



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE FIRST MEETING OF
THE MIDDLE EAST AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP
STEERING GROUP**

MSG/1

(Dubai, UAE 1-3 July 2008)

The views expressed in this Report should be taken as those of the MIDANPIRG Steering 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

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PART I: HISTORY OF THE MEETING

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History of the Meeting

PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The First Meeting of the MIDANPIRG Steering Group was held at the Intercontinental Hotel Festival City, Dubai, UAE from 1 to 3 July 2008.

2. OPENING

2.1 The meeting was opened by Mr. Mohamed Khonji, Regional Director, ICAO Middle East Office, who extended a warm welcome to all participants. He expressed his gratitude and appreciation to UAE for hosting the MSG/1 meeting and for the generous hospitality and all the arrangements made for the ICAO staff and all participants. He pointed out that UAE has always been supporting the MIDANPIRG and ICAO Middle East Regional Office activities and played an important and positive role in the MID Region. Mr. Khonji congratulated H.E. Mr. Saif Mohammed Al-Suwaidi for his appointment as Director General of the GCAA and asked the UAE representatives to convey to him his thanks and warm regards. He also congratulated UAE for joining the MID RMA.

2.2 Mr. Khonji highlighted that MSG is being more formal with established TOR compared to those days when it was MMS and accordingly, more action oriented and outcome is required. He mentioned briefly the main tasks and work to be carried out by the meeting

2.3 Finally, Mr. Khonji thanked all States for their presence and wished the meeting every success in its deliberations.

3. ATTENDANCE

3.1 The meeting was attended by a total of (18) participants from six (6) MID Region States (Bahrain, Egypt, Iran, Oman, Saudi Arabia and United Arab Emirates). The list of participants is at **Attachment A**.

4. OFFICERS AND SECRETARIAT

4.1 The meeting was chaired by Mr. Abdullah N. Al-Harthy, from Oman, Chairman of MIDANPIRG.

4.2 Mr. Mohamed R. M. Khonji, ICAO Middle East Regional Director acted as the Secretary of the Meeting, assisted by the following ICAO MID Regional Officers:

- | | |
|--------------------|---|
| Mr. Jehad Faqir | - Deputy Regional Director |
| Mr. Mohamed Smaoui | - Regional Officer, Aeronautical Information and Charts/Meteorology |
| Mr. Raza Gulam | - Regional Officer, Communications, Navigation and Surveillance |

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5. LANGUAGE

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

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the provisional agenda

Agenda Item 2: Follow-up on the outcome of MIDANPIRG/10 Meeting

Agenda Item 3: Global, Inter and Intra-Regional Activities

Agenda Item 4: Increasing the Efficiency of MIDANPIRG

Agenda Item 5: Regional Air Navigation Planning and Implementation Issues

Agenda Item 6: Air Navigation Deficiencies

Agenda Item 7: Future Work Programme

Agenda Item 8: Any other business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The MIDANPIRG records its actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States, or on which further action will be initiated by the Secretary in accordance with established procedures; and
- b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its Sub-Groups

8. LIST OF CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 1/1: FOLLOW UP ON MIDANPIRG CONCLUSIONS AND DECISIONS

DRAFT DECISION 1/2: REVISED MIDANPIRG ORGANIZATIONAL STRUCTURE

DRAFT CONCLUSION 1/3: INCREASING THE EFFICIENCY OF MIDANPIRG

DRAFT CONCLUSION 1/4: IMPROVING THE EFFICIENCY OF THE ICAO MID FORUM

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- DRAFT DECISION 1/5: DISCONTINUATION OF THE RVSM/PBN AND GNSS TASK FORCES AND ESTABLISHMENT OF THE PBN/GNSS TASK FORCE*
- DRAFT CONCLUSION 1/6: PAYMENT OF ARREARS TO THE MID RMA*
- DRAFT CONCLUSION 1/7: REQUIREMENTS FOR PROVISION OF DATA TO THE MID RMA FOR THE DEVELOPMENT OF THE RVSM SMR-2008*
- DRAFT CONCLUSION 1/8: COMPLETION OF THE MID VSAT PROJECT*
- DRAFT DECISION 1/9: REVISED TERMS OF REFERENCE OF MSG*

