INTERNATIONAL CIVIL AVIATION ORGANIZATION

REPORT OF THE ELEVENTH MEETING OF THE MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP

MIDANPIRG/11

(Cairo, Egypt 9-13 February 2009)

The views expressed in this Report should be taken as those of the Regional Planning and Implementation Group and not of the Organization. This Report will, however, be submitted to the ICAO Council and any formal action taken will be published in due course as a Supplement to the Report

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

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PART I: HISTORY OF THE MEETING

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1. PLACE AND DURATION

1.1 The Eleventh Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/11) was hosted by the Egyptian Ministry of Civil Aviation and held at the Fairmont Heliopolis Hotel in Cairo, Egypt from 9 to 13 February 2009.

2. OPENING

2.1 Mr. Mohamed R. Khonji, ICAO Regional Director, Middle East Office, Cairo, expressed his sincere gratitude to the Egyptian Ministry of Civil Aviation in general and especially to H.E. Air Marshall. Ahmed Shafiq, Minister of Civil Aviation, and also to Pilot Mr. Emad Sallam, Chairman of the Egyptian Civil Aviation Authority (ECAA) and General Ahmed Said, Chairman of National Air Navigation Services Company (NANSC) for attending the opening session and hosting the MIDANPIRG/11 Meeting and for the excellent hospitality provided to all the participants. He introduced and welcomed Mrs. Nancy Graham, D/ANB, ICAO Headquarters in Montreal and thanked her for attending the MIDANPIRG/11 Meeting.

2.2 In his opening remarks, Mr. Khonji indicated that the Middle East (MID) Region being at the crossroads between three Continents (Africa, Asia and Europe), plays an important role in air navigation safety. He further expressed his gratitude to MID region experts who have contributed to the implementation strategies, recommendations and projects and highlighted that through the various contributions, air navigation in the region has continued to be safe and has become economical and more efficient.

2.3 Mr. Khonji highlighted the latest changes related to the membership of MIDANPIRG, as approved by the ICAO Council, as well as the changes to the accreditation area of the ICAO MID Regional Office which have been approved by the Secretary General of ICAO in 2008.

2.4 Talking about improvement of the efficiency of MIDANPIRG, which is one of the most important objectives of the MIDANPIRG Steering Group (MSG), Mr. Khonji recalled that the MSG/1 meeting held in Dubai, UAE from 1 to 3 July 2008 came out with a number of Draft Conclusions and Decisions to be presented to the meeting. In this regard, he pointed out that a good progress has been achieved with regard to the implementation of MIDANPIRG/10 Decision 10/4 "***Paperless Meetings***"; however he indicated that there's still room for improvement.

2.5 Mr. Khonji indicated that the First DGCA meeting for the Accredited States of the MID Region would be organised in 2010, in order to set up the priorities for the region, agree on certain projects, and address at the highest level other issues, in particular the long standing air navigation deficiencies, with a view to ensure the safety of air navigation in the region and improve the efficiency.

2.6 Pilot Mr. Emad Sallam, Chairman of the Egyptian Civil Aviation Authority (ECAA), welcomed all participants to Cairo wishing them a successful meeting and a pleasant stay in Cairo. He thanked ICAO for the good cooperation and preparation for the meeting and re-iterated Egypt's commitment to provide continuous support to the ICAO MID Regional Office and MIDANPIRG.

2.7 Mrs. Nancy Graham, D/ANB, ICAO HQs, addressed the meeting. She extended her thanks also to the Egyptian Ministry of Civil Aviation for hosting the MIDANPIRG/11 meeting. Mrs. Graham indicated that after several years of transition, ICAO is emerging as a performance-based Organization. She highlighted that the performance framework has been developed and projects have been put into place to assist States with the transition. She further underlined that it is for the regional aviation communities to undertake the next step and measure the progress being made.

2.8 Mrs. Graham indicated that the performance framework and performance measurement, which represent the fundamental concepts that will help aviation move forward safely and efficiently, received a strong boost at the Special AFI RAN Meeting where, for the first time in ICAO's history, a comprehensive report was produced containing a set of proposed work programmes based on performance objectives with measurable outcomes and metrics.

2.9 Mr. Abdullah N. Al-Harthy, Chairman of MIDANPIRG thanked the Egyptian Civil Aviation Authority for hosting the meeting, welcoming all delegates and wishing them a fruitful meeting.

3. ATTENDANCE

3.1 The meeting was attended by a total of eighty-two (82) participants, which included experts from fourteen (14) States (Bahrain, Egypt, Iraq, Iran (Islamic Republic of), Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria, U.A.E. and U.S.A.) and eight (8) International Organizations (AACO, ACAC, EUROCONTROL, IACA, IATA, FALPA and Jeppesen). The list of participants is at pages 8-28.

4. OFFICERS AND SECRETARIAT

4.1 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. J. Faqir	-	Deputy Regional Director (DEPRD)
Mrs. N. Abdel Hady	-	Regional Officer, Aerodrome and Ground Aids (AGA)
Mr. M. Smaoui	-	Regional Officer, Aeronautical Information Charts/Meteorology (AIS/MET)
Mr. R. A. Gulam	-	Regional Officer, Communications, Navigation and Surveillance (CNS)
Mr. S. Machobane	-	Regional Officer, Air Traffic Management and Search and Rescue (ATM/SAR)

4.2 The meeting was also supported by Mr. Dimitar Ivanov, Regional Officer Meteorology (MET) from the ICAO EUR/NAT Office, Paris and Mr. Hindupur Sudarshan, Regional Programme Officer from the Air Navigation Bureau of ICAO Headquarters in Montreal.

5. LANGUAGE

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

6. AGENDA

6.1 The following Agenda was adopted:

STRATEGIC OBJECTIVE	AGENDA ITEM
A, C, D and E	Agenda Item 1: Adoption of the Provisional Agenda and election of Chairpersons
A, C, D and E	Agenda Item 2: Follow-up on the outcome of MIDANPIRG/10 Meeting 2.1 Review of action taken by the ANC on the Report of MIDANPIRG/10 2.2 Review status of MIDANPIRG/10 Conclusions and Decisions
A, C, D and E	Agenda Item 3: Global, Inter and Intra-Regional Activities
D	Agenda Item 4: Procedural/Managerial Issues 4.1 Increasing the effectiveness of PIRGs 4.2 Increasing the efficiency of MIDANPIRG 4.3 Review and update of MIDANPIRG Procedural Handbook
A, C, D and E	Agenda Item 5: Regional Air Navigation Planning and Implementation 5.1 AOP 5.2 ATM/SAR 5.3 AIS/MAP 5.4 CNS 5.5 CNS/ATM 5.6 MET 5.7 Traffic Forecasting
A and D	Agenda Item 6: Air Navigation Deficiencies and Safety matters
D	Agenda Item 7: Future Work Programme
_	Agenda Item 8: Any other business

7. 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

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CONCLUSION 11/3: *INCREASING THE EFFICIENCY OF MIDANPIRG*

CONCLUSION 11/4: *IMPROVING THE EFFICIENCY OF THE ICAO MID FORUM*

DECISION 11/ 5: *ADOPTION OF MIDANPIRG PROCEDURAL HANDBOOK FOURTH EDITION – FEBRUARY 2009*

CONCLUSION 11/6: *ACTION PLAN FOR THE IMPLEMENTATION OF CERTIFICATION OF AERODROMES IN THE MID REGION*

CONCLUSION 11/7: *ACTION PLAN FOR THE ESTABLISHMENT OF STATE'S SAFETY PROGRAMME AND ACCEPTABLE LEVEL(S) OF SAFETY TO BE ACHIEVED*

CONCLUSION 11/8: *REPORTING OF AIRCRAFT ACCIDENTS AND INCIDENTS AT AERODROMES*

CONCLUSION 11/9: *ACTION PLAN FOR THE IMPLEMENTATION OF SAFETY MANAGEMENT SYSTEM FOR AERODROME OPERATIONS*

CONCLUSION 11/10: *DEVELOPMENT OF RUNWAY INCURSION PREVENTION PROGRAMME AT MID AERODROMES*

CONCLUSION 11/11: *ESTABLISHMENT OF "PAVEMENT SURFACE MAINTENANCE PROGRAMME" AND "CORRECTION PROGRAMME FOR THE REMOVAL OF RUBBER BUILD-UP ON RUNWAYS" IN THE MID REGION*

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PART II: REPORT ON AGENDA ITEMS

AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA AND ELECTION OF CHAIRPERSONS

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA AND ELECTION OF CHAIRPERSONS

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

1.2 In accordance with the MIDANPIRG Procedural Handbook, Third Edition – April 2007, Part III, para. 6.1, "*the Chairperson, the First Vice-Chairperson and Second Vice-Chairperson of the Group should assume their functions at the end of the meeting at which they are elected and serve for two cycles unless otherwise re-elected, in which case the term would be limited to one additional cycle only*".

1.3 Accordingly, the meeting recalled that Mr. Abdullah N. Al-Harthy from Oman has been acting as the Chairperson of MIDANPIRG since the sixth meeting of MIDANPIRG (MIDANPIRG/6) in September 2000. The meeting thanked Mr. Al-Harthy for his good work and excellent leadership of MIDANPIRG for 6 consecutive meetings.

1.4 The meeting recalled also that Mr. Mohamed Al-Alawi, who retired lately from the General Authority of Civil Aviation (GACA) Saudi Arabia, has been acting as First Vice Chairman of MIDANPIRG since the First meeting of MIDANPIRG in November 1994. The meeting extended thanks to Mr. Al-Alawi for his support and contributions to the 10 previous MIDANPIRG meetings.

1.5 The meeting also noted that Mr. Mohamed Sadegh Dayjoori from Iran had been acting as the Second Vice-Chairperson of MIDANPIRG since the eight meeting of MIDANPIRG in September 2003 and has been replaced later on by Mr. Ahmad Momeni Rokh also from Iran. Consequently thanks were also extended to the Iranian representatives for their support and contributions.

1.6 In accordance with the above, the meeting proceeded to the election of new Chairpersons. Based on recommendation by Lebanon, supported by Bahrain and Egypt, the meeting unanimously elected Mr. Hamad Al-Aufi from Saudi Arabia as the new Chairperson of MIDANPIRG and according assured Mr. Al-Aufi of its support.

1.7 Mr. Khaled Chamieh from Lebanon and Mr. Saleem Mohamed Hassan from Bahrain were also elected unanimously as the First Vice-Chairperson and Second Vice Chairperson of MIDANPIRG, respectively.

AGENDA ITEM 2: FOLLOW-UP ON THE OUTCOME OF MIDANPIRG/10 MEETING

REPORT ON AGENDA ITEM 2: FOLLOW-UP ON THE OUTCOME OF MIDANPIRG/10 MEETING

2.1 REVIEW OF ACTION TAKEN BY THE ANC ON THE REPORT OF MIDANPIRG/10

2.1.1 The Meeting was presented with actions taken by the Air Navigation Commission (ANC) during their review and approval of the Report of the tenth Meeting of MIDANPIRG held in Doha, Qatar, from 15 to 19 April 2007. The Meeting noted the specific actions taken by the ANC, and the follow-up by the States and Secretariat on Conclusions and Decisions of the Meeting as contained in **Appendix 2A** to the Report on Agenda Item 2.

2.1.2 The meeting noted that, in response to Conclusion 10/7, a draft working version of the MID Air Navigation Plan has been published in e-format and available on GIS portal.

2.1.3 With reference to Conclusion 10/21, the meeting was informed that the ANC concurred with the view of MIDANPIRG. Additionally, the Commission endorsed the relevant proposed amendments for Annex 15 — Aeronautical Information Services which will be submitted to Council for adoption in March 2009. The proposal on the promulgation of aerodrome certification in the AIP is expected to be finalized as a part of Amendment 35 to Annex 15 with applicability date of 19 November 2009.

2.1.4 The meeting was pleased to know that the ANC agreed with the use of email to enhance communications between the AIS community as a whole, and supported the amendment to Annex 15 to include this AIS email addresses in the AIP (Conclusion 10/50 refers). This task will be a part of Amendment 36 to Annex 15, with applicability date in 2010.

2.1.5 With regard to Conclusion 10/52, the meeting noted that the Commission discussed the need to develop specifications and clear provisions related to the eAIP content (Conclusion 10/52 refers) and agreed that a uniform approach to structure, presentation and format will be beneficial to all States. It was agreed that this item be included in the work programme of the Secretariat. In the meantime, eAIP was addressed by the First meeting of the AIS-AIM Study Group held in December 2008 in Montreal. This task will be a part of Amendment 36 to Annex 15, with applicability date in 2010.

2.1.6 Referring to licensing of AIS personnel (Conclusion 10/53 refers), the ANC recalled that a similar conclusion was formulated by 13th Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/13) and that the Commission, during its review of the report of GREPECS/13, recognized that the competency of personnel involved in safety critical activities was paramount, but that such competencies could be achieved without licensing.

2.1.7 The Meeting thanked the ANC for their valuable guidance on various activities of the MIDANPIRG and that it would be taken into account in the development of ongoing work programme of the Region.

2.2 REVIEW STATUS OF MIDANPIRG/10 CONCLUSIONS AND DECISIONS

2.2.1 At each MIDANPIRG meeting, an update on the status of the Conclusions and Decisions emanating from the previous MIDANPIRG meeting is carried out, highlighting follow-up actions taken by concerned parties.

2.2.2 The meeting recalled that the Third MIDANPIRG Member States meeting (MMS/3) held in Jeddah, from 4 to 6 September 2006 highlighted the need that each MIDANPIRG subsidiary body should review the MIDANPIRG Conclusions/Decisions related to its Terms of Reference (TOR) and decide whether to maintain, remove or replace these Conclusions/Decisions with more up-to-date ones.

2.2.3 Furthermore, the meeting noted the outcome of the First meeting of MIDANPIRG Steering Group (MSG/1) held in Dubai, UAE, 1-3 July 2008 in particular the outcome related to the handling and processing of Conclusions/Decisions where MSG/1 agreed that MIDANPIRG/10 Conclusions/Decisions which were considered current by the appropriate MIDANPIRG subsidiary bodies should be presented to MIDANPIRG/11 for endorsement as MIDANPIRG/11 Conclusions/Decisions (with new numbers i.e. Conclusion 11/XX) and associated follow-up action plan should be formulated with clear tasks, specific deliverables and defined target dates. Further more MSG/1 agreed that 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.

2.2.4 The meeting was presented with the list of Conclusions and Decisions emanating from MIDANPIRG/10 meeting as at **Appendix 2A** to the Report on Agenda Item 2 and noted with appreciation the follow-up actions taken by ICAO secretariat pursuant to those Conclusions and Decisions which resulted in completion of the majority of tasks assigned to ICAO within the defined target dates.

2.2.5 The meeting noted with concern the feedback from States related to replies to the ICAO MID Regional Office State Letters and surveys/questionnaires, to the tasks assigned to them and to the status of implementation of ICAO SARPs, ANP provisions, action plan for the elimination of air navigation deficiencies, etc, is far from expectations

2.2.6 Based on the above the meeting 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.

MIDANPIRG/11
Appendix 2A to the Report on Agenda Item 2

FOLLOW-UP ACTION ON MIDANPIRG/10 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~**DEC. 10/1: MIDANPIRG STEERING GROUP (MSG)**~~ ~~That,~~ ~~a) the MIDANPIRG Steering Group (MSG) is established with Terms of Reference as at **Appendix 4A** to the Report on Agenda Item 4; and~~ ~~b) the MSG supersedes and replaces MIDANPIRG Member States (MMS).~~	Conduct MSG meetings Follow up Work Programme in accordance with the approved TORs	ICAO	MSG Meeting Reports	Dec. 2008	Completed
~~**DEC. 10/2: REVISED MIDANPIRG RGANIZATIONAL STRUCTURE**~~ ~~That, with a view to increase MIDANPIRG efficiency, MIDANPIRG Organizational Structure is updated as **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 Meetings Reports	Apr. 2007 Dec. 2008	Completed Replaced by MIDANPIRG/11 Dec.11/2
~~**CONC. 10/3: PRESENTATION OF WORKING PAPERS (WPS) TO MIDANPIRG**~~ ~~That, to the extent possible:~~ ~~a) only those subjects which are mature enough (discussed within the appropriate MIDANPIRG subsidiary body) be presented to MIDANPIRG; and~~ ~~b) States and International Organizations refrain from presenting WPs of technical nature directly to MIDANPIRG.~~	Follow up with States and International Organizations	ICAO States International Organizations	Subjects of technical nature are presented to the appropriate MIDANPIRG Subsidiary Bodies	Dec. 2008	Completed Procedural Handbook amended

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~**CONC. 10/4: PAPERLESS MEETINGS**~~ ~~That, with the objective to reduce printing and distribution costs of the MID Regional Office, to the extent possible:~~ ~~a) All meetings of MIDANPIRG (including meetings of Sub-Groups, Working Groups and Task Forces, etc.) be conducted in paperless format whereby all meetings documentation and working papers are made available on the MID Regional Office website and/or the MID Forum; and~~ ~~b) meeting reports and Amendment Proposals to the Air Navigation Plan of the MID Region be posted on the MID Regional Office website.~~	Conduct paperless meetings	ICAO	Electronic WPs/IPs, Meeting Reports and ANP/FASID Amendment Proposals	Sep. 2007	Completed Procedural Handbook amended
~~**CONC. 10/5: SECONDMENT OF NATIONAL EXPERTS TO THE MID REGIONAL OFFICE**~~ ~~That, States are encouraged to make available seconded personnel to the MID Regional Office for the purpose of helping in the performance of MIDANPIRG activities/Work Programme.~~	Follow up with States	States	Seconded personnel	TBD	Closed
~~**DEC. 10/6: ADOPTION OF MIDANPIRG PROCEDURAL HANDBOOK, THIRD EDITION – APRIL 2007**~~ ~~That, The MIDANPIRG Procedural Handbook, Third Edition dated April 2007 is adopted.~~	Finalize the Procedural Handbook	ICAO	Third Edition of the Procedural Handbook	Apr. 2007	Completed Replaced by MIDANPIRG/11 Dec. 11/5

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~**CONC. 10/7: MID BASIC ANP AND FASID (DOC 9708)**~~ ~~That, with a view to have the final version of the MID BASIC ANP and FASID (Doc 9708) published prior to 31 December 2007:~~ ~~a) the ICAO MID Regional Office, on behalf of MIDANPIRG, initiate all necessary Amendment Proposals to the MID Basic ANP and FASID, prior to 31 May 2007, in order to update the AIS, AOP, ATM, CNS and MET regional requirements and reflect the changes made to the FASID Tables; and~~ b) ICAO allocate sufficient resources and higher priority for the publication of Doc 9708 in English and Arabic versions, 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	Jun. 2007 Dec. 2007	Completed Replaced and superseded by MIDANPIRG/11 Conc.11/13.
~~**CONC. 10/8: EGNOS STUDIES IN THE MID REGION**~~ ~~That, European Space Agency (ESA) and GNSS Supervisory Authority (GSA) define the EGNOS architecture and feasibility of using additional Ranging Integrity Monitoring Stations (RIMS) for achieving APV and to support the regional cost benefits analysis in the MID Region.~~	Follow-up with ESA and GSA Cost benefit analysis (CBA)	ICAO States	ESA and GSA inputs CBA Reports	May 2008 Sept. 2008	Replaced and superseded by MIDANPIRG/11 Conc.11/68

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 10/9: REVISED STRATEGY FOR THE IMPLEMENTATION OF GNSS IN THE MID REGION That, the Revised Strategy for the Implementation of GNSS in the MID Region is to be amended as shown at Appendix 5.1A to the Report on Agenda Items 5.1.	Implementation of the Strategy.	GNSS TF CNS/ATM/ IC SG	GNSS TF/6 Report CNS/ATM/IC SG/4 Report	Jul. 2007 Sep. 2008	Replaced and superseded by MIDANPIRG/11 Conc.11/67
~~**CONC. 10/10: COORDINATION OF GNSS ACTIVITIES**~~ ~~That,~~ ~~a) all GNSS activities are to be coordinated in order to be inline with the MID Region GNSS Strategy;~~ ~~b) MID States:~~ ~~i) share experience gained during demos, test bed trials and implementation;~~ ~~ii) provide input to the GNSS Task Force;~~ ~~iii) are encouraged to participate in the GNSS Research and Development in a coordinated manner; and~~ ~~iv) designate GNSS focal points and send their contact details to the ICAO MID Regional Office prior to 31 May 2007.~~	Follow up the R&D Participate in GNSS TF and CNS/ATM/IC SG meetings Designate Focal Points	ICAO States GNSS TF	State Letter Updated R&D results posted on the MID Forum Updated List of GNSS focal points GNSS TF/6 Report CNS/ATM/IC SG/4 Report	Jun. 2007 TBD Jun. 2007 Jul. 2007 Sep. 2008	Completed
~~**DEC. 10/11: REVISED TERMS OF REFERENCE AND WORK PROGRAMME FOR THE GNSS TASK FORCE**~~ ~~That, the revised Terms of Reference and Work Programme of the GNSS Task Force is adopted as at Appendix 5.1B to the Report on Agenda Item 5.1.~~	Follow up of the Work Programme	GNSS TF CNS/ATM/IC SG	GNSS TF/6 Report CNS/ATM/IC SG/4 Report	Jul. 2007 Sept 2008	Replaced and superseded by MIDANPIRG/11 Dec. 11/66

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~**CONC. 10/12: PARTICIPATION IN THE GNSS TF MEETINGS**~~ ~~That,~~ ~~a) MID States are urged to participate more actively in the work of the GNSS TF meeting; and~~ ~~b) ICAO MID Regional Office is to send invitation to organization that can support GNSS TF Work Programme~~	Participate in GNSS TF	States ICAO	Sufficient number of experts Invitation letter	Jun. 2007 May 2007	Completed
CONC. 10/13: MID REGION STRATEGY FOR THE IMPLEMENTATION OF THE GLOBAL PLAN INITIATIVES (GPIS) That, the MID Region Strategy for the implementation of the Global Plan Initiatives (GPIs) be adopted as at Appendix 5.1C to the Report on Agenda Item 5.1.	Implementation of Strategy	ICAO States MIDANPIRG Subsidiary Bodies	Feedback from States National Plans Status of implementation of GPIs	Jun 2008	Replaced and superseded by MIDANPIRG/11 Conc.11/70
CONC. 10/14: IMPLEMENTATION OF WORK PROGRAMME IN SUPPORT OF STRATEGIC PERFORMANCE OBJECTIVES That, in support of the evolution from a systems-based approach to a performance-based approach to planning and implementation of air navigation, the following projects are to be reflected in the MID Region implementation plan: a) Improvement of the MID ATS route structure (FUA, dynamic and flexible ATS route management, improved Civil/Military coordination, etc); b) enhancement of MID States' TMA management; c) MID RMA operations continuity; d) support of the introduction and implementation of SMS in the MID States;	Follow up progress on each project	ICAO States MIDANPIRG Subsidiary bodies AOP SG to follow implementation of action plans.	Feedback on each project	2nd half of 2009	On going Replaced and superseded by MIDANPIRG/11 Conc.11/70

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
e) development of MID States' contingency plans; f) improvement of the quality and efficiency of aeronautical information services provided by MID States; g) provision of eTOD by MID States; h) establishment of Initial FPL Processing System (IFPS) in the MID Region; i) implementation of ATN in the MID Region; j) improvement of communication infrastructure; k) implementation of GNSS; l) implementation of Certification of aerodromes and SMS at aerodromes in the MID Region; m) preparedness to accommodate NLAs at some existing/new aerodromes in the MID Region; n) support the establishment and implementation of Runway surface pavement maintenance programme in the MID Region; o) enhancement of Runway incursion prevention programme; and p) enhancement of surface movement guidance and control systems (SMGCS) at MID Aerodromes.					
CONC. 10/15: MID REGION STRATEGY FOR THE IMPLEMENTATION OF ADS-B That, a) MID States, in collaboration with the airspace users, are encouraged to develop and implement ADS-B trials programme, when cost-benefit models warrant it; and ~~b) the Strategy at **Appendix 5.1D** to the Report on Agenda Item 5.1 is endorsed as the MID Region Strategy for the implementation of ADS-B.~~	Implementation of Strategy Follow-up of ADS-B trials activity	Users Service providers; ICAO CNS SG/2 CNS/ATM/IC SG	Feedback from States on ADS-B trials Report of the CNS/ATM/IC SG/4 Meeting Report CNS SG/2	Sep. 2008 Sep. 2008 Nov. 2008	Replaced and superseded by MIDANPIRG/11 Conc.11/69 Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 10/16: FANS 1/A ACTIVITIES IN THE MID REGION That, MID States, in coordination with users, are encouraged to implement FANS 1/A (ADS-C/CPDLC) as an interim solution, until a fully ATN compliant ADS/CPDLC system is made available.	Follow-up trials, demonstrations and implementation activities	States Users Data link service providers	FANS 1/A Trials and Feed Back from States on FANS 1/A activities	Sept. 2008	Replaced and superseded by MIDANPIRG/11 Conc.11/63
~~**CONC. 10/17: SURVEY RELATIVE TO THE IMPROPER HANDLING OF FPLS AND ASSOCIATED ATS MESSAGES**~~ ~~That,~~ ~~a) the methodology for the identification of causes of improper handling of FPLs and associated ATS messages at **Appendix 5.1E** to the Report on Agenda Item 5.1 is endorsed; and~~ ~~b) MID States are to carry out a survey relative to the improper handling of FPLs and associated ATS messages based on this methodology for a period of at least one month~~	Carryout survey and analyze results	ICAO States CNS/SG CNS/ATM/IC ATM/SAR/AIS	State Letter Survey Replied Analysis of Result	Jun. 2007 TBD TBD	Completed
CONC. 10/18: ESTABLISHMENT OF AN INTEGRATED INITIAL FPL PROCESSING SYSTEM (IFPS) IN THE MID REGION That, a) MID States designate their IFPS focal points and send their contact details to the ICAO MID Regional Office prior to 31 May 2007; b) the IFPS focal points participate in the finalization of the feasibility study for the implementation of an IFPS in the MID Region, to be finalized by Bahrain; and	Designate focal points Follow up the progress on the finalization of the Study Coordination with Eurocontrol	States ICAO Bahrain CNS SG/1 CNS/ATM/ICSG	State Letter Updated list of focal points Regulatory framework definition	Jun. 2007 Sep. 2007 Sep. 2008	Completed Completed On going. Replaced and superseded by MIDANPIRG/11 Conc.11/61

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
c) coordination be carried out with Eurocontrol with a view to benefit from their experience and expertise in the implementation of an IFPS, including the development of a regulatory framework.			Study finalized	TBD	
DEC. 10/19: IMPLEMENTATION OF CERTIFICATION OF AERODROMES That, MID States that have not yet certified their international aerodromes, are urged to do so and: a) establish an appropriate regulatory framework and a criteria for the certification of aerodromes; b) develop an Aerodrome Manual for each international aerodrome insuring that it includes a safety management system prior to granting the aerodrome certificate; and c) certify all its International Aerodromes insuring that they continue meeting certification obligations.	Comply with the Conclusion and, Follow-up with concerned States	ICAO States AOP SG	State letter Feedback from States (Report of AOP SG/6 Meeting) Detailed action plan	Completed Completed 2nd half of 2009	Replaced and superseded by MIDANPIRG/11 Conc.11/6
~~**DEC. 10/20: STATUS OF IMPLEMENTATION OF CERTIFICATION OF AERODROMES**~~ ~~That, MID States not fully implementing certification of each of their international aerodromes is required to:~~ ~~a) provide the rationale for non implementation;~~ ~~b) advise if ICAO assistance is needed; and~~ ~~c) provide information on the expected date for fully certifying each of their international aerodrome.~~	Completed	ICAO States AOP SG/6	Conduct of ICAO Survey Response from States Analysis Report	Sep. 2007	Survey was conducted on second half of 2007. Replaced and superseded by MIDANPIRG/11 Conc.11/6

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~**CON C. 10/21: PROMULGATION OF INFORMATION ON CERTIFICATION OF AERODROMES IN THE STATE AIP**~~ ~~That, ICAO considers amendment of Annex 15 with a view to specify a section/table within the Aerodrome Part of the AIP for the promulgation of the information related to certification of aerodromes.~~	Completed	ICAO HQ	Amendment to Annex 15	(Envisaged for applicability on 2009).	Proposal for amendment was endorsed by ANC expected for Council adoption on March 2009
~~**CON C. 10/22: 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 establish and implement an effective "Pavement Surface Maintenance Programme" and a "Correction Programme for the Removal Of Rubber Build-Up on Runways" on a continuous basis~~	Ongoing Follow-up with concerned States	ICAO States AOP SG	State letter Feedback from States (Report of AOP SG/6 Meeting) Detailed action plan	Completed Completed 2nd half of 2009	Replaced and superseded by MIDANPIRG/11 Conc.11/11
~~**CONC. 10/23: ASSISTANCE OF MID STATES IN ELIMINATING DEFICIENCIES IN AERODROME OPERATIONAL SERVICES**~~ ~~That, ICAO considers organizing a workshop/seminar on one of the following subjects: Aerodrome Rescue and Fire Fighting, Aerodrome Emergency Plan, Removal of Disabled Aircraft, Apron Management and Surface Movement Guidance and Control System (SMGCS).~~	Completed	States ICAO	Seminar Recommendations & comments	14-16 May 2008	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DEC. 10/24: MID ATS ROUTE NETWORK That, ~~a) the Secretariat initiates action, in accordance with established procedures, for the amendment of the MID Basic ANP Table ATS 1 to reflect the changes at Appendix 5.3A to the Report on Agenda Item 5.3; and~~ b) the list of Future ATS Route requirements at Appendix 5.3B to the Report on Agenda Item 5.3, be used within the framework of the ATM/SAR/AIS Sub Group for future improvements of the MID ATS route network**.**	Update the MID Basic ANP Radical review of the MID ATS route network	ICAO MID Office	MID Basic ANP Amendment Proposal Revised/enhanced MID ATS route network	Jun. 2007 Dec. 2007	Completed. Replaced and superseded by MIDANPIRG/11 Conc.11/16
CONC. 10/ 25: CIVIL/MILITARY COORDINATION That, with a view to ensure effective/optimum civil/military co-ordination and joint use of airspace with a maximum degree of safety, regularity and efficiency of international civil air traffic, States which have not yet done so, are urged to: a) Implement Assembly Resolution A35-14 Appendix P and the provision of Annexes 2, 11 and 15 as well as LIM MID (COM/MET/RAC) RAN Meeting 1996, Recommendations 2/9, 2/10 and 2/13; b) give due consideration to the urgent establishment of civil/military coordination bodies for airspace management and air traffic control; c) 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 d) ensure that the Military authorities are:	Implement the Conclusion Conduct Seminar	States ICAO	State Letter Civil/Military coordination Seminar Input from States	Jul. 2007 Oct. 2008 TBD	SL AN 6/27 – 240 dated 15 July 2007. Seminar held May 2008 On going. Replaced and superseded by MIDANPIRG/11 Conc.11/33

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
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.					
CONC. 10/26: COORDINATION OF FLIGHTS OPERATING OVER HIGH SEAS That, taking into consideration that the Convention on International Civil Aviation shall be applicable only 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 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 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 5.3C to the Report on Agenda Item 5.3.	Implement Conclusion Conduct seminar	States ICAO MID Regional Office IATA	State letter Civil/ Military coordination seminar Input from States	Jul. 2007 Oct. 2008 Ongoing	Completed Replaced and superseded by MIDANPIRG/11 Conc.11/34

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 10/27: UNCOORDINATED FLIGHTS OVER THE RED SEA AREA That, a) the procedures at Appendix 5.3D to the Report on Agenda Item 5.3 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 its effort in 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 be informed of and comply with the agreed procedures; and 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 5.3C to the Report on Agenda Item 5.3.	Implement Conclusion Conduct seminar	States ICAO MID Regional Office IATA	State letter Civil/ Military coordination seminar Input from States	Jul. 2007 Oct. 2008 TBD	Completed Completed Ongoing. Replaced and superseded by MIDANPIRG/11 Conc.11/ 35

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~**CONC. 10/28: INITIAL SET UP AND ADMINISTRATIVE MANAGEMENT OF THE MID RMA**~~ ~~That,~~ ~~a) Bahrain pays for the initial set up of the MID RMA without waiting for MID States contributions and the cost is recovered through the agreed funding mechanism, in coordination with the ICAO Technical Cooperation Bureau; and~~ ~~b) Bahrain is responsible for the administrative management of the MID RMA.~~	Follow up with Bahrain and the MID RMA	MID RMA Board and ICAO	MID RMA Board meeting reports	Ongoing	Completed (will be included in the MID RMA Manual)
~~**DEC. 10/29: ESTABLISHMENT OF THE MID RMA BOARD**~~ ~~That,~~ ~~a) a MID RMA Board is established with Terms of Reference (TOR) as at **Appendix 5.3J** to the report on agenda item 5.3; and~~ ~~b) the MID RMA Board is to be composed of a focal point nominated by each Member State.~~	Follow up the MID RMA Board activities and work programme	ICAO States	MID RMA Board meeting reports	Ongoing	Completed (will be included in the MID RMA Manual)
~~**CONC. 10/30: MEMBERSHIP OF THE MID RMA**~~ ~~That,~~ ~~a) Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, Syria and Yemen committed themselves to participate in the MID RMA project; 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:~~	Follow up with UAE to join the MID RMA	MID RMA Board and ICAO	UAE joins the MID RMA	TBD	Completed Replaced and superseded by MIDANPIRG/11 Conc.11/17

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~i. invited to join the MID RMA Project; and~~ ~~ii. is to be exempted from the payment of contributions for the first ten (10) years of operation of the MID RMA.~~					
~~**CONC. 10/31: EUROCONTROL SUPPORT TO THE MID RMA**~~ ~~That,~~ ~~a) the Eurocontrol support for the set up and operation of the MID RMA is appreciated; and~~ ~~b) the good cooperation between the MID RMA and Eurocontrol be continued~~	Continue the good cooperation with Eurocontrol	MID RMA and Eurocontrol	Good cooperation continued	Ongoing	Completed
~~**CONC. 10/32: MID RMA PROJECT**~~ ~~That,~~ ~~a) the MOA at Appendix 5.3G to the Report on Agenda Item 5.3 constitute the legal document related to the establishment, funding and management of the MID RMA; and~~ ~~b) the Custodian Agreement between ICAO, the MID RMA Board and Bahrain at Appendix 5.3H to the Report on Agenda Item 5.3, signed by the ICAO Secretary General, the Under Secretary for Civil Aviation Affairs of Bahrain and the MID RMA Board Chairman on behalf of the MID RMA participating States, represents the legal document which describes the support functions provided by ICAO in the MID RMA project.~~	Follow up the implementation of the clauses of the MOA and Custodian Agreement	MID RMA Board and ICAO	MID RMA Board meeting reports	Ongoing	Completed (will be included in the MID RMA Manual)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~**CONC. 10/33: FUNDING MECHANISM OF THE MID RMA**~~ ~~That,~~ ~~a) the activities of the MID RMA be ensured through contributions from all MID RMA Member States, which could be recovered in accordance with ICAO Policies on charges for Airports and Air Navigation Services (Doc 9082), in coordination with IATA;~~ ~~b) Bahrain, Egypt, Iran, Oman and Saudi Arabia pay 15% each of the yearly operating budget of the MID RMA;~~ ~~c) Jordan, Kuwait, Lebanon, Syria and Yemen pay 5% each of the yearly operating budget of the MID RMA;~~ ~~d) the budget estimate for the MID RMA operation for each year be prepared/approved by the MID RMA Board before 30 April;~~ ~~e) the MID RMA participating States pay their contributions on a yearly basis not later than 1 November of each year based on the invoices issued by ICAO;~~ ~~f) the MID RMA Board Chairman, in compliance with the Custodian Agreement and based on the agreed funding mechanism and the estimation of the yearly operating budget of the MID RMA, be delegated the authority to certify on behalf of the MID RMA Participating States the requests for advance payment to the MID RMA on 1 December of each year;~~ ~~g) the bills related to the MID RMA expenses be certified by the MID RMA Board chairman and reviewed by the MID RMA Board at each of its meetings;~~	Follow up the implementation of the Funding mechanism	MID RMA Board and ICAO	Funding mechanism implemented	Ongoing	Completed (will be included in the MID RMA Manual)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~h) in case the contributions for one year exceed the yearly cost for the operation and management of the MID RMA, the difference be deducted from the contributions of the next year(s); and~~ ~~i) the MID RMA funding mechanism be revised by the MID RMA Board when necessary.~~					
~~**CONC. 10/34: MID RMA PROJECT ACTION PLAN/TIMELINES**~~ ~~That,~~ ~~a) the MID RMA Project Action Plan/Timelines is updated by the MID RMA Board as at Appendix 5.3K to the Report on Agenda Item 5.3; and~~ ~~b) concerned parties take necessary measures to expedite the implementation of the required actions on a timely manner.~~	Follow up the implementation of the Action Plan	MID RMA Participating States MID RMA Board ICAO	Action Plan implemented in a timely manner	Ongoing	Completed
CONC. 10/35: REQUIREMENTS FOR PROVISION OF DATA TO THE MID RMA That, considering the on-going requirement for RVSM safety assessment in the MID Region: a) States not providing the required data to the MID RMA, in accordance with the requirements of safety monitoring agencies, be included in the MIDANPIRG List of air navigation deficiencies; b) the MID RMA ensure that the requests for provision of data are extended to MID States' RVSM Programme Managers and their Alternates in order to carry out the necessary internal coordination and speed up the process of collection of data; and	Follow up the implementation of the Conclusion	MID RMA States ICAO	Data provided to the MID RMA as required	Ongoing	Ongoing. Replaced and superseded by MIDANPIRG/11 Conc.11/21

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
c) States ensure that good communication and cooperation between the RVSM Programme Managers and the MID RMA Board Members is established and observed.					
~~**CONC. 10/36: SPECIAL BAGHDAD FIR COORDINATION MEETING**~~ ~~That, with a view to address coordination issues between Iraq and its adjacent States, a Special Baghdad FIR Coordination Meeting be organized under the aegis of ICAO with the attendance of Bahrain, Iraq, Iran, Jordan, Kuwait, Saudi Arabia, Syria, Turkey, IATA, IFALPA, FAA, the Combined Forces Air Component Commander (CFACC) and the MID RMA.~~	Conduct the meeting	ICAO Iraq and adjacent States	Report of the meeting	2nd Q 2008	Completed
~~**CONC. 10/37: FLEXIBLE HANDLING OF TRAFFIC INTENDING TO USE THE RVSM AIRSPACE**~~ ~~That, in accordance with the provisions of the ATC Manual for a Reduced Vertical Separation Minimum (RVSM) in the MID Region, and with a view to enhance the safety and efficiency of air navigation in the MID Region:~~ ~~a) States are urged to refrain from taking actions unilaterally to systematically penalize the flights intending to use the RVSM airspace when:~~ ~~i) there's a doubt about the aircraft's RVSM approval status (missing of letter "W" from the FPL); or~~ ~~ii) the FPL was not received; and~~ ~~b) States are invited to show more flexibility in dealing with this issue.~~	Follow-up with concerned States	States IATA	Reports from IATA Input from States	Dec.2007	Some progress noted (Saudi Arabia and UAE); No reports received from IATA. Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~**CONC. 10/38: MID RVSM OPERATIONS SAFETY ASSESSMENT**~~ ~~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 x 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 x 10 9 fatal accidents per flight hour;~~ ~~c) Safety Objective 3: address any safety related issues raised in the SMR by recommending improved procedures and practices; and~~ ~~d) Safety Objective 4: 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 4 safety objectives	MID RMA EUROCONTROL MIDANPIRG	SMR 2007-2008	Sep. 2008	Replaced and superseded by MIDANPIRG/11 Conc.11/22
~~**CONC. 10/39: STATUS OF MID RVSM SAFETY OBJECTIVES**~~ ~~That, the RVSM operations within the airspace of the MID RMA Member States:~~ ~~a) Met safety objectives #1, #3 and #4; and~~ ~~b) had not been possible to assess against safety objective #2.~~	Finalize the SMR 2006	MID RMA States ICAO	SMR 2006 finalized and sent to States	Jun. 2007	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 10/40: 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 (monthly); ii) altitude deviations of 300 ft or more (monthly); iii) ATC/ATC coordination failures (monthly); and iv) traffic data (as requested by the MID RMA); d) the MID RMA coordinate with Bahrain, Oman, Saudi Arabia, Syria and Yemen for the recording and analysis of radar data, as and when required.	Follow up the implementation of the Conclusion	MID RMA States ICAO	Data provided to the MID RMA as required	Ongoing	Ongoing Replaced and superseded by MIDANPIRG/11 Conc.11/21
~~**CONC. 10/41: MID RVSM SAFETY MONITORING REPORT FOR 2007-2008**~~ ~~That,~~ ~~a) the MID RVSM Safety Monitoring Report (SMR) for 2007-2008 be ready before 1 September 2008; and~~ ~~b) the FPL/traffic data for the month of November 2007 be used for the development of the SMR 2007-2008.~~	Provide requested data to the MID RMA Develop the SMR 2007-2008	MID RMA States	Data provided as requested SMR 2007-2008 developed	Ongoing Sep. 2008	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~**CONC. 10/42: ESTABLISHMENT OF THE RVSM/PBN TASK FORCE**~~ ~~That,~~ ~~a) the RVSM and RNP/RNAV Task Forces are merged; and~~ ~~b) the TOR of the new established RVSM/PBN Task Force are at Appendix 5.3L to the Report on Agenda Item 5.3.~~	Conduct the RVSM/PBN TF/1 meeting	ICAO	Report of RVSM/PBN TF/1	Dec.2007	Replaced and superseded by MIDANPIRG/11 Conc.11/66
DEC. 10/43: MID REGION PBN STRATEGY That, the RVSM /PBN Task Force: a) follow up the developments related to Performance Based Navigation (PBN); and b) develop a MID Region strategy to implement the PBN concept.	Conduct a PBN Seminar and the RVSM/PBN TF/1 meeting	ICAO RVSM/PBN TF	Seminar Report of the meeting MID Region PBN Strategy	Nov. 2007 Dec. 2007 Dec. 2007	Completed Completed Completed. Replaced and superseded by MIDANPIRG/11 Conc. 11/73
DEC. 10/44: ESTABLISHMENT OF A MID REGION SSR CODE STUDY GROUP That, the MID Region SSR Code Study Group is established with the Terms of Reference as at Appendix 5.3M to the Report on Agenda Item 5.3.	Conduct the meeting(s)	ICAO	Report of the meeting(s) Guidance material	Dec. 2007	Completed Superseded by MIDANPIRG/11 Conc.11/24

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 10/45: DEVELOPMENT AND PROMULGATION OF CONTINGENCY PLANS That, a) States are urged to develop and promulgate contingency plans in accordance with Annex 11 and Annex 15 provisions; b) ICAO MID Office carry out a survey on the status of development and promulgation of contingency plans in the Region; c) States use the template at Appendix 5.3N to the Report on Agenda Item 5.3 for the development and promulgation of contingency plans; and d) the relevant subsidiary bodies of MIDANPIRG revise their Terms of Reference (TOR) to include the development of regional guidance material leading to a MID Regional Contingency Plan for ATM including supporting CNS elements	Carry out the survey and analyze the results	ICAO States	State Letter Survey replies Analysis of results	Jun. 2007 Aug. 2007 Dec. 2007	Completed Completed Completed Replaced and superseded by MIDANPIRG/11 Conc.11/29
CONC. 10/46: 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.);	Follow-up with States Conduct a Seminar	ICAO States	State Letter Seminar Input from States	Jun. 2007 Sep. 2007 Mar. 2008	Completed Completed Ongoing Replaced and superseded by MIDANPIRG/11 Conc.11/36

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
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.					
CONC. 10/47: USE OF THE ENGLISH LANGUAGE AND 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	Follow-up with States Conduct a Seminar	ICAO States	State Letter Seminar Input from States	Jun. 2007 Sep. 2007 Mar. 2008	Replaced and superseded by MIDANPIRG/11 Conc.11/37

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
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.					
CONC. 10/48: SEARCH AND RESCUE (SAR) AGREEMENTS That, with a view to strengthen search and rescue cooperation and coordination: a) States are urged to sign SAR agreements with their neighbouring States; and b) the model of SAR agreement available in the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR Manual) as at Appendix 5.3O to the Report on Agenda Item 5.3, be used to guide States in the development of their own SAR agreements.	- Urge States to sign SAR agreements - Conduct Seminar	ICAO States	State Letter Seminar SAR agreements signed	Jun. 2007 Oct. 2008 Dec. 2008	Completed Completed Ongoing Replaced and superseded by MIDANPIRG/11 Conc.11/30
CONC. 10/49: 406 MHZ BEACON REGISTRATION DATABASE (IBRD) That, MID States are: a) urged to require ELT owners and users of 121.5/243 Mhz ELTs to upgrade to 406 Mhz ELT as soon as possible and in any case before 1 February 2009; b) urged to require ELT owners to register their 406 Mhz ELTs in the IBRD database; and c) invited to designate an IBRD focal point and request Cospas-Sarsat to allocate the designated person a user identification and password in order to access the IBRD database and take advantage of the service available.	Follow up with States	ICAO States	State Letter Input from States on registration of 406 MHz ELTs in the IBRD database	Sep. 2007 Dec. 2008	Completed Superseded by MIDANPIRG/11 Conc.11/31

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~**CONC. 10/50: USE OF EMAIL TO ENHANCE COMMUNICATION BETWEEN THE AIS COMMUNITY IN THE MID REGION**~~ ~~That, with a view to enhance the communication between the AIS Community in the MID Region:~~ ~~a) States, that have not yet done so, publish in their AIP (para. GEN 3.1.1) their AIS email address, as soon as possible; and~~ ~~b) ICAO consider the amendment of Annex 15 Appendix 1, para. GEN 3.1.1 to add such requirement.~~	Comply with the Conclusion	ICAO HQ States AIS/MAP TF	Appropriate provisions in Annex 15 Feed back from States and users	TBD TBD	Completed
CONC. 10/51: ADVANCE POSTING OF THE AIRAC INFORMATION ON THE WEB That, in order to improve the timeliness of aeronautical information, MID States are invited to arrange for the advance posting of AIRAC information on the web, before dissemination of the official hardcopies of the AIP Amendment/ Supplement.	Comply with the Conclusion	States AIS/MAP TF	Feed back from States and users	Feb. 2008	Replaced and superseded by MIDANPIRG/11 Conc.11/39
CONC. 10/52: ELECTRONIC AIP (eAIP) That, a) pending the development of Global eAIP provisions, MID States, that have not yet done so, publish their Integrated Aeronautical Information Package in PDF/HTML format on a CD-ROM, without discontinuing the provision of the information in hardcopy; and b) in order to prevent proliferation of eAIP formats, ICAO consider developing necessary specifications and clear provisions related to the eAIP content, structure, presentation and format.	Comply with the Conclusion	States ICAO HQ	States publish their eAIP. ICAO issue appropriate provisions in Annex 15 related to eAIP	Feb. 2008 TBD	Replaced and superseded by MIDANPIRG/11 Conc.11/48

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~**CONC. 10/53: 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, ICAO consider the introduction of the licensing of the AIS/MAP personnel as a Recommended Practice in Annex 1.~~	Follow up with ICAO HQ	ICAO HQ	Appropriate provisions in Annex 1	TBD	Replaced and superseded by MIDANPIRG/11 Conc.11/47
CONC. 10/54: METHODOLOGY FOR THE IMPLEMENTATION OF QMS WITHIN MID STATES' AISS That, States that have not yet implemented a QMS within their AIS, are urged to apply the methodology at Appendix 5.4A to the Report on Agenda Item 5.4.	Follow up with concerned States	ICAO States AIS/MAP TF	State Letter Feed back from States	Jul. 2007 Feb. 2008	Replaced and superseded by MIDANPIRG/11 Conc.11/46
~~**DEC. 10/55: ESTABLISHMENT OF A QMS IMPLEMENTATION ACTION GROUP**~~ ~~That, the QMS implementation Action Group is established with Terms of Reference as at Appendix 5.4B to the Report on Agenda Item 5.4.~~	Follow-up the activities of the Action Group	ICAO	Feedback from the Action Group reported to the AIS/MAP TF	Feb. 2008	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 10/56: ROADMAP FOR THE IMPLEMENTATION OF eTOD REQUIREMENTS That, MID States: a) develop their plans related to the implementation of eTOD requirements; and b) communicate their implementation roadmap to the ICAO MID Regional Office, prior to 15 June 2007, specifying clearly if they would encounter any difficulty to comply with the dates of applicability.	Follow up with States	ICAO States	State Letter Action Plan/ Roadmap for the implementation of eTOD received from States Report of eTOD WG/1 meeting	Jun. 2007 Jun. 2007 Jul. 2007	Replaced and superseded by MIDANPIRG/11 Conc.11/43
CONC. 10/57: COLLABORATIVE APPROACH FOR THE IMPLEMENTATION OF eTOD REQUIREMENTS That, in order to expedite the implementation of eTOD requirements, MID States: a) develop a high level policy for the management of a national eTOD programme; b) define clearly the responsibilities and roles of the different Administrations within and outside the Civil Aviation Authority in the implementation process (AIS, Aerodromes, Military, National Geographic and Topographic Administrations/Agencies, etc); and c) secure the necessary resources for the eTOD programme.	Comply with the Conclusion	States	National eTOD Programme defined and managed.	Jul. 2007	Replaced and superseded by MIDANPIRG/11 Conc.11/43

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~**DEC. 10/58: ESTABLISHMENT OF AN eTOD WORKING GROUP**~~ ~~That, for harmonization and coordination of eTOD implementation activities on a regional basis, the electronic Terrain and Obstacle Data Working Group is established with Terms of Reference as at Appendix 5.4D to the Report on Agenda Item 5.4.~~	Creation of the eTOD WG Follow up the work programme	ICAO States	Report of meeting Guidance material	Jul. 2007 Feb. 2008	Completed
CONC. 10/59: FOLLOW UP ON THE OUTCOME OF THE MID eTOD SEMINAR That, a) the recommendations of the MID eTOD Seminar at Appendix 5.4E to the Report on Agenda Item 5.4 be studied by the concerned MIDANPIRG subsidiary bodies (eTOD WG, AIS/MAP TF, ATM/SAR/AIS SG and CNS/ATM/IC SG); and b) necessary follow-up action is to be taken by States and ICAO with a view to implement them.	Follow up on the recommendations of the MID eTOD Seminar	eTOD WG AIS/MAP TF States ICAO	Reports of meetings Follow-up actions taken, as appropriate	Jul. 2007 Feb. 2008	Replaced and superseded by MIDANPIRG/11 Conc.11/43
~~**CONC. 10/60: FOLLOW UP ON THE OUTCOME OF THE GLOBAL AIS CONGRESS**~~ ~~That, ICAO with the support of States and international organizations, take necessary follow-up action, as soon as possible, to implement the Recommendations of the Global AIS Congress.~~	Follow up developments in ICAO HQ	ICAO HQ	Amendment of Annex 4 and Annex 15, as appropriate	TBD	Completed (AIS-AIM SG established)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~**CONC. 10/61: AIS/MAP TIMELINES FOR THE MID REGION**~~ ~~That, the AIS/MAP Timelines for the MID Region be updated as at Appendix 5.4G to the Report on Agenda Item 5.4.~~	Follow up the timelines	AIS/MAP TF	Updated Timelines Feed back from States	Feb. 2008 Feb. 2008	Completed (updated Timelines developed)
~~**DEC. 10/62: REVISED TERMS OF REFERENCE AND WORK PROGRAMME 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 5.4H to the Report on Agenda Item 5.4.~~	Follow up the work programme	AIS/MAP TF	Report of AIS/MAP TF/4	Mar. 2008	Replaced and superseded by MIDANPIRG/11 Dec.11/54
~~**CONC. 10/63: ORGANIZATION OF COMMUNICATION INFRASTRUCTURE SEMINAR**~~ ~~That, MID States:~~ ~~a) support ICAO MID Regional Office in organizing Communication Infrastructure Seminar/Workshop during year 2007 by hosting this event; and~~ ~~b) participate in the Seminar/Workshop by sending their appropriate experts.~~	Seminar Agenda Hosting State defined Participate in event	ICAO ICAO/States States	Final Agenda Participants List Seminar Recommendations	Aug. 2007 Sept. 2007 Nov. 2007	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 10/64: IMPLEMENTATION OF IPS BASED ATN That, MID States: a) consider the developments towards an IPS based ATN internet and to take these into account when considering developing plans for upgrading the aeronautical communications infrastructure; and b) update the ICAO MID Regional Office with their ATN and AMHS Plans.	Follow up development at ACP States Plans prepared States AMHS addressing	ICAO States	IPS based ATN documentation States updated Plans Updated AMHS register	Sep. 2007 Sep. 2007 Sep. 2007	On going. Replaced and superseded by MIDANPIRG/11 Conc.11/57
~~**CONC. 10/65: TERMS OF REFERENCE OF THE AD HOC ACTION GROUP**~~ ~~That, the Terms of Reference and Work Programme of the Ad Hoc Action Group is adopted as, at **Appendix 5.5A** to the Report on Agenda Item 5.5.~~	Follow-up work programme	States Ad-Hoc Action Group	Updated list of experts Group Report	Jun. 2007 Sep. 2007	On going. Replaced and superseded by MIDANPIRG/11 Conc.11/56
~~**CONC. 10/66: SUPPORT ICAO POSITION FOR WRC 07**~~ ~~That, MID States:~~ ~~a) support ICAO position during the ITU WRC 07; and~~ ~~b) Civil Aviation Authorities, aviation experts participate with their national delegations to the ITU, WRC 07.~~	States delegate expert Support to experts	States ICAO HQ	Sufficient CA experts Coordination during WRC	Oct. 2007	Completed
CONC. 10/67: FUTURE SUPPORT FOR ICAO POSITION WITH REGARD TO WRC That, a) the Ad-Hoc Action Group for the support of Aeronautical Frequency Bands; is to follow-up the developments related to ICAO position regarding future ITU in order to highlight it to the MID States; and	Follow up developments	Ad-hoc Action Group CNS SG/2	Ad-Hoc Action Group reports	Nov. 2008	Ongoing. Replaced and superseded by MIDANPIRG/11 Conc.11/56

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
b) MID States Civil Aviation Authorities, experts participate with their appropriate ministerial delegations in the drafting of the national radio plans in the support of ICAO position.					
~~**CONC. 10/68: MID VSAT PROJECT FINALIZATION**~~ ~~That, in order to expedite the implementation of the MID VSAT Project, concerned MID States commit themselves to the project, by signing the Memorandum of Understanding (MOU) leading to form a structure for managing the MID VSAT Project.~~	MOU ready	ICAO HQ States CNS SG/2	Draft MOU CNS SG/2 Report	Sept 2007 Nov. 2008	Completed. Replaced and superseded by MIDANPIRG/11 Conc.11/55
~~**DEC. 10/69: DISSOLVING THE CNS/MET SUB-GROUP AND ESTABLISHMENT OF A CNS SUB-GROUP AND A MET SUB-GROUP**~~ ~~That,~~ ~~a) the CNS/MET Sub-Group is dissolved; and~~ ~~b) a separate CNS Sub-Group and a separate MET Sub-Group are established.~~	Conduct CNS SG/1 and MET SG/1 meetings and follow up work programmes	ICAO States	CNS SG/1 Report MET SG/1 Report	Sep. 2007 Jul. 2008	Completed
~~**DEC. 10/70: DISSOLUTION OF THE AFS/ATN TASK FORCE**~~ ~~That, the AFS/ATN Task Force is dissolved and its work programme is to be incorporated in to that of CNS Sub-Group.~~	TF dissolved Work programme carry out	CNS SG/1	CNS SG/1 Report	Sept. 2007	Completed
~~**CONC. 10/71: INTERNATIONAL SADIS SEMINAR**~~ ~~That, the SADIS Provider State be invited to consider arranging, in coordination with ICAO, an international SADIS seminar in the MID Region to support the transition to~~	Coordination with SADIS Provider State	ICAO HQ	SADIS Seminar	TBD	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~the SADIS Second Generation (2G) service~~					
CONC. 10/72: MID REGION VOLCANIC ASH TEST That, a) the MID Regional Office issue a State letter to review the MET and ATS procedures to raise the awareness of the volcanic ash problem; b) the Volcanic Ash Advisory Centre (VAAC) Toulouse is invited to carry out a test once a year on the issuance of volcanic ash SIGMETs; and c) the MET Sub-Group monitor the results of the test and take the appropriate action.	Implement the conclusion	ICAO VAAC Toulouse MET SG	State letter Test on issuance of volcanic ash carried out	Jun. 2008	Replaced and superseded by MIDANPIRG/11 Conc.11/78 & Conc.11/79
~~**CONC. 10/73: FUTURE OF THE FASID TABLES MET 2A AND MET 2B**~~ ~~That,~~ ~~a) in view of the similarity of the requirements contained in FASID Table MET 2A and Annex 1 to the SUG, and in the interest of ensuring the currency of the requirements for OPMET exchange at all times, the content of the MID FASID Table MET 2A be limited to the appropriate URL address of the SADISOPSG website: (i.e. www.icao.int/anb/sadisopsg); and~~ ~~b) the FASID Table MET 2B be deleted from the MID FASID.~~ ~~Note. — It is important to retain the provisions related to SIGMET in the BORPC and MET provisions of the ANP.~~	Process amendment proposal to the MID FASID	ICAO	Amendment proposal	Jun. 2007	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~**CONC 10/74: FUTURE OF THE FASID TABLE MET 1A**~~ ~~That, the content of the MID FASID Table MET 1A:~~ ~~a) be simplified by deleting Column 6 ("area of coverage of charts") and Column 7 ("AFTN routing areas of destination"); and~~ ~~b) be available only through the global database "Forecasts (TAF and TREND) to be issued at international aerodromes" to which a URL address is provided under the heading of the FASID Table MET 1A.~~	Process amendment proposal to the MID FASID	ICAO	Amendment proposal	Jun. 2007	Completed
CONC 10/75: UPDATED TRAFFIC FORECASTING REQUIREMENTS IN THE MID REGION That, a) ~~Membership of the Traffic Forecasting Sub-Group shall include all members of MIDANPIRG and that meetings of the Sub-Group shall be open to all MID States;~~ b) the Secretariat coordinate with other international and regional organizations, including IATA, with a view to establishing a MID database to support regional traffic forecasting activities; c) 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;	Implement the conclusion The Sub-Group to meet and establish the database Secretariat to coordinate with States Updated information to be provided by States	ICAO, States & IATA TF SG & Secretariat States & ICAO	Meeting of the Sub-Group (Data format agreed) Reminder State Letter	On-going TBD May 2007	Replaced and superseded by MIDANPIRG/11 Conc.11/85

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
d) MID States continue to avail required FIR and other data 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; and e) ~~the Secretariat continue organizing workshops, seminars and other training programmes with a view to upgrading regional traffic forecasting capabilities.~~	Secretariat to coordinate with States	States & Secretariat ICAO & States	State Letter TF Workshop to be hosted by Bahrain	May 2007 Oct. 2007	
~~**CONC. 10/76: ENHANCEMENT OF MID REGION'S AIR NAVIGATION DEFICIENCY DATABASE**~~ ~~That, ICAO MID Regional Office provide searching feature for the MID Air Navigation Deficiency database on the website.~~	Implement the conclusion	ICAO MID Office	Searching feature for MID AN Def. Database is provided		Completed
CONC. 10/77: 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 increase their efforts to overcome the delay in mitigating air navigation deficiencies identified by MIDANPIRG and explore ways and means to eliminate deficiencies; c) MID States experiencing difficulties in financing the elimination of safety-related deficiencies may wish to take advantage of the funding opportunity offered by the International Financial Facility for Aviation Safety (IFFAS);	Follow-up implementation of the conclusion	States ICAO Users IFFAS	Concerned States eliminate their air navigation deficiencies	Nov. 2008	Ongoing Replaced and superseded by MIDANPIRG/11 Conc.11/86

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
d) users of air navigation facilities and services in the MID Region report to the ICAO MID Regional Office when the remedial action on a deficiency has been taken, and e) ICAO continues to provide assistance to States for the purpose of rectifying deficiencies; and when required, States request ICAO assistance through Technical Co-operation Programme and/or Special Implementation Projects (SIP).					
CONC. 10/78: ENHANCEMENT OF MID STATES' CAPABILITIES FOR SAFETY OVERSIGHT That, in order to improve aviation safety in the MID Region; MID States are urged to enhance their individual safety oversight capabilities and ensure the establishment and management of a sustainable safety oversight system.	Comply with the Conclusion	States	National safety oversight system is established and managed by each MID State	TBD	Ongoing Replaced and superseded by MIDANPIRG/11 Conc.11/87
CONC. 10/79: REGIONAL COOPERATION FOR SAFETY OVERSIGHT That, MID States: a) cooperate bilaterally and/or jointly as a group of States to make the appropriate arrangements in order to strengthen their safety oversight capabilities; and b) that have not yet done so, are encouraged to become a member of a COSCAP Programme.	Implement the Conclusion	States	Appropriate arrangements in order to strengthen their safety oversight capabilities is in place	TBD	Ongoing Replaced and superseded by MIDANPIRG/11 Conc.11/87
~~**CONC. 10/80: REPORTING MECHANISM AND SHARING OF SAFETY-RELATED INFORMATION**~~ ~~That, MID States:~~ ~~a) update their legislation to support a "just culture" reporting environment as part of their safety programme;~~	Urge States to comply with the Conclusion	ICAO States	State Letter Update list of focal points	Sept 2007 Nov. 2007 TBD	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~b) develop and implement non-punitive reporting mechanisms as part of their safety programme for the identification of hazards and assessment of risks in order to implement appropriate mitigating measures;~~ ~~c) designate focal points to whom operators can send incident reports for investigation and resolution and from whom they could request information for clarification purpose; and~~ ~~e) share information on ATS incidents and accidents.~~			Reports from States		
CONC. 10/81: SURVEY ON ATS SAFETY MANAGEMENT That, a) MID States that have not yet done so, are urged to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS; b) ~~in order to obtain information from MID States regarding the status of implementation of SMS within their Air Traffic Services and/or the difficulties they face to implement the required system, ICAO MID Regional Office carry out a survey on the implementation of SMS; and~~ c) MID States take advantage of the SMS guidance material available and training courses offered by ICAO.	- Carry out the survey and analyze the results - Conduct SMS Training Course	ICAO States	Training Course State Letter Survey replies Analysis of results	May 2007 Jul. 2007 Nov. 2007 Dec. 2007	Completed Completed Completed Completed, however MIDANPIRG/11 agreed to continue to interact with States in order to verify the status of implementation. Replaced and superseded by MIDANPIRG/11 Conc.11/38

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 10/82: IMPLEMENTATION OF SAFETY MANAGEMENT AT AERODROME OPERATIONS That, MID States are urged to: a) establish a Safety Programme in order to achieve an acceptable level of safety in aerodrome operations; and b) ensure that a certified aerodrome operator implements a Safety Management System acceptable to the State as part of its Safety Programme.	Comply with the Conclusion and, Follow-up with concerned States	ICAO States AOP SG	State letter Feedback from States (Report of AOP SG/6 Meeting) Detailed action plan	Completed Completed 2nd half of 2009	Replaced and superseded by MIDANPIRG/11 Conc.11/8 & Conc.11/9
~~**CONC. 10/83: REQUIREMENTS FOR THE IMPLEMENTATION OF SMS IN VARIOUS AIR NAVIGATION FIELDS**~~ ~~That, taking into consideration that the implementation of Safety Management System (SMS) is a fundamental tenet for the improvement of overall aviation safety; ICAO consider development of new provisions in its appropriate Annexes requiring the implementation of SMS in various air navigation fields.~~	Follow up with ICAO HQ	ICAO HQ	New ICAO SMS provisions developed for other safety related areas	TBD (Envisaged for applicability for Amendments to Annexes 6, 11, 13 & 14 on 19 Nov. 2009 and for Amendments to Annexes 1 & 8 on 18 November 2010).	Amendment proposals to Annex 1, Annex 6, Parts I and III, Annex 8, Annex 11, Annex 13 and Annex 14, Volume I, to harmonize and extend provisions relating to safety management were circulated to All States (Ref. SL: AN 12/51-07/74 dated 07 Dec. 2007).

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
~~**DEC 10/84: CHANGE OF AIR NAVIGATION SAFETY WORKING GROUP TO AIR NAVIGATION SAFETY SUB-GROUP**~~ ~~That,~~ ~~a) the Air Navigation Safety Working Group (ANS WG) is changed to Air Navigation Safety Sub-Group (ANS SG); and~~ ~~b) the Terms of Reference and Work Programme of the ANS Sub-Group are updated accordingly~~	Update of MIDANPIRG Procedures Handbook & TOR	ICAO	Changing Group name and approval of TOR	Apr. 2007	Completed

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AGENDA ITEM 3: GLOBAL, INTER AND INTRA-REGIONAL ACTIVITIES

REPORT ON AGENDA ITEM 3: GLOBAL, INTER AND INTRA-REGIONAL ACTIVITIES

3.1 Overview of GANP and GASP

3.1.1 The meeting received an overview of Global Air Navigation Plan (GANP) and Global Aviation Safety Plan (GASP) developed by ICAO. The meeting noted that subsequent to the work done by ICAO to harmonize safety and efficiency planning on a global basis, the 36th Session of ICAO Assembly resolved (A 36-7: ICAO Global Planning for safety and efficiency refers) that these global plans shall provide the framework in which regional, sub regional, national implementation plans will be developed and implemented thus ensuring harmonization and coordination of efforts aimed at improving international civil aviation safety and efficiency. The meeting agreed to make use the two documents GASP and GANP as the basis for its efficiency and safety work programme.

3.2 Considering the Environmental Effects from Civil Aviation

3.2.1 The meeting noted that although the contribution of aviation emissions to total global Carbon dioxide (CO_2) emissions was relatively small, scheduled air traffic was currently growing at a rate of 5.8% per year and was projected to grow at a rate of 4.6% per year through 2025. This growth raised questions on the future contributions of aviation activity to climate change and on the most effective way of addressing those emissions in a future climate agreement. ICAO had been focusing on environmental issues since 1968, primarily through the Committee on Aviation Environmental Protection (CAEP). The meeting was informed that CAEP Working Group 2 – Operations (WG2) was in the process of updating and augmenting the guidance provided in *Operational Opportunities to Minimize Fuel Use and Reduce Emissions* (ICAO Circular 303), in coordination with relevant ICAO Panels.

3.2.2 It was noted that CAEP WG2 had also defined an Independent Expert (IE) process, to examine and make recommendations for noise, oxides of nitrogen (NOx) and fuel burn goals with respect to operational improvements in the mid and long terms. The IE Panel would work in close collaboration with the ICAO Secretariat, ICAO Panels and other groups and organizations involved in the definition and implementation of CNS/ATM systems based on the Doc 9750 and Doc 9854 to support this effort.

3.2.3 Recognizing that a balance of operational and technological improvements were needed to address aviation environmental issues, CAEP Working Group 3 – Emissions Technical (WG3) was working to develop fuel burn engine and airframe technology goals for the mid and long terms that would consider the effects of ‘major technologies’ on fuel burn and efficiency, as well as combinations of improvements from aircraft and engines.

3.2.4 The meeting noted that a Carbon Emissions Calculator that estimates CO_2 emissions from air travel was available on the ICAO website (www.icao.int), and that the Group on International Aviation and Climate Change (GIACC) would develop and recommend to the Council a Programme of Action and common strategy on international aviation and climate change.

3.2.5 Furthermore, the meeting noted that while ICAO was working towards the development of greenhouse gas reduction measures and other goals at the global level, implementation of such measures took place at the regional and local levels. Acknowledging the high-level objectives set by ICAO, the meeting recognized the need to keep environmental issues in mind when planning and implementing regional air navigation systems including new routes and terminal procedures and was advised that CAEP would be kept informed of developments in the region so as to support the assessment of the environmental benefits

3.3 **Outcome of ICAO Special RAN Meeting**

3.3.1 The meeting received a report on the outcome of the Special Africa-Indian (AFI) Ocean Regional Air Navigation (RAN) Meeting held on 24-29 November 2008 in Durban, South Africa. The AFI RAN meeting consisted of a General Committee and two technical committees (Safety Committee and Efficiency Committee). The approach to the work of this Special RAN Meeting was different from past RAN meetings. Most noticeably, this meeting dealt extensively with safety. In the field of efficiency, a review and amendment of the Regional Air Navigation Plan was not undertaken.

3.3.2 The meeting noted that the Secretariat proposed a work programmes with timelines, based on achieving performance objectives, in accordance with the Global Air Navigation Plan (GANP), the Global Aviation Safety Plan (GASP).

3.3.3 The meeting noted the issues that were of interest to MID Region, which includes:

a) Under Safety segment: development of regional safety indicators; improvements in the level of implementation of the eight critical elements; establishing Regional Accident Investigation Organizations; filing of air traffic services incident reports by air operators; adoption of performance framework forms as a management tool for developing, implementing and monitoring the activities and projects designed to resolve safety deficiencies; and implementation of ADREP/ECCAIRS or compatible software as a regional safety reporting tool.

b) Under efficiency segment: adoption of regional and national performance framework for air navigation systems; utilization of an Operational Safety Assessment Methodology; adoption of three PBN performance objectives: establishment of an regional flight procedures office (FPO); implementation of electronic terrain and obstacle data (eTOD); fostering the implementation of SIGMET and QMS; discouraging the proliferation of VSAT networks; continuation of preparatory activity for the upcoming WRC-2011 for developing the ICAO position.

AGENDA ITEM 4: PROCEDURAL/MANAGERIAL ISSUES

REPORT ON AGENDA ITEM 4: PROCEDURAL/MANAGERIAL ISSUES

4.1 Increasing the Effectiveness of PIRGs

4.1.1 On the effectiveness of Planning and Implementation of Regional Groups (PIRGs), the meeting noted that the Council, on 18 March 2008, considered a report submitted by the ANC on this subject and took the following actions: a) agreed that the Commission should present, on an annual basis, a consolidated report to the Council containing the Commission's analysis of regional air navigation developments and the status of the resolution of air navigation deficiencies, as well as an indication of the value added from the PIRGs' activities; b) while agreeing to retain, for the time being, the terms of reference of PIRGs, except those of the APIRG and the GREPECAS which should be amended to exclude security matters, requested that the Commission study the merits of the PIRGs; c) agreed that all ICAO Contracting States, who are service providers in an air navigation region and part of that region's ANP, should be included in the membership of that region's PIRG. Furthermore, user States are entitled to participate in any other PIRG meetings as a non-member. International Organizations recognized by the Council may be invited as necessary to attend as observers to the PIRG meetings; and d) requested that the Commission present, in due course, a report to the Council on the outcome of its study on merits of PIRGs and on the development of new structures to coordinate Business Plan implementation activities related to safety, security and environmental subjects.

4.1.2 Consequent to the Council decision above, the meeting noted the revised Terms of Reference of MIDANPIRG as shown in the **Appendix 4A** to the Report on Agenda Item 4 and agreed to include it in the MIDANPIRG Procedural Handbook accordingly. Also, the meeting was informed that the review of restructuring of PIRGs by the Air Navigation Commission is in progress and a report will be submitted to the Council in due course.

4.2 Increasing the Efficiency of MIDANPIRG

4.2.1 The meeting was apprised of the outcome of the First meeting of the MIDANPIRG Steering Group (MSG/1) held in Dubai, UAE from 1 to 3 July 2008, with a view to increase the efficiency of MIDANPIRG.

MIDANPIRG Organizational Structure

4.2.2 Taking into consideration the developments related to ATS Routes, RVSM, PBN and GNSS in the MID Region, and with a view to increase the efficiency of MIDANPIRG, the meeting agreed to a revised MIDANPIRG Organizational Structure as at **Appendix 4B** to the Report on Agenda Item 4 and agreed to the following Decision emanating from the MSG/1 meeting:

DECISION 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.*

Improving communication between ICAO MID Regional Office and States

4.2.3 The meeting was apprised of the difficulties facing the ICAO MID Regional Office with regard to communication with States. In accordance with MIDANPIRG/10 Decision 10/4, the meeting recalled that all meetings of MIDANPIRG and its subsidiary bodies should be conducted in paperless format. The meeting recognized that good progress has been achieved in this regard, however there's still a room for improvement.

4.2.4 With regard to the above, the meeting noted that the level of participation of some States in the meetings of MIDANPIRG subsidiary bodies and the MID Regional Office activities (Seminars and Workshops) has been irregular and sometimes low as reflected in **Appendices 4C** and **4D** to the Report on Agenda Item 4. Furthermore, responses from States to confirm attendance were not received in a timely manner. Consequently, follow-up reminders to State Letters had to be sent, almost systematically, and occasionally follow-up by telephone was 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.

4.2.5 The meeting was further informed that on 20 March 2008 the ICAO MID Regional Office sent State Letter related to the low level of participation by MID States in the ICAO MID Regional Office meetings/activities and the reduction of hard copy documentation, with a questionnaire on the subject with a view to improve the efficiency of MIDANPIRG and its subsidiary bodies. However, the level of reply to the questionnaire was also very low.

4.2.6 Based on the above, the meeting agreed that States should appoint ICAO Focal Point Persons with a view to improve their communication with the ICAO MID Regional Office. The meeting noted that, as a follow up action to the MSG/1 meeting Draft Conclusion 1/3, a State Letter and a Reminder were sent to States requesting them to appoint Focal Point Person(s) using the form at **Appendix 4E** to the Report on Agenda Item 4. However, it was noted with concern that only 6 States replied and provided the Regional Office with the names and contact details of their Focal Points. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 11/3: INCREASING THE EFFICIENCY OF MIDANPIRG

That, in order to increase the efficiency of MIDANPIRG:

*a) States, that have not yet done so, appoint 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 Regional 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 the 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.

4.2.7 In connection with the above, the meeting emphasized that the Head of State Civil Aviation (DGCA) remains the official contact for all communication between ICAO MID Regional Office and the State. It was also underlined that communication with the appointed focal point(s) would be mainly through emails and accordingly, the FPP(s) should have valid email addresses with regular access to the internet. The meeting further agreed that the participants of the MIDANPIRG subsidiary bodies meetings should bring with them the latest updated follow-up action plan of the previous meeting concerning their States.

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

4.2.8 The meeting noted that during the MSG/1 meeting the need for a mechanism for coordination between ICAO MID Regional Office and the Arab Civil Aviation Commission (ACAC) was raised, in order for ACAC to assist its Member States in implementing MIDANPIRG requirements. Accordingly, the meeting supported the views of MSG/1 that those States that are Member of both MIDANPIRG and ACAC could present the outcome of MIDANPIRG and its subsidiary bodies to ACAC meetings and vice-versa.

ICAO MID Forum

4.2.9 The meeting recalled that the ICAO MID Forum was successfully launched in September 2004 and that Bahrain supported all financial aspects of launching, hosting and running the project.

4.2.10 It was further recalled that the forum was created to provide an effective collaboration tool to boost communication and information sharing among MID States through the internet. However, the meeting reiterated with concern that the main goal of the forum and which differentiates it from a normal website has not yet been achieved. Despite providing continuous encouragement, training, and a unique access code to MID States, the forum has been acting exactly as a normal website, where users login to either view or download documents posted by MID Regional Office.

4.2.11 The meeting recalled that the MMS/3 meeting raised concern about the financial support to the MID Forum and recognized that, taking into consideration the new ICAO Business Planning and Project Management techniques requirements, more effective use of this facility would be of interest to the Region. Accordingly, and taking into consideration the proposal made by the CNS/ATM/IC SG/3 meeting to post the results of the CNS/ATM trials and test beds carried out in the MID Region on the MID Forum, Bahrain offered to continue supporting the MID Forum.

4.2.12 The meeting noted that the AIS/MAP TF/4 meeting held in Cairo 19-21 February 2008 recalled that MIDANPIRG/10, under Conclusion 10/51, invited States to arrange for advance posting of AIRAC information on the web before dissemination of the official hardcopies of the AIP Amendments/Supplements. However, the meeting noted that very low progress has been achieved in this regard. In connection with the above, the meeting was of view that the ICAO MID Forum could be used by States for the posting of AIS publications, especially the AIRAC information.

4.2.13 Based on the above, the meeting agreed 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.

4.3 Review and update of MIDANPIRG Procedural Handbook

4.3.1 The meeting was provided with a short description related to the MIDANPIRG Procedural Handbook. It is to be noted that the Third Edition – April 2007, which was approved by MIDANPIRG/10 introduced minimal changes to the handbook.

4.3.2 The meeting was apprised that the MSG/1 meeting in considering, the changes to the Membership of MIDANPIRG and the proposed update to its Organizational Structure determined that it has become necessary to amend the Procedural Handbook and agreed that amendments be presented to MIDANPIRG/11 for approval.

4.3.3 Furthermore, the meeting was informed of the recent ICAO Council Decisionon 17 June 2008 to the revised text in part c) of C-DEC 183/9 which allows all ICAO Contracting States, who are service providers in an Air Navigation region and part of that region's ANP, to be included in the membership of that Regional Office's Region's PIRG. Furthermore, user States are entitled to participate in any other PIRG meetings as a non-member. International Organizations recognized by the Council may be invited as necessary to attend PIRG meetings as observers.

4.3.4 In considering the above the meeting reviewed the proposed amendments to the Procedural Handbook at Appendix 4F to the Report on Agenda Item 4 and agreed adopt it.

DECISION 11/ 5: ADOPTION OF MIDANPIRG PROCEDURAL HANDBOOK FOURTH EDITION – FEBRUARY 2009

That, the MIDANPIRG Procedural Handbook, Fourth Edition dated February 2009 is adopted.

4.3.5 The meeting agreed that the role and duties of the Chairpersons of MIDANPIRG and its subsidiary bodies need to be defined. Accordingly, the meeting agreed that a proposal be presented to the Second Meeting of the MIDANPIRG Steering Group (MSG/2) for review before inclusion in the next revision of the MIDANPIRG Procedural Handbook.

MIDANPIRG/11
Appendix 4A to the Report on Agenda Item 4

REVISED TERMS OF REFERENCE OF THE MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG)

(C-WP/13135, C 183/9 on 18 March 2008 and PRES RK/1560 dated 20 June 2008)

1. **Membership**

All ICAO Contracting States, who are service providers in an air navigation region and part of that region's ANP, should be included in the membership of that region's PIRG. Furthermore, user States are entitled to participate in any other PIRG meetings as a non-member. International organizations recognized by the Council may be invited as necessary to attend PIRG meetings as observers.

2. **The Terms of Reference of the Group are:**

a) to ensure continuous and coherent development of the Middle East Regional Air Navigation Plan and other relevant regional documentation in a manner that is harmonized with adjacent regions, consistent with ICAO SARPs and Global Air Navigation Plan for CNS/ATM systems (Doc 9750) and reflecting global requirements;

b) to facilitate the implementation of air navigation systems and services as identified in the Middle East Regional Air Navigation Plan with due observance to the primacy of air safety, regularity and efficiency; and

c) to identify and address specific deficiencies in the air navigation field.

3. **In order to meet the Terms of Reference, the Group shall:**

a) review, and propose when necessary, the target dates for implementation of facilities, services and procedures to ensure the coordinated development of the Air Navigation System in the Middle East Region;

b) assist the ICAO Middle East Regional Office in fostering the implementation of the Middle East Regional Air Navigation Plan;

c) in line with the Global Aviation Safety Plan (GASP), ensure the conduct of any necessary systems performance monitoring, identify specific deficiencies in the Air Navigation field, especially in the context of safety, and propose corrective action;

d) facilitate the development and implementation of an action plan by States to resolve identified deficiencies, where necessary;

e) develop amendment proposals for the update of the Middle East Regional Air Navigation Plan to reflect changes in the operational requirements;

f) monitor implementation of air navigation facilities and services and where necessary, ensure interregional harmonization, taking due account of organizational aspects, economic issues (including financial aspects, cost/benefit analyses and business case studies) and environmental matters;

g) examine human resource planning and training issues and propose where necessary human resource development capabilities in the region that are compatible with the Middle East Regional Air Navigation Plan;

h) review the Statement of Basic Operational Requirements and Planning Criteria and recommend to the Air Navigation Commission such changes to them as may be required in light of new developments;

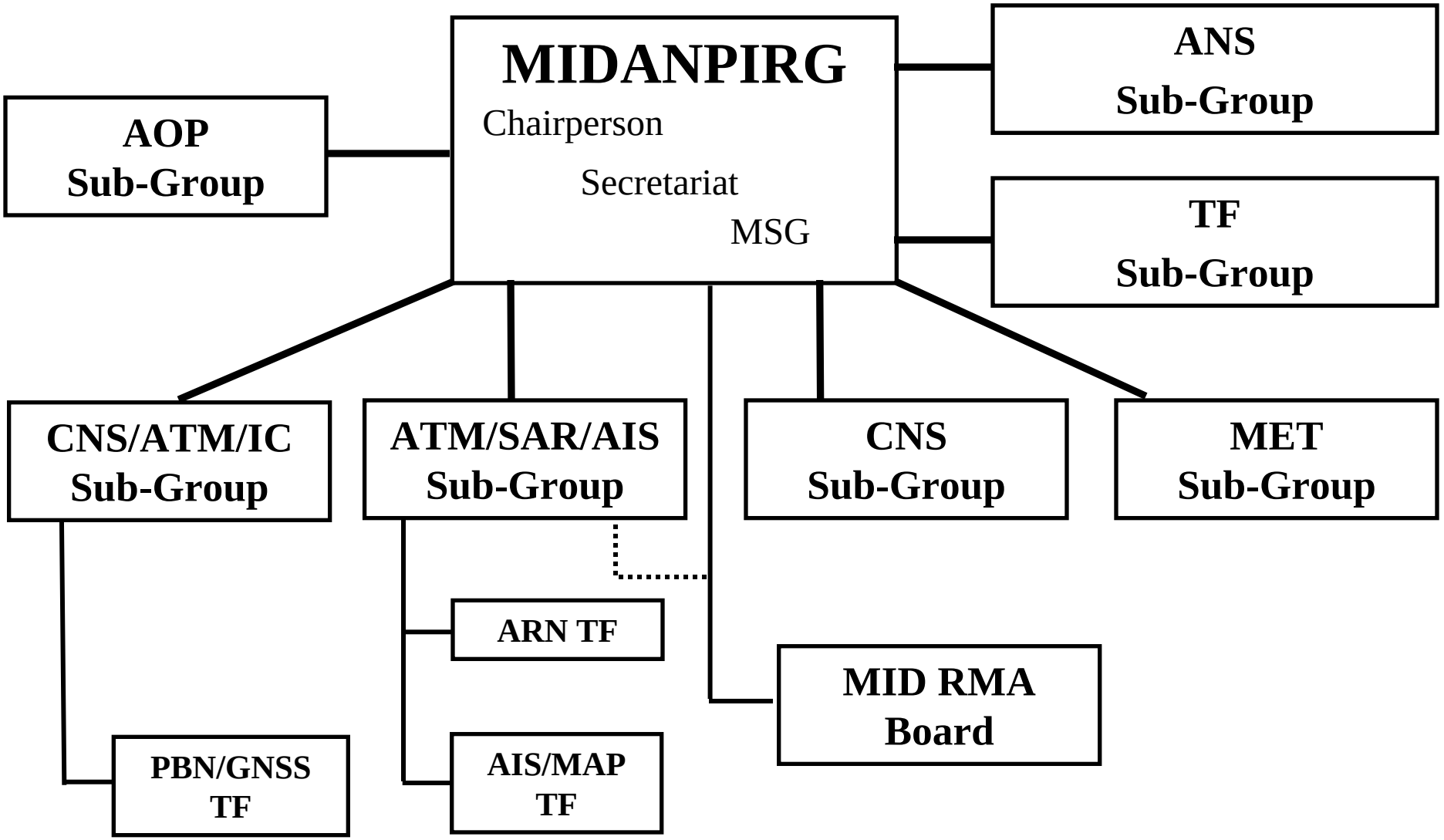
i) request financial institutions, on a consultative basis as appropriate to provide advice in the planning process;

j) maintain close cooperation with relevant organizations and State grouping to optimize the use of available expertise and resources;

k) conduct the above activities in the most efficient manner possible with a minimum of formality and documentation and call meetings of the MIDANPIRG, when it is necessary to do so; and

l) invite senior officials of the State, as required, to seek the endorsement of regional air navigation plans, expeditious implementation of air navigation systems elements and the resolution of air navigation deficiencies.

