**THIRD MEETING OF THE MIDDLE EAST AIR NAVIGATION
PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG)
MEMBER STATES (MMS/3)**

(Jeddah, 4-6 September 2006)

SUMMARY OF DISCUSSIONS

1.   INTRODUCTION

1.1   PLACE AND DURATION

1.1.1   The Third Meeting of the MIDANPIRG Member States was held at the Crystal Ballroom (Ground Floor), Crown Plaza Jeddah Hotel, Kingdom of Saudi Arabia from 4 to 6 September 2006.

1.2   OPENING

1.2.1.   The meeting was opened by Eng. Mohammed A. Al-Salmi, Director General Airways Engineering, General Authority of Civil Aviation (GACA) Saudi Arabia, who extended a warm welcome to all participants to the MMS/3 meeting in Jeddah. In his welcome address, Eng. Al-Salmi thanked ICAO for organizing this meeting in Saudi Arabia and mentioned that the main objective of the MMS/3 meeting is to increase the effectiveness of MIDANPIRG in line with ICAO Strategic Objectives. He highlighted that with the rapid growth of air traffic in the MID region, MMS and MIDANPIRG meetings are requested to explore ways and means to alleviate the deficiencies in the air navigation fields.

1.2.2.   Mr. Mohamed Khonji, Regional Director ICAO Middle East Office, also extended a warm welcome to all participants. He expressed his gratitude and appreciation to Eng. Al-Salmi for attending the opening session of the meeting and asked him to convey ICAO MID office gratitude and appreciation to H.E. Eng. Abdullah bin Mohammed Noor Rahimi, President of GACA, for hosting this important meeting and supporting the MIDANPIRG and the ICAO Middle East Regional Office activities. He pointed out that Saudi Arabia has always played an important and positive role in the MID Region. Mr. Khonji gave a brief explanation of the work to be carried out by the meeting including the outcome of ALLPIRG/5 meeting and DGCA/06 Conference, the ICAO Business Plan and the revised amended Global Air Navigation Plan.

1.2.3.   Finally, Mr. Khonji thanked all States for their presence and wished the meeting every success in its deliberations.

1.3   ATTENDANCE

1.3.1   The meeting was attended by a total of 21 participants from 6 MID Region States (Bahrain, Iran, Jordan, Oman, Saudi Arabia and United Arab Emirates). The list of participants is at **Attachment A**.

1.4   OFFICERS AND SECRETARIAT

1.4.1   The meeting was chaired by Mr. Abdullah N. Al-Harthy, from Oman, Chairman of MIDANPIRG.

1.4.2   Mr. Mohamed R. M. Khonji, ICAO Middle East Regional Director acted as the Secretary of the Meeting, assisted by the following ICAO MID Regional Officers:

Mr. Evalou Gnang	-	Regional Officer, Air Transport
Mr. Mohamed Smaoui	-	Regional Officer, Aeronautical Information and Charts/Meteorology
Mr. Raza Gulam	-	Regional Officer, Communications, Navigation and Surveillance

2.   DISCUSSIONS

2.1   Agenda Item 1:   Adoption of the Provisional Agenda

2.1.1   The meeting adopted the Provisional Agenda, as follows

Agenda Item 1:   Adoption of the provisional agenda

Agenda Item 2:   Review of MIDANPIRG/9 Conclusions/Decisions

Agenda item 3:   Review and update of MIDANPIRG Handbook

Agenda Item 4:   Review of ALLPIRG/5 meeting outcome

Agenda Item 5:   Increasing the efficiency of MIDANPIRG

Agenda Item 6:   Funding Mechanism of the MID RMA

Agenda Item 7:   Other Air Navigation issues

Agenda Item 8:   Any other business

2.2   Agenda Item 2:   Review of MIDANPIRG/9 Conclusions/Decisions

2.2.1   The meeting was presented with the list of Conclusions and Decisions developed by MIDANPIRG/9 and noted the follow up actions taken by the secretariat and other parties concerned with regards to these Conclusions and Decisions.

2.2.2   The meeting raised concern about the important number of MIDANPIRG Conclusions/Decisions and was of view that the review of these Conclusions/Decisions consume a lot of time. Accordingly, the meeting decided that each MIDANPIRG subsidiary body should review the MIDANPIRG Conclusions/Decisions related to its Terms of Reference (TOR) and decide whether to maintain, remove or replace these Conclusions/Decisions with more up-to-date ones.

