INTERNATIONAL CIVIL AVIATION ORGANIZATION

**THE MIDDLE EAST AIR NAVIGATION PLANNING
AND IMPLEMENTATION REGIONAL GROUP
(MIDANPIRG)**

**REPORT OF THE FIRST MEETING OF
AIR TRAFFIC SERVICES ROUTE NETWORK TASK FORCE**

ARN TF/1

(Cairo, Egypt, 28 – 30 July 2008)

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

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PART I: HISTORY OF THE MEETING

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History of the Meeting

PART I – HISTORY OF THE MEETING

1.   PLACE AND DURATION

1.1   The first meeting of Air Traffic Services Route Network Task Force (ARN TF/1) was held at the conference hall of the ICAO MID Regional Office in Cairo, Egypt 28 – 30 July 2008.

2.   OPENING

2.1   The Meeting was opened by Mr. Jehad Faqir, ICAO Deputy Regional Director, Middle East Office. In his opening remarks, Mr. Faqir welcomed all delegates to Cairo and to the first ARN Task Force meeting itself.

2.2   In his opening remarks, Mr. Khonji recalled the instruction of MIDANPIRG/10 meeting to the ATM/SAR/AIS Sub-Group and the ATM/SAR/AIS SG/9 Draft Conclusion 9/2; establishing the MID ARN Task Force with its specific Terms of Reference.

2.3   Mr. Faqir highlighted that, more than the current ATS route network, the revised ATS route network to be developed by the Task Force should performance driven, based on user requirements, and reflect the ICAO Strategic Objectives C. and D. on *Environmental Protection* and *Efficiency*, respectively. He stressed that as members of the Task Force, participants should work as experts, with focus on regional issues.

2.4   In conclusion, Mr. Faqir pointed out aspects for the Task Force to bear in mind, which include the Regional perspective, improvement in civil/military coordination and that the Flexible Use of Airspace (FUA) concept will be pursued, within which the revised ATS route network will become optimally functional.

3.   ATTENDANCE

3.1   The meeting was attended by a total of thirty two (32) participants, including experts from nine (9) States (Bahrain, Egypt, Iraq, Kuwait, Pakistan, Qatar, Saudi Arabia, Syria and United Arab Emirates) and (3) three Organization (AACO, IATA and IFALPA). The list of participants is at the **Attachment A** to the Report.

4.   OFFICERS AND SECRETARIAT

4.1   The Chairperson of the meeting was Mr. Fahad M. Al Ghamdi, A.T.C.U. Director from the General Authority of Civil Aviation, Saudi Arabia. Mr. Seboseso Machobane, Regional Officer ATM/SAR was the Secretary of the meeting, and Mr. Jehad Faqir, Deputy Regional Director MID Regional Office supported the meeting.

5.   LANGUAGE

5.1   Discussions were conducted in English and documentation was issued in English.

6.   AGENDA

6.1   The following Agenda was adopted:

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History of the Meeting

Agenda Item 1:   Adoption of the Provisional Agenda

Agenda Item 2:   Election of Chairperson

Agenda Item 3:   Follow-up on MIDANPIRG Conclusions and Decisions relevant to ATS Route Network

Agenda Item 4:   Review of the Task Force Terms of Reference

Agenda Item 5:   Review of the ATS Routes user requirements

Agenda Item 6:   Consideration of interim amendments to the ATS route network

Agenda Item 7:   Future Work Programme

7.   CONCLUSIONS AND DECISIONS – DEFINITION

7.1   All MIDANPIRG Sub-Groups and Task Forces record their actions in the form of Conclusions and Decisions with the following significance:

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

b)   **Decisions** deal with matters of concern only to the MIDANPIRG and its contributory bodies.

8.   LIST OF DRAFT CONCLUSIONS AND DRAFT DECISIONS

DRAFT DECISION 1/1:   *TERMS OF REFERENCE OF THE MID ATS ROUTE NETWORK TASK FORCE (ARN TF)*

DRAFT CONCLUSION 1/2:   *COORDINATION OF ATS ROUTES DEVELOPMENT WITH RVSM IMPLEMENTATION.*

DRAFT CONCLUSION 1/3:   *MID ATS ROUTE CATALOGUE*

DRAFT CONCLUSION 1/4:   *AMENDMENT OF MID BASIC ANP TABLE ATS-1*

DRAFT CONCLUSION 1/5:   *FOLLOW-UP ACTION ON PROPOSED ATS ROUTES DEVELOPMENT*

PART II: REPORT ON AGENDA ITEMS

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Report on Agenda Item 1

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1:   ADOPTION OF THE PROVISIONAL AGENDA

1.1   The meeting was presented with the Provisional Agenda, which after review, was adopted as indicated in paragraph 6 of the History of the Meeting.

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Report on Agenda Item 2

REPORT ON AGENDA ITEM 2:   ELECTION OF CHAIRPERSON

2.1   In Accordance with MIDANPIRG procedural handbook, the Task Force undertook the process of election of its Chairperson. However, successful nomination was not achieved. In the circumstances, Bahrain proposed that Mr. Fahad M. Al Ghamdi, A.T.C.U. Director from the General Authority of Civil Aviation, Saudi Arabia be the Chairperson; this nomination was seconded by Egypt. Mr. Al Ghamdi accepted the nomination to be the interim Chairperson for the ARN TF/1 meeting only, highlighting his reason for not continuing as Chairperson for other ARN Task Force meetings.

2.2   The meeting agreed that election of the regular Chairperson of the ARN Task Force would be undertaken by the second meeting of the Task Force.

2.3   In accepting the election, Mr. Al Ghamdi thanked the participants for their confidence and assured them that he would do his best to facilitate the work of the Task Force.

2.4   Mr. Mohamed R. M. Khonji, ICAO Regional Director, Middle East Office thanked Mr. Al Ghamdi for his gesture, and, highlighted the importance of compliance with MIDANPIRG procedures, noted with concern the unavailability of willing participants to officiate as the Chairperson of the Task Force.