MIDANPIRG Organizational Structure



MIDANPIRG/11
Appendix 4C to the Report on Agenda Item 4

FREQUENCY OF STATES' ATTENDANCE 2007
ICAO MID REGIONAL OFFICE MEETINGS

States	CNS/ ATM /IC SG/3	ANS WG/2	MID RMA /4	MIDANPIRG /10	SMS Course	GNSS TF/6	e-TOD WG/1	SSRCA SG/1	Language Proficiency Seminar	AOP SG/6	Traffic Fore casting WS	MID RMA /5	ACI Seminar	PBN Seminar	CNS SG/1	ATM/ SAR/AIS SG/9	Sub Total
Afghanistan	0	0	x	0	0	0	0	x	0	**0**	0	x	0	0	0	0	0
Bahrain	3	3	5	5	0	1	2	x	1	3	11	4	1	2	2	2	45
Cyprus				1	2												3
Egypt	8	8	3	7	5	6	4	6	2	6	4	2	2	24	9	12	108
Iran	0	0	0	7	3	0	0	1	3	0	1	0	0	2	0	2	19
Iraq	0	0	x	0	0	0	0	x	0	0	0	x	0	2	3	5	10
Israel			x	1			0	x		0		x					1
Jordan	0	1	2	2	0	2	25	x	0	1	1	1	1	2	2	2	42
Kuwait	4	6	3	0	3	5	2	x	0	0	3	x	0	0	0	5	31
Lebanon	0	0	0	3	1	0	0	x	0	0	0	2	0	0	0	0	6
Libya					3					2							5
Oman	5	3	2	3	3	0	6	1	1	0	0	1	1	0	0	0	26
Pakistan				1	2						1						4
Qatar	0	0	x	19	0	0	0	x	3	0	0	x	2	0	0	0	24
Saudi Arabia	7	4	3	9	3	5	5	3	1	2	0	7	42	0	2	4	97
Sudan					3						6			3	5		17
Syria	3	0	3	0	0	4	2	3	4	3	0	0	0	2	4	3	31
Emirates	0	2	x	4	0	0	3	2	1	3	8	1	0	8	2	2	36
Yemen	0	0	1	0	3	1	0	x	0	0	0	1	1	1	0	0	8
Others	4	2	3	13	0	6	6	1	0	2	1	x	20	31		6	95
TOTAL	**34**	**29**	**25**	**75**	**31**	**30**	**55**	**17**	**16**	**22**	**36**	**19**	**70**	**77**	**29**	**43**	**608**

*Cyprus, Libya, Pakistan and Sudan not included in MID ANP
0= no participation
x=participation not mandatory

MIDANPIRG/11
Appendix 4D to the Report on Agenda Item 4

FREQUENCY OF STATES' ATTENDANCE 2008
ICAO MID REGIONAL OFFICE MEETINGS

States	Language Proficiency W/S (DXB)	AIS/ MAP TF/4	SSRCA SG/2	RVSM/PBN TF/1	MID RMA/6	GNSS TF/7	AEP Seminar	SAR/Civil Military Coord. Seminar	Special Baghdad FIR	MET SG/1	MSG/1	ARN TF/1	MID RMA/7	PBN/GNSS TF/1	MID AIM Seminar	CNS SG/2	ATM/SAR/AIS SG/10	Aviation Statistics W/S	CNS/ATM/IC SG/4	Sub Total
Afghanistan**	0	0	x	0	x	0	0	0	x	0	x	0	x	**2**	**0**	**0**	**1**	**0**	**0**	3
Bahrain	2	3	x	2	5	2	3	3	3	1	2	2	5	2	2	2	4	10	2	55
Cyprus*	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
Egypt	3	8	6	0	2	9	15	7	x	10	3	5	2	6	12	7	5	1	8	109
Iran	3	2	2	2	2	0	0	8	8	1	2	0	2	1	2	0	2	0	1	38
Iraq	0	4	x	0	x	4	3	1	6	0	x	4	2	0	2	0	0	0	4	30
Israel**	0	0	x	1	x	0	0	0	x	0	x	0	x	0	0	0	0	0	0	1
Jordan	0	2	x	14	7	2	0	2	2	1	0	0	1	2	2	0	1	1	2	39
Kuwait	5	4	x	3	3	5	2	4	5	4	x	3	3	0	0	2	4	1	3	51
Lebanon	0	0	x	0	2	0	1	0	x	0	0	0	1	0	0	0	0	0	0	4
Libya*	0	0	0	0	0	0	3	0	0	0	x	0	x	0	0	0	0	0	0	3
Oman	2	2	0	0	2	2	0	3	0	0	2	0	2	0	0	0	0	1	0	16
Qatar	0	2	x	0	x	0	0	0	x	0	x	1	x	1	1	0	1	0	0	6
Saudi Arabia	5	3	3	3	3	1	0	3	3	2	2	3	3	3	3	5	5	7	4	61
Sudan*	3	0	0	0	0	0	0	0	0	3	x	0	x	0	3	0	0	7	0	16
Syria	0	2	4	0	2	0	0	0	3	0	x	3	x	4	3	3	4	7	0	35
United Arab Emirates	11	2	1	2	2	3	13	5	x	6	7	1	1	5	6	1	1	1	1	69
Yemen	3	1	x	1	1	0	1	3	x	0	x	0	1	0	1	1	0	0	2	15
Others	3	4	1	4	2	2	5	14	16	6	x	10	3	4	14	3	6	11	3	111
TOTAL	**40**	**39**	**17**	**32**	**33**	**30**	**50**	**55**	**46**	34	18	32	26	30	51	24	34	47	30	**668**

*** : Cyprus, Libya and Sudan not part of MID Region ANP**
**** : Afghanistan accredited to APAC and Israel accredited to EURO/NAT**
0 = No participation
X = Participation not required

CIVIL AVIATION AUTHORITY CONTACT DETAILS AND NOMINATION FORM FOR ICAO FOCAL POINT PERSON(S)

1. Name of State: ……

2. Official CAA Contact details:

Name	Title	Address	email	Fax	Tel and Mobile
					Tel: Mob:

3. Nomination of ICAO Focal Point(s):

3.1 Main ICAO Focal Point:

Name	Title	Address	email	Fax	Tel and Mobile
					Tel: Mob:

3.1 ICAO Focal Points for technical areas:

If you find it appropriate to designate Focal Point(s) for the following technical areas, please check the appropriate Box and provide contact details of the designated Focal Point(s):

☐ AGA (Airports) Focal Point:

Name	Title	Address	email	Fax	Tel and Mobile
					Tel: Mob:

☐ ANS (ATM, CNS and AIS/MAP) Focal Point:

Name	Title	Address	email	Fax	Tel and Mobile
					Tel: Mob:

☐ MET Focal Point:

Name	Title	Address	email	Fax	Tel and Mobile
					Tel: Mob:

☐ Air Transport Focal Point:

Name	Title	Address	email	Fax	Tel and Mobile
					Tel: Mob:

☐ Training Focal Point:

Name	Title	Address	email	Fax	Tel and Mobile
					Tel: Mob:

☐ Flight Safety Focal Point:

Name	Title	Address	email	Fax	Tel and Mobile
					Tel: Mob:

N.B: It's to be noted that one person could be appointed as focal point for more than one technical area.

MIDANPIRG/11
Appendix 4F to the Report on Agenda Item 4

INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

PROCEDURAL HANDBOOK

Fourth Edition - February 2009

RECORD OF AMENDMENTS

No.	Issue Date	Entered By/Date
1	09 Feb. 2009	J. Faqir

No.	Issue Date	Entered By/Date

Page replacements: the copyholder should record the insertion of each amendment in the table provided above.

MIDANPIRG PROCEDURAL HANDBOOK - GENERAL

FOREWORD

1. Introduction

1.1 The Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG) Procedural Handbook is a publication prepared by the ICAO Secretariat and adopted by the MIDANPIRG. Its purpose is to provide, for easy reference of interested parties, a consolidation of material, particularly of a procedural nature, about the work of the MIDANPIRG and its contributory bodies. It contains the Terms of Reference (TOR) of the MIDANPIRG and certain other provisions approved by the Council of ICAO. It also contains the working arrangements and internal instructions developed by the Group for the practical application of its Terms of Reference.

1.2 The Handbook has a series of loose-leaf pages, organised in Part and Section headings. The document describes: Terms of Reference; Composition; Position in ICAO; Working Arrangements; Rules of Procedure and Practices governing the Conduct of Business.

1.3 The framework of Part and Section headings in addition to the page numbering has been devised to provide flexibility and the facilitation of the revision of additional or new material. Each Part includes an Introduction giving its purpose and status. A Table of Contents is provided which serves also as a subject index and as a checklist for the current pages.

1.4 Replacement pages will be issued as necessary. Additional material will be incorporated in the existing Sections or will be the subject of new Sections, as required.

1.5 The Procedural Handbook will be distributed to Members and Observers of the Group, the ICAO Secretariat, and to other States and International Organizations participating in meetings, contributing to, or having interest in the work of the Group and/or its Contributory Bodies.

MIDANPIRG PROCEDURAL HANDBOOK

Page

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

PROCEDURAL HANDBOOK

PART I

TERMS OF REFERENCE, COMPOSITION, AND POSITION IN ICAO OF THE MIDANPIRG

1. Background

1.1 The Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG) was established by the Council of ICAO in 1993, with the objectives and terms of reference approved then.

1.2 The ICAO Council subsequently on 29 June 1994 approved the membership of the Group as follows: Bahrain, Egypt, Iran (Islamic Republic of), Jordan, Lebanon, Oman, Saudi Arabia and United Arab Emirates (UAE).

1.3 The ICAO Council on 27 June 2008 considered a revision to membership of Planning and Implementation Regional Groups (PIRGs) and has agreed that all ICAO Contracting States, who are service providers in an air navigation region and part of that region's Air Navigation Plan (ANP), should be included in the membership of that Region's PIRG. Furthermore, user States are entitled to participate in any other PIRG meetings as a non-member. International organizations recognized by the Council may be invited as necessary to attend PIRG meetings as observers. Accordingly, the membership of the MIDANPIRG has been revised to include the following States: Afghanistan, Bahrain, Egypt, Iran (Islamic Republic of), Iraq, Israel, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria, United Arab Emirates (UAE) and Yemen.

1.4 The present terms of reference of the Group and other provisions applicable to it as approved by the ICAO Council are as follows:

2. Terms of Reference of the MIDANPIRG

2.1 The Terms of Reference of the Group are to:

a) ensure continuous and coherent development of the Middle East Regional Air Navigation Plan and other relevant regional documentation in a manner that is harmonized with adjacent regions, consistent with ICAO SARPs and Global Air Navigation Plan for CNS/ATM systems (Doc 9750) and reflecting global requirements;

b) facilitate the implementation of air navigation systems and services as identified in the Middle East Regional Air Navigation Plan with due observance to the primacy of air safety, regularity and efficiency; and

c) identify and address specific deficiencies in the air navigation field.

2.2 In order to meet the Terms of Reference the Group shall:

a) review, and propose when necessary, the target dates for implementation of facilities, services and procedures to ensure the coordinated development of the Air Navigation System in the Middle East Region**;**

b) assist the ICAO Middle East Regional Office in fostering the implementation of the Middle East Regional Air Navigation Plan;

c) in line with the Global Aviation Safety Plan (GASP), ensure the conduct of any necessary system performance monitoring, identify specific deficiencies in the Air Navigation field, especially in the context of safety, and propose corrective action**;**

d) facilitate the development and implementation of an action plan by States to resolve identified deficiencies, where necessary;

f) develop amendment proposals for the update of the Middle East Regional Air Navigation Plan to reflect changes in the operational requirements;

g) monitor implementation of air navigation facilities and services and where necessary, ensure interregional harmonization, taking due account of organizational aspects, economic issues (including financial aspects cost/benefit analysis, business case studies) and environmental matters;

h) examine human resources planning and training issues and propose where necessary human resources development capabilities in the region that are compatible with the Middle East Regional Air Navigation Plan;

i) review the Statement of Basic Operational Requirements and Planning Criteria and recommend to the Air Navigation Commission such changes to them as may be required in the light of developments;

j) request financial institutions on a consultative basis as appropriate to provide advice in the planning process;

k) maintain close cooperation with relevant organizations and State grouping to optimize the use of available expertise and resources;

l) conduct the above activities in the most efficient manner possible with a minimum of formality and documentation and call meetings of the MIDANPIRG, when it is necessary to do so; and

m) invite senior officials of the State, as required, to seek the endorsement of regional air navigation plans, expeditious implementation of air navigation systems elements and the resolution of air navigation deficiencies.

3. Size of the Group and designation of its Members

3.1 The Group should be composed of Members from all ICAO Contracting States in the MID Region, who are service providers in the MID Air Navigation Region and part of MID Region's Air Navigation Plan (ANP).

3.2 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.

4. Participation in the Group's activities by other States

4.1 The Group may invite States from outside the MID Region to participate in its meetings whenever it feels that such States will be affected by specific aspects of the work of the Group or when this will be of assistance in the general conduct of its work.

4.2 Any State, other than those mentioned in paragraph 4.1 above, having aircraft on its register or an operator whose principal place of business or permanent residence is located in such State, which operates into the MID Region, shall have the right to participate in the meetings of the Group subject to the applicable provisions in paragraphs 3.2 above.

4.3 States not covered by the provisions in paragraphs 4.1 and 4.2 above may participate as observers in meetings of the Group, subject to the applicable provisions in those paragraphs.

5. Participation by International Organizations

5.1 International organizations recognized by the Council may be invited as necessary to attend PIRG meetings as observers. Accordingly, the Group shall normally invite representatives of International Organizations and Regional Bodies representing important civil aviation interests to participate in its work as observers. These include AACO, ACAC, ACI, EUROCONTROL, EUROMED, IACA, IATA, IFALPA, IFATCA, SITA and WMO. Other International Organization and/or Middle East Regional Bodies may also participate when specifically invited by the Group.

6. Creation and dissolution of Contributory Bodies

6.1 In order to assist in its work, the Group may create contributory bodies (Boards, Committees, Sub-Groups, Task Forces & Working Groups, etc), charged with preparatory work on specifically defined problems. Representation in such contributory bodies should be by specialists in the subjects concerned and familiar with the area under consideration. The establishment and work of contributory bodies shall be governed by the following considerations:

a) shall only be formed when it has been clearly established that it is likely to be able to make a substantial contribution to the resolution of the problem in question;

b) shall be given clear and concise terms of reference describing not only its task but also an expected target date for its completion;

c) composition shall be such that, while being kept as small as possible, all States and organizations likely to be able to make valid contributions are given the opportunity to participate in it;

d) their work progress shall be subject to review by the Group, especially in order to avoid duplication of efforts in fields already covered by other activities; and

e) shall be dissolved as soon as it has either completed its assigned task or it has become apparent that work on the subject in question cannot be usefully continued.

7. Position in ICAO

7.1 The Group shall be the guiding and co-ordinating body for all activities conducted within ICAO concerning the Air Navigation System for the MID Region but shall not assume authority vested in other ICAO bodies except where such bodies have specifically delegated their authority to the Group. The activities of the Group shall be subject to review by the Council.

7.2 The work of other bodies established and meetings (excluding limited, special or full-scale RAN meetings) held within the framework of ICAO, concerned with the MID Air Navigation System shall be co-ordinated as appropriate with the MIDANPIRG in order to ensure coherence of all regional activities regarding the development and operation of that system.

8. MIDANPIRG Steering Group (MSG)

8.1 Taking into consideration, the new regional planning methodologies precipitated by the ICAO Global Plan and business planning requirements and with a view to increase the efficiency of MIDANPIRG, a formal Group the MIDANPIRG Steering Group (MSG) is established which would execute a pivotal function as a coordinating and steering organ with highest possible efficiency in accordance with the goals set by MIDANPIRG.

8.2 The MSG would address regional planning arrangements, including the establishment of regional performance objectives and associated project based work packages as proposed by the different MIDANPIRG subsidiary bodies before submission to MIDANPIRG for endorsement.

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

8.4 **Term of Reference of the MSG**

A) Mandate:

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

B) Composition

The MIDANPIRG Steering Group (MSG) is composed of:

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

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

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

C) Working Arrangements

a) The Group shall meet when required and at least once between two MIDANPIRG meetings.

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

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

PROCEDURAL HANDBOOK

PART II

WORKING ARRANGEMENTS

1. Relations with States

1.1 States located geographically in the MID Region and States having aircraft on their register, which operate in the MID Region, shall be kept fully informed of activities of the MIDANPIRG. To achieve this objective, States should receive, on a regular basis:

a) The proposed agenda for meetings of the Group

b) The reports on meetings of the Group; and, as appropriate

c) The summaries or reports on meetings of its contributory bodies

1.2 States should ensure necessary co-ordination and follow-up of the Group's activities within their Administrations.

1.3 The Group may obtain information from MID provider States on specific questions and offer them advice in the form of specific proposals for action.

1.4 The Group should encourage the integration of the overall facilities and services required for international civil aviation operations with the national civil aviation plans of States, so that duplication may be avoided.

1.4.1 Additionally, the Group should concentrate on a clear identification of existing deficiencies in the MID Air Navigation System, on the establishment of priorities in overcoming them, on the development of methods of achieving implementation and on practical solutions to specific problems, particularly, issues seriously affecting the safety of international civil aviation operations in the MID Region.

2. Relations with other Bodies and Organizations

2.1 The Group shall keep itself informed of the activities of other bodies and organizations to the extent that such activities are likely to have an impact on the planning and operation of the Middle East Air Navigation System.

2.2 When necessary, the Group shall provide information and advice to such bodies and organizations, if this is required, in order to:

a) avoid duplication of studies and/or effort; and

b) engage their assistance in matters which, while having a bearing on the air navigation system, are outside the competence of ICAO and/or the terms of reference of the MIDANPIRG.

3. Administration of the Group

3.1 The Group shall be administered as follows:

a) by a Chairperson elected from the Representatives designated by Member States of the Group. A First and Second Vice-Chairperson shall also be elected from the said Representatives; and

b) by a Secretary designated by the Secretary General of ICAO. In the execution of his duties the Secretary will be supported by the MID Regional Office.

Note: ICAO MID Regional Director, Cairo has been designated as Secretary of MIDANPIRG.

3.2 The Chairperson, in close co-operation with the Secretary, shall make all necessary arrangements for the most efficient working of the Group. The Group shall at all time work with a minimum of formality and paper work (paperless meetings).

3.3 Between meetings of the Group or its contributory bodies, some subjects may be dealt with by correspondence among appointed Representatives of its Member States through the Secretary of the MIDANPIRG or of the contributory bodies concerned. However, if States are to be consulted this should be made through the ICAO Regional Director of the Office of accreditation.

4. Meetings of the Group

4.1 Based on the advice of the Members of the Group and of the Secretary, the Chairperson shall decide on the date and duration of meetings of the Group.

4.2 Meetings shall normally be convened at the location of the ICAO Regional Office in Cairo, Egypt. If a State offers to host a meeting, it shall coordinate with the Secretary of the Group as early as possible, but in any case at least three (03) months in advance and, shall be responsible for providing a venue, services and all costs of travel, accommodation and subsistence allowance for Secretariat attendees.

4.3 Members may be accompanied by Advisers. Total attendance should, however, be kept to a minimum consistent with the topics to be discussed in order to maintain the desired informality of proceedings.

4.4 The ICAO MID Regional Office shall normally provide the Secretariat services to the Group.

5. Establishment of Sub-Groups

5.1 To assist in its work, the Group may create sub-groups charged with preparatory work on specific problems requiring expert advice for their resolution.

5.2 The establishment and the work of such sub-groups shall be governed by the following considerations:

a) shall only be formed when it has been clearly established that it is likely to make a substantial contribution to the resolution of the problem in question;

b) shall be given clear and concise terms of reference describing its task and expected target date for its completion;

c) the composition shall be such that, while being kept as small as possible, all States and Organizations likely to make valid contributions are given the opportunity to participate;

d) the work progress shall be subject to review by the MIDANPIRG, especially in order to avoid duplication of efforts in fields already covered by other activities; and

e) shall be dissolved as soon as it has either completed its assigned task or it has become apparent that work on the subject in question cannot be usefully continued.

5.3 Participation in sub-groups should be by specialists in the subjects under consideration. Such specialists should be provided by Member States, International Organizations and/or Regional Bodies and Organizations having relevant experience in the field concerned.

5.4 Secretaries of sub-groups established by the Group will be appointed by the Secretary of the Group.

6. Task Forces

6.1 The MIDANPIRG or its sub-groups may appoint task forces composed of specialists either from within and/or outside the Group or the sub-group as the case may be to perform studies or prepare supporting documentation on defined subjects for consideration by the Group or sub-groups as a whole. International and Regional Organizations may also be invited to provide specialists in these task forces, as required.

7. Role of Designated Members

7.1 Representatives of States designated as Members of the Group shall assume the duties and responsibilities of ensuring the normal conduct of business of the Group. Members should attend regularly all the meetings of the Group and maintain the continuity of the Group's work in the interval between meetings. This may take the form of assignment of specific tasks to selected individual Members and/or participation in task forces referred to in paragraph 6.1 above.

8. Status of Observers

8.1 Representatives of International Organizations and States which are neither located nor have aircraft on their register operating in the MID Region will have the status of Observers at MIDANPIRG meetings.

9. Co-ordination and Reporting Lines

9.1 The Group reports to the ICAO Council through its Secretary and the ICAO Secretariat as follows:

a) proposals for amendment of the MID Air Navigation Plan (facilities, services and Basic Operational Requirements and Planning Criteria-FASID/BORPC) and proposals for amendment of the Regional Supplementary Procedures (SUPPs) originated by the MIDANPIRG will be processed in accordance with the approved amendment procedures;

b) suggestions by the MIDANPIRG calling for amendment or modification of the provisions in the ICAO world-wide provisions (Annexes, PANS, Manuals, etc..) that may arise, will be submitted to the Air Navigation Commission (ANC) for consideration and action as appropriate;

c) items concerning serious deficiencies in implementation of the MID Regional Plan are to be brought to the attention of the States concerned and, after all possible efforts for implementation have been exhausted, to the attention of the ANC;

d) specific policy issues emanating from the work of the MIDANPIRG and matters of impact on other regions will be submitted to the Council;

e) matters concerning its terms of reference, its composition, working arrangements and position in ICAO; and

f) other matters as deemed necessary.

9.2 Sub-groups report to the Group. Co-ordination among sub-groups will primarily be ensured by the Group when establishing their terms of reference and work programme or taking action on their reports. In addition, the work of the sub-groups should also be co-ordinated through their respective Chairperson and Secretaries, assisted, as required, by the ICAO Secretariat.

9.3 Routine relations between the Group or its sub-groups and other ICAO groups and meetings concerning the MID Region shall be conducted through the MIDANPIRG Secretary and/or the ICAO Regional Director of the Office of accreditation as required.

9.4 Relations with representatives of States designated as Members of the Group and representatives of International Organizations attending regularly the meetings of the Group shall be conducted through the Secretary of the Group. Other ICAO Regional Offices shall be kept informed of such correspondence whenever it may have an impact on the work of these Offices, as part of interregional coordination.

9.5 Relations with specialists provided by States as members of MIDANPIRG sub-groups shall be conducted by the Secretary of the sub-group.

9.6 Relations with States and International Organizations whether or not represented in the Group, as well as relations with Regional Organizations, will normally be conducted through the ICAO Regional Director.

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

PROCEDURAL HANDBOOK

PART III

RULES OF PROCEDURE FOR THE CONDUCT OF MEETINGS OF THE MIDANPIRG

1. General

1.1 The MIDANPIRG shall at all times work with a minimum of formality and paper work (paperless meetings). To achieve this aim, the rules of procedure for the conduct of meetings should be as flexible and simple as possible. The Group is expected to conduct its business by consensus of all interested parties. The following provisions do not include therefore any procedures for handling motions or voting.

1.2 There shall be no minutes for the meetings of the Group. Reports on meetings should not include formal Statements by members or other participants. However, specific divergent views expressed in relation to decisions taken or conclusions reached shall be recorded as an integral part of the report.

2. Participation

Note: The following rules of procedure are based on the provisions contained in paragraphs 3, 4 and 5 of Part I and in paragraphs 2, 7 and 8 of Part II.

2.1 Representatives of Contracting States designated as Members of the MIDANPIRG should strive to ensure continuity and regularity of their participation in all meeting of the Group.

2.1.1 Subject to the applicable provisions in paragraph 4 of Part I, any other Contracting State of ICAO is entitled to participate in meetings of the MIDANPIRG, if it so wishes. To this effect, the State concerned should notify the Secretary of the MIDANPIRG of its intention of being represented, not later than 30 days prior to the meeting in which it has decided to participate. Such notification should include an indication of the subjects in which that State is interested and the name and title of its Representative(s).

Note: The notification referred to above is not required in the case of States having decided to attend regularly the meetings of the Group.

2.2 The Group shall normally invite International Organizations recognized by the Council as representing important civil aviation interests to participate in the work of the MIDANPIRG in a consultative capacity. Among the International Organizations, IATA and IFALPA should be invited on a continuous basis. Other International Organizations and/or Regional Organizations may also participate when specifically supported by the Group and approved by the ICAO Council.

Note: The Secretary of the MIDANPIRG, in consultation with the Chairperson shall undertake to keep the total number of participants to a level consistent with the required efficiency and informality of the proceedings.

3. Convening of Meetings

Note: In addition to the working arrangements set forth in paragraph 4 of Part I, the rules of procedure below should be followed in convening meetings of the Group.

3.1 At each of its meetings the Group should endeavour to agree on the date and duration of its next meeting.

3.2 In accordance with its objectives the Group shall:

a) ensure the continuous and coherent development of the MID Region Air Navigation Plan as a whole and in relation to that of adjacent Regions; and

b) identify specific problems in the air navigation field concerning the MID Region and propose, in appropriate form, resolving action addressed to parties concerned.

Note: To achieve these objectives the convening of at least one meeting every 18-24 months would generally suffice. However, in order to safeguard coherent and orderly air navigation planning in the interest of States and airspace users in the MID Region, the Group may determine the need for any additional meeting that may arise.

3.3 A convening letter for a meeting shall be addressed by the Secretary of the Group, normally 90 days prior to the meeting, to Representatives of:

a) States designated as Members;

b) States, not designated as Members, but which have decided to attend regularly the meetings of the MIDANPIRG; and

c) International/Regional Organizations invited to participate on a continuous basis in the activities of the Group.

3.4 The convening letter should include the agenda, together with explanatory notes prepared by the Secretary in order to assist participants in preparing for the meeting, and a summary report on its activities and those of its sub-groups since the last meeting (Part II, para 1.1 c) refers).

3.5 The ICAO MID Regional Director shall ensure that States and International/Regional Organizations concerned, located within the MID Region area of accreditation, are informed by means of a State Letter of the convening of meetings and the subjects planned for discussion.

4. Establishment of the Agenda

4.1 The Secretary, in consultation with the Chairperson of the MIDANPIRG shall establish a draft agenda on the basis of the work programme adopted and the documentation available.

4.2 The draft agenda with explanatory notes shall be circulated with the convening letter, as specified in sub-paragraph 3.4 above, for comments by expected participants in that meeting.

4.3 Comments in relation to the draft agenda or the work of the group received up to 10 working days prior to the meeting will be submitted to the meeting in the form of a Working Paper.

4.4 At the opening of the meeting any State or International/Regional Organization may propose the inclusion of additional items on the agenda, and this shall be accepted if the majority of States attending the meeting so agree.

5. Languages

5.1 The language of the meetings of the MIDANPIRG shall be English.

5.2 The reports on meetings and supporting documentation for meetings of the Group will be prepared in English.

6. Officers and Secretariat of the MIDANPIRG

Note: The following rules of procedure are supplementary to the working arrangements for the administration of the MIDANPIRG contained in paragraph 3 of Part II.

6.1 In order to ensure the necessary continuity in the work of the Group and unless otherwise determined by special circumstances, the Chairperson, the First Vice-Chairperson and Second Vice-Chairperson of the Group should assume their functions at the end of the meeting at which they are elected and serve for three cycles unless otherwise re-elected, in that case the term would be limited to one additional cycle only.

6.2 States designated as Members of the Group may at any time request that the election of the Chairperson and/or Vice-Chairpersons be included on the agenda.

6.3 The Secretary of the Group will serve as Secretary of the meetings. He/she will be assisted by ICAO Regional Officers, as required.

6.4 Presentation of reports of contributory body shall be made by the secretariat on behalf of concerned Chairperson. Presentation of reports of other ICAO regional planning groups or meetings should normally be made by the Secretary.

7. Supporting Documentation

7.1 Documentation for meetings of the MIDANPIRG will be prepared by the Secretariat, States designated as Members of the Group and International/Regional Organizations participating on a continuous basis in the activities of the Group.

7.2 Any State, International/Regional Organization, whether or not attending, may submit material for consideration by a meeting. In cases where the material submitted is in the form of supporting documentation on a specific subject, the originator is expected to attend the meeting to which it is presented, at least during the discussions on the subject concerned.

7.3 To the extent possible States, International/Regional Organizations refrain from presenting Working papers of technical nature directly to MIDANPIRG.

7.4 Discussion Papers are papers prepared on an ad hoc basis in the course of a meeting with the purpose of assisting participants in their discussions on a specific matter or in the development of conclusions for the draft report of the meeting.

7.5 Information Papers are intended solely to provide participants at a meeting with factual information on developments of technical or administrative matters of interest to the Group.

7.6 Working Papers constitute the main basis of the discussions on the various items on the agenda.

7.7 Working Papers shall be presented in a standardized format. Each paper should be limited to one agenda item or sub-item and contain, as appropriate, introduction of the matter, brief discussion and conclusions with specific proposals for action.

7.8 All meetings of MIDANPIRG and its subsidiary bodies are conducted in paperless format; all documentations including Working Papers, Information Papers and Discussion Papers should be made available through the MID Regional Office website www.icao.int/mid and/or the MID Forum website http://212.71.33.150 to all interested parties as early as practicable (15 days, if possible), before the meeting at which they are intended to be considered as follows:

a) Representatives of States designated as members of the Group;

b) States having notified the Secretary of their intention of being represented at the relevant meeting;

c) International and/or Regional Organizations attending MIDANPIRG activities on a continuous basis;

d) Provider States whose facilities and/or services are the subject of the paper.

7.8.1 Other States or International/Regional Organizations originating a Working Paper shall also be provided with a copy of that particular Working Paper regardless of whether or not they attend the meeting of the Group to which it is submitted.

7.9 In view of their nature, the distribution of Discussion and Information Papers shall be limited to participants at the meeting to which they relate.

8. Conclusions and Decisions of the Meetings

8.1 Action taken by the Group shall be recorded in the form of:

a) Conclusions; and

b) Decisions.

8.2 Conclusions deal with matters which, in accordance with the Group's terms of reference, merit directly the attention of States, or on which further action is required to be initiated by the Secretary in accordance with established procedures.

8.2.1 Conclusions are aimed mainly at the furtherance of studies and programmes being undertaken by the Group, its contributory bodies and other ICAO Groups or meetings. For the implementation of such conclusions, the Secretary shall:

a) initiate the required action;

b) through the relevant ICAO Regional Office, invite States and International Organizations or other bodies as appropriate to undertake the tasks called for by the Conclusion concerned; or

c) refer them to ICAO Council /ANC for appropriate action.

8.2.2 The Secretary will ensure that conclusions are transmitted to the States concerned through the relevant ICAO Regional Offices and will take whatever action may be required to monitor their implementation.

8.2.3 Decisions relate to the internal working arrangements of the Group and its contributory bodies.

9. Conduct of Business

9.1 The meetings of the MIDANPIRG shall be conducted by the Chairperson or, in his absence, by the First or Second Vice-Chairperson of the Group, in that order.

9.2 At the first sitting of each meeting, following the opening by the Chairperson, the Secretary shall inform participants of the arrangements made for the conduct of the meeting, its organization and of the documentation available for consideration of the different items on the agenda.

9.3 Each meeting of the MIDANPIRG will consider, as required:

a) reports by its sub-groups;

b) reports by regional bodies;

c) specific implementation issues;

d) review and up-date of deficiencies; and

e) consider the work programme.

9.4 At each of its meetings, the Group shall also establish a tentative meeting programme (including meetings of subsidiary bodies) for at least the following calendar year (cf. sub-paragraph 3.2, Part IV).

9.5 The Group shall at each of its meetings review its previous meeting outstanding Conclusions/Decisions and Action Plan in order to keep them current and their number at a minimum consistent with the progress achieved in implementation.

10. **Reports**

10.1 Reports on meetings shall be of a simple layout and as concise as possible and shall include:

a) a brief history of the meeting (duration, attendance, agenda and list of Conclusions and Decisions);

b) a summary of the discussions by the Group on the different items of the agenda including, for each of them, the relevant Conclusions and/or Decisions;

c) the work programme and future action by the Group; and

d) the tentative programme of future meetings of the Group and of its sub-groups.

10.2 A draft report in English will be prepared by the Secretariat for approval by the Group before the closing of each meeting.

10.3 The approved Meeting Report shall be circulated by the Secretary to:

a) Members of the Group; and

b) Other States and International/Regional Organizations having attended the relevant meeting.

10.4 The report shall be posted on MID Regional Office website and also be circulated through electronic means, to all provider States in the MID Region as well as to International/Regional Organizations concerned.

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

PROCEDURAL HANDBOOK

PART IV

RULES OF PROCEDURE FOR THE CONDUCT OF MEETINGS OF THE CONTRIBUTORY BODIES OF MIDANPIRG

1. General

1.1 Contributory bodies (sub-groups, etc.) of the MIDANPIRG shall work with a minimum of formality and paperwork (paperless meetings). There shall be no minutes kept for the meetings.

2. Participation

Note: The following rules of procedure are based on the provisions contained in paragraph 5 of Part II.

2.1 Each sub-group of the MIDANPIRG shall be composed of specialists to be provided by Member States, International/Regional Organizations and/or bodies and organizations having experience in the relevant field.

2.2 When deciding on the creation and establishing the mandate and terms of reference of any of its sub-groups, the Group shall indicate the States, International/Regional Organizations and/or bodies and Organizations which are to be invited to provide experts for that body. The composition of sub-groups shall be kept as small as possible in order to ensure efficiency of their work and the informality of proceedings.

2.3 States other than those specified by the MIDANPIRG but which are in a position to make valid contributions to the work of a sub-group are entitled to provide specialists for that body if they so wish. To this effect, they should notify the ICAO MID Regional Director of their intention to participate and of the name and title of the specialist(s) designated.

2.4 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.

3. Convening of Meetings

3.1 The date and duration of meetings of a sub-group of the MIDANPIRG shall be decided by the Chairperson of the sub-group, in consultation with Members and the Secretary of that sub-group.

3.2 As a rule, sub-groups should agree at each meeting on the date and duration of the next meeting and on a tentative schedule of future meetings in order to assist the Group in establishing its meetings programme (cf. sub-paragraph 9.4 of Part III).

3.3 For each meeting of a sub-group of the MIDANPIRG, a convening letter shall be addressed by the respective Secretary to the Members of that sub-group. This convening letter should include the agenda together with explanatory notes, as required, to assist participants in preparing for the meeting.

4. Establishment of the Agenda

4.1 The Secretary of a sub-group, after consultation with the Chairperson and coordination with the ICAO MID Regional Office, shall establish a draft agenda on the basis of the work programme adopted and the documentation available.

4.2 The draft agenda shall be circulated with the convening letter and submitted to the meeting to which it refers, for approval.

5. Languages and Supporting Documentation

5.1 The language of, and supporting documentation for, meetings of contributory bodies of the MIDANPIRG (sub-groups, etc.) shall be English.

5.2 The reports of meetings of these bodies shall be in English.

5.3 Documentation for meetings of the contributory bodies will be prepared by the Secretariat, States designated as Members of the Group and International/Regional Organizations participating on a continuous basis in the activities of the Group.

5.4 States, International/Regional Organizations, whether or not attending, may submit material for consideration by a meeting. In cases where the material submitted is in the form of supporting documentation on a specific subject, the originator is expected to attend the meeting to which it is presented, at least during the discussions on the subject concerned.

Note: Documentation prepared by States and International/Regional Organizations should be forwarded to the Secretary of the sub-group, etc., if possible, at least 30 days in advance of the meeting for which it is intended, to permit timely processing.

5.5 Supporting documentation shall be presented in the form of:

a) Discussion Papers;
b) Information Papers; and
c) Working Papers

5.6 Working Papers shall be presented in a standardized format. Each paper should be limited to one agenda item or sub-item and contain, as appropriate, introduction of the matter, brief discussion and conclusions with specific proposals for action.

5.7 Working Papers, Information Papers and Discussion Papers should be made available through the MID Regional Office website www.icao.int/mid and/or the MID Forum website http://212.71.33.150 to all interested parties as early as practicable (15 days, if possible), before the meeting at which they are intended to be considered.

5.8 In view of their nature, the distribution of Discussion and Information Papers shall be limited to participants at the meeting to which they relate.

6. Officers and Secretariat of the MIDANPIRG Sub-Groups

6.1 Each sub-group shall at its first meeting elect, from the representatives of States Members of that sub-group, a Chairperson and a Vice-Chairperson.

6.2 In order to ensure the necessary continuity in the work and unless otherwise determined by special circumstances, the Chairperson and Vice-Chairperson of a sub-group assume their functions at the end of the meeting at which they are elected and serve for three cycles unless otherwise re-elected, in that case the term would be limited to one additional cycle only.

6.3 Members of a sub-group may at any time request the election of the Chairperson and/or Vice-Chairpersons to be included in the agenda of a meeting of that body.

7. Conduct of Business

7.1 Meetings of a sub-group shall be conducted by its Chairperson or, in his/her absence, by the Vice-Chairperson.

7.2 Action by a sub-group that requires the prior agreement of the MIDANPIRG before it can be implemented or otherwise, shall be recorded in the form of Draft Conclusions or Draft Decisions. All such proposed actions shall be considered by the MIDANPIRG at its next meeting subsequent to the issue of the sub-group's report. Exception could be made only, in urgency, where action has to be taken prior to a MIDANPIRG and, as appropriately approved by the MSG meeting on behalf of MIDANPIRG.

8. Reports of Meeting

8.1 Proceedings of meetings of sub-groups should be recorded in the form of a Report or a Summary.

8.2 A sub-group shall decide for each of its meetings whether a report is required or a summary will be sufficient. A summary would normally suffice when there is no meeting of the MIDANPIRG before the next scheduled meeting of the sub-group. A consolidated report may be prepared covering more than one meeting.

8.3 A meeting of a sub-group will submit a Report, whenever it has:

a) finalized action on any part of its work programme; or

b) found that it needs further directives or guidance from the MIDANPIRG to proceed in its work.

8.4 For all other meetings, the Secretary of the sub-group will prepare a summary on the business conducted by the meeting in order to keep the MIDANPIRG and States informed of developments in its activities.

8.5 Reports on meetings of sub-groups shall be of a simple layout and as concise as practicable. To the extent feasible the reports should be presented in a summary format setting aside reporting on non-essential proceedings and on matters solely of internal interest to the sub-groups themselves. They should normally cover:

a) short introduction (brief history of the meeting, agenda, tasks at hand);

b) in the sequence of the agenda, summary of findings on different tasks or specific elements thereof including, as appropriate, draft conclusions and/or decisions; and

c) the work programme and future meetings.

8.6 Reports or Summaries on meetings of sub-groups shall be distributed by the Secretary to Members of the sub-group concerned, as soon as possible after the meeting to which the report or summary refers. Those reports or summaries shall at the same time be circulated by the ICAO MID Regional Office to all provider States of the MID Region, International/Regional Organizations concerned. The reports shall be made available to user States on request.

8.7 Reports or summaries on meetings of sub-groups shall be submitted to the MIDANPIRG for review and action. At each meeting, the MIDANPIRG shall review the reports or summaries on all meetings of its sub-groups or any other contributory body that directly report to MIDANPIRG having taken place since the last meeting, as well as other available reports on early meetings of the sub-groups still requiring action by the MIDANPIRG.

8.8 Action taken by the MIDANPIRG on reports of its sub-groups or any other contributory body that directly report to MIDANPIRG shall be the object of a Supplement to the report concerned. This Supplement shall be circulated by the Secretary of the sub-group concerned to the Members of that contributory body and by the ICAO MID Regional Director to interested States, International/Regional Organizations.

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

PROCEDURAL HANDBOOK

PART V

MIDDLE EAST PROVIDER AND USER STATES

1. Purpose and Status

1.1 According to the MIDANPIRG working arrangements, all States concerned with the work of the Group shall be kept fully informed of its activities. To this effect, the ICAO MID Regional Director, shall:

a) keep States informed of the convening of MIDANPIRG meetings and the subjects planned to be discussed; and

b) send them reports on meetings of the Group, and, as appropriate, summaries or reports on meetings of its sub-groups.

1.2 All Middle East provider and user States, either Contracting or non-Contracting States of the Convention on International Civil Aviation, shall be regarded as concerned with the work of the Group and therefore, arrangements should be made to inform them of the activities of the Group.

1.3 In addition, according to the provisions governing the participation in the Group's activities by States other than those designated as members of the MIDANPIRG, Middle East provider and user States, if Contracting States of the Convention on International Civil Aviation, shall be entitled to be represented at meetings of the Group with full rights, if they so wish.

1.4 This section of the MIDANPIRG Procedural Handbook is intended to define States that, for the above purposes, shall be considered Middle East Provider or user States.

PROVIDER STATES

Afghanistan	Lebanon
Bahrain	Oman
Egypt	Qatar
Iran, Islamic Republic of	Saudi Arabia
Iraq	Syria
Israel	United Arab Emirates
Jordan	Yemen
Kuwait	

USER STATES

Algeria
Armenia
Austria
Azerbaijan
Bangladesh
Bulgaria
China
Cyprus
Czech Republic
Denmark
Eritrea
Ethiopia
France
Georgia
Germany
Greece
Hungary
India
Indonesia
Italy
Japan
Kazakhstan
Kenya
Kyrgyzstan
Libyan Arab Jamahirya
Malaysia
Mali
Mauritania
Morocco
Netherlands, Kingdom of the
Nigeria
Norway
Pakistan
Philippines
Republic of Korea
Russian Federation
Senegal
Singapore
Somalia
South Africa
Spain
Sri Lanka
Sudan
Sweden
Switzerland
Tajikistan
Thailand
Tunisia
Turkey
Turkmenistan
United Kingdom
United Republic of Tanzania
United States
Uzbekistan
Zambia
Zimbabwe

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

PROCEDURAL HANDBOOK

PART VI

OTHER REGIONAL BODIES AND INTERNATIONAL ORGANIZATIONS DEALING WITH CIVIL AVIATION MATTERS IN MID REGION

Regional Organizations

Arab Air Carrier Organization (AACO)
Arab Civil Aviation Commission (ACAC)

International Organizations

Airports Council International (ACI)
European Organization for the Safety of Air navigation (EUROCONTROL)
International Air Carrier Association (IACA)
International Air Transport Association (IATA)
International Council of Aircraft Owner and Pilot Associations (IAOPA)
International Federation of Air Line Pilots' Associations (IFALPA)
International Federation of Air Traffic Controllers' Associations (IFATCA)
World Meteorological Organization (WMO)
Société Internationale De Télécommunications aéronautiques (SITA)

IDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG)

PROCEDURAL HANDBOOK

PART VII

SUB-GROUPS OF MIDANPIRG TERMS OF REFERENCE/WORK PROGRAMME/COMPOSITION/ORGANIZATIONAL STRUCTURE

AIR NAVIGATION SAFETY SUB-GROUP (ANS SG)

1. Terms of Reference

1.1 In accordance with ICAO Strategic Objectives and the Director General of Civil Aviation Conference on a Global Strategy for Aviation safety (DGCA/06) Conclusions and Recommendations, the Air Navigation Safety Sub-Group should explore ways and means to assist States eliminate their air navigation deficiencies likely to have impact on the safety of air navigation, improving aviation safety and foster the implementation of safety management system in MID States within the scope of ICAO Strategic Objectives for 2005-2010**.**

2. Work Programme

No.	Strategic Objectives	Tasks
1	A1	Evaluate, validate and prioritize the air navigation deficiencies reported to MIDANPIRG and its subsidiary bodies;
2	A3, A5, A6, A7	Review and assess the deficiencies/findings identified within the framework of the Universal Safety Oversight Audit Programme (USOAP) pertaining to MID States;
3	A4	In accordance with the Unified Strategy to resolve safety related deficiencies (A35-7), provide advice and concise guidance to those involved in the resolution of the air navigation deficiencies in order to find ways and resources for their elimination;
4	A8	Support the implementation of safety management system;
5	A6	Encourage and promote the establishment and management of State's safety oversight system;
6	A5	Promote the establishment of Regional Safety Oversight Organization in the MID Region (MID RSOO); and
7	A9	Identify critical needs to improve aviation safety

3. Composition

3.1 The Sub-Group will compose of:

a) MIDANPIRG Provider States; and

b) concerned International/Regional Organizations as observers.

AERODROME OPERATIONS SUB-GROUP (AOP SG)

1. Terms of Reference

1.1 In accordance with the MID Region strategy for the implementation of the Global Plan Initiatives (GPIs) and, taking into consideration that the evolution from a systems-based approach to a performance-based approach should be evolutionary and consistent with the Global plan, Paying particular attention to the safety and efficiency of aerodrome operations and the current and anticipated increase of aerodrome capacity in terms of traffic volume and accommodation of New Larger Aircraft (NLA) ; the Aerodrome Operational Planning Sub-Group should:

Task No.	Strategic Objectives	Tasks
1	A/D	Monitor developments in the field of Aerodrome Operations in the MID Region, including the implementation of ICAO world-wide and regional provisions, changes to aircraft operations, new operational requirements and/or technological development, and make proposals to meet the operational requirements of the MID Region related to these developments.
2	A/D/E	Develop and continuously update, the MID Region Implementation Plan in the light of new developments, taking into consideration the region priorities and MID States national plans.
3	D	Identify current and anticipated capacity and implementation deficiencies at international aerodromes in the MID Region and their causes through the continuous review of "Basic requirements for facilities and services at international aerodromes", Tables AOP-1 of Basic ANP and FASID, and Table CNS 3 of FASID of the MID Region
4	A/D	Identify deficiencies and constraints that would impede implementation of the ICAO SARPS and Regional Air Navigation Plans, and propose solutions that would facilitate the rectification of such problems.
5	A/D	Monitor operational safety and efficiency of the aerodromes in the Region, identify the associated deficiencies and suggest steps for their resolution, in particular critical areas with priority to: • Aerodrome navigational facilities • Obstacles at /around aerodromes • Pavement Surface Conditions • Aerodrome maintenance • Safety of aircraft operations on the movement area • Runway incursion • Bird Hazard Reduction and Control • Secondary Power Supply • Rescue and Fire Fighting Services • Alternate Aerodromes • Removal of disabled aircraft

Work Programme

1) Conduct of regular Regional Consultations for the basic requirements for facilities and services at international aerodromes (Tables AOP 1 of MID Basic ANP and FASID and Table CNS 3 of FASID). In this regard, carry out a regular review of the BORPC and suggest any modifications required. Review the MID Basic ANP and FASID on a regular basis and update the Tables as required with **priority A.**

2) Identify deficiencies relevant to required facilities and services at international aerodromes in accordance with uniform methodology for identification, assessment and reporting of air navigation deficiencies and the single definition of a "Deficiency", approved by ICAO Council on 30 November 2001 with **priority A.**

3) Analyse the implementation of ICAO provisions relevant to the Aerodrome Emergency Plan in the MID region, and propose local and/or regional remedial action with **priority A.**

4) Identify from 1 to 3 above those items related to Aerodrome Operational Safety issues which merit further consideration within the MID Region and propose an action plan including target dates in particular critical areas with **priority A** to:

   a) Aerodrome navigational facilities
   b) Obstacles at / around aerodromes
   c) Pavement Surface Conditions
   d) Aerodrome maintenance
   e) Bird Hazard Reduction and Control
   f) Safety of aircraft operations on the movement area
   g) Secondary Power Supply
   h) Rescue and Fire Fighting Services
   i) Alternate Aerodromes, in particular for En-Route
   j) Removal of disabled aircraft

5) Follow up suggested appropriate steps to be taken by States to keep up with latest developments requirements related to:

   - The introduction of New Large type Aircraft with **priority A**
   - Advanced Surface Movement Guidance and Control Systems (ASMGCS) with **priority B**
   - CNS/ATM systems and their impact on aerodrome facilities and services with **priority B**
   - Other technological developments related to aerodromes with **priority B**

Composition:

The Sub-Group will compose of:

a) MIDANPIRG Provider States; and

b) concerned International/Regional Organizations as observers.

Priority:

A High priority tasks, on which work should be undertaken as soon as possible.

B Medium priority tasks, on which work should be undertaken as time and resources permit, but without determent to priority A tasks.

C lesser priority tasks, on which work should be undertaken as time and resources permit, but without determent to priority A and B tasks**.**

**AIR TRAFFIC MANAGEMENT / SEARCH AND RESCUE /
AERONAUTICAL INFORMATION SERVICES SUB-GROUP (ATM/SAR/AIS SG)**

1. Terms of Reference

a) Support a performance based transition to the ATM system envisaged in the Global ATM Operational Concept, in consideration of the regional performance objectives, supported by the Global Air Navigation Plan Initiatives (GPIs)

b) Ensure that the planning and implementation of ATM systems in the region, is coherent and facilitates the objective of achieving seamlessness through interoperability and harmonization with other Regions.

c) Keep under review the adequacy of requirements in the Air Traffic Management, Aeronautical Information Services and Search and Rescue fields, taking into account, *inter alia*, changes in user requirements, the evolution in operational requirements and technological developments.

d) Identify, State by State, those specific deficiencies and problems that constitute major obstacles to the provision of efficient air traffic management, aeronautical information services and search and rescue services and recommend specific measures to eliminate them.

2. Work Programme

1- Analyse the operational implications of the introduction of CNS/ATM systems in the fields of ATM, SAR and AIS/MAP and propose any required actions with a view to ensuring their smooth integration in the operational environment.

2- Consider problems and make specific recommendations relating to ATM interface issues with other regions.

3- Monitor achievements and progress in the implementation of RVSM in the region in light of acquired experience.

4- Follow-up on the MID RMA operation and monitoring activities and support the continued safe use of RVSM in the MID Region.

5- Taking into account human factors studies and available guidance material, make operational recommendations related to ATS and AIS personnel in the changing technological environment.

6- Review the MID code allocation and assignment system and, taking into consideration technological and operational advances, develop a proposal for an improved system.

7- Review, within the context of the Global Plan, specific ATM requirements for navigation.
8- Carry out an analysis of the ATS reported incidents and propose remedial actions as necessary.

9- Keep MIDANPIRG apprised of recurring incidents which may have a serious impact on the safety of air navigation in the region.

10- Review the requirements and monitor the status of implementation of Search and Rescue (SAR) services.

11- Promote and assist States in the development of SAR agreements.

12- Taking into considering the ATM performance objectives that have been agreed, develop detailed tasks, identify deliverables with deadlines and monitor implementation of the following:

(a) Performance based navigation
(b) Optimization of the ATS route structure – En-route
(c) Optimization of the ATS route structure – Terminal
(d) Implementation of Contingency plans
(e) Civil/Military coordination and coordination
(f) Situational awareness (surveillance)
(g) Completion of RVSM implementation and monitoring
(h) Transition to the new ICAO Model Flight Plan
(i) Implementation of Safety Management in ATS
(j) Transition from AIS to AIM

13- Review the requirements and monitor the status of implementation of AIS/MAP services.

14- Analyse, review and monitor deficiencies in the ATM/SAR and AIS/MAP fields.

3. Composition

3.1 The Sub-Group will compose of:

a) MIDANPIRG Provider States; and

b) concerned International /Regional Organizations as observers.

COMMUNICATION, NAVIGATION AND SURVEILLANCE SUB-GROUP (CNS SG) OF THE MID REGION

1. Terms of Reference

No.	Strategic Objectives	Tasks
1	A/B/D/E	Review and identify any deficiencies that impede the implementation or provision of efficient CNS (Communication, Navigation and Surveillance) services in the MID Region.
2	A/B/D/E	Make specific recommendations aimed at improving communication, navigation, and surveillance services through the use of existing procedures and facilities or, through modernization programmes and evolutionary introduction of new procedures and technologies such as ADS-B and other data links.
3	A to E	Review and identify inter-regional co-ordination issues in the fields of CNS and recommend actions to address those issues based on clearly established performance objectives in support of the ICAO Strategic Objectives and in connection with the Global Plan Initiatives (GPIs).
4	A/D/E	Follow up on the implementation of the elements of the Aeronautical Fixed Services (AFS) data and digital voice communications and plan for the transition and implementation of ATN in the MID Region to meet performance capacity requirements of the CNS ATM System. The planning function includes the development of necessary recommendations and regional documentation.
5	A to E	Ensure the continuing and coherent development of the MID Regional Air Navigation Plan with the monitoring of the New CNS/ATM Systems research and development, trials and demonstrations in the fields of CNS and facilitate the transfer of this information and expertise between States.

2. Work Programme

No.	Task	Deliverables	Action by	Target Date
1	Monitor CNS/ATM planning and development trials in the field of CNS and facilitate the transfer of this information and expertise amongst States	1) monitor global development that many have beneficial consequences in regional planning activities 2) encourage States to conduct, trials of available CNS services that have been identified to support agreed operational outcomes; 3) serve as a focal point for review of ongoing work regional groups that is relevant to CNS 4) ensure that the capabilities and capacities offered through existing aircraft equipage , ATM infrastructure and ATC systems is utilized to the maximum extent possible to support agreed operational outcomes..	CNS SG	Ongoing

No.	Task	Deliverables	Action by	Target Date
2	Survey and update of CNS deficiencies in the MID Region on a regular basis and focus on surveys and information from users such as IATA and IFALPA.	That the MID Regional Office presents the results of the surveys and the updated deficiencies to the next CNS SG meeting. States should provide deficiency resolution plans that address actions	CNS SG	On going
3	To follow-up the developments of ICAO position regarding future ITU World Radio Communication (WRC) Conferences and their preparatory meetings	Highlight the ICAO position concerning future ITU WRC conferences to the MID States, and ensure States understand and Support ICAO position during the WRC meetings. States should be encouraged to review and comment on the updated ICAO position for WRC-11 when it is received.	CNS SG	Ongoing
4	Harmonization of AIM, MET and FPL	States should take the necessary measures to enable users to access both AIM and MET information from a common interface based on the flight plan entry	States	Ongoing
5	Implementation of High Speed digital circuits between main centers	Harmonize and increase the number of high speed digital circuits between MID States and interregional for the support of the Global plan ensuring that the capabilities and capacities offered are utilized to the highest degree possible	CNS SG States	2009
6	Establishment of IFPS in the MID Region	Support Bahrain for the development of the IFPS study	CNS SG Bahrain	2009
7	Review the AFTN performance levels	Keep monitor of AFTN performance and recommend upgrade when necessary. This will be re-addressed by the IPS WG in the assessment to transition to an IPS based system to replace AFTN.	CNS SG IPS WG	Ongoing
8	- ATN Development for the MID Region	1) Keep track of the ATN development in the ACP and incorporate in the region guidance document 2)Develop MID region implementation Plans and guidance based on IPS protocols ensuring compatibilities with other regions	CNS SG	Ongoing
	- ATN Operational procedures	1) The IPS WG to conduct an assessment to transition to an IPS based system to replace AFTN capable of supporting existing AFTN transitional/ operational procedures and develop a new transitional and operational procedures applicable to the operation and use of the AMHS. 2) Develop appropriate ATN operational procedures accommodating ATN-IPS.	CNS SG IPS WG	9

No.	Task	Deliverables	Action by	Target Date
		3) The IPS WG to conduct an assessment to developed a coordinated transition to an IPS based system AFTN routing that is interoperable with AMHS routing change procedures.		
	- ATN-IPS Implementation coordination	1) Review and analyze implementation problems and develop coordinated solutions 2) States to report and share implementation and operational experience gained	CNS SG States	ongoing
9	Frequency issues	1) Review frequency congestion and propose recommendation 2) Review frequency interference and propose recommendations 3) Recommend new AMS systems 4) Evaluate the proposed eANP communication tool in conjunction with the development of the MID COM list	CNS SG HQ	Ongoing
10	AMHS register	1) Assist states in development of the addressing scheme 2) Complete the addressing scheme for the MID region 3) Introduce monitoring and management procedures. 4) Adopt the AMHS register database solution agreed by ICAO HQ supported by Eurocontrol	CNS SG States HQ	2009
11	Data Links	Introduction of data link usage to support the ATC at flight level 290 by 2010	CNS SG	2010
12	Develop Regional Performance Framework Forms	Develop Regional Performance Framework Forms supported by detailed action plans for associated projects.	CNS SG	2009
13	Establish and adopt a RCP Methodology	Develop MID Region target	CNS SG	2010

3. Composition

3.1 The Sub-Group will compose of:

a) MIDANPIRG Provider States; and

b) concerned International/Regional Organizations as observers.

COMMUNICATIONS/NAVIGATION/SURVEILLANCE AND AIR TRAFFIC MANAGEMENT IMPLEMENTATION CO-ORDINATION SUB-GROUP (CNS/ATM/IC SG)

1. Terms of Reference

1.1 In accordance with the MID Region strategy for the implementation of the performance objectives by the Global Plan Initiatives (GPIs) and, taking into consideration that the evolution from a systems-based approach to a performance-based approach should be evolutionary and consistent with the Global plan, the CNS/ATM/Implementation Coordination Sub-Group should:

No.	Strategic Objectives	Tasks
1	A/D/E	Ensure that the planning and implementation of air navigation systems in the region, is coherent and compatible with systems in adjacent regions, and that it is carried out within the framework of the ATM Operational Concept, the Global Air Navigation Plan and the associated Global Plan Initiatives (GPIs).
2	A/D/E	Develop and continuously update, the MID Region Implementation Plan in the light of new developments, taking into consideration the region priorities and MID States national plans.
3	D	Monitor the progress of updated studies, projects, trials and demonstrations carried out by MID States, and information available from other Regions.
4	A/D/E	Identify deficiencies and constraints that would impede implementation of the MID Regional objectives, and propose solutions that would facilitate the rectification of such deficiencies.
5	C/D	Identify the environmental effect and Use the guidance provided by the Committee on Aviation Environmental Protection (CAEP) in the analysis of environmental benefits of implementing CNS/ATM systems.
6	A/D	Use the Manual on Global Performance of the Air Navigation System Doc 9883 for the definition of the CNS/ATM performance objectives for MID Region

2. Work Programme

a) review and identify intra and inter regional co-ordination issues and where appropriate recommend actions to address those issues;

b) identify the performance Objectives and supporting GPIs that most closely align with the MID Region implementation plan;

c) utilize or draw on business cases for the implementation of a global ATM system in the development of the MID regional plan;

d) provide assistance to MID States in the implementation of performance Objectives GPIs, especially those related to the implementation of ATM and supporting CNS systems, that take into account the initiatives across regions, to align work programmes and to develop national and regional plans that facilitate achieving a Global ATM system; and assist in development of National Plans;

e) suggest ways and means for rectifying the problems as they arise related to the implementation of performance Objectives;

f) ensure that the link between planned activities, organizational cost and performance assessment is well established;

g) review the Tables contained in the MID ANP and FASID, in order to facilitate the coordination of the planning process and to maximize their usefulness;

h) monitor studies, demonstrations, trials and test beds carried out by MID States, related to technologies such as GNSS, ADS, CPDLC, etc;

i) identify sub-regional areas, where there is a positive cost/benefit for implementation of ADS-B;

j) support the cost-effective early implementation of packages of ground and airborne ADS-B applications; and

3. Composition

3.1 The Sub-Group will compose of:

a) MIDANPIRG Provider States; and

b) concerned International/Regional Organizations as observers.

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METEOROLOGY SUB-GROUP (MET SG)

1. Terms of Reference

1.1 The Meteorology Sub-group (MET SG) is established by MIDANPIRG to pursue the tasks of the Group in the field of aeronautical meteorology in support to the relevant ICAO Strategic Objectives (Safety and Efficiency, and to certain extent, Environment and Continuity) with the following Terms of Reference:

a) Ensure the continuous and coherent development of the MET Part of the MID Air Navigation Plan (Basic ANP and FASID, Doc 9708) taking into account the evolving operational requirements in the MID Region and the need for harmonization with the adjacent regions in compliance with the Global Air Navigation Plan;

b) Monitor and coordinate implementation of the relevant ICAO SARPs and regional procedures, facilities and services on aeronautical meteorology by the MID States and pursue harmonization;

c) Identify any deficiencies in the provision of meteorological service for air navigation in the MID Region and ensure the development and implementation of relevant action plans by the States to resolve them;

d) Foster implementation by facilitating the exchange of know-how and transfer of knowledge and experience between the MID States;

e) Provide input to the work of appropriate ICAO bodies in the field of aeronautical meteorology, according to the established procedures.

2. Work Programme

2.1 To ensure that the objectives of MET SG are met in accordance with the TORs, the group shall conduct its work according to a Work Programme endorsed by MIDANPIRG. The following are the main principles to be followed in setting up the Work Programme of MET SG:

a) The work programme shall be composed of tasks and projects with clearly identified deliverables, target dates and responsibilities;

b) The tasks/projects should cover the main implementation domains1 in MET which are subject to regional planning and implementation;

c) The progress on the tasks/projects should be reviewed regularly by MET SG and reported to MIDANPIRG to ensure that the target dates are met and the deliverables are of required quality.

d) To facilitate the execution of its work programme, MET SG may set up working groups and project teams, if and when required, charge them with specific tasks and define target dates for their completion. After completion of their task(s), the working groups/project team(s) will be dissolved.

2.2 **Tasks**

[1] The main implementation MET domains for the MID Region at present are: Implementation of the WAFS, including SADIS; Implementation of advisory and warning services (IAVW, Tropical Cyclones advisories and warnings, SIGMET); Exchange of OPMET information; Quality Assurance in MET.

Ref	Tasks	Priority	Target Completion Date
1	Monitor implementation of WAFS and SADIS by the MID States and provide guidance for timely implementation of changes to the systems that affect end users	A	(1)
2	Foster implementation of IAVW: • Liaise with VAAC Toulouse • Organise VA SIGMET tests • Work towards enhancing the awarenes of all IAVW stakeholders	A	(1)
3	Foster implementation of TC advisories and warnings • Liaise with TCAC New Delhi • Organize TC SIGMET Tests	A	(1)
4	Enahance the availability and quality of SIGMET • Organize WS SIGMET Tests	A	(1)
5	Monitor the OPMET exchange and improve the availability and reliability of OPMET information from the MID Region • Ensure establishment of proper Regional OPMET Data Bank • Conduct regular monitoring of OPMET data • Provide feed-back to States on observed deficiencies	A	2010
6	Maintain the MET part of the MID ANP • Ensure that FASID Tables are up-to-date	A	2009
7	Develop regional guidance on the provision of SIGWX forecasts for Low-level flights	A	2010
8	Facilitate the implemenation of QMS for MET in the MID States • Organize a QMS Seminar/workshop	A	2011 2009/2010

3. Composition

3.1 The Sub-Group will compose of:

a) MIDANPIRG Provider States; and

b) concerned International/Regional Organizations as observers.

c) Provider States of specific MET services to the MID Region, such as: WAFC London, VAAC Toulouse, TCAC New Delhi, Vienna OPMET Databank, should be invited to attend meetings on a regular basis

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(1) Continuous Task

THE TRAFFIC FORECASTING SUB-GROUP (TF SG)

1. Terms of Reference

1.1. Develop traffic forecasts for major traffic flows within the Middle East region to support the air navigation systems planning and implementation, including CNS/ATM systems.

1.2 Develop cost/benefit analysis and business case studies for the implementation of CNS/ATM systems in the Middle East region as required.

1.3 Ensure close cooperation with relevant organizations and States or group of States to identify data requirements and resources for the development of forecasts**.**

2. Work Programme

2.1 Develop medium and long-term passenger, freight and total aircraft movement forecasts on the following route groups:

- Between Middle East – Europe
- Between Middle East – Africa
- Between Middle East – Asia/Pacific
- Between Middle East – North America
- Intra-Middle East
- Between Asia/Pacific – Europe/North America (and vice versa) over flying the Middle East.

Note: Traffic forecasts should also include peak periods of Hajj and other seasonal traffic as determined by the Sub-group.

2.2 Analyze data from selected flight information regions (FIRs) to establish peak-period and other parameters required for planning and implementation purposes.

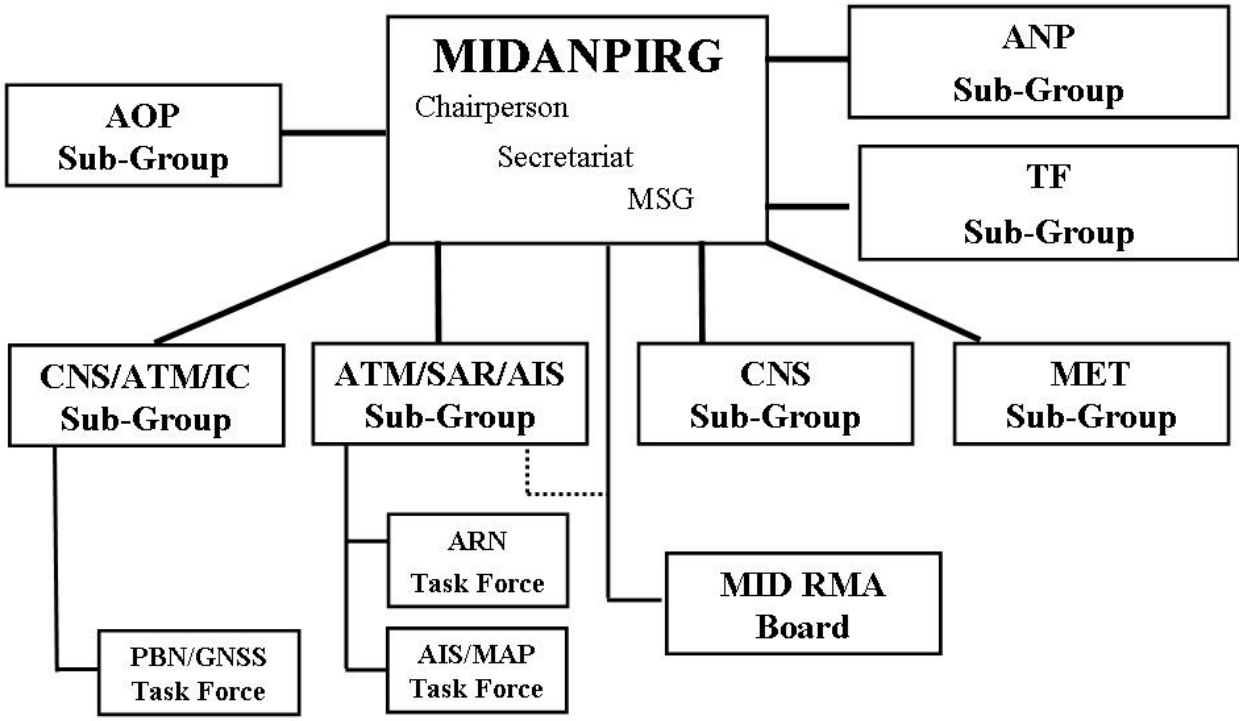
3. Composition

3.1 The Sub-Group will compose of:

a) MIDANPIRG Provider States; and

b) concerned International/Regional Organizations as observers.

MIDANPIRG Organizational Structure



AGENDA ITEM 5: REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION ISSUES

5.1 AOP

REPORT ON AGENDA ITEM 5: REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION ISSUES

5.1 AOP

Implementation of Certification of Aerodromes in the MID Region

5.1.1 The meeting recognized that improvement of the quality and efficiency of aerodrome facilities and services and the enhancement in safety of aerodrome operations are elements of the Regional performance objectives that has to be aligned, harmonized with those planned for the Global and Regional Air Navigation Plans in support of ICAO Strategic Objectives.

5.1.2 The meeting was apprised on the outcome of the sixth meeting of the AOP Sub-Group pertaining to status of implementation of certification of aerodromes and further updates, pursuant to the review of the list of aerodromes that are currently open for international operations and contained in the MID Basic Air Navigation Plan (Doc 9708) – Part III, Table AOP1, last amended on 15 December 2008 as contained in **Appendix 5.1A** to the Report on Agenda Item 5.1

5.1.3 The meeting recalled the outcome of the survey results on the global status of implementation of aerodrome certification that was presented to the ICAO Assembly in September 2007 and noted with concern that some of the MID States have not made satisfactory progress in the implementation of certification of aerodromes and that the level of implementation of certification requirements is still beyond expectations (≈ 24% of total number of MIDANPIRG Provider States has implemented certification of aerodrome requirements) details are contained at **Appendix 5.1B** to the Report on Agenda Item 5.1.

5.1.4 For better follow-up and precise reporting, the meeting was of the view that, implementation of a plan of actions would improve and foster the implementation of ICAO requirements; accordingly the meeting agreed on action plan template as contained at **Appendix 5.1C** to the Report on Agenda Item 5.1 and agreed on the following Conclusion:

CONCLUSION 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 requirement.*

b) advise if ICAO assistance is needed; and

c) the AOP Sub-Group to review information collected on the status of implementation of certification of aerodromes for further course of actions.

5.1.5 The meeting was informed that a Seminar organized by ICAO HQ on certification of aerodromes intended to increase the level of awareness, effective and timely implementation of ICAO requirements in the MID Region is tentatively scheduled for December 2009, venue to be decided pending availability of a hosting State.

Establishment of State Safety Programme (SSP) and Implementation of Safety Management System (SMS) for Aerodrome Operations in the MID Region

5.1.6 The meeting recalled that ICAO Council adopted harmonized safety provisions in Annexes 6, 11 and 14, in which aerodrome operations are applicable as of 23 November 2006 and that Para 1.5 of Annex 14 Volume I require States to:

a) establish a *Safety Programme (SSP)* in order to achieve an acceptable level(s) of safety for aerodrome operations;

b) establish *the acceptable level(s) of safety* to be achieved; and

c) as part of their safety programme, require that a certified aerodrome operator *implement a Safety Management System (SMS)* acceptable to the State.

5.1.7 The meeting recognized that the concept of "*acceptable level of safety"* responds to the need to complement the prevailing approach to the management of safety based upon regulatory compliance, with a performance-based approach. Acceptable level of safety expresses the safety goals (or expectations) of an oversight authority, an operator or a service provider. From the perspective of the relationship between oversight authorities and operators/service providers, it provides an objective in terms of the safety performance operators/service providers should achieve while conducting their core business functions, as a minimum acceptable to the oversight authority. The oversight authority can measure safety performance against a reference which is State acceptable level of safety.

5.1.8 The meeting recalled ICAO State Letter Ref AN/17 – 06/47 dated 26 May 2006 on Reporting of Aircraft Accidents and Incidents at Aerodromes which was based on relevant ICAO requirement contained at Annexes 13 and 14. The meeting recalled also that MIDANPIRG/10 meeting urged States to put strong efforts to support a "just culture" reporting environment, develop and implement non-punitive reporting mechanisms as part of their safety programme. In this regard the meeting reiterated and validated MIDANPIRG/10 Conclusion 10/80 on *REPORTING MECHANISM AND SHARING OF SAFETY-RELATED INFORMATION* for aerodrome operations.

5.1.9 The meeting was apprised of the progress made by Iran on the development and implementation of Safety Management System by aerodrome Operator in Iran.

5.1.10 The meeting recalled the outcome of the survey result presented to the 36th Session of ICAO General Assembly in September 2007 on Status of Global Implementation of Aerodrome Certification & SMS in all ICAO Regions.

5.1.11 The meeting reviewed the status of implementation of SMS in the MID Region. As a general outcome, the meeting noted the low level of implementation of relevant ICAO requirements, i.e. only 4 States of total number of MIDANPIRG Provider States has established Safety Programmes for their aerodrome operations and; Aerodrome Service Providers of ≈ 16% of total number of certified aerodromes have implemented Safety Management Systems for their aerodrome operations. In this regard, detailed information provided by MID States is contained at **Appendix 5.1D** to the Report on Agenda Item 5.1. Moreover, the meeting noted that a number of aerodrome operators (service providers) in some States have made further progress in implementing safety management systems at there aerodromes while State Safety Programmes are still lacking behind.

5.1.12 Considering that establishment and implementation of a State Safety Programme and the development and implementation of Safety Management Systems for aerodrome operations are the responsibility of different entities, the meeting was of the view that, development and implementation of plan of actions for each of a State safety programme and a safety management system by aerodrome operators would improve and foster the implementation of relevant ICAO requirements in a timely manner. Accordingly, the meeting agreed to the following Conclusions:

CONCLUSION 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), and if not yet done so, prepare a detailed action plan to fulfil relevant ICAO requirements;

b) advise if ICAO assistance is needed; and

c) the AOP Sub-Group is to review information collected on the status of establishment of State Safety Programme for aerodrome operations for further course of actions.

CONCLUSION 11/8: *REPORTING OF AIRCRAFT ACCIDENTS AND INCIDENTS AT AERODROMES*

That, MID States, who have not 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

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CONCLUSION 11/9: ***ACTION PLAN FOR THE IMPLEMENTATION OF SAFETY MANAGEMENT SYSTEM FOR AERODROME OPERATIONS***

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 done so, prepare a detailed action plan for each International Aerodrome, to fulfil relevant ICAO requirement;

b) advise if ICAO assistance is needed; and

c) the AOP Sub-Group is to review information collected on the status of implementation of safety management system at aerodromes for further course of actions.

5.1.13 In order to assist States in the development and implementation of SSP, the meeting was informed that ICAO has developed a SSP training course. The course is aimed at State officials with responsibilities regarding the implementation of the State Safety Programme, including the implementation and/or oversight of Safety Management Systems. The meeting's attention was drawn to note the information contained in ICAO State Letter Ref. AN 12/52.1-08/70 dated 13 November 2008 and take action as appropriate. In this regard, the meeting was also invited to refer to ICAO safety management website http://www.icao.int/anb/safetymanagement/ which contains important Training Material on planning, establishment and implementation of both State Safety Programme (SSP) and Safety Management System (SMS) last updated on 15 November 2008.

5.1.14 The meeting noted that the MID Regional Office had planned an SMS workshop that was due on from 12 to14 November 2008 and noted with concern that it was postponed due to lack of participants. The meeting was informed that a SSP workshop organized by ICAO is tentatively rescheduled in first half of 2009, and due to its importance; MID States are encouraged to actively participate.

5.1.15 The meeting reviewed the time lines and details of the Global, Regional and status of National implementation of both certification of aerodromes and safety management system for aerodrome operations contained at **Appendix 5.1E** to the Report on Agenda Item 5.1. The meeting also, noted the information contained in **Appendix 5.1E**, on the implementation of the Universal Safety Oversight Audit Programme for MID States and noted that two States (Saudi Arabia and Yemen) in the MID Region are scheduled for auditing in 2009 and five States (Iran (Islamic Republic of), Qatar, Iraq, Bahrain and Oman) are planned for auditing in 2010.

Increasing Safety and Efficiency of Runway Operations

5.1.16 The meeting recognized that the hazards and risks associated with runway operations need to be managed in order to prevent runway incursions or excursion that may lead to accidents.

5.1.17 The meeting recalled that the Eleventh Air Navigation Conference (September 2003) closely examined Runway incursion prevention and that the Conference recommended that States take appropriate actions to improve runway safety worldwide through the implementation of runway safety programmes. It was also recommended that when capacity-enhancing procedures at aerodromes are considered, appropriate safety studies should be conducted which would take due consideration of the effect on runway safety.

5.1.18 The meeting recalled that Annex 14 Volume I, contains requirements pertaining to runway safety and efficiency (minimum separation distances, visual aids, RESA, periodic measurements of the friction characteristics of a runway surface, establishment and implementation of a pavement and visual aids maintenance programme, etc..).

5.1.19 The meeting reiterated ICAO requirements for reporting accident/incidents with regard to aviation safety. Annex 13 — Aircraft Accident and Incident Investigation, 8.1, requires States to establish a mandatory incident reporting system to facilitate collection of information on actual or potential safety deficiencies.

5.1.20 The meeting recalled also that, Doc 9774 requires States as part of SMS to develop and manage a system for documenting all safety-related aerodrome facilities as well as aerodrome operational and maintenance records including information on aerodrome pavement condition as one of the essential features of Safety Management Systems at aerodromes.

5.1.21 The meeting was apprised on ICAO guidance material contained in "Manual for Preventing Runway Incursion" - Doc 9870 (First Edition – 2007) which can be downloaded from ICAO website: http://www.icao.int/fsix/res_ans.cfm. The meeting also noted that a "Runway Incursion Severity Classification (RISC) Calculator – ICAO version" and "ICAO Runway Safety Tool Kit" for Runway Incursion Prevention are available on the same website.

5.1.22 The objective of ICAO Manual is to help States, international organizations, aerodrome operators, air traffic service (ATS) providers and aircraft operators to implement runway safety programmes taking into account best practices already implemented by some States, international organizations, aerodrome operators, ATS providers and airlines.

5.1.23 The meeting was informed that IATA Jointly with the Flight Safety Foundation (FSF) have developed a "Runway Safety Toolkit" including runway incursion and excursion prevention, that will be launched in the second half of 2009.

5.1.24 Noting that significant number of AOP deficiencies in some MID States fall at runway surface conditions; the meeting reiterated concerns on degradation of runway surface characteristics that might creates various levels of unsafe operating conditions for aircraft and agreed that an effective "Pavement Management System" and a "Correction Programme for the Removal of Rubber Build-Up on Runways" by each State should be established and updated.

5.1.25 The meeting agreed that a process to insure accuracy, integrity and timely dissemination of critical aeronautical information that may affect operations on or near the runway is established and that a process should be in place to allow users to provide feedback on the accuracy of aeronautical information.

5.1.26 The meeting noted set of actions to improve safety and efficiency of runway operations in the MID Region and accordingly, agreed to the following two Conclusions:

CONCLUSION 11/10: DEVELOPMENT OF RUNWAY INCURSION PREVENTION PROGRAMME AT MID AERODROMES

That, MID States provide the MID Regional Office with following information, not later than, 30 August 2009:

a) status of development and implementation of "Runway incursion programme and if not 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 needed; and

c) AOP Sub-Group to review information collected on the status of implementation of development of runway incursion prevention for further course of actions.

CONCLUSION 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 e MID Regional Office with 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 done so, prepare a detailed action plan for each International aerodrome, to fulfil relevant ICAO requirement;*

b) advise if ICAO assistance is needed; and

c) the AOP Sub-Group to review information collected by on the status of Pavement Surface Maintenance Programme" and "Correction Programme for The Removal of Rubber Build-Up On Runways for further course of actions.

Outcome of the MID Aerodrome Emergency Planning (AEP) Seminar

5.1.27 The meeting recalled that MIDANPIRG/10 requested ICAO to consider organizing a workshop/seminar on one of the aerodrome operational services i.e. Aerodrome Rescue and Fire Fighting (ARFF), Aerodrome Emergency Plan, Removal of Disabled Aircraft, Apron Management and Surface Movement Guidance and Control System (SMGCS). The meeting was informed that AOP Sub-Group/6 meeting selected the Aerodrome Emergency Planning (AEP) with focus on ARFF as an area of priority.

5.1.28 The meeting noted with appreciation that ICAO Council approved a SIP for the year 2008 to organize a three days seminar on AEP. The objective of the Seminar was to assist MID States in improving the efficiency of aerodrome operations and resolving identified deficiencies.

5.1.29 The meeting was informed that the AEP Seminar was successfully held in Cairo from 14 to 16 May 2008. Fifty (50) participants from nine (9) States, five (5) expert members from the Aerodrome Panel, Rescue and Fire Fighting Working Group (RFFWG) attended the seminar.

5.1.30 Although an aerodrome emergency plan is a component of a certified aerodrome manual; the meeting recognized that the effectiveness of the planning should be periodically assessed in accordance with paragraph 9.1 of Annex 14 Volume I, and that an aerodrome emergency plan is required to be established at an aerodrome, commensurate with the aircraft operations and other activities conducted at the aerodrome regardless its designation.

5.1.31 The meeting noted the topics and case studies that were addressed during the seminar related to aerodrome emergency planning and full scale exercise which were appropriately addressed. In this connection, the meeting noted that the participants of the seminar had the opportunity to attend, as observers, an AEP full scale-exercise in coordination with the Egyptian Civil Aviation Authority and Cairo International Airport Company. The purpose was to increase awareness and gain knowledge on managing a full-scale AEP exercise as well as exchanging hands-on experiences.

5.1.32 The meeting was apprised on the outcome as expressed at the end of MID AEP seminar and noted that the participants invited States to:

- develop a high level framework and a detailed planning including priorities and timelines for the implementation ICAO requirements on aerodrome emergency planning for each of its aerodromes open for public use;

- adopt/follow a collaborative approach involving all concerned parties/agencies in the assessment of each aerodrome emergency plan with particular emphasis on efficiency of Mutual Aid Emergency Agreements with different involved agencies in and outside an aerodrome; and

- evaluate the quality, adequacy and efficiency of existing services, facilities and procedures in particular aerodrome Rescue and Fire Fighting (ARFF), and in the case of data collection, consider carefully the required level of details of collected data.

5.1.33 Noting the critical impact of non-testing of AEP at aerodromes open for international operations; the participants of the AEP Seminar were also, of the view that the implementation of AEP provisions should be considered as a regional matter of concern to all MID States, which thereby necessitates coordination and exchange of experience between States, ICAO and other national/international organizations involved.

5.1.34 The meeting noted that the participants of the MID AEP Seminar requested ICAO to consider more guidance on the followings:

a) pandemic preparedness planning for international aerodromes (as part of aviation);

b) removal of disabled aircrafts particulars, timing and responsibilities/ obligations of all concerned in light of increased liberalization of aerodrome management; and

c) accidents/incidents analysis at aerodromes in connection with AEP best practices.

5.1.35 The meeting noted that the participant' suggestions on the need for similar seminars/workshop on other AOP safety related topics of priority in the MID Region with a longer duration to include enough room for study cases; analysis and exchange of expertise.

5.1.36 The meeting reviewed the recommendations expressed at the end of MID AEP seminar as contained at **Appendix 5.1F** to the Report on Agenda Item 5.1 and accordingly, agreed to the following Conclusion:

CONCLUSION 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 5.1F** to the Report on Agenda Item 5.1 and take necessary actions as appropriate.*

MID Basic ANP and FASID (DOC. 9708)

5.1.37 Considering the process of publishing the final version of the MID Basic ANP and FASID would necessitate a long period of time, the meeting recalled that MIDANPIRG/10 agreed to all pending MID Basic ANP and FASID Amendments proposals, as approved by MIDANPIRG/9 and MIDANPIRG/10, to be processed and incorporated into the final version of Doc 9708.

5.1.38 The meeting noted that all the prepared Amendment Proposals have been processed and approved, as required.

5.1.39 With regard to the publication of the MID Basic ANP and FASID (Doc 9708) in English and Arabic versions, the meeting noted with concern that this action is still pending. Nevertheless, a Draft working version of the MID Basic ANP and FASID was made available for the meeting on a CD-ROM. Furthermore, the meeting was informed that ICAO is developing the electronic ANP (eANP) database using a GIS Portal (http://192.206.28.81/eganp/). The online environment is the preferred method for access to the eANP material.

5.1.40 The meeting recognized that the MID Basic Air Navigation Plan should reflect near term planning and implementation of aerodromes required for international air transport in the MID Region and noted the outcome of AOP Sub-Group/6 meeting on the need for updates to AOP 1 tables of MID BASIC ANP and FASID - Doc 9708.

5.1.41 Based on inputs received from MID States and in accordance with Amendment procedures of Basic ANP, The meeting was informed that a proposal for amendment (Serial No.: MID BASIC ANP 08/05-AOP) was initiated by the MID Regional Office, was reviewed by all concerned States, users and international organization, and finally was approved by ICAO Council on 15 December 2008 and was disseminated to all concerned.

5.1.42 A list of the International Aerodromes required for Air Navigation in the MID Region, as approved by the ICAO Council, is contained at **Appendix 5.1G** to the Report on Agenda Item 5.1.

5.1.43 The meeting agreed that subsequent updates to the MID FASID in the AOP, AIS, CNS and MET parts are to be processed in consultation with users, provider States and with the assistance of the ICAO MID Regional Office, Cairo. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 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.

