>Capt. Mohammed Al-Bimani Flight Operations Inspector E-mail: m.albimani@paca.gov.om</p>
QATAR	<p>Mr. Ahmed Al Eshaq Director Air Navigation Civil Aviation Authority P.O. Box 73 - Doha, QATAR</p> <p>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</p> <p>Fax: (974-4) 4465 6554 Tel: (974-4) 4465 6700 E-mail: sameer.alkhalaf@caa.gov.qa</p>	<p style="text-align: center;">Same as MEMBER</p>	<p>Capt. Michael John Farrell Head of Flight OPS Section Civil Aviation Authority P.O. Box 73 - Doha, QATAR</p> <p>Fax: (974-4) Tel: (974-4) Mobile: (974-70) E-mail: michael.farrell@caa.gov.qa</p>

STATE	MIDRMA BOARD MEMBER	ALTERNATE	ATC FOCAL POINT	AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT
SAUDI ARABIA	<p>Mr. Saleh Awad Alzahrani Airspace Management Manager Saudi Air Navigation Services (SANS) P.O. Box 15441 Jeddah 21444 Saudi Arabia</p> <p>Tel : +966 12 6717717 – Ext 1808 Mobile: +966 5555 49910 E-mail: salzahrani@sans.com.sa</p>	<p>Mr. Abdulhalim H. Bukhari Airworthiness Safety Inspector Aviation Standard P.O BOX: 887, Jeddah 21421</p> <p>Tel :+966 (12) 6847583 Mobile: +966555508024 E-mail: ahhbukhari@gaca.gov.sa</p>	<p>Mr. Ali M. Alshehri Manager, Riyadh Control Center Saudi Air Navigation Services (SANS) P.O. Box 15441 Jeddah 21444 - KINGDOM OF SAUDI ARABIA</p> <p>Tel: +966 11 2211121 Mobile: +966 54 777 8700 Email: alimalshehri@sans.com.sa</p> <p>-----</p> <p>Mr. Atif Mohammad Al-Harhi Jeddah Control Center Manager GACA/SANS P.O. Box 7084 Makkah 21955 - KINGDOM OF SAUDI ARABIA</p> <p>Tel: +966 12 6850505 Email: asalharthi@sans.com.sa</p>	<p style="text-align: center;">Same as ALTERNATE</p>
SUDAN	<p>Mr. Yasir Rabih Hassan Deputy ATM Manager Air Navigation Service Sudan Civil Aviation Authority P.O. Box 137 Code 11112 Khartoum - SUDAN</p> <p>Tel (249-183-775925) Fax (249-183-779125) Mob (249-123288053) E-mail : yasirrabih20@gmail.com</p>	<p>Mr. Amin Mustafa Abdulgadir Air Navigation Service Sudan Civil Aviation Authority P.O. Box 137 Code 11112 Khartoum - SUDAN</p> <p>Tel : (249-183-775925) Fax (249-183-779125) Mob (249-123499405) E-mail : aminmustafaabdelgadir200@gmail.com</p>	<p style="text-align: center;">Same as MEMBER</p>	<p>Mr. Mohieldin Abaker Obeidallah Senior Flight Operations Inspector Sudan Civil Aviation Authority Flight Operations Directorate P.O BOX : 165 code 11112 Khartoum - SUDAN</p> <p>Mob (+249-913-328034) E-mail : mohielsuki65@gmail.com</p>

STATE	MIDRMA BOARD MEMBER	ALTERNATE	ATC FOCAL POINT	AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT
SYRIA	<p>Mr. Ousama Safi Head of ATC Damascus Airport P.O. Box 5409 Damascus - SYRIA</p> <p>Fax: (963-11) 5400312 Tel: (963-11) 5400 312 Mobile: (963-94) 4672 817 E-mail: ousafi@mail.sy</p>	<p>Mr. Fissal Dayoub ATC SCAA Damascus International Airport</p> <p>Fax: (963-11) 5400540 Tel: (963-11) 5400312 Mobile: (963) 3693807 E-mail: fdayoub@mail.sy</p>	<p style="text-align: center;">Same as MEMBER</p>	
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</p> <p>Fax: (971-2) 599 6883 Tel: (971-2) 599 6888 Mobile: (971-50) 614 9065 E-mail: aljallaf@szc.gov.ae</p>	<p>Mr. Hamad Al Belushi Manager Air Traffic Management General Civil Aviation Authority Sheikh Zayed Air Navigation Centre P.O. Box 666 Abu Dhabi, UNITED ARAB EMIRATES</p> <p>Fax: +971 2 599 6836 Tel: +971 2 599 6830 Mobile: +971 50 616 4350 Email: hbelushi@szc.gcaa.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</p> <p>Fax: (971-2) 599 6836 Tel: (971-2) 599 6841 Mobile: (971-50) 642 4812 E-mail: fkhaja@szc.gov.ae</p>	<p>Capt. Anaziaz Zikir Sr. Inspector, Priv. & Spec Ops General Civil Aviation Authority Abu Dhabi, UNITED ARAB EMIRATES</p> <p>Tel: +971 4 2111 586 Mob: +971 50 6152931 Email: azzy@gcaa.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</p> <p>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</p> <p>Fax: (967-1) 345 916 Tel: (967-1) 344 673 Mobile: (967) 77 0521343 Email: ras.shamsan@gmail.com</p>	<p style="text-align: center;">Same as MEMBER</p>	