2.3   Agenda Item 3:   Review and update of MIDANPIRG Handbook

2.3.1.   The meeting recalled that the MIDANPIRG Procedural Hand Book Second Edition - September 2003, has been approved by MIDANPIRG/8 meeting, posted on the ICAO MID Regional Office website (**http://www.icao.int/mid**) and distributed to Members and Observers of MIDANPIRG, the ICAO Secretariat, and other States and International Organizations participating in meetings, contributing to, or having interest in the work of the Group and/or its Contributory Bodies.

2.3.2.   The meeting taking into consideration, the new regional planning methodologies endorsed by ICAO and with a view to increase the efficiency of MIDANPIRG, agreed to revise the Procedural Hand Book to include additional responsibilities and give a wider view of the role of MIDANPIRG and its contributory bodies covering the revised Terms of Reference of PIRGs which are under development (in the final phase) and will be presented to MIDANPIRG/10 meeting tentatively scheduled for 19 – 23 February 2007.

2.3.3.   The changes which will be introduced to the MIDANPIRG Procedural Handbook will include inter-alia:

− Organizational structure of MIDANPIRG;
− Terms of Reference of MIDANPIRG and its Sub-Groups;
− Chairmanship;

> – documentation; and
> – other changes, as deemed necessary.

2.3.4.   Based on the above, the meeting agreed to the following Recommendation:

RECOMMENDATION 3/1:   AMENDMENT OF THE MIDANPIRG PROCEDURAL HANDBOOK

> That, the Second Edition of the MIDANPIRG Procedural Handbook be updated to incorporate the revised PIRGs Terms of Reference and other changes as deemed necessary.

2.4   Agenda Item 4:   Review of ALLPIRG/5 meeting outcome

2.4.1   The meeting was presented with the list of Conclusions and Decisions developed by ALLPIRG/5 meeting (Montreal, 23-24 March 2006) and noted the follow up actions to be taken by the concerned parties highlighting the target dates for the MID Region.

2.4.2   The meeting also noted the ICAO Secretary General State Letter Ref.: M 7/1-06/62 dated 18 August 2006 inviting States to include in their action plan the follow up measures associated with the ALLPIRG/5 Conclusions.

2.5   Agenda Item 5:   Increasing the efficiency of MIDANPIRG

2.5.1   Under this agenda item, the meeting was informed about the developments and actions undertaken to increase the efficiency and effectiveness of ICAO including the Regional Air Navigation Planning and Implementation Groups (PIRGs). These actions are based on the ICAO Strategic Objectives as approved by the Council for the period 2005-2010. The meeting noted in this regard that ICAO initiated the development of a Business Plan along with performance measures for the Organization. The Business Plan is designed to translate seven Strategic Objectives of the Organization into action plans and ensure a link between planned activities, organizational cost and performance assessment.

2.5.2   The goal of implementing the Business Plan is to attain a result-oriented, performance-based organization and to introduce new working methods by ensuring the efficient and prudent use of limited resources. Furthermore, on advice from the Council, all Bureau and Regional Offices have initiated the development of their own Operational Plans in which critical tasks are broken down into smaller, contributing tasks. Accordingly, there would have to be a transition process and ultimately MIDANPIRG subsidiary bodies would need to develop project proposals for submission to MIDANPIRG for endorsement.

2.5.3   The meeting was apprised that in accordance with the new ICAO business planning process, all future work of the PIRGs would have to be justified and based on clearly established performance objectives in support of the ICAO Strategic Objectives. Furthermore, all terms of reference of PIRGs are being revised in order to ensure that resources were more appropriately directed and that all work, including that of the Secretariat, is in support of the business plan. The ICAO Council decided that PIRG reports will be considered by the ANC in a revised format that reflects the relationship with the Business Plan and Global Plan Initiatives (GPIs) to ensure that progress could be measured against timelines and that performance objectives are met.

2.5.4   The meeting recognized that ADS-B, FANS-1/A, GNSS, OLDI and AIDC are important issues that require special attention and have to be dealt with as important projects for the MID Region. However, the meeting decided that these issues are of technical nature and would have to be addressed by the appropriate MIDANPIRG subsidiary bodies.