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Report on Agenda Item 3

REPORT ON AGENDA ITEM 3: **FOLLOW-UP ON MIDANPIRG CONCLUSIONS AND DECISIONS RELEVANT TO ATS ROUTE NETWORK**

3.1 The meeting reviewed seven (7) Conclusions and one (1) Decision of MIDANPIRG/10, as well one (1) Draft Conclusion and one (1) Draft Decision of the ATM/SAR/AIS SG/9 meetings related to the ARN TF, and noted actions taken thereon.

3.2 The meeting also agreed to consider the Conclusions and Decisions as well the actions, in its deliberations.

REPORT ON AGENDA ITEM 4:   REVIEW OF THE TASK FORCE TERMS OF REFERENCE

4.1   The meeting reviewed the Terms of Reference of the ARN TF developed by the ninth meeting of the ATM/SAR/AIS Sub-Group, which was held in Cairo 10-13 December 2007, and the proposed amendments by the Secretariat to align text in Terms of Reference with the intent.

4.2   The Task Force revised the Terms of Reference and accordingly adopted following Draft Decision:

>   *DRAFT DECISION 1/1:   TERMS OF REFERENCE OF THE MID ATS ROUTE*
>   *NETWORK TASK FORCE (ARN TF)*
>
>   *That, the Terms of Reference of MID Region ATS Route Network Task Force is revised*
>   *as at* ***Appendix 4A*** *to the Report on Agenda Item 4.*

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Appendix 4A to the Report on Agenda Item 4

MID ATS ROUTE NETWORK TASK FORCE
(ARN TF)

(Revised)

A)   **TERMS OF REFERENCE**

1.   Review the MID ATS route network in order to assess its capacity and constraints.

2.   Based on the airspace user needs and in coordination with stakeholders (States, International Organizations, user representative organizations and other ICAO Regions), identify requirements and improvements for achieving and maintaining an efficient route network in the MID Region.

3.   Propose a strategy and prioritized plan for development of improvements to the route network, highlighting:

   –   areas that require immediate attention
   –   interface issues with adjacent ICAO Regions

4.   Develop a working depository for route proposals that will be used as a dynamic reference document for ongoing discussions on routes under development/modification. In this respect, the TF should explore the utility that can be realized from the route catalogue concept/ATS route database.

5.   Engage the necessary parties regarding routes under consideration, especially the Military Authorities.

6.   In coordination with the MID RMA, carry out safety assessment of the proposed changes to the ATS route network.

7.   After adoption by the ATM/SAR/AIS SG, or as delegated by the same, submit completed route proposals for amendment of the Basic ANP Table ATS-1, to the MID Office for processing

B)   **COMPOSITION**

The ARN TF will be composed of:

a)   experts nominated by Middle East Provider States from both Civil Aviation Authority and Military Authority;

b)   ~~ICAO~~, IATA, ~~and~~ IFALPA and MID RMA. ~~and~~

c) other representatives from adjacent States and concerned international organizations (on ad-hoc basis).

C) **WORKING ARRANGEMENTS**

The Task Force shall:

a) report to the ATM/SAR/AIS Sub Group; and

b) meet as required and at least once a year.

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Report on Agenda Item 5

REPORT ON AGENDA ITEM 5:   **REVIEW OF THE ATS ROUTES USER REQUIREMENTS**

5.1   The meeting recalled that MIDANPIRG/10 meeting, Doha 15-19 April 2007 agreed that a radical review of the MID ATS route network, which is contained in the MID Basic ANP Table ATS 1, was necessary.

5.2   The meeting recalled also that in 2006 the 179th Session of the ICAO Council adopted the new Global Air Navigation Plan (Global Plan), the framework of which includes 23 Global Plan Initiatives (GPIs) that were developed on the basis of an industry roadmap. The meeting noted that this development was aimed at bringing near and medium term benefits to aircraft operators, taking advantage of currently available aircraft capabilities and ATC infrastructure and technology. In this context, the meeting also noted the MIDANPIRG/10 Conclusion 10/13: *MID Region Strategy for the Implementation of the Global Plan Initiatives (GPIs)* and Conclusion 10/14: *Implementation of Work Programme in support of strategic Performance Objectives*, in which a number of projects were adopted.

5.3   The meeting noted that the revised ATS route network to be developed would, in compliance with the Global Plan and the MIDANPIRG/10 Conclusions 10/13 and 10/14, be based on user requirements and ICAO Performance Based Transition Guidelines. The work of the Task Force would include addressing the large disparities, of up to 20 minutes between parallel (reciprocal) routes, reducing route lengths and contributing to cost reductions and consequential environmental protection.

5.4   The meeting recalled, that the successful implementation of RVSM in the MID Region was based on the existing route structure, which is characterised by a number of single direction ATS routes. Consequently, the development of the revised ATS route structure should be in consideration of the impact it might have on the sustainable implementation of RVSM in the Region. Accordingly, the meeting adopted the following Draft Conclusion:

> *DRAFT CONCLUSION 1/2:*   *COORDINATION OF ATS ROUTES DEVELOPMENT WITH RVSM IMPLEMENTATION*
>
> *That, in order to ensure that the improvement of the ATS route network has no adverse effect on the sustainable implementation of the RVSM, coordination be effected with the MID RMA regarding the route structure proposals and necessities for safety studies.*

5.5   The meeting noted that, in order to keep a record of the routes under development, as well as the progression of actions in the development, a depository of ATS routes was essential. In this regard, the meeting agreed not to "re-invent the wheel," but to adapt what has been developed in other ICAO Regions. The meeting agreed that the name "ATS Routes Catalogue" could be used and that the format presented (**Appendix 5A** to the Report on Agenda Item 5) to the meeting could be further refined by the Secretariat. Accordingly, the meeting adopted the following Draft Conclusion:

> *DRAFT CONCLUSION 1/3:*   *MID ATS ROUTE CATALOGUE*
>
> *That, in order to keep a record of ATS routes proposed for development, as well as to ensure follow up on the actions pertaining to the routes' development, the MID ATS Route Catalogue is adopted as in **Appendix 5A** to the Report on Agenda Item 5.*

ARN TF/1-REPORT

5.6   The meeting also agreed that the ATS routes at **Appendix 5B** to the Report on Agenda Item 5 should be further developed by the users, represented by IATA, and presented to the next meeting of the Task Force.

