

MIDANPIRG/7
Appendix 4A to the Report on Agenda Item 4

LIST OF CONCLUSIONS AND DECISIONS OF MIDANPIRG/6

CONCLUSION 6/1- UNIFORM FORMAT FOR THE REPORTING OF WGS-84 IMPLEMENTATION

That the table available at the **Appendix 3C** of the report on Agenda Item 3 be adopted as a uniform format for reporting of WGS-84 implementation.

CONCLUSION 6/2- REVISED TERMS OF REFERENCE OF MIDANPIRG

That, the Revised Terms of Reference of MIDANPIRG in Appendix 3D which includes financial considerations in planning and implementation of air navigation facilities, with due regard to the primacy of safety, be adopted.

DECISION 6/3- FOLLOW-UP OF ICAO POSITION WITH REGARD TO FUTURE WRC CONFERENCES

That, the COM/MET SG be tasked with following up the development in ICAO position with regard to the future WRC conferences and its preparatory meetings, and highlighting that position to the MID States.

CONCLUSION 6/4- CIVIL AVIATION AUTHORITIES SUPPORT OF ICAO POSITION

That, all MID States Civil Aviation Authorities use the ICAO coordinated aeronautical position regarding the future WRC conferences in their national discussions with the radio regulatory authorities when developing proposals for submission by their Administrations to the ITU conferences.

CONCLUSION 6/5- CIVIL AVIATION REPRESENTATIVES PARTICIPATION IN ITU WRC ACTIVITIES

That, all MID States Civil Aviation Authorities, request their appropriate ministries to assign aviation experts to participate in their national delegation to the future ITU conferences in order to brief the delegations at these ITU conferences with ICAO position and to support that position.

CONCLUSION 6/6 - SUPPORT FOR TRAFFIC FORECASTING ACTIVITIES

That,

- Considering the importance of relevant traffic forecasts for the efficient planning of the air navigation system
 - Noting the work done by the Middle East Regional Traffic Forecasting Group and the support it received from the secretariat in preparing preliminary forecasts of aircraft movements to, from, across and within the Middle East region,
 - Further noting the need to facilitate the efficient functioning of the Middle East Regional Traffic forecasting Group
- a) States be urged to ensure that their respective nominees to the membership of the Middle East Regional Traffic Forecasting Group have the necessary traffic forecasting expertise and that both Air Transport and ATC Officers be represented in the Group.

- b) ICAO be requested to organize workshops and other relevant training sessions for the members of the Group with a view to enhancing the efficiency of its work.

CONCLUSION 6/7- MANDATORY CARRIAGE AND OPERATION OF ACAS II IN THE MID REGION

That ACAS II shall be carried and operated in the MID Region by all aircraft which meet the following criteria:

- a) With effect from 1 July 2001, all civil fixed-wing turbine-engined aircraft having a maximum take-off mass in excess 15,000 kg or approved passenger seating configuration of more than 30.
- b) With effect from 1 January 2005, all civil fixed-wing turbine-engined aircraft having a maximum take-off mass in excess of 5,700 kg or approved passenger seating configuration of more than 19.
- c) Each State should issue an AIC as soon as possible, indicating the intent to introduce mandatory ACAS II requirements.
- d) States, which do not agree to implementation prior to the date, specified in part I of Annex 6, paragraph 6.18, may publish by NOTAM or in their respective AIP that there is no requirement for ACAS equipage in their sovereign airspace. Such States are not required to file a difference with ICAO.

CONCLUSION 6/8 - PLANNING FOR CONGESTION REDUCTION MEASURES IN THE MID REGION

That,

- recognizing there are areas in the MID region carrying high density traffic where radar surveillance is not available;
- recognizing that the introduction of both RVSM and RNP would contribute to the reduction of congestion in the region, and that it will be necessary to implement both in the long term; and
- recognizing also that RNP is an option which can be implemented in the short term, whereas the introduction of RVSM will require a long and expensive implementation process;

the planning for measures to reduce congestion in the MID region should be based on the following principles.

- a) Radar surveillance should be provided in areas of high traffic density where it is not yet currently available.
- b) RNP routes and airspace should be introduced as soon as possible in those areas where this would contribute to reduction of congestion.
- c) Plans for the introduction of RVSM should be harmonized with the plans for its introduction in neighboring regions, and in particular, should take into account the plans for its introduction in the western part of the Asia/Pacific region;
- d) Planning for the introduction of RVSM should be commenced three years in advance of the intended implementation date.

