



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

**REPORT OF THE FIRST MEETING OF THE
TRAFFIC FORECASTING SUB-GROUP**

(Cairo, 11 – 13 September 2004)

The views expressed in this Report should be taken as those of the MIDANPIRG TF SG/1 and not of the Organization. This Report will, however, be submitted to the MIDANPIRG 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

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontier or boundaries.

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TF SG/1
History of the Meeting

PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The first meeting of the MIDANPIRG Traffic Forecasting Sub-group (TF SG/1) was held in Cairo from 11 to 13 September 2004.

2. OPENING

2.1 Mr. M. Khonji, ICAO Deputy Regional Director, addressed the opening session and welcomed delegates to the MID Regional Office and to the meeting. He reminded delegates that the Eighth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/8) had developed Conclusion 8/57 which proposed the integration of the Middle East Regional Traffic Forecasting Group (MER TFG) into MIDANPIRG as a Sub-group. ICAO Council has approved the MIDANPIRG Conclusion. Mr. Khonji briefly outlined the objective of the meeting which was to develop forecasts and other planning parameters to support regional air navigation planning and implementation processes, including the planning for and implementation of CNS/ATM systems in the region.

3. ATTENDANCE

3.1 The meeting was attended by a total of 25 participants from 7 States (Bahrain, Egypt, Kuwait, Saudi Arabia, Sudan, Syria, and United Arab Emirates) and 1 Organization (IATA). The list of participants is at **Attachment**.

4. OFFICERS AND SECRETARIAT

4.1 Mr. M. Zarroug, RO/AT served as Secretary of the meeting supported by Mr. Chaouki Mustapha, Economist in the Air Transport Bureau, ICAO HQ, 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:

- Agenda Item 1: Adoption of provisional agenda and election of Officers
- Agenda Item 2: Conclusions made by MIDANPIRG in connection with the Traffic Forecasting Sub-Group
- Agenda Item 3: Review of Updated Forecast
- Agenda Item 4: Peak-period Analysis
- Agenda Item 5: Presentation by the member from Bahrain
- Agenda Item 6: Work Programme of the Sub-Group
- Agenda Item 7: Any other business

7. CONCLUSIONS AND DECISIONS – DEFINITION

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

- a) **Conclusions** deal with the matters which, in accordance with the Group's terms of reference, merit directly the attention of States on which further action will be initiated by ICAO in accordance with established procedures; and
- b) **Decisions** deal with matters of concern only to the MIDANPIRG and its contributory bodies

8. LIST OF DRAFT CONCLUSIONS AND DRAFT DECISIONS

DRAFT DECISION 1/1: MEMBERSHIP OF THE TRAFFIC FORECASTING SUB-GROUP

DRAFT DECISION 1/2: IDENTIFICATION OF DATA REQUIRED

DRAFT CONCLUSION 1/3: FIR DATA FROM MID STATES

TF SG/1
Report on Agenda Item 1

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF PROVISIONAL AGENDA AND ELECTION OF OFFICERS

Adoption of Provisional Agenda

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

Election of Officers

1.2 Mr. Saleem M. Hassan, Acting Chief ATM, from the Kingdom of Bahrain was elected Chairperson of the Sub-group following nomination by Kuwait seconded by Egypt. Mr. Aon A. Al-Garni, RVSM Programme Manager ATS Planning, Kingdom of Saudi Arabia was elected Vice-Chairperson following nomination by Egypt seconded by Kuwait.

TF SG/1
Report on Agenda Item 2

REPORT ON AGENDA ITEM 2: CONCLUSIONS MADE BY MIDANPIRG IN CONNECTION WITH THE TRAFFIC FORECASTING SUB-GROUP

2.1 The meeting was presented with a list of Conclusions adopted by MIDANPIRG/8 in connection with traffic forecasting activities in the MID region (attached at **Appendix 2A** to the report). MIDANPIRG/8 Conclusion 8/57 proposed the integration of the MER TFG into MIDANPIRG as a Sub-group and approved revised terms of reference and work programme for the Sub-group. MIDANPIRG Conclusion 8/58 dealt with the membership and composition of the Sub-group and Conclusion 8/59 identified the support which States were expected to extend to traffic forecasting activities in the region.