2.5.5		Taking into consideration, the new regional planning methodologies precipitated by the Global Plan and ICAO Business Planning requirements and with a view to increase the efficiency of MIDANPIRG, the meeting agreed to change the MMS to a more formal Group (MIDANPIRG Steering Group "MSG") in order to execute a pivotal function as a coordinating and steering organ with highest possible efficiency in accordance with the goals set by MIDANPIRG. The proposed TOR of MSG are at **Appendix A**.

2.5.6		It was highlighted that among its TOR, MSG will address special issues of strategic and/or financial nature for which no agreement has been reached by the appropriate MIDANPIRG subsidiary body, with a view to facilitate their presentation to MIDANPIRG. However, the MIDANPIRG Sub-Groups shall exhaust all efforts to tackle all the issues related to their TOR.

2.5.7		Based on the above the meeting agreed to the following Recommendations:

**RECOMMENDATION 3/2:		MIDANPIRG STEERING GROUP (MSG)**

		That,

	a)	the MIDANPIRG Steering Group (MSG) is established with Terms of Reference as at **Appendix A**; and

	b)	the MSG supersedes and replaces MIDANPIRG Member States (MMS).

**RECOMMENDATION 3/3:		REVISION OF MIDANPIRG ORGANIZATIONAL STRUCTURE**

		That, with a view to align MIDANPIRG works with the revised terms of reference of PIRGs:

	a)	MIDANPIRG Organizational Structure be updated as at **Appendix B**; and

	b)	MIDANPIRG Subsidiary bodies review their terms of reference to reflect the changes at a) above.

**RECOMMENDATION 3/4:		PRESENTATION OF WORKING PAPERS (WPS) TO MIDANPIRG**

		That, to the extent possible:

	a)	only those subjects which are mature enough (discussed within the appropriate MIDANPIRG subsidiary body) could be presented to MIDANPIRG; and

	b)	States and International Organizations refrain from presenting WPs of technical nature directly to MIDANPIRG.

**RECOMMENDATION 3/5:		PAPERLESS MEETINGS**

		That, with the objective to reduce printing and distribution costs of the MID Regional Office, to the extent possible:

	a)	All meetings of MIDANPIRG (including meetings of Sub-Groups, Working Groups and Task Forces, etc.) be conducted in paperless format whereby all meetings documentation and working papers are made available on the MID Regional Office website and/or the MID Forum; and

b) Meeting reports and amendment Proposals to the Air Navigation Plan of the MID Region be posted on the MID Regional Office website.

RECOMMENDATION 3/6: **SECONDMENT OF NATIONAL EXPERTS TO THE MID REGIONAL OFFICE**

That, States be encouraged to make available seconded personnel to the MID Regional Office for the purpose of helping in the performance of MIDANPIRG activities/Work Programme.

2.6   Agenda Item 6:   Funding mechanism for the MID RMA

2.6.1   Under this agenda item, the meeting was concerned about the unsatisfactory provision of data by the MID RMA Member States and reiterated the urgent need to provide the required data to the MID RMA with a view to expedite the development of the RVSM post-implementation safety analysis.

2.6.2   The meeting recalled that the agreed funding mechanism for the MID RMA based on equal contributions from Participating States covers only the first year of operation of the MID RMA effective 24 November 2005.

2.6.3   The meeting noted that a global approach to cost recovery of RMAs, based on existing guidance on the establishment of "multinational (ICAO) air navigation facilities/services" included in all air navigation plans, and a step-by-step procedure regarding the implementation of a cost recovery arrangement at the regional level were presented to the ALLPIRG/5 meeting held in Montreal, 23-24 March 2006. The proposed approach was further discussed and finalized by the sixth meeting of the Air Navigation Services Economic Panel (ANSEP/6), Montreal, 27-31 March 2006. The meeting further noted that the approach adopted in the MID Region has the essential elements of the model recommended by ALLPIRG/5 and ANSEP/6 and that the directives on global approach to cost recovery of RMAs did not mention a specific funding mechanism, nevertheless the issue of RMA cost sharing arrangements was left to the PIRGs decision.

2.6.4   Subsequently and with a view to prepare and facilitate the discussions of the MID RMA Board/3 meeting on the subject, the meeting consider the following option for the MID RMA funding mechanism for the coming years. It is proposed that the activities of the MID RMA continue to be ensured through contributions from Participating States and be calculated on the basis of the number of flights handled by each FIR and the number of RVSM approved aircraft by State which could be expressed in term of percentage of required MID RMA staff work load per State.