CONCLUSION 6/9- ESTABLISHMENT OF A MID RVSM TASK FORCE

That,

- a) a Middle East RVSM Task Force be established with Terms of Reference as set out in **Appendix 4.1A** to the report on Agenda Item 4.1;
- b) membership of this task force should comprise all MID States and IATA as an observer;
- c) States should ensure that persons nominated to participate in the RVSM Task Force have the requisite expertise in the fields of ATC, airworthiness, flight operations and if possible, the techniques involved in safety studies; and
- d) States should also ensure that there is continuity, to the maximum extent possible, in the membership of their delegations to the task force meetings.

CONCLUSION 6/10- TARGET DATE FOR THE INTRODUCTION OF RVSM IN THE MID REGION

That the target date for introduction of RVSM in the MID Region should be 2003, on a date to be determined as the planning for implementation proceeds.

CONCLUSION 6/11- OBJECTIVE OF THE REGIONAL ATS INCIDENT ANALYSIS SYSTEM

That the objective of the regional ATS incident analysis system should be to provide information on the frequency and nature of ATS incidents occurring in the MID region,

- a) for use by the Regional Office and MIDANPIRG as a means of identifying air navigation shortcomings and deficiencies in the region, and
- b) for use by States of the region in taking corrective action to rectify shortcomings and deficiencies in the State, the on-going development of their ATS systems, and for educational purposes.
- c) a decision on the exact nature of the data to be analysed and the reports to be produced should be deferred until more information is available on the details of the ADREP 2000 system, and the ATM incident analysis system being developed by EUROCONTROL.

CONCLUSION 6/12- AMENDMENT OF TABLE COM1A (AFTN MID) DESIGNATED CIRCUITS REQUIRED FOR INTERNATIONAL OPERATIONS UNTIL THE RECOMMENDED FACILITIES ARE OPERATING SATISFACTORY

That based on the progress made in the implementation of the Rationalized AFTN Plan for the MID Region, developed by the LIM MID (COM/MET/RAC) RAN meeting (1996) and, subsequently approved by the Council of ICAO, table COM 1A for the MID AFTN Plan be amended with a view to deleting the circuits therein which are no longer required.

CONCLUSION 6/13- INITIAL PLAN FOR THE GROUND PORTION OF THE ATN IN THE MID REGION

That, tables 1, 2, 3, 4 and 5 and the explanatory note constitute the initial plan for the ground portion of the ATN in the MID Region and be included in the FASID as shown in **Appendix 4.2C** to the report on Agenda Item 4.2.

DECISION 6/14 - TARGET DATE FOR THE APPROVAL OF GNSS AS A SUPPLEMENTAL MEANS NAVIGATION SYSTEM IN THE MID REGION

That

- a) the regional target date for implementation of GNSS for en-route and non-precision approach, as shown in Table 10-1 of draft version 6 of the CNS/ATM Implementation Plan for the Middle East Region, should be amended to 2002; and
- b) this target date should be reviewed by the next meeting of the GNSS Task Force in association with Decision 6/17, in order to confirm its feasibility, and to determine an AIRAC date for implementation

CONCLUSION 6/15- IMPLEMENTATION OF GNSS FOR EN-ROUTE AND NON-PRECISION APPROACH

That, recognizing that MIDANPIRG/5 Conclusion 5/19 placed a high priority on the implementation of GNSS as a supplemental means navigation system, all States which have not already done so be urged to:

- a) identify regulatory and legislative changes which will be needed to authorize the use of GNSS as a supplemental means navigation system in their airspace for both en-route and non-precision approach;
- b) establish multidisciplinary GNSS implementation teams, using section 6.10 of ICAO Circular 267, Guidelines for the Introduction and Operational Approval of the Global Navigation Satellite System (GNSS), as a guide; and
- e) work towards the identification and implementation of all requirements for the introduction of GNSS as a supplemental means system for en-route navigation, and non-precision approach where required, by the end of 2001, taking into account user requirements.

DECISION 6/16 FURTHER WORK REQUIRED FOR GNSS IMPLEMENTATION

That the GNSS Task Force be tasked to

- a) develop a plan, with milestones, outlining the requirements needed to approve GNSS as a supplemental means navigation system in the MID Region and to eventually progress to primary means, including consideration of the need for monitoring, a means of alerting, RAIM prediction programs, WGS-84 implementation and institutional issues; and
- b) identify the most efficient way to meet the above mentioned requirements in a regional framework.

CONCLUSION 6/17- PRIORITY ROUTES FOR THE INTRODUCTION OF RNP 5

That,

- a) States concerned should implement RNP 5 on the routes listed in **Appendix 4.3A** to the report on Agenda Item 4.3, on 22 March 2001;
- b) States may implement RNP 5 on additional routes on this date where further discussions indicate that this would be beneficial, noting in this regard the requirements of section 5 of the Middle East Implementation Plan for the Introduction of RNP/RNAV relating to advance notice and consultation with users;

- c) On the designated routes or within designated airspace, the RNP 5 requirement should apply to all flights above FL 285, except where particular circumstances require the specification of a different lower limit; and
- d) The proportion of RNP 5 approved aircraft operating in the region should be reviewed periodically, with a view to extending both area of applicability of RNP 5, and the level bands to which it applies.

