



International Civil Aviation Organization

Air Traffic Services Route Network Task Force (ARN TF)

Fifth Meeting

(Amman, Jordan 5 - 7 February 2012)

Agenda Item 2: Follow-up on MIDANPIRG and other meetings Conclusions and Decisions relevant to ATS Route Network

REVIEW OF MIDANPIRG/12 AND DGCA MID/1 CONCLUSIONS AND DECISIONS

(Presented by the Secretariat)

SUMMARY

This paper presents MIDANPIRG/12 and DGCA MID/1 Conclusions and Decisions related to the ATS Route Network, and the follow-up actions.

Action by the meeting is at paragraph 3.

REFERENCES

- DGCA MID/1 Report
- MIDANPIRG/12 Report

1. INTRODUCTION

1.1 The MIDANPIRG/12 meeting was held in Amman, Jordan, 17-21 October 2010. The meeting adopted 80 Conclusions and Decisions of which two (2) Conclusions are considered relevant to the work of the ARN TF.

1.2 The DGCA MID/1 was held in Abu-Dhabi, UAE, 22 – 24 March 2011. The meeting developed 13 Conclusions out of which five are related to ARN/TF.

2. DISCUSSION

2.1 This paper provides the meeting with an updated list of MIDANPIRG/12 and DGCA MID/1 Conclusions and Decisions as at **Appendix A** to this working paper. It also shows the follow-up actions taken by concerned parties, for consideration by the Task Force.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the follow-up action on the list of Conclusions and Decisions at **Appendix A** to this working paper; and
- b) take appropriate action related to those Conclusions and Decisions, which are still current, when discussing the associated agenda items.

APPENDIX A

**MIDANPIRG and other meetings Conclusions and Decisions pertinent to the work of the ARN Task Force
for consideration by the ARN TF/4 meeting**

