



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

First Meeting (DGCA-MID/1) (Abu Dhabi, UAE, 22-24 March 2011)

Agenda Item 4: Air Navigation Issues

OUTCOME AND FOLLOW-UP TO THE TWELFTH MEETING OF THE MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG)

(Presented by the Secretariat)

SUMMARY

The twelfth meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/12) was held in Amman, Jordan, from 17 to 21 October 2010. This working paper presents the outcome and follow-up to the MIDANPIRG/12 by the Air Navigation Commission and the Secretariat.

Action by the meeting is at paragraph 3.

REFERENCES

- Doc 9708, *Air Navigation Plan – Middle East Region, Volumes I and II*
- MIDANPIRG/12 Report

1. INTRODUCTION

1.1 The twelfth meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/12) was held in Amman, Jordan, from 17 to 21 October 2010. It was attended by 76 participants from twelve States and four international organizations. Appendix A to this working paper presents the executive summary of the outcome of the MIDANPIRG/12 Meeting. The analysis of the conclusions and decisions is discussed in Appendix B. Action taken by the Commission on selected conclusions and decisions is outlined in Appendix C, which has been formatted to link the conclusions with the 2005-2010 Strategic Objectives of the Organization which were in place at the time of the meeting. All other follow-up action will be taken by the Secretary General in accordance with established practice.

2. DISCUSSION

2.1 The ANC reviewed the MIDANPIRG/12 Report in conjunction with selected conclusions and decisions that require Commission and/or Council action, including those that may impact on other regions. In reviewing the report of the meeting, the ANC noted that MIDANPIRG, with the assistance of its contributory bodies, had examined air navigation matters in the Middle East Region with the aim of improving planning for air navigation facilities, services and procedures, as well as fostering their implementation. As there was no action item that calls for specific attention by the Council, this report was not tabled in the Council.

2.2 Aerodrome Operations and Planning (Agenda Item 5.1)

2.2.1 *Aerodrome operational management:* With regard to Conclusion 12/4 requesting ICAO to develop guidance material on aerodrome operational management procedures, the ANC noted that the Secretariat would be addressing this issue as a part of the development of PANS–Aerodromes by 2013.

2.2.2 *Quality requirements for AIM:* Referring to Conclusion 12/8 inviting ICAO to consider the development of additional guidance on the implementation of quality requirements for protection and reporting aerodrome-related aeronautical data, the ANC noted that the Secretariat would be addressing this issue as a part of the development of *AIM Quality Manual* by 2011.

2.3 Air Traffic Management (Agenda Item 5.2)

2.3.1 *RVSM operations:* The ANC noted with concern the non-approved reduced vertical separation minimum (RVSM) aircraft entering the Middle East (MID) RVSM airspace and that it has in fact become a global issue. While some flights may be falsely accused – usually due to tardy administrative processes – actual cases of airspace violations are known to occur and the risk to flight safety could be significant. Consequently, the ANC called upon the Secretariat to continue to monitor RVSM safety performance worldwide and address any relevant issues (Conclusion 12/15 refers).

2.3.2 *Implementation of RVSM within Baghdad FIR:* The ANC noted that the Baghdad RVSM Implementation Working Group had decided to go ahead with implementation of RVSM within Baghdad FIR effective 11 March 2011. Recognizing that with this implementation, the whole of the MID Region FIRs would be RVSM airspace, the ANC appreciated the efforts of MIDANPIRG (Decision 12/19 and associated paragraph 5.2.56 refers).

2.3.3 *Status of implementation of SAR provisions:* Complimenting MIDANPIRG on the initiative of conducting a survey to assess the status of implementation of search and rescue (SAR) provisions (Conclusion 12/22 refers), the ANC called upon the Secretariat to consider carrying out a similar survey in other regions.

