



ICAO MID

MIDANPIRG/19

Nineteenth Meeting of the Middle East Air Navigation
Planning and Implementation Regional Group

&

RASG-MID/9

Ninth Meeting of the Regional Aviation
Safety Group-Middle East

Riyadh, Saudi Arabia, 14 - 17 February 2022

MIDANPIRG/19 & RASG-MID/9-REPORT



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Report of the Nineteenth Meeting of the
Middle East Air Navigation Planning and Implementation Regional Group
and Ninth Meeting of the
Regional Aviation Safety Group-Middle East**

MIDANPIRG/19 & RASG-MID/9

(Riyadh, Saudi Arabia, 14 – 17 February 2022)

The views expressed in this Report should be taken as those of the Regional Planning and Implementation Group and not of the Organization. This Report will, however, be submitted to the ICAO Council and any formal action taken will be published in due course as a Supplement to the Report

Approved by the Meeting
and published by authority of the Secretary General

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PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Nineteenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group and the Ninth Meeting of the Regional Aviation Safety Group-Middle East (MIDANPIRG/19 & RASG-MID/9) were successfully held in Riyadh, Saudi Arabia from 14 to 17 February 2022.

2. OPENING

2.1 Mr. Mohamed Abubaker Farea, Regional Director, ICAO Middle East (MID) Regional Office opened the meeting and welcomed all the participants to the Nineteenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/19) and the Ninth Meeting of the Regional Aviation Safety Group-Middle East (RASG-MID/9). Mr. Farea thanked H.E. the President of the General Authority of Civil Aviation (GACA), Mr. Abdulaziz bin Abdullah Al-Duailej, for the generous hospitality. He extended ICAO's appreciation to all eminent colleagues in GACA for the warm welcome and excellent organization for these meetings.

2.2 Mr. Farea highlighted that in his capacity as the newly appointed Regional Director for the ICAO MID Region, assures his commitment to advance further and faster international air transport for the MID Region, with a vision to maintain the leading position of the Region and promote to the international aviation community current and future achievements and great ambitions that will be defined collaboratively with all Partners and Stakeholders.

2.3 Finally Mr. Farea reiterated that ICAO MID Regional Office will continue to play its important role to serve the Region and States at its best, aiming at firmly and quickly re-establishing international air transport to levels beyond those achieved prior to 2020; maintaining great work and safety performance, while greatly improving and promoting its recognition as a key driver of sustainable socio-economic development all over the world; and accompanying all stakeholders and Member States towards the new transformation and challenges, not limited to those defined in ICAO Strategic Objectives, also to address now and prepare the aviation of 2030 and beyond.

2.4 On behalf of H.E. Mr. Abdulaziz bin Abdullah Al-Duailej, the President of the GACA, Capt. Suliman S. Almuhamedi, Executive Vice President of Safety and Aviation Standards, welcomed all participants and thanked all delegates for their attendance. Capt. Almuhamedi reiterated Saudi Arabia's continuous commitment to support the implementation of ICAO's Strategic Objectives at the Global and Regional levels; and contribute to the enhancement of the civil aviation sector in the Region including the initiative of "No Country Left Behind" aiming to enhance safety, security, and efficiency of air navigation levels in countries where needed.

2.5 Finally, Capt. Almuhamedi wished all participants a pleasant stay in the city of Riyadh and successful meetings with productive and valuable deliverables that contribute to the development and improvement of the international and regional civil aviation sector.

3. ATTENDANCE

3.1 The meeting was attended by a total of One Hundred and Eighteen (118) participants who attended in person from ten (10) States (Bahrain, Egypt, Iran, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, and USA) and eight (8) International Organizations/Industries (ACAO, BOEING, CANSO, EUROCONTROL, GCC, IATA, IFALPA and IFATCA) in addition to the ICAO Secretariat. In addition to participants attending in person, Seventy Two (72) participants from ten (10) States (Bahrain, Egypt, Iran, Iraq, Jordan, Qatar, Saudi Arabia, Sudan, UAE & Yemen) and two (2) International Organizations/Industries (ACI & MIDRMA) attended online. The list of participants is at **Attachment A**.

OFFICERS AND SECRETARIAT

3.2 Mr. Adel Boresli, Chairperson of MIDANPIRG, and Mr. Jehad Faqir, Second-Vice Chairperson of RASG-MID chaired the meetings.

3.3 Mr. Mohamed Abubaker Farea, Regional Director, and Mr. Mohamed Smaoui, Deputy Regional Director acted as Secretaries of the meetings, supported by the following Regional/Technical Officers:

From the ICAO MID Office, Cairo:

Mr. Mashhor Alblowi	Regional Officer, Flight Safety
Ms. Muna Alnadaf	Regional Officer, Communication, Navigation and Surveillance
Mr. Mohamed Chakib	Regional Officer, Safety Implementation
Mr. Mohamed Iheb Hamdi	Regional Officer, Aerodromes and Ground Aids
Mr. Radhouan Aissaoui	Regional Officer, Information Management
Mr. Ahmad Amireh	Regional Officer, Air Traffic Management and Search and Rescue
Mr. Ahmad Kaveh	Regional Officer, Air Traffic Management

From the ICAO EUR/NAT Office, Paris:

Mr. Christopher Keohan	Regional Officer, Meteorology
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The meeting was also supported by the following team from ICAO Headquarters:

Mr. Martin Maurino	Technical Officer, Global Aviation Safety
Mr. Elie Elkhoury	Technical Officer, Airspace Management and Optimization
Mr. Ignancio Iglesia Figueroa	Head, Operations Unit, FOS, TCB
Ms. Rasha Haidar	Associate Administrative Officer, TCB
Mr. Herman Pretorius	Technical Officer, Safety ANB/SAF/PCI (attended virtually)

4. LANGUAGE

4.1 The discussions were conducted in English. Documentation was issued in English.

5. AGENDA

5.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda *(Plenary)*

Agenda Item 2: Global and Regional Developments *(Plenary)*

- 2.1 Review of action taken by the ANC on MIDANPIRG/18 and RASG-MID/8 Reports
- 2.2 Global updates related to COVID-19 including Outcomes from HLCC-2021
- 2.3 Regional update related to COVID-19 including RPTF, CRRIC, CAPSCA, iPACKs deployment, MID CART Implementation Plan and Plans of Actions, etc.

- 2.4 Regional Projects (MENA-RSOO, ARCM & MID-FPP)
- 2.5 MID Region statistics and forecasts

Agenda Item 3: Coordination between MIDANPIRG and RASG-MID (*Plenary*)

- 3.1 Follow-up on the PIRG/RASG MID Conclusions and Decisions
- 3.2 MID Region Safety priorities (Organizational issues and Operational and Emerging risks)
- 3.3 Air Navigation Subjects of interest to RASG-MID including RVSM operations and Monitoring
- 3.4 Safety Subjects of interest to MIDANPIRG

Agenda Item 4: RASG-MID Work Programme (*RASG-MID/9*)

- 4.1 Global Aviation Safety developments
- 4.2 Follow-up on the RASG-MID/8 Conclusions and Decisions
- 4.3 Outcomes of the ASRG/3 meeting
- 4.4 Outcomes of the SEIG/3 meeting
- 4.5 Outcomes of the ASPIG/3 meeting
- 4.6 Outcomes of the AIIG/1 meeting
- 4.7 RASG-MID Working Arrangements and Election of Chairpersons
- 4.8 Fourth Edition of the RASG-MID Procedural Handbook
- 4.9 Future Work Programme

Agenda Item 5: MIDANPIRG Work Programme (*MIDANPIRG/19*)

- 5.1 Global Air Navigation developments
- 5.2 Follow-up on MIDANPIRG/18 Conclusions and Decisions
- 5.3 MID Region Air Navigation priorities and targets
- 5.4 AIM
- 5.5 PBN
- 5.6 AGA-AOP
- 5.7 ATM-SAR
- 5.8 CNS
- 5.9 MET
- 5.10 Air Navigation Deficiencies
- 5.11 MIDANPIRG Working Arrangements and Election of Chairpersons
- 5.12 MIDANPIRG Procedural Handbook
- 5.13 Future Work Programme

Agenda Item 6: Dates and Venue of MIDANPIRG/20 & RASG-MID/10 (*Plenary*)

Agenda Item 7: Any other business (*Plenary*)

6. CONCLUSIONS AND DECISIONS – DEFINITION

6.1 The MIDANPIRG and RASG-MID record their actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States, or on which further action will be initiated by the Secretary in accordance with established procedures; and

- b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its Sub-Groups.

7. LIST OF CONCLUSIONS AND DECISIONS

<i>PIRG/RASG MID CONCLUSION 1:</i>	<i>HLCC RECOMMENDATIONS</i>
<i>PIRG/RASG MID CONCLUSION 2:</i>	<i>NATIONAL OLS IMPLEMENTATION FOCAL POINT</i>
<i>RASG-MID CONCLUSION 9/1:</i>	<i>SHARING OF THE NASP</i>
<i>RASG-MID CONCLUSION 9/2:</i>	<i>10TH ASR</i>
<i>RASG-MID CONCLUSION 9/3:</i>	<i>SHARING OF SAFETY DATA ANALYSIS</i>
<i>RASG-MID CONCLUSION 9/4:</i>	<i>SMIT HANDBOOK</i>
<i>RASG-MID CONCLUSION 9/5:</i>	<i>DEVELOPMENT OF NATIONAL AVIATION SAFETY PLAN (NASP) IN MID STATES</i>
<i>RASG-MID CONCLUSION 9/6:</i>	<i>RSA ON APRON MANAGEMENT</i>
<i>RASG-MID CONCLUSION 9/7:</i>	<i>QUESTIONNAIRE ON ESTABLISHING A PLATFORM FOR SHARING SAFETY RECOMMENDATIONS</i>
<i>RASG-MID DECISION 9/8:</i>	<i>TERMS OF REFERENCE OF THE AIIG</i>
<i>RASG-MID DECISION 9/9:</i>	<i>FOURTH EDITION OF RASG-MID PROCEDURAL HANDBOOK</i>
<i>RASG-MID DECISION 9/10:</i>	<i>CIVIL HELICOPTER OPERATIONS WORKING GROUP</i>
<i>MIDANPIRG CONCLUSION 19/1:</i>	<i>MID RVSM SMR 2021</i>
<i>MIDANPIRG CONCLUSION 19/2:</i>	<i>MID RVSM SMR 2022</i>
<i>MIDANPIRG CONCLUSION 19/3:</i>	<i>MID RAS UPGRADE PROJECT</i>
<i>MIDANPIRG CONCLUSION 19/4:</i>	<i>REPORTING OF GNSS RFI TO ITU</i>
<i>MIDANPIRG CONCLUSION 19/5:</i>	<i>WEB- BASED MID AIR NAVIGATION REPORT (2021)</i>
<i>MIDANPIRG CONCLUSION 19/6:</i>	<i>WEB- BASED MID AIR NAVIGATION REPORT (2022)</i>
<i>MIDANPIRG CONCLUSION 19/7:</i>	<i>UPDATED GUIDANCE FOR AIM PLANNING AND IMPLEMENTATION IN THE MID REGION (MID DOC 008)</i>

<i>MIDANPIRG CONCLUSION 19/8:</i>	<i>MID REGION AIM DATABASE (MIDAD)</i>
<i>MIDANPIRG CONCLUSION 19/9:</i>	<i>AIM CAPACITY-BUILDING ACTIVITIES IN 2022-2023</i>
<i>MIDANPIRG CONCLUSION 19/10:</i>	<i>CONDUCT OF A WORKSHOP ON CCO/CDO IMPLEMENTATION IN 2022</i>
<i>MIDANPIRG DECISION 19/11:</i>	<i>ESTABLISHMENT OF CCO/CDO AD HOC WORKING GROUP</i>
<i>MIDANPIRG DECISION 19/12:</i>	<i>ESTABLISHMENT OF THE MID REGION PBN IMPLEMENTATION PLAN AD HOC WORKING GROUP (PBN IP AD-HOC WG)</i>
<i>MIDANPIRG CONCLUSION 19/13:</i>	<i>PROPOSAL FOR AMENDMENT TO THE MID eANP VOLUME II, TABLE ATM II-MID-I: MID REGION ATS ROUTE NETWORK</i>
<i>MIDANPIRG CONCLUSION 19/14:</i>	<i>MID ATFM PLAN (V2.0)</i>
<i>MIDANPIRG DECISION 19/15:</i>	<i>TERMS OF REFERENCE OF THE ATFM TF</i>
<i>MIDANPIRG CONCLUSION 19/16:</i>	<i>ATFM IMPLEMENTATION</i>
<i>MIDANPIRG DECISION 19/17:</i>	<i>TERMS OF REFERENCE OF THE FWC 2022 TF</i>
<i>MIDANPIRG DECISION 19/18:</i>	<i>MID ATM CONTINGENCY PLANNING AD-HOC ACTION GROUP</i>
<i>MIDANPIRG DECISION 19/19:</i>	<i>MID CMC/FUA ACTION GROUP</i>
<i>MIDANPIRG DECISION 19/20:</i>	<i>HIGH LEVEL AIRSPACE CONCEPT ACTION GROUP (HLAC AG)</i>
<i>MIDANPIRG CONCLUSION 19/21:</i>	<i>REDUCED CHANNEL SPACING FOR VHF NAV</i>
<i>MIDANPIRG DECISION 19/22:</i>	<i>TOR OF THE FREQUENCY MANAGEMENT WORKING GROUP</i>
<i>MIDANPIRG DECISION 19/23:</i>	<i>RADALT ACTION GROUP</i>
<i>MIDANPIRG DECISION 19/24:</i>	<i>5G SAFEGUARDING MEASURES</i>
<i>MIDANPIRG CONCLUSION 19/25:</i>	<i>STATISTICS ON ADS-B EQUIPAGE LEVEL</i>
<i>MIDANPIRG DECISION 19/26:</i>	<i>MID Region Surveillance Plan</i>
<i>MIDANPIRG DECISION 19/27:</i>	<i>NEW EDITION OF THE MIDANPIRG PROCEDURAL HANDBOOK</i>

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

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

REPORT ON AGENDA ITEM 2: GLOBAL AND REGIONAL DEVELOPMENTS**2. Global and Regional Developments****2.1 Review of Action taken by the ANC on MIDANPIRG/18 and RASG-MID/8 Reports**

2.1.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting noted that the Air Navigation Commission (ANC) referred the MIDANPIRG/18 and RASG-MID/8 Report to its Working Group of the Whole for Strategic Review and Planning (WG/SRP). The WG/SRP reviewed the Report on 27 April 2021.

2.1.2 The WG/SRP commended the MID Region for the excellent quality of the regional reports and the progress made in the region. The discussion of the WG/SRP focused mainly on the followings:

- Coordination between MIDANPIRG and RASG-MID;
- RASG-MID activities and achievements;
- MIDANPIRG/18 activities and achievements; and
- Challenges and lessons learnt.

2.1.3 The meeting noted that the consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), covering the period from April 2020 to March 2021 was presented to the Council through C-WP/15197 (Council 223rd Session).

2.1.4 It was noted that all regional PIRG and RASG meetings during this reporting cycle were held via virtual meeting arrangements. These arrangements were necessitated by the exceptional circumstances related to the COVID-19 pandemic and the related global travel and meeting restrictions which prevented face-to-face meetings.

2.1.5 It was noted that since the introduction of virtual meetings for PIRGs and RASGs, the participation by States and other role players has increased dramatically. However, as part of the challenges reported to the Council, it was highlighted that PIRG/RASG virtual meetings reduce efficiency and flexibility because decision making takes more time and reaching consensus is more difficult. It was also underlined that Virtual meetings are not conducive for complex discussions and different time zones makes it difficult for participants.

2.1.6 With respect to the review of the uniform methodology for the identification of Air Navigation deficiencies, it was highlighted that work is ongoing and progress will be reported to Council during Q1 2022.

2.1.7 With regard to the MIDANPIRG/19 and RASG-MID/9 meetings, the Commission noted that excellent coordination took place between the MIDANPIRG and RASG-MID. The Commission noted with satisfaction that the first edition of the Middle East-Regional Aviation Safety Plan (MID-RASP) has been developed in accordance with the Global Aviation Safety Plan (GASP) 2020-2022. The Commission noted that the final version of the Middle East and North African States (MENA) Accident Investigation (AIG) Regional Coordination Mechanism (ARCM) MoU was finalized and circulated to States for signature.

2.1.8 The Commission was apprised of the results of the MID Annual Safety Report, including the MID Region safety priorities and status of safety indicators. With regard to the State Safety Programme (SSP) implementation, it was noted with concern that only one State completed it fully. The Commission recalled that SSP implementation was already identified as a common/global challenge during the consideration of the consolidated annual report to Council (refer to AN-WP/9416).

2.1.9 The Commission recalled that on 12 January 2020, a proposal for the amendment of the Air Navigation Plan —Middle East Region (Doc 9708, Volume I), concerning the establishment of a Doha flight information region (FIR) and Doha search and rescue region (SRR) (Serial No. MID ANP-I 20/01 – ATM/SAR), was circulated to States and international organizations for comments, in accordance with established procedures. The Commission noted that MIDANPIRG/19 recognized that the matter would be considered by the ANC and eventually the ICAO Council and recalled that this matter will be considered separately by the ANC and Council (refer to AN-WP/9494).

2.1.10 The Commission noted that there is a need to update PART 0 – Introduction and PART I - General Planning Aspects (GEN) of the Electronic Regional Air Navigation Plan (eANP), Volume III to keep pace with the latest developments, including alignment with the GANP – Sixth Edition. The Commission requested the Secretariat to harmonize Parts 0 (Introduction) and I (General Planning Aspects) of Volume III and to align it with the GANP Sixth Edition.