CONCLUSION 6/18 - IMPLEMENTATION OF NAVIGATION ERROR MONITORING

That, all States involved in the initial implementation of RNP 5 routes should ensure that:

- a) the necessary mechanisms for the recording and notification of gross navigation errors, as described in Appendix C of the Guidance Material on Implementation of RNP/RNAV in the Middle East Region are put in place prior to 22 March 2001; and
- b) all staff who will be involved in the monitoring process are given appropriate training prior to the same date.

CONCLUSION 6/19 - DEVELOPMENT OF AIRWORTHINESS AND OPERATIONAL APPROVAL PROCEDURES FOR RNP 5

That, noting that the issuing of airworthiness and operational approvals for RNP 5 is the responsibility of the State of Registry or State of the Operator:

- a) All States which have not yet developed procedures for issuing RNP 5 approvals should assign the development of these procedures a high priority; and
- b) The following documents may be used as guidance in the development of these procedures:

FAA Advisory Circular AC 90-96, Approval of U.S. operators and aircraft to operate under instrument flight rules in European airspace designated for Basic Area Navigation (BRNAV/RNP 5)

JAA Temporary Guidance Leaflet No. 2, Guidance material on airworthiness approval and operational criteria for the use of navigation systems in European airspace designated for Basic RNAV operations.

CONCLUSION 6/20- NOTIFICATION OF INTENTION TO INTRODUCE RNP 5 ROUTES

That, all States involved in the initial implementation of RNP 5 routes should, as soon as possible, issue an AIC notifying their intent to introduce RNP 5 requirements on these routes. These AICs should include the planned implementation date and the level band within which the requirement would apply.

CONCLUSION 6/21- ANNOTATION OF RNP REQUIREMENTS ON CHARTS

That, until such time as guidance material relating to the annotation of RNP requirements on charts is published in the Aeronautical Chart Manual (Doc 8697), the following procedures should be adopted by States of the MID Region:

- a) Where an RNP requirement applies to all routes within the boundaries of some defined airspace, the chart should contain a conspicuous note indicating the RNP requirement, and the vertical limits within which it applies.

- b) Where the RNP type is applicable only to individual routes or route segments, the RNP type should be indicated in association with the route designator in each applicable segment. Where the RNP requirement applies to all levels on the route, the RNP requirement should precede the vertical limits. Where the RNP requirement applies only to certain flight levels, the vertical limits for the route should be specified first, followed by the RNP requirement, followed by the vertical limits within which the RNP requirement applies.

CONCLUSION 6/22 - TRAFFIC FORECASTING REQUIREMENTS FOR CNS/ATM PLANNING

That in order to provide additional information for airspace planning activities, the Traffic Forecasting Group be requested to:

- a) include the following additional items, for all flights, in the data collected and recorded in its data base:
 - i) Whether the aircraft is RNAV capable;
 - ii) Whether the aircraft is equipped with ADS and CPDLC, as indicated in field 10 of the ICAO FPL message; and
- b) make provision in its forecasting procedures for forecasts relating to Haj traffic, as well as forecasts for normal scheduled flights; and
- c) include forecasts for traffic overflying the region, as well as traffic landing at or departing from airports within the region, as soon as possible.

CONCLUSION 6/23 - SUB-REGIONAL APPROACH TO CNS/ATM IMPLEMENTATION

That,

recognizing the implementation of CNS/ATM in accordance with the Regional Plan is ultimately a State responsibility;

recognizing that the CNS/ATM environment should provide seamless transitions across national boundaries, and that the achievement of this will require co-ordination of State CNS/ATM implementation plans;

recognizing that some of the States with which co-ordination will be required will be States of adjacent ICAO Regions; and

recognizing also the importance of implementing joint financing mechanisms for the funding of CNS/ATM systems with applicability beyond the boundaries of any one State;

- a) The planning for the introduction of CNS/ATM should be co-ordinated through informal sub-regional working groups;
- b) Membership of a working group should include all those States within the sub-regional area under consideration; and
- c) ICAO and IATA should participate in these working groups as observers.

DECISION 6/24 - FINANCING OF CNS/ATM IMPLEMENTATION

That, recognizing that the implementation of CNS/ATM will necessitate the establishment of mechanisms for the sharing of costs of facilities and services with applicability beyond the boundaries of any one State, the development of multinational financing arrangements, and the development of the section of the regional CNS/ATM plan relating to financial issues, should be afforded a high priority in the work program of MIDANPIRG and its supplementary bodies.

