INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE SECOND MEETING OF
THE MIDDLE EAST AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP
STEERING GROUP**

MSG/2

(Amman, Jordan, 9 - 11 March 2010)

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

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PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1   The Second Meeting of the MIDANPIRG Steering Group was held at the Kempinski Hotel, Amman, Jordan, from 9 to 11 March 2010.

2. OPENING

2.1   The meeting was opened by Mr. Moh'd Amin Al-Mustafa, Air Navigation Services Commissioner, Civil Aviation Regulatory Commission (CARC), Jordan, who extended a warm welcome to all participants to the MSG/2 meeting and wished them a successful meeting and pleasant stay in Amman. In his welcome address, Mr. Al-Mustafa thanked ICAO for organizing this meeting in Jordan and restated Jordan's commitment to support the ICAO MID Regional Office and MIDANPIRG activities. He mentioned that the main objective of ICAO and States is to enhance safety and increase efficiency of international civil aviation. He highlighted that with the rapid growth of air traffic in the MID Region, the civil aviation community is facing many challenges, which are being addressed by ICAO in coordination with States during international and regional meetings such as the MSG and MIDANPIRG meetings in order to explore ways and means to alleviate the deficiencies in the air navigation fields and improve the efficiency of civil aviation.

2.2   Mr. Mohamed Khonji, Regional Director, ICAO Middle East Office welcomed also all the participants to Amman. He expressed his gratitude and appreciation to the Civil Aviation Regulatory Commission (CARC), Jordan and especially to Capt. Soleiman Obeidat, Chief Commisssioner and Chief Executive Officer, CARC Jordan and Mr. Moh'd Amin Al-Mustafa, Air Navigation Services Commissioner for hosting this important meeting in Amman and for the generous hospitality and all the arrangements made for the ICAO staff and all participants. He pointed out that Jordan has always being supporting the MIDANPIRG and the ICAO MID Regional Office activities and played an important and positive role in the MID Region.

2.3   Mr. Khonji highlighted that MSG is being more formal with established TOR compared to those days when it was MMS and accordingly, more action oriented and outcome is required. He mentioned briefly the main tasks and work to be carried out by the meeting.

2.4   Mr. Khonji welcomed and introduced the new Chairman of MIDANPIRG and MSG, Mr. Hamad Alaufi, Director AIS, General Authority of Civil Aviation, Saudi Arabia, who extended also a warm welcome to all participants to the MSG/2 meeting.

2.5   Finally, Mr. Khonji thanked all States for their presence and wished the Chairman and the meeting all the success.

3. ATTENDANCE

3.1   The meeting was attended by a total of twenty seven (27) participants from eight (8) MID Region States (Bahrain, Egypt, Iran, Jordan, Lebanon, Oman, Saudi Arabia and United Arab Emirates). The list of participants is at **Attachment A.**

4. OFFICERS AND SECRETARIAT

4.1   The meeting was chaired by the Chairman of MIDANPIRG, Mr. Hamad M. Alaufi, Director AIS, General Authority of Civil Aviation, Saudi Arabia.

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. Jehad Faqir   -   Deputy Regional Director; and
> Mr. Mohamed Smaoui   -   Regional Officer, Aeronautical Information and
>   Charts/Meteorology

5. LANGUAGE

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

6. AGENDA

6.1   The following Agenda was adopted:

> Agenda Item 1:   Adoption of the Provisional Agenda
>
> Agenda Item 2:   Follow-up on the outcome of MIDANPIRG/11 Meeting
>
> Agenda Item 3:   Increasing the Efficiency of MIDANPIRG
>
> Agenda Item 4:   Regional Air Navigation Planning and Implementation Issues of
>   special importance
>
> Agenda Item 5:   Air Navigation Deficiencies and Safety matters
>
> Agenda Item 6:   Future Work Programme
>
> Agenda Item 7:   Any other Business

CONCLUSIONS AND DECISIONS – DEFINITION

7.1   The MIDANPIRG records its actions in the form of Conclusions and Decisions with the following significance:

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

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

8.   LIST OF CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 1/1:   *INCREASING THE EFFICIENCY OF THE MIDANPIRG SUBSIDIARY BODIES*

DRAFT CONCLUSION 2/2   *MID REGION PERFORMANCE METRICS*

DRAFT CONCLUSION 2/3   *DATA COLLECTION FOR MID REGION PERFORMANCE METRICS*

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1:   ADOPTION OF THE PROVISIONAL AGENDA

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

REPORT ON AGENDA ITEM 2: FOLLOW-UP ON THE OUTCOME OF MIDANPIRG/11 MEETING

2.1   The meeting recalled that MIDANPIRG/11 re-iterated the need for each MIDANPIRG subsidiary body to 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.

2.2   The meeting recalled that with a view to improve the efficiency of the process of follow-up of MIDANPIRG Conclusions and Decisions, MIDANPIRG/11 agreed to the following Conclusion:

> *CONCLUSION 11/1:   FOLLOW UP ON MIDANPIRG CONCLUSIONS AND DECISIONS*
>
> *That:*
>
> *a) States send their updates related to the MIDANPIRG follow up action plan to the ICAO MID Regional Office on regular basis (at least once every six months);*
>
> *b) the MIDANPIRG subsidiary bodies review the appropriate actions/tasks of the MIDANPIRG follow up action plan and undertake necessary updates based on the feedback from States; and*
>
> *c) ICAO MID Regional Office post the MIDANPIRG follow up action plan on the ICAO MID website and ensure that it is maintained up-to-date.*

2.3   The meeting noted that, based on the outcome of the different MIDANPIRG subsidiary bodies and the feedback received from some States, the ICAO MID Regional Office has been posting updated versions of the Follow-up Action Plan on MIDANPIRG/11 Conclusions and Decisions, on regular basis, in accordance with MIDANPIRG/11 Conclusion 11/1. The meeting reviewed and updated MIDANPIRG/11 Follow up Action Plan as at **Appendix 2A** to the Report on Agenda Item 2.

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Appendix 2A to the Report on Agenda Item 2

FOLLOW-UP ACTION PLAN ON MIDANPIRG/11 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/1: FOLLOW UP ON MIDANPIRG CONCLUSIONS AND DECISIONS That, a) States send their updates related to the MIDANPIRG follow up action plan to the ICAO MID Regional Office on regular basis (at least once every six months); b) the MIDANPIRG subsidiary bodies review the appropriate actions/tasks of the MIDANPIRG follow up action plan and undertake necessary updates based on the feedback from States; and c) ICAO MID Regional Office post the MIDANPIRG follow up action plan on the ICAO MID website and ensure that it is maintained up-to-date.	Implement Conclusion	ICAO States Subsidiary Bodies ICAO	State Letter Updated Action Plan Updated Action Plan Updated follow up Action Plan posted on web	Every six months Every six months Every six months	Ongoing (To be closed)
DEC. 11/2: REVISED MIDANPIRG ORGANIZATIONAL STRUCTURE That, with a view to increase MIDANPIRG efficiency, MIDANPIRG Organizational Structure be updated as at **Appendix 4B** to the Report on Agenda Item 4.	Update the Procedural Hand Book and conduct the meetings of MIDANPIRG subsidiary bodies in accordance with the revised Structure	ICAO	Updated Procedural Handbook	Feb. 2009	Closed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS

CONC. 11/3: **INCREASING THE EFFICIENCY OF MIDANPIRG**
 	
That, with a view to increase the efficiency of MIDANPIRG:
 	
a) States appoint an ICAO Focal Point Person(s) (ICAO-FPP) using the form at **Appendix 4E** to the Report on Agenda Item 4; who would:
 	
  i) ensure the internal distribution of all ICAO MID Office correspondences related to MIDANPIRG activities and the follow-up within civil aviation administration;
 	
  ii) follow up the ICAO MID Office postings of tentative schedule of meetings, MIDANPIRG follow up action plan, State Letters, working/information papers, reports of meetings, etc, on both the ICAO MID website and the MID Forum; and
 	
  iii) ensure that required action and replies are communicated to ICAO MID Regional Office by the specified target dates.
 	
b) ICAO MID Regional Office copy all correspondences related to MIDANPIRG activities to the designated ICAO-FPP as appropriate.
	Implement the Conclusion	ICAO States	State Letter (Reminder)
			
			List of ICAO FPP
				Apr. 2009
				
				Jun. 2009
					Actioned
					
					SL. 4 Sept.08
					1st Reminder 20 Jan.09
					2nd Reminder 22 Sept.09
					Input received from 11 States (WP/4)
					
					(To be closed)

Conclusions and Decisions	Follow-up	To be initiated by	Deliverable	Target date	Remarks

Conc. 11/4: **Improving the Efficiency of the ICAO MID Forum**
 	
That,
 	
a) Bahrain in coordination with ICAO:
 	
  i) explore ways and means for improving the efficiency of the ICAO MID Forum; and
 	
  ii) investigate the possibility of using the ICAO MID Forum for the posting of AIS publications by States
 	
b) States are urged to make use and take full benefit of the ICAO MID Forum
	Implement the Conclusion	ICAO
		Bahrain
			Draft Feasibility Study
			
			Improved MID Forum with new Functionalities
				Dec. 2009
				
				Jun. 2010
					Ongoing
					
					(To be closed)

Dec. 11/5: **Adoption of MIDANPIRG Procedural Handbook, Fourth Edition – February 2009** That, the MIDANPIRG Procedural Handbook, Fourth Edition dated February 2009 is adopted.	Finalize the Procedural Handbook	ICAO	Fourth Edition of the Procedural Handbook	Feb. 2009	Closed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/6: **ACTION PLAN FOR THE IMPLEMENTATION OF CERTIFICATION OF AERODROMES IN THE MID REGION** That, MID States provide the MID Regional Office with the following information, not later than, 30 June 2009: a) status of implementation of ICAO requirements in accordance with para. 1.4 of Annex 14 Volume I. and if not done so, prepare a detailed action plan for each International aerodrome, to fulfil relevant ICAO requirements;. b) advise if ICAO assistance is required; and c) AOP SG to review information collected on the status of implementation of certification of aerodromes for further course of actions.	Implementation of the Conclusion	MID Office States AOP SG	State Letter Action Plan AOP SG/7 Report	20 Mar. 2009 30 Jun. 2009 Dec. 2009	Actioned Ongoing
CONC. 11/7: **ACTION PLAN FOR THE ESTABLISHMENT OF STATE'S SAFETY PROGRAMME AND ACCEPTABLE LEVEL(S) OF SAFETY TO BE ACHIEVED** That, MID States provide the MID Regional Office with the following information, not later than, 30 June 2009: a) status of implementation of ICAO requirements in accordance with Annex 14 Volume I, para. 1.5 relevant to establishment of State Safety Programme (SSP), if not yet done so, prepares a detailed action plan to fulfil relevant ICAO requirements; b) advise if ICAO assistance is required; and c) the AOP Sub-Group to review information collected on the status of establishment of State Safety Programme for aerodrome operations for further course of actions.	Implementation of the Conclusion	MID Office States AOP SG	State Letter Action Plan AOP SG/7 Report	20 Mar. 2009 30 Jun. 2009 Dec. 2009	Actioned Ongoing

Conclusions and Decisions	Follow-up	To be initiated by	Deliverable	Target date	Remarks
Conc. 11/8: **Reporting of Aircraft Accidents and Incidents at Aerodromes** That, MID States, who have not yet done so, are urged to revise their existing national regulations and ensure compliance with Annex 13 provisions on Reporting of aircraft accidents and incidents at aerodromes.	Implementation of the Conclusion	States AOP SG	States ensure compliance with ICAO requirement on reporting aircraft Acc. & inc. AOP SG/7 Report	 Dec. 2009	Actioned (To be closed)
Conc. 11/9: **Action Plan for the Implementation of Safety Management System Acceptable to the State at each Certified Aerodrome** That, MID States provide the MID Regional Office with the following information, not later than, 30 June 2009: a) status of implementation of ICAO requirements in accordance with para. 1.5 of Annex 14 Volume I, relevant to the implementation of Safety Management System at certified Aerodromes and, if not yet done so, prepare a detailed action plan for each International Aerodrome, to fulfil relevant ICAO requirements; b) advise if ICAO assistance is required; and c) the AOP Sub-Group to review information collected on the status of implementation of safety management system at aerodromes for further course of actions.	Implementation of the Conclusion	MID Office States AOP SG	State Letter Action Plan AOP SG/7 Report	20 Mar. 2009 30 Jun. 2009 Dec. 2009	Actioned Ongoing

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/10: **DEVELOPMENT OF RUNWAY INCURSION PREVENTION PROGRAMME AT MID AERODROMES** That, MID States provide *the* MID Regional Office with the following information, not later than, 30 August 2009: a) status of development and implementation of "Runway incursion programme and if not yet done so, prepare a detailed action plan for each International aerodrome, to fulfil relevant ICAO requirements contained at Annex 14 Volume I and relevant ICAO specifications; b) Advise if ICAO assistance is required; and c) AOP Sub-Group to review information collected on the status of development of runway incursion prevention programme for further course of actions.	Implementation of the Conclusion	MID Office States AOP SG	State Letter Action Plan AOP SG/7 Report	May 2009 Aug. 2009 Dec. 2009	Actioned Ongoing
CONC. 11/11: **ESTABLISHMENT OF "PAVEMENT SURFACE MAINTENANCE PROGRAMME" AND "CORRECTION PROGRAMME FOR THE REMOVAL OF RUBBER BUILD-UP ON RUNWAYS" IN THE MID REGION** That, MID States provide the MID Regional Office with the following information, not later than, 30 August 2009: a) status of implementation of ICAO requirements in accordance with para.. 10.2 & 10.3 of Annex 14 Volume I. and if not yet done so, prepare a detailed action plan for each International aerodrome, to fulfil relevant ICAO requirement; b) Advise if ICAO assistance is required; and	Implementation of the Conclusion	MID Office States AOP SG	State Letter Action Plan AOP SG/7 Report	May 2009 Aug. 2009 Dec. 2009	Actioned Ongoing

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
c) the AOP Sub-Group to review information collected on the status of establishment of Pavement surface maintenance programme and correction programme for the removal of rubber build-up on runways at aerodromes for further course of actions.					
DEC. 11/12: FOLLOW UP ON THE OUTCOME OF THE MID AEP SEMINAR That, The AOP Sub-Group, States and ICAO consider the recommendations emanated from the MID Aerodrome Emergency Planning Seminar as contained at **Appendix 5.1 F** to the report on Agenda Item 5.1 and take necessary actions as appropriate.	Review and take actions to implement the Conclusion	States, AOP SG/7 ICAO	AOP SG/7 Report Updated guidance material on removal of disabled aircraft and aerodrome epidemic emergency planning.	Dec. 2009 Ongoing	Ongoing Closed
CONC. 11/13: MID BASIC ANP AND FASID (DOC 9708) That, a) further to the approval of the Proposal for amendment of the MID Basic ANP 08/05-AOP, the ICAO MID Regional Office, on behalf of MIDANPIRG, initiate all necessary Amendment Proposals to the MID Basic ANP and FASID, prior to MIDANPIRG/12, in order to update the AIS, AOP, ATM, CNS and MET tables; and b) ICAO is to allocate sufficient resources and give high priority for the publication of Doc 9708 in English and Arabic languages, incorporating all approved Amendments.	Process Amendments Proposals to the MID Basic ANP and FASID Finalize and publish the approved version of Doc 9708	ICAO	Amendment Proposal issued Amendment Proposal approved and incorporated in the final version of Doc 9708 Final Version of Doc 9708 published	Mar. 2010 TBD	Ongoing