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Appendix 5A to the Report on Agenda Item 5

MID ATS ROUTES CATALOGUE

| MID/00X | ATS Route Name: | | Entry-Exit: | Inter-Rgional Cross Reference if any | | Users Priority | | Originator of Proposal | |
| | | | | | | | | Date of Proposal | |

Route Description		States Concerned	Expected Implemen-tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action
Flight Level Band:							
Potential City Pairs:							

| Conclusions/Remarks | | | Last updated | |

| MID/00X | ATS Route Name: | | Entry-Exit: | Inter-Regional Cross Reference if any | | Users Priority | | Originator of Proposal | |
| | | | | | | | | Date of Proposal | |

Route Description		States Concerned	Expected Implemen-tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action
Flight Level Band:							
Potential City Pairs:							

| Conclusions/Remarks | | | Last updated | |

ARN TF/1
Appendix 5B to the Report on Agenda Item 5

MID/00X	ATS Route Name:		Entry-Exit: RAKSI,PARAR, TOTOX,REXOD, LOTAV,KITAL, KUTVI	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1

Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
L301, N571, P574, N563, M300, P570, N315 The EMARSSH routes shall be extended from the mentioned entry points such that they continue via Persian gulf and Iraq and do end up at Mediterranean sea. Or south east of Europe. It is important, that the planning takes place at an early statge to allow quick and smooth implmentation whenever airspace restructuring in IRAQ takes place						- IATA to further develop in accordance with Agenda Item 5 of ARN TF/1 meeting.	ARN TF/2
Flight Level Band: Upper Airspace							
Potential City Pairs:							
Conclusions/Remarks						**Last updated**	ARN TF/1, July 2008

MID/00X	ATS Route Name: Gulf Region 3	Entry-Exit: UAE to Europe & beyond	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1

Route Description	States Concerned	Expected Implemen-tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
New, bi-directional route segments					- IATA to re-develop and re-submit the concept/model to connect routes from Asia through to Europe.	ARN TF/2
Flight Level Band: Upper Airspace						
Potential City Pairs: UAE to Europe & beyond (unlimited)						

Conclusions/Remarks			Last updated	ARN TF/1, July 2008

MID/00X	ATS Route Name: North Africa	Entry-Exit: KITOT, SEMRU to CBA VOR	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1

Route Description	States Concerned	Expected Implemen-tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
New, bi-directional route segments					- IATA to re-develop (considering existing route structure) and submit to ARN TF/2.	
Flight Level Band: Upper Airspace						
Potential City Pairs: Gulf Region to Cairo, Tripoli, Tunis, Algiers, and Morocco						

Conclusions/Remarks			Last updated	ARN TF/1, July 2008

ARN TF/1
Report on Agenda Item 6

REPORT ON AGENDA ITEM 6:   **CONSIDERATION OF INTERIM AMENDMENTS TO THE ATS ROUTE NETWORK**

6.1   The meeting recalled that the ATM/SAR/AIS SG/9 meeting in December 2007 noted that during the process of the past review of the MID ATS route network and the processing of amendment to the MID Basic ANP Table ATS-1, several inconsistencies between the Table ATS-1 and the routes as implemented were observed by the Secretariat. These inconsistencies were indicative of changes that States had implemented on the routes without following established procedures or informing ICAO. In this respect, the usefulness of the Table ATS-1 as a requirement agreed by both provider and user States and Organizations, was compromised. Accordingly, the ATM/SAR/AIS SG/9 adopted the following Draft Conclusion:

> *DRAFT CONCLUSION 9/1:*   *AMENDMENT AND EDITORIAL CHANGES IN THE BASIC ANP TABLE ATS-1*
>
> *That, MID States are urged to adhere to established procedures for amendments to the MID Basic ANP Table ATS-1, and to inform ICAO when minor editorial changes in the Table ATS-1 are deemed necessary, before any such changes take effect.*

6.2   The meeting agreed that, as the process of developing a comprehensive MID ATS route structure would take a long time, it was necessary to consider interim amendments to the current MID Basic ANP Table ATS-1, in order to address user needs that are considered urgent or the necessary for short term. Accordingly, the meeting agreed to the proposed amendments to Table ATS-1 arising from previous meetings within the framework of MIDANPIRG, as well as route proposals presented by IATA to the ARN TF/1 meeting as at **Appendix 6A** to the Report on Agenda Item 6. Furthermore, the meeting recognized that, in order to achieve progress with regard to agreed ATS route amendments, follow up action was essential on the part of various parties.

6.3   Based on the above, the meeting formulated the following Draft Conclusions:

> *DRAFT CONCLUSION 1/4:*   *AMENDMENT OF MID BASIC ANP TABLE ATS-1*
>
> *That, the Secretariat initiate action, in accordance with established procedures, for the amendment of the MID Basic ANP Table ATS 1 to reflect the changes at **Appendix 6A** to the Report on Agenda Item 6 that have agreed to.*

> *DRAFT CONCLUSION 1/5:*   *FOLLOW-UP ACTION ON PROPOSED ATS ROUTES DEVELOPMENT*
>
> *That, in order to ensure progress in the development and implementation of ATS Routes, MID States and concerned International Organizations undertake necessary action as reflected in **Appendix 6A** to the Report on Agenda Item 6.*

ARN TF/1
Report on Agenda Item 6

6.4   The meeting agreed that proposals presented by IATA to the Task Force, which concerned other ICAO Regions would be duly coordinated with the concerned Regions by the MID Regional Office in accordance with established mechanisms. Furthermore, that proposals which entailed segments that were entirely outside the MID Region would not be considered by the ARN TF.