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STATE	MIDRMA BOARD MEMBER	ALTERNATE	ATC FOCAL POINT	AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT
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			

- END -

ATTACHMENT

LIST OF PARTICIPANTS

NAME	TITLE
<p><u>STATES</u></p> <p>BAHRAIN</p> <p>Mr. Abdullatif Ahmed A. Bucheeri</p>	<p>ATMD Safety Manager Civil Aviation Affairs Ministry of Transportation and Telecommunications P.O. Box 586 KINGDOM OF BAHRAIN</p>
<p>Mr. Mohammed Abdullah Zainal</p>	<p>Chief Standers Licensing and Development Civil Aviation Affairs Air Traffic Management P.O. Box 586 KINGDOM OF BAHRAIN</p>
<p>EGYPT</p> <p>Mr. Mohamed Abbas Soliman</p>	<p>Chairman National Air Navigation Services Company (NANSC) Ministry of Civil Aviation Cairo Airport Road Cairo - EGYPT</p>
<p>Mr. Ashraf Fathy Ghoneim</p>	<p>Airworthiness General Manager Egyptian Civil Aviation Authority (ECAA) Cairo Airport Road Cairo - EGYPT</p>
<p>Mr. Ayman Mohamed Emary</p>	<p>Manager for Chairman Technical Bureau National Air Navigation Services Company (NANSC) Ministry of Civil Aviation Cairo Airport Road Cairo - EGYPT</p>
<p>Mr. Tayseer Mohamed Abdel Kareem</p>	<p>ATS General Manager Egyptian Civil Aviation Authority (ECAA) Cairo Airport Road Cairo - EGYPT</p>

NAME	TITLE
IRAQ Mr. Riad Chehayeb	Consultant Iraq Civil Aviation Authority Baghdad International Airport ANS Building Baghdad - IRAQ
JORDAN Mr. Ahmad Awad Mohammad Alnatour	Jordan MIDRMA Focal Point - RADAR ATC Jordan Civil Aviation Regulatory Commission (CARC) Amman Civil Airport at Marka P.O. Box 7547 Amman 11110 - JORDAN
KUWAIT Eng. Hassan E. Al-Shatti	Airworthiness Inspector Aviation Safety Department Directorate General of Civil Aviation (DGCA) P.O. Box 17, Safat Post Code 13001 STATE OF KUWAIT
Mr. Mansour F. Al-Harbi	ATC-Superintendent Directorate General of Civil Aviation (DGCA) P.O. Box 17, Safat Zip Code 13001 STATE OF KUWAIT
LEBANON Mr. Kamal Nassereddine	Chief of Air Navigation Department Directorate General of Civil Aviation (DGCA) Raffic Harriri Int'l Airport Beirut – LEBANON
Dr. Omar Kaddouha	Chief of Safety Department Directorate General of Civil Aviation (DGCA) Raffic Harriri Int'l Airport Beirut – LEBANON