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DEC. 11/14: **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 5.2A** to the Report on Agenda Item 5.2.	- Development of routes - Convening of meetings	ARNTF, ICAO	Task Force Reports	Ongoing	Closed
CONC. 11/15: **AMENDMENT AND EDITORIAL CHANGES TO THE REGIONAL ATS ROUTE NETWORK** That, in order to maintain the integrity, objectives and benefits of the MID Basic Air Navigation Plan Table ATS-1 and related Charts, MID States are urged to: a) adhere to established ICAO procedures for amendments and establishment of ATS routes that form part of the Regional ATS route network; b) inform ICAO when minor editorial changes in the Regional ATS routes are deemed necessary, before any such changes take effect; and c) submit to the MID Regional Office, descriptions of existing Regional ATS routes that are at variance with the MID Basic ANP Table ATS-1 in a format that will be detailed by a State Letter, including proposals for amendment of Table ATS-1 as applicable.	Implement Conclusion	States	State Letter Amendment of the ANP in accordance with established procedures Editorial updates from States Comprehensive Table ATS 1 Amendment	Feb. 2009 Ongoing Ongoing Jun. 2009	(To be closed) Proposal for Amendment to be issued by Apr. 2010

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/16: MID ATS ROUTE CATALOGUE That, in order to support the process of ATS route development in the MID Region, including the keeping of a record of ATS routes proposed for development and facilitating follow- up on the actions pertaining to the routes' development: a) the MID ATS Route Catalogue is adopted as at Appendix **5.2C** to the Report on Agenda Item 5.2; and b) MID States and concerned International Organizations are urged to periodically review the Catalogue, note developments and take action as applicable.	Implement the Resolution Take action as indicated in catalogue	States, ICAO International Organizations	Development of route proposals Inputs from States and International Organizations	Ongoing	Ongoing (To be closed)
CONC. 11/17: MEMBERSHIP OF THE MID RMA That, a) Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, Syria, Yemen and UAE committed themselves to participate in the MID RMA project, through the signature of the Memorandum of Agreement (MOA); and b) taking into consideration the tremendous efforts deployed by UAE in the preparation for the successful and safe implementation of RVSM in the MID Region, UAE is exempted from the payment of contributions to the MID RMA for the first ten (10) years of operation (up-to end of 2015).	Implement the Conclusion	MID RMA Board and ICAO	MID RMA Board Reports	Ongoing	Actioned (To be replaced and superseded by MID RMA Board/9 Draft Conc. 9/2)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/18: PAYMENT OF ARREARS TO THE MID RMA That, a) Kuwait and Syria are urged to pay their contributions (arrears) to the MID RMA Project as soon as possible and in any case before 31 March 2009; b) deadline for the payment of contributions to the MID RMA Project for year 2009 is extended to 31 March 2009; and c) in case a State does not pay the contributions to the MID RMA within the agreed timescales, the MID RMA Board might consider; i) to review the membership of this State; and ii) to exclude this State from the MID RVMS SMR	Follow-up with concerned States	MID RMA Board Chairman and ICAO	Contributions/arrears paid	31 Mar. 2009	Actioned (To be closed)
CONC. 11/19: RADAR DATA RECORDING AND ANALYSIS SOFTWARE That, considering the importance of availability of radar data for the assessment of the horizontal overlap, the MID RMA, on behalf of MID RMA Member States and in coordination with, Bahrain, Kuwait, Oman, Saudi Arabia, UAE and Yemen, develop the technical specifications/requirements related to the radar data recording and analysis software and proceed with the purchase of such software as soon as possible.	Implement the Conclusion	MID RMA	Letters to concerned States Technical specifications of the software developed Software purchased	28 Feb.2009 31 Mar.2009 15 Apr. 2009	Actioned (To be closed)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/20: ICAO PROVISIONS RELATED TO MANDATORY REPORTING OF DATA TO THE RMAs That, taking into consideration the unsatisfactory level of reporting of data by States to the RMAs, ICAO consider to include provisions related to mandatory reporting of data (list of RVSM approved aircraft, Altitude Deviation Reports and Coordination Failure Reports) in Annex 6 and Annex 11, as appropriate.	Follow up with ICAO HQ	ICAO	Appropriate provisions in Annexes 6 and 11	TBD	To be closed (Not supported by the ANC)

CONC. 11/21: SUSTAINED RVSM SAFETY ASSESSMENT ACTIVITY IN THE MID REGION
 	
That, considering the on-going requirement for RVSM safety assessment in the MID Region:
 	
a) the MID RMA is responsible for the development of the RVSM Safety Monitoring Reports (SMR);
 	
b) the MID RMA determine the exact type and format of data necessary for performing collision risk calculations and inform States accordingly;
 	
c) States provide the required data in a timely manner. The data will include, but not necessarily be limited to:
 	
   i) approval of operators and aircraft for RVSM operations (on monthly basis);
   ii) Altitude Deviation Reports (ADR) for deviations exceeding 300 ft (on monthly basis);
   iii) Coordination Failure Reports (CFR) (on monthly basis); and
   iv) traffic data (as requested by the MID RMA Board)
 	
d) Bahrain, Kuwait, Oman, Saudi Arabia, UAE and Yemen are committed to provide their radar data to the MID RMA, as, when and where required; and
	Follow up the implementation of the Conclusion	MID RMA
		States
		ICAO
			Data provided to the MID RMA as required	Ongoing	To be closed
					
					(To be included in the MIDRMA Manual)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
e) States not providing the required data to the MID RMA on a regular basis and in a timely manner: i) be included in the MIDANPIRG List of Air Navigation Deficiencies; and ii) might not be covered by the RVSM SMR.					
CONC. 11/22: MID RVSM SAFETY OBJECTIVES That, the safety assessment of RVSM operations in the MID Region be based on the following safety objectives: a) Safety Objective 1: that the vertical-collision risk in MID RVSM airspace due solely to technical height-keeping performance meets the ICAO target level of safety (TLS) of 2.5×10^{-9} fatal accidents per flight hour; b) Safety Objective 2: that the overall vertical-collision risk – i.e. the overall risk of mid-air collision in the vertical dimension in MID RVSM airspace meets the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour; and c) Safety Objective 3: address any safety-related issues raised in the SMR by recommending improved procedures and practices; and propose safety level improvements to ensure that any identified serious or risk-bearing situations do not increase and, where possible, that they decrease. This should set the basis for a continuous assurance that the operation of RVSM will not adversely affect the risk of en-route mid-air collision over the years.	Follow up the implementation of the 3 safety objectives	MID RMA MIDANPIRG	SMR 2010	Jun. 2010	To be closed (To be included in the MIDRMA Manual)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DEC. 11/23: ESTABLISHMENT OF THE BAGHDAD FIR RVSM IMPLEMENTATION WORKING GROUP (BFRI WG) That, the Baghdad FIR RVSM Implementation Working Group is established with Terms of Reference as at **Appendix 5.2G** to the Report on Agenda Item 5.2	Conduct the BFRI WG meetings	ICAO	Reports of the BFRI WG meetings	Aug. 2009	Actioned (To be closed)
DEC. 11/24: MID REGION SSR CODE ALLOCATION STUDY GROUP (SSRCA SG) That, the MID Region SSR Code Allocation Study Group revised Terms of Reference are adopted as at **Appendix 5.2H** to the Report on Agenda Item 5.2.	Convene Study Group Meetings and discussions through correspondence	ICAO, SSCASG	Revised MID SSR Code Allocation system	May 2009	Actioned (To be closed)
CONC. 11/25: MEASURES TO ADDRESS NON-SYSTEM SSR CODE ASSIGNMENT PROBLEMS That, in order to address those SSR code assignment problems that are not typically the Code Allocation Plan (CAP) system problems: a) MID States are urged to undertake necessary coordination with adjacent States/FIRs to address identified SSR code assignment problems or potential problems with such adjacent FIRs; and b) in cases where identified code assignment conflicts are beyond the ability of States' bilateral or multilateral initiatives to address, the ICAO MID Regional Office be notified as soon as practical, in order to take necessary action.	Implement Conclusion	States	Optimally managed SSR Code assignments	Ongoing	Ongoing (Follow up action to be taken by SSRCA SG/3)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/26: ADOPTION OF THE ORIGINATING REGION CODE ASSIGNMENT METHOD (ORCAM) IN THE MID REGION That, in order to improve the MID SSR Code Allocation System: a) the MID Region adopts the Originating Region Code Assignment Method (ORCAM). The MID Region will consider three ORCAM Participating Areas (PA); the number of PAs to be finalised based on studies of Regional traffic patterns and volume data, and coordination with adjacent ICAO Regions; b) the ICAO MID Regional Office take necessary action to obtain data from States and other ICAO Regions for the Study Group to complete its work; and c) in order to facilitate an effective analysis of the traffic statistics required for decision on PAs, MID FIRs provide traffic data in accordance with the format provided by the MID Regional Office.	Follow-up Collection of Data	ICAO, States	Adoption of the MID ORCAM Compilation of Data Study Group Report Electronic Communication Follow-up State Input	May 2009 Feb. 2009 Mar. 2009 Feb. 2009	Ongoing (Follow up action to be taken by SSRCA SG/3)
CONC. 11/27: SSR CODES SHARING IN THE MID REGION That, in order to increase the availability of SSR codes in the MID SSR code allocation system: a) the MID Region adopt the approach of "code sharing" between FIRs that are geographically adequately disparate and where directional assignment of SSR codes makes "code sharing" practical; b) the "code sharing" be implemented after an amendment of the MID ANP FASID to this effect has been approved, appropriate safety assessments have been carried out, and the concerned FIRs signed the relevant Letters of Agreement (LOA), except where a Regional arrangement obviates such action; and	Follow-up on aspects of the Draft Conclusion	States, ICAO	MIDANPIRG/11 Report FASID Amendment CNS SG Reports	Feb. 2009 May 2009 Nov. 2009	Ongoing (Follow up action to be taken by SSRCA SG/3)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
c) the CNS Sub-Group be requested to consider the feasibility of FDPS upgrades in the MID Region to further support SSR code sharing approach.					
CONC. 11/28: REDUCTION OF SSR CODE OCCUPANCY TIME That, in order to increase the availability of SSR codes allocated to each MID FIR: a) the SSR code occupancy time be changed from three hours to a maximum of two hours where practicable; b) the time to be applied by each FIR continue to be predicated by safety and be based on the requirement of the FIR as dictated by such factors as the size of the FIR; and c) the Secretariat take appropriate measures to process the amendment of the MID ANP FASID Part V Attachment B.	Follow-up on aspects of the Draft Conclusion	States, ICAO	Adoption of code occupancy time principles FASID Amendment	Mar. 2009 May 2009	Ongoing (Follow up action to be taken by SSRCA SG/3)
CONC. 11/29: DEVELOPMENT AND PROMULGATION OF CONTINGENCY PLANS That, taking into account that the applicability date for the Annex 11 and Annex 15 provision regarding contingency measures has past: a) MID States are urged to develop and promulgate contingency plans in accordance with Annex 11 and Annex 15 provisions by June 2010; and b) use the template at **Appendix 5.2I** to the Report on Agenda Item 5.2 for the development and promulgation of contingency plans.	Follow-up on Conclusion	States, ICAO	Sub-Group Report	Nov. 2009	To be closed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/30: SEARCH AND RESCUE (SAR) AGREEMENTS That, in order to strengthen search and rescue cooperation and coordination, including the giving effect to ICAO provisions, in particular Annex 12 Chapter 3 and Conclusion 3/7 of LIM MID RAN 1996: a) MID States are urged to sign SAR agreements with their neighbouring States; b) MID States are urged to develop legislative and regulatory provisions to enable the signing of SAR agreements; c) MID States designate SAR focal points with whom other States and ICAO can communicate and coordinate development of SAR agreements, forward contact details of the focal points to ICAO MID Regional Office by 30 June 2009, and update such details as necessary; d) model of SAR agreement available in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, reproduced at **Appendix 5.2 K** to the Report on Agenda Item 5.2 be used ; and e) ICAO assist States in their efforts to sign SAR agreements.	Follow-up Implementation of Conclusion	ICAO States	SAR Agreements Focal Points	Dec. 2009 Jun. 2009	Ongoing (Follow up to be carried out by the SAR AWG/1 Meeting)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/31: 406 MHZ BEACONS That, in order to continue receiving beyond 1 February 2009, the Cospas-Sarsat services that are currently available to owners and users of 121.5/243 Mhz ELTs, and to further benefit from the added services available to owners and users of 406MHz beacons, MID States that have not done so are urged to: a) require ELT owners and users of 121.5/243 Mhz ELTs to upgrade to 406 Mhz ELTs as soon as possible, and register their 406 Mhz ELTs in the International 406 Mhz Registration Database (IBRD); and b) designate to the Cospas-Sarsat Secretariat, an IBRD focal point and request Cospas-Sarsat for access to the IBRD in order to benefit from the services available.	Follow-up Implementation of Conclusion	States ICAO	State Letter Beacon upgrades and registration Focal points	Feb. 2009 Feb. 2009 Feb. 2009	Actioned (further follow-up by SAR AWG/1 meeting)
DEC. 11/32: SAR AD-HOC WORKING GROUP (SAR AWG) That, in order to review and develop updates to the MID ANP with regard to SAR requirements, as well as develop recommendations to foster implementation of provisions in the SAR field, the MID SAR Ad-Hoc Working Group is established with Terms of Reference (TOR) as at **Appendix 5.2L** to the Report on Agenda Item 5.2	Discussions through email Convene SAR AWG	ICAO States	Implementation Guidance and Assistance	Jul. 2009	Ongoing (First meeting scheduled for 24-26 May 2010)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS

CONC. 11/33: CIVIL/MILITARY COORDINATION
 	
That, in order to facilitate effective civil/military co-ordination and joint use of airspace in accordance with ICAO provisions, MID States that have not already done so, are urged to:
 	
a) implement ICAO provisions in Annexes 2, 11 and 15, and give effect to LIM MID (COM/MET/RAC) RAN 1996, Recommendations 2/9, 2/10 and 2/13 as well as Assembly Resolution A36-13 Appendix O, regarding coordination of civil air traffic with military activities;
 	
b) arrange for Letters of Agreement (LOAs) to be signed between ATS authorities and Military authorities in order to establish coordination procedures for the exchange of information; and
 	
c) take steps and arrange as necessary for the Military authorities to be:
 	
  i) fully involved in the airspace planning and management process;
 	
  ii) aware of the new developments in civil aviation; and
 	
  iii) involved in national, regional and international aviation meetings, workshops, seminars and training sessions, as appropriate.
	Follow-up Conclusion Implementation	States	Input from States
			
			Involvement of military in civil airspace management processes
			
			Civil/military coordination and cooperation
				Nov. 2009
				
				Ongoing
				
				Ongoing
					Ongoing
					
					(proposed to be replaced by ATM/SAR/AIS SG/11 Draft Conc. 11/ 11)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS

CONC. 11/34: COORDINATION OF FLIGHTS OPERATING OVER HIGH SEAS
 	
That, taking into consideration that the Convention on International Civil Aviation shall be applicable to civil aircraft:
 	
a) all parties involved are urged to ensure that proper coordination between the ATS authorities and foreign military units operating over the high seas be carried out to the extent practicable;
 	
b) State aircraft operating in the airspace over high seas, should:
 	
    i) adhere, to the extent practicable, to ICAO provisions; or
 	
    ii) operate with "Due Regard" for the safety of navigation of civil aircraft where there are operational situations that do not lend themselves to ICAO flight procedures.
 	
