



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

**REPORT OF THE NINTH MEETING OF
ATM/SAR/AIS SUB-GROUP**

(Cairo, Egypt, 10-13 December 2007)

The views expressed in this Report should be taken as those of the MIDANPIRG ATM/SAR/AIS Sub-Group 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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History of the Meeting

PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The ninth meeting of ATM/SAR/AIS Sub-Group was held at the conference hall of the ICAO MID Regional Office in Cairo, Egypt from 10 to 13 December 2007.

2. OPENING

2.1 The Meeting was opened by Mr. Mohamed R. M. Khonji, ICAO Regional Director, Middle East Office. In his opening remarks, Mr. Khonji welcomed all delegates to Cairo and the meeting itself. He expressed appreciation at the level of attendance and the efforts taken by the States, Organizations and the delegates to participate in the meeting.

2.2 Mr. Khonji recalled the high volume of work that the MIDANPIRG and its subsidiary bodies, particularly those relating to ATM, SAR and AIS field had covered over the past year. He noted however, that there still was much work to be covered and highlighted the need for the Sub-Group to achieve efficiencies. In this context, Mr. Khonji mentioned the comprehensive review of ATS routes required by MIDANPIRG/10, and highlighted that this would be a considerable undertaking which requires the cooperation of all stakeholders.

2.3 Mr. Khonji noted that MID States participation at some of the recent MIDANPIRG and MID Office activities, such as the Language Proficiency Seminar and Introduction to Performance Based Navigation (PBN) Seminar, had been low and highlighted the importance of participation and taking advantage of the seminars, workshops, etc. organized to assist the MID States. He pointed out the forthcoming activities of the MID Region to which he encouraged high participation by MID States.

2.4 Mr. Khonji reminded the delegates about their role in the meeting, as ATM, SAR and AIS experts, and not representatives of their own States per se, but those of the whole MID Region. To this end, he urged the participants to work in the interest of the Region. Mr. Khonji wished the meeting fruitful deliberations.

3. ATTENDANCE

3.1 The meeting was attended by a total of forty three (43) participants, including experts from nine (10) States (Bahrain, Egypt, Iraq, Iran, Jordan, Kuwait, Saudi Arabia, Syria, United Arab Emirates and United States) and 3 three Organizations (EUROCONTROL, IATA and IFATCA). The list of participants is at the **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

4.1 The meeting was Chaired by Mr. Hamad M. Al Alaofi, Head of AIS, General Authority of Civil Aviation. Mr. S. Machobane, Regional Officer, Air Traffic Management and Mr. Mohamed Smaoui, Regional Officer Aeronautical Information & Charts/Meteorology acted as Secretaries of the meeting.

5. LANGUAGE

5.1 Discussions were conducted in English and documentation was issued in English.

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6. AGENDA

6.1 The following Agenda was adopted:

- Agenda Item 1: Adoption of provisional agenda and election of Chairpersons
- Agenda Item 2: Follow-up on MIDANPIRG/10 Decisions and Conclusions relevant to the ATM/SAR and AIS/MAP fields
- Agenda Item 3: Improvement of the MID ATS Route Network
- Agenda Item 4: RVSM operations and Monitoring activities in the MID Region
- Agenda Item 5: SSR Code Allocation Plan (CAP) for the MID Region
- Agenda Item 6: ATS Safety Management Systems
- Agenda Item 7: Contingency Plans
- Agenda Item 8: Search and Rescue (SAR) and Civil/Military Coordination
- Agenda Item 9: Performance Based Navigation (PBN)
- Agenda Item 10: AIS/MAP issues
- Agenda Item 11: MID Region strategy for the implementation of GPIs
- Agenda Item 12: Review of Air Navigation deficiencies in the ATM/SAR and AIS/MAP fields
- Agenda Item 13: Future Work Programme
- Agenda Item 14: 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

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8. LIST OF DRAFT CONCLUSIONS AND DRAFT DECISIONS

- DRAFT CONCLUSION 9/1: AMENDMENT AND EDITORIAL CHANGES IN THE BASIC ANP TABLE ATS-1*
- DRAFT DECISION 9/2: ESTABLISHMENT OF THE MID ATS ROUTE NETWORK TASK FORCE (ARN TF)*
- DRAFT CONCLUSION 9/3: AIR TRAFFIC FLOW MANAGEMENT SEMINAR (ATFM) SEMINAR*
- DRAFT DECISION 9/4: REVISED TERMS OF REFERENCE OF THE STUDY GROUP*
- DRAFT DECISION 9/5: LIST OF TASKS FOR THE SSR CODE ALLOCATION STUDY GROUP*
- DRAFT CONCLUSION 9/6: MEASURES TO ADDRESS NON-SYSTEM SSR CODE ALLOCATION PROBLEMS*
- DRAFT CONCLUSION 9/7: APPLICATION OF ORIGINATING REGION CODE ASSIGNMENT METHOD (ORCAM) IN THE MID REGION*
- DRAFT CONCLUSION 9/8: INTERACTION WITH STATES*
- DRAFT CONCLUSION 9/9: SEARCH AND RESCUE (SAR) AGREEMENTS*
- DRAFT DECISION 9/10: REASSIGNMENT OF RVSM AND PBN FUNCTIONS*
- DRAFT CONCLUSION 9/11: STRATEGY/ROADMAP FOR THE GLOBAL TRANSITION FROM AIS TO AIM*
- DRAFT CONCLUSION 9/12: PRE-REQUISITES FOR THE TRANSITION TO AIM*
- DRAFT DECISION 9/13: PLANNING FOR THE TRANSITION FROM AIS TO AIM*
- DRAFT CONCLUSION 9/14: SURVEY ON THE IMPLEMENTATION OF eTOD IN THE MID REGION*
- DRAFT CONCLUSION 9/15: MID REGION eTOD IMPLEMENTATION STRATEGY*
- DRAFT CONCLUSION 9/16: DRAFT FASID TABLE RELATED TO eTOD*
- DRAFT DECISION 9/17: TERMS OF REFERENCE OF THE eTOD WORKING GROUP*
- DRAFT DECISION 9/18: REVISED TOR OF THE ATM/SAR/AIS SUB-GROUP*

ATM/SAR/AIS SG/9
Report on Agenda Item 1

PART II: REPORT ON AGENDA ITEMS

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

1.1 The meeting reviewed and adopted the provisional agenda as at paragraph 6 of the history of the meeting.

1.2 The meeting recalled that MIDANPIRG/9, under Decision 9/20, agreed to the discontinuation of the ATS Incident Analysis Task Force, taking into account the lack of interest showed by States in providing comprehensive data on ATS incidents. It was however agreed that ATS incident trends be instead addressed within the framework of the ATM/SAR/AIS Sub-Group:

DECISION 9/20: DISCONTINUATION OF THE ATS INCIDENT ANALYSIS TASK FORCE

That, in view of the lack of support and enthusiasm from States to provide relevant and comprehensive data on ATS Incidents in the region:

- a) MIDANPIRG dissolves the ATS Incident Analysis Task Force;*
- b) the ATM/SAR/AIS Sub-Group be requested to follow-up on the ATS incident trends in the region and its impact on safety of air navigation; and*
- c) IATA continues to update the ATM/SAR/AIS Sub-Group on ATS incident trends noted within the framework of its safety enhancement mechanisms.*

1.3 In this regard, the meeting noted that the revised Terms of Reference (TOR) and work programme of the Sub-Group, as approved by MIDANPIRG/10, include the ATS Incident Analysis activity. Nevertheless, the meeting noted that, due to the lack of provision of data on ATS incidents by States and IATA, the issue of ATS Incident Analysis was not included in the agenda for the ATM/SAR/AIS SG/9 meeting. However, it was agreed that this could be addressed by the ATM/SAR/AIS SG/10 meeting tentatively scheduled for November 2008, in order to be reported to MIDANPIRG/11 which is tentatively scheduled for early 2009.

1.4 In accordance with the MIDANPIRG Procedural Handbook, Third Edition – April 2007, para. 6.1, it was noted that “*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 other-wise re-elected, in which the term would be limited to one additional cycle only*”.

1.5 The meeting recalled that Mr. Hamad Al-Aufi from Saudi Arabia and Mr. Khaled Chamieh from Lebanon have been acting as the Chairman and Vice Chairman of the ATM/SAR/AIS Sub-Group since November 2001 (ATM/SAR/AIS SG/5 meeting).

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Report on Agenda Item 1

1.6 Based on the above the meeting thanked Mr. Al-Aufi for his support and excellent chairmanship of the ATM/SAR/AIS Sub-Group for the last 6 years. Thanks were also extended to Mr. Chamieh, who apologized for not being able to attend this meeting, for his support and contributions. Accordingly, and in compliance with the MIDANPIRG Procedural Handbook, the meeting proceeded to the election of new Chairpersons. Based on recommendation by Bahrain, Egypt, Iran and Kuwait, the meeting unanimously elected Mr. Aon Al-Garni from Saudi Arabia as the new Chairman of the ATM/SAR/AIS Sub-Group. Mr. Saleem Mohamed Hassan from Bahrain was also elected unanimously as the Vice Chairman of the Sub-Group.

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Report on Agenda Item 2

**REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG/10 DECISIONS AND CONCLUSIONS
RELEVANT TO THE ATM/SAR AND AIS/MAP FIELDS**

2.1 The meeting noted the status of relevant MIDANPIRG/10 Conclusions and Decisions related to the ATM/SAR and AIS/MAP fields and the follow up actions taken by States, the secretariat and other parties concerned as at **Appendix 2A** to the Report on Agenda Item 2.

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Appendix 2A to the Report on Agenda Item 2

FOLLOW-UP ACTION ON RELEVANT MIDANPIRG/10 AND CURRENT MID RMA BOARD CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 10/4: PAPERLESS MEETINGS</p> <p>That, with the objective to reduce printing and distribution costs of the MID Regional Office, to the extent possible:</p> <p>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</p> <p>b) meeting reports and Amendment Proposals to the Air Navigation Plan of the MID Region be posted on the MID Regional Office website.</p>	<p>Conduct paperless meetings</p>	<p>ICAO</p>	<p>Electronic WPs/IPs, meeting reports and ANP/FASID Amendment Proposals</p>	<p>Sep 2007</p>	<p>Ongoing</p>
<p>CONC. 10/7: MID BASIC ANP AND FASID (DOC 9708)</p> <p>That, with a view to have the final version of the MID BASIC ANP and FASID (Doc 9708) published prior to 31 December 2007:</p> <p>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</p> <p>b) ICAO allocate sufficient resources and higher priority for the publication of Doc 9708 in English and Arabic versions, incorporating all approved Amendments.</p>	<p>Process Amendments Proposals to the MID Basic ANP and FASID</p> <p>Finalize and publish the approved version of Doc 9708</p>	<p>ICAO</p>	<p>Amendment Proposal issued</p> <p>Amendment Proposal approved and incorporated in the final version of Doc 9708</p>	<p>Jun 2007</p> <p>Dec 2007</p>	<p>– PFA to the MID FASID for (AIS, AOP, CNS and Traffic Forecasting circulated and approved);</p> <p>– PFA to the MET part of the ANP/FASID under development; and</p> <p>– PFA of the MID Basic ANP (ATS routes) circulated and approved.</p>

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APPENDIX 2A

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC.10/13: MID REGION STRATEGY FOR THE IMPLEMENTATION OF THE GLOBAL PLAN INITIATIVES (GPIs)</p> <p>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.</p>	<p>Implementation of Strategy</p>	<p>ICAO; States; MIDANPIRG Subsidiary bodies</p>	<p>Feedback from States National Plans Status of implementation of GPIs</p>	<p>Jun 2008</p>	<p>Ongoing</p>
<p>CONC. 10/14: IMPLEMENTATION OF WORK PROGRAMME IN SUPPORT OF STRATEGIC PERFORMANCE OBJECTIVES</p> <p>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:</p> <ul style="list-style-type: none"> 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; 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; 	<p>Follow up progress on each project</p>	<p>ICAO States MIDANPIRG Subsidiary bodies</p>	<p>Feed back on each project</p>	<p>Jun 2008</p>	<p>Ongoing</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>j) improvement of communication infrastructure;</p> <p>k) implementation of GNSS;</p> <p>l) implementation of Certification of aerodromes and SMS at aerodromes in the MID Region;</p> <p>m) preparedness to accommodate NLAs at some existing/new aerodromes in the MID Region;</p> <p>n) support the establishment and implementation of Runway surface pavement maintenance programme in the MID Region;</p> <p>o) enhancement of Runway incursion prevention programme; and</p> <p>p) enhancement of surface movement guidance and control systems (SMGCS) at MID Aerodromes.</p>					
<p>CONC. 10/17: SURVEY RELATIVE TO THE IMPROPER HANDLING OF FPLS AND ASSOCIATED ATS MESSAGES</p> <p>That,</p> <p>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</p> <p>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</p>	<p>Carryout survey and analyze results</p>	<p>ICAO States CNS/SG CNS/ATM/IC ATM/SAR/AIS</p>	<p>State Letter</p> <p>Survey Replied</p> <p>Analysis of Result</p>	<p>Jun 2007</p> <p>TBD</p> <p>TBD</p>	<p>Survey carried out. Low response</p>

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APPENDIX 2A

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 10/ 24: MID ATS ROUTE NETWORK</p> <p>That,</p> <p>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</p> <p>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.</p>	<p>Update the MID Basic ANP</p> <p>Radical review of the MID ATS route network</p>	<p>ICAO Office MID</p>	<p>MID Basic ANP Amendment Proposal</p> <p>Revised/enhanced MID ATS route network</p>	<p>June 2007</p> <p>Dec 2007</p>	<p>PFA of the MID Basic ANP (ATS routes) circulated and approved.</p> <p>List to be referred to ARN TF</p>
<p>CONC 10/ 25: CIVIL/MILITARY COORDINATION</p> <p>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:</p> <p>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;</p> <p>b) give due consideration to the urgent establishment of civil/military coordination bodies for airspace management and air traffic control;</p> <p>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</p>	<p>Implement the Conclusion</p> <p>Conduct Seminar</p>	<p>States</p> <p>ICAO</p>	<p>State Letter Civil/Military coordination Seminar Input from States</p>	<p>Jul 2007</p> <p>Oct 2008 TBD</p>	<p>State Letter AN 6/27 – 240 dated 15 July 2007 sent.</p> <p>Seminar tentatively scheduled for May 2008</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>d) ensure that the Military authorities are:</p> <ul style="list-style-type: none"> 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. 					
<p>CONC. 10/ 26: COORDINATION OF FLIGHTS OPERATING OVER HIGH SEAS</p> <p>That, taking into consideration that the Convention on International Civil Aviation shall be applicable only to civil aircraft:</p> <p>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;</p> <p>b) State aircraft operating in airspace over high seas, should:</p> <ul style="list-style-type: none"> 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. <p>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.</p>	<ul style="list-style-type: none"> • Implement Conclusion • Conduct seminar 	<ul style="list-style-type: none"> • States • ICAO MID Regional Office • IATA 	<ul style="list-style-type: none"> • State letter • Civil/ Military coordination seminar • Input from States 	<ul style="list-style-type: none"> • July 2007 • Oct 2008 • TBD 	<ul style="list-style-type: none"> • State letter sent (AN 6/27-240 dated 15 July 2007) • Seminar tentatively scheduled for May 2008 • No input received

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APPENDIX 2A

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 10/27: UNCOORDINATED FLIGHTS OVER THE RED SEA AREA</p> <p>That,</p> <p>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;</p> <p>b) States, that have not yet done so, publish an AIP Supplement, as soon as possible, for the promulgation of these procedures;</p> <p>c) IATA continue its effort in ensuring that concerned operators are fully conversant with these procedures;</p> <p>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</p> <p>States:</p> <p>i) report without delay all incidents relating to civil uncoordinated flights over the Red Sea Area; and</p> <p>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.</p>	<ul style="list-style-type: none"> • Implement Conclusion • Conduct seminar 	<ul style="list-style-type: none"> • States • ICAO MID Regional Office • IATA 	<ul style="list-style-type: none"> • State letter • Civil/ Military coordination seminar • Input from States 	<ul style="list-style-type: none"> • July 2007 • Oct 2008 • TBD 	<ul style="list-style-type: none"> • State letter sent (AN 6/27-240 dated 15 July 2007) • Seminar tentatively scheduled for May 2008 • No input received

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 10/28: INITIAL SET UP AND ADMINISTRATIVE MANAGEMENT OF THE MID RMA</p> <p>That,</p> <p>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</p> <p>b) Bahrain is responsible for the administrative management of the MID RMA.</p>	<p>Follow up with Bahrain and the MID RMA</p>	<p>MID RMA Board and ICAO</p>	<p>MID RMA Board meeting reports</p>	<p>Completed</p>	
<p>DEC 10/29: ESTABLISHMENT OF THE MID RMA BOARD</p> <p>That,</p> <p>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</p> <p>b) the MID RMA Board is to be composed of a focal point nominated by each Member State.</p>	<p>Follow up the MID RMA Board activities and work programme</p>	<p>ICAO States</p>	<p>MID RMA Board meeting reports</p>	<p>Completed</p>	
<p>CONC. 10/30: MEMBERSHIP OF THE MID RMA</p> <p>That,</p> <p>a) Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, Syria and Yemen committed themselves to participate in the MID RMA project; and</p> <p>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:</p> <p>i. invited to join the MID RMA Project; and</p>	<p>Follow up with UAE to join the MID RMA</p>	<p>MID RMA Board and ICAO</p>	<p>UAE joins the MID RMA</p>	<p>Ongoing</p>	

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>ii. is to be exempted from the payment of contributions for the first ten (10) years of operation of the MID RMA.</p>					
<p>CONC. 10/31: EUROCONTROL SUPPORT TO THE MID RMA</p> <p>That,</p> <p>a) the Eurocontrol support for the set up and operation of the MID RMA is appreciated; and</p> <p>b) the good cooperation between the MID RMA and Eurocontrol be continued</p>	<p>Continue the good cooperation with Eurocontrol</p>	<p>MID RMA and Eurocontrol</p>	<p>Good cooperation continued</p>	<p>Ongoing</p>	
<p>CONC. 10/32: MID RMA PROJECT</p> <p>That,</p> <p>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</p> <p>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.</p>	<p>Follow up the implementation of the clauses of the MOA and Custodian Agreement</p>	<p>MID RMA Board and ICAO</p>	<p>MID RMA Board meeting reports</p>	<p>Ongoing</p>	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 10/33: FUNDING MECHANISM OF THE MID RMA</p> <p>That,</p> <p>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;</p> <p>b) Bahrain, Egypt, Iran, Oman and Saudi Arabia pay 15% each of the yearly operating budget of the MID RMA;</p> <p>c) Jordan, Kuwait, Lebanon, Syria and Yemen pay 5% each of the yearly operating budget of the MID RMA;</p> <p>d) the budget estimate for the MID RMA operation for each year be prepared/approved by the MID RMA Board before 30 April;</p> <p>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;</p> <p>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;</p> <p>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;</p>	<p>Follow up the implementation of the Funding mechanism</p>	<p>MID RMA Board and ICAO</p>	<p>Funding mechanism implemented</p>	<p>Ongoing</p>	

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APPENDIX 2A

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>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</p> <p>i) the MID RMA funding mechanism be revised by the MID RMA Board when necessary.</p>					
<p>CONC. 10/34: MID RMA PROJECT ACTION PLAN/TIMELINES</p> <p>That,</p> <p>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</p> <p>b) concerned parties take necessary measures to expedite the implementation of the required actions on a timely manner.</p>	<p>Follow up the implementation of the Action Plan</p>	<p>MID RMA Participating States MID RMA Board ICAO</p>	<p>Action Plan implemented in a timely manner</p>	<p>Ongoing</p>	
<p>CONC. 10/35: REQUIREMENTS FOR PROVISION OF DATA TO THE MID RMA</p> <p>That, considering the on-going requirement for RVSM safety assessment in the MID Region:</p> <p>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;</p> <p>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</p>	<p>Follow up the implementation of the Conclusion</p>	<p>MID RMA States ICAO</p>	<p>Data provided to the MID RMA as required</p>	<p>Ongoing</p>	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>c) States ensure that good communication and cooperation between the RVSM Programme Managers and the MID RMA Board Members is established and observed.</p>					
<p>CONC. 10/36: SPECIAL BAGHDAD FIR COORDINATION MEETING</p> <p>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.</p>	<p>Conduct the meeting</p>	<p>ICAO Iraq and adjacent States</p>	<p>Report of the meeting</p>	<p>2nd Q 2008</p>	<p>Meeting tentatively scheduled for April 2008</p>
<p>CONC. 10/37: FLEXIBLE HANDLING OF TRAFFIC INTENDING TO USE THE RVSM AIRSPACE</p> <p>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:</p> <p>a) States are urged to refrain from taking actions unilaterally to systematically penalize the flights intending to use the RVSM airspace when:</p> <p>i) there's a doubt about the aircraft's RVSM approval status (missing of letter "W" from the FPL); or</p> <p>ii) the FPL was not received; and</p> <p>b) States are invited to show more flexibility in dealing with this issue.</p>	<p>Follow-up with concerned States</p>	<p>States IATA</p>	<p>- Reports from IATA - Input from States</p>	<p>Dec.2007</p>	<ul style="list-style-type: none"> • Some progress noted (Saudi Arabia and UAE); • No reports received from IATA.

