

**PART II: REPORT ON AGENDA ITEMS**

**REPORT ON AGENDA ITEM 1: 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: GLOBAL DEVELOPMENT IN AVIATION*****Air Navigation and Safety Global updates***

2.1 The subject was addressed in PPT/1 presented by the Secretariat providing an update on the Global Aviation Safety Plan (GASP 2020-2022) and the 6th edition of the Global Air Navigation Plan (GANP) to be presented to the 40th ICAO Assembly for endorsement. The meeting was apprised also of the GASP and GANP associated implementation strategies.

2.2 The meeting was informed also on the upcoming global events in some specific areas, such as the Fourth Global RPAS Symposium (Montreal, 9-11 July 2019) and the Third UAS Drone Enable Symposium (UAS2019) (Montreal, 12-14 November 2019).

***Review of Action taken by the ANC on MIDANPIRG/16 and RASG-MID/6 Reports***

2.3 The subject was addressed in WP/2 presented by the Secretariat. The meeting noted that the Air Navigation Commission (ANC) reviewed the Reports of the MIDANPIRG/16 and RASG-MID/6 Meetings, at its 206th Session. It was highlighted that the ANC:

- a) noted the MIDANPIRG/16 and RASG-MID/6 reports as contained in AN-WP/9167;
- b) considered the suggested responses to conclusions and decisions aimed at ICAO Headquarters in the appendix to AN-WP/9167, and
- c) noted that entry visa requirements and complex administrative arrangements in various States in MID Region are hampering attendance at the planned regional activities.

2.4 The meeting noted that the Council at its Seventh meeting of the 214th Session, considered C-WP/14758 – “Consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs)” covering the period from April 2017 to March 2018 presented jointly by the ANC and the Air Navigation Bureau (ANB). The consolidated report included an Appendix on the common challenges faced by the different Regions.

***New Terms of Reference of PIRGs and RASGs***

2.5 The subject was addressed in WP/3 presented by the Secretariat. The meeting was informed that the Air Navigation Commission (ANC) prepared a report to the Council on the proposed reporting structure and update of the Terms of Reference (TORs) for the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs). The updated TORs strive to improve efficiency, and the working methodologies and involvement of States, International Organizations and Industry in the work, meetings and related activities of the Groups. The meeting noted that work on the PIRGs and RASGs TORs was initiated by a Secretariat Focus Group and progressed by the Commission.

2.6 The meeting also noted that the updated TORs developed for PIRGs and RASGs will serve as the basis, and may be further expanded by the Groups, as required, to maintain flexibility of their work. Additional TORs adopted by a PIRG or RASG must be approved by the President of the Council and be included in the relevant PIRG/RASG Procedural Handbooks.

*AN-Conf/13 Outcome*

2.7 The subject was addressed in WP/4 presented by the Secretariat. The meeting recalled that the Thirteenth Air Navigation Conference (AN-Conf/13) held in Montréal from 9 to 19 October 2018, discussed eight Agenda Items under two Committees:

- Committee A (Air Navigation Capacity and Efficiency) discussed Agenda Items 1, 2, 3, 4 and 5; and
- Committee B (Safety) discussed Agenda Items 6, 7 and 8.

2.8 The meeting noted that Conference adopted fifty-two Recommendations, which are contained in the Report of the AN-Conf/13 (Doc 10115). It was further noted that the Council approved all AN-Conf/13 Recommendations on 27 February 2019, as at **Appendix 2.1**, which is the Supplement No. 12 to the AN-Conf/13 Report, detailing suggested follow-up actions on each of the Recommendations.

2.9 The meeting agreed that the different MIDANPIRG and RASG-MID subsidiary bodies should identify clearly the AN-Conf/13 Recommendations related to their terms of reference and agree on the necessary follow-up actions. Furthermore, the meeting urged States to appropriately address the Recommendations directed to States.

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**REPORT ON AGENDA ITEM 3: REGIONAL DEVELOPMENTS IN AVIATION*****Development of an Economically Viable Aviation System in the MID Region***

3.1 The subject was addressed in WP/5 presented by the Secretariat. The meeting was apprised of the global state of air transport in 2017; in particular, it was noted that the total number of passengers carried on scheduled services rose to 4.1 billions in 2017 with an increase of 7.2% compared to 2016 and the total number of departures reached 36.7 million in 2017, with an increase of 3.1% compared to 2016.

3.2 The meeting noted that the preliminary figures for 2018 released by ICAO showed that a total of 4.3 billion passengers were carried by air transport on scheduled services in 2018. This indicates a 6.1 per cent increase over 2017. The number of departures rose to approximately 38 million globally, and the world passenger traffic, expressed in terms of total scheduled revenue passenger-kilometres (RPKs), grew solidly at 6.7 per cent and reached approximately 8.2 trillion RPKs performed. This growth is a slowdown from the 7.9 per cent achieved in 2017.

3.3 According to the latest ICAO long-term air traffic forecasts, the 4.1 billion airline passengers carried in 2017 are expected to grow to about 10.0 billion by 2040, and the number of departures is projected to rise to some 90 million in 2040.

3.4 With regard to the MID Region state of air transport in 2017 (scheduled services), the meeting noted that the Region has been the fastest growing region for passenger and cargo traffic since 2011, and airlines in the MID Region have posted double-digit passenger traffic growth every year since 2012 except for 2017 (growth rate of 6.5 per cent compared to 2016). It was also highlighted that International traffic of air carriers in the Middle East represented 95.9% of the airlines' total RPK in 2017.

3.5 With regard to the total number of departures, the total number of scheduled commercial departures in 2017 grew at a pace of 5.4 per cent to reach about 1.37 million departures, compared to 1.3 million departures in 2016 and 1.08 million departures in 2013.

3.6 The meeting noted that, according to the ICAO Long Term Traffic Forecasts, the passenger traffic to, from and within the Middle East Region on the major route groups for the period 2015-2045 is expected to increase at an average annual rate between 3.4 and 6.5 per cent. The Middle East-Central South West Asia Route Group is expected to become the largest traffic route group to/from Middle East with an average annual growth rate of 6.5% per annum, followed by Africa-Middle East (4.6%), Europe-Middle East (4.0%), Middle East-North Asia and Pacific South East Asia (4.0%) and Middle East-North America (3.6%).

3.7 The meeting recalled that an ICAO Aviation Data and Analyses Seminar was held in Tehran, Iran, 20-23 February 2017; and the ICAO EUR/MID Aviation Data and Analyses Seminar was held in the ICAO EUR/NAT Office, Paris, France, 4 – 6 April 2018. The meeting noted with concern that the level of attendance to both Seminars was very low.

3.8 The meeting urged States to actively participate in the upcoming ICAO EUR/MID Aviation Data and Analyses Seminar to be held in July 2019. The Seminar will be hosted by Turkey in Istanbul.

3.9 The meeting was informed also that a Joint ACAO/IATA/ICAO Workshop on Airports and Air Navigation Charges was successfully held in Rabat, Morocco, 27-28 November 2018. The followings were part of the Recommendations endorsed by the Workshop:

- ACAO, IATA and ICAO, in coordination with ACI and CANSO to identify the best regional mechanism to provide a Forum for States (airports, ANSPs including MET Service Providers, regulators) and airlines to share information and best practices and address difficulties and challenges related to airports and air navigation charges, on regular basis;
- ICAO to consider the review of the Doc 9082 to split the MET charges from the air navigation charges;
- States should ensure that airports and ANSPs consult with users and that appropriate performance management systems are in place; the first step is to promulgate economic regulations; and
- States to exercise their economic oversight responsibilities over the airport operators and ANSPs, with clear definition of roles and powers.

3.10 The meeting agreed that the two Draft Conclusions contained in WP/5 reflecting the above Recommendations are beyond the terms of reference and scope of MIDANPIRG and the RASG-MID; and agreed that they should be referred to the DGCA-MID/5 meeting (Kuwait, 4-6 November 2019). However, based on the outcome of the MSG/6 meeting, the meeting agreed to the following Conclusion:

***PIRG/RASG MID CONCLUSION 1: AVIATION DATA & ANALYSES AND AIRPORTS & AIR NAVIGATION CHARGES SEMINARS/WORKSHOPS***

*That, in order to foster dialogue on the development of an economically viable civil aviation system (airlines, airports, air navigation services providers, etc.) and enhance its economic efficiency and transparency:*

- a) *ICAO organize jointly with ACAO on regular basis the Aviation Data and Analyses and the Airports and Air Navigation Charges Seminars/Workshops; and*
- b) *States are encouraged to participate actively in these events.*

***State Letters Online Monitoring Tool (SLOMT)***

3.11 The subject was addressed in PPT/2 presented by the Secretariat. The meeting noted with concern the low level of responses to the ICAO MID Office State Letters. It was highlighted that the level of replies to State Letters is very low at the regional and global levels. Accordingly, the meeting supported the following MSG/6 Conclusion related to the development of a State Letters online monitoring tool:

***MSG CONCLUSION 6/38: STATE LETTERS ONLINE MONITORING TOOL (SLOMT)***

*That, in order to support States in the process of follow-up and effective provision of replies to the ICAO MID Office State Letters, ICAO is invited to explore/implement an online monitoring tool.*

3.12 The meeting agreed that the development and implementation of the SLOMT would support States in the process of follow-up and effective provision of replies to the ICAO State Letters.

3.13 The meeting was apprised of the ICAO MID Office plan to develop the SLOMT, which would comprise the following Modules:

- Tracking Module- ICAO State Letter Distribution;
- Monitoring Module- State Action/ Response;
- Searching Module- Searching Criteria/ Features;
- Reporting Module- Print Tailored Reports; and
- Statistics Module- State Letter Statistics by Year/ Action.

3.14 The meeting was informed about the project's phases and timelines; and underlined the importance of designation of Focal Points from States to follow-up the development of the tool and contribute with feedback, in order to take into consideration States' needs. Accordingly, the meeting agreed to the following Conclusion to replace and supersede the MSG/6 Conclusion 6/38:

***PIRG/RASG MID CONCLUSION 2: STATE LETTERS ONLINE MONITORING TOOL (SLOMT)***

*That, in order to support States in the process of follow-up and effective provision of replies to the ICAO MID Office State Letters:*

- a) ICAO to develop a State Letter Online Monitoring Tool (SLOMT); and*
- b) States to designate Focal Points to support the design, development, testing and implementation of the SLOMT.*

***MIDANPIRG and RASG-MID activities, achievements and challenges***

3.15 Through PPT/3 and PPT/4 presented by the Secretariat, the meeting was apprised of the RASG-MID and MIDANPIRG activities, achievements and challenges, respectively. The meeting commended States, Stakeholders and ICAO MID Office for the achievements and activities conducted in 2017/2018. The meeting discussed, in particular, the challenges affecting the implementation of MIDANPIRG and RASG-MID work programmes and the activities of the ICAO MID Office. In this respect, the meeting noted the concern raised by Iran related to their challenge in maintaining and upgrading their air navigation systems and ATM/CNS infrastructure due to the imposed sanctions, which are also affecting the achievement of the agreed safety and air navigation targets at regional level.

***Regional Projects/Initiatives***

3.16 The subject was addressed in PPT/5 presented by the Secretariat. The meeting was apprised with an update on the establishment of the following regional projects:

- Middle and North Africa Regional Safety Oversight Organization (MENA RSOO);
- MID Flight Procedure Programme (MID FPP);
- Air Traffic Flow Management (ATFM) System;
- MID Region AIM Database (MIDAD); and
- Common aeRonautical VPN (CRV).

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*Middle and North Africa Regional Safety Oversight Organization (MENA RSOO)*

3.17 The meeting recalled that the primary objective of the MENA RSOO is to assist Member States to develop and implement State Safety Programme (SSP), as well as to improve States' safety oversight capabilities.

3.18 The meeting noted with appreciation that in addition to the hosting of the MENA RSOO, Saudi Arabia will provide financial and technical support for the operations.

3.19 Additional information on the MENA RSOO are covered under Agenda Item 5.1

*MID Flight Procedure Programme (MID FPP)*

3.20 With respect to the MID Flight Procedure Programme (MID FPP), the meeting reiterated that the MID FPP would be the optimal solution for States in order to improve their capabilities related to PANS-OPS (regulatory and service provision).

3.21 The meeting recalled that in order to start the operations of the MID FPP, at least five (5) States should sign the MID FPP Project Document (ProDoc) and the amount of USD 300,000 should be secured.

3.22 The meeting noted with appreciation that Saudi Arabia and UAE provided voluntary financial contribution (USD50,000 each) and ICAO allocated CAD 100,000 to the MID FPP from Qatar's financial contribution to ICAO.

3.23 The meeting recalled that majority of the States indicated their willingness to join and benefit for the MID FPP services. However, no formal written response was provided yet to the ICAO MID Office. Accordingly, the meeting strongly encouraged States to join the MID FPP through the signature of the MID FPP ProDoc in order to call for the First meeting of the MID FPP Steering Committee, which would agree on the funding mechanism and work programme of the MID FPP.

*Air Traffic Flow Management (ATFM) System*

3.24 The details for the ATFM Project are covered under Agenda Item 6.2.

*MID Region AIM Database (MIDAD)*

3.25 The meeting recalled that the MIDANPIRG/16 meeting agreed that the MIDAD TF should propose a new action plan for the implementation of the MIDAD project in accordance with the EUROCONTROL proposal based on the European AIS Database (EAD) experience. The meeting noted that based on the outcome of the EAD-MIDAD Workshop (EUROCONTROL, Brussels, Belgium, 5-6 October 2017), it was agreed that MIDAD would be implemented as per the following Phases:

- Phase A: Individual migration of MID States to EAD
- Phase B: Set-up of MIDAD Manager
- Phase C: Implementation of MIDAD system and service

3.26 The meeting agreed that the development of a detailed action plan for the implementation of the MIDAD Project Phase B (set-up of MIDAD Manager) be initiated when at least 7 States complete their migration to EAD. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

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**MIDANPIRG CONCLUSION 17/1: MID REGION AIM DATABASE (MIDAD)**

*That:*

- a) *the status of individual migration by MID States to EAD (MIDAD Project Phase A) be monitored by the AIM Sub-Group; and*
- b) *the development of a detailed action plan for the implementation of the MIDAD Project Phase B (set-up of MIDAD Manager) be initiated when at least 7 States complete their migration to EAD.*

*Common aeRonautical VPN (CRV)*

3.27 The details related to the CRV project are covered under Agenda Item 6.2.

***Regional Cooperation between ACAO and ICAO MID***

3.28 The subject was addressed in PPT/6 presented by ACAO. The meeting was apprised of the list of activities organized jointly by ACAO and ICAO MID Office, in accordance with the agreed Regional Cooperation Joint Action Plan for the period 2019-2021. The meeting was informed also about the joint ACAO/ICAO activities planned for the second half of 2019.

3.29 The meeting commended the ACAO and ICAO MID Office for joining efforts and improving cooperation between them and with other International Organizations for the benefit of States. The meeting encouraged States to participate actively in the events organized jointly by ACAO and ICAO MID Office.

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**REPORT ON AGENDA ITEM 4: COORDINATION BETWEEN MIDANPIRG AND RASG-MID*****Subjects of Common Interest for MIDANPIRG and RASG-MID***

4.1 The subject was addressed in WP/6 presented by the secretariat. The meeting recalled that 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 Procedural Handbook of each Group.

4.2 The meeting reviewed the Table listing the subjects in which both MIDANPIRG and RASG-MID have interest with an assignment of the leading Group as at **Appendix 4X**, as updated by the Fourth MIDANPIRG/RASG-MID Coordination meeting (MRC/4, Bahrain 25 September 2017), held as a side meeting to the RASG-MID/6 meeting.

