



International Civil Aviation Organization

MIDANPIRG/17 and RASG-MID/7 Meeting

(Cairo, Egypt, 15 – 18 April 2019)

Agenda Item 4: Coordination between MIDANPIRG and RASG-MID

RVSM OPERATIONS AND MONITORING ACTIVITIES IN THE MID REGION

(Presented by the Secretariat)

SUMMARY

This paper presents the latest developments related to RVSM operations and safety monitoring activities in the MID Region, based on the outcome of the MIDRMA Board/15 meeting as reviewed by the ATM SG/4 meeting.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDRMA Board/15 Report

1. INTRODUCTION

1.1 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.

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

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

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

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

2. DISCUSSION

2.1 The ATM SG/4 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).

2.2 The ATM SG/4 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.

2.3 The ATM SG/4 meeting urged States to verify their LHDs prior to submission through the Online LHD Reporting Tool to avoid analysis of false reports by concerned ATS Units.

2.4 The ATM SG/4 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 MIDRMA Board/15 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 conducted during the ATM SG/4 (02 May 2018) 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. The Special Coordination meeting was held in Amman, Jordan on 2 May 2018. India and Oman agreed to mitigation measures that helped in reducing the number of LHDs. However, it was recognized that the main factor leading to the increase of the number of reported LHDs is the contingency situation, which is imposing workload and complications on air traffic controllers.

2.5 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 MIDRMA Board/15 meeting agreed through Draft Conclusion 15/1 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.

2.6 The ATM SG/4 meeting reviewed and agreed to the procedure at **Appendix A** for the follow-up with the States and the issuance of warning related to RVSM approved aircraft without valid height-keeping performance monitoring results. The following Draft Conclusion is presented for the meeting consideration:

Why	To reduce the number of RVSM approved aircraft without valid height-keeping performance monitoring results
What	Procedure for the follow-up with the States and the issuance of warning related to RVSM approved aircraft without valid height-keeping performance monitoring results.
Who	MIDANPIRG/17
When	April 2019

DRAFT MIDANPIRG CONCLUSION 17/XX: PROCEDURE FOR THE FOLLOW-UP WITH THE STATES AND THE ISSUANCE OF WARNING RELATED TO RVSM APPROVED AIRCRAFT WITHOUT VALID HEIGHT-KEEPING PERFORMANCE MONITORING RESULTS

*That, the Procedure at **Appendix A** for the follow-up with the States and the issuance of warning related to RVSM approved aircraft without valid height-keeping performance monitoring results is endorsed.*

2.7 The MIDRMA Board/15 meeting recalled that the SMRs had been issued once every 18 months (MIDANPIRG cycle). Taking into consideration the continuous traffic growth and the changes of the airspace structures in the Region, the meeting agreed to change the frequency of issuance of SMRs to be issued once every year.

2.8 The ATM SG/4 meeting reviewed the initial results of the MID RVSM SMR 2017 presented by the MIDRMA and noted 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.

2.9 Taking into consideration the situation in Libya, the ATM SG/4 meeting agreed to exclude Tripoli temporary from the RVSM safety analysis for 2017.

2.10 The MIDRMA Board/15 meeting agreed that for the development of the MID RVSM SMR 2018, the Flight Plan/Traffic Data be collected for the period **1 – 31 August 2018**.

2.11 The MIDRMA Board/15 meeting was apprised of the advantages and the challenges related to the use of ADS-B for height-keeping performance monitoring. The MIDRMA Board/15 meeting supported in principle the concept. 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. In this respect, 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.

2.12 The ATM SG/4 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.

2.13 The MIDRMA presented a simulation on 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. 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).

2.14 The ATM SG/4 meeting supported all the following Draft Conclusions emanating from the MIDRMA Board/15 meeting, which were amended and presented to the meeting for appropriate action:

Why	To analyze the relevant LHDs as part of the MIDRMA Scrutiny Group activities
What	State Letter/ Conduct of Teleconferences
Who	ICAO/ATC Focal Points and MIDRMA
When	May 2019/Continuous

DRAFT MIDANPIRG CONCLUSION 17/XX: ANALYSIS OF LHDS

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

Why	To ensure compliance with the MMR x and related Annex 6 requirements
What	State Letter/Compliance by States
Who	ICAO/States
When	May 2019/September 2019

DRAFT MIDANIRG CONCLUSION 17/XX: 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.*

Why	To reduce the risk of entry of non-RVSM approved aircraft into the RVSM airspace improve post and improved process for the collection of data and conduct of RVSM risk analysis
What	State Letter/ Bulletin of non-RVSM approved aircraft
Who	ICAO/MIDRMA/States
When	May 2019/Monthly basis

DRAFT MIDANPIRG CONCLUSION 17/XX: 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.