PART II: REPORT ON AGENDA ITEMS

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Report on Agenda Item 1

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

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

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Report on Agenda Item 2

REPORT ON AGENDA ITEM 2: FOLLOW-UP ON THE OUTCOME OF MIDANPIRG/10 MEETING**2.1 REVIEW OF ACTION TAKEN BY THE ANC AND THE COUNCIL
ON THE REPORT OF MIDANPIRG/10**

2.1.1 The meeting noted the outcome and action taken by the ANC and Council of ICAO on the report of MIDANPIRG/10 meeting and that ANC has developed an action plan which lists follow-up tasks to be initiated on specific conclusions and the assigned responsibilities. Out of 84 outputs, 8 outputs (Conclusions 10/7, 10/21, 10/50, 10/52, 10/53, 10/60, 10/71 and 10/83) called for action specifically by Headquarters and resulted in activities that would involve further development of requisite provisions and guidance.

2.2 REVIEW STATUS OF MIDANPIRG/10 CONCLUSIONS AND DECISIONS

2.2.1 The meeting was presented with the list of Conclusions and Decisions developed by MIDANPIRG/10 and noted the follow up actions taken by the secretariat and other parties concerned with regards to these Conclusions and Decisions.

2.2.2 The meeting recalled that MIDANPIRG/10 meeting based on the outcome of the MMS/3 meeting raised concern about the number of MIDANPIRG Conclusions/Decisions and noted that the review of these Conclusions/Decisions consumes a lot of time. Accordingly, MIDANPIRG/10 agreed that each MIDANPIRG subsidiary body should review the MIDANPIRG Conclusions/Decisions related to its Terms of Reference (TOR) and decide whether to maintain, remove or replace these Conclusions/Decisions with more up-to-date ones.

2.2.3 The meeting recalled that MIDANPIRG/9 meeting was presented with the list of outstanding Conclusions and Decisions emanating from MIDANPIRG 5, 6, 7 and 8 meetings and endorsed a list of consolidated Conclusions/Decisions as MIDANPIRG/9 Conclusions/Decisions. Accordingly, the meeting agreed that those MIDANPIRG/10 Conclusions/Decisions which were considered current by the appropriate MIDANPIRG subsidiary body should be presented to MIDANPIRG/11 for endorsement as a MIDANPIRG/11 Conclusions/Decisions (with new numbers i.e. Conclusion 11/XX). However, the meeting agreed that, in accordance with the ICAO Business plan and the requirements for performance monitoring, the MIDANPIRG Conclusions/Decisions and associated follow-up action plan should be formulated with clear tasks, specific deliverables and defined target dates. The meeting was also of view that those Conclusions/Decisions which are of general nature and whose status of implementation would be "Ongoing" for many years are more suitable for inclusion in Handbooks, Manuals, Guidelines, etc, as appropriate.

2.2.4 The meeting noted with appreciation that the majority of tasks which were assigned to ICAO as a follow up to MIDANPIRG/10 Conclusions/Decisions were carried out and the required deliverables were delivered within the defined target dates. However, concern was raised regarding those tasks assigned to States. In this regard, the meeting noted that the feedback from States related to the status of implementation of ICAO SARPs, ANP provisions, action plan for the elimination of air navigation deficiencies, etc, is far from expectations. It was also highlighted that the level of States' replies to the ICAO MID Office State Letters and surveys/questionnaires was very low and that, States should participate more actively in the work of the different MIDANPIRG subsidiary bodies meetings, by presenting WPs/IPs reflecting the status of implementation of the different ICAO and MIDANPIRG requirements and proposing ways and means for improving the overall safety and efficiency of air navigation in the MID Region.