2.2 Global updates related to COVID-19 including outcomes from HLCC-2021

2.2.1 The subject was addressed in WP/3 presented by Secretariat. The meeting noted with appreciation the recommendations of the HLCC-2021 under the Safety Stream. The recommendations can be available on the ICAO website, at: <https://www.icao.int/Meetings/HLCC2021/Pages/yellow-cover-report.aspx>

2.2.2 The meeting noted that the HLCC 2021 made 147 Recommendations under the Safety Stream and the most relevant outcomes to the RASG-MID Work Programme are:

- a) the proposed topics for the draft 2023-2025 edition of the GASP were agreed upon, in preparation for subsequent endorsement of the GASP at the 41st Session of the ICAO Assembly;
- b) input from the Conference will be used to revise existing ICAO guidance materials and tools that support the implementation of regional and national aviation safety plans, in line with the GASP;
- c) there is a need for support, technical expertise and participation by States, international organizations and industry to the contributory bodies of the PIRGs and RASGs; and
- d) the Conference adopted the Ministerial Declaration on “One Vision for Aviation Recovery, Resilience and Sustainability beyond the Global Pandemic”.

PIRG/RASG MID CONCLUSION 1: HLCC RECOMMENDATIONS

That, States:

- a) *be encouraged to support and implement the HLCC recommendations; and*
- b) *actively participate and support the RASG-MID and its subsidiary groups meetings/activities.*

2.3 Regional update related to COVID-19 including MID-RPTF, CRRIC, CAPSCA, iPacks deployment, MID CART Implementation Plan and Plans of Actions, etc.

2.3.1 Through PPT/6 presented by the secretariat, the meeting was apprised of current Status of Implementation of the 20 recommendations of the ICAO Council's Aviation Recovery Task Force (CART) in the MID Region.

2.3.2 The MID Recovery Plan Task Force (RPTF) activities and outcomes were addressed in PPT/7 presented by the Secretariat.

- The MID-RPTF mechanisms and activities continued to serve as a platform for coordination and cooperation amongst all stakeholders to support States with the implementation of the CART and HLCC recommendations as well as the recovery of aviation industry in the MID region during the COVID-19 pandemic outbreak.
- The key activities undertaken covered mainly aspects related to continuous coordination with all stakeholders, to ensure well harmonized implementation of the measures to support to restart and recovery of the aviation system in MID Region; Continuous support to States on the use of TE system; facilitation to the CAPSCA programme implementation; identifying and addressing States needs and operational challenges; monitoring status of implementation of the CART Recommendations through CRRIC and providing required assistance to States for the posting of relevant information; Continuous sharing, communication and promotion of developed guidance material and best practices with MID States and stakeholders on operational safety measures, CAPSCA, AVSEC/FAL and ANS/ATM aspects; Coordinating exchange of information and experience between States; and supporting the planning for the post COVID-19 pandemic recovery and the restart of aviation operations; and supporting the planning for the post COVID-19 pandemic recovery and the restart of aviation operations.
- The meeting recalled that the 3rd DGCA-MID virtual meeting (7 December 2020), through Conclusion 3/2, endorsed the MID CART Implementation Plan. In order to keep pace with the global developments and, in particular the CART Phase III Recommendations and guidance, a revised version of the MID CART Implementation Plan has been developed by the Secretariat and endorsed by the 5th virtual DGCA-MID meeting.

2.3.3 In respect to iPacks, the meeting noted with appreciation that the iPack- Aviation Safety Risk Management related to COVID 19 has been implemented by ICAO for Oman (as a pilot project) and the rest of iPacks are being in the process to be deployed in coordination with TCB.

2.3.4 In the same vein, the meeting commended the ICAO MID Regional Office for its efforts and continuous support and close communications with States to ensuring a well-coordinated and harmonized implementation of the measures to support the restart and recovery of the aviation system in the MID Region.

CAPSCA MID/9 Outcomes

2.3.5 The subject was addressed in PPT/8 presented by the secretariat. The meeting was apprised of the CAPSCA MID/9 Meeting outcomes and encouraged States to submit working papers supporting the CASPCA Programme.

2.4 Regional Projects (MENA-RSOO, ARCM & MID-FPP)

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- 2.4.1 The subject was addressed in WP/9 and PPT/10 presented by the Secretariat.
- 2.4.2 With respect to MENA RSOO, the meeting supported the recommendations of the 2nd MENA RSOO Technical Meeting, in particular, the proposal to include a new Annex to the MoA on ICAO role and responsibilities to the Steering Committee (SC) as at **Appendix 2.4A**.
- 2.4.3 The meeting noted with appreciation that the 2nd MENA RSOO Steering Committee (DG level) is planned to be held during the Saudi Aviation Future Forum in Riyadh, Saudi Arabia in May 2022.
- 2.4.4 In respect of the MENA ARCM, the meeting recalled that:
- the DGCA-MID/4 meeting (Muscat, Oman, 17-19 October 2017) endorsed the Strategy for the Enhancement of Cooperation in the Provision of AIG Services in the MENA Region;
 - the DGCA-MID/5 meeting (Kuwait, 4- 6 November 2019) endorsed the AIG Regional Cooperation Mechanism (ARCM); and
 - the RSC/7 meeting (Cairo, Egypt, 3-5 March 2020) endorsed the ARCM Action Plan and agreed that an ARCM Technical Coordination meeting be organized by the ICAO MID Office in Cairo, 1-4 June 2020.
- 2.4.5 The meeting noted that the 5th virtual DGCA-MID meeting reviewed and endorsed the MENA AIG Regional Cooperation Mechanism (ARCM) MoU through *Virtual DGCA-MID Conclusion 5/1* (in both languages Arabic and English) emanating from the AIIG/1 virtual meeting (7-9 September 2021).
- 2.4.6 The meeting noted that the MENA ARCM MoU (in both languages Arabic and English) has been circulated to the States for signature through State Letter SL File Ref.: ME 4/1.9 - 21/182, dated 1 November 2021 and a reminder dated on 13 January 2022.
- 2.4.7 The meeting was apprised of the progress related to the establishment of the MENA ARCM and noted with appreciation that so far, Seven (7) States signed the MENA ARCM MoU, namely: Iraq, Iran, Kuwait, Saudi Arabia, Sudan, UAE, and Yemen. The meeting also encouraged States to sign the MENA ARCM MoU; if not yet done.

MID FPP

- 2.4.8 The meeting recalled the history of the MID FPP, including the last version of the ProDoc signed during the DGCA-MID/5 (Kuwait, 4 – 6 November 2019), by six (6) States: Jordan, Kuwait (Active), Lebanon, Syria, UAE (Host) and Yemen. Saudi Arabia notified that they will initially join the Program as a Donor State.
- 2.4.9 The meeting noted that the Programme Manager was recruited by ICAO TCB effective 17 January 2022 and that the first meeting of the MID FPP Steering Committee (SC/1) was successfully held virtually on 26 and 27 January 2022.

2.4.10 The meeting noted with appreciation the infrastructure and tools available in the premises of the MID FPP Office within SZC, Abu Dhabi, and the logistics provided by UAE as the Host State.

2.5 MID Region Statistics and Forecasts

2.5.1 The subject was addressed in PPT/11 presented by the Secretariat. The meeting was apprised of the state of air transport in the MID Region. It was noted in particular, that:

- Passenger traffic in Revenue Passenger-Kilometres declined by -67.2% in 2020.
- Seat Capacity in Available Seat-Kilometres declined by -58.7% in 2020.
- Passenger load factor declined to 60.0% in 2020.
- Cargo traffic in Freight Tonnes-Kilometres declined by -13.2% in 2020.
- With regard to the Total Number of flights from MID States, it was noted that, after the catastrophic decline of air traffic observed in 2020 due to the COVID-10 pandemic, the recovery status of flights in 2021 is underway, and already above 2019 levels for cargo flights (number of cargo flights in November 2021 is 14% higher than November 2019). However, the Total number of flights in November 2021 reached 80% of November 2019 level.

2.5.2 The meeting noted that, according to the ICAO Long Term Traffic Forecasts (2018-2050), the passenger traffic in RPK is expected to increase by 4.4% for International Traffic; 3% for the Domestic Traffic and 4.3% for the Total Traffic; and the cargo traffic in FTK is expected to increase by 6%, 2.3% and 6.0% for international, domestic and total, respectively.

ICAO's Technical Cooperation Bureau: *Your go-to partner to achieve compliance with ICAO SARPs*

The subject was addressed in PPT/4 presented by the Secretariat. The meeting noted the transformed and modernized portfolio of products and services of ICAO Technical Cooperation Bureau (TCB) provided to Member States and aviation stakeholders to meet the needs of the rapidly evolving sector, improving performance and results.

The meeting noted the capabilities of TCB in providing support to Member States to achieve strategic and compliance outcomes, developing local capacity through the different modules designed for this purpose (experts, training, procurement and iPACKs).

In addition, the meeting noted the emerging needs identified by TCB for 2022, as follows: Technical Assistance through ICAO International Expert (OPAS and Non- OPAS), Training / Capacity Building projects (USOAP and Government Safety Inspector AIR, PEL, AC, OPS) and Traveler Identification Programme/Machine Readable Travel Documents (TRIP/MRTD).

The meeting noted the Global Aviation Training (GAT) Section accessible training solutions for Member States, with a course training catalogue of over 350 courses available, in all 6 ICAO languages across the 9 training areas: Aerodrome, Air Navigation Services, Air Transport, Aviation Law, Aviation Management, Environment, Flight Safety and Safety Management, and Security and Facilitation, conducted in classroom, online and virtual format.

REPORT ON AGENDA ITEM 3: COORDINATION BETWEEN MIDANPIRG AND RASG-MID**3.1 Follow-up on the PIRG/RASG MID Conclusions and Decisions**

3.1.1 The subject was addressed in WP/12 presented by the Secretariat. The meeting was apprised of the progress achieved in the implementation of the joint MIDANPIRG/18 and RASG-MID/8 Conclusions and Decisions. The actions taken by States and the Secretariat on the above-mentioned Conclusions and Decisions are reflected in **Appendix 3.1A**.

3.2 MID Region Safety priorities (Organizational issues and Operational and Emerging risks)

3.2.1 The subject was addressed in PPT/13 presented by the Secretariat. The meeting was apprised of the MID Region safety priorities.

3.2.2 Based on the analysis of the reactive and proactive safety information for the period 2016-2020, the safety priorities defined for the MID Region are:

Regional Operational Safety Risks

- a. Runway Excursion (RE) and Abnormal Runway Contact (ARC) during landing;
- b. Loss of Control Inflight - (LOC-I);
- c. Mid Air Collision- (MAC)
- d. Controlled Flight Into Terrain- (CFIT); and
- e. Runway Incursion- (RI).

Organizational issues

- a. States' Safety Oversight Capabilities
- b. Safety management
- c. Human Factors and Competence of Personnel

Emerging Risks

- a. GNSS Outages/ Vulnerability
- b. COVID-19 Pandemic outbreak
- c. Ensure the Safe Operations of UAS (drones)
- d. Impact of Security on Safety

3.2.3 The meeting noted with appreciation the status of the MID region Safety performance.

FAA's experience

3.2.4 The subject was addressed in IP/3, IP/4 and IP/5 submitted by USA/FAA. The meeting noted the FAA experience related to the Safety Assurance of Ground-Based Associated Elements of Unmanned Aircraft Systems, Advanced Data Analytics in Aviation Safety, and the Voluntary Safety Reporting, Safety Culture, and Effective Management of Risk.

3.3 Air Navigation Subjects of interest to RASG-MID including RVSM operations and Monitoring

Airport Collaborative Decision Making (ACDM)

3.3.1 The subject was addressed in WP/14 presented by the Secretariat. The meeting was apprised of the proposal emanating from the ASPIG/3 Meeting related to the establishment of an ACDM Task Force within the ASPIG Framework in order to foster the ACDM Implementation Level in the MID Region. The outcomes of the discussion on the subject are reflected under Agenda Item 5.6.

RVSM Operations and Monitoring Activities in the MID Region

3.3.2 The subject was addressed in WP/15 presented by the MIDRMA and the Secretariat. The meeting recalled MIDANPIRG Conclusion 18/7 related to data collection required for the development of the MID RVSM SMR 2021.

3.3.3 The meeting reviewed and endorsed the MID RVSM Safety Monitoring Report (SMR) 2021 at **Appendix 3.3A**, and agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 19/1: MID RVSM SMR 2021

*That, the MID RVSM Safety Monitoring Report (SMR) 2021 at **Appendix 3.3A**, is endorsed.*

3.3.4 The meeting noted that Tripoli FIR was excluded from the SMR 2021 due to the non-provision of required data. Additionally the meeting noted with concern that Libya has not submitted the TDS for long period, and urged the Libyan CAA to provide the data to include Tripoli FIR in the upcoming SMRs.

3.3.5 The meeting noted with concern the increased number of LHD reports submitted by Sana'a ACC, and urged the concerned States to address and resolve the issue; in coordination with the relevant Regional Offices and RMAs.

3.3.6 The meeting was informed that ICAO MID and APAC Regional Offices are planning to organize a meeting between India and Oman, to address the issues on the Regional interface boundaries, between Muscat and Mumbai FIRs.

3.3.7 The meeting was informed that the ICAO MID and ESAF Regional Offices are planning to organize a series of meetings between Yemen and its adjacent FIRs to address the issue of the increased number of LHD Reports by Yemen. The first meeting was conducted (Virtual, 9 Feb 2022) with the participation of Ethiopia (Addis Ababa FIR) and the RMAs of both Regions.

3.3.8 The meeting noted that the MIDRMA Board/17 agreed that for the Year 2022 the highest volumes of traffic will be observed, in addition to the Hajj season, during the FWC 2022 event, organized by Qatar (November and December 2022). Accordingly, the meeting agreed that it will be very beneficial to measure the RVSM TLS during the FWC 2022 event.

3.3.9 Based on the above, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 19/2: MID RVSM SMR 2022

That,

- a) *States are required to provide the FPL/traffic data for the period 1 June until 30 June 2022 and LHD data for the period 1 January to 31 December 2022 to the MIDRMA before 1 August 2022, for the development of the MID RVSM Safety Monitoring Report (SMR 2022);*
- b) *Bahrain, Iran, Iraq, Kuwait, Oman, Saudi Arabia and UAE, are urged to provide the FPL/traffic data for the period 1 – 30 November and 1 – 31 December 2022 to the MIDRMA before 31 January 2023 for measuring the ICAO RVSM TLS (Technical and Overall) during the FWC 2022 event; the remaining States are strongly encouraged to provide the FPL/traffic to the MIDRMA for the same period (months of November and December 2022).*
- c) *only the appropriate Flight Data form, available on the MIDRMA website (www.midrma.com), should be used for the provision of FPL/traffic data to the MIDRMA; and*
- d) *the final version of the MID RVSM SMR 2022 be ready for presentation to and endorsement by the MIDANPIRG/20 meeting.*

3.3.10 The meeting was apprised of the areas of improvement of the MID RAS Software gathered by the MIDRMA Team through the extensive work on the software during the last 10 years; and the offer received from the MID RAS Developer to address these issues and improvements, with a total cost of USD 100,700.00, which is available within the MIDRMA budget.

3.3.11 The meeting reviewed and supported the Business Case for the MID RAS Upgrade project at **Appendix 3.3B**, and agreed that the MID RMA Team and Board Chairman start the negotiation of the contract with the developer to proceed with the upgrade project. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 19/3: MID RAS UPGRADE PROJECT

That, the MID RMA Team and Board Chairman take necessary actions for the upgrade of the MID RAS Software, in accordance with the Business Case at Appendix 3.3B.

GNSS Interferences

3.3.12 The subject was addressed in WP/16 presented by the Secretariat/IATA.

3.3.13 The meeting noted that huge number of outage events were reported by pilots in 2021. The majority of incidents reported in Ankara and Baghdad FIRs. Therefore, ICAO MID Office conducted a Special Coordination meeting (SCM) on GNSS Interference for Iraq and Turkey virtually, on 7 October 2021, jointly with IATA MENA, IATA Europe and ICAO EUR/NAT Office.

3.3.14 The meeting was apprised of the outcome of the SCM for Iraq and Turkey and reiterated that States should ensure implementation of the preventive and reactive mitigation strategies mentioned in the RASG-MID Safety Advisory (RSA-14). Furthermore, the meeting noted that the issued NOTAMs related to GNSS interference had variant Q codes and terminologies (GPS unreliable, GPS Signal interference, GPS Jamming, Loss of GPS Signal, etc.) making it difficult for

operators to filter and search through the NOTAMs. Hence, the meeting agreed to task the AIM SG in coordination with IATA to develop a standard NOTAM text to be used for GNSS Interference and to be attached to the RSA-14.

3.3.15 The meeting noted that some military activities might cause GNSS signal interference and that civil-military coordination can play a key role in this area. Consequently, the meeting agreed that the issue of GNSS interferences would be addressed during the Civil-Military Webinar/Workshop planned in 2022.

3.3.16 The meeting was informed that EUROCONTROL has initiated communication with ITU radio-communications bureau (BR) regarding the GNSS RFI resolution process. The meeting emphasized that States should locate the source of interference and coordinate with relevant parties to resolve the issue of GNSS interferences. Otherwise, States should report infringements of the ITU radio regulations. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 19/4: REPORTING OF GNSS RFI TO ITU

That, States are invited to report frequent GNSS radio frequency interferences to ITU Radio-communication Bureau (ITU-BR), describing GNSS RFI impact either in their State or reported by their registered aircraft.

Radio Altimeter Interference

3.3.17 The meeting recalled the HLCC-2021 Recommendation 5/5 on mitigating the risk of 5G implementation to safety-critical radio altimeter functions and urged States to take actions as appropriate.