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 10/38: MID RVSM OPERATIONS SAFETY ASSESSMENT</p> <p>That, the safety assessment of RVSM operations in the MID Region be based on the following safety objectives:</p> <p>a) Safety Objective 1: that the vertical-collision risk in MID RVSM airspace due solely to technical height-keeping performance meets the ICAO target level of safety (TLS) of 2.5×10^{-9} fatal accidents per flight hour;</p> <p>b) Safety Objective 2: that the overall vertical-collision risk – i.e. the overall risk of mid-air collision in the vertical dimension in MID RVSM airspace meets the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour;</p> <p>c) Safety Objective 3: address any safety-related issues raised in the SMR by recommending improved procedures and practices; and</p> <p>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 <u>not adversely affect the risk of en-route mid-air collision over the years.</u></p>	<p>Follow up the implementation of the 4 safety objectives</p>	<p>MID RMA Eurocontrol MIDANPIRG</p>	<p>SMR 2007-2008</p>	<p>Sep 2008</p>	<p>Ongoing</p>
<p>CONC. 10/39: STATUS OF MID RVSM SAFETY OBJECTIVES</p> <p>That, the RVSM operations within the airspace of the MID RMA Member States:</p> <p>a) Met safety objectives #1, #3 and #4; and</p>	<p>Finalize the SMR 2006</p>	<p>MID RMA States ICAO</p>	<p>SMR 2006 finalized and sent to States</p>	<p>June 2007</p>	<p>Completed</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
b) had not been possible to assess against safety objective #2.					
<p>CONC. 10/40: SUSTAINED RVSM SAFETY ASSESSMENT ACTIVITY IN THE MID REGION</p> <p>That, considering the on-going requirement for RVSM safety assessment in the MID Region:</p> <p>a) The MID RMA is responsible for the development of the RVSM Safety Monitoring Reports (SMR);</p> <p>b) the MID RMA determine the exact type and format of data necessary for performing collision risk calculations and inform States accordingly;</p> <p>c) States provide the required data in a timely manner. The data will include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> 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); <p>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.</p>	Follow up the implementation of the Conclusion	MID RMA States ICAO	Data provided to the MID RMA as required	Ongoing	
<p>CONC 10/41: MID RVSM SAFETY MONITORING REPORT FOR 2007-2008</p> <p>That,</p> <p>a) the MID RVSM Safety Monitoring Report (SMR) for 2007-2008 be ready before 1 September 2008; and</p> <p>b) the FPL/traffic data for the month of November 2007 be used for the development of the SMR 2007-2008.</p>	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	Replaced and superseded by MID RMA Board/5 Draft Conclusion 5/4

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 10/42: ESTABLISHMENT OF THE RVSM/PBN TASK FORCE</p> <p>That,</p> <p>a) the RVSM and RNP/RNAV Task Forces are merged; and</p> <p>b) <i>the TOR of the new established RVSM/PBN Task Force are at Appendix 5.3L to the Report on Agenda Item 5.3.</i></p>	<p>Conduct the RVSM/PBN TF/1 meeting</p>	<p>ICAO</p>	<p>Report of RVSM/PBN TF/1</p>	<p>Dec.2007</p>	<p>Ongoing</p>
<p>DEC. 10/43: MID REGION PBN STRATEGY</p> <p>That, the RVSM /PBN Task Force:</p> <p>a) follow up the developments related to Performance Based Navigation (PBN); and</p> <p>b) develop a MID Region strategy to implement the PBN concept.</p>	<p>Conduct a PBN Seminar and the RVSM/PBN TF/1 meeting</p>	<p>ICAO RVSM/PBN TF</p>	<ul style="list-style-type: none"> - Seminar - Report of the meeting - MID Region PBN Strategy 	<p>Nov. 2007 Dec. 2007 Dec. 2007</p>	<p>Seminar held 12-15 Nov 2008. TF postponed to March 2008</p>
<p>DEC. 10/44: ESTABLISHMENT OF A MID REGION SSR CODE STUDY GROUP</p> <p>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.</p>	<p>Conduct the meeting(s)</p>	<p>ICAO</p>	<ul style="list-style-type: none"> - Report of the meeting(s) - Guidance material 	<p>Dec. 2007</p>	<p>SSRCASG/1 held August 2007 SSRCASG/2 scheduled for March 2008</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 10/45: DEVELOPMENT AND PROMULGATION OF CONTINGENCY PLANS</p> <p>That,</p> <p>a) States are urged to develop and promulgate contingency plans in accordance with Annex 11 and Annex 15 provisions;</p> <p>b) ICAO MID Office carry out a survey on the status of development and promulgation of contingency plans in the Region;</p> <p>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</p> <p>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</p>	<p>Carry out the survey and analyze the results</p>	<p>ICAO States</p>	<ul style="list-style-type: none"> - State Letter - Survey replies - Analysis of results 	<p>Jun. 2007 Aug. 2007 Dec. 2007</p>	<p>Survey carried out. Response low</p> <p>Survey Results presented to ATM/SAR/AIS SG/9</p>
<p>CONC. 10/46: ICAO LANGUAGE PROFICIENCY</p> <p>That, with a view to expedite the process of implementation of the ICAO Language Proficiency requirements, States are urged to:</p> <p>a) ensure that all stakeholders (pilots, controllers, language teachers, regulator,s etc.) are familiar with the ICAO language proficiency requirements;</p> <p>b) adopt/incorporate the ICAO language proficiency requirements (Amendment 164 to Annex 1) into national legislation;</p>	<p>Follow-up with States Conduct a Seminar</p>	<p>ICAO States</p>	<ul style="list-style-type: none"> - State Letter - Seminar - Input from States 	<p>Jun. 2007 Sep. 2007 Mar. 2008</p>	<p>AN 12/12 – 213 dated 17 June 2007 sent. Seminar held 3-5 September 2007</p>

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>c) establish a plan to coordinate administrative and training matters (testing, number of personnel to be trained, training centres, duration of training, etc.);</p> <p>d) develop/select test(s) to meet ICAO language proficiency requirements;</p> <p>e) assess current language proficiency level of controllers and pilots, according to the ICAO rating scale;</p> <p>f) develop language training packages designed to reduce the gap between current language proficiency level and ICAO Level 4;</p> <p>g) develop language training package to maintain language proficiency and a schedule of language refresher training;</p> <p>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</p> <p>i) present reports to ICAO on progress achieved in preparing for implementation of ICAO language proficiency requirements, on regular basis.</p>					

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 10/47: USE OF THE ENGLISH LANGUAGE AND STANDARD ICAO PHRASEOLOGY</p> <p>That,</p> <p>a) States are urged to ensure that their air traffic controllers and pilots use the standard ICAO phraseology in aeronautical communication; and</p> <p>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:</p> <p>i. use as much as possible the English language in aeronautical communication; and</p> <p>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.</p>	<p>Follow-up with States Conduct a Seminar</p>	<p>ICAO States</p>	<p>- State Letter - Seminar</p> <p>- Input from States</p>	<p>Jun. 2007 Sep. 2007</p> <p>Mar. 2008</p>	<p>AN 12/12 – 213 dated 17 June 2007 sent. Seminar held 3-5 September 2007</p>
<p>CONC. 10/48: SEARCH AND RESCUE (SAR) AGREEMENTS</p> <p>That, with a view to strengthen search and rescue cooperation and coordination:</p> <p>a) States are urged to sign SAR agreements with their neighbouring States; and</p> <p>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.</p>	<p>- Urge States to sign SAR agreements - Conduct Seminar</p>	<p>ICAO States</p>	<p>- State Letter - Seminar</p> <p>- SAR agreements signed</p>	<p>Jun. 2007 Oct. 2008</p> <p>Dec. 2008</p>	<p>AN 13/5.1 – 225 dated 21 June 2007 sent</p>

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC.10/49: 406 MHZ BEACON REGISTRATION DATABASE (IBRD)</p> <p>That, MID States are:</p> <p>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;</p> <p>b) urged to require ELT owners to register their 406 Mhz ELTs in the IBRD database; and</p> <p>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.</p>	<p>Follow up with States</p>	<p>ICAO States</p>	<p>- State Letter</p> <p>- Input from States on registration of 406 MHz ELTs in the IBRD database</p>	<p>Sep. 2007</p> <p>Dec. 2008</p>	<p>SL Ref. AN 13/2.1 – 322 dated 25 September 2007 sent</p>
<p>CONC. 10/50: USE OF EMAIL TO ENHANCE COMMUNICATION BETWEEN THE AIS COMMUNITY IN THE MID REGION</p> <p>That, with a view to enhance the communication between the AIS Community in the MID Region:</p> <p>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</p> <p>b) ICAO consider the amendment of Annex 15 Appendix 1, para. GEN 3.1.1 to add such requirement.</p>	<p>Comply with the Conclusion</p>	<p>ICAO HQ States AIS/MAP TF</p>	<p>- Appropriate provisions in Annex 15</p> <p>- Feed back from States and users</p>	<p>TBD</p> <p>TBD</p>	<ul style="list-style-type: none"> • SL Ref. AN 8/4 – 354 dated 18 October 2007; • Replies received from 2 States; • AIS/MAP TF/4 (19-21 February 2008)
<p>CONC.10/51: ADVANCE POSTING OF THE AIRAC INFORMATION ON THE WEB</p> <p>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.</p>	<p>Comply with the Conclusion</p>	<p>States AIS/MAP TF</p>	<p>- Feed back from States and users</p>	<p>Feb. 2008</p>	<ul style="list-style-type: none"> • SL Ref. AN 8/4 – 354 dated 18 October 2007; • Replies received from 2 States;

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
					<ul style="list-style-type: none"> • AIS/MAP TF/4 (19-21 February 2008)
<p>CONCLUSION 10/52: ELECTRONIC AIP (eAIP)</p> <p>That,</p> <p>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</p> <p>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.</p>	Comply with the Conclusion	States ICAO HQ	<ul style="list-style-type: none"> - States publish their eAIP. - ICAO issue appropriate provisions in Annex 15 related to eAIP 	Feb. 2008 TBD	<ul style="list-style-type: none"> • SL Ref. AN 8/4 – 354 dated 18 October 2007; • Replies received from 2 States; • AIS/MAP TF/4 (19-21 February 2008)
<p>CONC. 10/53: LICENSING OF THE AIS/MAP PERSONNEL</p> <p>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.</p>	Follow up with ICAO HQ	ICAO HQ	<ul style="list-style-type: none"> - Appropriate provisions in Annex 1 	TBD	
<p>CONC. 10/54: METHODOLOGY FOR THE IMPLEMENTATION OF QMS WITHIN MID STATES' AISS</p> <p>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.</p>	Follow up with concerned States	ICAO States AIS/MAP TF	<ul style="list-style-type: none"> - State Letter - Feed back from States 	Jul. 2007 Feb. 2008	<ul style="list-style-type: none"> • SL Ref. AN 8/4.1 – 317 dated 18 September 2007; • Very few replies received from

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
					States; <ul style="list-style-type: none"> • AIS/MAP TF/4 (19-21 February 2008)
<p>DEC 10/55: ESTABLISHMENT OF A QMS IMPLEMENTATION ACTION GROUP</p> <p>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.</p>	Follow-up the activities of the Action Group	ICAO	<ul style="list-style-type: none"> - Feedback from the Action Group reported to the AIS/MAP TF 	Feb. 2008	<ul style="list-style-type: none"> • Some activities carried out; • Report will be presented to the AIS/MAP TF/4
<p>CONC. 10/56: ROADMAP FOR THE IMPLEMENTATION OF eTOD REQUIREMENTS</p> <p>That, MID States:</p> <ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> - State Letter - Action Plan/ Roadmap for the implementation of eTOD received from States - Report of eTOD WG/1 meeting 	<p>Jun. 2007 Jun. 2007</p> <p>Jul. 2007</p>	eTOD WG/1 meeting held in Amman (2-4 July 2007)
<p>CONC. 10/57: COLLABORATIVE APPROACH FOR THE IMPLEMENTATION OF eTOD REQUIREMENTS</p> <p>That, in order to expedite the implementation of eTOD requirements, MID States:</p> <ul style="list-style-type: none"> 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 	Comply with the conclusion	States	<ul style="list-style-type: none"> - National eTOD Programme defined and managed. 	Jul. 2007	Ongoing

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>Aviation Authority in the implementation process (AIS, Aerodromes, Military, National Geographic and Topographic Administrations/Agencies, etc); and</p> <p>c) secure the necessary resources for the eTOD programme.</p>					
<p>DEC 10/58: ESTABLISHMENT OF AN eTOD WORKING GROUP</p> <p>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.</p>	<p>Creation of the eTOD WG</p> <p>Follow up the work programme</p>	<p>ICAO States</p>	<p>- Report of meeting</p> <p>- Guidance material</p>	<p>Jul. 2007</p> <p>Feb. 2008</p>	<p>Completed</p>
<p>CONC. 10/59: FOLLOW UP ON THE OUTCOME OF THE MID eTOD SEMINAR</p> <p>That,</p> <p>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</p> <p>b) necessary follow-up action is to be taken by States and ICAO with a view to implement them.</p>	<p>Follow up on the recommendations of the MID eTOD Seminar</p>	<p>eTOD WG AIS/MAP TF States ICAO</p>	<p>- Reports of meetings</p> <p>- Follow-up actions taken, as appropriate</p>	<p>Jul. 2007</p> <p>Feb. 2008</p>	<p>Action taken by eTOD WG/1 meeting</p>
<p>CONC. 10/60: FOLLOW-UP ON THE OUTCOME OF THE GLOBAL AIS CONGRESS</p> <p>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.</p>	<p>Follow up developments in ICAO HQ</p>	<p>ICAO HQ</p>	<p>- Amendment of Annex 4 and Annex 15, as appropriate</p>	<p>TBD</p>	<p>Ongoing</p>

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC.10/61: AIS/MAP TIMELINES FOR THE MID REGION</p> <p>That, the AIS/MAP Timelines for the MID Region be updated as at Appendix 5.4G to the Report on Agenda Item 5.4.</p>	<p>Follow up the timelines</p>	<p>AIS/MAP TF</p>	<ul style="list-style-type: none"> - Updated Timelines - Feed back from States 	<p>Feb. 2008 Feb. 2008</p>	<p>Ongoing</p>
<p>DEC 10/62: REVISED TERMS OF REFERENCE AND WORK PROGRAMME OF THE AIS/MAP TASK FORCE</p> <p>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.</p>	<p>Follow up the work programme</p>	<p>AIS/MAP TF</p>	<ul style="list-style-type: none"> - Report of AIS/MAP TF/4 	<p>Mar. 2008</p>	<p>AIS/MAP TF/4 meeting (Feb. 08)</p>
<p>CONC. 10/76: ENHANCEMENT OF MID REGION'S AIR NAVIGATION DEFICIENCY DATABASE</p> <p>That, ICAO MID Regional Office provide searching feature for the MID Air Navigation Deficiency database on the website.</p>	<p>Implement the conclusion</p>	<p>ICAO MID Office</p>	<ul style="list-style-type: none"> - Searching feature for MID AN Def. Database is provided 	<p>TBD</p>	<ul style="list-style-type: none"> • Ongoing; • ANS SG/1 tentatively scheduled for November 2008
<p>CONC. 10/77: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION</p> <p>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;</p>	<p>Follow-up implementation of the conclusion</p>	<p>States ICAO Users IFFAS</p>	<ul style="list-style-type: none"> - Concerned States eliminate their air navigation deficiencies 	<p>Nov. 2008</p>	<p>Ongoing</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>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;</p> <p>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);</p> <p>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</p> <p>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).</p>					
<p>CONC. 10/80: REPORTING MECHANISM AND SHARING OF SAFETY-RELATED INFORMATION</p> <p>That, MID States:</p> <p>a) update their legislation to support a “just culture” reporting environment as part of their safety programme;</p> <p>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;</p> <p>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</p>	<p>Urge States to comply with the Conclusion</p>	<p>ICAO States</p>	<p>- State Letter - Update list of focal points - Reports from States</p>	<p>Sept 2007 Nov. 2007 TBD</p>	<p>State Letter sent. Survey response low</p>

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
e) share information on ATS incidents and accidents.					
<p>CONC. 10/81: SURVEY ON ATS SAFETY MANAGEMENT</p> <p>That,</p> <p>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;</p> <p>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</p> <p>c) MID States take advantage of the SMS guidance material available and training courses offered by ICAO.</p>	<p>- Carry out the survey and analyze the results</p> <p>- Conduct SMS Training Course</p>	<p>ICAO States</p>	<p>- Training Course</p> <p>- State Letter</p> <p>- Survey replies</p> <p>- Analysis of results</p>	<p>May 2007</p> <p>Jul. 2007</p> <p>Nov. 2007</p> <p>Dec. 2007</p>	<p>Survey Results low Presented to ATM/SAR/AIS SG/9</p>
<p>CONC. 10/83: REQUIREMENTS FOR THE IMPLEMENTATION OF SMS IN VARIOUS AIR NAVIGATION FIELDS</p> <p>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.</p>	<p>Follow up with ICAO HQ</p>	<p>ICAO HQ</p>	<p>- New ICAO SMS provisions developed, as appropriate</p>	<p>TBD</p>	

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REPORT ON AGENDA ITEM 3: IMPROVEMENT OF THE MID ATS ROUTE NETWORK

3.1 The meeting recalled that the ATM/SAR/AIS SG/8 meeting in November 2006 carried out a thorough review of the MID ATS route network, identified a number of ATS routes to be created, deleted or re-aligned. The meeting noted also that, based on the outcome of the ATM/SAR/AIS SG/8, the MIDANPIRG/10 meeting agreed on deletion from the list of air navigation deficiencies, of the ATS routes which for a long period of time had not been implemented, and to transfer such routes from the MID Basic ANP to a separate file called "Future ATS Route requirements," which will be used for planning purposes within the ATM/SAR/AIS Sub-Group framework.