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Report on Agenda Item 2

2.2.5 Based on the above the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 1/1: FOLLOW UP ON MIDANPIRG CONCLUSIONS AND DECISIONS

That:

- a) States send their updates related to the MIDANPIRG follow up action plan to the ICAO MID Regional Office on regular basis (at least once every six months);*
- b) the MIDANPIRG subsidiary bodies review the appropriate actions/tasks of the MIDANPIRG follow up action plan and undertake necessary updates based on the feedback from States; and*
- c) ICAO MID Regional Office post the MIDANPIRG follow up action plan on the ICAO MID website and ensure that it is maintained up-to-date.*

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

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Report on Agenda Item 3

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

3.1 The meeting was presented with a list of the development at the present time of the tasks on the resolutions and decisions of the 36th General Assembly in the technical commission field. The meeting noted that action was of a preliminary nature and will require further action by the Council, the Air Navigation Commission and/or the Standing Committees of the Council at a later date. The meeting agreed to keep follow-up on the assembly resolutions.

3.2 The meeting also was briefed regarding the Comprehensive Regional Implementation Plan for Aviation Safety in Africa as well as the AFI Special RAN Meeting which will be held in Durban, South Africa from 24 to 29 November 2008. The meeting was informed that MID Regional Office will be represented at the AFI RAN meeting by the Regional Director and Regional Officer ATM.

3.3 The meeting noted the information paper presented by Saudi Arabia covering the ACAC Air Navigation Commission strategy which was endorsed by the 11th General Assembly meeting of ACAC held in Tripoli, Libya on 12-13 May 2008, and was of view that this has to be presented as a WP to the next CNS/ATM/IC SG/4 meeting

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Report on Agenda Item 4

REPORT ON AGENDA ITEM 4: INCREASING THE EFFICIENCY OF MIDANPIRG

4.1 The meeting was informed about the developments and actions undertaken to increase the efficiency and effectiveness of ICAO including the Regional Air Navigation Planning and Implementation Groups (PIRGs).

4.2 The meeting recalled that the Air Navigation Commission (ANC) agreed that PIRGs are primarily responsible for the development and maintenance of regional air navigation plans as well as the identification and resolution of air navigation deficiencies. It was noted that PIRGs are a planning and coordination mechanism and that, while implementation is the responsibility of States, PIRGs could play a significant role in supporting the implementation of SARPs.

4.3 The meeting noted that in February 2006, the ICAO Council agreed that it was time to reconsider the format and method of processing the ANC reports, as well as the terms of reference of the PIRGs, and that a report be presented on this subject to the Council. During the review by the ad-hoc working group that was established by the ANC, it was agreed that the terms of reference of PIRGs are current. Nevertheless, the ad-hoc working group suggested certain measures to increase the efficiency of PIRGs, such as the participation of ANB experts in the work of sub-groups, and to open the membership of PIRGs to all respective accredited States. It was also agreed that security matters require a different type of expertise and can best be handled through other coordination processes. It was recognized that PIRGs deal with safety issues within the context of air navigation planning matters and identified deficiencies, and should continue to do so.

4.4 In terms of the format of the PIRG reports, as these reports are developed essentially to serve the needs of the States, no change was recommended. With regard to reporting to the Council on PIRG reports, it was agreed that a consolidated report to the Council, containing the ANC analysis of the regional air navigation developments and the status of the resolution of air navigation deficiencies be presented annually.

Terms of Reference of PIRGs

4.5 The meeting noted that the possibility of expanding the mandate of PIRGs to cover the broader Strategic Objectives was examined by the ANC and the Council and it was concluded that the focus of PIRGs should remain on air navigation issues. It was noted in this regard that any expansion requires more technical and human resources from both ICAO and States, which results in lengthier meetings; calls for attendance of a greater number of participants per delegation; and also results in duplication of efforts, thereby decreasing productivity. It was noted also that security related items should not be included in the work programme of PIRGs and that the terms of reference of GREPECAS and APIRG should be amended accordingly.

4.6 Regarding the inclusion of Flight Safety in the work programme of PIRGs, the meeting noted that it was agreed that the involvement of PIRGs in flight safety issues is not feasible in the current regional air navigation planning structure and that PIRGs should continue to concentrate their efforts, at this time, on air navigation issues.

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4.7 Referring to environmental matters, the meeting noted that the ANC agreed that PIRGs address the environmental benefits of CNS/ATM systems within the context of the ATM operational concept and endorsed this approach.