2.4 Communications/Navigation/Surveillance (Agenda Item 5.4)

2.4.1 *Protection of the aeronautical frequency spectrum:* On the subject of protection of the aeronautical frequency spectrum, the WG/SRP recognized the ongoing contribution of the MID Region in addressing this issue in a number of fora, such as the League of Arab States and the Arab Civil Aviation Commission. In this connection, the ANC noted Conclusion 12/43 concerning preparations for the forthcoming International Telecommunication Union (ITU) World Radiocommunication Conference 2012 (WRC-2012) and requested the Secretary General to urge States to participate at various levels in different fora to provide support to the ICAO position.

2.5 **Regional/National Performance Framework (Agenda Item 5.5)**

2.5.1 *Performance metrics*: Referring to Conclusions 12/47 regarding the adoption of eight regional performance metrics for air navigation systems, the ANC welcomed this approach; however, whilst recognizing that a PIRG will probably adopt metrics specific to the current issues in the region, a set of performance metrics common to all ICAO Regions would facilitate a comparative analysis of overall regional development. Consequently, the ANC requested the Secretariat to complete the task of developing a set of performance metrics applicable to all ICAO Regions along with guidance for the collection of data by September 2011.

2.5.2 *Review of the MID ANP*: The ANC noted that MIDANPIRG had initiated the task of revising the MID Air Navigation Plan (Conclusion 12/49 refers) and that the Secretariat will take into account the MIDANPIRG input in transitioning from P (paper-based)-Regional ANPs to e-(electronic -based)-Regional ANPs for all regional air navigation plans.

2.5.3 *Implementation of the NEW Flight Plan Format*: Noting Conclusion 12/52, the ANC requested the Secretariat to continue monitoring the implementation status of every State in the ICAO Flight Plan Implementation Tracking System (FITS) Portal and ensure global harmonization for a coordinated transition to the NEW Flight Plan.

2.6 **Aeronautical Meteorology (Agenda Item 5.6)**

2.6.1 *Volcanic ash contingency plan*: Noting Decision 12/72, the ANC encouraged MIDANPIRG to expedite the development of a volcanic ash regional contingency plan in coordination with all parties concerned. It was noted, however, that it would not be possible to finalize the plan before the next MIDANPIRG meeting scheduled for 2012.

2.7 **Regional air navigation deficiencies and safety matters (Agenda Item 6)**

2.7.1 *Elimination of air navigation deficiencies*: Regarding deficiencies, the ANC noted that MIDANPIRG had reviewed, analysed and prioritized the list of air navigation deficiencies (Conclusion 12/75 refers). However, the ANC invited the Secretary General to accord the highest priority in its work programme to the urgent elimination of the safety-related deficiencies. States reflected in the MIDANPIRG list of deficiencies are urged to establish action plans with fixed target dates. Also, commitment to the elimination of deficiencies should be pursued through all available mechanisms.

2.7.2 *ICAO language proficiency requirements*: The ANC supported Conclusion 12/78 calling on MID States that have not already done so to adopt/incorporate ICAO language proficiency requirements in their national regulations. The ANC was informed that to date eight out of 14 MID States have submitted implementation plans.

3. **ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the outcome of MIDANPIRG/12 meeting and the action thereon by the ANC and the Secretariat as reflected in **Appendix C** hereto; and
- b) request States to take follow-up on the related Conclusions.

APPENDIX A

**THE TWELFTH MEETING OF THE MIDDLE EAST AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (MIDANPIRG/12)
(Amman, Jordan, 17-21 October 2010)**

EXECUTIVE SUMMARY

1. Attended by 76 participants from 12 States and 4 international organizations.
2. As a result of the establishment of RASG-MID, the meeting adopted the revised terms of reference of MIDANPIRG.
3. States and the MIDRMA are to take necessary measures to ban any aircraft without confirmed RVSM approval status from entering the RVSM airspace.
4. The MID Region height-keeping monitoring strategy was adopted.
5. RVSM in Baghdad FIR is scheduled to be implemented effective 10 March 2011.
6. States were urged to develop national plans to implement the transition from AIS to AIM.
7. States were invited to support the ICAO position at WRC-2012.
8. Eight MID Region metrics were adopted for performance monitoring of air navigation systems.
9. The PBN implementation strategy and plan were updated which includes CDO.
10. The Global Operational Data Link Document (GOLD) was adopted.
11. Volcanic Ash Contingency Plan for the MID Region to be developed by March 2012.
12. Establishment of a MID database to support regional traffic forecasting activities is being considered.
13. States to review their respective lists of identified deficiencies define their root causes and forward an action plan for their rectification to the MID Regional Office by 31 March 2011.
14. Environmental issues continue to be considered in the planning and implementation of regional air navigation systems.