MIDANPIRG/11
Appendix 5.1A to the Report on Agenda Item 5.1

MIDDLE EAST REGION
AERODROMES REQUIRED FOR INTERNATIONAL OPERATIONS

(**Ref. MID Basic ANP Doc. 9708, Final Draft Rev. Jan. 2009**)

STATES	No of Int'l ADs	Regular use, Scheduled Int'l Aerodromes RS		Regular use, Non-Scheduled Int'l Aerodromes RNS		Alternate use, Scheduled Int'l Aerodromes AS		Alternate use, Non-Scheduled Int'l Aerodromes ANS	
		No.	Aerodrome Name	No.	Aerodrome Name	No.	Aerodrome Name	No.	Aerodrome Name
Afghanistan	**2**	1	OAKB KABUL/Kabul			1	OAKN KANDAHAR/Kandahar		
Bahrain	**1**	1	OBBI BAHRAIN/Bahrain						
Egypt	**15**	8	HEAX ALEXANDRIA/Alexandria HEBA ALEXANDRIA/Borg El Arab HESN ASWAN/Aswan HEAT ASYUT/Asyut HECA CAIRO/Cairo HEGN HURGHADA/Hurghada HELX LUXOR/Luxor HESH SHARM EL SHIEKH/Sharm El Sheikh	1	HEMA MARSA ALAM/Marsa Alam	5	HEAR EL ARISH/ El Arish HEPS PORT SAID/ Port Said HEOW SHARK EL OWEINAT/Shark El Oweinat HESC ST. CATHERINE/St Catherine HETB TABA/Taba	1	HEAZ CAIRO/Almaza

STATES	No of Int'l ADs	Regular use, Scheduled Int'l Aerodromes RS		Regular use, Non-Scheduled Int'l Aerodromes RNS		Alternate use, Scheduled Int'l Aerodromes AS		Alternate use, Non-Scheduled Int'l Aerodromes ANS	
		No.	Aerodrome Name	No.	Aerodrome Name	No.	Aerodrome Name	No.	Aerodrome Name
Iran	**8**	7	OIKB BANDAR ABBASS/Bandar Abbass OIFM ESFAHAN/Shahid Beheshti OIMM MASHHAD/Shahid Hashemi Nejad OISS SHIRAZ/Shahid Dastghaib OIIE TEHRAN/Imam Khomaini OIII TEHRAN/Mehrabad OIZH ZAHEDAN/Zahedan	1	OITT TABRIZ/Tabriz				
Iraq	**5**	4	ORBI BAGHDAD/Baghdad ORMM BASRAH/Basrah ORER ERBIL/Erbil ORSU Sulaymaniyah/ Sulaymaniyah					1	ORNI Al Najaf/Al Najaf
Israel	**5**	1	LLBG TEL AVIV/Ben Gurion	4	LLET EILAT/Eilat LLHA HAIFA/Haifa LLOV OVDA/Ovda LLSD TELAVIV/Sde Dov				

STATES	No of Int'l ADs	Regular use, Scheduled Int'l Aerodromes RS		Regular use, Non-Scheduled Int'l Aerodromes RNS		Alternate use, Scheduled Int'l Aerodromes AS		Alternate use, Non-Scheduled Int'l Aerodromes ANS	
		No.	Aerodrome Name	No.	Aerodrome Name	No.	Aerodrome Name	No.	Aerodrome Name
Jordan	**4**	**3**	OJAI AMMAN/Queen Alia OJAQ AQABA/King Hussein			1	OJAM AMMAN/Marka		
			OJJR JERUSALEM/ Jerusalem (Closed)						
Kuwait	**1**	1	OKBK KUWAIT/KUWAIT						
Lebanon	**1**	1	OLBA BEIRUT/R.B.H. - Beirut						
Oman	**2**	1	OOMS MUSCAT/Muscat			1	OOSA SALALAH/Salalah		
Qatar	**2**	2	OTBD DOHA/Doha OTxx DOHA/New Doha (Future 2010)						
Saudi Arabia	**4**	4	OEDF DAMMAM/King Fahd OEJN JEDDAH/King Abdulaziz OEMA MADINAH/Prince Mohammad Bin Abdulaziz						
			OERK RIYADH/King Khalid						

STATES	No of Int'l ADs	Regular use, Scheduled Int'l Aerodromes RS		Regular use, Non-Scheduled Int'l Aerodromes RNS		Alternate use, Scheduled Int'l Aerodromes AS		Alternate use, Non-Scheduled Int'l Aerodromes ANS	
		No.	Aerodrome Name	No.	Aerodrome Name	No.	Aerodrome Name	No.	Aerodrome Name
Syria	**3**	3	OSAP ALEPPO/Aleppo OSLK LATTAKIA/ Bassel Al-Assad OSDI DAMASCUS/Damascus						
United Arab Emirates	**7**	7	OMAA ABU DHABI/Abu Dhabi OMAL AL AIN/Al Ain OMDB DUBAI/Dubai OMFJ FUJAIRAH/Fujairah OMRK RAS AL KHAIMAH/Ras Al Khaimah OMSJ SHARJAH/Sharjah OMJA DUBAI-JABEL ALI/Jabel Ali (Future: 2009-2012)						
Yemen	**5**	5	OYAA ADEN/Aden OYHD HODEIDAH/Hodeidah OYRN MUKALLA/Riyan OYSN SANA'A/Sana'a OYTZ TAIZ/Ganad						

STATES	No of Int'l ADs	Regular use, Scheduled Int'l Aerodromes RS		Regular use, Non-Scheduled Int'l Aerodromes RNS		Alternate use, Scheduled Int'l Aerodromes AS		Alternate use, Non-Scheduled Int'l Aerodromes ANS	
		No.	Aerodrome Name	No.	Aerodrome Name	No.	Aerodrome Name	No.	Aerodrome Name
Total	**65**	**49**		**6**		**8**		**2**	
Total - a (MIDANPIRG 15 Provider States)	**65 (Sixty Five)** Aerodromes are required for international operations **in 15 MID States**. Out of which **62 (Sixty Two)** aerodromes are currently open for international air transport ,two aerodromes in Qatar and UAE are future aerodromes planned for Int'l operations in 2009 & 2010 and one aerodrome in Jordan is currently closed.								

MIDANPIRG/11
Appendix 5.1B to the Report on Agenda Item 5.1

STATUS OF IMPLEMENTATION OF CERTIFICATION OF AERODROMES IN MIDANPIRG PROVIDER STATES

AERODROMES INCLUDED IN THE MID BASIC AIR NAVIGATION PLAN & FASID (DOC 9708)

(February 2009)

STATE	NO. OF AERODROMES OPEN FOR INT'L AIR TRANSPORT		RESPONSIBLE BODY	NUMBER OF CERTIFIED AERODROMES/ON-GOING/PLANNED		
	As indicated in the MID ANP	Info. Provided by States on		Certified	Ongoing	Planned
AFGHANISTAN	2	-		-	-	-
BAHRAIN	1	1	Bahrain Civil Aviation Affairs	-	1	-
EGYPT	15	8	ECAA	3	5	Dec. 2009 for 8 aerodromes only)
IRAN	8		Iran CAA & Iran Airports Company	-	8	Dec. 2010
IRAQ	5	5	Iraq CAA		5	Dec. 2010
ISRAEL	5	5	Israel CAA	1	3	-
JORDAN	4	3 +one is closed	Jordan CAA	1	2	Feb. 2009
KUWAIT	1	1	DGCA		1	Feb. 2009
LEBANON	1	1	Lebanese CAA		1	Dec. 2009
OMAN	2	2	DGCA & M		2	Dec 2010
QATAR	2	1 + one future	Qatar CAA		1	Dec. 2010
SAUDI ARABIA	4	4	Saudi GACA	4	-	-

STATE	NO. OF AERODROMES OPEN FOR INT'L AIR TRANSPORT		RESPONSIBLE BODY	NUMBER OF CERTIFIED AERODROMES/ON-GOING/PLANNED		
	As indicated in the MID ANP	Info. Provided by States on		Certified	Ongoing	Planned
SYRIA	3	3	Syrian Aerodromes Rehabilitation & Cert. and Env. Protection Authority	-	3	Dec. 2009
U.A.E.	7	6 + one Future	U.A.E. GCAA	6	–	-
YEMEN	5			-	-	-
TOTAL	**65 (62 Aerodromes are open + 2 Future + one closed)**			**15 represent ≈ 24%**	**47**	

MIDANPIRG/11
Appendix 5.1C to the Report on Agenda Item 5.1

GUIDANCE ON THE CONTENT OF AN ACTION PLAN FOR THE IMPLEMENTATION OF CERTIFICATION OF AERODROME

1. State Name: ….

2. Numbers of Aerodromes open for International Operations: …

3. Expected date for certification of all International Aerodromes: ….

	Name and Designation of the Aerodrome	Task	Responsible Body	Time allocated		Rationale for non-compliance	Remarks
				From	to		
4.	**General**	Establish an appropriate regulatory framework including: 1. Legislative support; 2. National Regulations; 3. Establish a criteria and procedures for the certification of aerodromes; 4. Identify an Entity in charge for the application of the requirements having inspectorate and enforcement capacities	State				

	Name and Designation of the Aerodrome	Task	Responsible Body	Time allocated		Rationale for non-compliance	Remarks
				From	**to**		
5-1	**For Example:** **HELX LUXOR/Luxor Int'l Airport RS**	Develop, verify and submit an Aerodrome Manual for each international aerodrome	Aerodrome Service Provider				
		Revision of Aerodrome Manual ensuring that it includes a safety management system prior to granting the aerodrome certificate;	State				
		On-site Verification of the Aerodrome Facilities and services	State & Aerodrome Service Provider				
		Granting an aerodrome certificate	State				
		Aerodrome Safety Oversight Activities	States				
		Remedial of safety related deficiencies	Aerodrome Service Provider				
		Enforcement of safety related deficiencies	States				
		Other specific safety issues for considerations	State & Aerodrome Service Provider				

	Name and Designation of the Aerodrome	Task	Responsible Body	Time allocated		Rationale for non-compliance	Remarks
				From	to		
5-2	……..	…….	…..				
		……..	…..				
		…….	……				
		…. …	…….				
		…….	…….				
		…….	……				
		…….	…….				
		…….	…….				

6. Indicate if ICAO Assistance is required: ……

7. Any Others: ….

MIDANPIRG/11
Appendix 5.1D to the Report on Agenda Item 5.1

STATUS OF IMPLEMENTATION OF SAFETY MANAGEMENT SYSTEM AT AERODROMES IN MIDANPIRG PROVIDER STATES

AERODROMES INCLUDED IN THE MID BASIC AIR NAVIGATION PLAN & FASID (DOC 9708)

(February 2009)

STATE	NO. OF AERODROMES OPEN FOR INT'L AIR TRANSPORT		Responsible Body for establishment of State Safety Programme	Responsible Body for the implementation of SMS at Aerodromes	Status of Establishment of State Safety Programme (SSP)			Number of Aerodrome that Safety Management System is implemented/ongoing/planned		
	As indicated in the MID ANP	As per Info. Provided by States			Established	On-going	Planned	Implemented	On-going	Planned
AFGHANISTAN	2	-	-	-	-	-	-	-	-	-
BAHRAIN	1	1	Bahrain Civil Aviation Affairs	Bahrain Civil Aviation Affairs	√			1		
EGYPT	15	8	ECAA	Egyptian Airports Company (EAC)		√		3	5	Dec. 2009 for 8 aerodromes only)
IRAN	8		Iran CAA	Iran Airports Company (IAC)		√		-	8	Dec. 2010
IRAQ	5	5	Iraq CAA				√		5	Dec. 2010
ISRAEL	5	5	Israel CAA	Israel Airports Authority (IAA)	-	-	-	1	3	-
JORDAN	4	3 +one is closed	Jordan CAA	Jordan CAA	√			1	2	Feb. 2009

STATE	NO. OF AERODROMES OPEN FOR INT'L AIR TRANSPORT		Responsible Body for establishment of State Safety Programme	Responsible Body for the implementation of SMS at Aerodromes	Status of Establishment of State Safety Programme (SSP)			Number of Aerodrome that Safety Management System is implemented/ongoing/planned		
	As indicated in the MID ANP	As per Info. Provided by States			Established	On-going	Planned	Implemented	On-going	Planned
KUWAIT	1	1	DGCA	DGCA	√				1	July 2009
LEBANON	1	1	Lebanese CAA	Lebanese CAA		√			1	Dec. 2010
OMAN	2	2	DGCA & M	DGCAM		√			2	Dec 2010
QATAR	2	1 + one future	Qatar CAA	Qatar CAA		√			1	Dec. 2010
SAUDI ARABIA	4	4	Saudi GACA	Saudi GACA	√			4	-	-
SYRIA	3	3	Syria General Organization of Civil Aviation			√		-	3	Dec. 2009
U.A.E.	7	6 + one Future	U.A.E. GCAA	U.A.E. Airport local Department		√			~~6~~	Dec. 2009
YEMEN	5	CAMA	CAMA	-	-	-	-	-	-	-
TOTAL	**65 (62 Aerodromes are open + 2 Future + one closed)**				**4 States of MIDANPIRG Provider States**			**10 certified Aerodromes represent about 16% of MID aerodromes open for international air transport**		

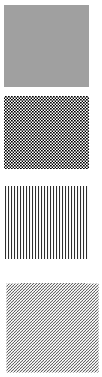
MIDANPIRG/11
Appendix 5.1E to the Report on Agenda Item 5.1

MIDDLE EAST REGION

CERTIFICATION OF AERODROMES STATUS OF IMPLEMENATION FOLLOW-UP

(January 2009)

TIMELINES:



Global

Regional

National

Planned

MIDDLE EAST REGION - CERTIFICATION OF AERODROMES
STATUS OF IMPLEMENTATION FOLLOW-UP
(Jan. 2009)

		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Global	**Legislation**										
MID Region											
States	Afghanistan										
	Bahrain										
	Egypt										
	Iran, Islamic Rep. of										
	Iraq										
	Israel										
	Jordan										
	Kuwait										
	Lebanon										
	Oman										
	Qatar										
	Saudi Arabia										
	Syrian										
	United Arab Emirates										
	Yemen										
Global	**Formation of Separate Regulatory Entity**										
MID Region											
States	Afghanistan										
	Bahrain										
	Egypt										
	Iran, Islamic Rep. of										
	Iraq										
	Israel										
	Jordan										
	Kuwait										
	Lebanon										
	Oman										
	Qatar										
	Saudi Arabia										
	Syrian										
	United Arab Emirates										
	Yemen										
Global	**Preparation of the Aerodrome Manual**										
MID Region											
States	Afghanistan										
	Bahrain										
	Egypt										
	Iran, Islamic Rep. of										
	Iraq										
	Israel										
	Jordan										
	Kuwait										
	Lebanon										
	Oman										
	Qatar										

		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
	Saudi Arabia										
	Syrian										
	United Arab Emirates										
	Yemen										
Global	**Aerodrome Operation Performance Assessment**										
MID Region											
States	Afghanistan										
	Bahrain										
	Egypt										
	Iran, Islamic Rep. of										
	Iraq										
	Israel										
	Jordan										
	Kuwait										
	Lebanon										
	Oman										
	Qatar										
	Saudi Arabia										
	Syrian										
	United Arab Emirates										
	Yemen										
Global	**Issue of an Aerodrome Certificate for Int'l Airports**										
MID Region											
States	Afghanistan										
	Bahrain										
	Egypt										
	Iran, Islamic Rep. of										
	Iraq										
	Israel										
	Jordan										
	Kuwait										
	Lebanon										
	Oman										
	Qatar										
	Saudi Arabia										
	Syrian										
	United Arab Emirates										
	Yemen										
SAFETY MANAGEMENT SYSTEM											
Global	**Safety Management System**										
MID Region											
States	Afghanistan										
	Bahrain										
	Egypt										
	Iran, Islamic Rep. of										
	Iraq										
	Israel										
	Jordan										

		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
	Kuwait										
	Lebanon										
	Oman										
	Qatar										
	Saudi Arabia										
	Syrian										
	United Arab Emirates										
	Yemen										
UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME											
Global	**Universal Safety Oversight Audit Programme**										
MID Region											
States	Afghanistan										
	Bahrain										
	Egypt										
	Iran, Islamic Rep. of										
	Iraq										
	Israel										
	Jordan										
	Kuwait										
	Lebanon										
	Oman										
	Qatar										
	Saudi Arabia										
	Syrian										
	United Arab Emirates										
	Yemen										

MIDANPIRG/11
Appendix 5.1F to the Report on Agenda Item 5.1

RECOMMENDATIONS OF THE MID AEP SEMINAR

(Cairo, 14-16 May, 2008)

A. States, in accordance with the strict planning and management principles and procedures are urged to:

RECOMMENDATION 1: develop a high level framework and a detailed planning including priorities and timelines for the implementation ICAO requirements on aerodrome emergency planning for each of its aerodromes open for public use;

RECOMMENDATION 2: adopt/follow a collaborative approach involving all concerned parties/agencies in the assessment of each aerodrome emergency plan with particular emphasis on efficiency of Mutual Aid Emergency Agreements with different involved agencies in and outside an aerodrome, and

RECOMMENDATION 3: make an inventory, evaluate the quality, adequacy and efficiency of existing services, facilities and procedures in particular aerodrome Rescue and Fire Fighting (ARFF), and in the case of data collection, consider carefully the required level of details of collected data.

RECOMMENDATION 4: noting the critical impact of non-testing of AEP at aerodromes open for international operations; the implementation of AEP provisions should be considered as a regional matter concerning all MID States, which thereby necessitates coordination and exchange of experience between States, ICAO and other national/international organizations involved.

RECOMMENDATION 5: ICAO to consider more guidance on the followings:

a) pandemic preparedness planning for international aerodromes (as part of aviation)

b) removal of disabled aircrafts particulars, timing and responsibilities/ obligations of all concerned in light of increased liberalization of aerodrome management.

c) accidents/incidents analysis at aerodromes in connection with AEP best practices.

B. The following comments and suggestions for enhancing ICAO assistance to MID States in alleviating deficiencies in the aerodrome operations:

Comment 1: Similar safety related seminars/workshops are requested to be organized in future at appropriate intervals; it should be targeted to Aerodrome Regulatory Bodies, Service Providers and Users.

Comment 2: Seminars/workshops duration should not be less than five days to include enough room for study cases; analysis and exchange of expertise.

MIDANPIRG/11
Appendix 5.1G to the Report on Agenda Item 5.1

Appendix

International Aerodromes Required in the MID Region

EXPLANATION OF THE LIST

CITY/AERODROME	Name of the city and aerodrome, preceded by the location indicator.
DESIGNATION	Designation of the aerodrome as: RS — international scheduled air transport, regular use RNS — international non-scheduled air transport, regular use AS — international scheduled air transport, alternate use ANS — international non-scheduled air transport, alternate use

Note 1.— When an aerodrome is needed for more than one type of use, normally only the use highest on the above list is shown. An exception is that AS aerodromes are identified even when they are required for regular use by international non-scheduled air transport or international general aviation, as some specifications in Annex 14, Volume I place special requirements on these aerodromes.

Example.— An aerodrome required for both RS and AS use would only be shown as RS in the list. However, this table may still show specific requirements for AS use.

Note 2.—When the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of the name of a city.

Location Indicator	City/Aerodrome	Designation
AFGHANISTAN		
OAKB	KABUL/Kabul Intl	RS
OAKN	KANDAHAR/Kandahar Intl	AS
BAHRAIN		
OBBI	BAHRAIN/Bahrain Intl	RS
EGYPT		
HEAX	ALEXANDRIA/Alexandria Intl	RS
HEBA	ALEXANDRIA/Borg El Arab Intl	RS
HESN	ASWAN/Aswan Intl	RS
HEAT	ASYUT/Asyut Intl	RS
HEAZ	CAIRO/Almaza Intl	ANS
HECA	CAIRO/Cairo Intl	RS
HEAR	EL ARISH/ El Arish Intl	AS
HEGN	HURGHADA/Hurghada Intl	RS
HELX	LUXOR/Luxor Intl	RS
HEMA	MARSA ALAM/Marsa Alam Intl	RNS
HEPS	PORT SAID/ Port Said Intl	AS
HEOW	SHARK EL OWEINAT/Shark El Oweinat Intl	AS
HESH	SHARM EL SHIEKH/Sharm El Sheikh Intl	RS
HESC	ST. CATHERINE/St Catherine Intl	AS
HETB	TABA/Taba Intl	AS

Location Indicator	City/Aerodrome	Designation
IRAN, ISLAMIC REPUBLIC OF		
OIKB	BANDAR ABBASS/Bandar Abbass Intl	RS
OIFM	ESFAHAN/Shahid Beheshti Intl	RS
OIMM	MASHHAD/Shahid Hashemi Nejad Intl	RS
OISS	SHIRAZ/Shahid Dastghaib Intl	RS
OITT	TABRIZ/Tabriz Intl	RNS
OIIE	TEHRAN/Imam Khomaini Intl	RS
OIII	TEHRAN/Mehrabad Intl	RS
OIZH	ZAHEDAN/Zahedan Intl	RS
IRAQ		
ORBI	BAGHDAD/Baghdad Intl	RS
ORMM	BASRAH/Basrah Intl	RS
ORER	ERBIL/Erbil Intl	RS
ORSU	SULAYMANIYAH/Sulaymaniyah Intl	RS
ORNI	AL NAJAF/Al Najaf Intl (Non operational)	RNS
ISRAEL		
LLET	EILAT/Eilat Intl	RNS
LLHA	HAIFA/Haifa Intl	RNS
LLOV	OVDA/Ovda Intl	RNS
LLBG	TEL AVIV/Ben Gurion Intl	RS
LLSD	TELAVIV/Sde Dov Intl	RNS

Location Indicator	City/Aerodrome	Designation
JORDAN		
OJAM	AMMAN/Marka Intl	AS
OJAI	AMMAN/Queen Alia Intl	RS
OJAQ	AQABA/King Hussein Intl	RS
OJJR	JERUSALEM/Jerusalem (Non operational)	RS
KUWAIT		
OKBK	KUWAIT/KUWAIT Intl	RS
LEBANON		
OLBA	BEIRUT/ R. B. H - Beirut Intl	RS
OMAN		
OOMS	MUSCAT/ Muscat Intl	RS
OOSA	SALALAH/Salalah	AS
QATAR		
OTBD	DOHA/Doha Intl	RS
OTXX	DOHA/New Doha Intl (Future – 2010)	RS
SAUDI ARABIA		
OEDF	DAMMAM/King Fahd Intl	RS
OEJN	JEDDAH/King Abdulaziz Intl	RS
OEMA	MADINAH/Prince Mohammad Bin Abdulaziz Intl	RS
OERK	RIYADH/King Khalid Intl	RS

Location Indicator	City/Aerodrome	Designation
SYRIAN ARAB REPUBLIC		
OSAP	ALEPPO/Aleppo Intl	RS
OSLB	LATTAKIA/Bassel Al-Assad, Intl	RS
OSDI	DAMASCUS/Damascus Intl	RS
UNITED ARAB EMIRATES		
OMAA	ABU DHABI/Abu Dhabi Intl	RS
OMAL	AL AIN/Al Ain Intl	RS
OMDB	DUBAI/Dubai Intl	RS
OMFJ	FUJAIRAH/Fujairah Intl	RS
OMRK	RAS AL KHAIMAH/Ras Al Khaimah Intl	RS
OMSJ	SHARJAH/Sharjah Intl	RS
OMJA	DUBI - JABEL ALI/Jabel Ali Int'l (Future, 2009 -2012)	RS
YEMEN		
OYAA	ADEN/Aden Intl	RS
OYHD	HODEIDAH/Hodeidah Intl	RS
OYRN	MUKALLA/Riyan	RS
OYSN	SANA'A/Sana'a Intl	RS
OYTZ	TAIZ/Ganad Intl	RS

AGENDA ITEM 5: REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION ISSUES

5.2 ATM/SAR

MIDANPIRG/11
Report on Agenda Item 5.2

REPORT ON AGENDA ITEM 5: REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION ISSUES

5.2 ATM/SAR

Improvement of the MID ATS Route Network

5.2.1 The meeting recalled that MIDANPIRG/10 in April 2007, noting amongst others, the disparities in the ATS route lengths and accordingly, asked the ATM/SAR/AIS Sub Group to take necessary action and completely review the MID ATS route network. Pursuant to this, the ATM/SAR/AIS SG/9 meeting in December 2007 established the ATS Route Network Task Force (ARN TF), which because of the subject importance had its first meeting in Cairo in July 2008. Accordingly, the meeting approved establishment of the Task Force and agreed to the following Decision:

DECISION 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.*

5.2.2 The meeting noted that the ATM/SAR/AIS SG/10, November 2008 discussed the issues of amendment and editorial changes to the MID ANP Table ATS-1 (ATS routes), and recalled the procedures for amendment of the Basic ANP and FASID, which are reflected at **Appendix 5.2B** to the Report on Agenda Item 5.2. In this regard, it was noted that the problem of changes by States, which do not follow established ICAO procedures for amendment of the ANP, is an ongoing challenge that still required attention. In this context, the meeting recalled that MIDANPIRG/10 meeting in April 2007, had noted the concern of States regarding the lengthy mechanism used for the amendment of the ATS route network, particularly in light of the new and rapidly changing ATM environment.

5.2.3 The meeting acknowledged that most of the changes carried out by States were intended to achieve at a more efficient and safer airspace, which should be encouraged. However, the meeting also recalled that the ATS route network contained in the Basic ANP Table ATS-1 constitutes the Regional ATS route requirements agreed by provider and user States as well as users (aircraft operators), that the development of these requirements involves parties beyond the MID Region, and is approved by the ICAO President of the Council on behalf of the Council. Accordingly, not following the procedures compromises the usefulness of the Table ATS-1 as a Regional requirement, the objectives of Regional planning, and furthermore complicates and induces delays in the procedural amendment of the ANP.

5.2.4 The meeting noted that in response to questions raised over the issue of time and format for submitting the amendments to the MID Regional Office, the ATM/SAR/AIS SG/10 discussed ways that could be used, i.e. using the very format used by the Secretariat to circulate amendment proposals to States and concerned international organizations for comments, and using PDF comment tools on a copy of the PDF format of Table ATS-1. It was however, important for an amendment proposal to contain adequate details and clear reasons for the proposed changes, in order to avoid unnecessary delays in the processing.

5.2.5 The meeting acknowledged that it was not always necessary for ATS route amendment proposals to be considered by the MIDANPIRG subsidiary bodies before being processed in accordance with the formal procedures for ANP amendment. Particularly proposals that are well coordinated with immediately concerned States/FIRs and constitute an improvement to the ATS route network, may be proposed directly to the Regional Office and processed without the need for further consideration by the ARN TF or the ATM/SAR/AIS SG.

5.2.6 Based on the above, the meeting agreed to the following Conclusion:

CONCLUSION 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

5.2.7 The meeting discussed the outcome of the ATM/SAR/AIS SG/10 with regard to the ARN TF, and noted that a number of ATS route proposals were presented by IATA to the first meeting of the ARN TF in July 2008. The meeting noted the action taken by the ATM/SAR/AIS SG/10 and that the users (IATA and others) were expected to present a comprehensive user requirement to the forthcoming meeting of the Task Force in March 2009, in order to facilitate the Task Force to deliver on its primary mandate, of complete revision of the MID ATS route network.

5.2.8 The meeting approved the MID ATS Route Catalogue developed within the context of the ATM/SAR/AIS SG, as an ATS route development/planning tool. The meeting agreed that the usage of the Catalogue will be to contain a list of ATS route proposals that have been agreed within the framework of MIDANPIRG for further consideration/processing, in the near term or future, until such ATS routes/proposals have been processed as amendments to Table ATS-1 and approved by the ICAO Council, or agreed to be removed from the Catalogue for such reasons as being improbable, overtaken by events, or replaced by an agreed alternative. The Catalogue will be used to record and track the routes' development, and will as such be a living document updated at relevant meetings and by the Secretariat as requested within the MIDANPIRG framework. It shall not be the purpose or intention of the *MID ATS Route Catalogue*, to duplicate the ANP Table ATS-1 or its purpose.

5.2.9 Based on the above, the meeting agreed to the following Conclusion:

CONCLUSION 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.

5.2.10 The meeting acknowledged the need for a charting tool support the route development process as highlighted by the ATM/SAR/AIS SG10 meeting, and noted that ICAO has started development of the electronic Air Navigation Plan (eANP) and that the charting tools thereto could be effectively used to support the ATS route development process.

5.2.11 The meeting recalled that MIDANPIRG/10 agreed on Conclusion 10/36 *Special Baghdad FIR Coordination Meeting*, with a view to address coordination issues between Iraq and its adjacent States. The meeting noted that the ATM/SAR/AIS SG/10 reviewed and updated information regarding ATS routes discussed at the Special Baghdad FIR Co-ordination Meeting (SBFCM), which was held at the MID Regional Office from 28 to 29 May 2008.

5.2.12 The meeting noted the developments regarding a proposal to duplicate ATS route R784 within the Baghdad FIR due to traffic demand, particularly in light of the long outstanding implementation of parallel routes UL602 and UP975 in the Damascus FIR. The proposal was discussed within the framework of the Route Development Group – Eastern Part of the EUR Region (RDGE), and the MID Regional Office will be coordinating as necessary with the EUR/NAT Office to facilitate further development of the proposal.

5.2.13 In context of the ATS route network the meeting also discussed the issue of implementation of Air Traffic Flow Management (ATFM) in the MID Region, and noted that pursuant to views within the ATM/SAR/AIS SG, the MID Regional Office has scheduled an ATFM Seminar as a Special Implementation Project (SIP) in July 2009 to share ideas on implementation and establish common grounds before agreeing on the strategy for ATFM implementation in the MID Region. The meeting noted also that the Arab Civil Aviation Commission (ACAC) had established a programme of seminars/workshops which could also be coordinated to support this initiative.

RVSM Operations and Monitoring Activities in the MID Region

5.2.14 The meeting noted that the ATM/SAR/AIS SG/10 meeting held in Cairo, 3-6 November 2008 reviewed and consolidated the outcome of the MID RMA Board/6 and Board/7 meetings, which were held in Amman, Jordan, from 18 to 19 March 2008 and in Cairo, Egypt, from 14 to 16 October 2008, respectively.

MID RMA Financial and Managerial Issues

5.2.15 The meeting recalled that MIDANPIRG/10, under Conclusion 10/30, taking into consideration the tremendous efforts deployed by UAE in the preparation for the successful and safe implementation of RVSM in the MID Region, and based on an offer from the MID RMA Board, invited UAE to join the MID RMA Project being exempted from the payment of contributions for the first ten (10) years from the date of operation of the MID RMA.

5.2.16 The meeting noted with appreciation that further to the follow-up actions taken by the MID Regional Office, UAE has joined the MID RMA Project and signed the MID RMA Memorandum of Agreement (MOA) on 21 October 2008, as reflected at **Appendix 5.2D** to the Report on Agenda Item 5.2. Accordingly, the meeting agreed to the following Conclusion which replaces and supersedes MIDANPIRG/10 Conclusion 10/30:

CONCLUSION 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).

5.2.17 The meeting noted that all MID RMA Board, MIDANPIRG/10 and MSG/1 meetings noted with concern that, a number of MID RMA Member States are not paying their contributions to the MID RMA Project within the specified timescales. The status of MID RMA States' contributions is as follows:

	Year 1 (Nov. 05 – Nov. 06)	**Year 2 (Nov. 06 – Dec. 07)**	**Year 3 (2008)**	**Year 4 (2009)**
Bahrain	Paid (US$ 30,000)	Paid (US$ 20,000)	Paid (US$ 30,000)	Paid (US$ 30,000)
Egypt	Paid (US$ 30,000)	Paid (US$ 20,000)	Paid (US$ 30,000)	Paid (US$ 30,000)
Iran	Paid (US$ 30,000)	Paid (US$ 20,000)	Paid (US$ 30,000)	Not paid (US$ 30,000)
Jordan	Paid (US$ 30,000)	N/A	Paid (US$ 1,250)	Paid (US$ 10,000)
Kuwait	Paid (US$ 30,000)	N/A	Not paid (US$ 1,250)	Paid (US$ 10,000)

	Year 1 (Nov. 05 – Nov. 06)	**Year 2 (Nov. 06 – Dec. 07)**	**Year 3 (2008)**	**Year 4 (2009)**
Lebanon	Paid (US$ 30,000)	N/A	Paid (US$ 1,250)	Not Paid (US$ 10,000)
Oman	Paid (US$ 30,000)	Paid (US$ 20,000)	Paid (US$ 30,000)	Paid (US$ 30,000)
Saudi Arabia	Paid (US$ 30,000)	Paid (US$ 20,000)	Paid (US$ 30,000)	Paid (US$ 30,000)
Syria	Not paid (US$ 30,000)	N/A	Not paid (US$ 1,250)	Not Paid (US$ 10,000)
UAE	Exempted from payment up-to end of 2015			
Yemen	Paid (US$ 30,000)	N/A	Paid (US$ 1,250)	Paid (US$ 10,000)

5.2.18 The meeting noted that the MID RMA Board agreed to extend the deadline for the payment of arrears and that related to the payment of contributions to the MID RMA Project for year 2009 to 31 March 2009. Accordingly, the meeting urged those States that have not yet done so, to pay their contributions/arrears within the specified timeframe and agreed to the following Conclusion:

CONCLUSION 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) the 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 RVSM Safety Monitoring Report(SMR).

5.2.19 Taking into consideration the MID RMA status of expenditures, the meeting agreed and funding mechanism, based on the fund available to the MID RMA (savings + arrears) and the cost of the radar data recording and analysis software; the meeting supported the decision of the MID RMA Board/7 meeting related to the purchase of the radar data recording and analysis software and agreed accordingly to the following Conclusion:

CONCLUSION 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, Iran, 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.

MID RVSM SMR 2008

5.2.20 The meeting recalled that in the previous MID RVSM SMR 2006, it was not possible to provide an estimate for the probability of vertical overlap due to atypical errors. Hence, it was neither possible to provide in that report direct nor supporting evidence of compliance with the ICAO overall TLS of $5x10^{-9}$ fatal accident per flight hour. Therefore, it was stressed in so many occasions during the MID RMA Board and ATM/SAR/AIS SG meetings on the importance of submitting the altitude deviation reports to the MID RMA on regular basis, in accordance with MIDANPIRG/10 Conclusion 10/40.

5.2.21 The meeting was informed about the problems encountered by the MID RMA in the development of the SMR 2008. Concern was raised regarding the unsatisfactory provision of data by States (traffic data, updated aircraft RVSM approvals, Altitude Deviation Reports and Coordination Failure Reports). The following table presents the status of provision of data by States:

State	Actual FPL Traffic Data	ADR	CFR	RVSM Approvals
Bahrain	Very Good	Very Good	Very Good	Very Good
Egypt	Very Good	Very Good	Very Good	Very Good
Iran	Acceptable	Very Good	Very Good	Very Good
Jordan	Acceptable	Not Acceptable	Not Acceptable	Acceptable
Kuwait	Not Acceptable	Not Acceptable	Not Acceptable	Not Acceptable
Lebanon	Very Good	Acceptable	Acceptable	Very Good
Oman	Acceptable	Not Acceptable	Not Acceptable	Very Good
Saudi Arabia	Very Good	Very Good	Very Good	Very Good
Syria	Not Acceptable	Not Acceptable	Not Acceptable	Not Acceptable
UAE	Not Acceptable*	Acceptable	Acceptable	Very Good
Yemen	Acceptable	Very Good	Not Acceptable	Not Acceptable
Afghanistan	-	-	-	Not Acceptable
Iraq	-	-	-	Not Acceptable

State	Actual FPL Traffic Data	ADR	CFR	RVSM Approvals
Israel	-	-	-	Not Acceptable
Qatar	-	-	-	Not Acceptable

5.2.22 The meeting noted that the ATM/SAR/AIS SG/10 meeting reviewed the draft version of the MID RVSM SMR 2008 prepared by the MID RMA with the assistance of EUROCONTROL, taking into consideration the comments made by the MID RMA Board/7 meeting.

5.2.23 The meeting appreciated all the efforts deployed by the MID RMA Team to overcome the difficulties encountered and the delay observed for the provision of required data by States, in order to meet the deadlines defined during the MID RMA Board/6 meeting. It was noted with appreciation that the four safety objectives were met including safety objective#2 related to the overall vertical-collision risk, as follows:

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.

Result: The computed vertical-collision risk due to technical height-keeping performance **1.93×10^{-13}** meets the ICAO technical TLS of **2.5×10^{-9}** fatal accidents per flight hour**.**

Objective #2: The overall vertical-collision risk – 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.

Result: The result for the estimated overall vertical-collision risk found **4.19×10^{-13}** which meets the ICAO overall TLS of **5×10^{-9}** fatal accidents per flight hour.

Objective #3: **A**ddress any safety-related issues raised in this report by recommending improved procedures and practices.

Result: Safety related issues regarding the Middle East RVSM operations have been identified and improved procedures and practices have been recommended for future MIDRMA practices.

Objective #4: 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.

Result: Current risk bearing situations have been identified in the Report and actions have been proposed to the MIDRMA to ensure relevant information is collected in order to identify operational issues and potential mitigations

5.2.24 Based on the above the meeting approved the MID RVSM SMR 2008.

5.2.25 The meeting noted that the MID RMA Board/7 and the ATM/SAR/AIS SG/10 meetings were of view that it would be more appropriate to have the requirements for mandatory reporting of data to the RMAs included in the provisions of ICAO Annex 6 and Annex 11, as appropriate, since in all ICAO Regions, States are required to provide to their RMAs, on regular basis, their list of RVSM approved aircraft, ADRs and CFRs. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 11/20: ICAO PROVISIONS RELATED TO THE 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.

5.2.26 The meeting recalled that Bahrain, Kuwait, Oman, Saudi Arabia, UAE and Yemen agreed to provide the MID RMA with radar data, as and when required. The meeting re-emphasized that Tehran FIR is amongst the biggest and busiest FIRs of the Region and that radar data from Iran will be needed for the development of the SMR 2010. Accordingly, the meeting invited Iran to agree to provide radar data to the MID RMA, as, when and where required. The meeting re-iterated the importance of provision of required data to the MID RMA in a timely manner and continuous basis and accordingly agreed to the following Conclusion which replaces and supersedes MIDANPIRG/10 Conclusions 10/35 and 10/40:

CONCLUSION 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

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 SMRs.

5.2.27 The meeting agreed with the MID RMA Board/7 and ATM/SAR/AIS SG/10 meetings that it would be necessary to raise the awareness of States and their Air Navigation Service Providers about the requirements of the sustained RVSM safety assessment activity. In this respect, the meeting noted with appreciation that the MID RMA in coordination with Bahrain, ICAO and EUROCONTROL will organize a training event (seminar/workshop) on RVSM safety assessment, during which the different steps for the assessment of the vertical collision risk, the horizontal overlap, the overall vertical collision risk, etc, would be presented. It was also highlighted that during this training event the radar data recording and analysis software could be presented. The meeting expressed its appreciation to Bahrain for accepting to host the MID RVSM Safety Assessment Seminar/Workshop and the ATM/SAR/AIS SG/11 meeting from 8 to 12 November 2009.

Requirements for Height Monitoring for Aircraft/Operators without known Monitoring Results

5.2.28 The meeting was informed about a proposal for amendment to Annex 6 Part I and Part II concerning long term monitoring requirements for height keeping performance which would harmonize RVSM approval criteria and help to maintain the safety of operations.

5.2.29 The meeting noted that the MID RMA in coordination with EUROCONTROL and based on the updated RVSM approvals and traffic data provided by States, has identified the list of aircraft without known height monitoring results as well as a list of aircraft requiring height monitoring, in accordance with ICAO aircraft grouping categories. It was noted in this regard that a total of **749** RVSM approvals from the MID Region were available during the assessment period used for the development of the SMR 2008. From the **749** approved aircraft, only **465** aircraft (62%) had monitoring results from the European HMUs, and **284** aircraft (38%) had no known monitoring results.

5.2.30 In connection with the above, the meeting noted that Egypt requested the agreement of the MID RMA Board to go ahead with a feasibility study and Cost/Benefit Analysis related to the implementation of an HMU in the MID Region. It was also noted that Bahrain informed the MID RMA Board/7 meeting that they are considering to look into a consultancy service to carry out a feasibility study and Cost/Benefit Analysis for an appropriate Monitoring infrastructure to support the MID RMA activity. The meeting agreed that Bahrain and Egypt present Working Papers on the subject to the next MID RMA Board/8 meeting, in order to take appropriate decision on the subject.

Preparations for SMR 2010

5.2.31 With regard to the preparation for the development of the SMR 2010 and considering that MIDANPIRG/12 is tentatively scheduled for the fourth quarter of 2010, the meeting agreed that FPL/traffic data for the month of June 2009 be used for the development of SMR 2010.

5.2.32 The meeting questioned if for future SMRs, it would be better to consolidate safety objectives #3 and #4. In this regard it was highlighted that contrary to safety objectives #1 and #2 which are measurable, safety objectives #3 and #4 are subjective and inter-related. Accordingly, the meeting agreed to the following Conclusion, which replaces and supersedes MIDANPIRG/10 Conclusion 10/38:

CONCLUSION 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 x 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 x 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.*

MID RMA Duties and Responsibilities

5.2.33 The meeting reviewed and approved the revised Terms of Reference (TOR) of the MID RMA Board as at **Appendix 5.2E** to the Report on Agenda Item 5.2.

5.2.34 The meeting reviewed and approved the duties and responsibilities of the MID RMA at **Appendix 5.2F** to the Report on Agenda Item 5.2. It was agreed that, at this stage, the MID RMA should focus only on the activities related to RVSM safety monitoring/assessment, in accordance with the ICAO Doc 9574 (RVSM Manual).

5.2.35 The meeting noted with appreciation that a Draft MID RMA Manual has been developed. The Manual includes reference material related to the initial set up, administrative management, membership, funding mechanism, duties and responsibilities of the MID RMA as well as the requirements for RVSM safety assessment. It was agreed that the MID RMA Board Members should contribute to the improvement of this Manual with a view to present an updated version to the MID RMA Board/8 meeting.

RVSM Implementation in Baghdad FIR

5.2.36 The meeting recalled that the Special Baghdad FIR Coordination Meeting held in Cairo, 28-29 May 2008 recognized the importance of implementing RVSM in the Baghdad FIR. The meeting noted that IATA considers that with the efforts of all concerned parties, RVSM implementation in Baghdad FIR could be achievable in 2009. The meeting was of view that the provision of required ATC and CNS facilities and services represent one of the pre-requisites for the RVSM implementation and that the Planning for RVSM implementation would require also the active participation of experts in airworthiness, flight operations, air traffic management, safety assessment and height monitoring, etc.

5.2.37 Based on the above the meeting agreed to the establishment of a Working Group for the development of necessary planning materials related to RVSM implementation in Baghdad FIR and for assisting the Iraqi Civil Aviation Authority in expediting the implementation of such an important project. Accordingly, the meeting agreed to the following Decision:

DECISION 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.*

SSR Code Allocation Plan (CAP) for the MID Region

5.2.38 The meeting recalled that the MIDANPIRG/10 meeting, April 2007, after being apprised on the issues concerning SSR code shortage in the Region, established the SSR Code Allocation Study Group (SSRCASG) to look closer into the issue and make recommendations to address it. To this end the meeting noted also that in December 2008, the ATM/SAR/AIS SG/10 meeting considered the modified TOR and list of tasks of the SSRCASG, with the objective of aligning the language with actions that are feasible for the Study Group, without departing from its basic objective as established by MIDANPIRG/10. Accordingly, the meeting agreed to the following Decision to supersede MIDANPIRG/10 Decision 10/44:

DECISION 11/24: MID REGION SSR CODE ALLOCATION STUDY GROUP (SSRCASG)

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.*

5.2.39 The meeting noted that so far the SSRCASG has held two meetings and has agreed on some measures that can be implemented to address problems being encountered in the use of the current system and of increasing the SSR code availability.

5.2.40 The meeting was informed that in addition to long term issues that were inherent in the existing MID SSR CAP, there were SSR code allocation problems that arose from the interface areas of the ICAO MID, EUR and AFI Regions, as well as code shortage problems that were exacerbated by inappropriate use of codes, such as the use of domestic codes on international flights. The meeting noted that the EUR Region in particular is eagerly awaiting completion of the MID SSR code allocation revision process, in order to resolve current problems in the interface areas of the two Regions.

5.2.41 The meeting noted that despite efforts taken by the MIDANPIRG/10 and subsequent meetings of MIDANPIRG subsidiary bodies with regard to improper SSR code assignments, some FIRs, such as Bahrain, continue to face problems with respect to some adjacent FIRs that do not use the SSR codes as allocated in the MID SSR CAP. This resulted in the air traffic controllers in Bahrain ACC having to change codes as part of coordinating traffic from the said FIRs, consequently creating unnecessary workload burden on the controllers. The meeting noted also that, coordination and code assignment changes involving aircraft from the Baghdad FIR into Jeddah and Kuwait FIRs is also a continuing problem. The meeting noted that the ATM/SAR/AIS SG/10 had endorsed the work of the Study Group with regard to non-system code assignment problems. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 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.

5.2.42 Concerning long term measures to address the MID SSR code allocation and assignment challenges, the meeting noted that the ATM/SAR/AIS SG/10 had endorsed the Study Group proposal to adopt the Originating Region Code Assignment Method (ORCAM) with three Participating Areas (PAs) for the MID Region. However, the Study Group required specific data and information which includes traffic patterns and volume, in order to determine the most appropriate configuration and number of PAs.

5.2.43 The meeting noted with concern that, not withstanding significant effort from the MID Regional Office, there had been limited success in securing the necessary data from States, which had then delayed the work of the Study Group. The meeting noted that the third meeting of the SSRCASG was scheduled to be held from 16 to 17 March 2009, however, that the meeting would only be held if the necessary data was secured.

5.2.44 Based on the above, the meeting agreed to the following Conclusion:

CONCLUSION 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); and 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.

5.2.45 The meeting highlighted that the recommendations from the Study Group, particularly with regard to the ORCAM, should be subject to careful scientific assessment, and that the problem of misuse of the codes would not be solved by the ORCAM. It was noted that depending on how the PAs are configured, this could have an adverse effect on FIRs with high volumes of descending and climbing traffic, such as the Emirates FIR. The meeting agreed that the requirement for the Study Group to assess all available avenues to address the code shortage problem should be reflected in the TOR of the Study Group. The meeting acknowledged that it was important for States to send participants to the Study Group, who are familiar with the subject matter and the operational issues involved.

5.2.46 The meeting acknowledged the outcome of the Study Group as endorsed by the ATM/SAR/AIS Sub-Group, in particular the measures of "code sharing," reduction of SSR code occupancy time, and the domestic use of 75 and 76 series codes. Accordingly, the meeting adopted the following Conclusions:

CONCLUSION 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

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.

CONCLUSION 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.

5.2.47 Regarding the use of code series 75 and 76, the meeting noted that, as part of the short term measures to alleviate code shortage, the Study Group had requested the Secretariat to look into the possible use of these code series for domestic purposes as this could provide immediate relief which is needed by some MID FIRs, noting that the series were used in some FIRs in other ICAO Regions. However, the Secretariat was still awaiting States' responses.

5.2.48 The meeting urged States to respond to States Letters requesting traffic statistical information which was essential for the Study Group to complete its work, and on the matter of radar systems use of SSR code series 75 and 76.

Contingency Plans in the MID Region

5.2.49 The meeting recalled that provisions regarding contingency arrangements, which detail States' ATS obligations to develop and promulgate contingency plans for implementation in the event of disruption or potential disruption of ATS and supporting services, are contained in Chapter 2 of Annex 11. Guidance material relating to the development, promulgation and implementation of contingency plans is contained in Attachment C to Annex 11.

5.2.50 Furthermore, the meeting recalled that MIDANPIRG/10 meeting, April 2007, had noted with concern that the development and promulgation of contingency plans in the MID Region remained significantly low, and that accordingly MIDANPIRG/10 had adopted Conclusion 10/45: *Development and Promulgation of Contingency Plans,* inter alia, urging States to develop contingency plans in accordance with ICAO provisions and requesting the MID Regional Office to carry out a survey on the status of implementation.

5.2.51 The meeting noted that, pursuant to MIDANPIRG/10 Conclusion 10/45, the MID Regional Office circulated a survey questionnaire on the status of development of contingency plans for Air Traffic Management and Supporting Services. However, after the deadline for responses was extended, only six States had responded to the above State Letters, five of which also addressed the questionnaire. Accordingly, the ATM/SAR/AIS Sub-Group regarded such an outcome as inadequate to reflect the Regional status of implementation.

5.2.52 The meeting noted with appreciation that, since 2007 a number of States have provided the MID Regional Office with copies of their contingency plans, which indicates continuing efforts to comply with the provisions of Annex 11. The plans however, were still to be aligned with the agreed template referred to the in MIDANPIRG/10 Conclusion 10/45 and with all of the provisions of Annex 11.

5.2.53 The meeting acknowledged that one of the challenges contributing to the low pace in implementation was the process of consultation and agreements with adjacent airspaces (States), in support of the contingency plans. However, progress has also been noted in this regard, a number of States have actually signed contingency planning agreements with adjacent airspaces, and some had been prepared, circulated and were pending signature. The meeting agreed that the difficulty with regard to the agreements should not deter the development of the plan to the extent possible in absence of such agreements.

5.2.54 The meeting recalled recent natural phenomena such as the cyclone weather activity that affected Muscat FIR in 2007, and was of the view that the non-implementation of contingency arrangements had been a deficiency for a significant period. Accordingly, the meeting was of a view that, in order to further foster implementation, a deadline by which all States should have complied with the Annex 11 standards would be appropriate.

5.2.55 Based on the above, the meeting agreed to the following Conclusion to update and supersede MIDANPIRG/10 Conclusion 10/45:

CONCLUSION 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 AS SOON AS POSSIBLE; and

*b) use the template at **Appendix 5.2I** to the Report on Agenda Item for the development and promulgation of contingency plans.*

5.2.56 The meeting recalled that MIDANPIRG/10 had recognized that, while contingency plans would vary from one FIR to another due to various factors, the use of a common template would, inter alia, reduce diversity, facilitate harmonization of the elements of the plans, and facilitate final review as the need for implementation of a particular plan becomes imminent.

Search and Rescue and Civil/Military Coordination

Search and Rescue

5.2.57 The meeting recalled that States' obligations with regard to SAR are rooted in Article 25 of the Convention, and that in support of the provisions of Annex 12, the basic principles, operational requirements and planning criteria regarding search and rescue services, have been developed for the MID Region and are indicated in the MID Basic Air Navigation Plan (ANP) (Doc 9708).

5.2.58 The meeting recalled also that, in order to assist and facilitate States in discharging their responsibilities in various fields of air navigation, the 36th Session of the General Assembly in September 2007 adopted Resolution A36-13: *Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation,* which is reviewed and updated as necessary at every Assembly Session for which a Technical Commission is established. The meeting noted specifically Appendix N of the Resolution *(Provision of Search and Rescue Services)*, which is reflected at **Appendix 5.2J** to the Report on Agenda Item 5.2, and that the Resolution addresses various elements that are pertinent to implementation of SAR provisions, including:

- delimitation of areas
- cooperation with maritime search and rescue services
- agreements with other States
- delegation of responsibilities
- remedies to inadequacies in the provision of efficient SAR services.

5.2.59 The meeting noted that, while the establishment of formal agreements between neighbouring States has the status of a *Recommendation* in Annex 12, in respect of the MID Region, the provision has been adopted as part of the MID Region ANP. However, the provision for States to designate a search and rescue point of contact for the receipt of Cospas-Sarsat distress data is an Annex 12 Standard.

5.2.60 The meeting recalled the MIDANPIRG/10 Conclusion 10/48: *Search and Rescue (SAR) Agreements,* urging MID States to sign SAR agreements and providing a model SAR agreement that may be used to facilitate that process, as well as Conclusion 10/49: *406 MHz Beacon Registration Database (IBRD)* urging MID States to upgrade emergency locator transmitters (ELTs) from 121.5/243 MHz to 406 MHz by 1 February 2009, and was apprised on the work of the ATM/SAR/AIS Sub-Group in this regard.

5.2.61 The meeting noted that the ATM/SAR/AIS SG/10 acknowledged with appreciation a draft agreement developed by Saudi Arabia as complementary effort to facilitate the signing of SAR agreements throughout the MID Region. Moreover, that Saudi Arabia was ready to sign the agreement with willing States. The meeting noted that there was willingness to sign the agreement. However, the participants at the ATM/SAR/AIS SG/10 did not necessarily have the mandates to sign the agreement. Furthermore, that in some States the mandate to sign rests in much higher levels of authority, often involving multiples of government bodies such as the military, the ministries of interior and of foreign affairs. As such participants would consult with relevant stakeholders in their States regarding the draft agreement and to proceed towards signature where applicable, without necessarily reverting to the Sub-Group. The meeting noted also, that Saudi Arabia has made advances in establishing institutional arrangements to facilitate SAR consultative processes.

5.2.62 The meeting recognized that the process of signing the agreements could be effectively facilitated through the development of enabling legislation, from which relevant parties could be authorised to sign agreements based on provisions of such legislation.

5.2.63 The meeting noted that a SAR & Civil/Military Seminar (Special Implementation Project (SIP)) was held by the MID Regional Office in May 2008, with the objective to provide and share information with participants, on ICAO provisions and guidance material, experiences and practices in the MID States and from other ICAO Regions, as well as views, ways and means on implementation.

5.2.64 Among the points covered by the Seminar participants were the relevant provisions of the Chicago Convention, SARPs applicable to SAR particularly from Annex 12, Assembly Resolution A36-13 Appendix N: *Provisions of Search and Rescue*, and available guidance material including the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual (Doc 9731), the importance of changing to, and registering the 406MHz beacons whose services (provided by Cospas-Sarsat) offer far more benefits than for the 121.5 MHz beacons, and that Cospas-Sarsat System would cease satellite processing of 121.5/243 MHz beacons from 1 February 2009.

5.2.65 The meeting was informed that according to a Cospas-Sarsat beacon usage forecast, that by 2009 nearly 500,000 121.5 MHz beacons would still be in use, which brings up the question of how these many beacons will be provided with services.

5.2.66 In this context, the meeting was informed that Saudi Arabia had invested in the necessary infrastructure and institutional arrangements to provide satellite coverage of 121.5 MHz and 406MHz beacons, and that MID States could benefit from the services. The ATM/SAR/AIS SG/10 meeting had requested Saudi Arabia to make the offer formal through written communication to ICAO as well as with working papers to relevant forums.

5.2.67 In view of the foregoing, the meeting adopted the following Conclusions to supersede MIDANPIRG/10 Conclusions 10/48, 10/49:

CONCLUSION 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 Recommendation 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) the model of SAR agreement available in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, reproduced at **Appendix 5.2K** to the Report on Agenda Item 5.2, to be used to guide States in the development of their own SAR agreements; and*

e) ICAO assist States in their efforts to sign SAR agreements.

CONCLUSION 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 406 MHz beacons, MID States that have not already 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.

5.2.68 The meeting noted that in order to address implementation challenges discussed above, the ATM/SAR/AIS SG/10 also agreed that a SAR ad-hoc Working Group (SAR AWG) should be convened in particular to look more closely into the challenges and available proposals to address them, develop recommendations to facilitate and foster implementation, and review the SAR requirements in the ANP with a view to updating and aligning them with the current provisions and needs of the Region. Accordingly, the meeting agreed to the following Decision.

DECISION 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.*

Civil/Military Coordination

5.2.69 On the subject of civil/military coordination and related activities, the meeting recalled that the relevant provisions are covered in a number of ICAO documents, in particular: the Convention (Article 3) Annexes 2, 11 and 15, PANS ATM (Doc 4444), Air Traffic Services Planning Manual (Doc 9426), Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations (Doc 9554) and Manual concerning Interception of Civil Aircraft (Doc 9433).

5.2.70 The meeting recalled also that Assembly Resolution A36-13 Appendix O, the text of which is reproduced at **Appendix 5.2M** to the Report on Agenda Item 5.2, concerns *Coordination of Civil and Military Air Traffic* and acknowledged that the Resolution could be effectively applied to enhance safety and efficiency in the use of airspace. It was noted that, a new resolving clause had also been added to Appendix O, that, "*the Council shall endeavour to support States in the establishment of civil/military agreements by providing advice and guidance.*"

5.2.71 The meeting was apprised on civil/military cooperation issues covered by the SAR and Civil/Military Coordination Seminar held in Cairo in May 2008, and noted, inter alia, the following points:

- the issue of flexible use of airspace (FUA)
- ICAO SARPs, policies and guidance material contained in Annexes 2 and 11, Assembly Resolutions
- the Manual concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations (Doc 9554)
- Manual concerning Interception of Civil Aircraft (Doc 9433)
- Global ATM Operational Concept (Doc 9854) applicability to Civil Military coordination and Flexible use of Airspace (FUA)
- the Global Air Navigation Plan (Doc 9750)
- the ICAO Business Plan.

5.2.72 The meeting concurred with the view of the ATM/SAR/AIS SG/10, that experiences from other ICAO Regions, in particular the EUR Region and North America, included elements that could be beneficial for the MID Region.

5.2.73 The meeting noted that the Seminar had:

a) urged ICAO to develop global guidance material for civil/military cooperation to assist States to implement the Flexible Use of Airspace (FUA) concept as indicated by the Global Plan Initiative 1 (GPI-1) and that MID States should explore means of using other Regions' experiences in the implementation of FUA; and

b) considered that while the global guidance material is available, the development of Regional guidelines for civil/military cooperation will facilitate optimum use of the airspace by all its users, civil or military. It was also considered that these Regional guidelines for civil/military cooperation should be developed through an appropriate Regional mechanism.

5.2.74 Furthermore, the meeting acknowledged the view of the ATM/SAR/AIS SG/10, that the Seminar had been valuable, and that accordingly such seminars should be held at regular intervals of up to two (2) years to sustain the stakeholders' awareness and keep them involved. The availability of the Arab Civil Aviation Commission (ACAC) programme of seminars/workshops, which could be complementary to ICAO Seminars, was also noted.

5.2.75 The meeting noted that ATM/SAR/AIS SG/10, after deliberating on the matters covered by MIDANPIRG/10 Conclusion 10/25: *Civil Military Coordination*, Conclusion 10/26: *Coordination of Flights Operating over High Seas*, and Conclusion 10/27: *Uncoordinated Flights over the Red Sea Area*, was of the view that, other than some slight, mostly editorial changes, these Conclusions remain largely valid.

5.2.76 Based on the foregoing, the meeting accordingly, agreed on the following Conclusions to update and supersede MIDANPIRG/10 Conclusions 10/25, 10/26, and 10/27:

CONCLUSION 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.

CONCLUSION 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.*

CONCLUSION 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.*

Language Proficiency

5.2.77 The meeting recalled that pursuant to Assembly Resolution A32-16: *Proficiency in the English language for radiotelephony communications*, in March 2003, the Council adopted amendments to Annex 1 – *Personnel Licensing*, Annex 6 – *Operation of Aircraft*, Annex 10 – *Aeronautical Telecommunications*, Annex 11 – *Air Traffic Services*, and the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444) related to the strengthened language proficiency requirements for pilots and air traffic controllers, and required that flight crews and air traffic controllers involved in international operations have a minimum level of English language proficiency by 5 March 2008.

5.2.78 Moreover, the meeting recalled that in accordance with Amendment 164 to Annex 1 adopted by the Council in March 2003, as of 5 March 2008, aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators, shall demonstrate the ability to speak and understand the language used for radiotelephony communication to the level specified in the language proficiency requirements in Appendix 1 of the Annex.

5.2.79 The meeting recalled furthermore, that in some States in the MID Region, two languages are used in the provision air traffic services (ATS): the national language and the English language. However, MIDANPIRG/10 acknowledged, that the use of more than one language in the same environment could lead to degradation of situational awareness for flight crews who do not understand both the languages used for radiotelephony in that environment. On the other hand, the establishment of a single-language radiotelephony environment that would rely only on the English language, based on the new ICAO language proficiency requirements, would decisively improve communication effectiveness in air traffic services and would therefore, significantly contribute to the improvement of safety. Moreover, the meeting recalled the provisions of Annex 10, Volume II regarding the use of standardized phraseology which has been developed and published by ICAO for specific purposes.

5.2.80 The meeting noted that in order to assist States in their efforts to meet their obligations in terms of the above provisions, a *Language Proficiency Seminar*, approved by ICAO as a Special Implementation Project (SIP) for 2007, was successfully conducted at ICAO MID Regional Office in Cairo from 03 to 05 September 2007, and an *Implementation of English Language Proficiency Workshop* was conducted in Dubai, UAE from 28 to 31 January 2008 under the aegis of ICAO HQ.

5.2.81 The meeting noted that by the time of MIDANPIRG/11 meeting, thirteen (13) MID States had communicated their status of implementation to ICAO. Of these, seven (7) States had submitted plans to comply, six (6) had indicated compliance, and two (2) States had not as yet communicated their implementation status or plan to ICAO.

5.2.82 Based on the above, the meeting agreed to the following Conclusion to supersede MIDANPIRG/10 Conclusions 10/46 and 10/47:

CONCLUSION 11/36: ICAO LANGUAGE PROFICIENCY

That, in order to expedite the process of implementation of the ICAO Language Proficiency requirements, MID States that have not already done so are urged to:

a) ensure that all stakeholders (pilots, controllers, language teachers, regulators, 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.*

CONCLUSION 11/37: USE OF THE ENGLISH LANGUAGE AND STANDARD ICAO PHRASEOLOGY

That,

a) MID States that have not already done so 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. as much as possible, use 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.

5.2.83 The meeting was informed about the summary status of global implementation and noted that the list of all ICAO Contracting States and their responses to ICAO with regard to status of implementation may be found at the ICAO website (http://www.icao.int/anb/fls/lp/lpcompliance1.cfm).

Implementation of Safety Management System for Air Traffic Services in the MID Region

5.2.84 The meeting recalled that ICAO provisions on Safety Management Programmes in Annex 11, become applicable in November 2005. In March 2006, the ICAO Council adopted harmonized safety management provisions in Annexes 6, 11 and 14 requiring States to establish a safety programme and, as a part of such a programme, require aerodrome operators, air traffic services providers and air operators to implement a Safety Management System (SMS) acceptable to the Authority. The harmonized provisions, which are contained in Annex 11, are applicable as of 23 November 2006 for national authorities, aerodromes operators and air traffic services providers, and as of 1 January 2009 for air operators.

5.2.85 The meeting recalled also that the provisions for implementation of *Safety Management* as detailed in Chapter 2 of Annex 11, obligate States to establish *Safety Programmes* in order to achieve an acceptable level of safety in the provision of ATS. The provisions have three distinct elements:

- *Safety Programmes* to be established by authorities;
- *Safety Management Systems* to be implemented by ATS service providers, as part of, and as required within the context of the State Safety Programme; and
- Establishment of an Acceptable Level of Safety

5.2.86 The meeting recalled the 36th Session of the ICAO General Assembly Resolutions A36-8: *Non-disclosure of certain accident and incident records*, A36-9: *Protecting information from safety data collection and processing systems in order to improve aviation safety* and A36-10: *Improving accident prevention in civil aviation.*

5.2.87 The meeting was apprised on the outcome of the tenth meeting of the ATM/SAR/AIS Sub-Group pertaining to status of implementation of safety management system for Air Traffic Services in the MID Region pursuant to the review of the relevant survey that was conducted following MIDANPIRG/10 meeting Conc. 10/81: *Survey on ATS Safety Management.* The meeting noted that due to the low level of responses, the results of the survey were inconclusive and could not be used to update the view of MIDANPIRG/11. The meeting noted the views of the ATM/SAR/AIS Sub-Group/10 meeting and agreed to task the ATM/SAR/AIS Sup-Group to continue interacting with the States in order to verify the status of implementation of SMS at ATS.

5.2.88 The meeting also reiterated MIDANPIRG/10 Conc. 10/80: *Reporting Mechanism and Sharing of Safety-related Information,* and its validation.

5.2.89 The Meeting recognized the pivotal role of focal points and that the updates regarding their contact details are imperative for proper reporting of incidents and follow up thereto.

5.2.90 Accordingly, the meeting agreed to the following Conclusion to update material in MIDANPIRG/10 Conclusion 10/80 and Conclusion 10/81 and to supersede them:

CONCLUSION 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 2 of Annexes 11 and Chapter 8 of Annex 13 to Chicago Convention;

c) designate focal points to whom operators may send incident reports for investigation and corrective measures, 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

MIDANPIRG/11
Appendix 5.2A to the Report on Agenda Item 5.2

MID ATS ROUTE NETWORK TASK FORCE
(ARN TF)

(Revised)

A) TERMS OF REFERENCE

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

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

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

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

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

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

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

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

B) COMPOSITION

The ARN TF will be composed of:

a) Experts nominated by Middle East Provider States from both Civil Aviation Authority and Military Authority.

b) IATA, IFALPA and MID RMA.

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

C) WORKING ARRANGEMENTS

The Task Force shall:

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

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

MIDANPIRG/11
Appendix 5.2B to the Report on Agenda Item 5.2

EXTRACT FROM THE MID BASIC AIR NAVIGATION PLAN

PROCEDURE FOR THE AMENDMENT OF REGIONAL PLANS, INCLUDING FASID MATERIAL

27. The Basic ANP and FASID may be amended by a RAN meeting or by following the amendment procedures below.

PROCEDURE FOR THE AMENDMENT OF APPROVED BASIC AIR NAVIGATION PLANS

Approved by Council on 25 February 1998

1. Introduction

The procedure outlined below has been evolved to provide a means of maintaining basic regional plans in a current condition by correspondence.

2. General criteria

2.1 The Assembly has resolved that regional plans shall be revised when it becomes apparent that they are no longer consistent with current and foreseen requirements of international civil aviation and that, when the nature of a required change permits, the associated amendment of the regional plan shall be undertaken by correspondence between the Organization and the Contracting States and international organizations concerned.

2.2 When a State cannot immediately implement a particular part or a specific detail of a regional plan, although it intends to do so when practicable, this in itself should not cause the State to propose an amendment to the plan.

3. Procedure

3.1 If, in the light of the above criteria, any Contracting State (or group of States) of a region wishes to effect a change in the approved Basic ANP for that region it should propose to the Secretary General, through the ICAO Regional Office accredited to that State, an appropriate amendment to the plan, adequately documented; the proposal should include the facts that lead the State to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions. (This procedure does not preclude a State having previous consultation with other States before submitting an amendment proposal to the ICAO Regional Office.)

3.2 The Secretary General will circulate the proposal, adequately documented, with a request for comments to all provider and user States of the region considered affected as well as to user States outside the region and international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. If, however, the Secretary General considers that the proposed amendment conflicts with established ICAO policy, or that it raises questions which the Secretary General considers should be brought to the attention of the Air Navigation Commission, the proposal will be first presented, adequately documented, to the Commission. In such cases, the Commission will decide the action to be taken on the proposal.

3.3 If, in reply to the Secretary General's inquiry to States and selected international organizations, no objection is raised to the proposal by a specified date, the proposal shall be submitted to the President of the Council, who is authorized to approve the amendment on behalf of the Council.

3.4 If, in reply to the Secretary General's inquiry to States and selected international organizations any objection is raised, and if objection remains after further consultation, the matter will be documented for formal consideration by the Commission. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

3.5 Proposals for the amendment of regional plans submitted by international organizations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings and which attended the meeting(s) where the relevant plan was prepared, will be dealt with in the same manner as those received from States, except that, before circulating a proposal to States and selected international organizations pursuant to 3.2, the Secretary General will ascertain whether it has adequate support from the State or States whose facilities will be affected. If such support is not forthcoming, the proposal will be presented to the Commission, and the Commission will decide on the action to be taken on the proposal.

3.6 Proposals for the amendment of regional plans may also be initiated by the Secretary General provided that the State or States whose facilities will be affected have expressed their concurrence with the proposal.

3.7 Amendment to regional plans which have been approved in accordance with the above procedure will be promulgated at convenient intervals.

PROCEDURE FOR THE AMENDMENT OF THE FACILITIES AND SERVICES IMPLEMENTATION DOCUMENT (FASID)

Approved by Council on 26 February 1997

1. Amendments to the FASID shall be effected on the basis of an adequately documented proposal submitted by a Contracting State (or a group of States) to the ICAO Regional Office; the proposal should include the facts that lead to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions to the FASID. (This procedure does not preclude a State having previous consultation with other States before submitting an amendment proposal to the ICAO Regional Office.)

2. The ICAO Regional Office will circulate the proposal, adequately documented, with a request for comments to the provider States in the region and to user States except those which obviously are not affected, and, for information and comments if necessary, to international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. If, however, it is considered that the proposed amendment conflicts with established ICAO policy, or that it raises questions which should be brought to the attention of the Air Navigation Commission, the proposal will be adequately documented and presented to the Commission. In such cases, the Commission will decide the action to be taken on the proposal.

3. If, in reply to the ICAO Regional Office's inquiry, no objection is raised to the proposal by a specified date, it will be deemed that a regional agreement on the subject has been reached and the proposal shall be incorporated into the FASID.

4. If, in reply to the ICAO Regional Office's inquiry, any State objects to the proposal, and if objection remains after further consultation, the matter will be documented for discussion by the respective planning and implementation regional group (PIRG) and, ultimately, for formal consideration by the Commission, if necessary. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

5. Proposals for the amendment of the FASID submitted by international organizations directly concerned with the operation of aircraft in the region, which may be invited to attend suitable ICAO meetings where the FASID was prepared, will be dealt with in the same manner as those received from States, except that, before circulating the proposal to all interested States, it will be ascertained whether the proposal has adequate support from the State or States whose facilities or services will be affected. If such support is not forthcoming, the proposal will not be pursued.

6. Proposals for the amendment of the FASID may also be initiated by the ICAO Regional Office provided that the State or States whose facilities or services will be affected have expressed their concurrence with the proposal.

7. Amendments to the FASID which have been approved in accordance with the above procedure will be promulgated at convenient intervals.

ABBREVIATIONS

All abbreviations used in this document are contained in the *Procedures for Air Navigation Services — ICAO Abbreviations and Codes* (PANS-ABC, Doc 8400), with the exception of those used in the explanations of the various tables, which also give their meaning.

MIDANPIRG/11
Appendix 5.2C to the Report on Agenda Item 5.2

MID ATS ROUTES CATALOGUE

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

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

Conclusions/Remarks			Last updated	

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

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

Conclusions/Remarks			Last updated	

Middle East Regional Monitoring Agency

(MID RMA)

MEMORANDUM OF AGREEMENT

Bahrain - 27 February, 2006

MEMORANDUM OF AGREEMENT
on the establishment, operation and management of the
Middle East Regional Monitoring Agency (MID RMA)
and its funding by the Participating States

1. PARTIES

1.1 The Parties to this memorandum of agreement are: Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, Syria and Yemen.

2. AGREEMENT

- CONSIDERING the urgent need to institute a programme, on a regional basis, for monitoring the height-keeping performance of aircraft operating in RVSM airspace;

- CONSIDERING the Parties' earlier decision that the Middle East Regional Monitoring Agency (MID RMA) will be funded entirely by the participating States and that the budget estimate for the first year, be paid by the Parties on equal basis;

The Parties have agreed as follows:

1. The Parties to this memorandum of agreement, referred to hereunder as Participating States agree to establish the Middle East Regional Monitoring Agency (MID RMA) and undertake to become its members;

2. The MID RMA shall be managed as a Regional programme; shall have legal personality and shall act through the MID RMA Board;

3. The overall objective of the MID RMA is the promotion of safety of air navigation in the Middle East Region through the operation and management, on a sound and efficient basis, of a permanent MID Regional Monitoring Agency;

4. The MID RMA Board, in which each Participating State is entitled to appoint one member, shall retain overall direction and responsibility for the supervision and operation of the MID RMA in accordance with the relevant obligations of the Participating States under the Convention on International Civil Aviation and its Annexes. The Board shall elect its chairman. It shall inter-alia, supervise and direct the MID RMA, follow-up its activities and reports and assign its priorities. It shall also secure the commitment of Participating States for funding the MID RMA in accordance with agreed funding mechanism and for provision of necessary data for the MID RMA;

5. The MID RMA's scope, duties and responsibilities will be those agreed by the Board's first meeting and could be revised by the Board. The MID RMA will be assigned clear tasks in a step-by-step approach starting with RVSM height monitoring and RVSM post-implementation safety assessment, having in mind the end objectives, which will include RNP/RNAV and SMS. The MID RMA duties and responsibilities will include, but will not be limited to the following:

    - collecting and analysing RVSM data received from MID States as well as from Eurocontrol/FAA, IATA and airlines;

    - collecting data on aircraft approved by various States for operation within RVSM airspace in the MID Region and enter such data in the MID RMA database;

    - verification of the effectiveness of the approval process by States;

    - establishing a database for reporting height deviations of aircraft;

    - verification that the target level of safety on implementation of RVSM is met and maintained;

- monitoring the effectiveness of the altimetry system modifications to enable aircraft to meet the required height keeping performance criteria;

- evaluation of the stability of altimetry system error;

- undertake monitoring missions to States as required;

- determine in the light of analysis made of data received and of missions conducted, whether compliance with required safety standards is maintained and initiate corrective action as needed in each case; and

- submit a report to each Board meeting on MID RMA activities, its analysis of data and any identified departure from RVSM Safety limits, for its consideration and action as appropriate.

6. The Participating States have accepted Bahrain's offer to host the MID RMA in Bahrain to enable the early establishment and functioning of the MID RMA;

7. Bahrain will provide the offices, equipment and local personnel needed for the MID RMA operations and pay for the initial set up of the MID RMA without waiting for MID States' contributions. The advance payment made by Bahrain shall be recovered through States' contributions in compliance with the agreed funding mechanism;

8. Based on the agreed funding mechanism for the first year of operation of the MID RMA, the cost for the establishment of the MID RMA, its operation and management for the first year shall not exceed the estimated amount of US$ 300,000, which shall be borne by the Participating States on equal basis;

9. The funding mechanism and consequent contributions of Participating States may be modified in subsequent years by decision of the Board;

10. The MID RMA staff shall be composed of:

1.	MID RMA Manager/Team Leader	(Part Time)
2.	One Assistant MID RMA Officer	(Full Time)
3.	Database Specialist	(Part Time)

11. The MID RMA Manager/Team Leader shall manage the project on day-to-day basis and effect coordination with the Chairman of the MID RMA Board. He shall submit the MID RMA reports to the Board with copies to the ICAO Regional Office in Cairo;

12. Bahrain shall monitor the progress of the MID RMA, maintain financial accounting and provide general support and timely reporting;

13. Participating States authorize the MID RMA Board Chairman to negotiate on behalf of the MID RMA an agreement with ICAO and Bahrain specifying ICAO's role as the custodian of the funds collected for the purpose of this agreement, in compliance with ICAO's Financial Regulations and Rules;

14. This Memorandum of Agreement shall come into effect on the date it has been signed by the Participating States;

15. Any amendment to this Memorandum of Agreement, shall be carried out by the parties to this agreement;

16. Any dispute arising out of or relating to this Memorandum of Agreement, shall be settled by direct consultation between the Participating States concerned;

17. Any Participating State may withdraw from this Memorandum of Agreement by giving a prior notice of **six (6) months** to other Participating States. The obligations assumed by the Participating States under this Memorandum of Agreement shall continue to exist after the

withdrawal from this Memorandum of Agreement to the extent necessary to permit the orderly finalization of activities, the withdrawal of personnel, the distribution of funds and assets and the settlement of contractual obligations. Additional funds, if necessary, to cover the above mentioned expenditures shall be provided by the Participating States.

18. The hosting of the MID RMA by Bahrain may be terminated at the request of Bahrain, with two years advance written notification to the MID RMA Board to allow sufficient time for selection of an alternative location and necessary arrangements for transfer of the MID RMA.

19. All correspondence relating to the implementation of this Agreement, shall be addressed to:

MID RMA
Chairman of the MID RMA Board
C/o Ministry of Transportation
P.O. Box 586
Bahrain International Airport
Manama - Bahrain

With copy to the:

ICAO Regional Director
ICAO Middle East Regional Office
Egyptian Civil Aviation Complex, Airport Road
P.O Box 85, Airport Post office, Terminal One
11776, Cairo, Egypt

Agreed on behalf of MID RMA States

State	Signature	Title	Date
Bahrain		A/D DIRECTOR AIR NAVIGATION	27/2/06
Egypt		ATS Safety Manager	28/2/2006
Iran		~~CAO, N. MEZANGI MARAGH~~	~~21, 03, 2006~~
Jordan		Director ATM	28/2/2006
Lebanon		CHIEF AIR NAV DEPT	27th Feb 2006
Kuwait		DY DGCA for NEA	27/2/2006
Oman		ADGCAM	27th Feb 2006
Saudi Arabia		RVSM Manager	27 2 2006
Syria		Director General	21. March 2006
Yemen		Chairman of Cama	21.03.2006
UAE		DG. UAE GCAA	21/10/2008

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MIDDLE EAST REGIONAL MONITORING AGENCY (MID RMA) BOARD

TERMS OF REFERENCE

The Terms of Reference of the MID RMA Board are as follows:

1. The Board is responsible for overall supervision, direction, and management of the MID RMA project.

2. The Board shall elect a Chairperson.

3. The elected Chairperson acts as the contact point/coordinator on behalf of the MID RMA Board members to oversee the MID RMA project in coordination with ICAO.

4. The Board shall review and update the MID RMA work plan on a yearly basis and/or whenever required.

5. The Board shall meet at least once a year or when deemed necessary to review/update, consider, and approve:

   i. the MID RMA safety reports;
   ii. matters related to funding mechanism, costs, accounting, etc; and
   iii. the duties, responsibilities and scope of the MID RMA.

6. The MID RMA Board meetings should be hosted by Participating States on rotation basis.

7. The Board reports its activity to MIDANPIRG through the ATM/SAR/AIS Sub Group.

Composition:

The MID RMA Board shall consist of focal points nominated by each Participating MID Region State as signatories on their behalf with ICAO Technical Cooperation Bureau (TCB) in relation with the MID RMA project.

The MID RMA Board meetings will be attended by:

- The Board members.
- ICAO Regional Office, as permanent observer.
- Other Organizations (EUROCONTROL, IATA, etc) as observes on ad-hoc basis and as required.

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DUTIES AND RESPONSIBILITIES OF THE MID RMA

The Middle East Regional Monitoring Agency (MID RMA) has the following duties and responsibilities:

1- To establish and maintain a central registry of State RVSM approvals of operators and aircraft using the Middle East Region airspace where RVSM is applied.

2- To initiate checks of the "approval status" of aircraft operating in the relevant RVSM airspace, identify non-approved operators and aircraft using RVSM airspace and notify the appropriate State of Registry/State of the Operator and other RMAs, accordingly.

3- To establish and maintain a database containing the results of height keeping performance monitoring and all altitude deviations of 300 ft or more within Middle East Region airspace, and to include in the database the results of MID RMA requests to operators and States for information explaining the causes of observed large height deviations.

4- Provide timely information on changes of monitoring status of aircraft type classifications to State Authorities and operators.

5- To assume overall responsibility for assessing compliance of operators and aircraft with RVSM height keeping performance requirements in conjunction with RVSM introduction in the Middle East Region.

6- To facilitate the transfer of approval data to and from other RVSM Regional Monitoring Agencies.

7- To establish and maintain a database containing the results of navigation error monitoring.

8- To conduct safety analysis for RVSM operations in the MID Region and prepare RVSM Safety Monitoring Reports (SMR) as instructed by MIDANPIRG and the MID RMA Board.

9- To conduct readiness and safety assessments to aid decision-making in preparation for RVSM implementation in those FIRs where RVSM is not yet implemented.

10- To carry out post-implementation safety assessments, as appropriate.

11- Based on information provided by States related to planned changes to the ATS routes structure, advise States and MIDANPIRG on the effects of such changes on the safe RVSM operations in the MID Region.

12- To liaise with other Regional Monitoring Agencies and organizations to harmonise implementation strategies.

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Appendix 5.2G to the Report on Agenda Item 5.2

BAGHDAD FIR RVSM IMPLEMENTATION WORKING GROUP
(BFRI WG)

A) TERMS OF REFERENCE

With a view to coordinate and support the RVSM implementation activities in the Baghdad FIR, the Baghdad FIR RVSM Implementation Working Group (BFRI WG) shall:

1) Carry out a readiness assessment survey for RVSM implementation within Baghdad FIR;

2) Assist Iraq in the development of a comprehensive RVSM implementation plan and national safety plan;

3) Monitor and coordinate with Iraq the implementation of the RVSM programme within Baghdad FIR;

4) Carry out a Functional Hazard Analysis (FHA) which provides assurance that all hazards and risks associated with RVSM implementation within Baghdad FIR have been identified and analyzed;

5) Assist Iraq in the identification of necessary ATS equipment changes to accommodate the RVSM operations within Baghdad FIR;

6) Assist Iraq in the development of necessary ATS procedures related to RVSM operations within Baghdad FIR, including the contingency procedures;

7) Develop in coordination with the MID RMA an RVSM Pre-Implementation Safety Case (PISC) to provide evidence about the safe implementation of RVSM in Baghdad FIR;

8) Identify the needs for training and assist Iraq in the development of a training plan for the ATS personnel;

9) Consider interface issues related to RVSM implementation and operations with the adjacent Regions;

10) Assist Iraq in the publication of necessary Aeronautical Information Publication related to RVSM implementation within Baghdad FIR;

11) Monitor the process of signature of updated Letter of Agreements between Baghdad ACC and the adjacent ACCs;

12) Prepare necessary proposal for amendment to Doc 7030 related to RVSM implementation within Baghdad FIR; and

13) Address any other issue related to RVSM implementation within Baghdad FIR.

B) COMPOSITION

The BFRI WG will be composed of:

Bahrain, Iran, Iraq, Jordan, Kuwait, Saudi Arabia and Syria, MID RMA, IATA and IFALPA.

Other representatives, who could contribute to the activity of the Working Group, could be invited to participate as observers.

C) WORKING ARRANGEMENTS

1) The BFRI WG shall:

   - report to the ATM/SAR/AIS Sub Group;
   - appoint a Rapporteur to facilitate its proceedings; and
   - meet as required and be dissolved once RVSM is implemented within Baghdad FIR.

2) The work of the BFRI WG shall be carried out mainly through exchange of correspondence (email, facsimile, Tel, etc) between its Members; and

3) The convening of the Working Group meetings should be initiated by the Rapporteur in coordination with the Members of the Group and the ICAO MID Regional Office.

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SSR CODES ALLOCATION STUDY GROUP (SSRCASG)

TERMS OF REFERENCE

(Revised)

1- Assess the SSR Code allocation system situation in the MID Region and the adjacent ICAO Regions.

2- Propose short term solutions to address the identified SSR Code allocation system problems.

3- Evaluate the advantages/disadvantages of a single *Participating Area* (PA) versus multiple PAs.

4- Analyze the development of PAs taking into consideration the following:

- operational consideration for the definition of PAs (scope and number);
- volume of traffic;
- impact on adjacent FIRs/Pas;
- national defense requirements;
- automation system limitations; and
- Duration of code usage within a particular area..

5- Analyze the application the *Originating Region Code Assignment Method* (ORCAM) in the MID Region.

6- Assess other available options, besides ORCAM to address the code shortage.

7- Identify long term measures.

8- The Study Group will have the mandate to discuss, within its TORs, with adjacent ICAO Regions without having to go through the ATM/SAR/AIS SG.

9- The Study Group will consist of the following MID States and International Organizations :

STATES

Egypt, Iran, Oman, Saudi Arabia, Syria and UAE.

ORGANIZATIONS *(AS OBSERVERS)*

IATA, and, EUROCONTROL (on *ad-hoc* basis).

MIDANPIRG/11
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ATM REGIONAL CONTINGENCY PLAN FOR CTA/UTA/FIR

OBJECTIVE: This contingency plan contains arrangements to ensure the continued safety of air navigation in the event of partially or total disruption of air traffic services (ATS) and is related to ICAO Annex 11- *Air Traffic Services* Chapter 2, paragraph 2.30—Contingency arrangements. The contingency plan should be designed to provide alternative routes, using existing airways in most cases, which will allow aircraft operators to fly trough or avoid airspace within the (*XXX*) CTA/UTA/FIR.

AIR TRAFFIC MANAGEMENT

ATS Responsibilities

Tactical ATC considerations during periods of overloading may require re-assignment of routes or portions thereof.

Alternative routes should be designed to maximize the use of existing ATS route structures and communication, navigation and surveillance services.