3.3.18 The subject was also addressed by WP/69 presented by Saudi Arabia. The meeting noted Saudi Arabia's measures to mitigate possible harms to Radio Altimeter from 5G Networks.

UASs

3.3.19 The subject was addressed in WP/17 presented by the Secretariat. The meeting recalled that the RPAS/UTM Action Group was established by the MIDANPIRG/18 & RASG-MID/8 through the PIRG/RASG MID Decision/1, to support the development of UTM Capabilities in the MID Region, and to harmonize the integration of RPAS/UAS operation.

3.3.20 The meeting noted that there was no progress related to the activities of the RPAS/UTM Action Group, due to higher priorities and COVID-19 related issues.

3.3.21 The meeting highlighted the operational benefits of the different applications of the UAS; and noted the increased airspace infringement and security hazards due to unauthorized UAS/RPAS operations.

3.3.22 The meeting noted that ICAO MID has included in its Work Programme for the Year 2022 the following related activities:

- a) the Civil-Military Cooperation Webinar/Workshop (13 – 16 Jun 2022) which includes in its tentative agenda the Drones - Airspace Management Applications; and
- b) Drone Symposium (Casablanca, 7 – 9 Dec 2022).

3.3.23 The meeting encouraged States and International Organizations to actively participate

in the above events.

3.3.24 Based on the above, the meeting agreed that the RPAS/UTM Action Group continue its works in 2022 and present its outcomes to the MIDANPIRG/20 & RASG-MID/10 meetings.

3.3.25 With respect to the UASs Operation impact on Aeronautical Surveillance Equipment, the meeting noted that increasing density of ground-based and on-board surveillance systems using the 1030/1090 MHz frequencies is currently raising concerns on congestion of 1090 MHz and shortage of 24-bit aircraft addresses. The rapid growth in the number of unmanned aircraft (UA) is making those concerns more severe. Ultimately it may result in a reduction to the overall performance of ACAS as well as the SSR/MLAT and ADS-B systems. Accordingly, the meeting urged States with high density airspace to perform radio frequency spectrum analysis to:

- i) analyses the degree of congestion of 1090 MHz and to consider how 1090 MHz ADS-B UA operations might impact the performance of the ANSP-operated surveillance; and
- ii) define procedures to determine the potential requirement for ADS-B equipage on UA in order to allow or prohibit such equipage as appropriate.

3.3.26 The meeting noted that the 24-bit aircraft address scheme was not designed for a very large number of aircraft, based on projected growth of UAs numbers, it will be impossible to accommodate all UA in the current scheme. It was highlighted that in cases where UA are not required to equip with ICAO-compliant aeronautical surveillance equipment, States should not allocate 24-bit aircraft addresses.

3.3.27 With regard to UASs Integration in Aerodrome Operations—the meeting was appraised of the benefits of the integration of the UASs in Aerodrome Operations. The meeting highlighted that the integration of UASs in day-to-day Aerodromes Operations is a challenge, which needs an appropriate regulatory framework scaled to integrate properly and safely UASs into the Aerodrome Airspace.

3.3.28 The meeting noted the information related to USA/FAA experience included in IP/6 submitted by USA/FAA.

3.4 Safety Subjects of interest to MIDANPIRG

3.4.1 The subject was addressed in PPT/18 and PPT/19 presented by the Secretariat.

MID Region Dashboard on Global Reporting Format Implementation (GRF)

3.4.2 The meeting reviewed and updated the MID Region GRF Dashboard and encouraged States to continuously provide the ICAO MID Office with their updates on the implementation of the National GRF Implementation Plans (GRF Milestones) in addition their Airports readiness for the GRF deployment.

ICAO/ACI New Obstacle Limitation Surfaces (OLS) Symposium Outcomes and Design

3.4.3 The meeting was appraised of the ICAO/ACI OLS Symposium outcomes held from 8 to 10 December 2021 and encouraged States to learn from the challenges faced during the GRF Implementation by proactively referring to the symposium outcomes for effective implementation of the upcoming proposed OLS. The meeting agreed to designate national focal points in order to manage the implementation of the upcoming proposed OLS, accordingly the meeting agreed to the

following MID PIRG/RASG Conclusion:

***PIRG/RASG MID CONCLUSION 19/2: NATIONAL OLS IMPLEMENTATION
FOCAL POINT***

That, States be urged to nominate a National OLS implementation Focal Point to coordinate the OLS implementation activities at the National level.

REPORT ON AGENDA ITEM 4: RASG-MID WORK PROGRAMME**4.1 Global Aviation Safety Developments***GASP 2023-2025, NASP and Safety Management*

4.1.1 The subject was addressed in WP/20 and PPT/21 presented by the Secretariat. The meeting was informed on the latest proposed amendments to the 2023-2025 edition of the GASP including the revision of targets taking into account several factors such as the impact of the COVID-19 pandemic on aviation safety-related activities. The meeting noted the process ICAO undertook to review the GASP, including the recommendations resulting from HLCC-2021, the feedback received via the Questionnaire on the GASP Update, and the work conducted by the GASP Study Group. A final draft of the GASP will be presented to the ICAO Council for approval during Q2 2022, and for subsequent endorsement at the 41st Session of the Assembly, in Q3 2022.

4.1.2 The meeting also noted that the Guidance related to the development and implementation of a national aviation safety plan (NASP) is currently being updated, and will be published to coincide with the 2023-2025 edition of the GASP. The meeting was informed that a dedicated NASP Implementation Package (iPACK) was also launched in 2022 to assist States with their plan.

4.1.3 The meeting was informed on the latest update on Safety Management activities, including the timelines for the amendment to Annex 19, as well as upcoming ICAO safety events.

4.1.4 Based on the above, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 9/1: SHARING OF THE NASP

That States, be urged to develop and implement their NASP in line with the GASP and MID-RASP and share the latest version of their NASPs with ICAO HQ and ICAO MID Office for posting on the GASP public website.

USOAP-CMA and SSPIA

4.1.5 The subject was addressed in PPT/5 presented by Secretariat. The meeting was apprised and thanked the Secretariat about the latest update related to the USOAP-CMA and SSPIA.

4.1.6 For the USOAP CMA, the meeting noted the latest updates regarding USOAP CMA including Priority Protocol Question (PPQ).

4.1.7 In respect of SSPIA, the meeting was informed about the evolution of the SSPIA and the *rollout* of phase 2. The meeting also noted that three (3) States were assessed during the phase 1.

4.2 Follow-up on the RASG-MID/8 Conclusions and Decisions

4.2.1 The subject was addressed in WP/22 presented by the Secretariat. The meeting reviewed the progress made for the implementation of the RASG-MID/8 Conclusions and Decisions as at **Appendix 4.2A.**

4.3 Outcomes of the ASRG/3 meeting

4.3.1 The subject was addressed in WP/23 and PPT/24 presented by the Secretariat. The meeting was apprised of safety data and safety information analysis and the safety priorities for MID Region.

4.3.2 Based on the analysis of the reactive and proactive/predictive safety information for the period 2016-2020, the safety priorities defined for the MID Region are:

Regional Operational Safety Risks

1. Runway Excursion (RE) and Abnormal Runway Contact (ARC) during landing;
2. Loss of Control Inflight - (LOC-I);
3. Mid Air Collision- (MAC)
4. Controlled Flight Into Terrain- (CFIT); and
5. Runway Incursion- (RI).

Organizational issues

States' Safety Oversight Capabilities

4.3.3 USOAP-CMA audits had identified that State's inability to effectively oversee aviation operations remains a global concern. In respect of MID Region, the regional average overall Effective Implementation (EI) (13 out of 15 States have been audited) is 76 %, which is above the world average 68.68 % (as of 24th May 2021). Three (3) States are currently below EI 60%.

4.3.4 All eight areas have an EI above 60%. However, the areas of AIG and ANS still need more improvement. Regarding the Critical Elements (CEs), CE4 (Qualified technical personnel) improved and is above 60% (62.39%) EI, whereas CE8 (resolution of safety issues) is the only one below EI 60% (58.89%) EI.

Safety Management

4.3.5 States should build upon fundamental safety oversight systems to implement SSPs according to Annex 19; States shall require that applicable service providers under their authority implement an SMS. The average EI for SSP foundation PQs for States in the MID Region is 76.1%.

4.3.6 Implementation of SSP is one of the main challenges faced by the States in the MID Region. The RASG-MID addresses the improvement of SSP implementation in the MID Region as one of the top Safety Enhancement Initiatives (SEIs). In connection with this, the RSC/7 endorsed the MID Region Safety Management Implementation Roadmap and the establishment of the Safety Management Implementation Team (SMIT) to support MID States in the implementation of the SSP.

Human Factors and Competence of Personnel

4.3.7 As new technologies emerge on the market and the complexity of the system continues increasing, it is of key importance to have the right competencies and adapt training methods to cope with new challenges. The CRM has been identified as most important human factors issue in the domain of commercial air transport and safety actions would be identified and developed.

Emerging Safety Risks

4.3.8 Emerging safety issues are risks that might impact Safety in the future, these may include a possible new technology, a potential public policy, a new concept, business model or idea that, while perhaps an outlier today, could mature and develop into a critical mainstream issue in the future or become a major trend in its own right.

- GNSS Outages/ Vulnerability
- COVID-19 Pandemic outbreak
- Ensure the Safe Operations of UAS (drones)
- Impact of Security on Safety

4.3.9 The meeting reviewed and endorsed the 10th MID-ASR and agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 9/2: 10TH ASR

That, the Tenth MID Annual Safety Report is endorsed and be posted on the ICAO MID Website.

4.3.10 The MID Annual safety reports (ASRs) are available at: <https://www.icao.int/MID/MIDANPIRG/Documents/MID19%20and%20RASGMID9/10th%20MID%20ASR-2021.pdf>

4.3.11 The meeting noted the main challenges facing the ASRG for the development of the ASRs, in particular:

- lack of shared safety data and safety information, safety analysis, and safety recommendations by the States; and
- low participation in the meetings from the States and the organization

4.3.12 In connection with the above, the meeting reiterated the importance of sharing of safety data analysis for improved ASRs development and urged States to provide the ICAO MID Office by end of April 2022 the safety data analysis and their associated safety recommendations for the period (2017 – 2021). The meeting also recognized the importance of sharing the low probability high consequence (LPHC) events. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 9/3: SHARING OF SAFETY DATA ANALYSIS

That, in order to present an improved version of the 11th MID-ASR to the MID-ASRG/4 meeting, States be,

- a) urged to provide the ICAO MID Office by 30 April 2022 with the number of accidents, serious incidents and incidents, safety data analysis/information, and their associated safety recommendations in **Appendix 4.3A** for the past 5 years (2017 – 2021) and using the template in **Appendix 4.3B**.*
- b) encouraged to share the low probability high consequence (LPHC) events.*

4.4 Outcomes of the SEIG/3 meeting

4.4.1 The subject was addressed in WP/25 presented by the Secretariat. The meeting recalled that the Eighth meeting of the Regional Aviation Safety Group – Middle East (RASG-MID/8) reviewed and endorsed the MID-RASP 2020-2022 Edition, including the SEIs list and their respective actions through RASG-MID Conclusion 8/3. Therefore, to address organizational challenges/issues, regional operational risks, and emerging risks, 16 SEIs and 51 actions have been included in the MID-RASP.

4.4.2 The MID-RASP 2020-2022 Edition is available at:
<https://www.icao.int/MID/MIDANPIRG/Documents/Plans/MID-RASP1.pdf>

4.4.3 The meeting noted with appreciation the updated SEIs and their respective safety actions at **Appendix 4.4A**, as well as the status of their implementation.

SMIT HANDBOOK

4.4.4 In respect of the SMIT Handbook, the meeting recalled that the RSC/7 meeting supported and endorsed the Regional Roadmap for Safety Management Implementation through *RSC Conclusion 7/10* and agreed to the establishment of Safety Management Implementation Team (SMIT) and the development of a SMIT handbook through *RSC Conclusion 7/1*.

4.4.5 The meeting was apprised with appreciation of the draft SMIT Handbook developed by the Secretariat and which would be mainly used in the conduct of a systematic and objective assessment of the State's SSP using MID Region SSP assessment tool to determine the State SSP main achievements and identify opportunities for enhancement and consequently, supporting MID Region States to implement their SSP. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 9/4: SMIT HANDBOOK

*That, the SMIT Handbook including the MID Region SSP assessment tool at **Appendix 4.4B** is endorsed.*

MID States Progress on NASPs Development

4.4.6 With respect to the National Aviation Safety Plans (NASP), it was highlighted that the MID-RASP establishes the first layer of priorities, which is further complemented at national level by NASP, and would ensure the timely implementation of the SEIs to address safety deficiencies and mitigate risks to attain the MID Region Safety Targets.

4.4.7 The meeting noted that Kuwait and UAE confirmed that their NASPs have been completed and that Bahrain, Jordan, Oman, Qatar, Saudi Arabia, and Sudan NASPs development is in progress.

4.4.8 The meeting recognized the challenges facing the States on the development of their NASPs. In this respect, the meeting noted that the MID Regional Office is planning to conduct Assistance Missions dedicated to NASP in order to support States with NASP development. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 9/5: DEVELOPMENT OF NATIONAL AVIATION SAFETY PLAN (NASP) IN MID STATES

That, States

- a) *be encouraged to request assistance from the ICAO MID Regional Office related to the development of their NASPs including the conduct of assistance missions and/or customized NASP Workshop for each State; and*
- b) *share their experiences related to the development of their NASPs during the Regional NASP Workshop to be organized by the ICAO MID Regional Office in 2022.*

4.4.9 The meeting noted with appreciation that an overview on the ICAO State Safety Programme Implementation Assessment (SSPIA) and the Safety Information Management System (SIMS). The meeting also noted that ICAO SIMS Workshop is tentatively scheduled to be held in Cairo, Egypt, 25-27 October 2022.

4.5 Outcomes of the ASPIG/3 meeting

4.5.1 The subject was addressed in WP/26 and WP/27 presented by the Secretariat. The meeting was apprised on the implementation progress of the Aerodromes SEIs and their associated Actions included in the MID Regional Aviation Safety Plan (MID RASP) 2020-2022 Edition and related to AGA-AOP.

4.5.2 In relation with both G2-SEI-0 and G3-SEI-01 the meeting noted with appreciation the effort made by UAE and Egypt, with the support of Secretariat, in developing the draft of the Regional Safety Advisory (RSA) on Apron Management. The objective of the RSA presented on the website at the following link:

<https://www.icao.int/MID/MIDANPIRG/Documents/MID19%20and%20RASGMID9/RSA-15-%20Apron%20Management.pdf> is to provide technical guidelines to addresses effectively residual/emerging risk related to Apron design and Operations. Accordingly the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 9/6: RSA ON APRON MANAGEMENT

That, the RSA on Apron Management is endorsed and be posted by the ICAO MID Office on the RASG-MID web page.

4.5.3 The meeting reviewed and updated the progress made at the Regional Level on Aerodromes Safety Management, as at **Appendix 4.5A**, in terms of:

- Aerodrome Certification Implementation,
- Runways Safety Teams Establishment, and
- Global Reporting Format Implementation/Deployment

4.5.4 The Meeting noted with appreciation the Data-driven decision making process established by the MID Office to effectively implement the ICAO requirements in line with the Regional and Global

Aviation Safety Plans and encouraged States to systematically provide the ICAO MID Office with their updates as requested by the Aerodromes Safety Dashboard.

4.6 Outcomes of the AIIG/1 meeting

4.6.1 The subject was addressed in WP/28 presented by the Secretariat.

MENA ARCM MOU

4.6.2 Covered under Agenda Item 2.4

Questionnaire on Establishing a Platform for Sharing Safety Recommendations Issued by the MENA States

4.6.3 In respect of the Questionnaire on Establishing a Platform for Sharing Safety Recommendations, it was highlighted that the Safety Recommendations are the utmost results of investigation conducted by States. Such outcomes are worthwhile to be shared among States, through a database/online application or data repository. A bigger size safety recommendations database can assist States in carrying out more precise and comprehensive analysis, which will enhance their capabilities in formulating more effective safety recommendations, and exponentially improve their State-level risk management.

4.6.4 The meeting noted that MENA ARCM Member States could utilize the MENA ARCM for managing safety recommendations issued by the MENA ARCM Member States at the regional level. The preferable means/media for sharing the safety recommendations and posting them to the joint-dataset/repository would be determined based on the survey outcomes.

4.6.5 The meeting supported the establishment of a repository for MENA ARCM Member States to allow sharing the analysis of their safety recommendations. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 9/7: QUESTIONNAIRE ON ESTABLISHING A PLATFORM FOR SHARING SAFETY RECOMMENDATIONS

That, the questionnaire on establishing a platform for sharing safety information among MENA ARCM member States at Appendix 4.6A be used for the conduct of the survey on the subject.

4.6.6 The meeting was apprised and thanked the Secretariat for sharing the event risk assessment methodologies. The meeting also noted with the appreciation the SAM ARCM's experience and practices related to the establishment and implementation of SAM ARCM.

4.6.7 The meeting reviewed and endorsed the AIIG Terms of Reference (TORs); and agreed to the following RASG-MID Decision:

RASG-MID DECISION 9/8: TERMS OF REFERENCE OF THE AIIG

That, the Terms of Reference of the AIIG at Appendix 4.6B are endorsed.

Saudi Arabia- AIB

4.6.8 The subject was addressed in PPT/29 presented by the Saudi Arabia-Accident Investigation Bureau (AIB). The meeting was apprised and thanked the Saudi Arabia AIB for sharing the safety study related to “Detecting Errors of Take-off Performance Past TO/GA Selection”.