APPENDIX B

**TWELFTH MEETING OF THE MIDDLE EAST AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (MIDANPIRG/12)**

MIDANPIRG CONCLUSIONS/DECISIONS

AN ANALYSIS

1. The MIDANPIRG/12 Meeting developed a total of 79 outputs, comprising 60 conclusions and 19 decisions. These 79 outputs can be categorized into two levels of actions. The first level (77 outputs), known as “implementations plans”, calls for action by Headquarters, the Regional Office, States and MIDANPIRG itself and results in activities that support the implementation of air navigation systems. The second level (2 outputs: Conclusions 12/4 and 12/8), known as “implementation gaps”, calls for action specifically by Headquarters and results in activities that involving further development of requisite provisions and/or guidance material.

2. Out of 79 outputs, 29 have been suggested for specific review by the ANC and are detailed in the Action Plan in Appendix C hereto. For ease of reference, associated outputs (conclusions/decisions), if any, are also shown in the Action Plan. The selection criteria for 29 outputs for review by the ANC reflect, inter alia, key regional implementation issues, call for interregional harmonization, refer to ICAO global programmes or request specific action by ICAO Headquarters.

3. With regard to the conclusions and decisions of the meeting which are not reflected in the Action Plan, follow-up action will be taken by the Secretary General in accordance with established practice.

APPENDIX C

SELECT CONCLUSIONS/DECISIONS OF MIDANPIRG/12

— ACTION PLAN —

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action taken by ANC	Reporting/ Completion date
C 12/1 A	ESTABLISHMENT OF RASGS – CONSEQUENT REVISION TO TOR OF MIDANPIRG	That, the revised terms of reference of MIDANPIRG at Appendix 3A to the Report on Agenda Item 3 be adopted and reflected also in the MIDANPIRG Procedural Handbook.	ICAO MID Regional Office	Revised TOR of MIDANPIRG	Noted	Completed
C 12/4 D	REQUIREMENT FOR ICAO GUIDANCE ON AERODROME OPERATIONAL MANAGEMENT PROCEDURES	That, an ICAO Guidance material on aerodrome operational management procedures is urgently requested as complementary to the implementation of the SARPs contained in Annex 14, Volume I.	ICAO HQ	PANS-Aerodromes	Noted that the Secretariat is addressing this issue as a part of development of PANS – Aerodromes.	2013
C 12/8 D	QUALITY OF AERODROME AERONAUTICAL DATA AND COORDINATION BETWEEN AERODROME OPERATORS AND AIS	That, a) ICAO to consider development of additional guidance on the implementation of quality requirements for protection and reporting aerodrome-related aeronautical data in accordance with the SARPs contained in Annex 14, Volume I; and b) MID States to ensure proper coordination with the Aeronautical Information Services and aerodrome authorities/operators for the timely transfer of aerodrome operational data through Service Level Agreements (SLA), worldwide best practices, etc.	ICAO HQ ICAO MID Regional office	AIM Quality Manual State letter	Noted that the Secretariat is addressing this issue as a part of development of AIM Quality Manual. Noted	2011 Completed