DECISION 6/25 - DEVELOPMENT OF REGIONAL CNS/ATM TRAINING REQUIREMENTS

That a CNS/ATM Training Task Force should be established, and tasked to develop a detailed statement of the CNS/ATM training requirements for the MID Region, for incorporation in the regional CNS/ATM plan.

CONCLUSION 6/26 - ADOPTION OF THE CNS/ATM PLAN FOR THE MIDDLE EAST REGION

That, the CNS/ATM Implementation Plan for the Middle East Region First Edition September 2000 be adopted.

DECISION 6/27-NEW TITLE AND REVISED TERM OF REFERENCE FOR THE CNS/ATM SUB-GROUP

That, the MIDANPIRG approves the new title CNS/ATM/IC/SG and the revised terms of reference as presented in **Appendix 4.3F** attached to the report on Agenda Item 4.3, in order to incorporate changes in the method of work by the Sub-Group, indicating the progress towards focusing on the implementation of the CNS/ATM Systems.

CONCLUSION 6/28- ENVIRONMENTAL BENEFITS OF CNS/ATM SYSTEMS

That States take the environmental benefits, among other considerations, into account in the development of business cases for the implementation of CNS/ATM systems.

CONCLUSION 6/29 SADIS OPERATIONAL FOCAL POINT IN USER STATES

That SADIS User States are requested to nominate an operational person involved with day to day SADIS operations in that State, to act as the SADIS operational focal point,

Note:

- a) to assist States in nominating the appropriate officer, the request to States should indicate clearly that the SADIS operational focal point would be expected to be available to respond to queries and receive information from the SADIS provider State and Secretary, SADISOPSG on operational matters, and maintain contact with any other SADIS users in the State concerned; and
- b) on receipt of the information from States, the Secretary of the SADISOPSG should provide the information to the SADIS provider State, and include the list of the SADIS operational focal points in a future amendment to the SADIS User Guide.

CONCLUSION 6/30- AERODROME CERTIFICATION

That, States are urged to review and provide comments to ICAO HQ on the proposed amendment to Annex 14 as circulated in ICAO State Letter AN 4/11.1.46 00/71 dated 12 July 2000 and in the interest of safety, take appropriate steps to initiate action on establishing aerodrome certification procedures and aerodrome safety management systems.

DECISION 6/31 MIDDLE EAST BASIC ANP AND FASID

That

- a) the date for comments by States on the draft MID Basic ANP and FASID be extended to 31 December 2000;
- b) a further meeting of the ANP/FASID Task Force be held in the first quarter of 2001 to undertake harmonization of the documents where required; and
- c) d any modifications resulting from the ANP/FASID Task Force meeting, the documents be processed for approval according to established ICAO procedures.

CONCLUSION 6/32- TRAFFIC FORECASTING ACTIVITIES

Noting the progress made so far by the Middle East Regional Traffic Forecasting Group

Noting, further, the conclusions and recommendations of the RIO Conference on CNS/ATM Implementation and of the third session of ALLPIRG, the meeting:

- a) Requests the MER TFG to examine and expand its Terms of Reference taking into account the relevant conclusions of ALLPIRG/3 and the recommendations of the Rio Conference on CNS/ATM Implementation.
- b) Requests the MER TFG to coordinate with regional and other organizations in building up an appropriate database to support MID regional traffic forecasting activities.
- c) Urges States which are members of MER TFG to include ATC and Air Transport Officers when making their nominations to the Group.
- d) Urges MID States to support the activities of the MER TFG by availing relevant FIR and ATC data to the Group.

CONCLUSION 6/33- AOP FACILITIES AND SERVICES

That, the States in the MID Region are urged to provide information concerning the AOP facilities and services at their international aerodromes to ICAO Regional Office before 15 October 2000, in response to the ICAO State Letter No. ME 3/56.4 222 dated 3 September 2000.

CONCLUSION 6/34 MONITORING AND FOLLOW-UP OF CORRECTIVE ACTIONS TO ALLEVIATE SHORTCOMINGS AND DEFICIENCIES.

That States and Organizations which are assigned responsibility for corrective actions

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in relation to air navigation shortcomings and deficiencies are urged, through their executing bodies,

- a) to cooperate with the MID Regional Office and one another in the development of plans to alleviate shortcomings and deficiencies; and
- b) to provide the ICAO MID Regional Office with the information related to current and planned corrective actions which is necessary for the Regional Office and MIDANPIRG to carry out their monitoring and follow-up responsibilities

DECISION 6/35- TABLE OF SHORTCOMINGS AND DEFICIENCIES

That, the table of Shortcomings and Deficiencies in the MET field at **Appendix 5D** is referred to the COM/MET Sub-Group for further breakdown of specific details and listing of concerned States.