c) States report any incident/s relating to uncoordinated flights operating over high seas, in a timely manner (within 15 days) and in accordance with the suggested mechanism illustrated in the flow chart at **Appendix 5.2N** to the Report on Agenda Item 5.2.
	Implement Conclusion	States, ICAO	Input from States	Nov. 2009	Ongoing
					
					(proposed to be replaced by ATM/SAR/AIS SG/11 Draft Conc. 11/ 11)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS

CONC. 11/35: UNCOORDINATED FLIGHTS OVER THE RED SEA AREA
 	
That,
 	
a) the procedures at **Appendix 5.2O** to the Report on Agenda Item 5.2 be followed by all civil uncoordinated flights and, to the extent practicable, by military aircraft operating over the Red Sea area;
 	
b) States, that have not yet done so, publish an AIP Supplement, as soon as possible, for the promulgation of these procedures;
 	
c) IATA continue effort to ensuring that concerned operators are fully conversant with these procedures;
 	
d) all parties involved, through their proper channels, take appropriate action to ensure that the airspace users are informed of and comply with the agreed procedures; and
 	
e) States:
 	
  i) report without delay all incidents relating to civil uncoordinated flights over the Red Sea Area; and
 	
  ii) report any incident relating to State aircraft operating over the Red Sea Area, in a timely manner (within 15 days) and in accordance with the suggested mechanism illustrated in the flow chart at **Appendix 5.2N** to the Report on Agenda Item 5.2.
	Implement Conclusion	States, ICAO	Implementation of Procedures
			
			Input from States
			
			Coordination with adjacent Regions
				Ongoing
				
				Nov. 2009
				
				Ongoing
					Ongoing
					
					(proposed to be replaced by ATM/SAR/AIS SG/11 Draft Conc. 11/ 12)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/36: ICAO LANGUAGE PROFICIENCY That, with a view to expedite the process of implementation of the ICAO Language Proficiency requirements, States are urged to: a) ensure that all stakeholders (pilots, controllers, language teachers, regulator,s etc.) are familiar with the ICAO language proficiency requirements; b) adopt/incorporate the ICAO language proficiency requirements (Amendment 164 to Annex 1) into national legislation; c) establish a plan to coordinate administrative and training matters (testing, number of personnel to be trained, training centres, duration of training, etc.); d) develop/select test(s) to meet ICAO language proficiency requirements; e) assess current language proficiency level of controllers and pilots, according to the ICAO rating scale; f) develop language training packages designed to reduce the gap between current language proficiency level and ICAO Level 4; g) develop language training package to maintain language proficiency and a schedule of language refresher training; h) review recruitment and selection procedures and consider a minimum of at least ICAO level 3 in language proficiency before entry to professional training programmes; and i) present reports to ICAO on progress achieved in preparing for implementation of ICAO language proficiency requirements, on regular basis.	Implement Conclusion	States	Compliance with ICAO provisions	Ongoing	Ongoing (proposed to be replaced by ATM/SAR/AIS SG/11 Draft Conc. 11/ 13)

Conclusions and Decisions	Follow-up	To be initiated by	Deliverable	Target date	Remarks
Conc. 11/37: Use of the English Language Standard ICAO Phraseology That, a) States are urged to ensure that their air traffic controllers and pilots use the standard ICAO phraseology in aeronautical communication; and b) in order to improve situational awareness and prevent the occurrence of ATS incidents and accidents, States are invited to implement measures that require or encourage air traffic controllers and pilots to: i) use as much as possible the English language in aeronautical communication; and ii) use only the English language in aeronautical communication, in all situations where at least one of the pilots in the environment (sector) does not speak the national language.	Implement Conclusion Implement Conclusion	States States	Compliance with ICAO provisions Use of common language/s in ATS provision	Ongoing Ongoing	Ongoing (proposed to be replaced by ATM/SAR/AIS SG/11 Draft Conc. 11/ 13)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/38: ATS SAFETY MANAGEMENT That, MID States that have not yet done so: a) are urged to establish safety programmes and ensure the implementation of safety management systems by their ATS service providers in accordance with the provisions of Annex 11; b) are urged to adjust their laws, regulations and policies, as necessary, regarding, safety management systems, collection and protection of safety information, and improving accident prevention to comply with relevant provisions contained at Chapter of Annexes 11, Chapter 8 of Annex 13 to Chicago Convention; c) designate focal points to whom operators may send incident reports for investigation and resolution, and from whom they may request pertinent information; d) share safety information including information on ATS incidents and accidents; and e) take advantage of the safety management guidance material and training offered by ICAO.	Follow-up implementation of the Conclusion	MID Office, States	State Letter Feed-back from States Focal points	May 2009 Nov. 2009 ATM/SAR/AIS SG/11 Jul. 2009	Ongoing (proposed to be replaced by ATM/SAR/AIS SG/11 Draft Conc. 11/ 7)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS

CONC. 11/39: **USE OF THE PUBLIC INTERNET FOR THE ADVANCE PUBLICATION OF AERONAUTICAL INFORMATION**
 	
That, in order to improve the timeliness of aeronautical information and in accordance with the ICAO Guidelines on the use of Public Internet for Aeronautical Applications (Doc 9855), MID States are encouraged to use the internet for the advance publication of the following elements of the Integrated Aeronautical Information Package containing non-time critical aeronautical information (i.e.: posting of the information on the web and/or dissemination by email):
  – AIP;
  – AIP Amendments (both AIRAC and non AIRAC);
  – AIP Supplements (both AIRAC and non AIRAC);
  – Aeronautical Information Circulars (AIC);
  – monthly printed plain-language list of valid NOTAM; and
  – NOTAM containing a checklist of valid NOTAM.
Note: Appropriate arrangements for the provision of information in paper copy form should remain available.
	Implement the Conclusion	States
		ICAO
			State Letter
			
			Feed back from States and users
				Mar 2009
				
				May 2009
					Actioned
					
					(SL Ref.: AN 8/4 – 09/133 dated 16 April 2009)
					
					(To be closed)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/40: IMPROVEMENT OF THE ADHERENCE TO THE AIRAC SYSTEM That, in order to improve the adherence to the AIRAC System, States, that have not yet done so, are urged to: a) fully comply with the AIRAC procedures, in accordance with specifications provided in Annexes 11, 14 (both volumes) and 15 as well as the provisions of the MID Basic ANP Chapter VIII; b) organize awareness campaigns involving AIS and all technical Departments providing the raw data to the AIS for promulgation; and c) arrange for the signature of Service Level Agreements (SLA) between AIS and the data originators.	Implement the Conclusion	States	Feed back from States (awareness campaigns, SLAs) Report of the AIS/MAP TF/5 Meeting	May 2009 May 2009	Ongoing (proposed to be replaced by ATM/SAR/AIS SG/11 Draft Conc. 11/ 14)
CONC. 11/41: ANNEX 15 PROVISIONS RELATED TO AIRAC That, ICAO consider to review the current provisions of Annex 15 Chapter 6 and Appendix 4 related to AIRAC by replacing the words "significant" and "major" changes, which lead to different interpretations, by a comprehensive list of changes which necessitate the use of the AIRAC System.	Follow up with ICAO HQ	ICAO	Appropriate provisions in Annexes 15 (Amendment 36 to Annex 15)	Nov. 2010	Actioned (To be closed) (Draft Amendment 36 to Annex 15)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/42: IMPLEMENTATION OF WGS-84 IN THE MID REGION That, taking into consideration the status of implementation of WGS-84 in the MID Region as reflected in **Appendix 5.3A** to the Report on Agenda Item 5.3 and recognizing that WGS-84 is an important pre-requisite for the implementation of PBN and for the transition from AIS to AIM; States that have not yet done so are urged to: a) develop effective and detailed WGS-84 implementation plans with clear timelines and send these plans to the ICAO MID Regional Office, prior to 30 June 2009; b) adopt appropriate procedures to validate the WGS-84 data and ensure the quality (accuracy, integrity and resolution) of the published WGS-84 coordinates, in accordance with ICAO Annex 15 requirements; c) achieve the total implementation of the WGS-84 System, in accordance with ICAO Annexes 4, 11, 14 and 15 provisions, prior to 31 December 2010 ; and d) report the status of implementation of WGS-84 on a regular basis to the ICAO MID Regional Office and appropriate MIDANPIRG subsidiary bodies, until the system is fully implemented.	Follow up with concerned States	ICAO States	State Letter WGS-84 implementation plans Report on the status of implementation of WGS-84	Apr 2009 Jun 2009 Ongoing	Actioned (SL Ref.: AN 8/1.1 – 09/128 dated 14 April 2009) (To be closed)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/43: MID REGION eTOD IMPLEMENTATION STRATEGY That, the MID Region eTOD implementation Strategy is adopted as at **Appendix 5.3B** to the Report on Agenda Item 5.3.	Follow up the eTOD implementation status	States eTOD WG AIS/MAP TF	Feed back from States updated eTOD status of implementation	May 2009	Ongoing (proposed to be replaced by ATM/SAR/AIS SG/11 Draft Conc. 11/19 & 11/21)
CONC. 11/44: DRAFT FASID TABLE RELATED TO eTOD That, ICAO consider to include the Draft FASID Table at **Appendix 5.3D** to the Report on Agenda Item 5.3, into the MID FASID, Part VIII (AIS), with necessary amendments, as appropriate.	Follow up with ICAO HQ	ICAO	eTOD FASID Table included in the MID FASID	TBD	Actioned (Proposal for amendment will be issued in Apr.10)
DEC. 11/45: TERMS OF REFERENCE OF THE eTOD WORKING GROUP That, the Terms of Reference of the eTOD Working Group be updated as at **Appendix 5.3E** to the Report on Agenda Item 5.3.	Implement the eTOD WG Work Programme	eTOD WG AIS/MAP TF	eTOD WG/2 Report	May 2009	Actioned (proposed to be replaced by ATM/SAR/AIS SG/11 Draft Conc. 11/22)
CONC. 11/46: IMPLEMENTATION OF QMS WITHIN MID STATES' AISs That, in accordance with Annex 15 provisions, States, that have not yet done so, are urged to implement/complete the implementation of a QMS within their AIS, before **December 2010**, based on the methodology for the implementation of QMS at **Appendix 5.3F** to the Report on Agenda Item 5.3.	Follow up with concerned States	ICAO States	State Letter Feed back from States	Jun. 2009 Dec. 2009	Actioned (SL Ref.: AN 8/4.1 – 09/213 dated 30 June 2009)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/47: LICENSING OF THE AIS/MAP PERSONNEL That, recognizing the importance of AIS and the safety implication of the non-provision of timely and high quality aeronautical information, and taking into consideration Annex 15 requirements for the evaluation and maintenance of the competence/skill of the AIS staff, States are encouraged to include in their national legislations/regulations provisions related to the licensing of the AIS/MAP personnel.	Implement the Conclusion	States	Feed back from States	May 2009	Actioned (To be closed)
CONC. 11/48: ELECTRONIC AIP (eAIP) That, pending the development of Global eAIP provisions, MID States, that have not yet done so, are invited to publish their eAIP based on the EUROCONTROL eAIP specifications.	Follow up with States	States	States publish their eAIP.	TBD	Actioned (To be closed)
CONC. 11/49: EXTENSION OF THE EAD TO THE EMAC STATES That, the EMAC States are encouraged to initiate formal coordination with EUROCONTROL and take appropriate actions in order to be connected to the European AIS Database (EAD).	Follow up with concerned States	EMAC States Eurocontrol ICAO	Feed back from EMAC States (Migration to EAD)	May 2009	Actioned (To be closed)
CONC. 11/50: ESTABLISHMENT OF AN AIS AUTOMATION ACTION GROUP That, the AIS Automation Action Group is established with Terms of Reference as at **Appendix 5.3H** to the Report on Agenda Item 5.3.	Follow-up the activities of the Action Group	AIS/MAP TF ICAO	Feedback from the Action Group reported to the AIS/MAP TF/5	May 2009	Ongoing (proposed to be replaced by ATM/SAR/AIS SG/11 Draft Dec. 11/18)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/51: PRE-REQUISITES FOR THE TRANSITION TO AIM That, as a pre-requisite for the transition from AIS to AIM, States that have not yet done so, are urged to give high priority to the implementation of existing Annex 15 SARPs, in particular, WGS-84, Quality Management System and automation.	Follow up with concerned States	States ICAO	State Letter (Reminder) Feed back from States	Jun. 2009 Sep. 2009	Ongoing (proposed to be replaced by ATM/SAR/AIS SG/11 Draft Conc. 11/23 & 11/24)
DEC. 11/52: PLANNING FOR THE TRANSITION FROM AIS TO AIM That, based on the ICAO Global ATM Operational Concept and in support of the Global Plan Initiative (GPI-18: Aeronautical Information), the AIS/MAP Task Force: a) include in its work programme the development of an action plan/strategy for the transition from AIS to AIM in the MID Region; and b) carry out a review of the AIS parts of the MID Basic ANP and FASID in order to introduce/develop planning material related to the transition from AIS to AIM.	Implement the Conclusion	AIS/MAP TF	AIS/MAP TF/5 Report	May 2009	Ongoing (proposed to be replaced by ATM/SAR/AIS SG/11 Draft Conc. 11/23 & 11/24)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DEC. 11/53: **HARMONIZATION OF THE PUBLICATION OF LATITUDE AND LONGITUDE COORDINATES** That, in order to prevent proliferation of the formats used in the publication of the geographical coordinates in form of Latitude and Longitude: a) States are urged to comply with the provisions of Annexes 4 and 15 related to the format and publication resolution of Latitude and Longitude; and b) ICAO consider the review and harmonization of the different provisions related to the subject contained in the different ICAO Annexes and Documents.	Follow up with States and ICAO HQ	ICAO	Feed back from States Appropriate provisions in relevant ICAO Annexes	TBD	(Actioned) To be closed
DEC. 11/54: **TERMS OF REFERENCE OF THE AIS/MAP TASK FORCE** That, the Terms of Reference and Work Programme of the AIS/MAP Task Force be updated as at **Appendix 5.3J** to the Report on Agenda Item 5.3.	Implement the AIS/MAP TF Work Programme	AIS/MAP TF	AIS/MAP TF/5 Report	May 2009	Ongoing (proposed to be replaced by ATM/SAR/AIS SG/11 Draft Dec. 11/25)
CONC. 11/55: **COMPLETION OF THE MID VSAT PROJECT** That, following the successful implementation of Phase I of the MID VSAT project and in order to avoid the proliferation of the VSAT networks; MID States requiring VSAT connections may join the NAFISAT network project and participate in its steering Group.	Implement the Conclusion	ICAO States	Project closed	Feb. 2009	Actioned

