

**PART II: REPORT ON AGENDA ITEMS**

**REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA**

1.1 The meeting reviewed and adopted the Provisional Agenda as at Paragraph 6 of the History of the Meeting.

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**REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG/15 AND MIDRMA BOARD  
CONCLUSIONS AND DECISIONS**

2.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting noted the status of relevant MIDANPIRG/15 and MIDRMA Board Conclusions and Decisions and the follow up actions taken by States, ICAO and other parties concerned as at **Appendix 2A**.

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**REPORT ON AGENDA ITEM 3: PROGRESS REPORT ON THE MIDRMA PROJECT**
***Conclusions and Decisions related to the MIDRMA Project Financial and Managerial Issues***

3.1 The subject was addressed in WP/4 presented by the Secretariat. The meeting noted that the MIDANPIRG/15 meeting agreed that the MIDRMA Board Conclusions and Decisions related to the MIDRMA project financial and managerial issues should not be presented to MIDANPIRG and can be endorsed by the MIDRMA Board.

***Financial Issues***

3.2 The subject was addressed in WP/3 presented by the Secretariat. The meeting recalled that the MIDRMA Board/13 meeting reviewed and approved the financial report of the MIDRMA project (RAB/05/802), the financial statement and associated bills related to the MIDRMA expenditures for years 2012 and 2013.

3.3 The meeting reviewed and approved the financial reports for the period 1 January 2014 to 30 September 2015 as at **Appendices 3A** and **3B**, respectively. The meeting noted that the balance of the funds available in the MIDRMA account managed by ICAO HQ (RAB/05/802) were as follows:

- Fund Balance as at 31 December 2012:	US\$ 325,968
- Fund Balance as at 31 December 2013:	US\$ 256,020
- Fund Balance as at 31 December 2014:	US\$ 111,476
- Fund Balance as at 30 September 2015:	US\$ 300,632

3.4 The meeting noted that the invoices for the payment of 2016 contributions to the MIDRMA Project have been issued by ICAO HQ on 30 October 2015.

3.5 The meeting reviewed the status of States' contributions to the MIDRMA Project (RAB/05/802), as of 31 December 2015 as reflected at **Appendix 3C**.

3.6 The meeting noted that Iran informed the ICAO MID Regional Office that three (3) transfer transactions for total amount of US\$ 90,000 were made to ICAO for the payments of 2011, 2012 and 2013 contributions. The ICAO Technical Cooperation Bureau (TCB) was able to locate two (2) payments (29,946 and 29,935) made to another account and succeeded to transfer the funds back to the account of the MIDRMA project (RAB/05/802) on 27 July 2013. However, the payment for 2013 (US\$ 30,000) has not been found and Iran has not provided a receipt for the transfer in order to follow-up the subject. Moreover, it was underlined that the payments for years 2014, 2015 and 2016 have not been yet received from Iran.

3.7 In line with the above, the meeting noted that Oman has not yet paid the 2015 and 2016 contributions to the MIDRMA Project and agreed accordingly to the following Draft Conclusion:

***MIDRMA CONCLUSION 14/1: PAYMENT OF ARREARS TO THE MIDRMA PROJECT***

*That, Iran and Oman be urged to pay their arrears to the MIDRMA Project prior to 15 April 2016.*

3.8 The meeting noted with concern that only Egypt paid the 2016 contribution. Accordingly, the meeting decided to extend the deadline for the payment of 2016 contributions to **15 April 2016**. Accordingly, the meeting agreed to the following Draft Conclusion:

***MIDRMA CONCLUSION 14/2: PAYMENT OF THE 2016 CONTRIBUTIONS***

*That, States pay their 2016 contributions to the MIDRMA Project prior to 15 April 2016 based on the invoices issued by ICAO Headquarters on 30 October 2015.*

3.9 The meeting urged States to comply with the instructions for payment contained in the invoices sent by ICAO HQ (Project code, fund number, invoice number, Bank information, etc.) and underlined that the non-compliance with these instructions cause problems and delays in locating the transferred amounts.