In the event that ATS cannot be provided within the (*XXX*) CTA/UTA/FIR, the Civil Aviation Authority shall publish the corresponding NOTAM indicating the following:

a) Time and date of the beginning of the contingency measures;

b) Airspace available for landing and overflying traffic and airspace to be avoided;

c) Details of the facilities and services available or not available and any limits on ATS provision (e.g., ACC, APP, TWR and FIS), including an expected date of restoration of services if available;

d) Information on the provisions made for alternative services;

e) ATS contingency routes;

f) Procedures to be followed by neighbouring ATS units;

g) Procedures to be followed by pilots; and

h) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

In the event that the CAA is unable to issue the NOTAM, the (alternate) CTA/UTA/FIR will take action to issue the NOTAM of closure airspace upon notification by corresponding CAA or the ICAO MID Regional Office.

Separation

Separation criteria will be applied in accordance with the *Procedures for Air Navigation Services-Air Traffic Management* (PANS-ATM, Doc 4444) and the *Regional Supplementary Procedures* (Doc 7030).

Level Restrictions

Where possible, aircraft on long-haul international flights shall be given priority with respect to cruising levels.

Other measures

Other measures related to the closure of airspace and the implementation of the contingency scheme with the (*XXX*) CTA/UTA/FIR may be taken as follows:

a) Suspension of all VFR operations;

b) Delay or suspension of general aviation IFR operations; and

c) Delay or suspension of commercial IFR operations.

TRANSITION TO CONTINGENCY SCHEME

During times of uncertainty when airspace closures seem possible, aircraft operators should be prepared for a possible change in routing while en-route, familiarization of the alternative routes outlined in the contingency scheme as well as what may be promulgated by a State via NOTAM or AIP.

In the event of airspace closure that has not been promulgated, ATC should, if possible, broadcast to all aircraft in their airspace, what airspace is being closed and to stand by for further instructions.

ATS providers should recognize that when closures of airspace or airports are promulgated, individual airlines might have different company requirements as to their alternative routings. ATC should be alert to respond to any request by aircraft and react commensurate with safety.

TRANSFER OF CONTROL AND COORDINATION

The transfer of control and communication should be at the common FIR boundary between ATS units unless there is mutual agreement between adjacent ATS units. ATS providers should also review current coordination requirements in light of contingency operations or short notice of airspace closure.

PILOTS AND OPERATOR PROCEDURES

Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off of normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2 –*Rules of the Air*, paragraph 3.8 and Appendix 2, Sections 2 and 3.

Pilots need to continuously guard the VHF emergency frequency 121.5 MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discrete code assigned by ATC or select code 2000 if ATC has not assigned a code.

If an aircraft is intercepted by another aircraft, the pilot shall immediately:

a) Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures;

b) Notify, if possible, the appropriate ATS unit;

c) Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.5 MHz and 243 MHz if equipped; and

d) Set transponder to code 7700, unless otherwise instructed by the appropriate ATS unit.

If any instructions received by radio from any source conflict with those given by the intercepting aircraft, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

OVERFLIGHT APPROVAL

Aircraft operators should obtain overflight approval from States/Territories/International Organizations for flights operating through their jurisdiction of airspace, where required. In a contingency situation, flights may be rerouted at short notice and it may not be possible for operators to give the required advanced notice in a timely manner to obtain approval. States/Territories/International Organizations responsible for the airspace in which contingency routes are established should consider making special arrangements to expedite flight approvals in these contingency situations.

CONTINGENCY UNIT

The ATM national contingency unit assigned the responsibility of monitoring developments that may dictate the enforcement of the contingency plan and coordination of contingency arrangements is:

Name of Agency:
Contact Person:
Telephone:
Fax:
Email:

During a contingency situation, the National Contingency Unit will liaise with the involved FIRs through the ICAO MID Regional Office.

The ICAO MID Office will:

a) closely monitor the situation and coordinate with all affected States/Territories/International Organizations and the IATA Regional Office, so as to ensure air navigation services are provided to international aircraft operations in the MID Region;

b) take note of any incidents reported and take appropriate action;

c) provide assistance as required on any issue with the Civil Aviation Administrations involved in the contingency plan; and

d) keep the President of the Council of ICAO, the Secretary General, C/PCO, D/ANB and C/ATM continuously informed on developments, including activation of the contingency plan.

REROUTING SCHEME

In the event of closure the (*XXX*) CTA/UTA/FIR, aircraft operators should file their flight plans using the alternative contingency routes listed in the scheme below in order to ensure avoidance in that airspace (CTA/UTA/FIR).

Present ATS Route	Contingency Routings	FIRs Involved
In lieu of:	**(ATS unit)** provides ATC on the following routings: ***CR1:*** ***CR2:*** ***CR3:***	**XXX**: In coordination with **XXX**
In lieu of:	**(ATS unit)** provides ATC on the following routing: ***CR4:***	**XXX**: In coordination with **XXX**

All aircraft should establish and maintain contact on published VHF or HF frequencies with the (*XXX*) ATS unit (APP/ACC/FIC) responsible for the airspace being traversed.

List of points of contact of all concerned States/Territories/International Organizations, IATA and ICAO MID Office.

State/ International Organization	Point of contact	Telephone/Fax	E-mail
		Tel. Fax.	
		Tel. Fax.	
		Tel. Fax.	
IATA		Tel. Fax:	
ICAO	Mr. Mohamed R. M. Khonji Mr. Jehad Faqir Mr. Seboseso Machobane	Tel.: (202) 22674841 Fax: (202) 22674843	mkhonji@cairo.icao.int jfaqir@cairo.icao.int smachobane@cairo.icao.int icaomid@cairo.icao.int

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MIDANPIRG/11
Appendix 5.2J to the Report on Agenda Item 5.2

Resolution: 36-13	**Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation**

PROVISION OF SEARCH AND RESCUE SERVICES

Whereas in accordance with Article 25 of the Convention each Contracting State undertakes to provide such measures of assistance to aircraft in distress in its territory as it may find practicable and to collaborate in coordinated measures which may be recommended from time to time pursuant to the Convention;

Whereas Annex 12 to the Convention contains specifications relating to the establishment and provision of search and rescue services within the territories of Contracting States as well as within areasover the high seas;

Whereas Annex 12 to the Convention specifies that those portions of the high seas where search and rescue services will be provided shall be determined on the basis of regional air navigation agreements, which are agreements approved by the Council usually on the advice of regional air navigation meetings;

Whereas Annex 12 to the Convention recommends that search and rescue regions should, in so far as practicable, be coincident with corresponding flight information regions and, with respect to those areas over the high seas, maritime search and rescue regions;

Whereas Article 69 of the Convention specifies that, if the Council is of the opinion that the air navigation services of a Contracting State are not reasonably adequate for the safe operation of international air services, present or contemplated, the Council shall consult with the State directly concerned, and other States affected, with a view to finding means by which the situation may be remedied, and may make recommendations for that purpose; and

Whereas the air navigation services referred to in Article 69 of the Convention include, inter alia, search and rescue services;

The Assembly resolves that:

1. search and rescue regions, whether over States' territories or, in accordance with regional air navigation agreement, over an area greater than a State's sovereign airspace or over the high seas, shall be delimited on the basis of technical and operational considerations, including the desirability of coincident flight information regions, search and rescue regions, and, with respect to areas over the high seas, maritime search and rescue regions, with the aim of ensuring safety, and optimizing efficiency with the least overall cost;

2. States shall ensure the closest practicable cooperation between maritime and aeronautical search and rescue services where they serve the same area and, where practical, establish joint rescue coordination centres to coordinate aeronautical and maritime search and rescue operations;

3. if any search and rescue regions need to extend over the territories of two or more States, or parts thereof, agreement thereon should be negotiated between the States concerned;

4. the providing State in implementing search and rescue services over the territory of the delegating State shall do so in accordance with the requirements of the delegating State, which shall establish and maintain in operation such facilities and services for the use of the providing State as are mutually agreed to be necessary;

5. any delegation of responsibility by one State to another or any assignment of responsibility over the high seas shall be limited to technical and operational functions pertaining to the provision of search and rescue services in the area concerned;

6. remedies to any inadequacies in the provision of efficient search and rescue services, including over the high seas, should be sought through negotiations with States which may be able to give operational or financial assistance in search and rescue operations, with a view to concluding agreements to that effect;

and, *furthermore, declares* that:

7. any Contracting State which delegates to another State the responsibility for providing search and rescue services within its territory does so without derogation of its sovereignty; and

8. the approval by Council of regional air navigation agreements relating to the provision by a State of search and rescue services within areas over the high seas does not imply recognition of sovereignty of that State over the area concerned.

Associated practices

1. Contracting States should, in cooperation with other States and the Organization, seek the most efficient delineation of search and rescue regions and consider, as necessary, pooling available resources or establishing jointly a single search and rescue organization to be responsible for the provision of search and rescue services within areas extending over the territories of two or more States or over the high seas.

2. The Council should encourage States whose air coverage of the search and rescue regions for which they are responsible cannot be ensured because of a lack of adequate facilities, to request assistance from other States to remedy the situation and to negotiate agreements with appropriate States regarding the assistance to be provided during search and rescue operations.

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Doc 9731-AN/958
Appendix I

IAMSAR MANUAL

(Volume I)

SAR AGREEMENTS

Notes regarding SAR agreements, and the sample agreement that begins on the following page:

Parties may be organizations within a State, maritime and/or aeronautical SAR authorities of two or more different States (particularly with neighbouring search and rescue regions), or higher authorities of two or more States, i.e., the sample agreement can be adapted for local, national, or international use.

Each section of the sample agreement may be optionally used or adapted as the Parties agree, bearing in mind consistency with the principles of international law, and the goals of IMO, ICAO and the States and organizations concerned.

It is generally advisable to include specific information, such as phone numbers or addresses, in appendices or other documents separate from the basic signed agreement.

When SRRs are addressed in the agreements, normally only the lines separating the SRRs of the Parties are described, since other delimitation of the SRRs would normally involve States other than the Parties. Agreements between national organizations may or may not need to address geographic areas of responsibility. It should be recognized among the Parties that the establishment of SRRs is mainly for ensuring the availability of SAR services, and to facilitate proper distribution of distress alerts to RCCs; SRRs should not be viewed as affecting political boundaries, and do not need to align with political boundaries if the Parties so agree for the sake of improving or simplifying SAR operations. SRR delimitation over international waters is not intended to obstruct the provision of SAR services in any way. Furthermore, the provision of SAR services within an SRR shall be without regard to the nationality or circumstances of the persons in distress.

If agreements discuss territorial entry for SAR, provisions should account for a balance of concerns for sovereignty and concerns for saving lives.

The concept of "territory" is understood to include territorial land, airspace and seas.

It is advisable that SAR agreements address sensitive issues to the degree necessary for practical SAR co-operation between or among the Parties, while emphasizing the humanitarian nature of SAR, and avoiding topics which are unrelated to SAR, or which are both politically sensitive and unnecessary.

Agreement on [Aeronautical and/or Maritime] Search and Rescue between [name the Parties]

1. INTRODUCTION

Knowing the importance of co-operation in search and rescue (SAR), and of the provision of expeditious and effective SAR services;

Desiring to support the provisions of the [International Convention on Maritime Search and Rescue of the International Maritime Organization (IMO) and/or the Convention on International Civil Aviation of the International Civil Aviation Organization (ICAO)]; and

Seeking to provide an overall plan for SAR co-ordination, use of available resources, mutual assistance, and efforts to improve SAR services;

The Parties have agreed as follows:

2. EXTENT OF ASSISTANCE

The Parties agree to co-operate in the following areas:

(a) Support each other by pooling SAR facilities as appropriate for operations within their respective search and rescue regions (SRRs);

(b) Make, and respond to, requests for operational assistance between the designated rescue co-ordination centres (RCCs) or rescue sub-centres (RSCs) of the Parties as capabilities allow;

(c) Develop procedures and communications appropriate for co-ordination among facilities of both Parties responding to the same distress incident, and for co-ordination between the RCCs or RSCs of the Parties;

(d) Normally apply the guidance of the International Aeronautical and Maritime SAR Manuals regarding SAR operational procedures and communications;

(e) Work to establish agreed procedures, which balance concerns for sovereignty and for saving lives, regarding entry of various types of SAR facilities into the territory of the other Party, solely for a search or a rescue operation; and

(f) Enter into other collaborative SAR efforts which may include:

- mutual visits by SAR personnel of the Parties;
- joint training or exercises;
- co-operation in development of SAR procedures, techniques, equipment, or facilities;
- exchange of pertinent SAR or communications information; and
- establishment of one or more SAR committees to provide a means for ongoing co-operation in improving SAR effectiveness.

3. SEARCH AND RESCUE REGIONS

Establishment of SRRs is intended only to effect an understanding concerning where each Party accepts primary responsibility for co-ordinating or providing SAR services. SRRs of the Parties shall be separated by lines connecting points as follows: [appropriate co-ordinate points describing applicable lines]

4. TERMS OF AGREEMENT

Each Party will:

(a) Keep information readily available on availability of any SAR facilities or other resources which may be needed for implementing this Agreement.

(b) Keep each other fully and promptly informed of all SAR operations of mutual interest, or which may involve use of facilities of the other Party;

(c) Authorize its RCC(s) to request assistance via the RCC(s) of the other Party, and to provide all pertinent information on the distress situation and the scope of assistance needed;

(d) Authorize its RCC(s) to promptly respond to a request for assistance from an RCC of the other Party;

(e) Authorize its RCC(s) to promptly arrange, or arrange in advance, with other national authorities for territorial entry of SAR facilities of the other Party (including overflight or landing of SAR aircraft, and similar accommodation of surface (land or water) SAR units) as circumstances dictate for fuelling, medical, or other appropriate and available operational support, or in response to a request to the RCC of the other Party for assistance of those facilities which would involve territorial entry;

(f) Normally fund its own activities in relation to this Agreement unless otherwise arranged by the Parties in advance, and, in any event, will not allow a matter of reimbursement of cost to delay response to persons in distress.

5. GENERAL PROVISIONS

This Agreement:

shall enter into force . . . [provisions as appropriate];
may be amended . . . [provisions as appropriate]; and
may be terminated or superseded . . . [provisions as appropriate].

MIDANPIRG/11
Appendix 5.2L to the Report on Agenda Item 5.2

SAR AD-HOC WORKING GROUP (SAR AWG)

A) TERMS OF REFERENCE

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 SAR Ad-hoc Working Group (SAR AWG) shall undertake the following:

1) Considering:

   a. the provisions of ICAO giving effect to and including the Chicago Convention (Doc 7300), with regard to aircraft in distress and their occupants.

   b. available guidance material in the field of SAR, in particular the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual (Doc 9731)

   c. Regional Air Navigation Meetings reports, in particular the MID LIM (COM/MET/RAC) RAN, 1996 MIDANPIRG requirements, in the field of SAR

   d. concerns, challenges and views of MIDANPIRG and its subsidiary bodies with respect to implementation of SAR provisions

   e. the challenges experienced by States and the consequential long outstanding deficiency related the signing of SAR Agreements.

2) In view of the above, and in order to facilitate the elimination of outstanding deficiencies, in particular those related to SAR Agreements:

   a. develop recommended material to update Regional requirements (including MID ANP Basic and FASID requirements)

   b. Identify/develop model SAR legislation and regulations to assist States in developing enabling legislative provisions.

   c. Develop guidelines to assist States in ensuring effective coordination in the provision of SAR services, with parties with the State including maritime and military entities.

   d. Develop guidance for States to facilitate compliance with SAR requirements related to upgrade and registration of emergency beacons (from 121.5 MHz to 406 MHz), as well as optimally benefiting from Cospas-Sarsat services.

B) COMPOSITION

The **SAR AWG** will be composed of individuals identified from the following States and International Organizations:

- MID Provider States
- International Organizations (IATA, IFALPA)

Other representatives, who could contribute to the activity of the Working Group, may be invited to participate as observers.

C) WORKING ARRANGEMENTS

1) The **SAR AWG** shall:

   - report to the ATM/SAR/AIS Sub Group.

   - appoint a Rapporteur to facilitate its proceedings

   - meet once in order to complete its work, provided that, based on the decision of the ATM/SAR/AIS SG, the work group may due to unforeseen circumstances inhibiting completion of its work, be extended to a second meeting in as short a time as possible.

2) Members of the **SAR AWG** shall review all available material circulated with guidance of its Rapporteur and Secretariat, in advance of the meeting in order reduce the process of familiarization with relevant material during the period of the meeting.

MIDANPIRG/11
Appendix 5.2M to the Report on Agenda Item 5.2

Resolution: 36-13	**Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation**

Coordination of Civil and Military Air Traffic

Whereas the airspace as well as many facilities and services should be used in common by civil aviation and military aviation;

Whereas Article 3 (d) of the Convention requires that Contracting States, when issuing regulations for their State aircraft, have due regard for the safety of navigation of civil aircraft;

Recognizing that growing air traffic demand would benefit from greater access to airspace used for military purposes and that satisfactory solutions to the problem of common use of airspace have not evolved in all areas;

Whereas although full integration of the control of civil and military air traffic may be regarded as the ultimate goal, improvement in coordination in many States offers, at the present time, an immediate approach towards resolution of existing difficulties; and

Recalling that the ICAO Global ATM Operational Concept states that all airspace should be a usable resource, any restriction on the use of any particular volume of airspace should be considered transitory, and all airspace should be managed flexibly;

The Assembly resolves that:

1. the common use by civil and military aviation of airspace and of certain facilities and services shall be arranged so as to ensure the safety, regularity and efficiency of international civil air traffic;

2. the regulations and procedures established by Contracting States to govern the operation of their state aircraft over the high seas shall ensure that these operations do not compromise the safety, regularity and efficiency of international civil air traffic and that, to the extent practicable, these operations comply with the rules of the air in Annex 2; and

3. the Council shall endeavour to support States in the establishment of civil/military agreements by providing advice and guidance.

Associated practices

1. Contracting States should as necessary initiate or improve the coordination between their civil and military air traffic services to implement the policy in Resolving Clause 1 above.

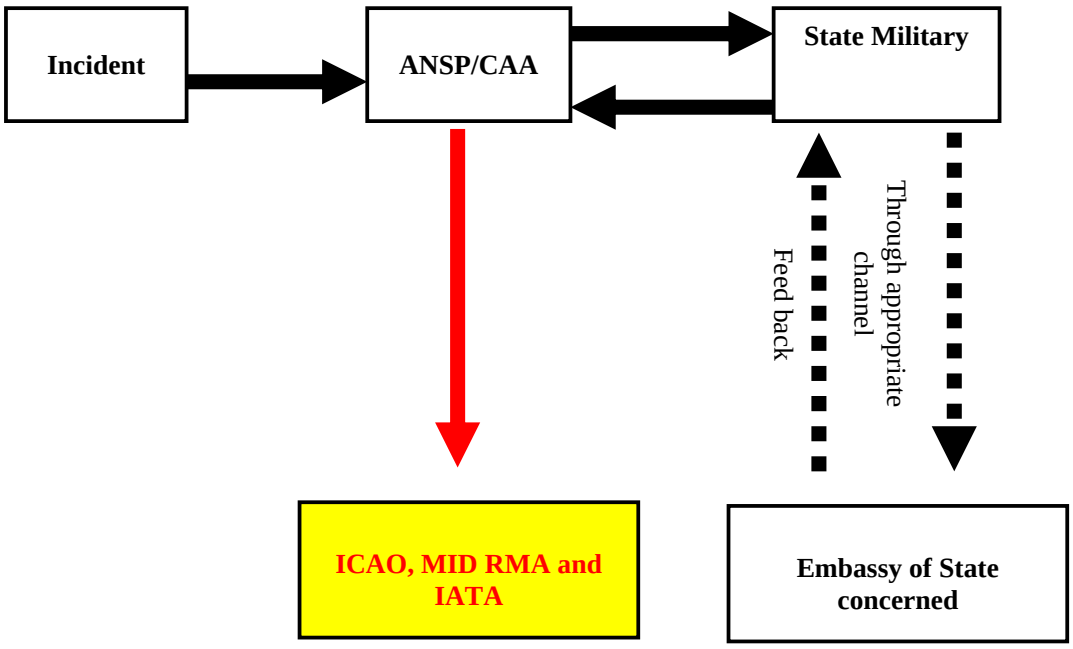
2. The Council should ensure that the matter of civil and military coordination in the use of airspace is included, when appropriate, in the agenda of divisional and regional meetings.

3. When establishing the regulations and procedures mentioned in Resolving Clause 2, the State concerned should coordinate the matter with all States responsible for the provision of air traffic services over the high seas in the area in question.

MIDANPIRG/11
Appendix 5.2N to the Report on Agenda Item 5.2

INCIDENTS DATA REPORTING MECHANISM

Taking into consideration the deficiencies noted in the reporting process of incidents involving State aircraft, as an interim measure, the following flow chart is a suggested process which may facilitate feedback on State aircraft incidents:



MIDANPIRG/11
Appendix 5.2O to the Report on Agenda Item 5.2

PROCEDURES FOR THE HANDLING OF UNCOORDINATED FLIGHTS CROSSING THE RED SEA AREA

Uncoordinated flights operating within the Red Sea area shall implement the following procedures:

1. All uncoordinated flights over the Red Sea area should squawk the Radar Code A2000. IATA is assigned the task of notifying concerned airlines operating in this region of the importance of such issue. States are also requested to report to IATA and the MID RMA any aircraft that do not use the Radar Code A2000.

2. Uncoordinated flights should maintain a single flight level (FL) while crossing the Red Sea from south to north, namely FL300.

3. Uncoordinated flights should maintain a single flight level (FL) while crossing the Red Sea from north to south, namely FL290.

4. Uncoordinated flights crossing the Red Sea should provide their flight details on the working frequencies of the concerned Air Traffic Control Centres (ACCs), namely Sana'a, Jeddah, Khartoum, and Cairo and notify these Centres of the following data: call sign, direction, altitude, time of crossing the reporting points along the boundaries of the FIR.

5. Uncoordinated flights crossing the Red Sea should transmit their flight details 10 minutes prior to crossing the boundaries of the concerned FIR and the compulsory reporting points; in addition to listen on to the appropriate frequencies in order to identify other civil aircraft that may conflict with them and represent risk of collision.

6. Civil Aviation Authorities of the concerned States should instruct their ACCs to develop procedures for the communication of appropriate information regarding uncoordinated flights; survey and register irregularities by these uncoordinated flights; and find a mechanism in coordination with Regional Offices and other international bodies to commit these flights to conformity with the agreed recommendations.

7. Increase the awareness of Air Traffic Controllers at ACCs in the concerned States of this situation and of the potential risks; in addition to benefit from radar facilities for the monitoring of non-conforming flights.

8. All flights flying in the center of the Red Sea and maintaining RVSM Flight levels (between FL290-FL410) should be RVSM approved in accordance with the MID Region requirements.

9. Unless otherwise coordinated, all the abovementioned flights, in case of non-compliance with the Region's requirements for flying in an RVSM area, should be allocated two Flight levels, namely FL250 and FL260.

10. All navigational information regarding aircraft on direct routes in the center of the Red Sea and considered unidentified by the Air Traffic Control Centres should be sent via either AFTN or any other means.

11. *IATA will assist in requesting civil flights operating within Sana'a FIR to operate on established ATS routes.

12. The agreement above should be added in the form of Letters of Agreement (LOAs) between the ACCs of the concerned Arab States.

Note:-

- ** Included in the agreement at the request on Yemen*

AGENDA ITEM 5: REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION ISSUES

5.3 AIS/MAP

REPORT ON AGENDA ITEM 5: REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION ISSUES

5.3 AIS/MAP

5.3.1 The meeting was informed of the outcome of the ATM/SAR/AIS SG/10 meeting pertaining to AIS/MAP matters, pursuant to the review of the report of the AIS/MAP TF/4 meeting held in Cairo, 19-21 February 2008.

Status of implementation of AIS/MAP Services in the MID Region

5.3.2 The meeting noted that the status of implementation of AIS/MAP requirements in the MID Region was reviewed and updated by the AIS/MAP TF/4 and ATM/SAR/AIS SG/10 meetings.

5.3.3 With respect to the status of implementation of AIRAC system, it was recognized that late receipt of aeronautical information continued to be a problem for the aviation community in the MID Region. It was also noted that the AIRAC procedures were not fully adhered to by a number of MID States.

5.3.4 The meeting highlighted that the lack of coordination between AIS and the technical departments providing the raw material to the AIS for promulgation represents the main reason for non-compliance with the AIRAC procedures. In this regard, the meeting recalled that MIDANPIRG/10 was of the view that the signature of Service Level Agreements (SLA) between AIS and the data originators will solve to a large extent this deficiency.

5.3.5 The meeting recognized that the use of the words “significant” and “major” changes in Annex 15 Chapter 6 and Appendix 4 related to AIRAC leads to different interpretations. The meeting was of view that it would be easier and less ambiguous if Annex 15 would present a comprehensive list of changes for which the use of AIRAC is mandatory or recommended.

5.3.6 The meeting recalled that MIDANPIRG/10, under Conclusion 10/51, invited States to arrange for advance posting of AIRAC information on the web before dissemination of the official hardcopies of the AIP Amendments/Supplements. In this regard, the meeting agreed that the ICAO MID Forum could be used by States for the posting of AIS publications, especially the AIRAC information.

5.3.7 Based on the above, the meeting accordingly agreed to the following Conclusions which replace and supersede MIDANPIRG/10 Conclusion 10/51:

CONCLUSION 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.

CONCLUSION 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.

CONCLUSION 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.

5.3.8 The meeting noted that IATA and IFALPA strongly supported the above Conclusions with an emphasis that there's an important room for improvement with regard to the compliance with the AIRAC procedures in the MID Region and urged States to accord high priority for the elimination of the identified deficiencies in the AIS/MAP field.

5.3.9 With regard to the provision of pre-flight information services, it was recognized that unless the service provided by the States' AIS Briefing Offices is improved on global basis, the use of commercial facilities for the provision of pre-flight briefings will be the only viable solution for pilots and airlines. Accordingly, the meeting reiterated MIDANPIRG/9 Conclusion 9/26 and re-emphasized that the only way to improve the quality of the services provided by AIS would be the implementation of AIS automation, Quality Management System and the provision of tailored products meeting the user requirements.

Status of Implementation of WGS-84 in the MID Region

5.3.10 The meeting reviewed and updated the status of implementation of WGS-84 in the MID Region. It was noted with concern that although the implementation of WGS-84 should have been completed since 1998, some MID States have not yet fully completed the implementation of the system.

5.3.11 The meeting noted that, as a pre-requisite for the transition from AIS to AIM, the ATM/SAR/AIS SG/9 meeting, under Draft Conclusion 9/12, urged States that have not yet done so, to give high priority to the implementation of existing Annex 15 SARPs, in particular, WGS-84, Quality Management System and AIS Automation. It was further noted that as a follow-up action, the ICAO MID Regional Office sent a State Letter on 22 January 2008 to concerned States asking for an action plan with clear timelines for the implementation/completion of the different elements of the WGS-84 system. However, the level of replies was unsatisfactory.

5.3.12 The Status of implementation of WGS-84 in the MID Region can be summarized as follows:

a) five (5) States have fully implemented WGS-84 including the geoid undulation;

b) six (6) States have implemented the majority of WGS-84 requirements; however one or two elements (geoid undulation, quality system) are not yet implemented;

c) two (2) States have partially implemented WGS-84; and

d) two (2) States have not yet implemented WGS-84.

5.3.13 A simplified Status report of WGS-84 implementation in the MID Region is presented at **Appendix 5.3A** to the Report on Agenda Item 5.3.

5.3.14 The meeting underlined that the implementation of WGS-84 is an important pre-requisite also for the implementation of Performance Based Navigation (PBN) and urged those States that have not yet completed the implementation of WGS-84 to accord high priority to this project and to expedite the process of full implementation of WGS-84. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 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; 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.

Electronic Terrain and Obstacle Data (eTOD)

5.3.15 The meeting recalled that, in accordance with para. 10.6 of Annex 15, States shall ensure that:

a) as of 20 November 2008, electronic terrain and obstacle data are made available in accordance with Area 1 specifications and terrain data in accordance with Area 4 specifications; and

b) as of 18 November 2010, electronic terrain and obstacle data are made available in accordance with Area 2 and Area 3 specifications.

5.3.16 The meeting was apprised of the outcome of the eTOD Working Group (WG/1) meeting (Amman, Jordan, 1-3 July 2007) as reviewed by the AIS/MAP TF/4, ATM/SAR/AIS SG/9 and ATM/SAR/AIS/ SG/10 meetings.

5.3.17 The meeting noted that the eTOD WG/1 meeting reviewed and analyzed the numerical requirements for terrain and obstacle data for areas 1, 2, 3 and 4 as defined in Annex 15, Appendix 8, Tables A8-1 and A8-2.

5.3.18 It was highlighted that the AIS/MAP TF/4, ATM/SAR/AIS SG/9 and SG/10 meetings agreed with the eTOD WG/1 meeting that the requirements for areas 1, 3 and 4 are clear enough and that MID States would not face major difficulties to comply with the applicability date of 20 November 2008 for the provision of eTOD for areas 1 and 4. The implementation of the requirements for area 3 by 18 November 2010 is achievable; but, Area 2 is questionable.

5.3.19 The meeting noted that the eTOD requirements have caused significant concern in States, from both technical and institutional perspectives, which instigated a delay in the implementation process. Concern was raised especially regarding:

- the high cost involved in the implementation of the eTOD requirements;
- the cost recovery, data ownership and intellectual property issues; and
- the ICAO Annex 15 requirements related to area 2.

5.3.20 The meeting noted that with a view to collect information from States regarding their Action Plan/Roadmap for the implementation of eTOD and to assist them in the implementation process, the ICAO MID Regional Office carried out a survey on the implementation of eTOD in the MID Region. It was noted that the eTOD questionnaire developed by the eTOD WG/1 meeting was sent to States for the first time on 17 July 2007. Further to the decisions of the ATM/SAR/AIS SG/9 and SG/10 meetings, the questionnaire was resent to States on 16 January and 17 December 2008. However, due to the low level of replies received from States, the meeting agreed to refer back the subject to the eTOD WG/2 meeting tentatively scheduled to be held in Tehran, 3-4 May 2009, in order to collect more information from States on the implementation of eTOD and explore ways and means to expedite this process.

5.3.21 The meeting noted that further to the MID eTOD Seminar held in Cairo, 11-14 December 2006 where Experts from France, Switzerland, ICAO, EUROCONTROL and Jeppesen made presentations on eTOD, the eTOD WG/1 meeting was apprised of the experience of Jordan, Egypt, USA (FAA), and Italy related to the implementation of eTOD. It was also noted that the eTOD WG/1 meeting noted the work carried out by Jeppesen to build a unified terrain database out of the Shuttle Radar Topography Mission (SRTM) data with 90 m postspacing. The meeting further noted that the AIS/MAP TF/4 meeting was apprised of the activities of the EUROCONTROL TOD Working Group on the subject.

5.3.22 The meeting noted that in addition to the eTOD developments in the European Region, the newly established AIS-AIM Study Group which held its first meeting in Montreal, 2-4 December 2008 addressed the issue of eTOD and a consensus is about to be reached regarding Area 2. This would be part of the Draft Amendment 36 to Annex 15 which would be presented to the ANC in March 2009 before distribution to States in April 2009, in accordance with standard procedure.

5.3.23 The meeting reviewed and endorsed the MID Region eTOD Implementation Strategy at **Appendix 5.3B** to the Report on Agenda Item 5.3 and agreed, accordingly, to the following Conclusion, which replaces and supersedes MIDANPIRG/10 Conclusions 10/57 and 10/59:

CONCLUSION 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.

5.3.24 The meeting reviewed and updated the MID Region AIS/MAP Timelines related to eTOD as at **Appendix 5.3C** to the Report on Agenda Item 5.3. It was noted in this regard that no State from the MID Region has notified ICAO of a difference to the provisions of Annex 15, Chapter 10. The meeting noted with appreciation that Jordan, Lebanon, Qatar and UAE have already fulfilled the ICAO eTOD requirements related to Area 1 and Area 4 and electronic terrain and obstacle data has been made available to the users (on the web) free of charge.

5.3.25 The meeting recalled that the sixth Recommendation of the MID eTOD Seminar was pertaining to the development of provisions in the Basic ANP to include the new eTOD requirements as well as a new FASID Table in which detailed planning of eTOD implementation by States are reflected. Accordingly, the meeting reviewed and endorsed the Draft FASID Table at **Appendix 5.3D** to the Report on Agenda Item 5.3 and agreed to the following Conclusion:

CONCLUSION 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.*

5.3.26 The meeting reviewed the eTOD WG Terms of Reference as at **Appendix 5.3E** to the Report on Agenda Item 5.3 and agreed to the following Decision:

DECISION 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.*

5.3.27 It was highlighted that the work of the eTOD Working Group shall be carried out mainly through exchange of correspondence (email, facsimile, Tel, etc) between its Members. In this regard, the meeting was of view that States should make use of the ICAO MID Forum for the exchange of information and sharing of experience related to eTOD.

5.3.28 In connection with the above, the meeting was of view that the eTOD WG should continue its activity with a view to harmonize, coordinate and support the eTOD implementation on a regional basis. In this regard, the meeting noted with appreciation that Iran accepted to host the eTOD WG/2 and AIS/MAP TF/5 meetings back-to-back in Tehran from 3 to 7 May 2009.

Status of Implementation of QMS in the MID Region

5.3.29 The meeting underlined the requirements for the implementation of QMS for AIS/MAP services and highlighted that the provision of quality assured and timely aeronautical information/data to the aviation community is a significant enabling activity for the globalization of ATM.

5.3.30 The meeting recognized that, while the importance and need for the provision of high quality aeronautical information is gaining momentum, the implementation of quality system appears to be a specific domain with low degree of implementation among MID States.

5.3.31 The status of implementation of QMS in the MID Region is summarized as follows:

	Not started	**Planning**	**Ongoing/ partially implemented**	**Implemented**	**Certified**	**Remarks**
Afghanistan	√					
Bahrain					√	
Egypt					√	
Iran					√	
Iraq	√					
Israel	√					
Jordan			√			
Kuwait		√				
Lebanon		√				
Oman		√				
Qatar		√				
Saudi Arabia			√			
Syria		√				
UAE					√	The QMS implemented is not fully compliant with Annex 15 requirements
Yemen		√				

5.3.32 The meeting noted that EUROCONTROL through the Controlled and Harmonized Aeronautical Information Network "CHAIN" project, supported the European States in meeting ICAO requirements related to QMS (awareness campaigns, development of guidelines, development of Computer Based Training "CBT", etc). It was highlighted in this regard that the main objectives were to:

- support States to establish system-wide traceable processes;
- improve accuracy and quality of aeronautical navigational data with focus on data integrity;
- enhance data management by establishing common procedures/processes to enable interoperability; and
- enhance the transfer of aeronautical information between origination and publication.

5.3.33 The meeting re-iterated MIDANPIRG/10 Conclusion 10/54 related to the Methodology for the implementation of QMS within MID States' AISs at **Appendix 5.3F** to the Report on Agenda Item 5.3 and urged those States, that have not yet done so, to implement the required QMS in accordance with the guidance provided by both the Methodology for the implementation of QMS and the CHAIN deliverables. Accordingly, the meeting agreed to the following Conclusion, which replaces and supersedes MIDANPIRG/10 Conclusion 10/54:

CONCLUSION 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 at **Appendix 5.3F** to the Report on Agenda Item 5.3 and the EUROCONTROL CHAIN deliverables.*

5.3.34 The meeting recalled that MIDANPIRG/10 under Decision 10/55 agreed also to the establishment of a QMS Implementation Action Group with a view to support the implementation of QMS in compliance with the ISO 9000 requirements within MID States' AISs. The meeting reviewed the TOR of the QMS Implementation Action Group as at **Appendix 5.3G** to the Report on Agenda Item 5.3 and urged States to provide more input and support the Action Group.

Licensing of the AIS/MAP Personnel

5.3.35 The meeting recalled that, recognizing the importance of AIS as an essential foundation block of the future ATM operational concept 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/skills of the AIS staff, MIDANPIRG/10 was of view that AIS/MAP personnel should be licensed and through Conclusion 10/53 ICAO invited ICAO to consider the introduction of the licensing of the AIS/MAP personnel as a Recommended Practice in Annex 1.

5.3.36 The meeting noted that the Air Navigation Commission (ANC) during its review of the MIDANPIRG/10 report and especially Conclusion 10/53, recalled that a similar Conclusion was formulated by GREPECAS/13 and that the Commission, during its review of the report of GREPECAS/13, recognized that the competency of personnel involved in safety critical activities was paramount, but that such competencies could be achieved without licensing.

5.3.37 The meeting noted that the AIS/MAP personnel in Iran and in Saudi Arabia are licensed. The meeting further noted that notwithstanding the decision of the ANC, States could include in their national legislations/regulations provisions related to the licensing of the AIS/MAP personnel. Accordingly, the meeting agreed to the following Conclusion, which replaces and supersedes MIDANPIRG/10 Conclusion 10/53:

CONCLUSION 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 regulations provisions related to the licensing of the AIS/MAP personnel.

AIS Automation

5.3.38 The meeting highlighted the importance of AIS automation, which will provide not only timely and accurate aeronautical information but also will contribute to improved safety, increased efficiency and greater cost-effectiveness to users.

5.3.39 The meeting noted that the ATM/SAR/AIS SG/10 and the AIS/MAP TF/4 meetings underlined the importance of implementation of AIS automation, reviewed the status of implementation of AIS automation in the MID Region and based on the developments in the European Region developed some guidance to expedite the implementation of AIS automation in the MID Region.

5.3.40 The meeting recognized that the level of introduction of automation by the MID States' Aeronautical Information Services is still far below expectations. With a view to enhance the level of automation within MID States AISs, and in order to overcome the deficiencies related to aeronautical information/data still processed manually, the meeting urged States to accord high priority to the implementation of AIS automation in compliance with the MID Basic ANP/FASID provisions and MIDANPIRG requirements, taking into account the experience and implementation strategies/techniques being adopted in adjacent States and Regions.

5.3.41 The meeting recalled that, taking into consideration that the development of a global eAIP provisions by ICAO might take time, MIDANPIRG/10, under Conclusion 10/52, invited States that have not yet done so, to publish their IAIP in PDF/HTML format on a CD-ROM without discontinuing the provision of the information in hardcopy.

5.3.42 The meeting noted that the AIS/MAP TF/4 meeting noted that the EUROCONTROL eAIP specification is compatible with the ICAO requirements for AIP content and structure, as laid down in Annex 15, and enforces a strict application of these requirements. The eAIP advantages for both producers and users were highlighted.

5.3.43 The meeting noted that a series of eAIP Manuals and proof of concept tools are available on the EUROCONTROL website at: www.eurocontrol.int/eaip and encouraged States to use this documentation for the development of their eAIPs.

5.3.44 Based on the above, the meeting accordingly, agreed to the following Conclusion, which replaces and supersedes MIDANPIRG/10 Conclusion 10/52:

CONCLUSION 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.

5.3.45 The meeting noted that the AIS/MAP TF/4 meeting was apprised of the functionalities, capabilities and advantages of the EAD. It was particularly noted that two migration scenarios are possible:

- direct connection to EAD system; and
- regional replica of the EAD.

5.3.46 The meeting noted that the AIS/MAP TF/4 meeting was informed about the Europe-Middle East ATM Coordination (EMAC) mechanism/activities. The meeting noted that within the framework of EMAC the exchange of aeronautical information was considered as a potential area of cooperation.

5.3.47 The meeting was informed that among the EMAC States, Cyprus is already connected to the EAD since December 2007 and that during the EUROMED meeting held in Brussels in November 2007, Egypt and Jordan reconfirmed their interest to be connected to the EAD. Further, the meeting noted also that EUROCONTROL is willing to fully support States to further progress the connection of their AIS to the EAD.

5.3.48 In view of the above, the meeting encouraged the EMAC States to take appropriate actions in order to initiate formal coordination with EUROCONTROL to take advantage of EAD and agreed to the establishment of an AIS Automation Action Group with Terms of Reference (TOR) as at **Appendix 5.3H** to the Report on Agenda Item 5.3. Accordingly, the meeting agreed to the following Conclusion and Decision:

CONCLUSION 11/49: EXTENSION OF THE EAD TO THE EMAC STATES

That, the EMAC States (Egypt, Jordan, Lebanon and Syria) are encouraged to initiate formal coordination with EUROCONTROL and take appropriate actions in order to be connected to the European AIS Database (EAD).

DECISION 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.*

5.3.49 The meeting noted with appreciation that Egypt participated in the EUROCONTROL xNOTAM trial that took place between February and July 2008. It was also noted that Bahrain, Egypt and Jordan are also participating in the second phase of the EUROCONTROL xNOTAM trial.

5.3.50 Based on the above, the meeting invited all States and especially Egypt and Jordan to actively participate in the activities of the AIS Automation Action Group and present their AIS automation experiences (connection to EAD and participation in the xNOTAM trials) in working papers to the upcoming AIS/MAP TF/5 meeting to be held in Tehran, 5-7 May 2009.

Aeronautical Information Management (AIM)

5.3.51 The meeting was apprised of the outcome of the AIS/MAP TF/4, ATM/SAR/AIS SG/9 and SG/10 meetings related to the transition from AIS to AIM.

5.3.52 The meeting recalled that, with a view to ensure the cohesion and linkages between the different components of the ATM operational concept and to accomplish the role of AIS, the ANC/11 recognized the need for the interchange and management of aeronautical information to be used by different services and users, while taking into account interoperability of existing and future systems.

5.3.53 The meeting noted that the ATM/SAR/AIS SG/9 meeting developed Draft Conclusion 9/11 inviting ICAO to consider the creation of a multi-disciplinary group in order to, inter-alia, develop a global strategy/roadmap for the transition from AIS to AIM and prepare new AIM related SARPs and guidance material based on the AIM documents developed by EUROCONTROL, in line with the Recommendations of the Global AIS Congress. In this regard, the meeting noted that the Air Navigation Commission, on 20 March 2008, agreed to the establishment of the AIS-AIM Study Group (AIS-AIMSG), which held its First meeting in Montreal, Canada, 2 to 4 December 2008.

5.3.54 Based on the above the meeting agreed with the ATM/SAR/AIS SG/10 meeting that Draft Conclusion 9/11 developed by the ATM/SAR/AIS SG/9 meeting is superseded by events.

5.3.55 The meeting was apprised of the work programme of the AIS-AIM Study Group and the associated deliverables. It was noted that the work of the Study Group would be completed within four years. The meeting particularly noted that a first round of SARPs related mainly to the standard aeronautical data models, eAIP, electronic charts and quality system for AIM, is expected to be adopted in 2010. The second round of SARPs related to AIM with associated guidance material would be adopted in 2013. The meeting noted that the implementation of AIM SARPs is expected to be phased between 2015 and 2019.

5.3.56 The meeting noted that the Summary of Discussion of the AIS-AIM SG/1 meeting is available on the ICAO website at: www.icao.int/anb/AIM/SG/Meetings

5.3.57 Based on the above, the meeting accordingly, agreed to the following Conclusion and Decision emanating from both the ATM/SAR/AIS SG/9 and AIS/MAP TF/4 meetings:

CONCLUSION 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.

DECISION 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.

5.3.58 The meeting noted that a MID AIM Seminar was successfully held in Cairo from 21 to 23 October 2008. The meeting noted that the Seminar addressed important subjects related to the transition from AIS to AIM and agreed that the AIS/MAP Task Force should review the Executive Summary of the MID AIM Seminar at **Appendix 5.3I** to the Report on Agenda Item 5.3 and take necessary follow up actions.

Harmonization of the Publication of the Latitude and Longitude Coordinates

5.3.59 The meeting recalled that a Geographical Position is defined as a set of coordinates (latitude and longitude) referenced to the mathematical reference ellipsoid which define the position of a point on the surface of the Earth.

5.3.60 The meeting noted that the requirements for the publication of the geographical coordinates of a facility on the ground or a point/position in the air in term of latitude and longitude could be found in many ICAO Annexes and Documents. It was noted that some differences exist in the provisions related to the publication of latitude and longitude. It was further noted that many States are not complying with the provisions of Annexes 4 and 15 related to the format and publication resolution of latitude and longitude. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 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.

AIS/MAP Task Force TOR and Future Work Programme

5.3.61 Taking into consideration the new requirements for the transition from AIS to AIM and the latest developments in the AIS/MAP field, the meeting reviewed and updated the Terms of Reference and Work Programme of the AIS/MAP Task Force as at **Appendix 5.3J** to the Report on Agenda Item 5.3 and agreed to the following Decision:

DECISION 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.*

MIDANPIRG/11
Appendix 5.3A to the Report on Agenda Item 5.3

STATUS OF IMPLEMENTATION OF WGS-84 IN THE MID REGION

	FIR	ENR	TMA/CTA/CTZ	APP	RWY	AD/HEL	GUND	QUALITY SYSTEM	AIP	REMARKS
AFGHANISTAN	N	N	N	N	N	N	N	N	N	
BAHRAIN	F	F	F	F	F	F	F	F	F	
EGYPT	F	F	F	F	F	F	F	F	F	
IRAN	F	F	F	N	F	F	F	F	F	
IRAQ	P	P	P	P	P	P	N	N	P	
ISRAEL	N	N	N	N	N	N	N	N	N	
JORDAN	F	F	F	F	F	F	F	F	F	
KUWAIT	F	F	F	F	F	F	F	N	F	
LEBANON	F	F	F	F	F	F	N	N	F	
OMAN	F	F	F	F	F	F	F	F	F	
QATAR	F	F	F	F	F	F	N	N	F	
SAUDI ARABIA	F	F	F	F	F	F	N	F	F	GUND implementation under process
SYRIA	N	F	P	P	P	P	N	N	N	
UNITED ARAB EMIRATES	F	F	F	F	F	F	F	F	F	
YEMEN	F	F	F	F	F	F	F	N	F	

Legend:	**F: Fully implemented**	**P: Partly implemented**	**N: Not implemented**

MIDANPIRG/11
Appendix 5.3B to the Report on Agenda Item 5.3

MID REGION eTOD IMPLEMENTATION STRATEGY

Considering:

a) the new provisions introduced by Amendment 33 to Annex 15 related to eTOD; and

b) the guidance material contained in Doc 9881 (Guidelines for electronic Terrain, Obstacle and Aerodrome Mapping Information); and

Recognizing that:

i) significant safety benefits for international civil aviation will be provided by in-flight and ground-based applications that rely on quality electronic Terrain and Obstacle Data; and

ii) the implementation of eTOD requirements is a challenging costly and cumbersome task of cross-domain nature;

The MID Region eTOD implementation strategy is detailed below:

1) the eTOD implementation should be in compliance with ICAO provisions contained in Annex 15 and Doc 9881;

2) the eTOD implementation should be based on national plans/roadmaps;

3) eTOD implementation should be managed by each State as a national eTOD programme supported by necessary resources, a high level framework and a detailed planning including priorities and timelines for the implementation of the programme;

4) States should adopt/follow a collaborative approach involving all concerned parties in the implementation of eTOD provisions and establish a multi-disciplinary team defining clearly the responsibilities and roles of the different Administrations within and outside the Civil Aviation Authority in the implementation process (AIS, Aerodromes, Military, National Geographic and Topographic Administrations/ Agencies, etc);

5) eTOD requirements should be analyzed and a common understanding of these requirements should be developed;

6) States should make an inventory and evaluate the quality of existing terrain and obstacle data sources and in the case of data collection, consider carefully the required level of details of collected terrain and obstacle data with particular emphasis on obstacle data and associated cost;

7) States should carry out theoretical studies of candidate techniques for data acquisition (photogrammetry, LIDAR, etc) based on a Cost-Benefit Analysis and supported by case study for a representative aerodrome;

8) in the development of their eTOD programme, States should take into consideration the requirements for update/maintenance of data, especially the obstacle data;

9) States, while maintaining the responsibility for data quality and availability, should consider to which extent provision of electronic terrain and obstacle data could be delegated to national geodetic Institutes/Agencies, based on Service Level Agreement reflecting such delegation. Collaboration between States and data providers/integrators should also be considered;

10) ICAO and States should undertake awareness and training programmes to promote and expedite the eTOD implementation;

11) implementation of eTOD provisions should be considered as a global matter, which necessitates coordination and exchange of experience between States, ICAO and other national/international organizations involved;

12) to the extent possible, States should work co-operatively especially with regard to the cross-border issue, for the sake of harmonization and more efficient implementation of eTOD; and

13) States encountering difficulties for the implementation of eTOD may seek assistance from ICAO, through a TCB project, and/or from other States.

MIDANPIRG/11
Appendix 5.3C to the Report on Agenda Item 5.3

Middle East Region

AIS/MAP IMPLEMENTATION PLAN

eTOD Updated Timelines

TIMELINES:

Global

Regional

National

Middle East — Aeronautical Information Services Implementation

		2000	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
Global	Provision of Terrain Data for Area 1																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Provision of Obstacle Data for Area 1																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	

Middle East — Aeronautical Information Services Implementation																		
		2000	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
Global	Provision of Terrain Data for Area 2																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Provision of Obstacle Data for Area 2																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	

Middle East — Aeronautical Information Services Implementation

		2000	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
Global	Provision of Terrain Data for Area 3																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Provision of Obstacle Data for Area 3																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	

Middle East — Aeronautical Information Services Implementation																		
		2000	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
Global	Provision of Terrain Data for Area 4																	
MID Region																		
States	Afghanistan									-	-	-	-	-	-	-	-	-
	Bahrain									-	-	-	-	-	-	-	-	-
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel									-	-	-	-	-	-	-	-	-
	Jordan																	
	Kuwait																	
	Lebanon									-	-	-	-	-	-	-	-	-
	Oman									-	-	-	-	-	-	-	-	-
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic									-	-	-	-	-	-	-	-	-
	United Arab Emirates																	
	Yemen									-	-	-	-	-	-	-	-	-

MIDANPIRG/11
Appendix 5.3D to the Report on Agenda Item 5.3

FASID TABLE AIS-X — eTOD REQUIREMENTS

EXPLANATION OF THE TABLE

Column

1 Name of the State, territory or aerodrome for which electronic Terrain and Obstacle Data (eTOD) are required with the designation of the aerodrome use:

RS — international scheduled air transport, regular use
RNS — international non-scheduled air transport, regular use
RG — international general aviation, regular use
AS — international scheduled air transport, alternate use

2 Runway designation numbers

3 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume 1, Chapter I, are:

NINST — non-instrument runway;
NPA — non-precision approach runway
PA1 — precision approach runway, Category I;
PA2 — precision approach runway, Category II;
PA3 — precision approach runway, Category III.

4 Requirement for the provision of Terrain data for Area 1, shown by an ‘‘X’’ against the State or territory to be covered.

5 Requirement for the provision of Terrain data for Area 2 (TMA), shown by an ‘‘X’’ against the aerodrome to be covered.

6 Requirement for the provision of Terrain data for Area 2 (45 Km radius from the ARP), shown by an ‘‘X’’ against the aerodrome to be covered.

7 Requirement for the provision of Terrain data for Area 3, shown by an ‘‘X’’ against the aerodrome to be covered.

8 Requirement for the provision of Terrain data for Area 4, shown by an ‘‘X’’ against the runway threshold to be covered.

9 Requirement for the provision of Obstacle data for Area 1, shown by an ‘‘X’’ against the State or territory to be covered.

10 Requirement for the provision of Obstacle data for Area 2 (TMA), shown by an ‘‘X’’ against the aerodrome to be covered.

11 Requirement for the provision of Obstacle data for Area 2 (45 Km radius from the ARP), shown by an ‘‘X’’ against the aerodrome to be covered.

12 Requirement for the provision of Obstacle data for Area 3, shown by an ‘‘X’’ against the aerodrome to be covered.

13 Remarks (timetable for implementation)

Note: For Columns 4 to 12 use the following symbols:

X- Required but not implemented
XI- Required and implemented

eTOD Requirements (MID FASID Table AIS-X)

STATE, TERRITORY OR AERODROME FOR WHICH eTOD IS REQUIRED			TERRAIN DATA REQUIRED					OBSTACLE DATA REQUIRED				REMARKS
CITY/AERODROME	RWY No	RWY TYPE	Area 1	Area 2		Area 3	Area 4	Area 1	Area 2		Area 3	
				TMA	45 Km				TMA	45 Km		
1	2	3	4	5	6	7	8	9	10	11	12	13
AFGHANISTAN			X					X				
(OAKB) KABUL/Kabul				X		X			X		X	
RS	11 29	NPA PA1										
(OAKN) KANDAHAR/Kandahar												
AS	05 23	NPA NPA										
BAHRAIN			X					X				
(OBBI) Bahrain Intl.				X		X			X		X	
RS	12L 30R	PA1 PA1										
	12R 30L	NPA NPA										
EGYPT			X					X				
(HEAR) EL-ARISH/El-Arish Int'l				X		X			X		X	
AS	16 34	NPA NPA										
(HEAT) Asyut				X		X			X		X	
AS	13 31	NINST NPA										
(HEAX) Alexandria Int'l				X		X			X		X	
RS	18 36	NINST NPA										
	04 22	NPA NINST										
(HEAZ) CAIRO/Almaza Int'l				X		X			X		X	
ANS	18 36 05 23	NPA NPA NINST NINST										

STATE, TERRITORY OR AERODROME FOR WHICH eTOD IS REQUIRED			TERRAIN DATA REQUIRED					OBSTACLE DATA REQUIRED				REMARKS
CITY/AERODROME	RWY No	RWY TYPE	Area 1	Area 2		Area 3	Area 4	Area 1	Area 2		Area 3	
				TMA	45 Km				TMA	45 Km		
1	2	3	4	5	6	7	8	9	10	11	12	13
(HEBA) ALEXANDRIA/Borg El-Arab				X		X			X		X	
RS	14	NPA										
	32	PA1										
(HECA) Cairo				X		X			X		X	
RS	05L	PA2					X					
	23R	PA2					X					
	05R	PA2					X					
	23L	PA2					X					
	16	NINST										
	34	NINST										
(HEGN) Hurghada				X		X			X		X	
RS	16	NPA										
	34	PA1										
(HELX) Luxor				X		X			X		X	
RS	02	NPA										
	20	PA1										
(HEMA) MARSA ALAM/ Marsa Alam				X		X			X		X	
RNS	15	NPA										
	33	NPA										
(HEOW) SHARK EL OWEINAT/Shark				X		X			X		X	
El-Owenat Int'l AS	01	NPA										
	19	NINST										
(HEPS) PORT SAID/Port Said Int'l				X		X			X		X	
AS	10	NPA										
	28	NPA										
(HESC) St. Catherine				X		X			X		X	
RS	17	NINST										
	35	NINST										
(HESH) Sharm-El-Sheikh				X		X			X		X	
RS	04L	PA1										
	22R	NINST										
	04R	NPA										
	22L	NINST										
(HESN) Aswan				X		X			X		X	
RS	17	NPA										
	35	PA1										

STATE, TERRITORY OR AERODROME FOR WHICH eTOD IS REQUIRED			TERRAIN DATA REQUIRED					OBSTACLE DATA REQUIRED					REMARKS
CITY/AERODROME	RWY No	RWY TYPE	Area 1	Area 2		Area 3	Area 4	Area 1	Area 2		Area 3		
				TMA	45 Km				TMA	45 Km			
1	2	3	4	5	6	7	8	9	10	11	12	13	
(HETB) Taba				X		X			X		X		
AS	04 22	NPA NINST											
IRAN			X					X					
(OIKB) Bandar Abbass/				X		X			X		X		
Bandar Abbas Intl RS	03R 21L 03L 21R	NPA PA1 NINST NINST											
(OIFM) Esfahan/ Shahid Beheshti Intl RS				X		X			X		X		
	08L 26R 08R 26L	NPA PA1 NPA NPA											
(OIMM) Mashhad/ Shahid Hashemi Nejad Intl RS				X		X			X		X		
	13L 31R 13R 31L	NPA PA1 NPA PA1											
(OISS) Shiraz/shahid Dastghaib Intl				X		X			X		X		
RS	11R 29L 11L 29R	NPA PA1 NPA PA1											
(OITT) Tabriz/Tabriz Intl				X		X			X		X		
RNS	12L 30R 12R 30L	NPA PA1 NINST NINST											
(OIII) Tehran/ Mehrabad Intl				X		X			X		X		
RS	11R 29L 11L 29R	NPA PA1 NPA NPA											
(OIIE) TEHRAN/Emam Khomaini Intl				X		X			X		X		
RS	11L 29R	PA1 PA2											
(OIZH) Zahedan/Zahedan				X		X			X		X		

STATE, TERRITORY OR AERODROME FOR WHICH eTOD IS REQUIRED			TERRAIN DATA REQUIRED					OBSTACLE DATA REQUIRED				REMARKS
CITY/AERODROME	RWY No	RWY TYPE	Area 1	Area 2		Area 3	Area 4	Area 1	Area 2		Area 3	
				TMA	45 Km				TMA	45 Km		
1	2	3	4	5	6	7	8	9	10	11	12	13
Intl RS	17 35	NPA PA1										
IRAQ			X					X				
(ORBI) Baghdad				X		X			X		X	
Intl. RS	15L 33R	PA2 PA2					X X					
	15R 33L	PA1 PA1										
(ORMM) Basrah Intl.				X		X			X		X	
RS	14 32	PA2 PA2					X X					
ISRAEL			X					X				
(LLET) EILAT/Eilat				X		X			X		X	
RNS	03 21	NPA NINST										
(LLHA) HAIFA/Haifa				X		X			X		X	
RS	16 34	NINST NINST										
(LLJR)JERUSALEM/Atarot				X		X			X		X	
RS	12 30	PA1 NPA										
(LLOV) OVDA/Intl				X		X			X		X	
RNS	02L 20R	NINST NPA										
(LLBG) TEL AVIV/ Ben Gurion				X		X			X		X	
RS	03 21 08 26 12 30	NPA NINST NPA PA1 PA1 NPA										
(LLSD) TEL AVIV/ Sde-Dov				X		X			X		X	
AS	03 21	NINST NINST										

STATE, TERRITORY OR AERODROME FOR WHICH eTOD IS REQUIRED			TERRAIN DATA REQUIRED					OBSTACLE DATA REQUIRED				REMARKS
CITY/AERODROME	RWY No	RWY TYPE	Area 1	Area 2		Area 3	Area 4	Area 1	Area 2		Area 3	
				TMA	45 Km				TMA	45 Km		
1	2	3	4	5	6	7	8	9	10	11	12	13
JORDAN			X					X				
(OJAI) Amman/				X		X			X		X	
Queen Alia Intl	08R	NPA										
RS	26L	PA2					X					
	08L	PA2					X					
	26R	PA2					X					
(OJAM) Amman/Marka Intl				X		X			X		X	
AS	24	PA1										
	06	NINST										
(OJAQ) Aqaba/King					X	X				X	X	
Hussein Intl	01	PA1										
RNS	19	NPA										
(OJJR) JERUSALEM/ Jerusalem					X	X				X	X	
RS	12	NPA										
	30	PA1										
KUWAIT			X					X				
(OKBK) Kuwait Intl.				X		X			X		X	
RS	33L	PA2					X					
	15R	PA2					X					
	33R	PA2					X					
	15L	PA2					X					
LEBANON			X					X				
(OLBA) Beirut Intl.				X		X			X		X	
RS	17	PA1										
	35	NINST										
	18	PA1										
	36	NINST										
	03	PA1										
	21	NINST										
OMAN			X					X				
(OOMS) Muscat/~~Seeb~~ Muscat intl. Airport				X		X			X		X	
RS	26	PA1										
	08	PA1										
(OOSA) Salalah												
AS	07	NPA										
	25	PA1										
QATAR			X					X				
(OTBD) Doha Int. Airport				X		X			X		X	
RS	34	PA2					X					
	16	NPA										

STATE, TERRITORY OR AERODROME FOR WHICH eTOD IS REQUIRED			TERRAIN DATA REQUIRED					OBSTACLE DATA REQUIRED				REMARKS
CITY/AERODROME	RWY No	RWY TYPE	Area 1	Area 2		Area 3	Area 4	Area 1	Area 2		Area 3	
				TMA	45 Km				TMA	45 Km		
1	2	3	4	5	6	7	8	9	10	11	12	13
SAUDI ARABIA			X					X				
(OEDF) DAMMAM/King Fahd Intl				X		X			X		X	
RS	16L 34R 16R 34L	PA1 PA1 PA1 PA1										
(OEJN) JEDDAH/King Abdulaziz				X		X			X		X	
RS	16R 34L 16C 34C 16L 34R	PA2 PA2 PA2 PA2 PA1 PA1					X X X X					
(OEMA)MADINAH/Prince Mohammad Bin Abdulaziz				X		X			X		X	
RS	17 35 18 36	PA1 PA1 NPA PA1										
(OERK) RIYADH/King Khalid Intl				X		X			X		X	
RS	15L 33R 15R 33L	PA1 PA1 PA1 PA1										
SYRIA			X					X				
(OSAP) Aleppo Intl.				X		X			X		X	
RS	09 27	NPA PA1										
(OSLK) Bassel Al-Assad				X		X			X		X	
RS	17 35	NPA PA1										
(OSDI) Damascus				X		X			X		X	
RS	05L 23R	NPA PA1										
	05R 23L	PA1 NPA										

STATE, TERRITORY OR AERODROME FOR WHICH eTOD IS REQUIRED			TERRAIN DATA REQUIRED					OBSTACLE DATA REQUIRED				REMARKS
CITY/AERODROME	RWY No	RWY TYPE	Area 1	Area 2		Area 3	Area 4	Area 1	Area 2		Area 3	
				TMA	45 Km				TMA	45 Km		
1	2	3	4	5	6	7	8	9	10	11	12	13
UNITED ARAB EMIRATES			X					X				
(OMAA) Abu Dhabi Int. Airport				X		X			X		X	
	31L 13R 13L 31R	PA3 PA1 PA3 PA3					X X X					
(OMAL) Al Ain Int. Airport				X		X			X		X	
RS	01 19	PA1 NPA										
(OMDB) Dubai Int. Airport				X		X			X		X	
RS	12L 30R 12R 30L	PA3 PA3 PA1 PA1					X X					
(OMFJ) Fujairah Int. Airport				X		X			X		X	
RS	11 29	NPA PA1										
(OMRK) Ras Al Khaimah Int. Airport				X		X			X		X	
RS	16 34	NPA PA1										
(OMSJ) Sharjah Int. Airport				X		X			X		X	
RS	12 30	NPA PA2					X					
YEMEN			X					X				
(OYAA) Aden Intl				X		X			X		X	
RS	08 26	NPA PA1										
(OYHD) Hodeidah Intl				X		X			X		X	
RS	03 21	NPA NPA										
(OYRN) Mukalla/Riyan				X		X			X		X	
RS	06 24	NPA NPA										
(OYSN) Sanna'a Intl				X		X			X		X	
RS	18 36	PA1 NPA										
(OYTZ) Taiz Intl				X		X			X		X	
RS	01 19	NPA NPA										

MIDANPIRG/11
Appendix 5.3E to the Report on Agenda Item 5.3

MID REGION ELECTRONIC TERRAIN AND OBSTACLE DATA WORKING GROUP (eTOD WG)

A) TERMS OF REFERENCE

With a view to harmonize, coordinate and support the eTOD implementation activities on a regional basis, the MID Region eTOD Working Group shall:

1) analyse the eTOD requirements and develop a common understanding of these requirements (clarify the needs in terms of data format, temporality, cross-border harmonization and develop associated guidelines as required);

2) recommend the way forward the eTOD timely implementation;

3) develop and maintain a MID Region eTOD implementation strategy;

4) guide the development and support the roll-out of an awareness campaign for eTOD implementation within MID States;

5) carry out a theoretical study of candidates techniques for electronic Terrain and Obstacle Data acquisition including a cost benefit analysis;

6) develop a high level MID Region business case for eTOD implementation;

7) carry out a study case for a representative aerodrome from the MID Region;

8) assist States in the development of mandate/policy pertaining to the implementation of eTOD requirements;

9) develop an action plan for the implementation of eTOD requirements in the MID Region;

10) monitor the cost-conscious and timely implementation of eTOD requirements in the MID Region;

11) monitor and review latest developments pertaining to eTOD; and

12) develop its work programme within the scope of its Terms of Reference.

B) COMPOSITION

The eTOD Working Group will be composed of Experts nominated by Middle East Provider States from different technical areas within and outside the Civil Aviation Authority (AIS/MAP, Aerodrome, Military, Procedure Designers, ATC, Navigators, surveyors, National Geographic Administration/Agency, etc).

ICAO, IATA and IFALPA are Observers.

Other representatives from industry and user Organizations having a vested interest in Aeronautical Information Services and eTOD in particular could participate in the work of this Working Group.

C) WORKING ARRANGEMENTS

The eTOD Working Group shall report to the AIS/MAP Task Force.

The work of the eTOD Working Group shall be carried out mainly through exchange of correspondence (email, facsimile, Tel, etc) between its Members. The Working Group shall meet as required and at least once a year. The convening of the Working Group meetings should be initiated by the Rapporteur in coordination with the Members of the Group and ICAO MID Regional Office.

MIDANPIRG/11
Appendix 5.3F to the Report on Agenda Item 5.3

METHODOLOGY FOR THE IMPLEMENTATION OF QMS WITHIN MID STATES' AISs

With a view to expedite and foster the implementation of Quality Management Systems (QMS) within MID States AISs, the following methodology is adopted. States are urged to:

a) Set up a project structure relative to the implementation of QMS (project team, managing Committee, etc) and appoint a quality manager.

b) Appoint quality representatives from various areas of activity.

c) Define the roles and responsibilities of the Project Team Members.

d) Secure a financial commitment for the project.

e) Increase the workforce awareness about quality management and the importance of customer satisfaction.

f) Allocate necessary resources in order to implement, maintain and improve the quality system taking into consideration the customer requirements.

g) Select a consultant to guide the process, assist in the correct interpretation of ISO 9000 requirements and ensure that the internal Team is kept on track for compliance.

h) Determine the quality system framework/scope and decide if there is any permissible exclusion.

i) Undertake quality system and English language proficiency training.

j) Train internal auditors with a view to carry out internal audits of the system and participate in the process of development, implementation and continual improvement of the QMS.

k) Motivate the AIS personnel, encourage the teamwork and get everybody involved in writing down how he carries out his parts of the AIS/MAP activities.

l) Establish a mechanism/procedure to ensure that the competence/skill of the AIS staff is regularly evaluated and meet the requirements. A licensing system could be envisaged for this purpose.

m) Establish a continuous dialogue with the end users and identify their requirements with a view to provide them with value-added, defect-free and high quality products that are timely and competitively priced.

MIDANPIRG/11
Appendix 5.3G to the Report on Agenda Item 5.3

MID REGION QUALITY MANAGEMENT SYSTEM IMPLEMENTATION ACTION GROUP (QMS AG)

A) TERMS OF REFERENCE

With a view to support the implementation of Quality Management System in compliance with the ISO 9000 requirements within MID States' AISs, the MID Region QMS Action Group shall:

1) identify the difficulties that MID States could have to comply with Annex 15 requirements pertaining to quality system;

2) develop a common understanding of ISO 9000 requirements and develop associated guidelines as required;

3) foster the implementation of the methodology adopted in the MID Region for the implementation of QMS within Aeronautical Information Services;

4) guide the development and support the roll-out of an awareness campaign for QMS implementation within MID States; and

5) monitor the implementation of QMS within MID States' AISs.

B) COMPOSITION

The QMS AG will be composed of the following Experts:

State	Member's Name and Title	Member's Contact Details
Bahrain * ***(Rapporteur of the AG)***	**Mr. Mohammed Al Hallaq**	Fax: (973) 17 32 181 Tel: (973) 17322 182 Mobile: (973) 3968 4688 Email: alhallaq@caa.gov.bh
Jordan	**Mrs. Hanan Qabartai** Chief AIS HQ	Tel: (962) 6 4892282 ext. 3525 Fax: (962) 6 4891266 Mobile: (962)796768012 Email: ais.hq@carc.gov.jo
Egypt	**Mr. Mahfouz Mostafa Ahmed** Chief AIS HQ, Cairo	Fax: (20) 2 2267 8882/5 Tel: (20) 2 2267 9009 Mobile: (20) 10 8555079 Email: mahfouz.moustafa@nansceg.org
Saudi Arabia	**Mr. Gharman Abdel Aziz El Shahri** Chief of Charting Office	Fax: (966) 6405000 Ext. 2302 Tel: (966) 640 5000 Ext 2300 Mobile: (966) 504 700 111 Email: abu_bander1@yahoo.com
Yemen	**Mr. Hussein Al –Sureihi** Director of AIS-HQ	Fax: (967-1) 345 527 Tel: (967-1) 346652/3 Mobile: (967) 77777 6898 Email: jaber777768@yahoo.com

C) WORKING ARRANGEMENTS

The QMS AG shall report to the AIS/MAP Task Force.

The work of the QMS AG shall be carried out mainly through exchange of correspondence (email, facsimile, Tel, etc) between its Members.

MID REGION AIS AUTOMATION ACTION GROUP (AISA AG)

A) TERMS OF REFERENCE

With a view to foster and harmonize the implementation of AIS Automation in the MID Region, the AIS Automation Action Group shall:

1) ensure that AIS systems in the MID Region be automated along the same or similar lines in order to ensure compatibility and monitor the implementation process;

2) monitor technical and operational developments related to AIS automation in other regions, including AIXM, eAIP, EAD, etc, and consider how the MID Region could take benefit from these developments;

3) develop a common understanding of the aeronautical information conceptual and exchange models;

4) foster the development of eAIP by MID States;

5) develop a cohesive and comprehensive AIS Automation Plan for the MID Region, taking into consideration the communication infrastructure necessary for the exchange of aeronautical information; and

6) coordinate with the CNS Sub Group, as necessary, to identify the communications issues linked to the implementation of an AIS Automation system/database for the MID Region.

B) COMPOSITION

The composition of the AISA AG is as follows:

STATE	MEMBER'S NAME AND TITLE	MEMBER'S CONTACT DETAILS
Bahrain	**Mr. Salah Alhumood** Head of AIS and Airspace Planning	Email: shumood@caa.gov. bh Tel: (973) 17 321 180 Fax: (973) 17 321 992 Mobile: (971) 3640 0424
	Mr. Fathi Al-Thawadi Head Aeronautical Operation System	Email: fathi@caa.gov. bh Tel: 973) 1732 9153 Fax: (973) 19 321 992 Mobile: (971) 39676614
Egypt	**Mr. Moataz Abd El Aziz El Naggar** Director of AIS Publications	Email: mizo_air2000@yahoo.com Tel: +20 10 72 08 848 Fax: +20 2 22 67 88 82
	Ahmed Allam AIS Specialist	Email: ahmedallam71@hotmail.com Tel: +2010 16 95 200 Fax: +20 2 22 67 88 82

STATE	MEMBER'S NAME AND TITLE	MEMBER'S CONTACT DETAILS
Iran *(***Rapporteur of the Group***)	***Mr. Abbas Niknejad** Chief of Iran AIS (D.G. of ATM)	Email: abbas.niknejad@gmail.com Tel: +(9821) 66025108 Fax: +(9821) 44649269
	Mr. Bahman Bagheri Chief of COM office (D.G. of COM&NAV)	Email: bagheri_com@yahoo.com Tel: Fax:
	Mr. Javad Pashaie Deputy D.G of ATS	Email: ais_iran@airport.ir Tel: +982 1 445 441 03 Fax: +982 1 445 441 02
Jordan	**Mrs. Hanan Qabartai** Chief AIS HQ	Email: ais.hq@carc.gov.jo Tel: (962) 6 4892282 ext. 3525 Fax: (962) 6 4891266 Mobile: (962)796768012
	Mrs. Muna Naddaf	
Oman	**Dr. Shobar Sharaf Al-Moosawi** Chief AIS	Email: shobar@dgcam.gov.om Tel: (968) 24 519 507 Fax: (968) 24 519 523
Saudi Arabia	**Mr. Abdulrahman Batouk** Communication & Computer Engineer (Automation Engineering Branch, GACA)	Email: arbatouk@gmail.com Tel: (966) 555664381 Fax: (966-2) 671 9041
	Mr. Yaqoub Mohamed Noor	Email: ymn312@gmail.com Tel: (966-2) 6405000 Fax: (966-2) 640 5622 Mob: (966) 50 46 30 310
	Mr. Walid Alfattani	

C) WORKING ARRANGEMENTS

The AISA AG shall report to the AIS/MAP Task Force.

The work of the AISA AG shall be carried out mainly through exchange of correspondence (email, facsimile, Tel, etc) between its Members.

MIDANPIRG/11
Appendix 5.3I to the Report on Agenda Item 5.3

MID AIM SEMINAR
(Cairo, 21-23 October 2008)

EXECUTIVE SUMMARY

1. INTRODUCTION:

1.1 The MID AIM Seminar has been successfully held in Cairo from 21 to 23 October 2008. 53 participants from 16 States, 3 international organizations and 1 Commercial data house have attended the seminar. The seminar was hosted by the Egyptian National Air Navigation Services Company (NANSC). It was moderated by Mr. Mohamed Smaoui, RO/AIS/MET, ICAO MID Office and Mr. Manfred Unterreiner, Chairman AIS Operations Subgroup, AIM, EUROCONTROL.

1.2 The seminar addressed different subjects related to the transition from AIS to AIM according to the following agenda:

1. Introduction

2. Setting the Scene/Drivers for change
   - ANC/11 and ATM Operational Concept
   - User Requirements, Single European Sky (SES)

3. Current Status of AIS
   - Global and Regional issues/developments
   - MID Regional AIS/MAP planning and implementation Status

4. Transition towards Aeronautical Information Management (AIM)
   - From Strategy to Implementation

5. AIM Opportunities & Enablers for Change
   - QMS and CHAIN
   - Training and Competency Management
   - eAIP
   - Data Modelling/Exchange (AICM/AIXM)
   - Digital NOTAM (xNOTAM)
   - EAD
   - eTOD and airport mapping
   - Emerging Technologies (GIS, 4D, Digital Data Link, etc).

6. Conclusions and closing session

1.3 The main objectives of the MID AIM Seminar were to:

a) increase the level of awareness of States regarding the current shortcomings of AIS and the necessity to transit from the provision of AIS products to the interchange and management of aeronautical information in digital form;

b) provide States with a better understanding of the planning and implementation issues related to the transition from AIS to AIM; and

c) provide briefings related to international experiences, directions and advances being made in the field, in particular: QMS and CHAIN, AICM/AIXM, xNOTAM, EAD, eAIP, etc.

2. SUMMARY OF DISCUSSIONS

2.1 The seminar recognized the limitations of the current AIS, which do not meet the new global ATM system requirements envisioned by the ATM Operational Concept.

2.2 The need to support the global ATM system by establishing conditions for the provision, in real-time, of high quality aeronautical information to any airspace user, any time, anywhere, was re-iterated.

2.3 The seminar recalled and supported the Recommendations of the Global AIS Congress.

2.4 ICAO should take the lead in the development of the AIM Strategy/Roadmap and associated AIM SARPs and guidance material; and ensure that they are suitable for global use. Particularly, when defining the Roadmap for the transition from AIS to AIM, ICAO should establish clear milestones and related success criteria.

2.5 The Seminar noted with appreciation the establishment of the AIS-AIMSG and emphasized that States and international organizations should assist ICAO and contribute to the development of successful AIM SARPs, based on a partnership approach and sharing of experience and expertise. In particular, active contribution by the States is encouraged to support the work of the AIS-AIMSG considering that input would be coordinated through the Study Group Members or regional ‘contact points’.

2.6 The Seminar recognized the urgent need for ICAO to develop SARPs and guidance material to enable the global exchange of data in digital format, i.e.: provision of a standard Aeronautical Information Conceptual Model and standard Aeronautical Information Exchange Model (AICM/AIXM).

2.7 The need to define appropriate means to allow the further evolution of the standard models in a managed and supportable manner was highlighted.

2.8 Legal and institutional issues as well as cost-recovery and copyright issues should be addressed.

2.9 Policy, regulations and human factors are critical components of AIM.

2.10 Performance goals for the transition from AIS to AIM need to be identified.

2.11 A common understanding of Global AIM in terms of vision, goals, functions and capabilities need to be developed. Milestones that are achievable and mechanisms for coordination and monitoring of progress need to be identified.

2.12 States can proceed at their own rate towards the common vision.

2.13 The achievement of current ICAO requirements is an essential foundation for the transition towards AIM and States need to take urgent action to achieve the requirements, in particular concerning the implementation of a QMS.

2.14 QMS is one of the most important pre-requisites for the transition from AIS to AIM and for a performance driven business.

2.15 Need for Quality and Implementation Monitoring "You can improve only what you measure".

2.16 Urgent need for ICAO to develop the AIM QMS Manual.

2.17 The deliverables shared with and provided to the seminar e.g. the CHAIN solutions need to be exploited in order to enable increased supply of digital products/data.

2.18 Future AIM will have a series of implication on staff competency. A global training and competency management scheme shall be established and an ICAO AIM Training Manual has to be published, as a matter of urgency.

2.19 Projects like xNOTAM (Digital NOTAM) would be beneficial for the Civil Aviation Community only with a global effort.

2.20 Transition from AIS to AIM requires information management technologies that were not necessary for conventional AIS i.e.: UML, XML, GML, GIS, data link, etc.

2.21 Best use must be made of the Experience gained from the implementation of the EAD in the European Region. Participation of the MID States to the EAD would be very beneficial for the AIS Community to promote the availability, completeness and quality of aeronautical information, in a harmonized and cost-effective manner.

2.22 The ICAO Work Programme that supports the transition from AIS to AIM has been defined. However, much work has to be done and the timescales are very tight.

2.23 The importance of gathering AIM stakeholders and providing forums for discussion of planning and implementation issues related to the transition from AIS to AIM, was highlighted. In this regard, the Seminar recognized the importance for all stakeholders to attend the AIM Congresses (the upcoming AIM Congress will be held in Johannesburg, South Africa, 23-25 June 2009).

2.24 MID States were encouraged to host one of the AIM Congresses.

2.25 MID States were also encouraged to organize AIM Seminars, Workshops, awareness campaigns, etc.

2.26 The Seminar noted with concern the non-attendance of the end users representative Organizations (IATA and IFALPA).

2.27 The participants expressed their gratitude to ICAO for organizing such an important Seminar, to EUROCONTROL for their support and to Egypt for hosting the Seminar.

MIDANPIRG/11
Appendix 5.3J to the Report on Agenda Item 5.3

MIDANPIRG
AERONAUTICAL INFORMATION SERVICES AND AERONAUTICAL CHARTS TASK FORCE (AIS/MAP/TF)

1. TERMS OF REFERENCE

The AIS/MAP Task Force shall:

1) examine the Status of implementation of the ICAO requirements in the field of AIS/MAP;

2) identify and review those specific deficiencies related to AIS/MAP and recommend action to be taken to eliminate them;

3) prepare amendments to relevant MID Basic ANP and FASID, as appropriate;

4) assist States to implement a quality system for aeronautical information in an expeditious manner;

5) monitor and review latest developments in the AIS/MAP field; ~~and~~

6) foster the integrated improvement of aeronautical information services through proper training and qualification of the personnel performing technical duties in this aeronautical activity;

7) monitor the eTOD implementation activities in the MID Region;

8) assist States in the transition from AIS to AIM; and

9) follow up the implementation of PBN in the MID Region and address PBN-related issues pertaining to the AIS/MAP field, as appropriate.

The AIS/MAP Task Force shall report to the ATM/SAR/AIS Sub-Group at each Sub-Group meeting.

2. WORK PROGRAMME

Ref	Tasks	Priority	Target Completion Date
1	Identify reasons that hinder States from implementation and adherence to the AIRAC System and suggest ways and means, which would facilitate adherence to the AIRAC System.	A	(1)
2	Analyze the status of implementation of WGS-84 in the MID Region and recommend measures to be taken to improve the situation.	A	(1)
3	Review the status of implementation of ICAO requirements pertaining to the Integrated Aeronautical Information Package and aeronautical charts in the MID Region.	A	(1)
4	Foster the standardized production of aeronautical charts in the MID Region, identifying the obstacles that some States could have in adjusting to the specifications of ICAO Annex 4 and recommend possible course of action to be taken by those States in order to comply with the requirements.	A	(1)
5	Foster the implementation of Quality System within the Aeronautical Information Services in the MID Region, identifying the difficulties that States could have to comply with the specifications of ICAO Annex 15.	A	(1)
6	Recommend possible course of action to be taken by each State in order to comply with ICAO requirements pertaining to Quality system.	A	2009
7	Monitor and review technical and operating developments in the area of automation and AIS databases.	A	(1)
8	Prepare amendments to relevant MID Basic ANP and FASID, as appropriate.	A	(1)
9	Highlight the importance of giving AIS its proper status in the Civil Aviation Administrations.	A	(1)
10	Identify the AIS/MAP training resources available in the MID Region.	B	2009
11	Propose an AIS/MAP training action plan for the MID Region	B	2009
12	Harmonize, coordinate and support the eTOD implementation activities on a regional basis.	A	(1)
13	Ensure that the planning and implementation of AIM in the region, is coherent and compatible with the developments in adjacent regions, and that it is carried out within the framework of the ATM Operational Concept, the Global Air Navigation Plan and the associated Global Plan Initiatives (GPIs).	A	2010
14	ensure that the link between planned activities, organizational cost and performance assessment is well established	A	2010
15	address those AIS/MAP issues related to the implementation of PBN in the MID Region.	A	2010

3. PRIORITIES

(1) Continuous Task
(1) Continuous Task

A High priority tasks, on which work should be speeded up.

B Medium priority tasks, on which work should begin as soon as possible, but without detriment to priority A tasks.

C Tasks of lesser priority, on which work should begin as time and resources allow, but without detriment to priority A and B tasks.

4. COMPOSITION

MIDANPIRG Provider States, IATA, IFALPA, and IFATCA

Other representatives from industry and user Organizations having a vested interest in Aeronautical Information Services could participate as observers in the work of the Task Force, as appropriate.

AGENDA ITEM 5: REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION ISSUES

5.4 CNS

REPORT ON AGENDA ITEM 5: REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION ISSUES

5.4 CNS

MID VSAT

5.4.1 The meeting was informed that during MIDANPIRG/9 the MID VSAT Feasibility Study was completed and made available to MID States, neighbouring States in AFI Region and aeronautical partners. It was also agreed that the MID VSAT will be interoperable with the NAFISAT in the AFI Region in order to solve communications deficiencies between the two Regions. In this regard, Egypt, Saudi Arabia and Yemen will be the first node stations of the MID VSAT operating with the NAFISAT.

5.4.2 The meeting noted the actions of the Air Navigation Commission (ANC) on MIDANPIRG/8 Conclusion 8/40: *MID VSAT feasibility* study where the ANC was of the view that there is a need for an agreement by the States concerned to decide on the type of interfaces and interconnection among such networks.

5.4.3 The meeting recalled MIDANPIRG/10 Conclusion 10/68 *MID VSAT Project Finalization* which agreed that in order to expedite the implementation of the MID VSAT Project, concerned MID States commit themselves to the project, by signing the Memorandum of Understanding (MOU) leading to form a structure for managing the MID VSAT Project

5.4.4 The meeting was apprised that ICAO MID Regional Office in co-operation with the Legal Bureau at ICAO HQ prepared the required MOU documents and circulated it to all MID States under State Letter AN 7/30.15A – 335 dated 3 October 2007, and that the CNS SG/1 meeting held in Cairo from 3 to 5 December 2007 had reviewed the document thoroughly while discussing the project in detail and agreed that the MID States should provide comments/replies to the MOU by February 2008 stating clearly their position in relation to the MID VSAT project.

5.4.5 The meeting noted that the MID VSAT project was launched to solve communications deficiencies between the AFI and MID Regions and had three phases , the First Phase covers States that will join the NAFISAT, and the Second Phase covers States having domestic VSAT Networks and Third Phase covers the rest of the MID States.

5.4.6 The meeting was informed that three MID States Egypt, Saudi Arabia and Yemen have already joined NAFISAT project which actually solved the communication between the two regions. Furthermore it was agreed during the initial study of the MID VSAT that it will be merged with the NAFISAT project in order to avoid the proliferation of the VSAT networks in line with ALLPIRG/5 Recommendation 5/16.

5.4.7 The meeting noted that MID States were of the view of not persuading the MID VSAT project further and consider the MID VSAT project phase one which was successfully implemented under NAFISAT is the only phase required.

5.4.8 The meeting also noted that the MID VSAT project was presented to the first meeting of MIDANPIRG Steering Group (MSG/1) held in Dubai, UAE 1-3 July 2008 which recommended that the other two phases of MID VSAT project will no longer be persuaded.

5.4.9 Based on the above the meeting was of the same views of the MSG/1 that, MID States requiring VSAT connection should join the NAFISAT project directly operational since April 2008. Accordingly, the meeting agreed to the following Conclusion which replaces and supersedes MIDANPIRG/10 Conclusion 10/68:

CONCLUSION 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.