2.2 The meeting discussed the membership and composition of the Sub-group and agreed to propose to MIDANPIRG/9 that, membership should include all eight members of MIDANPIRG and that the meetings of the sub-group should be open to participants from all MID States as observers. The meeting accordingly agreed to the Draft Decision below.

DRAFT DECISION 1/1: MEMBERSHIP OF THE TRAFFIC FORECASTING SUB-GROUP

That, Membership to the Traffic Forecasting Sub-group shall include all eight members of MIDANPIRG and that meetings of the Sub-group shall be open to all MID States.

2.3 The meeting, further, noted the revised terms of reference and work programme of the Sub-group as agreed by MIDANPIRG/8.

TF SG/1
Appendix 2A to the Report on Agenda Item 2

**CONCLUSIONS AGREED BY MIDANPIRG/8 IN CONNECTION WITH THE
ESTABLISHMENT AND FUNCTIONING OF THE TRAFFIC FORECASTING GROUP**

**CONCLUSION 8/57: REVISED TERMS OF REFERENCE AND WORK PROGRAMME OF TRAFFIC
FORECASTING SUB-GROUP (TF SG)**

That, the MIDANPIRG/8;

- a) *proposes that the Council endorses the integration of the MER TFG into MIDANPIRG as a sub-group (TF SG); and*
- b) *notes the revised Terms of Reference, Composition and Work Programme of the Traffic Forecasting Sub-group (TF SG) as detailed in Appendix 10A to the report on Agenda Item 10.*

CONCLUSION 8/58: STATES DELEGATION TO THE TRAFFIC FORECASTING SUB-GROUP

That, MID Region States;

- a) *ensure that their representatives in the TF SG include appropriately qualified ATM and Air Transport experts and, when required, financial analysts;*
- b) *ensure that their respective nominees to the membership of TF SG regularly attend meetings of the Sub-group and participate in the development of forecasts and other planning parameters to support air navigation planning and implementation processes, including the implementation of CNS/ATM systems in the region; and*
- c) *supply TF SG with the data and other information required for the development of forecasts and the conduct of business case studies and cost/benefit analysis.*

CONCLUSION 8/59: STATES SUPPORT TO THE TRAFFIC FORECASTING SUB-GROUP

That, the change of the TF SG strategy which is aimed at making it largely self-sufficient in developing forecasts, business case studies and cost/benefit analysis requires additional support and commitment by States in order to enable the Sub-group to meet the requirements of the MIDANPIRG in an effective manner. Such support may include:

- a) *financial support;*
- b) *in-kind support; and*
- c) *other support as identified by the Sub-group.*

TF SG/1
Report on Agenda Item 3

REPORT ON AGENDA ITEM 3: REVIEW OF UPDATED FORECAST

3.1 The meeting was presented with a set of forecasts of passengers, freight and aircraft movements up to the year 2015. The meeting was informed that the basic raw data used for the development of the forecast of aircraft movements was numbers of passengers (extracted from ICAO data base) and airline schedules from the Official Airline Guide (OAG).

3.2 The meeting was of the opinion that the forecast, as presented, did not respond to the requirements of MIDANPIRG and its subsidiary bodies. It was agreed that MIDANPIRG and its subsidiary bodies, especially the CNS/ATM/IC SG, should be requested to clearly identify the data required to enhance the efficiency of air navigation planning and implementation processes. The meeting accordingly agreed to the Draft Decision below.

DRAFT DECISION 1/2: IDENTIFICATION OF DATA REQUIRED

That, MIDANPIRG and its subsidiary bodies be requested to clearly identify the information they required.

TF SG/1
Report on Agenda Item 4

REPORT ON AGENDA ITEM 4: PEAK-PERIOD ANALYSIS

4.1 The meeting was presented with detailed peak-period analysis of Bahrain FIR for the year 2003. The Paper illustrated peak periods of aircraft movements from, to, and across Bahrain FIR on a weekly, daily and hourly basis.