3.10 The meeting recalled that UAE has been exempted from the payment of contributions to the MIDRMA for the first ten (10) years of operation (up-to end of 2015), as reflected in MIDANPIRG/15 Conclusion 15/4. Accordingly, the meeting revised the MIDRMA funding mechanism and agreed to the following MIDRMA Conclusion to replace and supersede MIDANPIRG/15 Conclusion 15/4:

***MIDRMA CONCLUSION 14/3: 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 issues 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) 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.);*
- f) 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.);*
- g) 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;*

- h) 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*
- i) the MIDRMA Funding Mechanism be revised by the MIDRMA Board, when necessary.*

3.11 The meeting noted that according to the latest Bank Statement dated 31 December 2015, the fund balance of the MIDRMA Bank account in Bahrain is: **US\$ 94,571.396.**

3.12 The meeting noted, with appreciation, that since year 2010, the MIDRMA started to generate income from the conduct of GMU height monitoring missions. The total amount credited to the MIDRMA account from conducting the monitoring missions for 273 aircraft is US\$ 344,735. In accordance with the future plans for GMU monitoring activity, in particular the monitoring of the Iranian aircraft, the net income of the MIDRMA would increase approximately to US\$ 488,735.

3.13 In accordance with the agreed Funding Mechanism, and taking into consideration the expected expenditures of the MIDRMA for 2016, the meeting agreed that the MIDRMA Board Chairperson, certify on behalf of the MIDRMA Member States two requests for the transfer of the amount of US\$ 200,000 by 15 April 2016; and US\$ 200,000 by 15 March 2017, from the MIDRMA account managed by ICAO HQ to the MIDRMA Bank account in Bahrain. Accordingly, the meeting agreed to the following Draft Decision:

***MIDRMA DECISION 14/4: REQUEST FOR THE TRANSFER OF USD 400,000 TO THE MIDRMA ACCOUNT IN BAHRAIN***

*That, the MIDRMA Board Chairperson is delegated the authority to request the transfer of the amount of US\$ 400,000 from the MIDRMA account managed by ICAO HQ to the MIDRMA Bank account in Bahrain as follows:*

- a) US\$ 200,000 by 15 April 2016; and*
- b) US\$ 200,000 by 15 March 2017.*

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

3.14 The subject was addressed in WP/4 presented by the Secretariat. The meeting noted that the MIDANPIRG/15 meeting through Conclusion 15/3 endorsed the revised version of the MIDRMA MOA dated 12 March 2015, updated by the MIDRMA Board/13 meeting, to replace and supersede the MIDRMA MOA dated 27 February 2006. The meeting urged States to coordinate with the ICAO MID Regional Office for the signature of the revised MIDRMA MOA, if not yet done so.

3.15 The ICAO MID Regional Office based on the outcome of the MIDRMA Board/13 meeting, invited Qatar to join the MIDRMA. The meeting noted with appreciation that Qatar joined officially the MIDRMA Board by the signature of the MIDRMA MOA on 28 April 2015.

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**REPORT ON AGENDA ITEM 4: RVSM MONITORING AND RELATED TECHNICAL ISSUES*****Large Height Deviation (LHD) Reporting***

4.1 The subject was addressed in WP/4 and WP/8 presented by the Secretariat and MIDRMA, respectively. The meeting underlined that several FIRs with high volume of traffic continue to report NIL LHDs, which have a negative effect on the computed Targets Level of Safety (i.e.: not representative/realistic). It was highlighted that the level of reporting of LHDs is still far below expectation compared to the traffic volume, which is mainly due to air traffic controller behavior. In this respect, the meeting urged States to take necessary measures to encourage the reporting of LHDs by air traffic controllers.

4.2 The meeting reiterated MIDANPIRG/15 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.

4.3 MIDRMA informed the meeting that the level of reporting of Iran and Iraq has been satisfactory since the last meeting. Accordingly, the meeting agreed that Iran and Iraq to be removed from the MIDANPIRG list of air navigation deficiencies.