Conclusions and Decisions	Follow-up	To be initiated by	Deliverable	Target date	Remarks
CONC. 11/56: UPDATE ADHOC ACTION GROUP MEMBERS AND PARTICIPATE IN NATIONAL AND REGIONAL ACTIVITIES RELATED TO WRC-11 That, a) MID States that have not nominated experts to the Adhoc Action Group are requested to do so as soon as possible; b) the Terms of Reference (TOR) of the Adhoc Action Group be revised as in **Appendix 5.4C** to the report on Agenda Item 5.4; and c) Civil Aviation Authorities, aviation spectrum experts to participate in the national and regional level activities related to WRC-11 in order to support ICAO Position for WRC-11.	State letter States assign members Communication and sharing of information between members	ICAO States	State Letter (Reminder) Updated list of members CNS SG Report	Jun. 2009 Nov. 2009	Actioned (SL ME 3/56.13 – 09/244) (Follow up action to be taken by CNS SG/3)
CONC. 11/57: DIGITAL HIGH SPEED LINKS That, in support of ATN implementation, MID States are urged to continue with the implementation of digital high speed links.	Implement high speed links	States	CNS SG Report	Nov. 2009	Ongoing (Follow up action to be taken by CNS SG/3)
DEC. 11/58: ESTABLISHMENT OF AN INTERNET PROTOCOL SUITE (IPS) WORKING GROUP That, an IPS Working Group is established with Terms of Reference as at **Appendix 5.4E** to the Report on Agenda Item 5.4.	Group Established Implement the work programme of the IPS working Group	ICAO States	State Letter List of WG members WG Report CNS SG Report	Jun. 2009 Nov. 2009	Actioned (To be closed)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/59: **FOLLOW-UP SPECIAL BAGHDAD FIR CO-ORDINATION MEETING (SBFCM)** That, Iraq take the lead and assign resources for the implementation of the SBFCM follow-up action plan in full coordination the ICAO MID Regional Office and concerned MID States	Implement Conclusion	Iraq	Focal point Identification of resources Update of follow-up action plan	Mar. 2009 Apr. 2009 Every six months	Actioned (To be closed)
CONC. 11/60: **IMPLEMENTATION OF THE NEW ICAO MODEL FLIGHT PLAN FORM** That, MID States: a) in order to comply with Amendment No. 1 to the 15th Edition of the PANS-ATM (Doc 4444), establish a Study Group to develop the technical audit guidance material and prepare a Regional Strategy for the transition; - the Study Group to follow the ICAO guidance for the implementation of Flight plan and Implementation check list in **Appendices 5.5B** and **5.5C** to the Report on Agenda Item 5.5; and b) implement the new ICAO model Flight Plan form by applicability date.	State Letter Study Group Established Follow-up with States	ICAO States Study group	State Letter Members of the Group Report of CNS and CNS/ATM/IC SG New FPL Implemented	Mar. 2009 Jun. 2009 Jan. 2010 Nov. 2012	Actioned (-SL AN 7/33 – 09/254; -INFL SG*/1 meeting held in Cairo 15-17 Feb.10) (To be closed)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/61: IFPS PROJECT SUPPORT That, a) MID State that have not yet designated focal points to do so and send their contact details to ICAO MID Regional Office prior to 30 June 2009; b) the IFPS focal points participate in the finalization of the feasibility study led by Bahrain for the implementation of an IFPS in the MID Region; and c) ICAO MID Regional Office request additional support from EUROCONTROL with view to benefit from their experience and expertise in the establishment of an IFPS, including development of a regulatory framework.	Designate focal points Follow up the progress on the finalization of the Study Coordination with EUROCONTROL	States ICAO Bahrain CNS SG CNS/ATM/IC SG	State Letter Updated list of focal points Report of CNS and CNS/ATM/IC SG Regulatory framework definition Final Study finalized	Mar. 2009 May 2009 Jan. 2010 TBD TBD	Actioned Eurocontrol provided information during the ATFM Seminar (follow up action to be taken by CNS SG/3 meeting)
DEC. 11/62: ESTABLISHMENT OF MID-FANS IMPLEMENTATION TEAM (FIT) That, MID-FIT is established with TOR as in **Appendix 5.5E** to the report on Agenda Item 5.5.	Notify States Conduct of MID-FIT	ICAO States and Organizations	State Letter MID-FIT members Report of CNS and CNS/ATM/IC SG	Mar. 2009 Jun. 2009 Jan. 2010	Ongoing (-SL AN 7/24 – 09/252; -Follow up action to be taken by CNS/ATM/IC SG/5 meeting)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/63: INTRODUCTION OF FANS 1/A CAPABILITIES IN THE MID REGION STABLISHMENT OF MID-FANS IMPLEMENTATION TEAM That, MID States, in coordination with users, are encouraged to consider implementing FANS 1/A (ADS-C/CPDLC) as appropriate to the desired operational outcome.	Follow-up on implementations activities	States Users Data link service providers	FANS 1/A implementation Feed Back from States and users CNS/ATM/IC SG Report	Jan 2010	Ongoing (Follow up action to be taken by CNS/ATM/IC SG/5 meeting)
DEC. 11/64: MID-FIT IMMEDIATE TASKS That, MID-FIT, reschedule the tasks that are essential for the implementation of FANS1/A in the MID Region, in coordination with AFIG.	Task rescheduled	MID-FIT CNS/ATM/IC SG	Task identified and rescheduled	Jan. 2010	Ongoing (Follow up action to be taken by CNS/ATM/IC SG/5 meeting)
CONC. 11/65: PROTECTION OF GNSS SIGNAL That, MID States with their names listed in the footnotes 5.362B and 5.362C are urged to take necessary measures to delete their names from these footnote as soon as possible in order to protect the GNSS signal.	State Letter State CAA Follow up with regulators	ICAO State	State Letter CNS SG Report Deletion of State Name from FN	Nov. 2009 On going	Ongoing (Follow up action to be taken by CNS SG/3)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DEC. 11/66: **DISSOLUTION OF THE RVSM/PBN AND GNSS TASK FORCES AND ESTABLISHMENT OF THE PBN/GNSS TASK FORCE** That, taking into consideration the status of implementation of RVSM and PBN in the MID Region and the close inter-relationship between the PBN goals and GNSS implementation, and with in order to enhance the efficiency of MIDANPIRG, the RVSM/PBN and the GNSS Task Forces are dissolved and the PBN/GNSS Task Force is established with TOR as at **Appendix 5.5F** to the Report on Agenda Item 5.5.	Implement the PBN/GNSS TF Work Programme	ICAO States	PBN/GNSS TF Reports	Oct. 2009	Closed
CONC. 11/67: **STRATEGY FOR THE IMPLEMENTATION OF GNSS IN THE MID REGION** That, the Revised Strategy for implementation of GNSS in the MID Region is adopted as at **Appendix 5.5G** to the Report on Agenda Item 5.5.	Implement Strategy	PBN/GNSS TF State	PBN/GNSS 2 Report	Oct. 2009	Ongoing (To be replaced by PBN/GNSS TF/2 Draft Conc. 2/7)
CONC. 11/68: **GNSS STUDIES IN MID REGION** That, a) ICAO MID Regional Office Communicate with GSA/ESA for the provision of support and detailed studies on EGNOS Extension to the MID Region; b) MID States that are in position to support the cost benefit analysis to provide their experience through PBN/GNSS TF to MID Region; and c) MID States share experience gained during the GNSS implementation.	Follow-up State Letter Support to CB Sharing Exp.	ICAO MID States Lead by Saudi Arabia MID States	State Letter PBN/GNSS TF Report Experience from States and CBA Report WP/IP	Mar. 2009 Oct. 2009 Ongoing	Actioned (Follow up action to be taken by CNS/ATM/IC SG/5 meeting)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/69: MID REGION STRATEGY FOR THE IMPLEMENTATION OF ADS-B That the MID Region Strategy for the implementation of ADS-B to be amended as at **Appendix 5.5H** to the Report on Agenda Item 5.5.	Implement Strategy	States, Users	CNS/ATM/IC SG Report	Jan 2010	Ongoing (Follow up action to be taken by CNS/ATM/IC SG/5 meeting)
CONC. 11/70: REGIONAL PERFORMANCE FRAMEWORK That, a) a regional performance framework be adopted on the basis of and alignment with the Global Air Navigation Plan, the Global ATM Operational Concept, and ICAO guidance material and planning tools. The performance framework should include the identification of regional performance objectives and completion of regional performance framework forms; and b) ALLPIRG/5 Conclusion 5/2: Implementation of Global Plan Initiatives (GPIs, be incorporated into the terms of reference of the MIDANPIRG subsidiary bodies	Follow up on Conclusion Update Regional performance objectives	ICAO, CNS/ATM IC SG MIDANPIRG	Adoption of Performance Framework approach and Regional Performance Objectives Updated Regional performance objectives	Feb. 2009 Ongoing	Actioned (National Performance Framework Workshop, held in Cairo, 1-5 Nov 09) (Follow up action to be taken by CNS/ATM/IC SG/5 meeting)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/71: NATIONAL PERFORMANCE FRAMEWORK That, MID States be invited to adopt a national performance framework on the basis of ICAO guidance material and ensure their alignment with the regional performance objectives, the Regional Air Navigation Plan and the Global ATM Operational Concept. The performance framework should include identification of national performance objectives and completion of national performance framework forms.	Follow up on Conclusion Update National performance objectives	ICAO, MIDANPIRG, States	Adoption of National performance framework approach Development of State Performance Objectives Updated Regional performance objectives	Feb. 2009 Nov. 2009 Ongoing	Actioned (National Performance Framework Workshop, held in Cairo, 1-5 Nov 09) (Follow up action to be taken by CNS/ATM/IC SG/5 meeting)
CONC. 11/72: PBN IMPLEMENTATION SUPPORT That, in order to address challenges in PBN implementation, stakeholders in the PBN implementation Air Navigation Service Providers (ANSP's), aircraft operators, user communities, etc.) be encouraged to provide support including resources to the States and ICAO PBN programme.	Communication of Conclusion to stakeholders and follow-up	ICAO, Stakeholders	State Letter Stakeholder Inputs	Feb. 2009 Ongoing	(To be closed)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/73: MID REGION PBN IMPLEMENTATION STRATEGY AND PLAN That, in order to provide direction to the Stakeholders in their strategic planning during the transition to full implementation of PBN: a) the Middle East Regional Strategy for Implementation of PBN is adopted as at **Appendix 5.5Q** to the Report on Agenda Item 5.5. b) The PBN Regional Implementation Plan is adopted as at **Appendix 5.5R** to the Report on Agenda Item 5.5.	Implementation of PBN Strategy and Plan	ICAO, States	Adoption by MIDANPIRG/11 State Letter PBN Implementation	Feb. 2009 Mar. 2009 Ongoing	(proposed to be replaced by PBN/GNSS TF/2 Draft Conc. 2/2)
CONC. 11/74: PBN STATE IMPLEMENTATION PLAN That, in order to give effect to Assembly Resolution A36-23: Performance based navigation global goals, MID States are urged to complete development of their individual State Implementation plans based on the regional PBN implementation plan by 30 September 2009 so that it may be reviewed by the ATM/SAR/AIS SG as part of the Regional agreement process.	Implement the Conclusion	States	State Implementation Plans PBN Implementation	Nov. 2009 Ongoing	(proposed to be replaced by PBN/GNSS TF/2 Draft Conc. 2/5)
DEC. 11/75: REVIEW AND AMENDMENT OF THE FASID MET TABLES That, the MID OPMET Bulletin Management Group, assisted by the ICAO Secretariat, is tasked to review of the FASID Tables related to the OPMET exchange (FASID Tables MET 1A, 2A, 2C, 4A and 4B), and propose amendments, as necessary.	Review and update FASID	OPMET BMG ICAO	FASID amendment proposal	Sep. 2009	To be closed (Superseded by MET SG/2 Draft Conc. 2/9 and Draft Dec.2/10)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/76: TRAINING FOR THE NEW WAFS FORECASTS That, in order to facilitate the implementation of the new WAFS forecasts by the WAFS users in the MID States, a) WAFC Provider States be invited to organize in 2010 a training seminar for the MID Region on the use of the new gridded WAFS forecasts for convective clouds, icing and turbulence; and b) WAFSOPSG be invited to consider alternative methods of provision of training to the States regarding the new gridded forecasts for turbulence, icing and cumulonimbus clouds, including electronic training packages, in order to ensure that a maximum number of WAFS users in the States would have access to the training.	Follow up with WAFSOPSG	WAFS Provider States WAFSOPSG	Training Seminar Electronic training packages	2010	To be closed (Superseded by MET SG/2 Draft Conc. 2/1)
CONC. 11/77: SADIS STRATEGIC ASSESSMENT TABLES That, the MID SADIS Strategic Assessment Tables 2008 - 2012 at **Appendix 5.6A** to the Report on Agenda Item 5.6, be adopted and forwarded to the SADISOPSG for planning the future SADIS bandwidth requirements.	Follow-up with the SADISOPSG	ICAO SADISOPSG	MID SADIS Strategic Assessment Tables	Mar. 2009	To be closed
DEC. 11/78: FINALIZING THE MID SIGMET TEST PROCEDURES That, an ad-hoc working group composed by experts from the Inter-Regional OPMET Gateway (IROG) Vienna (Austria) and the VAAC Toulouse (France), and the MET SG Rapporteur on SIGMET Tests, assisted by the Secretariat, is tasked to finalize the MID SIGMET Test Procedures, based on the proposals presented at MET SG/1 meeting.	Prepare regional guidance document	Ad-hoc working group ICAO	MID SIGMET Tests Procedures	May 2009	To be closed (Superseded by MET SG/2 Draft Conc. 2/3)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/79: CONDUCTING REGULAR SIGMET TESTS IN THE MID REGION That, a) the final MID SIGMET Tests Procedures be adopted and forwarded to the MID States for implementation; b) the MID States are urged to participate in the regular SIGMET test; c) in order to facilitate the conduct of the SIGMET tests, MID States are invited to designate SIGMET focal points; and d) the results of the SIGMET tests are reported to the MET Sub-Group and feed-back on any identified deficiencies is provided to the MID States concerned with proposed corrective actions.	Follow-up with States, MET Sub-Group	ICAO States VAAC MET Sub-Group	State letter Nomination of focal points SIGMET test Analysis of test's results and feed-back	May 2009 Oct. 2009 MET SG/2	To be closed (Superseded by MET SG/2 Draft Conc. 2/3)
CONC. 11/80: IMPROVING THE TROPICAL CYCLONE ADVISORIES AND WARNINGS FOR AVIATION That, in order to improve the quality and timeliness of the Tropical Cyclone Advisories and SIGMETs, the States in the MID Region, having the capability to forecast tropical cyclones tracks in the Arabian Sea and related hazardous aviation weather, be encouraged to establish close collaboration with the Tropical Cyclone Advisory Centre (TCAC) New Delhi and provide feed-back to the TCAC in case of identified forecast errors or other operational problems.	Follow-up with the States concerned	ICAO States concerned	State letter	May 2009	To be closed (Superseded by MET SG/2 Draft Conc. 2/5)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/81: IMPROVING THE PROCEDURES FOR SENDING MID OPMET DATA TO EUR REGION That, MID States a) be advised to use **LOZZMMID** as a single AFTN address for sending OPMET data to the EUR Region; and b) that have not yet implemented the correct METAR and TAF format be urged to do so as soon as possible.	Follow-up with States	ICAO States	State letter Feed-back	Mar. 2009 Jul. 2009	Actioned (State Letter AN 10/11 – 09/360 issued 17 Nov. 2009)
DEC. 11/82: ACTIVATION OF MID OPMET BULLETIN MANAGEMENT GROUP (BMG) That, a) the MID OPMET Bulletin Management Group be activated with the Terms of Reference and Work Programme as at **Appendix 5.6B** to the Report on Agenda Item 5.6; and b) the MID States participating in the OPMET BMG are urged to nominate appropriate experts on the group and inform the ICAO MID Regional Office accordingly.	Follow-up with States participating in the OPMET BMG	ICAO States	State letter Nomination of experts	Mar. 2009 ASAP	To be closed (Superseded by MET SG/2 Draft Conc. 2/14)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/83: **REGIONAL SURVEY ON THE IMPLEMENTATION OF THE MET SERVICES AND FACILITIES** That, a) the MID Regional Office conduct a regional survey on the status of implementation of the MET services and facilities in the MID Region, including up-to-date information on the designated meteorological authorities and authorised meteorological service provider(s), through a comprehensive questionnaire encompassing the main implementation MET areas; and b) the results of the survey be reported to MET SG/2 meeting.	Follow-up with States	ICAO States	State letter Questionnaire Response to Questionnaire Survey report to MET SG/2	May 2009 Jul. 2009 Dec. 2009	To be closed (Superseded by MET SG/2 Draft Conc. 2/11)
CONC. 11/84: **FOSTERING THE IMPLEMENTATION OF QMS FOR THE PROVISION O METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION REGIONAL SURVEY ON THE IMPLEMENTATION OF THE MET SERVICES AND FACILITIES** That, a) the MID States, that have not already done so, are urged to establish Quality Management System (QMS) for the provision of meteorological service for international air navigation; and b) ICAO, in coordination with the WMO, is invited to organize a training event on the QMS for MET in the MID Region in 2009.	Follow up with the States Organize seminar	ICAO States ICAO & WMO	State letter Action plans Training Seminar	May 2009 TBD Dec. 2009	Actioned a) Superseded by MET SG/2 Draft Conc. 2/11 b) Seminar held in Cairo, 13-14 Dec. 2009

