



International Civil Aviation Organization

Middle East Regional Monitoring Agency Board

Twenty-first Meeting (MIDRMA Board/21)
(Cairo, Egypt, 14 – 15 January 2026)

Agenda Item 4: Progress Report on the MIDRMA Project

STATUS OF MIDRMA ANNUAL CONTRIBUTIONS AND PROPOSED MITIGATION MEASURES

(Presented by the MIDRMA)

SUMMARY

The establishment and continued operation of the Middle East Regional Monitoring Agency (MIDRMA) are fundamentally dependent on the timely payment of annual financial contributions by its Member States, as agreed at the time of MIDRMA's establishment.

Despite repeated reminders and coordination efforts, a few MIDRMA Member States continue to experience significant delays or non-payment of their annual contributions as confirmed by the ICAO CDI Bureau and reflected in the attached contribution status tables.

This working paper highlights the current payment status, outlines the operational and financial impacts of delayed contributions, explains the specific challenges faced by Iran, and proposes a structured and coordinated procedure under the oversight of the MIDRMA Board, the ICAO MID Office, and the MIDRMA Chairman to facilitate the settlement of outstanding contributions while ensuring transparency, regulatory compliance, and financial accountability.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDRMA Board/20 (Muscat, Oman, 11 – 12 November 2024)

1. INTRODUCTION

1.1 At the time of its establishment, MIDRMA Member States formally agreed to support the Agency through annual financial contributions, recognizing that a stable and predictable funding mechanism is essential to ensure the continuity of the MIDRMA role across the ICAO Middle East Region.

1.2 Two contribution categories were agreed, based on regional consensus:

Category 1: Annual contribution of USD 30,000, applicable to:
Bahrain, Egypt, Iran, Iraq, Oman, Qatar, Saudi Arabia, and the United Arab Emirates.

Category 2: Annual contribution of USD 10,000, applicable to:
Jordan, Kuwait, Lebanon, Libya, Sudan, Syria, and Yemen.

1.3 The annual contributions are intended to fund MIDRMA core activities, including operational costs, technical systems, safety analysis, and administrative support.

2. DISCUSSION

The Current Status of Contributions

2.1 The contribution status tables for 2023, 2024 and 2025 as confirmed by the ICAO CDI (formal TCB), show that while several Member States have fulfilled their financial obligations in a timely manner, a number of States have outstanding contributions, in some cases extending over multiple years.

2.2 Notably, payments from Iran remain pending since 2016, with an indication that the situation is continuing until 2026. Similar payment challenges are also observed for other Member States, including Kuwait, Lebanon, Syria, Sudan, and Yemen, as discussed in WP/4.

Impact on MIDRMA Financial Stability

2.3 Irregular cash flow creates uncertainty in funding critical activities, including:

- a. Staff-related operational costs, including salaries and duty-travel expenses required to support monitoring, coordination, and oversight functions; and
- b. General operational continuity. Maintenance and upgrading of risk analysis software
- c. Training and capacity-building activities; and
- d. General operational continuity.

2.4 Without corrective measures, continued delays in contributions pose a risk to the sustainability and effectiveness of MIDRMA, which ultimately impacts regional RVSM safety oversight.

Specific Challenges Related to Iran

2.5 Iran has formally expressed its willingness to pay its outstanding annual contributions; however, it continues to face significant constraints in transferring funds internationally, which prevents payment through standard banking channels.

2.6 This situation has resulted in the accumulation of unpaid contributions despite Iran's commitment to meet its financial obligations, creating an exceptional case that requires a practical and coordinated solution.

2.7 In this context, coordination by the ICAO Middle East Regional Office, in consultation with the MIDRMA Chairman and MIDRMA team, is considered essential to facilitate an alternative payment mechanism.

Proposed Mitigation Measures

2.8 As an interim arrangement, it is proposed that the MIDRMA Board establish the following step-by-step procedure to facilitate the settlement of Iran's outstanding annual contributions once Iran is ready to proceed with payment:

- a. The MIDRMA Board Chairman shall formally notify the Iran MIDRMA Board

Member of the Board's intention to delegate responsibility to the MIDRMA Team to receive the outstanding annual contributions.

- b. Upon internal readiness, the Iran MIDRMA Board Member shall formally advise the MIDRMA Chairman and the ICAO MID Office that Iran is ready to proceed with the payment, including the proposed timing and any required coordination details.
- c. Upon receipt of Iran's notification, the MIDRMA Chairman, in coordination with the ICAO MID Office, shall inform and coordinate with the MIDRMA Team to prepare the necessary arrangements for receiving the outstanding annual contributions from Iran, in accordance with MIDRMA financial procedures and established accountability requirements.

2.9 In view of the fact that any cash contributions received by the MIDRMA Team may be physically carried upon arrival into Bahrain, the MIDRMA Chairman, in coordination with the ICAO MID Office, shall formally inform the Bahrain Civil Aviation Affairs (CAA) in advance of the intended arrangement, in order to:

- a. facilitate the lawful entry of the MIDRMA Team with the received funds in accordance with applicable national regulations.
- b. ensure that appropriate official awareness and coordination are established with the relevant authorities; and
- c. maintain full transparency, documentation, and accountability in line with MIDRMA financial procedures.

2.9.1 Under this arrangement:

- a. The MIDRMA Team would formally receive the cash payment from Iran CAA.
- b. The received amount would be securely deposited into the official MIDRMA account; and
- c. Full financial transparency and documentation would be ensured in accordance with MIDRMA financial procedures.

2.9.2 In parallel, other Member States with outstanding contributions, as reflected in the tables, should be urgently encouraged to settle their arrears or to coordinate with ICAO MID to identify feasible payment arrangements.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the status of MIDRMA annual contributions, including outstanding payments, as discussed in WP/4.
- b) express concern regarding the impact of delayed and unpaid contributions on MIDRMA's financial stability and operational sustainability;
- c) support the proposed procedure, coordinated by the MIDRMA Chairman and the ICAO MID Office, to facilitate the settlement of Iran's outstanding annual contributions once Iran is ready to proceed, including delegation to the MIDRMA

Team to receive the payment and official coordination with the Bahrain Civil Aviation Affairs (CAA) to facilitate lawful entry of the received funds, in accordance with applicable regulations and MIDRMA financial procedures; and

- d) urge all MIDRMA Member States with outstanding contributions to settle their arrears as a matter of priority or to coordinate with ICAO MID on practical payment arrangements.

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