Why	Need to develop the MID RVSM SMR on annual basis, due to increase of traffic and to facilitate tracking the risk trend of RVSM implementation
What	MID RVSM SMR on annual basis
Who	MIDRMA
When	Continuous

DRAFT MIDANPIRG CONCLUSION 17/XX: 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.

2.15 Taking into consideration that the MIDRMA Board/16 meeting will be held in January 2020, the meeting should discuss and agree on the period for the collection of the FPL/traffic data for MID RVSM SMR 019. The following Conclusion is proposed for the meeting review:

Why	To expedite the development of the MID RVSM SMR 2019
What	State Letter/ FPL/Traffic Data
Who	ICAO/States
When	July 2019/September 2019

DRAFT MIDANPIRG CONCLUSION 17/XX: MID RVSM SMR 2019

That,

- a) *the FPL/traffic data for the period 1 – 31 August 2019 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2019);*
- 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 2019 be ready for presentation to and endorsement by MIDANPIRG/18 or ATM SG/6 meetings.*

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and endorse the procedure for the follow-up with the States and the issuance of warning related to RVSM approved aircraft without valid height-keeping performance monitoring results at **Appendix A**;
- b) agree on the proposed Draft Conclusions;
- c) review and update the list of MIDRMA Board Member/Alternate and MIDRMA ATC and Airworthiness/Flight Operations Focal Points at **Appendix B**; and
- d) urge States to:
 - i. report LHDs and exchange information in a timely manner;
 - ii. provide necessary data to the MIDRMA, as and when required;
 - iii. use the MMR tool to assure compliance with the provisions related to height-keeping performance monitoring.

APPENDIX A

MIDRMA Procedure to Ensure the Compliance of RVSM Approved Aircraft Registered in the ICAO Middle East Region for Height Monitoring:

- a) The MIDRMA will notify the States concerned every 3 months about their aircraft non-compliance with ICAO RVSM Height Monitoring requirements;
- b) States should take remedial actions to rectify the situation and ensure that their relevant aircraft are complying with ICAO RVSM Height Monitoring requirements in a timely manner, and notify the MIDRMA about their corrective action plans;
- c) States should develop corrective action plans in coordination with the airlines concerned and MIDRMA, which includes a time frame to allow the concerned airline operator rectify this violation as early as possible, this period should not exceed **90 days** to perform the height monitoring;
- d) If **no** height monitoring would be conducted during the **90 days**, the concerned States must withdraw the RVSM approval of the aircraft concerned and inform the MIDRMA;
- e) The MIDRMA should issue a warning to all MID States and RMAs related to non-compliance aircraft registered in the MID Region;
- f) The MIDRMA in coordination with the ICAO MID Office will continue working closely with the States concerned to resolve the issue; and
- g) Once the issue would be resolved, a notification should be issued by MIDRMA to all MID States and RMAs.

APPENDIX B

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@mtt.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@mtt.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.alsaeedi@mtt.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@mtt.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. Tayseer Mohamed Abdelkareem General Manager of ATS Egyptian Civil Aviation Authority (ECAA) Cairo - Egypt</p> <p>Fax: (202) 2268 7849 Tel: (202) 2267 8883 Mobile: (20100) 522 8675 E-mail: tayseer.mohamed@civilaviation.gov.eg tayseerkasem73@gmail.com</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 Emary 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.emary06@gmail.com</p>	<p>Same as ALTERNATE</p>

APPENDIX B

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STATE	MIDRMA BOARD MEMBER	ALTERNATE	ATC FOCAL POINT	AIRWORTHINESS/FLIGHT OPERATIONS FOCAL POINT
IRAN	<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 Taghvaey 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: taghvaey@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>
IRAQ	<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: nashaatnadir@iraqcaa.com</p>
JORDAN	<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 2282 Ext 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>

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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>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
<p>SAUDI ARABIA</p>	<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: ahbukhari@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-Harathi 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>Same as ALTERNATE</p>
<p>SUDAN</p>	<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</p> <p>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>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>

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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>	Same as MEMBER	
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.gcaa.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.gcaa.ae</p>	<p>Capt. Anazi az 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>	Same as MEMBER	

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			

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