

MIDANPIRG/4

OUTSTANDING LIST OF CONCLUSIONS AND DECISIONS

CONCLUSION 4/1- IMPLEMENTATION OF SURVEILLANCE SYSTEMS

That:

- a) States identify areas where appropriate surveillance systems are required; and
- b) Prioritize the implementation of these systems where present en route traffic is being seriously affected.

CONCLUSION 4/2- UPGRADE OF AIR TRAFFIC ADVISORY SERVICE TO FULL ATC

That States:

- a) Identify ATS international routes within their areas of responsibilities where an air traffic advisory service is being provided,
- b) Determine a target date (or target dates) at which time such a service will be reviewed with the objective of upgrading such routes to full ATC, and
- c) Submit the above information to the regional Office prior to MIDANPIRG/5 for review by that meeting.

CONCLUSION 4/3- USE OF LONGITUDINAL SEPARATION MINIMA BASED ON TIME AND DME

That:

- a) States be urged to undertake the necessary coordination with neighbouring States to implement
 - i) The 5 minute longitudinal separation minima, and
 - ii) Longitudinal separation minima based on distance using Distance Measuring Equipment (DME).

If circumstances and provisions as described in ICAO Doc. 444 permit;

- b) States be further urged to utilize these standards as tactical air traffic control measures in circumstances where their application will reduce delays; and
- c) The Secretariat be requested to write to States urging them to give serious consideration to this issue, and to undertake the necessary coordination with neighbouring States.

CONCLUSION 4/9 - DEVELOPMENT OF ATS CONTINGENCY PLANS

That,

- a) Write to States to establish which States do have contingency plans, and
- b) Organize a workshop on contingency planning for States of the Region.

CONCLUSION 4/10 - IMPLEMENTATION OF THE NEW AIP

That States which have not implemented and distributed their new AIPs so far are urged to do so without further delay with advice to ICAO MID Office.

CONCLUSION 4/11- IMPLEMENTATION OF ICAO CHARTS

That States are urged to make the mandatory charts available without further advice to ICAO MID Office.

CONCLUSION 4/13- IMPLEMENTATION OF WGS-84

That States are urged to plan for implementation and publication of WGS-84 co-ordinates on the common publication date of 1 January 1998.

In view of the low rate of implementation in the field of AIS/MAP, it was agreed that a State letter be sent to States according to the decision below in order to nominate experts and update the detailed information relating to implementation of ICAO requirements.

CONCLUSION 4/14- HIGHER PRIORITY FOR IMPLEMENTATION OF AIS/MAP REQUIREMENTS

That States give higher priority to the implementation of:

- a) - WGS
- ICAO Mandatory Charts
- The New AIP
- AIS Automation

With a view that these are a part of the automation required in all aspects of Civil Aviation and in particular CNS/ATM.

- b) - AIRAC

CONCLUSION 4/15- NOTIFICATION OF IMPLEMENTATION PLANS

That States which have not implemented

- a) - The New AIP
- ICAO Mandatory Charts
- WGS-84
- AIRAC
- AIS Automation

With a view that these are a part of the automation required in all aspects of Civil Aviation and in particular CNS/ATM.

CONCLUSION 4/16- APPROPRIATE TRAINING TO AIS/MAP PERSONNEL

That, States provide appropriate training when necessary to AIS/MAP personnel to enable them to meet automation development in the field of Civil Aviation.

DECISION 4/18- AIS TASK FORCE

That, the AIS Task Force, further study problems facing the implementation of the following AIS issues and recommend applicable and practical solutions for them:

- WGS-84
- ICAO Charts
- New AIP
- AIRAC System
- AIS Automation

And to submit a report ATM/AIS/SAR Sub-group/3

CONCLUSION 4/21- BACK-UP CIRCUITS FOR ATS VOICE COMMUNICATIONS

That, States in areas facing traffic density engage in bilateral discussion to provide back-up circuits to the direct speech dedicated circuits with speed dial capabilities.

CONCLUSION 4/34- VOLCANIC ASH AND OTHER SIMILAR HAZARD REPORTING AND WARNING SYSTEM

That MIDANPIRG:

- a) Invites WMO to organize, in consultation with ICAO, seminars on sandstorms and dust storms in the MID Region
- b) Tasks its COM/MET Sub-Group with the planning for the implementation of developed arrangements and procedures in respect of hazard reporting and warning systems; in particular with reference to volcanic ash, sandstorms and dust storms

CONCLUSION 4/37- IMPLEMENTATION OF MINIMUM SAFE ALTITUDE WARNING (MSAW) SYSTEM

That, in view of the safety benefits of the MSAW system, States of the MID Region consider implementing the system as soon as possible.

CONCLUSION 4/45- DATABASES ON CNS/ATM PLANNING AND IMPLEMENTATION

That, States and International Organizations concerned be urged to provide the necessary information to sustain a database on CNS/ATM Systems planning and implementation through MIDANPIRG.