4.4 The meeting reviewed, analyzed and validated the LHD Reports provided to the MIDRMA for the period 1 January 2015 to 31 December 2015, at **Appendix 4A**. It was highlighted that the reporting period will remain open till 30 September 2016, and the LHD Reports will be presented to the Second meeting of the Air Navigation Systems Implementation Sub-Group (ANSIG/2), Cairo, Egypt, 25-27 October 2016, for review.

4.5 The meeting noted with concern that some of the LHD Reports could not be reviewed and analysed due to the absence of the concerned States.

4.6 The meeting noted that most of the LHDs were related to coordination failures between adjacent ACCs. Accordingly, States were encouraged to implement AIDC/OLDI, which would improve significantly the coordination process and would reduce the amount of coordination failures, thus enhancing safety.

***Height Keeping Monitoring Requirements***

4.7 The subject was addressed in WP/4 and WP/5 presented by the Secretariat and MIDRMA, respectively. The meeting noted that Lebanon has been fully complying with Annex 6 provisions and MIDRMA Minimum Monitoring Requirements (MMR) related to height keeping performance monitoring. The meeting agreed to remove Lebanon from the MIDANPIRG list of air navigation deficiencies for granting RVSM approvals to some aircraft without known height monitoring results.

4.8 The meeting noted with concern that some State aircraft were filing “W” in their flight plans while they were not RVSM approved. Accordingly, the meeting urged States to implement necessary measures for granting RVSM approvals to their State aircraft.

4.9 The meeting noted with appreciation that the MIDRMA purchased and received in September 2014 two Enhanced GMUs, which improved the monitoring capabilities in the MID Region.

4.10 The meeting noted with concern the difficulties facing the 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

reiterated the MIDANPIRG/14 Conclusion 14/37, and urged States to take necessary measures to implement its provisions.

4.11 The meeting recalled that the MIDANPIRG/15 meeting agreed that the consolidated Table of the MID States RVSM Aircraft MMR be posted on the MIDRMA website and kept regularly up to date.

4.12 The meeting noted with concern that 191 Iranian aircraft have unknown Height Keeping Performance Monitoring results, which constitutes a serious safety issue. In order to resolve this issue, 51 out of the 191 aircraft should be monitored.

4.13 The meeting noted with appreciation that USA issued a waiver on 16 December 2015 relieving the restrictions on the use of the EGMUs.

4.14 Taking into consideration the safety risk associated with the operations of Iranian aircraft without known Height Keeping Performance Monitoring results, within the RVSM airspace, the meeting requested the MIDRMA to start the monitoring of the Iranian aircraft as soon as practicable. Iran was invited to take necessary measures to facilitate and expedite the conduct of the GMU missions to its operators as soon as possible. Accordingly, the meeting agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 14/1: IRANIAN AIRCRAFT HEIGHT KEEPING PERFORMANCE MONITORING**

*That,*

- a) *the MIDRMA urgently start the monitoring of the Iranian Aircraft as practicable; and*
- b) *Iran take the necessary measures to facilitate and expedite the conduct of the MIDRMA GMU mission to its Operators.*

4.15 The following table, available on the MIDRMA website, reflects the current monitoring burden based on the latest RVSM Approval List:

<b>MIDRMA Member States</b>	<b>RVSM Approvals Updated Date</b>	<b>MIDRMA Member States</b>	<b>RVSM Approvals Updated Date</b>
Bahrain	14/01/2016	Oman	20/10/2015
Egypt	04/01/2016	Qatar	04/01/2016
Iran	28/12/2015	Saudi Arabia	07/01/2016
Iraq	30/12/2015	Sudan	22/10/2015
Jordan	14/01/2016	Syria	22/10/2015
Kuwait	20/12/2015	UAE	04/01/2016
Lebanon	07/01/2016	Yemen	24/11/2015
Libya*	19/06/2015 from ARMA	*: No update since the aircraft transfer to MIDRMA	

4.16 The MIDRMA managed to conduct GMU monitoring for 96 aircraft registered in the Middle East Region since MIDANPIRG/14 and achieved 84% with known height monitoring results which is 11% less from the performance target for height monitoring set by MIDRMA Board/13 meeting. The resultant monitoring burden for the 1594 RVSM approved aircraft from the 15 MID States are 257 aircraft. The MMR to cover the 257 aircraft require the monitoring of 138 aircraft as reflected at **Appendix 4B**.