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action taken by ANC	Reporting/ Completion date
C 12/9 D	RNAV 5 IMPLEMENTATION IN THE MID REGION	<p>That, States that have not yet done so, be urged to:</p> <p>a) update their AIP to change RNP 5 to RNAV 5; and</p> <p>b) take necessary measures to implement RNAV 5 area in the level band FL 160 - FL460 (inclusive).</p>	<p>ICAO MID Regional office and States</p> <p>ICAO MID Regional office and States</p>	<p>Update to AIP</p> <p>Implementation of RNAV 5 area in the level band FL 160 - FL460 (inclusive).</p>	<p>Noted</p> <p>Noted</p>	<p>2011</p> <p>2011</p>
C 12/10 D	ALLOCATION OF FIVE-LETTER-NAME CODES IN THE MID REGION	<p>That, prior to 31 March 2011, States that have not yet done so:</p> <p>a) assign ICARD ATS Route Planners, in order to make use of the ICARD system and improve the process of allocation of 5LNCs;</p> <p>b) take necessary action in order for their designated ICARD Route Planner(s) to register to the ICAO ICARD 5LNC web-based System;</p> <p>c) review their list of allocated 5LNCs and identify the non-used, duplicate and non-ICAO 5LNCs, and inform the ICAO MID Regional Office accordingly for necessary action;</p> <p>d) release those allocated 5LNCs which were replaced and/or are no longer used; and</p> <p>e) update the ICARD database by adding the missing information (missing latitude and longitude coordinates, etc).</p>	ICAO MID Regional office and States	Update to ICARD database	Noted the successful transfer of the ICARD (ICAO Five Letter Name Codes and Route Designators) database from EUROCONTROL to the ICAO Headquarters portal on 27 August 2010.	March 2011

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action taken by ANC	Reporting/ Completion date
C 12/15 D	AIRCRAFT WITHOUT CONFIRMED RVSM APPROVAL STATUS	<p>That,</p> <p>a) States and the MIDRMA be invited to take necessary measures to ban any aircraft without confirmed RVSM approval status from entering the RVSM airspace;</p> <p>b) States be urged to report any case of handover at an RVSM Flight Level of an aircraft without confirmed RVSM approval status from adjacent ACCs to the ICAO MID Regional Office and the MIDRMA; and</p> <p>c) the MID RVSM Programme Managers monitor and follow up this subject at the national level, in order to ensure the efficient implementation of a) and b) above.</p>	<p>ICAO MID Regional office, MID RMA and States</p> <p>ICAOHQ</p>	<p>Safe operation of RVSM</p>	<p>Noted</p> <p>Recognizing that non approved RVSM aircraft entering RVSM airspace has become a global issue, requested the Secretariat to continue to monitor RVSM safety performance worldwide on an ongoing basis and address the relevant issues.</p>	<p>Ongoing</p> <p>Ongoing</p>

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action taken by ANC	Reporting/ Completion date
C 12/16 A	MID RVSM SAFETY OBJECTIVES	<p>That, the safety assessment of RVSM operations in the MID Region be based on the following safety objectives:</p> <ul style="list-style-type: none"> a) Safety Objective 1: The risk of collision in the MID RVSM airspace due solely to technical height-keeping performance meets the ICAO Target Level of Safety (TLS) of 2.5×10^{-9} fatal accidents per flight hour; b) Safety Objective 2: The overall risk of collision due to all causes which includes the technical risk and all risk due to operational errors and in-flight contingencies in MID RVSM airspace meets the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour; and c) Safety Objective 3: address any safety-related issues raised in the SMR by recommending improved procedures and practices; and propose safety level improvements to ensure that any identified serious or risk-bearing situations do not increase and, where possible, that they decrease. This should set the basis for a continuous assurance that the operation of RVSM will not adversely affect the risk of en-route mid-air collision over the years. 	ICAO MID Regional office and States	Safety Objectives	Noted and complimented MIDANPIRG for meeting the overall TLS requirements.	Completed