Membership of PIRGs

4.8 With regard to the membership of PIRGs, the meeting noted that the ANC agreed initially that all States to which the Regional Office is accredited and are provider of services in that air navigation region will be members of that Regional Office's PIRG. Additionally, those States, which are users of services but not accredited to that Regional Office are encouraged to participate in that PIRG meeting. The purpose of the amendment to the said membership was to treat all States equally and to avoid seeking the approval of the President of the Council each time a change in membership occurs. However, in the implementation of this amendment to the membership of PIRGs, some difficulties were encountered in terms of role of States in the development of Regional Air Navigation Plans (ANPs). Taking into account the fact that PIRG membership should encompass the development of the respective ANP, the following revision to the text related to the membership of PIRGs was endorsed by the Council:

“agreed that all ICAO Contracting States, ~~to which a Regional Office was accredited~~ who are service providers in an air navigation region and part of that region's ANP, should be included in the membership of that ~~Regional Office's~~ Region's PIRG. Furthermore, user States are entitled to participate in any other PIRG meetings as a non-member. International organizations recognized by the Council may be invited as necessary to attend as observers to the PIRG meetings.” (deletion is shown by strikethrough and new text is indicated in bold).

4.9 Based on the above, the meeting noted that with regard to increasing the efficiency of PIRGs, the ICAO Council:

- a) agreed that the ANC should present, on an annual basis, a consolidated report to the Council containing the Commission's analysis of regional air navigation developments and the status of the resolution of air navigation deficiencies, as well as an indication of the value added from the PIRGs' activities;
- b) while agreeing to retain, for the time being, the TOR of PIRGs, except those of APIRG and GREPECAS, which should be amended to exclude security matters, requested that the ANC study the merit of the PIRGs;
- c) agreed that all ICAO Contracting States, who are service providers in an air navigation region and part of that region's ANP, should be included in the membership of that Region's PIRG. Furthermore, user States are entitled to participate in any other PIRG meetings as a non-member. International organizations recognized by the Council may be invited as necessary to attend as observers to the PIRG meetings; and

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- d) requested that ANC present, in due course, a report to the Council regarding the development of new structures to coordinate Business Plan implementation activities related to safety, security and environmental subjects, as well as the outcome of its further review of the mandate and TOR of the PIRGs pursuant to sub-paragraph b) above.

4.10 The meeting noted that consequent to the decision of the Council, the Air Navigation Commission has initiated further study on merits of PIRGs and development of new structures to coordinate Business Plan implementation activities related to safety, security and environmental subjects. Accordingly MIDANPIRG membership will consist of the 15 States included in the MID Air Navigation Plan (ANP)

MIDANPIRG Organizational Structure

4.11 The meeting recalled that MIDANPIRG/10, under Decision 10/2, and with a view to increase the efficiency of MIDANPIRG, agreed to an update to the MIDANPIRG Organizational structure.

4.12 The meeting noted that the ATM/SAR/AIS SG/9 meeting, taking into consideration the status of implementation of RVSM in the MID Region and the significant amount of necessary planning and implementation work related to PBN, 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.

4.13 Taking into consideration the strong and increasing relationship between GNSS and PBN implementation, the meeting agreed with the ATM/SAR/AIS SG/9, RVSM/PBN TF/1 and GNSS TF/7 meetings that merging the GNSS and PBN Task Forces would increase the efficiency of MIDANPIRG.

4.14 The meeting noted also that, in order to adequately address MIDANPIRG/10 requirements related to the review of the MID ATS route network, the ATM/SAR/AIS SG/9 meeting, under Draft Decision 9/2, agreed to the establishment of the MID ATS Route Network Task Force.

