



International Civil Aviation Organization

Middle East Regional Monitoring Agency Board

Sixteenth Meeting (MIDRMA Board/16)
(Amman, Jordan, 14 – 16 January 2020)

Agenda Item 2: Follow-up on MIDANPIRG/17 and MIDRMA Board Conclusions and Decisions

**REVIEW OF THE MIDANPIRG/17 AND MIDRMA BOARD
CONCLUSIONS AND DECISIONS**

(Presented by the Secretariat)

SUMMARY

This paper presents MIDANPIRG/17 Conclusions and Decisions related to the MIDRMA and other current MIDRMA Board Conclusions and Decisions and the follow-up actions taken.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/17 Report
- MIDRMA Board/15 Report

1. INTRODUCTION

1.1 The Seventeenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/17) meeting held in Cairo, Egypt, 15 - 18 April 2019, reviewed and endorsed relevant MIDRMA Board Conclusions and Decisions.

1.2 The Fifteenth meeting of the Middle East Regional Monitoring Agency Board (MIDRMA Board/15) was held in Muscat, Oman, 29 – 31 January 2018. The meeting developed ten (10) Draft Conclusions and one (1) Draft Decision.

2. DISCUSSION

2.1 This paper provides the meeting with an update on the status of MIDANPIRG/17 Conclusions and Decisions related to the MIDRMA as well as on the current MIDRMA Board Draft Conclusions and Decisions. It shows also the follow-up actions taken by concerned parties.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the follow-up action on the list of Conclusions and Decisions as at **Appendix A**, and provide updates as appropriate.

APPENDIX A

FOLLOW-UP ACTION PLAN ON MIDANPIRG/17 CONCLUSIONS AND DECISIONS

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C. 17/2	<p>ANALYSIS OF LHDS</p> <p>That, as part of the MIDRMA Scrutiny Group activities, the MIDRMA conduct bilateral teleconferences with the MIDRMA ATC focal points to analyze the relevant LHDS and present a consolidated report to the MIDRMA Board or the ATM SG meetings for validation in order to finalize the SMR for endorsement by MIDANPIRG.</p>	To Facilitate the analysis and validation of LHDS	New means to analysis LHDS	MIDANPIRG/17	Apr. 2019	Completed
C.17/3	<p>PROCEDURE FOR THE FOLLOW-UP WITH STATES AND THE ISSUANCE OF WARNING RELATED TO RVSM APPROVED AIRCRAFT WITHOUT VALID HEIGHT-KEEPING PERFORMANCE MONITORING RESULTS</p> <p>That, the Procedure at Appendix 4C for the follow-up with States and the issuance of warning related to RVSM approved aircraft without valid height-keeping performance monitoring results, is endorsed.</p>	aircraft without valid height-keeping performance monitoring results	Procedure for follow-up on issuance of warning	MIDANPIRG/17	Apr. 2019	Completed

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C. 17/4	<p>MID RVSM SAFETY MONITORING REPORT CYCLE</p> <p>That, starting from 2018, the MID RVSM Safety Monitoring Report should be issued on annual basis (12 months) to facilitate tracking the risk trend of RVSM implementation in the MID Region.</p>	Change the SMR Cycle	Change the SMR Cycle to one year	MIDANPIRG	Apr. 2019	Completed
C. 17/5	<p>MID RVSM SMR 2019</p> <p>That,</p> <p>a) the FPL/traffic data for the period 1 – 31 August 2019 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2019);</p> <p>b) only the appropriate Flight Data form available on the MIDRMA website (www.midrma.com) should be used for the provision of FPL/traffic data to the MIDRMA; and</p> <p>c) the final version of the MID RVSM SMR 2019 be ready for presentation to and endorsement by MIDANPIRG/18 or ATM SG/6 meetings.</p>	To develop the MID SMR 2019	State Letter Traffic Data	ICAO States	Aug 2019 30 Sep. 2019	Actioned SL AN 6/5.10.15A-19/230 dated 25 July 2019
C. 17/6	<p>RVSM MINIMUM MONITORING REQUIREMENTS AND CONDITIONS</p> <p>That, the MIDRMA Member States be urged to:</p> <p>a) take necessary measures to ensure their aircraft operators fully comply with ICAO Annex 6 provisions related to long-term height monitoring requirements, based on the MMR Tables;</p> <p>b) comply with the MID RVSM MMR Conditions published in the MIDRMA website; and</p> <p>c) withdraw the RVSM Approvals of aircraft not complying with the State MMR before 1 July 2019.</p>	States to comply with Annex 6 provisions related to long-term height monitoring requirements	State Letter	ICAO	Jul. 2019	Actioned SL AN 6/5.10.15A-19/199 dated 1 July 2019

