



*International Civil Aviation Organization*

**Middle East Air Navigation Planning and  
Implementation Regional Group**

**Fifteenth Meeting (MIDANPIRG/15)  
(Bahrain, 8 – 11 June 2015)**

---

**Agenda Item 4.2: Air Navigation Safety related issues**

**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/13 meeting.

Action by the meeting is at paragraph 3.

**REFERENCES**

- ANSIG/1 Report
- ATM SG/1 Report
- DGCA-MID/3 Report
- MIDANPIRG/14 Report
- MIDRMA Board/13 Report

**1. INTRODUCTION**

1.1 The MIDRMA Board/13 meeting was held in Bahrain, from 9 to 12 March 2014. The meeting was attended by a total of thirty five (35) participants from eight (8) States (Bahrain, Egypt, Iran, Oman, Qatar, Saudi Arabia, Sudan and Yemen), four (4) Organizations/Industries (Eurocontrol – IATA – MIDRMA - University of New South Wales, Australia).

1.2 The outcome of the MIDRMA Board/13 meeting was presented to the First meeting of the Air Traffic Management Sub-Group (ATM SG/1) (Cairo, Egypt, 9-12 June-2015) and the First Meeting of the Air Navigation Systems Implementation Group (ANSIG/1) (Cairo, Egypt, 10-12 February 2015).

**2. DISCUSSION**

***Revised Memorandum of Agreement (MOA)***

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

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

2.3 The MIDRMA Board/13 meeting recalled that Qatar had not been included in the membership of the MIDRMA Board since its establishment, considering that the membership was agreed upon based on the list of FIRs where RVSM was implemented. Nevertheless, taking into account that in term of workload of the MIDRMA, the RVSM height monitoring activity (which is directly related to the volume of fleet) is considered one of the biggest tasks; the meeting agreed to invite Qatar to join the MIDRMA (by signing the MOA) considering the important number of Qatari registered aircraft. Accordingly, the meeting agreed to the following Draft Conclusion:

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

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

2.4 The meeting may wish to note that Qatar joined officially the MIDRMA Board by the signature of the MIDRMA Memorandum of Agreement (MOA) on 28 April 2015, during the Third meeting of the Directors General of Civil Aviation-Middle East (DGCA-MID/3).

2.5 The meeting may wish to recall that the MIDRMA MOA had never been updated since 27 February 2006 and that many clauses of the Agreement became outdated, in particular those clauses related to the MIDRMA Board membership and funding mechanism. Accordingly, the MIDRMA Board/13 meeting endorsed a revised version of the MOA as at **Appendix A** and agreed that this version of the MOA would replace and supersede the initial MOA upon its signature by the MIDRMA member States. Accordingly, the meeting agreed to the following Draft Conclusion:

<b>Why</b>	To update the MIDRMA Memorandum of Agreement (MOA) dated 27 February 2006
<b>What</b>	MIDRMA MOA dated 12 March 2014/ ICAO follow-up with States the signature of the revised MOA
<b>Who</b>	MIDANPIRG/15/ICAO
<b>When</b>	June 2015/ December 2015

*DRAFT CONCLUSION 13/7: MIDRMA REVISED MEMORANDUM OF AGREEMENT*

*That,*

- a) the revised version of the MIDRMA Memorandum of Agreement (MOA) at Appendix 3G (**Appendix A** to this working paper) be endorsed, to replace and supersede the MIDRMA MOA dated 27 February 2006; and*
- b) the ICAO MID Regional Office follow-up with the MIDRMA Member States the signature of the revised version of the MOA dated 12 March 2014.*

2.6 The meeting may wish to note that the ICAO MID Regional Office circulated the revised MOA to all the MID States through State Letter Ref: AN 6/5.10.15A – 14/110 dated 17 April 2014 for signature by the appropriate authority and to be sent back before 31 May 2014. It is to be highlighted that Bahrain, Egypt, Iran, Jordan, Lebanon, Oman, Qatar, Saudi Arabia, Sudan and UAE signed the revised MOA.

2.7 Based on all of the foregoing, the MIDRMA Board/13 meeting reviewed the MIDRMA funding mechanism and agreed to the following Draft Conclusion to replace and supersede the MIDANPIRG/12 Conclusion 12/12:

<b>Why</b>	To include Libya, Qatar and Sudan
<b>What</b>	MIDRMA Funding Mechanism
<b>Who</b>	MIDANPIRG/15
<b>When</b>	June 2015

**DRAFT CONCLUSION 13/6: MIDRMA FUNDING MECHANISM**

*That,*

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

***Development of the MID RVSM Safety Monitoring Report (SMR) 2014***

2.8 The meeting may wish to note that in accordance with MIDANPIRG/14 Decision 14/34–*Scrutiny Group Work Programme*, the MIDRMA Board/13 meeting reviewed, analysed and validated the Large Height Deviation (LHD) Reports provided to the MIDRMA for the period 1 September 2013 to 8 March 2014.

