



International Civil Aviation Organization

RASG-MID Steering Committee

Sixth Meeting (RSC/6)
(Cairo, Egypt, 25 – 27 June 2018)

Agenda Item 4: Coordination between RASG-MID and MIDANPIRG

MIDANPIRG ACTIVITIES RELATED TO SAFETY

(Presented by the Secretariat)

SUMMARY

This paper provides an update on the activities of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG), especially those related to safety. It highlights the activities coordinated between RASG-MID and MIDANPIRG for an improved efficiency of both Groups and to avoid duplication of efforts including the agreed coordination mechanism.

Action by the meeting is at paragraph 3.

REFERENCES

- ATM SG/3 Report
- MIDANPIRG/16 Report
- MRC/4 Minutes
- RASG-MID/6 Report

1. INTRODUCTION

1.1 The RASG-MID and MIDANPIRG have been coordinating safety-related issues based on the outcome of the PIRG-RASG Global Coordination meeting (Montreal, 5 February 2015) and in accordance with the Handbooks of each Group.

1.2 The meeting may wish to note that the Fourth MIDANPIRG/RASG-MID Coordination meeting (MRC/4) was held in Bahrain on 25 September 2017 as a side meeting of the RASG-MID/6 meeting. The MRC/4 meeting reviewed and updated the table listing the subjects in which both MIDANPIRG and RASG-MID have interest with an assignment of the leading Group as at **Appendix A**.

1.3 The Fourth meeting of the MIDANPIRG Air Traffic Management Sub-Group (ATM SG/4) was hosted by Jordan in Amman from 29 April to 2 May 2018. The meeting was attended by a total of fifty-two (52) participants from thirteen (13) States (Bahrain, Egypt, India, Iraq, Iran, Jordan, Oman, Qatar, Saudi Arabia, Sudan, UAE, United States of America and Yemen) and seven (7) Organizations/Industries (AACO, CANSO, EUROCONTROL, IATA, IFALPA, IFATCA and MIDRMA).

2. DISCUSSION

MIDANPIRG Activities

Accidents and Incidents Analysis

2.1 The ATM SG/4 meeting noted that the RASG-MID Annual Safety Report Team (ASRT) was established by the RASG-MID/1 meeting in 2011, to be in charge of collecting and analysing safety information, identification of the safety Focus Areas (FAs) and Emerging Risks in the MID Region and the production of the RASG-MID Annual Safety Report (ASR).

2.2 Based on the review of the consolidated inputs received by the ICAO MID Office from six (6) States, the ATM SG/4 meeting agreed that in respect to Turbulence Encounter (TURB), it would be beneficial if the analysis would be break down (at the level of the ATM SG) to the monitoring of the component related to Wake Turbulence (VORTEX).

2.3 The ATM SG/4 meeting noted with concern the significant increase in the MAC occurrences (Near Mid Air Collisions) and agreed on the establishment of an Action Group composed of the ATM SG Chairpersons and Secretariat and experts from Saudi Arabia, UAE and IATA to carry out further analysis of the reported occurrences, based on the safety analyses and recommendations emanating from the SMSs of concerned States, and provide feedback to the ASRT. Accordingly, the meeting agreed to the following Draft Decision:

DRAFT DECISION 4/7: NEAR MID AIR COLLISION (NMAC) ACTION GROUP

That, the NMAC Action Group be established to carry out further analyses of the reported MAC incidents and provide feedback to the ASRT.

Reduced Vertical Separation Minima (RVSM)

2.4 The meeting may wish to recall that the Middle East Regional Monitoring Agency (MIDRMA) has been established in accordance with the provisions of ICAO Annex 11, to monitor the height-keeping performance of aircraft operating between FL290 and 410 inclusive, in order to ensure that the continued application of the vertical separation minimum meets the safety objectives.

2.5 States are invited to visit the MIDRMA website (www.midrma.com) for more information, reports and tools related to the RVSM implementation.

2.6 The ATM SG/4 meeting was apprised of the outcome MIDRMA Board/15 meeting that was hosted by Oman in Muscat from 29 to 31 January 2018. The meeting was attended by a total of thirty-six (36) participants from eleven (11) States (Bahrain, Egypt, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan and UAE) and two (2) Organizations (IFALPA and MIDRMA).

2.7 The ATM SG/4 meeting underlined that several FIRs with high volume of traffic continue to report NIL or very few Large Height Deviation (LHD), which have a negative effect on the computed Targets Level of Safety (i.e.: not representative/realistic). In this respect, the meeting urged States to take necessary measures to encourage the reporting of LHDs by air traffic controllers such as inclusion of the reporting of LHDs as part of their reporting system (SMS).

2.8 The ATM SG/4 meeting urged States to verify their LHDs prior to submission through the online LHD Reporting Tool to avoid the efforts spent on the analysis of false reports by concerned ATS Units.

2.9 The ATM SG/4 meeting noted with concern the high level of LHDs reports at the interface between Iraq and Kuwait as well as Muscat with Mumbai and Karachi. The meeting noted that a Safety Protocol has been opened for the case of Muscat/Mumbai and that the MIDRMA and ICAO MID Office are in close coordination with concerned States, MAAR and ICAO APAC Office to resolve the issue. In this respect, a Special Coordination Meeting between Iran, India and Oman (unfortunately, Pakistan did not attend) with the presence of MAAR, MIDRMA and ICAO APAC and MID Regional Offices was conducted on 2 May 2018 as a side meeting to the ATM SG/4 meeting, which agreed on actions that would mitigate the risk associated with the high level of coordination failures at the interfaces between the above mentioned States.