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/85: UPDATED TRAFFIC FORECASTING REQUIREMENTS IN THE MID REGION That, a) the ICAO MID Regional Office coordinate with other international and regional organizations; including IATA, establishing a MID database to support regional traffic forecasting activities; b) MID States continue their support to the Traffic Forecasting Sub-Group by ensuring that their respective nominees to the membership of the Sub-Group include, as much as possible, forecasting experts, air traffic management experts and, when required, financial analysts to carry out business case and cost/benefit analysis; and c) MID States continue to avail required FIR and other data d) to the Traffic Forecasting Sub-Group in the format agreed by the Sub-Group to facilitate the development of forecasts and other air navigation planning and implementation parameters.	Sub-Groups to meet and establish the database Secretariat to co-ordinate with States Update information to be provided by States	TF SG and ICAO States and ICAO States and ICAO	Meeting of the SG Reminder State letter For traffic data	Apr. 2009 Apr. 2009 Mar. 2009 Apr. 2009	Actioned (TF SG /3 meeting convened in Apr. 09 and approved forecast for 2007-2025)
CONC. 11/86: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION That, a) States review their respective lists of identified deficiencies, define their root causes and forward an action plan for rectification of outstanding deficiencies to the ICAO MID Regional Office; b) States and Users Organizations use the online facility offered by the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update and elimination of air navigation deficiencies;	Implementation of the Conclusion	States Users	Action plans for elimination of deficiencies Feedback from Users and States received through MANDD	May 2009 Ongoing	Ongoing - SL AN2/2 – 10/024 of 21 Jan. 2010;

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
c) States increase their efforts to overcome the delay in mitigating air navigation deficiencies identified by MIDANPIRG and explore ways and means to eliminate deficiencies; d) ICAO continue to provide assistance to States for the purpose of rectifying deficiencies; and when required, States request ICAO assistance through Technical Co-operation Programme, Special Implementation Projects (SIP) and/or other available mechanisms such as IFFAS; and e) States are encouraged to seek support from regional and international organizations (i.e: ACAC, GCC, etc.) for the elimination of identified air navigation deficiencies.		ICAO	Assistance provided to States, as requested and as appropriate	Ongoing	- Further follow-up by ANS SG/1 meeting, scheduled for June 2010.
CONC. 11/87: ENHANCEMENT OF MID STATES' CAPABILITIES FOR SAFETY OVERSIGHT That, in order to improve aviation safety in the MID Region; MID States are urged to: a) enhance their individual safety oversight capabilities and ensure the establishment and management of a sustainable safety oversight system, and b) cooperate bilaterally and/or jointly as a group of States to make the appropriate arrangements in order to strengthen their safety oversight capabilities.	Implementation of the Conclusion	States ANS SG	Feedback from States ANS SG/1 Report	2010	Ongoing (Further follow-up by ANS SG/1 meeting, scheduled for June 2010)

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REPORT ON AGENDA ITEM 3:   INCREASING THE EFFICIENCY OF MIDANPIRG

3.1   The meeting recalled that MIDANPIRG/11 agreed with MSG/1 that the Conclusions/Decisions which are of general nature and whose status of implementation would be "Ongoing" for many years are more suitable for inclusion in the Air Navigation Plan, Handbooks, Manuals, Guidelines, etc, as appropriate.

3.2   In accordance with the ICAO Business Plan and the requirements for performance monitoring, it was also re-iterated that the MIDANPIRG Conclusions/Decisions and associated follow-up action plan should be formulated with clear tasks, specific deliverables and defined target dates. Accordingly, the meeting agreed that those statements without requirement for specific follow-up activities should be reflected in the report and should not be formulated in the form of Conclusion or Decision.

3.3   Based on the above, the meeting agreed that each Draft Conclusion and Decision formulated by MIDANPIRG and its subsidiary bodies should respond clearly to the following four Questions (4-Ws) and accordingly the MIDANPIRG Procedural Handbook should be amended to reflect this.

Why	Why this Conclusion or Decision is needed (subject)
What	What action is required (State Letter, survey, proposal for amendment, seminar, etc)
Who	Who is the responsible of the required action (ICAO, States, etc)
When	Target date

3.4   The meeting noted that the ICAO MID Regional Office is still facing some difficulties communicating with a number of States by email. Accordingly, upon request from States and on ad-hoc basis, the fax is used to overcome the difficulties of communication by email.

3.5   In connection with the above, it was highlighted that the level of participation of some States in the meetings of MIDANPIRG subsidiary bodies and associated seminars and workshops has been irregular and sometimes below expectation as reflected in **Appendix 3A** to the Report on Agenda Item 3. Furthermore, the meeting noted with concern that responses from States to confirm attendance to meeting are generally not received on time. Accordingly, reminders to State Letters are sent, almost systematically, and sometimes follow-up by telephone is carried out to seek confirmation of attendance of States to allow enough time for Go/No-Go decision to hold or postpone the meeting/activity. Accordingly, MIDANPIRG/11, through Conclusion 11/3, agreed that States should appoint ICAO Focal Point Persons (ICAO-FPP) in order to improve their communication and contacts with the ICAO MID Regional Office.

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3.6   The meeting noted that, as a follow-up action to MIDANPIRG/11 Conclusion 11/3, the ICAO MID Regional Office sent State Letter Ref.: ME 3/56A-09/303 dated 22 September 2009 to those States that have not replied to previous State Letters on the subject (Sep.2008 and Jan. 2009), requesting them to appoint ICAO-FPP. However, although the majority of States replied to the above request, a number of States have not yet assigned official ICAO-FPP. The Table below gives a summary of the situation with regard to the appointment of ICAO-FPP by MID States:

States	Main ICAO-FPP	AGA ICAO-FPP	ANS ICAO-FPP	MET ICAO-FPP	Air Transport ICAO-FPP	Training ICAO-FPP	Flight Safety ICAO-FPP
Bahrain			X		X		
Egypt	X	X	X	X	X	X	X
Iran							
Iraq	X	X	X	X	X	X	X
Israel	X	X	X	X	X	X	X
Jordan	X	X	X	X	X	X	X
Kuwait	X	X	X	X	X	X	
Lebanon	X	X	X	X	X	X	X
Oman	X						
Qatar							
Saudi Arabia	X	X	X	X	X	X	X
Syria			X				X
UAE	X						
Yemen							

3.7   The meeting recognized that the major difficulty facing the ICAO MID Regional Office with regard to communication with States by emails (both the official DGCAs' emails and the ICAO-FPP emails) is the use of personal emails with the risk of changing of positions, retirement, etc, of the concerned persons. Accordingly, the meeting agreed that States should use official email addresses for the communication with ICAO, for example: dans@caa.gov.bh, airports@carc.gov.jo, met@gcaa.ae, ais@airport.ir, etc.

3.8   The meeting recalled that the MIDANPIRG Procedural Handbook Part I, para. 3.2 states that: "*States should ensure that their designated Representatives on the Group have experience in the provision of the full range of international air navigation systems and serve for a sufficiently lengthy period of time in order to maintain continuity in the activities of the Group. The designated Representative can be assisted, when required, by technical advisers during meetings of the Group*".

3.9   It was also highlighted that in Para. 2.4 of the MIDANPIRG Procedural Handbook Part IV, it is mentioned that "*States and International/Regional Organizations and/or bodies and Organizations should ensure that the specialists nominated for membership in sub-groups of the MIDANPIRG have the required qualifications and experience to fully contribute to the work of the body concerned*".

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3.10   Based on the above and with a view to maintain the continuity in the activity of the MIDANPIRG subsidiary bodies and increase their efficiency, the meeting agreed that Members should be designated for the different MIDANPIRG subsidiary bodies, which will facilitate also the communication between the ICAO Regional Officers and the Experts from States directly involved in the work of the concerned subsidiary body. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 2/1:   INCREASING THE EFFICIENCY OF THE
                            MIDANPIRG SUBSIDIARY BODIES

That, with a view to maintain the continuity in the activity of the MIDANPIRG subsidiary bodies and increase their efficiency:

a) States be invited to nominate for each MIDANPIRG subsidiary body Experts/Specialists as Members of the body concerned to fully contribute to the work of this body; and

b) the specialists nominated for membership in a MIDANPIRG subsidiary body, act as focal points within their Civil Aviation Administration for all issues and follow-up activities related to the Work Programme of that body.

3.11   The meeting agreed that the format of the Terms of Reference (TOR) of the different MIDANPIRG Sub-Groups should be harmonized with the format of the PIRGs TOR approved by the ICAO Council. This would be reflected in the next Amendment to the MIDANPIRG Procedural Handbook.

3.12   The meeting further explored ways and means to increase the efficiency of MIDANPIRG. In this regard, the meeting agreed to the following:

a) a regional survey related to States' expectations of the MID Regional Office and MIDANPIRG work programme should be carried out;

b) States send their management experts to the MID Regional Office to discuss matters of mutual concern, as necessary;

c) States to organize at the National Level Seminars, Workshop and Training courses, in coordination with and with the support of the ICAO MID Regional Office;

d) The ICAO MID Regional Office to carry out more missions to States, preferably based on States' requests, in order to, amongst others:

- review the status of implementation of SARPs and Air Navigation Plan provisions;
- review the Civil Aviation System and safety oversight functions;
- provide necessary assistance for the elimination of deficiencies (air navigation deficiencies and USOAP findings, as appropriate); and
- collect relevant data necessary for performance monitoring of the air navigation systems.

e) States to improve their internal administrative coordination process for the nomination of participants to attend the ICAO meetings, seminars and workshops. In this regard, it was emphasized that an advance notice to the ICAO MID Regional Office of the proposed participants is required, which should be confirmed officially, at a later stage. Whenever, there's a necessity to process entry visa, this process should be initiated from the beginning (at least 1 month prior to the meeting) concurrently with the initial nomination of participants. The list of proposed participants should contain their contact details, especially the email addresses, in order to facilitate the communication between the concerned ICAO Regional Officer and the participants prior to the meeting with regard to working papers, presentations, etc. In this respect, the meeting agreed that the Registration Form should be attached to all ICAO MID Regional Office invitation letters, in order to be used for the notification/confirmation of attendance by States.

Coordination between ICAO MID Regional Office And Arab Civil Aviation Commission (ACAC)

3.13   The meeting was apprised of the outcome of the ACAC-ICAO coordination meeting held in Rabat, Morocco from 22-23 February 2010. In this regard the meeting noted that the following agreements were reached:

- strengthen the cooperation and coordinate the work programme between ACAC and ICAO to the extent possible in the interest and improvement of the Region and in relation to ICAO Strategic Objectives;

- ACAC to play a significant role in supporting its States to implement ICAO SARPs and the MID Basic ANP matters;

- Schedule of meetings to be coordinated between ACAC and ICAO MID regional office on yearly basis before distribution;

- ACAC and MID regional office experts where possible, to attend and support each other meetings and activities. In case of inability, the outcomes are to be shared;

- ACAC to take the lead in Air Transport issues and to ask for support from ICAO when needed for materials related to statistics;

- ACAC experts pay visits to ICAO MID regional office during their presence in Cairo; and

- ACAC welcomed the idea of inviting other MID State not member of ACAC as observer to their meetings.

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3.14   The meeting noted with appreciation the efforts of ACAC and the ICAO MID Regional Office for improving coordination. However, it was highlighted that ACAC should not only support its Member States for the implementation of ICAO SARPs and ANP provisions but also for the implementation of MIDANPIRG Conclusions and Decisions, the rectification of air navigation deficiencies, development of regional studies and the implementation of regional projects.

3.15   The meeting noted that States, in addition to the ICAO meetings, seminars and workshops, are requested to attend other events organized by international and regional organizations such as, ACAC, Civil Air Navigation Services Organization (CANSO) and Gulf Cooperation Council (GCC). The need for better coordination was re-iterated, with a view to avoid duplication of efforts and ensure complementarity. However, the meeting agreed that this could not be achieved without an active involvement of the Member States in the work programmes of these organizations, as it's the case for the MIDANPIRG and ICAO MID Regional Office work programme.

ICAO MID Forum

3.16   The meeting recalled that MIDANPIRG/11 recognized the need to improve the ICAO MID Forum and agreed accordingly to the following Conclusion:

> *CONCLUSION 11/4:   IMPROVING THE EFFICIENCY OF THE ICAO MID FORUM*
>
> *That,*
>
> a)   *Bahrain in coordination with ICAO:*
>
>> i)   *explore ways and means for improving the efficiency of the ICAO MID Forum; and*
>>
>> ii)   *investigate the possibility of using the ICAO MID Forum for the posting of AIS publications by States.*
>
> b)   *States are urged to make use and take full benefit of the ICAO MID Forum.*

3.17   The meeting noted that Bahrain CAA, in coordination with ICAO, is undertaking a project for the development of a new ICAO MID Forum with a budget of Bahrain Dinars (BD) 10,000. In this regard, it was noted that the main requirements/technical specifications have been developed and that five (5) suppliers will present their products/offers to Bahrain CAA on 29 March 2010. The meeting noted that the new ICAO MID Forum is expected to be ready prior to MIDANPIRG/12 (October 2010). The meeting expressed its gratitude to Bahrain for supporting this project for the benefit of the Region and re-iterated the need for States to make use and take full benefit of the ICAO MID Forum, as an available tool which, if used properly, could contribute to the improvement of MIDANPIRG efficiency.