2.9 It is to be highlighted that, in accordance with MIDANPIRG/14 Conclusion 14/38 States were requested to send their FPL/Traffic data for the period 15 January–15 February 2014, to the MIDRMA by 30 April 2014, for the development of the MID RVSM Safety Monitoring Report (SMR) 2014.

2.10 The initial results of the MID RVSM SMR 2014 were presented to the ATM SG/1 and ANSIG/1 meetings by the MIDRMA. The ANSIG/1 meeting 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. The Draft MID RVSM SMR 2014 will be presented in WP/7, for the meeting review and endorsement.

***Large Height Deviation (LHD) Reporting***

2.11 The ANSIG/1 meeting noted with appreciation that the MIDRMA developed an online LHD reporting tool, to be used by States as the only mean for reporting LHDs.

2.12 In connection with the above, the ATM SG/1 meeting re-iterated the necessity for the development of a simplified LHD Template containing the minimum data necessary to trigger the process of reporting LHDs, with a view to facilitate the process of reporting of LHDs by the Air Traffic Controllers (ATCOs). In this regard, the meeting noted with appreciation that Bahrain implemented a simplified automated LHD procedure/tool through the ATC system. This procedure/tool allows the ATCOs to easily trigger the LHD reporting process (within less than 10 seconds) by sending the concerned current Flight Plan via AFTN with a short message describing the LHD case (i.e. NE XXX for No Estimate received from State X). Accordingly, the meeting encouraged States to implement a procedure within their ACCs to easily trigger the LHD reporting process and provide the ICAO MID Regional Office with an update on the action(s) undertaken.

2.13 The ATM SG/1 meeting reviewed and supported the following MIDRMA Board/13 Draft Conclusions:

<b>Why</b>	To improve Large Height Deviation (LHD) Reporting
<b>What</b>	Online Reporting of LHD/State Letter
<b>Who</b>	MIDANPIRG/15/ICAO
<b>When</b>	June 2015/July 2015

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

*That, States:*

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

<b>Why</b>	To improve Large Height Deviation (LHD) Reporting
<b>What</b>	Simplified of LHD Reporting Procedure/State Letter
<b>Who</b>	MIDANPIRG/15/ICAO
<b>When</b>	June 2015/July 2015

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

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

2.14 The meeting may wish to note that ICAO MID Regional Office issued State Letters Ref: AN 6/5.10.15A – 14/112 dated 17 April 2014 and Ref: AN 6/5.10.15A – 14/203 dated 22 July 2014, requesting States to implement the provisions of the MIDRMA Board/13 Draft Conclusion 13/8 and 13/9, respectively.

2.15 The ANSIG/1 meeting noted with concern that some States with high volume of traffic have been still reporting “NIL LHDs”, and that the level of reporting of some States has been unsatisfactory, despite the implementation of the Online LHD Reporting Tool. Accordingly, the meeting agreed that Egypt, Iran, Iraq, Kuwait and Yemen be included in the MIDANPIRG list of air navigation deficiencies

***Height Keeping Monitoring Requirements***

2.16 The ATM SG/1 meeting noted with concern that some States are still not fully complying with Annex 6 provisions and MIDRMA Minimum Monitoring Requirements related to height keeping performance monitoring.

2.17 The ATM SG/1 meeting recalled that in accordance with the MID Region Height-Keeping Monitoring Strategy, for Medium and Long Term (2014 – 2020), the MIDRMA would continue to conduct GMU monitoring for identified operators’ aircraft and the use of Height Monitoring Units (HMUs) as a means of conducting height-keeping monitoring; would be considered in due time.

2.18 The ATM SG/1 meeting noted with concern that some State aircraft were filing “W” in their flight plans while they were not RVSM approved.

2.19 The ATM SG/1 meeting noted with appreciation that UAE successfully implemented necessary measures for granting RVSM approvals to their State aircraft and similar process is being implemented in Qatar.

2.20 Based on the above, the ATM SG/1 meeting urged States to implement necessary measures for granting RVSM approvals to their State aircraft taking into consideration the successful processes implemented in Qatar and UAE.

2.21 It was highlighted that the MIDRMA had been facing difficulties with some States related to the update of the RVSM approvals list and height monitoring requirements. Accordingly, the MIDRMA Board/13 meeting agreed that States, in addition to the ATC focal point, nominate a focal point from their Airworthiness/Flight Operations Authority responsible for the RVSM Certifications in order to improve the coordination process between the MIDRMA and the States.