2.10 The ATM SG/4 meeting reviewed and agreed to the procedure at **Appendix B** for the follow-up with the States and the issuance of warning related to RVSM approved aircraft without valid height-keeping performance monitoring results.

2.11 The MIDRMA managed to conduct GMU monitoring for 181 aircraft registered in the Middle East Region in the last 20 months reflecting a decrease in the percentage of the monitored aircraft registered in the MID Region to 89% with known height monitoring results and 6% less than the performance target for height monitoring set by MIDRMA Board. However, this percentage is expected to increase to more than 98% especially after the US Department of Treasury - Office of Foreign Assets Control (OFAC) granted the MIDRMA a license for using the EGMU and the Altimetry System Error software to analyse the monitoring data for the Iranian RVSM approved aircraft, which is keeping the ICAO MID Region free from any height monitoring restrictions.

2.12 The MIDRMA Board/15 meeting recalled that the RVSM Safety Monitoring Reports (SMRs) had been issued once every 18 months (MIDANPIRG cycle). Taking into consideration the continuous traffic growth and the changes of the airspace structures in the Region, the meeting agreed to change the frequency of issuance of SMRs to be issued once every year.

2.13 The ATM SG/4 meeting reviewed the initial results of the MID RVSM SMR 2017 presented by the MIDRMA and 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.

2.14 Taking into consideration the situation in Libya, the ATM SG/4 meeting agreed to exclude Tripoli temporary from the RVSM safety analysis for 2017.

2.15 The MIDRMA Board/15 meeting agreed that for the development of the MID RVSM SMR 2018, the Flight Plan/Traffic Data will be collected for the period **1 – 31 August 2018**.

2.16 The MIDRMA Board/15 meeting was apprised of the advantages and the challenges related to the use of ADS-B for height-keeping performance monitoring. The MIDRMA Board/15 meeting supported in principle the concept. However, the meeting requested the MIDRMA to conduct further studies and analysis and present them along with a draft roadmap to the MIDRMA Board/16 for appropriate action. In this respect, the meeting encouraged States, that have already implemented ADS-B, to share their ADS-B data for height monitoring purposes, which would foster the testing process.

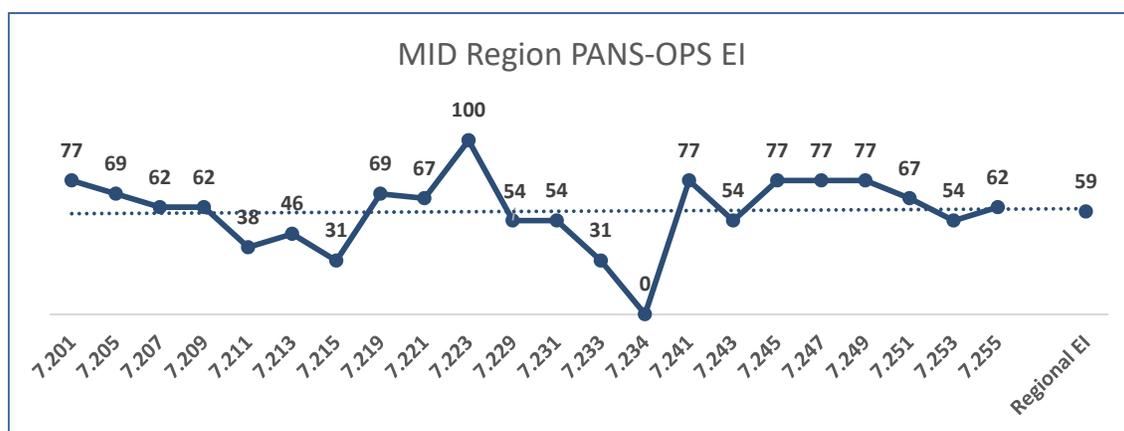
Performance Based Navigation (PBN)

2.17 The meeting may wish to recall that the Fourth edition of the Global Air Navigation Plan (GANP) considered the Performance Based Navigation (PBN) as the highest priority for the air navigation. The introduction of PBN has met the expectations of the entire aviation community, by increasing airspace capacity, improving airport accessibility, ensuring flight safety, and reducing CO₂ emissions. The status of PBN implementation is reflected in the Global Air Navigation Report as well as the Global and Regional Air Navigation Performance Dashboards.

2.18 Several mandates are requesting States and stakeholders to work together in order to foster the implementation of PBN such as: the Assembly Resolution A37/11, GANP, Montreal Declaration on Planning for Aviation Safety Improvement, MID Region Air Navigation Strategy, MID Region PBN Implementation Plan, DGCA-MID Doha Declaration on Aviation Safety and Air Navigation in the MID Region, PIRGs and RASGs Conclusions, etc. However, the PBN implementation in the MID Region is still far behind the agreed targets.