***Accidents and Incidents Analysis***

4.3 The meeting noted with concern the significant increase in the NMAC occurrences (Near Mid Air Collisions). The meeting, based on the outcome of the ATM SG/4 meeting, agreed on the establishment of an Action Group composed of Bahrain, Iran, Oman, Saudi Arabia, UAE, IATA and ICAO 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 ATM SG and the **ASRT**. Accordingly, the meeting agreed to the following Decision:

***PIRG/RASG-MID DECISION 3: NEAR MID AIR COLLISION (NMAC) ACTION GROUP***

*That, the NMAC Action Group be:*

- a) established to carry out further analyses of the reported MAC incidents and provide feedback to the ATM SG and **ASRT**; and*
- b) composed of members designated by Bahrain, Iran, Oman, Saudi Arabia, UAE, IATA and ICAO.*

***Performance Based Navigation (PBN)***

4.4 The meeting noted that the implementation of PBN is still far below the agreed target. The meeting recommended that priority for implementation of PBN with vertical guidance (PBN APV) should be given to the runway ends which are not served with ILS (55 runway ends in the MID Region without any type of vertical guidance).

4.5 The meeting noted with appreciation that the PBN OPS-Approval Course was conducted at the MID FPP premises in Beirut from 26-30 November 2018 free of charge as an in-kind contribution from IATA to the MID FPP; twenty-two (22) experts from the Region benefited from the Course.

4.6 The meeting encouraged States to participate in the ICAO PBN OPS-Approval Workshop, which is planned to be held at the MID FPP premises in Beirut, Lebanon from 25 to 29 November 2019. The cost is USD1999 per participant with 10% discount for registration before 31 October 2019. The meeting noted that the invitation letter would be issued by the ICAO MID Office by end of April 2019. Nevertheless, the registration to the Workshop is available through the following link: <https://store.icao.int/pbn-operational-approvals-workshop-beirut-lebanon-november-2019-new-version.html>

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Remotely Piloted Aircraft (RPAS)

4.7 The 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>

4.8 The meeting encouraged States to consider the developments related to RPAS, and take necessary measures for the establishment of the required legislative and regulatory framework 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.

Fatigue Risk Management

4.9 The meeting noted that Fatigue Risk Management (FRM) for Air Traffic Controllers (ATCOs) would be addressed by the ATM SG/5 meeting. It was also highlighted that a Workshop on FRMS-ATC will be organized jointly by ACAO, ICAO and IFATCA as part of the IFATCA Regional Conference (Tunis, Tunisia, 13 – 15 November 2019). Accordingly, the meeting encouraged States to participate in the above-mentioned event.

Airborne Collision Avoidance Systems (ACAS)

4.10 The meeting recalled that all States shall require the carriage of ACAS (TCAS v 7.1) for aircraft with a max certificated take-off mass greater than 5.7 tons and provide the ICAO MID Office with the reference to their Civil Aviation Regulations. It was highlighted that only Iraq, Libya and Syria have not yet provided the ICAO MID Office with information related to their National Regulations. Accordingly, the meeting invited the ICAO MID Office to follow-up with the three States in order get the required information by **15 May 2019**.

Call sign similarity and confusion (CSC)

4.11 The subject was addressed in WP/46 presented by UAE and IATA. The meeting was provided with a progress report on the implementation of the CSC Initiative. The meeting noted with appreciation the progress achieved. The meeting commended the work and efforts of the CSC Initiative Team and the support provided by EUROCONTROL.

4.12 The meeting noted the challenges restricting airlines from utilising alpha numeric call signs (ANCS) such as the reluctance of airports and States to accept ANCS. It was noted with concern that some aerodromes continue to reject the use of ANCS for arriving and departing flights despite reports from ATC and/or airlines of call sign confusion. The denial of landing or departure flight plans with ANCS results in the flight having to remain on the commercial call sign for the entire flight, which may contribute to call sign confusion occurrences.

4.13 Based on the above, the meeting urged States to take necessary actions to ensure that their relevant authorities, including the airport operators, accept ANCS and to follow-up with their air operators to implement the procedures for the de-conflicting of call sign similarities in coordination with the CSC Initiative Team.

4.14 The meeting urged States to report call sign similarity/confusion cases using the template at **Appendix 4X** to the following email addresses: [MIDCSC@icao.int](mailto:MIDCSC@icao.int) and [MENACSSU@iata.org](mailto:MENACSSU@iata.org), which will allow the CSC Initiative Team to follow-up with the concerned airline(s) to resolve the issue in a timely manner.

4.15 The meeting noted that during the contingency situation related to Pakistan/India that started on 27 February 2019, the MID Region in particular Bahrain, Emirates and Muscat FIRs experienced a drastic increase of additional traffic and ATC were confronted with a high rate of call sign similarities.

4.16 The Pakistan CCT activation reinforced the need for formal cross regional ANCS initiative across the ICAO Regions to assure harmonization of processes based on the Europe/MID experience.

4.17 The meeting was apprised of UAE's experience related to the establishment of the National UAE GCAA Call Sign Similarity Working Group to manage and mitigate the safety risks associated with call sign similarities. It was highlighted that the Working Group provided an effective platform to discuss and propose solutions for Call Sign Similarity/Confusion involving all stakeholders. It assists to determine and recommend the best course of action in order to minimize the risk of call sign confusion and to propose procedures for reporting and managing occurrences when call sign similarity leads to actual call sign confusion.

4.18 The meeting noted that UAE NASAC WG has identified and is currently working on the following topics:

- the requirement for setting up unified procedures of tactical call sign de-confliction between two adjacent ATC sectors;
- the ability that an operating crew can initiate the request for a tactical call sign change;
- collecting requirements for a future ATM system, that must have a 'built-in' detection/alerting tool and the identification of call sign conflicts before they happen;
- the requirement to easily record and report call-sign similarities and to address them immediately with the affected Airline; and
- supporting the tactical use of combining numbers of the Call Sign to mitigate a call sign similarity (e.g. ABC seven-twenty instead of ABC seven-two-zero).

4.19 Based on the above, the meeting encouraged States to support the ongoing work by UAE and establish National Call Sign Similarity Working Group.

### ***RVSM Operations and Monitoring Activities in the MID Region***

4.20 The subject was addressed in WP/7 and WP/8 presented by the Secretariat and the MIDRMA, respectively. States were invited to visit the Middle East Regional Monitoring Agency (MIDRMA) website ([www.midrma.com](http://www.midrma.com)) for more information, reports and tools related to the RVSM implementation.

4.21 The meeting reviewed the outcome of the ATM SG/4 meeting related to the MIDRMA Board/15 meeting (Muscat, Oman, 29 - 31 January 2018). 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).

4.22 The meeting urged States to verify their LHDs prior to submission through the Online LHD Reporting Tool to avoid analysis of false reports by concerned ATS Units.

4.23 With a view to address the LHDs in an effective manner with the ATS Units concerned and to analyze the LHDs prior to presentation to the MIDRMA Board or ATM SG meetings for validation, the meeting agreed that the MIDRMA should conduct bilateral teleconferences with the adjacent ATS Units to analyze the relevant LHDs and present a consolidated report to the MIDRMA Board or the ATM SG meetings for validation in order to finalize the SMR for endorsement by MIDANPIRG. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 17/2: ANALYSIS OF LHDS**

*That, as part of the MIDRMA Scrutiny Group activities, the MIDRMA conduct bilateral teleconferences with the MIDRMA ATC focal points to analyze the relevant LHDs and present a consolidated report to the MIDRMA Board or the ATM SG meetings for validation in order to finalize the SMR for endorsement by MIDANPIRG*

4.24 The meeting reviewed and agreed to the procedure at **Appendix 4X** for the follow-up with States and the issuance of warning related to RVSM approved aircraft without valid height-keeping performance monitoring results. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 17/3: PROCEDURE FOR THE FOLLOW-UP WITH STATES AND THE ISSUANCE OF WARNING RELATED TO RVSM APPROVED AIRCRAFT WITHOUT VALID HEIGHT-KEEPING PERFORMANCE MONITORING RESULTS**

*That, the Procedure at **Appendix 4X** for the follow-up with States and the issuance of warning related to RVSM approved aircraft without valid height-keeping performance monitoring results, is endorsed.*

4.25 The meeting recalled that the 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. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 17/4: MID RVSM SAFETY MONITORING REPORT CYCLE**

*That, starting from 2019, the MID RVSM Safety Monitoring Report should be issued on annual basis (12 months) to facilitate tracking the risk trend of RVSM implementation in the MID Region.*

4.26 The meeting noted that 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.

4.27 Taking into consideration that the MIDRMA Board/16 meeting will be held in January 2020, the meeting agreed to the following MIDANPIRG Conclusion for the collection of the FPL/traffic data for development of the MID RVSM SMR 2019:

**MIDANPIRG CONCLUSION 17/5: MID RVSM SMR 2019**

That,

- a) the FPL/traffic data for the period **1 – 31 August 2019** be used for the development of the MID RVSM Safety Monitoring Report (SMR 2019);
- 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 2019 be ready for presentation to and endorsement by MIDANPIRG/18 or ATM SG/6 meetings.

4.28 The meeting supported and endorsed the following Conclusions emanating from the MIDRMA Board/15 meeting:

**MIDANPIRG CONCLUSION 17/6: RVSM MINIMUM MONITORING REQUIREMENTS AND CONDITIONS**

That, the MIDRMA Member States be urged to:

- a) take necessary measures to ensure their aircraft operators fully comply with ICAO Annex 6 provisions related to long-term height monitoring requirements, based on the MMR Tables;
- b) comply with the MID RVSM MMR Conditions published in the MIDRMA website; and
- c) withdraw the RVSM Approvals of aircraft not complying with the State MMR before **1 July 2019**.

**MIDANPIRG CONCLUSION 17/7: MIDRMA BULLETIN OF NON-RVSM APPROVED AIRCRAFT**

That,

- a) the MIDRMA post on the MIDRMA website and share with the MIDRMA Board Members and focal points the Bulletin of non-RVSM approved aircraft on monthly basis; and
- b) States be encouraged to:
  - i. develop a mechanism to identify the non-RVSM approved aircraft operating in the RVSM Airspace without compliance with Annex 6 provisions;
  - ii. submit their RVSM traffic data including aircraft registrations to be used for the RVSM risk analysis; and
  - iii. coordinate with the MIDRMA in case they are able to provide their RVSM traffic data on a monthly basis.

4.29 The meeting noted with appreciation 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.

4.30 The meeting reviewed and endorsed the MID RVSM Safety Monitoring Report (SMR) 2017 at **Appendix 4X**, and agreed to the following MIDANPIRG Conclusion:

***MIDANPIRG CONCLUSION 17/8: MID RVSM SAFETY MONITORING REPORT (SMR) 2017***

*That, the MID RVSM Safety Monitoring Report (SMR) 2017 is endorsed.*

4.31 The meeting noted with concern the challenges that are still facing the MIDRMA in collecting the required Flight Plan/Traffic Data that delayed the development of the RVSM SMR 2018, which was expected to be presented for the meeting for endorsement. Accordingly, the meeting urged States to take necessary measures to ensure that the required data are provided to the MIDRMA in a timely manner.

4.32 The meeting noted with appreciation that Bahrain, Iraq, Jordan, Kuwait, Oman and Saudi Arabia achieved above 98% MMR for SMR 2017. In this respect, the MIDRMA and ICAO MID Office awarded the mentioned States for their achievement. Accordingly, the meeting agreed that the same should be applied for future MID RVSM SMR as a reorganization for States' commitment and efforts to fulfil their obligations related to MMR.

***GNSS Vulnerabilities***

4.33 The subject was addressed in WP/9 presented by the secretariat. The meeting recalled that the MIDANPIRG/16 agreed to gather data on actual GNSS interference events and collect data from pilots. 174 GNSS interference incidents were reported by the users in 2018.

4.34 The meeting urged States to strengthen cooperation with their National Telecommunication Authorities in protecting GNSS signal and timely identification of the source of interference.

4.35 The meeting encouraged airspace users to report instantly to the relevant ATC Units GNSS interference occurrences following the reporting procedure in the RSA on the GNSS Vulnerabilities. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

***RASG-MID CONCLUSION 7/1: RASG-MID SAFETY ADVISORY – GNSS VULNERABILITIES***

*That, the RASG-MID Safety Advisory (RSA-14) on GNSS Vulnerabilities at Appendix 4X is endorsed and be published by the ICAO MID Office.*

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**REPORT ON AGENDA ITEM 5.1: REGIONAL PERFORMANCE FRAMEWORK FOR SAFETY*****Global Aviation Safety Developments***

5.1.1 The subject was addressed in PPT/7, PPT/8 and PPT/9 presented by the Secretariat. The meeting was provided with an updated overview on the Global Aviation Safety development including the new 2020-2022 Global Aviation Safety Plan (GASP), Amendment 1 to Annex 19 and the new Safety Management Manual (ICAO Doc 9859, 4th edition), SSP Foundation, SSP Gap Analysis, safety management training programme, new SSP Implementation Assessment (SSPIA), as well as Global Aviation Safety Oversight System (GASOS).

5.1.2 The meeting raised some concerns regarding GASOS, which were also addressed by the AN-Conf/13 such as legal and commercial issues. The meeting noted that the subject will be presented to the 40th ICAO Assembly.

***Follow-up on the RASG-MID/6 and RSC/6 Conclusions and Decisions***

5.1.3 The subject was addressed in WP/10 presented by the Secretariat. The meeting reviewed the progress made for the implementation of the RASG-MID/6 and RSC/6 Conclusions and Decisions as at **Appendix 5.1X**.

***Outcome of the Third Meeting of the Annual Safety Report Team (ASRT/3)***

5.1.4 The subject was addressed in WP/11 and PPT/14 presented by the Secretariat. The meeting was apprised of the new risk assessment methodology to proactively identify the focus areas and emerging risks. Based on the analysis of the reactive and proactive safety information for the period 2013-2017, and in accordance with the agreed new methodology for the risk assessment, the meeting agreed that the main focus areas in the MID Region are:

- 1) Runway Safety (RS)- (mainly RE and ARC during landing);
- 2) Loss of Control Inflight - (LOC-I);
- 3) Controlled Flight Into Terrain- (CFIT); and
- 4) MID Air Collision- (MAC)

5.1.5 The emerging risks, which have been identified in the 7<sup>th</sup> MID ASR, based on the analysis of the data available, are five (5) emerging risks. However, the MID-ASRT/3 meeting consolidated the list of Emerging Risks based on the previously identified emerging risks and the new emerging risks identified in the seventh MID-ASR, as follows:

- 1) Fire/Smoke (F-NI);
- 2) Runway Incursion (RI);
- 3) System Component Failure –Non-Power Plant (SCF-NP);
- 4) Wake Turbulence (Vortex);
- 5) Birdstrike (BIRD);
- 6) Wildlife (WILD);
- 7) System Component Failure- Power Plant (SCF-PP);
- 8) Wind shear; and
- 9) Security risks with impact on safety (SEC).

5.1.6 The meeting reviewed and endorsed the 7<sup>th</sup> Edition of the MID-ASR at **Appendix 5.1X** and urged States and all Stakeholders to provide necessary safety data to the MID-ASRT for the development of the next Edition of the Annual Safety Report. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

**RASG-MID CONCLUSION 7/2: 7TH MID ASR**

*That, the seventh MID Annual Safety Report at Appendix 5.1X is endorsed.*

5.1.7 The meeting reiterated the importance of sharing the number of occurrences and their safety data analysis by the States in order to produce improved Annual Safety Reports in the future and urged States to provide the ICAO MID Office by end of July 2019 with the number of accidents, serious incidents and incidents, safety data analysis, and their associated safety recommendations related to each occurrence category in **Appendix 5.1X** for the past 4 years (2015 – 2018), using the Template in **Appendix 5.1X**. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

**RASG-MID CONCLUSION 7/3: PROVISION OF SAFETY DATA FOR THE DEVELOPMENT OF THE 8TH MID ASR**

*That, in order to present an improved version of the 8<sup>th</sup> MID-ASR to the MID-ASRT/4 meeting, States, that have not yet done so, be urged to provide the ICAO MID Office by 1 July 2019 with the number of accidents, serious incidents and incidents, safety data analysis, and their associated safety recommendations related to each occurrence category in Appendix 5.1X for the past 4 years (2015 – 2018), using the Template at Appendix 5.1X.*

**Implementation Progress of the Safety Enhancement Initiatives (SEIs)**

5.1.8 The subject was addressed in WP/13 presented by the Secretariat. The meeting was apprised of the progress achieved in the implementation of the different SEIs.