4.15 Based on the above, the meeting agreed to the revised MIDANPIRG Organizational structure at **Appendix 4A** to the Report on Agenda Item 4 and developed the following Draft Decision:

DRAFT DECISION 1/2: REVISED MIDANPIRG ORGANIZATIONAL STRUCTURE

*That, with a view to increase MIDANPIRG efficiency, MIDANPIRG Organizational Structure be updated as at **Appendix 4A** to the Report on Agenda Item 4.*

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MIDANPIRG Procedural Handbook

4.16 The meeting recalled that MIDANPIRG/10, under Decision 10/6, adopted the revised version of MIDANPIRG Procedural Handbook (Third Edition dated April 2007). It was noted that the changes introduced in the Third Edition of the MIDANPIRG Procedural Handbook were minimal and included mainly:

- the establishment of the MIDANPIRG Steering Group (MSG) and its Terms of Reference;
- updates to MIDANPIRG Subsidiary Bodies Terms of Reference;
- MIDANPIRG and its Subsidiary Body Chairpersons' election;
- documentation; and
- MIDANPIRG Organizational Structure.

4.17 In considering, the changes to the membership of MIDANPIRG and the proposed update to its Organizational structure, the meeting noted that it has become deemed necessary to amend the Procedural Handbook. The meeting agreed that pages requiring amendments be presented to MIDANPIRG/11 for approval.

Improving communication between ICAO MID Regional Office and States

4.18 The meeting was apprised of the difficulty facing the ICAO MID Regional Office with regard to communication with States. In accordance with MIDANPIRG/10 Decision 10/4, the primary means of communication used by the ICAO MID Regional Office are electronic i.e. e-mails, website and MID Forum. However, some times and on ad-hoc basis, the fax is used to overcome the difficulties of communication by e-mail or upon request from States, which has an effect on MIDANPIRG efficiency.

4.19 With regard to the above, the meeting noted that the level of participation of some States in the meetings of MIDANPIRG subsidiary bodies and MID office activities (Seminars and Workshops) has been irregular and sometimes low as reflected in **Appendices 4B** and **4C** to the Report on Agenda Item 4. Furthermore, responses from States to confirm attendance were not received in a timely manner. Consequently, follow-up reminders to State Letters had to be sent, almost systematically, and occasionally follow-up by telephone was carried out to seek confirmation of attendance of States to allow enough time for Go/No Go decision to hold or postpone the meeting/activity.

4.20 The meeting was further informed that the ICAO MID Regional Office sent State Letter Ref.: ME 3/56-104 dated 20 March 2008 attached as **Appendix 4D** to the Report on Agenda Item 4, related to the low level of participation by MID States in the ICAO MID Regional Office meetings/activities and the reduction of hard copy documentation, with a questionnaire on the subject with a view to improve the efficiency of MIDANPIRG and its subsidiary bodies.

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4.21 The meeting agreed that in order to streamline the process of communication between the ICAO MID Regional Office and States, an official person in the civil aviation administration be appointed in each States as an ICAO-Focal Point Person (ICAO-FPP). The ICAO-FPP would be copied on all ICAO MID Regional Office correspondences related to MIDANPIRG and other technical activities and would be responsible for the internal distribution and follow-up within his/her civil aviation administration. It was agreed that ICAO-FPP would not be dedicated resource but this task will be added to an existing executive person in the civil aviation administration. The meeting emphasized that the Head of State Civil Aviation (DGCA) remains the official contact for all communication between ICAO MID Regional Office and the State.

4.22 The meeting considering the diversity of civil aviation activities and taking into account the organization of the civil aviation system within States that have separate administrations for airports, MET, training, air transport, etc. suggested to the States the possibility of appointing additional focal points covering other technical areas. The meeting was of the opinion that the appointment of specific focal points would facilitate the communication between the ICAO Regional Officers directly with their counterparts' in the civil aviation administrations. It was highlighted in this regard that one person could be appointed as a focal point for more than one technical area. Furthermore, it was emphasized that communication with the appointed focal point(s) would be mainly through emails and accordingly, the FPP(s) should have a valid email address with regular access to the internet.