FREQUENCY OF STATES' ATTENDANCE 2009/2010
ICAO MID REGIONAL OFFICE MEETINGS

States	CNS/ ATM/IC SG/4	MIDANPIRG /11	WS ICAO Safety Oversight Audit	PBN Procedure Design Course	ARN TF/2	TF SG/3	eTOD WG/2	AIS/ MAP TF/5	IPS WG/1	MID RMA Board/8	Special ATS Route Cood. MTG	ATFM Seminar	IPS WG/2	AMC Training	MID RMA Board/9	PBN/ GNSS TF/2	PF Work Shop	MET SG/2	QMS for MET Seminar	ATM/SAR /AIS SG/11	BFRI WG/1	INFPL SG/1	RVSM Safety Ass. Seminar	Sub Total
Bahrain	2	6	1	2	2	2	2	2	2	5	2	4	2	2	4	3	2	3	3	12	2	1	8	74
Egypt	8	21	2	2	5	3	1	2	1	2	-	5	1	10	2	5	3	5	7	5	-	7	2	99
Iran	1	1	0	2	1	0	31	44	2	2	-	3	2	3	3	4	0	0	0	2	0	2	2	105
Iraq	4	3	0	0	0	0	0	0	2	0	4	0	2	3	3	0	0	0	2	1	6	3	2	35
Israel**	0	0	0	0	0	0	0	0	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0
Jordan	2	6	4	4	5	0	2	2	1	2	-	2	1	4	2	2	0	0	2	4	4	4	4	53
Kuwait	3	6	0	3	2	4	3	3	0	-	4	4	0	0	-	6	0	1	0	0	4	3	-	46
Lebanon	0	2	0	1	0	0	0	0	0	2	-	0	0	0	3	0	0	0	0	0	-	0	0	8
Libya*	-	-	-	-	-	-	-	-	2	-	-	-	2	1	-	-	-	-	-	-	-	-	-	5
Oman	0	2	2	1	1	0	4	2	0	1	-	2	0	0	2	0	0	2	0	2	-	0	2	23
Qatar	0	2	0	0	0	0	0	0	0	-	-	0	0	0	-	0	0	1	1	2	-	2	2	10
Saudi Arabia	4	13	59	2	8	4	4	4	2	5	-	6	2	6	3	3	4	4	4	4	3	3	3	150
Sudan*	-	-	0	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Syria	0	6	0	0	0	0	0	5	3	1	-	3	3	3	2	0	0	3	3	2	3	2	3	42
United Arab Emirates	1	5	0	4	1	0	0	0	0	2	-	1	0	0	2	2	0	0	0	2	-	6	3	29
Yemen	2	0	1	0	0	0	0	0	0	-	-	0	0	0	1	0	1	0	0	0	-	1	0	6
Others	3	9	0	-	7	0	0	0	0	0	2	9	0	2	2	1	2	3	2	4	7	3	3	59
TOTAL	30	82	69	21	32	15	47	64	15	22	12	39	15	34	29	26	12	22	22	38	29	37	34	746

* : Libya and Sudan not part of MID Region ANP
** :Israel Accredited to EURO/NAT
** - : Not Required**
** 0 : No Attendance**

REPORT ON AGENDA ITEM 4: REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION ISSUES OF SPECIAL IMPORTANCE

ICAO New FPL Format

4.1   The meeting was apprised of the outcome of the eleventh meeting of the ATM/SAR/AIS Sub-Group held in Bahrain, 10 - 12 November 2009 and the first meeting of the ICAO New Flight Plan Format Study Group (INFPL SG/1) held in Cairo, 15 - 17 February 2010. In this regard, the meeting re-iterated the need for States to secure necessary budget for the implementation of the new FPL Format Project, and urged States to develop the technical requirements related to the upgrade of their ATC systems to comply with the new FPL Format and to initiate necessary negotiation with the ATC systems manufacturing vendors as soon as possible.

4.2   The meeting noted that INFPL SG/1 reviewed and updated the list of focal point of contact and the Regional Performance Framework Form (PFF) related to the ICAO new Flight Plan Format. It was particularly noted that the INFPL SG/1 meeting developed a table reflecting the level of preparedness of MID States for the implementation of the INFPL, as follows:

	Focal point	Manf. cont / Budget	Milestone	Implementation date of new	Remarks
Bahrain	√	√ / √	4		
Egypt	√		3		
Iran	√		3		
Iraq					
Israel					
Jordan		√ / √	3		
Kuwait	√		2		
Lebanon					
Libya					
Oman	√				
Qatar	√	√/√	5		
Saudi Arabia	√	√/√	4		
Sudan					
Syria	√				
UAE	√	√/√	5		
Yemen					

Milestone:

      1- Empty
      2- Analysis of the draft amendment
      3- Evaluation of current system
      4- Introduction of capability to parse new information
      5- Check of AIDC / OLDI compatibility

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6- Coordination with neighboring ANSP and airspace users
7- Implementation of new system.

4.3   The meeting noted that the ICAO MID Regional Office will organize a Workshop from 5-7 July 2010 as a Special Implementation Project (SIP), in order to assist States in the preparation for the timely implementation of the ICAO new Flight Plan Format.

4.4   Based on the above, the meeting urged States to take necessary follow up actions on the ATM/SAR/AIS SG/11 and INFPL SG/1 meetings Conclusions related to the ICAO New Flight Plan format. States were urged also to take all necessary measures to comply with the applicability date of 15 November 2012. Furthermore, the meeting encouraged States to actively participate in the Workshop on ICAO New Flight Plan Format (SIP).

RVSM implementation within Baghdad FIR

4.5   The meeting was apprised of the outcome of the First Meeting of the Baghdad FIR RVSM Implementation Working Group (BFRI WG/1) held in Cairo, 18-20 January 2010. In particular, the meeting noted that the BFRI WG/1 meeting agreed to the following:

a) Iraq should make all efforts and take necessary measures in order to prepare for RVSM implementation in an expeditious manner;

b) the MIDRMA and concerned parties should support the planning for the implementation of RVSM within Baghdad FIR in coordination with Iraq, to expedite the process;

c) Iraq to review the ATS Route Network within Baghdad FIR and amend its AIP accordingly;

d) Kuwait ACC will continue to handover traffic to Baghdad ACC at position TASMI at FL240, FL260, FL280 and FL430, and RVSM Flight Levels FL300, FL320, FL340, FL360, FL380 and FL400;

e) Baghdad ACC will continue to handover the traffic to Kuwait ACC over SIDAD at FL290, FL330, FL350, FL370, FL390 and FL410;

f) Baghdad ACC and Ankara ACC will handover 2000 ft separated traffic over KABAN and/or NINVA at RVSM levels;

g) Turkey to investigate the possibility of establishment of temporary traffic flows over KABAN northbound and NINVA southbound with 2000 ft RVSM Flight Levels not later than RDGE/12 meeting (Paris, 8-12 March 2010);

h) **Iraq to investigate the establishment of a limited RVSM airspace within Baghdad FIR to cover the crossing of North-South traffic flows (radius and centre of circle to be determined) and to present the result of this evaluation to the MSG/2 Meeting (Amman, Jordan, 9-11 March 2010);**

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i) ICAO to provide Iraq with guidance material related to partial implementation of RVSM (within a specified geographic area) based on the experience of the European Region;

j) Kuwait to further consider the implementation of 40 NM longitudinal separation minima and avail additional flight levels for traffic bound to Baghdad FIR;

k) ICAO to approach EUROCONTROL Central Flow Management Unit (CFMU) in Brussels to investigate the possibility of providing traffic information and estimates regarding inbound flights originating from Europe at entry points on the Kuwait FIR boundary;

l) Syria and Iraq to expedite the implementation of the routes UP975 and UL602 and to present a progress report to the ARN TF/3 meeting (Cairo, 15-17 March 2010);

m) Syria to consider delegation of the segment UP975 to Turkey;

n) Iraq and adjacent States to expedite the signature of up-to-date LOAs to reflect the current situation;

o) the Action Plan at **Appendix 4A** to the Report on Agenda Item 4 was agreed upon, with a tentative date for **RVSM implementation in the Baghdad FIR on 10 March 2011**.

4.6   With regard to bullet h) above related to the possibility of establishment of a limited RVSM airspace within Baghdad FIR to cover the crossing of North-South traffic, the meeting noted that Iraq is proposing a phased implementation of RVSM within Baghdad FIR. Phase 1 includes RVSM implementation within that airspace where air/ground communications currently exist to support RVSM implementation (around 200 NM from the Baghdad VOR); and in Phase 2 RVSM will be implemented in the whole Baghdad FIR. However, the meeting noted that the formal safety case has not yet been developed to support the decision related to the establishment of a limited RVSM airspace within Baghdad FIR.

4.7   In connection with the above, the meeting noted with appreciation that Turkey has issued NOTAM related to the dualisation of traffic over KABAN and the implementation of the unidirectional route UT888 Eastbound.

4.8   Taking into consideration the delay observed in the implementation of a number of actions contained in the action plan agreed by the BFRI WG/1 meeting, and noting that the safety case related to the establishment of a limited RVSM airspace within Baghdad FIR has not yet been developed, **the meeting did not support a phased implementation of RVSM within Baghdad FIR**. It was agreed that all efforts should be made to implement RVSM within the whole Baghdad FIR on 10 March 2011.

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Regional Performance Framework

4.9   The meeting recalled that the Performance-Based Approach (PBA) adheres to strong focus on results through adoption of performance objectives and targets; collaborative decision making driven by the results; and reliance on facts and data for decision making. The assessment of achievements is periodically checked through a performance review, which in turn requires adequate performance measurement and data collection capabilities. In this regard, it was highlighted that one of the key aspects of the performance based approach to air navigation planning is the development of performance objectives with related measurable indicators and metrics.

4.10   The meeting recalled that MIDANPIRG/11, while adopting a Regional Performance Framework under Conclusion 11/70, invited States to implement a National Performance Framework (MIDANPIRG/11Conclusion 11/71 refers). The performance framework should include identification of national performance objectives taking into consideration user expectations and completion of National Performance Framework Forms for all air navigation areas.

4.11   In order to provide requisite training in the development of air navigation performance framework, the ICAO MID Regional Office with the support of ICAO HQ organized a workshop on "the development of National Performance Framework to achieve a global ATM system" in Cairo, 1-5 November 2009.

4.12   The meeting was apprised of the outcome of the Workshop, which developed the following five Recommendations:

1) States provide the required data to the Regional Office related to regional metrics for efficiency;

2) States implement a performance based approach adopted by the Region, in developing the air navigation system on the basis of ICAO guidance material and ensure their alignment with the regional performance objectives. The performance framework should include identification of national performance objectives and completion of national performance framework forms;

3) ICAO continues enhancing the ongoing intra and interregional coordination for planning, implementation and harmonization of a Global ATM system;

4) ICAO assists States in the development of performance based air navigation planning and its implementation; and

5) States are encouraged to organize at national level, similar workshops on the Development of National performance framework.

4.13   The meeting recalled the following definitions:

a) *Performance Objective:* objectives defined to satisfy ATM community expectations;

b) *Performance Indicator:* current/past performance, expected future performance as well as actual progress in achieving performance objectives is quantitatively expressed by means of performance indicators (also called Key Performance Indicators, or KPIs);

c) *Performance Target*: performance targets are closely associated with performance indicators: they represent the values of performance indicators that need to be reached or exceeded to fully achieve performance objective; and

d) *Metrics:* determine which data needs to be collected to calculate values of performance indicators. Metrics are challenging and expensive to collect; therefore it is important to keep them "SMART" (Specific, Measurable, Achievable, Realistic & Time-bound) and easy to measure.

4.14   The meeting recalled that performance monitoring and measurement of ATM systems calls for metrics in Key Performance Areas (KPAs) that envelopes access and equity, capacity, cost-effectiveness, efficiency, environment, flexibility, predictability, safety and security, which are subset of 11 KPAs listed in ICAO Doc 9854.

4.15   Considering the need to have a clearly defined common approach to performance monitoring and measurement and the need to agree on a uniform set of metrics, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 2/2 — MID REGION PERFORMANCE METRICS

That:

a) *the following MID Region Metrics be adopted for performance monitoring of the air navigation systems:*

MID Metric 1*:   Number of accidents per 1,000 000 departures;*

MID Metric 2*:   Percentage of certified international aerodromes;*

MID Metric 3*:   Number of Runway incursions and excursions per year;*

MID Metric 4*:   Percentage of States reporting necessary data to the MID RMA on regular basis and in a timely manner;*

MID Metric 5*:   The overall vertical-collision risk in MID RVSM airspace;*

MID Metric 6*:   Percentage of air navigation deficiencies priority "A" eliminated;*

MID Metric 7*:   Percentage of instrument Runway ends with an RNAV approach procedure; and*

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> ***MID Metric 8****: Percentage of en-route and terminal PBN routes implemented in accordance with the regional PBN plan.*

> b) *the MIDANPIRG subsidiary bodies monitor the Metrics related to their work programmes; develop associated performance targets and provide feed-back to MIDANPIRG.*

4.16   The meeting recognized that data collection, processing, storage and reporting are fundamental to the performance-based approach and forms part of performance monitoring and management. Data will be condensed into a few indicators which represent the high level knowledge about the performance of the system. Accordingly, the meeting agreed to the following Draft Conclusion:

> DRAFT CONCLUSION 2/3 —   DATA COLLECTION FOR MID REGION
> PERFORMANCE METRICS

> *That, States:*

> a) *incorporate the agreed MID Region Performance Metrics into their National performance monitoring process;*

> b) *collect and process relevant data necessary for performance monitoring of the air navigation systems to support the regional Metrics adopted by MIDANPIRG; and*

> c) *submit this data to the ICAO MID Regional Office on a regular basis.*

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ACTION PLAN FOR RVSM IMPLEMENTATION IN BAGHDAD FIR

ID	ACTION	TO BE DELIVERED BY	TARGET DATE	REMARKS
1	Nomination of RVSM Focal Point	Iraq	19 Jan2010	done
2	Nomination of Baghdad FIR RVSM Program Manager	Iraq	1 Mar 2010	
3	Promulgation of national regulation to enable the implementation of RVSM	Iraq	1 Jun 2010	
4	Provide the MIDRMA with traffic data for the month of February 2010 (including A/C REG)	Iraq	15 Mar 2010	
5	Submission of the latest airways structure for Baghdad FIR to the MID RMA	Iraq	15 Apr 2010	
6	Calculating the passing frequency for all Bagdad FIR airways	MIDRMA	15 May 2010	
7	Conclusions of the passing frequency results, evaluation of the need for ATS Route Network amendments related to RVSM and follow up implementation of the proposals with Iraq	MIDRMA	15 May 2010	
8	Submit RVSM approvals to the MIDRMA for all Iraqi registered aircraft or any airline operators certified by Iraq and to continue updating these approvals as necessary	Iraq	15 Mar 2010 (on monthly basis)	
9	Submit Coordination Failure Reports (CFR) and Altitude Deviation Reports (ADR) to the MIDRMA on a monthly basis	Iraq	On Monthly basis	
10	Develop ATC operational policy & procedures for normal RVSM operations	Iraq	1 May 2010	

ID	ACTION	TO BE DELIVERED BY	TARGET DATE	REMARKS
11	Assess the impact of RVSM implementation on controller automation systems and plan for upgrades/modifications	Iraq	1 Jun 2010	
12	Develop ATC procedures for non-approved State aircraft to transit RVSM airspace	Iraq	1 Jun 2010	
13	Develop procedures for handling non-compliant civil aircraft	Iraq	1 Jun 2010	
14	Develop procedures for suspension of RVSM	Iraq	1 Jun 2010	
15	Development of Iraq national safety plan	Iraq	1 Jun 2010	
16	Simulations to assess ATC workload and possible need for airspace/air route/Sector changes	Iraq	1 Aug 2010	
17	ATC training plan	Iraq	1 Jun 2010	
18	Update of LOAs between Iraq and all adjacent FIRs	Iraq	15 Dec 2010	
19	ATCOs trained for RVSM operation	Iraq	15 Jan 2011	
20	Carry out pre-implementation safety analysis	MIDRMA	1 Dec 2010	
21	Carry out pre-implementation readiness Assessment	MIDRMA	1 Dec 2010	
22	Prepare necessary proposal for amendment to Doc 7030 related to RVSM implementation within Baghdad FIR	BFRI WG	15 Dec 2010	
23	Go-No-Go Decision for RVSM Implementation effective 10 March 2011	BFRI WG	15 Dec2010	

REPORT ON AGENDA ITEM 5:   AIR NAVIGATION DEFICIENCIES AND SAFETY MATTERS

Air Navigation Deficiencies

5.1   The meeting recalled that MIDANPIRG/10 and MIDANPIRG/11 noted with concern that many deficiencies continue to persist for a number of years. The meeting recalled that the MSG/1 meeting was of view that MID States that are Members of Gulf Co-operation Council (GCC), which has recently established an Air Navigation Commission, should present the subject of deficiencies to this Commission asking for up-down support for the elimination of deficiencies in the GCC States. It was also highlighted that MID States that are Member of ACAC were encouraged to seek ACAC assistance for the elimination of deficiencies.