4.7 RASG-MID Working Arrangements and Election of Chairpersons

4.7.2 The subject was addressed in WP/30 presented by the Secretariat. The meeting was apprised of the status of the Chairpersons and Vice Chairpersons of the RASG-MID and its Groups and noted that some positions are vacant. The meeting recalled that due to the situation related to COVID-19 and its impact on the RASG-MID Work Programme, the RASG-MID/8 meeting agreed that the Chairperson and Second Vice-Chairperson be renewed for one (1) additional term/meeting; and the election of Chairpersons should be included in the Agenda of the RASG-MID/9 meeting.

4.7.3 In connection with the above, the meeting elected unanimously Capt. Suliman S. Almuhaimeedi, Executive Vice President of Safety and Aviation Standards, General Authority of Civil Aviation as the Chairman of the RASG-MID.

4.7.4 The meeting also elected Ms. Sharron Caunt, Regional Director Safety and Flight Operation, IATA Africa and Middle East, as the Second Vice-Chairman of the RASG-MID.

4.7.5 In line with the above, the meeting commended Mr. Ismaeil Mohammed Al Blooshi, Assistant Director General, Aviation Safety Affairs Sector, GCAA-UAE for his remarkable support to the RASG-MID since its establishment in the capacity of the RASG-MID Chairman. The meeting also thanked Mr. Jehad Faqir, Assistant Director Safety and Flight Operation (IATA Africa and Middle East), for his continuous support in different capacities and positions including the Second Chairman of the RASG-MID.

4.7.6 With respect to the various vacant positions of the RASG-MID’s Groups, the meeting elected unanimously Ms. Leena Ahmed Alkooheji, Chief Airport & Navigation Audit, Civil Aviation Affairs, Bahrain, as the Vice Chairperson of the SEIG. As for other positions, the meeting agreed that election of vacant positions be included in the agendas of the relevant Groups.

4.8 Fourth Edition of the RASG-MID Procedural Handbook

4.8.1 The subject was addressed in WP/31 presented by the Secretariat. The meeting noted that as a follow-up action to the RASG-MID/8 Decision 8/10, the RASG-MID Procedural Handbook was updated to include the followings:

- RASG-MID Terms of Reference
- RASG-MID Sub-Groups Terms of Reference
- RASG-MID Frequency of meeting
- RASG-MID ORG Structure (Dissolving the RSC)
- Conduct of Virtual (online) meetings

4.8.2 The meeting reviewed the Fourth Edition of the RASG-MID Procedural Handbook at the following link: <https://www.icao.int/MID/MIDANPIRG/Documents/Hand%20Book/RASGMID-ProceduralHandbook.pdf> and agreed to the following RASG-MID Decision:

RASG-MID DECISION 9/9: FOURTH EDITION OF RASG-MID PROCEDURAL HANDBOOK

That, the Fourth Edition of the RASG-MID Procedural Handbook is endorsed.

4.9 Future Work Programme

4.9.1 The subject was addressed in WP/32 presented by the Secretariat. The meeting noted with appreciation Oman's offer to host RASG-MID/9 after Ramadan in 2023.

4.9.2 The meeting noted with appreciation that Saudi Arabia has generously re-confirmed the hosting of the Fifth MID Region Safety Summit during the Second Half of 2023.

Certification and Authorization of Water Aerodromes

4.9.3 The subject was addressed in WP/67 presented by Saudi Arabia. The meeting was notified about the importance to have international SARPs in order to ensure the safety and development of this emerging civil aviation sector of seaplane operations and water aerodromes.

4.9.4 The meeting encouraged MID States to share experience in developing the regulations for water aerodromes certification and authorization; and invited the ICAO MID Office to coordinate with ICAO HQ to review the existing SARPs related to aerodromes and develop specific SARPs for the design, operation, safety management, and certification of water aerodromes.

Development of Regional Rotorcraft/Helicopter Work Group

4.9.5 The subject was addressed in WP/68 presented by the Saudi Arabia. The meeting recognized the importance of the civil Helicopter operations in the MID Region. Accordingly, the meeting supported the proposal to establish a Working Group with a Chairperson from Saudi Arabia; and agreed to the following RASG-MID Decision:

RASG-MID DECISION 9/10: CIVIL HELICOPTER OPERATIONS WORKING GROUP

That, a Civil Helicopter Operations Working Group composed of the following States, is established under ASRG to support the civil helicopter operations activities in the MID Region:

- Bahrain
- Egypt
- Jordan
- Iran
- Oman
- Saudi Arabia
- Sudan

4.9.6 The meeting also agreed that the Working Group will develop its Terms of Reference (ToRs) during its first meeting to be presented to the RASG-MID/10 for endorsement.

REPORT ON AGENDA ITEM 5.1: GLOBAL AIR NAVIGATION DEVELOPMENTS

- 5.1.1 The subject was addressed in PPT/33 presented by the Secretariat.
- 5.1.2 The meeting was provided with an overview of the simplified procedure for Air Traffic Management (ATM) Collaborative Decision Making (CDM) and information sharing. The procedure was developed to facilitate cross-border coordination between the relevant Air Traffic Services (ATS) providers taking into consideration prevailing circumstances that would have an impact on traffic flow due to, or recovery from, contingency situations including those caused by a Pandemic.
- 5.1.3 The meeting was apprised of the ongoing amendments to the ICAO provisions related to Air Traffic Flow Management (ATFM) and in particular the mandate for the determination of ATS capacity and the establishment of ATFM services to contribute to a safe, orderly, and expeditious flow of air traffic and to support ATFM cross-border collaboration.
- 5.1.4 The meeting noted that the *Manual on Collaborative Air Traffic Flow Management* (Doc 9971) would include a new Part IV in form of an operational handbook for the provision of additional guidance for the establishment, implementation, and provision of ATFM services including the determination of ATS capacity.
- 5.1.5 The meeting noted that the eleventh ICAO ATFM Global Symposium is planned for the fourth quarter of 2023, the venue and dates are to be confirmed at a later stage.
- 5.1.6 The meeting noted that the *Manual on Civil-Military Cooperation in Air Traffic Management* (Doc 10088) that superseded the Circular 330 provides information and guidance on the establishment of a framework for civil-military cooperation and coordination to enhance and optimize the management and use of the airspace, and to achieve and strengthen the trust between civil and military. It also serves as a reference for authorities and units responsible for establishing and implementing the processes and procedures that will facilitate civil-military collaboration, cooperation, and coordination. It was highlighted that civil-military cooperation workshops would be conducted to support States with the implementation of the guidance of Doc 10088, as deemed necessary.
- 5.1.7 The meeting noted that Amendment 11 to the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) concerning terminal approach phraseology, applicable on 3 November 2022, was consequential to the approach procedure charting and identification requirements contained in the *Procedures for Air Navigation Services — Aircraft Operations, Volume II — Construction of Visual and Instrument Flight Procedures* (PANS-OPS, Doc 8168). The phraseologies used for instrument approach clearances were intended to specify the identification of various approach procedures.
- 5.1.8 The meeting was provided with an update on the wake turbulence provisions that became applicable on 5 November 2020 addressing runway capacity constraints at major airport hubs by reducing applicable separation minima for arrivals and departures through alternative wake turbulence aircraft grouping. It also addressed long-standing issues related to the uneven implementation of Airbus A380-800-related procedures by adding a new wake turbulence aircraft category. The proposal also updated and incorporated related procedures to facilitate a globally harmonized implementation by States and industry alike.
- 5.1.9 The meeting noted that the Wake Turbulence Encounter Reporting (WTER) portal was established to facilitate data collection, storage, and analysis, of wake turbulence occurrences. From the global perspective, the WTER would offer the opportunity for a more diverse and representative dataset of wake encounters providing the quantitative validation necessary to support future work related to wake turbulence. At the national level, States would be able to analyze their wake encounter

risk evolution to support any wake turbulence separation implementation or procedure development. Data analysis would support post-implementation monitoring and safety risk assessment as an important aspect of enhanced wake turbulence separation (eWTS) implementation. States will be invited to nominate focal points to access and provide data to the WTER portal in due course. States were encouraged to integrate the WTER submission as part of their States existing wake turbulence reporting procedure and benefit from the analytical tools.

5.1.10 The meeting noted that the ATS interfacility data communications (AIDC) provisions in the PANS-ATM were being reviewed to identify areas for amendment necessary for the globally harmonized implementation of AIDC. The meeting noted that the 2nd Edition of the *Global Operational Data Link (GOLD) Manual* (Doc 10037) would be published in 2022/2023, which would incorporate the guidance on ATS Air-Ground datalink. The new Manual on ATS Ground-Ground data exchange implementation and operations guidance would be published in 2022/2023 to supersede the *Manual of Air Traffic Services Data Link Applications* (Doc 9694).

5.1.11 The meeting recalled that the main objective of the Flight and Flow – Information for a Collaborative (FF-ICE) was to exchange information necessary for planning, coordination, and notification of flights in a standardized format between members of the ATM community, including those involved in flight operations and aerodrome operations.

5.1.12 In the short term, FF-ICE would address the limitations and constraints of the current flight planning mechanism. In the long term, FF-ICE would enable transitioning to a fully collaborative environment where a flight trajectory is shared and optimized during all phases of a flight.

5.1.13 The meeting noted that the proposed amendments of ICAO provisions for FF-ICE concerning “flight plan” or flight planning would be applicable on 28 November 2024. It was highlighted that the updated *Manual on Flight and Flow – Information for a Collaborative Environment (FF-ICE)* (Doc 9965), which would include an update to the Concept in Volume I and implementation guidance in a new Volume II.

5.1.14 The meeting noted that a notional sunset date for FPL2012 would be considered together with a transition strategy.

5.1.15 The meeting was apprised of the ICAO provisions, applicable since 5 November 2020, related to the special procedures for in-flight contingencies in oceanic airspace as well as the amendment in progress to PANS-ATM that would be applicable on 28 November 2024.

5.1.16 The meeting noted that the proposal for amendments to radio communication failure provisions would take into account recent improvements in technology such as ADS-B surveillance and innovations in areas such as remotely piloted aircraft system (RPAS) operations. Additionally, it would also ensure alignment between the related provisions in Annex 2 and PANS-ATM.

5.1.17 The meeting was provided with an overview regarding the applicable provisions related to parallel runway operations. It was noted that the 2nd Edition of the *Manual on Simultaneous Operations on Parallel or Near-Parallel Instrument Runways* (Doc 9643) was published. It was highlighted that when using an RNP AR Approach, an aircraft can be considered established before the final approach, so the controller can give away vertical separation against the adjacent approach before the aircraft turns onto the final. In addition, for PBN independent parallel runways simultaneous departures 10 degrees divergences would be applied instead of 15 degrees as per conventional departures. These new provisions provided for enhanced efficiency and increased capacity.

5.1.18 Concerning search and rescue and Global Aeronautical Distress and Safety System (GADSS), the meeting recalled that the Autonomous distress tracking (ADT) equipage deadline was approaching – 1 Jan 2023. The meeting noted that the location of an aircraft in distress repository (LADR), established to receive notification on the location of an aircraft in distress promptly, was under the final stage of development. Moreover, the OPS Control Directory, a centralized contact details database, was established to facilitate contact between air traffic services (ATS) units and operators, thereby supporting them in meeting their obligations to establish coordination promptly when an aircraft is in distress.

5.1.19 The meeting noted that proposed amendments to the ICAO provisions to Annexes 11 and 12 are under development to support the implementation of the GADSS concept and facilitate contact between ATS units, air operators, and rescue coordination centres (RCCs) with an envisaged applicability date of 28 November 2024. In addition, a proposal for amendment to Annex 12 was under review by the Air Navigation Commission related to drift measurement, the responsiveness of SAR points of contact (SPOC), safety of SAR personnel at accident sites, conduct of exercises, procedures to be followed when intercepting a distress transmission, and methods for allowing other States to assist in SAR operations. Envisaged applicability November 2026.

5.1.20 The meeting noted that ICAO would be conducting webinars and workshops to raise awareness regarding the amended provisions, LADR, OPS Control Directory to support effective implementation.

5.1.21 Based on the foregoing the meeting:

- a) encouraged States to consider the updated ICAO provisions into their planning process, and take necessary measures to ensure timely implementation;
- b) requested the relevant sub-groups to address the need for regional actions ensuring effective implementation and monitoring of the amended provisions and procedures; and
- c) noted that ICAO is ready to provide required guidance and support for the implementation including the organization of workshops and training sessions as deemed necessary in collaboration with interested International Organizations.

REPORT ON AGENDA ITEM 5.2: FOLLOW-UP ON MIDANPIRG/18 CONCLUSIONS AND DECISIONS

5.2.1 The subject was addressed in WP/34 presented by the Secretariat. The meeting reviewed the progress made in the implementation of MIDANPIRG/18 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 5.2A**.

REPORT ON AGENDA ITEM 5.3: MID REGION AIR NAVIGATION PRIORITIES AND TARGETS***MID Region Air Navigation priorities and targets***

5.3.1 The subject was addressed in WP/35 and PPT/36 presented by the Secretariat. The meeting noted that a Web-based MID Air Navigation Report for 2021 has been developed to increase users' engagement, improve information accessibility and increase visibility. The link to the web-based report is <https://www.icao.int/MIDANReport/Pages/default.aspx>

5.3.2 The meeting noted that the overall status of implementation of ASBU priority 1 Threads/Elements is 58%. From a regional perspective, the progress for the implementation of RSEQ, ACAS, SNET, ASUR, and APTA is very good. However, the progress for the implementation of NAV, FICE, NOPS and ACDM is far below expectation.

5.3.3 The meeting noted that Bahrain, Qatar, Saudi Arabia and UAE have very good implementation level. It was highlighted that the lack of data received affected the data analysis accuracy of the implementation status in many States. Likewise, addition of new threads/elements to the MID Region Air Navigation Strategy decreased the overall ASBU implementation level in the MID Region.

5.3.4 The meeting recalled that MIDANPIRG/18, through Conclusion 18/11, urged States to provide ICAO with the results of the KPIs monitoring for the months of June and July 2021. The meeting noted that 8 States (Egypt, Iran, Jordan, Kuwait, Oman, Qatar, Saudi Arabia and UAE) provided their inputs regarding the measurement of the Regional KPIs (01, 02, 13 and 14). The data covered 17 out of 57 international aerodromes in the MID Region, representing 29.8% (HECA, HEBA, HESH, HEGN, HELX, HESN, HEMA, OIIE, OJAI, OKBK, OOMS, OTHH, OEDF, OEJN, OEMA, OERK and OMDB).

5.3.5 The meeting reviewed and endorsed the Web-based MID Air Navigation Report (2021). Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 19/5: WEB- BASED MID AIR NAVIGATION REPORT (2021)

That, the Web-based MID Air Navigation Report (2021) is endorsed.

5.3.6 The meeting urged States to provide the ICAO MID Office, with necessary data for the development of the MID Region Air Navigation Report (2022). Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 19/6: WEB-BASED MID REGION AIR NAVIGATION REPORT (2022)

That,

a) States be urged to provide the ICAO MID Office with:

- i) relevant data necessary for the development of the MID Region Air Navigation Report (2022) (Status of ASBU Implementation), by 1 December 2022;*
- ii) the data necessary for the measurement of the KPIs (01, 02, 13 and 14) for the period June & July 2022, by the 1 October 2022; and*

b) the MID Air Navigation Report (2022) be presented to the MIDANPIRG/20 for endorsement.

REPORT ON AGENDA ITEM 5.4: AIM***Digital Datasets Planning and Implementation***

5.4.1 The subject was addressed in WP/37 presented by the Secretariat. The meeting recalled that MIDANPIRG/18, through Conclusion 18/17, tasked the Digital Datasets Ad-hoc Working Group (DDI Ad-hoc WG) with the development of a detailed Regional Implementation Plan for Digital Datasets and update of the MID Doc 008. The meeting noted that the AIM SG/8 reviewed the outcomes/deliverables of the Digital Datasets Implementation Ad-hoc Working Group (DDI Ad-hoc WG), including, the revised version of the MID Doc 008 – Guidance for AIM Planning and Implementation at the following link:

<https://www.icao.int/MID/MIDANPIRG/Documents/eDocuments/MID%20Doc%20008%20-%20Guidance%20for%20AIM%20Planning%20and%20Impl%20in%20MID.pdf> ; and agreed to the following MIDANPIRG Conclusion:

***MIDANPIRG CONCLUSION 19/7: UPDATED GUIDANCE FOR AIM
PLANNING AND IMPLEMENTATION IN
THE MID REGION (MID DOC 008)***

That, the revised version of MID Doc 008 is endorsed.

5.4.2 The meeting was apprised of the progress achieved by the DDI Ad-hoc WG in the development of a detailed Regional Implementation Plan for Digital Datasets and noted that a questionnaire is being developed concerning the intentions and plans of the Member States for the provision of the Digital AIS Data Sets specified in the Annex 15 (16th Edition) to ensure a coordinated deployment of the Digital AIS Data Sets in the MID Region. Furthermore and in order to give the chance to airspace users to reaching the technical capability for handling digital datasets and to evaluate their readiness for using digital datasets instead of AIP tables, the survey results of the European AIS clients and their readiness for using digital datasets instead of AIP tables, will be used to make best use of available resources and avoid duplication of efforts.

MIDAD Project

5.4.3 The subject was addressed in WP/38 presented by the Secretariat. The meeting recalled that MIDANPIRG/18, agreed through Conclusion 18/18, that the ICAO MID Office, with the support of concerned States, initiate discussions with EUROCONTROL/EAD, in order to reconsider the charging mechanism to add a lower/upper limit for charging States that are willing to migrate to EAD. The meeting noted that, as a follow-up to the MIDANPIRG Conclusion 18/18, a coordination meeting with EUROCONTROL (EAD) and ICAO MID (MIDAD) took place on 27 April 2021 to explore the possibilities to review and reconsider the charging mechanism to encourage a bigger number of MID States (at least 7) to migrate to EAD.