2.19 The main identified challenges impeding the advancement of PBN implementation in addition to the low number of qualified PBN Experts (PANS-OPS specialists, Airspace planner, PANS-OPS Inspectors, OPS Approval experts, and Instructors) is the lack of necessary regulations enabling service providers to implement/publish and the air operators to use PBN procedures.

2.20 The PANS-OPS EIs in the MID Region per Protocol Question (PQ) as of May 2018 are reflected in **Graph 1**:



Graph 1

2.21 The meeting may wish to note that the establishment of the MID Flight Procedure Programme is on-going. The draft MID FPP Project Document was circulated for States’ review and comments on 9 May 2018. It is planned that the MID FPP start operation in January 2019, and will be hosted in Lebanon. The MID FPP main objective in Phase 1 is building the MID States’ capabilities related to instrument flight procedure, which eventually will foster the PBN Implementation.

Civil/Military Coordination

2.22 The meeting may wish to recall that the RASG-MID/5 meeting noted that the MIDANPIRG/15 meeting established the MID Civil/Military Support Team, with a view to expedite the implementation of the FUA Concept in the MID Region. Accordingly, the meeting encouraged States to request the ICAO MID Regional Office to coordinate the conduct of a Support Team visit, which includes in its work programme a Civil/Military Cooperation Workshop. The MID Office is in coordination with Egypt and Qatar for the conduct of National Civil/Military Workshops.

2.23 The ACAO/ICAO Civil/Military Workshop organized jointly by ACAO and ICAO (EUR/NAT and MID Regional Offices) was held in Algiers, Algeria, from 26 to 28 March 2018. The Workshop was kindly hosted by the “Etablissement National de la Navigation Aérienne” (ENNA)-Algeria. The Workshop was attended by 148 Participants from 14 States (Algeria, Egypt, France, Greece, Iran, Lebanon, Libya, Morocco, Palestine, Qatar, Sudan, Tunisia, Ukraine and United States of America) and 7 Organizations/Industries (ACAC, CQRENA, EUROCONTROL, GCC, IATA, IFALPA and IFATCA).

2.24 The main objectives of the Workshop were to provide an update on the latest ICAO provisions including the outcome of GANIS/2 related to civil/military cooperation, provide an overview of the new ICAO Doc related to CIV/MIL, and agree on Recommendations that would enhance civil/military cooperation and eventually foster the implementation of Flexible Use of Airspace (FUA). The ATM SG/4 meeting was apprised of the outcome of the Workshop and encouraged States to implement its recommendations as at **Appendix C**. The Workshop documentation are available on the ICAO MID Website: <https://www.icao.int/MID/Pages/2018/ACAC-ICAO%20Civ-Mil%20WS.aspx>

2.25 The ATM SG/4 meeting was apprised of the latest developments in the European Region related to civil/military cooperation and the implementation of the Flexible Use of Airspace (FUA) Concept. An overview was provided of the Baltic Sea Project Team and the ICAO EUR Doc 032 (Interim Guidance material on Civil/Military Cooperation in ATM) in particular the guidance related to FUA over the high seas and the example for State aircraft operations under Due-Regard. It was noted that a project had been initiated in Europe for the re-categorization of Conditional Routes (CDRs) and publication of a single category (CDR1). It is expected that the project be completed in 18 months.

2.26 The ATM SG/4 meeting agreed through Draft Conclusion 4/5 to the development of MID Guidance Material related to Civil/Military cooperation and implementation of FUA Concept, including State aircraft operations under Due Regard in particular over the high seas, based on the EUR Doc 032.

2.27 The ATM SG/4 meeting noted that ICAO in collaboration with all Stakeholders upgraded the CIR 330 to a new ICAO Manual on Civil/Military Cooperation to provide more guidance on the implementation of civil/military corporation and FUA Concept. The FUA in accordance with the ICAO provisions should be implemented into three Levels:

- Strategic level – Level 1
- Pre-tactical level – Level 2
- Tactical level – Level 3

2.28 Based on the above, the ATM SG/4 meeting reviewed and agreed to a revised version of the ASBU B0-FRTO to include elements addressing the three (3) Levels of FUA with their associated indicators and targets. In the same vein, the meeting agreed to the revised Monitoring Table to be used for the monitoring of the status of implementation of the B0-FRTO, which should be included in the MID eANP Volume III. These amendments will be presented to the ANSIG/3 meeting (Cairo, Egypt, 2-4 July 2018).

Contingency Planning

2.29 The meeting may wish to note that some airspace users continue to circumnavigate Damascus, Tripoli FIRs and Yemen Airspace due to the conflict zones. With regard to Sana'a FIR, some air operators resumed operations through Sana'a FIR using the ATS routes over the high seas.

2.30 Several Contingency Coordination Teams (CCTs) have been established in accordance with the MID Region ATM Contingency Plan, which succeeded in the provision of a forum for sharing information, identifying the challenges and implementation of contingency measures/routes ensuring the safety of air traffic during contingency situations.

2.31 It is to be highlighted that the recovery plan for the normalization of the use of Iraq Airspace has been successfully implemented based on the excellent cooperation of all stakeholders. However, the CCT for Iraq is still active addressing emerging operational issues, mainly at the interface with Turkey.

