



International Civil Aviation Organization

**The Fourth Meeting of the Regional Airspace Safety Monitoring Advisory Group
(RASMAG/4)**

Bangkok, Thailand, 25 – 28 October 2005

Agenda Item 7: Any other business

**SUMMARY OF THE REPORT OF THE FIRST MEETING OF
THE MIDDLE EAST REGIONAL MONITORING AGENCY BOARD**

(Presented by the Secretariat)

SUMMARY

The paper highlights the Report of the First meeting of the Middle East Regional Monitoring Agency Board (MID RMA Board/1) held from 5–6 September 2005 and draws attention to the Conclusions and Terms of Reference of the Board and the Duties and Responsibilities of the MID RMA.

1. INTRODUCTION

1.1 Prior to the 1st June 2004, the United Arab Emirates (UAE) provided full technical and financial support to the activities of the Middle East Central Monitoring Agency (MECMA), the RVSM RMA for the Middle East Region. Subsequent to 1st June 2004, the UAE withdrew support for MECMA leading to the discontinuation of monitoring mechanisms for RVSM operations in the Middle East Region.

1.2 On 9th May 2005, the ICAO Secretary General issued State Letter SWG20/1-IND/05/13, highlighting the concerns of ICAO in respect to the non-availability of RVSM monitoring in the Middle East Region and noting that unless a concrete action plan was developed by affected States, the withdrawal of RVSM operations from the MID Region would be considered by ICAO.

2. DISCUSSION

2.1 Subsequently, the Middle East Regional Monitoring Agency Board (MID RMA Board) was constituted and the first meeting of the Board (MID RMA Board/1) was held at Cairo, Egypt, from 5-6 September 2005. The full report of the meeting is available on the website of the Middle East (Cairo) office of ICAO at:

http://www.icao.int/cgi/goto_m_mid.pl?icao/en/ro/mid/2005/RMA_Board1/RMA_Board1FinalReport.pdf

2.2 In addressing mechanisms to re-establish RMA services in the Middle East Region, the MID RMA Board has had to identify and put in place arrangements to host, set up, administrate and fund a RMA on behalf of the MID States. It is intended that the MID RMA would commence operations on 24 November 2005.

2.3 Details of the Terms of Reference and Conclusions of MID RMA Board/1 have been included as **Attachments A and B** respectively, and the Duties and Responsibilities of the MID RMA have been included as **Attachment C**. Of significance is that the Duties and Responsibilities of the RMA establish the RMA to consider RVSM and RNP implementation.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the availability of the Report of the First meeting of the Middle East Regional Monitoring Agency Board (MID RMA Board/1);
- b) review the Conclusions and Terms of Reference of the MID RMA Board as attached; and
- c) note the Duties and Responsibilities of the MID RMA as attached.

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MID RMA Board/1- Appendix 4A to the Report on Agenda Item 4

MIDDLE EAST REGIONAL MONITORING AGENCY (MID RMA) BOARD

TERMS OF REFERENCE

The Terms of Reference of the MID RMA Board are as follows:

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

Composition:

The MID RMA Board will consist of focal point 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; and
- Other Organizations (EUROCONTROL, FAA, IATA, etc) as observers on ad-hoc basis and as required.

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List of Conclusions and Decisions – MID RMA Board/1 (September 2005)

CONCLUSION 1/1: HOSTING OF THE MID RMA

That, Bahrain hosts the MID RMA.

CONCLUSION 1/2: INITIAL SET UP AND ADMINISTRATIVE MANAGEMENT OF THE MID RMA

That,

a) Bahrain pays for the initial set up of the MID RMA without waiting for MID States contributions and the cost is recovered through the agreed funding mechanism, in coordination with the ICAO Technical Cooperation Bureau; and

b) Bahrain is responsible for the administrative management of the MID RMA.

CONCLUSION 1/3: FUNDING MECHANISM OF THE MID RMA

That,

a) the activities of the MID RMA be ensured through contributions from all MID RMA 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 amount of US\$ three hundred thousand (300 000) represents a good estimation of the total cost of the setting up and operation of the MID RMA for the first year;

c) the contribution of States for the first year, be paid on equal basis, as a lump sum based on the estimation here-above and the number of MID RMA Member States;

d) TCB will be responsible for the collection of States' contributions and accounting activity with Bahrain;

e) the contribution for the first year be paid before end of December 2005; and

f) for the coming years:

i) the amount of contribution for each Member State will be revised once every year by the MID RMA Board in coordination with TCB; and

ii) in case the contributions for one year exceeded the yearly cost for the operation and management of the MID RMA, the difference be deducted from the contributions of the next year.