5.1.9 With regard to the SEIs related to RGS, the meeting was informed by UAE that guidance materials on proactive oversight of Aerodrome Infrastructure Development (SEI MID-RAST/RGS/3) and Aerodrome Apron Management (SEI MID-RAST/RGS/7) could not be delivered, as initially planned. The meeting agreed that the two SEIs should be reviewed and updated by the RGS WG/6 meeting.

5.1.10 The meeting encouraged States to use the RASG-MID Safety Advisories, as appropriate, to enhance safety in the Region and agreed to circulate the Laser Attack Case-Study (supporting the RSA-12) to States.

5.1.11 With respect to upcoming safety related events, it was highlighted that a Ground Handling Seminar will be held back-to-back with the RGS WG/6 meeting and a Regional Seminar on Global Reporting Format (GRF) will be organized by the ICAO MID Office in 2020. The meeting encouraged States to participate actively in these events.

5.1.12 The meeting recalled that for the LOC-I and CFIT, global developments and measures should be followed by the MID-RAST. Accordingly, the meeting agreed that the MID-RAST should follow up on the subject and provide an update to the RSC/7 meeting, including proposed mitigation measures (SEIs) for the identified Emerging Risks.

**Aerodrome Certification**

5.1.13 The subject was addressed in WP/12 presented by the Secretariat. The meeting reviewed the updated status of Aerodrome Certification in the MID Region as at **Appendix 5.1X**. The meeting noted that Egypt certified Alexandria/Borg El-Arab International (HEBA) and Luxor International Airport (HELX). It was highlighted that 39 out of 58 International Aerodromes (representing 67%) had been certified in the MID Region.

5.1.14 The meeting noted with concern that there is a variation in the level of Aerodrome Certification implementation in the MID Region. The meeting urged States that have not yet completed the implementation of aerodrome certification, to establish a plan for the certification of aerodromes, incorporating the identification of gaps and implementation of solutions to overcome those gaps, including the assessment and development of mitigation measures in areas of non-compliance.

5.1.15 The meeting was informed that a Technical Assistance project related to aerodrome certification was approved by ICAO for the benefit of Iraq, Lebanon and Syria. The Project consists of the following:

- Conducting an Aerodrome Certification Workshop/Training Course in Beirut for the benefit of Lebanon, Syria and Iraq, in order to support them in the process of certification of aerodromes through training of their aerodrome inspectors and aerodrome operators' personnel.
- Conducting two Peer Review Visits to Rafic Hariri International Airport (OLBA) and Baghdad International Airport (ORBI).

5.1.16 The meeting encouraged States and International Organizations to support the Aerodrome Certification Capacity Building Project for Iraq, Lebanon and Syria.

5.1.17 The meeting noted with appreciation that Saudi Arabia confirmed to sponsor/support a training course on Aerodrome Inspector.

#### ***Outcome of the Fourth MID Region Safety Summit & Revised MID Region Safety Strategy***

5.1.18 The subject was addressed in WP/14 and PPT/11 presented by the Secretariat. The meeting was apprised of the outcome of the Fourth MID Region Safety Summit, which was successfully held in Riyadh, Saudi Arabia, 2 - 3 October 2018. The Summit was gratefully hosted by the General Authority of Civil Aviation (GACA) of Saudi Arabia. The Summary of Discussion of the Summit is at

<https://www.icao.int/MID/Pages/2018/MID%20Region%20Safety%20Summit.ASPX.aspx>

5.1.19 The meeting noted that the main outcome of the Fourth MID Region Safety Summit was the revised version of the MID Region Safety Strategy at **Appendix 5.IX**. The meeting noted that the revised Strategy includes selected goals and safety indicators from the new GASP 2020-2022 Edition, taking into consideration the regional specific objectives and priorities with specific timeframes in order to achieve the established safety targets. The MID Region Safety Strategy includes the following goals:

- Aspirational Goal: Zero fatality by 2030
- Goal 1: Achieve a continuous reduction of operational safety risks
- Goal 2: Strengthen States' safety oversight capabilities/Progressively increase the USOAP-CMA EI scores/results
- Goal 3: Improve aerodrome safety
- Goal 4: Expand the use of Industry Programmes
- Goal 5: Implementation of effective SSPs and SMSs
- Goal 6: Increase Collaboration at the Regional Level to enhance safety
- Goal 7: Ensure the appropriate infrastructure is available to support safe operations
- Goal 8: Monitor the fleet age

5.1.20 The meeting supported the proposed goals and safety indicators and targets and urged States and Stakeholders to provide necessary information/feedback to the ICAO MID Regional Office related to all the Safety Indicators included in the MID Region Safety Strategy Accordingly, the meeting agreed to the following RASG-MID Conclusion:

***RASG-MID CONCLUSION 7/4: REVISED MID REGION SAFETY STRATEGY***

*That, the revised version of the MID Region Safety Strategy at Appendix 5.IX is endorsed.*

5.1.21 The meeting noted the current status of the different Safety Indicators and Targets included in the previous version of the MID Region Safety Strategy.

***ACI's Support to the MID Region Safety Strategy***

5.1.22 The subject was addressed in WP/42 and PPT/13 presented by the Secretariat on behalf of ACI. The meeting was apprised of ACI's tools and programmes pertaining to aerodrome safety.

5.1.23 The meeting noted ACI's support to the aerodrome safety related goals and targets laid down in the MID Region Safety Strategy, as well as to the ICAO No Country Left Behind (NCLB) Initiative.

***Outcome of the MID-SST/5 Meeting***

5.1.24 The subject was addressed in WP/15 presented by the Secretariat. The meeting noted the progress made by the MID-SST for the implementation of the agreed SEIs.

5.1.25 The meeting noted that the RSC/6 meeting (Cairo, Egypt, 25-27 June 2018) updated the list of SEIs assigned to the MID-SST, as follows:

- 1) improve the status of implementation of State Safety Programme (SSP) and Safety Management System (SMS) in the MID Region;
- 2) strengthening of States' Safety Oversight capabilities;
- 3) improve Regional cooperation for the provision of Accident & Incident Investigation;
- 4) improve implementation of ELP requirements in the MID Region; and
- 5) sharing and analysis of safety recommendations related to accidents and serious incidents

5.1.26 With respect to the SSP/SMS implementation in the MID Region, the meeting supported the development of the Regional Roadmap for SSP implementation in the MID Region and agreed to the following RASG-MID Decision:

**RASG-MID DECISION 7/5: SSP IMPLEMENTATION AD-HOC ACTION GROUP**

*That, an SSP Implementation Ad-Hoc Action Group composed of the following experts, is established to develop the Regional Roadmap for SSP implementation in the MID Region:*

- Mr. Khalid Alhumaidan from UAE (Champion)
- Mr. Mohammad Hushki from Jordan
- Mr. Mohamed Salah from Egypt
- Mr. Mohamed Chakib from ICAO
- Mr. Mashhor Alblowi from ICAO

5.1.27 With regard to SMS implementation at MID International Aerodromes, the meeting noted with appreciation that an Aerodrome Customized SMS Workshop was conducted back-to-back with the RGS WG/5 meeting with technical support provided by experts from Egypt and UAE; and an Aerodrome SMS Compliance and Effectiveness Toolkit had been developed by UAE and presented during the SMS Workshop.

5.1.28 For the SMS implementation by ANSPs (ATM), the meeting noted with concern the slow progress related to the actions to improve the status of implementation of SMS by ANSPs (ATM) and agreed to the establishment of an Ad-hoc Action Group in order to expedite the process and foster the implementation of the required actions. Accordingly, the meeting agreed to the following RASG-MID Decision:

**RASG-MID DECISION 7/6: AD-HOC ACTION GROUP FOR SMS IMPLEMENTATION BY ANSPS**

*That, an Ad-Hoc Action Group for SMS implementation by ANSPs composed of the following experts, is established to support ICAO and CANSO in the development and implementation (as appropriate) of actions/tasks in support of the SEI related to the improvement of the status of implementation of SMS by ANSPs (ATM):*

- Mr. Waleed Al Riyami from UAE (Champion)
- Mr. Ahmed Said from Egypt
- Mr. Ahmed Mostafa from Egypt
- Ms. Leena Ahmed Al-Kooheji from Bahrain
- Mr. Mohamed Chakib from ICAO
- Mr. Elie El Khoruy from ICAO
- Mr. Mashhor Alblowi from ICAO

5.1.29 With regard to the status of SMS implementation by air operators, maintenance and training organizations, the meeting raised concern about the slow progress in the implementation of the agreed actions. The meeting noted the challenges faced. In this respect, the meeting noted that a survey was conducted by IATA to collect information on SMS implementation to ascertain the status of SMS implementation among MID Region operators.

5.1.30 The meeting noted with appreciation the extended invitation by ACAO and IATA to the ACAO/IATA SMS Implementation Workshop to be held from 10 to 12 June 2019 in Tunis, Tunisia.

5.1.31 With respect to the SEI related to the implementation of ELP requirements in the MID Region, the meeting noted with appreciation the progress of developing a draft questionnaire to be used as the basis of a survey to assess the implementation of ELP requirements in the MID Region. Accordingly, the meeting endorsed the final ELP Questionnaire at **Appendix 5.IX** and agreed to the following RASG-MID Decision:

**RASG-MID DECISION 7/7: ELP AD-HOC ACTION GROUP**

*That, an ELP Ad-Hoc Action Group composed of the following experts is established to support the implementation of the SEI related to the improvement of the implementation of ELP requirements in the MID Region:*

- Mr. Ibrahim Addasi from UAE (Champion)
- Mr. Mutasim Aljawharji from Saudi Arabia
- Mr. Mohammad Hushki from Jordan
- Ms. Leena Ahmed Al-Kooheji from Bahrain
- Mr. Mohamed Chakib from ICAO
- Mr. Mashhor Alblowi from ICAO

5.1.32 The meeting supported the list of actions related to the agreed SEIs as at **Appendix 5.1X**.

5.1.33 The meeting noted with appreciation that in-depth analyses of the USOAP CMA results for the operations (OPS) and Aerodrome and Ground Operations (AGA) areas, were developed by the Secretariat and presented to the MID-SST/5 meeting. The meeting recognized that the in-depth analyses of the USOAP-CMA data could be very useful for the identification of areas of concern, common deficiencies, etc; and would provide good insight for the prioritization of the assistance/NCLB activities in the MID Region. Accordingly, the meeting agreed to the following RASG-MID Decision:

**RASG-MID DECISION 7/8: SEI RELATED TO DANGEROUS GOODS**

*That, the RSC develop a new SEI related to Dangerous Goods.*

**UAE Proposal for the Establishment of an Accident and Incident Investigation Group**

5.1.34 The subject was addressed in WP/16 presented by the UAE. The meeting supported UAE's proposal to establish a dedicated group for Accident and Incident Investigation. This would be reflected in the revised RASG-MID Organizational Structure.

**MENA RSOO**

5.1.35 The subject was addressed in WP/18 presented by the Secretariat. The meeting was apprised of the progress related to the establishment of the MENA RSOO. The meeting noted that the First MENA RSOO Steering Committee meeting (DGs Level) was held on 1 October 2018, in Riyadh, Saudi Arabia, back-to-back with the Fourth MID Region Safety Summit (2-3 October 2018), including a visit to the MENA RSOO premises.

5.1.36 The Revised Letter of Intent (LoI) was signed by 15 States (Bahrain, Egypt, Jordan, Kuwait, Lebanon, Libya, Mauritania, Morocco, Oman, Palestine, Saudi Arabia, Somalia, Sudan, UAE and Yemen). This Letter of Intent represents a clear statement by those States that are committed to the establishment of the MENA RSOO and be a member State of the MENA RSOO. An action plan for the establishment of the MENA RSOO was included in the signed LOI leading to:

- a) signing the Memorandum of Agreement (MOA) for the MENA RSOO as a legal entity; and
- b) signing the MENA RSOO Project Document to enable recruitment of the MENA RSOO staff and start operation, subject to availability of funds.

5.1.37 The First MENA RSOO Technical meeting was held at the MENA RSOO premises (Riyadh, Saudi Arabia, 2-4 February 2019) with the objective to review and finalize the draft MOA and Project Document. The meeting came up with a set of Recommendations to be presented to the Second MENA RSOO Steering Committee meeting. The MOA was circulated to States by ACAO in preparation for signature during the Second MENA RSOO Steering Committee meeting.

***Strategy for the Enhancement of Cooperation in the Provision of AIG Services in the MENA Region***

5.1.38 The subject was addressed in WP/17 presented by the Secretariat. The meeting recalled that the DGCA-MID/4 meeting (Muscat, Oman, 17-19 October 2017), through Conclusion 4/6, endorsed the Strategy at **Appendix 5.1X**, and agreed with the RASG-MID/6 meeting recommendation to further finalize/revise the Roadmap.

5.1.39 The meeting reviewed the amended Roadmap for AIG Regional Cooperation at **Appendix 5.1X** and endorsed the following RASG-MID Conclusion:

***RASG-MID CONCLUSION 7/9: ROADMAP FOR AIG REGIONAL COOPERATION***

*That, the Roadmap for AIG Regional Cooperation be amended as at **Appendix 5.1X***

5.1.40 The meeting noted with appreciation the analysis report of the AIG Questionnaire Level 1 at **Appendix 5.1X** and noted that replies to the AIG Questionnaire level 1 were received from eight (8) States, namely, Bahrain, Egypt, Iran, Morocco, Saudi Arabia, Sudan, UAE, and Yemen. and the meeting noted that Six (6) States (Bahrain, Iran, Morocco, Saudi Arabia, Sudan, and UAE) stated clearly that they are willing to move to the level 2 of cooperation, in accordance with the Strategy for the enhancement of cooperation among the Middle East and (MENA) States in the provision of AIG Functions.

5.1.41 The meeting reviewed and endorsed the Questionnaire at **Appendix 5.1X** on AIG level 2 cooperation to be used for the survey related to States' AIG capabilities .

5.1.42 The meeting reviewed the Draft AIG Regional Cooperation Mechanism (ARCM) at **Appendix 5.1X** and agreed to its presentation to the DGCA-MID/5 meeting for endorsement.

***Qatar and UK Experiences related to SSP implementation***

5.1.43 The subject was addressed in WP/49 and PPT/15 presented by Qatar and PPT/10 presented by the UK. The meeting was apprised of the States' experiences related to SSP implementation in Qatar and UK. The meeting thanked Qatar and UK for sharing their experiences, which was highly appreciated by the participants.

***ICAO USOAP CMA Audit of Qatar***

5.1.44 The subject was addressed in WP/50 and PPT/16 presented by Qatar. The meeting was apprised of Qatar's experience and practices related to the preparation and conduct of the USOAP CMA Audit of Qatar. The meeting noted with satisfaction that further to the last USOAP CMA audit of Qatar (11-21 November 2018), the overall EI would record an increase of more than 25%.

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**REPORT ON AGENDA ITEM 5.2: RASG-MID WORKING ARRANGEMENTS AND FUTURE WORK PROGRAMME**

5.2.1 The subject was addressed in WP/19 and WP/20 presented by the Secretariat and WP/51 presented by Qatar.

5.2.2 The meeting noted and supported the feedback and proposals received from the stakeholders and different RASG-MID subsidiary bodies related to RASG-MID Organizational Structure and working arrangement, as follows: be presented

- replace “Team” by “Group”;
- for harmonization purpose, all Groups will have a Chairperson and a Vice Chairperson to be elected;
- the Annual Safety Report Group (ASRG) should resume the responsibilities according to the established ToR of the MID-ASRT;
- considering the limited support provided to the MID-RAST and the slow progress in achieving its objectives to develop/implement mitigation measures for the Focus Areas and Emerging Risks; and in order to take advantage of the expertise supporting the MID-SST, its proposed that the two bodies be merged into one Group: Safety Enhancement Implementation Group (SEIG);
- considering the importance and the volume of work of the RGS WG, which was established under the MID-RAST, it is proposed that a dedicated Group related to Aerodromes Safety, Planning and Implementation (ASPIG) be established; and
- according to the outcome of and proposals from MID-SST to establish a dedicated Group for Accident and Incident Investigation, it is proposed to establish a dedicated Group for Accident and Incident Investigation (AIIG).