2.6.5   Accordingly, the meeting agreed that the MID RMA in coordination with ICAO MID Office will propose to the MID RMA Board/3 meeting a funding mechanism based on assessment by State expressed in term of percentage.

2.6.6   Based on the above the meeting agreed to the following Recommendation:

RECOMMENDATION 3/7: **MID RMA COST SHARING ARRANGEMENT**

That,

a) the activities of the MID RMA be ensured through contributions from all MID RMA Member States, which could be recovered in accordance with ICAO Policies on charges for Airports and Air Navigation Services (Doc 9082), in coordination with IATA; and

b) the amount to be paid by each MID RMA Member State is expressed in term of percentage of the yearly operating budget of the MID RMA.

2.7   Agenda Item 7:   Other Air Navigation issues

MID VSAT project

2.7.1   The meeting was presented with the advantages of the VSAT technology in the aeronautical networks. The status of the MID VSAT project was explained indicating the various phases the project had progressed.

2.7.2   The meeting was concerned about the delay observed in the implementation of the MID VSAT project and the low level of commitment to the project shown by States.

2.7.3   Following an extensive discussion, the meeting agreed to the following Recommendation:

RECOMMENDATION 3/8:   MID VSAT PROJECT FINALIZATION

> That, in order to expedite the implementation of the MID VSAT Project, concerned MID States commit themselves to the project, by signing an MOU.

ATN Development

2.7.4   The meeting was presented with the latest development in the MID Region with regard to ATN planning and implementation. The meeting was also briefed on the recommendations emanating from the first MID ATN Seminar held in Amman 22-24 November 2004.

2.7.5   The meeting raised concern about the slow progress observed in the finalization of the MID ATN Planning Document by the ATN Working Group and urged States to provide the status of the work done by each State with regards to circuit upgrades and ATN initiatives before 15 October 2006.

2.7.6   Based on the above the meeting agreed to the following Recommendation:

RECOMMENDATION 3/9:   ATN PROGRESS

> That,
>
> a) the CNS/MET Sub-Group explore ways and means to expedite the finalization of the MID ATN Planning Document in order to assist States in ATN implementation; and
>
> b) States ensure that their delegation to the CNS/MET Sub-Group include Network experts.

2.7.7   The meeting was presented with a proposal for the use of OLDI/AIDC between Saudi Arabia and adjacent States in conjunction with the commissioning of new ATM system in Jeddah and Riyadh. The meeting agreed that this subject is of interest and has to be referred to the CNS/MET and CNS/ATM/IC Sub-Groups.

DGCA Conference

2.7.8   The meeting was apprised of the outcome of the Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety (DGCA/06), held at ICAO Headquarters from 20 to 22 March 2006.

2.7.9   The meeting noted that the ICAO Secretary General through State Letter *E 4/210.4-06/67* dated 14 July 2006, reminded States on actions required from them with regard to paragraph 2 of the Declaration "*calling upon States to base the recognition as valid of certificates and licenses of other States exclusively on safety considerations and not for the purpose of gaining economic advantage*".

Global Air Navigation Plan

2.7.10   A presentation on the '*revised*' Second Amendment to the Global Air Navigation Plan was delivered to the meeting, notifying with appreciation the progress achieved in the development of the Global Plan. The meeting further noted that a set of planning tools in support of the implementation of Global Plan Initiatives (GPIs) are under development.

2.8   Agenda Item 8:   Any other business

ICAO MID Forum

2.8.1   Under this agenda item, the meeting recalled that the ICAO MID Forum, which is a joint project between ICAO MID Office and Bahrain, was initiated as a pilot project for a period of three years. The ICAO MID Forum was successfully launched in September 2004 during the MMS/2 meeting held in Bahrain 19-21 September 2004. Bahrain supported all financial aspects of launching, hosting and running the project and will continue its financial support till the end of the agreement term in December 2006.

2.8.2   The meeting recalled that the main goal of the MID Forum was to offer MID States easy and prompt access to information related to MID Office meetings in the different technical fields. The forum was created to provide an effective collaboration tool to boost communication and information sharing among MID States through the internet.