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C. 17/7	<p>MIDRMA BULLETIN OF NON-RVSM APPROVED AIRCRAFT</p> <p>That,</p> <p>a) the MIDRMA post on the MIDRMA website and share with the MIDRMA Board Members and focal points the Bulletin of non-RVSM approved aircraft on monthly basis; and</p> <p>b) States be encouraged to:</p> <p>i. develop a mechanism to identify the non-RVSM approved aircraft operating in the RVSM Airspace without compliance with Annex 6 provisions;</p> <p>ii. submit their RVSM traffic data including aircraft registrations to be used for the RVSM risk analysis; and</p> <p>iii. coordinate with the MIDRMA in case they are able to provide their RVSM traffic data on a monthly basis.</p>	<p>To identify the non-RVSM approved aircraft operating in the RVSM Airspace without compliance with Annex 6 provisions and that the MIDRMA to share the Bulletin of non-RVSM approved aircraft on monthly basis</p>	State Letter	ICAO	Jul 2019	<p>Actioned</p> <p>SL AN 6/5.10.15A-19/199 dated 1 July 2019</p>
C. 17/8	<p>MID RVSM SAFETY MONITORING REPORT (SMR) 2017</p> <p>That, the MID RVSM Safety Monitoring Report (SMR) 2017 is endorsed.</p>	MID SMR 2017	Endorsement of MID SMR 2017	MIDANPIRG	Apr. 2019	Completed
C. 17/9	<p>THIRD EDITION OF THE MID REGION AIR NAVIGATION REPORT (2018)</p> <p>That, the Third Edition of the MID Region Air Navigation Report (2018) is endorsed and be posted by the ICAO MID Office on the website.</p>					Completed

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C. 17/10	<p>MID REGION AIR NAVIGATION REPORT (2019)</p> <p>That,</p> <p>a) States be urged to provide the ICAO MID Office, with relevant data necessary for the development of the Fourth Edition of the MID Region Air Navigation Report (2019), by 1 December 2019; and</p> <p>b) the MID Region Air Navigation Report (2019) be presented to the MSG/7 for endorsement.</p>					
C. 17/12	<p>PUBLICATION OF FIR BOUNDARY POINTS</p> <p>That, States be urged to:</p> <p>a) take into consideration the Guidelines at Appendix 6.2B for the description of their FIR boundaries;</p> <p>b) review the Table ATM I-1 MID Region Flight Information Regions (FIRs)/Upper Information Regions (UIRs) at Appendix 6.2C and coordinate with neighboring States, as appropriate, the definition of common boundaries; and</p> <p>c) provide the ICAO MID Regional Office with their updates and comments before 15 August 2019.</p>	To populate the MID ANP Table ATM I-1	State Letter	ICAO	Jul 2019	Actioned SL AN 6/10-19/206 dated 2 July 2019
C. 17/18	<p>MID RDWG AND MID REGION ATS ROUTE CATALOGUE</p> <p>That, States be urged to:</p> <p>a) use the MID Route Development Working Group (MID RDWG) as the main platform to facilitate bilateral and multilateral coordination related to the improvement of the ATS Route Network and airspace management in the MID Region; and</p> <p>b) review the MID Region ATS Route Catalogue and take actions related to the implementation of the ATS proposals relevant to their FIRs.</p>	To use the RDWG as a platform for ATS route improvements	State Letter	ICAO	Jul 2019	Actioned SL AN 6/5.8-19/205 dated 2 July 2019