5.2.3 Based on the above, the meeting supported the establishment of the ASRG, ASPIG, SEIG and AIIG and endorsed the revised RASG-MID Organizational Structure at **Appendix 5.2X**. The meeting agreed that the ToRs for each Group should be developed by the Secretariat in coordination with the concerned stakeholders for review and endorsement by the RSC/7 meeting. It was agreed that the election of the Chairperson and Vice Chairperson for each Group be included in the Agenda of their first meeting.

5.2.4 The meeting highlighted the need to review and update the RASG-MID Terms of Reference, taking into consideration the new Terms of Reference of the RASGs and PIRGs, which will be presented to the ICAO Council for endorsement in June 2019. Accordingly, the meeting tasked the RSC to follow up on the subject including the required update to the ToRs of the RASG-MID and the RSC. Accordingly, the meeting agreed to the following RASG-MID Decision:

***RASG-MID DECISION 7/10: REVISED RASG-MID ORGANIZATIONAL STRUCTURE***

*That,*

- a) *the revised RASG-MID Organizational Structure at Appendix 5.2X is endorsed;*  
*and*

- b) the Secretariat consolidate a new Edition of the RASG-MID Procedural Handbook reflecting the revised Organizational Structure and Terms of Reference (TORs) of the different Groups for presentation to the RSC/7 meeting before the formal endorsement by the RASG-MID/8 meeting.*

5.2.5 Taking into consideration the establishment of the new Groups, revised Organizational Structure and the new RASGs TOR, the meeting agreed that there is no need to change the current working arrangement of the RASG-MID, including the fast track/approval by passing procedure. The meeting was of the view that sufficient lead-time should be provided for the evaluation of the efficiency of the new Organizational Structure and working arrangements, before considering any change.

5.2.6 With respect to the Chairmanship of the RASG-MID, the meeting noted that the Chairman Mr. Ismaeil Mohammed Al Blooshi and the First Vice Chairperson Mr. Abdullah Omar Al Ojaili have completed their terms, as per the RASG-MID Procedural Handbook. The meeting agreed that, in order to ensure the necessary continuity in the work of the Group, the Chairperson, the First Vice-Chairperson and Second Vice-Chairperson be renewed for one (1) additional term. It was also agreed that the election of Chairpersons be included in the Agenda of the RASG-MID/8 meeting.

5.2.7 The meeting noted that the RSC/7 meeting is tentatively scheduled to be held in March 2020. The meeting agreed that the election of the vacant positions of the RSC Co-Chairs should be included in the RSC/7 meeting agenda.

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**REPORT ON AGENDA ITEM 6.1: FOLLOW-UP ON MIDANPIRG/16 AND MSG/6 CONCLUSIONS AND DECISIONS**

***Follow-up on MIDANPIRG/16 and MSG/6 Conclusions and Decisions***

6.1.1 The subject was addressed in WP/21 presented by the Secretariat. The meeting reviewed the progress made in the implementation of MIDANPIRG/16 Conclusions and Decisions. The actions taken by States and the Secretariat on the above mentioned Conclusions and Decisions were reviewed and the updated list is provided at **Appendix 6.1A**.

6.1.2 The meeting was apprised of the progress made for the implementation of the MSG/6 Conclusions and Decisions as at **Appendix 6.1B**.

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**REPORT ON AGENDA ITEM 6.2: AIR NAVIGATION PLANNING AND IMPLEMENTATION**
***Status of Air Navigation priorities and targets***

6.2.1 The subject was addressed in PPT/12 presented by the Secretariat. The meeting was apprised of the Status of the implementation of the priority 1 ASBU Block 0 modules.

6.2.2 The meeting noted that Bahrain, Egypt, Jordan, Lebanon, Qatar, Sudan and UAE made a good progress in the implementation of the priority 1 ASBU Block 0 Modules. From a regional perspective, the progress for the implementation of B0-SNET, B0-AMET and B0-ACAS is very good. However, the progress for the implementation of B0-ACDM, B0-CDO and B0-CCO is far below expectation.

***MID Air Navigation Report***

6.2.2 The subject was addressed in WP/22 presented by the Secretariat. The meeting recalled that the MSG/6 meeting, through Conclusion 6/4, agreed that the ICAO MID Office should start the development of the Third Edition of the MID Region Air Navigation Report (2018), beginning of 2019.

6.2.3 The meeting reviewed and endorsed the Third Edition of the MID Region Air Navigation Report (2018). Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

***MIDANPIRG CONCLUSION 17/9: THIRD EDITION OF THE MID REGION AIR NAVIGATION REPORT (2018)***

*That, the Third Edition of the MID Region Air Navigation Report (2018) is endorsed and be posted by the ICAO MID Office on the website.*

6.2.4 The meeting urged States to provide the ICAO MID Office, with necessary data by 1 December 2019 for the development of the Fourth Edition of the MID Region Air Navigation Report (2019). Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

***MIDANPIRG CONCLUSION 17/10: MID REGION AIR NAVIGATION REPORT (2019)***

*That,*

- a) States be urged to provide the ICAO MID Office, with relevant data necessary for the development of the Fourth Edition of the MID Region Air Navigation Report (2019), by 1 December 2019;*
- b) the MID Region Air Navigation Report (2019) be presented to the MSG/7 for endorsement.*

***MID Region Air Navigation Strategy***

6.2.5 The subject was addressed in WP/23 presented by the Secretariat. The meeting recalled that the current version of the MID Region Air Navigation Strategy (MID Doc 002) was endorsed by MSG/6, and further reviewed by the AIM SG/5 and CNS SG/9 meetings. The meeting agreed that the proposed changes by the CNS SG/9 meeting should be considered during the development of the next version of Strategy, which would be completely revisited further to the endorsement of the new GANP by the ICAO 40th Assembly.

6.2.6 In connection with the above, the meeting agreed that a Joint ACAO/ICAO ASBU Symposium be organized beginning of 2020. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

***MIDANPIRG CONCLUSION 17/11: JOINT ACAO/ICAO ASBU SYMPOSIUM***

*That, a Joint ACAO/ICAO ASBU Symposium be organized beginning of 2020.*

***MID eANP***

6.2.7 The subject was addressed in WP/36 presented by the Secretariat. The meeting was apprised of the proposals for amendment processed or under coordination since the endorsement of the MID eANP Volume I, II and III by MIDANPIRG/15 meeting (Bahrain, 8 – 11 June 2015) through Conclusion 15/11.

6.2.8 The MID eANP Volume I, II and III are available on the ICAO MID website: (<http://www.icao.int/MID/Pages/MIDeANP.aspx>). However, the ICAO eANPs web-based platform is accessible through the ANP application under SPACE/iSTARS: (<https://portal.icao.int/space/anp/Pages/newanp.aspx#>)

6.2.9 The meeting reviewed and updated the list of MID eANP Focal Points as at **Appendix 6.2X**.

6.2.10 With respect to FIR Boundary Descriptions, the meeting noted that the MID eANP was published without the FIRs/UIRs boundary coordinates (Tables ATM I-1 *MID Region Flight Information Regions (FIRs)/ Upper Information Regions (UIRs)* and SAR I-1 *MID Region Search and Rescue Regions (SRRs)*). The publication of the FIR Boundary coordinates/descriptions necessitates bi-lateral/multi-lateral agreements between concerned States.

6.2.11 The meeting recalled that the MSG/5 meeting agreed that the Guidelines for the publication of FIR boundary points, at **Appendix 6.2X** should be taken into consideration for the publication of the FIR descriptions in the States' AIPs. The meeting reviewed the Draft Table ATM I-1 *MID Region Flight Information Regions (FIRs)/Upper Information Regions (UIRs)* at **Appendix 6.2X**, highlighting the inconsistencies between adjacent FIRs.

6.2.12 Based on the above the meeting agreed to the following MIDANPIRG Conclusion to replace and supersede MSG Conclusion 5/5:

***MIDANPIRG CONCLUSION 17/11: PUBLICATION OF FIR BOUNDARY POINTS***

*That, States be urged to:*

- a) *take into consideration the Guidelines at **Appendix 6.2X** for the description of their FIR boundaries;*
- b) *review the Table ATM I-1 *MID Region Flight Information Regions (FIRs)/Upper Information Regions (UIRs)* at **Appendix 6.2X** and coordinate with neighboring States, as appropriate, the definition of common boundaries; and*

- c) *provide the ICAO MID Regional Office with their updates and comments before 15 August 2019.*

6.2.13 The meeting reviewed and updated the MID eANP Volume III as at **Appendix 6.2X** and agreed to the following MIDANPIRG Conclusion:

***MIDANPIRG/17 CONCLUSION 17/12: AMENDMENT TO THE MID eANP VOLUME III***

*That, the amendment to the MID eANP Volume III at **Appendix 6.2X** is approved.*

***AIM matters***

***Implementation of Annex 15 (16<sup>th</sup> Edition) and PANS AIM***

6.2.14 The subject was addressed in WP/22 presented by the Secretariat. The meeting reviewed the outcome of the AIM SG/5 meeting held at the ICAO Middle East Regional Office in Cairo, Egypt, from 22 to 24 January 2019.

6.2.15 The meeting recalled that with the adoption of Amendment 40 to Annex 15 and the publication of the new PANS-AIM (Doc 10066), the AIM documentation was reorganized, as follows:

- a) high-level requirements are embodied in Annex 15;
- b) technical specifications and operating procedures are incorporated into the new PANS-AIM (Doc 10066) (approved by the ANC on 15 June 2018); and
- c) guidance material is developed to support implementation (Doc 8126; update in progress).

6.2.16 In order to support the implementation of the new AIS/AIM provisions in the MID Region; and as a follow-up to the Interregional PANS AIM Workshop (Paris, France, 10-12 July 2018), a Workshop on the 16<sup>th</sup> Edition of Annex 15 and the PANS AIM was conducted during the first day of the AIM SG/5 meeting.

6.2.17 The AIM SG/5 meeting discussed the changes introduced to the AIS/AIM provisions, the implementation challenges and States' experiences. The meeting also reviewed the Compliance Checklists for Annex 15 and PANS AIM, prepared by the ICAO Secretariat. The meeting commended the efforts of the Secretariat for the compilation of the Compliance Checklists and encouraged States to use them for the identification of changes and new provisions.

6.2.18 The meeting recalled that the MSG/6 meeting reviewed the outcome of the Inter-regional EUR/MID Workshop on PANS AIM and agreed to the following MSG Conclusion:

***MSG CONCLUSION 6/8: IMPLEMENTATION OF THE 16<sup>TH</sup> EDITION OF ANNEX 15 AND THE PANS AIM***

*That, States be urged to:*

- a) *take necessary actions on the implementation of the 16<sup>th</sup> Edition of Annex 15 and the PANS AIM, including:*
  - *updating AIS/AIM National Regulations;*

- *identification and notification of differences (EFOD and AIP GEN 1.7), if any;*
- *coordination with their AISPs to develop necessary operational procedures/practices in order to implement the provisions of Annex 15 and the PANS AIM;*

b) *provide feedback to the ICAO MID Office on the implementation of the 16<sup>th</sup> Edition of Annex 15 and the PANS AIM (Implementation Plan, difficulties/challenges, need for assistance, etc).*

6.2.19 The meeting urged States to implement the provisions of the MSG Conclusion 6/8, and provide feedback to the ICAO MID Office.

*Interregional Workshop/Seminar on AIM/SWIM*

6.2.20 As a follow-up action to the AN-Conf/13 Recommendation 3.1/1, the meeting agreed with the AIM SG/5 meeting that an Inter-regional Workshop/Seminar on AIM/SWIM should be organized in 2020-2021. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 17/13: INTERREGIONAL WORKSHOP/SEMINAR ON AIM/SWIM**

*That, an Interregional Workshop/Seminar on AIM/SWIM be organized in 2020-2021.*

*ICAO Roadmap for the transition from AIS to AIM*

6.2.21 The meeting noted that the ICAO Roadmap for the transition from AIS to AIM was developed by the AIS-AIM Study Group in 2009 and is no longer keeping pace with the developments. Furthermore, with the introduction of the ASBUs and the new provisions of Annex 15 and the PANS AIM, there is a need for a complete reshuffling of the Document. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 17/14: ICAO ROADMAP FOR THE TRANSITION FROM AIS TO AIM**

*That, ICAO consider the review/reshuffling of the Roadmap for the transition from AIS to AIM to keep pace with the developments.*

*MID Region AIM Implementation Roadmap*

6.2.22 The meeting reviewed the MID Region AIM Implementation Roadmap, as updated by the AIM SG/5 meeting as at **Appendix 6.2X**. It was agreed that the Roadmap needs further review/update. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 17/15: MID REGION AIM IMPLEMENTATION ROADMAP**

*That, the MID Region AIM Implementation Roadmap at **Appendix 6.2X** is endorsed.*

*Guidance for AIM Planning and Implementation in the MID Region (MID Doc 008)*

6.2.23 The meeting recalled that the Guidance for AIM implementation (MID Doc 008) was developed by the AIM Sub-Group. Taking into consideration the recent changes to the Global AIM Provisions, the MID Doc 008 needs critical review/update.

6.2.24 Based on the above, the meeting agreed to the establishment of an Ad-hoc Working Group to address the challenges associated with the implementation of digital datasets, develop a Regional Implementation Plan and review/update the MID Doc 008. Accordingly, the meeting agreed to the following MIDANPIRG Decision:

***MIDANPIRG DECISION 17/16: ESTABLISHMENT OF THE DIGITAL DATASETS IMPLEMENTATION AD-HOC WORKING GROUP (DDI AD-HOC WG)***

*That, the Digital Datasets Ad-hoc Working Group be:*

*a) established to:*

- address the challenges associated with the implementation of digital datasets;*
- propose Regional Implementation Plan for Digital Datasets; and*
- review/update the MID Doc 008; and*

*b) composed of:*

- Abdulla Hasan AlQadhi (Bahrain)*
- Moataz Abdel Aziz Ahmed (Egypt)*
- Rouhalah Salehi (Iran)*
- Mohammad Hussien Al Anezi (Kuwait)*
- Bassem Ali Nasser (Lebanon)*
- Mazen Mohammed Alshihri (Saudi Arabia)*
- Sorin Dan. Onitiu (UAE, Rapporteur)*
- Marek Franko (NG Aviation); and*
- ICAO MID Office*

***PBN Approach Charts – Transition From RNAV to RNP***

6.2.25 The subject was addressed in WP/25 presented by the Headquarters. The meeting was apprised of ICAO Circular 353 related to the transition from RNAV to RNP for the PBN Approach Procedure Charts Titles. The meeting noted that ICAO Headquarters has developed a global plan to harmonize the transition to the new PBN Charts Titles. The meeting recalled that MSG/6 meeting endorsed a revised version of the MID Region PBN Implementation Plan (MID Doc 007) based on the outcomes of the PBN SG/3, CNS SG/8 and ATM SG/4 meetings. The PBN Plan includes the MID Region Roadmap for the transition to the new PBN Charts Titles to be completed by 8 September 2022.

6.2.26 The meeting requested the MID Office to coordinate with ICAO HQ for the provision of available data by **30 June 2019**. The meeting agreed that the PBN SG/4 meeting to review the template for the regional plan for the transition to RNP Charts developed by ICAO HQ and take action as appropriate.

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***AOP Matters***

6.2.27 The subject was addressed in WP/26, presented by the Secretariat.

***Airport Master Plan***

6.2.28 The meeting underlined that the Airport Master Plan is a document that presents the short-term (1-5 years), intermediate-term (6-10 years) and long-term (10-20 year) development/goals of an airport and is typically evaluated and updated every 5 to 10 years. It was recalled that new ICAO provisions on airport planning have been proposed to be included in Annex 14, Volume I and PANS Aerodromes, to support the provision of airport capacity enhancements.