CONCLUSION 1/4: MEMBERSHIP OF THE MID RMA

That,

a) Bahrain, Egypt, Iran, Jordan, Lebanon, Oman, Saudi Arabia and Syria committed themselves to participate in the MID RMA project; and

b) Kuwait and Yemen agreed in principle to integrate into the MID RMA project and an official commitment is to be received before 15 September 2005.

DECISION 1/5: ESTABLISHMENT OF THE MID RMA BOARD

That,

a) a MID RMA Board is established with Terms of Reference (TOR) as at Appendix 4A to the report on agenda item 4; and

b) the MID RMA Board is to be composed of a focal point nominated by each Member State.

CONCLUSION 1/6: MID RMA LETTER OF AGREEMENT

That,

a) ICAO TCB prepares the appropriate updated project documents (LOA and its annexes) for the MID RMA project, taking into consideration the outcome of MID RMA Board/1 meeting;

b) the updated documents be sent to the MID RMA Board members for comment as soon as possible; and

c) the final version of the documents be sent to States for signature before 30 September 2005.

CONCLUSION 1/7: SUPPORT FROM EUROCONTROL AND FAA

That, the MID Region makes use of the support to be provided by both EUROCONTROL and FAA in providing the necessary training, data, software, and documentation and make available expertise in support of both the setting up of the MID RMA and also in the provision of long term support.

CONCLUSION 1/8: ACTION PLAN FOR THE RE-ESTABLISHMENT OF THE MID RMA

That, further to MIDANPIRG/9 Conclusion 9/13, the Action Plan for the re-establishment of the MID RMA, its duties and responsibilities and the guiding principles be updated as at Appendices 7A, 7B and 7C to the report on agenda item 7, respectively.

DUTIES AND RESPONSIBILITIES OF THE MID RMA

(updated by the MID RMA/1 meeting)

The Middle East Regional Monitoring Agency (MID RMA) for RVSM and RNP implementation has the following duties and responsibilities:

- a) to establish and maintain a central registry of State RVSM approvals of operators and aircraft using the Middle East Region airspace where RVSM is applied;
- b) to facilitate the transfer of approval data to and from other RVSM regional monitoring agencies;
- c) to establish and maintain a data base containing the results of heightkeeping performance monitoring and all altitude deviations of 300 ft or more within Middle East Region airspace, and to include in the database the results of MID RMA requests to operators and States for information explaining the causes of observed large height deviations;
- d) provide timely information on changes of monitoring status of aircraft type classifications to State authorities and operators;
- e) to assume overall responsibility for assessing compliance of operators and aircraft with RVSM height-keeping performance requirements in conjunction with RVSM introduction in the Middle East Region;
- f) to provide the means for identifying non-RVSM approved operators using Middle East airspace where RVSM is applied; and notifying the appropriate State approval authority;
- g) to conduct readiness assessments and safety assessments as an aid for the Middle East RVSM Task Force for decision making in preparation for RVSM implementation in those FIRs where RVSM is not yet implemented;
- h) to carry out post-implementation safety assessments with a view to verify that the defined safety level continues to be met;
- i) to establish and maintain a database containing the results of navigation error monitoring;
- j) to prepare, each year a report setting out the results of navigation error monitoring for the preceding six-month period. This report shall be presented to the ICAO Middle East Regional Office, Cairo, and States as part of their decision process related to safety management;
- k) to conduct safety assessments in conjunction with expansion or changes to the RNP route structure within the Middle East Region;
- l) to assist States in carrying out safety assessments in relation to requirements identified within the framework of safety management programmes likely to have an impact on the safety of air navigation at a sub-regional level; and
- m) to liaise with other Regional Monitoring Agencies and organizations to harmonise implementation strategies.

Note: The MID RMA will be guided by the working principles indicated in the RMA Manual available on the ICAO website.

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