Aeronautical Electronic Spectrum

5.4.10 The meeting was apprised that Interference free frequency spectrum is considered to be a pre-requisite for the safety of civil aviation. Demand for spectrum from non-aviation users is continuously growing and hence aviation faces increasing competition from this growing number of users for their share in the limited frequency spectrum available. It has become very important for the civil aviation community to defend the frequency spectrum currently in use and acquire additional spectrum to accommodate new technologies where required.

5.4.11 The meeting noted that ICAO policy and practices related to radio frequency spectrum matters are outlined in Assembly Resolution A36-25 which urges ICAO Contracting States to support aviation requirements for spectrum and instructs ICAO to make sufficient resources available to enable increased participation in spectrum management activities

5.4.12 The meeting was informed that World Radiocommunication Conference (WRC) is organized by International Telecommunication Union (ITU) to review, and if necessary revise the Radio Regulations, the international treaty governing the use of the radio-frequency spectrum and the geostationary-satellite and non-geostationary-satellite orbits. The Conference is held every three to four years. It becomes critically important that ICAO position on various WRC agenda items are presented and defended at the Conference in the interest of safety and progress of global aviation activities.

5.4.13 The meeting also noted that World Radiocommunication Conference 2007 (WRC–07) was held from 22 October to 16 November 2007 in Geneva, Switzerland. Over 2,800 delegates from 164 ITU Member States and 104 international organizations participated in the Conference. In addition to taking decision on the WRC-07 agenda items, the Conference also finalized 33 Agenda Items for the World Radio Conference 2011 (WRC–11).

5.4.14 The meeting was apprised that the results of WRC-07 was presented to Air Navigation Commission (ANC) through Working Paper ANWP/8284, it has been concluded that the Conference results generally conformed with the ICAO position. Brief overview of the results in a tabular form is contained in **Appendix 5.4 A** to Report on Agenda Item 5.4. The table indicates the Conference results on each agenda point and comments on their conformance with the ICAO position on those agenda items.

5.4.15 Report presented to ANC included a list of major factors which contributed towards the achievement of favourable results in the Conference. One of these factors identified, is the increased participation by ICAO experts in the meetings of the regional telecommunication organizations like APT, CEPT, CITEL and ATU. The report notes that the involvement of the Regional Offices, with the assistance from Headquarters when required, proved important in supporting the development of proposals by the regional telecommunication organizations to the conference which were in line with the ICAO position.

5.4.16 In this context, the meeting was informed about the Arab Council of Telecommunications and Information which had created the Arab Spectrum Management Group (ASMG) in 2001 comprising of 22 countries that was tasked to manage and coordinate all issues related to Spectrum Management, preparations for World and Regional Radiocommunications Conferences, and ICAO MID Regional Office had participated in its ninth meeting and requested the support to ICAO position during WRC-07.

5.4.17 The meeting noted that the outcomes of WRC–07 were reviewed in the Eighteenth Meeting of Aeronautical Communication Panel Working Group F (ACP-WG-F/18) held in Montreal from 12 to 22 May 2008, which discussed the issues related to agenda items of WRC–11 and formulated the preliminary ICAO position on each agenda Item relevant to civil aviation community draft report of the meeting is available on ICAO ACP website (http://www.icao.int/anb/panels/acp).

5.4.18 The meeting further noted that ACP-WG-F/18 agreed that the outcome of WRC-07 had been generally successful for the aeronautical community in satisfying both the WRC-07 agenda items and obtaining WRC-11 future agenda items.

5.4.19 The meeting also noted that ACP-WG-F identified a number of WRC-11 agenda items which have an impact on aviation and further noted that the ACP-WG-F/18 divided the WRC-11 Agenda Items into three main areas, important aviation issues, direct and potential threats to aviation which are explained in **Appendix 5.4 B** to the Report on Agenda Item 5.4.

5.4.20 The meeting noted that on 18 November 2008 the ANC undertook a preliminary review of the draft ICAO position for WRC-11. The ANC agreed that the draft ICAO position for WRC-11 to be submitted to all ICAO Contracting States and relevant international organizations for comments.

5.4.21 The meeting also noted that ICAO position will be finalized in March/April 2009, based on comments received from States, and with the help of ACP WG-F. The final draft position will be submitted to the ANC and the ICAO Council for approval in May/June 2009. Following approval by the Council, the Position will be dispatched to all Contracting States and relevant international organizations and submitted to the ITU WRC-11.

5.4.22 The meeting agreed that the final ICAO position is to be presented to the Arab Spectrum Management Group (ASMG) in their Preparatory Group meetings in order to and get their support to ICAO position. Furthermore the meeting agreed that ICAO organize Regional Preparatory Group (RPG) meeting to inform the States about ICAO position on various agenda points and urge the States to take up with their respective National Telecomm Regulatory Authorities, inclusion of ICAO position on relevant Agenda Items in their State position to be presented to WRC-11.

5.4.23 The meeting noted that Aeronautical Radio Spectrum Management Seminar and the fifteenth meeting ACP –WG/F meeting were held in the MID Region from 4 to13 June 2006, which contributed to the support of the ICAO position for the WRC-07.

5.4.24 The meeting noted the progress of the ICAO (CNS/AIRS) Frequency Assignment Planning Tools which are under development for communication and navigation systems. Currently the tool will be used for assessing and assigning frequencies. The final version of this program for use in the frequency coordination and planning process is expected to become available by the second quarter of 2009.

5.4.25 The meeting agreed that in order to ensure suitable MID States support to the ICAO position the Ad-Hoc Action Group for the support of Aeronautical Frequency Bands had to update their TOR as at **Appendix 5.4 C** to the Report on Agenda Item 5.4, also updated the list of its members is in **Appendix 5.4 D** to the Report on Agenda Item 5.4 and urged States that did not appoint members to the Adhoc Action Group to send their nomination to this important Group.

5.4.26 The meeting was in agreement that States' Civil Aviation experts need to actively participate in the Regional Preparatory Group meetings and other national and regional meetings organized in this regard and explain in these meetings the important aviation issues, Direct and Potential threats to aviation.

5.4.27 Based on the above, the meeting accordingly, agreed to the following Conclusion which replaces and supersedes MIDANPIRG/10 Conclusions 10/66 and 10/67:

CONCLUSION 11/56: UPDATE ADHOC ACTION GROUP MEMMBERS AND PARTICIPATION IN NATIONAL/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 to 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 to support ICAO Position for WRC-11.

MID IPS Network

5.4.28 The meeting noted that MID AFTN/CIDIN Directory has always been reviewed and updated by the CNS Sub-Group, the meeting also noted the benefits of the high speed links and encouraged the MID States to continue using high speed circuits between MID States Centres using the state of art digital technology and keep pace for implementing the high speed digital circuits links that will facilitate the transition to ATN-IPS. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 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.

5.4.29 The meeting noted that the second meeting of ACP, Working Group of the Whole (ACP WG-W/2), reviewed the progress of work within WG – I (IPS), and discussed issues related with the works on Future Communication Study (FCS).

5.4.30 The meeting also noted that ACP WG-W/2 suggested that a new standardization regime needs to be adopted where high level requirements related to aviation safety would be standardized, and more use would be made of public standards. However, considering the future path of ground-ground messaging systems, ACP WG-W/2 agreed that this should be done considering relevant developments, for example the System Wide Information Management (SWIM).

5.4.31 The meeting noted that MIDANPIRG/10 adopted conclusion 10/64: *Implementation of IPS Based ATN* to foster the implementation and draw the roadmap for the MID Region knowing the benefits of the Internet Protocol Suite (IPS), further more the meeting also noted that IPS SARPs are completed and that the ATN-IPS (Doc 9896) guidance material is also available at the ICAO ACP website.

5.4.32 Based on the above the meeting agreed that the MID Internet Protocol Suite Working Group (IPS WG) is to be established and among other tasks to conduct review of Rationalized AFTN Plan by performing an assessment to transition to an IPS based system and take into consideration new deployed and operational infrastructure in the MID States. Accordingly the meeting agreed to the following Decision:

DECISION 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.*

5.4.33 The meeting noted that IPS WG will be meeting during 10-11 March 2009 at the ICAO MID Regional Office in Cairo and will be coordinating the testing of AMHS in the Region along with developing the necessary plans/testing analysis documents.

Developments in MID States

5.4.34 The meeting noted that Bahrain had implemented new Integrated Voice Communication Control System (IVCCS) in September 2007, further more Bahrain, Kuwait, Oman, Qatar, Saudi Arabia, Singapore and the UAE have upgraded the circuits serving the ATS direct speech circuit to digital technology by employing high speed digital links and routers, AFTN and CIDIN circuits have been implemented and RADAR data exchange have been tested successfully.

5.4.35 Bahrain also implemented new AFTN/CIDIN/AMHS system during the month of July 2008 and is ready to test the AMHS with Adjacent States. Further more Bahrain also implemented fully automated ATIS/VOLMET System which include (D-ATIS and D-VOLMET), and a complete new Air Traffic Management System (ATM) will be installed during December 2009, that will include Flight Data Management System, RADAR Data Processing System which would have the capabilities of OLDI-AIDC, CPDLC, ADS C/ADSB, in addition to Air Traffic Simulator.

5.4.36 The meeting was also informed that Bahrain had installed new long range VHF air-ground communication system, and appointed consultant firm to provide the consultancy services for the new RADAR project that include RADAR with Mode (S) capabilities Studies are also ongoing regarding the introduction of ADSB and Multilteration system.

5.4.37 The meeting noted that Iran had already implemented 64K digital links with Kuwait and Ankara and is in the process for upgrading the links with other States. Furthermore Iran is also in the process of installing a modern AMHS system which is expected to be operational by the end of 2009.

5.4.38 The meeting noted the request from Iran, calling to assist Iraq to establish direct AFTN line with Tehran, in this regard the meeting recalled that a Special Baghdad FIR Coordination Meeting (SBFCM) was held at ICAO MID Regional Office 28-29 May 2008 and most of the requirement for Baghdad FIR were defined and a detailed action plan was agreed by the SBFCM, as at **Appendix 5.4F** to the Report on Agenda Item 5.4. Moreover it was also agreed by the SBFCM that updates on the progress to be provided in September and December 2008 and the meeting was informed that no updates were received.

5.4.39 Based on the above the meeting agreed that Iraq take the lead and assign the needed resources also to coordinate with ICAO MID Regional Office for the follow-up on the results of the SBFCM, until satisfactory results are achieved. According the meeting agreed to the following Conclusion:

CONCLUSION 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.

5.4.40 The meeting noted that Jordan upgraded the AFTN centre to cope with the traffic growth and the need for more capacity and efficiency related to information and data communication, in this regard Jordan Civil Aviation Regulatory Commission (CARC) has adopted several actions, among which is the introduction of an AFTN/AMHS system, that was installed, tested, commissioned and operated since 4 December 2008 being an important step in the modernization of the AFTN network, serving 22 internal user, 3 adjacent centres meanwhile 2 other centres are not connected due to the other site infrastructure inadequacy.

5.4.41 The meeting noted that Jordan is ready to connect through AMHS channels and test the performance of the new installed system with other States, where it was suggested that tests should be done with Egypt since they have also installed AMHS and there is a direct link between Egypt and Jordan. The meeting was of the view that test is to be carried out as soon as possible and the results to be shared with the IPS WG and other appropriate MIDANPIRG subsidiary bodies.

5.4.42 The meeting noted that AMHS will be installed during mid April 2009 in Saudi Arabia and that the system in undergoing Factory Acceptance Tests.

5.4.43 The meeting encouraged all MID States to provide details on the ongoing projects in their States to the appropriate MIDANPIRG subsidiary bodies as this will enable to harmonize any testing and will realize the regional implementation that will eventually lead to seamless Global ATM.

MID TC Project

5.4.44 The meeting was apprised that States and planning and implementation regional groups (PIRGs) recognize that Technical Cooperation (TC) projects serve as an important mechanism to support the implementation of air navigation systems in a progressive, cost-effective and cooperative manner in order to achieve a global air traffic management (ATM) system. Also, TC projects allow for active and timely participation of specialists from different areas of States/international organizations that would ensure an orderly implementation of the infrastructure.

5.4.45 The meeting was further appraised on CAR/SAM project RLA/06/901 which commenced in January 2008 with target date of completion in 2012. The objectives, results and related activities of this project are part of a living document which can be created, amended and deleted as required by the dynamics of the implementation process and is managed through the co-ordination committee form by the representatives of States and ICAO. The goals of RLA/06/901 are aligned with performance objectives of the Region and the States and serves primarily to support implementation of the Regional Air Navigation Plan. The meeting was informed that similar project was proposed for consideration to the ICAO AFI Region during the Special AFI RAN meeting in Durban, South Africa.

5.4.46 The meeting noted that the CNS and CNS/ATM/IC Sub-Groups developed a TC project proposal, after extensive discussion the meeting appreciated the efforts of these sub groups and was of the view that the project proposal needs to be further studied and develop a more detailed requirements by these concerned subsidiary bodies.

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Appendix 5.4A to the Report on Agenda Item 5.4

OVERVIEW OF THE ITU WRC-07 RESULTS

Agenda Item No.	Agenda Item	ICAO Position	Results	Conclusion
1.1	Suppression of national footnotes.	Suppress 5.181, 5.197 and 5.259 (ILS bands).	The number of countries in those footnotes keeps decreasing. Only Egypt, Israel, Pakistan and the Syrian Arab Republic remain.	In line with the ICAO Position.
"	"	Suppress 5.203, 5.203A and 5.203B (136-137 MHz).	These footnotes have been deleted.	Satisfies the ICAO Position.
"	"	Suppress 5.362B, 5.362C and 5.363 (GNSS bands)	A number of countries have been removed from 5.362B and 5.362C. Secondary allocation for a few countries in 5.362B has been pushed back to 2010. A large number of countries still with a secondary allocation to the FS until 2015. 5.363 has been deleted.	In line with the ICAO Position.
"	"	Suppress 5.439 (radio altimeters).	5.439 provides for a secondary allocation to the FS. Two countries remain in this footnote: Iran (Islamic Republic of), and the Libyan Arab Jamahiriya.	In line with the ICAO Position.
1.3	Upgrading the RLS to primary status in the band 9 000-9 200 MHz and 9 300-9 500 MHz.	Include a footnote to protect the primary status of the RNS in these bands.	The RLS was upgraded to primary status, with the inclusion of appropriate footnotes to protect radars and their associated transponders.	Satisfies the ICAO Position.
1.4	Spectrum for IMT-2000.	No sharing of aeronautical frequencies with the mobile service.	No allocations were made for the IMT service in bands used by aviation.	Satisfies the ICAO Position.

Agenda Item No.	Agenda Item	ICAO Position	Results	Conclusion
1.5	Spectrum for non-safety related aeronautical mobile telemetry (AMT).	Support the allocation of suitable spectrum, while ensuring that priority is given to AM(R)S in bands shared between the two services. Ensure priority of MLS over all other services.	A shared allocation was made in the MLS extension band, while also reducing the protection for MLS in this band. Regional allocations for AMT were also made in non-aviation bands.	Partially satisfies the ICAO Position.
1.6	Consider allocations for the AM(R)S service in accordance to Resolution 414.	Support allocation for AM(R)S in the VHF and DME ARNS bands and in the MLS extension band.	Allocations were made for AM(R)S in 112-117.975 MHz, 960-1 164 MHz and 5 091-5 150 MHz. Appropriate provisions were developed to protect the ARNS service.	Satisfies the ICAO Position. More spectrum may be needed in the 5 GHz band.
"	Study current satellite frequency allocations that will support infrastructure in underdeveloped regions, in accordance with Resolution 415.	Support development of an ITU recommendation in the RR, recognizing that VSAT can be used for aeronautical safety applications.	An ITU recommendation was developed for inclusion in the RRs, which recognizes that VSAT networks can be used to carry aeronautical safety related traffic.	Satisfies the ICAO Position.
1.13	Review allocations in the HF bands between 4 and 10 MHz.	Ensure that new allocations and techniques in the HF bands will not cause harmful interference to aviation.	Protection to the existing aeronautical mobile allocations ensured.	Satisfies the ICAO Position.
1.16	Consider provisions for MMSIs for equipment other than ship borne.	Support measures improving the use of MMSIs onboard SAR aircraft.	MMSIs can be allocated to SAR aircraft.	Satisfies the ICAO Position.
1.17	Consider results of ITU-R studies on compatibility between FSS and other services in the 1.4 GHz band.	Use of the band around 1.4 GHz by the FSS should not be introduced in any of the aeronautical bands in this frequency range.	Secondary allocations to the FSS were suppressed. No new allocations were made.	Satisfies the ICAO Position.

Agenda Item No.	Agenda Item	ICAO Position	Results	Conclusion
1.20	Consider proposals for regulatory measures to protect the EESS (passive) from unwanted emissions of active services.	Protection of EESS in the 1.4 GHz band should not impose undue constraints on adjacent bands for aviation.	No constraints given to operation in the ARNS band, 1 300-1 350 MHz.	Satisfies the ICAO Position.
1.21	Compatibility between the radio astronomy service and the active space services.	Protection of radio astronomy in the band 1 610.6-1 613.8 MHz band should not impose undue constraints on adjacent bands for aviation.	A guiding limit for unwanted emissions was developed by the conference. This limit is not believed to affect current or foreseen GNSS networks.	In line with the ICAO Position.
2	Examine and update revised ITU-R recommendations incorporated by reference in the RR.	No change to the current references in the RR, to ITU-R recommendations related to aeronautical services.	Some ITU-R recommendations which reference aviation spectrum are to be included in Volume 4 of the RR. The referenced recommendations are not being modified.	Satisfies the ICAO Position.
4	Review resolutions/-recommendations of previous conferences.	Itemized list in ICAO position.	A number of resolutions and recommendations were updated in line with the ICAO Position.	Satisfies the ICAO Position.
7.2	Agenda for WRC-11 and 2015.	Support inclusion for WRC-11 addressing the MSS 1.5/1.6 GHz bands to ensure AMS(R)S availability and protection.	Agenda Item 1.7, WRC-11 refers. Many other items on the agenda for WRC-11, which affect civil aviation.	Satisfies the ICAO Position. Preparation for WRC-11 to start immediately.

MIDANPIRG/11
Appendix 5.4B to the Report on Agenda Item 5.4

Important and threatening WRC-11 Agenda Items to aviation

WRC-11 Agenda Items into three main areas, important aviation issues, Direct and Potential threats to aviation. As listed under these three groups are explained below:

a) Important Aviation Issues

Agenda Item No.	Agenda Item
1.3	To consider spectrum requirement and possible regulatory actions, including allocations, in order to support safe operation of unmanned aircraft system (UAS), based on the results of ITU-R studies, in accordance with Resolution 421 (WRC – 07)
1.4	To consider, based on the results of ITU-R studies, any further regulatory measures to facilitate introduction of new aeronautical mobile (R) service (AM(R)S) systems in the band 112 – 117.975 MHz, 960 – 1164 MHz and 5000 – 5030 MHz in accordance with Resolution 413 (Rev. WRC – 07), 417 (WRC – 07) and 420 (WRC – 07)
1.7	To consider the results of ITU-R studies in accordance with Resolution 222 (Rev. WRC-07) in order to ensure long-term availability and access to spectrum necessary to meet requirements for the aeronautical mobilesatellite (R) service, and to take appropriate action on this subject, while retaining unchanged the generic allocation to the mobile-satellite service in the band 1525 – 1559 MHz and 1626.5 – 1605 MHz

b) Direct Threats to Aviation

Agenda Item No.	Agenda Item
1.12	To protect the primary services in the band 37 – 38 GHz from interference resulting from aeronautical mobile service operations, taking into account the results of ITU-R studies, in accordance with Resolution 754 (WRC-07)
1.19	To consider regulatory measures and their relevance in order to enable the introduction of software-defined radio and cognitive radio systems, based on the results of ITU-R studies, in accordance with Resolution 956 (WRC-07)
1.21	To consider regulatory measures and their relevance in order to enable the introduction of software-defined radio and cognitive radio systems, based on the results of ITU-R studies, in accordance with Resolution 956 (WRC-07)

Agenda Item No.	Agenda Item
1.22	To examine the effect of emission from short-range devices on Radiocommunication services, in accordance with Resolution 953 (WRC – 07)
1.23	To consider an allocation of about 15 kHz in parts of the band 415 – 526.5 kHz to the amateur service on a secondary basis, taking into account the need to protect existing services.

c) Potential Threats to Aviation

Agenda Item No.	Agenda Item
1.5	To consider worldwide/regional harmonization of spectrum for electronic news gathering (ENG), taking into account the results of ITU-R studies, in accordance with Resolution 954 (WRC-07)
1.9	To revise frequencies and channeling arrangements of Appendix 17 to the Radio Regulations, in accordance with Resolution 351 (Rev. WRC-07), in order to implement new digital technologies for the maritime mobile service
1.14	To consider requirements for new applications in the radiolocation service and review allocations or regulatory provisions for implementation of the radiolocation service in the range 30-300 MHz, in accordance with Resolution 611 (WRC-07)
1.15	To consider possible allocations in the range of 3-50 MHz to the radiolocation service for oceanographic radar applications, taking into account the results of ITU-R studies, in accordance with Resolution 612 (WRC-07)
1.20	To consider the results of ITU-R studies and spectrum identification for gateway links for high altitude platform stations (HAPS) in the range 5850 – 7075 MHz in order to support operations in the fixed and mobile services, in accordance with Resolution 734 (Rev. WRC – 07)
1.25	To consider possible additional allocation to the mobile-satellite, in accordance with Resolution 231 (WRC-07)

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Appendix 5.4C to the Report on Agenda Item 5.4

TERMS OF REFERENCE OF THE

AD-HOC ACTION GROUP FOR THE SUPPORT OF AERONAUTICAL FREQUENCY BANDS

Terms of Reference (TOR)

1. Raise awareness of the National Telecommunication Regulatory Authorities on the aviation spectrum use and importance for protection.
2. Ensure proper support to ICAO Positions in WRC from MID region States.
3. Participate in the WRC Preparatory meeting.

Composition

The Group will be composed of experts nominated by MID Region Provider States.

Working Arrangements

The representatives shall maintain continuity in the work of the Group, by using communication facilities particularly e-mails to keep the Members and the Secretary in permanent touch with each other, the group shall meet during the CNS Sub-Group meetings.

Reporting

The Group will present its report to MIDANPIRG through the CNS Sub-Group.

No.	Associated Strategic Objective	Task	Action Proposed/In Progress	Action By	Target Date
1	D- Efficiency E- Continuity	Support the ICAO position WRC-11	Coordinate the issue of supporting ICAO Position with the respective Administrations and regional telecommunications organizations in the Region and before WRC 11	Ad-Hoc WG	Oct 2009
2	D- Efficiency E- Continuity	Support for Preparation of Agenda Item of WRC 11	Coordinate the long term support to ICAO on elements of establishing WRC-11 Agenda Item to ensure future spectrum availability for AMS(R)S;	Ad-Hoc WG CNS SG	Oct 2009
3	D – Efficiency	Study radio frequency spectrum needs for civil aviation, arising from the introduction of new technologies.	Present and support ICAO position for spectrum needs for civil aviation, arising from the introduction of new technologies in ITU	Ad-Hoc WG CNS SG	On-going

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MIDANPIRG/11
Appendix 5.4D to the Report on Agenda Item 5.4

MEMBERS OF ADHOC ACTION GROUP

No.	Name	Full Address	Email Address	Office Number	Mobile Number	Fax Number	Role
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2	Mr. Tareq Ahmed Al-Sayed	Head Electronics Eng. Air Navigation Directorate Civil Aviation Affair P.O.Box 586 BAHRAIN	talsayed@caa.gov.bh	(973) 17321033	(973) 3968 0352	(973) 1732 1992	
3	Mr. Galal Mohamed Ibrahim	National Air Navigation Services Company (NANSC) Cairo Air Navigation Center (CANC) Cairo Airport Road Cairo - EGYPT	galalibrahim@nansceg.org	(202) 267 8539	(2012) 717 3348	(202) 26685279	
4	Mr. Mahmoud Mohamed El-Ashmawi	National Air Navigation Services Company (NANSC) Civil Aviation Authority Cairo Airport Road Cairo - EGYPT	engmahd@hotmail.com	(202) 2268 1347	(2010) 332 4210	(202) 2667 8537	
5	Mr. Seyyed Reza Yousefzadeh	Frequency Affairs Office, Deputy Of Iranian Airport Company in Aeronautical Operations, No. 625 Tehran Flight Control Centre Tehran, IRAN	yousofzadeh_1690@yahoo.com	(98-21) 4454 4013	(98-21) 9124849638	(98-21) 4454 4001	
6	Mr. Fahad Al Baloushi	West Mishret, Block 3, Street 301, House 42, Apt 3 KUWAIT	albaoudhi@hotamil.com		(965) 607 2288	(965) 431 9232	
7	Mr. Abdul Salam A. Al-Shaikh	General Authority of Civil Aviation P.O.Box 15441 Jeddah 21444 SAUDI ARABIA	aaalshaikh@engineer.com	(966-2) 6717717	(966-50) 450 3558	(966-2) 671 9041	

TERMS OF REFERENCE

IPS WORKING GROUP

TERMS OF REFERENCE (TOR)

To promote a globally harmonized and agreed approach to transition planning in order for MID States to work collaboratively in developing their future transition arrangements towards the ATM system envisioned in the Global ATM Operational Concept.

In accordance with the MID Region Performance, taking into consideration that the evolution from a systems-based approach to a performance-based approach should be evolutionary and consistent with the Global plan, and the MID Region activity for the usage of the public Internet and the implementation of the ATN the IPS Working Group should:

No.	Strategic Objectives	Tasks
1	D/E	Develop MID Region public Internet usage guidance and document all Internet usage with particular attention to the safety/security of the data exchanged over the public internet.
2	A/D	Complete the development of the ATN planning document.
3	D/E	Review and analyze the MID Region rationalized AFTN plan and make suggestion for the improvement in accordance with the new development in the MID Region.
4	D	Provide the necessary support for the implementation of the IPS in the MID Region (MID IPNET)

WORK PROGRAMME

1) Develop the MID region Strategy for the usage of the public internet as per ICAO guidance and start the implementations where needed.
2) Document all public internet usage in the MID Region.
3) Analyze the public internet usage for safety and security of the data exchanged.
4) Suggest the public internet uses in the MID Region.
5) Review and complete the ATN planning document for the MID Region, including AMHS plan.
6) Assist States for the implementation of the IPS network (MID IPNET).
7) Develop the criteria for the MID Region centers.
8) Review and develop if necessary the rationalized AFTN plan to be in line with the MID Region. move towards the implementations of IPS based ATN network.

COMPOSITION

The Group will be composed of experts nominated by MID Region provider States.
Other representatives, who could contribute to the activity of the Group, could be invited to participate as observers.

WORKING ARRANGEMENTS

The representatives shall maintain continuity in the work of the Group, by using communication facilities particularly e-mails to keep the Members and the Secretary in permanent contact with each other, the Group shall meet when necessary.

MIDANPIRG/11
Appendix 5.4F to the Report on Agenda Item 5.4

CNS SWG FOLLOW-UP ACTION PLAN

The meeting was conducted on a brain storming method and agreed to the following Action Plan

STRATEGIC OBJECTIVE	FOLLOW-UP ACTION	TO BE DELIVERED BY	DELIVERABLE	TARGET DATE	IRAQ UPDATE DURING MIDANPIRG/11
A and D	Iraq to send to all Draft VSAT Agreement And all to follow-up for replies Replies received	Iraq All	Agreements for VSAT	15 Jun 08 15 Jul 08	Draft Agreement sent to all waiting replies
A and D	Spare for the PC/Modem connection (Solution 1) Direct connection software and hardware (solution 2) to be made available for the connection with Kuwait VSAT	Iraq	Solution Document and Materials Dual connection of AFTN with Kuwait	30 Jul 08	Waiting for visa
D	Confirmation on configuration Of the AFTN switch	Kuwait	AFTN Switch Dual configuration	30 Jun 08	Waiting for visa
D	confirmation and preparation of secured site with power and facilities for VSAT Accommodation	Jordan	- Secured site with facilities - confirmation of training location	30 Jul 08	30 June 2009 Will advise Jordan
A and, D	Supply and install the VSAT Station in Amman	Iraq	VSAT Station operational in Amman	30 Aug 08	30 June 2009 Will advise Jordan
D	Training for VSAT support to all States accommodating Iraq supplied VSAT station in Jordan	Iraq	Adequate number of engineers are trained	15 Sep 08	30 June 2009 Will advise Jordan
D	Approval of telecom authority and Confirmation on VSAT Supply and usage of same bandwidth	Syria	VSAT Equipment ready	30 Jun 08	

STRATEGIC OBJECTIVE	FOLLOW-UP ACTION	TO BE DELIVERED BY	DELIVERABLE	TARGET DATE	IRAQ UPDATE DURING MIDANPIRG/11
D	Supply of Specification of the VSAT stations and Bandwidth used including full details	Iraq	VSAT complete documentation	15 Jun 08	
A and D	Confirmation of AFTN link Establishment	Iran	Confirmation of VSAT link	~~29 May 08~~ Completed	Test not successful
D	Testing for the distribution of AFTN messages from Iraq	Iran Iraq All	Test report on exchange of AFTN messaging confirmation from other States	15 Jun 08	
D and E	Checking which Telecom operators can provide international link between (Bahrain and Iraq)	Bahrain	List of and confirmation from (telecom operators)	15 Jun 08	
D and E	Iraq to approach telecom operators to establish Land lines	Iraq	Link between ACC and Telecom operator	30 Jun 08	30 June 2009
A and D	Request for International link to telecom provider	Iraq	Confirmation on request acceptance International links establishment	30 Jun 08 30 Aug 08	
A and D	Matching request filled with agreed telecom operator	Bahrain Saudi Arabia	Confirmation on request acceptance International links establishment	30 Jun 08 30 Aug 08	
D	Preparation of Voice back up proposal with Iraq	Bahrain	Voice back up proposal	30 Jul 08	
D	Project plan for the Voice back up Implementation	Bahrain & all	Voice back up Implemented	30 Dec 08	
D	Conduct of Technical Training through appropriate Organization and ICAO TCB	Iraq	Iraq Technical people trained	30 Dec 08	Fund issues TBD

STRATEGIC OBJECTIVE	FOLLOW-UP ACTION	TO BE DELIVERED BY	DELIVERABLE	TARGET DATE	IRAQ UPDATE DURING MIDANPIRG/11
D	Request for Familiarization visits by Iraq	Iraq Bahrain Jordan	Familiarization visits report	30 Aug 08	
A	Complete the flight check of the VOR/DME at BASRAH	Iraq IATA	Operational confirmation of the VOR/DME BASRAH	30 Jun 08	Completed
A	VOR/DME SOGUM	Iraq IATA	Operational confirmation of the VOR/DME SOGUM	30 Dec 08	TBD due to security
A	VOR/DME RAMPI	Iraq IATA	Operational confirmation of the VOR/DME RAMPI	30 Dec 08	April 2009
A	VOR/DME (2) North KATOT and ILMAP	Iraq IATA	Operational confirmation of the VOR/DME North KATOT and ILMAP	30 Dec 08	Completed
A	Completion of Installation and testing of Basrah Radar	Iraq	Operational confirmation of the BASRAH Radar	30 Sep 08	Completed but not connected to BACC
A	ERBIL Radar PROCURMENT/INSTALLATION	Iraq	Operational confirmation of the ERBIL Radar	30 Dec 08	Fund by Erbil 30 December 2009
A	RUTBA Radar PROCURMENT/INSTALLATION	Iraq	Operational confirmation of the RUTBA Radar	TBD	TBD

AGENDA ITEM 5: REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION ISSUES

5.5 CNS/ATM

MIDANPIRG/11
Report on Agenda Item 5.5

REPORT ON AGENDA ITEM 5: REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION ISSUES

5.5 CNS/ATM

eANP

5.5.1 The meeting received an overview of the eANP transition framework proposal which is at **Appendix 5.5A** to the Report on Agenda Item 5.5. The meeting was presented with a live demonstration of the proposed online and standalone applications to support the eANP framework. The demo can be accessed at: http://192.206.28.81/eganp, the meeting noted that, in order to support the above objectives, the following deliverables will be produced:

i) easy-to-use planning templates that would contain the relevant elements, specifically, homogeneous ATM areas and major international traffic flows, and the agreed Global Air Navigation Plan systems infrastructure necessary to support the implementation of the homogeneous ATM areas and major international traffic flows; and

ii) an integrated Air Navigation Planning environment containing details currently listed in Table ATS 1 and all FASID Tables (AOP, CNS, ATM, MET, SAR, AIS). This will be designed to easily support the coordination, agreement and recording process between States and international organizations, also through a user-friendly interface.

5.5.2 The meeting was informed that the air navigation plan amendment process would be managed using the eANP, will remain the same with regard to the processing of amendment approvals. What would change would be the time involved with approval coordination. The publication of approved amendments would be available online and would not be delayed in being incorporated into the air navigation plans as approved amendments would be published electronically.

5.5.3 The meeting was supportive of this effort; was further advised that the current work program was to establish and deploy the proposed framework for the eANP and after review by both the ANC and Council may propose any required process changes relating to Air Navigation Plans to the ICAO Assembly for adoption.

Implementation of the new ICAO model Flight Plan Form

5.5.4 The meeting noted that on 27 May 2008, Amendment No. 1 to the Fifteenth Edition of the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) was approved. The amendment, becomes applicable on 15 November 2012, encompasses a substantial revision to the ICAO flight plan as contained in Appendix 2 to the PANS-ATM. Approval of the Amendment by the Air Navigation Commission was communicated to States through State Letter Ref. AN 13/2.1-08/50 dated 25 June 2008, to which a copy of the Amendment was attached

5.5.5 The meeting noted that the new ICAO model flight plan form and related provisions are necessary to allow Air Traffic Management (ATM) systems to make optimum use of advanced aircraft capabilities as well as to meet the evolving requirements of automated ATM systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects. The new flight plan addresses among other for reduced vertical separation minimum (RVSM), Performance Based Navigation (PBN), Required Communication Performance (RCP), automatic Dependent Surveillance - Broadcast (ADS-B) and Global Navigation Satellite Systems (GNSS), while maintaining a high degree of commonality with the existing flight plan format.

5.5.6 The meeting further noted that the amendment to the flight plan is an interim step towards a completely revamped system of interaction between aircraft and the ATM system, wherein the aircraft will be an integral part of the ATM system as envisaged in the Global ATM Operational Concept.

5.5.7 Furthermore, the meeting noted that the impact of the modifications to flight data processing systems would vary from one air navigation service provider and State to another depending on their data requirements, the level of validation necessary and the types of systems in place. As implementation of this proposed amendment would require significant effort and lead time for States, air navigation service providers and aircraft operators, because the change-over should be coordinated with all stakeholders. Accordingly, the meeting agreed that a study group should be established to develop the regional technical audit guidance material and to develop coordinated transition plans with common strategies and mitigation measures, taking into consideration the ICAO Guidance for implementation of flight plan information to support Amendment 1 of the P*rocedures* for Air Navigation Services — Air Traffic Management, Fifteenth Edition (PANS-ATM, DOC 4444) and the performance Framework Form (PFF) implementation checklist which are at **Appendices 5.5B** and **5.5C** respectively. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 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 follow the ICAO Guidance for implementation of flight plan information to support Amendment 1 of the PANS-AT and PFF implementation check list which are at **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.

Establishment of an Integrated Initial FPL Processing System (IFPS)

5.5.8 The meeting was informed that Bahrain has finished the initial study which was based on Bahrain data and FDPS, the initial study indicated that it is necessary that all MID States need to participate for the completion of the final study. In this context the meeting recalled MIDANPIRG/10 Conclusion 10/18: *Establishment of an Integrated Initial FPL Processing System (IFPS) in the MID Region.*

5.5.9 The meeting noted that only five (5) States assigned their focal points for the IFPS project which are reflected in **Appendix 5.5D** to the Report on Agenda Item 5.5, and agreed that States which had not assigned focal points to do so as soon as possible and provide Bahrain with the necessary data to support the completion of the final study.

5.5.10 The meeting noted that EUROCONTROL provided support for the MID project for the establishment of IFPS. However, the meeting was of the view that the ICAO MID Regional Office contacts EUROCONTROL to request additional support to the MID Regions IFPS project. Accordingly, the meeting agreed to the following Conclusion to replace and supersede MIDANPIRG/10 Conclusion 10/18:

CONCLUSION 11/61: IFPS PROJECT SUPPORT

That,

a) MID States that have not yet designated focal points to do so as soon as possible and send their contact details to the 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 a view to benefit from their experience and expertise in the implementation of IFPS, including the development of a regulatory framework.

5.5.11 The meeting noted that UAE position does not support the establishment of IFPS.

FANS 1/A Activities in the MID Region

5.5.12 The meeting noted that the Global Plan Initiative GPI-17 "*DATA LINK APPLICATIONS*" recognized that the use of CPDLC and implementation of other data link applications can bring significant advantages in terms of workload and safety over voice communication for both pilots and controllers. In particular, they can provide efficient linkages between ground and airborne systems, improved handling and transfer of data, reduce channel congestion, and reduce communication errors.

5.5.13 The meeting also noted that FANS-1/A and aeronautical telecommunication network (ATN) applications support similar functionality, but with different avionics requirements. Many internationally-operated aircraft are equipped with FANS-1/A avionics initially to take advantage of data link services offered in certain oceanic and remote areas. FANS-1/A equipage on international business aviation aircraft is underway and is expected to increase.

5.5.14 The meeting noted that the Aeronautical Communication Infrastructure Seminar held in Jeddah, Saudi Arabia, 6-7 November 2007 had recommended the introduction of the data communication in the MID Region as being an important concern to users. More over, IATA supports the implementation of FANS 1/A in the MID Region as it is becoming users need.

5.5.15 In this regard the meeting recalled MIDANPIRG/10 Conclusion 10/16 *FANS 1/A ACTIVITIES IN THE MID REGION* which agreed that, MID States, in coordination with users, are encouraged to implement FANS 1/A (ADS-C/CPDLC), as an interim solution, until a fully ATN compliant ADS/CPDLC system is made available also implementation of FANS 1/A should be supported by safety case.

5.5.16 The meeting was informed that Saudi Arabia will be conducting FANS1/A trials during 2009, which are the first stage for the FANS implementation where it is essential to cooperate with adjacent FIRs with FANS equipage and then run trials on agreed routes and perform technical audit prior to the start of trial operations to confirm that the Air Navigation Service Provider (ANSP) ground infrastructure is in place to support operations. A plan should be developed to test each of the proposed ground systems to make sure they properly function, since the experience from other regions showed that this is a critical step if the trials are to be successful. The majority of the issues that have been discovered in past trials have been associated with ground equipage and ground-ground coordination. There will also be some pilot and controller training issues that will be addressed once the ground systems are working properly.

5.5.17 The meeting noted that the informal Arabian Sea/Indian Ocean ATS Coordination Group (ASIOACG) was accepted as a member of the Fans Implementation Team – Bay of Bengal (FIT-BOB) about a year ago, this gives ASIOACG access to the data link Central Reporting Agency (CRA) functions provided by the BOB-CRA (Boeing) and this opportunity has also been extended to Saudi Arabia. The ASIOACG membership also includes Oman (who Chair ASIOACG) and Yemen.

5.5.18 The meeting was of the view that access to CRA services is critical. BOB-CRA and FIT-BOB are to be contacted for assistance in this regard, further more the meeting suggested that MID Region, use the other ICAO Regions guidance material and adopt them with suitable modification for the MID Region.

5.5.19 Based on the above the meeting agreed for the establishment of MID Region FANS Implementation Team (MID-FIT), with Terms of Reference as at **Appendix 5.5E** to the Report on Agenda Item 5.5. Accordingly the meeting agreed to the following Conclusions:

DECISION 11/62 ESTABLISHMENT OF MID-FANS IMPLEMENTATION TEAM (FIT)

*That, MID Region FANS Implementation Team (MID-FIT) is established with TOR as at **Appendix 5.5E** to the Report on Agenda Item 5.5.*

CONCLUSION 11/63: INTRODUCTION OF FANS 1/A CAPABILITIES IN THE MID REGION

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.

5.5.20 The meeting was informed that FANS based service in APAC Region is no longer in the trial phase but in the implementation phase. Furthermore, the meeting also noted that the Implementation of FANS 1/A based CPDLC and ADS-C is one of the ongoing activities in APAC Region. FANS based data communication and derived surveillance information can be used for the air traffic separation service.

5.5.21 The meeting noted that the tasks that were supposed to be completed by ACAC FANS Implementation Group (AFIG) were not finished, however these tasks are essential and required to be rescheduled, the meeting was of the view that these tasks need to be completed, and followed up to be done by the newly formed MID-FIT in coordination with the AFIG, in order not to repeat any task and gain the full benefit of the AFIG work. Accordingly the meeting agreed to the following Conclusion:

DECISION 11/64: MID-FIT IMMEDIATE TASKS

That, MID-FIT reschedules the tasks that are essential for the implementation of FANS 1/A in the MID Region, in coordination with AFIG.

GNSS Developments and Activities in MID Region

5.5.22 The meeting noted that GNSS TF/7 was apprised on the out come of WRC-07 in regard to GNSS signal protection, the meeting agreed that Interference-free operation of GNSS would require coordination with the radio regulators and/or operators and civil aviation experts, where Civil Aviations experts are required to educate the regulator and operators on the importance to delete their States names from foot notes *5.362B (Jordan, Lebanon, Libya, Saudi Arabia, Syria)* and foot note 5.362C *(Bahrain, Egypt, Iraq, Jordan, Kuwait, Lebanon, Qatar, Sudan, Syria and Yemen)*

5.5.23 Based on the above, the meeting accordingly, agreed to the following Conclusion:

CONCLUSION 11/65: PROTECTION OF GNSS SIGNAL

That, MID States with their names listed in the footnote 5.362B and 5.362C are urged to take necessary measures to delete their names from this footnote as soon as possible in order to protect the GNSS signal.

5.5.24 The meeting noted that GNSS TF/7 meeting was apprised on ICAO General Assembly Resolution A36-23: *Performance based navigation global goals,* urging Contracting States to implement RNAV and RNP air traffic services (ATS) routes and procedures in accordance with ICAO PBN concept described in the *Performance Based Navigation Manual* (Doc 9613). The resolution also calls on the States and Planning and Implementation Regional Groups (PIRGs) to develop PBN implementation plans by 2009 to ensure globally harmonized and coordinated implementation of PBN.

5.5.25 The GNSS TF/7 was further apprised of the three main components of the PBN Concept being navigation aid infrastructure, navigation specification and navigation application, where Doc 9613 explains in details the navigation specifications, related applications and associated infrastructure (terrestrial navigation aids and GNSS). The table below is an extract from the manual reflects the position of the GNSS NAVAID being supporting all the Navigation specification.

	GNSS	IRU	D/D	D/D/IRU	D/VOR
RNAV 10	√	√			
RNAV 5	√	√	√	√	√
RNAV 2/1	√		√	√	
RNP 4	√				
Basic-RNP 1	√				
RNP APCH	√				
RNP AR APCH	√				

Overview of navigation specification and supporting infrastructure

5.5.26 Based on the above GNSS TF/7 meeting incorporated the PBN concept into the Strategy for the Implementation of GNSS in the MID Region, and developed a revised Strategy for the implementation of GNSS in MID Region. The Task Force also discussed, *inter alia*, the role of GNSS in the implementation of PBN and commensurate action, including the merging of the PBN TF proposed by the ATM/SAR/AIS SG/9 with the GNSS TF.

5.5.27 The meeting was apprised that first and only meeting of the RVSM/PBN TF/1 was held in Amman, Jordan 16-17 March 2008, focused only on PBN issues in accordance with the Draft Decision 9/10: *Reassignment of RVSM and PBN Functions*, of the ATM/SAR/AIS SG/9 meeting that was held in December 2007.

5.5.28 The meeting noted that at its first meeting in Dubai, UAE from 1 to 3 July 2008 the MIDANPIRG Steering Group (MSG/1), inter alia, reviewed the outcome of the ATM/SAR/AIS SG/9, the RVSM/PBN TF/1 and the GNSS TF/7 meetings and agreed to Draft Decision 1/5: *Discontinuation of the RVSM/PBN and GNSS Task Forces and Establishment of the PBN/GNSS Task Force.*

5.5.29 Based on the above the meeting noted that the first meeting of the PBN/GNSS Task Force, was held at the MID Regional Office from 20 to 23 October 2008. Thirty four (34) participants from nine (9) MID States and four (4) International Organizations participated in the meeting.

5.5.30 The meeting noted that the ATM/SAR/AIS SG/10 in reviewing the outcome of the previous meetings of MIDANPIRG subsidiary bodies with regard to PBN, in particular the outcome of MSG/1, PBN/GNSS TF/1, agreed that issues relating to working arrangements of the PBN/GNSS Task Force should be removed from the Draft Decisions and be incorporated in the Terms of Reference, and adopted Draft Decision 10/26 which was agreed by the meeting as follows:

DECISION 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 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.*

5.5.31 The meeting noted that the CNS/ATM/IC SG/4 also reviewed and supported the TOR and work programme of the PBN/GNSS TF.

5.5.32 The meeting noted that PBN/GNSS TF/1 was the first meeting in which both operational and technical experts met together. The PBN/GNSS TF/1 considered thorough review of the Strategy for the Implementation of GNSS in the MID Region in order to get the benefit from the available technology and encourage the implementation of GNSS.

5.5.33 Based on the above the meeting agreed to the Strategy for the implementation of GNSS in the MID Region which was developed by the PBN/GNSS TF/1 and reviewed by CNS/ATM/IC SG/4, and accordingly, agreed to the following Conclusion which will replace and supersede MIDANPIRG/10 Conclusion 10/9:

CONCLUSION 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 Item5.5*

5.5.34 The meeting recalled MIDANPIRG/10 Conclusion 10/8 and noted that PBN/GNSS TF/1 received the final outcomes of the ACAC Regional GNSS (ARG) study that had been launched by the Galileo Joint Undertaking entrusted to the European GNSS Supervisory Authority (GSA) and the European Space Agency (ESA).

5.5.35 The meeting noted that the study was composed of two main tasks: the ARG infrastructure implementation definition (Task 1) and the ARG service implementation definition (Task 2). It addressed all GNSS application domains with a special emphasis on civil aviation. In this activity ESA provided technical support to the European GNSS Supervisory Authority (GSA).

5.5.36 The meeting was apprised that based on the study, the extension of European Geostationary Navigation Overlay Service (EGNOS) over the ARG-3 area (Arabian Peninsula and Iraq) is technically feasible through the implementation of a Regional Extension Module (REM) for which duplication with functions and assets already in service in Europe is avoided. The REM concept implies that the ARG-3 area and Europe become “co-producers” of the ARG-3 EGNOS service.

5.5.37 The meeting further noted that the study also showed that in order to avoid costly overlaps between ARG-3 States and European counter part, as well as implementation delays and difficulties in the certification process, it is recommended that ARG-3 States adopt a regional approach for the institutional framework that can be implemented step-by-step in parallel with the technical development of the infrastructure.

5.5.38 The meeting was of the view that the cost benefit analysis is of complex nature and it was not included in the study that has been completed and further studies (to validate regional approach assumptions) are needed to be carried out, to be explored by the PBN/GNSS TF based on the operational requirements and in close coordination with users.

5.5.39 The meeting agreed that close follow-up and monitoring is to be carried on the implementation of EGNOS in EUR region in order to gain the benefit from operational experience with the EGNOS system and associated aircraft equipment and procedures that would be gained in the EUR region (the primary service area of EGNOS).

5.5.40 Based on the above the meeting accordingly, agreed to the following Conclusion which will replace and supersede MIDANPIRG/10 Conclusion 10/8:

CONCLUSION 11/68: GNSS STUDIES IN MID REGION

That,

a) ICAO MID Regional Office Communicate with GSA/ESA for provision of support on 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 for the benefit of the region; and

c) MID States, shares experience gained during the GNSS implementation

ADS-B Strategy and activities in the MID Region

5.5.41 The meeting noted that Automatic Dependent Surveillance-Broadcast (ADS-B) is defined in Annex 10 as a surveillance technique in which aircraft automatically provides, via a broadcast mode data link, data derived from on-board navigation and position-fixing systems, including aircraft identification, four-dimensional position, and additional data as appropriate.

5.5.42 The meeting noted that ADS-B serves as an important enabler of several ATM operational concept components including traffic synchronization and conflict management, and that work on the ADS-B should be continued, since ADS-B brings substantial safety and capacity also being a cost-effective to install and maintain.

5.5.43 The meeting was apprised that implementation of ADS-B has to be harmonized, compatible and interoperable with respect to operational procedures, supporting data link and ATM applications. Furthermore, the strategy for the near term introduction of ADS-B is to be based on a common element the SSR Mode S extended squitter, as the initial data link in order to facilitate the global interoperability for the initial introduction of ADS-B.

5.5.44 The meeting noted that the Global Plan Initiative GPI-9 *"Situational Awareness"* recognized that the implementation of enhanced surveillance techniques (ADS) will allow reductions in separation minima and an enhancement of safety, increase in capacity, improve flight efficiency, all on a cost-effective basis. These benefits may be achieved by bringing surveillance to areas where there is no primary or secondary radar, when cost-benefit models warrant it. In airspaces where radar is used, enhanced surveillance can bring further reductions in aircraft separation minima and improve, in high traffic density areas, the quality of surveillance information both on the ground and in the air, thereby increasing safety levels.

5.5.45 The meeting recalled that MIDANPIRG/10 encouraged States in collaboration with the airspace users to develop and implement an ADS-B trials programme when cost benefit models warrant it, using the available technology and services, aimed at improving the ADS-B knowledge and evaluating the benefits for the Air Traffic Management in the MID Region and endorsed the MID Region Strategy for the implementation of ADS-B.

5.5.46 The meeting was apprised on ICAO Forum on Integration and Harmonization of NextGen (Next Generation) and SESAR (the Single European Sky ATM Research Programme) into the Global ATM Framework that was held in Montreal from 8 to 10 September 2008, addressed the Global Vision is **t**o achieve an interoperable global air traffic management system, for all users during all phases of flight, that meets agreed levels of safety, provides for optimum economic operations, is environmentally sustainable and meets national security requirements.

5.5.47 In his regard the meeting noted that ADS-B technology is a major component for both above two programmes and was of the view that ADS-B activities has to support the MID Region strategy for the implementation of performance objectives and, take into consideration the evolution from a systems-based approach to a performance-based approach.

5.5.48 The meeting agreed that States and appropriate MIDANPIRG subsidiary bodies monitor studies, and participate in demonstrations, trials and test beds, related to ADS-B and to implement after identifying sub-regional areas, where there is a positive cost/benefit for implementation of ADS-B and ensure that the initial introduction of ADS-B is carried out in a harmonized manner, taking into consideration global interoperability issues.

5.5.49 The meeting noted that the ANC issued directives for the implementation of ADS-B while reviewing APANPIRG/16 meeting report, the directives defines the required aircraft avionics equipments to be compliant with either:

i) Version 0 ES as specified in Annex 10, volume IV, Chapter 3, paragraph 3.1.2.8.6 (up to and including amendment 83 to annex 10) and chapter 2 of draft technical Provisions for Mode S services and extended Squitter (Doc 9871) to be used till at least 2020, or

ii) Version 1 ES as specified in chapter 3 draft Technical Provisions for Mode S Services and Extended Squitter (Doc 9871) Equivalent to DO260A.

5.5.50 Based on the above the meeting agreed that the above requirement to be included in the MID Region Strategy for the implementation of ADS-B and accordingly, agreed on the following Conclusion which will replace and supersede MIDANPIRG/10 Conclusion 10/15:

CONCLUSION 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.*

5.5.51 The meeting was apprised that Saudi Arabia has developed a plan for an ADS-B Test Bed. The project is planned for trial purpose and the trials are expected to take place in the first quarter of 2009. An ADS-B Ground Station will be installed in Jeddah, King Abdulaziz International Airport (KAIA) and will be interfaced with the new ATM system in Jeddah ACC. The objective will be to provide ADS-B coverage for the approach area. It is to be noted that only aircraft equipped with ADS-B amenities will participate in the trials.

5.5.52 The meeting was presented with the report of ADS-B trial in Tehran ACC with subsequent results and statistics which showed that there are few Iranian Aircrafts equipped with ADS-B, the meeting suggested that the detailed information be submitted to the appropriate MIDANPIRG subsidiary bodies.

5.5.53 The meeting noted that UAE installed three ADS-B stations covering the whole Emirates FIR. The trials will be conducted for six months after which the system will be declared operational in June 2009. In this regard UAE requested that aircrafts ADS-B capability to be included in the flight plan in its appropriate field.

NAVISAT

5.5.54 The meeting noted that Egypt is persuading with its NAVISAT project which had progressed well. Furthermore, the meeting was informed on the different phases of the project, where the current status for Phase 1-A (Strategic Objectives & Detailed Planning) has been completed and deliverables of this phase were: Gap Analysis, Strategic Goals, Service Portfolio, Business Scenarios Issue 3, Partnership Agreements/Draft MOUs, SWOT Analysis and Detailed Plan. The meeting further noted that RFP for some other phases of the NAVISAT project has been launched, proposals received which are under evaluation and contracts will be signed soon.

First CANSO Middle East Conference

5.5.55 Saudi Arabia presented to the meeting the outcome of the first Civil Air Navigation Services Organization (CANSO) Conference which was held in Jeddah, Saudi Arabia 26-28 January 2009. The meeting noted that the conference reached agreement on four initiatives namely Safety Workshops/Seminars, Airspace Planning, Technical/Operational improvements, and ANSP Cooperation. The meeting considered that such events could be of benefit to MID States and suggested that for further details CANSO website: www.canso.org is to be visited.

Performance Planning Framework

5.5.56 The meeting recalled that the amended Global Air Navigation Plan which was adopted by the Council in 2006, has as one of the main structures the Global Plan Initiatives (GPIs), which were developed by the Air Navigation Commission on the basis of an industry developed Roadmap, and that the integration of the Roadmap into the Global Plan has taken into account the need to achieve the objective of global harmonization, interoperability and seamlessness of the global air navigation system. Moreover, the meeting recalled that the GPIs, amongst others, have been developed as a means to bring benefits to the aircraft operators in the near and medium terms, taking advantage of currently available aircraft capabilities and ATC infrastructure and technology.

5.5.57 The meeting recognized that, in accordance with the current ICAO Business Planning process, work of the Planning and Implementation Regional Groups (PIRGs) has to be justified and based on clearly established performance objectives in support of the ICAO Strategic Objectives. The methods of monitoring progress are also being revised to ensure that progress can be measured against timelines and to ensure that performance objectives are being met.

5.5.58 In this regard, the meeting recalled that in April 2007, the MIDANPIRG/10 meeting adopted Conclusion 10/13*: MID Region Strategy for the Implementation of the Global Plan Initiatives (GPIs),* and Conclusion 10/14: *Implementation of Work Programme in Support of Strategic Performances.*

5.5.59 The meeting was apprised that, based on developments within ICAO since MIDANPIRG/10, the MSG/1 in July 2008 proposed that the CNS/ATM/IC SG/4 should work further on the MID Region strategy for the implementation of the GPIs, and present the same to MIDANPIRG/11. Also that, pursuant to the request from the States during the MSG/1 meeting, the MID ICAO Performance Framework Workshop was held at the ICAO MID Regional Offices in Cairo on 27 October 2008.

5.5.60 It was recalled that in order to guide the PIRGs and States regarding the implementation of GPI's, particularly on the selection and application of GPIs, the ALLPIRG/5 meeting developed Conclusion 5/2 *Implementation of Global Plan Initiatives (GPIs).* Furthermore, in accordance with Global Air Navigation Plan (Doc 9750), the GPIs are designed to support the planning and implementation of performance objectives in the Regions, by providing a global strategic framework for planning air navigation systems to achieve regional/national performance objectives. Each performance objective should be mapped to the corresponding GPIs.

5.5.61 The meeting was further apprised on the current ICAO Performance Planning Framework, and noted the following concerning the Transition to a Performance Based Approach, ICAO efforts in developing guidance material, and Regional and National Planning.

Transition to a Performance Based Approach

5.5.62 *Basis*: The notion of a performance based air navigation system emanated from good industry practices that have emerged over many years. As the aviation industry has evolved into a less regulated and more corporatized environment with greater accountabilities, the advantages of transitioning from systems based to performance-based planning are apparent.

5.5.63 *Principles:* The performance-based approach (PBA) adheres to the following principles: 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. Assessment of achievements is periodically checked through a performance review, which in turn requires adequate performance measurement and data collection capabilities.

5.5.64 *Advantages*: Result oriented, transparent and promotes accountability; shift from prescribing solutions to specifying desired performance; employs quantitative and qualitative methods; avoids a technology driven approach; helps decision makers to set priorities, makes the most appropriate trade-offs, and allows optimum resource allocation.

5.5.65 To facilitate the realization of a performance based Global ATM system, ICAO has made significant progress in the development of relevant guidance material:

a) *Global Air Traffic Management Operational Concept (Doc 9854)*, which dates back to 2003 and provides the overall vision and direction for the civil aviation community;

b) *The Air Traffic Management System Requirements (Doc 9882)*, developed in June 2007; which elaborates the overall vision into material specifying the functional evolution of ATM aimed at the manufacturing industry;

c) The *Global Air Navigation Plan (Doc 9750)*, which was amended in 2006. The Document describes a strategy aimed at achieving near and medium term ATM benefits on the basis of available and foreseen aircraft capabilities and ATM infrastructure, and assist States and PIRGs in the processes of implementation; and

d) T*he Manual on Global Performance of the Air Navigation System (Doc 9883)* developed in February 2008 in an effort to assist planners in weighing outcomes and making appropriate decisions.

Regional Planning

5.5.66 *Mechanism*: The Planning and Implementation Regional Groups (PIRGs) play a pivotal role in facilitating and monitoring the implementation of regional air navigation infrastructure. PIRGs are to adopt a methodology described herein for transition to a performance based Global ATM system.

5.5.67 *Process:* The Figure 1, the planning flow chart, shown in **Appendix 5.5I** to the Report on Agenda Item 5, extracted from the Global Air Navigation Plan (Doc 9750) in conjunction with figure 2, transition approach, shown in **Appendix 5.5J** to the Report on Agenda Item 5.5, extracted from Part II of the Global Performance Manual (Doc 9883), provide a broad overview of the tasks that need to be undertaken by the PIRGs.

5.5.68 *Performance framework form:* The outcome of the above process would result in an output and management form that has been designated as “Performance Framework Form (PFF)”. The PFF has been standardized for application to both the Regional and the National planning framework. The common template facilitates ease of understanding and harmonization. The PFF and explanatory notes provided in **Appendix 5.5K** to the Report on Agenda Item 5.5, serve as guide for completing the PFF.

5.5.69 *Monitoring and reporting*: PIRGs should identify the individual parties responsible for achieving the performance objectives and establish a monitoring mechanism. The responsibilities and timeframe should be clearly defined so that the involved parties are aware of their commitments throughout the planning process. Regional plans should include information on progress achieved and provide periodic reports to ICAO HQ.

National Planning

5.5.70 *Process*: In terms of establishing the infrastructure for air navigation systems, it is recognized that States, in cooperation with the ATM community, have been developing their national plans in harmony with the regional plan by using relevant ICAO guidance material. As such, States should evolve or develop national plans aligned with the regionally agreed performance objectives through the use of common template (also used for Regional planning) described in **Appendix 5.5K** to the Report on Agenda Item 5. The tasks should include the necessary detailed actions so as to successfully achieve national performance objectives.

5.5.71 *Monitoring and reporting:* National plans should identify the individual parties responsible for achieving the performance objectives as well as a means for monitoring the progress. The responsibilities and timeframe should be clearly defined so that the involved parties are aware of their commitments throughout the planning process. National plans should include information on progress achieved and provide periodic reports to PIRGs.

Conclusion

5.5.72 *Evolutionary approach:* A global ATM system will emerge through the implementation of many initiatives over several years on an evolutionary basis. The set of initiatives contained in the Global Plan are meant to facilitate and harmonize the work already underway within the Regions and States so as to bring needed benefits to aircraft operators over the near and medium terms. ICAO will continue to develop newer initiatives on the basis of the ATM operational concept, which will subsequently be placed in the Global Plan. At first, the planning and implementation activities begin with application of available procedures, processes and capabilities. The evolution progresses to the application of emerging procedures, processes and capabilities and, ultimately, migrates to the ATM system based on the operational concept.

5.5.73 Based on the above, and considering the need to have a clearly defined strategy to implement ATM systems as well as the need to align work programmes of the States, Regions and ICAO HQ, the meeting accordingly, agreed on the following Conclusions to supersede MIDAPIRG/10 Conclusion 10/13, and Conclusion 10/14.

CONCLUSION 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.

CONCLUSION 11/71: NATIONAL PERFORMANCE FRAMEWORK

That, MID States be invited to adopt a national performance framework on the basis of

a) ICAO guidance material and ensure their alignment with the regional performance objectives, the regional air navigation plan and the global ATM operational concept; and

b) the performance framework should include identification of national performance objectives and completion of national performance framework forms.

5.5.74 The meeting also approved the PFFs containing the initial performance objectives related to the fields of ATM as at **Appendix 5.5L**, CNS as at **Appendix 5.5M,** AIS as at **Appendix 5.5N,** and AGA as at **Appendix 5.5O**, to the Report on Agenda Item 5, and agreed that the developed PFFs will be refined and improved as necessary by the MIDANPIRG subsidiary bodies.

5.5.75 The meeting noted with appreciation that Saudi Arabia had already commenced development of national performance framework in the format discussed above. However, the meeting was of the view that the existing guidance material, discussed under paragraph 5.5.65, is complex and that simplified guidance material or workshops would be beneficial. In this regard, the meeting noted that ICAO had planned three performance planning for Air Navigation Systems workshops during 2009, one each for ASIA/PAC, CAR and SAM Regions The meeting also noted with appreciation the offer by Saudi Arabia to host one of the workshops.

Implementation of Performance Based Navigation

5.5.76 The meeting recalled that the Air Navigation Commission established the RNP Special Operational Requirements Study Group (RNPSORSG) in June 2003 to act as focal point for addressing several issues related to RNP/RNAV, and that the RNPSORSG developed the concept of performance-based navigation (PBN) in May 2007.

5.5.77 In this context, MIDANPIRG/10 adopted Decision 10/42: *Establishment of the RVSM/PBN Task Force,* and Decision 10/43: *MID Region PBN Strategy*, establishing the RVSM/PBN Task Force and calling for development of the MID Region strategy to implement the PBN. In July 2008, the MSG/1 meeting dissolved the RVSM/PBN and GNSS Task Forces and established the PBN/GNSS Task Force.

5.5.78 The meeting noted that the first meeting of the PBN/GNSS Task Force, as established by the MSG/1 meeting was held at the MID Regional Office from 20 to 23 October 2008 and followed up on the work of the RVSM/PBN Task Force, as well the outcome of the 36th Session of ICAO General Assembly. The meeting noted that the Assembly adopted Resolution A36-23: *Performance based navigation global goals*, as at **Appendix 5.5P** to the Report on Agenda Item 5, which was taken into consideration by the RVSM/PBN TF/1 and by the PBN/GNSS TF/1 in delivering on their terms of reference.

PBN Concept and global developments

5.5.79 Regarding global developments related to the implementation of PBN, the meeting noted that the PBN/GNSS Task Force and the ATM/SAR/AIS SG/10 meetings were apprised, among others, on the Flight Procedure Implementation Programme Flight Procedure Office (FPO) concept to address many of the challenges in the implementation of PBN. The meeting noted that the FPO concept is the result of realization that the implementation of PBN, in particular for the terminal and approach phases of flight, requires expertise, data quality control and data management that are not easily accessible for many States.

5.5.80 The objective of the FPO is to foster the development with the appropriate quality systems, and implementation of flight procedures, especially PBN and vertically guided instrument approach procedures, by:

a) assisting those States with sufficient density of procedures to establish a sustainable internal procedure design capability capable of meeting the requirements of PANS-OPS and their responsibility under Annex 15 for the quality of their procedures;

b) providing the appropriate level of technical expertise necessary to enable States that do not have the density of procedures necessary to sustain an internal procedure design capability, to meet their responsibilities under Annex 15 and PANS-OPS; and

c) providing a vehicle to improve quality in the States' procedure design process through access to procedure design automation solutions and associated data storage.

5.5.81 The meeting was of the view that the ATM/SAR/AIS Sub-Group should look further into the concept and assess whether it could be viably adopted in the MID Region.

5.5.82 The meeting noted that, in deliberating the issues related to the development of the Strategy and Plan for implementation of PBN in the MID Region, in addition to Assembly Resolution A36-23, the PBN/GNSS TF/1 meeting took into consideration, *inter alia*, current status of implementation of PBN in the MID Region (which started before the PBN concept), developments related to implementation of PBN in other ICAO Regions, relevant guidance material including the PBN concept's application of specification by flight phase, as indicated in the table below:

Table 1: Application of Navigation Specification by Flight Phase

NAVIGATION SPECIFICATION	FLIGHT PHASE							
	En Route OCEANIC /REMOTE	En Route Continental	ARR	APPROACH				DEP
				Initial	Interm.	Final	MISSED	
RNAV 10	10							
RNAV 5		5	5					
RNAV 2		2	2					2
RNAV 1		1	1	1	1		1[b]	1
RNP 4	4							
Basic-RNP 1			1[a,c]	1[a]	1[a]		1[ab]	1[a,c]
RNP APCH				1	1	0.3	1	
RNP AR APCH				1-0.1	1-0.1	0.3 – 0.1	1-0.1	

Notes:

The numbers given in the table refer to the 95% accuracy requirements (NM)
RNAV 5 is an en-route navigation specification which may be used for the initial part of the STAR outside 30NM and above MSA
RNP 2 and Advanced-RNP 1 are expected to be included in a future revision of the PBN Manual;
1a means that the navigation application is limited to use on STARs and SIDs only;
1b means that the area of application can only be used after the initial climb of a missed approach phase
1c means that beyond 30 NM from the airport reference point (ARP), the accuracy value for alerting becomes 2 NM

5.5.83 The meeting noted that, in addition to the above imperatives in the implementation of PBN, there were several others. Among these, the meeting noted that States have to implement WGS 84 in order to implement PBN. Other special PBN implementation challenges are as follows:

- Airspace concept development
- WGS-84 surveys
- Electronic Terrain and Obstacle Data
- Procedure design
- Ground and Flight Validation
- Operational approval
- Safety assessment
- Awareness and training for pilots, ATC and instrument flight procedure designers.

5.5.84 The meeting noted that currently the ICAO PBN programme is addressing a number of PBN implementation challenges. However, resources including funding to adequately address all the challenges was lacking, and that to this effect, the Secretariat had indicated that in order to resolve the problem, support from all Stakeholders (air navigation service providers, aircraft operators, user communities, etc.) would be required. Accordingly, the meeting agreed on the following Conclusion:

CONCLUSION 11/72: PBN IMPLEMENTATION SUPPORT

That, in order to address challenges in PBN implementation, stakeholders in the PBN implementation (Air navigation service providers, aircraft operators, user communities, etc.) be encouraged to provide support including resources to the States and ICAO PBN programme.

PBN Regional Implementation Strategy and Plan

5.5.85 The meeting noted that, during the process of developing the MID PBN implementation strategy and plan, there have been discussions on the issue of implementation of RNAV 5 application, which is the PBN equivalent of the RNP 5 application that was adopted by the MID Region prior to the PBN Concept.

5.5.86 Furthermore the meeting noted that the Task Force, among others, closely examined the current and proposed application of the RNAV specification. It was noted that the RNAV 5 cannot be used for oceanic/remote airspace and that in principle RNAV 10 should be used for that particular airspace. It was recognized also, that presently some of the airspace in the MID Region that had previously been classified as remote continental/oceanic, now has the required surveillance capability to support RNAV 5. Nevertheless, there remains other airspace in the MID region that still can be classified as oceanic and therefore, RNAV 10 would be appropriate as the navigation specification, at least for the short term (2008-2012).

5.5.87 The meeting noted that the PBN/GNSS Task Force, after thoroughly examining the various navigation specifications for applications in all applicable phases of flight and the planning time frames (short, medium and long terms), successfully completed development of both the PBN Implementation Regional Strategy and Implementation plan in October 2008, in order to allow sufficient time for the MID States to complete development of their individual national implementation plans by 2009 pursuant to Assembly Resolution A36-23. The Strategy and the Plan were duly endorsed by the ATM/SAR/AIS SG/10 and the CNS/ATM IC SG/4 meetings.

5.5.88 Based on the above, the meeting accordingly, agreed on the following Conclusion to consolidate and supersede MIDANPIRG/9, Conclusion 9/6, Conclusion 9/7 and MIDANPIRG/10 Conclusion 10/43.

CONCLUSION 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; and

b) The PBN Regional Implementation Plan is adopted as at Appendix 5.5R respectively, to the Report on Agenda Item 5.5

5.5.89 The meeting recognized that in accordance with the above Strategy, which follows other ICAO Regional planning norms, the material from State implementation plans, considered within the framework of MIDANPIRG as Regional requirements, will be processed in accordance with established procedures for incorporation into the MID Region Air Navigation Plan (ANP).

5.5.90 In order to facilitate States to develop their individual PBN State implementation plans, the meeting also approved the template developed by the PBN/GNSS TF/1 as at as at **Appendix 5.5S** to the Report on Agenda Item 5.5, and accordingly agreed on the following Conclusion:

CONCLUSION 11/74: PBN STATE IMPLEMENTATION PLAN

That, in order to give effect to ICAO General 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 in order be reviewed by the ATM/SAR/AIS SG as part of the Regional agreement process.

5.5.91 The meeting noted also, that further guidance material on the State implementation plans is available on the ICAO PBN web site: http://www2.icao.int/en/pbn/Pages/Documentation.aspx.

5.5.92 The meeting was informed about the PBN action plan, which provides a systematic plan of all tasks that need to be undertaken to achieve PBN implementation according to the PBN strategy and Implementation plan. The meeting noted that the action plan is divided into three sub-plans, one for en-route, one for terminal and another for approach implementation. The action plan is furthermore, supported by the PBN performance objectives which provide the benefits and the high level tasks (i.e. actions).

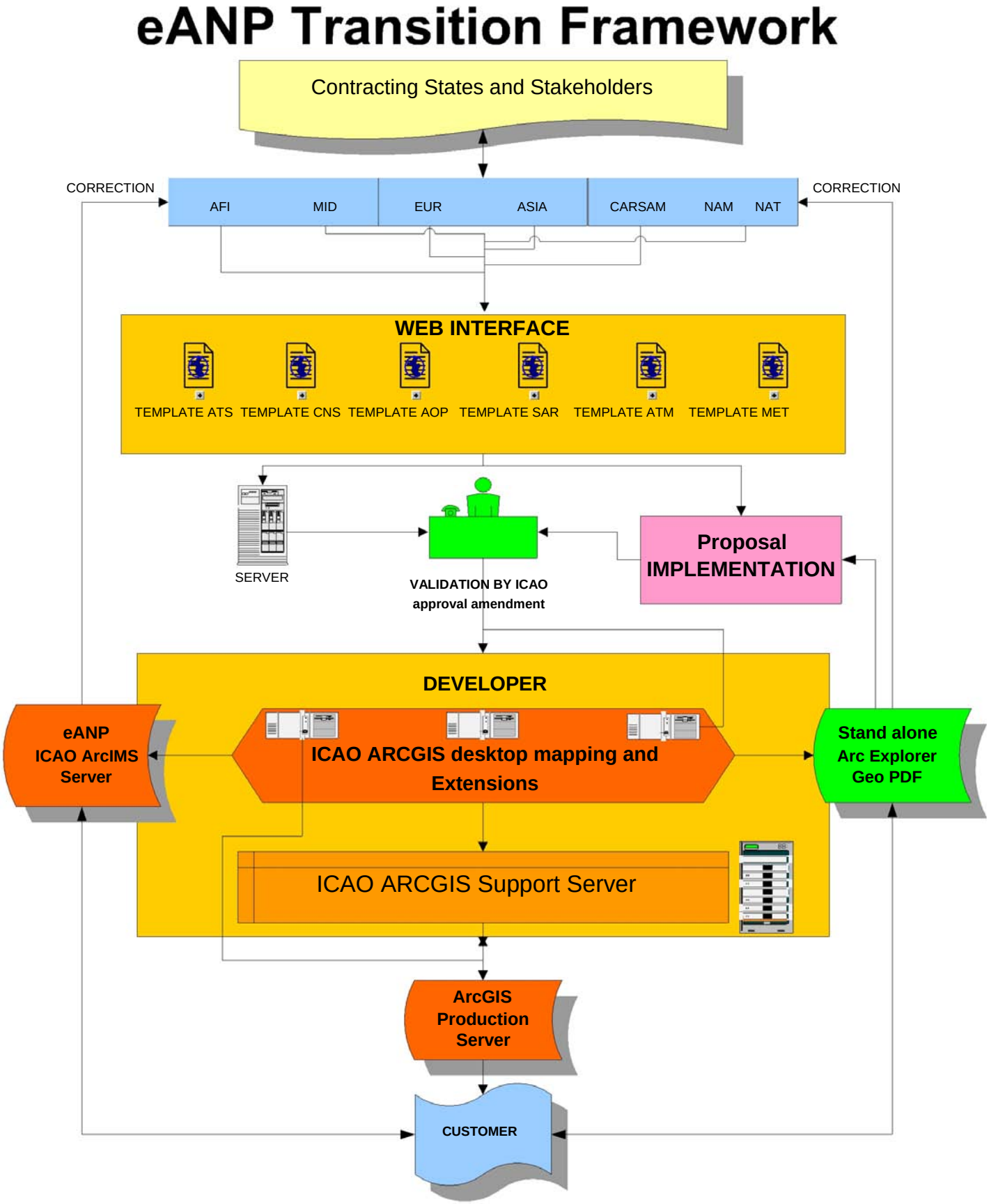
5.5.93 The meeting noted that, the CNS/ATM IC SG/4 meeting endorsed the initial MID Region performance objectives for implementation of PBN, which were developed by the PBN/GNSS TF/1. The performance objectives have been considered by the meeting in the context of the ATM/SAR performance objectives while discussing the *Performance Planning Framework* under agenda item 5.5.

Airspace Planning Presentation

5.5.94 The meeting received valuable presentation from Saudi Arabia on Airspace planning and was of the view that this presentation should be submitted to the appropriate MIDANPIRG subsidiary bodies for the benefit of the MID Region.

MIDANPIRG/11
Appendix 5.5A to the Report on Agenda Item 5.5

Proposed eANP Transition Framework


eANP Transition Framework
Contracting States and Stakeholders
CORRECTION
AFI
MID
EUR
ASIA
CARSAM
NAM
NAT
CORRECTION
WEB INTERFACE
TEMPLATE ATS
TEMPLATE CNS
TEMPLATE AOP
TEMPLATE SAR
TEMPLATE ATM
TEMPLATE MET
SERVER
VALIDATION BY ICAO
approval amendment
Proposal
IMPLEMENTATION
DEVELOPER
eANP
ICAO ArcIMS
Server
ICAO ARCGIS desktop mapping and
Extensions
Stand alone
Arc Explorer
Geo PDF
ICAO ARCGIS Support Server
ArcGIS
Production
Server
CUSTOMER

ICAO framework for transition to an electronic Air Navigation Plan (eANP)

TRANSITION WORK PROGRAMME

2. INTRODUCTION

WHY

The electronic Air Navigation Plan (eANP) will facilitate the coordination and implementation of regional air navigation plans as well as supporting the Global Air Navigation Plan. It will also contribute to the further development of air navigation planning by providing a framework for the efficient implementation of new air navigation systems and services at the national, regional, inter-regional and global levels. The framework will support, in particular, the work of regional planning and implementation groups that plan, monitor and analyse the implementation status of planned facilities and services for inclusion in the regional air navigation plans, and recommend ways to expedite these plans in accordance with ICAO priorities. The availability of this information online will greatly facilitate updating and access to the latest information for States, ICAO regional offices and various other users.

KPAs:

An updated status report of the core elements of the Air Navigation System will available in 2009.

Result Area D3 Outcome and Indicators

• Revised ANP structure and format		Electronic ANP rollout commenced (2008)[1]	1
		• New structure, including harmonized ANP tables, is available to States (2009) [1]	1
		• ANP/GIS database is online (2008) [1]	1
		• Online training for air navigation planning database/GIS use is available (2008) [1]	1

3. OBJECTIVES

WHAT

This effort has two primary objectives:

i) at the global level: reconcile the Regional Air Navigation Plan with the ATM operational concept, the new Global ANP provisions and the ICAO new business planning processes; and

ii) at the regional level: expedite regional planning and coordination through simplifying and freeing the core of planning from a long and cumbersome formal approval process,

(whilst maintaining the planning and coordination process requirements within the ICAO regional machinery).

To support the above objectives, the following deliverables will be produced:

i) Easy-to-use planning templates that would contain the relevant elements, specifically, homogeneous ATM areas and major international traffic flows, and the agreed Global Air Navigation Plan systems infrastructure necessary to support the implementation of the homogeneous ATM areas and major international traffic flows; and

ii) an integrated Air Navigation Planning environment containing details currently listed in Table ATS 1 and all FASID Tables (AOP, CNS, ATM, MET, SAR, AIS). This will be designed to easily support the coordination, agreement and recording process between States and international organisations, also through a user-friendly interface.

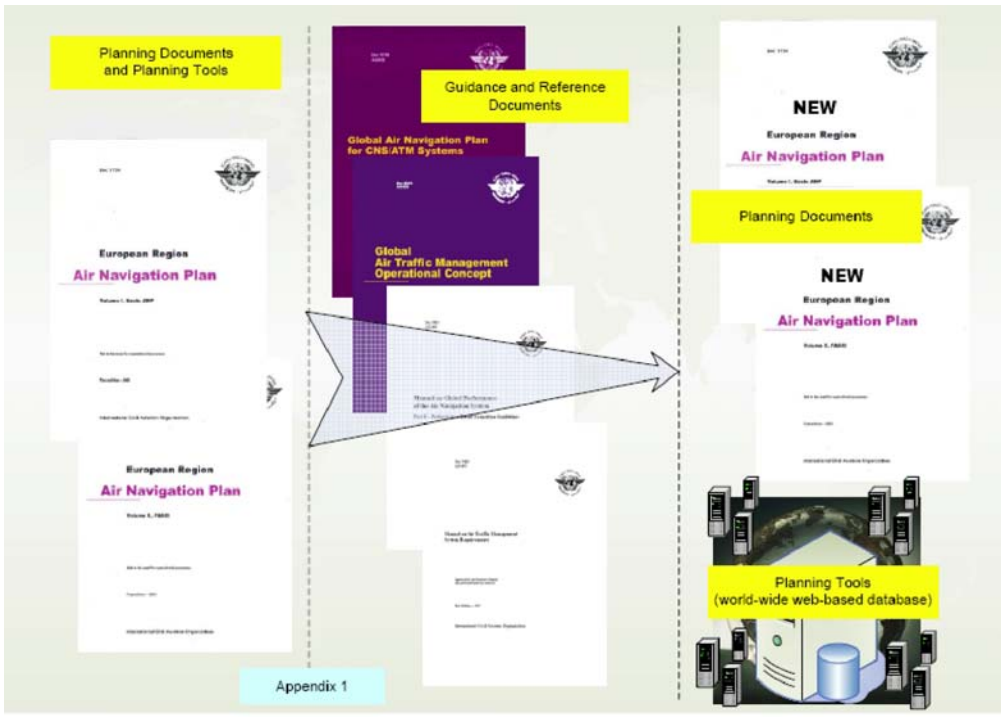
The *proposed* methodology that will be employed to achieve the above deliverables is as follows:

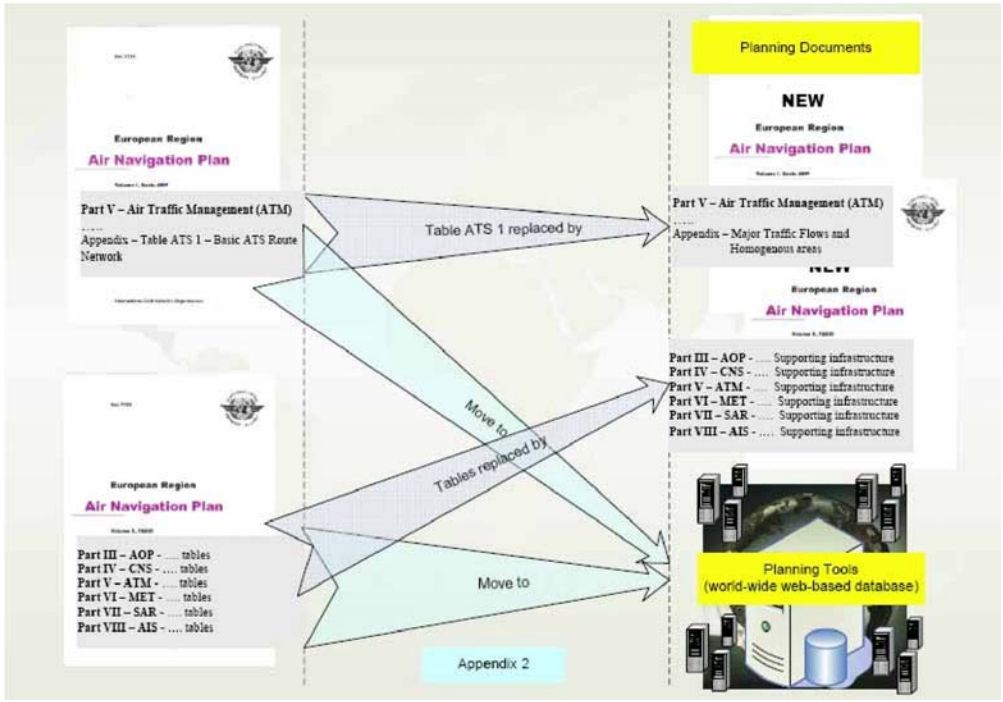
i) Replace the current provisions in the ANP Volume I, concerning establishment of ATS Routes and Table ATS 1, by the relevant elements of the Global ANP and the evolving ATM operational concept, specifically, homogeneous ATM areas and major international traffic flows;

ii) Replace the current provisions in the ANP Volume II, comprised of FASID tables (AOP, CNS, ATM, MET, SAR, AIS), by the agreed air navigation system elements necessary to support the implementation of a performance-based infrastructure to support homogeneous ATM areas and major international traffic flows;

iii) Move all details currently listed in Table ATS 1 and all FASID Tables to an integrated Air Navigation Planning environment which will be designed to support the coordination, agreement and recording process between States and international organisations; and

iv) Propose the necessary amendments to current ICAO SARPs, e.g. Annex 11 — Air Traffic Services, Appendix 1, be revised to remove the distinction between regional and non-regional networks of ATS routes.