2.8.3   The meeting noted with concern that the main goal of the forum and which differentiates it from a normal website has not been achieved in the two years of operations. Despite providing continuous encouragement, training, and a unique access code to MID States, the forum is currently acting exactly as a normal website, where users login to either view or download documents posted by MID Office.

2.8.4   The meeting raised concern about the financial support to the MID Forum after December 2006 and recognized that, taking into consideration the new ICAO Business Planning and Project Management techniques requirements, more effective use of this facility would be of interest to the Region.

2.8.5   Bahrain offered to continue supporting the MID Forum until end of February 2007 and would present a WP on this issue to the MIDANPIRG/10 meeting.

ICAO MID Office Schedule of Meetings/Seminars/Workshops

2.8.6   The meeting was presented with the ICAO MID Office tentative schedule of meeting, seminars and workshops for 2006 which was appreciated since this would help States in their planning process, which was appreciated.

2.8.7   The meeting while reviewing the MID Office tentative schedule of activities, noted the aspiration of States to receive ICAO assistance/training in matter related to the Universal Safety Oversight Audit Programme (USOAP) and Safety Management Systems (SMS). It was highlighted that such issues would be dealt with in the months to come as the Safety Oversight Auditors Training Course would be held at the ICAO MID Regional Office in Cairo from 7 to 16 November 2006 and the "Implementation of SMS in States" Training Course would be hosted by the Egyptian Ministry of Civil Aviation from 21 to 25 May 2007.

Future Work Programme

2.8.8   The meeting agreed that the first meeting of the MSG would be held prior to MIDANPIRG/11. The exact date and venue would be coordinated between the ICAO Secretariat and the Chairman of MIDANPIRG.

2.8.9   The meeting agreed that the MSG meetings should be hosted by the MIDANPIRG Member States on a rotation basis.

APPENDIX A

MIDANPIRG STEERING GROUP (MSG)

TERMS OF REFERENCE

A)   MANDATE:

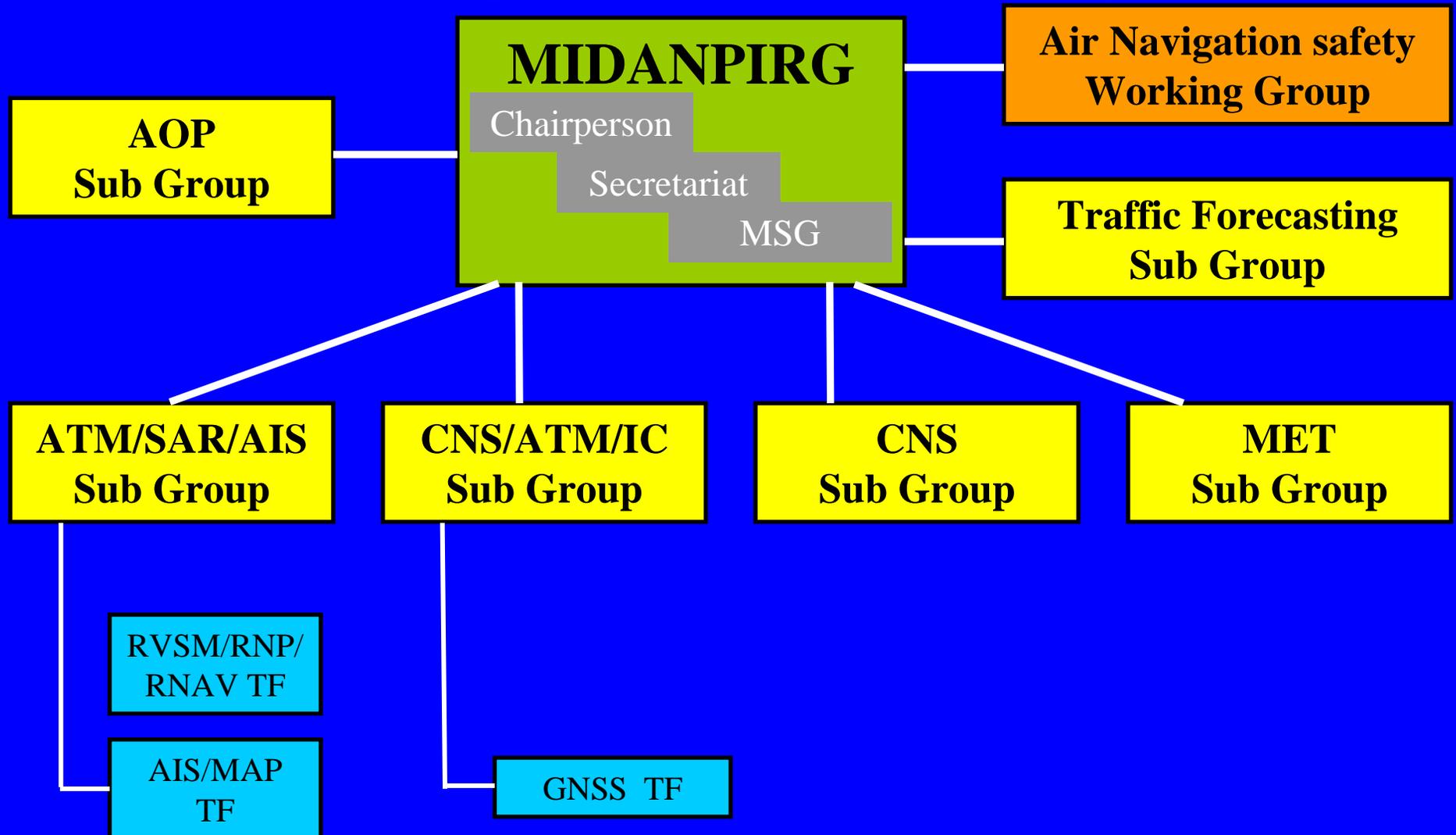|	STRATEGIC OBJECTIVES	TASKS
1.	A to E	execute its pivotal function as a coordinating and steering organ with highest possible efficiency in accordance with the goals set by MIDANPIRG.
2.	A/B/D/E	address regional planning and implementation issues, including the establishment of regional performance objectives and associated projects based work packages as proposed by the different MIDANPIRG subsidiary bodies before submission to MIDANPIRG for endorsement.
3.	A/D/E	ensure that the work programme of the different MIDANPIRG subsidiary bodies and the tasks assigned to them cover all air navigation planning and implementation aspects of the MID Region and are based on clearly established performance objectives in support of the ICAO Strategic Objectives and in connection with the Global Plan Initiatives (GPIs).
4.	A to E	follow-up the on-going work undertaken within the MIDANPIRG framework.
5.	A to E	address special issues of strategic and/or financial nature for which no agreement has been reached by the appropriate MIDANPIRG subsidiary body, with a view to facilitate their presentation to MIDANPIRG.