5.2   The meeting recalled that, in an effort to enhance the process of identification, assessment, reporting and elimination of deficiencies, the ICAO MID Regional Office developed the MID Air Navigation Deficiencies Database (MANDD), which is available on the ICAO MID Regional Office website, with a view to allow authorized users to propose updates to their deficiencies online. The meeting noted with appreciation that the ICAO MID Regional Office further improved the MANDD, as requested by MIDANPIRG in order to offer advanced capabilities, including the searching features. However, it was noted with concern that the majority of States are not using MANDD for the update of their list of air navigation deficiencies.

5.3   The meeting recalled that MIDANPIRG/11 developed Conclusion 11/86 related to the elimination of air navigation deficiencies as follows:

> *CONCLUSION 11/86:   ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION*
>
> That,
>
> a)   MID States review their respective lists of identified deficiencies, define their root causes and forward an action plan for rectification of outstanding deficiencies to the ICAO MID Regional Office;
>
> b)   MID States and Users Organizations use the online facility offered by the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update and elimination of air navigation deficiencies;
>
> c)   MID States increase their efforts to overcome the delay in mitigating air navigation deficiencies identified by MIDANPIRG and explore ways and means to eliminate deficiencies;
>
> d)   ICAO continue to provide assistance to States for the purpose of rectifying deficiencies; and when required, States request ICAO assistance through Technical Co-operation Programme, Special Implementation Projects (SIP) and/or other available mechanisms such as IFFAS; and
>
> e)   MID States are encouraged to seek support from regional and international organizations (i.e. ACAC, GCC, etc.) for the elimination of identified air navigation deficiencies.

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5.4   The meeting noted that as a follow-up action to MIDANPIRG/11 Conclusion 11/86, the ICAO MID Regional Office sent State Letter Ref.: AN2/2 – 10/024 dated 21 January 2010 to all States requesting them to review their list of air navigation deficiencies, define their root causes and forward to the ICAO MID Regional Office an action plan for rectification of the outstanding deficiencies, not later than 1March 2010. States were also strongly encouraged to use the online facility offered by the MANDD for submitting online requests for addition, update and elimination of air navigation deficiencies.

5.5   The meeting was informed that, Saudi Arabia, presented the issue of air navigation deficiencies to ACAC, as recommended by MIDANPIRG/11 and accordingly, an action plan was developed. Furthermore, it was indicated that Saudi Arabia, will present the same subject to GCC Air Navigation Meetings.

5.6   The meeting was of the view that GCC should invite the ICAO MID Regional Office to attend their civil aviation related meetings, as observer.

5.7   The meeting recognized that the implementation of the actions proposed to increase the efficiency of MIDANPIRG (para. 3.12 refers), would help also in the elimination of the air navigation deficiencies.

5.8   Based on the above, the meeting re-iterated MIDANPIRG/11 Conclusion 11/86 and urged States to give effect to this Conclusion. In particular, States were urged to use MANDD for the update of their lists of air navigation deficiencies, prior to 30 April 2010, in order to allow the ANS SG/1 Meeting scheduled to be held in Cairo, 21-23 June 2010 to carry out necessary analysis and take appropriate follow up action on MIDANPIRG/ 11 Conclusion 11/86.

ICAO Universal Safety Oversight Audit Programme (USOAP) beyond 2010 – Continuous Monitoring Approach (CMA)

5.9   The meeting recalled that in September 2007, the 36th Session of the ICAO General Assembly Resolution A36-4, directed the Council to examine different options for the continuation of the USOAP beyond 2010, including the feasibility of applying a new approach based on the concept of continuous monitoring. It was noted that pursuant to A36-4 Resolution, the Council directed the Secretariat to look at the future of the Programme beyond 2010, with a view to incorporate the analysis of safety risk factors, adopting a more proactive approach and making a more effective and efficient use of the resources made available to the Programme, including the role of other Bureaux of the Organization as well as the Regional Offices. To this end, in July 2008 the Secretariat established a Study Group to examine the feasibility of adopting a CMA. The Study Group considered six options and resolved that, in order to ensure efficiency, long-term sustainability and cost effectiveness, preference should be given to the application of a CMA for the continuation of USOAP beyond 2010.

5.10   The meeting noted that the Council examined the Study Group's conclusions during its 187th Session and directed the Secretary General to begin developing the methodology and tools required to implement a CMA, including the necessary detailed guidance to States. It was also highlighted that the Council directed the Secretary General to conduct targeted ICAO Coordinated Validation Missions (ICVMs) during the transition phase.

5.11   The meeting was informed that a transition plan for the USOAP CMA is under consideration by ICAO, which will ensure that the methodology and tools required to implement a CMA are developed and that the necessary detailed guidance is provided to States in a timely manner.

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5.12   The meeting was apprised of the concept of CMA and ICVM. In this regard, it was particularly highlighted that continuous feedback from States will be necessary under the CMA in order for ICAO to determine the type of intervention strategy required in each case. Such intervention activities will include both targeted and full-scale audits of a State' aviation safety oversight capability.

Implementation of State Safety Programme (SSP)

5.13   The meeting noted the information provided by the secretariat concerning the SSP and recognized the changes that SSP would introduce to existing practices for the discharge of safety responsibilities by the State and the potential to bring significant safety benefits to international civil aviation. The program would enable the State to effectively exercise its safety oversight authority and to more effectively interact with service providers within the State in the resolution of safety concerns. Furthermore the meeting recognized that the implementation of an effective SSP will require concentrated, structured specific plan in order to be effective.

5.14   The meeting was apprised of ICAO provisions related to State Safety Programme (SSP) and Safety Management System (SMS). In particular, it was recalled that the requirements obligate States, with the responsibility to establish an SSP and define Acceptable Levels of Safety (ALoS) for the activities/provision of services. It was highlighted that, as part of the SSP, the State promulgates SMS requirements for service providers obliging them to demonstrate their safety management capability up front, rather than waiting for accidents, incidents, or non-compliance with safety standards. This allows both the civil aviation oversight authority and service providers to get ahead of safety risks. SMS requirements under the SSP also provide a structured framework allowing the civil aviation oversight authority and service providers to interact more effectively in the resolution of safety concerns.

5.15   The meeting noted that the ICAO Safety Management Manual (Doc 9859), Second Edition-2009 contain guidance material related to SSP, SMS and ALoS, as well as their relationships. The Guidance Material on "*SMS GAP Analysis for Service Providers*" contained in Appendix 2 to Chapter 7 of Doc 9859 and on "*the development of a State Safety Programme (SSP) GAP Analysis*" contained in Appendix 3 to Chapter 11 of Doc 9859; were particular highlighted and States were encouraged to use this guidance material especially the checklists to expedite the implementation of the required SSP and SMS.

5.16   The meeting noted that the majority of States have not yet started the implementation of SSP. Accordingly, without SSP, SMS could not be fully implemented since there will be a lack of regulatory framework and safety oversight of the SMS.

5.17   The meeting appreciated the efforts by ICAO to assist States in SSP implementation through initiatives including SSP training courses, as well as through the ECCAIRS training course programme, launched in March 2009. In addition and as part of its continuous support to members ICAO will amend *Safety Management Manual* (Doc 9859) during 2010 to provide States additional and detailed guidance material on SSP implementation.

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Regional Aviation Safety Group (RASG)

5.18   The meeting received with appreciation a presentation on RASG. It was noted that subsequent to a decision of the Council of ICAO on 18 March 2008 concerning increasing the effectiveness of planning and implementation regional groups (PIRGs), the Air Navigation Commission (ANC) initiated a study aimed at identifying a regional mechanism to address safety issues and to facilitate the implementation of the Global Aviation Safety Plan (GASP) and the associated Global Aviation Safety roadmap (GASR) on an ICAO region wide basis. The Commission through an ad-hoc working group (ADHWG) developed the concept of Regional Aviation Safety Groups (RASG). The Commission requested a consultation with States concerning the proposed RASGs before a recommendation is made to the ICAO Council. Accordingly, the Secretary General of ICAO issued State Letter Ref.: SWG 21/1-09/94 on 16 December 2009, as at **Appendix 5A** to the Report on Agenda Item 5, requesting States to forward their opinion on the establishment of RASGs before 16 March 2010. The meeting noted that as of today very few replies have been received and accordingly urged States to send their reply to ICAO HQ by 16 March 2010. The suggested terms of reference and work programmes of the RASGs are outlined in Attachment B to the above-mentioned State Letter.

5.19   A concern was raised related to the parallels that were being drawn between the PIRG framework and the RASGs. It was noted that while the PIRGs did touch on some safety issues, they had been developed to deal with air navigation plans at a regional and global level with ICAO playing a key leadership role. In contrast, safety continued to lie within the sovereignty of individual States. It would be helpful if States could provide input on how to determine the safety issues to be covered by the RASGs and those that should remain with the PIRGs. Also, the need for a mechanism for coordination between PIRGs and RASGs was discussed and accordingly this aspect has been reflected in the suggested terms of reference.

5.20   It was highlighted that the proposed RASGs will serve as a regional cooperative forum integrating global, regional, sub-regional, and national and industry efforts in continuing to enhance aviation safety worldwide. While RASGs will initially deal with safety issues directly related to flight operations, planning should be initiated as soon as circumstances permit to adopt a systems approach so that RASGs address safety issues from an integrated perspective that includes flight operations and ATM safety. As the Air Navigation Commission (ANC) reviews the mandate and terms of reference (TOR) of PIRGs, it is expected to address in the future an integration of the safety work done by these groups. Until such time, the Secretariat will ensure that the safety issues raised by the PIRGs and RASGs are fully coordinated and that a small group of members of the PIRGs attend the RASGs meetings and vice versa.

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Ref.:   SWG 21/1-09/94

16 December 2009

Subject: Proposal to establish Regional Aviation Safety Groups (RASGs)

Action required: Forward your agreement by 16 March 2010

Sir/Madam,

I have the honour to inform you that subsequent to a decision of the Council of ICAO on 18 March 2008, concerning increasing the effectiveness of planning and implementation regional groups (PIRGs), the Air Navigation Commission initiated a study aimed at identifying a regional mechanism to address safety issues.

The Commission noted that some areas (e.g. Pan-America), have already established their own regional mechanism to follow-up, monitor, coordinate and integrate the subregional and national efforts aimed at enhancing aviation safety.

The concept paper (Attachment A refers) addresses the need for the uniform establishment of regional aviation safety groups (RASGs) in all regions. The suggested terms of reference and work programmes of the RASGs are outlined in Attachment B. The Commission requested a consultation with States concerning the proposed RASGs before a recommendation is made to the ICAO Council. The proposal would not fundamentally change the efforts that are presently underway in several ICAO regions.

It would be appreciated if your agreement could be conveyed, if appropriate, on this proposed way forward by 16 March 2010.

Accept, Sir/Madam, the assurances of my highest consideration.

Raymond Benjamin
Secretary General

Enclosures:
A — Concept paper for the establishment of RASGs
B — Suggested terms of reference of RASGs

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CONCEPT OF REGIONAL AVIATION SAFETY GROUPS (RASGs)

1. **BACKGROUND**

1.1 ***Assembly Resolution.*** Resolution A36-7 resolved that the global plans (Global Air Navigation Plan and Global Aviation Safety Plan) shall provide the framework in which regional, subregional and national implementation plans will be developed and implemented thus ensuring harmonization and coordination of efforts aimed at improving international civil aviation safety and efficiency.

1.2 ***GANP.*** The implementation of air navigation systems follows a well established mechanism based upon the regional air navigation planning process which evolved to a more robust system with the introduction of the Global Air Navigation Plan (GANP). The GANP initiated a top-down approach in which the regions, through the planning and implementation regional groups (PIRGs), implement a regional performance framework.

1.3 ***GASP.*** The Global Aviation Safety Plan (GASP) utilizes a bottom-up approach that allows groups of States to analyze gaps and implement action plans to meet specific needs by leveraging existing political and economic structures between them. This approach has the advantages of facilitating a pooling of resources, as well as supporting a dynamic exchange of information. A void exists, however, as there is no regional follow-up and coordination of the implementation of these subregional action plans.

1.4 ***Reports to Council.*** Since PIRGs are established by the Council, the reporting structure calls for review of reports of PIRG meetings by the Commission and the Council. At present there is no formal reporting system to ICAO available in respect of the implementation of the GASP and there is no such mechanism to report back to Commission/Council on flight operational safety issues. In addition the Council (C-DEC 183/9 refers), on 18 March 2008, requested that the Commission present, in due course, a report to the Council regarding the development of new structures to coordinate Business Plan implementation activities related to safety, security and environmental subjects as well as the outcome of its further review of the mandate and terms of reference of the PIRGs.

1.5 ***Follow-up by the Commission.*** Further to the Council Decision (C-DEC 183/9 refers), the Commission continued the development of new structures for addressing safety issues through an ad-hoc working group (ADHWG) and held two meetings to discuss the way forward. The Secretariat, on the basis of inputs and comments received from the ADHWG, developed the concept of Regional Aviation Safety Groups which is presented in this paper.

2. **CURRENT SCENARIO IN ADDRESSING REGIONAL SAFETY ISSUES**

2.1 ***PIRGs.*** The development of regional plans for air navigation systems is undertaken by ICAO's six PIRGs, which were established by the Council. The scope of PIRGs does not cover flight operations safety issues. The PIRG meetings are organized by regional offices and supported by Headquarters (Air Navigation Bureau). The PIRG reports are reviewed by the Commission on a regular basis and the Council, on a case-by-case basis.

2.2   ***COSCAP/RSOO.*** The cooperative development of operational safety and continuing airworthiness programmes (COSCAPs) are an agreement between Member States, executed by ICAO's Technical Co-operation Bureau by means of a Trust Fund, and are aimed at enhancing the safety and efficiency of air transport operations. The COSCAPs are limited to a few regions and within a region not all States are covered. In some subregions, Regional Safety Oversight Organizations (RSOOs) have been developed from COSCAP projects or have been established instead of COSCAPs.

2.3   ***DGCA meetings.*** Many of the regions convene regional or subregional meetings of Directors General of Civil Aviation (DGCA), which discuss a wide range of subjects encompassing safety, efficiency, economic, security, environment and regulatory issues related to air transport operations. The meetings and their follow-up are carried out by the regional offices with no substantial support from Headquarters.

2.4   ***Conclusion.*** From the review of the current regional mechanisms, it is proposed that a new follow-up body is needed that would monitor progress, coordinate actions among States and make recommendations to ICAO to facilitate the implementation of the GASP and the associated Global Aviation Safety Roadmap (GASR).

3.   **PROPOSED REGIONAL STRUCTURE**

3.1   ***Secretariat analysis.*** In September 2008, the ICAO Regional Directors (RDs) were requested to provide their views, listing the strengths and weaknesses on proposed options for new regional mechanism(s) for addressing flight operations safety issues. From the analysis of their responses, as well as teleconferencing held with the RDs on 3 September 2009, it was confirmed that the RDs were in favour of a separate regional group, on lines similar to PIRGs, to address flight operations safety issues including the implementation of the GASP/GASR. Also, the RDs did not support the idea of holding either back-to-back or concurrent PIRG-RASG meetings.