6.2.29 The meeting noted that the Airport Master Plan Task Force (AMPTF) had been established by the Aerodrome Design and Operations Panel (ADOP) and tasked with a complete rewrite of the guidance contained in Doc 9184, Airport Planning Manual, Part 1 - Master Planning.

***A-CDM Implementation***

6.2.30 The meeting noted with concern the slow progress in the implementation of A-CDM and agreed that States should develop an action plan for the A-CDM implementation in line with the MID Air Navigation Strategy (according to the applicability area included in the MID Air Navigation Strategy).

6.2.31 The meeting recalled that a Questionnaire was circulated to States on 28 February 2019 (State letter Ref.: AN 5/23-19/072 refers) and urged States to complete the A-CDM questionnaire and send it to the ICAO MID Office no later than 31 May 2019.

6.2.32 The meeting highlighted that the ICAO MID Office will organize jointly with ACAO a Workshop/Seminar on A-CDM, 21-23 October 2019; and encouraged States and stakeholders to actively participate in this event. The meeting noted with appreciation that Eurocontrol would support the A-CDM Workshop/Seminar.

***Airspace Management issues***

6.2.33 The subject was addressed in WP/27 presented by the Secretariat.

***ATS ROUTE NETWORK***

6.2.34 The meeting recalled that the MSG/6 meeting reviewed and endorsed the Terms of Reference (TORs) of the MID Route Development Working Group (MID RDWG) at **Appendix 6.2X**, as well as the MID Region ATS Route Catalogue through MSG Decision 6/12 and MSG Conclusion 6/13, respectively.

6.2.35 The meeting recognized that the main objective of the MID RDWG is to enhance the cooperative approach between States and stakeholders to avoid duplication of efforts related to the improvement of the ATS Route Network at National and cross-border levels. Accordingly, the meeting urged States and airspace users to use the MID RDWG as the main platform to facilitate bilateral and multilateral coordination related to the improvement of the ATS Route Network and airspace management in the MID Region.

6.2.36 The meeting noted that the MID Region ATS Route Catalogue (available on the ICAO MID Website <https://icao.int/mid>) includes the Airlines' ATS route proposals presented, in a prioritized manner with their associated benefits, for consideration by States to enhance the ATS Route Network.

6.2.37 Based on the above the meeting agreed to the following MIDANPIRG Conclusion:

***MIDANPIRG CONCLUSION 17/17: MID RDWG AND MID REGION ATS ROUTE CATALOGUE***

*That, States be urged to:*

- a) *use the MID Route Development Working Group (MID RDWG) as the main platform to facilitate bilateral and multilateral coordination related to the improvement of the ATS Route Network and airspace management in the MID Region; and*
- b) *review the MID Region ATS Route Catalogue and take actions related to the implementation of the ATS proposals relevant to their FIRs.*

6.2.38 The meeting noted that the Fourth meeting of the Advanced Inter-Regional ATS Route Development Task Force (AIRARD TF/4) will be held concurrently with the Asia/Pacific (APAC) ATM SG/7 meeting at the ICAO APAC Regional Office in Bangkok, Thailand from **05 to 07 August 2019**. The meeting recalled that the AIRARD TF was established by the ICAO APAC, EUR/NAT and MID Regions to discuss, coordinate and improve the inter-regional aspects of the ATS route network and ATM issues at the interfaces of the three ICAO Regions. Accordingly, the meeting encouraged States to actively participate in the AIRARD TF/4 meeting.

***Outcome of the India/Oman/UAE/IATA Collaborative Operational Enhancement Meeting***

6.2.39 The subject was addressed in WP/37 presented by UAE. The meeting was apprised of the outcome of the meeting between India, Oman, UAE and IATA that was hosted by the UAE on the 28 February 2019. The main objectives of the meeting were to:

- a) discuss common ATM challenges and ways of collaboration in order to solve and improve air traffic flow over the Arabian Sea/Indian Ocean.
- b) provide collaboration opportunities to ATS providers and airspace users over the Arabian Sea/Indian Ocean.
- c) ensure that future traffic growth is sustainable and demand is accommodated.

6.2.40 The meeting commended the three States for the initiative and their efforts to enhance the traffic flow at the interface between the ICAO Asia/Pacific and MID Regions.

6.2.41 The meeting invited States and IATA to work under the framework of the MID RDWG, which should present updates to the ATM SG that would agree on follow-up actions, as required to support implementation.

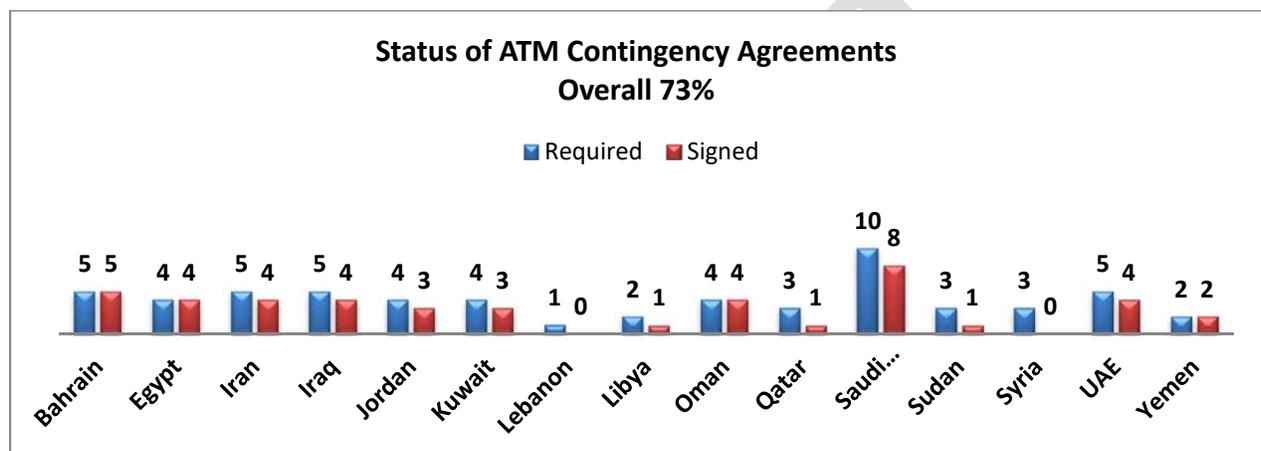
**Contingency Planning**

6.2.42 The subject was addressed in WP/29 presented by the Secretariat.

6.2.43 The meeting recalled that the MSG/6 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.

6.2.44 The MSG/6 meeting through MSG Conclusion 6/15 agreed that the above requirement should be included in the MID eANP, Volume II Part IV under Specific Regional Requirements. The meeting noted that the proposal for amendment was circulated and approved on 8 April 2019.

6.2.45 The meeting reviewed and updated the status of the signed contingency agreements between adjacent ACCs as at **Appendix 6.2X**, which is reflected in the **Graph 1** below:



**Graph 1**

6.2.46 The meeting noted that some airspace users continue to circumnavigate Damascus, and Tripoli FIRs and Yemen Airspace due to the conflict zones.

6.2.47 Several Contingency Coordination Teams (CCTs) have been established in accordance with the MID Region ATM Contingency Plan, which provided a forum for sharing information, identifying the challenges and implementation of contingency measures/routes ensuring the safety of air traffic during contingency situations. The MID Region ATM Contingency Plan (MID Doc 003) is available on the ICAO MID Website: [https://portal.icao.int/RO\\_MID/Pages/MIDDocs.aspx](https://portal.icao.int/RO_MID/Pages/MIDDocs.aspx)

6.2.48 The meeting commended States and Stakeholders for their commitment and excellent cooperation that ensured the success of the Contingency Coordination Team (CCT) framework.

6.2.49 The meeting recalled that the MSG/6 meeting, through Decision 6/14, established the 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 of the 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 ATM experts from Bahrain, Iran, Iraq, Kuwait, Oman, Qatar, Saudi Arabia, UAE, AACO, IATA and ICAO.

6.2.50 The meeting noted with appreciation that a recovery Plan for the normalization of traffic operation through Baghdad FIR has been successfully implemented since 29 November 2017 with continuous enhancements.

6.2.51 The meeting was apprised of the outcome of the First ATM Contingency Coordination Meeting for Syria (Amman, Jordan, 10-11 March 2019), which was held based on the decision of the CCT for Syria considering the information received that some airlines might resume operation through Damascus FIR.

6.2.52 The meeting urged States to complete the signature of the contingency agreements with their adjacent States, if not yet done so; and continue their effective support to the contingency planning activities.

*Disruption of Air Traffic Flow caused by Pakistan airspace closure on the UAE Air Traffic*

6.2.53 The subject was addressed in WP/43 presented by UAE. The meeting was apprised of the impact of the Pakistan Airspace closure on air traffic flow within Emirates FIR since 27 February 2019 despite that UAE is not an immediately adjacent State to Pakistan.

6.2.54 The meeting noted that under normal circumstances, Pakistan's airspace serves as an important crossroad between Europe and Northern India/South East Asia. After the airspace closure on 27 February 2019 and due to the difficulties of overflying Chinese Territory, most flights were rerouted South of Pakistan through Muscat and Mumbai FIRs; this caused the demand to drastically exceed the available capacities on the day of disruption, requiring immediate implementation of flow measures to balance traffic to a manageable level.

6.2.55 The initial flow measures were implemented with immediate effect in response to the unexpected rise of traffic numbers by the directly affected FIRs. These flow measures comprised miles-in-trail combined with routing restrictions for flights depending on their destination. This caused further delays at upstream FIRs. In the UAE, these measures led to a situation of lower predictability for operations.

6.2.56 The immediate impact to the UAE following the Pakistan airspace closure was an increase in air traffic re-routing through UAE airspace peaking at 85 flights on the 28 of February 2019 and averaging out to 35 flights a day by 9 March 2019.

6.2.57 Furthermore, many flights departing from the UAE were subject to flow measures causing a substantial increase of the ground delay, spiking from 76 hours on 28 February 2019 to 162 and 154 hours on 1 and 2 March 2019, respectively.

6.2.58 In the days following the closure of Pakistan airspace, the flow measures were revised by the directly affected FIRs and communicated through NOTAM. The CCT shared some additional information in a timely manner.

6.2.59 Overall, the on-ground pre-departure time (off-block-time until actual take-off time) in the UAE has increased substantially in response to the contingency flow measures. The total daily average for the week prior to the airspace closure accounted for about 91 hours. This grew by about 60 hours totalling to 155 hours daily in the week following the airspace closure. In the subsequent week, the total daily average was still about 50 hours higher than before the airspace closure totalling to 145 hours per day.

6.2.60 The current contingency measures are imposed on a portion of the directly affected FIRs which, while locally effective, are a prolongation of the increased strain on upstream FIRs. This is limiting the efficiency of the network. The tactical adjustments of these flow measures in particular reduce predictability in the upstream FIRs and consequently increase the workload on operational staff and reducing utilisation of available airspace capacity.

6.2.61 Tactical re-routings and the allocation of non-economical flight levels as advised by NOTAM have reduced predictability to airspace users and made them carry extra fuel, which increases their costs. As an example, Emirates Airlines on the 19<sup>th</sup> of March added a total of 187 tonnes of extra fuel to flights to compensate for the unpredictability. The extra fuel causes substantial additional fuel burn with adverse effects on the environment. In addition, the current flow measures degraded the on-time performance for flights. Etihad Airways as an example reports a reduction from 88% before the disruption to now 41% on average.

6.2.62 The immediate and swift response to the disruption by the directly affected FIRs implementing flow measures in the short term is commendable and exemplary.

6.2.63 Due to the prolonged nature of the disruption, the collaboration between stakeholders is recommended in order to increase the effectiveness and efficiency of the measures undertaken with the objective of maximising the utilisation of the capacity. This collaboration requires the involvement of all stakeholders affected directly and indirectly by the disruption, specifically all major contributors to the traffic flow.

6.2.64 As the end of the disruption is not in sight and the situation is stabilising, the currently implemented flow measures do not guarantee enough predictability for planning by ANSPs and airspace users. However, increasing predictability requires collaboration at an inter-regional level to manage effective and efficient flow measures that assure predictability and improve network-wide efficiency.

6.2.65 It was advisable that the affected States agree to urgently collaborate on the implementation of guidelines identifying flow measures that progressively respond to excessive demands as required, but also release constraints in times with reduced traffic. The dynamics of how the flow measures are applied need to be transparently communicated.

6.2.66 The guidelines should be complemented by daily reviews and revisions of the flow measures as required to improve the effectiveness and to spread unavoidable delay in an equitable and manageable level with better planning for all stakeholders.

6.2.67 The progressive measures should be temporary until enhanced guidelines have collaboratively been developed and agreed.

#### Regional Collaboration for Managing Contingency Situations

6.2.68 The subject was addressed in WP/47 presented by Oman. The meeting was apprised of the actions being undertaken by Oman to deal with Pakistan and Afghanistan airspace closure and the need for further regional collaborative effort in managing contingency situations to ensure minimum disruption to 'normal' air transport operations

6.2.69 The meeting noted that on 27 February 2019 more than 480 flights rerouted through the Muscat FIR due to the closure of Pakistan and Afghanistan, resulting in airspace congestion particularly within Muscat FIR.

6.2.70 The meeting noted with appreciation that Oman is fully committed to take all necessary actions for safety, regularity and efficiency of aircraft operation within Muscat FIR in all circumstances.

6.2.71 As a direct result of Pakistan and Afghanistan airspace closure, Oman witnessed a significant increase in traffic, reaching up to +32% in a day, and all traffic to/from Mumbai FIR concentrated on RASKI (L301).

6.2.72 Oman carried out a safety risk assessment and applied contingency measures to manage the daily traffic and accommodate the additional flights. The measures varied from tactical rerouting, change of route direction, reduced separation and Flight Level Allocation Scheme. It achieved an acceptable balance between the air traffic demands and the air navigation system capacity.

6.2.73 The following are the main challenges that accompanied the management of the situation:

- Observations on the level of adherence to the published contingency measures.
- Capacity limitations due to limited surveillance and communication infrastructure over oceanic airspace adjacent to Muscat FIR.
- Restrictions to utilize the airspace due to several conflict zones within a relatively small geographical area.
- Unilateral and/or short noticed changes of published information related to airspace and route availability that impacted neighbouring FIRs.

6.2.74 On the other hand, it was highlighted that the outstanding level of coordination and collaboration between the States, ANSPs, ICAO and IATA and the majority of the airlines through Pakistan CCT facilitated the smooth flow of information and helped in addressing operational challenges.

6.2.75 It is known that, in addition to the existing situation, which Oman has been facing, since June 2017, with the implementation of a contingency plan for Qatari registered aircraft and the provision of access through contingency ATS routes (North/ South), which cross major flows of traffic along the existing ATS route network (East/ West); the Pakistan contingency measures have different objectives, resulting in several intersecting tracks and overlapping traffic streams within Oman's airspace.

6.2.76 The challenge is not only to decrease congestion, but also to keep the highest safety levels as traffic increases within Oman's airspace. Therefore, appropriate short and medium term measures should be taken to relieve the pressure of airspace congestion.