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action taken by ANC	Reporting/ Completion date
C 12/17 D	MID REGION HEIGHT-KEEPING MONITORING STRATEGY	That, the MID Region height-keeping monitoring Strategy is adopted as at Appendix 5.2x to the Report on Agenda Item 5.2.	ICAO MID Regional office	MID Region height-keeping monitoring Strategy	Noted	Completed
C 12/18 D	MID RVSM SMR 2012	That, a) the FPL/traffic data for the period 1-31 January 2011 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2012); 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 draft version of the MID RVSM SMR 2012 be ready before 30 September 2011 for review by the ATM/SAR/AIS SG/12 meeting.	ICAO MID Regional office	MID RVSM SMR 2012	Noted	September 2011
D 12/19 + associated para 5.2.56 D	RVSM IMPLEMENTATION WITHIN BAGHDAD FIR	That, the Baghdad FIR RVSM Implementation Working Group (BFRI WG) is delegated the authority to take the Go/No-Go Decision for RVSM implementation within Baghdad FIR.	ICAO MID Regional office	RVSM implementation within Baghdad FIR.	Noted that Baghdad RVSM Implementation Working Group has decided to go ahead with implementation of RVSM within Baghdad FIR effective 11 March 2011. Recognizing that with this implementation, all of the MID Region FIRs would be RVSM airspace, the ANC appreciated the initiative of MIDANPIRG.	10 March 2011

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action taken by ANC	Reporting/ Completion date
C 12/21 D	MID STRATEGY ON SSR CODE ALLOCATION ISSUES	That, MID States adopt the MID strategy in order to improve the MID SSR Code Allocation System as at Appendix 5.2x to the Report on Agenda Item 5.2.	ICAO MID Regional office	SSR Code Allocation System	Noted	Completed
C 12/22 + associated C 12/23 D	SURVEY ON THE PROVISION OF SAR IN THE MID REGION	That, a) the ICAO MID Regional Office send a State Letter with a questionnaire to all MID States, prior to 15 Jan 2011, to collect information on the status of implementation of SAR provisions in the MID Region and update the list of Air Navigation Deficiencies accordingly; b) States send their replies to the ICAO MID Regional Office prior to 15 February 2011; and c) in case of non-receipt of reply by the agreed deadline, concerned States will be added to the list of Air Navigation Deficiencies for non-provisions of required SAR services.	ICAO MID Regional office ICAO HQ	State Letter with a questionnaire Advice to other ICAORDs to conduct a survey on the status of implementation of SAR provisions.	Noted Noted and that the secretariat could consider carrying out a similar survey in other regions.	Completed 2011

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action taken by ANC	Reporting/ Completion date
C 12/25 + associated C 12/26 D	CIVIL/MILITARY COOPERATION (SUMMARY)	a) manage the airspace in a flexible manner; b) develop necessary institutional arrangements to foster civil/military cooperation; and c) take steps and arrange as necessary for the Military authorities involvement.	ICAO MID Regional office and States	Flexible use of airspace	Noted	Ongoing
C 12/28 + associated C 12/29 D	eTOD Checklist	That, MID States be encouraged to use the eTOD checklist at Appendix 5.3B to the Report on Agenda Item 5.3 in order to assist them in the process of planning and implementation of the eTOD provisions.	ICAO MID Regional office and States	Adoption of eTOD checklist	Noted the checklist has been prepared to assist States in the planning and implementation of eTOD provisions.	Completed

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action taken by ANC	Reporting/ Completion date
C 12/34 + associated C 12/36 D	TRANSITION FROM AIS TO AIM	<p>That, recognizing the limitations of the current AIS, which does not meet the new global ATM system requirements envisioned by the ATM Operational Concept, and taking into consideration the ICAO Roadmap for the transition from AIS to AIM:</p> <p>a) MID States, that have not yet done so, be urged to develop national plans to implement the transition from AIS to AIM and send them to the ICAO MID Regional Office before 31 March 2011; and</p> <p>b) the AIS/MAP Task Force monitor the progress of transition from AIS to AIM in the MID Region and supports regional and national planning.</p>	ICAO MID Regional office and States	National plans for transition from AIS to AIM	Noted	March 2011