6.5   The meeting also noted the updated information provided by States with regard to the ATS routes discussed by the Special Baghdad FIR Coordination Meeting (SBFCM) as at **Appendix 6B** to the Report on Agenda Item 6.

ARN TF/1
Appendix 6A to the Report on Agenda Item 6

MID/001	ATS Route Name: New AWY between SALWA-COPPI		Entry-Exit: SALWA-COPPI	Inter-Regional Cross Reference if any			Users Priority	High	Originator of Proposal	IATA
									Date of Proposal	ARN TF/1

Route Description		States Concerned	Expected Implemen-tation date	Implementation Status		ANP Status	Action Taken / Required	Deadline for each Action
SALWA (N25 15.6 E050.30.8) – COPPI (N27 50.6 E047 44.0) This route is proposed as a one way northbound to cater for departure from Doha intersection point on "A791/G663", maybe "TANDA N26 27.1 E049 18.2" to allow traffic to transit for North African destinations				New ATS route.			- Bahrain has no objection . - Qatar has no objection however will have time restriction of 15:00 to 03:00 UTC subject to concurrence with Saudi Arabia. - Saudi Arabia needs to study the proposal further and will advise by 31 October 2008. - Pending Saudi Arabia response Secretariat will make Amendment Proposal.	
Flight Level Band: FL~~180~~ 200 – FL410								
Potential City Pairs: DOH to Western Europe/USA DOH to BEY, DAM, AMM DOH to North-Africa								
Conclusions/Remarks							**Last updated**	ARN TF/1, July 2008

MID/002	**ATS Route Name:** New AWY Proposed between TONBA-KHG	**Entry-Exit:** TONBA to KHG (Dakhla) Libya to Egypt FIR	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description		**States Concerned**	**Expected Implemen-tation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
TONBA (N21 35.3 E 0-19 51.2) KHG (N25 26.9 E030 35.4)				New ATS route.		- Egypt highlighted that UM999 already exists and is used by 3 to 5 flights a day also that communication is being upgraded with a new station at Dakhla. More detail on user need will be necessary to justify establishment as per IATA proposal. - IATA will provide detail regarding focus traffic for Egypt to reconsider the proposal. - The proposal will be reconsider by ARN TF/2.	
Flight Level Band: FL290 – FL410							
Potential City Pairs: Lagos-Doha							

Conclusions/Remarks	Proposals 2, 4 and 5 are options to each other		**Last updated**	ARN TF/1, July 2008

MID/003	ATS Route Name: New AWY Proposed between TONBA-MB (Dakhla)		Entry-Exit: TONBA to MB (Dakhla) Libya to Egypt FIR	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen-tation date	Implementation Status		ANP Status		Action Taken/Required	Deadline for each Action
TONBA (N21 35.3 E 0-19 51.2) MB (N25 25.2 E029 00.1)				New ATS route.				To be considered with and similarly to Proposal 2 & 4.	
Flight Level Band: FL290 – FL410									
Potential City Pairs: West Africa airports-Doha									
Conclusions/Remarks	Proposals 2, 4 and 5 are options to each other							Last updated	ARN TF/1, July 2008

MID/004	ATS Route Name: New AWY Proposed between KFR to MB (Dakhla) Or KHG		Entry-Exit: KFR to MB (Dakhla) or KHG Libya to Egypt FIR	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen-tation date	Implementation Status		ANP Status		Action Taken/Required	Deadline for each Action
KFR (N24 09.2 E023 18.5) MB (N25 25.2 E029 00.1) Or KHG (N25 26.9 E030 35.4)				New ATS route.				To be considered with and similarly to Proposal 2.	
Flight Level Band: FL290 – FL410									
Potential City Pairs: West Africa airports-Doha									
Conclusions/Remarks	Proposals 2, 4 and 5 are options to each other							Last updated	ARN TF/1, July 2008

MID/005	ATS Route Name: New AWY between BNA-KATAB-SEMRU		Entry-Exit: BNA-KATAB-SEMRU	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1
Route Description			States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status		Action Taken/Required	Deadline for each Action
BNA (N32 07.5 E020 15.2) – KATAB (N29 25.0 E029 05.1) – SEMRU (N28 02.0 E032 03.1)					New ATS route.			For future consideration	
Flight Level Band: FL290 – FL410									
Potential City Pairs: CMN/ALG/TUN/TIP-DOH									
Conclusions/Remarks	This AWY would save considerable track miles BNA – KATAB – SEMRU Libya FIR to Egypt FIR							**Last updated**	ARN TF/1, July 2008

MID/006	ATS Route Name: New AWY – VUSET to ITRAX		Entry-Exit: VUSET – ITRAX Oman FIR	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1
Route Description			States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status		Action Taken/Required	Deadline for each Action
VUSET – "N23 55.7 E059 08.2 ITRAX – N24 12.8 E055 47.8					New ATS route.				
Flight Level Band: FL290 – FL410									
Potential City Pairs: SGN, PEK, HKG, PVG, DEL, AMD, KHI, KIX, DAC, KTM - Doha									
Conclusions/Remarks								**Last updated**	ARN TF/1, July 2008

MID/007	ATS Route Name: New AWY Northbound EGNOV - HFR		Entry-Exit: EGNOV – HFR	Inter-Regional Cross Reference if any			Users Priority	High	Originator of Proposal	IATA
									Date of Proposal	ARN TF/1

Route Description		States Concerned	Expected Implemen-tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
EGNOV (N27 03.0 E047 47.2) – HFR (N28 19.8 E046 07.8)				New ATS route.		Alternative to the SALWA-COPPI	
Flight Level Band: FL180 – FL410							
Potential City Pairs: DOH – Western Europe and USA DOH – BEY, DMM, AMM DOH – North Africa							