2.32 The ATM SG/4 meeting was apprised of the activities related to contingency planning in the MID Region and the status of the various Contingency Coordination Teams (CCTs). In this respect, the meeting commended States and Stakeholders for their commitment and excellent cooperation that ensured the success of the CCT framework. The following challenges were highlighted:

- the MID Region ATM Contingency Plan was developed and has been implemented with very limited resources;
- coordination and sharing of information are carried out through emails, teleconferences, phone calls; etc.; an online tool/platform would be required; and
- budget and time constraints do not allow for required face-to-face meetings and in particular for the unplanned ones.

2.33 The ATM SG/4 meeting noted that some of the world's largest carriers along with many international carriers operating within close proximity to each other at international hubs in the MID Region, during periods of disruption, including weather or ATC capacity limitations often lead to significant delays, diversion and unprecedented levels of airborne holding. This would require the development of a Demand Versus Capacity management program during periods of disruption to be published by States, as applicable.

2.34 The ATM SG/4 meeting recalled the ATM SG/3 meeting Draft Decision 3/4 related to the establishment of MID ATM Contingency Plan Action Group to carry out a comprehensive review of the MID Region ATM Contingency Plan (MID Doc 003), taking into consideration the experience gained, the latest developments, and to include in the revised version measures and procedures enabling the CCTs to deal with airports and airspace disruptions due to weather or other factors in a timely and effective manner. The meeting agreed that the Action Group be composed of the ATM SG Chairpersons (Bahrain and Qatar), experts from Iran, Iraq, Kuwait, Saudi Arabia, UAE, AACO, IATA and ICAO.

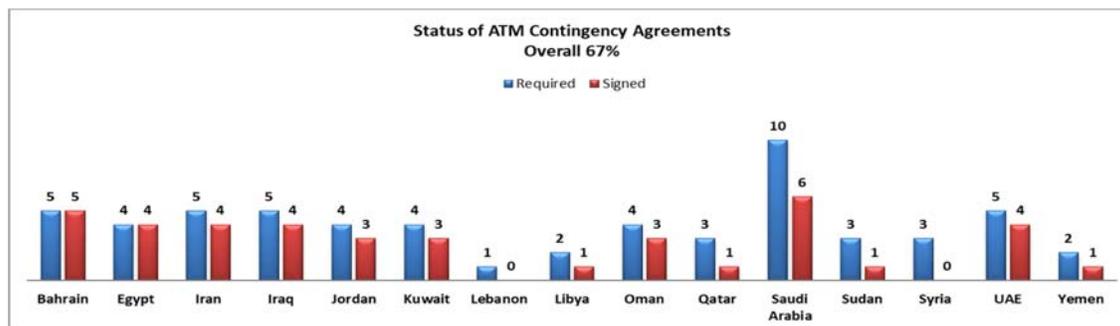
2.35 In accordance with Annex 11 provisions, Air Traffic Services authorities shall develop and promulgate contingency plans for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services. Such contingency plans shall be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.

2.36 In order to ensure adequate level of coordination between States, Area Control Centres are required to sign Contingency Agreements with their adjacent ACCs. Taking into consideration that the signature of contingency agreements is a regional requirement in the MID Region and it is not mandated in the adjacent Regions, the ATM SG/4 meeting agreed that the signature of the contingency agreements with ACCs of the States at the interfaces with the ICAO MID Region be considered as "recommended" and not mandatory. Therefore, the meeting agreed that the deficiencies reported against the States at the interfaces for non-signature of contingency agreements should be removed. Accordingly, the ATM SG/4 meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 4/9: DEFICIENCIES RELATED TO THE NON-SIGNATURE OF CONTINGENCY AGREEMENTS WITH STATES AT THE INTERFACE WITH ICAO MID REGION

That, the deficiencies related to the non-signature of contingency agreements with the States at the interfaces with the ICAO MID Region be removed.

2.37 The status of signed ATS Contingency Agreements in the MID Region as of May 2018 is reflected in the **Graph 2**:



Graph 2

SIDs and STARs Phraseology

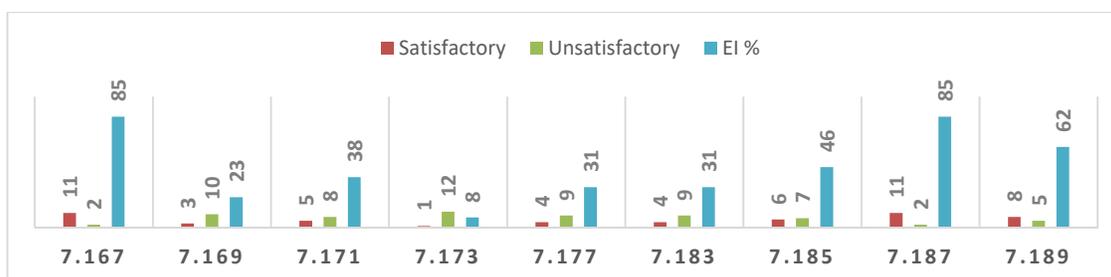
2.38 The ATM SG/4 meeting noted that the amendment to phraseology related to SIDs and STARs has been included in the latest version of ICAO Doc 4444 (PANS-ATM) with applicability date 10 November 2016. In this respect, the meeting urged States to take necessary measures for the implementation of the SIDs and STARs new phraseologies, using the guidance material available on the ICAO website: http://www.icao.int/airnavigation/sidstar/pages/changes-to-sid_star_phraseologies.aspx.

