



International Civil Aviation Organization

Middle East Regional Monitoring Agency Board

Nineteenth Meeting (MIDRMA Board/19)
(Manama, Bahrain, 10 – 11 October 2023)

Agenda Item 4: Progress Report on the MIDRMA Project

REVISED FUNDING MECHANISM

(Presented by the Secretariat)

SUMMARY

This paper discusses MIDRMA's funding mechanism, established in 2010 and endorsed in 2015. It highlights the necessity to reassess the contributions of certain member states due to their increased workload.

Action by the meeting is in paragraph 3.

REFERENCES

- MIDRMA Board/18 (Doha, Qatar, 19 – 20 September 2022) Report
- MIDANPIRG/15 (Bahrain, 8-11 June 2015) Report

1. INTRODUCTION

1.1 In accordance with its terms of reference, the MIDRMA Board is tasked to review and updated the MIDRMA funding mechanism as deemed necessary The MIDRMA Funding Mechanism, the current funding mechanism was endorsed by MIDANPIRG/15 through Conclusion 15/4:

MIDANPIRG CONCLUSION 15/4: MIDRMA FUNDING MECHANISM

That,

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

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

1.2 Accordingly, the current funding mechanism endorsed by MIDANPIRG/15 Conclusion 15/4 is still applicable to member States.

1.3 The MIDRMA Board/18 meeting agreed that the MIDRMA to conduct an assessment based on the current traffic volumes and size of fleet to review the MIDRMA Funding Mechanism (contributions by States), to be presented to the upcoming MIDRMA Board/19 meeting.

2. DISCUSSION

2.1 Since the endorsement of MIDANPIRG Conclusion 15/4, the MIDRMA's activities and responsibilities have undergone significant expansion. Given this transformation, it becomes imperative to reevaluate the workload of each member state in light of the prevailing circumstances. This reassessment takes into account factors such as air traffic volume within their respective FIRs and the number of RVSM

approved aircraft. To facilitate this comprehensive evaluation, member states have been categorized, as per the guidelines outlined in this conclusion.

Consequently, the table below presents a comparative analysis of member states' statuses in 2011, 2015, and 2023—highlighting the evolution of responsibilities managed by the MIDRMA in 2023.

Comparison between Years 2011 and 2022/2023							
Category	Member States	RVSM ACFT Jan 2011	RVSM TDS Jan 2011	RVSM ACFT Jan 2015	RVSM TDS Sep 2015	RVSM ACFT Apr 2023	RVSM TDS July 2023
1	Bahrain	58	24285	50	25676	62	30479
	Egypt	128	19229	125	29172	151	30715
	Iran	123	10479	205	39185	213	38703
	Oman	30	22520	51	37080	74	42082
	KSA	260	19228	205	40250	281	49280
	UAE	328	15868	549	25622	580	28327
2	Iraq	14	-	38	3296	47	22419
	Jordan	24	8554	46	5241	45	10131
	Kuwait	36	3570	50	2139	68	14912
	Lebanon	33	2949	24	52	32	85 for 2021
	Libya	-	-	-	-	40	2425
	Sudan	-	-	9	6297	15	5582 for 2022
	Syria	9	9774	6	1911	21	2894
	Yemen	12	3490	9	-	6	4857
	Qatar	107	-	205	-	276	3644
	Total	1162	139946	1572	215921	1911	280868

2.2 The funding mechanism logic of choosing more RVSM traffic in a Flight Information Region and the number of RVSM approved aircraft of a MIDRMA member state is based on the principle of fair burden-sharing and resource allocation. The implementation of RVSM requires a significant amount of supervision, monitoring, and coordination to ensure the safety and efficiency of airspace operations. By assigning a higher contribution to member states with more RVSM traffic and RVSM approved aircraft, the funding mechanism recognizes that greater resources and efforts are needed to effectively manage and oversee the implementation of RVSM in FIRs with higher air traffic volumes and size of fleet.

2.3 The rationale for the funding mechanism to allocate more RVSM traffic in a FIR and the number of RVSM-approved aircraft to a MIDRMA member state is a fair and practical approach. It recognizes the additional workload and resources needed to oversee and implement the RVSM system in the Middle East region as air traffic volumes increase. Therefore, it is necessary to review the member states in both categories to reflect the current workload status and make decisions for the present and the next six years.

2.4 The meeting may wish to note that Libya has signed the MoU to join the MIDRMA, the payment contribution request will be issued starting next year. (Discussed in WP/4).

2.5 Based in our data analysis the MIDRMA propose to move Qatar and Iraq from category 1 to category 2 table as per the following:

Category	Member States	Annual Contribution
1	Bahrain, Egypt, Iran, Iraq, Oman, Qatar, Saudi Arabia and UAE	US\$ 30,000 each
2	Jordan, Libya, Kuwait, Lebanon, Sudan, Syria, and Yemen	US\$ 10,000 each

Note: by moving Qatar and Iraq to Category 1, the total annual contribution from all Member States will be increased to USD 310,000 which is suitable to cover the annual expenditure for the MIDRMA.

2.6 Based on the above, the MIDRMA proposes the following Conclusion to be reviewed by the meeting:

DRAFT CONCLUSION 19/XX: MIDRMA FUNDING MECHANISM 2023

That,

- a) *the activities of the MIDRMA be ensured through contributions from all MIDRMA Member States, which could be recovered in accordance with ICAO Policies on charges for Airports and Air Navigation Services (Doc 9082), in coordination with IATA;*
- b) *the MIDRMA Member States pay their contributions on a yearly basis not later than two (2) months after the issuance of the invoices by ICAO;*
- c) *ICAO issue the invoices related to States contribution to the MIDRMA Project on a yearly basis as decided by the MIDRMA Board or its Chairperson;*
- d) *the annual amounts to be paid by the MIDRMA Member States are, as follows:*
 - i. ***Category 1: Bahrain, Egypt, Iran, Iraq, Oman, Qatar, Saudi Arabia and UAE*** *annual contribution is US\$ 30,000 each; and*
 - ii. ***Category 2: Jordan, Kuwait, Lebanon, Libya, Sudan, Syria and Yemen*** *annual contribution is US\$ 10,000 each.*
- e) *UAE is exempted from the payment of contributions to the MIDRMA for the first ten (10) years of operation (up-to end of 2015);*
- f) *the MIDRMA Member States comply with the payment instructions contained in the invoices sent by ICAO HQ (Project code, fund number, invoice number, Bank information, etc);*
- g) *in case a MIDRMA Member State does not pay the contribution to the MIDRMA Project in a timely manner, the MIDRMA Board might consider to take penalty measures against this State (exclusion from the MID RVSM Safety Monitoring Report, review of the Membership, etc);*

-5-

- h) the MIDRMA Board Chairperson, in compliance with the Custodian Agreement and based on the agreed funding mechanism and the estimation of the yearly operating budget of the MIDRMA, be delegated the authority to certify on behalf of the MIDRMA Member States the requests for advance payment from the MIDRMA account managed by ICAO HQ to the MIDRMA Bank account in Bahrain, as decided by the MIDRMA Board;*
- i) the bills related to the MIDRMA expenses be certified by the MIDRMA Board Chairperson and reviewed by the MIDRMA Board at each of its meetings; and*
- j) the MIDRMA funding mechanism be revised by the MIDRMA Board, when necessary.*

2.7 Based on these annual contributions of Member States, there will be no anticipated financial issues regarding the MIDRMA annual budget to cover wages and expenses for the next six years.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and discuss the contents of this Working Paper; and
- b) review and endorse the draft conclusion in para 2.6.

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