Conclusions/Remarks	This proposal benefits if Q707 can be changed to a two way AWY. The Link between EGNOV – HFR would be a one way AWY Northbound to cater for departing traffic from Doha. The real benefit of this AWY could only be achieved by extension to current opening hrs of Q707.	Alternative to the SALWA-COPPI **(MID 001)**	**Last updated**	ARN TF/1, July 2008

MID/008	ATS Route Name: Q707		Entry-Exit: EGNOV – SALWA	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1

Route Description		States Concerned	Expected Implemen-tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
EGNOV (N27 03.0 E047 47.2) – SALWA (N25 15.6 E050.30.8)				Opening hours to be extended. Suggested from 1430 – 0300UTC Weekends H24 To change current AWY Q707 from one-way to two way between points EGNOV – SALWA North Africa traffic – If Q707 is made a two way AWY, then traffic can route from point "GEPAK (N26 33.0 E048 43.5) on AWY A791/G663		- Bahrain has no objection. - Qatar can extend hours from 15:00 to 03:00 UTC provided Saudi Arabia concurs. - Saudi Arabia will study the proposal and revert to the Secretariat by 31 October 2008.	31 Oct. 2008
Flight Level Band: GND - UNL							
Potential City Pairs: Doha – Western Europe/USA – Doha Doha – BEY, DAM, AMM – Doha Doha – North Africa dest. - Doha							

Conclusions/Remarks			Last updated	ARN TF/1, July 2008

MID/009	ATS Route Name: New AWY between SALWA-LOTUS-ASTIN		Entry-Exit: SALWA-LOTUS-ASTIN	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1

Route Description		States Concerned	Expected Implemen-tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
Proposed new AWY would be two way. Alternatively, IATA would accept Salwa – (intersection point on Y100) – Y100 – LOTUS – New AWY – PURDA (N21 08.1 E051 03.5) – join with A419 SALWA (N25 15.6 E050.30.8) LOTUS (N22 00.0 E050 39.2) ASTIN (N20 04.2 E049 53.3)				New ATS route.		- Proposal replace by the following agreed option: Doha to Bundu than via V997 to R659. - Bahrain will issue NOTAM for activation on the next AIRAC date. - MID Regional Office to circulate Amendment Proposal to change V997 to Regional route.	Immediate Sept. 2008
Flight Level Band: FL180 – FL410							
Potential City Pairs: Doha – Eastern/ South Africa - Doha							

Conclusions/Remarks	Replacement proposal (Doha-Bundu-U997-R659). Approved for immediate implementation.		**Last updated**	ARN TF/1, July 2008

MID/010	ATS Route Name: A415-DOH(VOR)-SALWA-KIREN		Entry-Exit: DOHA-SALWA-KIREN	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status		Action Taken/Required	Deadline for each Action
A415-DOH(VOR)-SALWA-KIREN				Implemented with time restrictions				- Bahrain has no objection. - Qatar can extend hours from 15:00 to 03:00 UTC provided Saudi Arabia concurs. - Saudi Arabia will study the proposal and revert to the Secretariat by 31 October 2008.	31 Oct. 2008
Flight Level Band: GND-FL410									
Potential City Pairs: Doha-Western Europe/USA-Doha Doha-North Africa-Doha Doha-Africa-Doha									
Conclusions/Remarks	IATA requests to change opening hours H24							Last updated	ARN TF/1, July 2008

MID/011	ATS Route Name: New AWY between SIDAD-ALVIX		Entry-Exit: SIDAD-ALVIX	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status		Action Taken/Required	Deadline for each Action
Shortcut to OKBK								- Kuwait has no objection. Will issue NOTAM designating route initially as domestic to facilitate flight planning.	Immediate
Flight Level Band:									
Potential City Pairs: from North to Kuwait								- ICAO will circulate Amendment Proposal for the Regional ATS route designation.	Sept. 2008
Conclusions/Remarks	Approved for immediate implementation.							Last updated	ARN TF/1, July 2008

MID/012	ATS Route Name: New Parallel AWY to UL 550		Entry-Exit: Parallel AWY to UL550	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1

Route Description		States Concerned	Expected Implemen-tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
New Parallel AWY to UL 550				New ATS route.		- Egypt will continue to study how to address issue of east bound traffic for reduced traffic (Egypt Air and Kuwait Airways).	
Flight Level Band: 6000ft TO FL 250							
Potential City Pairs: Cairo-Kuwait						- The Segment in Jeddah FIR is used bidirectionally already.	

Conclusions/Remarks	Egypt highlighted similar proposal has been studied before and not found acceptable due to military restrictions and ==uncoordinated== flights over the red sea area.		Last updated	ARN TF/1, July 2008

MID/013	ATS Route Name: A415		Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1

Route Description		States Concerned	Expected Implemen-tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
A415-King Khaled (KIA)..Al Ahsa(HSA).. Doha (DOH) for traffic from OEJD and OKAC FIRs to overfly the northern OMAE FIR						- Bahrain has no objection in principle but procedures and time to be agreed.	
Flight Level Band:						- UAE more time review the proposal.	30 Sept 08
Potential City Pairs: For traffic from Riyadh to India and beyond						- Qatar offers to extend hours of operation from 19:00-03:00 to 15:00-03:00 UTC provided Saudi Arabia concurs.	
						- Traffic is to cross GETEX FL210 maintaining.	