4.2 The meeting noted the data provided by Bahrain, Kingdom of Saudi Arabia and U.A.E. regarding their respective FIRs and agreed that similar data for Cairo and Tehran FIRs should be adequate to develop regional peak-period analysis (in addition to Bahrain, Jeddah and Emirates FIRs)

TF SG/1
Report on Agenda Item 5

REPORT ON AGENDA ITEM 5: PRESENTATION BY THE MEMBER FROM BAHRAIN

5.1 Bahrain presented Discussion Paper DP/1 detailing monthly, weekly, daily and hourly peak-period analysis for Bahrain FIR for the period January 2003 – March 2004. The presentation also included aircraft movements forecast up to 2015.

5.2 The meeting noted the presentation with appreciation.

TF SG/1
Report on Agenda Item 6

REPORT ON AGENDA ITEM 6: WORK PROGRAMME OF THE SUB-GROUP

6.1 The Secretariat presented WP/6 which requested the meeting to agree on the Work Programme of the Sub-group for the triennium 2005-2007 and to, further, agree on the mechanisms and target dates for the implementation of the agreed Work Programme.

Work Programme

6.2 The meeting agreed that the tentative work programme of the Sub-group should include, as basic elements, a forecast of aircraft movements to, from, within and across the MID Region on the one hand and peak-period analysis for the FIRs identified in paragraph 4.2 to the report on Agenda Item 4 on the other hand. It further agreed that the tentative Work Programme should be fine-tuned to effectively meet the detailed requirements of MIDANIRG and its subsidiary bodies as agreed in Draft Decision 1/2 to the report on Agenda Item 3.

Data Requirement

6.3 The meeting agreed that data to be supplied by States for the purposes of developing peak-period analysis should, as a first step, include the following domains:

Field	Field Type
Call Sign and Flight Number	Text
Aircraft Registration (If available)	Text
Aircraft Type Designator	Text
Departure Aerodrome (ICAO location indicator)	Text
Destination Aerodrome (ICAO Location Indicator)	Text
Entry Point	Text
Entry Date/Time	Date/Time
Entry Flight Level (if available)	Text
Exit Point	Text
Exit Date/Time	Date/Time
Exit Flight Level (if available)	Text
ATS Route(s) (if available)	Text
Flight Classification (Inbound / Outbound /Over-flight /Within FIR)	Text
Flight Type (Scheduled/Non-scheduled/Military/Government/ Business/ General Aviation)	Text
Flight Nature (Passenger/Cargo)	Text

TF SG/1
Report on Agenda Item 6

6.4 IATA agreed to provide the Sub-group with the required aircraft equipage information.

6.5 The meeting accordingly agreed to the following Draft Conclusion:

DRAFT CONCLUSION 1/3: FIR DATA FROM MID STATES

That, MID States be requested to supply the Traffic Forecasting Sub-group with FIR data in the format designed by the Sub-group by 01 December 2004 at the latest.

Mechanism for Implementation

6.6 The meeting was informed that the Kingdom of Bahrain had generously offered, and the region graciously accepted, to establish a Middle East Internet Forum that could be used by the Sub-group for the purposes of data collection from States. The Forum was well on its way to becoming fully operational. The meeting requested the Secretariat to discuss with Bahrain the possibilities of the administrator of the Forum and the relevant section of Bahrain CAA to collate and format the information deposited into the Forum by States into the format agreed in paragraph 6.3 above.

6.7 Following the formatting of data received from States, the Sub-group should be invited to meet on agreed dates and venue to develop the required analysis.

6.8 It was agreed to use data for the period July 2003-June 2004 as a first step to develop analysis for presentation to the next meeting of MIDANPIRG (April 2005).

6.9 The meeting was informed of the possibility that the output of the Sub-group and the forecasts to be developed could be marketed as valuable documents and that the proceeds could assist in supporting the activities of the sub-group. In this connection, the meeting was informed that some other regional traffic forecasting groups were currently supporting their through the sale of their respective periodic reports.

TF SG/1
Report on Agenda Item 7

REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS

7.1 The meeting agreed to hold its second meeting at a venue and on dates to be proposed by the Secretariat, preferably before February 2005.

TF SG/1
Attachment to the Report

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