5.4.4 The meeting was apprised of the outcomes of the coordination meeting with EUROCONTROL (EAD) and ICAO MID (MIDAD) and noted that with regard to the charging and cost of service provision, non EUROCONTROL member States may be charged for EAD user service that are provided. The amount of service charges is proportional to the service provided and the applicable charging scheme is described in Annex 5, Attachment C of the EAD agreement. This scheme provides a unique and standard way of a fair, equitable and transparent charging mechanism defined and agreed by the EAD Service and Royalties Charging Work Group composed of representatives from the EUROCONTROL member States.

5.4.5 The meeting noted that the MIDAD TF/6 meeting reviewed and updated the status of States' plan and progress related to the MIDAD Project Phase A, and noted that the number of States that initiated the process of migration to EAD is still too low to launch the phase B of MIDAD project. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion to replace and supersede the MIDANPIRG Conclusion 17/1:

MIDANPIRG CONCLUSION 19/8: MID REGION AIM DATABASE (MIDAD)

That,

- a) the ICAO MID Office and AIM SG continue to monitor the States' status of EAD migration and other related issues and provide regular updates to MIDANPIRG and DGCAMID meetings;*
- b) the activities of the MIDAD TF will not be resumed until the finalization of Phase A of the MIDAD Project (at least 7 States complete their migration to EAD);*
- c) States are encouraged to develop their business case/cost-benefit analysis related to the transition from AIS to AIM, in accordance with the GANP 6th edition, MID Air Navigation Strategy and MID Region AIM Roadmap;*
- d) States considering the migration to EAD as one of the options to support the transition from AIS to AIM/SWIM to engage directly with Eurocontrol (EAD) for the completion of the cost-benefit analysis; and*
- e) States that have not yet established an automated AIM system are strongly encouraged to migrate to EAD.*

MID Region AIM Implementation Roadmap

5.4.6 The subject was addressed in WP/39 presented by the Secretariat. The meeting recalled that MIDANPIRG/18, through Conclusion 18/19 urged States to provide the ICAO MID Office with their updated National AIM Implementation Roadmap, using a standard Template.

5.4.7 The meeting noted that all MID States provided their updated National AIM Implementation Roadmap except, Iraq, Lebanon, Syria and Yemen. The meeting urged those States to submit their updated National AIM Implementation Roadmap without delay.

5.4.8 Considering the significant challenges that States are facing in the transition process and in order to foster the transition from AIS to AIM and share knowledge and experience that will assist States in the effective transition from AIS to AIM, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 19/9: AIM CAPACITY-BUILDING ACTIVITIES IN 2022-2023

That, the following AIM-related workshops and webinars, be organized in 2022-2023:

- a) transition from AIS to AIM Workshop (pending the issuance of the revised global roadmap);*
- b) Workshop on Building Effective Safety Oversight of Aeronautical Information Services (AIS) and Aeronautical Information Management (AIM); and*
- c) Webinar(s) on the provision of Terrain and Obstacle (TOD) and AIP Datasets.*

NOTAM Issues/Proliferation

5.4.9 The subject was addressed in WP/40 presented by the Secretariat and IP/16 presented by IATA. The meeting recalled that MIDANPIRG/18, through Conclusion 18/21, agreed that, Webinars on the NOTAM proliferation and needs for improvement, as well as on the AIM/QMS Functions Systems and Processes be organized in 2021.

5.4.10 The meeting noted that ICAO MID established a NOTAM Go-team, composed of ICAO MID, IATA, AACO and GCAA UAE, organized a series of regional webinars during 2021 with the aim of raising awareness to improve the quality of NOTAM, monitoring progress in eliminating the old NOTAM and sharing experiences and lessons learned. The schedule for these regional webinars was 1 June 2021; 16 August 2021 and 15 December 2021. In addition, the ICAO MID AIM/QMS Functions Systems and Processes Webinar was successfully held on 29 April 2021.

5.4.11 In this respect, the meeting was apprised of the outcomes of the ICAO MID regional Campaign on COVID-19 publications and NOTAM proliferations. The meeting reviewed the recommendations of the campaign:

- **Quality Management and Automation:**

- AIS QMS should be effective in identification and resolution of deficiencies of AIS products including NOTAM. Verification and validation procedures shall be introduced to ensure quality requirements related to NOTAM.
- Establishment of systematic review mechanisms (routine manual check or automatic check by NOTAM systems) to continuously monitor and identify NOTAM passing their validity.
- Enhancement of NOTAM system (AIS database) would significantly improve monitoring of NOTAMs and compliance with ICAO SARPs (validity, format, syntax, etc.).

- **Safety Oversight:**

- States safety oversight system should include the review of aeronautical information management and publications to ensure that States published aeronautical information, including NOTAM are issued in compliance with the ICAO SARPs in Annex 15 and PANS AIM.

- **Training:**
 - AIS and NOF personnel shall be appropriately trained on continuous basis in accordance with the competency and knowledge required to perform their functions.
- **Coordination with Data Originators:**
 - Mature, well-understood and mutually agreed formal arrangements with data originators (aerodromes, air navigation service providers, military, etc.) is a priority.
 - Formal arrangements must be supported (signed) by the top management of originators.
 - Regular awareness campaigns and coordination meetings (e.g. annual or bi-annual) must be held with data originators.
 - Development of NOTAM Origination Guidance is recommended to enhance originators' awareness and knowledge.
- **Adherence to SARPs:**
 - Information of a lasting character must be published through amendments to AIP (AIRAC, regular) not NOTAM, particularly operationally significant information.
 - If a PERM NOTAM has been issued, it must be transferred to the appropriate publication without delay.
 - AIP amendment shall be published on a sufficiently frequent interval to make sure that NOTAM would not be used to publish PERM information instead of amendment of the correct placement of the information
 - AIRAC provisions must be fully adhered to when operationally significant information is published. Use of NOTAM for notification of operationally significant information must be avoided.
 - Use of NOTAM must be limited to operational information of short duration and temporary nature. Proper coordination with the originator would be needed to terminate the NOTAM in due time.
 - Origination and issuance of NOTAM shall be limited to the information types prescribed in Annex 15 (6.3.2.3)
 - NOTAM shall not be originated and issued for the situations prescribed in Annex 15, 6.3.2.4.
 - Originating and issuing NOTAM for the following purposes must be avoided: legal protection from liability, political reasons, re-notification of the information already published in AIP (for emphasis), notification of information requiring AIRAC amendment, etc.
 - AIP Supplement should not be considered as a replacement for NOTAM, as far as practicable. Intended use of AIP Supplement as described in Annex 15 and PANS-AIM must be taken into consideration.
 - Repetitive NOTAM replacement is against its initial intent (short duration/temporary nature information). A NOTAM must be issued for a maximum of 3 months validity and be replaced only for one more term (maximum 3 months), if needed.

- NOTAM should have text a pilot and ATC can easily apply. Use terminology and information frequently seen on the flight deck and used in radio communication. Avoid references to AIP pages within NOTAM.
- PERM NOTAM should be cancelled as soon as the information is no longer applicable or has been incorporated into PERM publication.

5.4.12 The meeting urged States to adhere to the above recommendations and invited States requiring assistance to make their needs known to the NOTAM Go-team through the ICAO MID Regional Office.

5.4.13 The meeting noted that a workshop on Flight Planning System Capability was conducted virtually with Oman (CAA, operators and service providers) to address the importance of aeronautical information in Flight Planning, Flight Dispatch, ATM environments. This activity being a critical cross coordination activity between AIM and AT(F)M that will ensure safe, efficient, predictable, flight operations and planning through clear, timely and fit for purpose NOTAM and other aeronautical information in a format that can be ingested and correctly interpreted by flight planning and navigation databases.

5.4.14 The meeting commended this initiative and invited ICAO MID Office with the collaboration of IATA MENA to organize a regional workshop on Flight Planning System Capability during 2022.

New AIM System Implementation in Saudi Arabia

5.4.15 The meeting noted the information submitted by Saudi Arabia related to the replacement of the current AIM system installed since 2008 by a new AIM automation system to fully comply with GACA Regulation PART 175 requirements and ICAO Annex 15 SARPs, PANS-AIM (Doc 10066) requirements and considering the ICAO MID Roadmap for the transition from AIS to AIM, as highlighted in IP/13.

AIM/SWIM Service in UAE

5.4.16 The meeting noted the information submitted by GCAA UAE through IP/9, which highlights UAE AIM/SWIM services capabilities for the provision of aeronautical data in digital format i.e. Aeronautical Information exchange model (AIXM) as well as graphical visualization features available as part of the UAE GCAA strategic milestone.

REPORT ON AGENDA ITEM 5.5: PBN***Status of PBN Implementation in the MID Region***

5.5.1 The subject was addressed in WP/41 presented by the Secretariat. The meeting noted that the PBN SG/6 meeting reviewed and updated the status of implementation of priority 1 APTA Thread/Elements in the MID region and urged States to expedite implementation of PBN to achieve the regional targets included in the MID Region Air Navigation Strategy.

5.5.2 The meeting noted the significant challenges that States are facing in the implementation of Continuous Climb/Descent Operations (CCO/CDO). It was highlighted that 4 out of 9 States have implemented CDO/CCO. To cope with the challenges and to provide States with the guidance on CCO/CDO to harmonize their implementation in the MID Region and to promote the sharing of good practices, the meeting agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 19/10: CONDUCT OF A WORKSHOP ON
CCO/CDO IMPLEMENTATION IN 2022**

That,

- a) *a Workshop on CCO/CDO implementation be organized in 2022, in collaboration with MID FPP, to provide necessary knowledge about the ICAO provisions on the subject and share experience and best practices on CCO/CDO implementation by States/Airspace users; and*
- b) *States and International Organizations are strongly encouraged to participate actively in this Workshop.*

5.5.3 The meeting noted that the majority of MID States AIPs do not contain details on CCO/CDO availability at airports and recognized the need for a harmonized AIP content related to CCO/CDO to ensure that identified good practices are shared and that Flight Crew / Flight Planners know where CCO/CDO-related text may be found in an AIP. Accordingly, the meeting agreed to the following MIDANPIRG Decision:

**MIDANPIRG DECISION 19/11: ESTABLISHMENT OF CCO/CDO AD HOC
WORKING GROUP**

That, a CCO/CDO Ad Hoc Working Group:

- a) *be established to develop guidance related to the publication of CCO/CDO information (text and Charts) in the AIP, in coordination with the relevant MIDANPIRG and RASG MID subsidiary bodies.*
- b) *be composed of:*
 - *Chairpersons of the PBN SG*, AIM SG and ATM SG*
 - *Mrs. Sheila Brizo, (QCAA Qatar)*
 - *Mrs. Lindi-Lee Kirkman (IATA)*
 - *Mr. Muhammad Al Juhani (Saudi Arabia)*
 - *Secretariat*
- c) *present their outcome during the AIM SG/8 and PBN SG/7 meeting.*

** the rapporteur of the group is the Chairman of the PBN SG.*

5.5.4 The meeting noted that the PBN SG/6 meeting reviewed the current version of the MID Region PBN Implementation Plan (MID Doc 007) and recognized that the MID Doc 007 should be updated and refined throughout the implementation process in order to keep pace with changes in the MID Region Air Navigation Strategy (MID Doc 002) and to ensure alignment with the GANP 6th edition. Therefore, the meeting agreed to the following MIDANPIRG Decision:

MIDANPIRG DECISION 19/12: ESTABLISHMENT OF THE MID REGION PBN IMPLEMENTATION PLAN AD HOC WORKING GROUP (PBN IP AD-HOC WG)

That, the PBN Implementation Plan Ad Hoc Working Group:

a) be established to review the MID Region PBN Implementation Plan (MID Doc 007) and develop a revised version for review by the PBN SG/7 meeting and to the MIDANPIRG/20 meeting for subsequent endorsement, to keep pace with the developments, including the GANP 6th Edition and the MID Region Air Navigation Strategy (MID Doc 002, Edition February 2021); and

b) be composed of:

- Chairpersons of the PBN SG* and ATM SG
- Mr. Saqr Al Marashda (GCAA UAE)
- Mr. Hamed Al Zubaidi (GCAA UAE)
- Mr. Ahmed Al Shehhi (GCAA UAE)
- Mr. Muhammad Al Juhani (Saudi Arabia)
- Secretariat

** the rapporteur of the group is the Chairman of the PBN SG.*

Progress Report on the establishment of the MID FPP and outcomes of the MID FPP SC/1 meeting

5.5.5 The subject was addressed in PPT/42 presented by the MID FPP Manager. The meeting noted that the first meeting of the MID FPP Steering Committee (SC/1) held virtually on 26 and 27 January 2022 reviewed and adjusted the Work Plan for Y2022 with the specific requests received from States, in particular, Jordan, Kuwait and Oman for the provision of IFP services, including training, assistance and consultancy. The meeting recalled that during the DGCA-MID/5 meeting (Kuwait, 4-6 November 2019), Jordan, Lebanon, Syria and Yemen signed the MID FPP ProDoc as User States, Kuwait signed as Active State and UAE signed as the host State; and through DGCA-MID/5 Conclusion 5/3, the meeting urged States, that have not yet done so, to sign the MID FPP ProDoc with ICAO.

5.5.6 The meeting also noted that the main funding and income sources plan for the sustainability of the programme include the revenue generation services and activities, voluntary contributions and donations, ICAO resource Mobilization, active States contributions and industry sponsorship contribution.

5.5.7 The meeting noted that several States, including Egypt, Jordan, Oman and Sudan, showed the intention to join the Programme as Active/Donor States, subject to the average annual contribution. The meeting urged those States to sign the MID FPP ProDoc or at least, as a first step, to submit a Letter of Intent to the MID FPP through the ICAO MID Office.

5.5.8 The meeting strongly encouraged States that have not yet done so, to join the MID FPP, preferably as “Active State” to take benefit of all the services provided by the MID FPP; this

will reduce also the cost-share contribution of each State and facilitate the agreement on a clear funding mechanism that is essential for the programme sustainability.

5.5.9 The meeting commended the support to be provided by DGAC France to the MID FPP within the framework of the Technical Agreement (TA) signed with ICAO; and invited France to sign the MID FPP Project Document (ProDoc) as Donor State. In the same context, the meeting strongly encouraged Donor States and industry to provide their contributions (sponsorship, in-kind & financial contributions) to the Programme to support its resources and to build its capabilities.

REPORT ON AGENDA ITEM 5.6: AGA-AOP***AGA-AOP Air Navigation Matters***

5.6.1 The subject was addressed in WP/43 presented by the Secretariat. The meeting noted with appreciation the new methodology used by the MID Office to manage Aerodromes Operations (AOP) matters. The secretariat emphasized on the importance to establish a Data-driven decision making process to effectively implement the MID Air Navigation Strategy in line with the Global Air Navigation Plan (GANP) frameworks.

Basic Building Blocks (BBBs)

5.6.2 The meeting recalled that the BBB is considered an independent framework and not a block of the Aviation System Blocks Upgrade (ASBU) framework as they represent a baseline rather than an evolutionary step. This baseline is defined by essential services recognized by ICAO Member States as necessary for International Civil Aviation to develop in a safe and orderly manner. Once these essential services are provided, they constitute the baseline for any operational improvement.

5.6.3 The meeting reviewed and analyzed the dashboard on the States Needs on Capacity Building for Effective Implementation of BBBs requirements, as at **Appendix 5.6A**. The meeting noted that there is a need for assistance to States and their Airport Operators to implement the requirement for each AOP sub-area. The meeting encouraged States which are able to provide technical assistance to coordinate with ICAO MID Office to facilitate a coordinated technical assistance, as deemed necessary.

Airport Collaborative Decision Making (ACDM)

5.6.4 The meeting reviewed the ACDM Implementation Plans Dashboard at **Appendix 5.6B**. The meeting encouraged States that didn't provide their updates on the ACDM Implementation to submit their inputs in order to amend the MID Air Navigation Strategy (Ref: MID Doc 002) and the annual MID Air Navigation Report.

5.6.5 The meeting noted with concern that some States are facing serious challenges to implement the ACDM. In addition, considering the benefits that accrue by the implementation of ACDM at the list of Airports concerned by the ACDM Implementation as defined in the MID Air Navigation Plan (ACDM applicability area as agreed by the MID States).

5.6.6 The meeting agreed that the ASPIG continue its work on ACDM from an airport operation perspective, and coordinate with ATM SG on the required development for comprehensive establishment of ACDM integration with ATFM in the MID Region with reference to ICAO and International guidance material pertaining to ACDM implementation and integration with ATM/ATFM and considering all stakeholders needs. The meeting requested the ICAO MID Office to coordinate with the relevant Chairpersons to explore the best way for effective collaboration between the concerned MIDANPIRG and RASG-MID subsidiary bodies and present a WP on the subject to the MIDANPIRG/20 & RASG-MID/10 meetings.

Report on Agenda Item 5.7: ATM/SAR**MID ATS Route Network Table**

5.7.1 The subject was addressed in WP/44 presented by the Secretariat. The meeting recalled that MIDANPIRG/18 noted that a comprehensive review of the ANP Vol II, Table ATM II-MID-1: MID Region ATS Route Network, was still ongoing for the consolidation of States' inputs for the revised version, considering the numerous changes to the ATS route network in the Region, including, inter-alia, the impact of COVID-19 crisis and the projects of airspace re-organization in some States. The meeting noted also that the ICAO MID Office received requests from Bahrain, Egypt, Qatar and UAE for the inclusion of new established ATS routes in the MID ANP Vol II, including some of the contingency routes. The meeting noted that the following challenges have been identified and addressed:

- a) Interruption of Regional ATS routes;
- b) Use of non-regional designators for regional routes, and vice versa;
- c) Consideration of non-regional routes as regional, and vice versa;
- d) Lack of consideration of some regional routes in the MID ANP Vol II ATS table;
- e) Duplication of Route designators; and
- f) Missing bi-lateral coordination between adjacent States.