6.2.77 The meeting commended the involved States and the CCT for their immediate and swift response to the disruption and agreed to the following MIDANPIRG Conclusions:

***MIDANPIRG CONCLUSION 17/18: SAFETY ASSESSMENTS DUE TO CONTINGENCY WITH IMPACT ON ATS ROUTE NETWORK***

*That,*

- a) *Bahrain, Iran, Oman, Qatar and UAE be urged to provide the outcomes of their safety assessment of the contingency routes and/or changes to the ATS Routes Network to the ICAO MID Office by 15 June 2019, as well as the relevant data for the analysis of the disruption and its impact to the network;*

- b) *the ATM SG/5, with the MIDRMA support, carry out analyses of the data/inputs received from States to identify the challenges and agree on necessary measures to mitigate any safety risk; and*
- c) *conduct a lessons-learned session during the ATM SG/5 meeting with the participation of affected stakeholders reviewing the impact of the disruption to the network, allowing all stakeholders to present their views and feedback.*

***MIDANPIRG CONCLUSION 17/19: ENHANCED FRAMEWORK FOR THE MID CCTS***

*That,*

- a) *States intending to restrict traffic or close all or part of their airspace be urged to consider adequate time before affecting the required change to minimize traffic disruption;*
- b) *States, under the framework of the CCT, in coordination with airspace users, agree on interim guidance with a progressive set of flow measures to address the current Air Traffic Flow disruption caused by the closure of Pakistan airspace; and*
- c) *the ATM SG/5:*
- i. *develop guidelines on how extended disruptions in the network are to be managed in a balanced manner; and*
  - ii. *enhance the notification and coordination process of contingency operations in the frame of the MID CCT, particularly for:*
    - *consistency of interrelated contingency information promulgated by more than one State; and*
    - *agreement on recovery plan for each contingency situation.*

***Civil/Military Cooperation and Flexible Use of Airspace***

6.2.78 The meeting was apprised of the outcome of the ACAC/ICAO Civil/Military Workshop (Algiers, Algeria, 26-28 March 2018) organized jointly by ACAC and ICAO (EUR/NAT and MID Regional Offices). The meeting encouraged States to implement the recommendations at **Appendix 6.2X** emanating from the Workshop. The Workshop documentation is available on the ICAO MID Website: <https://www.icao.int/MID/Pages/2018/ACAC-ICAO%20Civ-Mil%20WS.aspx>

6.2.79 The 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 cooperation and Flexible Use of Airspace (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

6.2.80 The meeting agreed 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 new ICAO Doc on CIV/MIL Cooperation and EUR Doc 032. Accordingly, the meeting agreed to the following MIDANPIRG Decision:

***MIDANPIRG DECISION 17/20: MID REGION GUIDANCE MATERIAL ON CIVIL/MILITARY COOPERATION AND IMPLEMENTATION OF FUA CONCEPT***

*That, the ATM SG/5 develop draft 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, to be coordinated with States before presentation to MIDANPIRG for endorsement.*

***Outcome of the ATFM TF/2 and FWC2022 TF/2 Meetings***

6.2.81 The subject was addressed in WP/28 presented by the Secretariat. The meeting noted that the Terms of References of both Task Forces were developed by the ATM SG, reviewed by the ATFM TF/1 and FWC2022 TF/1 meetings and endorsed by MSG/6 meeting.

6.2.82 The meeting noted with appreciation that the ATFM TF and FWC2022 TF have been thankfully supported by Brazil, India, FAA, ACAO, AEROTHAI, CANSO, EUROCONTROL and IATA.

6.2.83 The meeting was apprised of the outcomes of the ACAO/ICAO ATFM Workshop (17 – 18 March 2019), ATFM TF/2 and FWC2022 TF/2 meetings, which were thankfully hosted by the Arab Civil Aviation Organization (ACAO) in Casablanca, Morocco from 17 to 20 March 2019.

6.2.84 The meeting encouraged States to implement the Recommendations emanating from the ACAO/ICAO ATFM Workshop (Casablanca, Morocco, 17 – 18 March 2019) at **Appendix 6.2X**. The meeting agreed that the Recommendations should be considered during the development of the ATFM CONOPS.

6.2.85 The meeting, based on the analysis of the survey results carried out by the ATFM TF, recognized that the MID Region is still in the first steps related to the establishment of ATFM capabilities. Accordingly, the meeting agreed that raising awareness related to ATFM and qualifying ATFM Specialists should be given high priority.

6.2.86 The meeting agreed with the ATFM TF/2 meeting that the Multi-Nodal Concept should be applied for the MID Region as a first phase, which would be evolved to a centralized ATFM system in the future. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

***MIDANPIRG CONCLUSION 17/21: MULTI-NODAL ATFM SOLUTION FOR THE MID REGION***

*That,*

- a) the Multi-Nodal Concept be implemented in the MID Region, as a first phase, which would be evolved to a centralized ATFM system in the future; and*
- b) the ATFM Task Force develop the ATFM Concept of Operations for MID Region, accordingly.*

6.2.87 It was highlighted that for the Asia Pacific Multi-Nodal project; three documents have been prepared and agreed upon: CONOPS, Regional Framework and Common Operating Procedures, which would be used as basis for the development of the MID Region ATFM Documentation.

6.2.88 The meeting agreed to the Action Plan at **Appendix 6.2X** for the implementation of ATFM in the MID Region that includes the following six (6) Key Activities:

Key Activity 1: Agreement on the ATFM Regional Framework

Key Activity 2: Development of Draft CONOPS

Key Activity 3: Development of ATFM Regional Framework and draft Common Operating Procedures based on the agreed CONOPS

Key Activity 4: Implementation of the MID ATFM Regional Framework and Common Operating Procedures

Key Activity 5: Post Implementation Review of the MID ATFM Regional Framework

Key Activity 6: Training and raising awareness related to ATFM.

6.2.89 Based on the above the meeting agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 17/22: ACTION PLAN FOR THE IMPLEMENTATION OF ATFM IN THE MID REGION**

*That,*

- a) the Action Plan for the implementation of ATFM in the MID Region at **Appendix C** is endorsed; and*
- b) States and Stakeholders to support the work of the ATFM Task Force and implement the actions relevant to them.*

6.2.90 The meeting agreed that raising awareness, training and building States' capabilities related to ATFM should start the soonest possible and it is a continuous process.

6.2.91 The meeting emphasized that the agreed deadlines/timelines are very tight. However, they are crucial for the establishment of regional ATFM Framework in a timely manner. Accordingly, the meeting urged States and Organizations to maintain to the extent possible the same ATFM Focal Points and the designated Members of the ATFM Task Force to ensure continuity and effectiveness.

6.2.92 The meeting noted that the FWC2022 TF/2 meeting recognized the need for an effective coordination process between all stakeholders during special and major events.

6.2.93 The meeting noted that the projected traffic to Qatar would reach 2000 movements per day during the FWC2022. Qatar has been working on making available the needed ground capacity. However, it was highlighted that diverting to airports in proximity to Doha might be required due to unforeseen circumstances such as weather, emergency, etc. Accordingly, the meeting agreed that this requires setting up a collaborative contingency procedure to cope with unforeseen circumstances.

6.2.94 The meeting recognized that the MID Region may not be able to accommodate the expected increase in traffic during the FIFA World Cup 2022 without introducing improvements to the

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current ATS route structure and airspace management; increasing capacity and implementation of collaborative air traffic flow measures.

6.2.95 Based on the above, the meeting agreed that the MIDRMA to conduct assessment to the MID Region airspace structure based on the expected traffic movement from 1 November to 31 December 2022, in order to identify the peak periods, hotspots, bottle necks, etc. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

***MIDANPIRG CONCLUSION 17/23: ASSESSMENT OF THE AIRSPACE STRUCTURE  
BASED ON THE EXPECTED TRAFFIC MOVEMENT  
FROM 1 NOVEMBER TO 31 DECEMBER 2022***

*That, the MIDRMA assess the MID Region airspace structure based on the expected traffic movement during FWC2022 to identify peak periods, Hotspots, Bottle necks, etc. based on the FPL/traffic data provided by Qatar.*

6.2.96 The meeting agreed that a FWC2022 Roadmap should be developed to include procedures and an action plan to address the issues associated with the expected increase of traffic during the FIFA World Cup 2022 and other major events, which would have significant impact on the traffic within and outside the MID Region. An action on the conduct of safety assessment(s) should be included for the agreed scenario(s).

6.2.97 The meeting agreed to the actions to be achieved before the FWC2022 TF/3 meeting as at **Appendix 6.2X**.

***Radar Longitudinal Separation***

6.2.98 The meeting reviewed the implementation status of radar longitudinal separation in the MID Region as at **Appendix 6.2X**. The meeting urged States to take necessary measures to expedite the implementation of 20 NM radar longitudinal separation to be further reduced to 10 NM and provide feedback to the ICAO MID Office.

***SIDs and STARs New Phraseologies***

6.2.99 The 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-phra-seologies.aspx](http://www.icao.int/airnavigation/sidstar/pages/changes-to-sid_star-phra-seologies.aspx).

6.2.100 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.

6.2.101 The meeting reviewed and updated the status of implementation of **SIDs and STARs** new phraseologies in the MID Region as at **Appendix 6.2X**.

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***MID Region High Level Airspace Concept***

6.2.102 The meeting recalled that the MID Region High Level Airspace Concept was endorsed by MIDANPIRG/15 as MID Doc 004. The objective of the High Level Airspace Concept is to consolidate the ATM operational requirements agreed upon by MIDANPIRG, in order to provide a generic set of characteristics to be applied by States, which would support the harmonization of the ATM operations in the MID Region.

6.2.103 The meeting noted that the MID Doc 004 needs amendment to reflect the latest developments, in particular the outcome of the MSG/6 and MIDANPIRG/16 and 17 meetings. Accordingly, the following MIDANPIRG Decision is proposed for the meeting consideration:

***MIDANPIRG DECISION 17/24: AMENDMENT OF THE MID REGION HIGH LEVEL AIRSPACE CONCEPT (MID DOC 004)***

*That, the ATM SG/5 review and prepare a revised version of the MID Region High level Airspace Concept (MID Doc 004) taking into consideration the latest developments, in particular the outcome of MSG/6 and MIDANPIRG/16 and 17 meetings, for presentation to MIDANPIRG/18.*

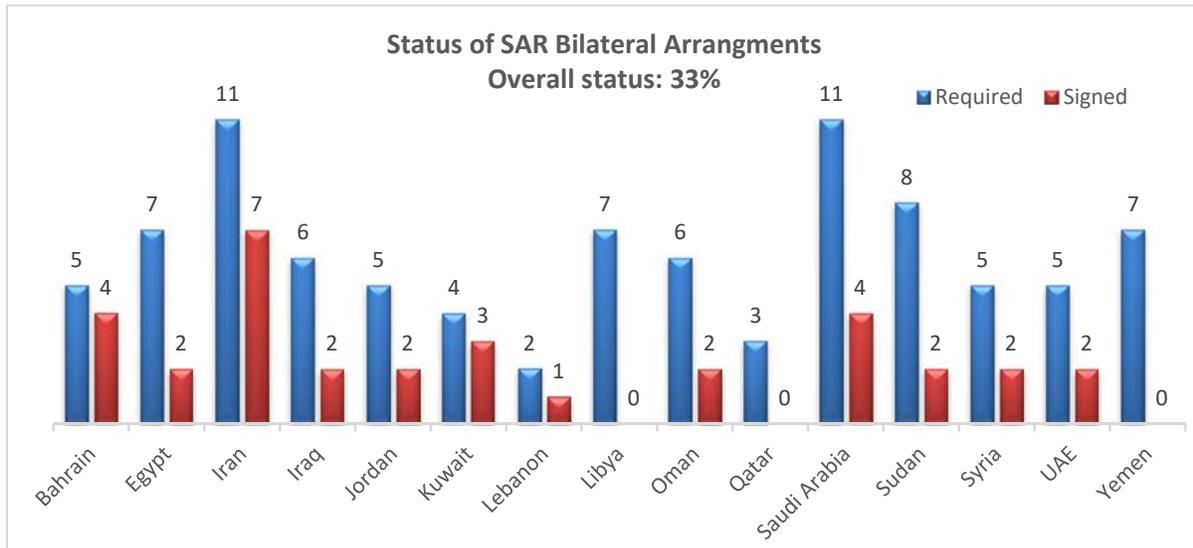
***Search and Rescue (SAR)***

6.2.104 The subject was addressed in WP/30 presented by the Secretariat. The meeting noted that the SAR main USOAP-CMA 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.

6.2.105 The meeting reviewed and updated the status of SAR bilateral Arrangements as at **Appendix 6.2X**, which is also reflected in the following **Graph 2**:

6.2-17

**Graph 2**

6.2.106 The meeting recalled that based on the success of the ICAO AFI/APAC/MID Regional and Inter-regional SAR Workshop (Mahe, Seychelles, 19 - 22 July 2016), it was agreed to organize the SAR Inter-Regional Workshop between the 4 ICAO Regions on bi-annual and on rotation basis between the Regions. In this respect, the meeting encouraged States (Regulators, ANSPs and Military) to participate in the Inter-Regional Workshop, which is tentatively planned to be held in Salalah, Oman, from 15 to 18 July 2019.

6.2.107 The meeting noted that the MSG/6 meeting reviewed and endorsed, through MSG Conclusion 6/23, the MID SAR Implementation Plan developed by the MID SAR Action Group (SAR AG), which is available on ICAO MID Office Website (<https://icao.int/mid>). The Plan includes guidance material to support States to comply with global and regional requirements for SAR provisions, 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 encouraged States to implement the provisions of the MID Region SAR Implementation Plan and approach the ICAO MID Office for any support required.

6.2.108 The 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>

6.2.109 The meeting reviewed and updated the list of SAR focal points in the MID Region as at **Appendix 6.2X**.

### *Aeronautical Fixed Services (AFS) Matters*

#### *SITA Type X Integration*

6.2.110 6.2.1 The subject was addressed in WP/31 presented by the Secretariat. The meeting noted that SITA Type X integration has been completed in the ICAO APAC, EUR/NAT and SAM Regions and the AFI Region is also progressing well. The SITA Type X integration date has been postponed several times in the MID Region and the transition could not be completed.

6.2.111 6.2.2 The meeting noted that the CNS SG/9 meeting agreed that the SITA Type X transition should not be impacted by bilateral specific issues to avoid any community impact, and agreed that States should:

- a) implement necessary measures to enable SITA integration in the MID Region as soon as possible;
- b) inform ICAO MID Office by 28 March 2019 about State's readiness to integrate SITA Type X;
- c) be informed by ICAO MID Office about States that are not ready for SITA Type X Integration (if any) by 1 April 2019;
- d) take necessary actions to avoid relaying messages through non-complied States; and
- e) use new routing tables published by MIDAMC by 10 April 2019.

6.2.112 The meeting agreed to activate the SITA Type X integration in the MID Region at 1100 UTC on 25 April 2019. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

***MIDANPIRG CONCLUSION 17/25: SITA INTEGRATION IN THE MID REGION***

*That, in order ensure seamless and efficient messages exchange within the MID Region and with other ICAO Regions, States are urged to complete SITA Type X Integration by 25 April 2019.*

6.2.113 The meeting noted that SITA Type X Transition Monitoring Cell (XTCM) will be formed for one week, from 25 April 2019 till 2 May 2019, on 24/7 basis, in collaboration with the MIDAMC Team and focal points from MID States; to monitor the network performance after the transition and resolve any problem in a timely manner. Moreover, a fall back procedure will be developed and circulated to States in due course.

6.2.114 The meeting reviewed and updated the list of XTCM focal points as at **Appendix 6.2XX**. Furthermore, the meeting urged States to monitor and report to the XTMC any network anomaly in a timely manner.

6.2.115 The meeting noted that Saudi Arabia requested to establish additional Regional Type X connection in the MID Region in Jeddah COM Centre, in order to improve the reliability and the availability of AMHS/SITA interconnection. The meeting was informed that SITA stated that Saudi Arabia's proposal would be discussed internally within SITA and it was expected to receive feedback by 31 March 2019.

***IWXXM Implementation and ROC Connectivity***

6.2.116 The meeting recalled that the Thirteenth ICAO Air Navigation Conference (AN-Conf/13) urged States to provide ICAO with their ICAO Meteorological Information Exchange Model (IWXXM) implementation plans before 2020, and requested ICAO to ensure that the IWXXM format is the only standard exchange format by 2026.

6.2.117 The meeting reviewed and updated the AMHS plan of the MID ROC connectivity plan at **Appendix 6.2XX**, to enable the exchange of OPMET data in the new format between the MID and EUR Regions.

6.2.118 The meeting was informed that most of the AMHS systems in the MID Region are capable to run the extended services and in particular the File Transfer Body Part (FTBP). The current communication systems used (AMHS) have the required capabilities to meet the performance requirements of exchanging XML-based messages in the MID Region. Furthermore, joining the CRV Network will reduce the complexity of the current mixed communication environment (AFTN/AMHS/CIDIN).