3.2 The meeting noted that the Secretariat, as requested by MIDANPIRG/10 circulated and processed the proposal for amendment of the MID Basic ANP Table ATS-1, and that the President of the Council, on behalf of the Council, approved on 29 October 2007 the proposal for amendment of Table ATS-1.

3.3 The meeting noted that during the process of the past review of the MID ATS Route network and the processing of amendment to the MID Basic ANP Table ATS-1, several inconsistencies between the Table ATS-1 and the routes as implemented, were noted by the Secretariat, indicative of changes that States had implemented on the routes without following established procedures or informing ICAO. In this respect, the usefulness of the Table ATS-1 as a requirement was compromised. The meeting recalled that the procedures for amendment of the ANP, Basic and FASID were detailed in the PREFACE part of the Basic ANP under Introduction. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 9/1: AMENDMENT AND EDITORIAL CHANGES IN THE BASIC ANP TABLE ATS-1

That, MID States are urged to adhere to established procedures for amendments to the MID Basic ANP Table ATS-1, and to inform ICAO when minor editorial changes in the Table ATS-1 are deemed necessary, before any such changes take effect.

3.4 The meeting noted that the MIDANPIRG/10 meeting was of view that a radical review of the MID ATS route network had to be carried out based on the definition of city-pairs routes, maintaining to the extent possible, the same route designators. Furthermore, that the work has to be carried out using automated tools as necessary. To this end, the meeting noted that the ICAO Five-Letter Name Codes and Route Designator system (ICARD) was being used for the allocation of 5LNCs and that EUROCONTROL, in close coordination with ICAO, was working on the improvement and broadening the scope of this software, with a view to being used also for the management of an ATS route database.

3.5 The meeting was of the view that the process of review of the MID ATS route network as envisaged by the MIDANPIRG/10 meeting, will be an elaborate and involving one, which would demand more time than the ATM/SAR/AIS SG normally has. To this effect, in order to adequately address this requirement, the meeting agreed that a more task oriented group was required to assist it, and accordingly agreed to the following Draft Decision:

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**DRAFT DECISION 9/2: ESTABLISHMENT OF THE MID ATS ROUTE NETWORK TASK
FORCE (ARN TF)**

*That, the MID Region ATS Route Network Task Force is established with the Terms of Reference as at **Appendix 3A** to the Report on Agenda Item 3.*

3.6 The meeting considered a number of specific ATS route proposals by IATA aimed at achieving efficient trajectories particularly regarding reciprocal routes A791 and A145 (Cairo and Jeddah FIRs) between which there is as much as 150 NM difference (about 20 minutes flying time). IATA proposed a trajectory parallel to and just south of UA791 starting from DELMA in the Cairo FIR, through a point 18 NM south of SOBAS, crossing A424 18 NM south of HIL, crossing V20 at a point 24 NM south NABLU and W23 at a point 36 NM south of SIBLI; rejoining the current network at MAGALA.

3.7 The meeting noted that the proposed route might be difficult to implement due to military restrictions and even if implemented might be on limited times of availability. The meeting recalled however, that issues relating to military use of airspace should be addressed in the context of MIDANPIRG/10 Conclusion 10/25: *Civil/Military coordination*. Furthermore, that the Sub-Group members should be guided by technical (safety and efficiency) requirements, not otherwise. To this effect, and taking into consideration the above, the meeting acknowledged that the difference of 20 minutes flying time between the reciprocal route A791 and A145 had to be addressed, and accordingly agreed to identify the route trajectory proposed by IATA which is parallel to A791 as a requirement, to be included in the list of Future ATS Route Requirements.

3.8 The meeting noted that IATA was ready to present improvement proposals for ATS routes A411 & A727 (Cairo, Bahrain, and Jeddah FIRs) and A415, R659, R219 (Emirates FIR). The meeting agreed that this input could be made available to the proposed ARN TF.

3.9 The meeting also noted IATA's proposal for efficient route trajectories between King Khalid and Dubai, in essence, to route traffic on A415-L305 instead of B418 as currently implemented. The meeting supported IATA's proposal that the times of availability of the segment should be coordinated between Jeddah and the Bahrain FIRs as they currently do not correspond. Emirates FIR is also requested to assist regarding the use of L305.

3.10 The meeting considered a proposal by IATA regarding the A418/UP574 between the Tehran and Emirates ACCs, which is currently not implemented in accordance with the Table ATS-1, and noted that the matter, as was addressed in a "side meeting" during the MIDANPIRG/10 meeting, is beyond the scope of the Sub-Group and remains between Iran the United Arab Emirate. The ATS route A418/UP574 will be identified as a deficiency under the two States.

3.11 The meeting also considered a proposal by IATA to reopen ATS routes UL602 and UP975 in the Baghdad FIR, which have been closed for many years. The meeting was informed however, that the routes are open in the Baghdad FIR but closed in the Damascus FIR. Jordan, Kuwait and Syria reported that they were experiencing problems of aircraft entering their airspaces without any coordination from Iraq. It was also reported that flights coming from the Baghdad FIR changed SSR codes without coordination when entering the Kuwait FIR, and that some of these flights also changed call signs when entering Kuwait FIR. The meeting noted that parts of the Baghdad airspace were still under the military, which would explain part of the coordination problems being experienced.

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3.12 The meeting also discussed the status of implementation of ATS route G202. The meeting noted that UL602 and UP975 would be identified as deficiencies for Iraq and Syria

3.13 The other problem still affecting the use of ATS routes in the Baghdad FIR was communication infrastructure. The meeting was informed that during the CNS SG/1 meeting in Cairo, 3-5 December 2007, the MID Office had a “side meeting” with the Iraqi delegation and was informed of efforts being taken by Iraq to address both the letters of agreement (LOA) and communication infrastructure issues, which include VSAT installations in Syria and Jordan.

3.14 The meeting considered a proposal by Bahrain for realignment of ATS routes in the eastern part of Bahrain FIR, in order to increase capacity and improve the airspace system efficiency. The proposal included in particular, a proposed new route parallel to and in support of UL768 through to the Amman FIR. The meeting acknowledged that traffic in the MID Region was increasing much more rapidly than predicted just a few years ago, and was increasing to levels that will exceed current capacities. Furthermore, that to address this current ATS route structure changes were necessary, as well as the implementation of the flexible use of airspace (FUA) principle.

3.15 The meeting agreed that the realignments proposed by Bahrain would be beneficial to the users and the air navigation service providers. The meeting also agreed to the specific proposed route parallel to UL768 as at **Appendix 3B** to the Report on Agenda Item 3, to be processed for amendment of the MID Basic ANP Table ATS-1 and immediate implementation, while the more comprehensive route review would be undertaken by the proposed ARN TF.

3.16 The meeting recalled once again that the objective of the Sub-Group was to address Regional air navigation requirements and implementation issues and not necessarily those of the States represented in the meeting. Furthermore, that the process of amendment of the routes as part of the MID Basic ANP allows for States and organizations to make comments on the proposed amendments, before the amendments can be presented to the President of the Council for approval. On this basis, the Sub-Group should focus on establishing requirements for the Region for benefit of the Region.

3.17 The meeting noted that ATS route G669, which has been deleted from the MID Basic ANP Table ATS-1, was still a requirement, and requested the Secretariat to initiate action, in accordance with established procedures, to process to include G669 as a requirement in the Table ATS-1.

3.18 The meeting discussed and recognized the need for reduction of the current longitudinal same track (in-trail) separation from 30 NM to 20 NM. The meeting however, agreed to refer the matter to the proposed ARN and PBN Task Forces.

3.19 The meeting discussed regional implementation of ATFM, and agreed that it was not too soon to start exploring the implementation of ATFM in the Region. However, it might be beneficial to first start with a Seminar that would bring information on the latest concepts being applied, as well as experiences, from other ICAO Regions in order to inform the strategy that the Region would adopt.

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3.20 Based on the above, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 9/3: AIR TRAFFIC FLOW MANAGEMENT SEMINAR (ATFM) SEMINAR

That, 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.

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Appendix 3A to the Report on Agenda Item 3

MID ATS ROUTE NETWORK TASK FORCE

(ARN TF)

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 ARNR TF will be composed of:

- a) experts nominated by Middle East Provider States from both Civil Aviation Authority and Military Authority;
- b) ICAO, IATA and IFALPA; and
- c) other representatives from adjacent States and concerned international organizations could participate in the work of the Task Force when required (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.

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REPORT ON AGENDA ITEM 4: RVSM MONITORING AND RELATED TECHNICAL ISSUES

4.1 The meeting was apprised of the outcome of the MID RMA Board/5, which was held in Jeddah, Saudi Arabia, from 4 to 5 November 2007.

4.2 The meeting noted that the MID RMA Board/5 expressed anxiety about the delay observed for the payment of contributions (arrears) by Iran and Syria and accordingly, developed the following Draft Conclusion:

DRAFT CONCLUSION 5/1: PAYMENT OF ARREARS TO THE MID RMA

That,

- a) as a last call from the MID RMA Board to Iran and Syria to honour their commitment, the MID RMA Board Chairman send an official letter to these two States reminding them of their obligations and informing them about the Board decision;*
- b) Iran and Syria pay their contributions (arrears) to the MID RMA Project before 31 December 2007; and*
- c) in case the payment is not made by 31 December 2007, the Board might consider reviewing their membership.*

4.3 The meeting noted that the status of States' contributions to the MID RMA (as at 30 September 2007) is as follows:

	Year 1 (24 Nov. 05 – 23 Nov. 06)	Year 2 (24 Nov. 06 – 31 Dec. 07)	Year 3 (2008)
Bahrain	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Paid (US\$ 30,000)*
Egypt	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Not paid (US\$ 30,000)
Iran	Not paid (US\$ 30,000)	Not paid (US\$ 20,000)	Not paid (US\$ 30,000)
Jordan	Paid (US\$ 30,000)	N/A	Paid (US\$ 1,250)
Kuwait	Paid (US\$ 30,000)	N/A	Not paid (US\$ 1,250)
Lebanon	Paid (US\$ 30,000)	N/A	Not paid (US\$ 1,250)
Oman	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Not paid (US\$ 30,000)
Saudi Arabia	Paid (US\$ 30,000)	Paid (US\$ 20,000)	Not paid (US\$ 30,000)
Syria	Not paid (US\$ 30,000)	N/A	Not paid (US\$ 1,250)
Yemen	Paid (US\$ 30,000)	N/A	Not paid (US\$ 1,250)

4.4 The meeting noted with appreciation that Saudi Arabia has paid the contributions for 2008 through a cheque of US\$ 30,000 which was deposited in the ICAO MID Office Bank account in Cairo. However, States were requested to ensure that their contributions be directly in the ICAO's bank account in the Royal Bank of Canada, as reflected in the invoices issued by ICAO Headquarters.

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4.5 The meeting recalled that MIDANPIRG/10 reviewed and approved the SMR for 2006.

4.6 It was also recalled that MIDANPIRG/10 noted that, subject to the limitations of data available and the collision risk model used, the SMR demonstrated that the Middle East RVSM operations met three safety objectives (1, 3 and 4) and that for Safety Objective #2 (i.e. that 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), it was not possible to assess its compliance as no suitable information was available to provide an estimate for the overall vertical-collision risk. In this respect, the meeting highlighted the importance of reporting the Altitude Deviations on a monthly basis. It was highlighted that these reports should describe the nature, duration and length of the altitude deviation itself. MIDANPIRG/10 recognized also the necessity for the provision of radar data especially for those areas where the density of traffic is very important. This data is used to calculate the passing frequency.

4.7 Accordingly the meeting re-iterated the following MIDANPIRG/10 Conclusions:

CONCLUSION 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*
- c) States ensure that good communication and cooperation between the RVSM Programme Managers and the MID RMA Board Members is established and observed.*

CONCLUSION 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);*

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- 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.*

4.8 The meeting noted that as a follow-up to the above the MID RMA made available a form for reporting operational errors (Altitude Deviation Reports, ATC/Pilot operational errors, ATC/ATC coordination failures, etc) and exchanged emails with States requesting them to provide the requested data on a regular basis (monthly). However, concern was raised regarding the unsatisfactory provision of data by States. Accordingly, the MID RMA was requested to send a reminder on the second day of each month requesting those States that have not submitted the monthly Altitude Deviation Report or a NIL report to do so. The meeting shared the same view with the MID RMA Board/5 meeting that, in accordance with MIDANPIRG Conclusion 10/35, these reminders have to be extended to the MID RMA Board Focal points and Alternates as well as to the RVSM Managers. In this regard, the meeting reviewed the list of RMA Board focal points at **Appendix 4A** to the Report on Agenda Item 4.

4.9 The meeting noted that the MID RMA Board/5 meeting was of view that a joint mission by the MID RMA Team Leader and ICAO MID Regional Office had to be carried out urgently to Iran and Syria with a view to establish direct contact, get the available data and address the issue of delay in the payment of contributions to the MID RMA. In this regard, it was noted with appreciation that a joint mission was carried out successfully to Iran on 18 November 2007 and to Syria on 21 November 2007. The meeting was informed that during the visit to both Iran and Syria clear instructions were given to concerned staff/management to expedite the payment of contributions to the MID RMA (arrears) and to provide the necessary data to the MID RMA in order to develop the SMR 2008.

4.10 The meeting noted that an Excel sheet has been prepared and emailed to all MID RMA member States in order for them to start collecting the necessary actual/current flight plan data of traffic operating between FL 290 and FL 410 inclusive. The data reflected in the Excel sheet includes the following elements:

COLUMN	NAME	DESCRIPTION
A	Date	Date of Flight – in the form of date/month/year
B	ACFT REG	Aircraft registration
C	ACFT TYPE	Aircraft type
D	ACFT C/S	Aircraft call sign used during the flight
E	DEP ADM	Departure aerodrome of the flight
F	DEST ADM	Destination aerodrome of the flight
G	ENTRY POINT	The point from which the aircraft has entered the FIR boundary or the RVSM airspace between FL 290 & FL410 inclusive, (in case of an aircraft is departing from an aerodrome within the same FIR and the point can not be determined, 0 value must be inserted in this field)

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COLUMN	NAME	DESCRIPTION
H	ENTRY LEVEL	The Flight level to which the aircraft has entered the relevant FIR (the level must correspond to the RVSM level only - between FL 290 & FL 410 inclusive)
I	ENTRY TIME	The actual time at which the aircraft has entered the FIR or the RVSM airspace (the time must be in UTC four figures time group without any space or dots in between)
J	EXIT POINT	The actual time to which the aircraft has left the FIR boundary or the RVSM airspace or in case of an aircraft is landing in an aerodrome within the same FIR, the point or the nearest point at which the aircraft has left the RVSM airspace, therefore, if this point can not be determined, 0 value must be inserted in this field)
K	EXIT LEVEL	The Flight level to which the aircraft has exited the relevant FIR (the level must correspond to the RVSM level only - between FL 290 & FL 410 inclusive), for ACFT landing within the FIR, insert 0 value.
L	EXIT TIME	The actual time at which the aircraft has exited the FIR or the RVSM airspace (the time must be in UTC four figures time group without any space or dots in between).
M	TOTAL FLYING TIME	This column has to be left blank, as special formulas shall automatically calculate the flying time, however, the responsibility of filling this field shall solely rely on office.
N	EQUIPMENT	Letter W must be inserted in this field as extracted from the flight plan, if non-RVSM aircraft was permitted to operate within the RVSM airspace letter M must be inserted.
O	REMARKS	Any other additional remarks or points related to the flight.

4.11 The meeting noted that during the MID RMA Board/5 meeting concern was raised regarding the reporting of Aircraft Registration (ACFT REG) and the related additional workload on the air traffic controllers if they are required to check for each flight if the ACFT REG is identical to the one reflected in the FPL. It was clarified that this information is very important and has an influence on the results of the assessment; in addition it's required only for the month we are collecting the FPL/Traffic data, which was agreed by MIDANPIRG/10 to be November 2007. The meeting was informed that due to the delay observed by some States in the collection of data, including ACFT REG, the MID RMA Board/5 meeting agreed that the SMR 2008 will be based on FPL/Traffic data for the period 15 November to 15 December 2007 and that the verification of the ACFT REG will be the responsibility of the departure/entry FIR, i.e.: in case there's a difference between the ACFT REG reflected in the FPL and the real ACFT REG, this has to be notified by the departure/entry FIR.

4.12 Based on the above the MID RMA Board/5 meeting developed the following Draft Conclusion to supersede to MIDANPIRG Conclusion 10/41:

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DRAFT CONCLUSION 5/4: MID RVSM SMR-2008

That,

- a) *the FPL/traffic data for the period 15 November to 15 December 2007 be used for the development of the MID RVSM Safety Monitoring Report (SMR-2008); and*
- b) *the SMR-2008 be ready before 1 September 2008.*

4.13 The meeting emphasized that unless States make all effort to provide the required data, the RVSM Safety Monitoring Report (SMR 2008) could not be developed in a timely manner and the MID RMA could not carry out its functions as specified in its Terms of Reference (TOR), duties and responsibilities. In this regard, it was highlighted that the deadline for the provision of the FPL/traffic data is 31 January 2008 and that the Altitude Deviation Reports and ATC/ATC Coordination failures should be sent to the MID RMA on a monthly basis.