2.39 The ATM SG/4 meeting reviewed and updated the status of implementation of SIDs and STARs new phraseologies in the MID Region. It is to be highlighted that seven (7) States (Bahrain, Egypt, Jordan, Qatar, Saudi Arabia, Sudan and UAE) implemented the new phraseology. Iran, Iraq, Oman and Yemen have plan to do so by end of 2018. The meeting agreed that the MID Office to follow-up with Kuwait, Lebanon, Libya and Syria for the implementation of the new phraseology.

2.40 The ATM SG/4 meeting noted based on States' experience that there were no major issues identified with the implementation of the new phraseology. The meeting recognized that the new phraseologies have particular benefit as mitigation for inconsistent compliance with vertical profiles on SID/STAR and also supports effective and efficient use of PBN airspace and support the CCO/CDO concepts. Moreover, the continued global implementation would support further harmonization and ease transition for States.

SMS Implementation for ATM

2.41 The ATM SG/4 meeting noted that the SSP/SMS is addressed under the framework of RASG-MID. However, the MIDANPIRG ATM SG is the responsible body to follow-up on the implementation of SMS for ATS. The meeting noted with concern that the regional level of Effective Implementation (EI) of the ICAO USOAP CMA Protocol Questions (PQs) related to SMS with reference mainly to Doc 4444 and Doc 9859 as reflected in **Graph 3** is far below expectation:



Graph 3

2.42 The ATM SG/4 meeting noted that the CANSO Middle East SMS Training Workshop for ATS was gratefully hosted by the Public Authority of Civil Aviation –PACA in Muscat, Oman from 27 to 29 November 2017. The Workshop was organized by CANSO in coordination with ICAO MID Office and supported by NAV CANADA. The Workshop was attended by twenty-eight (28) participants from Oman, Qatar, Saudi Arabia, Sudan and UAE.

ELP for ATCOs and SAR Experts

2.43 The ATM SG/4 meeting noted that in accordance with the the following Safety Enhancement Initiative (SEI), the ELP Questionnaire would be circulated to States by June 2018:

<i>SEI: Improve implementation of ELP requirements in the MID Region</i>	
Actions	Champion
Develop a questionnaire to be used as the basis of a survey to assess the implementation of ELP requirements.	UAE in coordination with the ICAO MID Office
Disseminate the questionnaire to the MID States.	ICAO
Analyse the survey results and agree on next course of actions.	MID-SST in coordination with the ATM SG

GNSS Vulnerabilities

2.44 The ATM SG/4 meeting was apprised of the outcome of the ACAO/ICAO Joint Workshop on GNSS (Rabat, Morocco, 7-8 November 2017) related mainly to GNSS vulnerabilities. The meeting encouraged States to implement the recommendations emanating from the Workshop.

2.45 The ATM SG/4 meeting noted that RASG-MID/6 meeting (Bahrain, 26-28 September 2017) agreed that IATA and ICAO MID Office to develop a RASG-MID Safety Advisory (RSA) on GNSS vulnerabilities taking into consideration the outcome of the ACAC/ICAO Workshop. The RSA would be presented in a separate working paper.

Air Safety Reports

2.46 The ATM SG/4 meeting recalled that the subject was addressed by the Fifth Meeting of the RASG-MID Steering Committee (RSC/5, Amman, Jordan, 23-25 January 2017), which urged States to:

- a) publish in their AIPs (GEN 1.1) the contact details of the entity responsible for ASRs investigation, including the email addresses; and
- b) expedite the investigation process and the provision of feedback to IATA in a timely manner.

2.47 Based on the above, the ATM SG/4 meeting urged States to provide feedback to IATA in a timely manner regarding the reported ASRs.

Call Sign Confusion

2.48 The meeting may wish to recall that MIDANPIRG/14 agreed that an initiative related to CSC be implemented under the framework of the MID Region ATM Enhancement Programme (MAEP), with Etihad Airways as the lead and that progress reports be presented to MIDANPIRG and RASG-MID.

2.49 The ATM SG/4 meeting was provided with a progress report on the implementation of the MAEP Call Sign Confusion (CSC) Initiative. The meeting noted with appreciation the progress achieved and commended the work and efforts of the CSC Initiative Team and the support provided by EUROCONTROL.

2.50 The ATM SG/4 meeting noted that Mrs. Bettina Kohler has left Etihad Airways. In this respect, the meeting thanked Mrs. Kohler for her efforts as the former project leader and Etihad Airways for the great support provided to ensure the success of the CSC Initiative. The meeting wished best of luck to Mr. Rafal Marczewski from Qatar Airways, who has been nominated as the project lead for the CSC Initiative.

2.51 The ATM SG/4 meeting noted that airlines had been experiencing challenges when filing flight plans with alphanumeric call signs even for those that had been previously approved. In case one State or airport reject a flight plan with alphanumeric call sign the airline will not be able to use the alphanumeric call sign for the entire flight. Accordingly, the meeting urged States to coordinate with their relevant authorities/departments providing flight plan approval/permissions on the acceptance of alphanumeric call signs.