NAME	TITLE
OMAN Mr. Abdulla AbdulRashid Al-Balushi	Chief of Meteorological Quality Public Authority for Civil Aviation (PACA) DGMET P.O. Box 1 - Code 111 Muscat - SULTANATE OF OMAN
Mr. Abdullah Omar AlOjaili	Assistant Director General for Safety Public Authority for Civil Aviation (PACA) Muscat International Airport P.O. Box 1 - Code 111 Muscat - SULTANATE OF OMAN
Mr. Abdulredha Al-Balushi	ANS Inspector Public Authority for Civil Aviation (PACA) Muscat International Airport P.O. Box 1 - Code 111 Muscat - SULTANATE OF OMAN
Mr. Hamed Mohammed Al Affani	ATC/SATCO Public Authority for Civil Aviation (PACA) Muscat International Airport P.O. Box 1 - Code 111 Muscat - SULTANATE OF OMAN
Mr. James Nasiatka	ANS Inspector Public Authority for Civil Aviation (PACA) Muscat International Airport P.O. Box 1 - Code 111 Muscat - SULTANATE OF OMAN
Mr. Malik Said Al-Huseini	Chief of Aviation Meteorology Public Authority for Civil Aviation (PACA) DGMET P.O. Box 1 - Code 111 Muscat - SULTANATE OF OMAN
Capt. Mohammed Saif Al-Bimani	Flight Operations Inspector Public Authority for Civil Aviation (PACA) Muscat International Airport P.O. Box 1 - Code 111 Muscat - SULTANATE OF OMAN

NAME	TITLE
Mr. Mubarak Saleh Al-Ghielani	Director of Air Traffic Services Public Authority for Civil Aviation (PACA) Muscat International Airport P.O. Box 1 - Code 111 Muscat - SULTANATE OF OMAN
Mr. Nasser Salim Al Tuwaiya	ACC Shift Supervisor Public Authority for Civil Aviation (PACA) Muscat International Airport P.O. Box 1 PC 111 Muscat - SULTANATE OF OMAN
Mr. Nasser Salim Al-Mazroui	Chief of Muscat ACC Public Authority for Civil Aviation (PACA) Muscat International Airport P.O. Box 1 PC 111 Muscat - SULTANATE OF OMAN
Mr. Salah Abdullah Nasser AlNofli	Airworthiness Inspector Public Authority for Civil Aviation (PACA) Muscat International Airport P.O. Box 1 - Code 111 Muscat - SULTANATE OF OMAN
Mr. Sami Lariani	ANS Inspector Public Authority for Civil Aviation (PACA) Muscat International Airport P.O. Box 1 - Code 111 Muscat - SULTANATE OF OMAN
Mr. Slim Bouchlaka	Airworthiness Inspector Public Authority for Civil Aviation (PACA) Muscat International Airport P.O. Box 1 PC 111 Muscat - SULTANATE OF OMAN
Mr. Sulaiman Al-Zadjali	Director Air Navigation Safety Department Public Authority for Civil Aviation (PACA) Muscat International Airport P.O. Box 1 - Code 111 Muscat - SULTANATE OF OMAN

NAME	TITLE
QATAR Mr. Ahmed Mohammed Al-Eshaq	Air Navigation Qatar Civil Aviation Authority (QCAA) P.O. Box 73 Doha – QATAR
SAUDI ARABIA Mr. Abdulhalim Habibullah Bukhari	Airworthiness Safety Inspector General Authority of Civil Aviation (GACA) P.O. Box 887 Jeddah 21421 - KINGDOM OF SAUDI ARABIA
Mr. Ali M. Alshehri	Manager, Riyadh Control Center Saudi Air Navigation Services (SANS) P.O. Box 15441 Jeddah 21444 - KINGDOM OF SAUDI ARABIA
Mr. Atif Mohammad Al-Harathi	Jeddah Control Center Manager GACA/SANS P.O. Box 7084 Makkah 21955 - KINGDOM OF SAUDI ARABIA
Mr. Saleh Awad Alzahrani	Airspace Management Manager Saudi Air Navigation Services (SANS) P.O. Box 15441 Jeddah 21444 - KINGDOM OF SAUDI ARABIA
SUDAN Mr. Yasir Rabih Hassan Mudathir	Deputy ATM Director & Sudan MIDRMA Focal Point Sudan Civil Aviation Authority (SCAA) Air Navigation Center Khartoum - SUDAN
UNITED ARAB EMIRATES Mr. Ahmed Al Jallaf	Assistant Director General Air Navigation Services General Civil Aviation Authority (GCAA) Sheikh Zayed Air Navigation Centre P.O. Box 666 Abu Dhabi - UNITED ARAB EMIRATES

<p><u>ORGANIZATIONS</u></p> <p>IFALPA Capt. Fadi Khalil</p>	<p>Captain IFALPA MEA OPS Dept. P.O. Box 206 Beirut - LEBANON</p>
<p>MIDRMA Mr. Fareed A. Al Alawi</p>	<p>MIDRMA Manager MIDRMA P.O. Box 50486 HIDD KINGDOM OF BAHRAIN</p>
<p>Mr. Fathi Al-Thawadi</p>	<p>MIDRMA Officer MIDRMA P.O. Box 50486 HIDD KINGDOM OF BAHRAIN</p>