5.7.2 The meeting was apprised of the outcome of the ATM SG/7 meeting on the subject. The meeting reviewed and endorsed the proposal for amendment to the MID eANP VOL II, Table ATM II-MID-I, at **Appendix 5.7A**. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 19/13: PROPOSAL FOR AMENDMENT TO THE MID
eANP VOLUME II, TABLE ATM II-MID-I:
MID REGION ATS ROUTE NETWORK**

*That, the ICAO MID Office process the proposal for amendment to the MID eANP VOL II, Table ATM II-MID-I, at **Appendix 5.7A**, in accordance with standard procedure.*

5.7.3 The meeting encouraged States and stakeholders to use the MID RDWG/Route catalogue as a the main platform to address ATS Route network improvements and urged States with the support of ICAO MID Office to take action to overcome/eliminate the remaining challenges including 5LNCs duplication.

5.7.4 The meeting noted that Bahrain, Iran and Qatar requested to include the Route T800 in the MID eANP VOL II, Table ATM II-MID-I; however, UAE objected to this proposal. In order not to delay the processing of the PfA at **Appendix 5.7A** (amendment of the whole ATS Route Table), the meeting noted that the originating States agreed to process a stand alone PfA related to T800.

5.7.5 The meeting was apprised of Saudi Arabia's experience related to airspace change process, through IP/12 submitted by Saudi Arabia.

MID ATFM Implementation

5.7.6 The subject was addressed in WP/45 presented by the Secretariat and IP/7 provided by CANSO. The meeting recalled that the MID ATFM CONOPS, endorsed by MIDANPIRG/18 meeting through MIDANPIRG Conclusion 18/28, was published on the ICAO MID Office website as MID Doc 014 (V1.0).

5.7.7 The meeting reviewed the MID Doc 014 V.2.0 which incorporated the MID ATFM CONOPS, ATFM MID Region Framework and implementation guidance. The meeting agreed to rename the MID Doc 014 as MID Region ATFM Plan (V2.0) and to be published on the ICAO MID Website: <https://www.icao.int/MID/MIDANPIRG/Documents/eDocuments/MID%20DOC%20014%20-%20MID%20ATFM%20Plan%20V2.0.pdf>. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 19/14: MID ATFM PLAN (V2.0)

That, the MID Doc 014 renamed as MID Region Air Traffic Flow Management Plan (V2.0), is endorsed and be published on the ICAO MID website.

5.7.8 The meeting reviewed and endorsed the revised Terms of Reference (ToR) of the ATFM TF at **Appendix 5.7B**. Accordingly, the meeting agreed to the following Decision:

MIDANPIRG DECISION 19/15: TERMS OF REFERENCE OF THE ATFM TF

That, the Terms of Reference of the ATFM TF be updated as at Appendix 5.7B.

5.7.9 The meeting noted with concern the slow pace of implementation of the agreed actions/requirements of the MID ATFM CONOPS in particular those related to the establishment of the ATFM service at the national level. It was highlighted that the establishment of ATFM service would vary from one State to another based on the level of airspace complexity, number of movements, demand, etc. However, an ATFM Manager position should be the basis to ensure effective cross-border coordination and successful implementation of the Multi-nodal concept. The meeting noted that the *Manual on Collaborative Air Traffic Flow Management* (Doc 9971) in addition to the MID Doc 014 would provide the required guidance for the establishment of ATFM service. Moreover, the meeting noted with appreciation that ICAO and International Organizations would provide support, as appropriate.

5.7.10 The meeting noted with appreciation Qatar's offer for the use of their ATFM system; and CANSO's initiative (IP/7 refers) for providing free of charge access to the CANSO ATFM Data Exchange system for the exchange of information. The meeting agreed that the ATFM TF would be in a better position to assess the available opportunities for the exchange of information and propose a way forward to the ATM SG. The meeting underlined that the FWC 2022 event would provide a good opportunity for collaborative decision-making and information sharing, which would be very beneficial for the future ATFM implementation in the Region.

5.7.11 Based on the above, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 19/16: ATFM IMPLEMENTATION

That,

- a) States be urged to take necessary measures to establish ATFM service in accordance with the MID Region ATFM Plan taking into consideration the available relevant guidance materials, and the willingness of ICAO and International organization to provide support as appropriate; and*
- b) ATFM TF be tasked to*

- i. *assess the available opportunities for the exchange of information and propose a way forward to the ATM SG;*
- ii. *develop a checklist for ATFM service implementation assessment and monitoring (regulation, declared capacity, organizational ATFM structure, procedure for information sharing, etc).*

FWC2022

5.7.12 The subject was addressed in WP/46 presented by the Secretariat. The meeting noted the exceptional demand expected on the MID Region FIRs/Airspace/Route network during the period 16 Nov – 20 Dec 2022; the traffic forecast is estimated to be 1000 movements per day and could reach 1600 movements per day on the peak periods.

5.7.13 The meeting recalled the MIDANPIRG Conclusion 18/30 related to the “MID REGION RVSM AIRSPACE SAFETY ASSESSMENT RELATED TO THE FWC 2022”.

5.7.14 The meeting was apprised of the Safety Assessment developed by the MIDRMA using all the available historical LHD Data and the traffic forecast during the event provided by Qatar, based on the worst case scenario.

5.7.15 The meeting noted that the results of the Safety Assessment demonstrated that the ICAO Target Level of Safety (TLS) will continue to be met.

5.7.16 The meeting noted the capacity enhancement projects planned by Qatar to facilitate the traffic movements during the FIFA World Cup 2022 event within Doha TMA. Additionally, the meeting noted the initial FWC 2022 ATFM plan during the period of the event, based on the MID Region ATFM CONOPS V1.0, and the web-based tool for exchanging data, which will enable the measurement of demand vs capacity, and providing the ATFM measures.

5.7.17 The meeting noted that the FWC2022 TF/6 meeting reviewed the details of the FWC 2022 Roadmap and Operational plan presented by Qatar; and noted the projects details planned to be implemented by Qatar, mainly addressing the airspace management and the introduction of ATFM.

5.7.18 The meeting noted that, in order to enable Qatar to implement the Roadmap and Operational Plan, many regional activities involving the other States and ANSPs are required as follows:

- close coordination with the neighbouring States/ANSPs;
- temporary LoA agreements;
- regular briefing for operational plans and data exchange;
- agreements with nearby Airports for the usage of offload parking (Drop-and-Go Policy);
- ATFM implementation (CONOPS, Tools and training);
- contingency procedures (weather, incidents...) to include:
 - airborne/enroute holding patterns;
 - diversions to alternates; and
 - provisions of ATS services.
- Airspace users consultation and requirements.

5.7.19 The meeting noted that the FWC 2022 ATFM Implementation, using a web-based data exchange tool, will support the measurements of the demand and implementation of the measures. However, considering the current status of the MID ATFM Plan (currently in the phase of training and building capacity activities), it was found that training might be required for the MID States’ specialists to support this implementation.

5.7.20 Based on the above, Qatar offered the use of their ATFM tool during the event in two parts:

- Part 1: related to traffic movements bound to Doha, which will support the traffic management within Doha TMA.
- Part 2: related to the overall traffic within the FIR of the participating State, to support the State in managing its FIR.

5.7.21 Accordingly, training programme is hosted by Qatar based on the State intention to participate. Additionally, the meeting noted the Airspace enhancement projects by Egypt, Kuwait and Saudi Arabia planned to be implemented to address the hotspots highlighted by the MID Region RVSM Airspace Assessment within their FIRs, to ensure preparation and readiness of their route structure during the event.

5.7.22 Based on the above, the meeting reviewed and updated the FWC 2022 Action Plan as at **Appendix 5.7C**, and agreed to support the Action Plan with the checklist at **Appendix 5.7D**; including the details from the Roadmap and Operational Plan to ensure all projects implementations are tracked and harmonized, with due consideration to the AIRAC Cycle dates.

5.7.23 The meeting urged States to support the implementation of the FWC 2022 Action Plan, and to take all the necessary measures in a collaborative manner to accommodate the expected high increase in traffic during the FWC 2022 event, in a safe and efficient manner.

5.7.24 The meeting reviewed the proposed changes to the ToR of the FWC 2022 as at **Appendix 5.7E**, and agreed accordingly to the following MIDANPIRG Decision:

MIDANPIRG DECISION 19/17: TERMS OF REFERENCE OF THE FWC 2022 TF

*That, the Terms of Reference of the FWC 2022 TF be updated, as at **Appendix 5.7E**.*

MID Region ATM Contingency Plan

5.7.25 The subject was addressed in WP/47 presented by the Secretariat. The meeting was apprised of the outcome of the ATM SG/7 related to the need to review and enhance the ICAO Doc. 003: MID Region ATM Contingency plan (April 2016).

5.7.26 The meeting agreed that the MID Region ATM Contingency Plan should include provisions related to the management of public health pandemics; and encouraged States to adopt a unified contingency response and joint policy to strengthen future collaboration considering the lessons learnt from COVID-19.

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

MIDANPIRG DECISION 19/18: MID ATM CONTINGENCY PLANNING AD-HOC ACTION GROUP

That,

- a) *the MID ATM Contingency Planning Ad-hoc Action Group be established to carry out a comprehensive review of the MID Region ATM Contingency Plan (MID Doc 003), taking into considerations the lessons learnt from recent events; and*

b) *the MID ATM Contingency Planning Ad-hoc Action Group:*

i. *be composed of:*

- *the Chairpersons of the ATM SG;*
- *Abdulla Al Qadhi (Bahrain);*
- *Ahmad Abu Ghalleb (Saudi Arabia);*
- *Sharron Caunt (IATA);*
- *Faisal Al Assosi (Kuwait);*
- *Ehab Raslan (Egypt);*
- *Saleh Al Nesf (Qatar);*
- *Nasser Salem Al Mazroe (Oman);*
- *Saqr Marashdah (UAE), and*
- *ICAO MID Office (Secretariat).*

ii. *present the revised version of the MID Region ATM Contingency Plan (MID Doc 003) to the ATM SG/8 for review and enhancement, before presentation to the MIDANPIRG/20 meeting for endorsement.*

CMC/FUA

5.7.28 The subject was addressed in WP/48 presented by the Secretariat. The meeting recalled that MIDANPIRG, through Decision 18/31, tasked the MID CMC/FUA Action Group to review the ICAO Doc 10088, to ensure that the regional requirements related to Civil/Military Cooperation and implementation of FUA Concept, including State aircraft operations under Due Regard in particular over the high seas, are covered.

5.7.29 The meeting noted the slow progress made by the CMC/FUA Action Group, and noted the identified challenges related to CMC/FUA implementation in the Region, and the need to raise awareness on different subjects, including:

- State aircraft operations under Due Regard in particular over the high seas,
- CMC/FUA implementation,
- Drones-Airspace management applications,
- GNSS/GPS interference,
- NMAC reports between Civil and Military aircraft.

5.7.30 Based on the above, the meeting agreed to the following MIDANPIRG Decision, to replace and supersede the MIDANPIRG Decision 18/31:

MIDANPIRG DECISION 19/19: MID CMC/FUA ACTION GROUP

That,

- a) *the MID CMC/FUA Action Group develop region specific complementary procedures for ICAO Doc. 10088, in order to ensure that the regional requirements related to Civil Military Cooperation and implementation of FUA Concept are addressed, including State aircraft operations under Due Regard in particular over the high seas, are covered;*
- b) *the outcome of the MID CMC/FUA AG, be presented to ATM SG/8 meeting, for review.*

5.7.31 The meeting encouraged the MID States and International Organizations to actively participate in the CMC/FUA Webinar/Workshop, planned during 2022.

HLAC

5.7.32 The subject was addressed in WP/49 presented by the Secretariat. The meeting recalled the MIDANPIRG Decision 18/32 related to the High Level Airspace Concept Action Group (HLAC AG). The meeting reiterated that the objective of the MID Doc 004 “MID Region 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.

5.7.33 The meeting noted the limited inputs and comments received from the Action Group members. Accordingly, the meeting agreed to the following Decision, to replace and supersede the MIDANPIRG Decision 18/32:

MIDANPIRG DECISION 19/20: HIGH LEVEL AIRSPACE CONCEPT ACTION GROUP (HLAC AG)

That, the High Level Airspace Concept Action Group (HLAC AG), composed of the ATM Focal Points from Bahrain, Egypt, Jordan, Oman, Saudi Arabia, UAE, IATA and ICAO MID, be established to review and prepare a revised version of the MID Region High Level Airspace Concept (MID Doc 004), by 30 September 2022, for presentation to the ATM SG/8 meeting and endorsement by the MIDANPIRG/20 meeting.

Usage of ATC Simulators

5.7.34 The subject was addressed in WP/50 presented by UAE. The meeting recalled that UAE presented WP/45 to the MIDANPIRG/18 & RASG-MID/8 meeting, describing GCAA safety decision related to the usage of unit specific Synthetic Training Devices (ATC simulators) to perform the competency examination for renewal and issue of rating validation; in addition to, the use of refresher and emergency training.

5.7.35 The meeting recalled that MIDANPIRG/18, through Conclusion 18/33, invited States to share their practices and experience on the use of ATC Simulators for refresher courses, competency checks and examination/assessment purposes, to continuously ensure the level of proficiency during extended abnormal traffic periods (pandemics, crisis and similar events), and tasked the ICAO MID Office to consolidate the inputs from MID States to be shared with States and ICAO HQ, for appropriate action.

5.7.36 The meeting noted that as a follow-up action to the MIDANPIRG/18 Conclusion 18/33, the ICAO MID Office issued State Letter Ref.: ME 3 & AN 6/16 – 21/059 dated 21 April 2021, requesting States to share their experience on the subject. The consolidated inputs received from MID States are summarized as follows:

***ATCO training and competency maintaining programmes,
Where reduction of air traffic density levels are observed for extended periods***

In situations where traffic volumes are far below normal, or the operational environment is not suitable for competency check, ATC simulation could be used for the purpose of competency-maintaining programmes and proficiency checks required for the issuance of Certificate of Competence; provided that:

- *The ATCO who was previously exposed to live traffic representative of the density level and complexity of the normal operation of the Unit; could be accredited up to 50% of the required experience on the current rating.*
- *Candidate ATCO could be accredited 20% of the required experience of the new rating.*

Note: *to ensure realistic simulation, the devices, equipment and facility should exactly match the equipment used in live operations; and the training scenarios should demonstrate representative traffic levels and current airspace / sector / runways configurations, considering the objective of the training and assessment.*

5.7.37 The meeting encouraged the MID States and ANSPs to maximize the use of realistic simulation to mitigate ATCOs skill fadeout; and encouraged them to promulgate regulation on the subject, considering the best practices above consolidated from the inputs received from States.

SAR Implementation issues

5.7.38 The subject was addressed in WP/51 presented by the Secretariat. The meeting underlined that the material included in the MID Doc 010: SAR Implementation Plan would support the implementation of the SAR requirements.

5.7.39 The meeting noted that the main findings and challenges related to SAR in the MID Region are still standing. The meeting reviewed and updated the current status of the SAR bilateral arrangements as at **Appendix 5.7F**.

5.7.40 The meeting noted that the ICAO MID Office is coordinating with the ICAO AFI and APAC Regional Offices to organize an Inter-regional SAR Seminar in 2022.

5.7.41 The meeting reviewed the States GADSS Contact directory at **Appendix 5.7G**; and encouraged States to continuously provide updates, when deemed necessary.

5.7.42 The meeting noted the IP/14 submitted by Saudi Arabia related to SAMCC.

Updates from Bahrain

5.7.43 The subject was addressed in PPT/63 and PPT/64 presented by Bahrain. The meeting was apprised of the progress achieved in the implementation of the new Area Control Center and Air Traffic Management systems in Bahrain ACC; as well as Bahrain's experience related to SAR.

REPORT ON AGENDA ITEM 5.8: CNS***Frequency Management***

5.8.1 The subject was addressed in WP/52 presented by the Secretariat.

Reducing Channel Spacing for ILS/VOR

5.8.2 The meeting recalled the study performed to assess spectrum availability for VHF NAV systems (ILS/DME and VOR/DME). The meeting agreed that the frequency congestion necessitates reducing the channel spacing of the VOR/ILS from 100 KHz to 50 KHz/Y DME channel to increase the frequencies availability. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 19/21: REDUCED CHANNEL SPACING FOR VHF NAV

That, the ICAO MID Office, process a proposal for amendment to the MID ANP Volume II, CNS Specific Requirements to implement reduced channel spacing for Radio Navigation Aids.

5.8.3 The meeting recalled that MIDANPIRG/18 meeting tasked the Frequency Management Working Group with the development of a rolling frequency assignment plan, in order to secure adequate spectrum for VHF-COM, ILS, VOR, DME and GBAS/VDB facilities and meet the operational requirements up to 2030. The meeting agreed to postpone this action and to conduct another study to assess the frequency congestion after implementation of the reduced channel spacing for VHF navigation facilities.

Review frequency Assignments in the MID Region

5.8.4 The meeting noted that the ICAO Global NAV database includes incorrect data. The meeting urged States to continue updating the ICAO Global database and agreed that this action should be ideally completed during ACAO/ICAO Frequency Management Workshop planned in June 2022.