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action taken by ANC	Reporting/ Completion date
C 12/43 D	SUPPORT ICAO POSITION FOR WRC-12	<p>That, MID States be urged to,</p> <p>a) include ICAO Position on WRC-2012 in their State Position to the extent possible;</p> <p>b) support Civil Aviation Authorities, aviation spectrum experts to participate actively in the national and regional level activities related to WRC-12 including ITU study groups to support ICAO Position; and</p> <p>c) support Civil Aviation Authorities, aviation spectrum experts to participate in WRC-12 and coordinate with the ICAO delegation to the conference.</p>	ICAO MID Regional office and States	Support to ICAO position for WRC-12	Noted and appreciated the preparatory work of MIDANPIRG in order to seek the support of States for ICAO position at WRC-12.	Ongoing until 2012

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action taken by ANC	Reporting/Completion date
C 12/48 D	DATA COLLECTION FOR MID REGION PERFORMANCE METRICS	That, States be invited to: a) incorporate the agreed MID Region Performance Metrics into their National performance monitoring process; b) collect and process relevant data necessary for performance monitoring of the air navigation systems to support the regional Metrics adopted by MIDANPIRG; and c) submit this data to the ICAO MID Regional Office on a regular basis.	ICAO MID Regional office and States	Data necessary for performance monitoring of the air navigation systems.	Noted	Ongoing

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action taken by ANC	Reporting/ Completion date
D 12/49 D	REVIEW OF THE MID AIR NAVIGATION PLAN (ANP)	<p>That, in support to ICAO efforts to improve regional ANPs, the MIDANPIRG subsidiary bodies:</p> <ul style="list-style-type: none"> a) carry out a complete review of the MID Basic ANP and FASID parts related to their Terms of Reference (TOR) and Work Programme; b) develop revised draft structure and content of the Basic ANP in order to reconcile it with the ATM Operational Concept, the Global Plan provisions and the performance based approach; c) identify the need for and development of those FASID Tables necessary to support the implementation of a performance-based global air navigation systems; and d) report progress to MIDANPIRG/13. 	ICAO HQ	Revised MID ANP in e-format	Noted and that the Secretariat will take into account the MIDANPIRG input in transitioning from P-(Paper based)-ANPs to e-(electronic based)-ANPs for all regional air navigation plans.	2012

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action taken by ANC	Reporting/ Completion date
C 12/61 D	IMPLEMENTATION OF CONTINUOUS DESCENT OPERATIONS	That, recognizing the efficiency and environmental benefits of Continuous Descent Operations (CDO), and the need to harmonize these operations in the interest of safety, MID States be encouraged to include implementation of CDO as part of their PBN implementation plans and to implement CDO in accordance with the ICAO CDO Manual (Doc 9931).	ICAO MID Regional office and States	Inclusion of CDO as part of PBN implementation plan.	Noted	Ongoing
C 12/63 D	ADOPTION OF GOLD	That, MID States be urged to: a) adopt Global Operational Data Link Document (GOLD) for data link operations; and b) contribute in future amendments to the GOLD as required.	ICAO MID Regional office and States	Global Operational Data Link Document (GOLD) for data link operations.	Noted	Completed
C 12/64 D	TRAINING FOR THE NEW WAFS FORECASTS	That, in order to facilitate the implementation of the new WAFS forecasts by the WAFS users in the MID States, WAFC Provider States in coordination with the World Meteorological Organization (WMO) be invited to organize in 2011 or 2012 a training seminar for the MID Region on the use of the new gridded WAFS forecasts for convective clouds, icing and turbulence.	ICAO HQ ICAO MID Regional office	Letter to WAFC Provider States and WMO. Organize training seminar with the WAFC Provider States, in coordination with WMO.	Noted Noted	Completed 2011

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action taken by ANC	Reporting/ Completion date
D 12/72 D	VOLCANIC ASH CONTINGENCY PLAN FOR THE MID REGION	That, the ATM/SAR/AIS Sub-Group and MET Sub-Group of the MIDANPIRG be invited to develop a draft Volcanic Ash Contingency Plan for the MID Region for consideration at MIDANPIRG/13.	ICAO MID Regional office and ATM/SAR/AIS Sub-Group and MET Subgroup of MIDANPIRG	Volcanic Ash Contingency Plan	Noted and requested the Secretariat to expedite the development of Volcanic ash regional contingency plan in coordination with all parties concerned.	March 2012