**MID STATES RVSM AIRCRAFT MINIMUM MONITORING REQUIREMENTS  
SUMMARY AS OF JANUARY 2016**

Seq #	MID States	RVSM Approved A/C	Have Results or Covered	Not Covered	Not Covered in %	A/C MMR	Remarks
1	BAHRAIN	50	48	2	4%	1	
2	EGYPT	125	116	9	7%	8	
3	IRAN	205	45	160	78%	55	
4	IRAQ	38	25	13	34%	10	
5	JORDAN	46	44	2	4%	2	
6	KUWAIT	50	44	6	12%	3	
7	LEBANON	24	20	4	17%	4	
8	LIBYA	22	6	16	73%	16	from ARMA
9	OMAN	51	47	4	8%	4	
10	QATAR	205	205	0	0%	0	
11	SAUDI ARABIA	205	195	11	5%	10	
12	SUDAN	9	0	9	100%	9	
13	SYRIA	6	6	0	0%	0	
14	UAE	549	533	16	3%	11	
15	YEMEN	9	3	5	67%	5	
	<b>TOTAL</b>	<b>1594</b>	<b>1337</b>	<b>257</b>	<b>16%</b>	<b>138</b>	

4.17 The meeting urged States to enforce their non-compliant operators to conduct height monitoring according to a strict monitoring schedule.

4.18 The meeting raised concern related to the status of the Libyan aircraft granted RVSM approval (based on the data received from the African RMA) without information or feedback from the State on the status of their height-keeping performance results. Accordingly, the meeting agreed that the MIDRMA coordinate with Libya and provide feedback to the States and other RMAs.

***Online MMR Tool***

4.19 The subject was addressed in WP/10 presented by the MIDRMA. The meeting noted with appreciation that the MIDRMA developed an Auto Online MMR Tool to enable the Civil Aviation Authorities in the MID Region to check their MMR for each airline operator under their responsibility and identify the aircraft that are non-compliant with the Annex 6 requirements for height-keeping performance. The MIDRMA is the only RMA that implemented such a unique Tool, which is available on the MIDRMA website ([www.midrma.com](http://www.midrma.com)).

4.20 The meeting supported the Draft Conclusion 2/3 emanating from the ATM SG/2 meeting. Accordingly, the meeting urged States to use the Auto Online MMR Tool and provide feedback to the MIDRMA for the enhancement of the Tool.



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

4.21 The subject was addressed in WP/4 presented by the Secretariat. The meeting noted that the MIDANPIRG/15 meeting reviewed the final version of the MID RVSM SMR 2014 presented by the MIDRMA. The meeting noted that the results of the MID RVSM SMR 2014 were calculated for thirteen (13) FIRs in the Middle East Region. Tripoli FIR was excluded from the analysis due to the non-submission of the required traffic data.

4.22 The MID RVSM SMR 2014 presents evidence 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 MIDANPIRG/15 meeting, through Conclusion 15/7, endorsed the MID RVSM SMR 2014, which is available on the MIDRMA website ([www.midrma.com](http://www.midrma.com)).

***Development of the MID RVSM Safety Monitoring Report (SMR) 2015***

4.23 The subject was addressed in WP/4 and WP/6 presented by the Secretariat and MIDRMA, respectively. The MIDRMA presented the initial results of the SMR 2015, which demonstrates that the safety objectives as set out by MIDANPIRG continue to be met.

4.24 The meeting noted with concern that the initial results were calculated based on the processed (correct) data received for ten (10) FIRs only. Amman and Kuwait were excluded due to the complete corruption of the provided data and Sana'a and Tripoli FIRs due to non-submission of the required traffic data and LHD reports.

4.25 Taking into consideration the situation in Libya and Yemen, the meeting agreed to exclude Tripoli and Sana'a FIRs temporarily from the RVSM safety analysis for 2015.

4.26 The meeting noted that the traffic data for the months of February, March and April 2016 is required in order to include Kuwait in the SMR 2015.