Radio Altimeter & 5G Interference

5.8.5 The meeting recalled that ICAO issued State Letter (dated 25 March 2021) on the potential impact of the 5G on Radio Altimeter in the MID Region. The meeting acknowledged the safety concerns and potential operational impacts of the 5G & Radio Altimeter interferences. The subject was also addressed through WP/62 presented by IATA; and WP/69 and PPT/71 presented by Saudi Arabia.

5.8.6 The meeting agreed to update the Frequency Management Working Group Terms of Reference to include tasks related to the issue of 5G & Radio Altimeter interferences. The meeting agreed to establish Radio Altimeter (RADALT) Action Group to develop guidance material to protect the aircraft operations from potential Radio Altimeter interference. Accordingly, the meeting agreed to the following MIDANPIRG Decisions:

MIDANPIRG DECISION 19/22: TORS OF THE FREQUENCY MANAGEMENT WORKING GROUP

That, the Terms of Reference of the Frequency Management WG be updated as at Appendix 5.8A.

MIDANPIRG DECISION 19/23: RADALT ACTION GROUP

That, the Radio Altimeter (RADALT) Action Group be:

- a) *established to develop guidance material to protect the aircraft operations from potential Radio Altimeter interference associated with the deployment of cellular broadband/5G ground infrastructure near the bands used by RADALT; and*
- b) *composed of:*

*Ridha Dridi, (Saudi Arabia, Rapporteur);
Khaled Alhazmi (Saudi Arabia)
Fares A. Alzahrani (Saudi Arabia)
Abdullaziz Hussain (Saudi Arabia)
Mohammed Kamal (Egypt);
Nevin Askar (Jordan);
Talal Al Jasmi (UAE);
Jehad Faqir (IATA);
Hecham Bennani (ACAO);
Gerlof E Osinga (Boeing)
ICAO MID RO/CNS*

5.8.7 The meeting noted that 5G rollout strategies in MID States are different in terms of key parameters; such as the frequency band used and the total transmitting power of the base stations. Therefore, the mitigation strategies taken will need to be tailored to each specific situation.

5.8.8 The meeting invited States to share information on their practices to mitigate 5G potential interference that may affect the radio altimeters during aircraft operations. Furthermore, the meeting agreed to task the CNS SG to coordinate with the RASG-MID relevant subsidiary bodies the 5G Safeguarding measures around the aerodromes to protect RADALT from any interference. Accordingly, the meeting agreed to the following MIDANPIRG Decision:

MIDANPIRG DECISION 19/24: 5G SAFEGUARDING MEASURES

That, the CNS SG coordinate with the RASG-MID relevant subsidiary bodies the 5G Safeguarding measures around the aerodromes to protect RADALT from any interference.

Preparation for WRC23

5.8.9 The meeting recalled that ICAO Position at the WRC-23 was disseminated to States on 18 August 2021 (refers SL E 3/5-21/37). The meeting noted that the active support from States is the only way to ensure that the results of WRC-23 reflect civil aviation's continued need for radio frequency spectrum.

5.8.10 The meeting urged States to participate in the WRC23 preparatory Webinar tentatively scheduled for 23-24 May 2022; and to communicate the ICAO WRC-23 position to national Telecommunication Authorities.

Communication Matters

5.8.11 The subject was addressed in WP/53 presented by the Secretariat.

Establishment of MID IP Network

5.8.12 The meeting recalled that MIDANPIRG/18 agreed, through Conclusion 18/37, that the ICAO MID Office, with the support of concerned States, initiate discussions with EUROCONTROL, in order to explore the possibility of joining the NEWPENS project as an alternative solution for establishing a MID IP Network.

5.8.13 The meeting was apprised of the follow-up actions taken by the MID Office including the conduct of the New PENS Webinar (10 November 2021).

5.8.14 The meeting noted that Eight (8) States (Bahrain, Egypt, Jordan, Lebanon, Kuwait, Oman, Saudi Arabia and UAE) confirmed their interest to join the EUROCONTROL IP Network Project (New PENS). Furthermore, the meeting invited States that have not confirmed their interest to do so.

5.8.15 The meeting was informed that EUROCONTROL is reviewing the expressions of interest by some MID States to join New PENS, and is considering the integration within the New PENS institutional and contractual framework.

AMHS Network with EUR/NAT Region

5.8.16 The meeting noted that the inter-regional connections with Cyprus and Greece have been migrated completely to AMHS with Egypt. Lebanon and Cyprus are in final stage of migrating to AMHS. Accordingly, the AMHS Network with ICAO EUR/NAT has been established with sufficient redundancy taking into consideration the existence of others bilateral AMHS connections.

5.8.17 The AMHS Network between the two ICAO MID and EUR/NAT Regions will provide the required inter-regional communication infrastructure to Regional OPMET Centre (ROC) and will facilitate the operation of extended AMHS service and exchange of the advanced data format, like XML based data (ex. IWXXM) between the two Regions.

ANS Cyber Security

5.8.18 The subject was addressed in WP/54 presented by the Secretariat. The meeting noted that the second version of the Cybersecurity Action Plan (CyAP) was developed early 2022. The meeting encouraged States to ensure alignment of ANS national Cyber Security plan with ICAO of Cybersecurity Action Plan (CyAP), 2nd version.

5.8.19 The meeting noted that ANS Cyber Security Tabletop Exercise (TTX) is planned in 2022. The TTX would make use of existing national contingency plan that is already developed and amend it to include provisions for cybersecurity to ensure the continuity of air transport during cyber incidents. Accordingly, the meeting encouraged States to participate actively in the ANS Cyber Security Tabletop Exercise (TTX).

ADS-B Implementation

5.8.20 The subject was addressed in WP/55 presented by the Secretariat and WP/72 and WP/73 presented by Saudi Arabia and IP/15 submitted by Saudi Arabia.

5.8.21 The meeting noted that ADS-B has been implemented by several MID States as a backup and complementary surveillance system.

5.8.22 The meeting urged States to consider the following lessons learned/ best practices when planning for ADS-B Mandate issuance. States should:

- inform airspace users about ADS-B implementation plan and publish mandates early to give operators enough lead time;
- establish procedures for managing Waiver and Exemptions. Requests for temporary waivers and exemptions should be based on operational impact and hazard analyses. Waiver/ exemptions could be granted for limited time span;
- for planning purpose, find the ADS-B equipage rate based on Flight plan data collected and analyzed; MIDRMA would provide data regarding ADS-B equipage as well;
- continuously monitor operator compliance progress, conduct monthly statistics; and
- plan for non ADS-B OUT compliant operations (ex. State aircraft)

5.8.23 The meeting was informed that the Space based ADS-B has been used for Search and Rescue service, due to the fast position update rate (every 8 seconds) compared to position update using voice position reporting (every 30 min) and ADS-C (every 15 min), the potential search area would be significantly decreased if the aircraft is equipped with ADS-B.

5.8.24 The meeting noted that ADS-B can be used to monitor the GNSS RFI; the lack of ADS-B position reporting by multiple aircraft is a reliable indicator of GNSS RFI since GNSS is the primary source of position for ADS-B. However, limitations exist depending on available ADS-B track density and geometry, yet there is a need to frame CONOPS of RFI Detection and Downlink functions.

5.8.25 The meeting was apprised of the coming new capabilities built on ADS-B technology in near term, such as (ACAS X, ADS-B version 3, ADS-B In).

5.8.26 The meeting was apprised of the ADS-B Out equipage mandate issuance and ADS-B avionics equipage certification and operational approval processes in Saudi Arabia.

5.8.27 The meeting highlighted that the low level of ADS-B equipage of the General Aviation Aircraft is impeding the ADS-B implementation in the MID Region. However, the meeting noted that Saudi Arabia did not require the carriage of ADS-B for all Aircraft intending to operate in Airspace Class G.

5.8.28 The meeting agreed that the percentage of ADS-B equipped aircraft is critical for the decision-making process for ADS-B deployment. The meeting noted that there is a need to monitor the level of ADS-B equipage at Regional and National levels. Furthermore, the meeting noted that States could analyze Flight Plan data (Item 10b) to monitor the ADS-B equipage level.

5.8.29 For the monitoring of aircraft operating from/to and through the MID RVSM airspace, the meeting agreed that the Middle East Regional Monitoring Agency (MIDRMA) can play a role in collecting and sharing information on the level of ADS-B equipage of the registered fleet and all flights operating from/to or through MID RVSM airspace.

5.8.30 Based on the above, the meeting agreed that the MIDRMA Board address the subject and explore the possibility to extend the functions and responsibilities of the MIDRMA to include the collection and sharing of information on the level of ADS-B equipage of the registered fleet and all flights operating from/to or through the MID RVSM airspace. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 19/25: STATISTICS ON ADS-B EQUIPAGE LEVEL

That the MIDRMA Board explore the possibility to extend the functions and responsibilities of the MIDRMA to include the collection and sharing of information on the level of ADS-B equipage of the registered fleet and all flights operating from/to or through the MID RVSM airspace.

5.8.31 The meeting tasked the CNS SG in coordination with the ATM SG to update the MID Region Surveillance Plan (MID Doc 013) with the outcome of the ADS-B Webinar and MID States' experience in ADS-B implementation. Accordingly, the meeting agreed to the following MIDANPIRG Decision:

MIDANPIRG DECISION 19/26: MID REGION SURVEILLANCE PLAN

That, the CNS SG, in coordination with the ATM SG update the MID Region Surveillance Plan (MID Doc 013) considering the outcome of the ADS-B Webinar and MID States' experience in ADS-B implementation.

5.8.32 The meeting raised concerns regarding the issue of privacy of flights broadcasting ADS-B data addressed under WP/72 presented by Saudi Arabia. This data is used by internet-based flight tracker platforms and websites to provide real-time tracking of aircraft including private and sensitive flight.

5.8.33 The meeting highlighted that open access to ADS-B data on the internet raises concerns, in particular, with regard to the real-time tracking of sensitive flights or aircraft including VVIP, VIP, State, and private flights.

5.8.34 The meeting agreed on the necessity for ICAO to consider the development of provisions/guidance related to the sharing of ADS-B and ATS surveillance data publicly to address the associated security risk. In this respect, the meeting noted that Bahrain, Kuwait, Oman, Saudi Arabia and UAE will present a joint Working Paper on the subject to the upcoming ICAO Assembly 41. This would be coordinated by ACAO through the agreed mechanism.

5.8.35 The meeting noted that FAA is using the Limiting Aircraft Data Display (LADD) service which limits the availability of the data from the FAA systems, either completely or through data sharing agreements with restrictions regarding its sharing publicly. <https://ladd.faa.gov/>.

Use of Wireless Links for Navigational Aids Monitoring and Transfer of Surveillance Data

5.8.36 The subject was addressed in WP/65 presented by Saudi Arabia. The meeting was apprised of Saudi Arabia's experience on the deployment of Microwave Line of Sight (LOS) Links to monitor Navigational Aids at certain aerodromes and to transfer surveillance data for the provision of Approach service in Jazan.

5.8.37 The meeting encouraged States to share information on the implementation of wireless connections/links for CNS/ATM applications, and to consider its potential use for the implementation of Performance-based Communication and Surveillance (PBCS) for the provision of ATS.

5.8.38 The meeting agreed that Saudi Arabia present their experience on the subject to the CNS SG/11 meeting, for further discussion and necessary action.

REPORT ON AGENDA ITEM 5.9: MET***MET Implementation Issues***

5.9.1 The subject was addressed in WP/56 presented by the Secretariat, with a focus on the implementation of the ICAO Meteorological Information Exchange Model (IWXXM), the dissemination of space weather advisory information and an update to deficiencies in the MET field.

5.9.2 The meeting noted that two separate events were held virtually in 2021 as follows:

- ICAO MID Space Weather Advisory Information Dissemination Webinar, 3 to 4 March 2021, whose objectives were to share information on the background and developments of ICAO Provisions related to Space Weather Advisory Information as well as review the dissemination requirements of this information; and
- The ICAO MID IWXXM Implementation Webinar, 26 to 27 May 2021, whose objectives were to share information on the background, requirements and best implementation practices of ICAO provisions and World Meteorological Organization (WMO) means of compliance related to IWXXM.

5.9.3 The meeting agreed that States be encouraged to investigate (e.g. survey) with operators in their State on their operational procedures in space weather events (e.g. descent procedures planned by airlines in case of radiation exposure) and provide feedback on their experience. In addition, the meeting encouraged States to update the status of IWXXM implementation (e.g. Saudi Arabia has implemented IWXXM version 3.0). These items are expected to be reviewed by the MET SG/10 meeting in May 2022.

5.9.4 With reference to MET deficiencies, the meeting agreed to update the MANDD accordingly and encouraged States, for those that have not yet done so, to provide a corrective action plan as soon as possible.

REPORT ON AGENDA ITEM 5.10: AIR NAVIGATION DEFICIENCIES***MID Air Navigation Deficiencies Status***

5.10.1 The subject was addressed in WP/57 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.

5.10.2 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 provision 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.

5.10.3 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: <https://mandd.icao.int>. The meeting noted that the total number of air navigation deficiencies recorded in MANDD is 105 deficiencies compared to 107 deficiencies in MIDANPIRG/18.

5.10.4 A quantitative analysis of the MID States' air navigation deficiencies is shown in the Tables and Graphs presented at **Appendices 5.10A** and **5.10B**.

5.10.5 The meeting highlighted the following:

- In the AOP field: 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 78% of these deficiencies.
- In the AIM field: according to the information provided by Oman and Iraq, the meeting agreed to remove the deficiencies reported against Oman related to *Lack of QMS implementation* as well as *non-production of Instrument Approach Chart-ICAO for Mousl Intl*. The total number of AIM deficiencies is fifty (50); forty-four (44) priority "A" and six (6) priority "B". Twenty-four (24) deficiencies related to eTOD (based on the agreement to include new deficiencies related to the non-provision of TOD for Area 2a/TOFP and OLS); five (5) related to QMS; five (5) related to AIXM; six (6) related to WAC; three (3) related to pre-flight information services; two (2) related to AIP and aeronautical charts; three (3) related to AIRAC adherence; and two (2) related to WGS-84.
- In the ATM field: the total number of deficiencies is eighteen (18); eleven (11) priority "A" and seven (7) priority "B". Nine (9) related to the uncompleted signature of contingency agreements; seven (7) related to the non-implementation of planned regional ATS Routes; and four (2) related to unsatisfactory reporting of large Height deviation (LHD) to the MIDRMA.
- In the CNS field: 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 thirteen (13) priority “A” deficiencies. Six (6) related to QMS; and seven (7) related to METAR, TAF, SIGMET and WAFS. Three new deficiencies have been added: ORBM METAR and 24-hour TAF not available internationally (Iraq), SADIS FTP not available (Libya) and OYAA METAR and 30-hour TAF; OYHD, OYRN, OYSN, OYTZ METAR and 24-hour TAF not available internationally (Yemen).
- In the SAR field: the total number of deficiencies is ten (10) priority “A”. Five (5) related to the lack of implementation of SAR provisions; and five (5) related to non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.

MID Air Navigation Deficiencies Management Process

5.10.6 The subject was addressed in WP/58 presented by the Secretariat. The meeting noted the proposal coming from the ASPIG/3 meeting on the need to include some improvement to the MANDD in order to enable States’ Focal points to upload evidences for the closure of the identified deficiencies. As part of the outcomes of the ASPIG/3 meeting, the meeting was apprised of ASPIG suggestions related to the following topics:

Proposed MID Air Navigation Deficiencies Management Process (MID AND-MP)

5.10.7 The ASPIG/3 meeting noted with concern the level of efficiency related to the resolution and management of the Air Navigation Deficiencies. The meeting agreed that, in order to encourage reporting by all concerned parties and to enable efficient follow-up, particularly by the ICAO MID Office, an Air Navigation Deficiencies Management Process is needed to support the reporting of non-compliances without prejudice to the definition of ‘a deficiency’ as approved by the Council.

5.10.8 In line with the above, the ASPIG/3 meeting proposed the development of a clear Middle East Air Navigation Deficiencies Management Process (MID AND-MP), as at the **Appendix 5.10C**, aiming to coordinate the collection and management of deficiencies.

Additional tool related to the AND Reporting (e.g. AOP Minimum Reporting Areas):

5.10.9 The ASPIG/3 meeting recalled that the ASPIG/2 Meeting agreed on a Template of the minimum reporting areas for Airport Operations (AOP), as available at **Attachment A** of the **Appendix 5.10D**, determining the fundamental infrastructure and core services to be implemented by Aerodromes in line with the Global Air Navigation Plan Frameworks. Consequently, the ASPIG/3 meeting agreed that this tool can be used, as deemed necessary, by States as a reference to monitor the implementation of the ICAO Standards and Recommended Practices (SARPs) and Regional Air Navigation Plan (ANP) requirements and report any related non-compliance to those requirements.

5.10.10 In this regard, the ASPIG/3 meeting noted and reiterated that the intent of the list of Minimum Reporting Area, defined by the above mentioned tool, is NOT to replace reporting based on the Council policy, but to encourage consistent reporting, noting on one hand the current critically low level of reporting, and on the other hand the expanse of SARPs and requirements on which reporting may be effected.

5.10.11 The ASPIG/3 meeting noted that the undesirable outcomes of the proposed approach, which should be guarded against, include the reporting only on the listed subareas, instead of all deficiencies covered by the Council Uniform Methodology.

5.10.12 In this regard, the ASPIG/3 meeting proposed to include in the next version of the MIDANPIRG Handbook a dedicated part on the ICAO Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies as proposed at **Appendix 5.10E**.

5.10.13 The meeting noted the proposal of the ASPIG/3 meeting and agreed that all MIDANPIRG Sub Groups need to study the proposal and provide their feedback, in order for the ICAO MID Office to provide the MIDANPIRG/10 meeting with a consolidated proposal on the subject.