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C. 17/19	<p>SAFETY ASSESSMENTS DUE TO CONTINGENCY WITH IMPACT ON ATS ROUTE NETWORK</p> <p>That,</p> <p>a) Bahrain, Iran, Oman, Qatar and UAE be urged to provide the outcomes of their safety assessment of the contingency routes and/or changes to the ATS Routes Network to the ICAO MID Office by 15 June 2019, as well as the relevant data for the analysis of the disruption and its impact to the network;</p> <p>b) the ATM SG/5, with the MIDRMA support, carry out analyses of the data/inputs received from States to identify the challenges and agree on necessary measures to mitigate any safety risk; and</p> <p>c) conduct a lessons-learned session during the ATM SG/5 meeting with the participation of affected stakeholders reviewing the impact of the disruption to the network, allowing all stakeholders to present their views and feedback.</p>		State Letter	ICAO	Jul 2019	<p>Actioned</p> <p>SL AN 6/1.2.1-19/200 dated 2 Jul 2019</p> <p>Bullet b) and c) were not implemented due to non-provision of the safety assessment by all States as per bullet a).</p>
C. 17/20	<p>ENHANCED FRAMEWORK FOR THE MID CCT</p> <p>That,</p> <p>a) States intending to restrict traffic or close all or part of their airspace be urged to consider adequate time before affecting the required change to minimize traffic disruption;</p> <p>b) States, under the framework of the CCT, in coordination with airspace users, agree on interim guidance with a progressive set of flow measures to address the current Air Traffic Flow disruption caused by the closure of Pakistan airspace; and</p>	To enhance the CCT framework	Interim guidance	ATM SG	Dec 2019	This will be part of the work of the MID ATM Contingency Plan Action Group that should prepare a draft for the ATM SG/6 meeting

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	c) the ATM SG/5: <ul style="list-style-type: none"> i. develop guidelines on how extended disruptions in the network are to be managed in a balanced manner; and ii. enhance the notification and coordination process of contingency operations in the frame of the MID CCT, particularly for: <ul style="list-style-type: none"> - consistency of interrelated contingency information promulgated by more than one State; and - agreement on recovery plan for each contingency situation. 					
C. 17/21	<p>MID REGION GUIDANCE MATERIAL ON CIVIL/MILITARY COOPERATION AND IMPLEMENTATION OF FUA CONCEPT</p> <p>That, the ATM SG/5 develop draft guidance material related to Civil/Military Cooperation and implementation of FUA Concept, including State aircraft operations under Due Regard in particular over the high seas, to be coordinated with States before presentation to MIDANPIRG for endorsement.</p>	Guidance material for CIV/MIL Cooperation, FUA and due regard over high seas	Guidance material	ATM SG/5	Dec 2019	An Action Group composed of experts from Bahrain, Egypt, Iraq, Jordan, Oman, Qatar, Saudi Arabia, UAE and ICAO was established by the ATM SG/5 meeting through Decision 5/3 to draft, by 30 April 2020 , the guidance material

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C. 17/22	<p>MULTI-NODAL ATFM SOLUTION FOR THE MID REGION</p> <p>That,</p> <p>a) the Multi-Nodal Concept be implemented in the MID Region, as a first phase, which would be evolved to a centralized ATFM system in the future; and</p> <p>b) the ATFM Task Force develop the ATFM Concept of Operations for MID Region, accordingly, including the minimum flight data that should be exchanged by ATFM Units.</p>	ATFM Multi-Nodal Concept	ATFM Multi-Nodal Concept	MIDANPIRG	Apr. 2019	Completed
C. 17/23	<p>ACTION PLAN FOR THE IMPLEMENTATION OF ATFM IN THE MID REGION</p> <p>That,</p> <p>a) the Action Plan for the implementation of ATFM in the MID Region at Appendix 6.2J is endorsed; and</p> <p>b) States and Stakeholders to support the work of the ATFM Task Force and implement the actions relevant to them</p>	the Action Plan for the implementation of ATFM	the Action Plan for the implementation of ATFM	MIDANPIRG	Apr. 2019	Completed
C. 17/24	<p>ASSESSMENT OF THE MID REGION RVSM AIRSPACE STRUCTURE BASED ON THE EXPECTED TRAFFIC MOVEMENT FROM 1 NOVEMBER TO 31 DECEMBER 2022</p> <p>That, the MIDRMA assess the MID Region RVSM airspace structure based on the expected traffic movement during FWC2022 to identify peak periods, Hotspots, Bottlenecks, etc. based on the FPL/traffic data provided by Qatar.</p>	To assess the impact of the forecast increase of traffic due to FWC2022	Assessment	Qatar MIDRMA	May 2019 Aug 2019	Feedback required from MIDRMA and Qatar