Planning Documents and Planning Tools
Guidance and Reference Documents
Global Air Navigation Plan for CNS/ATM Systems
Global Air Traffic Management Operational Concept
European Region
Air Navigation Plan
European Region
Air Navigation Plan
NEW
European Region
Air Navigation Plan
Planning Documents
NEW
European Region
Air Navigation Plan
Planning Tools (world-wide web-based database)
Appendix 1


European Region
Air Navigation Plan
Part V – Air Traffic Management (ATM)
.....
Appendix – Table ATS 1 – Basic ATS Route Network
Table ATS 1 replaced by
Planning Documents
NEW
European Region
Air Navigation Plan
Part V – Air Traffic Management (ATM)
.....
Appendix – Major Traffic Flows and Homogeneous areas
European Region
Air Navigation Plan
Part III – AOP - ..... tables
Part IV – CNS - .... tables
Part V – ATM - .... tables
Part VI – MET - ..... tables
Part VII – SAR - ..... tables
Part VIII – AIS - .... tables
Move to
Tables replaced by
Part III – AOP - ..... Supporting infrastructure
Part IV – CNS - .... Supporting infrastructure
Part V – ATM - .... Supporting infrastructure
Part VI – MET - ..... Supporting infrastructure
Part VII – SAR - ..... Supporting infrastructure
Part VIII – AIS - .... Supporting infrastructure
Move to
Planning Tools (world-wide web-based database)
Appendix 2

4. PROPOSED FRAMEWORK ELEMENTS

A) PLANNING DOCUMENTS

- homogeneous ATM areas and major international traffic flows, and
- agreed CNS/ATM systems infrastructure necessary to support this implementation

1. Proposed new Layout and Content (attached at **Appendix A**)

2. Introduction/BORPC/General Planning Aspects (Common to all Regions)

3. Coloured pages of specific requirements per Region per discipline

B) INTEGRATED AIR NAVIGATION PLANNING ENVIRONMENT

Tools that are proposed under the electronic Air Navigation Plan (eANP) environment effort:

a. 5LNC Management Tool
b. Navaid Management Tool
c. Communications planning
d. HF SELCAL allocations
e. AMHS assignments
f. SBAS Channel Allocation Utility
g. Route Designator Management Tool
h. Automated ANP update processing utility
i. eBORPC
j. eFASID
k. FIRs Amendment and Information Tool

2. Process model for ATS route planning tool (suggested model for all other FASID table-related tools) (attached at **Appendix B**)

5. ISSUES TO BE ADDRESSED [PLACEHOLDER]

1. **Aerodrome oriented database**
    a. Starting point – the AOP table in the Basic ANP; link to Doc7910
    b. FASID Tables related to the AOP Table in BANP
        i. AOP1 (needs major review and update)
        ii. AOP2 (likely to be proposed for deletion)
        iii. CNS 2 (?)
        iv. MET 1A
        v. MET 2A
    c. Common data fields (first guess)
        i. ICAO loc.ind. (CCCC)
        ii. Aerodrome name
        iii. State of aerodrome

iv. Aerodrome designation
v. Other Geographical data

2. FIR oriented database

a. Starting point – developing new simple Table for the FIRs and the associated ACCs
b. Related FASID Tables
   i. CNS 3
   ii. ATS 2 (VOLMET)
   iii. MET 1B (MWOs – SIGMET)
   iv. MET 3A (Tropical Cyclone Advisory Centres (TCAC) – the AoRs of the TCACs are related to the FIRs)
   v. MET 3B (Volcanic Ash Advisory Centres (VAAC) – the AoRs of the VAACs are related to the FIRs and the ACCs)
   vi. SAR 1 (link between the FIRs/ACCs and RCCs)
   vii. AIS 1 (link between the FIRs and NOTAM Offices)
c. Common data fields
   i. FIR/ACC loc. Indicator and name (link with Doc 7910)
   ii. FIR Geographical boundaries

3. Proposal for eANP supported approval process

CURRENT APPROVAL PROCESS	
ANP	**FASID**
TO BE COMPLETED	*TO BE COMPLETED*

NEW PROCESS APPROVAL PROCESS	
ANP	**eANP**
Manual paper-based process	e-ANP automatically processes:
homogeneous ATM areas and major international traffic flows	detailed ATS route planning process
agreed CNS/ATM systems infrastructure necessary to support this implementation	detailed eFASID tables updates
FIR boundary changes	

1. Process model for approval by all Stakeholders.

EXPECTED OUTCOMES 2008-2010

Date	Action	Description	Status
Jan 2008	www.icao.int/icard	Eurocontrol website operational EUR, MID regions	Complete
Mar 2008	SBAS channel allocation	Requirements Coordinated and Agreed	Complete – Awaiting FAA LoU action
Mar 2008	5LNC for NAM	5LNC and RD allocated by ICARD for NAM Region = last step of true global unique id allocation system.	On-track
Apr 2008	SBAS channel allocation	Operational on FAA hosted website	On-track Awaiting FAA LoU action
May 2008	www.icao.int/icard	Eurocontrol website operational APAC region	On-track
May 2008	www.icao.int/icard	Eurocontrol website operational SAM region	On-track
June 2008	Navaid and Route for EUR/NAT & MID	Pilot users of ATS route Specification Amendment process on eurocontrol.int	MID region GeoPDF tool initialized
Sept 2008	5LNC for CAR regions	5LNC and RD loaded in ICARD, read only on eurocontrol.int and write on icao.int	In Progress
Sept 2008	5LNC for ESAF	5LNC and RD loaded in ICARD. Read only on icao.int and write on eurocontrol.int	In Progress
Sept 2008	5LNC for WACAF	5LNC and RD loaded in ICARD. Read only on icao.int and write on eurocontrol.int	In Progress
Sept 2008	SBAS channel allocation	Operational on icao.int	Awaiting FAA LoU action
Sept 2008	Navaid and Route for CAR and SAM regions	Feedback from pilot phase implemented and CAR & SAM regions using it on icao.int	
Oct 2008	Regional Office briefings	Web briefings with relevant ICAO Regional office technical staff for training and feedback.	
Oct 2008	5LNC duplicates resolution	During the Web briefings, a plan for the resolution of the duplicate problem will be agreed by the regional offices with precise recommendations for resolution (code by code).	
Q1 2009	Navaid and Route for All	All ICAO regions using Internet in support of ATS route specification updates	
2009	User's information and feedback sessions	During 2009, PIRG meetings will be used for informing users and requesting feedback.	
Q1 2009	All on www.icao.int	After the User's meeting confirmation, the goal is to have the ICAO website the only write access for all ICAO regions. The EUROCONTROL website will be used in read only mode and it will be possible to act as a failover site in case the ICAO site experiences long periods of non availability.	
Q1 2009	New 5LNC function	If requirement confirmed by the user's meeting, implement the new 5LNC function and abandon the reserve list.	

KEY PERFORMANCE INDICATORS 2008-2010

Delivering the expected outcome at the planned dates for delivery as detailed above will be the primary measure of success of the implementation of the current work programme.

In addition of meeting the planned dates, a number of indicators for the performance of the system developed jointly are identified in the table below. Mechanisms will have to be installed immediately in order to measure these indicators.

Number of 5LNC duplicates	-50%	mid 2008
	-75%	mid 2009
Number of users	400	mid 2008
Number of write access	10000/year	mid 2008
Number of read access	100K/year	mid 2008
Route Change Approval Process	6 weeks	Q4 2008
Number of SBAS channel allocation	750/year	Q4 2008

WHO – need to establish key POC's

STAKEHOLDERS	Points of Contact
ICAO Headquarters (CNS/AIRS)	J. Nagle
Aeronautical GIS Manager	G. Lasnier
GIS Web Assistant	M. Morawski
Aeronautical Information Manager	J. Guevin
Aeronautical Information Manager	J-M Galais
Technical Clerk	S. Laskie
GIS Web Assistant	M. Morawski
ICAO Regional Offices	
APAC Bangkok	
ESAF Nairobi	
EUR/NAT Paris	
MID Cairo	
NACC Mexico	
SAM Lima	
WACAF Dakar	
States through PIRGS	
ALLPIRG	
APANPIRG	
APIRG	
EANPG	
GREPECAS	
MIDANPIRG	
NATSPG	

COMMUNICATIONS MATRIX (tbd)

WHEN

ID	WHAT	WHO	WHEN
	TRANSITION TO eANP		
	Develop ICAO Framework for Transition to eANP		
	Write core work programme		
	Write service increment elements (5LNC, Route Planner, FIRs, etc.)		
	Write simplified Framework for CNS/AIRS unit work program		
	Advance copy to partners		
	Letter from D/ANB to all		
	RDs POC per RO		
	Target dates for comments to Framework		
	Website (with RSS link/pwd protected) to give information on progress		
	Sub-site on ICARD to show deployment status of 5LNC		
	Pre-Phase 1		
	Existing / Common data review – data capture assessment		
	Common data matrix		
	Systems' analysts to decide way to go ahead		
	Work plan on who does what and how		
	Phase 1		
	Creation of clone reports		
	Phase 2		
	Work on transition formats – report generator format rather than static tables format		
	Phase 3		
	New eANP		

APPENDIX A

REGIONAL BASIC AIR NAVIGATION PLAN
PROPOSED NEW LAYOUT AND CONTENT

PART – SECTIONS COMMON TO ALL ANPS	**PART – SECTIONS REGION SPECIFIC**
INTRODUCTION * Regional Air Navigation Planning *(relationship Regional Air Navigation Plans - Global Air Navigation Plan)*	
* Concept and purpose of air navigation plans, CNS/ATM elements, procedures for amendments, etc.	
* Global Plan Initiatives, Regional Plan Initiatives	
* Alphabetical index of States and territories *(table to show: Regional ANP, Regional Planning Groups membership, accredited ICAO Regional Office)*	
* Basic operational requirements and planning criteria (BORPC)	
PART I –Region General Planning Aspects (GEN) * Geographical scope * Flight Information Regions (FIRs) *(link to database)* * Performance Based Requirements * Planning Process *(specific regional planning groups - mechanism)* * Global Planning Initiatives (GPIs) and Regional Planning Initiatives (RPIs) * Human Factors Considerations * Safety Consideration * Homogeneous Areas and Major Traffic Flows * Air Traffic Forecasts, System Capacity and Air Traffic Demand * Implementation Strategy	

PART II – Aerodromes / Aerodrome Operations (AOP) * References to Standards, Recommended Practices and Procedures *(Annexes, PANS, SUPPs)* *Note: The "Appendix on international aerodromes required in the region" will be deleted; information to be available from a data base.*	* Specific regional requirements and planning *(include definition of requirements for international aerodromes for the Region)*
PART III – Communications, Navigation and Surveillance (CNS) * References to Standards, Recommended Practices and Procedures *(Annexes, PANS, SUPPs)* *	* Specific regional requirements and planning
PART IV — Air Traffic Management (ATM) Airspace Management (ASM) Air Traffic Services (ATS) Air Traffic Flow Management (ATFM) * References to Standards, Recommended Practices and Procedures *(Annexes, PANS, SUPPs)* *Notes:* *1. VHF VOLMET broadcasts , Provision of information on hazardous weather conditions should be covered under Meteorology.* *2. Incident reporting and investigation should be covered in the "Safety" section* *3. Appendix — Table ATS 1 — Basic ATS Route Network in the Lower and Upper Airspace and Charts ATS 2A, B, C, D, E, F, G, H, I, J, K (ATS Routes and Associated Navigation Means) moved to a database* *4. Charts ATS 1A, 1B, 1C — Flight Information Regions to be moved to Part I – General Planning Aspects*	*Specific regional requirements and planning to cover: Airspace management (ASM) Air traffic services (ATS) Air traffic flow management (ATFM)
PART V — Meteorology (MET) * References to Standards, Recommended Practices and Procedures *(Annexes, PANS, SUPPs)* *	* Specific regional requirements and planning

PART VI — Search And Rescue Services (SAR) * References to Standards, Recommended Practices and Procedures *(Annexes, PANS, SUPPs)* *	* Specific regional requirements and planning
PART VII — Aeronautical Information Services/Management (AIS/M) * References to Standards, Recommended Practices and Procedures *(Annexes, PANS, SUPPs)* *	* Specific regional requirements and planning
PART VIII — Safety (SAF) * References to Standards, Recommended Practices and Procedures *(Annexes, PANS, SUPPs)* *	* Specific regional requirements and planning
PART IX —Human Resources And Training (HR&TNG) * References to Standards, Recommended Practices and Procedures *(Annexes, PANS, SUPPs)*	* Specific regional requirements and planning
PART X — Contingency Planning (CPLN) * References to Standards, Recommended Practices and Procedures *(Annexes, PANS, SUPPs)* * Specific regional requirements and planning	

APPENDIX B

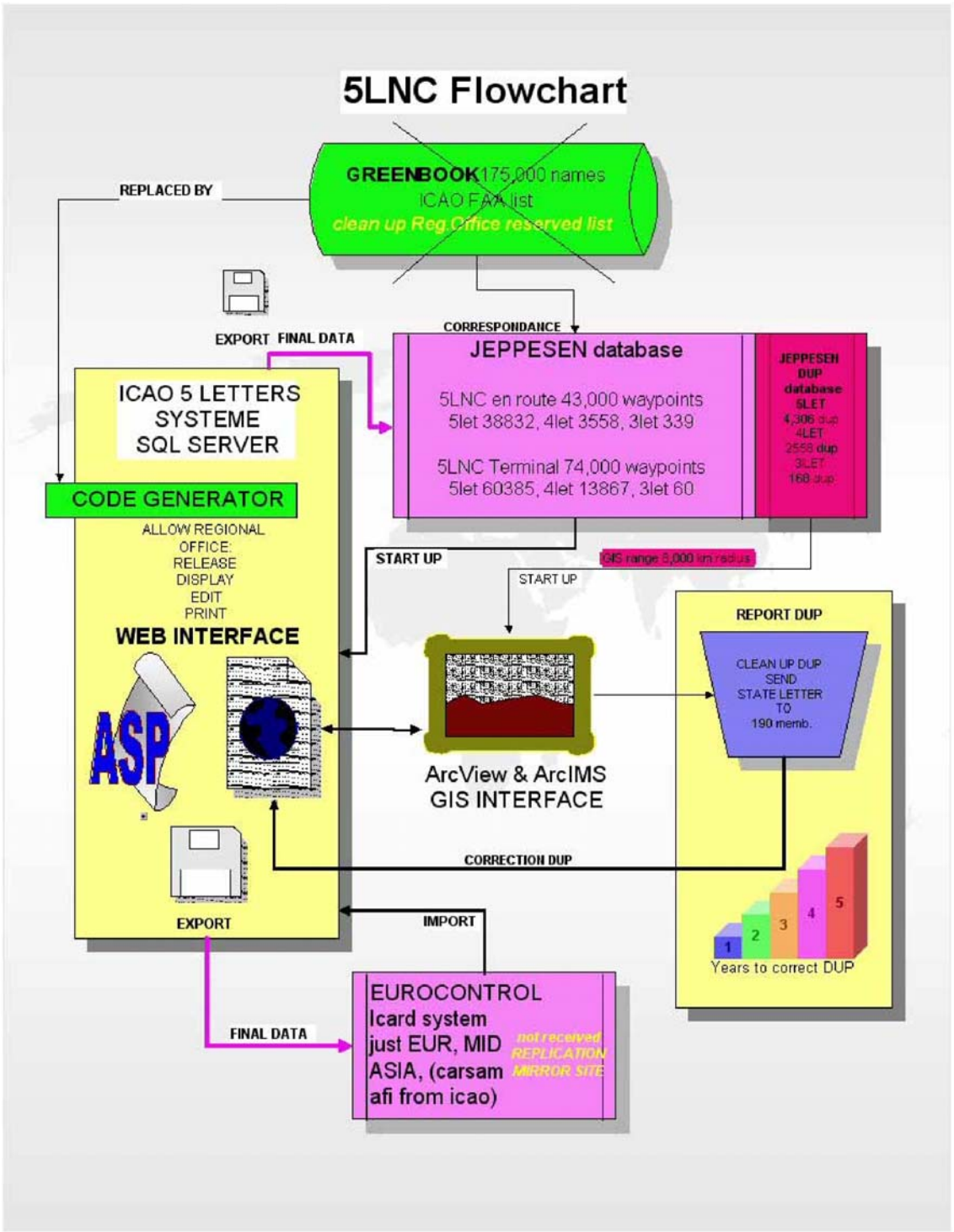
WEB-BASED ATS ROUTE PLANNING DATABASE PROPOSED COORDINATION AND APPROVAL PROCEDURE (draft of 08/10/07)

PHASE	ACTION	APPLI-CATION
1.	Route Planner (Originator) develops a package of proposals through drawing routes via the ATS route planning tool, for example: *- create new routes/waypoints, delete existing routes/waypoints, amend existing routes/waypoints, etc.*	Dbase
2.	Route Planner (Originator) has possibility to print list of changes by route descriptions and graphical illustration with proposal superimposed on actual situation.	Export document
3.	Route Planner (Originator) completes internal coordination/approval process to finalise proposal, including coordination within Route Planning Groups and forum.	Dbase Export document Email
4.	Route Planner (Originator) will submit package for regional coordination and approval to States and International Organisations and ICAO via database - deadline for replies set from date of submission (default/adjustable).	Dbase Email
5.	States/International Organisations/ICAO enter comments / agreement / objection through database.	Dbase
6.	**Comments** Commenter indicates "Comment" and "reason for comment" in order for comments to be retained by the system. Database sends email to Route Planner (Originator), Route Planning Group Secretariat and ICAO (for information), Commenter, Route Planning Group Secretariat and Route Planner (Originator) coordinate and update proposal on database, Commenter changes status from “Comments” to “Agreement”.	Email Dbase
7.	**Agreements** State or International Organization indicates "Agreement" if they have no comments or objections to the proposal.	Dbase
8.	**Objections** Objector indicates “Objection” and fills in “reason for objection” in order for objection to be retained by the system. ICAO to review “reason for objection” to decide its validity <u>If objection is valid</u>, iii) ICAO to facilitate negotiation between Route Planner (Originator) and Objector via email and other means. iv) When coordination is finalised, ICAO changes status from “Objection” to “Agreement”. <u>If objection is not valid</u>, iii) ICAO informs objector of invalidity of objection via email and other means. iv) When coordination is finalised, ICAO changes status from “Objection” to “Agreement”.	Email Dbase
9.	On the day after the deadline for replies (see Step 5) an automatic email will be sent to inform the status of the proposal, based on the replies received: if all replies are Agreement - the proposal is Approved and all will be informed (see Step 10). if there are Comments still pending - the Route Planner (Originator), Route Planning Group Secretariat and ICAO are informed. if there are any unresolved Objections - the Route Planner (Originator), Route Planning Group Secretariat and ICAO are informed.	Email Dbase

1	**Approval** When the proposal is Approved, all who received the original proposal (see Step 5) will be informed automatically via email of details of the approved changes. Agreement - if all replies are Agreement, the proposal is Approved on the day after the deadline for replies. Comments - when the issues are resolved between the Route Planner (Originator) and the Commenter and the Commenter changes the status to Agreement (see Step 7 iii), the proposal will be Approved the next day. Objections - when ICAO completes the necessary coordination and changes the status to Agreement (see Step 8), the proposal will be Approved the next day.	Email Dbase
1	Approved data is migrated from “Proposal” to “ICAO ANP”.	Dbase

APPENDIX C

ICARD – FIVE-LETTER NAME CODE SYSTEM



APPENDIX D

ROUTE DESIGNATOR MANAGEMENT SYSTEM

EUR PROPOSED PROCEDURE

STEP	ACTION	FUNCTION
1	Route segments/couples selected to form a route	
2	Route characteristics to be filled in: Fields: * Upper / Lower (either-or / both) * Conventional / RNAV * Conditional routes (CDR) / ARR / DEP / Enroute	
3	System runs query on RDs already in use at both extremities of route selected to find RD to be proposed * Vertical plane (upper and lower airspace) * Horizontal plane (continuation of existing route)	
4	List of all RDs in use at each extremity with possibility to extend indicated	Show MAP
5	If no options available, system proposes new RDs (random set of 10) Parameter/checks required: * conventional / RNAV * enroute / ARR+DEP – domestic or international route * if possible, no numerical duplicates in same FIR/State i.e. L619 exists, therefore N619 should not be proposed	
6	User select new RD as proposed or extendable RD as proposed	
7	User may force his own choice by clicking on Manual Selection	
8	List of Available RDs per letter (as is done today) appears and	
9	User selects preferred RD	
10	System makes numerical duplicate check and shows this on List and Map facility like in 5LCN module	
11	User to check box that numerical duplicate check has been made	

POSSIBLE ACTIONS BY USER:

i) Select existing RD to extend existing route
ii) Release existing RD
iii) Replace existing RD with new RD
iv) Replace existing RD with another existing RD
v) Select new RD for new route

SEARCH CRITERIA:

i) Full Designator
ii) Designator Prefix: Drop down list of:

Conventional	RNAV
A, B, G, R	L, M, N, P
H, J, V, W	Q, T, Y, Z

iii) Going through Regions: Drop down list of:

AFI
APAC
CAR
EUR
MID
NAM
NAT
SAM

iv) Going through States: Drop down list of All States
v) Vertical plane: Drop down list of : Upper only, Lower only, Upper and Lower
vi) Status: Drop down list of: ALLOCATED / RESERVED (Route not yet implemented) / AVAILABLE / RELEASED (6 months period before becoming Available)
vii) Implementation Status: Drop down list of: RESERVED BUT NOT PUBLISHED / PUBLISHED / IMPLEMENTED
viii) Routes containing points: 5LNC / IDENTs

Issues to consider:

1. *Annex 11 amendment – removable of idea of Regional and Non-Regional Route Designators? – applicability date in 2011 / 2012*
2. *Need for development as current ICARD Route Designator Module does not fulfil above requirements.*
3. *Need for sponsor.*

APPENDIX E

NAVAID (IDENT) MANAGEMENT SYSTEM

EUR PROPOSED PROCEDURE

POSSIBLE ACTIONS BY USER:

1. Create new "Location name" and new "IDENT"
2. Create new "IDENT" within existing "Location name"
3. Delete "Location name" and therefore deleting all "IDENT" linked to it
   Note: this has impact on Routes that are linked to IDENTs and therefore consequential amendments.
4. Delete "IDENT" whilst maintaining others linked with existing "Location name"
5. Modify "Location name" or 'IDENT" or "Coordinates" or "Type"
   Note: impact on Routes that are linked to IDENTs and coordinates and therefore consequential amendments.

SEARCH CRITERIA:

1. IDENT
2. Location name
3. Coordinates
4. State
5. Type: L, NDB, VOR, DME, etc.
6. Show on Map

Issues to consider:

1. *Need for development as currently not in ICARD. [SAFIRE OR ICARD (APAC TOOL)?]*
2. *Need for sponsor.*
3. *Data exists in SAFIRE – to be linked to avoid duplication.*
4. *Wider issues:*
   a. *Duplicates – how to reduce pilot error on FMS*
   b. *Max/Min parameters for database to accept duplicates on horizontal plane - Annex 11: minimum distance 600NM for duplicates*
   c. *Change from 3 letters to 5 would require global consultation process to be launched*
   d. *Types of duplicate problems:*
      i. *duplicated IDENTs used for different Navaids in the same location, in the same State; and*
      ii. *duplicated IDENTs used for different Navaids in different locations, in different States.*

Proposal to be discussed:

1- A three letter code will never uniquely identify a navaid worldwide. 2- For unique identification of a navaid, propose two attributes of the navaid:

- the three letter ident.
- the State in charge of the navaid.

3- If the code for a new navaid is decided by frequency planning people, the planning tool should ensure uniqueness following two independant criteria:

- three letter code unique within 600Nm.

- three letter code unique within the State.

4- Solving existing duplicates of IDENT within a State will be required. This will need to be coordinated by route planners and frequency managers, ICARD can be used for that by providing list and maps of duplicates like it is done for the 5LNC.

I think that if we can achieve that the three letter code ident of a navaid is unique within a State we will have all what is required for digital data exchange. This solution does not require any update of the ICAO Annexes and does not require any system changes in the many systems in the world that have been developed with navaids ident = three letters. The future systems will be capable of handling the attribute of the State in charge of the navaid independently of its code.

APPENDIX F

ATS ROUTE PLANNER SYSTEM

Insert proposed GeoPDF tool demo

APPENDIX G

PROPOSAL FOR AMENDMENT TRACKING SYSTEM

ICAO FRAMEWORK FOR TRANSITION TO eANP

SERVICE INCREMENT ELEMENTS

PROPOSAL FOR AMENDMENT TRACKING SYSTEM

EUR/NAT Proposal for Amendment Tracking Database Screen Used As A Visual Aid (Figure 1 refers).
Areas that could be used and those to be disabled until integrated into other eANP modules are explained.

POSSIBLE ACTIONS BY USER:

1. Find approved proposals for amendment
2. Find current proposals for amendment
3. Find closed/cancelled proposals for amendment
4. Create new proposal for amendment
5. Print reports after queries with "Search Criteria" below. (See example of Report after query on all FIR boundary proposals for amendment processed by EUR/NAT in Figure 4).

SEARCH CRITERIA:

1. Regional Office
2. Year
3. Serial Number
4. Part of ANP: AOP/MET/ATS1/FIR, etc.
5. Basic/FASID/SUPPs
6. Date received
7. [SUPPs] Date sent to HQ for review
8. Date circulated
9. Deadline for comments
10. [Revised] Date re-circulated
11. [Revised] Deadline for comments
12. Date submitted for approval
13. Date of approval
14. Notification to States
15. Date implemented
16. Amendment # : ANP / FASID / SUPPs
17. Originated by: States
18. Circulated to: States
19. Status: DRAFT/PREPARE PROPOSAL/CIRCULATED TO STATES/REVIEW OF COMMENTS > SEND FOR APPROVAL or REVISED >PROPOSAL APPROVED or RE-CIRCULATED TO STATES…/IMPLEMENTED (Figures 2 and 3 refer)

PROPOSAL FOR AMENDMENT TRACKING SCREEN – AREAS THAT COULD BE USED:

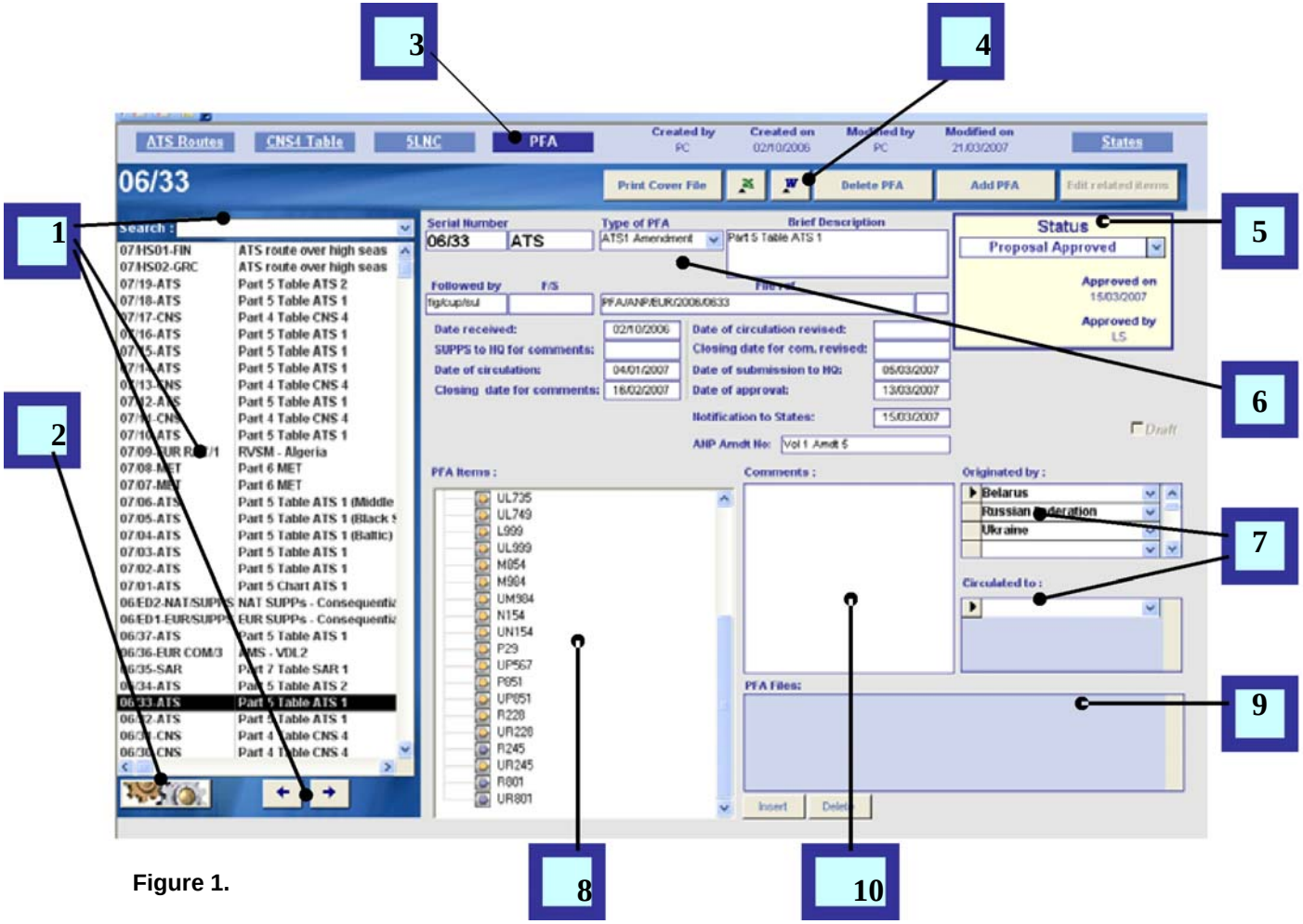


Figure 1.

1. Navigation Controls.
2. Toggle button: display PFA in progress only or all PFA.
3. *Navigation links between each component. (DISABLED UNTIL INTEGRATED WITH E-ANP MODULES)*
4. Command buttons.
   - *Print File Cover:* print the file cover sheet of the PFA displayed *(if paper filing still being done)*
   - *Print PFA List:* Print List of PFA in progress in Word or Excel. *(This could be placed in the "Search Criteria" menu.)*
   - : Print the PFA in Word. *(DISABLED UNTIL INTEGRATED WITH E-ANP MODULES)*
   - Delete PFA: Delete current PFA displayed on screen
   - Add PFA: Create a new PFA.
   - Edit related items: Open the window for editing ATS1/CNS4 amendments. *(DISABLED UNTIL INTEGRATED WITH E-ANP MODULES)*
5. Status: Shows the PFA Status.
6. PFA Information.
7. List of States: show originators of this amendment and State(s) which are to be consulted.
8. Lists ATS1 or CNS4 items that are amended in the PFA concerned. *(DISABLED UNTIL INTEGRATED WITH E-ANP MODULES)*
9. Links to Word files related to PFA.
10. Comments on process of development of PFA (e.g. resolving objection from BUL).

PFA Status The different stages of Status of PfA you can select depend on the previous stage.

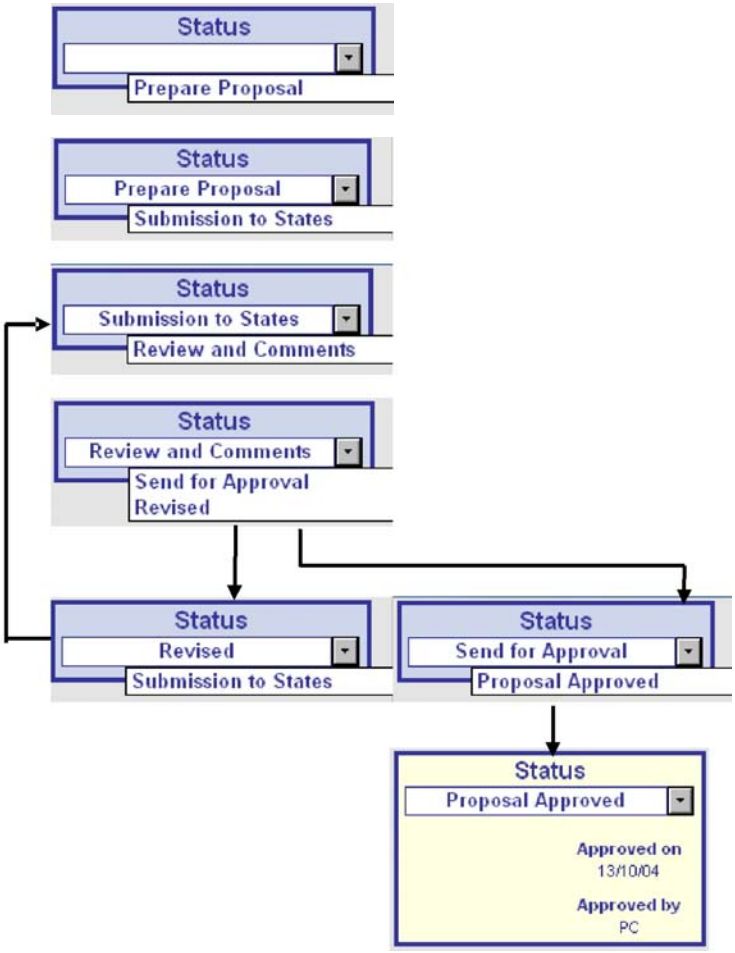


Figure 2 – Flow of Status of Processing of Amendment Proposal

If, or When, integrated with the other elements of the eANP umbrella, when selecting "Proposal Approved", the following message will be displayed:

If "No" is selected, the status remains "Send for approval". If "Yes" is selected, all PFA changes (ATS1, FIRs, etc.) will be migrated into the main e-ANP database.

The following window will appear.

Figure 3 – When integrated into other modules of e-ANP

S No.		Originator(s)	FIRs concerned	Rec'd	Circulated	Ddline	Sent for App	Approved	States informed	ANP Amdt
96/38	ATS	Bulgaria, Georgia, Romania, Russian Federation, Turkey, Ukraine	Tbilisi, Rostov, Simferopol, Ankara, Istanbul, Varna, Bucuresti, Odessa	04/12/1996	12/12/1996	20/01/1997	29/07/1997	17/02/1997	19/02/1997	24th
00/3	ATS/SAR	Bulgaria, Turkey	Varna, Istanbul	23/03/2000	06/04/2000	25/05/2000	07/06/2000	20/06/2000	23/06/2000	Vol 1 &2- 1st
95/40	ATS/SAR	Estonia, Lithuania, Russian Federation	Kaliningrad, Vilnius, Riga, Tallinn	20/07/1995	26/12/1995	06/02/1996	05/06/1998	19/06/1998	22/06/1998	24th Amdt 1
06/06	ATS	Finland	(All FIRs combined) Finland FIR	23/05/2005	20/02/2007	03/04/2007	04/04/2007	NOT APPROVED		
92/10	ATS/SAR /115	France	?					05/05/1993		24th
95/57	ATS	Georgia	?	21/09/1995	30/11/1995	11/01/1996	09/02/1996	28/02/1996	12/03/1996	24th
95/1	ATS	Germany	FIR Berlin, FIR Bremen, FIR Frankfurt, FIR Dusseldorf, FIR Munchen, UIR Berlin, UIR Hannover, UIR Rhein	19/12/1994	03/03/1995	24/04/1995	01/02/2000	25/02/2000	02/03/2000	Vol 1 &2- 1st
06/08	ATS	Germany	FIR Berlin, FIR Bremen, FIR Frankfurt, FIR Munchen	20/12/2005	10/02/2006	22/03/2006	13/04/2006	08/05/2006	15/05/2006	Vol 1 Amdt 5
07/01	ATS	Germany	FIR Bremen, (FIR Berlin combined in FIR Bremen), FIR Langen, (FIRs Frankfurt & Dusseldorf combined in FIR Langen), FIR Munich, UIR Rhein (UIR Berlin combined in Rhein)	06/10/2006	05/01/2007	16/02/2007	26/02/2007	02/03/2007	06/03/2007	Vol 1 Amdt 5
99/21	ATS/SAR	Lithuania	Vilnius FIR	08/04/1999	26/04/1999	16/06/1999	22/06/1999	10/12/1999		Vol 1 - 1st
99/35	ATS	Lithuania	Vilnius FIR	11/10/1999	26/01/2000	08/03/2000	13/03/2000	27/03/2000	29/03/2000	Vol 1 - 1st
98/1	ARN/ATS /MET	Sweden	FIR Sundsvall, FIR Stockholm, FIR Malmö	23/01/1998	13/05/1998	26/06/1998	11/08/1998	09/09/1998	16/09/1998	24th Amdt. 1
02/14	ATS/SAR	Sweden	(All FIR combined) Sweden FIR/UIR	17/10/2001	18/07/2002	06/09/2002	19/12/2002	29/04/2003	05/05/2003	Vol 1 Amdt 2
FI02/15	ATS/MET /SAR	Sweden	(All FIR combined) Sweden FIR/UIR	17/10/2001		18/07/2002	06/09/2002		05/05/2003	Vol 2 Amdt 2
99/51	ATS/MET	Switzerland	(FIR Geneve, FIR Zurich combined) FIR Switzerland	20/09/1999	11/01/2000	11/02/2000	13/03/2000	27/04/2000	02/05/2000	Vol 1 - 1st
99/17	ATS/SAR	Ukraine	Odessa, Simferopol	12/02/1999	18/04/2000	30/05/2000	22/06/2000	07/07/2000	17/07/2000	Vol 1 - 1st

Figure 4 - Example of Report after query on all FIR boundary proposals for amendment processed by EUR/NAT

APPENDIX H

AERODROME ORIENTED DATABASE

a. Starting point – the AOP table in the Basic ANP; link to Doc7910
b. FASID Tables related to the AOP Table in BANP
    i. AOP1 (needs major review and update)
    ii. AOP2 (likely to be proposed for deletion)
    iii. CNS 2 (?)
    iv. MET 1A
    v. MET 2A
c. Common data fields (first guess)
    i. ICAO loc.ind. (CCCC)
    ii. Aerodrome name
    iii. State of aerodrome
    iv. Aerodrome designation
    v. Other Geographical data

Idea.: Consider an eAOP table with a GIS display.

APPENDIX G

FIR BOUNDARY AMENDMENT AND INFORMATION DATABASE

1. Starting point – developing new simple Table for the FIRs and the associated ACCs
2. Related FASID Tables

CNS 3
ATS 2 (VOLMET)
MET 1B (MWOs – SIGMET)
MET 3A (Tropical Cyclone Advisory Centres (TCAC) – the AoRs of the TCACs are related to the FIRs)
MET 3B (Volcanic Ash Advisory Centres (VAAC) – the AoRs of the VAACs are related to the FIRs and the ACCs)
SAR 1 (link between the FIRs/ACCs and RCCs) AIS 1 (link between the FIRs and NOTAM Offices)

3. Common data fields

FIR/ACC loc. Indicator and name (link with Doc 7910) FIR Geographical boundaries

FIR BOUNDARY AMENDMENT FACILITY

POSSIBLE ACTIONS BY USER:

1. Create new FIR
2. Modify existing FIR
3. Delete existing FIR and merge with an existing FIR
4. Rename existing FIR
5. Print
   a. Coordinates of each FIR polygon in Table format
   b. Map of selected FIRs

MIDANPIRG/11
Appendix 5.5B to the Report on Agenda Item 5.5B

Tel.: +1 (514) 954-8219 ext. 6711

Ref.: AN 13/2.1-09/09 6 February 2009

Subject: Guidance for implementation of flight plan information to support Amendment 1 of the P*rocedures for Air Navigation Services — Air Traffic Management,* Fifteenth Edition (PANS-ATM, DOC 4444)

Action required: Coordinate the transition to the new ICAO flight plan

Sir/Madam,

1. I have the honour to draw your attention to the content of Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management,* Fifteenth Edition (PANS-ATM, Doc 4444) related to the amended flight plan form and new flight planning procedures.

2. The nature and scope of the amendment, as described in State letter AN 13/2.1-08/50, is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

3. Considering that the transition from the current flight plan form and associated requirements to the new flight plan may present challenges for States and organizations involved in the processing of flight plans, ICAO has developed the guidance contained in the Attachment. The primary purpose of this guidance is to support a coordinated global effort during the transition period so that a successful and coordinated transition is achieved by the applicability date of 15 November 2012.

4. To support the transition, a public website is being developed by ICAO where States, Air Navigation Service Providers (ANSPs) and airspace users will be able to find information regarding the implementation status of the Amendment and where the most common issues and difficulties encountered will be discussed. States will be notified as soon as the site is available.

5. May I, therefore, request that all efforts be made to ensure a smooth transition to the new flight plan and that particular attention be paid to the pages referring to the conversion of new items 10 and 18 to the present items 10 and 18, which concern aircraft equipment and capabilities.

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

Taïeb Chérif
Secretary General

Enclosure:

Guidance for implementation of flight plan information to support Amendment 1 of the *Procedures for Air Navigation Services — Air Traffic Management*, Fifteenth Edition (PANS-ATM, DOC 4444)

ATTACHMENT to State letter AN 13/2.1 – 09/09

Guidance for implementation of flight plan information to support Amendment 1 of the P*rocedures for Air Navigation Services — Air Traffic Management,* Fifteenth Edition (PANS-ATM, DOC 4444)

1. INTRODUCTION

1.1. The guidance contained herein is provided to assist airspace users and Air Navigation Service Providers (ANSP) to implement the flight planning changes incorporated by Amendment 1 to Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444) Fifteenth Edition.

1.2. Amendment 1 stems from the work of the Flight Plan Study Group (FPLSG). The nature and scope of the amendment is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

1.3. The changes were announced by ICAO in State letter AN 13/2.1-08/50 dated 25 June 2008 and will become applicable on 15 November 2012.

1.4. The changes have considerable consequences on ANSP flight data processing systems that check and accept flight plans and related messages, use flight plan data in displays for controller reference, use data in ANSP automation and which support communication between ANSPs as the flight progresses. Preparation for the changes should therefore be made well in advance of the applicable date.

1.5. The changes also have consequences for airspace users. If a flight plan with new content is sent to an ANSP that has not prepared to accept the new content then it is likely that some information will be lost, misinterpreted or cause a rejection of the flight plan.

1.6. No start date has been given for implementation of the flight planning changes to commence; however, one reason for the State letter is to support the updating of flight plan data processing systems. The transition period for the changes is therefore from 25 June 2008 until 15 November 2012.

1.7. It is recognized that changes will be implemented by airspace users and ANSPs on individual schedules due to individual needs, however some coordination will occur.

1.8. It is essential to the success of this implementation that all airspace users and ANSPs be able to submit and process flight information in accordance with Amendment 1 to the PANS-ATM by 15 November 2012, as processing via present methods is not assured after that date.

1.9. This guidance does not change any provision in Annex 2 — *Rules of the* Air or the PANS-ATM regarding completion and acceptance of a flight plan.

2. OBJECTIVE

2.1. The purpose of the guidance contained herein is to support a coordinated global effort during the transition period so that a successful transition is achieved by the applicability date of 15 November 2012.

3. APPLICABILITY

3.1. This guidance applies to airspace users, ANSPs and Planning and Implementation Regional Groups (PIRGs). Note that flight planning services and related organizations involved in the processing of flight plans are considered part of the airspace user community and, as such, are covered under this guidance.

3.2. This document presents guidelines which should be considered when developing implementation plans for this amendment. Adherence to these guidelines will mitigate risks associated with the technical challenges inherent during the transition period and assure that users are able to meet flight planning requirements as individual ANSPs implement changes.

3.3. This document applies with immediate effect and continues until implementation of Amendment 1 to the PANS-ATM is complete.

4. SCOPE

4.1. This guidance is limited to transitioning to flight planning and Air Traffic Services (ATS) message changes defined in Amendment 1 to the PANS-ATM, including message content and submission instructions.

5. FLIGHT PLANNING ENVIRONMENT

5.1. PRESENT is defined as the present flight planning and ATS message formats as defined in the current version of the PANS-ATM.

5.2. NEW is defined as the flight planning and ATS message formats as specified in Amendment 1 to the PANS-ATM.

5.3. In order to allow performance case considerations to drive individual airspace user and ANSP implementation schedules, the ATM system will need to simultaneously support both PRESENT and NEW for a period of time.

5.4. Amendment 1 to the PANS-ATM contains changes to the length and content of items. The changes to content are as follows:

- Change the way aircraft equipage and capabilities are communicated to provide more details;
- Provide additional means of describing route way points (specifically bearing and distance from points other than navigation aids); and
- Permit specification of the date of flight in a standardised manner.

5.5. The present flight planning environment supports a variety of means of filing flight plans. For example flight plans can be filed directly by the airspace user to each ANSP individually or flight

plans can be filed by the airspace user at one location and then the ATM system distributes the flight plan. Amendment 1 does not specifically change these options; however the means of transitioning to Amendment 1 may impose some requirements during the transition.

5.6. The present ATM system supports a variety of means of ANSPs communicating flight plan data between ANSP systems, for example use of coordination messages where Amendment 1 implies changes of content.

6. IMPLEMENTATION GUIDELINES

6.1. These guidelines have been developed to facilitate concurrent use of both PRESENT and NEW by airspace user and ANSP flight data processing systems during the transition period.

6.2. **Guideline 1**

a) As each ANSP transitions to NEW, it is essential that they also support PRESENT until the applicability date of 15 November 2012.

b) There is no requirement for ANSPs to accept and process PRESENT after the applicability date, unless specified by the appropriate authority.

c) This guideline relates to the situation when some ANSPs and/or airspace users do not implement the flight planning changes until the end of the transition period.

6.3. **Guideline 2**

a) PIRGs are encouraged to plan and publish regional implementations sufficiently in advance of the applicability date so that airspace users and ANSPs can respond to and resolve any unforeseen operational issues.

b) It is anticipated that implementation will occur progressively as each PIRG works with their member States/international organizations and airspace users to coordinate a regional transition prior to 15 November 2012.

c) Transition plans should encourage all ANSPs to transition to NEW a certain period of time prior to 15 November 2012 to allow airspace users a transition period to NEW before the applicability date.

d) Transition plans should take into account that the airspace user may not be able to make use of the new opportunities provided by NEW until an ANSP has transitioned. Even then, use of NEW may be restricted in its application if the flight still involves ANSPs who have not yet transitioned.

6.4. **Guideline 3**

a) During the transition period and after an ANSP has advised that they can accept NEW, the determination to file NEW or PRESENT with that ANSP is the choice of the airspace user.

b) It is expected that airspace users will make the decision on what format to file based on performance gains which may be achieved through capability information in Items 10 and/or 18 of NEW.

c) It is intended that all airspace users will file NEW from the applicability date forward, as using PRESENT is not assured after that date.

***Note* – The following guidelines apply only to situations where ANSPs affected by a flight have not all transitioned to NEW.**

6.5. **Guideline 4**

a) During the transition period when not all ANSPs affected by a flight have transitioned to NEW, the airspace user must ensure that PRESENT is filed with ANSPs who have not yet transitioned.

b) This can be achieved by the airspace user filing only PRESENT with all ANSPs (as ANSPs supporting NEW will also support PRESENT during transition).

c) ANSPs using PRESENT may misinterpret, and may reject, flight plan information that is filed more than 24 hours in advance of flight. Filing more than 24 hours in advance of flight cannot be used if one or more ANSPs affected by a flight have not transitioned (unless those ANSPs already support filing more than 24 hours in advance of flight). Although ANSPs using NEW could accept the flight plan they may not be able to pass essential coordination to ANSPs using PRESENT.

d) The airspace user may choose to file NEW to ANSPs that have transitioned and PRESENT to ANSPs that have not transitioned. However, without special transitional procedures, a situation can occur where the NEW would only be useable until the first ANSP along route of flight using PRESENT. This is because the ANSP using NEW will not be able to coordinate NEW with ANSPs using PRESENT.

6.6. **Guideline 5**

a) To facilitate user decisions on whether to file PRESENT, NEW or a combination of PRESENT and NEW, ICAO will maintain a website listing each ANSP's ability to accept PRESENT or NEW.

b) This information which will be publicly available is in addition to the normal methods of communication between an ANSP and its airspace users.

c) Each ANSP will communicate, via State and ICAO Regional Offices, their ability to accept NEW to ICAO as soon as possible so that ICAO can ensure that complete and updated information is posted on the website. An ANSP advising of having completed transition to NEW is also indicating that they can coordinate with other ANSPs who have transitioned to NEW.

6.7. **Guideline 6**

a) During the transition period, ANSPs who accept NEW may need to convert flight information to PRESENT for coordination with adjacent ANSPs who have not yet transitioned.

b) It is strongly recommended for consistency that all ANSPs utilize the conversion table provided below so that airspace users and ANSPs have a common understanding of how NEW will be converted to PRESENT.

c) PIRGs, States and ANSPs should be aware that valuable planning information may be lost during the conversion process, as shown in the conversion table.

d) There is no intent for PRESENT to be converted to NEW during the transition period.

7. CONVERSION OF NEW ITEMS 10 and 18 TO PRESENT ITEMS 10 and 18

It is strongly recommended that all ANSPs utilize the table below to convert NEW Items 10 and 18 to the PRESENT for coordination with adjacent ANSPs which only accept PRESENT.

- Different agreements may be worked out between ANSPs for Item 18 information if the conversion would cause the message to be rejected by an ANSP which only accepts PRESENT.

- CAUTION: Some information will be lost from NEW during conversion, including certain information about capabilities, and information held in Item 18 indicators which do not exist in PRESENT such as DOF, DLE and TALT. As a partial mitigation, any information which would otherwise be lost from NEW may be translated into a single free text following RMK/ in Item 18 of PRESENT.

	NEW data in these columns		**Converts to PRESENT data in these columns**	
Com-Nav	**Item 10**	**Item 18**	**Item 10**	**Item 18**
	N		N	
	S		VOL	
	SF		S	
	A		Z	NAV/GBAS
	B		Z	NAV/LPV
	C		C	
	D		D	
	E1		J	DAT/n
	E2		J	DAT/n
	E3		J	DAT/n
	F		F	
	G	NAV/nnnn	G	
	H		H	
	I		I	
	J1		J	DAT/V
	J2		J	DAT/H
	J3		J	DAT/V

	J4		J	DAT/V
	J5		J	DAT/S
	J6		J	DAT/S
	J7		J	DAT/S
	K		K	
	L		L	
	M1		Z	COM/INMARSAT
	M2		Z	COM/MTSAT
	M3		Z	COM/IRIDIUM
	O		O	
	P1-P9(Reserved)			
	R	PBN/nn	Z	NAV/nnnn

	NEW data in these columns		**Converts to PRESENT data in these columns**	
Com-Nav	**Item 10**	**Item 18**	**Item 10**	**Item 18**
	T		T	
	U		U	
	V		V	
	W		W	
	X		X	
	Y		Y	
	Z	COM/NAV/DAT	Z	COM/ NAV/

Sur	N		N	
	A		A	
	C		C	
	E		S	
	H		S	
	I		I	
	L		S	
	P		P	
	S		S	
	X		X	
	B1			
	B2			
	U1			
	U2			
	V1			
	V2			
	D1		D	
	G1		D	

— END —

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ATM PERFORMANCE OBJECTIVES

IMPLEMENTATION OF THE NEW ICAO FPL FORM				
Benefits				
Environment	• reductions in fuel consumption			
Efficiency	• ability of air navigation service providers to make maximum use of aircraft capabilities • ability of aircraft to conduct flights more closely to their preferred trajectories • facilitate utilization of advanced technologies thereby increasing efficiency • optimized demand and capacity balancing through the efficient exchange of information			
Safety	• enhance safety by use of modern capabilities onboard aircraft			
Strategy ***Short term (2009 - 2012)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
SDM	• Planning and implementation of transition elements	2009-2012		
	• ensure that enabling regulatory (regulations procedures, AIP etc..) provisions are developed	2009		
	• ensure that the automation and software requirements of local systems are fully adaptable to the changes envisaged in the new FPL form	2009		
	• ensure that issues related to the ability of FDPS's to parse information correctly and to correctly identify the order in which messages are received, to ensure that misinterpretation of data does not occur	2009-2012		
	• analyze each individual data item within the various fields of the new flight plan form, comparing the current values and the new values to verify any problems with regard to applicability of service provided by the facility itself or downstream units	2009		
	• ensure that there are no individual State peculiarities or deviations from the flight plan provisions	2009-2012		
	• ensure that the accepting ATS Reporting Office accepts and disseminates all aircraft capabilities and flight intent to all the downstream ACCs as prescribed by the PANS-ATM provisions	2012		

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
	• plan the transition arrangements to ensure that the changes from the current to the new ICAO FPL form occur in a timely and seamless manner and with no loss of service	2009-2012		
	• in order to reduce the change of double indications it is important that any State having published a specific requirement(s) which are now addressed by the amendment should withdraw those requirements in sufficient time to ensure that aircraft operators and flight plan service providers, after 15 November 2012, use only the new flight plan indications.	2009-2012		
	• ensure the training of relevant stakeholders (air traffic controllers, etc)	2009-2012		
	• develop and make available, guidance material for users, including but not limited to ANSP personnel	2009		
	• establish a central depository in order to track the implementation status and inform the ICAO regional offices on an ongoing basis	2009		
linkage to GPIs	GPI/18 Aeronautical Information			

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IFPS FOCAL POINTS

No.	Name	Full Address	Email Address	Office Number	Mobile Number	Fax Number	Role
1	Mr. Fathi Ebrahim Al Thawadi	Ministry of Transportation Civil Aviation Affair P.O. Box 586 BAHRAIN	fathi@caa.gov.bh	(973) 17 329 153	(973) 396 766 14	(973) 17 321 992	
2	Mr. Mohsen Lotfy Elagaty	National Air Navigation Services Company (NANSC) Cairo Air Navigation Center (CANC) Cairo Airport Road EGYPT	mohselelagaty@yahoo.com	(202) 2265 0743	(2010) 623 922	(202) 2267 1056	
3	Mr. Ramezanali Ziaee Gravi	Iranian Airport Company AIS Mehrabad Int'l Airport P.O. Box 11798 13445 Tehran -IRAN	ais_iran@airport.ir	(9821) 6602 5108	(9819) 127090876	(9821) 4464 9269	
4	Mr. Khodakarami Mohammad	Iranian Airport Company AIS Mehrabad Int'l Airport P.O. Box 11798 13445 Tehran -IRAN	MKHD4444@yahoo.com	(9821) 6603 6241	(9819) 123908196	(9821) 6603 6241	
5	Mr. Al Jammoul	Rafic Hariri Beirut Int'l Airport Beirut 3rd Floor - LEBANON	ais@beirutairport.gov.lb	(961-1) 629 067	(961-70) 913 440	(961-1) 629 023	
6	Mr. Mounzer Kherbek	Syrian Civil Aviation Authority 1, Al Najmeh Square P.O. Box 6257 - Damascus Syrian Arab Republic	atm@scaasy.com	(963-11) 331 5547	(963-944) 586 424	(963-11) 331 5547	

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MID FANS 1/A IMPLEMENTATION TEAM (MID-FIT)

TERMS OF REFERENCE

A) TERMS OF REFERENCE

The FANS 1/A Implementation Team for the MID Region (MID-FIT) shall be responsible for system configuration coordination and oversee the end-to-end monitoring process to ensure the FANS 1/A systems are implemented, continue to meet their performance, safety, and interoperability requirements.

MID-FIT shall:

1) Review the work that was already achieved and reschedule the tasks that were not completed by the AFIG team.

2) Determine the common operational architecture to support CPDLC and ADS;

3) Support the implementation and operational benefits of CPDLC and ADS;

4) Authorize and coordinate system testing and operational trials;

5) Develop interim operational procedures to mitigate the effects of problems until such time as they are resolved;

6) Review identified problem reports and determines appropriate resolution;

7) Monitor the progress of problem resolution; and

8) Report to CNS/ATM/IC Sub Group in close coordination with CNS Sub Group.

B) COMPOSITION

The MID- FANS 1/A Implementation Team (FIT) will consist of representatives from MID States, aircraft and ancillary equipment manufacturers, airlines, data communication service providers (DSP), ACAC, IATA, IFALPA.

Other representatives, who could contribute to the activity of the team, could be invited to participate as observers.

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PROPOSED TERMS OF REFERENCE FOR PBN/GNSS TASK FORCE

1. TERMS OF REFERENCE

a) Carry out specific studies in support of the implementation of Performance Based Navigation (PBN) in the MID, according to the ICAO Strategic Objectives and Global Plan Initiative (GPI) 5 and related GPIs (GPIs 7, 10, 11, 12, 20, 21).

b) Identify other issues/action items arising from the work of ICAO or for consideration by ICAO in order to facilitate regional and global harmonization of existing applications as well as future implementation of Performance Based Navigation operations.

c) Determine and recommend, on the basis of the study, the PBN strategy and Implementation Plan for the MID Region, based on the ICAO PBN Implementation goals as reflected in assembly resolution 36-23.

d) Assist States that may require support in the implementation of PBN.

e) Monitor the progress of updated studies, projects, trials and demonstrations by the MID Region States, and information available from other Regions.

f) Provide a forum for active exchange of information between States related to the implementation of GNSS.

g) Identify deficiencies and constraints that would impede implementation of GNSS, and propose solutions that would facilitate the rectification of such problems.

h) Identify and address, to the extent possible, institutional financial and legal matters related to the GNSS implementation in the MID Region.

i) Develop a system of post-implementation reviews to ensure the effective and safe introduction of PBN and non-PBN GNSS operation.

2. WORK PROGRAMME

a) Study and assess the Regional RNAV and RNP requirements.

b) Initially focus assistance to States that may require support on development of the State PBN implementation plans.

c) Identify priority routes and terminal areas where RNAV and RNP should be implemented.

d) Identify priority runways for Approach Procedures with Vertical Guidance (APV) to be implemented based on the ICAO RNP APCH navigation specification (APV/Baro-VNAV).

e) Develop an amendment proposal to the MID Regional Supplementary Procedures concerning the implementation of PBN in the Region.

f) Identify guidance material and training needs.

g) Follow up on the developments in ICAO affecting the Global Plan and PBN in particular, in order to update the Regional plans accordingly.

h) Coordinate with other ICAO Regions as necessary to address implementation interface issues.

i) Undertake other functions relevant to implementation of PBN as assigned by the ATM/SAR/AIS SG or MIDANPIRG.

j) Complete the development of the Regional PBN Implementation Strategy and Plan in 2008.

k) Report to CNS/ATM/IC SG and keep ATM/SAR/AIS SG and CNS SG closely briefed.

l) Monitor the progress achieved related to the feasibility study pertaining to the possible use of EGNOS as GNSS augmentation system in the MID Region.

m) Monitor the progress of the NAVISAT study.

n) Review and identify intra and inter regional co-ordination issues related to the implementation of GNSS and where appropriate recommend actions to address those issues.

o) Examine to what extent the GNSS system accessible in the Region can meet the navigational requirements of ATM service providers and aircraft operators in the Region.

p) Identify and co-ordinate GNSS implementation priorities in the MID Region.

q) Provide assistance to States in planning and implementation of GNSS in the MID Region including the development of GNSS procedures.

r) Suggest ways and means for rectifying the problems as they arise related to the implementation of GNSS.

s) Provide necessary knowledge in GNSS operational application.

3. THE TASK FORCE SHALL IN ITS WORK BE GUIDED BY THE FOLLOWING PRINCIPLES

a) Implementation of PBN shall follow the ICAO PBN goals and milestones.

b) Avoid undue equipage of multiple on board equipment and/or ground-based systems.

c) Avoid the need for multiple airworthiness and operational approvals for intra- and inter-regional operations.

d) Continue application of conventional air navigation procedures during the transition period, to guarantee the operations by users that are not RNAV- and/or RNP-equipped.

e) The first regional PBN Implementation Strategy and Plan should address the short term (2008-2012), medium term (2013-2016) and take into account long term global planning issues.

f) Cognizance that the primary objective of ICAO is that of ensuring the safe and efficient performance of the global Air Navigation System, ensure that pre- and post-implementation safety assessments will be conducted to ensure the application and maintenance of the established target levels of safety.

g) Take into account the introduction of new technologies, encourage implementation and development in GNSS.

h) Coordinated implementation with other relevant Regional Plans.

i) Apply ICAO guidance material and information as may be applicable to the Region to facilitate the implementation of PBN.

4. COMPOSITION OF THE TASK FORCE

STATES

MID Region States

ORGANIZATIONS *(AS OBSERVERS)*

IATA, IFALPA, IFATCA, EUROCONTROL, ACAC and additional representative from International/Regional Organizations may be invited when required.

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REVISED STRATEGY FOR THE IMPLEMENTATION OF GNSS IN THE MID REGION

The following is the Strategy for the implementation of GNSS aligned with PBN in the MID Region:

Considering that:

a) Safety is the highest priority.

b) Elements of Global Air Navigation Plan on GNSS and requirements for the GNSS implementation will be incorporated into the CNS part of FASID.

c) GNSS Standards and Recommended Practices (SARPs), PANS and guidance material for GNSS implementation are available.

d) Human, environmental and economic factors will affect the implementation.

e) The availability of avionics, their capabilities and the level of user equipage.

f) The development of GNSS systems including satellite constellations, augmentation systems and improvement in system performance.

g) The airworthiness and operational approvals allowing the current GNSS applied for en-route and non-precision approach phases of flight without the need for augmentation services external to the aircraft.

h) The effects of ionosphere on GNSS and availability of mitigation techniques;

i) The PBN concept and the availability of PBN guidance material

j) The monitoring of the GNSS signal according to ICAO Document 9849 (GNSS Manual).

k) States pay fair cost for GNSS to service providers (according to ICAO provisional policy guidance on GNSS cost allocation

The general strategy for the implementation of GNSS in the MID Region is detailed below:

1) Introduction of GNSS Navigation Capability should be consistent with the Global Air Navigation Plan.

2) Implementation of GNSS and Augmentations should be in full compliance with ICAO Standards and Recommended Practices and PANS.

3) Assessment of the extent to which the GNSS system accessible in the Region can meet the navigational requirements of ATM service providers and aircraft operators in the Region.

4) Introduce the use of GNSS with appropriate augmentation systems, as required, for en-route navigation and Implementation of approach procedures with vertical guidance A 36-23 (APV) (Baro -VNAV and or augmented GNSS) for all instrument runway ends, either as the primary approach or as a back-up for precision approaches by 2016 with intermediate milestones as follows: 30 per cent by 2010, 70 per cent by 2014.

5) States, in their planning and introduction of GNSS services, take full advantage of future benefits accrued from using independent core satellite constellations, other GNSS elements and their combinations, and avoid limitations on the use of specific system elements.

6) Facilitate the use of GNSS; as enabler for PBN for en-route, terminal, approach and departure navigation. States should coordinate to ensure that harmonized separation standards and procedures are developed and introduced concurrently in adjacent flight information regions along major traffic flows to allow for a seamless transition to GNSS based navigation.

7) States should to the extent possible work co-operatively on a multinational basis under ICAO MID Office Guidance to implement GNSS in order to facilitate seamless and inter-operable systems and undertake coordinated R&D programmes on GNSS implementation and operation.

8) States consider segregating traffic according to navigation capability and granting preferred routes to aircraft that are appropriately equipped for PBN to realize the benefits of such equipage taking due consideration of the need of State aircraft.

9) ICAO and States should undertake education and training programs to provide necessary knowledge in AIM concept, PBN, GNSS theory and operational application.

10) States establish multidisciplinary GNSS implementation teams, using section 5.2.2 and Appendix C of ICAO Document 9849, GNSS Manual.

11) States, in their planning for implementation of GNSS services, provide effective spectrum management and protection of GNSS frequencies to reduce the possibility of unintentional interference.

12) During transition to GNSS, sufficient ground infrastructure for current navigation systems must remain available. Before existing ground infrastructure is considered for removal, users should be given reasonable transition time to allow them to equip accordingly.

13) States should approach removal of existing ground infrastructure with caution to ensure that safety is not compromised, such as by performance of safety assessment, consultation with users through regional air navigation planning and plan for Complete decommissioning of NDBs by 2015.

14) Implement GNSS with augmentation as required for APV where operationally required in accordance with the MID Regional and National PBN Implementation plans.

15) States continue their efforts to implement GNSS applications for en-route, APV and TMA operations. Attention should be accorded to meeting all GNSS implementation requirements, including establishment of GNSS legislation, regulatory framework, and approval procedure.

Notes:

GNSS (and ABAS using RAIM in particular) is available on a worldwide basis, not much needs to be done in terms of infrastructure assessment. Nonetheless, the responsibility for providing services based on GNSS within the airspace of a particular State remains within that State.

A decision on whether or not to develop a status monitoring and NOTAM system for ABAS operations should be made by taking into account the nature of PBN approvals. In many cases ABAS operations are predicated on having a full complement of traditional NAVAIDs available for back-up when ABAS cannot support service.

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MID REGION STRATEGY FOR THE IMPLEMENTATION OF AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST (ADS-B)

Considering:

a) the ICAO strategic objectives;
b) the ICAO Business Plan;
c) the Global Air Traffic Management Operational Concept;
d) the revised Global Air Navigation Plan and associated GPIs;
e) the outcome of the 11th Air Navigation Conference; and

Recognizing that:

i) the implementation of data-link surveillance technologies is an evolutionary process, but which has significant potential for safety and cost-effectiveness; and
ii) implementation of ADS-B is in support of various Global Plan Initiatives;

The MID Region strategy for the implementation of ADS-B is detailed below:

A) the MID Region ADS-B implementation plan should:

1) be evolutionary and consistent with the Global Air Navigation Plan taking into consideration associated MID Region priorities;

2) when cost/benefit models warrant it, prioritize implementation in areas where there is no radar coverage surveillance, followed by areas where implementation would otherwise bring capacity and operational efficiencies;

3) ensure that implementation of ADS-B is harmonized, compatible and interoperable with respect to operational procedures, supporting data link and ATM applications;

4) identify sub-regional areas where the implementation of ADS-B would result in a positive cost/benefit in the near term, while taking into account overall Regional developments and implementation of ADS-B in adjacent homogeneous ATM areas;

5) be implemented following successful trial programmes with regards to safety and operational feasibility, taking into account studies and implementation experiences from other ICAO Regions; and

6) be implemented in close collaboration with users.

7) The proportions of equipped aircrafts are also critical for the ADS-B deployment, for which it is required to periodically provide, at least, the following information: number of equipped aircrafts operating in the concern airspace, number and name of the airlines that have equipped aircrafts for ADS-B, type of equipped aircrafts, categorization of the accuracy/integrity data available in the aircrafts.

8) The ADS-B deployment should be associated at early stages in coordination with the States/Regional/International Organizations responsible for the control of adjacent areas, and the correspondent ICAO Regional Office, establishing a plan in the potential areas of ADS-B data sharing, aimed at a coordinated, harmonious and interoperable implementation.

9) Each State/Regional/International Organization should investigate and report their own Administration's policy in respect to the ADS-B data sharing with their neighbours and from cooperative goals.

10) The ADS-B data sharing plan should be based selecting centres by pairs and analyzing the benefits and formulating proposals for the ADS-B use for each pair of centre/city with the purpose to improve the surveillance capacity.

11) Likewise, it is necessary to consider implementing surveillance solutions for surface movement control by the implementation of ADS-B.

12) The implementation would be in conformity with the SARPs, ICAO guidelines and the MIDANPIRG conclusions.

B) The implementation would require aircraft equipped with avionics compliant with either:

i) Version 0 ES as specified in Annex 10, volume IV, Chapter 3, paragraph 3.1.2.8.6 (up to and including amendment 83 to annex 10) and chapter 2 of draft technical Provisions for Mode S services and extended Squitter (ICAO Doc 9871) to be used till atleast 2020, or

ii) Version 1 ES as specified in chapter 3 draft Technical Provisions for Node S Services and Extended Squitter (ICAO Doc 9871) Equivalent to DO260A.

C) Implementation should be monitored to ensure collaborative development and alignment with the MID Region projects and relevant elements of the GPIs.

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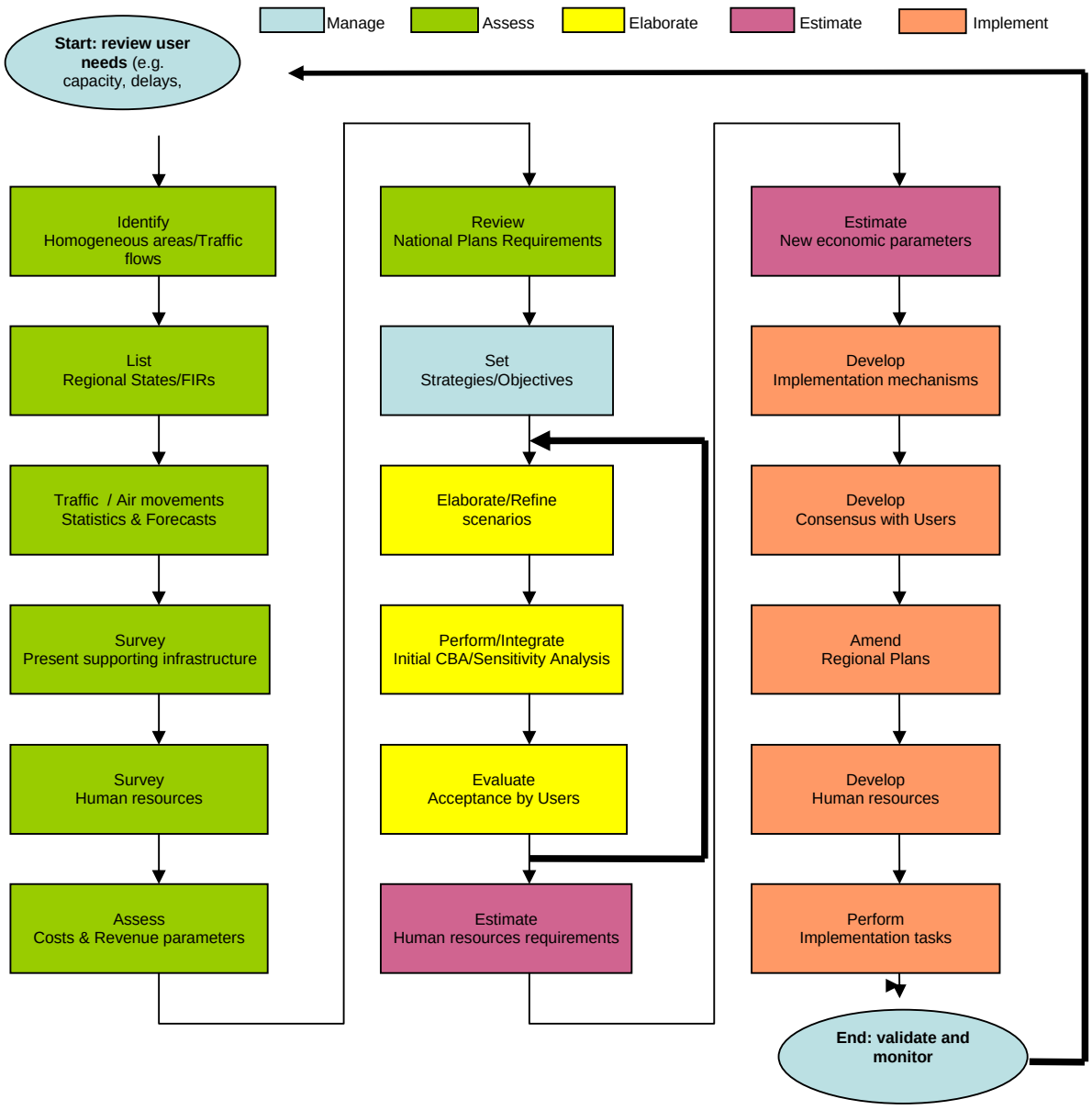

Figure 1. Planning flow chart

Extracted from Global Air Navigation Plan -Doc 9750, Chapter 1

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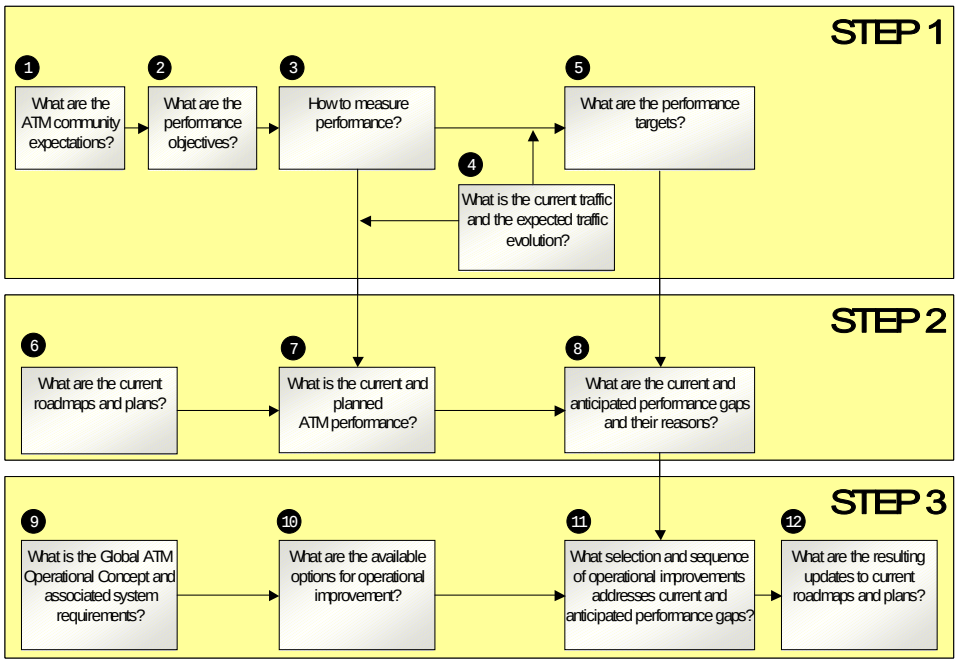

Figure 2 – Performance-based transition approach

Extracted from Part II of the
Manual on Global Performance of the Air Navigation System-Doc 9883

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PERFORMANCE FRAMEWORK FORM
(a sample)

<table>
<tr><td colspan="5">REGIONAL PERFORMANCE OBJECTIVES /NATIONAL PERFORMANCE OBJECTIVES — OPTIMIZE THE ATS ROUTE STRUCTURE IN EN-ROUTE AIRSPACE</td></tr>
<tr><td colspan="5">Benefits</td></tr>
<tr><td>Environment
Efficiency</td><td colspan="4">• reductions in fuel consumption;
• ability of aircraft to conduct flight more closely to preferred trajectories;
• increase in airspace capacity;
• facilitate utilization of advanced technologies (e.g., FMS based arrivals) and ATC decision support tools (e.g., metering and sequencing), thereby increasing efficiency.</td></tr>
<tr><td colspan="5">Strategy
Short term (2010)
Medium term (2011 - 20015)</td></tr>
<tr><td>ATM OC COMPONENTS</td><td>TASKS</td><td>TIMEFRAME START-END</td><td>RESPONSIBILITY</td><td>STATUS</td></tr>
<tr><td rowspan="8">AOM</td><td>En-route airspace
• analyze the en-route ATS route structure and implement all identifiable improvements;</td><td rowspan="8">2005-2008</td><td></td><td></td></tr>
<tr><td>• implement all remaining regional requirements (e.g. RNP 10 routes); and</td><td></td><td></td></tr>
<tr><td>• finalize implementation of WGS-84</td><td></td><td></td></tr>
<tr><td>• monitor implementation progress</td><td></td><td></td></tr>
<tr><td>• develop a strategy and work programme to design and implement a trunk route network, connecting major city pairs in the upper airspace and for transit to/from aerodromes, on the basis of PBN and, in particular, RNAV/5, taking into account interregional harmonization;</td><td></td><td></td></tr>
<tr><td>• monitor implementation progress</td><td></td><td></td></tr>
<tr><td colspan="4"></td></tr>
<tr><td colspan="4"></td></tr>
<tr><td>linkage to GPIs</td><td colspan="4">GPI/5: performance-based navigation, GPI/7: dynamic and flexible ATS route management, GPI/8: collaborative airspace design and management, GPI/11: RNP and RNAV SIDs and STARs and GPI/12: FMS-based arrival procedures.</td></tr>
</table>

PERFORMANCE FRAMEWORK FORM - EXPLANATORY NOTES

1. **Performance framework form:** This form is an output and management form which is applicable to both regional and national planning and includes references to the Global Plan. Other formats may be appropriate but should contain as a minimum the elements described below

2. **Performance objective:** Regional /national performance objectives should be developed using a performance based approach that best reflects the necessary activities needed to support regional/national ATM systems. During their life cycle, performance objectives may change depending on the ATM system's evolution; therefore, throughout the implementation process, these should be coordinated with and be available to all interested parties within the ATM Community. The establishment of collaborative decision making processes ensures that all stakeholders are involved in and concur with the requirements, tasks and timelines.

3. **Regional performance objective:** Regional performance objectives are the improvements required to the air navigation system in support of the global performance objectives, and are related to the operating environments and priorities applicable at the regional level.

4. **National performance objective:** National performance objectives are the improvements required to the air navigation system in support of the regional performance objectives, and are related to the operating environments and priorities applicable at the State level.

5. **Benefits:** The regional/national performance objectives should meet the expectations of the ATM community as described in the operational concept and should lead to benefits for stakeholders and be achieved through operational and technical activities aligned with each performance objective.

6. **Strategy:** ATM evolution requires a clearly defined progressive strategy including tasks and activities which best represent the national and regional planning processes in accordance with the global planning framework. The goal is to achieve a harmonized implementation process evolving toward a seamless global ATM system. For this reason, it is necessary to develop short (1 to 5 years) and medium term (6 to 10 years) work programmes, focusing on improvements to the system indicating a clear work commitment for the parties involved.

7. **ATM operational concept components;** Each strategy or set of tasks should be linked with associated components of the ATM operational concept. The designators for ATM components are as follows:

- AOM – Airspace organization and management
- DCB – Demand and capacity management
- AO – Aerodrome operations
- TS – Traffic synchronization
- CM – Conflict management
- AUO – Airspace user operations
- ATM SDM – ATM service delivery management

8 **Tasks:** The regional/ national work programmes, using this PFF templates, should define tasks in order to achieve the said performance objective and at the same time maintain a direct relation with ATM system components. The following principles should be considered when developing work programme:

- The work should be organized using project management techniques and performance-based objectives in alignment with the strategic objectives of ICAO.

- All tasks involved in meeting the performance objectives should be developed using strategies, concepts, action plans and roadmaps which can be shared among parties with the fundamental objective of achieving seamlessness through interoperability and harmonization.

- The planning of tasks should include optimizing human resources as well as encouraging dynamic use of electronic communication between parties such as the Internet, videoconferences, teleconferences, e-mail, telephone and facsimile. Additionally, resources should be efficiently used, avoiding any duplication or unnecessary work.

- The work process and methods should ensure that performance objectives can be measured against timelines and the national and regional progress achieved can be easily reported to PIRGs and ICAO Headquarters respectively.

9. **Timeframe:** Indicates start and end time period of that particular task(s).

10. **Responsibility:** Indicates the organization/entity/person accountable for the execution or management of the related tasks.

11**.** **Status:** The status is mainly focused on monitoring the progress of the implementation of that task(s) as it progresses toward the completion date.

12**.** **Linkage to global plan initiatives(GPIs)*:*** The 23 GPIs, as described in the Global Plan, provide a global strategic framework for planning for air navigation systems and are designed to contribute to achieving the regional/national performance objectives. Each performance objective should be mapped to the corresponding GPIs. The goal is to ensure that the evolutionary work process at the State and regional levels will be integrated into the global planning framework.

MIDANPIRG/11
Appendix 5.5L to the Report on Agenda Item 5.5

AERONAUTICAL RADIO SPECTRUM **MID-ITU-01 - Implement Radio Spectrum Management and processes to protect the aeronautical spectrum**				
Benefits				
Efficiency	• Administer the use of the allocated aviation spectrum			
Safety	• Assurance of aviation spectrum			
	•			
Strategy **Short term (2010)** ***Medium term (2011 - 2015)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AO, TS, CM, AUO, ATMSDM	• Ensure Regional coordination for the protection of the aviation spectrum at WRC-11, and beyond • Ensure Participation of Civil Aviation Experts in State's delegation to ITU WRC Meetings •	2009	ICAO, States	
	• Disseminate ICAO policy statements of requirements for aeronautical radio frequency spectrum	2009	ICAO	
	• Implement frequency spectrum management		States	
	• Delete of MID States name from footnote affecting Aviation spectrum	2009-2011	States	On going
	• Support ICAO Position during WRC-11	2011	States	On going
Linkage to GPIs	GPI-9: SITUATIONAL AWARENESS GPI-21: Navigation Systems, GPI-22: Communications Infrastructure; GPI-23: Aeronautical radio spectrum			

DECISION SUPPORT AND IMPROVEMENT OF SITUATIONAL AWARENESS **MID-RCI-01 - Implement an IFPS in the MID Region**				
Benefits				
Efficiency	• Reduce the number of occurrences of non-receipt of FPLs and associated ATS messages;			
Safety	• Improved planning and coordination between adjacent Centres;			
	• Improved safety and efficiency.			
	• Support the implementation of the Centralized Flow Management Unit (CFMU) in the Region			
Strategy **Short term (2008- 2012)** ***Medium term (2016)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AO, TS, CM, AUO DCB, ATMSDM AOM,	• Develop a feasibility study;	2010	Bahrain, States, ICAO	Initial Study completed using Bahrain Traffic data. Further data from other States to be provided
	• Define the legal framework for the MID IFPS;		States, ICAO	
	• Commitment of States through the signature of MOU;		States, ICAO	
	• Agreement on a funding mechanism;		States	
	• Define focal points	2009-2010	States	On going
	• Provide data to Bahrain	2009-	State	
	• Run trials	2011-	Bahrain, ICAO, States	Not Started
	• Implementation and operation of the MID IFPS	2011-		
	•			
linkage to GPIs	GPI-6: Air Traffic Flow Management GPI-9: Situational Awareness, GPI-16: Decision Support and Alerting Systems, GPI-17: Data Link Applications, GPI-19: Meteorological Systems, GPI-22: Communication Infrastructure			

IMPROVEMENT OF COMMUNICATION INFRASTRUCTURE **MID-RCI-02 - Implement communication infrastructure to support ground-to-ground voice and data communication**	
Benefits	
Efficiency	• Improvement in operational efficiency
	• Better coordination • Support the migration to ground-ground ATN applications
Safety	• Improved safety
	•

Strategy
Short term (2008-2012)
Medium term (2016)

ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AO, TS, CM, AUO AOM, ATMSDM	• Follow up on the implementation of the Aeronautical Fixed Services (AFS)	2009	ICAO, States	
	• Follow up the implementation on voice communications			
	• Migrate from AFTN/CIDIN to AMHS			
	• Implement high speed digital circuits between main centres	2008-2012	STATES	High speed digital circuits implemented at some centers
	• Monitor the implementations		CNS SG	
	• Follow up the developments in the Panels		CNS SG	
	• Implement the appropriate developments		STATES	
	•			

Linkage to GPIs	GPI-22: Communications Infrastructure;

IMPROVEMENT OF COMMUNICATION INFRASTRUCTURE
MID-RCI-03 -Implementation of ATN in the MID region

Benefits	
Efficiency	• Improvement in operational efficiency
	• Better coordination
Safety	• Improved safety
	•

Strategy
Short term (2008-2012)
Medium term (2016)

ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AO, TS, CM, AUO	• Develop Regional ATN Planning document	2008-2012	ICAO, States, IPS Working Group	
	• Review of ATN implementation problems and develop coordinated solutions		IPS WG/ CNS SG	Not Started
	• Develop ATN Operation procedures		IPS WG/ CNS SG	
	• Develop conformance procedures and check list for AMHS and ATN routers		IPS WG/ CNS SG	
	• Develop Information Security policy			
	• Develop information Security Guidance			
	• Coordinate and monitor implementation to be harmonized and interoperable globally			
	• Follow-up activities of panels and other regions			
	•			
Linkage to GPIs	GPI-22: Communications Infrastructure;			

IMPROVEMENT OF COMMUNICATION INFRASTRUCTURE **MID-RCI-04 - Implement advanced technologies to support data link services**				
Benefits				
Efficiency	• Improvement in operational efficiency			
	• Better coordination			
Safety	• Improved safety			
	•			
Strategy **Short term (2008-2012)** ***Medium term (2016)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AO, TS, CM, AUO DCB, ATMSDM	• Identify & implement selected, harmonized data links to ensure interoperability between States and Regions D-ATIS	2008-	ICAO, States	
	• Plan for implementing technologies	2009	States, CNS SG CNSATM/IC SG	
	• Technical audit of available supporting infrastructure	2008		
	• Implement available technologies in to facilitate ground and airborne applications (CPDLC, ADS-C, ADS-B)		States , user	
	•			
Linkage to GPIs	GPI-22: Communications Infrastructure; GP!-17: Data Link Application			

MID-RNI-01 - IMPLEMENTATION OF GNSS IN THE MID REGION				
Benefits				
Efficiency	• Optimal use of advanced technologies			
	• Optimization of infrastructure			
	• Operational Efficiency			
Safety	• Reduced navigational errors			
Environment	• Reduction in environmental impact			
	•			
Strategy **Short term (2008-2012)** ***Medium term (2016)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AO, TS, CM, AUO AOM,	• Carry out GNSS trials, demonstrations and test beds;		States, ICAO	
	• Determine the most appropriate augmentation system for the MID Region based on cost-benefit analysis;			
	• Introduce, in an evolutionary manner, the use of GNSS with appropriate augmentation system in the MID Region			
	• Define required infrastructure			
	• Implement required infrastructure		States	
	• Monitor implementation progress		PBN/GNSS TF and CNS SG	
	•			
Linkage to GPIs	GPI-21: NAVIGATION SYSTEMS			

MIDANPIRG/11
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SEAMLESS ATM SYSTEM

MID ATM WORK PROGRAMME

REGIONAL PLANNING PROCESS

The regional planning process shall be conducted in accordance with the global plan initiatives (GPIs) of the Global Plan (Doc 9750) and the ICAO vision for an integrated ATM system, harmonized and interoperable, as established in the Global ATM Operational Concept (Doc 9854).

The objective is to achieve the maximum level of inter-operability and harmonization among sub-systems for a seamless and interoperable regional ATM system for all users during all phases of flight, complying with agreed levels of safety, providing optimum economic operations, to be environmentally sustainable and to fulfil national aviation security requirements.