Conclusions/Remarks	**This route is already available FL350 and above in Emirates FIR**		Last updated	ARN TF/1, July 2008

MID/014	ATS Route Name: V164		Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1
Route Description		**States Concerned**	**Expected Implemen-tation date**	**Implementation Status**	**ANP Status**		**Action Taken/Required**		**Deadline for each Action**
V164-King Khaled (KIA).. King Fahd (KFA) change from uni-direction eastbound to bi-direction.							- Bahrain has no objection for FL250 and below between KIA and KFA.		
Flight Level Band:							- Bahrain will study feasibility of traffic volume that can be permitted to descend below FL250.		
Potential City Pairs: For traffic from airports in Gulf region to Riyadh and beyond									
							- Saudi Arabia agrees.		
Conclusions/Remarks							**Last updated**	ARN TF/1, July 2008	

MID/015	ATS Route Name: Egypt and Saudi Arabia		Entry-Exit: UAE to Egypt and beyond	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1
Route Description		**States Concerned**	**Expected Implemen-tation date**	**Implementation Status**	**ANP Status**		**Action Taken/Required**		**Deadline for each Action**
New, bi-directional route segments							- Egypt will address similarly with new Parallel AWY to UL 550 (proposal number <mark>15).</mark>		
Flight Level Band: Upper Airspace									
Potential City Pairs: UAE to Egypt and beyond (unlimited)									
Conclusions/Remarks							**Last updated**	ARN TF/1, July 2008	

MID/016	ATS Route Name: Gulf Region 1		Entry-Exit: UAE to MAHDI via Saudi Arabia	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1

Route Description		States Concerned	Expected Implemen-tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
New, bi-directional route segments						- To be re-submitted by IATA with no segment crossing the Mecca.	
Flight Level Band: Upper Airspace							
Potential City Pairs: UAE to West Africa and South America							
Conclusions/Remarks					**Last updated**	ARN TF/1, July 2008	

MID/017	ATS Route Name: Gulf Region 2		Entry-Exit: UAE to East Central and South Africa	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1

Route Description		States Concerned	Expected Implemen-tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
New, bi-directional route segments UAE to East Central and South Africa						- Bahrain and UAE have implemented A419 (some parts under-discussion with military). This should address the requirement in this proposal.	TBD
Flight Level Band: Upper Airspace							
Potential City Pairs: UAE to East Central and South Africa							
Conclusions/Remarks					**Last updated**	ARN TF/1, July 2008	

MID/018	ATS Route Name: Gulf Region Eastbound		Entry-Exit: UAE to Pakistan, India, and beyond to Asia/Pacific	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1

Route Description		States Concerned	Expected Implemen-tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
New, bi-directional route segments UAE to Pakistan, India, and beyond to Asia/Pacific						- To be submitted to Oman and APAC Office. - To be considered by ARN TF/2.	Aug. 2008
Flight Level Band: Upper Airspace							
Potential City Pairs: UAE to Pakistan, Indian & beyond to Asia/Pacific (unlimited)							
Conclusions/Remarks	Iran has recently developed M561 which might provide interim relief .					**Last updated**	ARN TF/1, July 2008

MID/019	ATS Route Name: Iran		Entry-Exit: UAE to Iran and beyond	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1

Route Description		States Concerned	Expected Implemen-tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
New, bi-directional route segments						- Under consideration by Iran and UAE.	TBD
Flight Level Band: Upper Airspace							
Potential City Pairs: UAE to Iran and beyond (unlimited)							
Conclusions/Remarks						**Last updated**	ARN TF/1, July 2008

MID/020	ATS Route Name: New route Parallel to A791/A145	Entry-Exit: DELMA-A145	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1

Route Description	States Concerned	Expected Implemen-tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
From DELMA in the CAI FIR a route to point DDDDD on B544 18NMs south of UA791 (SOBAS) and crosses: CAI-JED FIR Boundary at AAAAA, 33 NMs south of KITOT V54 at BBBBB, 13 NMs south of TBK, W334 at CCCCC, 31 NMs south-east of TBK from DDDDD to FFFFF on A424 18 NMs south of UA791(HIL) and crosses: A788 at EEEEE 31 NMs south-west of HIL from FFFFFto MGA on A145 ad crosses: G662 at GGGGG, 47 NMs south-east of HIL V20 at HHHHH, 24 NMs south of NALBU B417 at IIIII, 20 NMs south-west of RARLO W333 at JJJJJ, 10 NMs south-west of SERPU UT503 at KKKKK, 9 NMs south-east of SERPU, and W23 at LLLLL, 36 NMs south of SIBLI from MGA, the route continues normally on A145.					- Egypt and Saudi Arabia will consider the proposal for future.	
Flight Level Band: Upper Airspace						
Potential City Pairs:						

Conclusions/Remarks				Last updated	ARN TF/1, July 2008

MID/021	ATS Route Name: New airways between Sharjah and Tehran	Entry-Exit: LOPEG- DEBES	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1

Route Description	States Concerned	Expected Implemen-tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
A new waypoint XXXXX to be created half way between KUMUN and PAPAR i.e. 37 NMs from either point. The old SIDs through LOPEG and DEBES will be re-instated with the difference that alter either point, traffic will proceed to XXXXX instead of PAPAR, distance LOPEG-XXXXX 23 NMs and DEBES-XXXXX 40 NMs					- Already under consideration by Iran and UAE.	
Flight Level Band:						
Potential City Pairs: Sharjah-Tehran						

Conclusions/Remarks			**Last updated**	ARN TF/1, July 2008

MID/022	ATS Route Name:		Entry-Exit: Route from Syria or Jordan all the way to JED, SAH, ADE, MED via QTR/TBK	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1

Route Description			States Concerned	Expected Implemen-tation date	Implementation Status		ANP Status		Action Taken/Required	Deadline for each Action
Route from Syria or Jordan all the way to JED, SAH, ADE, MED via QTR/TBK									- North of Tabuk already agreed with Saudi Arabia and Jordan. LOA to be updated. - For South of Tabuk, Saudi Arabia will revert to ARN TF Secretariat by 31 December 2008.	Dec. 2008
Flight Level Band:										
Potential City Pairs:										
Conclusions/Remarks								Last updated	ARN TF/1, July 2008	