4.14 Based on the above, the meeting took note of the action plan agreed by the MID RMA Board/5 meeting for the development of the SMR-2008, as follows:

No	Start	Activity	End
1-	16/12/2007	Collect States' Actual FPL/Traffic data	31/01/2008
2-	1/12/2007	Collect Bahrain's SSR radar data for November 2007	31/01/2008
3-	16/12/2008	Ensure MID approvals up to date	31/01/2008
4-	31/01/2008	Send review of operational reports (01/06/06 to 31/12/07) to Euro RMA	31/01/2008
5-	1/02/2008	Send copy of FPL and approvals to Euro RMA	28/02/2008
6-	1/03/2008	Collect February FPL data from States submitting operational reports, as required	30/04/2008
7-	1/03/2008	Euro RMA to extract operators/types from FPL, check monitoring results for approvals and send list of operators requiring monitoring to MID	31/03/2008
8-	1/05/2008	MID RMA training on CRM tools	31/05/2008
9-	30/06/2008	Euro RMA to send height monitoring data for MID operators to MIDRMA (01/06/06 to 31/05/08)	30/06/2008
10-	1/07/2008	MIDRMA evaluation of technical risk	31/07/2008
11-	1/07/2008	Update of performance investigations to MID RMA, identify investigations to be conducted by MID RMA	31/07/2008
12-	1/07/2008	Review of outstanding operational reports	31/07/2008
13-	1/08/2008	Production of draft safety report	31/08/2008

4.15 The meeting recalled that with reference to the RMA Handbook (para. 2.2.9), "RMAs should work with PIRGs to ensure that sufficient monitoring infrastructure is available to meet requirements. The monitoring infrastructure may consist of specialized systems and a support contractor or monitoring service provider. An RMA may establish suitable monitoring infrastructure through an arrangement with an existing RMA or through the development of new systems. New systems, in addition to meeting the requirements above, should be evaluated against existing systems".

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4.16 The meeting recalled that the process of determining the frequency of horizontal overlap is rigorous and for the MID RVSM SMR-2006 it was based on measurements taken at the three European HMUs. It was highlighted in this regard that in the development of the SMR-2006, although some parameters were obtained based on data from Eurocontrol, effort was made to use only the data related to operators that use the MID RVSM airspace which represents the majority of the traffic (Appendix A, page 17 para. A2 refers). Reference was made to the SMR-2006 page 27, para. B.2., it was noted that registration data together with the list of approvals submitted by the States to the MID RMA were used to identify a total of 926 airframes operating from the MID States or from other regions submitting flight plans for the sample period. Of these 926 individual airframes 651 have HMU monitoring results from the European monitoring programme. The percentage of approved aircraft from the MID Region monitored was also high with 413 out of a total list of 497 aircraft having successful HMU monitoring results.

4.17 Although it was not possible to identify specific airframes from the rest of the flight plan data, analysis of the call sign and aircraft type data was used to identify a total of 1319 valid operator type combinations operating in the region. Of these 624 have valid monitoring results in the European region leaving 695 without any known result.

4.18 It was recommended in the SMR-2006 that for those groups that do not perform according to the requirements, when applicable, the MIDRMA will continuously support Eurocontrol in the investigations and follow-up actions to prevent this becoming a potential safety issue. The result of those actions will be included in the next safety report.

4.19 For long Term Monitoring, reference was made to para. B.3. of the SMR-2006 where it's mentioned that Eurocontrol will supply all results for MID registered aircraft that are flying over the European HMUs. However, for other MID registered aircraft (that do not have any schedule flights to Europe to collect HMU monitoring result from Eurocontrol) the State of registry is responsible to instruct each aircraft operator to conduct GMU monitoring in accordance with ICAO aircraft grouping categories. The meeting was also informed about a proposal for amendment of 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.

4.20 It was highlighted that not all regions have the ground infrastructure to autonomously monitor aircraft and that in areas without such ground infrastructure, GPS-based monitoring systems/units (GMS/GMU) are used to monitor aircraft. The meeting noted that the cost of monitoring is on average US\$2,500.00 per aircraft monitored using a GMS/GMU.

4.21 It was noted that the State of Registry that had issued an RVSM approval to an operator would be required to establish a requirement which ensures that two aeroplanes of each aircraft type grouping of the operator have their height-keeping performance monitored, at least once every two years or within intervals of 1 000 flight hours per aeroplane, whichever period is longer. If an operator aircraft type grouping consists of a single aeroplane, the requirement would be that the monitoring of that aeroplane shall be accomplished within the specified period.

4.22 Based on the above, the meeting noted that the MID RMA Board/5 meeting agreed that the MID RMA carry out co-ordination with States for individual operators that require GMU monitoring. Accordingly, the meeting supported the following Draft Conclusion developed by the MID RMA Board/5 meeting:

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DRAFT CONCLUSION 5/5: REQUIREMENTS FOR GMU MONITORING

That,

- a) the MID RMA carry out co-ordination with States for individual operators that require GMU monitoring; and*
- b) the State of registry is responsible to instruct the individual aircraft operator to conduct GMU monitoring in accordance with ICAO aircraft grouping categories.*

LIST OF MID RMA BOARD MEMBERS/FOCAL PONTS AND ALTERNATES

STATE	RMA BOARD MEMBER/FOCAL POINT	ALTERNATE
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¹ Chairperson of MID RMA Board

STATE	RMA BOARD MEMBER/FOCAL POINT	ALTERNATE
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REPORT ON AGENDA ITEM 5: SSR CODE ALLOCATION PLAN (CAP) FOR THE MID REGION

5.1 Under this agenda item, the meeting noted that first meeting of the SSR Code Allocation Study Group (SSRCASG/1) was held at the MID Regional Office in Cairo from 07 to 08 August 2007.

5.2 The meeting also recalled that the MIDANPIRG/10 had agreed that the Study Group would consider the possibility of implementation of multiple Participating Areas (PA) in accordance with the Originating Region Code Assignment Method (ORCAM) principles.

5.3 The meeting considered from the SSRCASG/1, proposed revised Terms of Reference (TOR) of the Study Group, with the objective of aligning the language with actions that are feasible for the Study Group, without departing from its basic objective as endorsed by MIDANPIRG/10, and agreed on the revised TOR as well as a list of tasks to be achieved by the Study Group in support of the TOR, and accordingly adopted the following Draft Decisions:

DRAFT DECISION 9/4: REVISED TERMS OF REFERENCE OF THE STUDY GROUP

*That, the MID Region SSR Code Allocation Study Group revised Terms of Reference is adopted as at **Appendix 5A** to the Report on Agenda Item 5.*

DRAFT DECISION 9/5: LIST OF TASKS FOR THE SSR CODE ALLOCATION STUDY GROUP

*That, in order to meet the requirements of the Terms of Reference of the MID Region SSR Code Allocation Study Group, the list of tasks for the Study Group is adopted as at **Appendix 5B** to the Report on Agenda Item 5.*

5.4 The meeting noted the view of the SSRCASG/1 arising from its review of the current SSR Code Allocation system situation, that the inappropriate use of codes, such as the use of domestic codes on international flights, was exacerbating the problem of code shortage, that unless this was effectively addressed by the States, even new measures to increase SSR codes' availability would have limited success, and that some problems could be related to education and training of relevant personnel. The meeting emphasized also that, it was important for States to adhere to allocated SSR codes in order to avoid causing code assignment problems in other States.

5.5 The meeting noted also that there were interface problems between the MID and EUR Region, however, that some of the problems could in the short term be addressed with agreements between the adjacent FIRs. Furthermore, that there were other code allocation problems that involved States in the AFI Air Navigation Plan (ANP), which had to be considered in addressing the EUR/MID interface challenges. Accordingly, the meeting adopted the following Draft Conclusion:

DRAFT CONCLUSION 9/6: MEASURES TO ADDRESS NON-SYSTEM SSR CODE ALLOCATION PROBLEMS

That,

- a) States are urged to undertake necessary coordination with adjacent States/FIRs to address identified SSR Code Allocation problems or potential problems with such adjacent FIRs; and*

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- b) in cases where identified Code Allocation 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.*

5.6 The meeting was apprised that in its discussion of the benefits and challenges associated with various options (number and alignment) of PAs, the SSRCASG/1 had noted that there were variables such as the capabilities of Flight Data Processing Systems (FDPS) and the policies on buffers and code occupancy/protection. The Study Group had agreed in principle on three PAs for the MID Region, to be reviewed after more data regarding, inter alia, traffic patterns and volume, and requirements in adjacent ICAO Regions, was available. The meeting appreciated the support of EUROCONTROL in the collection and analysis of the necessary data required by the Study Group. The meeting accordingly adopted the following Draft Conclusion:

***DRAFT CONCLUSION 9/7: APPLICATION OF ORIGINATING REGION CODE
ASSIGNMENT METHOD (ORCAM) IN THE MID REGION***

That,

- a) the MID Region adopts application of Originating Region Code Assignment Method (ORCAM);*
- b) the MID Region will consider three ORCAM Participating Areas (PA);*
- c) the number of PAs be further studied as more data regarding traffic patterns and volume, and requirements in adjacent ICAO Regions became available; and*
- d) The ICAO MID Regional Office take necessary action to obtain data from States and other ICAO Regions for the SSR Code Allocation Study Group to complete its work.*

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Appendix 5A to the Report on Agenda Item 5

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;
 - Duration of code usage within a particular area.
5. Analyze the application the *Originating Region Code Assignment Method* (ORCAM) in the MID Region.
6. Identify long term measures
7. 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.
8. 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, ICAO and, EUROCONTROL (on *ad-hoc* basis).

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Appendix 5B to the Report on Agenda Item 5

SSR CODES ALLOCATION STUDY GROUP

LIST OF TASKS

Task No.	Strategic Objectives	Tasks
1	A, D	Assess the SSR Code allocation system situation in the MID Region and the adjacent ICAO Regions: a) Review the current Code allocation system and i. identify any systemic (code allocation system) potential problems likely to be experienced in the short term (up to 2010) ii. identify any capacity issues that may have to be addressed before long term measure become effective b) Identify problems recently experienced or being experienced in the current Code allocation system: systemic and non-systemic
2	A	Propose short term solutions to address the identified SSR Code allocation system problems: c) solutions to systemic (code allocation system) d) solutions to other problems
3	A, D	Evaluate the advantages/disadvantages of a single versus multiple Participating Areas (PAs);
4	A, D	Analyze the development of PAs taking into consideration the following: a) Operational consideration for the definition of PAs (scope and number); b) Volume of traffic; c) Impact on adjacent FIRs/PAs; d) National defense requirements; e) Automation system limitations; f) Duration of code usage within a particular area.
5	A, D	Identify long term measures Draft proposals including implementation plan;
6	D	Discuss and coordinate within the scope of the Study Group TORs, with adjacent ICAO Regions;
7	A, D	Draft proposals regarding long term measure including implementation plan;
8	A, D	Draft proposal for amendment of the MID ANP FASID Document;
9	D	Undertake follow-up action as necessary on the Decisions and Conclusions of the Study Group;
10	D	Report progress to the ATM/SAR/AIS Sub-Group.

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Report on Agenda Item 6

REPORT ON AGENDA ITEM 6: ATS SAFETY MANAGEMENT SYSTEMS

6.1 The meeting recalled that the safety management provisions adopted by ICAO in March 2006 became applicable as of 23 November 2006 for national authorities, aerodromes operators and air traffic services providers. Furthermore, that the requirements also obligate the States to establish an acceptable level of safety for the activities/provision of services.

6.2 The meeting noted that MIDANPIRG/10 meeting, Doha 15 to 19 April 2007 urged States to put strong efforts to update their legislations to support a “just culture” reporting environment and develop and implement non-punitive reporting mechanisms, and comply with Annex 13 provisions, especially those contained in Chapter 8 “*ACCIDENT PREVENTION MEASURES*” and the guidance in Attachment E thereof. The meeting also noted that many States in the region had not yet implemented the required Air Traffic Services (ATS) SMS, however, that no precise information was available regarding the status of implementation of SMS in the Region. Accordingly, the meeting agreed on Conclusion 10/80: *Reporting Mechanism and Sharing of Safety-related Information* and Conclusion 10/81: *Survey on ATS Safety Management*.

6.3 The Sub-Group noted that pursuant to MIDANPIRG/10 Conclusion 10/81 the MID Office circulated a survey questionnaire on the status of implementation of SMS in ATS, and that only six States responded to the questionnaire. The meeting agreed that due to the low level of responses, the result of the survey was inconclusive and could not be used to update the view of MIDANPIRG/10 that the status of implementation of SMS in ATS in the MID Region was low. Accordingly, the meeting agreed that the MID Regional Office will continue to interact with the States in order to verify the status of implementation.

6.4 The meeting noted that, as part of the effort to assist States in their implementation of SMS, ICAO has been conducting SMS courses in the Regions. The MID Region SMS course, which was attended by thirty one (31) participants from 11 States was held from 21 to 25 May 2007 at the facilities of the National Air Navigation Services Company (NANSC) in Cairo. The meeting noted, in particular that if required, States can request assistance regarding the implementation of SMS from ICAO. In this regard the ICAO MID Regional Office would conduct in November 2008 an SMS Workshop.

6.5 The meeting noted also that the 36th Session of the Assembly in September 2007 adopted Resolution A36-8: *Non-disclosure of certain accident and incident records* to supersede Resolution A33-17, Resolution A38-9: *Protecting information from safety data collection and processing systems in order to improve aviation safety*, to supersede Resolution A35-17, and A36-10: *Improving accident prevention in civil aviation* to supersede Resolution A31-10 as at **Appendix 6A** to the Report on Agenda Item 6.

6.6 The meeting was apprised on the European Region developments in safety management through a presentation and hard copy literature on *ATM Safety Maturity & Reporting and Analysis System* by EUROCONTROL. The material covered, inter alia, the need for monitoring, ATM safety framework maturity, measuring, reporting and analysis, and supporting tools. The meeting noted information regarding safety management tools which can be found at the EUROCONTROL website, the establishment of harmonized ATM occurrence reporting and investigation systems in the EUR Region, and about the Harmonisation of European Incident and Accident Database Initiative (HEIDI). The meeting noted that the European Region developments were a joint effort of the European Civil Aviation Commission (ECAC), the European Community (EC), EUROCONTROL and ICAO.

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Report on Agenda Item 7

REPORT ON AGENDA ITEM 7: CONTINGENCY PLANS

7.1 The meeting recalled the provisions of Annex 11 regarding States ATS obligations to develop and promulgate contingency plans for implementation in the event of disruption or potential disruption of ATS and supporting services, and that guidance material for the development of contingency planning is presented as Attachment D to Annex 11.

7.2 The meeting noted the concern of MIDANPIRG/10 that, while there was progress in some States, the development of contingency plans in the MID Region remained far below expectation. The meeting noted furthermore that MIDANPIRG/10 had adopted Conclusion 10/45: *Development and Promulgation of Contingency Plans*, and that pursuant to this Conclusion the MID Regional Office circulated a survey questionnaire in June 2007 on the status of development and promulgation of contingency plans in the Region. Five States responded to the questionnaire. The five States had partially implemented the provisions of Annex 11 regarding contingency plans in that they had developed the plans. However, the plans were yet to address all of the relevant provisions. One State indicated that it required assistance.

7.3 The meeting agreed that based on the low number of responses, the outcome of the survey could not be taken as reflection of the status of implementation of the Annex 11 contingency arrangements provisions in the MID Region.

7.4 Based on the above, the meeting agreed on the following Draft Conclusion:

DRAFT CONCLUSION 9/8: INTERACTION WITH STATES

That, MID Regional Office consider, where feasible, to accord further effort on interaction with States, with the objective to more accurately determine the level of implementation of contingency arrangements and necessary action to address implementation.

7.5 The meeting noted that States were continuing to work on improvements in their contingency planning, and that Bahrain, Kuwait and Syria had each signed a number of contingency planning agreements with adjacent airspaces. The meeting noted however, that while generally there were varying degrees of progress among the States, there was still significantly more to be done to fully comply with the provisions of Annexes 11 and 15 with regard to contingency arrangements. Also, that the detailed update information from the States would be useful in determining accurately the level of compliance with the ICAO provisions.

7.6 The meeting was apprised on efforts and developments in the ICAO EUR Region, to meet the ICAO and the European Community (EC) Requirements on contingency planning. The meeting noted, *inter alia*, the 2007 EC deadline for compliance by the air navigation safety providers (ANSP), the EUROCONTROL Agency efforts to assist the EC States' implementation, and the Contingency Life-Cycle which is composed of the following phases: 'Normal' Operations, 'Emergency' Situations; 'Degraded' modes of Operation; 'Service Continuity', 'Recovery to Normal Operations' and (back to) 'Normal' Operations.

7.7 The meeting was informed, amongst others, that the European Region States had noted that ICAO guidance material on contingency planning did not adequately provide material on "content" of the contingency plan, and to this end, the European Region was developing such content guidance material, to complement Annex 11 Attachment D guidance.

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Report on Agenda Item 8

REPORT ON AGENDA ITEM 8: SEARCH AND RESCUE (SAR) AND CIVIL/MILITARY COORDINATION

8.1 The meeting recalled that States' obligations with regard to SAR were rooted, specifically, 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).

8.2 The meeting noted that the MIDANPIRG/10 meeting, Doha 15 to 19 April 2007 adopted 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. The meeting also adopted 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, in order to continue benefiting from the services provided by the Cospas-Sarsat system.

8.3 The meeting noted furthermore, that in order to assist States in discharging their responsibilities under Article 25 of the Convention, the Assembly had adopted Appendix N (*Provision of Search and Rescue Services*) to Resolution A36-13: Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation, as at **Appendix 8A** to the Report on Agenda Item 8. The resolving clauses of Appendix N address various elements that are pertinent to implementation: delimitation of areas, cooperation with maritime search and rescue services, agreements with other States, delegation of responsibilities, and remedies to inadequacies in the provision of efficient SAR services.

8.4 The meeting noted that it was a little more than a year to the date from which Cospas-Sarsat System would terminate provision of services related to 121.5 MHz ELTs, 1 February 2009, and that the MID Regional Office had issued a State Letter reminding States pursuant to MIDANPIRG/10 Conclusion 10/49, to upgrade to 406 MHz ELTs in order to ensure that by the said date they would be able to benefit from the Cospas-Sarsat ELT detection and related services.

8.5 On discussing the issue of deficiencies related to SAR agreements, the meeting noted that despite the low level of implementation, States were making the necessary efforts. The meeting noted that in many cases progress was difficult due to the several States' institutions that were involved in the process of the agreements.

8.6 There was a proposal, which was supported by at least one State, to establish a SAR Task Force with the primary objective of addressing the matter of SAR agreements. The proposal was however, not agreed to.

8.7 Based on the above, the meeting agreed to the following Draft Conclusion to supersede MIDANPIRG/10 Conclusion 10/48:

DRAFT CONCLUSION 9/9: 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;*

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- b) *States designate SAR focal point with whom other States and ICAO can communicate and coordinate development of SAR agreements, and forward contact details the focal point to ICAO MID Regional Office by 15 February 2008;*
- c) *ICAO assist States in their efforts to sign SAR agreements; and*
- d) *the model of SAR agreement available in the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR Manual) as at **Appendix 8B** to the Report on Agenda Item 8 be used to guide States in the development of their own SAR agreements.*

8.8 Regarding civil/military coordination, the meeting recalled that provisions relating to the subject of coordination of civil air traffic with military activities are covered in a number of ICAO documents. Furthermore, the meeting noted that MIDANPIRG/10 had adopted Conclusion 10/25: *Civil Military Coordination*, urging MID States to take a number of specific measures aimed at achieving effective civil/military coordination, as well as Conclusion 10/26: *Coordination of Flights Operating over High Seas*, and Conclusion 10/27: *Uncoordinated Flights over the Red Sea Area*, addressing the respective specific coordination issues.