B)   COMPOSITION

The MIDANPIRG Steering Group (MSG) is composed of:

a)   the Chairperson and in his absence the First Vice-Chairperson of MIDANPIRG;

b)   MIDANPIRG Members/Alternates from MIDANPIRG Member States (Bahrain, Egypt, Iran, Jordan, Lebanon, Oman, Saudi Arabia and UAE); and

c)   additional representatives from MIDANPIRG Provider States and international/regional organizations may be invited on ad-hoc basis when required.

C)   WORKING ARRANGEMENTS

The Group shall meet when required and at least once between two MIDANPIRG meetings. The Group shall at all times work within a minimum of formality and paperwork. In interval between meetings of the Group, the representatives shall maintain continuity in the work of the Group. Best advantage should be taken of modern communications facilities, particularly e-mails, to keep the Members and the Secretary in permanent touch with each others.

APPENIDX B

MIDANPIRG Organizational Structure (Revised: Sep. 2006)

MIDANPIRG
Chairperson
Secretariat
MSG

Air Navigation safety Working Group

AOP Sub Group

Traffic Forecasting Sub Group

ATM/SAR/AIS Sub Group

CNS/ATM/IC Sub Group

CNS Sub Group

MET Sub Group

RVSM/RNP/ RNAV TF

AIS/MAP TF

GNSS TF

MIDANPIRG Organizational Structure
B-2

➢**MIDANPIRG Subsidiary Bodies:**

➢**Air Navigation Safety Working Group**

➢**AOP Sub-Group**

➢**ATM/SAR/AIS Sub-Group**

   * RVSM/ RNP/RNAV Task Force

   * AIS/MAP Task Force

➢**CNS/ATM/IC Sub-Group**

   * GNSS Task Force

➢**CNS Sub-Group**

➢**MET Sub-Group**

➢**Traffic Forecasting Sub-Group**

ATTACHMENT A

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