2.52 The ATM SG/4 meeting reviewed the results of airports testing in the MID Region. The meeting noted that testing is expected to be completed by end of 2018. Accordingly, the meeting encouraged States to support the CSC initiative ensuring effective cooperation during the testing and implementation phase. Moreover, the meeting urged States to report call sign similarity to the following email addresses: MIDCSC@icao.int and MENACSSU@iata.org, using the format at **Appendix D**.

2.53 UAE presented the current status of the usage of alphanumeric ATC call signs within Emirates FIR in compliance with MIDANPIRG15 Conclusion 15/2 - *Call Sign Similarity Provisions and Guidelines*. The ATM SG/4 meeting noted with appreciation that an important decrease in the number of incidents related to call sign similarity/conflict was observed in the Emirates FIR (around 40% decrease). The meeting noted that with the increased use of alphanumeric call signs, call sign conflicts/similarities would continue to exist and ANSPs should place increased emphasis on the detection/alerting of call sign conflicts before they occur. The meeting encouraged States/ANSPs to develop unified procedures if/when potential exists and to consider that their future ATM systems should provide a 'built-in' detection and alerting tool to Air Traffic Controllers

Remotely Piloted Aircraft (RPAS)

2.54 The ATM SG/4 meeting encouraged States to use the guidance material related to RPAS provided in the ICAO Doc 10019 and the information available on the RPAS webpage: <https://www4.icao.int/rpas>

2.55 The MIDANPIRG/16 meeting encouraged States to consider the developments related to RPAS, and take necessary measures for the amendment of the relevant civil aviation regulations and procedures in a timely manner, in order to ensure safe integration of the RPA into the non-segregated airspace. In accordance with the RASG-MID Conclusion 5/18, the meeting urged States to report any safety occurrence related to RPA operations to the ICAO MID Regional Office on regular basis.

2.56 The meeting may wish to note that the ICAO MID Remotely Piloted Aircraft Systems (RPAS) Workshop was held at the Sheraton Dubai Creek Hotel and Towers, Dubai, UAE, from 20 to 22 November 2017. The Workshop was jointly organized by ICAO and the World Food Programme (WFP), sponsored by the Middle East Business Aviation Association (MEBAA) and supported by the General Civil Aviation Authority-UAE. The Workshop was attended by twenty-three (23) participants from 3 States (Algeria, Kuwait and UAE) and 2 Organizations (CANSO and IATA).

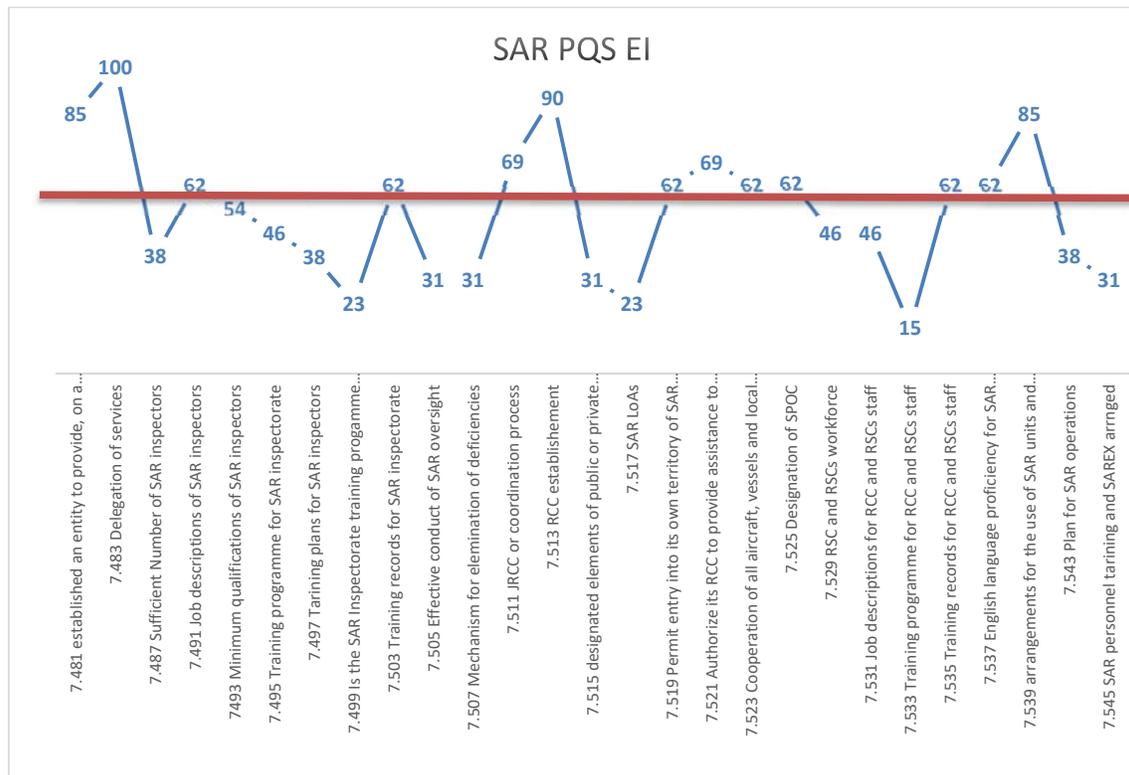
2.57 The RPAS Workshop provided States, international organizations, operators and stakeholders with first-hand information on RPAS provisions and guidance material. This would assist States’ regulatory and administrative personnel involved in the development and implementation of RPAS regulations as well as the certification and oversight of such activities.