6.2.119 The meeting agreed to monitor the FTBP capability through the FICE Module Table in the MID eANP Vol III and to monitor the implementation of required communication infrastructure for the exchange of the XML-based messages (IWXXM, FIXM, AIXM,...etc.) over AMHS.

### ***Inter-regional Connections and Missing Messages***

6.2.120 The meeting recalled that MIDANPIRG/15, through Conclusion 15/30, urged States to refrain from establishing new AFTN and CIDIN connections at the International level, gradually phase out the current connections based on AFTN or CIDIN standards, and expedite their AMHS implementation.

6.2.121 The meeting noted that the majority of CIDIN connections within the MID Region have been removed and one CIDIN connection remains between Bahrain and Saudi Arabia. The inter-regional CIDIN links with Athens and Nicosia are pending SITA integration in the MID Region.

6.2.122 The meeting noted that, according to the MID Air Navigation Plan (MID ANP) VOL II, the following COM Centres are the entry/exit points with adjacent Regions:

- 1) Bahrain, Iran, and Oman are the entry/exit points with ASIA/PAC Region
- 2) Egypt and Saudi Arabia are the entry/exit points with AFI Region
- 3) Egypt, Kuwait and Lebanon are the entry/exit points with EUR Region

6.2.123 The meeting noted that Sudan requested to consider Khartoum COM Centre as a Main COM Centre and third gateway with the AFI Region. The meeting agreed that additional inter-regional connection with AFI Region could offer more channels for the Inter-regional communications. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

#### ***MIDANPIRG CONCLUSION 17/26: KHARTOUM COM CENTRE***

*That, in order to establish a third Gateway to the AFI Region, Khartoum COM Centre be changed to a main Centre.*

6.2.124 6.2.15 The meeting agreed that the MID Air Navigation Plan (MID ANP) VOL II table CNS-II should be updated to reflect the Conclusion 15/30 and fulfil the current needs. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

#### ***MIDANPIRG CONCLUSION 17/27: PFA TO THE MID ANP VOLUME II-CNS***

*That, a Proposal for Amendment to the MID ANP Volume II – Table CNS II-1 related to the Aeronautical Fixed Telecommunication Network Plan as at Appendix 6.2X be processed in accordance with the standard procedure, by 1 July 2019.*

6.2.125 The meeting noted the actions that have been taken by the ICAO MID Office in order to eliminate the missing messages in the MID Region. It was underlined that States should notify the airspace users and ATS Units in case of communication failure and no alternate links are available. Furthermore,

the meeting agreed to form a team from IATA, ICAO MID and the MIDAMC to coordinate and investigate missing messages, once reported.

6.2.126 The meeting noted that version 0.5 of the Routing Directory for AFTN and CIDIN Document in the MID Region was published in 2011 and does not include AMHS part. The meeting urged States to keep the routing tables up-to-date and to implement these routing tables. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

***MIDANPIRG CONCLUSION 17/28: AFTN/CIDIN/AMHS ROUTING TABLES***

*That, in order to eliminate the messages loop problem within the MID Region:*

- a) States be urged to keep the AFTN/CIDIN/AMHS Routing Tables; and*
- b) ICAO publish the updated version of the Routing Table for AFTN/CIDIN/AMHS in the MID Region by 1 July 2019.*

***CRV Project***

6.2.127 The meeting was apprised of the CRV activities. The meeting agreed that the MIDAMC STG/5 meeting be held in the fourth quarter of 2019 to address the pending issues related to the CRV project. The meeting will be attended also by the CRV service provider (PCCW Global). It was highlighted that MID States should negotiate the price as a team in order to get better offer.

6.2.128 6.2.20 The meeting urged States to participate actively in the upcoming MIDAMC STG/5 (SME CRV).

***AIDC/OLDI Implementation (B0-FICE)***

6.2.129 The meeting recalled that the MSG/6 meeting urged States to initiate communication for AIDC/OLDI connection taking into consideration the guidance material in the MID Doc 006 - *MID Region Guidance for AIDC/OLDI Implementation in the MID Region*. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

***MIDANPIRG CONCLUSION 17/29: UPDATE OF THE GUIDANCE FOR AIDC/OLDI IMPLEMENTATION IN THE MID REGION (MID DOC 006)***

*That, the ICAO MID Doc 006 - Guidance for AIDC/OLDI Implementation in the MID Region, Edition April 2019 is endorsed and be posted by the ICAO MID Office on the website.*

6.2.130 The meeting recalled the reasons for non-implementation of AIDC/OLDI and the associated recommendations developed based on the challenges identified related to AIDC/OLDI implementation in MID Region.

6.2.131 The meeting agreed to the establishment of an AIDC/OLDI Implementation Support Team composed of Subject Matter Experts (SMEs) to assist States facing difficulties for the implementation of AIDC/OLDI, as required.

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***CNS SG and MIDAMC STG Terms of Reference***

6.2.132            6.2.24 The meeting reviewed and updated the CNS SG and MIDAMC STG Terms of Reference (TORs) as at Appendices **6.2X** and **6.2X**, respectively. Accordingly, the meeting agreed to the following MIDANPIRG Decisions:

***MIDANPIRG DECISION 17/30:    TERMS OF REFERENCE OF THE CNS SG***

*That, the Terms of Reference of the CNS SG be updated as at **Appendix 6.2X***

***MIDANPIRG DECISION 17/31:    TERMS OF REFERENCE OF THE MIDAMC STG***

*That, the Terms of Reference and Work Programme of the MIDAMC STG be updated as at **Appendix 6.2X**.*

***Frequency Management Matters***

6.2.133            The subject was addressed in WP/32 presented by the Secretariat. The meeting noted that the Nineteenth World Radio Conference (WRC-19) meeting will be held in Sharm El-Sheikh, 28 October to 22 November 2019.

6.2.134            The meeting recalled that the ICAO position at **Appendix 6.2X** has been developed and coordinated with all States. The meeting urged States to support the ICAO Position on issues of concern to International Civil Aviation.

6.2.135            The meeting noted that the actual day-to-day coordination of frequency assignments is being undertaken by ICAO. The challenges in updating the ICAO global frequency database with accurate information and resolving frequency usage conflicts were highlighted.

6.2.136            The meeting agreed to establish a Frequency Management Ad-hoc Working Group composed of representatives from States (CAA and TRA) to, amongst others, support States in fulfilling ICAO Radio Frequency Spectrum Requirements, related to Frequency Management and Spectrum Strategy; develop MID Region frequency assignment plan, etc. The Frequency Management Ad-hoc Working Group is also expected to find solutions for the interference occurrences between MID States in a timely manner. Accordingly, the meeting agreed to the following MIDANPIRG Decision:

***MIDANPIRG DECISION 17/32:    FREQUENCY MANAGEMENT AD-HOC WORKING GROUP***

*That, the Frequency Management Ad-hoc Working Group be established with Terms of Reference as at **Appendix 6.2X**.*

***Surveillance matters***

6.2.137            The subject was addressed in WP/33 and WP/44 presented by the Secretariat and UAE, respectively. The meeting was apprised of the outcome of the Surveillance/MICA Workshop (26-28 February 2019) at **Appendix 6.2X**.

6.2.138 The meeting agreed that all Mode S Radars in the MID Region should support the SI/II code operation by developing a PfA to the MID ANP Vol II, CNS Specific Regional Requirements. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 17/33: PFA TO THE MID ANP VOLUME II- CNS SPECIFIC REGIONAL REQUIREMENTS**

*That, a Proposal for Amendment to the MID ANP Volume II – CNS Specific Regional Requirements be processed in accordance with the standard procedure to add the following requirement: “States should ensure that all Mode S Radars support SI/II code operation”.*

6.2.139 The meeting recalled that MIDANPIRG/15, through Conclusion 15/32, agreed that, the Eurocontrol Document “Requirements process for the coordinated allocation and use of Mode S Interrogator Codes in the ICAO Middle East Region” (Edition 1.02 dated August 2014), be used for the allocation of the Mode S IC Codes. The meeting agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 17/34: MID REGION PROCESS FOR MODE S IC CODES ALLOCATION**

*That, the Eurocontrol Document “Requirements process for the coordinated allocation and use of Mode S Interrogator Codes in the ICAO Middle East Region” (Edition 1.3 dated March 2019) at Appendix 6.2X, be used for the allocation of the Mode S IC Codes.*

6.2.140 The meeting reviewed and endorsed the MID Region Surveillance Plan. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 17/35: THE MID REGION SURVEILLANCE PLAN**

*That the MID Region Surveillance Plan is endorsed and be published as MID Doc 013.*

6.2.141 In order to monitor the Surveillance Implementation in the MID Region; the meeting reviewed and agreed to add the Surveillance Implementation monitoring table at Appendix 6.2XX developed by the CNS SG/9 to the MID ANP Vol III, and agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 17/36: MONITORING THE SURVEILLANCE IMPLEMENTATION**

*That, the Table at Appendix 6.2XX be added to the MID eANP Vol III for the monitoring of Surveillance implementation in the MID Region.*

6.2.142 The meeting was apprised of the advantages of advanced Radar Technologies (Mode S Radar, ADS-B/out, MLAT).

6.2.143 The meeting noted that UAE issued ADS-B/Out carriage Mandate as of 01 January 2020 for all commercial operators operating under IFR in the Emirates FIR. This will ensure that the separation could be provided on ADS-B acquired targets without the need for legacy radar reports.

6.2.144 The meeting noted that Radar Data sharing can be implemented to complement Radar coverage in areas that require procedural separation due to the unavailability of surveillance. Therefore, the meeting encouraged States to consider sharing of surveillance data to assist in filling surveillance gaps.

6.2.145 The meeting encouraged States to consider ADS-B implementation in accordance with the MID Region Surveillance Plan.

6.2.146 The meeting was informed that the first space based ADS-B system is in trial. The trial launched on 2 April 2019. The Space Based ADS-B could be beneficial where ground based ADS-B siting is not possible for security or geographical reasons (e.g. oceanic areas).

### **Cybersecurity**

6.2.147 The subject was addressed in WP/34 and WP/45 presented by the Secretariat and UAE, respectively. The meeting recalled that MSG/6 meeting agreed that the CNS SG/9 might develop detailed Terms of Reference for the ADSAG or Action Plan for the development of the MID Region ATM Data Security Plan.

6.2.148 In order to manage the ANS Cyber Security issues in the MID Region and assist/guide States in improving ANS systems' cyber resiliency; the meeting agreed that the ADSAG be renamed as ANS Cyber Security Working Group (ACS WG). Accordingly, the meeting agreed to the following MIDANPIRG Decision:

***MIDANPIRG DECISION 17/37: ANS CYBER SECURITY WORKING GROUP***

*That, the ATM Data Security Action Group be renamed ANS Cyber Security Working Group (ACS WG) with Terms of Reference as at **Appendix 6.2X**.*

6.2.149 The meeting recalled that, the MSG/6 meeting, through the Conclusion 6/34 agreed that a Cyber Security and Resilience Symposium be organized. The meeting was apprised that the Symposium will be held in Jordan, Amman, 15-17 October 2019. Accordingly, the meeting encouraged States to actively participate in the Cybersecurity & Resilience Symposium.

6.2.150 The meeting recalled that UAE developed and hosted the ATM Data Security Portal (ADCS) in order to strengthen the regional collective ability to detect and defend against malicious activities, by sharing information about adversaries and their behaviours. The meeting was apprised of the ADCS enhancements that have been recently done. The ADCS portal link is [www.adcsportal.ae](http://www.adcsportal.ae)

6.2.151 The meeting urged States to register and use the ADCS Portal. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion to replace and supersede the MSG Conclusion 6/33:

***MIDANPIRG CONCLUSION 17/38: ATM DATA CYBER SECURITY (ADCS) PORTAL***

*That,*

*a) the ADCS Portal be used as a prototype platform for ATM cyber security; and*

*b) States be encouraged to:*

*i. assign ADCS focal point(s) to register on the ADCS Portal;*

- ii. *provide feedback to the ADCS Admin by 1 November 2019 for further enhancements; and*
- iii. *share their experience related to cyber security, through the ADCS Portal.*

6.2.152 The meeting noted that UAE provided the Minimum Security Baselines (MSBs), which are seven volumes developed based on the ISO 27001 standards. These MSBs can be used for any ANSP system that requires data sharing and interconnectivity with other ANSPs or stakeholders.

6.2.153 The meeting agreed that the MSBs endorsed as the baseline security guidelines for the MID Region. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

***MIDANPIRG CONCLUSION 17/38: BASELINE SECURITY GUIDELINES FOR THE MID REGION***

*That, the Minimum Security Baselines (MSBs) is endorsed as the baseline security guidelines for the MID Region.*

6.2.154 The meeting encouraged States to develop and implement a clear and defined Cyber security/resilience strategy.

***MET matters***

***MET implementation in the MID Region***

6.2.155 The subject was addressed in WP/35 presented by the Secretariat providing an update on MET implementation in the MID Region, based on the outcome of the Seventh Meeting of the Meteorology Sub-Group (MET SG/7, Cairo, Egypt, 14-16 November 2017).

***Global developments***

6.2.156 The meeting was apprised of the global developments related to MET, in particular the requirement to exchange METAR and SPECI, TAF, SIGMET, AIRMET, Volcanic Ash Advisory (VAA), Tropical Cyclone Advisory (TCA) and Space Weather Advisory Information in XML/GML (applicable November 2020).

***SIGMET and Special Air-Report Tests***

6.2.157 The meeting noted the results of the SIGMET and Special Air-Report Tests conducted on 6 and 7 September 2017 for other phenomena and volcanic ash. All test messages were received at Regional OPMET Centre (ROC) Vienna from 2 States (Jordan and Sudan) while some test messages were received from 6 States (Bahrain, Egypt, Kuwait, Oman, Saudi Arabia and the United Arab Emirates). No test messages were received at ROC Vienna from 6 States (Iran, Iraq, Lebanon, Libya, Syria and Yemen); and therefore the meeting encouraged States to participate in the annual SIGMET and Special Air-Report Tests.

***ROC Jeddah and back-up ROC Bahrain***

6.2.158 The meeting noted that 9 out of the 15 MID States (60%; Iraq, Lebanon, Libya, Jordan, Oman, Qatar, Saudi Arabia, Sudan and United Arab Emirates) have implemented the OPMET exchange scheme that supports ROC Jeddah and back-up ROC Bahrain, while 4 States (Bahrain, Egypt, Iran and

Kuwait) have partially implemented this scheme and 2 States (Syria and Yemen) have not started implementation in this regard.

6.2.159 The meeting noted that the main implementation challenge was coordination needed in determining what OPMET data was needed from ROC Jeddah to meet the users' needs. This required knowledge of international flight destinations as well as alternate aerodromes along the routes for those operators' operations within their respective State. The ROCs needed this information in order to provide the States with relevant OPMET data from the MID Region and other Regions. Consequently, the meeting reiterated that States, that have not yet done so, should complete the implementation of the OPMET exchange scheme that supports ROC Jeddah and back-up ROC Bahrain.

#### IWXXM Implementation

6.2.160 The meeting noted that only 5 MID States responded to the IWXXM survey dated 10 April 2018 and concurred with MSG/6 that States, that have not yet done so, be urged to complete the IWXXM survey and provide their feedback to the ICAO MID Office as soon as possible in order to gather and analyse information on States' action plans for IWXXM implementation by the MID MET SG/8 meeting (1-3 July 2019, Cairo).