MID/023	ATS Route Name:		Entry-Exit: Route from Jordan or Syria to BEY via DAM-DAKWE-KAD	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1

Route Description			States Concerned	Expected Implemen-tation date	Implementation Status		ANP Status		Action Taken/Required	Deadline for each Action
Route from Jordan or Syria to BEY via DAM-DAKWE-KAD					New ATS route.				- Syria will study the request and provide update after internal consultations.	TBD
Flight Level Band:									- ICAO MID Region to follow-up with SCAA.	30 Sept. 08
Potential City Pairs:										
Conclusions/Remarks								Last updated	ARN TF/1, July 2008	

MID/024	ATS Route Name:		Entry-Exit: Route from Jordan to CAI via TBA-W976	Inter-Regional Cross Reference if any			Users Priority	High	Originator of Proposal	IATA
									Date of Proposal	ARN TF/1

Route Description		States Concerned	Expected Implemen-tation date	Implementation Status		ANP Status		Action Taken/Required		Deadline for each Action
Route from Jordan to CAI via TBA-W976				New ATS route.				- Egypt will require more time to study and initiate proposal to Jordan to establish a point 5 to 7 NM South of METSA in order to facilitate direct routing to DATOK.		TBD
Flight Level Band:										
Potential City Pairs:										

Conclusions/Remarks					Last updated	ARN TF/1, July 2008

MID/025	ATS Route Name: R462		Entry-Exit: DENDA-MIBSI	Inter-Regional Cross Reference if any			Users Priority	High	Originator of Proposal	IATA
									Date of Proposal	ARN TF/1

Route Description		States Concerned	Expected Implemen-tation date	Implementation Status		ANP Status		Action Taken/Required		Deadline for each Action
Request permission to use this AWY for traffic with destination DOHA DENBA R462 MIBSI P899 BUNDU								- UAE has no objection if Oman agrees. - ICAO will send proposal to Oman.		
Flight Level Band: FL290 to FL410										
Potential City Pairs: SGN, PEK, HKG, PVG, DEL, AMD, KHI, KIX, DAC, KTM-Doha										

Conclusions/Remarks	Proposal to be send to Oman for response				Last updated	ARN TF/1, July 2008

MID/026	ATS Route Name: Replacement of IATA Proposals (3) and (9).	Entry-Exit: TELEM-VAXIM and PRA-TELEM	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1

Route Description		States Concerned	Expected Implemen-tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
SODEB to/from MINAR with 24 hours availability; thence MINAR to Ahmedabad or Pratapgarh (PRA)						- SODEB to/from MINAR with 24 hours availability. - MINAR to Ahmedabad or Pratapgarh (PRA). - To be relayed to Oman and APAC Regional Office, Bangkok.	
Flight Level Band:							
Potential City Pairs:							

Conclusions/Remarks	Proposed by Pakistan to replace IATA Original proposals (3) and (9) which have been removed from this Appendix		Last updated	ARN TF/1, July 2008

ATTACHMENT 1

PROPOSED AMENDMENTS TO MID BASIC ANP TABLE ATS-1
AGREED IN OTHER MEETINGS

ATS ROUTE	REMARKS AND ACTION PROPOSED	PROPONENT	AGREED FOLLOW UP ACTION	RESPONSIBLE PARTY	DELIVERABLE	TARGET DATE
G665	Extend from Abadan to Basrah	SBFCM	Amend Table ATS 1	Secretariat	Extended route	Dec 08
G669	Was inadvertently removed (editorial error). Restore	Secretariat	Include in next ANP amendment other than segment KARIATAIN-TONTU-AL SHIGAR that was deleted .	Secretariat	G669 in ANP	Dec 08

N.B.:   SBFCM = Special Baghdad FIR Coordination Meeting, Cairo 28-29 May 2008.

ARN TF/1
Appendix 6B to the Report on Agenda Item 6

ATS ROUTES DISCUSSED BY THE SPECIAL BAGHDAD FIR COORDINATION MEETING

28 - 29 MAY 2008

ATS ROUTE	STATUS	ACTION AGREED/REMARKS	IMPLEMENTATION TARGET DATES
UL602	Suspended in the Damascus FIR	Will be open once comm. & coordination issues in Baghdad FIR are resolved	Conditional on Communication AIRAC date (25 Sept. 2008)
UP975	Suspended in the Damascus FIR	Will be open once comm. & coordination issues in Baghdad FIR are resolved	Conditional on Communication AIRAC date (25 Sept. 2008)
G202	Segment Baghdad Tehran open to limited number of airlines.	Will be opened to all airlines (action for Iran and Iraq)	Subject to LOA Not later than 25 Oct. 2008
G667	Abadan – Kuwait Closed	Kuwait has objection to opening the segment. Proposes closure of segment ALSAN to Kuwait as well. Rational – Proximity of ALSAN to release points SIDAD and TASMI	TBD
B411	PAXAT – NOLDO Closed	Iraq and Iran agree to re-open	Subject to LOA Not later than 25 Oct. 2008
A424	LOTAN– Baghdad (ORBI) Not implemented	Will be considered – Iraq and Saudi Arabia. Communication issues in Iraq to be resolved	~~TBD~~ Iraq has no objection and will be discussing LOA with Saudi Arabia in order to implement
L126	SIGNI – MIGMI Closed	No agreement to open – Iraq/Iran	TBD
~~G975~~ G795	OERF (Rafha) – ORMM (Basrah) not implemented	Will be considered by Iraq and Saudi Arabia	~~TBD~~ Iraq has no objection and will be discussing LOA with Saudi Arabia in order to implement
G669	Segment Rafha – SOLAT - Kuwait not implemented	Kuwait advised not possible at this time due to military restrictions	TBD

REPORT ON AGENDA ITEM 7:   FUTURE WORK PROGRAMME

7.1   The meeting recalled that in accordance with the ICAO Business plan and the requirements for performance monitoring, the Task Force has to develop a follow-up action plan on the results of the meeting. Accordingly, the meeting developed the action plan as at **Appendix 7A** to the Report on Agenda Item 7.