4.23 Based on the above, the meeting reviewed the form which would be sent to States for the appointment of focal points as at **Appendix 4E** to the Report on Agenda Item 4 and agreed to the following Draft Conclusion:

DRAFT CONCLUSION I/3: INCREASING THE EFFICIENCY OF MIDANPIRG

That, with a view to increase the efficiency of MIDANPIRG:

- a) *States appoint an ICAO Focal Point Person(s) (ICAO-FPP) using the form at **Appendix 4E** to the Report on Agenda Item 4; who would:*
 - i) *ensure the internal distribution of all ICAO MID Office correspondences related to MIDANPIRG activities and the follow-up within civil aviation administration;*
 - ii) *follow up the ICAO MID Office postings of tentative schedule of meetings, MIDANPIRG follow up action plan, State Letters, working/information papers, reports of meetings, etc, on both the ICAO MID website and the MID Forum; and*
 - iii) *ensure that required action and replies are communicated to ICAO MID Regional Office by the specified target dates.*
- b) *ICAO MID Regional Office copy all correspondences related to MIDANPIRG activities to the designated ICAO-FPP as appropriate.*

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4.24 The meeting further agreed that the participants of the subsidiary MIDANPIRG meetings will bring with them the latest updated follow-up action plan of the previous meeting concerning their States.

MID Forum

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

4.26 The meeting noted that the MMS/3 meeting held in Jeddah, 4-6 September 2006, recalled that the main goal of the MID Forum was to offer MID States easy and prompt access to information related to MID Office meetings in the different technical fields. The forum was created to provide an effective collaboration tool to boost communication and information sharing among MID States through the internet. However, the meeting noted with concern that the main goal of the forum and which differentiates it from a normal website has not yet been achieved. Despite providing continuous encouragement, training, and a unique access code to MID States, the forum has been acting exactly as a normal website, where users login to either view or download documents posted by MID Office.

4.27 The meeting recalled that the MMS/3 meeting raised concern about the financial support to the MID Forum and recognized that, taking into consideration the new ICAO Business Planning and Project Management techniques requirements, more effective use of this facility would be of interest to the Region. Accordingly, Bahrain offered to continue supporting the MID Forum.

4.28 The meeting noted that the AIS/MAP TF/4 meeting held in Cairo 19-21 February 2008 recalled that MIDANPIRG/10, under Conclusion 10/51, invited States to arrange for advance posting of AIRAC information on the web before dissemination of the official hardcopies of the AIP Amendments/Supplements. However, the meeting noted that very low progress has been achieved in this regard. In connection with the above, the meeting was of view that the ICAO MID Forum could be used by States for the posting of AIS publications, especially the AIRAC information. Accordingly, the AIS/MAP TF/4 meeting, under Draft Conclusion 4/1 invited the ICAO MID Regional Office, in coordination with Bahrain, to investigate such possibility.