Search and Rescue

2.58 The meeting may wish to note that the main USOAP CMA SAR findings in the MID Region are related to lack of:

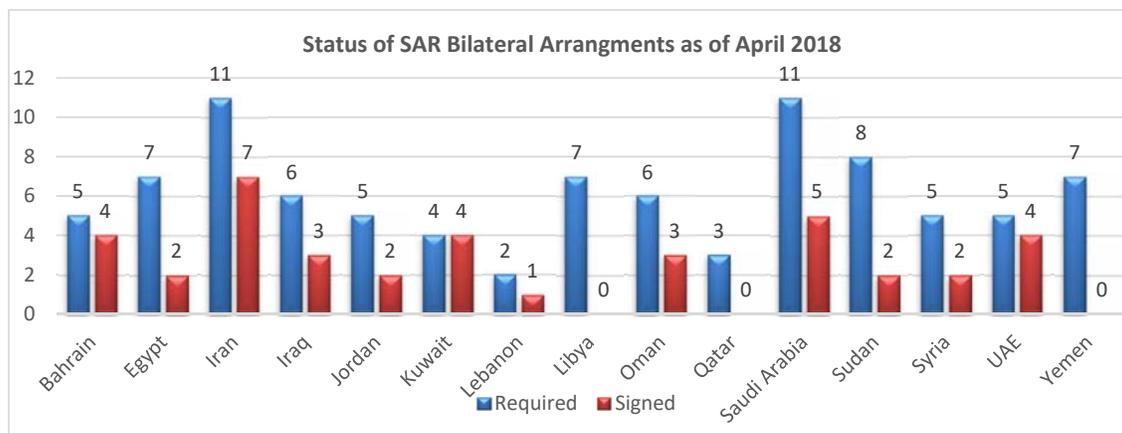
- effective SAR oversight activities;
- English language proficiency for RCC radio operators;
- appropriate training programmes/plans of SAR experts;
- signature of SAR agreements;
- plans of operations for the conduct of SAR operations and SAR exercises;
- provision of required SAR services; and
- non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.

2.59 The SAR EIs in the MID Region per Protocol Question (PQ) as of April 2018 are reflected in **Graph 4**:



Graph 4

2.60 The status of SAR bilateral Arrangements as of May 2018 is reflected in **Graph 5**. The meeting noted with appreciation that the level of signed SAR bilateral arrangements is improving.



Graph 5

2.61 The ATM SG/4 meeting reviewed the Draft MID SAR Implementation Plan developed by the MID SAR Action Group (SAR AG), which includes guidance material to support States to comply with global and regional requirements for SAR provision. The Plan includes also the Matrix that will be used for the analysis of the SAR status of implementation in the MID Region and Templates related to the conduct of SAREX. The meeting commended the work of the Action Group and agreed that the Plan to be presented to MIDANPIRG/17 or MSG/6 for endorsement.

2.62 The ATM SG/4 meeting urged States to keep up-to-date their SAR Point of Contact (SPOC) contact details in their AIPs (GEN 3.6) and on the COSPAS-SARSAT website: <http://www.cospas-sarsat.int/en/contact-lists-mccs-and-spocs>

2.63 The ATM SG/4 meeting recalled that MIDANPIRG/16 urged States to implement the relevant recommendations emanating from the ICAO AFI/APAC/MID Inter-regional SAR Workshop (Mahe, Seychelles, 19 - 22 July 2016). Based on the success and outcome of the Seychelles Workshop, the meeting agreed that a SAR Inter-regional Workshop between the 4 ICAO Regions be organized on regular basis (each 2 to 3 years) and on rotation basis between the Regions. In this respect, the meeting noted that the ICAO MID Office initiated coordination for the conduct of an Inter-regional SAR Workshop in the MID Region in 2019; the dates and venue will be communicated in due time.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) urge States (regulators) to take necessary measures to:
 - i. reduce the level of reported LHDs and ensure compliance of their registered aircraft with Annex 6 requirements related to RVSM;
 - ii. meet their global and regional obligations related to instrument flight procedures and PBN;
 - iii. join the MID FPP and support the Programme as appropriate;
 - iv. ensure that their ATS develop contingency plan in accordance with ICAO provisions that should be coordinated with the adjacent ATS Units;
 - v. improve SMS and ELP implementation;

- vi. enhance the level of compliance with the SAR SARPs and regional requirements using the provisions and guidance of the MID Region SAR Plan, and approach the MID Office for assistance if required;
 - vii. share experience and support other States with the timely implementation of the SIDs and STARs new phraseologies; and
 - viii. provide feedback to IATA in a timely manner regarding the reported ASRs;
- b) encourage States to:
- i. support the work of MID NMAC Action Group;
 - ii. implement a process for the RVSM approval of their military aircraft, if not yet done so;
 - iii. update, as deemed necessary, the MIDRMA Airworthiness/Flight Operations focal points;
 - iv. request support from ICAO for the conduct of National Civil/Military Cooperation Workshop to support FUA implementation; and
 - v. consider the developments related to RPAS;
- c) take action as appropriate regarding the coordination of activities between MIDANPIRG and RASG-MID.