2.22 In connection with the above, the ICAO MID Regional Office issued State Letter Ref: AN 6/5.10.15A – 14/107 dated 16 April 2014 as a follow-up to MIDRMA Board Draft Conclusion 13/10, requesting States to update their MIDRMA Board Member/Alternate and to assign an ATC focal point in addition to a focal point from the Airworthiness/Flight Operations Authority responsible for granting RVSM approvals, in order to enhance the coordination process between the MIDRMA and the States.

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

2.24 Taking into consideration the unsuccessful efforts that have been carried out to ease the conditions of the CSSI Sale and Services Agreement and the urgent need for GMU devices to be owned by the MIDRMA, the MIDRMA Board/13 meeting granted authorization for the MIDRMA to purchase two (2) Enhanced GMU devices from the CSSI Company with the imposed restrictions. Accordingly, the meeting agreed to the following Draft Conclusion:

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

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

2.25 The ANSIG/1 meeting noted with appreciation that the MIDRMA purchased two Enhanced GMUs which will improve the monitoring capabilities in the MID Region.

2.26 In the same vein, it was highlighted that for the first time the Horizontal Overlap Frequency (HOF) was calculated for all the MID RVSM airspace and not only within the congested airspaces, using the MID Risk Analysis Software (MIDRAS), which is developed based on the ICAO methodology.

2.27 The meeting may wish to note that the DGCA-MID/3 meeting was apprised of the difficulties facing the Middle East Regional Monitoring Agency (MIDRMA) when conducting GMU missions especially with the Customs (i.e.: in some cases the Customs did not authorize the MIDRMA staff to enter the Country with the GMU Units). Accordingly, the meeting supported the MIDANPIRG/14 Conclusion 14/37 below, and urged States to take necessary measures to implement its provisions

*CONCLUSION 14/37: ARRANGEMENTS FOR THE CONDUCT OF GMU  
MONITORING MISSIONS*

*That, prior to the conduct of any GMU monitoring mission:*

- a) the MIDRMA notify the concerned MIDRMA Board Member; and*
- b) the MIDRMA Board member is to undertake necessary  
arrangements at the national level with concerned authorities (CAA,  
Customs, Security, etc.) to facilitate the MIDRMA Team mission.*

2.28 The meeting may wish to recall that MIDANPIRG/14 requested the MIDRMA to circulate the List of RVSM approved aircraft without known height-keeping monitoring results, to all MID States and other RMAs for appropriate action. The meeting noted that this is a global issue which needs to be addressed by the RMA Global coordination meetings. Accordingly, the MIDRMA Board/13 meeting agreed that the consolidated Table of the MID States RVSM Aircraft Minimum Monitoring Requirements (MMR) be posted on the MIDRMA website and kept regularly up to date.

2.29 The MIDRMA Board/13 meeting noted that Iran requested the monitoring of 66 aircraft instead of the 30 aircraft that require height keeping monitoring. It was also noted with appreciation that Qatar completed the monitoring of the three (3) pending aircraft in February 2014.

2.30 The MIDRMA Board/13 meeting highlighted that the list of Saudi Arabia RVSM approved aircraft reflects only the Saudi registered aircraft and does not include leased aircraft registered in Jordan, which are listed under Jordan MMR.

2.31 The MIDRMA Board/13 meeting noted with appreciation that the percentage of aircraft requiring height-keeping monitoring in the MID Region was reduced from **46%** to **8%** since the MIDRMA Board/11 meeting in September 2011.

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

2.33 The MIDRMA Board/13 meeting reviewed the MID States MMRs Tables, which are available on the MIDRMA website. It was noted that some aircraft were reflected in the list of RVSM approved aircraft of two different States (State of Registry and State of Operator). Accordingly, the meeting agreed that the MIDRMA should follow-up this matter with the concerned States.

2.34 The MIDRMA Board/13 meeting noted that two air navigation deficiencies have been filed against Lebanon and Yemen for granting RVSM approvals to some aircraft without known height monitoring results. The meeting agreed that the MIDRMA continue their coordination with the concerned States in order to conduct necessary GMU missions for the identified aircraft.

#### ***Training on RVSM Safety Assessment***

2.35 The meeting may wish to recall that in order to increase the awareness about the MIDRMA activities and RVSM safety assessment requirements, MIDANPIRG/14 requested the MIDRMA to include in its work programme regular missions to the Member States, during which briefings on the MIDRMA activities and RVSM safety assessment requirements be provided to concerned personnel. In the same vein, MIDANPIRG/14 agreed that such briefings could be provided in the MIDRMA premises in Bahrain.