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action taken by ANC	Reporting/ Completion date
C 12/74 D	UPDATED TRAFFIC FORECASTING REQUIREMENTS IN THE MID REGION	That, a) the ICAO MID Regional Office coordinate with other international and regional organizations; including IATA, the possibility of establishing a MID database to support regional traffic forecasting activities; b) MID States continue their support to the Traffic Forecasting Sub-Group by ensuring that their respective nominees to the membership of the Sub-Group include, as much as possible, forecasting experts, air traffic management experts and, when required, financial analysts to carry out business case and cost/benefit analysis; and c) MID States continue to avail required FIR and other data to the Traffic Forecasting Sub-Group in the format agreed by the Sub-Group to facilitate the development of forecasts and other air navigation planning and implementation parameters.	ICAO MID Regional office and international organizations	MID database to support regional traffic forecasting activities.	Noted	2011

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action taken by ANC	Reporting/ Completion date
<p>C 12/75</p> <p>D</p>	<p>ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION</p>	<p>That, MID States be urged to:</p> <p>a) review their respective lists of identified deficiencies, define their root causes and forward an action plan for rectification of outstanding deficiencies to the ICAO MID Regional Office prior to 31 March 2011;</p> <p>b) use the online facility offered by the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update, and elimination of air navigation deficiencies;</p> <p>c) accord high priority to eliminate all air navigation deficiencies with emphasis on those with priority “U”; in particular by allocating the necessary budget to ensure that their Civil Aviation Authorities have and retain a sufficient number of qualified technical personnel, who are provided with appropriate initial, on-the-job and recurrent training; and</p> <p>d) seek support from regional and international organizations (i.e. ACAC, GCC, etc.) for the elimination of identified air navigation deficiencies.</p>	<p>ICAO MID Regional office and States</p>	<p>Action plan for rectification of outstanding deficiencies.</p>	<p>Noted and requested the Secretariat to accord highest priority in its work programme to the urgent elimination of the safety-related deficiencies. States reflected in the MIDANPIRG list of deficiencies are urged to establish action plans with fixed target dates. Also, commitment to the elimination of deficiencies should be pursued through all available mechanisms.</p>	<p>March 2011</p>

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action taken by ANC	Reporting/ Completion date
C 12/78 + associated C 12/79 D	USE OF THE ENGLISH LANGUAGE AND STANDARD ICAO PHRASEOLOGY	<p>That, in order to expedite the process of implementation of the ICAO Language Proficiency requirements, MID States that have not already done so, be urged to:</p> <ul style="list-style-type: none"> a) adopt/incorporate the ICAO language proficiency requirements (Amendment 164 to Annex 1) in their national regulations; b) assess current language proficiency level of air traffic controllers and pilots according to the ICAO rating scale; c) ensure that all stakeholders (pilots, air traffic controllers, language teachers, regulators, etc.) are familiar with the ICAO language proficiency requirements; d) ensure that their air traffic controllers and pilots use the standard ICAO phraseology in aeronautical communication; and e) take necessary measures to ensure that those individuals demonstrating language proficiency at the Operational Level 4 are re-evaluated every three years. 	ICAO MID Regional office and States	Implementation of the ICAO language proficiency requirements.	Noted	Ongoing

* **Note:** ICAO established the following Strategic Objectives for the period 2005-2010:

A: Safety - *Enhance global civil aviation safety;*

B: Security - *Enhance global civil aviation security;*

C: Environmental Protection - *Minimize the adverse effect of global civil aviation on the environment;*

D: Efficiency - *Enhance the efficiency of aviation operations;*

E: Continuity - *Maintain the continuity of aviation operations;*

F: Rule of Law - *Strengthen law governing international civil aviation.*

- END -