6.2.161 The meeting noted the availability of the '*Guidelines for the Implementation of OPMET data exchange using IWXXM*' provided by the Meteorology Panel (METP) Working Group on Meteorological Information Exchange (WG-MIE) for use by PIRGs as regional guidance material. The guidance was developed to assist States in the Regions in the implementation of IWXXM. Given the above, the meeting agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 17/39:      GUIDELINES                  FOR                  THE  
IMPLEMENTATION OF OPMET DATA  
EXCHANGE USING IWXXM**

*That, the Guidance for Implementation of OPMET data exchange using IWXXM at Appendix 6.2X is endorsed as MID Doc XX.*

6.2.162 The meeting agreed the terms of reference of the MID OPMET Bulletin Management Group (BMG) be updated to reflect the implementation of ROC Jeddah and back-up ROC Bahrain and implementation of IWXXM. Accordingly, the meeting agreed to the following MIDANPIRG Decision:

**MIDANPIRG DECISION 17/40:      UPDATE                  THE                  BMG                  TERMS                  OF  
REFERENCE**

*That, the Terms of Reference (TORs) of the Bulletin Management Group (BMG) be amended as at Appendix 6.2X.*

#### Wind Shear

6.2.163 The meeting noted that 8 States replied to the Questionnaire on Wind Shear warning/alert dated 21 February 2018. MSG/6 agreed that the replies provided by States on the Questionnaire could not effectively contribute to the identification of the Wind Shear warning/alerts requirement as the Questionnaire mainly focused on MET issues versus a safety perspective. Consequently, MSG/6 urged States to identify those International Airports, for which wind shear is a safety factor (based on the occurrences/incidents and statistics for the past 3 to 5 years); and inform the ICAO MID Office, in order to

include them in the applicability area for wind shear warning/alerts requirement (MSG Conclusion 6/36 refers). The meeting noted that only 4 States replied to the associated State Letter dated 18 February 2019 and urged States to respond to the ICAO MID RO as soon as possible.

6.2.164 In connection with the above, the meeting noted that, further to the MSG/6 meeting, wind shear was identified by the MID-ASRT/3 meeting as an emerging Risk; and through Draft Conclusion 3/1, the MID-ASRT/3 meeting urged States to provide the ICAO MID Office by end of March 2019 with the number of accidents, serious incidents and incidents, for the period 2015-2018; the safety data analysis, and associated safety recommendations related to the identified occurrence categories (including wind shear). As a follow-up action, the ICAO MID Office issued a State Letter dated 20 December 2018 for which 7 States replied indicating the number of wind shear incidents. This information was reported by States using their safety data analysis.

6.2.165 The meeting noted that the information provided was still not specific enough (e.g. which aerodromes these wind shear incidents occurred and details related to wind shear events) and therefore the meeting agreed that the appropriate groups (e.g. MET SG and ASRT) continue identifying whether wind shear is assessed to be a safety risk at specific airports; and if a wind shear system is necessary to deploy at these aerodromes.

6.2.166 Furthermore, the meeting noted that in selecting the appropriate wind shear system, it is important for States to know what wind shear types (e.g. microbursts due to convection) occur at their aerodromes. The meeting also recalled that the Manual on Low-Level Wind Shear (ICAO Doc 9817) could assist States in the selection of the appropriate wind shear system(s).

#### ***Collaborative Operational Enhancement Meeting Outcome (India/Oman/UAE/IATA)***

6.2.167 The subject was addressed in WP/37 presented by UAE. The meeting .....

6.2.168 The meeting ....

#### ***Disruption of Air Traffic Flow caused by Pakistan airspace closure on the UAE Air Traffic***

6.2.169 The subject was addressed in WP/43 presented by UAE. The meeting .....

6.2.170 The meeting ....

#### ***Surveillance sharing and enhancements***

6.2.171 The subject was addressed in WP/44 presented by UAE. The meeting .....

6.2.172 The meeting ....

#### ***ADSAG Developments***

6.2.173 The subject was addressed in WP/45 presented by UAE. The meeting .....

6.2.174 The meeting ....

***Regional Collaboration for Managing Contingency Situations***

6.2.175 The subject was addressed in WP/47 presented by Oman. The meeting .....

6.2.176 The meeting ....

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**REPORT ON AGENDA ITEM 6.3: AIR NAVIGATION DEFICIENCIES*****Review of Air Navigation Deficiencies***

6.3.1 The subject was addressed in WP/38 presented by the Secretariat. The meeting urged States to use the MID Air Navigation Deficiency Database (MANDD) for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies, including the submission of a specific Corrective Action Plan (CAP) for each deficiency. The meeting reiterated that a deficiency would be eliminated only when a State submit a formal Letter to the ICAO MID Office containing the evidence(s) that mitigation measures have been implemented for the elimination of this deficiency.

6.3.2 The meeting noted with concern that the majority of deficiencies listed in the MANDD have no specific Corrective Action Plan (CAP). The meeting urged States to implement the provisions of MIDANPIRG Conclusion 15/35 related to elimination of Air Navigation Deficiencies, in particular, the submission of a specific Corrective Action Plan (CAP) for each deficiency.

6.3.3 The meeting reviewed and updated the list of deficiencies in the AIM, AOP, ATM, CNS, SAR and MET fields as reflected in the MID Air Navigation Deficiency Database (MANDD) at: <http://www.cairo.icao.int>. The meeting noted that the total number of air navigation deficiencies recorded in MANDD is **108** deficiencies compared to **114** deficiencies approved by MIDANPIRG/16.

6.3.4 A quantitative analysis of the MID States' air navigation deficiencies is shown in the tables and graphs presented at **Appendices 6.3X** and **6.3X**.

6.3.5 The meeting highlighted the following:

- In the AOP field: the meeting agreed to remove the deficiencies reported against Egypt related to aerodrome certification after certifying Luxor and Borg El-Arab Airports. The total number of AOP deficiencies is nine (9) priority "A". Seven (7) deficiencies related to aerodrome certification; one (1) related to runway physical characteristics; and one (1) related to apron lighting. The lack of implementation of aerodromes' certification represents 80% of these deficiencies.
- In the AIM field: the meeting agreed to remove the deficiency reported against Saudi Arabia related to Pre-flight information service based on the information provided by Saudi Arabia. The total number of AIM deficiencies is forty-six (46); forty (40) priority "A" and six (6) priority "B". Seventeen (17) deficiencies related to eTOD; six (6) related to QMS; six (6) related to AIXM; six (6) related to WAC; three (3) related to pre-flight information services; three (3) related to AIP and aeronautical charts; three (3) related to AIRAC adherence; and two (2) related to WGS-84.
- In the ATM field: the meeting agreed to remove the deficiencies related to contingency planning reported against Oman and Yemen after signature with Saudi Arabia. The total number of deficiencies is twenty-four (24); fifteen (15) priority "A" and nine (9) priority "B". Eleven (11) related to the uncompleted signature of contingency agreements; Nine (9) related to the non-implementation of planned regional ATS Routes; and four (4) related to unsatisfactory reporting of large Height deviation (LHD) to the MIDRMA.

- In the CNS field: three (3) new deficiencies proposed by CNS SG/9 were added to the MANDDD. The total number of CNS deficiencies is five (5); two (2) priority “A” and three (3) priority “B”. Three (3) deficiencies are related to ATS Direct speech circuits, one (1) related to Inter-regional Communication link with ICAO EUR/NAT Region and one (1) for HF service.
- In the MET field: the total number of MET deficiencies is ten (10) priority “A” deficiencies. Six (6) related to QMS; and four (4) related to METAR, TAF, SIGMET and WAFS.
- In the SAR field: the total number of deficiencies is ten (10) priority “A”. Five (5) related to the lack of SAR provisions; and five (5) related to non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.

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**REPORT ON AGENDA ITEM 6.4: MIDANPIRG WORKING ARRANGEMENTS AND FUTURE WORK PROGRAMME**

***MIDANPIRG Working Arrangements***

6.4.1 The subject was addressed in WP/39 and WP/48 presented by the Secretariat and Qatar, respectively. The meeting recalled that the Fourth meeting of the MIDANPIRG/RASG-MID Coordination meeting (Bahrain, 25 September 2017) agreed that, in many cases, there is a need for an expeditious decision-making process (fast track, approval by passing, etc).

6.4.2 The MSG/6 meeting discussed the proposal of a Fast Track/Approval by passing procedure that requires the inclusion of the following paragraph in the MIDANPIRG Procedural Handbook:

*“In case an urgent follow-up action on an outcome from a MIDANPIRG subsidiary body is identified/needed, the ICAO MID Office may coordinate with the Chairperson(s) the approval by passing of the corresponding outcome, without waiting for the MIDANPIRG or MSG approval”.*

6.4.3 The meeting noted the following extract from the APANPIRG Procedural Handbook:

*“The Sub Groups would have the ability to agree, without further APANPIRG endorsement, any Conclusion or Decision (especially those concerning guidance to States in the implementation of ICAO SARPs) that does not have significant additional economic, environmental or political effects, which should be considered at a higher level at APANPIRG”.*

6.4.4 The meeting noted that the “Fast Track/Approval by Passing Procedure” was not supported by all States and some States supported the idea providing that it is implemented based on clear criteria and procedures for selecting the matters that requires approval by passing. Accordingly, the meeting agreed that States be invited to provide their feedback to the ICAO MID Office on the Fast Track/Approval by Passing Procedure by **15 August 2019** for presentation to the MSG/7 meeting, for appropriate action.

6.4.5 Based on the above the meeting agreed to the following MIDANPIRG Conclusion:

***MIDANPIRG CONCLUSION 17/42: FAST TRACK/APPROVAL BY PASSING PROCEDURE***

*That, States be invited to provide the ICAO MID Office, not later than **15 August 2019**, with their views and proposals related to Fast Track/Approval by Passing Procedure, for presentation to the MSG/7 meeting, for appropriate action.*

The meeting reviewed the MIDANPIRG Organizational Structure and agreed to dissolve the Air Navigation Systems Implementation Group (ANSIG). Accordingly, the meeting agreed to the following MIDANPIRG Decision:

***MIDANPIRG DECISION 17/43: DISSOLUTION OF ANSIG***

*That,*

*a) the Air Navigation Systems Implementation Group (ANSIG) is dissolved, and the*

*Terms of Reference of the MSG be updated, accordingly; and*

*b) the revised MIDANPIRG Organizational Structure at **Appendix 6.4X** is endorsed.*

6.4.6 The meeting raised concern about the absence of the current Chairman of MIDANPIRG for two consecutive meetings (MSG/6 and MIDANPIRG/17); and agreed to amend the MIDANPIRG Procedural Handbook to include the following:

*In case of absence of the Chairperson for two consecutive meetings, unless otherwise determined by special circumstances, the election of Chairperson should be included in the agenda of the second meeting for the election of a new Chairperson, unless otherwise decided by the meeting.*

6.4.7 The meeting agreed that the above should apply also to the MIDANPIRG Subsidiary bodies.

6.4.8 Based on the above, the meeting agreed to the following MIDANPIRG Decision:

***MIDANPIRG DECISION 17/44: CHAIRMANSHIP OF MIDANPIRG***

*That, the MIDANPIRG Procedural Handbook be amended to reflect the following:*

*“In case of absence of the Chairperson for two consecutive meetings, unless otherwise determined by special circumstances, the election of Chairperson should be included in the agenda of the second meeting for the election of a new Chairperson, unless otherwise decided by the meeting.”*

6.4.9 The meeting noted that the MSG is authorized to approve on behalf of MIDANPIRG, those Draft Conclusions/Decisions emanating from MIDANPIRG subsidiary bodies, which necessitate urgent follow-up action(s); however, there’s no established criteria/procedure to define the urgency. It was also highlighted that other criteria such as the nature of the subject addressed by the Conclusion/Decision (technical, operational, strategic, financial, etc) should be considered. Accordingly, the meeting agreed that the subject should be addressed by the MSG/7 meeting as part of the review/update of the MSG TORs and the MIDANPIRG Procedural Handbook.

***MIDANPIRG Future Work Programme***

6.4.10 The subject was addressed in WP/40 presented by the Secretariat. The meeting agreed that the MIDANPIRG TORs be reviewed by the MSG/7 meeting, taking into consideration the new PIRGs TORs expected to be approved by the ICAO Council by June 2019.

6.4.11 The meeting agreed that the MSG/7 meeting be held in April 2020. The venue will be the ICAO MID Office, unless a State is willing to host the meeting. The exact dates will be coordinated between the ICAO MID Office, the MIDANPIRG Chairpersons and eventually the hosting State.

***Proposals to Amend MIDANPIRG Handbook***

6.4.12 Based on all of the above, the meeting agreed that all the changes should be reflected in the MIDANPIRG Procedural Handbook (MID Doc 001) including the Terms of Reference (TORs) of MIDANPIRG and its subsidiary bodies. A new Edition of the MIDANPIRG Procedural Handbook should

be presented to the MSG/7 meeting for review before the formal endorsement by the MIDANPIRG/18 meeting. Accordingly, the meeting agreed to the following MIDANPIRG Decision:

***MIDANPIRG Decision 17/45:      New Edition of the MIDANPIRG PROCEDURAL  
HANDBOOK***

*That, the Secretariat consolidate a new Edition of the MIDANPIRG Procedural Handbook, for review by the MSG/7 meeting before the formal endorsement by the MIDANPIRG/18 meeting.*

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**REPORT ON AGENDA ITEM 7: DATES AND VENUE OF MIDANPIRG/18 & RASG-MID/8**

*Dates and Venue of MIDANPIRG/18 & RASG-MID/8*

7.1 The subject was addressed in WP/41 presented by the Secretariat. The meeting agreed that similar to the MIDANPIRG/17 and RASG-MID/7, the MIDANPIRG/18 and RASG-MID/8 meetings be organized concurrently in November 2020. The exact dates will be coordinated between the ICAO MID Office and the Chairpersons of both Groups.

7.2 With regard to the venue, the meeting ...

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**REPORT ON AGENDA ITEM 8: ANY OTHER BUSINESS*****Implementation of Team Resource Management in Air Traffic Management (ATM)***

8.1 The subject was addressed in WP/52 presented by Qatar. The meeting recognized that addressing human factors will bring safety improvements across all safety-related issues. Effective human performance is fundamental to operational safety in aviation and should not be considered in isolation but rather be integrated into all aspects of aviation including equipment and system design, procedures, training and competency. It was also highlighted that human performance should be addressed in future airspace concepts.

8.2 The meeting noted that the subject of changes in team roles and functions is one of the items that should be addressed in Team Resource Management (TRM) training of ATM personnel. Most of the training is aimed at individual controllers, be it in a simulator environment or during on-the-job training. It was highlighted that through TRM all available resources – people, equipment and information could be used in an optimal manner to enhance the safety and efficiency of Air Traffic Management.

8.3 The meeting noted that the main objectives of TRM for operational staff are the development of attitudes and behaviour, which will contribute to enhanced teamwork skills and performance in order to reduce teamwork failures as contributory factors in ATM related incidents and accidents. The benefits of TRM are considered to be enhanced Threat and Error Management capabilities, continuity and stability of teamwork, task efficiency, sense of working as a part of a larger and more efficient team, increased job satisfaction; and improved use of staff resources.

8.4 The meeting noted that TRM could be an element in selection, training and licensing of operational staff; accordingly situation awareness, decision making, communication, teamwork, leadership and stress management constitute the main subjects of TRM training.

8.5 Based on the above, the meeting agreed that the RSC/7 meeting explore the possibility of endorsing a new Safety Enhancement Initiative on TRM, with Qatar as the Champion. A Detailed Implementation Plan (DIP) related to this SEI should be presented by Qatar to the next RSC/7 meeting. As a start, the meeting agreed that a Workshop on TRM should be organized in 2020. Accordingly, the meeting agreed to the following Conclusions:

***RASG-MID CONCLUSION 7/11: SEI ON TEAM RESOURCE MANAGEMENT (TRM)***

*That, Qatar present a Draft SEI/DIP on Team Resource Management (TRM) for further review and consideration.*

***PIRG/RASG MID CONCLUSION 4: WORKSHOP ON TEAM RESOURCE MANAGEMENT (TRM)***

*That:*

- a) a Team Resource Management (TRM) Workshop be organized by ICAO in 2020 with a support from Qatar; and*
- b) States be encouraged to actively participate in this Workshop.*

8.6 The meeting noted that CANSO will support the TRM Workshop.

***Entry Visa issues***

8.7           The meeting noted with concern that many delegates from States and International Organizations were not able to attend many of the events organized by the ICAO MID Office (in the MID Office or hosted by States), due to the difficulties faced to obtain entry visa.

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