7.2   With regard to the date of the next ARN TF meeting, The meeting agreed that, in accordance with the MIDANPIRG Procedural Handbook, and based on Terms of Reference and Action Plan of the Task Force, the ARN TF/2 meeting could be tentatively scheduled for the first quarter of 2009. The meeting noted however, that the actual dates would depend on MID Regional Office workload/activities. The duration would be three (03) working days unless otherwise agreed. The venue would be Cairo, unless a State indicates an interest in hosting the meeting.

7.3   The meeting agreed to the Provisional Agenda for the ARN TF/2 meeting, as in **Appendix 7B** to the Report on Agenda Item 7.

ARN TF/1
Appendix 7A to the Report on Agenda Item 7

**AIR TRAFFIC SERVICES ROUTE NETWORK TASK FORCE
DRAFT FOLLOW-UP ACTION PLAN**

DRAFT CONC/DEC NO. --- STRATEGIC OBJECTIVE	TITLE OF CONCLUSION/ DECISION	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
Draft Dec. 1/1	Terms of Reference of the MID ATS Route Network Task Force (ARN TF)	That, the Terms of Reference of MID Region ATS Route Network Task Force is revised as at **Appendix 4A** to the Report on Agenda Item 4.	Present to ATM/SAR/AIS SG/10	Secretariat	Revised TOR	ATM/SAR/ AIS SG/10
Draft Conc. 1/2	Coordination of ATS Routes Development with RVSM Implementation	That, in order to ensure that the improvement of the ATS route network has no adverse effect on the sustainable implementation of the RVSM, coordination be effected with the MID RMA regarding: a) the route structure proposals; and b) necessities for safety studies	Coordinate route proposal with MID RMA	Secretariat ARN TF	Decisions to implement/modify/ not implement	Ongoing
Draft Dec. 1/3	MID ATS Route Catalogue	That, in order to keep a record of ATS routes proposed for development, as well as to ensure follow up on the actions pertaining to the routes' development, the MID ATS Route Catalogue is adopted as in **Appendix 5A** to the Report on Agenda Item 5.	Present MID ATS Route Catalogue to ATM/SAR/AIS SG/10	Secretariat	MID ATS Route Catalogue adoption	ATM/SAR/ AIS SG/10

DRAFT CONC/DEC NO. --- STRATEGIC OBJECTIVE	TITLE OF CONCLUSION/ DECISION	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
Draft Conc. 1/4	Amendment of MID Basic ANP Table ATS-1	That, the Secretariat initiates action, in accordance with established procedures, for the amendment of the MID Basic ANP Table ATS 1 to reflect the changes at **Appendix 6A** to the Report on Agenda Item 6 that have agreed to.	Process MID Basic ANP Table ATS-1amendment proposals	Secretariat	Amended Table ATS-1	Dec. 2008
Draft Conc. 1/5	Follow-up Action on Proposed ATS Routes Development	That, in order to ensure progress in the development and implementation of ATS Routes, MID States and concerned International Organizations undertake necessary action as reflected in **Appendix 6A** to the Report on Agenda Item 6.	In accordance with action indicated in Appendix 6A to the Report on Agenda Item 6.	States MID Regional Office Users (IATA, etc)	Progression in ATS Routes development.	Ongoing

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ARN TF/1
Appendix 7B to the Report on Agenda Item 7

THE ATS ROUTE NETWORK TASK FORCE

SECOND MEETING

(ARN TF/2)

PROVISIONAL AGENDA

Agenda Item 1:   Adoption of the Provisional Agenda

Agenda Item 2:   Election of Chairperson

Agenda Item 3:   Review of ARN TF/1 Conclusions/Decisions

Agenda Item 4:   Review of the ATS Routes user requirements

Agenda Item 5:   Consideration of interim amendments to the ATS route network

Agenda Item 6:   Future Work Programme

Agenda Item 7:   Any other Business

OTHER BUSINESS

8.1   In response to queries regarding the future programme of the Task Force, in particular development of ATS routes, Secretariat highlighted that, in accordance with the terms of reference, the primary objective of the Task Force is a comprehensive revision of the MID ATS route network to bring about near and long term benefits in terms of efficiency and the consequential contribution to environmental protection. Accordingly, based on the Global Plan approach, a comprehensive user requirement (proposal) reflecting the future ATS route network should be still developed by the user community and presented for discussion and further development by the Task Force.

8.2   The interim Chairman, Mr. Fahad M. Al Ghamdi thanked the participants for their support and contributions and wished the Task Force success in electing its regular Chairperson during the ARN TF/2 meeting.

8.3   In his closing remarks, the Deputy Regional Director highlighted the achievements of the meeting, notably the agreed routes and routes' catalogue. He noted with appreciation the clear-cut contributions including alternatives to user proposals, which was indicative of the preparation that States had made in advance of the meeting. Mr. Faqir highlighted that the agreements achieved were the result of participants that had the mandate to decide. Reiterating that participants should work as experts on behalf of the Region, and not necessarily as national representatives, he urged more States to send participant with the mandate to decide in the interest of the Region.

8.4   Furthermore, Mr. Faqir reminded the meeting the necessity to include in their national delegations, representatives from the military, in accordance with, inter alia, MIDANPIRG/10 *Conclusion 10/ 25: Civil/Military Coordination.*

8.5   Mr. Faqir pointed out that this was the beginning of a process. Now that a stage has been set, he hoped that for the forthcoming Task Force meeting, the users will bring a much more detailed and consolidated regional proposal to advance the primary purpose of the Task Force for a revised MID ATS route network.

8.6   Mr. Faqir wished all safe return to their respective organizations.

ATTACHMENT A

ARN TF/1
Attachment A to the Report

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