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C. 17/25	<p>AMENDMENT OF THE MID REGION HIGH LEVEL AIRSPACE CONCEPT (MID DOC 004)</p> <p>That, the ATM SG/5 review and prepare a revised version of the MID Region High level Airspace Concept (MID Doc 004) taking into consideration the latest developments, in particular the outcome of MSG/6 and MIDANPIRG/16 and 17 meetings, for presentation to MIDANPIRG/18.</p>	Revised version of the MID Region High level Airspace Concept	Draft Revised version of the MID Region High level Airspace Concept	ATM SG/5	Dec 2019	A revised draft version was developed by the ATM SG/5 meeting that needs further improvements in coordination between ATM SG Secretariat and the States ATM Focal Point for presentation to ATM SG/6 or MIDANPIRG/18.
C. 17/30	<p>UPDATE OF THE GUIDANCE FOR AIDC/OLDI IMPLEMENTATION IN THE MID REGION (MID DOC 006)</p> <p>That, the ICAO MID Doc 006 - Guidance for AIDC/OLDI Implementation in the MID Region, Edition April 2019 is endorsed and be posted by the ICAO MID Office on the website.</p>					<p>Completed</p> <p>Endorsed by the MIDANPIRG/17 & RASG-MID/7 meeting and posted on the ICAO MID website.</p>

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
D. 17/45	<p>CHAIRMANSHIP OF MIDANPIRG AND SUBSIDIARY BODIES</p> <p>That, the MIDANPIRG Procedural Handbook be amended to reflect the following:</p> <p>“In case of absence of the Chairperson for two consecutive meetings, unless otherwise determined by special circumstances, the election of Chairperson should be included in the agenda of the second meeting for the election of a new Chairperson, unless otherwise decided by the meeting.”</p>					Completed
D. 17/46	<p>NEW EDITION OF THE MIDANPIRG PROCEDURAL HANDBOOK</p> <p>That, the Secretariat consolidate a new Edition of the MIDANPIRG Procedural Handbook, for review by the MSG/7 meeting before the formal endorsement by the MIDANPIRG/18 meeting.</p>					Completed