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/9: RNAV 5 IMPLEMENTATION IN THE MID REGION</p> <p>That, States that have not yet done so, be urged to:</p> <p>a) update their AIP to change RNP 5 to RNAV 5; and</p> <p>b) take necessary measures to implement RNAV 5 area in the level band FL 160 - FL460 (inclusive).</p>	<p>Implementation of the Conclusion</p>	<p>ICAO States</p>	<p>State Letter update AIP Implement RNAV 5 (FL 160-FL460)</p>	<p>January 2011</p>	<p>Actioned</p> <p>SL Ref.: AN 6/29 – 10/432 dated 16 December 2010</p> <p>AN 6/29 – 11/141 7 June 2011 (re-iterated)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/10: ALLOCATION OF FIVE-LETTER-NAME CODES IN THE MID REGION</p> <p>That, prior to 31 March 2011, States that have not yet done so:</p> <ul style="list-style-type: none"> a) assign ICARD ATS Route Planners, in order to make use of the ICARD system and improve the process of allocation of 5LNCs; b) take necessary action in order for their designated ICARD Route Planner(s) to register to the ICAO ICARD 5LNC web-based System; c) review their list of allocated 5LNCs and identify the non-used, duplicate and non-ICAO 5LNCs, and inform the ICAO MID Regional Office accordingly for necessary action; d) release those allocated 5LNCs which were replaced and/or are no longer used; and e) update the ICARD database by adding the missing information (missing latitude and longitude coordinates, etc). 	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter Assign ATS Route Planner. Register to ICAO ICARD Update ICARD</p>	<p>January 2011 March 2011</p>	<p>Actioned SL Ref.: AN 8/15.2 – 10/444 dated 22 December 2010 (To be closed)</p>
<p>CONC. 12/25: CIVIL/MILITARY COOPERATION</p> <p>That, in order to facilitate effective civil/military cooperation and joint use of airspace in accordance with ICAO provisions, and in support of the ICAO’s vision for an integrated, harmonized and globally interoperable air traffic management system as laid out in the ATM Operational Concept and in the Global Air Navigation Plan, MID States that have not yet done so, be urged to:</p> <ul style="list-style-type: none"> a) manage the airspace in a flexible manner with an equitable balance between civil and military users through strategic coordination and dynamic interaction, in order to open up segregated airspace when it is not being used for its originally-intended purpose and allow for better airspace management and access for all users according to their needs; b) develop necessary institutional arrangements to foster civil/military cooperation; and 	<p>Follow-up Conclusion Implementation</p>	<p>States</p>	<p>Input from States Involvement of military in civil airspace management processes Civil/military coordination and cooperation</p>	<p>November 2011 Ongoing Ongoing</p>	<p>Actioned SL AN6/13-11/137 Dated 2 June 2011 (Re-iterated)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>c) take steps and arrange as necessary for the Military authorities to be:</p> <p>i) fully involved in the airspace planning and management process;</p> <p>ii) aware of the new developments in civil aviation; and</p> <p>iii) involved in national, regional and international aviation meetings, workshops, seminars and training sessions, as appropriate.</p>					
<p>CONC. 12/26: UNCOORDINATED FLIGHTS OVER THE RED SEA AREA</p> <p>That, the ICAO MID Regional Office process a Proposal for Amendment to the Supplementary Procedures (Doc 7030) in order to include the procedures to be followed by all civil uncoordinated flights and, to the extent practicable, by military aircraft operating over the Red Sea Area, as shown at Appendix 5.2L to the Report on Agenda Item 5.2</p>	Implement the Conclusion	ICAO	Amendment of Doc 7030	January 2011	Completed
<p>CONC. 12/27: IMPROVEMENT OF THE ADHERENCE TO THE AIRAC SYSTEM</p> <p>That, in order to improve the adherence to the AIRAC System, States, that have not yet done so, be urged to:</p> <p>a) fully comply with the AIRAC procedures, in accordance with the provisions of Annex 15 and the MID Basic ANP Chapter VIII;</p> <p>a) organize awareness campaigns involving AIS and all technical Departments providing the raw data to the AIS for promulgation; and</p> <p>c) arrange for the signature of Service Level Agreements (SLA) between AIS and the data originators.</p>	Implement the Conclusion	ICAO States	State Letter Feedback from States	February 2011 June 2011	Actioned SL dated 12 April 2011 (To be closed)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/47: MID REGION PERFORMANCE METRICS</p> <p>That:</p> <p>a) the following MID Region Metrics be adopted for performance monitoring of the air navigation systems:</p> <p>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: Number of States reporting necessary data to the MIDRMA on regular basis and in a timely manner; MID Metric 5: The overall collision risk in MID RVSM airspace; MID Metric 6: Percentage of air navigation deficiencies priority “U” eliminated; MID Metric 7: Percentage of instrument Runway ends with RNP/RNAV approach procedure; and MID Metric 8: Percentage of en-route PBN routes implemented in accordance with the regional PBN plan.</p> <p>b) the MIDANPIRG subsidiary bodies monitor the Metrics related to their work programmes; develop associated performance targets and provide feed-back to MIDANPIRG.</p>	<p>Monitor performance of ANS using the endorsed metrics</p>	<p>MIDANPIRG & subsidiary bodies</p>	<p>Develop performance targets</p>	<p>2011</p>	<p>Ongoing</p> <p>SL Ref.: AN 7/26.1-11/121 dated 24 May 2011</p>
<p>CONC. 12/48: DATA COLLECTION FOR MID REGION PERFORMANCE METRICS</p> <p>That, States be invited to:</p> <p>a) incorporate the agreed MID Region Performance Metrics into their National performance monitoring process;</p>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter Include metrics into national performance monitoring</p>	<p>January 2011</p>	<p>Ongoing</p> <p>SL Ref.: AN 7/26.1-11/121 dated 24 May 2011</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>b) collect and process relevant data necessary for performance monitoring of the air navigation systems to support the regional Metrics adopted by MIDANPIRG; and</p> <p>c) submit this data to the ICAO MID Regional Office on a regular basis.</p>			Submit data to ICAO		
<p>DEC. 12/49: REVIEW OF THE MID AIR NAVIGATION PLAN (ANP)</p> <p>That, in support to ICAO efforts to improve regional ANPs, the MIDANPIRG subsidiary bodies:</p> <p>a) carry out a complete review of the MID Basic ANP and FASID parts related to their Terms of Reference (TOR) and Work Programme;</p> <p>b) develop revised draft structure and content of the Basic ANP in order to reconcile it with the ATM Operational Concept, the Global Plan provisions and the performance based approach;</p> <p>c) identify the need for and development of those FASID Tables necessary to support the implementation of a performance-based global air navigation systems; and</p> <p>d) report progress to MIDANPIRG/13.</p>	Implement the Decision	ICAO States Users	New structure, format & content of ANP/FASID	2012	Ongoing
<p>CONC. 12/61: IMPLEMENTATION OF CONTINUOUS DESCENT OPERATIONS</p> <p>That, recognizing the efficiency and environmental benefits of Continuous Descent Operations (CDO), and the need to harmonize these operations in the interest of safety, MID States be encouraged to include implementation of CDO as part of their PBN implementation plans and to implement CDO in accordance with the ICAO CDO Manual Doc 9931.</p>	Follow up development in MID Region/States	States	Progressive introduction of CDO operations in TMAs	2012	Actioned SL dated 16 February 2011