8.9 The meeting noted also Appendix O: *Coordination of Civil and Military Air Traffic*, to Assembly Resolution A36-13: Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation, as at **Appendix 8C** to the Report on Agenda Item 8. The meeting noted that Appendix O had been amended in recognition of the growing air traffic demand as well as the ICAO Global ATM Operational Concept. The meeting noted in particular that, a new resolving clause had also been added that, “*the Council shall endeavor to support States in the establishment of civil/military agreements by providing advice and guidance.*”

8.10 The meeting noted also that, in support of the MID States with regard to their efforts in SAR, and civil/military coordination, the MID Regional Office was arranging to hold a SAR and Civil/Military Coordination Seminar tentatively from 27 to 28 May 2008 at a venue to be determined.

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Appendix N to Assembly Resolution: A36-13

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 areas over 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].

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Appendix 8C to the Report on Agenda Item 8

Appendix O to Assembly Resolution: A36-13

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.

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REPORT ON AGENDA ITEM 9: PERFORMANCE BASED NAVIGATION (PBN)

9.1 The meeting noted that the MID Region Introduction to Performance Based Navigation (PBN) Seminar was successfully held at the Conrad Hotel, Cairo from 12 to 15 November 2007, with the support of the EUROCONTROL and FAA.

9.2 The Seminar was attended by 65 participants from nine (9) MID States (Bahrain, Egypt, Iraq, Iran, Jordan, Sudan, Syria, United Arab Emirates (UAE) and Yemen), five (5) States from other ICAO Regions (Angola, China, Philippines, South Africa and United States of America (US)) and two (2) international organizations (IATA and IFATCA).

9.3 The objective of the Seminar was to provide States in the MID Region with an understanding of the concept of Performance Based Navigation (PBN) and its relation to other air navigation system performance concepts. The Seminar was part of ICAO's global effort to familiarize all the stakeholders that will be involved in PBN implementation with the PBN concept and the PBN Manual, in order to facilitate implementation. The Seminar addressed the following main items:

- a) Introduction to PBN
- b) Implementation Processes
- c) Introduction to Navigation Specifications
- d) Data Origination and Management

9.4 The meeting recalled that the Global Air Navigation Plan (Global Plan) was supported by 23 Global Plan Initiatives (GPIs), and that implementation of PBN (RNAV and RNP) related to GPI 5 of the Global Plan.

9.5 The meeting recalled also that in developing the PBN concept, ICAO also harmonized several RNAV and RNP specifications and nomenclature which were proliferating and presenting operational, approval and other difficulties. The meeting noted that the final Draft of the Performance Based Navigation Manual (Doc 9613) had been completed and could be obtained from the ICAO website. The Manual effectively replaced the old Doc 9613 that was titled Manual on Required Navigation Performance (RNP).

9.6 The meeting noted that, *inter alia*, the PBN Concept differentiated between RNAV and RNP in that RNP was an RNAV Specification in which on board performance monitoring and alerting is a requirement. Also of relevance to the MID Region was that RNP 5 (B-RNAV) had now transformed into RNAV 5 (in which on board performance monitoring and alerting is not a requirement).

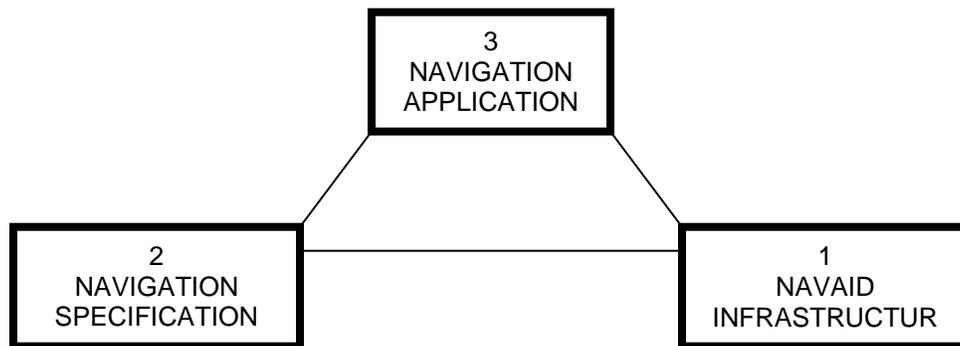
9.7 The meeting noted that the three main components of the PBN Concept were navigation aid infrastructure, navigation specification and navigation application, and that the navigation specification related to the following:

- performance required of the RNAV system
- functionalities that the RNAV system must have to achieve performance
- navigation sensors to be integrated in the RNAV system to achieve performance
- requirements placed on air crew to achieve the required performance from the RNAV system

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9.8 The meeting further noted that navigation application related to use of the navigation specification and the navigation infrastructure, for example, ATS routes based on RNAV specification and relying on specific infrastructure. In brief, navigation specification supports the application (route, SID, etc.), and the infrastructure supports the navigation specification; the navigation application is based on the infrastructure, making the three components inextricable.

COMPONENTS OF THE PBN CONCEPT



9.9 The meeting noted that there were three (3) implementation processes of PBN: Process 1: Determine Requirements, Process 2: Identifying ICAO Navigation Specification for Implementation and Process 3: Planning and Implementation. The meeting noted the importance of Process 1, the first step of which is formulating the *Airspace Concept*. Also that the Airspace Concept was supported by four primary enablers: Communication, Navigation (part of which is PBN), Surveillance and Air Traffic Management.

9.10 The meeting noted the critical importance of stakeholders' teamwork in the implementation of PBN, and that typically the teamwork comprises the following,:

- Air traffic controllers
- Airspace planners (from the ANSP)
- Operators (AOC, pilots, avionics specialists, etc.)
- Avionics specialists
- Flight standards and airworthiness regulators
- Airspace users

9.11 The meeting noted the various navigation specifications related to applications and associated infrastructure as reflected in the following tables, as well as the increasing role of GNSS.

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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 ^{a,b}	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

Table 2 Overview of navigation specification and supporting infrastructure

	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	√				

9.12 Regarding data origination, management and WGS 84 the meeting noted that there were challenges associated with the data chain, achieving data quality, reference systems, surveying, and publishing the data. The meeting noted the critical importance of data integrity as well as various checks associated with ensuring data quality.

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9.13 The meeting noted the following ICAO implementation plan, details of which were contained in Resolution A36-23 of the 36th Session of the ICAO General Assembly held in September 2007.

States and planning and implementation regional groups (PIRGs) complete a PBN implementation plan by 2009 to achieve:

- (a) implementation of RNAV and RNP operations (where required) for en route and terminal areas according to established timelines and intermediate milestones; and*
- (b) 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.*

9.14 The meeting noted furthermore, that the 36th General Assembly Resolution A36-23 instructed the Council to provide a progress report on PBN implementation to the next ordinary session of the Assembly; and requested 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.

9.15 The meeting noted that, in order to gain familiarization with the PBN concept and the PBN Manual which is beneficial to facilitate implementation in the Region, MID States that could not participate in the Seminar in Cairo, or did so with limited participants from the regulators, ANSP or users, are encouraged to participate in Seminars that would be held between January and June 2008 in other ICAO Regions. The schedule of the Seminars and related information could be found on the ICAO PBN website www.icao.int/pbn.

9.16 The meeting noted with appreciation the offer by EUROCONTROL and the FAA, to hold in the MID Region at a venue and dates to be arranged by the MID Office, a workshop on PBN Airspace Design, in order to further assist the MID States' implementation efforts. The meeting noted that the MID Regional Office had tentatively scheduled the workshop to be held 19-22 May 2008 at a venue to be determined.

9.17 The meeting recalled that the MIDANPIRG/10, under Decision 10/42 agreed to the establishment of the RVSM/PBN Task Force, which reports to the ATM/SAR/AIS Sub Group.

9.18 Taking into consideration the status of implementation of RVSM and PBN in the MID Region, the meeting recognized that while on the one hand there was reduced RVSM work, there was on the other hand a significant amount of work related to PBN, part of which should be achieved in the near future in order to enable States to develop by 2009, PBN implementation plans based on the Regional PBN strategy and plan.

9.19 Based on the above the meeting agreed that the RVSM/PBN Task Force should focus primarily on PBN implementation in the MID Region and that the remaining RVSM work can be adequately addressed by the ATM/SAR/AIS SG and the MID RMA Board. With regard to RVSM implementation in both Baghdad and Kabul FIRs and taking into consideration that the implementation will not take place in the near future, the meeting was of view that in due time, the Sub-Group would consider if it would be necessary to establish a specific subsidiary body to assist in the implementation of RVSM in these two FIRs.

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9.20 With a view to increase MIDANPIRG efficiency and taking into consideration the strong and increasing relationship between GNSS and PBN implementation, the meeting was of the view that merging the GNSS and PBN Task Forces should be explored.

9.21 In connection with the above, the meeting agreed to rename the RVSM/PBN TF to PBN Task Force and to amend the TOR of the ATM/SAR/AIS Sub Group to incorporate RVSM issues, and accordingly agreed to the following Draft Decision:

DRAFT DECISION 9/10: REASSIGNMENT OF RVSM AND PBN FUNCTIONS

That, taking into consideration the status of implementation of RVSM and PBN in the MID Region:

- a) the RVSM/PBN Task Force is renamed PBN Task Force with TOR as at **Appendix 9A** to the report on Agenda Item 9;*
- b) prior to the formal establishment of the PBN Task Force, the RVSM/PBN Task Force focus primarily on matters related to PBN implementation in the MID Region; and*
- c) MIDANPIRG Steering Group (MSG) and the CNS/ATM IC SG explore the possibility of combining the PBN and GNSS Task Forces.*

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PBN TASK FORCE

1. Terms of Reference

- a) To carry out studies in support of the implementation of Performance Based Navigation (PBN) in the MID Region on an evolutionary basis, taking into account the introduction of new technologies, anticipated requirements
- b) To develop of the basis of the above studies the MID Region PBN Implementation strategy and plan
- c) To assist States that may require support in the implementation of PBN

2. Work Programme

- 1- Study and assess the Regional RNAV and RNP requirements
- 2- 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
- 3- Identify priority routes and terminal areas where RNAV and RNP should be implemented
- 4- Identify priority runways for RNP Approach implemented based on the ICAO RNP Approach goals
- 5- Develop an amendment proposal to the MID Regional Supplementary Procedures concerning the implementation of PBN in the Region.
- 6- Apply ICAO guidance material and information as may be applicable to the Region to facilitate the implementation of PBN.
- 7- Follow up on the developments in ICAO affecting the Global Plan and PBN in particular, in order to update the Regional plans accordingly
- 8- Coordinate with other ICAO Regions as necessary to address implementation interface issues
- 9- Assist MID States that may require support in the implementation of PBN
- 10- Undertake other functions relevant to implementation of PBN as assigned by the ATM/SAR/AIS SG or MIDANPIRG
- 11- Report to the ATM/SAR/AIS SG and keep the CNS SG closely briefed

The Task Force shall in its work be guided by the following principles:

1. Implementation of PBN shall follow the Global Plan
2. To complete development of the Regional Strategy and Plan in 2008
3. Implement RNAV and RNP operations for en-route and terminal areas “where necessary”
4. Cognizance that the primary objective of ICAO is that of ensuring the safe and efficient performance of the global Air Navigation System
5. Take into account the introduction of new technologies, development in GNSS
6. Coordinated implementation with other relevant Regional Plans

3. Composition of the Task Force

STATES

MID Region States

ORGANIZATIONS (AS OBSERVERS)

IATA, ICAO, IFALPA, IFATCA and, EUROCONTROL.

At its first meeting, the PBN TF shall elect a Chairman in accordance with the MIDANPIRG Handbook.

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REPORT ON AGENDA ITEM 10: AIS/MAP ISSUES***Aeronautical Information Management (AIM)***

10.1 The meeting recalled that the 11th Air Navigation Conference (ANC/11) held in Montreal in 2003 endorsed the ATM Operational Concept and recognized that in the global ATM system environment envisioned by the operational concept, aeronautical information service (AIS) would become one of the most valuable and important enabling services. As the global ATM system foreseen in the operational concept was based on a collaborative decision-making (CDM) environment, the timely availability from authorized sources of high quality electronic aeronautical, meteorological, airspace and flow management information would be necessary. The extensive sharing of information encourages collaborative decision-making, thereby allowing air traffic management to optimize efficiency in the conduct of its operations. The ANC/11 stressed out that aeronautical information services (AIS) and meteorological services (MET) are subsets of the ATM information requirements and therefore, would need to be fully addressed when developing ATM requirements.

10.2 To ensure the cohesion and linkages between different components of the 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.

10.3 Based on the above, the ANC/11 through Recommendation 1/8 recommended that ICAO define requirements for safe and efficient global aeronautical information management; adopt a common aeronautical information exchange model; and develop new specifications for Annexes 4 and 15.

10.4 The meeting recalled that the Global AIS Congress held in Madrid in 2006 agreed that, in order to prevent diverging developments in the future and realising the safety critical nature of aeronautical information, it is considered essential that ICAO takes the lead at the global level with regard to the transition from AIS to AIM. The Congress agreed that the Eurocontrol Document "From AIS to AIM – a Global Strategy" made available to the Congress constituted a firm basis for further debate, which could assist ICAO in facilitating global change.

10.5 The recommendations of the Congress are at **Appendix 10A** to the Report on Agenda Item 10.

10.6 The meeting noted that to maintain the momentum for change, a "mini Global AIS Congress" was held in Brussels in June 2007 with the main theme "Global AIM". Two more "mini-Congresses" are planned possibly ahead of a second main Congress in 2010, i.e.: "Quality AIM Congress" would be held in Singapore in June 2008 and "Implementing AIM Congress" would be held in South Africa in the spring of 2009. In this regard and with a view to keep pace with the developments related to the transition from AIS to AIM, the meeting encouraged States to attend the here-abovementioned AIS Congresses.

10.7 The meeting recalled that Portugal on behalf of forty-three ICAO Contracting States, comprising the European Community and its member States, members of the European Civil Aviation Conference and EUROCONTROL, presented a working paper on AIM to the 36th ICAO General Assembly. This paper outlined the need for a strategic evolution towards Aeronautical Information Management (AIM), building on the AIM Concept. It explained the progress achieved so far, the general support expressed at the June 2006 AIS Global Congress and presented the recommendations required to achieve a uniform and efficient aeronautical information management structure to support

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all phases of flight. The working paper was strongly supported, and the need for the ICAO Secretariat to support the recommendations of the AIS Global Congress was highlighted. Accordingly, it was recognized that to satisfy new requirements arising from the Global ATM Operational Concept, aeronautical information services (AIS) must transition to the broader concept of aeronautical information management (AIM). It was agreed that there was a need for an AIM strategy and concept in this respect.

10.8 The meeting noted that the most important changes to move from AIS to AIM are the transition from a product-centred service to the provision and management of data in an interoperable form sufficient for end use, and the broadening of scope in terms of information coverage. In this respect, in order to satisfy user requirements for Gate-to-Gate operations, an enlarged scope of aeronautical information would be needed. Accordingly, MET, FIS, ATM system status, demand and capacity management, etc, are all of concern to AIM alongside the other traditional AIS information categories.

10.9 Though the transition from a product-centric (current AIS) to a data centric (AIM) service is essential, it is foreseen that AIM will still have to cater for the provision of traditional AIS products during the transition phase.

10.10 The meeting recognized that the transition from AIS to AIM will raise a number of legal and institutional issues which should be resolved. In this regard, the meeting noted that an ICAO World Wide Symposium on Enabling the Net Centric Information Environment will be held in Montreal from 2 to 4 June 2008. It's expected that this Symposium will address, inter-alia, the legal and institutional issues related to the transition from AIS to AIM.

10.11 In line with Recommendation 7 of the Global AIS Congress and as a pre-requisite for the transition to AIM, the meeting agreed that States that have not yet done so, should give high priority to the implementation of existing Annex 15 SARPs in particular WGS-84, Quality Management System and automation.

10.12 Recognizing that not all States or regions can transition immediately to AIM, the meeting was of view that implementation should be evolutionary, based on regional needs. The plans of all States and regions need to be aligned to ensure, to the greatest extent possible, that solutions are internationally harmonized and integrated and do not unnecessarily impose multiple equipment carriage requirements in the air components of the ATM system, or multiple systems on the ground.

10.13 The meeting noted with appreciation the work done within the framework of Eurocontrol related to AIM and agreed that this represents a very good basis for the development of AIM related SARPs and Guidance Material. However, it was noted that a number of issues have to be clarified/refined during the process of development of AIM related SARPs and Guidance Material, inter-alia, a clear definition of AIM, broader scope of AIM and related legal and institutional issues i.e.: responsibility, liability issues, etc. Accordingly, the meeting was of view that the creation of a global forum (multi-disciplinary group) with the leadership of ICAO is necessary to show ICAO commitment to follow up on the Recommendations of the Global AIS Congress. This will provide also global participation and transparency in the development of AIM related SARPs and guidance material.

10.14 Based on the above the meeting developed the following Conclusions and Decision:

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DRAFT CONCLUSION 9/11: STRATEGY/ROADMAP FOR THE GLOBAL TRANSITION FROM AIS TO AIM

That, with a view to expedite the transition from AIS to AIM in a global and harmonized manner:

- a) *ICAO consider the creation of a multi-disciplinary group in order to, inter-alia:*
 - i) *develop a global strategy/roadmap for the transition from AIS to AIM; and*
 - ii) *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; and*
- b) *States and international organizations (Eurocontrol, IATA, etc) support the activities of the above-mentioned multi-disciplinary group and participate actively in the development of the AIM strategy/roadmap and related SARPs and guidance material.*

DRAFT CONCLUSION 9/12: 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.

DRAFT DECISION 9/13: 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 include in its work programme the development of an action plan/strategy for the transition from AIS to AIM in the MID Region.

Electronic Terrain and Obstacle Data (eTOD)

10.15 The meeting recalled that the eTOD Seminar held in Cairo from 11 to 14 December 2006 addressed different subjects related to the implementation of eTOD and developed six (6) Recommendations. The meeting noted also that MIDANPIRG/10, under Conclusion 10/59, tasked the concerned subsidiary bodies, including the eTOD Working Group, to study the Recommendations of the MID eTOD Seminar and to propose follow-up actions which should be implemented by States and ICAO, as appropriate.

10.16 The meeting was apprised of the outcome of the eTOD WG/1 meeting, which was held in Amman, Jordan, from 2 to 4 July 2007.

10.17 The meeting recalled that 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.

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10.18 The meeting recalled that MIDANPIRG/10, under Decision 10/58, established the eTOD Working Group with a view to, inter-alia, analyze the eTOD requirements and develop a common understanding of these requirements, recommend the way forward the eTOD timely implementation and develop and maintain a MID Region eTOD implementation strategy.

10.19 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. It was highlighted in this regard that the numerical terrain and obstacle data requirements for Area 2 are defined on the basis of the most stringent application requirement, i.e. determination of contingency procedures for use in the event of an emergency during a missed approach or take-off. It was recognized, however, that some applications listed in paragraph 10.1.1 of Annex 15 could be adequately accommodated with terrain and obstacle data sets that are of lower requirements than those specified in Appendix 8 of Annex 15.