APPENDIX A

Coordination between MIDANPIRG and RASG-MID

Subjects of interest for MIDANPIRG and RASG-MID	Responsible/Leading Group	
	RASG-MID	MIDANPIRG
Aerodrome Operational Planning (AOP)		X
Runway and Ground Safety	X	
AIM, CNS and MET safety issues		X
CFIT	X	
SSP Implementation	X	
SMS implementation for ANS and Aerodromes	X	
Accidents and Incidents Analysis and Investigation	X	
English Language Proficiency	X	
RVSM safety monitoring		X
SAR and Flight Tracking		X
PBN		X
Civil/Military Coordination		X
Airspace management		X
Call Sign Similarity and Confusion		X
Conflict Zones		✗
Contingency Planning		X
USOAP-CMA	X	
COSCAP, RSOO and RAIO	X	
Air Navigation Deficiencies		X
Training for ANS personnel		X
Training other civil aviation personnel	X	
Laser attack	X	
Fatigue Risk Management	X	
RPAS		X
GPS Jamming GNSS vulnerability		X
Aeromedical	✗	
Airborne Collision Avoidance System (ACAS)		X

APPENDIX B

MIDRMA procedure to ensure the compliance of RVSM approved aircraft registered in the ICAO Middle East Region for height monitoring

- a) The MIDRMA will notify the States concerned every 3 months about their aircraft non-compliance with ICAO RVSM Height Monitoring requirements.
- b) States should take remedial actions to rectify the situation and ensure that their relevant aircraft are complying with ICAO RVSM Height Monitoring requirements in a timely manner, and notify the MIDRMA about their corrective action plans.
- c) States should develop corrective action plans in coordination with the airlines concerned and MIDRMA, which includes a time frame to allow the concerned airline operator rectify this violation as early as possible, this period should not exceed **90 days** to perform the height monitoring.
- d) If **no** height monitoring would be conducted during the **90 days**, the concerned States must withdraw the RVSM approval of the aircraft concerned and inform the MIDRMA .
- e) The MIDRMA should issue a warning to all MID States and RMAs related to non-compliance aircraft registered in the MID Region.
- f) The MIDRMA in coordination with the ICAO MID Office will continue working closely with the States concerned to resolve the issue.
- g) Once the issue would be resolved, a notification should be issued by MIDRMA to all MID States and RMAs.

APPENDIX C

**ACAC/ICAO CIVIL/MILITARY Workshop
(Algiers, Algeria, 26-28 March 2018)**

Recommendations

The Workshop emphasized the need to manage the airspace in a flexible and dynamic manner that should be shared between civil and military airspace users to cope with economic development as well as security and air defence aspects.

The Workshop encouraged States to take necessary measures to implement the ICAO provisions related to civil/military cooperation ensuring the effective implementation of the flexible use of airspace concept.

States were encouraged to:

- a) establish necessary national legislative/regulatory framework for civil/military cooperation at the highest level;
- b) develop National civil/military cooperation policy/principles and practices supported by national high-level commitment;
- c) establish a high-level policy body, and the necessary civil/military committees and working groups of subject matters experts to address, among other things: identification of shared goals, airspace management principles, collaboration processes and procedures, technical considerations, sharing of information, and human factors, etc.;
- d) review national provisions related to airspace management to accommodate the requirements of all airspace users (civil and military) to enhance major traffic flows and accommodate expected future growth of traffic;
- e) develop/update and implement a National FUA Plan with clear procedures related to the application of the three FUA levels (strategic, pre-tactical and tactical) with due consideration to mutual understanding, trust and communication;
- f) develop integrated plan for the use of technology in support of civil/military cooperation ensuring systems interoperability, effective data exchange, while addressing associated cyber security issues in a proactive manner;
- g) establish key performance indicators to measure the performance/efficiency of the FUA implementation, where applicable;
- h) organize workshops, seminars, meetings at national level related to civil/military cooperation and FUA (with the support of ICAO, ACAC and International Organizations);
- i) share experience and best practices related to civil/military cooperation and FUA implementation;
- j) participate in cross border initiatives to enhance the regional ATS route network, airspace management and Search and Rescue at regional and inter-regional levels; and
- k) use the ICAO EUR Doc 032 (Interim Guidance material on Civil/Military Cooperation In ATM) in particular the guidance related to FUA over the high seas and the example for State aircraft operations under Due-Regard.

APPENDIX D

Call Sign Similarity/Confusion Reporting Template

Case	Reporting ANSP or AO	Place of occurrence (Airport, sector, etc)	Date of occurrence (26/04/2013)	Time (UTC)	Call signs (one line for each)	Departure airport (ICAO 4-letter code)	Arrival airport (ICAO 4-letter code)	Type of aircraft (ICAO type design)	Aircraft Operator (ICAO 3-letter code)	Type of Occurrence (CSS or CSC)	AO using CSST (YES or NO)
1											
2											
3											
4											
1											
2											

- END -