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/63: ADOPTION OF GOLD</p> <p>That, MID States be urged to:</p> <ul style="list-style-type: none"> a) adopt Global Operational Data Link Document (GOLD) for data link operations; and b) contribute in future amendments to the GOLD as required. 	<p>Implement the Conclusion</p>	<p>MIDANPIRG States</p>	<p>Adopted GOLD</p>	<p>October 2010</p>	
<p>CONC.12/75: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION</p> <p>That, MID States be urged to:</p> <ul style="list-style-type: none"> a) 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 prior to 31 March 2011; b) 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) accord high priority to eliminate all air navigation deficiencies with emphasis on those with priority “U”; in particular by allocating the necessary budget to ensure that their Civil Aviation Authorities have and retain a sufficient number of qualified technical personnel, who are provided with appropriate initial, on-the-job and recurrent training; and d) seek support from regional and international organizations (i.e. ACAC, GCC, etc.) for the elimination of identified air navigation deficiencies. 	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter Feedback from States</p>	<p>January 2011</p>	<p>Actioned</p> <p>SL Ref.: AN2/2 – 11/123 dated 25 May 2011</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/77: ATS SAFETY MANAGEMENT</p> <p>That, MID States that have not yet done so, be urged to:</p> <ul style="list-style-type: none"> a) establish a State Safety Programme (SSP) and ensure the implementation of Safety Management Systems (SMS) by their ATS service providers, in accordance with Annex 11 provisions; b) promulgate a national safety legislative framework and specific regulations in compliance with international and national standards that define how the State will conduct the management of safety, including the collection and protection of safety information and improvement of accident prevention, in compliance with relevant provisions contained at Chapter 2 of Annex 11 and Chapter 8 of Annex 13; c) share safety information including information on ATS incidents and accidents; and d) take advantage of the ICAO guidance material related to safety management as well as the training events offered by ICAO (SMS, SSP and ECCAIRS training courses seminars and workshops). 	<p>The ATM/SAR/AIS SG to follow up the implementation of the Conclusion</p>	<p>ICAO States</p>	<p>State Letter Feedback from States</p>	<p>February 2011</p>	<p>Actioned SL dated 2 June 2011 (Re-iterated)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><u>DGCA-MID/1</u></p> <p>CONC. 1/2: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION</p> <p>That, States:</p> <ul style="list-style-type: none"> a) accord high priority to the elimination of air navigation deficiencies; in particular by allocating the necessary budget to ensure that their Civil Aviation Authorities have and retain a sufficient number of qualified technical personnel, and provide appropriate initial, on-the-job and recurrent training; b) work cooperatively towards the elimination of common deficiencies; and c) consider the use of the Regional Safety Oversight Organizations (RSOOs) as an efficient mechanism for, inter-alia, the provision of appropriate training to technical staff and elimination of common deficiencies. 					
<p>CONC. 1/3: MIDDLE EAST REGIONAL AIRSPACE REVIEW (MIDRAR)</p> <p>That,</p> <ul style="list-style-type: none"> a) States committed to the UAE declaration are encouraged to: <ul style="list-style-type: none"> I. support CANSO efforts to carry out a Middle East Regional Airspace Review (MIDRAR), in close coordination with ICAO and all concerned parties/stakeholders; II. support the creation of the MIDRAR Team; and III. provide necessary information, data and other resources, including Specialist input, as required b) CANSO or one of its Members present the outcome of the MIDRAR to the appropriate MIDANPIRG subsidiary bodies (ARN TF and ATM/SAR/AIS SG) to initiate necessary amendments to the Air Navigation Plan(s), as appropriate. 					

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<p>CONC. 1/6: CONTINGENCY PLANS</p> <p>That, for the interest of ensuring safety and continuity of civil aviation, MID States:</p> <p>a) accord high priority and secure necessary resources to update, complete and promulgate their contingency plans; and</p> <p>b) send copies of their contingency plans (even those which are still in draft format) to the ICAO MID Regional Office as soon as possible.</p>					
<p>CONC. 1/8: REGIONAL STRATEGY FOR COLLECTION OF SAFETY DATA</p> <p>That, recognizing the importance of safety data for SMS and SSP programmes, MID States to implement ECCAIRS for collecting safety data; and attend ECCAIRS training courses organized by the ICAO MID Regional Office.</p>					
<p>CONC. 1/12: ESTABLISHMENT OF HIGH LEVEL ENVIRONMENTAL REGIONAL GROUP</p> <p>That, in order to address the identified environmental concerns/challenges, States cooperate towards establishment of a High Level Environmental Regional Group.</p>					