3.2   ***Regional structure.*** The COSCAPs and RSOOs are organized on a subregional basis. It may be noted that eventually some COSCAPs may evolve into RSOOs where appropriate. Considering that COSCAP/RSOO mechanisms are more focused on safety oversight issues and, as of now, do not cover all of the States of the region, it is considered necessary to establish a new regional mechanism known as Regional Aviation Safety Groups (RASGs) to address and harmonize all flight operations safety issues on an ICAO region-wide basis. Noting that in several regions there was actually a gradual evolution toward RASGs, this proposal, in effect, would facilitate ICAO to recognize groups that Contracting States had already chosen to form. The eventual recognition of RASGs by the Council would lead to the establishment of a formal reporting channel allowing ICAO to monitor the worldwide implementation of the Global Aviation Safety Plan (GASP). The RASGs are expected to build on the work already done by these existing subregional organizations. However, RASGs will facilitate the exchange of best practices, cooperation and collaboration using a top-down approach complementing the bottom-up approach of planning by subregions, States and industry.

3.3   ***Need for partnership.*** The GASP and GASR are built on the principle of partnership and, as such, it is essential that all relevant stakeholders are involved in the development and implementation of any activities aimed at improving safety under the focus areas. Together with ICAO, the stakeholders in the civil aviation sector are States, airlines/operators, airports, air navigation service providers, aircraft and equipment manufacturers, maintenance and repair organizations, regional organizations, international organizations, and industry representatives. The commitment of all stakeholders is fundamental for success in improving safety.

4.   **ESTABLISHMENT OF RASGs**

4.1   ***Regional group*s *and terms of reference.*** Consistent with the PIRG mechanism, it is proposed that the following RASGs covering all of the regions of the world be established: Regional Aviation Safety Group – Pan American (RASG-PA) for the Caribbean, South American and North American Regions; Regional Aviation Safety Group – Europe (RASG-EUR) for the European Region; Regional Aviation Safety Group – Asia Pacific (RASG-APAC) for the Asia and Pacific Regions; Regional Aviation Safety Group – Africa (RASG-AFI) for the African Region; and Regional Aviation Safety Group – Middle East (RASG-MID) for the Middle East Region. In fact RASG-PA has already been established by the Pan American States themselves and held its second meeting in November 2009. In addition, the AFI Comprehensive Implementation Programme (ACIP) and its Steering Committee are monitoring and coordinating the implementation of the GASP/GASR within the region; however, once the ACIP project has ended, an entity will be needed to follow-up, monitor and coordinate activities. These regional experiences have been taken into account in determining the global model. The terms of reference detailing membership of the RASGs and their work programme are proposed in Attachment B.

4.2   ***Resources.*** With the creation of RASGs, one officer for each of the regional offices will be required. Currently, all regional offices have a post of Flight Safety Officer in their establishment. Further support for the RASG meetings would be provided using Headquarters staff.

4.3   ***Coordination between PIRGs and RASGs***:   A concern rose related to the parallels that were being drawn between the PIRG framework and the RASGs. It was noted that while the PIRGs did touch on some safety issues, they had been developed to deal with air navigation plans at a regional and global level with ICAO playing a key leadership role. In contrast, safety continued to lie within the sovereignty of individual States. It would be helpful if States could provide input on how to determine the safety issues to be covered by the RASGs and those that should remain with the PIRGs. Also, the need for a mechanism for coordination between PIRGs and RASGs was discussed and accordingly this aspect has been reflected in the suggested terms of reference.

5.   **CONCLUSION**

5.1   ***Systems approach.*** The proposed RASGs will serve as a regional cooperative forum integrating global, regional, subregional, national and industry efforts in continuing to enhance aviation safety worldwide. While RASGs will initially deal with safety issues directly related to flight operations, planning should be initiated as soon as circumstances permit to adopt a systems approach so that RASGs address safety issues from an integrated perspective that includes flight operations and ATM safety. As the Commission reviews the mandate and terms of reference of PIRGs, it is expected to address in the future an integration of the safety work done by these groups. Until such time, the Secretariat will ensure that the safety issues raised by the PIRGs and RASGs are fully coordinated and that a small group of members of the PIRGs attend the RASGs meetings and vice versa.

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**SUGGESTED TERMS OF REFERENCE FOR
REGIONAL AVIATION SAFETY GROUPS (RASGs)**

1.   **ESTABLISHMENT**

1.1   Consistent with the Planning and Implementation Regional Group (PIRG) mechanism, the Regional Aviation Safety Groups (RASGs) may be established in the following regions by the Council of ICAO. The meetings of the RASGs will be convened as required.

> Regional Aviation Safety Group – Pan American (RASG-PA) for Caribbean, South American and North American Regions; (Already established by States themselves)

> Regional Aviation Safety Group – Europe (RASG-EUR) for the European Region;

> Regional Aviation Safety Group – Asia Pacific (RASG-APAC) for APAC Regions;

> Regional Aviation Safety Group – Africa (RASG-AFI) for the African Region;

> Regional Aviation Safety Group – Middle East (RASG-MID) for the Middle East Region.

2.   **MEMBERSHIP**

2.1   Contracting States entitled to participate as members in a RASG meeting are:

a) those whose territories or dependencies are located partially or wholly within the geographical area to be considered by the meeting;

b) those located outside the area:

1) which have notified ICAO that aircraft on their register or aircraft operated by an operator whose principal place of business or permanent residence is located in such States, operate or expect to operate into the area; or

2) which provide facilities and services affecting the area.

2.2   Contracting States not meeting the above criteria and non-Contracting States are entitled to participate in RASG meetings as observers. The aircraft operators, international organizations, maintenance and repair organizations, regional organizations, aircraft manufactures, airport and air navigation service providers and any other allied organizations/representatives will be invited to attend RASG meetings in the capacity of observers. The members and observers will serve as partners of RASG and their joint commitment is fundamental for success in improving aviation safety worldwide. The Regional Director will serve as the Secretary of the RASG. Wherever two Regional Directors are involved, they would alternate serving as Secretary of the RASG and PIRG to balance the Secretariat responsibilities between these two regional groups.

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3.   **RESOURCES**

3.1   An officer from Headquarters (ANB) will participate and provide support to the RASG meetings. The ANB officer will serve as the interface between the RASG and the Air Navigation Commission and present the reports of RASG meetings to the Commission/Council for review and harmonization.

4.   **WORK PROGRAMME**

4.1   The RASG will develop and implement a work programme that supports a regional performance framework for the management of safety on the basis of the Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap (GASR).

4.2   Using the GASP and GASR, the RASG will build on the work already done by States, existing subregional organizations such as the Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) and Regional Safety Oversight Organizations (RSOOs) and support the establishment and operation of a performance-based safety system for the region by:

a)   analyzing safety information and hazards to civil aviation at the regional level and reviewing the action plans developed within the region to address identified hazards;

b)   facilitating the sharing of safety information and experiences among all stakeholders;

c)   ensuring that all safety activities at the regional and subregional level are properly coordinated to avoid duplication of efforts;

d)   reducing duplication of efforts by encouraging collaboration, cooperation and resource sharing;

e)   conducting follow-up to GASP/GASR activities as required;

f)   coordinating with respective PIRG on safety issues; and

g)   providing feedback to ICAO to continually improve and ensure an up-to-date global safety framework.

— END —

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Report on Agenda Item 6

REPORT ON AGENDA ITEM 6:   FUTURE WORK PROGRAMME

ICAO MID Office Tentative Schedule of Meetings, Seminars and Workshops

6.1   The meeting was presented with the tentative schedule of meetings, seminars and workshops for year 2010 as at **Appendix 6A** to the Report on Agenda Item 6. The meeting was also informed that this schedule is subject to quarterly updates and should be used for planning purposes only. Meetings, seminars and workshops are confirmed only when an invitation letter is sent by the ICAO MID Regional Office. The schedule would be posted on the MID Regional Office website (http://www.icao.int/mid). It was particularly noted that MIDANPIRG/12 will be held from 17 to 21 October 2010.

MSG Terms of Reference (TOR)

6.2   The meeting recalled that MIDANPIRG/10 (Doha, 15-19 April 2007) under Decision 10/1 endorsed the Terms of Reference (TOR) of the MIDANPIRG Steering Group (MSG) which were included in the MIDANPIRG Procedural Handbook, Fourth Edition-February 2009, approved by MIDANPIRG/11 (Cairo, 9-13 February 2009) through Decision 11/5.

6.3   The meeting reviewed and updated the MSG TOR as at **Appendix 6B** to the Report on Agenda Item 6.

Dates and venue of the MSG/3 meeting

6.4   The meeting recalled that it was agreed that the MSG meetings should be hosted by the Member States (Bahrain, Egypt, Iran, Jordan, Lebanon, Oman, Saudi Arabia and UAE) on rotation basis. In this regard it was recalled that the MMS/1, MMS/2, MMS/3, MSG/1 and MSG/2 meetings were hosted by Bahrain, Oman, Saudi Arabia, UAE and Jordan, respectively. Accordingly, the meeting agreed that the MSG/3 meeting should be hosted by Egypt, Iran or Lebanon.

6.5   The meeting agreed that the MSG/3 meeting would be held after MIDANPIRG/12 and prior to MIDANPIRG/13 sometimes during the second half of 2011. The meeting appreciated Iran's offer to host the MSG/3 meeting. It was agreed that the exact date and venue would be coordinated between the ICAO MID Regional Office, the Chairperson and Iran.

ICAO Middle East Regional Office (MID)

Tentative Schedule of Meetings, Seminars and Workshops

"January 2010 – December 2010"

DATE	*MEETING/SEMINAR/WORKSHOP*	*SITE*	*REMARKS*
January			
~~18-20~~	~~Baghdad FIR RVSM Implementation (BFRI) WG/1~~	~~Cairo~~	**Convened**
February			
~~15-17~~	~~ICAO New Flight Plan format Study Group (INFPL SG*/1)~~	~~Cairo~~	**Convened**
~~22-24~~	~~Seminar on RVSM Safety Assessment~~	~~Bahrain~~	**Hosted by Bahrain Convened**
March			
~~1-4~~	~~Seminar on Certification of Aerodrome & Safety of Aerodrome Operation~~	~~Cairo~~	**(SIP) Convened**
~~6-8~~	~~AOP SG/7~~	~~Cairo~~	**Convened**
9-11	**MSG/2**	**Amman**	**Hosted by Jordan**
15-17	**ATS Route Network (ANR) TF/3**	**Cairo**	
April			
18-19	**Secondary Surveillance Radar (SSR) Code Allocation Study Group (SSRCA SG/3)**	**Cairo**	
May			
3-5	**MID RMA Board/10**	**Tehran**	**Hosted by Iran**
10-12	**CNS SG/3**	**Cairo**	
24-26	**SAR ad-hoc WG/1**	**Cairo**	
June			
15-17	**CNS/ATM/IC SG/5**	**Cairo**	
21-23	**Air Navigation Safety (ANS) SG/1**	**Cairo**	
July			
5-7	**Work Shop on ICAO New Flight Plan format**	**Cairo**	**(SIP)**
August			

DATE	MEETING/SEMINAR/WORKSHOP	SITE	REMARKS
September			
19-20	WRC 12 Regional Planning Workshop	Cairo	
21-27	ACP WG/F	Cairo	
October			
17-21	MIDANPIRG/12	TBD	
25-28	Work Shop on PBN Airspace Planning	Damascus	Hosted by Syria
November			
1-4	Workshop on Forecasting and Economic Planning	Cairo	
December			
30Nov.-2 Dec	PBN/GNSS TF/3	Cairo	
6-9	State Safety Program (SSP) Implementation Training Course	Cairo	To be coordinated with ICAO HQ
13-15	Baghdad FIR RVSM Implementation (BFRI) WG/2	Cairo	

Notes:

1. *Above activities are subject to confirmation by ICAO MID Regional Office invitation letters.*

2. *States interested in hosting any of the activities are requested to coordinate with the ICAO MID Regional Office, at least three (03) months in advance of the indicated dates.*

3. *No meetings are planned for the month of August*

4. *The above table will be subject to update when required*

Legend:

SG = Sub-Group, SG* = Study Group, TBD = To Be Determined, TF = Task Force, WG = Working Group.
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For more information please contact: icaomid@cairo.icao.int

MIDANPIRG STEERING GROUP (MSG)

1. **Terms of Reference**

1.1 The Terms of Reference of the MIDANPIRG Steering Group (MSG) are:

   a) execute its pivotal function as a coordinating and steering organ with highest possible efficiency in accordance with the goals set by MIDANPIRG; and

   b) approve, on behalf of MIDANPIRG, those Draft Conclusions/Decisions emanating from MIDANPIRG subsidiary bodies, which necessitate urgent follow-up action(s).

1.2 In order to meet the Terms of Reference, the MSG shall:

   a) 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;

   b) 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;

   c) monitor the MID Region air navigation systems performance *Metrics*;

   d) follow-up the on-going work undertaken within the MIDANPIRG framework; and

   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.

2. **Composition**

   The MSG is composed of:

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

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

   c) additional representatives from MIDANPIRG Member States and International/Regional Organizations may be invited on ad-hoc basis, as observers, when required.

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Report on Agenda Item 7

REPORT ON AGENDA ITEM 7:   ANY OTHER BUSINESS

7.1   The meeting received with appreciation a presentation on the coordination being carried out by the ICAO MID Regional Office for the convening of Directors General Civil Aviation (DGCA) Meetings. It was recognized that the DGCA meeting would represent a forum for addressing high level and strategic issues of the Region. It was highlighted that the objectives of the DGCA Meetings are:

- review and exchange information on matters of interest in Civil Aviation;
- enhance co-ordination of Civil Aviation activities in the Region;
- allow in-depth deliberations on one or two items of crucial importance to the Region as Theme Topic(s);
- develop specific *Action Items* that are of common interest and importance to the Region;
- provide overall guidance, harmonization and coordinated application of standards and procedures in the Region; and
- follow-up by the Secretariat on issues of importance in a timely and orderly manner.

7.2   It was highlighted that the DGCA Meetings would not replace any existing International and/or Regional Organizations meetings. They would however, complement and support current efforts and initiatives. The Meetings would have their own terms of reference (TOR) and as such may, with the concurrence of the host State, invite International, Regional and other Organizations as appropriate.

7.3   It was underlined that the DGCA Meetings would offer a unique forum in the retention of its informal nature, which allows the DGCAs to discuss any issues openly and frankly.

7.4   The meeting agreed that the DGCA Meetings would represent major event in the MID Region which would enjoy a high degree of legitimacy. The core participants of the Meetings would be the DGCAs of the 15 MID States to which the ICAO MID Regional Office is accredited (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Sudan, Syria, United Arab Emirates and Yemen).

7.5   The Meetings are to be hosted by the above mentioned States on a rotation basis, with the objective of making them, as much as practical, representative of the Middle East Region.

7.6   In connection with the above, the meeting recalled that the ICAO MID Regional Office issued State Letter Ref.: ME 3/72-09/153 on 5 May 2009, requesting States to forward their thoughts and views on the convening of DGCA Meetings in the MID Region, as well as on associated issues that would assure success, such as hosting, etc.

7.7   The meeting noted that, so far, seven (7) positive replies have been received from Egypt, Iran, Kuwait, Lebanon, Qatar, Saudi Arabia and Syria.

7.8   The meeting supported the convening of DGCA Meetings in the MID Region, to be held on regular basis, once every two years. It was agreed that the First DGCA Meeting would be held in the first half of 2011.

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