The planning should be developed based on clearly defined performance objectives. The planning horizon should be focused on the strategies of development, activities or main tasks for two periods – that of less than 5 years (short-term) and 6 to 10 years (medium-term). Some already identified tasks to be analyzed beyond this period may be included if they conform to ICAO ATM requirements**.**

ATM PERFORMANCE OBJECTIVES

The performance objectives for regional ATM work programmes should be developed with performance based approach that best reflects the necessary activities needed to support regional ATM system implementation.

During its life cycle, the performance objectives may change in a dynamic manner depending on the ATM system's evolution; therefore, these should be coordinated with and available to all interested parties within the ATM Community in order to achieve timely communication throughout the implementation process. The establishment of collaborative decision making processes (CDM) ensures that all stakeholders are involved in and concur with the requirements, tasks and timelines.

The following sections describe aspects pertaining to the performance objectives and required changes, and how these changes foster harmonized improvements throughout the regional ATM system.

Benefits

The ATM implementation strategies should provide a group of common benefits for all stakeholders and be achieved through the operational and technical activities planned in each performance objective. These benefits should be in accordance with the ICAO strategic objectives.

Identification of work

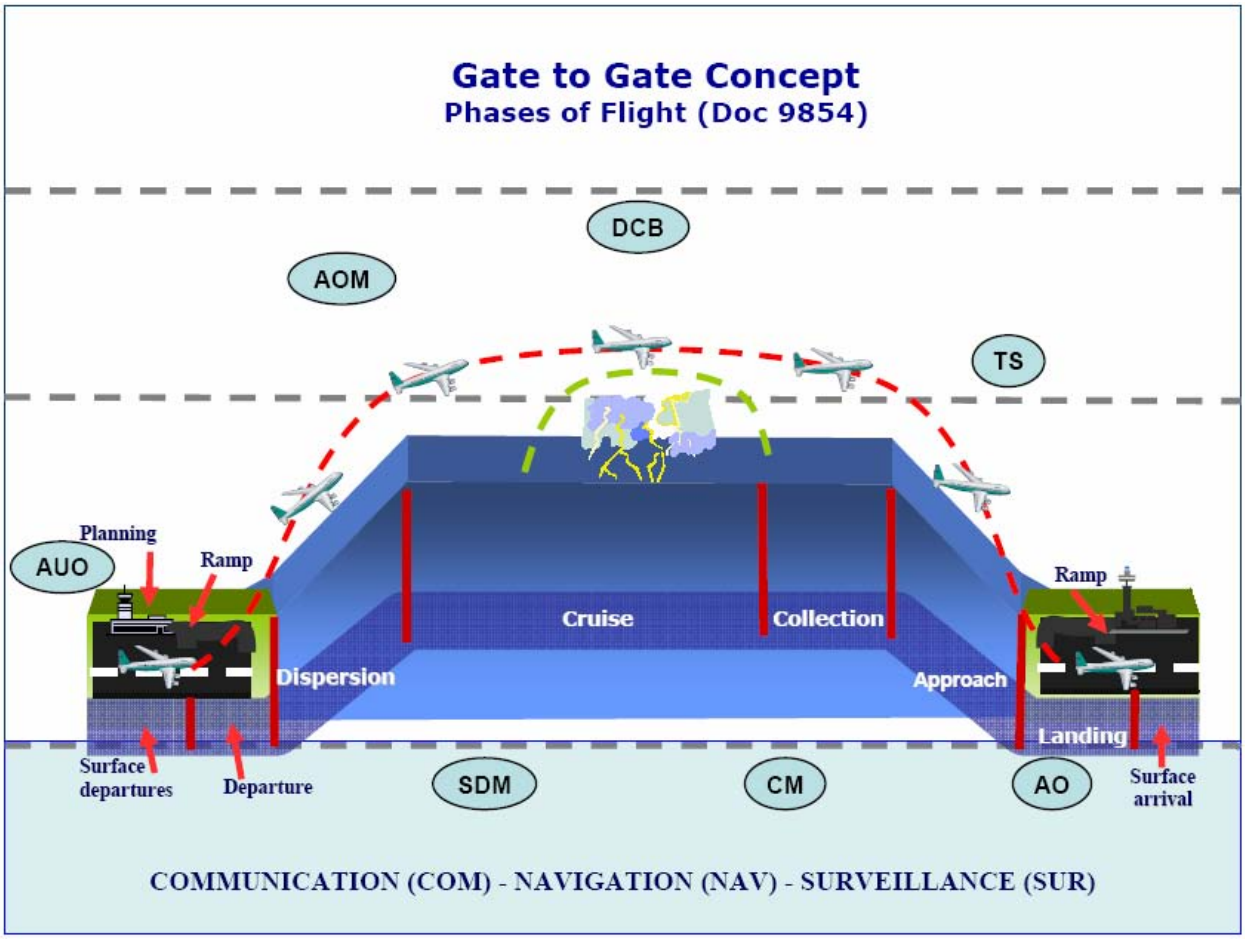
Each strategy or set of activities should be identified with associated components of the ATM system when describing the tasks. According to the Doc 9854, the designators for ATM components are as follows:

- **AOM** — Airspace organization and management
- **DCB** — Demand and capacity balancing
- **AO** — Aerodrome operations
- **TS** — Traffic synchronization
- **CM** — Conflict management
- **AUO** — Airspace user operations
- **ATM SDM** — ATM service delivery management

Each ATM system component pertains to tasks and activities related to phases of air operations (en-route, terminal and airport), capacity management, airspace management including its flexible use and aeronautical information management.

The infrastructure includes the ground technical systems and capacity required to support operations such as communications, navigation and surveillance, data processing, inter-operability of systems, information management system and spectrum management, including both civil and military systems.

The following diagram shows the ATM components in relation to the phases of flight:



Work Programmes

ATM evolution requires a clearly defined progressive strategy including tasks and activities which best represent the regional and national planning processes in accordance with the global planning framework. The goal is to obtain a harmonized regional implementation evolving toward a seamless global ATM system.

For this reason, it is necessary to develop short and medium term work programmes, focusing on the necessary changes to the system in which a clear work commitment will be carried out by the parties involved.

The regional work programmes should define additional tasks and activities, maintaining a direct relation with ATM system components such as airspace organization, civil-military coordination, human factors, aeronautical regulations, operational safety systems management and environmental protection, among others.

The referenced framework for regional activities should also include the coordination of activities with military authorities who play an important role in helping to ensure that the best use is made of the available airspace resources by all airspace users while still safeguarding national security.

The following principles should be considered when developing work programmes:

- The work should be organized using project management techniques and performance-based objectives in alignment with the strategic objectives of ICAO. The work programmes should be in accordance with the progress, characteristics and regional implementation needs.

- All activities involved in accomplishing the performance objectives should be designed following strategies, concepts, action plans and roadmaps which can be shared among States to align the regional work with the fundamental objective of achieving interoperability and seamlessness to the highest level.

- The planning of activities should include optimizing human resources, as well as encouraging dynamic use of electronic communication between States such as the Internet, videoconferences, teleconferences, e-mail, telephone and facsimile. Additionally, it should be ensured that resources will be efficiently used, avoiding any duplication or unnecessary work.

- The new work process and methods should ensure that performance objectives can be measured against timelines and the regional progress achieved can be easily reported to the Air Navigation Commission and to the ICAO Council.

Status

The status is mainly focused on monitoring the progress of the implementation activity as it progresses toward a specific completion date. The status of the activity is defined as follows:

- **Valid** the feasibility and benefits of an activity has been confirmed, work has been initiated but the activity itself has not been finalized.
- **Completed** implementation of the activity has been finalized by the involved parties.
- **Tentative** the feasibility and benefits of an activity is being investigated or developed.

A tentative status indicates a potential activity; normally this activity will not be included in the regional planning documents unless it is an ICAO defined requirement.

Relationship between Performance Objectives and Global Plan Initiatives

The 23 GPIs provide a global strategic framework and are designed to contribute to achieving the regional performance objectives and to support the logical progression of regional implementation work programmes.

Each performance objective should be referenced to the pertinent GPIs. The goal is to ensure that the evolutionary work process will be integrated into the global planning framework.

NATIONAL ACTION PLANS

States shall develop their own national action plans reflecting the specific activities or tasks along with the expected benefits to be obtained and the date by which each one should be completed according to its own needs and based on the regionally-agreed performance objectives. States should submit their national action plans to the ICAO regional Offices so they may report regional achievements to the Council of ICAO.

The activities should include the necessary detailed actions to successfully achieve the national performance objectives, relating these activities with the short and medium term regionally-agreed performance objectives.

National plans should identify the individual parties responsible for achieving the objectives as well as a means for monitoring and eventually reporting progress on the actions to ICAO. The responsibilities and time-tables should be clearly defined so that the involved parties are aware of their commitments throughout the planning process.

Additionally, national action plans should include adequate means to provide information on implementation progress achieved such as through a periodic reporting process. This facilitates senior management levels' efforts to prioritize the actions and resources required. The same information provided to ICAO will allow feedback and assistance to be provided specific for each Region as they work to achieve a Global ATM system.

ATM PERFORMANCE OBJECTIVES

OPTIMIZATION OF THE ATS ROUTE STRUCTURE EN-ROUTE AIRSPACE				
Benefits				
Environment **Efficiency**	▪ reductions in fuel consumption; ▪ ability of aircraft to conduct flight more closely to preferred trajectories; ▪ increase in airspace capacity; ▪ facilitate utilization of advanced technologies (e.g., FMS based arrivals) and ATC decision support tools (e.g., metering and sequencing), thereby increasing efficiency.			
Performance Matrixes:	i. PBN routes implemented ii. Routes structure actual distance to required distance iii. CO_2 reduction of new routes			
Short-term Strategy(2008-2012)				
TASK	**DESCRIPTION**	**START-END**	**RESPONSIBILITY**	**STATUS**
AOM	***En-route airspace***			
	Develop regional strategic plan	2008-2009	MIDANPIRG/11 (PBN /GNSS TF)	PBN/GNSS TF/1 agreed on Draft for presentation at ATM/SAR/AIS SG/10
	Develop regional implementation plan	2008-2009	MIDANPIRG /11 (PBN /GNSS TF)	PBN/GNSS TF/1 agreed on Draft for presentation at ATM/SAR/AIS SG/10
	Develop regional action plan	2009-2010	MIDANPIRG /12 (PBN /GNSS TF)	Need identified by PBN/GNSS TF/1. Small WG to be formed to draft action plan.
	Develop Airspace Concept based on the MID PBN implementation plan, in order to design and implement a trunk route network, connecting major city pairs in the upper airspace and for transit to/from aerodromes, on the basis of PBN and, in particular, RNAV/5, taking into account interregional harmonization	2009-2010	ATM/SAR/AIS (ARN TF)	ARN TF/2 to start work
	Develop State PBN implementation plans	2008-2009	MIDANPIRG/12 (ATM/SAR/AIS, States	States preparing plans
	Standards and Procedures	2008-2010	States	Ongoing
	Formulate safety plan (assessment and monitoring)	2009	ATM/SAR/AIS SG (MID RMA)	MID RMA to start work
	Establish collaborative decision making (CDM) process	2008-2010	MIDANPIRG/12 (ATM/SAR/AIS SG, CNS SG)	
	ATC Automated Systems	2009-2012	States	

	Publish national regulations for aircraft and operators approval using PBN manual as guidance material	2008-2010	States	Review and adapt available foreign approval guidance material
	Training	2008-2010	States	Identify training needs and develop corresponding guidelines
	System performance measurement	2010-2012	ATM/SAR/AIS SG (ARN TF)	ARN TF/2 to start work
	Implement the designed ATS route network	2009-2012	MIDANPIRG/12 (ATM/SAR/AIS) STATES	
	monitor implementation progress in accordance with MID PBN implementation roadmap and States implementation plan	2008-2012	MIDANPIRG/12 (ATM/SAR/AIS SG, CNS SG)	
References	GPI/5: performance-based navigation, GPI/7: dynamic and flexible ATS route management, GPI/8: collaborative airspace design and management, GPI/20: WGS-84			

OPTIMIZATION OF THE ATS ROUTE STRUCTURE IN TERMINAL AIRSPACE				
Benefits				
Environment **Efficiency**	▪ reductions in fuel consumption; ▪ ability of aircraft to conduct flight more closely to preferred trajectories; ▪ increase in airspace capacity; ▪ facilitate utilization of advanced technologies (e.g., FMS based arrivals) and ATC decision support tools (e.g., metering and sequencing), thereby increasing efficiency.			
Strategy ***Short term (2008-2012)***				
TASK	**DESCRIPTION**	**START -END**	**RESPONSIBILITY**	**STATUS**
AOM, AO	***In terminal airspace***			
	Develop regional strategic plan	2008-2009	MIDANPIRG/11 (PBN /GNSS TF)	PBN/GNSS TF/1 agreed on Draft for presentation at ATM/SAR/AIS SG/10
	Develop regional implementation plan	2008-2009	MIDANPIRG /11 (PBN /GNSS TF)	PBN/GNSS TF/1 agreed on Draft for presentation at ATM/SAR/AIS SG/10
	Develop regional action plan	2009-2010	MIDANPIRG /12 (PBN /GNSS TF)	Need identified by PBN/GNSS TF/1. Small WG to be formed to draft action plan.
	Develop Airspace Concept based on the MID PBN implementation plan, in order to design and implement optimized standard instrument departures (SIDs), standard instrument arrivals (STARs), instrument flight procedures, holding, approach and associated procedures (particular RNAV 1 and Basic RNP1) in accordance with Regional Plan.	2009-2010	States	
	Develop State PBN implementation plans	2008-2009	MIDANPIRG/12 (ATM/SAR/AIS SG), States	States preparing plans
	Standards and Procedures	2008-2010	States	Ongoing
	Formulate safety plan (assessment and monitoring)	2009-2012	States	
	Establish collaborative decision making (CDM) process	2008-2010	MIDANPIRG/12 (ATM/SAR/AIS SG, CNS SG)	
	Publish national regulations for aircraft and operators approval using PBN manual as guidance and considering available foreign approval material	2008-2010	States	Review and adapt available foreign approval guidance material

	ATC Automated Systems	2009-2012	States	
	Training	2008-2010	States	States to identify training needs and develop corresponding guidelines
	System performance measuring (measurement and monitoring plan	2009-2012	States, ATM/SAR/AIS SG	States to start work
	Implement SIDs and STARs	2009-2012	States	
	Monitor implementation progress in accordance with MID PBN implementation roadmap and States implementation plan	2009-2012	States, ATM/SAR/AIS SG	
References	GPI/5: performance-based navigation, GPI/7: dynamic and flexible ATS route management, GPI/8: collaborative airspace design and management, GPI/10: terminal area design and management, GPI/11: RNP and RNAV SIDs and STARs and GPI/12: Functional integration of ground systems with airborne systems.			

IMPLEMENTATION OF VERTICALLY GUIDED RNP APPROACHES				
Benefits				
Efficiency **Safety**	▪ Improvements in capacity and efficiency at aerodromes. ▪ Improvements in safety at aerodromes.			
Strategy ***Short term (2008-2012)***				
TASK	**DESCRIPTION**	**START -END**	**RESPONSIBILITY**	**STATUS**
AOM, AO	***At airports***			
	Develop regional strategic plan	2008-2009	MIDANPIRG/11 (PBN /GNSS TF)	PBN/GNSS TF/1 agreed on Draft for presentation at ATM/SAR/AIS SG/10
	Develop regional implementation plan	2008-2009	MIDANPIRG /11 (PBN /GNSS TF)	PBN/GNSS TF/1 agreed on Draft for presentation at ATM/SAR/AIS SG/10
	Develop regional action plan	2009-2010	MIDANPIRG /12 (PBN /GNSS TF)	Need identified by PBN/GNSS TF/1. Small WG to be formed to draft action plan.
	Develop Airspace Concept based on the MID PBN Implementation Plan, in order to design and implement RNP APCH with Baro-VNAV in most possible airports; RNP AR APCH at airports where there are obvious operations airports.	2009-2012	States	
	Develop State PBN implementation plans	2008-2009	MIDANPIRG/12 (ATM/SAR/AIS SG), States	States preparing plans
	Standards and Procedures	2012-2010	States	Ongoing
	Formulate safety plan (assessment and monitoring)	2009-2012	States	
	Establish collaborative decision making (CDM) process	2008-2012	States	
	Publish national regulations for aircraft and operators approval using PBN manual as guidance and considering available foreign approval material	2008-2010	States	Review and adapt available foreign approval guidance material
	Training	2008-2010	States	States to identify training needs and develop corresponding guidelines
	System performance measuring (measurement and monitoring plan	2009-2012	States, ATM/SAR/AIS SG	States to start work

	Implement APV procedures	2009-2012	States	
	Monitor implementation progress in accordance with MID PBN implementation roadmap and States implementation plan	2009-2012	States, ATM/SAR/AIS SG	
References	GPI/5: performance-based navigation, GPI/7: dynamic and flexible ATS route management, GPI/8: collaborative airspace design and management, GPI/10: terminal area design and management, GPI/11: RNP and RNAV SIDs and STARs and GPI/12: FMS-based arrival procedures.			

ENHANCE CIVIL/MILITARY COORDINATION AND CO-OPERATION				
Benefits				
Efficiency ▪ increase airspace capacity; and ▪ allow a more efficient ATS route structure				
Continuity: ▪ ensure safe and efficient action in the event of unlawful interference; ▪ make available military restricted airspace more hours of the day so that aircraft can fly on their preferred trajectories; and ▪ improve search and rescue services.				
Strategy (2008-2012)				
TASK	**DESCRIPTION**	**START-END**	**RESPONSIBILITY**	**STATUS**
AOM, AUO	***En-route and terminal airspace***			
	▪ conduct a regional review of special use airspace;	2009-2009	MIDANPIRG/12 (ATM/SAR/AIS SG), States	
	▪ develop Regional guidance material on civil/military coordination and co-operation to be used by States to develop national policies, regulations and procedures to achieve optimum use of the airspace by all its users, civil or military;	2009-2010	ATM/SAR/AIS SG	
	▪ establish civil/military coordination bodies at national level;	2008-2009	States	
	▪ arrange for permanent liaison and close cooperation between civil ATS units and appropriate air defence units;	2009-	States	
	▪ Implement collaborative civil/military airspace planning at national level	2009-	States	
	▪ Increase role of civil/military coordination forums		States, MIDANPIRG	
	▪ develop a regional strategy and work programme for implementation of flexible use of airspace in a phased approach beginning with more dynamic sharing of restricted airspace while working towards full integration of civil and military aviation activities;	2009-2010	MIDANPIRG/12 (ATM/SAR/AIS SG), States	
	▪ Implement FUA	2008-	States	
	▪ monitor implementation progress	2008-	ATM/SAR/AIS SG	
GPI References	GPI/1: flexible use of airspace, GPI/5: performance-based navigation.			

ALIGN UPPER AIRSPACE CLASSIFICATION				
Benefits				
Efficiency ▪ enhanced airspace capacity ▪ enhanced airspace management coordination, message exchange capabilities and utilization of flexible and dynamic airspace management techniques; ▪ harmonization of interregional coordination processes;				
Continuity ▪ improvement of airspace interoperability and seamlessness; and ▪ improvement in ATM contingency planning and implementation				
Safety ▪ provision of positive air traffic control services to all aircraft operations in the upper airspace				
Strategy (2008-2012)				
TASK	**DESCRIPTION**	**START-END**	**RESPONSIBILITY**	**STATUS**
AOM	▪ Develop a regional implementation strategy and work programme for the implementation of ICAO Annex 11 airspace Class A above FL 195.	2009-2010		
	▪ identify key stakeholders, air traffic controllers, pilots, and relevant international organisations for coordination and cooperation on changes for new airspace organization, using a CDM process;			
	▪ Coordinate changes for regional and national documents; • Doc 8733, CAR/SAM ANP, AIP, and ATS letters of agreement			
	▪ carry out improvements in ground systems to support new airspace organization configurations, as necessary;			
	▪ publish national regulatory material for implementation of new rules and procedures to reflect airspace organizational changes;			
	▪ train air traffic controllers, pilots and airspace users (civil and military), as required in new procedures,;			
	▪ monitor implementation progress.			
GPI References	GPI/4: align upper airspace classification.			

COMPLETE IMPLEMENTATION OF RVSM OPERATIONS IN THE MID REGION				
Benefits				
Environment ▪ reduced fuel consumption and related reduction in emissions.				
Efficiency ▪ increased airspace capacity;				
Strategy Near term (2008-2012)				
TASK	**DESCRIPTION**	**START-END**	**RESPONSIBILITY**	**STATUS**
AOM	▪ Review and foster implementation of RVSM requisite conditions in the Baghdad and Kabul FIRs	2008-2009		
	▪ Coordinate RVSM implementation/operations with adjacent regions.			
	▪ Implement RVSM in the remaining FIRs (Baghdad and Kabul) ▪ Monitor RVSM operations in the MID Region;			
	▪ Ensure MID RMA operations continuity;			
GPI References	GPI/2: reduced vertical separation minima			

IMPROVE DEMAND AND CAPACITY BALANCING				
Benefits				
Environment ▪ reduction in weather- and traffic-induced holding, leading to reduced fuel consumption and emissions.				
Efficiency ▪ improved traffic flows; ▪ improved predictability; ▪ improved management of excess demand for service in ATC sectors and aerodromes; ▪ improved operational efficiency; ▪ enhanced airport capacity; ▪ enhanced airspace capacity.				
Safety ▪ improved safety management.				
Strategy Near term (2008-2012)				
TASK	**DESCRIPTION**	**START-END**	**RESPONSIBILITY**	**STATUS**
DCB	▪ identify key stakeholders (ATC service providers and users, military authorities, airport authorities, aircraft operators and relevant international organisations) for purposes of coordination and cooperation, using a CDM process;			
	▪ identify and analyse traffic flow problems and develop methods for improving efficiencies on a gradual basis, as needed, through enhancements in current: o airspace organization and management (AOM) and ATS routes structure and SID and STARS, o CNS systems, o aerodrome capacity, o ATS capacity, o training for controllers and pilots; and o ATS letters of agreement;			
	▪ define common elements of situational awareness between FMUs; o common traffic displays, o common weather displays (Internet), o communications (teleconferences, web, etc.), and o daily teleconference/messages methodology advisories;			
	▪ develop methods to establish demand/capacity forecasting;			
	▪ develop a regional strategy and work programme for harmonized implementation of ATFM service; and			
	▪ monitor implementation progress.			
GPI References	GPI/1: flexible use of airspace; GPI/6: air traffic flow management; GPI/7: dynamic and flexible ATS route management; GPI/9: Situational awareness; GPI/13: aerodrome design and management; GPI/14: runway operations; GPI/15: match IMC and VMC operating capacity; and GPI/16: decision support and alerting systems.			

IMPROVE ATM SITUATIONAL AWARENESS				
Benefits				
Efficiency ▪ enhanced traffic surveillance; ▪ enhanced collaboration between flight crew and the ATM system; ▪ improved collaborative decision-making through sharing electronic aeronautical data information; ▪ reduced of workload for both pilots and controllers; ▪ improved operational efficiency; ▪ enhanced airspace capacity; ▪ improved implementation on a cost-effective basis;				
Safety ▪ improved available electronic terrain and obstacle data in the cockpit; ▪ reduced of the number of controlled flight into terrain related accidents; and ▪ improved safety management.				
Strategy ***Near term (2008-2012)***				
TASK	**DESCRIPTION**	**START-END**	**RESPONSIBILITY**	**STATUS**
SDM	▪ identify parties concerned			
	▪ identify the automation level required according to the ATM service provided in airspace and international aerodromes, assessing o operational architecture design, o characteristics and attributes for interoperability, o data bases and software, and o technical requirements;			
	▪ improve ATS inter-facility communication			
	▪ implement flight plan data processing system and electronic transmission tools			
	▪ implement radar data sharing programs where benefits can be obtained			
	▪ develop situational awareness training programmes for pilots and controllers			
	▪ implement ATM surveillance systems for situational traffic information and associated procedures			
	▪ implement ATS automated message exchanges, as required o FPL, CPL, CNL, DLA, etc.			
	▪ implement automated radar handovers, where able;			
	▪ implement ground and air electronic warnings, as needed o Conflict prediction of Terrain proximity o MSAW o DAIW o surface movement surveillance systems			
	▪ implement data link surveillance technologies and applications: ADS, CPDLC, AIDC, as required.			
	▪ implement automated MET information systems for hazardous weather phenomena alerts including low-level wind shear and runway wake vortices			

Medium term (2016)				
	▪ implement additional/advanced automation support tools to increase sharing of aeronautical information			
	▪ implement surveillance tools to identify airspace sector constraint			
	▪ implement teleconferences with ATM stakeholders			
	▪ monitor implementation progress			
GPI References	GPI/1: flexible use of airspace; GPI/6: air traffic flow management; and GPI/7: dynamic and flexible ATS route management; GPI/9: Situational awareness; GPI/13: aerodrome design and management; GPI/14: runway operations; and GPI/16: decision support and alerting systems; GPI/17: implementation of data link applications; GPI/18: aeronautical Information; GPI/19: meteorological systems.			

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PERFORMANCE FRAMEWORK FORM

REGIONAL PERFORMANCE OBJECTIVES /NATIONAL PERFORMANCE OBJECTIVES **IMPROVEMENT OF THE QUALITY AND EFFICIENCY OF AERONAUTICAL INFORMATION SERVICES PROVIDED BY MID STATES**				
Benefits				
Environment **Efficiency** **Safety**	• reductions in fuel consumption; • improved planning and management of flights; • efficient use of airspace.; • improved safety			
Strategy **Short term (2010)** ***Medium term (2011 - 20015)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AUO, ATM SDM				
	• improve the compliance with the AIRAC system;	2008-2010	States & AIS/MAP TF	valid
	• advance posting of the AIRAC information on the web	2009-2011	States & AIS/MAP TF	valid
	• use of email to enhance the communication between the AIS community in the MID Region	2008-2010	States & AIS/MAP TF	valid
	• monitor the implementation of WGS-84 until complete implementation of the system by all States	2008-2010	States & AIS/MAP TF	valid
	• monitor the implementation of AIS automation in the MID Region in order to ensure availability, sharing and management of electronic aeronautical information;	2008-2013	States & AIS/MAP TF	valid
	• monitor the implementation of QMS until complete implementation of the requirements by all MID States;	2008-2013	States & AIS/MAP TF	valid
	• plan for the transition from AIS to AIM and develop necessary planning and guidance materials.	2009-2013	States & AIS/MAP TF	valid
	• promote the awareness about the requirements for the provision of electronic Terrain and Obstacle Data (Etod);	2008-2010	ICAO & AIS/MAP TF	valid
	• harmonize, coordinate and support the eTOD implementation activities on a regional basis;	2008-2012	ICAO & AIS/MAP TF	valid

REGIONAL PERFORMANCE OBJECTIVES /NATIONAL PERFORMANCE OBJECTIVES IMPROVEMENT OF THE QUALITY AND EFFICIENCY OF AERONAUTICAL INFORMATION SERVICES PROVIDED BY MID STATES				
Benefits				
Environment **Efficiency** **Safety**	• reductions in fuel consumption; • improved planning and management of flights; • efficient use of airspace.; • improved safety			
Strategy **Short term (2010)** ***Medium term (2011 - 20015)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AUO, ATM SDM				
	• provide Terrain and Obstacle data for area 1.	2008-2010	States	valid
	• provide Terrain data for area 4.	2008-2010	States	valid
	• provide Terrain and Obstacle data for area 2.	2010-2012	States	valid
	• provide Terrain and Obstacle data for area 3.	2010-2012	States	valid
linkage to GPIs	GPI/9: Situational awareness, GPI/18: Aeronautical Information, GPI/20: WGS-84			

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PERFORMANCE FRAMEWORK

REGIONAL PERFORMANCE OBJECTIVES /NATIONAL PERFORMANCE OBJECTIVES **IMPROVEMENT OF THE QUALITY AND EFFICIENCY OF AERODROME FACILITIES, SERVICES AND ENHANCEMENT OF SAFETY OF RUNWAY OPERATIONS PROVIDED BY MID STATES**				
Benefits				
Efficiency **Safety**	• Increased capacity and enhanced efficiency of aerodrome facilities and services; • Improved safety at aerodromes operations			
	• Reduction of runway incursions and improve safety of runway operations			
Strategy **Short term (2010)** ***Medium term (2011 - 20015)***				
ATM OC COMPONENTS	**TASKS (As part of Certification of Aerodrome process and implementation of Safety Management for aerodrome operations)**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AO, CM, TS, AUO	• Establish collaborative bodies with ATM, aircraft operators and aerodrome operators for developing plans to increase aerodrome capacity to meet the actual air traffic or forecast demand	2008 -2010	States & AOP SG	On-going
	• Implement aerodrome ground infrastructure commensurate with operational expectations including operations of new larger aircrafts at existing aerodromes,	2008-2013	States & AOP SG	On-going
	• Implement, where warranted, precise surface guidance to and from a runway to improve capacity and efficiency,	2009-2011	States & AOP SG	On-going
	• Implement collaborative aerodrome operational procedures with ATM, ground services providers and associated operations support services	2008-2010	States & AOP SG	On-going
	• Develop, Implement and make available to ATM at aerodromes a positioning system for all vehicles and aircrafts operating on the movement area on a cost-benefit basis.	2008-2012	States & AOP SG	On-going
	• Implement procedures and technologies to enhance the performance of runway operations and optimize runway capacity	2008 - 2013	States & AOP SG	On-going
	• Establish collaborative bodies with ATM, aircraft operators and aerodrome operators for implementing plans and measures aimed at prevention of runway incursion	2008-2013		
	• Develop and implement a runway physical characteristics maintenance programme	208-2010		
	• Implement safety management system for aerodrome operations	2008-2013	States & AOP SG	On-going
linkage to GPIs	GPI/13: Aerodrome design and management, GPI/14: Runway operations, GPI/21: Navigation Systems			

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ASSEMBLY RESOLUTION A36-23

A36-23: Performance based navigation global goals

Whereas a primary objective of ICAO is that of ensuring the safe and efficient performance of the global Air Navigation System;

Whereas the improvement of the performance of the Air Navigation System on a harmonized, worldwide basis requires the active collaboration of all stakeholders;

Whereas the Eleventh Air Navigation Conference recommended that ICAO, as a matter of urgency, address and progress the issues associated with the introduction of area navigation (RNAV) and required navigation performance (RNP);

Whereas the Eleventh Air Navigation Conference recommended that ICAO develop RNAV procedures supported by global navigation satellite system (GNSS) for fixed wing aircraft, providing high track and velocity-keeping accuracy to maintain separation through curves and enable flexible approach line-ups;

Whereas the Eleventh Air Navigation Conference recommended that ICAO develop RNAV procedures supported by GNSS for both fixed and rotary wing aircraft, enabling lower operating minima in obstacle rich or otherwise constrained environments;

Whereas Resolution A33-16 requested the Council to develop a programme to encourage States to implement approach procedures with vertical guidance (APV) utilizing such inputs as GNSS or distance measuring equipment (DME)/DME, in accordance with ICAO provisions;

Recognizing that implementation of approach with vertical guidance (APV) is still not widespread;

Recognizing that the Global Aviation Safety Plan has identified Global Safety Initiatives (GSIs) to concentrate on developing a safety strategy for the future that includes the effective use of technology to enhance safety, consistent adoption of industry best practices, alignment of global industry safety strategies and consistent regulatory oversight;

Recognizing that the Global Air Navigation Plan has identified Global Plan Initiatives (GPIs) to concentrate on the incorporation of advanced aircraft navigation capabilities into the air navigation system infrastructure, the optimization of the terminal control area through improved design and management techniques, the optimization of the terminal control area through implementation of RNP and RNAV SIDs and STARs and the optimization of terminal control area to provide for more fuel efficient aircraft operations through FMS-based arrival procedures; and

Recognizing that the continuing development of diverging navigation specifications would result in safety and efficiency impacts and penalties to States and industry;

The Assembly:

1. *Urges* all States to implement RNAV and RNP air traffic services (ATS) routes and approach procedures in accordance with the ICAO PBN concept laid down in the *Performance Based Navigation Manual* (Doc 9613);

2. *Resolves* that:

a) States and planning and implementation regional groups (PIRGs) complete a PBN implementation plan by 2009 to achieve:

1) implementation of RNAV and RNP operations (where required) for en route and terminal areas according to established timelines and intermediate milestones; and

2) implementation of approach procedures with vertical guidance (APV) (Baro-VNAV and/or augmented GNSS) for all instrument runway ends, either as the primary approach or as a back-up for precision approaches by 2016 with intermediate milestones as follows: 30 per cent by 2010, 70 per cent by 2014; and

b) ICAO develop a coordinated action plan to assist States in the implementation of PBN and to ensure development and/or maintenance of globally harmonized SARPs, Procedures for Air Navigation Services (PANS) and guidance material including a global harmonized safety assessment methodology to keep pace with operational demands;

3. *Urges* that States include in their PBN implementation plan provisions for implementation of approach procedures with vertical guidance (APV) to all runway ends serving aircraft with a maximum certificated take-off mass of 5700 kg or more, according to established timelines and intermediate milestones;

4. *Instructs* the Council to provide a progress report on PBN implementation to the next ordinary session of the Assembly; and

5. *Requests* the Planning and Implementation Regional Groups (PIRG) to include in their work programme the review of status of implementation of PBN by States according to the defined implementation plans and report to ICAO any deficiencies that may occur.

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MID REGION PBN STRATEGY

1. INTRODUCTION

1.1 This document provides the high level strategy that is further detailed in the regional implementation plan (roadmap). Introduction of PBN should be consistent with the Global Air Navigation Plan. Moreover, PBN Implementation shall be in full compliance with ICAO SARPs and PANS and be supported by ICAO Global Plan Initiatives.

1.2 In November 2006 the ICAO Council accepted the second amendment to the Global Air Navigation Plan for the CNS/ATM System, which has been renamed the Global Air Navigation Plan (Doc 9750), referred to as the Global Plan. A key part of the Global Plan framework are Global Plan Initiatives (GPIs), which are options for air navigation system improvements that when implemented, result in direct performance enhancements. The GPIs include implementation of performance based navigation (PBN) and navigation system. The introduction of PBN must be supported by an appropriate navigation infrastructure consisting of an appropriate combination of Global Navigation Satellite System (GNSS), self-contained navigation system (inertial navigation system) and conventional ground-based navigation aids.

2. EN-ROUTE OPERATIONS

2.1 Considering the traffic characteristic and CNS/ATM capability of the Region, the en-route operation can be classified as Oceanic, Remote continental, Continental, and local/domestic. In principle, each classification of the en-route operations should adopt, but not be limited to single RNAV or RNP navigation specification. This implementation strategy will be applied by the States and international organizations themselves, as coordinated at Regional level to ensure harmonization.

2.2 In areas where operational benefits can be achieved and appropriate CNS/ATM capability exists or can be provided for a more accurate navigation specification, States are encouraged to introduce the more accurate navigation specification on the basis of coordination with stakeholders and affected neighbouring States.

3. TERMINAL OPERATIONS

3.1 Terminal operations have their own characteristics, taking into account the applicable separation minima between aircraft and between aircraft and obstacles. It also involves the diversity of aircraft, including low-performance aircraft flying in the lower airspace and conducting arrival and departure procedures on the same path or close to the paths of high-performance aircraft.

3.2 In this context, the States should develop their own national plans for the implementation of PBN in TMAs, based on the MID PBN Regional Plan, seeking the harmonization of the application of PBN and avoiding the need for multiple operational approvals for intra- and inter-regional operations, and the applicable aircraft separation criteria.

4. INSTRUMENT APPROACHES

4.1 During early implementation of PBN, IFR Approaches based on PBN should be designed to accommodate mixed-equipage (PBN and non-PBN) environment. ATC workload should be taken into account while developing approach procedures. One possible way to accomplish this is to co-locate the Initial Approach Waypoint for both PBN and conventional approaches. States should phase-out non-precision approach procedures at a certain point when deemed operational suitable and taking in consideration GNSS integrity requirements.

5. IMPLEMENTATION STRATEGY

5.1 In order to address the operational requirements, the following PBN Implementation & Harmonisation Strategy for the ICAO MID Region is formulated as follows:

a) Implementation of any RNAV or RNP application shall be in compliance with ICAO PBN Manual (Doc 9613).

b) Implementation of RNAV5/RNAV1 depending on operation requirements for continental en-route and local/domestic en-route applications at least until 2016.

Note: All current RNP-5 applications shall be redefined as RNAV-5 or, depending on operational needs, as RNAV-1.

c) Implementation of RNAV1/Basic-RNP-1 depending on operation requirements for terminal applications at least until 2016.

d) Implementation of RNAV-10 for oceanic/remote continental until at least 2016.

e) Replacement of RNAV 5/RNAV-1 specification by RNP specifications (e.g. advanced-RNP-1) for the use in the en-route and terminal airspace to commence by 2016.

f) The target date for the completion of implementation for the Approach procedures with vertical guidance (APV) (APV/Baro-VNAV and/or APV/SBAS) for all instrument runway ends is 2016: The development of new conventional non-precision approach procedures should be discouraged. Existing conventional non-precision approach procedures should be phased out not later than 2016, pending readiness of stand-alone GNSS.

g) The use of NDB for approach operations shall be terminated not later than 2012.

Note: Although SBAS APV-I and II is currently not referenced in ICAO Doc9613, in accordance with the general Assembly resolution (A36-23) it is included in this Strategy as part of APV.

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DRAFT MID PERFORMANCE-BASED NAVIGATION IMPLEMENTATION REGIONAL PLAN

1. EXECUTIVE SUMMARY

1.1 This Middle East PBN Implementation Regional Plan has been produced in line with Resolution A 36/23 adopted by ICAO Assembly in its 36th Session held in September 2007. The Regional Plan addresses the strategic objectives of PBN implementation based on clearly established operational requirements, avoiding equipage of multiple on-board or ground based equipment, avoidance of multiple airworthiness and operational approvals and explains in detail contents relating to potential navigation applications.

1.2 The Plan envisages pre- and post-implementation safety assessments and continued availability of conventional air navigation procedures during transition. The Plan discusses issues related to implementation which include traffic forecasts, aircraft fleet readiness, adequacy of ground-based CNS infrastructure etc. Implementation targets for various categories of airspace for the short term (2008 – 2012) and for the medium term (2011 – 2016) have been projected in tabular forms to facilitate easy reference. For the long term (2016 and beyond) it has been envisaged that GNSS will be the primary navigation infrastructure. It is also envisaged that precision approach capability using GNSS and its augmentation system will become available in the long term.

2. EXPLANATION OF TERMS

2.1 The drafting and explanation of this document is based on the understanding of some particular terms and expressions that are described below:

2.1.1 **Middle East PBN Implementation Plan -** A document offering appropriate guidance for air navigation service providers, airspace operators and users, regulating agencies, and international organizations, on the evolution of navigation, as one of the key systems supporting air traffic management, and which describes the RNAV and RNP navigation applications that should be implemented in the short, medium and long term in the MID Region.

2.1.2 **Performance Based Navigation -** Performance based navigation specifies RNAV and RNP system performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in an airspace.

2.1.3 **Performance requirements -** Performance requirements are defined in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept. Performance requirements are identified in navigation specifications which also identify which navigation sensors and equipment may be used to meet the performance requirement.

3. ACRONYMS

3.1 The acronyms used in this document along with their expansions are given in the following List:

AACO	Arab Air Carrier Association
ABAS	Aircraft-Based Augmentation System
AIS	Aeronautical Information System
APAC	Asia and Pacific Regions

APCH	Approach
APV	Approach Procedures with Vertical Guidance
ATC	Air Traffic Control
Baro VNAV	Barometric Vertical Navigation
CNS/ATM	Communication Navigation Surveillance/Air Traffic Management
CPDLC	Controller Pilot Data Link Communications
DME	Distance Measuring Equipment
FASID	Facilities and Services Implementation Document
FIR	Flight Information Region
FMS	Flight Management System
GBAS	Ground-Based Augmentation System
GNSS	Global Navigation Satellite System
GRAS	Ground-based Regional Augmentation System
IATA	International Air Transport Association
IFALPA	International Federation of Air Line Pilots' Associations
INS	Inertial Navigation System
IRU	Inertial Reference Unit
MIDANPIRG	Middle East Air Navigation Planning and Implementation Regional Group
MID RMA	Middle East Regional Monitoring Agency
PANS	Procedures for Air Navigation Services
PBN	Performance Based Navigation
PIRG	Planning and Implementation Regional Group
RCP	Required Communication Performance
RNAV	Area Navigation
RNP	Required Navigation Performance
SARP	Standards and Recommended Practices
SBAS	Satellite-Based Augmentation System
SID	Standard Instrument Departure
STAR	Standard Instrument Arrival
TMA	Terminal Control Area
VOR	VHF Omni-directional Radio-range
WGS	World Geodetic System

4. INTRODUCTION

Need for the roadmap

4.1 The Performance Based Navigation (PBN) concept specifies aircraft RNAV system performance requirements in terms of accuracy, integrity, availability, continuity and functionality needed for the proposed operations in the context of a particular airspace concept, when supported by the appropriate navigation infrastructure. In this context, the PBN concept represents a shift from sensor-based to performance –based navigation.

4.2 The implementation of RVSM on 27 NOV 2003 in the MID Region brought significant airspace and operational benefits to the Region. However, the realization of new benefits from RVSM have reached a point of diminishing returns. The main tool for optimizing the airspace structure is the implementation of performance based navigation (PBN), which will foster the necessary conditions for the utilization of RNAV and RNP capabilities by a significant portion of airspace users in the MID region.

4.3 In view of the need for detailed navigation planning, it was deemed advisable to prepare a PBN Roadmap to provide proper guidance to air navigation service providers, airspace operators and user, regulating agencies, and international organization, on the evolution of performance base navigation, as one of the key systems supporting air traffic management, which describes the RNAV and RNP navigation applications that should be implemented in the short and medium term in the MID Region.

4.4 Furthermore, the MID PBN Roadmap will be the basic material for the development of a boarder MID air navigation strategy, which will serve as guidance for regional projects for the implementation of air navigation infrastructure, such as SBAS, GBAS, etc., as well as for the development of national implementation plans.

4.5 The PBN Manual (Doc 9613) provides guidance on RNAV/RNP navigation specifications and encompasses two types of approvals: airworthiness, exclusively relating to the approval of aircraft, and operational, dealing with the operational aspects of the operator. RNAV/RNP approval will be granted to operators that comply with these two types of approval.

4.6 After the implementation of PBN as part of the airspace concept, the total system needs to be monitored to ensure that safety of the system is maintained. A system safety assessment shall be conducted during and after implementation and evidence collected to ensure that the safety of the system is assured.

Benefits of Performance-Based Navigation

a) Reduces need to maintain sensor- specific routes and procedures, and their associated costs.

b) Avoids need for development of sensor- specific operations with each new evolution of navigation systems; the present requirement of developing procedures with each new introduction is often very costly.

c) Allows more efficient use of airspace (route placement, fuel efficiency, noise abatement).

d) In true harmony with the way in which RNAV systems are used.

e) Facilitates the operational approval process for operators by providing a limited set of navigation specification intended for global use.

f) Improved airport and airspace arrival paths in all weather conditions, and the possibility of meeting critical obstacle clearance and environmental requirements through the application of optimized RNAV or RNP paths.

g) Reduced delays in high-density airspaces and airports through the implementation of additional parallel routes and additional arrival and departure points in terminal areas.

h) For the pilots, the main advantage of using this system is that the navigation function is performed by highly accurate and sophisticated onboard equipment and thus allowing reduction in cock-pit workload, with increase in safety.

i) For Air Traffic Controllers, the main advantage of aircraft using a RNAV system is that ATS routes can be straightened as it is not necessary for the routes to pass over locations marked by conventional NAVAIDS.

j) RNAV based arrival and departure routes can complement and even replace radar vectoring, thereby reducing approach and departure controllers' workload.

k) Increase of predictability of the flight path.

Goals and Objectives of PBN Implementation

4.7 The MIDANPIRG/10 meeting required that PBN be implemented in a strategic manner in the MID Region and accordingly established the RVSM/PBN Task Force which, *inter alia*, was required to follow up developments related to PBN and develop an implementation strategy. The 36th Session of ICAO Assembly adopted Resolution A36-23: *Performance based navigation global goals*, which, amongst others, highlighted global and regional harmonization in the implementation of PBN. Accordingly, the MID PBN Implementation Regional Plan has the following strategic objectives:

(a) To ensure that implementation of the navigation element of the MID CNS/ATM system is based on clearly established operational requirement.

(b) To avoid unnecessarily imposing the mandate for multiple equipment on board or multiple systems on ground.

(c) To avoid the need for multiple airworthiness and operational approvals for intra and inter-regional operations.

(d) To avoid an eclipsing of ATM operational requirements by commercial interests, generating unnecessary costs States, international organization, and airspace users.

(e) To explain in detail the contents of the MID air navigation plan and of the MID CNS/ATM plan, describing potential navigation application.

4.8 Furthermore, the MID PBN Roadmap will provide a high-level strategy for the evolution of the navigation applications to be implemented in the MID region in the short term (2008-2012), medium term (2013-2016). This strategy is based on the coverage of area navigation (RNAV) and required navigation performance (RNP), which will be applied to aircraft operations involving instrument approaches, standard departure (SID) routes, standard arrival (STAR) routes, and ATS routes in oceanic and continental areas.

4.9 The MID PBN Implementation Regional Plan is developed by the MID States together with the international organizations concerned (AACO, ACAC, IATA, IFALPA, IFATCA), and is intended to assist the main stakeholders of the aviation community to plan a gradual transition to the RNAV and RNP concepts. The main stakeholders of the aviation community that benefit from this roadmap are:

- Airspace operators and users
- Air navigation service providers
- Regulating agencies
- International organizations

4.10 The Plan is intended to assist the main stakeholders of the aviation community to plan the future transition and their investment strategies. For example, airlines and operators can use this Regional Plan to plan future equipage and additional navigation capability investment; air navigation service providers can plan a gradual transition for the evolving ground infrastructure, Regulating agencies will be able to anticipate and plan for the criteria that will be needed in the future.

Planning principles

4.11 The implementation of PBN in the MID Region shall be based on the following principles:

(a) develop strategic objectives and airspace concepts as described in the PBN manual (Doc 9613) to justify the implementation of the RNAV and/or RNP concepts in each particular airspace;

(b) States conduct pre- and post–implementation safety assessments to ensure the application and maintenance of the established target level of safety;

(c) development of airspace concept, applying airspace modelling tools as well as real-time and accelerated simulations, which identify the navigation applications that are compatible with the aforementioned concept; and

(d) continued application of conventional air navigation procedures during the transition period, to guarantee the operation by users that are not RNAV- and/or RNP–equipped.

4.12 Planning documentation. The implementation of PBN in the MID Region will be incorporated into the Regional Supplementary Procedures (Doc 7030) as approved by the ICAO Council. he States' PBN implementation plan will include a concise and detailed schedule of implementation for all phases of flight which will be endorsed through Regional agreement processes and considered by the Council as requirements for incorporated the Air Navigation Plan (ANP).

5. PBN OPERATIONAL REQUIREMENTS AND IMPLEMENTATION STRATEGY

5.1 Introduction of PBN should be consistent with the Global Air Navigation Plan. Moreover, PBN Implementation shall be in full compliance with ICAO SARPs and PANS and be supported by ICAO Global Plan Initiatives.

5.2 In November 2006 the ICAO Council accepted the second amendment to the Global Air Navigation Plan for the CNS/ATM System, which has been renamed the Global Air Navigation Plan (Doc 9750), referred to as the Global Plan. A key part of the Global Plan framework are Global Plan Initiatives (GPIs), which are options for air navigation system improvements that when implemented, result in direct performance enhancements. The GPIs include implementation of performance based navigation (PBN) and navigation system. The introduction of PBN must be supported by an appropriate navigation infrastructure consisting of an appropriate combination of Global Navigation Satellite System (GNSS), self-contained navigation system (inertial navigation system) and conventional ground-based navigation aids.

5.3 It is envisaged that for the short term and medium term implementation of PBN, the establishment of a backup system in case of GNSS failure or the development of contingency procedures will be necessary.

En-route

5.4 Considering the traffic characteristic and CNS/ATM capability of the Region, the en-route operation can be classified as Oceanic, Remote continental, Continental, and local/domestic. In principle, each classification of the en-route operations should adopt, but not be limited to single RNAV or RNP navigation specification. This implementation strategy will be applied by the States and international organizations themselves, as coordinated at Regional level to ensure harmonization.

5.5 In areas where operational benefits can be achieved and appropriate CNS/ATM capability exists or can be provided for a more accurate navigation specification, States are encouraged to introduce the more accurate navigation specification on the basis of coordination with stakeholders and affected neighboring States.

Terminal

5.6 Terminal operations have their own characteristics, taking into account the applicable separation minima between aircraft and between aircraft and obstacles. It also involves the diversity of aircraft, including low-performance aircraft flying in the lower airspace and conducting arrival and departure procedures on the same path or close to the paths of high-performance aircraft.

5.7 In this context, the States should develop their own national plans for the implementation of PBN in TMAs, based on the MID PBN Regional Plan, seeking the harmonization of the application of PBN and avoiding the need for multiple operational approvals for intra- and inter-regional operations, and the applicable aircraft separation criteria.

Approaches

5.8 During early implementation of PBN, IFR Approaches based on PBN should be designed to accommodate mixed-equipage (PBN and non-PBN) environment. ATC workload should be taken into account while developing approach procedures. One possible way to accomplish this is to co-locate the Initial Approach Waypoint for both PBN and conventional approaches. States should phase-out non-precision approach procedures at a certain point when deemed operational suitable and taking in consideration GNSS integrity requirements.

Implementation Strategy

5.9 In order to address the operational requirements, the following PBN Implementation & Harmonisation Strategy for the ICAO MID Region is formulated as follows:

a) Implementation of any RNAV or RNP application shall be in compliance with ICAO PBN Manual (Doc 9613).

b) Implementation of RNAV5/RNAV1 depending on operation requirements for continental en-route and local/domestic en-route applications at least until 2016.

Note: All current RNP-5 applications shall be redefined as RNAV-5 or RNAV-1 depending on operational needs.

c) Implementation of RNAV1/Basic-RNP-1 depending on operation requirements for terminal applications at least until 2016.

d) Implementation of RNAV-10 for oceanic/remote continental until at least 2016;

e) Replacement of RNAV 5/RNAV-1 specification by RNP specifications (e.g. advanced-RNP-1) for the use in the en-route and terminal airspace to commence by 2016.

f) The target date for the completion of implementation for the Approach procedures with vertical guidance (APV) (APV/Baro-VNAV and/or APV/SBAS) for all instrument runway ends is 2016: The development of new conventional non-precision approach procedures should be discouraged. Existing conventional non-precision approach procedures should be phased not later than 2016, pending readiness of stand-alone GNSS.

g) The use of NDB for approach operations shall be terminated not later than 2012.

Note: Although SBAS APV-I and II is currently not referenced in ICAO Doc9613, in accordance with the general Assembly resolution (A36-23) it is included in this Strategy as part of APV.

6. CURRENT STATUS AND FORECAST

MID Traffic Forecast

6.1 The GEN part of FASID (Part II) provides the information and data of the following traffic forecasts and trends:

- air traffic demand for air navigation systems planning
- Passenger traffic
- Aircraft movements
- Major city-pairs traffic

6.2 The forecast data as well as the figures contained in the FASID document are the results of the regular meetings of, MIDANPIRG Traffic Forecasting Sub-group, which had in last meeting in May 2006. Notably however, in the past two years, air traffic growth trend for the MID Region has signalled a significantly higher aircraft fleet and traffic growth than was previously forecast.

6.3 World scheduled traffic measured in terms of Passenger-kilometers Performed (PKPs) is forecast to increase at a "most likely" average annual rate at 4.6 per cent for the period 2005-2025. International traffic is expected to increase at 5.3 per cent per annum.

6.4 The airlines of the Middle East regions are expected to experience the highest growth in passenger traffic at 5.8 per cent per annum through to the year 2025 compared to the world average of 4.6%.

6.5 World scheduled freight traffic measured in terms of tonne-kilometres performed is forecast to increase at a "most likely" average annual rate of 6.6 per cent for the period 2005-2025. International freight traffic is expected to increase at an average annual growth rate of 6.9 per cent.

6.6 Air freight traffic of the airlines of Middle East region is expected to remain higher than the world average at 7.8 per annum.

6.7 The following major route groups to, from and within the Middle East Region have been identified:

- Between Middle East - Europe
- Between Middle East - Africa
- Between Middle East - Asia/Pacific
- Between Middle East - North America
- Intra Middle East

6.8 Movement forecasts for the major route groups for the 2007-2025 periods are depicted in **Table 1**.

TABLE 1

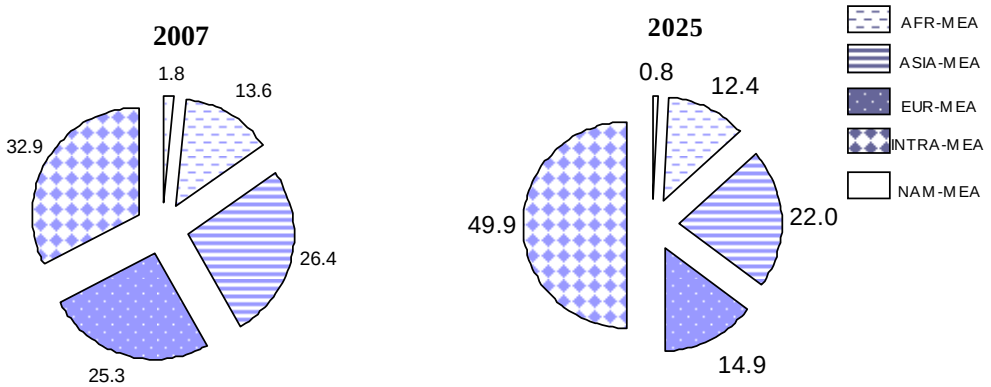
AIRCRAFT MOVEMENTS FORECAST TO THE YEAR 2025

	Actual 2007	Forecast 2025	Average Annual (per cent) 2007-2025	Growths
AFR-MEA	84933	291159	7.1	
ASIA-MEA	165364	514979	6.5	
EUR-MEA	158346	350380	4.5	
INTRA MEA	205769	1170709	10.1	
NAM-MEA	11075	18703	3.0	
TOTAL	625487	2345929	7.6	

6.9 The total aircraft movements to/from and within the Middle East region are estimated to increase from some 625000 in 2007 to around 2346000 in 2025 at an average annual growth rate of 7.6 per cent. The resulting movements' shares for the year 2025 are depicted in **Figure 1**.

FIGURE 1

SHARES OF SELECTED ROUTE GROUPS IN AIRCRAFT MOVEMENTS



Aircraft Fleet Readiness

6.10 …..

CNS Infrastructure

Navigation infrastructure

Global Navigation Satellite System (GNSS)

6.11 Global Navigation Satellite System (GNSS) is a satellite-based navigation system utilizing satellite signals, such as Global Positioning System (GPS), for providing accurate and reliable position, navigation, and time services to airspace users. In 1996, the International Civil Aviation Organization (ICAO) endorsed the development and use of GNSS as a primary source of future navigation for civil aviation. ICAO noted the increased flight safety, route flexibility and operational efficiencies that could be realized from the move to space-based navigation.

6.12 GNSS supports both RNAV and RNP operations. Through the use of appropriate GNSS augmentations, GNSS navigation provides sufficient accuracy, integrity, availability and continuity to support en-route, terminal area, and approach operations. Approval of RNP operations with appropriate certified avionics provides on-board performance monitoring and alerting capability enhancing the integrity of aircraft navigation.

6.13 GNSS augmentations include Aircraft-Based Augmentation System (ABAS), Satellite-Based Augmentation System (SBAS), Ground-Based Augmentation System (GBAS), and Ground-based Regional Augmentation System (GRAS).

Other PBN Infrastructure

6.14 Other navigation infrastructure that supports PBN applications includes INS, VOR/DME, DME/DME, and DME/DME/IRU. These navigation infrastructures may satisfy the requirements pf RNAV navigation specifications, but not those of RNP.

6.15 INS may be used to support PBN en-route operations with RNAV-10 and RNAV-5 navigation specifications.

6.16 VOR/DME may be used to support PBN en-route and STAR operations based on RNAV-5 navigation specification.

6.17 Uses of DME/DME and DME/DME/IRU may support PBN en-route and terminal area operations based on RNAV-5, and RNAV-1 navigation specifications. Validation of DME/DME coverage area and appropriate DME/DME geometry should be conducted to identify possible DME/DME gaps, including identification of critical DMEs, and to ensure proper DME/DME service coverage.

Note.- The conventional Navaid infrastructure should be maintained to support non-equipped aircraft during a transition period until at least 2016.

Surveillance Infrastructure

6.18 For RNAV operations, States should ensure that sufficient surveillance coverage is provided to assure the safety of the operations. Because of the on-board performance monitoring and alerting requirements for RNP operations, surveillance coverage may not be required. Details on the surveillance requirements for PBN implementation can be found in the ICAO PBN Manual and ICAO PANS-ATM (Doc 4444), and information on the current surveillance infrastructure in the MID can be found in ICAO FASID table.

Communication Infrastructure

6.19 Implementation of RNAV and RNP routes includes communication requirements. Details on the communication requirements for PBN implementation can be found in ICAO PANS-ATM (Doc 4444), ICAO RCP Manual (Doc 9869), and ICAO Annex 10. Information on the current communication infrastructure in the MID can also be found in ICAO FASID table.

7. IMPLEMENTATION ROADMAP OF PBN

ATM Operational Requirements

7.1 The Global ATM Operational Concept: Doc 9854 makes it necessary to adopt an airspace concept able to provide an operational scenario that includes route networks, minimum separation standards, assessment of obstacle clearance, and a CNS infrastructure that satisfies specific strategic objectives, including safety, access, capacity, efficiency, and environment.

7.2 In this regard, the following programmes will be developed:

a) Traffic and cost benefit analyses
b) Necessary updates on automation
c) Operational simulations in different scenarios
d) ATC personnel training
e) Flight plan processing
f) Flight procedure design training to include PBN concepts and ARINC-424 coding standard
g) Enhanced electronic data and processes to ensure appropriate level of AIS data accuracy, integrity and timeliness
h) WGS-84 implementation in accordance with ICAO Annex 15
i) Uniform classification of adjacent and regional airspaces, where practicable
j) RNAV/RNP applications for SIDs and STARs
k) Coordinated RNAV/RNP routes implementation
l) RNP approach with vertical guidance

7.3 The above programmes should conform to the performance objectives and regional action plan supporting the regional implementation plan (roadmap).

Short Term (2008-2012)

En-route

7.4 During the planning phase of any implementation of PBN routes, States should gather inputs from all aviation stakeholders to obtain operational needs and requirements. These needs and requirements should then be used to derive airspace concepts and to select appropriate PBN navigation specification.

7.5 In this phase, the current application of RNAV-10 is expected to continue for Oceanic and Remote continental routes.

7.6 For Continental routes, the applications of RNAV-5 and RNAV-1 navigation specifications are expected. Before the PBN concept was established , the MID Region adopted the Regional implementation of RNP-5. Under the PBN concept it is now required that RNP 5 will change into RNAV-5. Based on operational requirements, States may choose to implement RNAV-1 routes to enhance efficiency of airspace usages and support closer route spacing, noting that appropriate communication and surveillance coverage is provided. Details of these requirements are provided in the PBN manual (Doc 9613) and PANS-ATM (Doc 4444).

7.7 **Operational approval**. Operators are required to have operational approval for RNAV-5. Depending on operational requirement RNAV-1 for terminal operations and RNAV-10 for Oceanic/Remote Continental operations,.

Terminal

7.8 In selected TMAs, the application of RNAV-1 in a surveillance environment can be supported through the use of GNSS or ground navigation infrastructure, such as DME/DME and DME/DME/IRU. In this phase, mixed operations (equipped and non-equipped) will be permitted.

7.9 In a non- surveillance environment and/or in an environment without adequate ground navigation infrastructure, the SID/STAR application of Basic-RNP-1 is expected in selected TMAs with exclusive application of GNSS.

7.10 **Operational approval**. Operators are required to have operational approval for RNAV-1. In addition, operators are required to have Basic RNP-1 approval when operating in procedural control TMAs.

Note: In order to avoid unnecessary approvals, operators equipped with GNSS should apply for combined RNAV-1 and Basic RNP-1.

Approach

7.11 The application of RNP APCH procedures is expected to be implemented in the maximum possible number of airports, primarily international airports. To facilitate transitional period, conventional approach procedures and conventional navigation aids should be maintained for non-equipped aircraft.

7.12 States should promote the use of APV operations (Baro-VNAV or SBAS) to enhance safety of RNP approaches and accessibility of runways.

7.13 The application of RNP AR APCH procedures should be limited to selected airports, where obvious operational benefits can be obtained due to the existence of significant obstacles.

7.14 **Operational approval requirements**. Operators shall plan to have operational approval for RNP APCH with VNAV operations (Baro-VNAV). Depending on operational need, aircraft shall also meet the RNP AR APCH specification.

7.15 Application of RNAV-5 or RNAV-1 for continental en-route will be mandated by the end of 2012.

SUMMARY TABLE AND IMPLEMENTATION TARGETS

SHORT TERM (2008-2012)	
Airspace	***Navigation Specification***
En-route – Oceanic	RNAV-10
En-route - Remote continental	RNAV-10
En-route – Continental	RNAV-5, RNAV-1
En-route - Local / Domestic	RNAV-5, RNAV-1
TMA – Arrival	RNAV-1 in surveillance environment and with adequate navigation infrastructure. Basic RNP-1 in non-surveillance environment
TMA – Departure	RNAV-1 in surveillance environment and with adequate navigation infrastructure. Basic RNP-1 in non-surveillance environment
Approach	RNP APCH with Baro-VNAV in most possible airports; RNP AR APCH in airport where there are obvious operational benefits.

Implementation Targets

- RNP APCH (with Baro-VNAV) in 30% of instrument runways by 2010 and 50% by 2012 and priority should be given to airports with most significant operational benefits
- RNAV-1 SIDs/STARs for 30% of international airports by 2010 and 50% by 2012 and priority should be given to airports with RNP Approach
- RNP-5 and B-RNAV which is implemented in MID Region to be redefined as per ICAO PBN terminology by 2009 (MIDANPIRG/11), full implementation of PBN by 2012 for continental en-route.

Medium Term (2013-2016)

En-route

7.16 Noting the current development of route spacing standards for RNAV-1, in this phase, it is expected that the implementations of all existing RNAV/RNP routes are consistent with PBN standards. However, in order to ensure implementation harmonization, States are urged to implement their RNAV/RNP routes based on a Regional agreements and consistent PBN navigation specifications and separation standards.

7.17 With regard to oceanic remote operations, it is expected that with the additional surveillance capability, the requirement for RNAV-10 will disappear, and be replaced by navigation specifications for continental en-route applications.
7.18

7.19 **Operational approval**. Operators are required to have operational approval for RNAV-5 and RNAV-1..

Terminal

7.20 RNAV-1 or Basic RNP-1 will be fully implemented in all TMAs by the end of this term.
7.21 **Operational approval**. Operators are required to have operational approval for

RNAV-1/Basic RNP-1 approval.

Note: In order to avoid unnecessary approvals, operators equipped with GNSS should apply for combined RNAV-1 and Basic RNP-1

Approach

7.22 In this phase, full implementation of RNP APCH with Baro-VNAV or APV SBAS for all instrument runways is expected. These applications may also serve as a back-up to precision approaches.

7.23 The extended application of RNP AR Approaches should continue for airports where there are operational benefits.

7.24 The introduction of application of landing capability using GNSS is expected to guarantee a smooth transition toward high-performance approach and landing capability.

7.25 **Operational approval requirements**. Operators are required to have operational approval for RNP APCH with VNAV operations (Baro-VNAV). Depending on operations, aircraft shall also meet RNP AR specification.

7.26 Application of RNAV-1 or Basic RNP-1 for all terminal areas and APV/Baro-VNAV or APV/SBAS for all instrument runway ends, either as the primary approach or as a back-up for precision approaches will be mandated by 2016.

SUMMARY TABLE AND IMPLEMENTATION TARGETS

MEDIUM TERM (2013-2016)	
Airspace	***Navigation Specification (preferred/acceptable)***
En-route – Oceanic	Nil
En-route - Remote continental	Nil
En-route – Continental	RNAV-1, RNAV-5
En-route - Local / Domestic	RNAV-1 , RNAV-5
TMA – (Arrival, Departure)	RNAV-1 or RNP-1 application
Approach	RNP APCH (with Baro-VNAV) and APV Expansion of RNP AR APCH where there are operational benefits Introduction of landing capability using GNSS and its augmentations
Implementation Targets ▪ RNP APCH with Baro-VNAV or APV in 100% of instrument runways by 2016 ▪ RNAV-1 or RNP-1 SID/STAR for 100% of international airports by 2016 ▪ RNAV-1 or Basic RNP-1 SID/STAR at busy domestic airports where there are operational benefits ▪ Implementation additional RNAV/RNP routes	

Long Term (2016 and Beyond)

7.27 In this phase, GNSS is expected to be a primary navigation infrastructure for PBN implementation. States should work co-operatively on a multinational basis to implement GNSS in order to facilitate seamless and inter-operable systems and undertake coordinated Research and Development (R&D) programs on GNSS implementation and operation.

7.28 Moreover, during this phase, States are encouraged to consider segregating traffic according to navigation capability and granting preferred routes to aircraft with better navigation performance.

7.29 Noting the current development of Advanced RNP-1 navigation specification, it is expected that this navigation specification will play an important role in the long term implementation of PBN for enroute and terminal operations.

7.30 With the expectation that precision approach capability using GNSS and its augmentation systems will become available, States are encouraged to explore the use of such capability where there are operational and financial benefits.

7.31 During this term the use of Advanced RNP-1 for terminal and en-route will be mandated by a date to be determined.

8. TRANSITIONAL STRATEGIES

8.1 During the transitional phases of PBN implementation, sufficient ground infrastructure for conventional navigation systems must remain available. Before existing ground infrastructure is considered for removal, users should be consulted and given reasonable transition time to allow them to equip appropriately to attain equivalent PBN-based navigation performance. States should approach removal of existing ground infrastructure with caution to ensure that safety is not compromised, such as by performance of safety assessment, consultation with users through regional air navigation planning process and national consultative forums. Moreover, noting that navigation systems located in a particular State/FIR may be supporting air navigation in airspaces in other States/FIRs States are required to cooperate and coordinate bilaterally, multilaterally and within the framework of Regional agreements, in the phasing out of conventional ground based navigation systems and maintaining the serviceability of required navigation aids for area navigation (e.g. DME).

8.2 States should ensure that harmonized separation standards and procedures are developed and introduced concurrently in all flight information regions to allow for a seamless transition towards PBN.

8.3 States should cooperate on a multinational basis to implement PBN in order to facilitate seamless and inter-operable systems and undertake coordinated R&D programs on PBN implementation and operation.

8.4 States are encouraged to consider segregating traffic according to navigation capability and granting preferred routes to aircraft with better navigation performance, taking due consideration of the need of State/Military aircraft.

8.5 States should encourage operators and other airspace users to equip with PBN avionics. This can be achieved through early introductions of RNP approaches, preferably those with vertical guidance.

8.6 ICAO MID Region Regional Office should provide leadership supporting implementation and transition towards PBN.

9. SAFETY ASSESSMENT AND MONITORS

Methodology

Need for Safety Assessment

9.1 To ensure that the introduction of PBN en-route applications within the MID Region is undertaken in a safe manner and in accordance with relevant ICAO provisions, implementation shall only take place following conduct of a safety assessment that has demonstrated that an acceptable level of safety will be met. This assessment may also need to demonstrate levels of risk associated with specific PBN en-route implementation. Additionally, ongoing periodic safety reviews shall be undertaken where required in order to establish that operations continue to meet the target levels of safety.

Roles and Responsibilities

9.2 To demonstrate that the system is safe, it will be necessary that the implementing agency – a State or group of States - ensures that a safety assessment and, where required, ongoing monitoring of the PBN en-route implementation are undertaken. The implementing agency may have the capability to undertake such activities or may seek assistance from the Middle East Regional Monitoring Agency (MID RMA). The latter course of action is preferred as the MID RMA would be in a position to establish the necessary monitoring and data collection activity in an effective manner. Furthermore, the MIDANPIRG/10 meeting in April 2007 adopted the revised terms of reference of the MID RMA, whose scope includes safety monitoring of RNP/RNAV.

9.3 In undertaking a safety assessment to enable en-route implementation of PBN, a State, implementing agency or the MID RMA shall:

(a) Establish and maintain a database of PBN approvals;

(b) Monitor aircraft horizontal-plane navigation performance and the occurrence of large navigation errors and report results appropriately to the MID RMA;

(c) Conduct safety and readiness assessments and report results appropriately to the MID RMA;

(d) Monitor operator compliance with State approval requirements after PBN implementation; and

(e) Initiate necessary remedial actions if PBN requirements are not met.

9.4 The duties and responsibilities of the MID RMA as well as the agreed principles for its establishment are available from the ICAO MID Regional Office.

10. PERIODIC REVIEW OF IMPLEMENTATION ACTIVITIES

Procedures to Modify the Regional Plan

10.1 Whenever a need is identified for a change to this document, the Request for Change (RFC) Form (to be developed) should be completed and submitted to the ICAO MID Regional Office. The Regional Office will collate RFCs for consideration by the PBN/GNSS Task Force (ATM/SAR/AIS Sub-group of MIDANPIRG).

10.2 When an amendment has been agreed by a meeting of the PBN/GNSS Task Force, a new version of the PBN Regional Plan will be prepared, with the changes marked by an "|" in the margin, and an endnote indicating the relevant RFC, to enable a reader to note the origin of the change. If the change is in a table cell, the outside edges of the table will be highlighted. Final approval for publication of an amendment to the PBN Regional Plan will be the responsibility of MIDANPIRG.

Appendix A – Practical Examples of tangible benefits (living document)

(To be Developed)

Appendix B – Reference documentation for developing operational and airworthiness approval regulations/procedures

(To be Developed)

MIDANPIRG/11
Appendix 5.5S to the Report on Agenda Item 5.5

PROPOSED LIST OF CONTENTS FOR THE STATE PBN IMPLEMENTATION PLAN

- Background
  - Future Demands on Aviation
  - Operational Efficiency
  - Environmental Issues
- Strategic objective and Airspace concepts
- Performance Based Navigation
  - PBN
  - Current Status of PBN
- Benefits of PBN and Global Harmonization (Safety, Efficiency, Environment)
- Challenges
  - Transition to the PBN System
  - Increasing Demands
  - Efficient Operations
  - Environmental Impact
- Implementation Strategy
  - Short Term (Now until end of 2012)
    - En-route
    - Departures and Arrivals
    - Approaches
    - NAVAID Infrastructure
      - Ground based
      - Space based
  - Medium Term (2013 until end of 2016)
    - En-route
    - Departures and Arrivals
    - Approaches
    - NAVAID Infrastructure
      - Ground based
      - Space based
  - Long Term (2016 and beyond)
    - En-route
    - Departures and Arrivals
    - Approaches
    - NAVAID Infrastructure
      - Ground based
      - Space based
- Implementation Schedule
  - En-route
  - Departures and Arrivals
  - Approaches

AGENDA ITEM 5: REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION ISSUES

5.6 MET

REPORT ON AGENDA ITEM 5: REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION ISSUES

5.6 MET

5.6.1 The meeting noted that the First meeting of the Meteorology Sub-Group (MET SG/1) was held at the ICAO MID Regional Office, from 25 to 27 June 2008. The meeting was attended by thirty one (31) participants, including experts from ten (10) States in the MID Region, three (3) States in the EUR Region providing international meteorological facilities, and one Organization (IFALPA). The MET SG/1 meeting formulated seven (7) draft Conclusions and four (4) draft Decisions for endorsement by MIDANPIRG/11 meeting and developed a follow-up actions plan including the expected deliverables and target dates.

Review of the MET part of the MID Basic ANP and FASID (Doc 9708)

5.6.2 The MET SG/1 reviewed the MET Part of the MID Regional Air Navigation Plan. The meeting noted that, as a follow-up action on MIDANPIRG Conclusions 10/7, 10/73 and 10/74, two amendment proposals, one for the MET part of the MID Basic ANP and one for the FASID, have been processed and approved in April 2008. The MET part of the MID ANP was considerably updated.

5.6.3 The meeting noted that the new TAF-related provisions in Amendment 74 to Annex 3, which became applicable on 5 November 2008, required further amendment to the MID Basic ANP. After reviewing the user's requirement for the period of validity of the TAF issued for the MID aerodromes as presented by IATA, the meeting agreed on the following amendments to the Plan: a) to delete the requirement for TAF with period of validity of 18 hours; and b) to change the requirement for the filing time of the TAF from "approximately two hours before the start of the period of validity" to "one hour before the period of validity". In view of the foregoing, the MET SG/1 meeting formulated Draft Conclusion (1/7), as follows:

DRAFT CONCLUSION 1/7: PROPOSAL FOR AMENDMENT OF THE MET PART OF THE MID BASIC ANP (DOC 9708)

*That, the MET Part of the MID Basic ANP be amended as shown in **Appendix 5.6A** to the Report on Agenda Item 5.6.*

5.6.4 In order to meet the applicability date of the Amendment 74, the follow-up action on this draft conclusion was undertaken by the Secretariat and the amendment proposal for the MID Basic ANP was circulated in the beginning of October 2008. During the consultation process, based on a request by IATA, a requirement for TAF with period of validity of 30 hours has been included in the final version of the amendment proposal. The amendment proposal was approved by the President on behalf of the Council on 23 January 2009.

5.6.5 The meeting noted the completion of the follow-up action on the MET SG Draft Conclusion 1/7 and the related amendment to the MET part of the MID Basic ANP.

5.6.6 With regard to the MET Part of the FASID, the meeting agreed that there was a need for review and update of all FASID Tables related to the OPMET exchange, i.e., FASID Tables MET 1A, MET 2A, MET 2 C, MET 4A and MET 4B. It was decided that, the task for updating these tables should be included in the work programme of the MID OPMET Bulletin Management Group re-established by the MET SG/1 meeting. Accordingly, the meeting agreed to the following Decision:

DECISION 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.

Implementation of the World Area Forecast System and the SADIS in the MID Region

5.6.7 The meeting was apprised about the forthcoming important changes to the WAFS aimed at improving the accuracy, resolution and timeliness of the WAFS forecasts. These changes included a migration from GRIB 1 to GRIB 2 coded WAFS upper-air wind/temperature forecasts, and introduction of improved WAFS forecasts for icing, turbulence and cumulonimbus clouds in place of the current SIGWX forecasts. It was planned that the transition to the new WAFS products would be completed by 2013.

5.6.8 The meeting noted that, in order to raise the regional awareness of the forthcoming changes to the WAFS, the MET SG/1 meeting agreed that the information package presented by the WAFC London should be circulated by the Regional Office to all States in the MID Region and formulated Draft Conclusion 1/1.

DRAFT CONCLUSION 1/1: PROVIDING MID STATES WITH INFORMATION ON RECENT AND FORTHCOMING DEVELOPMENTS TO WAFS AND SADIS

That, in order to allow the users to maintain their WAFS processing systems compatible with the planned developments, the information on Recent and Forthcoming Developments to WAFS and SADIS, at Appendix 3C to the Report on Agenda Item 3, be circulated to the States in the MID Region, in order to be used as guidance material.

5.6.9 In order to expedite the distribution of the important information envisaged by the above MET SG/1 Draft Conclusion to the MID States and, taking into account its non-controversial nature, the MID Regional Office issued on 16 September 2008 State Letter containing as an attachment the information on the recent and forthcoming developments to the WAFS and SADIS. With this, the follow-up action on MET SG/1 Draft Conclusion 1/1 has been completed.

5.6.10 The meeting agreed that, in order to facilitate the implementation of the new WAFS products in accordance with the established timeline, the WAFS users in the MID States would need training in the utilization of those products. It was noted in this regard that, the WAFSOPSG had already planned the provision of training in the Regions where the respective PIRGs had indicated the need for such training. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 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 development of 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.

5.6.11 The meeting noted that the SADIS first generation (1G) service was terminated on 6 January 2009. It was reported that the transition to the SADIS second generation (2G) service in the MID Region was completed successfully. The SADIS Provider State informed that only one MID State, Yemen, failed to replace its SADIS receiving system with the 2G and, at the same time, Yemen was not using the alternative SADIS internet based FTP service. Noting that the SADIS was the only ICAO system for distribution of the safety and efficiency critical WAFS data, the lack of access to SADIS (both satellite broadcast and FTP) was considered an air navigation deficiency. Therefore, a MET deficiency for Yemen was added to the MIDANPIRG List of Deficiencies.

SADIS Strategic Assessment Tables

5.6.12 The meeting noted the SADIS Strategic Assessment Tables for the MID Region for the period 2008-2012, as reviewed and updated by the MET SG/1 meeting. In accordance with the procedures established by MIDANPIRG/5 Decision 5/15, the meeting endorsed the tables to be forwarded to the SADIS Operations Group and accordingly agreed to the following Conclusion:

CONCLUSION 11/77: SADIS STRATEGIC ASSESSMENT TABLES

*That, the MID SADIS Strategic Assessment Tables 2008 - 2012 at **Appendix 5.6B** to the Report on Agenda Item 5.6, be adopted and forwarded to the SADIS Operations Group for planning the future SADIS bandwidth requirements.*

Implementation of meteorological advisories and warnings

5.6.13 The meeting noted that the eruption of the Teyr-Djebel volcano in Yemen on 30 September 2007, which created a volcanic ash (VA) plume up to FL400 (according to press reports), showed clearly that VA occurrences in the MID Region were possible and might affect air traffic. Moreover, VA clouds can drift over long distances; therefore, the MID Region could be affected by VA cloud coming from other regions.

5.6.14 In view of this, the meeting agreed that the implementation of the procedures prescribed by the ICAO International Airways Volcano Watch (IAVW) should be promoted. This included raising the awareness of the MET, ATS and AIS service providers in the MID States of the procedures for the issuance and exchange of the required information in case of volcanic eruptions or volcanic ash clouds, such as, volcanic ash advisories (VAA), SIGMET for volcanic ash, and NOTAM/ASHTAM.

5.6.15 It was recalled that the MIDANPIRG/10 Conclusion 10/72 called for organizing regular tests for VA SIGMET issuance in coordination with VAAC Toulouse. The follow-up action on this Conclusion had not been initiated due to, *inter alia*, the lack of established SIGMET test procedures for the MID Region.

5.6.16 The meeting agreed on the need for promulgating regional procedures for regular SIGMET tests and monitoring of the availability and quality of SIGMET, including those for volcanic ash and tropical cyclones. It was noted that the MET SG/1 meeting had started the development of regional SIGMET Test Procedures and an ad-hoc working group had been tasked to finalize them. Accordingly, the meeting agreed to the following Decision and Conclusion:

DECISION 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.

CONCLUSION 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.

5.6.17 Recognizing that the volcanic ash was a serious aviation hazard, the meeting agreed on the need to raise the awareness of the ATM community of the effect of the volcanic ash on the flight operations. It was proposed in this regard, that the Secretariat should submit a working paper to the next ATM/SAR/AIS Sub-Group meeting (November 2009) with emphasis on the need for establishment of ATM contingency plans for VA clouds avoidance and subsequent organization of regional VA exercises with the involvement of all stakeholders concerned: ACCs, NOTAM offices, MWOs, VAAC, flow management units, and airlines.

5.6.18 With regard to the tropical cyclones, the meeting noted that the tropical cyclone advisory service for the MID Region was being provided by the Tropical Cyclone Advisory Centre (TCAC) New Delhi, India. The meeting also noted that some States in the MID Region, e.g., Oman and Saudi Arabia, had established modern meteorological Centres with latest state-of-the-art equipment and the potential to issue tropical cyclone advisories for the western part of the Arabian Sea. In this regard, the Secretariat advised that, at this stage, it was not feasible to make any changes to the existing ICAO/WMO system of Tropical Cyclone Advisory Centres (TCAC). Therefore, the improvement of the forecasts of the tropical cyclones tracks and the related aviation advisories and warnings should be sought through closer coordination between the MID States and the TCAC New Delhi. In this regard, the meeting agreed to the following Conclusion:

CONCLUSION 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, MID Region States, 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) in New Delhi and provide feed-back to the TCAC in case of identified forecast errors or other operational problems.

OPMET Data Monitoring

5.6.19 The meeting noted the results of an OPMET data monitoring performed in February 2008 by the OPMET Data Bank in Vienna, Austria. These results outlined a number of errors and inconsistencies in the communication procedures and messages formats of the MID OPMET data and bulletins, which needed to be addressed. The monitoring identified total lack of OPMET data provided via AFTN from Afghanistan and Iraq. Accordingly, the meeting agreed to reflect this as a MET deficiency.

5.6.20 The meeting further noted that in order to avoid duplication of OPMET bulletins in the user's systems in the EUR Region, all MID States should use the AFTN address LOZZMMID as a single address for sending the OPMET data from the MID Region to the EUR Region. It was noted also that some States in the Region had not yet implemented the correct METAR and TAF format requiring inclusion of the code words "METAR" and "TAF" in the beginning of the message. In order to resolve these errors as soon as possible, accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 11/81: IMPROVING THE PROCEDURES FOR SENDING OF MID OPMET DATA TO THE 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.

Activating the MID OPMET Bulletin Management Group (MID OPMET BMG)

5.6.21 The group recalled that a MID OPMET Bulletin Management Group (BMG) had been established by MIDANPIRG/8 in 2003 through Conclusion 8/48, but the group had not been activated since then. That group should, among other tasks, review the need for establishment of a Regional OPMET Data Bank for the MID Region and the most appropriate location for such a Data Bank.

5.6.22 In view of the existing problems with the OPMET data exchange, as identified above, and the need for systematic management of the OPMET bulletins content and structure, the meeting supported the activation of the OPMET BMG and, accordingly, agreed to the following Decision:

DECISION 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 as at **Appendix 5.6C** 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.

Other OPMET Issues

5.6.23 The meeting noted the concern of IFALPA in regard to insufficient OPMET information in the VOLMET broadcasts (no TAF reported). IFAPLA expressed support to expanding the implementation of D-ATIS and D-VOLMET in the MID Region, where appropriate, since the weather information provided through the data link services was easy to obtain and richer in content. The meeting agreed that the provision of OPMET information through VOLMET should be added to the tasks of the OPMET BMG.

Institutional Issues related to MET

5.6.24 The meeting identified the need for obtaining up-to-date information from the MID States regarding the established regulatory framework for the provision of meteorological services, including details regarding the States' designated Meteorological Authorities and authorised Meteorological Service Providers. In addition, there was a need to collect information on the status of implementation of the meteorological services and facilities in all MID States.

5.6.25 It was proposed in this regard that the MID Regional Office conduct a regional survey in order to collect such information to be used as a benchmark for measuring the success of the activities conducted by the MET Sub-Group in accordance with its work programme. It was expected that such a survey would also help in identifying MET deficiencies. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 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 meteorological 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.

5.6.26 The meeting recalled that the quality assurance requirements related to the provision of meteorological services were set up in Annex 3, 2.2 as a recommended practice. In order to assist States in implementing the QA requirements, in particular, the establishment of a Quality Management System (QMS) by the meteorological authorities and meteorological service providers, ICAO and the WMO have published a joined Manual on Quality Management System for the Provision of Meteorological Service to International Air Navigation (Doc 9873, First edition – 2007).

5.6.27 The meeting was advised that in relation to the ICAO requirements for the Safety Management Systems (SMS), the establishment of QMS for the provision of MET services had become even more important. Therefore, it was planned that Amendment 75 to Annex 3, which would become applicable in November 2010, would include an "upgrade" of the current quality assurance and QMS provisions from recommended practices to standards.

5.6.28 In view of the foregoing, the meeting noted with concern that the majority of the MID States have not yet started the process of establishment of QMS for MET. This may lead to a situation that a deficiency should have to be filed for many States after 2010 due to non-compliance with the expected new Annex 3 standard. The meeting recognized the need for raising the awareness of the MET Authorities (MAs) and MET Service Providers (MSPs) in the MID States on the quality assurance and accordingly, agreed to the following Conclusion:

CONCLUSION 11/84: FOSTERING THE IMPLEMENTATION OF QMS FOR THE PROVISION OF METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION

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, be invited to organize a training event on the QMS for MET in the MID Region in 2009.