2.36 In connection with the above, the ATM SG/1 meeting highly appreciated the training session on RVSM Safety Assessment organized during the course of the MIDRMA Board/13 meeting. The training session was supported by the MIDRMA Team, Mr. Andrew Louis, Technical Manager European RMA and Dr. Sameer Alam, PHD, Lecturer, University of New South Wales, Australian Defence Force Academy. In this regard, the meeting encouraged the MIDRMA to organize additional training sessions on RVSM Safety Assessment, as appropriate.

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

#### ***Development of the MID RVSM SMR 2015***

2.38 The ATM SG/1 meeting agreed that for the development of the MID RVSM SMR 2015, the Flight Plan/Traffic Data will be collected for the period **1 – 30 September 2015**.

2.39 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 (MID RAS). Any data received in a different format, or in an excel sheet different

from the one available on the MIDRMA website ([www.midrma.com](http://www.midrma.com)) will not be acceptable.

2.40 Based on the above, the ATM SG/1 meeting agreed to the following Draft Conclusion:

<b>Why</b>	To expedite the development of the MID RVSM SMR 2015
<b>What</b>	State Letter
<b>Who</b>	ICAO MID Regional Office
<b>When</b>	July 2015

***DRAFT CONCLUSION 1/7: MID RVSM SMR 2015***

*That,*

- a) the FPL/traffic data for the period 1 – 30 September 2015 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2015);*
- b) only the appropriate Flight Data form available on the MIDRMA website ([www.midrma.com](http://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 2015 be ready for presentation to and endorsement by MIDANPIRG/16.*

***Conclusion and Decisions related to the MIDRMA project financial and managerial issues***

2.41 The MIDRMA Board/13 meeting was of the view that the MIDRMA Board Draft Conclusion and Decisions related to the MIDRMA project financial and managerial issues should not be presented to MIDANPIRG. Accordingly, the meeting agreed that this proposal would be submitted to MIDANPIRG/15 for approval.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) approve the proposed Draft Conclusions and Decisions contained in this working paper; and
- b) agree to the proposal at para 2.41;
- c) urge Sates to:
  - i. provide necessary data to the MIDRMA as and when required;
  - ii. provide the ICAO MID Regional Office with their MIDRMA Board Member/Alternate and MIDRMA ATC and Airworthiness/Flight Operations Focal Points, if not yet done so; and
  - iii. sign the revised Memorandum of Agreement (MOA) and send it back to the ICAO MID Regional Office, if not yet done so.

-----



# INTERNATIONAL CIVIL AVIATION ORGANIZATION



## MIDDLE EAST REGIONAL MONITORING AGENCY (MIDRMA)

### MEMORANDUM OF AGREEMENT

**Edition 2**  
**March 2014**



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

**1. PARTIES**

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

**2. AGREEMENT**

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

The Parties have agreed as follows:

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



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

**MIDRMA**

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

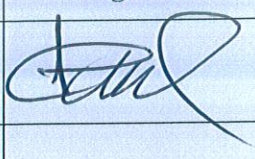
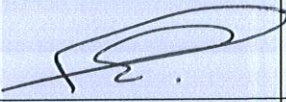
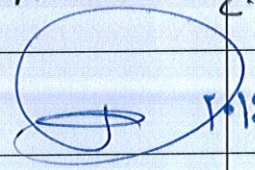
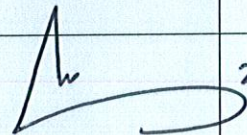



With copy to the:

**ICAO Regional Director**

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



Agreed on behalf of MIDRMA States

State	Name	Title	Signature	Date
Bahrain	ALI AHMED	DIRECTOR AIR NAVIGATION		21/10/2014
Egypt				
Iran	Hossein Attari	Deputy of Aeronautical bureau	H. Attari	26, 11, 14
Iraq				
Jordan	Nayef almarshoud		DATM 	2014/11/18
Lebanon	DAVID L EL HAIBY	AD/DIRECTOR GENERAL		2014/11/26
Libya				
Kuwait				
Oman	Mubarak AL Ghelani	S. DIRECTOR ASSURANCE & CONTR		26/11/2014
Qatar	A. A L Ndaimi	Chairman		28.4.2015
Saudi Arabia				
Sudan	AHMED SATI BASSOURI	Director General		26-05-14
Syria				
Unite Arab Emirates	A. AL Jallaf	ADG ANS		26/11/14
Yemen				



**MIDDLE EAST REGIONAL MONITORING AGENCY (MIDRMA) BOARD****TERMS OF REFERENCE****The Terms of Reference of the MIDRMA Board are as follows:**

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

**Composition:**

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

The MID RMA Board meetings will be attended by:

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



**The MIDRMA's scope, duties and responsibilities**

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

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

-----