10.20 It was also highlighted that ICAO has published "*GUIDELINES FOR ELECTRONIC TERRAIN, OBSTACLE AND AERODROME MAPPING INFORMATION – DOC 9881*", which contains a lot of guidance material on electronic Terrain and Obstacle Data (eTOD) as well as on Aerodrome Mapping. However, it was mentioned that although Doc 9881 is a voluminous and cumbersome document containing detailed information of technical nature, some of the requirements contained in Annex 15, Chapter 10, are subject to different interpretations, since Doc 9881 did not bring clear guidance and clarifications related to these issues. Based on the above, the meeting appreciated ICAO's efforts for developing Doc 9881. However, the development of a more concise document addressing directly to the point the requirements of Annex 15 would be of significant value.

10.21 Concern was raised regarding the following issues:

- the precise technical needs of some of the user applications that will make use of electronic Terrain and Obstacle Data and which led to the ICAO requirements, mainly for area 2, are unclear and as a result, the validation of the user requirements must be carried out. It was mentioned in this respect that the requirements for Area 2 are most important for engine-out and accordingly, it was questioned if 45 km is a logic and cost-effective requirements for a small private aerodrome;
- the cross-border issue, mainly with regard to area 2, was identified as being in urgent need for further analysis and clarification. It was highlighted in this regard, that Area 2 can exceed Area 1 and the exceeding Area 2 may be part of Area 1 of a neighboring State. The issue of how to collect the data needed within adjacent States was raised and the question of the liability for the data is not addressed when it is provided by a neighboring State;
- at IFR aerodromes/heliports where a terminal control area has not been established, Area 2 shall be the area within a 45-km radius of the aerodrome/heliport reference point. The meeting was of view that 45 km for heliports may be too much; and

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- the cost recovery issue is not addressed, i.e. it is not specified if the State can charge for the provision of eTOD, taking into consideration that eTOD does not fall within the content of the State Integrated Aeronautical Information Package (IAIP). In this regard, the meeting was informed that an ICAO World wide Symposium on Enabling the Net Centric Information Environment will be held in Montreal from 2 to 4 June 2008 and that the issue of cost-recovery related to the provision of eTOD would be addressed by this Symposium.

10.22 In addition to the above, the meeting noted with concern that although, WGS 84 and EGM 96 are mandated by Annex 15, some States have not yet fully implemented the requirements, especially those related to geoid undulation.

10.23 The meeting noted that during the eTOD WG/1 meeting, it was concluded 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. Many issues have to be addressed and clarified, as soon as possible, with a view to comply with the applicability date of 18 November 2010.

10.24 The meeting noted that MIDANPIRG/10, under Conclusion 10/56, requested States to develop their plans related to the implementation of eTOD requirements and to 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. The meeting further noted that, as a follow-up action, the ICAO MID Regional Office sent State Letter Ref.: AN 8/2.4-192 dated 29 May 2007 seeking for national plans related to the implementation of eTOD. However, it was noted with concern that very few replies have been received from States. 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 meeting noted that the eTOD WG/1 meeting reviewed and endorsed the questionnaire developed by the Secretariat as at **Appendix 10B** to the Report on Agenda Item 10, in order to be used for a survey on the implementation of eTOD in the MID Region. The meeting noted that as a follow action the questionnaire was sent to States on 17 July 2007 through State Letter Ref.: AN 8/2.4 - 248. The deadline for reply was 30 October 2007. However, only (2) replies were received from States. Accordingly, the meeting agreed to the extension of the deadline until 15 January 2008 and agreed to the following Draft Conclusion, which is proposed to replace and supersede MIDANPIRG/10 Conclusion 10/56:

DRAFT CONCLUSION 9/14: SURVEY ON THE IMPLEMENTATION OF eTOD IN THE MID REGION

That, in order to obtain information from MID States regarding their Action Plan/Roadmap for the implementation of eTOD and the difficulties they might encounter to meet the applicability dates specified in Annex 15:

- a) *the questionnaire at **Appendix 10B** to the Report on Agenda Item 10, be used for a survey on the implementation of eTOD in the MID Region;*
- b) *States send their replies to the questionnaire to the ICAO MID Regional Office, prior to 15 January 2008, specifying clearly if they would encounter any difficulty to comply with the dates of applicability; and*

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c) the results of the survey should serve as a basis for the development/update of the MID Region eTOD implementation Strategy/Action Plan.

10.25 The meeting noted that the eTOD WG/1 meeting:

- was apprised of Jordan experience in the preparation for the implementation of eTOD. It was particularly noted with appreciation that, in compliance with MIDANPIRG/10 Conclusion 10/57, Jordan managed the implementation of eTOD as a national project;
- noted the actions taken by Egypt towards the timely implementation of eTOD;
- noted with interest the US experience in the development and maintenance of the FAA's Obstacle Repository System (ORS);
- noted that Jeppesen built a unified terrain database out of the Shuttle Radar Topography Mission (SRTM) data with 90 m postspacing and filled all the identified voids. It was also mentioned that the data is already available and is compliant with ICAO Terrain data quality requirements for area 1; and
- was apprised of the experience of Italy in the implementation of an eTOD programme, which will cover 38 Italian airports with a total cost of Euros 8,700,000. The meeting noted the different phases of the O-CHARTS Project, which includes inter-alia, aerodrome and TMA obstacles and terrain survey and data management, 3D aerodrome/Annex 4-14 model creation and processing and ICAO Obstacle charts automatic production and maintenance.

10.26 Based on the above, the meeting reviewed and endorsed the MID Region eTOD Implementation Strategy at **Appendix 10C** to the Report on Agenda Item 10 and agreed, accordingly, to the following Draft Conclusion, which is proposed to replace and supersede MIDANPIRG/10 Conclusions 10/57 and 10/59:

DRAFT CONCLUSION 9/15: MID REGION eTOD IMPLEMENTATION STRATEGY

*That, the MID Region eTOD implementation Strategy is adopted as at **Appendix 10C** to the Report on Agenda Item 10.*

10.27 The meeting reviewed and updated the MID Region AIS/MAP Timelines related to eTOD as at **Appendix 10D** to the Report on Agenda Item 10.

10.28 The meeting recalled that the sixth Recommendation of the MID eTOD Seminar, reproduced here-after, is 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:

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RECOMMENDATION 6: ANP REQUIREMENTS RELATED TO eTOD

ICAO should develop an amendment to the Basic Air Navigation Plans (ANP) for all ICAO Regions to include new eTOD requirements and introduce new table in the Facilities and Services Implementation Documents (FASIDs) in which detailed planning of eTOD implementation by States together with an indication of the implementation timelines, will be reflected.

10.29 Based on the above, the meeting reviewed and endorsed the Draft FASID Table at **Appendix 10E** to the Report on Agenda Item 10 and agreed to the following Draft Conclusion:

DRAFT CONCLUSION 9/16: DRAFT FASID TABLE RELATED TO eTOD

*That, ICAO consider to include the Draft FASID Table at **Appendix 10E** to the Report on Agenda Item 10 into the MID FASID, Part VIII (AIS), with necessary amendments, as appropriate.*

10.30 The meeting reviewed the eTOD WG Terms of Reference as at **Appendix 10F** to the Report on Agenda Item 10. 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. Accordingly, the meeting agreed to the following Draft Decision:

DRAFT DECISION 9/17: TERMS OF REFERENCE OF THE eTOD WORKING GROUP

*That, the Terms of Reference of the eTOD Working Group be updated as at **Appendix 10F** to the Report on Agenda Item 10.*

10.31 The meeting agreed that the AIS/MAP TF/4 meeting scheduled for 19-21 February 2008 would decide on the date and venue of the eTOD WG/2 meeting, if required.

**GLOBAL AIS CONGRESS
MADRID, SPAIN, 27-29 JUNE 2006**

RECOMMENDATIONS

Recommendation 1: ICAO adopt the AICM/AIXM as the standard aeronautical information conceptual model and the standard aeronautical information exchange model, and

- develop appropriate means of compliance, and
- global mechanisms to manage and develop the AICM/AIXM.

Recommendation 2: ICAO should evolve the AIM Concept and associated performance requirements and develop a road map to plan, manage and facilitate on a world-wide basis the transition from AIS to AIM.

Recommendation 3: ICAO instigate an urgent review of Annex 4 and Annex 15 in accordance with the recommendation of the 11th Air Navigation Conference.

Recommendation 4: ICAO should incorporate transition activities into the Global Air Navigation Plan in order to ensure broad-based development of AIS/AIM capabilities across all ICAO Regions

Recommendation 5: ICAO should, as a matter of urgency address legal and institutional issues including those associated with an expansion of service from AIS to AIM that could constrain the adoption and implementation of AIM.

Recommendation 6: States working in close coordination with international organisations should support ICAO in any activity to accommodate the transition from AIS to AIM.

Recommendation 7: Recognising the critical nature of aeronautical information in the present and future ATM systems, States should give high priority to the implementation of existing Standards such as WGS-84 and Quality Management Systems and should, if necessary, request assistance from ICAO or if appropriate international organisations to do so.

Recommendation 8: Recognising the social dimension associated with change, ICAO working with States and international organisations determine the required Staff Profile(s) for AIM and determine appropriate skills and competencies and amend existing guidance material and develop new guidance and training material, under the Trainair programme perhaps, to assist States and other AIS organisations in the transition process.

Recommendation 9: ICAO should promote open access to information.

Recommendation 10: That ICAO consider as a matter of priority how a Global Forum could be established.

**ICAO MIDDLE EAST REGIONAL OFFICE
 SURVEY ON IMPLEMENTATION OF ELECTRONIC TERRAIN AND
 OBSTACLE DATA (eTOD) IN THE MID REGION**

Introduction:

The purpose of this questionnaire on implementation of electronic Terrain and Obstacle Data (eTOD) in the MID Region is to collect information from States regarding their Action Plan/Roadmap for the implementation of the eTOD provisions as specified in Annex 15 and if they will be able to meet the applicability dates (20 November 2008 and 18 November 2010). The results of this survey could be used for the development/update of the MID Region eTOD implementation Strategy/Action Plan.

NAME OF STATE	DATE

Focal point: Who in your State could we contact for further clarification concerning eTOD implementation?

Name:	
Organization:	
Title:	
Telephone:	
Fax:	
e-mail:	

		YES	NO
1	Has your State established a high level framework (regulation, assignment of responsibilities, etc) for the implementation of eTOD?		
2	Has your State established a national eTOD Programme for the implementation of eTOD requirements, as per Annex 15 requirements?		
3	Has your State secured necessary resources for the implementation of eTOD? If, Yes, please give details about the estimated budget:		
4	Has your State developed an Action Plan/Roadmap with clear timelines for the implementation of eTOD?		

		YES	NO
5	Please specify the expected date of implementation of: a) Terrain data for Area 1: b) Terrain data for Area 2: c) Terrain data for Area 3: d) Terrain data for Area 4: e) Obstacle data for Area 1: f) Obstacle data for Area 2: g) Obstacle data for Area 3:		
6	Who are the different parties/Administrations in your State involved in the implementation eTOD (AIS, Aerodromes, Military, National Geographic and Topographic Administrations/Agencies, etc)?		
7	Has your State assigned the responsibility for the collection of Terrain data related to Areas 1 to 4? If Yes, please specify: a) Area 1: b) Area 2: c) Area 3: d) Area 4:		
8	Has your State made any assessment as to who should be responsible for the payment of Terrain data collection related to Areas 1 to 4? If Yes, please specify: a) Area 1: b) Area 2: c) Area 3: d) Area 4:		
9	Has your State assigned the responsibility for the collection of Obstacle data within Areas 1 to 3? If Yes, please specify: a) Area 1: b) Area 2: c) Area 3:		
10	Has your State made any assessment as to who should be responsible for the payment of Obstacle data collection related to Areas 1 to 3? If Yes, please specify: a) Area 1: b) Area 2: c) Area 3:		

		YES	NO
11	<p>Is there any existing Terrain database available in your State? If, Yes: a) In which format the data is available/provided to users? b) Does the data available meet the requirements of Annex 15 for Areas 1 to 4?</p>		
12	<p>Is there any existing Obstacle database available in your State? If, Yes: a) In which format the data is available/provided to users? b) Does the data available meet the requirements of Annex 15 for Areas 1 to 3?</p>		
13	<p>Has your State made any assessment of the candidate techniques that could be used for Terrain and Obstacle Data acquisition? If, Yes: a) was that based on a cost-benefit analysis? b) Which is/are the retained technique(s)? </p>		
14	<p>Has your State made any assessments as to which level of detail obstacle data should be collected? If, Yes, please give details: </p>		
14	<p>Has your State developed a case study for a representative aerodrome? If, Yes, please give details: </p>		
15	<p>Have you published in your AIP (AD 2.10) the description of obstacles separated into Area 2 and Area 3? If, No, when do you intend to revise the AIP to separate the obstacles in this manner? </p>		
16	<p>Any further comments (difficulties encountered, suggestions, etc): </p>		

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.

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Appendix 10D to the Report on Agenda Item 10

Middle East Region
AIS/MAP IMPLEMENTATION PLAN
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 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										-	-	-	-	-	-	-	-

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Appendix 10E to the Report on Agenda Item 10

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

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/ Queen Alia Intl RS				X		X			X		X	
	08R 26L	NPA PA2					X					
	08L 26R	PA2 PA2				X X						
(OJAM) Amman/Marka Intl AS				X		X			X		X	
	24 06	PA1 NINST										
(OJAQ) Aqaba/King Hussein Intl RNS					X	X				X	X	
	01 19	PA1 NPA										
(OJJR) JERUSALEM/ Jerusalem RS					X	X				X	X	
	12 30	NPA PA1										
KUWAIT			X					X				
(OKBK) Kuwait Intl. RS				X		X			X		X	
	33L 15R	PA2 PA2					X X					
	33R 15L	PA2 PA2					X X					
LEBANON			X					X				
(OLBA) Beirut Intl. RS				X		X			X		X	
	17 35	PA1 NINST										
	18 36	PA1 NINST										
	03 21	PA1 NINST										
OMAN			X					X				
(OOMS) Muscat/Seeb RS				X		X			X		X	
	26 08	PA1 PA1										
(OOSA) Salalah AS												
	07 25	NPA PA1										
QATAR			X					X				
(OTBD) Doha Int. Airport RS				X		X			X		X	
	34 16	PA2 NPA					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
UNITED ARAB EMIRATES			X					X				
(OMAA) Abu Dhabi Int. Airport				X		X			X		X	
	31L 13R	PA3 PA1					X					
	13L 31R	PA3 PA3					X X					
(OMAL) Al Ain Int. Airport RS				X		X			X		X	
	01 19	PA1 NPA										
(OMDB) Dubai Int. Airport RS				X		X			X		X	
	12L 30R	PA3 PA3					X X					
	12R 30L	PA1 PA1										
(OMFJ) Fujairah Int. Airport RS				X		X			X		X	
	11 29	NPA PA1										
(OMRK) Ras Al Khaimah Int. Airport RS				X		X			X		X	
	16 34	NPA PA1										
(OMSJ) Sharjah Int. Airport RS				X		X			X		X	
	12 30	NPA PA2					X					
YEMEN			X					X				
(OYAA) Aden Intl RS				X		X			X		X	
	08 26	NPA PA1										
(OYHD) Hodeidah Intl RS				X		X			X		X	
	03 21	NPA NPA										
(OYRN) Mukalla/Riyan RS				X		X			X		X	
	06 24	NPA NPA										
(OYSN) Sanna'a Intl RS				X		X			X		X	
	18 36	PA1 NPA										
(OYTZ) Taiz Intl RS				X		X			X		X	
	01 19	NPA NPA										

**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 harmonisation 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 Organisations 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.

ATM/SAR/AIS SG/9
Report on Agenda Item 11

REPORT ON AGENDA ITEM 11: MID REGION STRATEGY FOR THE IMPLEMENTATION OF GPIS

11.1 The meeting recalled that the ICAO Council had adopted the Global Plan with the framework that includes 23 Global Plan Initiatives (GPIS), which were developed on the basis of an industry roadmap that was aimed at bringing near and medium term benefits to aircraft operators, taking advantage of currently available aircraft capabilities and ATC infrastructure and technology. The meeting noted that the integration of the industry roadmap into the Global Plan had taken into account the need to achieve the objective of global harmonization, interoperability and seamlessness of the global air navigation system. It was recalled that the GPIS are options for air navigation system improvements that when implemented, result in direct performance enhancements. Accordingly, States and regions should choose initiatives that meet their performance objectives, identified through an analytical process, specific to the particular needs of a State, region, homogeneous ATM area or major traffic flow.

11.2 The meeting recalled that MIDANPIRG/10 meeting, when considering the matter of Global Plan and the GPIS, noted that the GPIS were considered for the first time by the CNS/ATM/IC SG/3 in February 2007, and that more detailed work regarding implementation, which will include review of tasks under each GPI identified for the MID Region, refinement of target dates and update of the status of implementation, was going to be carried out by the MIDANPIRG subsidiary bodies. Each MIDANPIRG meeting is to review, as part of its regular agenda, the progress achieved and challenges identified in the implementation of the GPIS.

11.3 Based on the above and in order to facilitate the process of implementation of the Global Plan based on Regional priorities, MIDANPIRG/10, under Conclusion 10/13, adopted the *MID Region Strategy for the Implementation of the Global Plan Initiatives (GPIS)* as at **Appendix 11A** to the Report on Agenda Item 11.

11.4 The meeting noted also that in support of the evolution from a systems-based approach to a performance-based approach to planning and implementation of air navigation, MIDANPIRG/10 reviewed the projects proposed by its subsidiary bodies related to the AGA, AIS, ATM, and CNS fields and accordingly agreed to the following Conclusion:

CONCLUSION 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;*
- 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;*

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- 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 NLA's 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*

11.5 The meeting noted that some developments related to the ICAO business plan and GPIs are going on in ICAO Headquarters. In this regard, it was highlighted that an interactive online planning system for business plan known as ICAO Knowledge Sharing Network (IKSN) is under development. As part of this effort, the operational plans of the regional programmes are being embedded in the IKSN, which will result in a unified approach to managing all regional projects. The meeting noted also that the outcome of PIRG meetings is considered very significant and would be analyzed in a structured manner in order to address the issues raised therein by including it in the work programme at ICAO headquarters, through the IKSN.

11.6 Based on the above the meeting reviewed the list of actions/tasks and projects related to the ATM/SAR and AIS/MAP fields and the associated GPIs (Attachment to the MID Strategy for the implementation of GPIs) and agreed that further work on the review of the MID Region strategy for the implementation of GPIs be carried out by the CNS/ATM/IC Sub-Group.