REPORT ON AGENDA ITEM 5.11: MIDANPIRG WORKING ARRANGEMENTS AND ELECTION OF CHAIRPERSONS***MIDANPIRG WORKING ARRANGEMENTS AND ELECTION OF CHAIRPERSONS***

5.11.1 The subject was addressed in WP/59 presented by the Secretariat. The meeting recalled that MIDANPIRG/18, through Decision18/52, amended the MIDANPIRG Terms of Reference, in line with the PIRGs Generic ToR approved by the President of the Council on 7 August 2020. The meeting reviewed the MIDANPIRG Organizational Structure, updated as agreed by MIDANPIRG/18 meeting.

5.11.2 Mr. Ahmed Al Jallaf, Assistant Director General Air Navigation, GCAA, UAE, was unanimously elected as Chairman of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG) and Mr. Saleh Al Nesf, Head of Integrated Management System QCAA, Qatar, as the First-Vice Chairperson of MIDANPIRG.

5.11.3 The meeting thanked Mr. Adel S. Boresli, Director Air Navigation, DGCA Kuwait, for his good work and excellent contributions to MIDANPIRG and the MID Region during his career in DGCA Kuwait, and commended his chairmanship of MIDANPIRG, since his election during the MIDANPIRG/16 meeting (Kuwait, 13 – 16 February 2017).

REPORT ON AGENDA ITEM 5.12: MIDANPIRG PROCEDURAL HANDBOOK

5.12.1 The subject was addressed in WP/60 presented by the Secretariat. The meeting noted that further to the MIDANPIRG Decision 18/58, the Secretariat consolidated a new Edition of the MIDANPIRG Procedural Handbook (MID Doc 001), incorporating the following main changes:

- Part I (Terms of Reference): as approved by the President of the Council.
- Part II (Working Arrangements): in line with Part I and adding additional Guidelines for the election of MIDANPIRG Chairpersons.
- Part III (Rules of procedure for the conduct of meetings of the MIDANPIRG): in line with Parts I, II and IV and adding an Appendix related to the guidelines for the conduct of online meetings.
- Part IV (Rules of procedure for the conduct of meetings of the contributory bodies of MIDANPIRG): in line with Parts I, II and III.
- Part V (Middle East provider and user States): user States were updated
- Part VI (Regional and International Organization): this part was removed since it is covered by the Terms of Reference.
- Part VII (Sub-Groups of MIDANPIRG Terms of Reference (ToRs), Work Programme, Composition and Organizational structure): MIDANPIRG Sub-Groups ToRs updated. The MIDANPIRG Organizational Chart was also updated.
- New Appendix related to the Conduct of Virtual (online) meetings.

5.12.2 The meeting reviewed and endorsed the new Edition of the MIDANPIRG Procedural Handbook available at: https://www.icao.int/MID/MIDANPIRG/Pages/Midanpirg_Handbook.aspx; and agreed accordingly to the following MIDANPIRG Decision:

MIDANPIRG DECISION 19/27: NEW EDITION OF THE MIDANPIRG PROCEDURAL HANDBOOK

That, the new Edition of the MIDANPIRG Procedural Handbook is endorsed and be posted by the ICAO MID Office on the website.

REPORT ON AGENDA ITEM 5.13: FUTURE WORK PROGRAMME

5.13.1 The subject was addressed in WP/61 presented by the Secretariat. The meeting noted with appreciation the offer made by Oman to host the MIDANPIRG/20 and RASG-MID/10 meetings in May 2023 (after Ramadan). The exact dates will be determined, after coordination between the ICAO MID Regional Office, Oman and the Chairpersons of MIDANPIRG and RASG-MID.

REPORT ON AGENDA ITEM 6: DATES AND VENUE OF MIDANPIRG/20 AND RASG-MID/10

Dates and Venue of MIDANPIRG/20 & RASG-MID/10

6.1 The meeting received with appreciation an offer by Oman to host the MIDANPIRG/20 and RASG-MID/10 meetings. Accordingly, the meeting agreed that the MIDANPIRG/20 and RASG-MID/10 meeting will be held face-to-face in Oman in May 2023 (after Ramadan), providing that approval from the President of the Council is received for hosting the meetings outside of the ICAO MID Office premises (new PIRGs and RASGs TORs, refer).

6.2 The exact dates of the meetings will be coordinated between the ICAO MID Office, the Chairpersons of both Groups and Oman.

REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS

Airports Sustainability Assessments

7.1 The subject was addressed in PPT/66 presented by Saudi Arabia on Airports Sustainability Assessments and the Saudi Green Initiative (SGI), which brings together environmental protection, energy transformation and sustainability programs to work towards three overarching targets to achieve a common goal of a green future and to increase reliance on clean energy, offset the impact of fossil fuels and combat climate change.

ATTACHMENT A



**Nineteenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group
and Ninth Meeting of the Regional Aviation Safety Group-Middle East
(MIDANPIRG/19 & RASG-MID/9)**

(Riyadh, Saudi Arabia, 14 – 17 February 2022)

List of Participants – In Person

State/ Org/Ind	Contact	Title
Bahrain	Mr. Abdulla Hasan Al Qadhi	Chief Aeronautical Information Management & Airspace Planning
	Ms. Leena Ahmed Alkooheji	Chief Airport & Navigation Audit
Egypt	Mr. Saher Mostafa Mohamed Hassan	Head of Aerodrome Central Administration
	Mr. Said Mohamed Abdou Abdelrahman	Sector Head - Air Traffic Control
	Mr. Samer Hussein Emam Mabrouk	Acting as Head of Flight Operations Central Administration General Manager of Air Space and AIS
	Mr. Tarek El Ghazaly ElSayed Awwad	Head of under secretariat Sector
	Mr. Yasser Mohamadain Hafez Khalil	GM of Cairo ACC
	Mr. Mostafa Abdelfatah Rezk Mohamed Abolilaa	Senior Safety Inspector
	Mr. Tayseer Mohamed Abdelkareem Kasem	Head of Air Navigation Central Administration
Iran	Mr. Amirhossein Sadeghcheh	ATM General Director
	Mr. Javad Mohammadpour Hamedani	Director of Safety & Quality Assurance department
Kuwait	Mr. Adel S. Boresli	Director of Air Navigation Department
	Mr. Faisal Al. Alasousi	Superintendent of ATS
Lebanon	Mr. Omar Kaddouha	Director Flight Safety
Oman	Mr. Moosa Abdulaziz Al Bulushi	Civil Aviation Affairs (CAA)
	Mr. Nasser Salim Al-Mazroui	Act Director Air Traffic Control Services
	Mrs. Rawya Nasser Al Adawi	Director of Safety Regulations
	Mr. Saleh Al Harthy	Director CNS
Qatar	Mr. Dhiraj Ramdoyal	State Safety Programme Specialist
	Mr. Majed Al Atawi	Director of Air Safety Department
	Mr. Ramy Saad	ANS Inspector
	Mr. Erwin Obergruber, MBA	ANS Advisor
	Mr. Kevin Cooper	Air Navigation Department
	Mr. Saleh Al Nisf	Air Navigation Department
	Mr. Mohammed Al-Muhamadi	Air Navigation Department

State/ Org/Ind	Contact	Title
	Mr. Ahmed Al-Eshaq	Director Air Navigation
Saudi Arabia	Mr. Saleh A. Alzahrani	GM-ATM-SANS
	Mr. Imed H. Bensaad	IFP, OBST & AIM Expert
	Ms. Hind Abdulaziz Almohaimeed	AIP Specialist
	Mr. Yousef Alghamdi	Air Examiner Procedures Inspector
	Mr. Marzouk Alshrah	ATS Expert
	Mr. Mohammad Taisser Khawaj	ATS Safety Expert
	Mr. Ibrahim S. Alshaya	AIM Manager
	Mr. Ahmed Mohammed Alzehairi	Advisor to Vice President Safety and Aviation Standard
	Mr. Waleed Y. Alsulaim	ANS Safety Inspector
	Mr. Ibrahim B. Aljabri	Advisor to EVP.
	Mr. Bassam A. Alghamdi	ANS Safety Inspector
	Mr. Jamal A. Alanazi	ANS Safety Inspector
	Mr. Fares A. Alzahrani	ANS Safety Inspector
	Mr. Hamdan M. Alshaibani	ANS Safety Inspector
	Mr. Ridah Salah. Dridi	Safety Advisor
	Capt. Suliman S. Almuhaimeedi	Executive Vice President of Safety and Aviation Standards
	Mr. Rakan A. Abalary	ANS Safety Inspector
	Mr. Hadi Ahmed Alghamdi	AIP Manager
	Mr. Khaled S. Al-Refae	Acting Flight Inspection Manager
	Mr. Muhammad Al-Juhani	Flight Procedure Manager
	Mr. Abdullah Saad Alahmadi	Aviation obstacle Manager
	Mr. Hussam Abdulaziz Abumansoor	Manager, Risk Management
	Mr. Mohamed A. Ashmouni	DG Office Manager - AIB
	Mr. Abdullah Awad Alharthi	NOTAM Supervisor
	Mr. Ahmad Sami Abughallab	Aeronautical telecommunication supervisor.
	Mr. Mohammad A. Aldhahri	Safety Program Manager
	Mr. Khalid Hussain Alharbi	Airspace Planning Specialist
	Mr. Fahad S O Al-Harbi	SAR Manager
	Capt. Mohammed Berenji	Director of Investigations-AIB
	Mr. Abdulelah Othman Felemban	Director General - Aviation Investigation Bureau (AIB)
Capt. Marwan Tashkandi	Manager – Private Aviation	

State/ Org/Ind	Contact	Title
	Mr. Hussain Omar A. Al-Ibrahim	Head of Air Transportation
Saudi Arabia	Dr B P Sharma	ICAO Expert
	Mr. Osama M. Halawani	Operations and Control Center
	Mr. Sami Mansour Alwafi	Aviation Service Manager
	Mr. Majed Khalid Mahajoub	Aviation Service Manager
	Mr. Anas I. Fallatah	Instrument Flight Procedure Design Chief Designer
	Mr. Loay Abdullah Beshawri	Automation & Surveillance Engineering Manager
	Mr. Alaa M. Alturki	Engineering Services Executive Director
	Mr. Majed Al Hisan	Risk Management
	Mr. Sanaullah Malik	ICAO Expert
	Mr. Hussain Almoddahi	Obstacle Aviation Specialist
	Mr. Hamoud Alzahran	GM Academic Training
	Mr. Moosa Al Qabbaa	General Manager
	Mr. Maher Gasim	The Helicopter Company
	Mr. Abdul Rahman Alsaqati	Senior Specialist Aviation Legislation
	Mr. Robert Domcek	ICAO Expert
	Mr. Stephen Kiruland	Chief Quality Safety Officer
	Mr. Faisal Fahad Alslad	General Authority of Civil Aviation
	Capt. Marwan	General Authority of Civil Aviation
	Mr. Abdullah Al Duhaynah	General Authority of Civil Aviation
	Mr. Abdullah Ali Mohamed Al-Qarni	ASD General Manager
	Mr. Mahmoud Saeed Alghamdi	Fire Technician
	Mr. Ali Aldyab	General Authority of Civil Aviation
	Mr. Waleed Samman	General Authority of Civil Aviation
	Mr. Mohammad Balubaid	Training Manager
	Mr. Suliman Al Jaber	ICAO Expert
	Mr. Hamadi Alhazmi	General Authority of Civil Aviation
	Mr. Hatim S. Murad	Manager Aviation Standards Leg.
	Capt. Saleh Alhasan	General Manager Operation
	Mr. Salman M Alalmaie	Manager Aviation Medicine
	Mr. Abdulmohsen K. Almutairi	Aviation Safety Inspector
Mr. Hamad Al Zaid	General Authority of Civil Aviation	
Mr. Mohammed Al mathafi	Airports Safety Inspector	

State/ Org/Ind	Contact	Title
	Mr. Adnan M. Alotaibi	Environment Manager
Saudi Arabia	Mr. Ahmed Alghamdi	Safety Specialist
	Mr. Azzam Qart	General Authority of Civil Aviation
	Mrs. Amal Hussain Alghatani	Obstacle Evaluation Specialist
	Dr. Maher Almahallawi	IHR Supervisor
	Mr. Avdullah Alsaad	Business Analyst
	Mr. Sultan Alghamdi	Risk Management
	Mr. Hussain Alghubari	Accidents/Incidents Manager
	Ms.Norah Alsanea	Airworthiness Systems Specialist
	Mr. Mohammad Alahmaji	Manager of programs and systems
Sudan	Mr. Kamil Ahmed Mohamed Makin	Director of Air Navigation Services Department
	Mr. Mohamed Eltayeb Ahmed	Acting Director of Air Navigation Regulatory Directorate
	Dr. Nabila Mohamed Osman Mahmoud	Aviation Medicine Section Director
	Mr. Yasir Rabih Hassan Mudathir	ATM Director
USA (FAA)	Mr. Amer M. Younossi	Senior Representative - EU Member State
	Mr. Mohammad Kushan	Senior Representative – Abu Dhabi Office of International Affairs
	Mr. Travis Fiebelkorn	Senior International Representative
ACAO	Eng. Hicham Bennani	Safety and Air Navigation Expert
BOEING	Mr. Ahsan Naseer	Senior Safety Strategist – Middle East and Africa
	Mr. Akachi Iroezi	Director of Safety and Regulatory Affairs – Middle East and Africa
CANSO	Mr. Scott Leis	CANSO Operations Programme Manager
EUROCONTROL	Mr. Robert Peters	ICAO Focal Point
GCC	Mr. Ahmad GH. Al-Shammari	Civil Aviation Expert
IATA	Mr. Jehad Faqir	Assistant Director Safety and Flight Operation (Africa and Middle East)
	Ms. Sharron Caunt	Regional Director Safety and Flight Operation (Africa and Middle East)
	Ms Zainab Khudhair	Manager Safety and Flight Operation ATM&I (Africa and Middle East)
IFALPA	Capt. Souhaïel Dallel	Executive Vice President - AFI/MID Region 1053 Tunis
IFATCA	Mr. Fateh Bekhti	Executive Vice President Africa and Middle East
ICAO	Mr. Mohamed AbuBaker Abdullah Farea	Regional Director
	Mr. Mohamed Smaoui – ICAO MID	Deputy Regional Director

State/ Org/Ind	Contact	Title
	Mr. Mashhor Alblowi – ICAO MID	Regional Officer, Flight Safety
	Mrs. Muna Alnadaf – ICAO MID	Regional Officer, Communication, Navigation and Surveillance
	Mr. Mohamed Chakib– ICAO MID	Regional Officer, Safety-Implementation
	Mr. Mohamed Iheb Hamdi – ICAO MID	Regional Officer, Aerodromes and Ground Aids
	Mr. Radhouan Aissaoui – ICAO MID	Regional Officer, Information Management
	Mr. Ahmed Amireh – ICAO MID	Regional Officer, Air Traffic Management and Search and Rescue
	Mr. Ahmad Kavehfiroz – ICAO MID	Regional Officer, Air Traffic Management
	Mrs. Manal Wissa – ICAO MID	Programme Analysis Associate
	Mrs. Hoda Gabriel – ICAO MID	Technical Assistant
	Mr. Martin Maurino - ICAO HQ	Technical Officer, Global Aviation Safety
	Mr. Elie Elkhoury - ICAO HQ	Technical Officer, Airspace Management and Optimization
	Mr. Ignacio Iglesia Figueroa- ICAO HQ	Head, Operations Unit, FOS, TCB
	Ms. Rasha Haidar- ICAO HQ	Associate Administrative Officer, TCB

List of Participants who attended online

State/Organization	User Name
Bahrain	Ahmed Ali
	Ali Ahmed
	Isa Al khamiri
	Yousif Al Sayed
Egypt	Ahmed Arman
	Ehab Raslan
Iran	Adineh-CAA-IRAN
Iraq	Fatmiah
Jordan	Thaer Hasan
	Eng. Muneeb Al-Ali
	Tamer Al Nabulsi
	Khaled Arabiyat
	Khalid Al Zoubi
	Mohamed Hushki
	Mohammed Doqa
	Narman Asad
	Erwin Obergruber
	Qatar
Saudi Arabia	Adnan
	Alaa Alturki
	Amal
	Anas Fallatah
	Ashraf
	Aziz
	Des Whitty
	Ghassan Qawas - GACA
	Hall
	Halmoddahi
	Ibrahim Refaei
	Khalid Alqahtani
	Loay Beshawri
	Majed Almutairi
	Mazen Alshihri
	Meshaal Sennari
	Mohamed Abdessalem
	Mohamed Wassim Mechergui
	Mohammed
	Mohammed Alyami
Mohammed Kalifah	
Mostafa Abolilaa	

	Muhammad Aljuhani
	Nasser Alasmari
	Noura Almatrood
	Osama Alshotairi
	Sami Alshaikhi
	Sanallah Malik
	Shanmugam Ayyakannu
Sudan	Yasir
	Yassien
United Arab Emirates	Ahmed Al Jallaf
	Hamad Al Belushi - UAE GCAA
	Ibrahim Blooshi
	Mohamed Al Zaabi
	Omar Al Abdouli
	Sultan Al Zara
	Syed Samiullah
	Saqr Al Marashda
	Kedari Manthanwar
Yemen	Abdulkareem Manea
	Abdullah mohammed
	Ashhab Shehab - Yemen
	S. A. Bawazir
	Mahmood Razak
	Yemen-mem Air Navigation
	Younis Alkhader
ACI	SL Wong
MIDRMA	Amal Jo
	Fareed
	Fathi
ICAO EUR/NAT	Christopher Keohan
ICAO HQ	Herman Pretorius
ICAO MID FPP Manager	Sorin Onitiu

- END -