MIDRMA BOARD CURRENT DRAFT CONCLUSIONS AND DECISIONS					
CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE / TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>MIDRMA CONCLUSION 15/1: PAYMENT OF ARREARS TO THE MIDRMA PROJECT</p> <p><i>That, Iran, Kuwait, Lebanon, Syria and Yemen be urged to pay their arrears to the MIDRMA Project prior to 15 April 2018.</i></p>					Completed
<p>MIDRMA CONCLUSION 15/2: PAYMENT OF THE 2018 CONTRIBUTIONS</p> <p><i>That, States, that have not yet done so, pay their 2018 contributions to the MIDRMA Project prior to 30 March 2018, based on the invoices issued by ICAO TCB on 19 December 2017.</i></p>					Completed (To be closed)
<p>MIDRMA DECISION 15/3: REQUEST FOR THE TRANSFER OF USD 400,000 TO THE MIDRMA ACCOUNT IN BAHRAIN</p> <p><i>That, the MIDRMA Board Chairperson is delegated the authority to request the transfer of the amount of US\$ 400,000 from the MIDRMA account managed by ICAO HQ to the MIDRMA Bank account in Bahrain as follows:</i></p> <p><i>a) US\$ 200,000 by 1 April 2018; and</i></p> <p><i>b) US\$ 200,000 by 1 April 2019.</i></p>					<p>Completed</p> <p>1. The MIDRMA Letter of Request for transfer of USD 200,000 Dated 15 April 2018-Credited on 10 May 2018.</p> <p>2. The MIDRMA Letter of Request for transfer of USD 200,000 Dated 15 April 2019-Credited on 08 May 2019</p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE / TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>DRAFT CONCLUSION 15/1: MID RVSM SMR 2016</p> <p><i>That, as part of the MIDRMA scrutiny Group activities, the MIDRMA conduct bilateral teleconferences with the MIDRMA ATC focal points to analyze the relevant LHDs and present a consolidated report to the MIDRMA Board or the ATM SG meetings for validation in order to finalize the SMR for endorsement by MIDANPIRG.</i></p>					<p>Completed</p> <p>Replaced and superseded by MIDANPIRG Conclusion 17/2</p>
<p>DRAFT CONCLUSION 15/2: RVSM MINIMUM MONITORING REQUIREMENTS AND CONDITIONS</p> <p><i>That, the MIDRMA Member States be urged to:</i></p> <p><i>d) take necessary measures to ensure their aircraft operators fully comply with ICAO Annex 6 provisions related to long-term height monitoring requirements, based on the MMR Tables;</i></p> <p><i>e) comply with the MID RVSM MMR Conditions published in the MIDRMA website; and</i></p> <p><i>f) withdraw the RVSM Approvals of aircraft not complying with the State MMR before 1 September 2018.</i></p>					<p>Completed</p> <p>Replaced and superseded by MIDANPIRG Conclusion 17/6</p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE / TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>DRAFT CONCLUSION 15/3: MIDRMA BULLETIN OF NON-RVSM APPROVED AIRCRAFT</p> <p><i>That,</i></p> <p>c) <i>the MIDRMA post on the MIDRMA website and share with the MIDRMA Board Members and focal points the Bulletin of non-RVSM approved aircraft on monthly basis; and</i></p> <p>d) <i>States be encouraged to:</i></p> <p>iv. <i>develop a mechanism to identify the non-RVSM approved aircraft operating in the RVSM Airspace without compliance with Annex 6 provisions;</i></p> <p>v. <i>submit their RVSM traffic data including aircraft registrations to be used for the RVSM risk analysis; and</i></p> <p>vi. <i>coordinate with the MIDRMA in case they are able to provide their RVSM traffic data on a monthly basis.</i></p>					<p>Completed</p> <p>Replaced and superseded by MIDANPIRG Conclusion 17/7</p>
<p>DRAFT CONCLUSION 15/4: MID RVSM SAFETY MONITORING REPORT CYCLE</p> <p><i>That, starting from 2018, the MID RVSM Safety Monitoring Report should be issued on annual basis (12 months) to facilitate tracking the risk trend of RVSM implementation in the MID Region.</i></p>					<p>Completed</p> <p>Replaced and superseded by MIDANPIRG Conclusion 17/4</p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE / TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>DRAFT CONCLUSION 15/5: FPL/TRAFFIC DATA FOR THE MID RVSM SMR 2017</p> <p><i>That,</i></p> <p>a) <i>Iraq and Kuwait be urged to provide the FPL/traffic data for the period 1 – 30 September 2017 to the MIDRMA by 1 March 2018 using the Flight Data form available on the MIDRMA website (www.midrma.com); and</i></p> <p>b) <i>the draft version of the SMR 2017 be presented to the ATM SG/4 meeting for approval prior to the endorsement by MIDANPIRG/17 meeting.</i></p>					Completed
<p>DRAFT CONCLUSION 15/6: MID RVSM SMR 2018</p> <p><i>That,</i></p> <p>d) <i>the FPL/traffic data for the period 1 – 31 August 2018 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2018);</i></p> <p>e) <i>only the appropriate Flight Data form available on the MIDRMA website (www.midrma.com) should be used for the provision of FPL/traffic data to the MIDRMA; and</i></p> <p>f) <i>the final version of the MID RVSM SMR 2018 be ready for presentation to and endorsement by MIDANPIRG/18 or ATM SG/5 meetings.</i></p>					Completed