MID REGION STRATEGY FOR THE IMPLEMENTATION OF THE GLOBAL PLAN INITIATIVES (GPIs)

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; and
- e) the outcome of ALLPIRG/5 meeting; and

Recognizing that:

- i) the evolution continues from a systems-based to a performance-based approach to planning and implementation of the air navigation infrastructure; and
- ii) the Global Air Navigation Plan is a significant component in the development of regional and national plans and that, together with the global ATM operational concept, it provides an effective architecture for achieving a safe, harmonized, interoperable, and seamless Global ATM system;

The MID Region strategy for the implementation of the Global Plan Initiatives (GPIs) is detailed below:

- A) the MID Region implementation plan should:
 - 1) be evolutionary and consistent with the Global Air Navigation Plan taking into consideration the region priorities;
 - 2) cope with the development of an ATM Performance framework;
 - 3) satisfy performance needs just in time and at minimal cost;
 - 4) provide States with clearer objectives for the implementation of ATM and supporting CNS systems;
 - 5) identify the GPIs that would be most effective in achieving the objectives of the region while ensuring continuation of the work already accomplished;
 - 6) 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;
- B) the GPIs status of implementation in the MID Region is at **Attachment 1**;
- C) the progress achieved and the challenges identified in the implementation of GPIs should be monitored and reviewed on a regular basis; and
- D) taking into consideration the above, the implementation plan should be considered as a living document, which should be updated on a regular basis.

ATTACHMENT 1

GLOBAL AIR NAVIGATION PLAN: GLOBAL INITIATIVES

Table 1. Global Plan Initiatives (GPIs) and their relationships to the major groupings

GPI		En-route	Terminal Area	Aerodrome	Supporting Infrastructure	Related Operational Concept Components
GPI-1	Flexible use of airspace	X	X			AOM, AUO
GPI-2	Reduced vertical separation minima	X				AOM, CM
GPI-3	Harmonization of level systems	X				AOM, CM, AUO
GPI-4	Alignment of upper airspace classifications	X				AOM, CM, AUO
GPI-5	RNAV and RNP (Performance-based navigation)	X	X	X		AOM, AO, TS, CM, AUO
GPI-6	Air traffic flow management	X	X	X		AOM, AO, DCB, TS, CM, AUO
GPI-7	Dynamic and flexible ATS route management	X	X			AOM, AUO
GPI-8	Collaborative airspace design and management	X	X			AOM, AUO
GPI-9	Situational awareness	X	X	X	X	AO, TS, CM, AUO
GPI-10	Terminal area design and management		X			AOM, AO, TS, CM, AUO
GPI-11	RNP and RNAV SIDs and STARs		X			AOM, AO, TS, CM, AUO
GPI-12	Functional integration of ground systems with airborne systems		X		X	AOM, AO, TS, CM, AUO
GPI-13	Aerodrome design and management			X		AO, CM, AUO
GPI-14	Runway operations			X		AO, TS, CM, AUO
GPI-15	Match IMC and VMC operating capacity		X	X	X	AO, CM, AUO
GPI-16	Decision support systems and alerting systems	X	X	X	X	DCB, TS, CM, AUO
GPI-17	Data link applications	X	X	X	X	DCB, AO, TS, CM, AUO, ATMSDM
GPI-18	Aeronautical information	X	X	X	X	AOM, DCB, AO, TS, CM, AUO, ATMSDM
GPI-19	Meteorological systems	X	X	X	X	AOM, DCB, AO, AUO
GPI-20	WGS-84	X	X	X	X	AO, CM, AUO
GPI-21	Navigation systems	X	X	X	X	AO, TS, CM, AUO
GPI-22	Communication infrastructure	X	X	X	X	AO, TS, CM, AUO
GPI-23	Aeronautical radio spectrum	X	X	X	X	AO, TS, CM, AUO, ATMSDM

ABBREVIATIONS:

Airspace Organization and Management	AOM
Demand and Capacity Balancing	DCB
Aerodrome Operations	AO
Traffic Synchronization	TS
Conflict Management	CM
Airspace User Operations	AUO
ATM Service Delivery Management	ATMSDM

IMPROVEMENT OF THE MID ATS ROUTE STRUCTURE

- GPI-1: FLEXIBLE USE OF AIRSPACE**
GPI-4: ALIGNMENT OF UPPER AIRSPACE CLASSIFICATIONS
GPI-5: RNAV AND RNP (PERFORMANCE-BASED NAVIGATION)
GPI-7: DYNAMIC AND FLEXIBLE ATS ROUTE MANAGEMENT
GPI-8: COLLABORATIVE AIRSPACE DESIGN AND MANAGEMENT

Strategic Objectives	Actions	Description/Tasks	Target Date	Initiated by	Benefits	Status
A, C, D	Improvement of MID ATS routes structure	<ul style="list-style-type: none"> – Analyse the en-route ATS route structure and implement identifiable improvements; – Increased accommodation of user-preferred flight profiles; – Monitor planning and implementation process. 	2009	ICAO, States, users	<ul style="list-style-type: none"> – Shorter routes/reduced travel times – Increased airspace capacity and efficiency – Reduced fuel consumption – Reduced environmental impact 	
A, C, D	Implement Flexible Use of Airspace (FUA) Concept	<ul style="list-style-type: none"> – Conduct Regional review of special use of airspace; – Remove large tracts of permanent restricted airspace; – Establish civil/military coordination bodies at national level; – Implement collaborative civil/military airspace planning at national level; – Increase role of civil/military coordination forums; – Implement dynamic and flexible ATS routes structure concept. 	2010	ICAO, States, users	<ul style="list-style-type: none"> – Improved safety – Shorter routes/reduced travel times – Increased airspace capacity and efficiency – Reduced fuel consumption – Reduced environmental impact 	

Strategic Objectives	Actions	Description/Tasks	Target Date	Initiated by	Benefits	Status
A, E	Implement Regional ATM contingency planning	<ul style="list-style-type: none"> – Monitor implementation – Define route schemes for contingency situations; – Promulgation of contingency plans. 	2008	States, ICAO, users	Ensure continuity and safety of air transport	
A, C, D	Collaborative airspace design and management	<ul style="list-style-type: none"> – Collaboration with users and adjacent airspaces on airspace design and management; – Extend the implementation of RNAV 5 areas to cover the whole airspace in the MID Region above FL 195; – Reorganize the MID airspace to ensure application of a common airspace classification in the upper airspace, above an agreed common level. 	2009	ICAO, States, users	<ul style="list-style-type: none"> – Improvement in safety; – Improved airspace capacity; – Improved interoperability and seamlessness; – Reduced fuel consumption; – Reduced environmental impact. 	

RVSM OPERATIONS IN THE MID REGION

GPI-2: REDUCED VERTICAL SEPARATION MINIMA

Strategic Objectives	Actions	Description/Tasks	Target Date	Initiated by	Benefits	Status
C, D	Ensure safe RVSM operations in the MID Region	<ul style="list-style-type: none"> – Monitor/follow-up RVSM operations in the MID Region; – Ensure MID RMA operations continuity; – Plan for the implementation of RVSM in Baghdad and Kabul FIRs; – Follow-up/coordinate RVSM implementation/operations in adjacent regions. 	2009	ICAO, States, MID-RMA	<ul style="list-style-type: none"> – Increased airspace capacity and efficiency; – Reduced fuel consumption; – Reduced environmental impact. 	

DECISION SUPPORT AND IMPROVEMENT OF SITUATIONAL AWARENESS

GPI-9: SITUATIONAL AWARENESS
GPI-16: DECISION SUPPORT AND ALERTING SYSTEMS
GPI-17: DATA LINK APPLICATIONS
GPI-19: METEOROLOGICAL SYSTEMS

Strategic Objectives	Actions	Description/Tasks	Target Date	Initiated by	Benefits	Status
A, D	Implement an IFPS in the MID Region	<ul style="list-style-type: none"> -Develop a feasibility study; - Define the legal framework for the MID IFPS; - Commitment of States through the signature of MOU; - Agreement on a funding mechanism; - Implementation and operation of the MID IFPS 	2010	Bahrain, States, ICAO	<ul style="list-style-type: none"> - Reduce the number of occurrences of non-receipt of FPLs and associated ATS messages; - Improved planning and coordination between adjacent Centres; - Improved safety and efficiency. 	
A, D	Improve surveillance and air/ground data link services	<ul style="list-style-type: none"> - Implement ATS data link surveillance technologies, ADS-B, CPDLC, etc., where applicable ; - Exchange of radar data between adjacent Centres, - Implement automation in coordination tasks between adjacent Centres/Sectors 	2010	ICAO, States, Users	<ul style="list-style-type: none"> - Improvement in safety; - Reduced workload for both pilots and controllers; - Improved efficiency. 	

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ATTACHMENT 1

11A-6

A	Implement operations decision support and alerting systems	<ul style="list-style-type: none"> – Implement ground air electronic warnings, as needed for short and for long term conflict predictions: + ACAS II + MSAW + DAIW – Implement D-ATIS, where applicable. 	2009	ICAO, States	<ul style="list-style-type: none"> – Improved safety; – Reduction in risk of CFIT; 	
A	Provision of eTOD	<ul style="list-style-type: none"> – Promote the awareness about the requirements for the provision of electronic Terrain and Obstacle Data (eTOD); – Analyse eTOD requirements develop a common understanding of the requirements (needs in terms of data format, temporality, cross-border harmonisation, etc); – Develop a MID Region eTOD implementation strategy and action plan; – Harmonize, coordinate and support the eTOD implementation activities on a regional basis; – Provide eTOD. 	2009	ICAO, States	<ul style="list-style-type: none"> – Improved safety; – Reduction in risk of CFIT; 	
A, D	Provision of MET information	<ul style="list-style-type: none"> – Implement D-VOLMET, where applicable; – Provision of OPMET information from automated ground-based meteorological systems (automated low-level wind shear alerts and RWY wake vortex reports, hazardous weather phenomena). 	2010	States	<ul style="list-style-type: none"> – Improved safety; – Improved efficiency. 	

ENHANCEMENT OF MID STATES' TMA MANAGEMENT

- GPI-1: FLEXIBLE USE OF AIRSPACE**
GPI-5: RNAV AND RNP (PERFORMANCE-BASED NAVIGATION)
GPI- 8: COLLABORATIVE AIRSPACE DESIGN AND MANAGEMENT
GPI-10: TERMINAL AREA DESIGN AND MANAGEMENT
GPI-11: RNP AND RNAV STANDARD INSTRUMENT DEPARTURES (SIDS) AND STANDARD TERMINAL ARRIVALS (STARS)
GPI-12: FUNCTIONAL INTEGRATION OF GROUND SYSTEMS WITH AIRBORNE SYSTEMS
GPI-20: WGS-84
GPI-21: NAVIGATION SYSTEMS

Strategic Objectives	Actions	Description/Tasks	Target Date	Initiated by	Benefits	Status
A, C, D	Improve TMA capacity and efficiency	<ul style="list-style-type: none"> – Collaboration with users on TMA design and management; – Increased accommodation of user-preferred flight profiles; – Remove, as much as possible, permanent restricted airspace close to airports and carry out strategic coordination and dynamic interaction with the military to improve TMA capacity; – Finalize implementation of WGS-84; – Develop MID Region PBN Strategy; – Develop and implement optimized RNP and RNAV SIDs, STARS and approach procedures in accordance with the PBN concept, taking into consideration aircraft capabilities; – Develop and implement GNSS procedures for Non-Precision Approaches and approaches with vertical guidance (APV). 	2010	ICAO, States, Users	<ul style="list-style-type: none"> – Improvement in safety – Increased airspace capacity and efficiency; – Efficient flight trajectories; – Reduction in CFIT; – Reduced fuel consumption; – Reduced environmental impact. 	

Strategic Objectives	Actions	Description/Tasks	Target Date	Initiated by	Benefits	Status
C, D	Plan for the implementation of Continuous descent procedures and unrestricted climb departure procedures	<ul style="list-style-type: none"> – Enable optimal application of advanced technologies including FMS based arrival procedures; – Develop a plan for the implementation of continuous descent procedures; – Develop a plan for the implementation of unrestricted climb departure procedures. 	2011	States, Users, ICAO	<ul style="list-style-type: none"> – Efficient flight trajectories; – Increased airspace efficiency; – Reduced fuel consumption; – Reduced environmental impact. 	

ENHANCEMENT OF AERODROME INFRASTRUCTURE AND MANAGEMENT

GPI-13: AERODROME DESIGN AND MANAGEMENT
GPI-15: MATCH IMC AND VMC OPERATING CAPACITY

Strategic Objectives	Actions	Description/Tasks	Target Date	Initiated by	Benefits	Status
A, D	Implement collaborative aerodrome SARPs and safety management (13)	<ul style="list-style-type: none"> – 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 – Implement aerodrome ground infrastructure commensurate with operational expectations including operations of new larger aircrafts at existing aerodromes, – Implement, where warranted, precise surface guidance to and from a runway to improve capacity and efficiency, – Implement collaborative aerodrome operational procedures with ATM, ground services providers and associated operations support services – 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. – Implement advance surface movement guidance and control, associated procedures and implement electronic conflict alert systems, as required. – Implement safety management system at aerodromes 	2010	ICAO, States, Users	<ul style="list-style-type: none"> – Improvement in safety – more efficient use of aerodrome resources and ground handling – Increased aerodrome capacity and efficiency – allow minimal and precise ATFM measures to be applied – reduction in delays and higher predictability of flight schedules – increased ability to safely manoeuvre in all weather conditions 	

IMPROVEMENT OF STATE’S AERODROME OPERATIONS

GPI-14: RUNWAY OPERATIONS
GPI-15: MATCH IMC AND VMC OPERATING CAPACITY

Strategic Objectives	Actions	Description/Tasks	Target Date	Initiated by	Benefits	Status
A	Implement procedures and technologies to enhance the performance of runway operations and optimize runway capacity	<ul style="list-style-type: none"> – Undertake analysis to determine most favourable ATM factors and measures (procedures, management, etc) for runway capacity optimization – Establish collaborative bodies with ATM, aircraft operators and aerodrome operators for implementing plans and measures aimed at prevention of runway incursion – Develop and implement a runway physical characteristics maintenance programme – Implement, where warranted, precise surface guidance to and from a runway to improve capacity and efficiency 	2010	ICAO, States	<ul style="list-style-type: none"> – Improvement in safety – Reduction in runway incursion – reduce runway occupancy time and maximize runway capacity – Enhance the performance of runway operations – Increased aerodrome capacity and efficiency 	

**IMPROVEMENT OF THE QUALITY AND EFFICIENCY OF AERONAUTICAL INFORMATION SERVICES
 PROVIDED BY MID STATES**

GPI-18: AERONAUTICAL INFORMATION

Strategic Objectives	Actions	Description/Tasks	Target Date	Initiated by	Benefits	Status
A, D	Provide timely and quality assured aeronautical information to users	<ul style="list-style-type: none"> – Improve the compliance with the AIRAC system; – Advance posting of the AIRAC information on the web; – Use of email to enhance the communication between the AIS community in the MID Region; – Implement AIS automation in order to ensure availability, sharing and management of electronic aeronautical information; – Complete the implementation of Quality Management Systems (QMS); – Monitor implementation progress. 	2009	States, ICAO	<ul style="list-style-type: none"> – Improved safety; – Improved planning and management of flights; – Efficient use of airspace. 	

IMPLEMENTATION OF GNSS IN THE MID REGION

GPI-21: NAVIGATION SYSTEMS
GPI-23: AERONAUTICAL RADIO SPECTRUM

Strategic Objectives	Actions	Description/Tasks	Target Date	Action by	Benefits	Status
C, D	Implement GNSS	<ul style="list-style-type: none"> – Implement GNSS for En-route; – Implement GNSS for NPAs; – Carry out GNSS trials, demonstrations and test beds; – 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; – Monitor implementation progress. 	2010	ICAO, States	<ul style="list-style-type: none"> – Optimal use of advanced technologies; – Operational Efficiency; – Reduction in environmental impact. 	
A, D	Implement Radio Spectrum Management and processes to protect the aeronautical spectrum	<ul style="list-style-type: none"> – Ensure Regional coordination for the protection of the aviation spectrum at WRC2007, and beyond – Disseminate ICAO policy statements of requirements for aeronautical radio frequency spectrum; – Implement frequency spectrum management. 	2009	ICAO, States	<ul style="list-style-type: none"> – Assurance of aviation spectrum – Administer the use of the allocated aviation spectrum 	

IMPROVEMENT OF COMMUNICATION INFRASTRUCTURE

GPI-17: DATA LINK APPLICATIONS
GPI-22: COMMUNICATION INFRASTRUCTURE

Strategic Objectives	Actions	Description/Tasks	Target Date	Action by	Benefits	Status
A, D	Implement communication infrastructure to support voice and data communication	<ul style="list-style-type: none"> – Follow up on the implementation of the Aeronautical Fixed Services (AFS) – Follow up the implementation on voice communications – Migrate from AFTN/CIDIN to AMHS – Implement high speed digital circuits between main centres – Monitor the implementations – Follow up the developments in the Panels – Implement harmonally the appropriate developments. 	2010	ICAO, States	<ul style="list-style-type: none"> – Improved safety – Improvement in operational efficiency – Better coordination 	
D	Implementation of ATN in the MID region	<ul style="list-style-type: none"> – Develop Regional ATN Planning document – Review of ATN implementation problems and develop coordinated solutions – Develop ATN Operation procedures – Develop conformance procedures and check list for AMHS and ATN routers 	2010	ICAO, States	<ul style="list-style-type: none"> – Optimal usage of advanced technologies – Increase the use of the data – Better cost effective integrations – Easier in maintenance and operation 	

		<ul style="list-style-type: none"> – 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. 				
	Implement advanced technologies to support data link services	<ul style="list-style-type: none"> – Identify & implement selected, harmonized data links to ensure interoperability between States and Regions; – Implement available technologies in support of and to facilitate ground and airborne applications (CPDLC, ADS, D-ATIS) 	2010	ICAO, States	<ul style="list-style-type: none"> – Reduce work load for pilot and controllers – Seamless interoperable operation – Efficient linkage between ground and airborne systems 	
A,D	Implement MID VSAT network	<ul style="list-style-type: none"> – Identify States requirement; – Signature of MOU by concerned States; – Explore technical cooperation for establishing a mechanism for progress; – Harmonize the implementation of VSAT Network; – Monitor the implementation. 	2010	ICAO, States	<ul style="list-style-type: none"> – Eliminate many communication deficiencies thus Increase safety – Robust network – Easier development and management – Support new CNS/ATM technologies 	

NOTE:

- **GPI-3:** Harmonization of Level Systems: Not Applicable to the MID Region
- **GPI-6:** Air Traffic Flow Management: Not reflected

ATM/SAR/AIS SG/9
Report on Agenda Item 12

REPORT ON AGENDA ITEM 12: REVIEW OF AIR NAVIGATION DEFICIENCIES IN THE ATM/SAR AND AIS/MAP FIELDS

12.1 The meeting recalled that MIDANPIRG/10 noted that during the review of MIDANPIRG/9 report by the ICAO Council, it was agreed that the proposal to amend the form used for the identification, assessment and reporting of air navigation deficiencies would be taken into account by the Secretariat at the next revision of the methodology since more experience/feedback is needed from MID Region before global use. The meeting was of the view to continue using the amended form by MIDANPIRG subsidiary bodies as endorsed by MIDANPIRG/9 under Conclusion 9/61 in order to give more time to assess its effectiveness in defining reasons for non elimination of deficiencies in the MID Region.