5.6.29 The meeting was informed that, in order to facilitate the follow-up action on the above Conclusion, a Special Implementation Project is proposed for a MET QMS Seminar in the MID Region in 2009, which was approved by the ICAO HQ. The seminar programme, the venue and dates will be circulated to the States in due course.

5.6.30 While discussing the issues related to the MET quality assurance, the meeting appreciated information from Bahrain where the establishment of a QMS for MET has already been achieved.

5.6.31 The meeting was apprised that the MET SG/1 meeting discussed issues related to the cost recovery for the provision of meteorological service by the States. It was identified that the majority of the MID States were lacking a clearly established mechanism/methodology for determining the MET component of the air navigation service charges which rendered the cost recovery for the MET services impossible at present. The participants were strongly encouraged to work closely with the respective State's authorities on this issue and share experience at the Sub-Group meetings.

PROPOSAL FOR AMENDMENT OF THE ICAO MID AIR NAVIGATION PLAN

(Serial No. MID Basic ANP 08/06 - MET)

a) Plan: Air Navigation Plan, Middle East Region (Doc 9708), Volume I, Basic ANP

b) Proposed amendment:

PART VI – MET

Amend the text of PART VI, METEOROLOGY (MET) of the Basic Air Navigation Plan – Middle East Region, as shown in the attachment.

c) Originated by:

Middle East Planning and Implementation Regional Group (MIDANPIRG).

d) Originator's reasons for amendment:

As a result of a complete review of the MET requirements for the MID Region as agreed by MIDANPIRG, taking into consideration the latest Amendments to Annex 3 (Amendments 73 and 74).

e) Intended date of implementation:

Upon approval.

f) Proposal circulated to:

Afghanistan	Iraq	Sri Lanka
Armenia	Israel	Sudan
Azerbaijan	Jordan	Syrian Arab Republic
Bahrain	Kazakhstan	Tajikistan
Bangladesh	Kuwait	Thailand
Cyprus	Lebanon	Turkey
Djibouti	Libyan Arab Jamahiriya	Turkmenistan
Egypt	Malaysia	United Arab Emirates
Eritrea	Oman	Yemen
Ethiopia	Pakistan	EUROCONTROL
Georgia	Philippines	IATA
Greece	Qatar	IFALPA
India	Saudi Arabia	
Indonesia	Singapore	
Iran, Islamic Republic of	Somalia	

g) Secretariat Comments:

The proposed changes are the result of a complete review of the MET requirements for the MID Region taking into consideration the latest Amendments to Annex 3 (Amendments 73 and 74). This proposal for amendment is issued as requested by MIDANPIRG/10 Conclusion 10/7.

Part VI

METEOROLOGY (MET)

…

METEOROLOGICAL SERVICE AT AERODROMES AND REQUIREMENTS FOR METEOROLOGICAL WATCH OFFICES
(FASID Tables MET 1A and MET 1B)

…

9. TAF should be issued at intervals of six hours, with the period of validity beginning at one of the main synoptic hours (00, 06, 12, 18 UTC). The period of validity should be ~~of 18 or of~~ 24 or 30 hours ~~duration~~, to meet the requirements indicated in FASID Table MET 1A. The filing time of the forecasts should be ~~approximately two~~one hour~~s~~ before the start of the period of validity.
[~~LIM MID (COM/MET/RAC), Rec. 4/10~~MIDANPIRG Conclusion 11/XX]

MIDANPIRG/11
Appendix 5.6B to the Report on Agenda Item 5.6

SUMMARY OF THE STRATEGIC ASSESSMENT TABLES: CURRENT AND PROJECTED DATA VOLUMES 2009-2012

Table 1. OPMET data volumes per day (in K bytes)

Region	***Current 2008***	*Projected 2009*	*Projected 2010*	*Projected 2011*	*Projected 2012*
MID	**323**	344	361	378	395

Table 2. BUFR data volumes per day (in K bytes)

Region	***Current 2008***	*Projected 2009*	*Projected 2010*	*Projected 2011*	*Projected 2012*
MID	**0**	0	0	0	0

Table 3. AIS data volumes per day (in K bytes)

Region	***Current 2008***	*Projected 2009*	*Projected 2010*	*Projected 2011*	*Projected 2012*
MID	**0**	10	10	10	10

SADIS STRATEGIC ASSESSMENT TABLES CURRENT AND PROJECTED DATA VOLUMES 2009-2012

Note.— 1 octet = 1 byte = 1 character.

Table 1. MID— OPMET data volumes

OPMET data	***Current 2008***	*Projected 2009*	*Projected 2010*	*Projected 2011*	*Projected 2012*
ALPHANUMERIC DATA					
Number of **FC bulletins** issued per day	**28**	30	35	40	45
Number of **FT bulletins** issued per day	**125**	135	145	155	165
Number of **SA bulletins** issued per day	**642**	675	700	725	750
Number of **SP bulletins** issued per day	**5**	10	13	15	18
Number of **SIGMET** bulletins issued per day	**8**	10	10	10	10
BINARY DATA					
Number of other bulletins issued per day	**0**	0	0	0	0
TOTALS					
Total number of OPMET bulletins per day	**808**	860	903	945	988
Average size of OPMET bulletin (bytes)	**400**	400	400	400	400
Total estimated OPMET data volume per day (K bytes)	**323**	344	361	378	395

Note 1.— Changes to the number of FC/FT bulletins may occur in late-2008 as a result of elimination of overlapping FC and FT messages.

Note 2.— No provision is being made for the distribution of BUFR-coded OPMET data. Capacity for this data may need to be included in future depending on the issuance of this data in the region.

Table 2. MID — BUFR data volumes

Graphical information in the BUFR code form	***Current 2008***	*Projected 2009*	*Projected 2010*	*Projected 2011*	*Projected 2012*
TOTALS Total number of BUFR messages per day	**0**	0	0	0	0
Average size of messages (bytes)	**0**	0	0	0	0
Total estimated volume of BUFR messages per day (in K bytes)	**0**	0	0	0	0

Note. — No potential future distribution of BUFR-encoded VAG expected as no VAAC are located in the MID Region.

Table 3. MID — AIS data volumes

AIS data	***Current 2008***	*Projected 2009*	*Projected 2010*	*Projected 2011*	*Projected 2012*
ALPHANUMERIC AIS DATA (NOTAM related to volcanic ash, ASHTAM) Number of ASHTAM bulletins issued per day	**0**	1	1	1	1
Number of NOTAM bulletins issued per day	**0**	1	1	1	1
TOTALS Total number of AIS bulletins per day	**0**	2	2	2	2
Average size of AIS bulletin (byte)	**0**	5000	5000	5000	5000
Total estimated volume of AIS data per day (in K bytes)	**0**	10	10	10	10

Note. — Modest provision is made for the distribution of ASHTAM and NOTAM related to volcanic ash.

MIDANPIRG/11
Appendix 5.6C to the Report on Agenda Item 5.6

**TERMS OF REFERENCE OF THE
MID OPMET BULLETIN MANAGEMENT GROUP**

(OPMET BMG)

1. Terms of Reference

a) Review the OPMET exchange schemes in the MID Region and develop proposals for their optimization taking into account the current trends in the global OPMET exchange;

b) Develop monitoring and management procedures related to the ROBEX exchange and other exchanges of OPMET information;

c) Keep up-to-date the regional guidance material related to OPMET exchange;

d) Liaise with similar groups in the adjacent ICAO Regions in order to ensure harmonized and seamless OPMET exchange; and

e) The group will report to the MET Sub-Group of MIDANPIRG.

2. Work Programme

The work to be addressed by the MID OPMET BMG includes:

a) examine the existing requirements and any new requirements for the OPMET exchange in MID region and to assess the feasibility of satisfying these requirements, taking into account the availability of the data;

b) review the ROBEX scheme and other OPMET exchange schemes and prepare proposal for updating and optimizing of the schemes;

c) review and update the procedures for interregional exchange and for transmission of the regional OPMET data to SADIS;

d) review and amend the regional guidance materials on the OPMET exchange and include procedures for the exchange of all required OPMET message types: SA, SP, FC, FT, WS, WC, WV, FK, FV, UA;

e) develop procedures for monitoring and management of the OPMET information, based on similar procedures used in the EUR and APAC Regions; and

f) provide regular progress reports to MET SG meetings.

3. Composition

a) The OPMET/BMG is composed by experts from Egypt, Kuwait and Oman (Rapporteur). Bahrain, Saudi Arabia and UAE are also expected to participate in the activity of the Group; and

b) Experts from the EUR BMG, the VAAC Toulouse, APAC OPMET/M Task force and IATA are invited to participate in the work of the MID OPMET BMG.

4. Working arrangements

It is expected that most of the work of the group will be conducted via correspondence by fax, e-mail or telephone. The group should establish a network of OPMET focal points at all MID COM/MET centres dealing with OPMET data. When necessary, the Rapporteur, in coordination with the Regional Office, Cairo, will call teleconferences or meetings to discuss important issues.

AGENDA ITEM 5: REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION ISSUES

5.7 TRAFFIC FORECASTING

REPORT ON AGENDA ITEM 5: REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION ISSUES

5.7 TRAFFIC FORECASTING

5.7.1 The meeting was briefed on the activities of the Traffic Forecasting in the MID Region. In this regard, the meeting appreciated the efforts of ICAO MID Regional Office in organizing two events to help Civil Aviation Authorities of the States of the Region in building forecasting skills for adequate infrastructure and facilities planning and to demonstrate how data collection and statistical analysis have a significant impact on improving efficiency and viability of the concerned stakeholders, notably, airlines, airports and ANS providers. Furthermore, the meeting was pleased to note that the participants at both workshops reiterated their commitment to collect data and report the ICAO.

Review of MIDANPIRG Conclusion

5.7.2 The meeting was reminded that MIDANPIRG Conclusions 10/75 dealing with the membership and the composition of the Traffic Forecasting Sub-Group and the identification of the support which States are expected to extend to the forecasting activities in the Region and ICAO support in organizing workshops, seminars and other training programmes required amendment as part of the conclusion dealing with ICAO support in organizing workshops and seminar was completed. Accordingly the meeting agreed to the following Conclusion superseding and replacing MIDANPIRG 10 Conclusion 10/75:

CONCLUSION 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, the possibility of 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 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.

AGENDA ITEM 6: AIR NAVIGATION AND SAFETY MATTERS

REPORT ON AGENDA ITEM 6: AIR NAVIGATION DEFICIENCIES AND SAFETY MATTERS

Review of Air Navigation Deficiencies in the MID Region

6.1 The meeting recalled that MIDANPIRG/10 noted with concern that many deficiencies continue to persist for a number of years. The following was highlighted with regard to the root causes of non elimination of air navigation deficiencies in the MID Region in general:

- 55% of deficiencies are due to lack of a sustainable safety oversight system in the majority of MID States (in particular: appropriate legislative framework and supporting national regulations; well established civil aviation organisation where safety oversight functions and responsibilities are clearly defined and clear separation between regulatory bodies and service providers is ensured; provision of qualified personnel and expertise to carry out safety monitoring functions; provision of technical guidance and safety related information and appropriate enforcement provisions for the State' inspectors to allow them to carry out their safety oversight functions and take appropriate actions);

- 24% of deficiencies are due to lack of financial resources; and

- 21% of deficiencies are due to Military/political reasons.

6.2 The meeting reviewed and updated the list of deficiencies in the AOP, AIS/MAP, ATM/SAR, CNS and MET fields as at **Appendices 6A, 6B, 6C, 6D** and **6E** respectively. The meeting noted that some of the deficiencies have been eliminated. However, concern was raised regarding many other longstanding deficiencies, especially those with priority "U".

6.3 The meeting noted that due to the low level of confirmation of participation, the First Meeting of the ANS Sub-Group, initially scheduled to be held from 18 to 20 November 2008, was postponed and accordingly, the necessary detailed analysis of the different air navigation deficiencies was not carried out. However, a brief analysis is presented below:

a) The AOP field:

- With comparison to the list of deficiencies approved by MIDANPIR/10, ten (10) deficiencies were eliminated and two (2) new deficiencies were identified.

- The list of deficiencies in the AOP field with particular attention to the action plan supports their elimination. However, the non-participation of some MID States in the AOP SG meetings and ANS Sub-Group meetings results-in continue listing of their AOP deficiencies.

- AOP deficiencies in the MID Region were due to inadequate aerodrome facilities and inadequate aerodrome services. The main root of AOP deficiencies in the MID Region were caused by lack of effective State safety oversight system; financial reasons and lack of personnel experience.

- IATA and IFALPA review of the MID region air navigation deficiencies in the aerodrome field that affect flight safety and operating efficiency, raised a concern over the slow action by many States to correct ongoing deficiencies in the Region. Ongoing deficiencies in the Region that is also, IATA concern is the provision of some basic aerodrome operations' requirements across the Region, in particular the minimum dimensions of the Runway End Safety Area (RESA), and runway strip dimensions which requires revisions.

b) The AIS/MAP Field:

- Compared to the list of deficiencies approved by MIDANPIR/10, 5 deficiencies were eliminated. Furthermore, three (3) additional deficiencies were identified and eliminated between MIDANPIRG/10 and MIDANPIRG/11 meetings. However, eight (8) new deficiencies were identified.

- It was noted with great concern that the majority of the deficiencies identified in the AIS/MAP field have not been eliminated and that the dates of elimination of these deficiencies by concerned Sates are just being deferred from meeting to meeting. More than 35% of these deficiencies are priority "U" and accordingly represent a lack of implementation of urgent requirements having a direct impact on safety and requiring immediate corrective actions.

- The non-elimination of the deficiencies in the AIS/MAP field is due mainly to the lack of financial resources and qualified personnel and expertise. The lack of coordination between the AISs and the other technical departments providing raw data was identified also as an important rationale for non-elimination of some AIS/MAP deficiencies especially those related to the non-compliance with the AIRAC system.

- The deficiencies related to the lack of regular and effective updating of the AIP, the lack of implementation of the AIRAC system, WGS-84 system and Quality Management System by a number of MID States were highlighted.

c) The ATM/SAR Field:

- As of November 2008, seven (7) deficiencies that had been recorded by MIDANPIRG/10 were noted as having been eliminated. Six (6) of these concerned ATS routes; priority for action "B". One (1) concerned RVSM data to the MID RMA; priority for action "A".

– During the same period however, seventeen (17) new deficiencies were noted. The new deficiencies concerned ATS routes mostly (76%); priority for action "B," and non-provision of RVSM related data to the MID RMA (24%), priority for action "A". Regarding the rational identified for these new deficiencies, State (military/political) was noted in respect of the ATS routes, while "other unknown causes" was noted with regard to the RVSM data deficiencies.

– It has been noted, from the remaining deficiencies, that significant progress has nevertheless been made in the areas of search and rescue agreements, contingency planning and safety management, for which the rational has mostly been State and Human Resources. The necessary work however, is yet to be completed in order to fully comply with the applicable ICAO provisions.

d) The CNS Field:

- The CNS deficiencies were reduced by twenty three (23) compared to the MIDANPIRG/10 approved list of deficiencies, the main reason being the implementation of the NAFISAT VSAT network which solved major communication deficiencies within MID and with AFI Region.

- There is also progress on some of the very old deficiencies related to the establishment of circuit because of ITU recommendation for the use of VSAT for the aviation safety and which made VSAT license are getting easier to obtain.

- Most of the remaining thirty two (32) deficiencies are new and mainly related to upgrade of the links and interference for which coordination is going on for their resolution.

e) The MET Field:

- It has been noted that with the establishment of the MET Sub-Group, the identification of deficiencies in the MET field was improved. The following MET deficiencies have been added to the list of deficiencies.

- The results of the OPMET exchange monitoring identified the lack of OPMET information on the AFTN circuits from Afghanistan and Iraq. Accordingly, a MET deficiency with priority "A" has been added for these two States.

- The SADIS Provider State, United Kingdom, reported after the cessation of the SADIS 1G service, that Yemen had not replaced its SADIS receiving system and was not using the alternative SADIS FTP service. That means, Yemen had no access to the WAFS products and OPMET data broadcast by SADIS and a MET deficiency for Yemen with priority "A" has been added accordingly.

6.4 The meeting noted that the MSG/1 meeting when addressing the issue of air navigation deficiencies, shared the concern of the ICAO Council, ANC and MIDANPIRG related to the longstanding deficiencies and explored ways and means to alleviate these deficiencies. In this regard, 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 their elimination in the GCC States. The meeting encouraged also MID States that are Member of ACAC to seek ACAC assistance for the elimination of deficiencies.

MID Air Navigation Deficiency Database (MANDD)

6.5 The meeting recalled that MIDANPIRG/10 noted with appreciation that in an effort to enhance the process of identification, assessment, reporting and elimination of deficiencies, an Air Navigation Deficiencies Database has been developed and is updated by MID Regional Officers on regular basis; is available on the MID Regional Office website, with a view to allow authorized users to propose updates to their deficiencies online. A reporting form is available for MID States to report online deficiencies updates. The meeting was informed that the facility of having a secure management process will be replaced by a searching feature which is planned for a later stage. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 10/76: ENHANCEMENT OF MID REGION'S AIR NAVIGATION DEFICIENCY DATABASE

That, ICAO MID Regional Office provide searching feature for the MID Air Navigation Deficiency Database available on the MID Regional Office website.

6.6 Through a presentation and life demonstration of the different functionalities of the MID Air Navigation Deficiency Database (MANDD), the meeting noted with appreciation that the ICAO MID Regional Office further improved the MANDD as requested by MIDANPIRG/10. The meeting further noted that the database management system including all searching features capabilities will be available on the web (restricted) shortly after the meeting.

6.7 The meeting noted with appreciation that a MANDD user guide has been developed and will be posted also on the web: www.icao.int/mid (restricted).

6.8 Based on the above, the meeting, accordingly, agreed on the following Conclusion, which replaces and supersedes MIDANPIRG/10 Conclusion 10/77:

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.

Enhancement of MID States Safety Oversight Capabilities

6.9 The meeting recalled that a proper safety oversight by States is one of the basic tenets of aviation safety. In view of the continuing difficulties faced by several States and the resulting need for assistance, ICAO, States, industry, and donor organizations should direct resources towards the establishment of sustainable safety oversight solutions; was one of the recommendation agreed by the Directors General of Civil Aviation Conference held in Montreal in March 2006 on a "Global Strategy for Aviation Safety" (DGCA/06). The meeting also agreed that a proactive approach to aviation safety requires the involvement of all concerned stakeholders.

6.10 The meeting was apprised on the outcome of the AOP SG/6 pertaining to status of implementation of certification of aerodromes, pursuant to the review of the list of aerodromes that are currently open for international operations and contained in the MID Basic Air Navigation Plan (Doc 9708) – Part III, Table AOP1, last amended on 15 December 2008 as contained in Appendix A to the Report on Agenda Item 5.1.

6.11 The meeting noted that a common air navigation deficiency identified in MID region and in the majority of assessed and audited States under the USOAP is lack of an adequate safety oversight organization and infrastructure within the CAA. In many cases, this has resulted from insufficient resources allocated for CAA. As a result, these States are unable to comply with national and international requirements relating to the safety of civil aviation, including operations and infrastructure.

6.12 The meeting recalled that MIDANPIRG/10 meeting recognized that establishment and management of a sustainable safety oversight system require a high-level government commitment, without which a State cannot satisfactorily discharge its aviation system safety-related responsibilities in accordance with the Convention on International Civil Aviation. The meeting recalled also, that guidance material on establishment and management of Sates' Safety Oversight System is contained in Doc 9734 part A.

6.13 The meeting recalled that MIDANPIRG/10 meeting urged MID States to fulfil their aviation safety obligations, further more, encouraged intra-regional coordination and cooperation in order to enhance States capabilities on the establishment and management of an effective and sustainable safety oversight systems in their States and adopted the two Conclusions 10/78 & 10/79.

6.14 The meeting accordingly, agreed that MIDANPIRG/10 Conclusions 10/78 & 10/79 superseded by the following Conclusion and, for the ANS Sub-Group to follow-up as appropriate:

CONCLUSION 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.

6.15 In an effort to enhance the efficiency of MIDANPIRG and its subsidiary bodies and support its deliverables with respect to safety issues; the meeting stressed on the importance of active participation in the Air Navigation Safety Sub-Group meetings.

6.16 In addition to the overview information provided under the report on Agenda Item 3, the meeting noted that the Global Aviation Safety Roadmap (GASR) constitutes the basis on which the Global Aviation Safety Plan (GASP) is built and is an integral part of it. From a practical point of view, GASP can be seen as the ICAO strategy for States, regions and industry to address the focus areas identified in the roadmap. GASP also establishes a coordination mechanism to ensure that the roadmap and the plan are kept up-to-date in a coordinated way. The implementation of the GASP is supported by 12 Global Safety Initiatives (GSIs).

6.17 The meeting also was informed that the GASR provides a common frame of reference for all stakeholders including States, regulators, aircraft and airport operators, air traffic service providers, aircraft manufacturers, international organizations and safety organizations. It does so by defining the twelve Focus Areas (FAs) which are similar to the 12 GSIs supporting GASP as at **Appendix 6F** to the Report on Agenda Item 6 and providing guidance on how to address them.

6.18 In concurrence with the ICAO Strategic Objectives, Global Aviation Safety Plan GASP and GASR; the meeting was informed that UAE hosted the MID Aviation Safety Summit in Abu Dhabi, from 21 to 22 January 2008. The Safety Summit Resolution on the Global Safety Roadmap is at **Appendix 6G** to the Report on Agenda Item 6.

6.19 The meeting noted that following to the Safety Summit, a Top Level Safety Team (TLST) is in progress to be established in order to implement the Abu-Dhabi Safety Summit Resolution. The meeting noted also that The TLST is the Steering Committee of the MID Aviation Safety Roadmap (MID-ASR) and would be composed of representation of the MID and North African (MENA) States, International and Regional Organizations, Industry, Operations, Maintenance, Airports and Air Traffic Services.

6.20 The meeting was apprised with the outcome of the First TLST meeting organized by UAE in Abu-Dhabi on 12 November 2008. The meeting was of the view that The TLST could be an effective regional forum for the promotion of ICAO GASP, policies and objectives and encouraged MID States to take actions as appropriate to concur with and support the Abu Dhabi Summit Resolution on the GASR.

6.21 The meeting agreed to task the Air Navigation Safety Sub-Group to follow-up the MID regional safety issues for appropriate actions.

MIDANPIRG/11
Appendix 6A to the Report on Agenda Item 6

Deficiencies in the AOP Field

AFGHANISTAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. IFASID Table AOP-1MID/3 RAN Rec. 1/3ASIA/PAC 3 RAN, Rec.3/1	Kabul Intl. Airport	No VASIS on RWY 11/29	Apr, 2000	Operations should be restricted to daylight VMC only	F H S	Operations should be restricted to daylight VMC only	DGCA	Dec, 2009	U
2	Annex 14 Vol. IFASID Table AOP-1MID/3 RAN Rec. 1/3ASIA/PAC 3 RAN, Rec.3/1	Kabul Intl. Airport	No ILS RWY 11/29	Apr, 2000	-	F H S	-	DGCA	Dec, 2009	U
3	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Kabul & Kandahar Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H O	Need to establish an appropriate regulatory framework. Need to establish criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting certification of Aerodromes.	DGCA	Dec, 2010	U
4	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Kabul & Kandahar Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H O	Need to establish State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	DGCA	Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

BAHRAIN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.4.1, 1.4.4	Bahrain Intl Airport	Implementation of Certification of Aerodromes used for international operations.	Nov, 2006	Updated Information on Feb. 2009: Aerodrome Manual for Bahrain Int`l Airport is ready awaiting the completion of legislations.	H	Need to approve the developed Aerodrome Manual for the international aerodrome and insure it includes a Safety management system prior to granting the aerodrome certificate.	BCAA	Dec, 2009	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

EGYPT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Hurghada Int`l Airport	Apron & Taxiway lighting inadequate	Sep, 2002	-	F	New Lighting of Apron will be installed to improve lighting , start Jan. 2009 Duration 3 months. TXY lighting will be improved on Dec 2009.	EAC	Dec 2009	U
2	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3,ASIA/PAC/ 3, Rec. 4/2, 4/10	Cairo Int`l Airport	RWY 05R/23L surface is severely coated with rubber deposits, in particular TDZ	Sep, 2002	Exported rubber removal equipments are planned to be in place within 2005/2006 financial budget.	F	Rubber deposits are to be removed	CAC	Dec, 2009	A
3	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Sharm El Sheikh Int`l Airport	RWY 04 surface rough and undulation with heavy rubber accretion and taxiway lighting is inadequate	Sep, 2003	-	F H	New Project: Runway will be repaved and taxiway lighting will be improved. Project starts in 01 Feb. 2009	EAC	May, 2011	U
4	Annex 14 Vol. I FASID Table AOP-1 & MID/3 Rec. 1/3	Sharm El Sheikh Int`l Airport	Apron lighting inadequate	Sep, 2003		F H	New lighting will be installed to improve apron lighting, started Jan. 2009 (duration 3 months)	EAC	March 2009	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
5	MID Basic ANP & FASID (Doc 9708)	Alexandria Int`l Airport	Runway is short and current distance is 7221 FT with runway all up weight maximum 68000kgs	Jul, 2004	Cannot be served as an alternate	F O	This restriction requires runway upgrade and length extension. CAA has no plans, at the time being, to upgrade the said runway as it is not possible, from the engineering point of view, to upgrade these runways. However, Borg el Arab Airport runway can be used. List of alternate airports for Cairo FIR is to be revised.	ECAA	June, 2009	A
6	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Cairo, Hurghada, Sharm El-Shiekh, Luxor, Aswan, Borg El Arab, Alexandria, Marsa Alam, AlamainTaba, El-Arish, Shark El Owenat, Port Said, St. Cathrine Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations.	ECAA	Dec, 2009	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
7	Annex 14 Vol. 1.4.1, 1.4.4	Hurghada, Luxor, Aswan, Borg El Arab, Alexandria, Almaza, Taba, Alamain, El-Arish, Shark El Owenat, Port Said, St. Cathrine Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	ECAA	Dec, 2009	U
8	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Alexandria Int`l Airport	No runway demarcation lines available on RWY 18/36, to identify the entry position to RWY 04/22	May, 2007	-	F	need to have a visual cues to define a safe holding position prior to the intersection point of RWYs 18/36 and 04/22 and not to be lift to the pilot judgment to decide where to hold and how far from the RWY edge.	EAC	Oct 2009	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

IRAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3MID/3, Conc.1/6, Rec. 1/3ASIA/PAC 3 RAN, Rec.3/1	Mehrabad Int`l Airport	Taxiways markings inadequate	Nov, 2004	Impose difficulty on aircraft to maneuver	F H	Markings to be improved	IAC	Sep, 2009	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Emam Khomaini, Mehrabad, Esfhan, Shahid Hashmi Nejad, Shiraz, Tabriz and Zahedan Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	IAC	Dec, 2010	U
3	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Emam Khomaini, Mehrabad, Esfhan, Shahid Hashmi Nejad, Shiraz, Tabriz and Zahedan Intl. Airport,	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting Certification of Aerodrome.	IAC	Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

IRAQ

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Baghdad /Basrah/Erbil /Sulaymaniyah/ Al Najaf Int`l. Airports	Implementation of Aerodrome Operations Safety Management Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H O	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	ICAA	Dec, 2010	U
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Baghdad/ Basrah/ Erbil /Sulaymaniyah / Al Najaf Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H O	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting certification of aerodrome.	ICAA	Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

ISRAEL

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	No approach lights on RWY 02R/20L.	Jul, 2000	Usually RWY 02L/20/20R in use (with non-standard PP. lights-SALS and PAPI) – available with VOR App.	F H	App. Lighting to be provided as soon as possible	IDF	Dec, 2007	U
2	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	Threshold markings/lighting do not conform to ICAO SARPs.	Jul, 2000	-	H	To be rectified	EDF	Dec, 2007	A
3	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	No lighted sign with RWY designators	Jan, 2002	-	H	Sign to be provided	IDF	Dec, 2007	U
4	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	Non-Standard taxiways lighting	Jan, 2002	-	H	Lightings are to be rectifies	IDF	Dec, 2007	U
5	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	Limited parking space	Jan, 2002	One wide-body plus 3 smaller aircraft. Note: Recommended for operations with minima not less than alternate minima	H S O	Reconsider Apron planning	IDF	Dec, 2007	A

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Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
6	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	No taxiways to RWYs 26 and 21, and inbound from 08 and 03	Jan, 2003	For RWYs 26 and 21, taxing is on active RWYS	S O	-	EDF	Dec, 2007	U
7	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	Aprons – limited space that is too close to runway	Jan, 2003	-	S O	-	EDF	Dec, 2007	U
8	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	No approach lighting	Jan, 2003	PAPI (RWY 03) and APAPI (RWY 21)	F	-	EDF	Dec, 2007	U
9	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	No taxiway	Jan, 2003	-	F	-	EDF	Dec, 2007	A
10	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	No high speed turn off end of RWYs: 21/03 and RWY 26	Jan, 2003	-	S O	-	EDF	Dec, 2007	A
11	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	Single runway used as taxiway, two turn-offs at south end (other turn-off is restricted), Runway width is 30 meters A/P defined as non instrument RWY-CVFRRWY has limited performance due to low PCN	Jan, 2003	Loop available at end of RWY 03Limited to A/C up to 757	F S	-	EDF	Dec, 2007	A

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Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
12	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	Localizer (LOC) App. and DME plus PAPIS	Jan, 2003	VOR/DME (LOT) available. Unstable LOC App due to ground movement interference (Notamed) Note: Not recommended for use by big jets (wide-body/4 engines)	H O	-	EDF	Dec, 2007	A
13	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Using visuals to runway 30 for arrivals and for departures	Feb, 2004	-	S H O	ATC insist on maintaining 4000ft until Past abeam runway threshold then cleared visual for runway. Performance requires stay inside 3.8 DME BGN for safety reasons	EDF	Dec, 2007	U
14	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Centre light RWY 26 too high from the asphalt may cause damage to tyres	Sep, 2004	-	S O	Resurfacing RWY 26 will commence October 2004. Runway will be closed for 5 months	EDF	Dec, 2007	U
15	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Parking position marking very poor, sometimes even confusing due to changes	Sep, 2004	-	F	This will not improve until new apron is opened	EDF	Dec, 2007	A

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Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
16	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Runway 26 Poor surface condition	Sep, 2005	Requires resurfacing immediately	S O	-	EDF	Dec, 2007	U
17	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Junction of taxiways “M”, “K”, “F” is a hot spot	Sep, 2005	Out bound traffic on “M” may find traffic vacating Runway 12 on “F” turning to “K” as opposite direction.	S O	-	EDF	Dec, 2007	U
18	Annex 14 Vol. IFASID Table AOP-1	Tel Aviv/Ben Gurion Int. Airport	Bird strike problem exist at all times of the year.	Sep, 2005	-	S O	-	EDF	Dec, 2007	A
19	Annex 14 Vol. IFASID Table AOP-1	Tel Aviv/Ben Gurion, Int. Airport	New terminal apron and taxiway	Sep, 2005	-	S O	Pilots should exercise extreme caution taxing inbound and on the new apron.	EDF	Dec, 2007	A
20	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Lack of starting position causing pushback delays	Sep, 2005	More starting positions required	S O	-	EDF	Dec, 2007	A
21	Annex 14 Vol. IFASID Table AOP-1	Tel Aviv/Ben Gurion Int. Airport	Rapid population has increased around the rynways and taxiways	Sep, 2005	-	S O	-	EDF	Dec, 2007	A

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Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
22	Annex 14 Vol.1.5.1, 1.5.2, 1.5.3 & 1.5.4	Tel Aviv/Ben Gurion, Tel Avive/SDE DOV, Eilat, Ovda, Haifa Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	EDF	Dec, 2010	U
23	Annex 14 Vol. 1.4.1, 1.4.3	Tel Aviv/Ben Gurion, Tel Avive/SDE DOV, Eilat, Ovda, Haifa Intl. Airport,	mplementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the certificate.	EDF	Jan, 2008	U
24	Annex 14 Vol.I, Chapter 5 and MID ANP/FASID Tables	Tel Aviv/Ben Gurion Int. Airport	Visual Aids for taxiways and runways (signage, lighting and markings are not in accordance with ICAO SARPs	Jul, 2008	Number of visual aids discrepancies in relation to Annex 14 Vol. I, Chapter 5 at the Airport and need urgent corrective actions in accordance with ICAO SARPs and relevant specs.	S H O	Visual Aids and Taxi route are to be revised and to be rectified	EDF	Jan, 2008	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

JORDAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.4.1, 1.4.4	Amman/Queen Alia, Amman/ Marka, Jerusalem Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	- King Hussein/Aqaba Int`l Airport is certified, - Elimination of deficiencies related to Jerusalem Airport is to read "S"	F H S	Need to finalize certification of Queen Alia and Marka Int'l Airports	CAA	Jan, 2009	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Amman/Queen Alia, Amman/Marka, King Hussien/Aqaba, Jerusalem Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	State Safety Programme has been established, SMS is implemented at King Hussein Int.l Aerodrome. Elimination of deficiencies related to Jerusalem Airport is to read "S"	F H S	Need to ensure implementation of SMS at aerodrome operations at Queen Alia, and Marka Int'l Aerodromes in order to achieve an acceptable level of safety	CAA	Jan, 2009	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

KUWAIT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Kuwait Intl. Airport	Implementation of Aerodrome Operations Safety Management implementation of Certification of Aerodromes used for international operations Implementation of Aerodrome Operations Safety Management	Nov, 2006	- a State Safety Programme was established.	H	Need to implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	DGCA	Jul, 2009	U
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Kuwait Intl. Airport	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-Based on information provided by State during MIDANPIRG /11 Meeting (Feb 2009), Implementation of the Requirement is in Progress. Aerodrome manual was developed.	H	Need to establish an appropriate regulatory framework. Need to establish criteria for the certification of aerodromes prior to granting the certificate	DGCA	Jan, 2009	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

LEBANON

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.4.1, 1.4.4	R.B.H. Beirut Intl. Airport	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	LCAA	Dec, 2009	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	R.B.H. Beirut Intl. Airport	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	LCAA	Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

OMAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.4.1, 1.4.4	Muscat/ Salalah Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	DGCAM	Dec, 2010	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Muscat/ Salalah Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	DGCAM	Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

QATAR

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Doha Intl. Airport	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	CAA	Dec, 2010	U
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Doha Intl. Airport	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	H	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the certificate.	CAA	Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

SYRIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Damascus int`l Airport	Apron lighting inadequate	Sep, 2003	-	F H	Apron lighting is to be improved	CAA	Dec, 2009	U
2	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Damascus int`l Airport	Runway surface rough and damaged. Runway markings unsatisfactory	Sep, 2003	-	F H	RWY Surface to be repaired and refurbished, Markings are to be improved	CAA	Dec, 2009	A
3	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Damascus int`l Airport	DAM/DVOR 116 MHZ Out of Service	Jun, 2004	-	F	The VOR/DME to be replaced	CAA	Dec, 2009	A
4	Annex 14 Vol. 1.4.1, 1.4.4	Damascus, Aleppo, Bassel Al-Assad Int`l. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	CAA	Dec, 2009	U
5	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Damascus, Aleppo, Bassel Al-Assad Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	CAA	Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

UAE

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Abu Dhabi, Al Ain, Dubai, Fujairah, Ras Al Khaimah, Sharjah intl Airports	Implementation of Aerodrome Operations Safety Management	Jun, 2007	-	H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	GCAA	Dec, 2009	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

YEMEN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Sanaa, Aden, Hodeibah, Taiz/Ganad Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	DGCA	Dec, 2009	U
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Sanaa, Aden, Hodeibah, Taiz/Ganad Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granti	GCAA	Dec, 2009	U

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(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

MIDANPIRG/11
Appendix 6B to the Report on Agenda Item 6

Deficiencies in the AIS/MAP Field

AFGHANISTAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 15: Para 6.	-	Lack of implementation of AIRAC System	May, 1995	ICAO to follow up with State	F H O	Need for implementation of AIRAC requirements	Afghanistan	Jan, 2010	U
2	ANNEX 4: Para 16.2	-	Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May, 1995	-	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Afghanistan	Dec, 2010	B
3	ANNEX 4: Para 13.2	-	Non-production of Aerodrome/ Heliport Chart - ICAO	May, 1995	-	F H O	Need to produce Aerodrome/ Heliport Chart - ICAO for all Int`l Aerodromes	Afghanistan	Dec, 2009	A
4	ANNEX 4 Para. 7.2	-	Non-production of the Enroute Chart-ICAO	May, 1995	-	F H O	Need to produce the Enroute Chart-ICAO	Afghanistan	Dec, 2010	A
5	ANNEX 4: Para 3.2	-	Non-production of Aerodrome Obstacle Chart-ICAO Type A	May, 1995	-	F H O	Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int`l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	Afghanistan	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
6	ANNEX 15: Para 4.1.1	-	Newly Restructured AIP tested	Jun, 1996	An incomplete electronic version of the AIP is available on the web	F H O	Need to produce and issue the new restructured AIP	Afghanistan	Dec, 2010	U
7	ANNEX 15: Para 3.7.1	-	Implementation of WGS-84	Dec, 1997	-	F H O	Need to implement WGS-84	Afghanistan	Dec, 2010	U
8	ANNEX 15: Para 4.2.9 & 4.3.7	-	Lack of regular and effective updating of the AIP	Jan, 2003	ICAO to follow up with State	F H O	Need to update the AIP on a regular basis	Afghanistan	Dec, 2009	U
9	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	F H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Afghanistan	Dec, 2011	U
10	ANNEX 4: Para 11.2	-	Non-production of Instrument Approach Chart-ICAO	Jan, 2003	-	F H O	Need to produce Instrument Approach Chart-ICAO for all Int`l Aerodromes	Afghanistan	Dec, 2008	A
11	ANNEX 15: Para. 5.2.8.3	-	Non-production of the monthly printed plain language summary of NOTAM	Jan, 2003	-	H O	Need to produce the monthly printed plain language summary of NOTAM	Afghanistan	Dec, 2008	A
12	ANNEX 15: Para. 8.1	-	Non provision of pre-flight information service at international airports	Mar, 2004	-	F H O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Afghanistan	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

IRAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 4: Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May, 1995	Coordination with neighboring States required	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Iran+neighboring states	Dec, 2009	B
2	ANNEX 4: Para. 3.2	-	Non-production of Aerodrome Obstacle Chart-ICAO Type A	May, 1995	ICAO to follow up with State	F O	Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int`l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	Iran	Dec, 2009	A
3	ANNEX 15: Para. 3.6.5	-	Lack of AIS automation	Dec, 2007	-	F H	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	Iran	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

IRAQ

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 15: Para 6.	-	Lack of implementation of AIRAC System	May, 1995	ICAO to follow up with State	F H O	Need to fully comply with the AIRAC procedure	Iraq	Jan, 2010	U
2	ANNEX 4: Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May, 1995	-	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Iraq	Dec, 2010	B
3	ANNEX 4: Para. 7.2	-	Non-production of the Enroute Chart-ICAO	May, 1995	-	F H O	Need to produce the Enroute Chart-ICAO	Iraq	Dec, 2010	A
4	ANNEX 4: Para. 13.2	-	Non-production of Aerodrome/ Heliport Chart - ICAO	May, 1995	-	F H O	Need to produce Aerodrome/ Heliport Chart - ICAO for all Int`l Aerodromes	Iraq	Dec, 2010	A
5	ANNEX 15: Para 4.1.1	-	Newly Restructured AIP	Jun, 1996	An incomplete electronic version of the AIP is available on the web	F H O	Need to produce and issue the new restructured AIP	Iraq	Dec, 2010	U
6	ANNEX 15: Para 3.7.1	-	Implementation of WGS-84	Dec, 1997	-	F H O	Need to implement WGS-84	Iraq	Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
7	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	F H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Iraq	Dec, 2011	U
8	ANNEX 15: Para 4.2.9 & 4.3.7	-	Lack of regular and effective updating of the AIP	Jan, 2003	ICAO to follow up with State	F H O	Need to update the AIP on a regular basis	Iraq	Dec, 2010	U
9	ANNEX 15: Para. 5.2.8.3	-	Non-production of the monthly printed plain language summary of NOTAM	Jan, 2003	-	H O	Need to produce the monthly printed plain language summary of NOTAM	Iraq	Dec, 2008	A
10	ANNEX 4: Para. 11.2	-	Non-production of Instrument Approach Chart-ICAO	Jan, 2003	-	F H O	Need to produce Instrument Approach Chart-ICAO for all Int`l Aerodromes	Iraq	Dec, 2008	A
11	ANNEX 15: Para. 8.1	-	Non provision of pre-flight information service at international airports	Mar, 2004	-	F H O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Iraq	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

ISRAEL

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 15: Para 6	-	Lack of implementation of AIRAC System	May, 1995	ICAO to follow up with State	H O	Need for implementation of AIRAC requirements	Israel	Dec, 2007	U
2	ANNEX 4: Para. 7.2	-	Non-production of the Enroute Chart-ICAO	May, 1995	-	S O	Need to produce the Enroute Chart-ICAO	Israel	Dec, 2007	A
3	ANNEX 15: Para 3.7.1	-	Implementation of WGS-84	Dec, 1997	-	H O	Need to implement WGS-84	Israel	Dec, 2007	U
4	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Israel	Dec, 2007	U
5	ANNEX 15: Para. 5.2.8.3	-	Non-production of the monthly printed plain language summary of NOTAM	Jan, 2003	-	H	Need to produce the monthly printed plain language summary of NOTAM	Israel	Dec, 2007	A
6	ANNEX 15 Para. 8.1	-	Non provision of pre-flight information service at international airports	Mar, 2004	-	H O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Israel	Dec, 2007	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

JORDAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Jordan	Dec, 2009	U
2	ANNEX 15: Para. 6	-	Lack of implementation of AIRAC System	Mar, 2004	ICAO to follow up with State	H O	Need to fully comply with the AIRAC procedure	Jordan	Dec, 2009	U
3	Doc 8126: Para. 3.2.2 & 3.3	-	Lack of adequate resources and efficient working arrangements	Jul, 2005	-	F H	Need to provide AIS (including AIS Briefing Offices) with adequate resources and efficient working arrangements	Jordan	Mar, 2009	A
4	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	Feb, 2008	-	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Jordan	Dec, 2009	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

KUWAIT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	Work in progress	H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Kuwait	Dec, 2009	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

LEBANON

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 4 Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	F H S	Difference published in the AIP. There`s no plan to produce the required sheets of the WAC 1:1000 000	Lebanon	Dec, 2015	B
2	ANNEX 15:Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Lebanon	Dec, 2010	U
3	ANNEX 15:Para. 3.7.2.4	-	Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan, 2003	ICAO to follow up with State to determine what action is needed to achieve implementation.	F H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Lebanon	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

OMAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 15:Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Oman	Dec, 2012	U
2	ANNEX 15: Para. 8.1	-	Non provision of pre-flight information service at international airports	Jul, 2005	-	F H	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Oman	Jun, 2010	A
3	Doc 8126: Para. 3.2.2 & 3.3	-	Lack of adequate resources and efficient working arrangements	Jul, 2005	-	F H	Need to provide AIS (including AIS Briefing Offices) with adequate resources and efficient working arrangements	Oman	Jun, 2010	A
4	ANNEX 15: Para. 3.6.5	-	Lack of AIS automation	Jul, 2005	-	F H	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	Oman	Jun, 2010	A
5	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	Feb, 2008	-	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Oman	Dec, 2010	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

QATAR

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 4: Para. 13.2	-	Non-production of Aerodrome/Heliport Chart - ICAO	May, 1995	-	H O	Need to produce Aerodrome/Heliport Chart - ICAO for all Int`l Aerodromes	Qatar	Dec, 2008	A
2	ANNEX 15:Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Qatar	Dec, 2009	U
3	ANNEX 15:Para. 3.7.2.4	-	Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan, 2003	ICAO to follow up with State to determine what action is needed to achieve implementation.	H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Qatar	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

SAUDI ARABIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Saudi Arabia	Jun, 2009	B
2	ANNEX 4: Para. 7.2	-	Non-productionof the Enroute Chart-ICAO	May, 1995	-	F O	Need to produce the Enroute Chart-ICAO	Saudi Arabia	Jun, 2009	A
3	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Saudi Arabia	Jun, 2009	U
4	ANNEX 15: Para. 3.7.2.4	-	Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan, 2003	ICAO to follow up with State to determine what action is needed to achieve implementation.	H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Saudi Arabia	Dec, 2009	A
5	ANNEX 4: Para. 3.2	-	Non-production of Aerodrome Obstacle Chart-ICAO Type A	Mar, 2004	For some RWYs in Saudi Arabia, the Aerodrome Obstacle Chart-ICAO Type A has not been produced	F H O	Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int`l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	Saudi Arabia	Mar, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
6	ANNEX 15: Para. 8.1	-	AIS Aerodrome Units not established at International Airports and pre-flight information service not provided	Nov, 2007	-	O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Saudi Arabia	Dec, 2010	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

SYRIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 15: Para 6.	-	Lack of implementation of AIRAC System	May, 1995	ICAO to follow up with State	F H	Need to fully comply with the AIRAC procedure	Syria	Dec, 2009	U
2	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Syria	Dec, 2009	B
3	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Syria	Sep, 2010	U
4	ANNEX 15: Para. 3.7.2.4	-	Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan, 2003	ICAO to follow up with States to determine what action is needed to achieve implementation.	F H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Syria	Aug, 2010	A
5	ANNEX 15: Para 4.2.9 & 4.3.7	-	Lack of regular and effective updating of the AIP	Jul, 2005	ICAO to follow up with State	F H O	Need to update the AIP on a regular basis	Syria	Aug, 2009	U
6	ANNEX 15 Para. 3.1.1.2, 3.1.5, 3.1.6 & 4.1	-	Lack of consistency between the different Sections of the AIP containing the same information.	Jul, 2005	-	H	Need to review the AIP for consistency	Syria	Aug, 2009	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
7	ANNEX 15: Para. 3.6.5	-	Lack of AIS automation	Jul, 2005	-	F H	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	Syria	Sep, 2009	A
8	ANNEX 15: Para. 8.1	-	Non provision of pre-flight information service at international airports	Jul, 2005	-	F H	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Syria	Jun, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

UAE

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 15: Para. 3.6.5	-	Lack of AIS automation	Mar, 2007	Contract signed	O	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	UAE	Jun, 2010	A
2	ANNEX 15: Para. 3.2	-	The scope and objectives of the quality system implemented do not fully address the requirements of ICAO Annex 15	Jun, 2007	-	O	a properly organized quality system for AIS, which provides users with the necessary assurance and confidence that distributed aeronautical information/data satisfy stated requirements for data quality and for data traceability by the use of appropriate p	UAE	Jun, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

YEMEN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 15: Para 6.	-	Lack of implementation of AIRAC System	May, 1995	ICAO to follow up with State	H O	Need to fully comply with the AIRAC procedure	Yemen	Jun, 2007	U
2	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Yemen	Dec, 2007	B
3	ANNEX 4: Para. 7.2	-	Non-productionof the Enroute Chart-ICAO	May, 1995	-	F H	Need to produce the Enroute Chart-ICAO	Yemen	Jun, 2007	A
4	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Yemen	Dec, 2007	U
5	ANNEX 4: Para. 11.2	-	Non-productionof Instrument Approach Chart-ICAO	Jan, 2003	Yemen has produced the Instrument Approach Chart-ICAO except for TAIZ Intl Airport	O	Need to produce Instrument Approach Chart-ICAO for all Int`l Aerodromes	Yemen	Jun, 2007	A
6	ANNEX 15: Para. 8.1	-	Non provision of pre-flight information service at international airports	Mar, 2004	-	F H	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Yemen	Jun, 2007	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
7	ANNEX 15: Para. 3.6.5	-	Lack of AIS automation	Jul, 2005	-	F H	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	Yemen	Jun, 2007	A

[(1)] Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

MIDANPIRG/11
Appendix 6C to the Report on Agenda Item 6

Deficiencies in the ATM/SAR Field

AFGHANISTAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	-	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Afghanistan	Dec, 2008	A
2	MID ANP Table ATS-1Plan of ATS routes	Afghanistan Uzbekistan	Segment of ATS route A219 not implemented	Dec, 1997	ICAO to follow up with States to determine what action is needed to achieve implementationProbably to extend B466 till TERMEZ in the MID Plan and delete requirement for A219.	O	Segment Kandahar – Termez: Not implemented	Afghanistan Uzbekistan	Dec, 2008	B
3	Annex 11 Para. 2.30	Afghanistan ICAO	Development of contingency plans	Nov, 2006	-	H S	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Afghanistan	Dec, 2008	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
4	Annex 11 para. 2.27	ICAO	Implementation of ATS Safety Management	Nov, 2006	-	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Afghanistan and ICAO	Dec, 2008	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

BAHRAIN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Bahrain with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Bahrain	Jun, 2010	A
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Under development. Agreement signed with Kuwait, Qatar, others being negotiated	O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Bahrain	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

EGYPT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Egypt has promulgated regulations and started development of SAR agreement with Cyprus and other States	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Egypt with neighboring States	Dec, 2009	A
2	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Under development	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Egypt	Jun, 2008	A
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	-	H	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Egypt ICAO	Jun, 2008	A
4	MID ANP Table ATS-1	-	ATS Route L/UL315 not implemented	Mar, 2007	The segments CAIRO-HURGHADA-GIBAL are not implemented (Alternative A727)	S	-	Egypt	Dec, 2008	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

IRAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Iran with neighboring States	Dec, 2010	A
2	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	Ongoing	H O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Iran	Sep, 2010	A
3	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Ongoing	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Iran	Dec, 2010	A
4	MID ANP Table ATS-1 Plan of ATS routes	Iran / UAE	ATS routes A418/UP574 not implemented KUMUN – PAPAR	Dec, 2006	KUMUN-PAPAR segment not implemented	S	States to continue negotiations with one another. Iran has no plan to implement the route segment	Iran and UAE	Jun, 2008	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

IRAQ

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Iraq with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Iraq with neighboring States	Dec, 2009	A
2	MID ANP Table ATS-1 Plan of ATS Routes	-	ATS route G667 not implemented	Sep, 2006	Iraq has no plan to open the route	S	-	Iraq Iran Kuwait	Jun, 2008	B
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	-	S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Iraq ICAO	Dec, 2009	A
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	-	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Iraq	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
5	MID ANP Table ATS-1 Plan of ATS routes	Iraq and Syria	ATS route UP975 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria. Notam issued opening route in Baghdad FIR	S	States to negotiate with one another and coordinate opening of the route	Iraq/Syria	Dec, 2008	B
6	MID ANP Table ATS-1 Plan of ATS routes	Iraq and Syria	ATS route UL602 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria. Notam issued opening route in Baghdad FIR	S	States to negotiate with one another and coordinate opening of the route	Iraq/Syria	Dec, 2008	B
7	Annex 11 Para. 3.3.4.1	-	Non-provision of updated list of RVSM approved aircraft to the MID RMA	Oct, 2008	-	O	Need to provide the MID RMA with required data on regular basis in order to enable it to discharge its functions and responsibilities	Iraq, MID RMA, ICAO	Mar, 2009	A
8	MID ANP Table ATS-1 Plan of ATS routes	-	ATS route G795 Rafha- Basrah segment not implemented	May, 2008	Coordination between Iraq and Saudi Arabia.	S	States to negotiate coordination issues between the two FIRs, update LoA and coordinate opening of the route	Iraq and Saudi Arabia	Jul, 2009	B
9	MID ANP Table ATS-1 Plan of ATS routes	-	ATS route A424 LOTAN - Baghdad segment (Baghdad FIR) not implemented	May, 2008	Communication problems between concerned FIRs	O	No plan to open the route.	Iraq	Dec, 2008	B
10	MID ANP Table ATS-1 Plan of ATS routes	-	ATS route L126 SOGUM – MIGMI segment not fully implemented	May, 2008	Segment SIGNI – MIGMI closed	S	States to negotiate with one another and coordinate opening of the route. Date of completion not determined	Iran, Iraq	Dec, 2008	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

ISRAEL

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Israel with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Israel with neighboring States	Dec, 2008	A
2	MID ANP Table ATS-1Plan of ATS routes	Israel Cyprus	ATS route B406 not implemented	Dec, 1997	No sections implementedImplemented as B17/UB17 Larnaca-MERVA(FIR BDY)	S O	To be followed by both the ICAO EUR and MID Offices	Israel Cyprus ICAO to assist	Dec, 2008	B
3	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	-	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Israel	Dec, 2008	A
4	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	-	H S	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Israel	Dec, 2008	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
5	Annex 11 Para. 3.3.4.1	-	Non-provision of updated list of RVSM approved aircraft to the MID RMA	Oct, 2008	-	O	Non-provision of updated list of RVSM approved aircraft to the MID RMA	Israel, MID RMA, ICAO	Dec, 2008	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

JORDAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	MID ANP Table ATS-1Plan of ATS routes	Jordan, Syria	ATS route G662 not implemented -- Negotiations with military ongoing, in advanced stage	Dec, 1997	Not implemented Damascus to Guriat	S	States to continue coordination to achieve implementation	Jordan, Syria	Jun, 2009	B
2	MID ANP Table ATS-1Plan of ATS routes	Israel Jordan Syria	ATS route A412 not implemented	Dec, 1997	Most segments not implemented. Only segment RBG - King Abdulaziz implemented -- Jordan has no plan to open the route.	S	States to co-ordinate to finalize implementation-Realignment would be considered	Jordan, Syria, ICAO to assist	Dec, 2008	B
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	National Contingency plan developed	H S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Jordan	Mar, 2009	A
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Work in progres -- SMS developed and details will be forwarded to ICAO	F H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Jordan	Dec, 2008	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
5	MID ANP Table ATS-1	-	ATS Route UP559 not implemented	Mar, 2007	The segments TURAIF-TONTU-DAMASCUS-DAKWE-KHALDEH-KUKLA-LARNACA are not implemented	S	-	Jordan-Lebanon and Syria	Dec, 2008	B
6	Annex 11 Para. 3.3.4.1	-	Non-provision of required data to the MID RMA on regular basis and in a timely manner	Oct, 2008	-	O	Need to provide the MID RMA with required data on regular basis, in order to enable it to discharge its functions and responsibilities	Jordan, MID RMA, ICAO	Mar, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

KUWAIT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Kuwait with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Kuwait with neighboring States	Mar, 2009	A
2	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Implementation of SMS is expected to start in April 2007	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Kuwait	Mar, 2009	A
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Continegency Plan was signed with Bahrain and Iran. Work is progressing for the coordination with other neighboring States	H S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Kuwait	Dec, 2009	A
4	Annex 11 Para. 3.3.4.1	-	Non-provision of required data to the MID RMA on regular basis and in a timely manner	Oct, 2008	-	O	Need to provide the MID RMA with required data on regular basis, in order to enable it to discharge its functions and responsibilities -- Completion date not given	Kuwait, MID RMA, ICAO	Mar, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
5	MID ANP Table ATS-1 Plan of ATS routes	-	ATS route G669 route Rafha SOLAT Kuwait segment not implemented	May, 2008	Airspace restrictions	S	Airspace restrictions to be addressed -- Kuwait has no plan to implement the route.	Kuwait	Dec, 2008	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

LEBANON

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Lebanon with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements. Agreement signed with Cyprus.	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Lebanon with neighboring States	Dec, 2008	A
2	MID ANP Table ATS-1Plan of ATS routes	Lebanon Syria	ATS route G202 not implemented	Dec, 1997	Not implemented DAKWE - Damascus Economic impact-alternative routes available but longer-Not affecting safety	S	ICAO to follow-up. Lebanon intends to discuss realignment with Syria	Lebanon Syria	Dec, 2007	B
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	A plan has been developed and will be forwarded to the MID Regional Office	H O	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Lebanon ICAO	Dec, 2008	A
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	-	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Lebanon	Dec, 2010	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
5	MID ANP Table ATS-1	-	ATS Route UP559 not implemented	Mar, 2007	The segments TURAIF-TONTU-DAMASCUS-DAKWE-KHALDEH-KUKLA-LARNACA are not implemented	S	-	Jordan-Lebanon and Syria	Dec, 2007	B

[(1)] Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

OMAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Oman with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Oman with neighboring States	Jun, 2010	A
2	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	Under development	H O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Oman	Jun, 2010	A
3	Annex 11 Para. 3.3.4.1	-	Non-provision of required data to the MID RMA on regular basis and in a timely manner	Oct, 2008	-	O	Need to provide the MID RMA with required data on regular basis, in order to enable it to discharge its functions and responsibilities -- Completion date not given	Oman, MID RMA, ICAO	Jun, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

QATAR

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Qatar and Bahrain with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved-ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Qatar and Bahrain	Jun, 2008	A
2	MID ANP Table ATS-1Plan of ATS routes	Bahrain Qatar Saudi Arabia	ATS route B419 not implemented	Dec, 1997	Not implemented Doha - King Fahd-Economic impact Subject to military restrictions Saudi Arabia ready to implement	S	States to continue negotiations with one another and military -- Qatar has no plan to implement the route.	Bahrain Qatar Saudi Arabia	Dec, 2007	B
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Work in progress; agreement signed with Bahrain	S	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Qatar Bahrain ICAO	Jun, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Details of SMS will be communicated to ICAO	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Qatar	Mar, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

SAUDI ARABIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Saudi Arabia with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements. Ready to sign agreement as per drafted (model) agreement presented at ATM/SAR/AIS SG/10 SAR National Board established	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Saudi Arabia with neighboring States	Jun, 2009	A
2	MID ANP Table ATS-1Plan of ATS routes	Qatar Saudi Arabia	ATS route A415 implemented with variance to Table ATS 1	Dec, 1997	Doha to King Khalid implemented at variance with the Plan . slightly longer-Military restrictions Economic impact-Not affecting safety. Negotiations with military ongoing	S	-	Saudi Arabia Qatar	Jun, 2009	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	A draft contingency plan not fully compliant with the agreed template has been developed. Further work being done in coordination with adjacent States.	H O	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Saudi Arabia	Jun, 2009	A
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	QMS Department established. SMS development plan adopted in November 2007	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Saudi Arabia	Jun, 2009	A
5	MID ANP Table ATS-1	-	Segment METSA-Al SHIGAR of ATS Route B/UB 411 not implemented	Mar, 2007	Jordan and Saudi Arabia have already approved the segment	S	-	Saudi Arabia	Dec, 2008	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

SYRIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Syria with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements. Agreement with Turkey and Cyprus completed. Agreement with Jordan and Lebanon pending	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Syria with neighboring States	Dec, 2009	A
2	MID ANP Table ATS-1Plan of ATS routes	Lebanon Syria	ATS route G202 not implemented	Dec, 1997	Not implemented DAKWE - Damascus Economic impact-alternative routes available but longer-Not affecting safety	S	ICAO to follow-up -- Syria has no plan to implement the route	Lebanon Syria	Dec, 2008	B
3	MID ANP Table ATS-1Plan of ATS routes	Lebanon Syria	ATS route B410 not implemented	Dec, 1997	UL620 proceeding to BALMA then, R655-ChekkaChekka-Damascus to be implemented-Non – technical nature-Economic impact-Aircraft using longer routes	S	To be discussed in EMAC*** meetings.	Syria, ICAO to assist	Dec, 2009	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
4	MID ANP Table ATS-1 Plan of ATS routes	Iraq Syria	ATS route UL602 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria	S	States to negotiate with one another and coordinate opening of the routes	Iraq and Syria	Mar, 2009	B
5	MID ANP Table ATS-1 Plan of ATS routes	Iraq Syria	ATS route UP975 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria	S	States to negotiate with one another and coordinate opening of the routes	Iraq and Syria	Mar, 2009	B
6	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	Draft available	H O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Syria	Jun, 2010	A
7	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Committee established	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Syria	Jun, 2010	A
8	MID ANP Table ATS-1	-	ATS Route UP559 not implemented	Mar, 2007	The segments TURAIF-TONTU-DAMASCUS-DAKWE-KHALDEH-KUKLA-LARNACA are not implemented	S	Syria has no plan to implement the route.	Jordan-Lebanon and Syria	Dec, 2008	B
9	Annex 11 Para. 3.3.4.1	-	Non-provision of required data to the MID RMA on regular basis and in a timely manner	Oct, 2008	-	O	Need to provide the MID RMA with required data on regular basis, in order to enable it to discharge its functions and responsibilities	Syria, MID RMA, ICAO	Mar, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

UAE

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	UAE with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing. The agreement with Bahrain and Oman to be updated and the one with iran has to be developed/coordinated.	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	UAE with neighboring States	Dec, 2009	A
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Plan completed and Agreements signed with Bahrain and Oman. Others pending	O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	UAE	Dec, 2008	A
3	MID ANP Table ATS-1 Plan of ATS routes	Iran / UAE	ATS routes A418/UP574 not implemented KUMUN – PAPAR	Dec, 2006	KUMUN-PAPAR segment not implemented	S	States to continue negotiations with one another	Iran and UAE	Jun, 2008	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

YEMEN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Yemen with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Ongoing	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Yemen with neighboring States	Dec, 2008	A
2	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	-	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Yemen	Dec, 2008	A
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Ongoing	H O	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Yemen	Dec, 2008	A
4	Annex 11 Para. 3.3.4.1	-	Non-provision of required data to the MID RMA on regular basis and in a timely manner	Oct, 2008	-	O	Need to provide the MID RMA with required data on regular basis, in order to enable it to discharge its functions and responsibilities -- Completion date not given	Yemen, MID RMA, ICAO	Mar, 2009	A

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(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

MIDANPIRG/11
Appendix 6D to the Report on Agenda Item 6

Deficiencies in the CNS Field

AFGHANISTAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	AFTN usage (LIM MID RAN Rec 6/2)	Kabul AFTN Center	Circuit Loading Statistics	May, 1995	Monthly statistics should be sent to MID Office	S	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office	Afghanistan	Dec, 2009	B
2	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19	Afghanistan-Iran-Kabul-Tehran AFTN Circuit	The circuit is not yet implemented	Oct, 1998	VSAT network to be implemented	S	Follow-up the matter with IATA concerning Afghanistan	Afghanistan Iran	Dec, 2009	B
3	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19	Afghanistan-Bahrain-Kabul-Bahrain AFTN Circuit	The circuit is not yet implemented	Oct, 1998	Bahrain is ready to implement the circuit	S	Follow-up the matter with IATA concerning Afghanistan	Afghanistan Bahrain	Dec, 2009	B
4	ANP FASID	Direct speech circuit	There is need for direct speech circuit between Afghanistan and Pakistan	Dec, 2008	Both States to Report	O	Order for Speech circuit	Afghanistan / Pakistan	Jun, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

BAHRAIN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19)	Afghanistan-Bahrain-Kabul-Bahrain AFTN Circuit	The circuit is not yet implemented	Oct, 1998	Bahrain is ready to implement the circuit	O	Follow-up the matter with IATA concerning Afghanistan VSAT are available and now checking compatibility	Afghanistan Bahrain	Dec, 2009	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

EGYPT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	AFTN Main Circuits (LIM MID RAN Rec 10/5)	Egypt – Tunisia-Cairo – Tunis AFTN Circuit	The circuit is implemented on 100 bauds	Oct, 1999	Egypt is ready to up-grade the circuit to 9.6 K	O	Planned to be up-graded to 1200 bauds. Upon Tunis readiness Egypt Confirmed their readiness	Egypt - Tunisia	Dec, 2009	A
2	Upgrade of Egypt - Syria Circuit	Egypt - Syria	Upgrdae of the Egypt Syria Circuit is needed	Oct, 2008	-	O	Egypt is working wioth Syria for the upgrade of the circuit	Egypt - Syria	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

IRAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19)	Afghanistan-Iran-Kabul-Tehran AFTN Circuit	The circuit is not yet implemented	Oct, 1998	VSAT network to be implemented	S	Iran advised that they are ready	Afghanistan Iran	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

IRAQ

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	AFTN usage (LIM MID RAN Rec 6/2)	Baghdad AFTN Center	Circuit Loading Statistics	May, 1995	Monthly statistics should be sent to MID Office	S	Refers to ICAO fax ref. F.ME 165 reminding States to send data to ICAO Office	Iraq	Dec, 2009	B
2	ATS Direct Speech circuit	Iraq - Syria	ATS Direct speech circuit between adjacent centers is needed	Oct, 2008	New reported	O	Iraq Advise they can provide VSAT	Iraq and Syria	Dec, 2009	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

JORDAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19)	Jordan-Lebanon-Amman-Beirut AFTN Circuit	The circuit is not yet implemented	Oct, 1998	Lebanon is ready to implement the circuit	S	Jordan will co-ordinate with Lebanon for up-grading	Lebanon – Jordan	Dec, 2009	A
2	Upgrade of Jordan Syria Circuit	Jordan - Syria	Upgrade is needed for the Jordan Syria Circuit	Oct, 2008	-	O	Jordan and Syria are working on the required upgrade	Jordan - Syria	Dec, 2009	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

KUWAIT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	AFTN usage (LIM MID RAN Rec 6/2)	Kuwait AFTN Center	Circuit Loading Statistics	May, 1995	Monthly statistics should be sent to MID Office	O	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office	Kuwait	Dec, 2009	B
2	AFTN Main Circuits (LIM MID RAN Rec10/5)	Lebanon-Kuwait-Beirut – Kuwait AFTN Circuit	The circuit is implemented on 100 bauds	Oct, 1999	The circuit is operating satisfactorily on 100 bauds.	O	Kuwait is ready to upgrade to higher speed according to the readiness of Lebanon	Kuwait Beirut	Dec, 2009	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

LEBANON

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19)	Jordan-Lebanon Amman-Beirut AFTN Circuit	The circuit is not yet implemented	Oct, 1998	Lebanon is ready to implement the circuit	S	Another alternative should be proposed in the MID AFTN Plan	Jordan Lebanon	Dec, 2009	A
2	AFTN Main Circuits (LIM MID RAN Rec10/5)	Lebanon – Saudi Arabia Beirut – Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	Oct, 1999	Will be upgraded to 64 K	O	Circuit will be upgraded to 64K	Lebanon Saudi Arabia	Jun, 2009	B
3	AFTN Main Circuits (LIM MID RAN Rec10/5	Lebanon – Kuwait Beirut – Kuwait AFTN Circuit	The circuit is implemented on 100 bauds	Oct, 1999	The circuit is operating satisfactorily on 100 bauds	O	Kuwait ready for upgrade to digital	Kuwait Lebanon	Jun, 2009	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

OMAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	AFTN usage (LIM MID RAN Rec 6/2)	Muscat AFTN Center	Circuit Loading Statistics	May, 1995	Data should be sent to ICAO Office	O	Software not available yet	Oman	Dec, 2009	B
2	Direct Speech circuit (LIM MID RAN)	Oman - Yemen	Direct Speech circuit is required	Oct, 1998	under Implementation	O	under implementation	Oman - Yemen	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

QATAR

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	AFTN usage (LIM MID RAN Rec 6/2)	Doha AFTN Center	Circuit Loading Statistics	May, 1995	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office	H	Data should be sent to ICAO Office	Qatar	Dec, 2009	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

SAUDI ARABIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	AFTN usage (LIM MID RAN Rec 6/2)	Jeddah AFTN Center	Circuit Loading Statistics	May, 1995	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office.	O	New software will be implemented in jun 09	Circuit Loading Statistics information is part of	Jun, 2009	B
2	AFTN Main Circuits (LIM RAN Rec 10/5)	Lebanon – Saudi Arabia Beirut – Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	Oct, 1999	Circuit to be improved	O	Planned to be up-graded to 9.6K	Lebanon – Saudi Arabia	Dec, 2009	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

SYRIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ATS Direct SPeech circuit	Syria - IRAQ	Direct Speech circuit required between Syria and Iraq	Oct, 2008	-	O	Iraq advise they are ready to provide VSAT for the implementation	Syria-Iraq	Dec, 2009	U
2	Upgrade of the Circuit	Syria- Egypt	Upgrade needed for teh circuit between Syria and Egypt	Oct, 2008	-	O	Syria and Egypt working on the implementation of the required upgrade	Syria- Egypt	Dec, 2009	A
3	Upgrade of Syria Jordan Circuit	Syria - Jordan	Upgrade is needed for the Syria Jordan circuit	Oct, 2008	-	O	Syria and Jordan are working on the required upgrade	Syria - Jordan	Dec, 2009	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

UAE

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Radio Frequencies	UAE ACC	133.550 MHz	Feb, 2002	Unknown Interference	O	Report was sent to Nat. Telecom. Admin	Follow-up by ICAO and State	Dec, 2009	U
2	Radio Frequencies	AL Ain	129.150 MHz	Jun, 2002	Kish Air Dispatch	O	Nat. Telecom. Admin	Follow-up by ICAO and State	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

YEMEN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Direct SPeech Circuit with Adjacent center Djibouti	Yemen - Djibouti	requirement for a Direct SPeech Circuit with Adjacent center Djibouti	Oct, 1998	-	O	Establishment fo direct speech circuit between Yemen and Djibouti	Yemen - Djibouti	Dec, 2009	A
2	Direct SPeech Circuit with Adjacent center India	Yemen - India	Direct SPeech Circuit with Adjacent center India	Oct, 1998	-	O	Establishments of a Direct SPeech Circuit with Adjacent center in India	Yemen - India	Dec, 2009	B
3	Direct SPeech Circuit with Adjacent center Oman	Yemen - Oman	Requirement for a Direct SPeech Circuit with Adjacent center Oman	Oct, 1998	-	F H O	Establish a direct Speech Circuit with Adjacent center Oman	Yemen - Oman	Dec, 2009	U
4	Direct SPeech Circuit with Adjacent center with Eritrea and Somalia	Yemen - Eritrea , Somalia	requirement for a direct Speech Circuit with Adjacent center in Eritrea and Somalia	Oct, 1998	-	F H S O	Establishment of direct Speech Circuit with Adjacent center in Eritrea and Somalia	Yemen - Eritrea , Somalia	Dec, 2010	B

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(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

MIDANPIRG/11
Appendix 6E to the Report on Agenda Item 6

Deficiencies in the MET Field

AFGHANISTAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 3, App. 3, 3.1 and App. 5, 1.6	Provision of OPMET data (METAR and TAF) to international OPMET data banks	OPMET data not available at Vienna RODB	Jun, 2008	-	F H O	-	Afghanistan	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the MET Field

IRAQ

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 3, App. 3, 3.1 and App. 5, 1.6	Provision of OPMET data (METAR and TAF) to international OPMET data banks	OPMET data not available at Vienna RODB	Jun, 2008	-	F H O	-	Iraq	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the MET Field

YEMEN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 3, Chapter 9	Information for operators and flight crew members	Lack of WAFS forecasts for the flight documentation	Jan, 2009	-	F H O	-	Yemen	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Note:* Priority for action to remedy a deficiency is based on the following safety assessments:

'U' priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.

Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.

'A' priority = Top priority requirements necessary for air navigation safety.

Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

'B' priority = Intermediate requirements necessary for air navigation regularity and efficiency.

Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.

Definition:

A deficiency is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.

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(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

MIDANPIRG/11
Appendix 6F to the Report on Agenda Item 6

Abstract of
ICAO Global Aviation Safety Plan

July 2007

Relation between the Global Aviation Safety Plan and the Global Aviation Safety Roadmap

The Global Aviation Safety Roadmap constitutes the basis on which the Global Aviation Safety Plan is built and is an integral part of it. From a practical point of view, GASP can be seen as the ICAO strategy for States, regions and industry to address the focus areas identified in the roadmap. GASP also establishes a coordination mechanism to ensure that the roadmap and the plan are kept up-to-date in a coordinated way

The Global Aviation Safety Roadmap provides a common frame of reference for all stakeholders including States, regulators, aircraft and airport operators, air traffic service providers, aircraft manufacturers, international organizations and safety organizations.

It does so by **defining the twelve following focus areas** and providing guidance on how to address them:

• STATES

1. Consistent implementation of international Standards
2. Consistent regulatory oversight
3. Effective errors / incidents reporting
4. Effective incident and accident investigation

• REGIONS

5. Consistent coordination of regional programmes

• INDUSTRY

6. Effective reporting and analysis of errors and incidents
7. Consistent use of Safety Management Systems
8. Consistent compliance with regulatory requirements
9. Consistent adoption of industry best practices
10. Alignment of global industry safety strategies
11. Sufficient number of qualified personnel
12. Effective use of technology to enhance safety

Part 2 of the roadmap provides detailed guidance on the implementation of the twelve focus areas by providing a set of objectives for each focus area that are each supported by a set of best practices and metric and a maturity model. The roadmap also includes a step-by-step process to help develop Safety Enhancement Plans at the regional or sub-regional level.

Note: More information on the GASP at ICAO website: http://www.icao.int/fsix

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Abu Dhabi Resolution on the Global Aviation Safety Roadmap

Middle East Safety Summit, Abu Dhabi, UAE – 21/22 January 2008

Whereas ICAO has adopted the Global Aviation Safety Plan which is based on the Global Aviation Safety Roadmap.

Whereas the Global Aviation Safety Roadmap recognizes that all stakeholders of the aviation system need to be involved and clearly identifies the roles played by the regulatory and industry elements while emphasizing their complementary nature, promotes a proactive approach to safety and provides a means to ensure that safety initiatives throughout the world deliver improved safety by the coordination of effort, thus reducing inconsistency and duplication;

Recognizing that continuous efforts must be maintained to ensure high levels of safety in the Middle Eastern region during this period of rapid growth;

Recognizing experience has shown that the most successful aviation safety initiatives have resulted from industry, Regulators, manufacturers, and other involved organizations working together to address common safety issues;

Recognizing Middle East safety initiatives should be realigned and focused to take advantage of the proven principles of the Global Aviation Safety Roadmap;

Therefore the Summit resolves to:

- Accept the ICAO Global Aviation Safety Plan and the Global Aviation Safety Roadmap as the basis for the development of safety action plans within the Region.
- Establish a Middle East Safety Team comprised of industry and government stakeholders from across the Region which will:
    - Include all relevant stakeholders including those who were unable to participate in the Safety Summit.
    - Be co-chaired by industry and government partners on a rotational basis to ensure appropriate regional representation.
    - Develop a Middle East Safety Action Plan.
    - Continuously monitor implementation of the Safety Action Plan.
    - Continuously update the Safety Action Plan by conducting gap analyses in order to identify further safety improvements.
    - Establish Working Groups to cover each Focus Area of the Roadmap, as required
- Realign regional safety efforts to support the actions of the Middle East Safety Team.
- Provide adequate resources to ensure effective support of the Middle East Safety Team.
- Share safety information required for development of effective implementation plans.
- Commit to implementing the safety priorities identified by the Middle East Safety Team.

Info

Abu Dhabi Resolution
on the Global Aviation Safety Roadmap

Middle East Safety Summit, Abu Dhabi, UAE – 21/22 January 2008

The following parties concur with and support the Abu Dhabi Resolution on the Global Aviation Safety Roadmap

UAE General Civil Aviation Authority

Iraqi Civil Aviation Authority

Sudan Aviation Authority

22/01/08

ICAO Regional Office

Arab Air Carriers Organization

IFALPA
On behalf of the Executive Vice President
For Africa and the Middle East

AGENDA ITEM 7: FUTURE WORK PROGRAMME

REPORT ON AGENDA ITEM 7: FUTURE WORK PROGRAMME

ICAO MID Office Tentative Schedule of Meetings, Seminars and Workshops from January to December 2007

7.1 The meeting was presented with the tentative schedule of meetings, seminars and workshops from January to December 2009 as at **Appendix 7A** to the Report on Agenda Item 7. The meeting was also informed that this schedule 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 is updated as appropriate and posted on ICAO MID website (http://www.icao.int/mid).

7.2 ICAO MID Regional Office meetings are normally convened in Cairo, at ICAO Regional Office. However, in accordance with MIDANPIRG Procedural Handbook, Part II, Working Arrangements, paragraph 4.2, States are encouraged to host MIDANPIRG meetings as appropriate.

MIDANPIRG/12 and MSG/2 Dates, Durations & Venues

7.3 The meeting, in accordance with MIDANPIRG Procedural Handbook, Part III, Rules of Procedures for the Conduct of Meetings of MIDANPIRG, paragraph 3.1, agreed that MIDANPIRG/12 meeting, be tentatively scheduled for 10-14 October 2010. The venue would be tentatively Cairo. However, States were encouraged to host the MIDANPIRG/12 meeting.

7.4 The meeting recalled that it was agreed that the MSG meetings should be hosted by its Member States (Bahrain, Egypt, Iran, Jordan, Lebanon, Oman, Saudi Arabia and UAE) on rotation basis. The MSG/1 meeting agreed that the second meeting of the MSG would be held after MIDANPIRG/11 and prior to MIDANPIRG/12 sometimes during the first quarter of 2010. Accordingly, the meeting agreed that that the MSG/2 meeting be tentatively scheduled for 25-27 January 2010. The exact date and venue would be coordinated between the Secretariat, the Chairperson of MIDANPIRG and the hosting State which is to be one of the following: Egypt, Iran, Jordan or Lebanon, as the turn is now for these States to host the MSG meetings.

Follow-up Action Plan

7.5 In accordance with the ICAO Business plan and the requirements for performance monitoring, the meeting developed a follow-up action plan as at **Appendix 7B** to the Report on Agenda Item 7.

MIDANPIRG/11
Appendix 7A to the Report on Agenda Item 7

ICAO MID OFFICE

TENTATIVE SCHEDULE OF MEETINGS, SEMINARS AND WORKSHOPS

"January – December 2009"

Revision R2 Dated 12 March 2009

DATE	*MEETING/SEMINAR/WORKSHOP*	*SITE*	*REMARKS*
January			
~~19-21~~	~~CNS/ATM/IC SG /4~~	Cairo	Convened
February			
~~9-13~~	~~MIDANPIRG/11 Meeting~~	Cairo	Convened / Hosted by Egypt
~~21-25~~	~~Seminar/Work shop on the preparation, conduct and reporting of an ICAO safety oversight audit~~	Jeddah	Convened / Hosted by Saudi Arabia
March			
8 - 19	PBN Procedure Design Course	Abu Dhabi	(SIP) Hosted by UAE
16-17	SSRCA Study Group/3	Cairo	Postponed
18-20	ATS Route Network (ARN) TF/2	Cairo	
April			
27-29	Traffic Forecast SG /3	Cairo	
May			
3-4	eTOD WG/2	Tehran	Hosted by Iran
5-7	AIS/MAP TF/5	Tehran	Hosted by Iran
12-14	Internet Protocol Suite (IPS) WG /1	Cairo	
18-21	State Safety Programme (SSP) Implementation Course	Ras Al-Kheimah	Hosted by UAE
27-28	MID RMA Board/8	Abu Dhabi	Hosted by UAE
July			
13-15	Baghdad FIR RVSM Implementation WG	Cairo	
TBD	ATFM Seminar	TBD	(SIP)

DATE	*MEETING/SEMINAR/WORKSHOP*	*SITE*	*REMARKS*
October			
13-15	MID RMA Board/9	Beirut	Hosted by Lebanon
19-22	PBN/GNSS TF/2	Abu-Dhabi	Hosted by UAE
26-28	ATS Route Network (ARN) TF/3	Cairo	
November			
8-9	RVSM Safety Assessment Seminar	Bahrain	Hosted by Bahrain
10-12	ATM/SAR/AIS SG/11	Bahrain	Hosted by Bahrain
16-18	CNS SG/3	TBD	
December			
6-7	Aerodrome Certification Seminar	TBD	
8-10	AOP SG/7	TBD	
13-14	QMS for MET Services Seminar	Cairo	(SIP)
15-17	MET SG/2	Cairo	

Notes:

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

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

3. SG = Sub-Group, TBD = To Be Determined, TF = Task Force, WG = Working Group.

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

MIDANPIRG/11
Appendix 7B to the Report on Agenda Item 7

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	
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	

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	

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	
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	

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	
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	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	

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 State Safety Programme for aerodrome operations for further course of actions.					
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	
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	

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	
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	

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	
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	

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	
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	

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	
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	

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	
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 in order to facilitate the development of MID Region ATFM implementation strategy, the MID Regional Office make necessary arrangements to hold an ATFM Seminar in 2009.	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	

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	
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	

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 x 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 x 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	

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	
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	
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	

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	SSRCASG/3 postponed from 1st 3rd quarter 09 due insufficient statistical data
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	

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	
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	

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) the 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 to guide States in the development of their own SAR agreements; 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	

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	
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	

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	

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	

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	

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	

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	
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;	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	

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

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	
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	

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	
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	

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

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

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	
CONC. 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	
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	

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	
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	
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	

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	
CONC. 11/60: IMPLEMENTATION OF THE NEW ICAO MODEL FLIGHT PLAN FORM					
That, MID States:	State Letter	ICAO	State Letter	Mar. 2009	
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;	Study Group Established Follow-up with States	States Study group	Members of the Group Report of CNS and CNS/ATM/IC SG	Jun. 2009 Jan. 2010	
- 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			New FPL Implemented	Nov. 2012	
b) implement the new ICAO model Flight Plan form by applicability date.					

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	
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	
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	

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

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

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	
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	
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	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
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	
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	Requires urgent activation of the OPMET BMG
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	

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

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

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

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
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,	Follow up with the States	ICAO	State letter	May 2009	
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	Organize seminar	States	Action plans	TBD	
		ICAO & WMO	Training Seminar	Dec. 2009	
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.					
CONC. 11/85: UPDATED TRAFFIC FORECASTING REQUIREMENTS IN THE MID REGION					
That,	Sub-Groups to meet and establish the database	TF SG and ICAO	Meeting of the SG	Apr. 2009	
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;	Secretariat to co-ordinate with States	States and ICAO	Reminder	Apr. 2009	
	Update information to be provided by States	States and ICAO	State letter	Mar. 2009	
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			For traffic data	Apr. 2009	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
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.					
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; 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.	Implementation of the Conclusion	States Users ICAO	Action plans for elimination of deficiencies Feedback from Users and States received through MANDD Assistance provided to States, as requested and as appropriate	May 2009 Ongoing Ongoing	

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

AGENDA ITEM 8: ANY OTHER BUSINESS

REPORT ON AGENDA ITEM 8: ANY OTHER BUSINESS

8.1 The meeting suggested that it was time to conduct a RAN meeting for the MID Region, as the last LIM MID RAN Meeting was held in 1996 (some 12 years ago). Some participants highlighted that a MID RAN meeting would offer an opportunity to strengthen region-wide commitment to resolve deficiencies, address critical safety, efficiency and air navigation planning issues in the MID Region. It was also recognized that a MID RAN meeting would serve as a platform for cooperation, bringing together States at senior decision-making, including Civil Aviation Authorities, service providers and users. The meeting questioned also if the MID RAN meeting could carry out a complete review of the MID Basic ANP and FASID materials in order to propose necessary amendments and introduce new material reflecting the latest developments in the air navigation field (Performance Planning Framework, PBN, GNSS, ADS-B, eTOD, AIM, etc).

8.2 The meeting was of the opinion that the DGCA meeting which is tentatively planned to be organized for the MID Region during the year 2010 could be a good forum to decide on the need to have a MID RAN meeting. However, it was emphasized that a MID RAN meeting should not be convened just for the sake of having a RAN meeting or because the last RAN meeting was convened some 12 years ago. Strong justifications would be needed. Further the Secretariat explained the requirements for holding RAN meetings and indicated that such will have to be approved by ICAO Headquarters and the Council, as at present PIRGs suffice and are the best venue to discuss air navigation issues.

8.3 Based on the above, the meting agreed that the ICAO Regional Director further study the issue in coordination with ICAO Headquarters.

8.4 In connection with the above, IATA highlighted that Egypt represents a special case of an entire State being present in two different Air Navigation Plans (AFI ANP and MID ANP). In this regard, it was noted that there are some discrepancies between the AFI and MID ANP/FASID provisions pertaining to Egypt as well as between the APIRG and MIDANPIRG lists of air navigation deficiencies related to Egypt. Accordingly, close coordination between the ICAO ESAF and MID Regional Offices was requested to improve the situation. In this regard, the meeting was informed that the Third Inter-Regional Coordination meeting (IRCM/3) between the APAC, ESAF, EUR/NAT and MID Regional Offices will be held in Cairo from 24 to 26 March 2009. The meeting noted that the IRCM/3 will address the issue of harmonization of ANPs and especially the case of Egypt.

Closing of the Meeting

8.5 The meeting ended expressing its gratitude and appreciation to the Egyptian Civil Aviation Authority and especially to H.E. Air Marshall. Ahmed Shafiq, Minister of Civil Aviation, Egypt, for hosting the Eleventh Meeting of MIDANPIRG, for excellent arrangements made towards successful conduct of the meeting and the warm hospitality extended to all delegates throughout their stay in Cairo. Thanks were also conveyed to the chairman for the excellent conduct of the meeting and for the ICAOMID Regional Office for the good preparation, coordination and secretarial work.

- END -