4.27 The meeting agreed that the MIDRMA continue its coordination and follow-up with the MIDRMA focal points for the correction/provision of the traffic data in order to present the draft SMR 2015 to the ANSIG/2 meeting.

***Development of the MID RVSM Safety Monitoring Report (SMR) 2016***

4.28 The meeting agreed that for the development of the MID RVSM SMR 2016, the Flight Plan/Traffic Data will be collected for the period **1 – 30 September 2016**.

4.29 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 (MIDRAS). 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.

4.30 Based on the above, the meeting agreed to the following Draft Conclusion:

***DRAFT CONCLUSION 14/2: MID RVSM SMR 2016***

*That,*

*a) the FPL/traffic data for the period 1 – 30 September 2016 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2016);*

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- 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 2016 be ready for presentation to and endorsement by MIDANPIRG/17.*

#### ***Airspace Collision Risk Hot-spot Analysis Software***

4.31 The subject was addressed in WP/9 presented by the MIDRMA. The meeting noted with appreciation that the MIDRMA developed the Airspace Collision Risk Hot-spot Analysis Software 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 analyse the data for a certain period of time, type of crossing and within flight levels blocks.

4.32 The meeting encouraged States to approach the MIDRMA for more details on the Software, its use and possible improvements.

4.33 The meeting noted that by end of 2016 the simulation and 4D visualization features would be completed, and accordingly conclude Phase 3 of the MIDRAS.

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**REPORT ON AGENDA ITEM 5: REVIEW AND UPDATE OF THE MIDRMA PROJECT ACTION PLAN/TIMELINES**

5.1 The subject was addressed in WP/11 presented by the Secretariat. The MIDRMA Board, in each meeting, reviews the progress made in the achievement of the actions included in the Action Plan and proceeds to its update.

5.2 Taking into consideration the outcome of its discussions, the MIDRMA Board/14 meeting reviewed and updated the action plan, as at **Appendix 5A**.

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**REPORT ON AGENDA ITEM 6: FUTURE WORK PROGRAMME**

6.1 The meeting recalled that the MIDRMA Board meetings should be hosted by the MIDRMA Member States on rotation basis.

6.2 The meeting noted that the MIDRMA Board meetings have not yet been hosted by Qatar, Iraq, Syria and Yemen. Accordingly, the meeting agreed that the ICAO MID Regional Office coordinates with the MIDRMA Board Chairperson and concerned States the hosting of the MIDRMA Board/15 meeting during the first quarter of 2018.

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**REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS**

7.1 The meeting recalled that it was agreed that the list of MIDRMA Board Members and Alternates should be updated on a regular basis. Taking into consideration the agreement on the need to designate Focal Points for both ATC and Airworthiness/Flight Operations issues, the meeting reviewed and updated the list of MIDRMA Board Members, Alternates and Focal Points as at **Appendix 7A**.

7.2 The meeting recalled that the First MIDANPIRG/RASG-MID Coordination meeting (MRC/1) held in Bahrain on 10 June 2015 identified RVSM safety monitoring as one of the subjects of interest for both MIDANPIRG and RASG-MID and agreed that MIDANPIRG will be the leading group for this subject. In this respect, the ATM SG/2 meeting underlined that the MIDRMA's contribution to the work programme of the RASG-MID is essential, in order to further raise awareness about the safety issues related to RVSM operations and monitoring; especially those related to RVSM approvals and certification and address them with the airworthiness experts supporting the activities of the RASG-MID.

7.3 Based on the above, the meeting agreed that the MIDRMA, in coordination with the Secretariat, could participate in the RASG-MID meetings/events, as deemed necessary, given utmost priority to the MIDRMA activities.

7.4 It was highlighted that the Regional Monitoring Agencies Coordination Group (RMACG) has not yet been hosted by the MIDRMA. The meeting agreed to the hosting of the RMACG/12 meeting by MIDRMA in the first half of 2017, exact dates and venue to be decided by ICAO, MIDRMA Board Chairperson and MIDRMA Manager in coordination with the RMACG Secretariat.

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