12.2 The meeting noted that MIDANPIRG/10 developed Conclusion 10/77 related to the elimination of air navigation deficiencies as follows:

CONCLUSION 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);*
- 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).*

12.3 The meeting reviewed and updated the list of deficiencies in the ATM/SAR and AIS/MAP fields as at **Appendices 12A** and **12B** to the Report on Agenda Item 12.

ATM/SAR/AIS SG/9
Appendix 12A to the Report on Agenda Item 12

Deficiencies in the ATM 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 implementation Probably 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. 2.26	Afghanistan 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	Dec.2008	A

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

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APPENDIX 12A

12A-2

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. 2.28	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

Deficiencies in the ATM 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. 3/7 Cooperation 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	MID ANP Table ATS-1 Plan of ATS routes	Bahrain Iran Qatar	Segment MIDSI PIMAL of ATS route A453 not implemented	Dec, 1997	Initial direct alignment KISH—BAHRAIN was changed to pass via PIMAL. Still not yet implemented. Economic impact Not affecting safety (Alternative Route R219)	S	States to follow up	Bahrain Iran ICAO	Dec.2007	B
3	MID ANP Table ATS-1 Plan 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	Bahrain Qatar Saudi Arabia	Jun.2007	B

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

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APPENDIX 12A

12A-4

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
2	MID ANP Table ATS-1 Plan of ATS routes	Bahrain	ATS route B418 trajectory not implemented through King Fahd and PIMAL	Dec 2007	Route implemented in variance with ANP	S	States to continue negotiations with one another and military	Bahrain	Dec 2008	B
4	Annex 11 Para. 2.28		Development of contingency plan	Nov, 2006	Under development Agreement signed with 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 .2008	A

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the ATM 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. 3/7 Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Egypt issued regulation 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.2008	A
2	Annex 11 para. 2.26		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. 2.28		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	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 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. 3/7 Cooperation 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 neighbours to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Iran with neighboring States	Dec.2008	A
2	Annex 11 Para. 2.28		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	Jun.2008	A
3	Annex 11 para. 2.26		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.2008	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/UAE	Jun 2008	B

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

12A-7

Deficiencies in the ATM 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. 3/7 Cooperation 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	Implementation of G667 segment between Abadan and Kuwait is under negotiation with military side and with Iraq	S		Iraq Iran Kuwait	Jun.2008	B
3	Annex 11 para. 2.26		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.2008	A
4	Annex 11 Para. 2.28		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	Jun.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 Plan of ATS routes	Iraq	ATS route UP975 not implemented in the Baghdad and Damascus FIRs	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 routes	Iraq/Syria	Dec 2008	B
6	MID ANP Table ATS-1 Plan of ATS routes	Iraq	ATS route UL602 not implemented in the Baghdad and Damascus FIRs	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 routes	Iraq/Syria	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 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. 3/7 Cooperation between States in SAR	Israel 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	Israel with neighboring States	Dec.2008	A
2	MID ANP Table ATS-1 Plan of ATS routes	Israel Cyprus	ATS route B406 not implemented	Dec, 1997	No sections implemented 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. 2.28		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
4	Annex 11 para. 2.26		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

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the ATM 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 B412 not implemented	Dec, 1997	Most segments not implemented.Jordan ready to implement.- Only segment RBG - King Abdulaziz implemented	S	States to co-ordinate to finalize implementation-Realignment would be considered	Jordan, Syria ICAO to assist	Dec, 2008	B
2	MID ANP Table ATS-1Plan of ATS routes	Jordan Syria	ATS route G662 not implemented	Dec, 1997	Not implemented Damascus to Guriat	S	States to continue coordination to achieve implementation	Jordan , Syria	Dec, 2007	B
3	Annex 11 Para. 2.28		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	Dec .2008	A
4	Annex 11 para. 2.26		Implementation of ATS Safety Management	Nov, 2006	Work in progress	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

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the ATM 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. 3/7 Cooperation 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	Dec.2008	A
2	Annex 11 para. 2.26		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	Nov.2008	A
3	Annex 11 Para. 2.28		Development of contingency plan	Nov, 2006	Contingency Plan was signed with Bahrain and Iran. Work in progress 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. 2008	A

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the ATM 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. 3/7 Cooperation between States in SAR	Lebanon 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	Lebanon with neighboring States	Dec.2008	A
2	MID ANP Table ATS-1 Plan 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 Syria	Dec, 2007	B
3	Annex 11 Para. 2.28		Development of contingency plan	Nov, 2006		H O	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Lebanon	Dec.2008	A
4	Annex 11 para. 2.26		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.2008	A

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

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APPENDIX 12A

12A-14

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 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. 3/7 Cooperation 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.2008	A
2	Annex 11 Para. 2.28		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.2008	A

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the ATM 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. 3/7 Cooperation 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-1 Plan of ATS routes	Qatar-Saudi Arabia	ATS route A415 not implemented	Dec, 1997	Doha to King Khalid implemented at variance with the Plan - slightly longer Military restrictions Economic impact- Not affecting safety	S	Saudi Arabia and Qatar to continue negotiations to open this route.	Saudi Arabia Qatar	Dec, 2007	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	MID ANP Table ATS-1 Plan of ATS routes	Bahrain Iran Qatar	ATS route A453 not implemented	Dec, 1997	Initial direct alignment KISH – BAHRAIN was changed to pass via PIMAL. Still not yet implemented- Economic impact- Not affecting safety	S	States to follow-up	Bahrain Iran Qatar	Dec, 2007	B
4	MID ANP Table ATS-1 Plan 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	Bahrain Qatar Saudi Arabia	Dec, 2007	B
5	Annex 11 para. 2.26		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	Qatar	Jun.2008	A
6	Annex 11 Para. 2.28		Development of contingency plan	Nov, 2006	Work progressing; 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	Jun.2008	A

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the ATM 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. 3/7 Cooperation 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. 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-1 Plan 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	S	Saudi Arabia and Qatar to continue negotiations to open this route.	Saudi Arabia Qatar	Dec, 2008	B
3	Annex 11 para. 2.26		Implementation of ATS Safety Management	Nov, 2006	QMS Department established	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Saudi Arabia	Jun.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. 2.28		Development of contingency plan	Nov, 2006	A draft contingency plan not fully compliant with the agreed template has been developed.	H O	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Saudi Arabia	Dec.2008	A
5	MID ANP Table ATS-1		Segment METSA-AI SHIGAR of ATS Route B/UB 411 not implemented	Mar, 2007	Jordan and Saudi Arabia already approved the segment.	S		Saudi Arabia	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 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. 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 .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 ,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, 2007	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	Annex 11 Para. 2.28		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.2008	A
5	Annex 11 para. 2.26		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	Aug. 2008	A
6	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
7	MID ANP Table ATS-1 Plan of ATS routes	Iraq	ATS route UP975 not implemented in the Baghdad and Damascus FIRs	2003	Coordination between Iraq and Syria	S	States to negotiate with one another and coordinate opening of the routes	Iraq/Syria	Dec 2008	B
8	MID ANP Table ATS-1 Plan of ATS routes	Iraq	ATS route UL602 not implemented in the Baghdad and Damascus FIRs	2003	Coordination between Iraq and Syria	S	States to negotiate with one another and coordinate opening of the routes	Iraq/Syria	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 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. 3/7 Cooperation between States in SAR	UAE with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements. 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. 2.28		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	Annex 11 Para. 3.3.4.1		Non-provision of required data to the MID RMA	Nov, 2006		O	Need to provide the MID RMA with required data in order to enable it to discharge its functions and responsibilities	UAE MID RMA ICAO	Dec .2008	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/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 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. 3/7 Cooperation 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. 2.26		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. 2.28		Development of contingency plan	Nov, 2006		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

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

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Appendix 12B to the Report on Agenda Item 12

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	Dec, 2007	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, 2007	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, 2007	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, 2007	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, 2007	A
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, 2007	U

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

ATM/SAR/AIS SG/9 -REPORT
APPENDIX 12B

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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
7	ANNEX 15: Para 3.7.1		Implementation of WGS-84	Dec, 1997		F H O	Need to implement WGS-84	Afghanistan	Dec, 2007	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, 2007	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, 2007	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, 2007	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, 2007	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, 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

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

No Deficiencies Reported

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the AIS/MAP 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
No Deficiencies Reported									

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

12B-5

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, 2008	B
2	ANNEX 4: Para. 13.2		Non-production of Aerodrome/ Heliport Chart – ICAO	May, 1995		F H	Need to produce Aerodrome/ Heliport Chart – ICAO for all Int'l Aerodromes	Iran	Mar, 2007	A
3	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
4	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan, 2003	In progress	F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Iran	Dec, 2009	U
5	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	Dec, 2008	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, 2008	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	Iraq	Dec, 2008	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	Iraq	Dec, 2008	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, 2008	U
6	ANNEX 15: Para 3.7.1		Implementation of WGS-84	Dec, 1997		F H O	Need to implement WGS-84	Iraq	Dec, 2008	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 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, 2008	U
8	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, 2008	U
9	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
10	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
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, 2008	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, 2008	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, 2008	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	Dec, 2008	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

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 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	Kuwait	Aug, 2008	B
2	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, 2008	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-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	Lebanon	Dec, 2007	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, 2007	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, 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

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, 2007	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	Oman	Dec, 2007	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	Oman	Jun, 2008	A
4	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, 2008	A
5	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, 2008	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

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, 2007	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, 2007	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, 2007	A
4	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.	Qatar	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

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-production of World Aeronautical Chart – ICAO 1:1000 000	May, 1995		F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Saudi Arabia	Dec, 2008	B
2	ANNEX 4: Para. 7.2		Non-production of the Enroute Chart-ICAO	May, 1995		F O	Need to produce the Enroute Chart-ICAO	Saudi Arabia	Dec, 2008	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	Mar, 2008	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	Feb, 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
6	ANNEX 15 Para. 8.1		Establishment of AIS Aerodrome Units at International Airports	Nov, 2007		O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Saudi Arabia	Dec, 2008	A
7	ANNEX 15: Para. 3.6.5		Lack of AIS automation	Nov, 2007		O	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	Saudi Arabia	Mar, 2008	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	Jun, 2008	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	Syria	Jun, 2008	B
3	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	Syria	Jun, 2008	B
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.	Syria	Jun, 2008	U
5	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	Feb, 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
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	Dec, 2008	U
7	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	Apr, 2008	U
8	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	Dec, 2007	A
9	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, 2008	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		O	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	UAE	Dec, 2008	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

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-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	Yemen	Dec, 2007	B
3	ANNEX 4: Para. 7.2		Non-production of 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-production of 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

ATM/SAR/AIS SG/9 -REPORT
APPENDIX 12B

12B-20

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

ATM/SAR/AIS SG/9
Report on Agenda Item 13

REPORT ON AGENDA ITEM 13: FUTURE WORK PROGRAMME

13.1 The meeting recalled that with a view to increase the efficiency of MIDANPIRG and considering the new regional planning methodologies precipitated by the Global Plan and ICAO Business Planning requirements, MIDANPIRG/10 endorsed a revised version of the MIDANPIRG Procedural Handbook, which includes, inter-alia, updated version of the MIDANPIRG Subsidiary Bodies Terms of Reference.

13.2 Taking into consideration the status of implementation of RVSM and PBN in the MID Region and considering the proposal to have a dedicated Task Force for PBN issues, the meeting reviewed and updated the TOR of the ATM/SAR/AIS Sub Group as at **Appendix 13A** to the Report on Agenda Item 13 and agreed to the following Draft Decision:

DRAFT DECISION 9/18: REVISED TOR OF THE ATM/SAR/AIS SUB-GROUP

*That, the Terms of Reference and Work Programme of the ATM/SAR/AIS Sub-Group be updated as at **Appendix 13A** to the Report on Agenda Item 13.*

13.3 In accordance with the MIDANPIRG Procedural Handbook and taking into consideration the work programme of the Sub Group and its subsidiary bodies (RVSM/PBN TF and AIS/MAP TF), the meeting agreed that the ATM/SAR/AIS SG/10 meeting be held in the fourth Quarter of 2008. The venue will be Cairo, unless a State is willing to host the meeting.

13.4 In accordance with the ICAO Business plan and the requirements for performance monitoring, the meeting developed a follow-up action plan as at **Appendix 13B** to the Report on Agenda Item 13.

ATM/SAR/AIS SG/9
 Appendix 13A to the Report on Agenda Item 13

DRAFT FOLLOW-UP ACTION PLAN

DRAFT CONC/DEC NO. --- STRATEGIC OBJECTIVE	TITLE OF CONCLUSION/ DECISION	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
Conc 9/1	Amendment and editorial changes in the Basic ANP Table ATS-1					
Dec 9/2	Establishment of the MID ATS Route Network Task Force (ARN TF)					
Conc 9/3	Air Traffic Flow Management Seminar (ATFM) Seminar					
Dec 9/4	Revised Terms of Reference of the Study Group					
Dec 9/5	List of tasks for the SSR Code Allocation Study Group					
Conc 9/6	Measures to address non-System SSR code Allocation Problems					

DRAFT CONC/DEC NO. --- STRATEGIC OBJECTIVE	TITLE OF CONCLUSION/ DECISION	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
Conc 9/7	Application of Originating Region Code Assignment Method (ORCAM) in the MID Region					
Conc 9/8	Interaction with States					
Conc 9/9	Search and Rescue (SAR) Agreements					
Dec 9/10	Reassignment of RVSM and PBN Functions					
Conc 9/11	Strategy/Roadmap for the Global Transition from AIS to AIM		Follow up the Conclusion with ICAO HQ	ICAO International Organizations States	Establishment of an AIM multi-disciplinary group AIM Global strategy/roadmap AIM SARPs	TBD
Conc 9/12	Pre-requisites for the Transition to AIM		Follow up with concerned States	ICAO States	State Letter Current Annex 15 SARP implemented	Mar. 2008 TBD
Dec 9/13	Planning for the Transition from AIS to AIM		Update the Work Programme of the AIS/MAP Task Force	AIS/MAP TF/4	Updated Work Programme Action Plan for the transition to AIM	Feb. 2008 TBD

ATM/SAR/AIS SG/9
 Appendix 13A to the Report on Agenda Item 13

DRAFT CONC/DEC NO. --- STRATEGIC OBJECTIVE	TITLE OF CONCLUSION/ DECISION	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
Conc 9/14 - A	Survey on the Implementation of eTOD in the MID Region	<p>That, with a view to obtain information from MID States regarding their Action Plan/Roadmap for the implementation of eTOD, the difficulties they might have encountered to expedite the implementation and meet the applicability dates specified in Annex 15 ,</p> <p>a) the questionnaire at Appendix 4B to the Report on Agenda Item 4, be used for a survey on the implementation of eTOD in the MID Region;</p> <p>b) States send their replies to the questionnaire to the ICAO MID Regional Office, prior to 1 November 2007, specifying clearly if they would encounter any difficulty to comply with the dates of applicability; and</p> <p>c) The results of the survey should serve as a basis for the development/update of the MID Region eTOD implementation Strategy/Action Plan.</p>	Carry out survey and analyze results	ICAO States	State Letter States' replies MID Region eTOD implementation Strategy/Action Plan updated	Jul 2007 Jan 2008 Mar 2008
Conc 9/15 - A	MID Region eTOD Implementation Strategy	That, the MID Region eTOD implementation Strategy is adopted as at Appendix 4C to the Report on Agenda Item 4.	Implementation of Strategy	ICAO States eTOD WG AIS/MAP TF	Feedback from States	Feb 2008

ATM/SAR/AIS SG/9 -REPORT
APPENDIX 13A

13A-4

DRAFT CONC/DEC NO. --- STRATEGIC OBJECTIVE	TITLE OF CONCLUSION/ DECISION	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
Conc 9/16 - A	Draft FASID Table related to eTOD	That, ICAO consider to include the Draft FASID Table at Appendix 5A to the Report on Agenda Item 5 into the MID FASID, Part VIII (AIS), with necessary amendments, as appropriate.	Endorsement of the Table by MIDANPIRG	ICAO	MIDANPIRG/11 report Amendment proposal to the MID FASID	Feb 2009 Mar 2009
Dec 9/17 - A	Terms of Reference of the eTOD Working Group	That, the Terms of Reference of the eTOD Working Group be updated as at Appendix 6A to the Report on Agenda Item 6.	Follow up the work programme	AIS/MAP TF	Report of AIS/MAP TF/4	Mar 2008
Dec 9/18	Revised TOR of the ATM/SAR/AIS Sub Group		Follow up the work programme	ATM/SAR/AIS Sub Group MIDANPIRG	Report of the ATM/SAR/AIS SG/10 meeting	Dec 2008

ATM/SAR/AIS SG/9
Report on Agenda Item 14

REPORT ON AGENDA ITEM 14: ANY OTHER BUSINESS

14.1 The meeting noted that the MIDANPIRG/10 in April 2007, in support of the implementation of the ICAO language proficiency and other provisions related to radiotelephony communication, adopted Conclusions 10/46: *ICAO Language Proficiency* and 10/47: *Use of the English Language and Standard ICAO Phraseology*.

14.2 The meeting noted also that as a follow up to implementation of ICAO provisions regarding language proficiency, the 36th Session of the ICAO General Assembly considered several inputs from the Council, States and international organizations. The General Assembly considered, *inter alia*, 5 March 2008 applicability date for Annex 1 Language Proficiency Requirements (LPR), noted that implementation was resource intensive, and that since the language proficiency provisions had become effective, several States had invested considerable resources and efforts to comply with the provisions by 5 March 2008.

14.3 The Assembly noted furthermore, that while some States may not be compliant by March 2008, the applicability date establishes a milestone that helps to retain the focus required to implement the safety Standards related to language proficiency as soon as practicable.

14.4 The Sub-Group noted that based on the above, the 36th Session of the General Assembly adopted Resolution A36-11: *Proficiency in the English Language used for radiotelephony*, to supersede Resolution A32-16. In particular, that Resolution A36-11, *inter alia*, makes accommodation for States that may not be in a position to comply by the said applicability date of 5 March 2008.

14.5 The meeting was also informed that a Language Proficiency Requirements Workshop is planned from 28 to 31 January 2008 and would be hosted by UAE at the Office of the General Civil Aviation Authority (GCAA) in Dubai.

14.6 The meeting noted that the Secretary General had sent State Letter 12/44.6-07/68 dated 26 October 2007 which is reproduced as **Appendix 14A** to the Report on Agenda Item 14, bringing to the attention of States, Assembly Resolution A36-11 and information regarding the assistance provided by ICAO, in particular, workshops aimed at assisting States with the development of implementation plans to meet the ICAO provisions.

14.7 IATA presented to the meeting a proposal regarding Extended range Twin-engine Operations (ETOPS) 75 for operations over the Indian Ocean (Muscat and Mumbai FIRs) and encouraged States to develop regulations for ETOPS 75 in order to enable operators to fly shorter routes. In this respect, the FAA Circular 120-42 was recommended for guidance material.

14.8 The meeting was informed about the tentative schedule of meetings, workshops and other activities that will be organized by the MID Office in 2008.

ATM/SAR/AIS SG/9
Attachment A to the Report

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