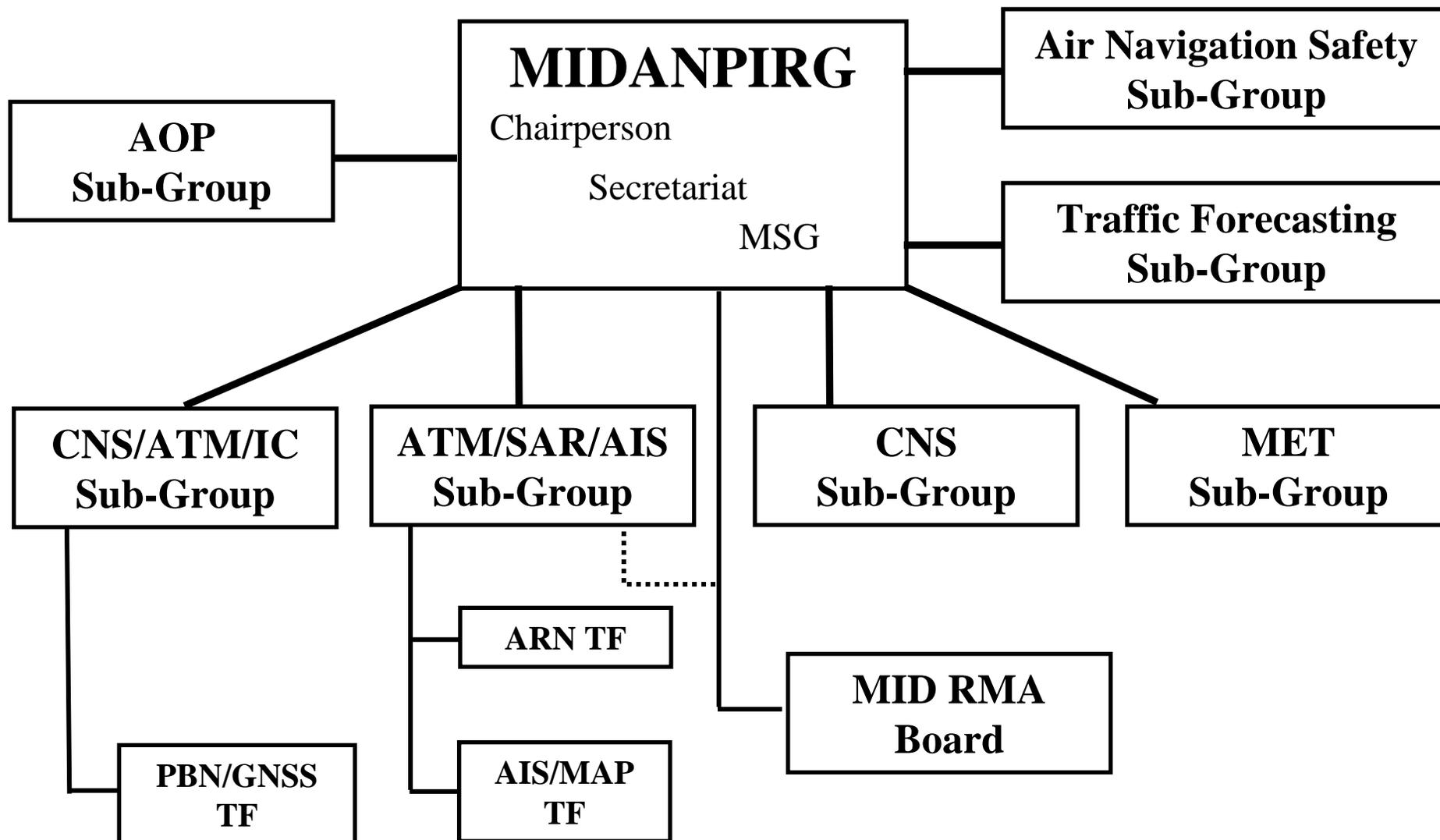
4.29 Based on the above, the meeting supported the proposal of the AIS/MAP TF/4 meeting and agreed to the following Draft Conclusion:

DRAFT CONCLUSION 1/4: IMPROVING THE EFFICIENCY OF THE ICAO MID FORUM

That, Bahrain in coordination with ICAO:

- a) explore ways and means for improving the efficiency of the ICAO MID Forum; and*
- b) investigate the possibility of using the ICAO MID Forum for the posting of AIS publications by States.*

MIDANPIRG Organizational Structure



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Appendix 4B to the Report on Agenda Item 4

**FREQUENCY OF STATES' ATTENDANCE 2007
ICAO MID REGIONAL OFFICE MEETINGS**

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

*Cyprus,Libya,Pakistan and Sudan not included in MID ANP

0= no participation

x=participation not mandatory

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Appendix 4C to the Report on Agenda Item 4

**FREQUENCY OF STATES' ATTENDANCE FIRST HALF 2008
ICAO MID REGIONAL OFFICE MEETINGS**

States	Language Proficiency W/S (DXB)	AIS/ MAP TF/4	SSRCA SG/2	RVSM/P BN TF/1	MID RMA/6	GNSS TF/7	AEP Seminar	SAR/Civil Military Coord. Seminar	Special Baghdad FIR	MET SG/1	Sub Total
Afghanistan	0	0	x	0	x	0	0	0	x	0	0
Bahrain	1	3	x	2	5	2	3	3	3	1	23
Cyprus							4	2			6
Egypt	3	8	6	0	2	9	15	7	x	6	50
Iran	0	2	2	2	2	0	0	8	8	0	27
Iraq	0	4	x	0	x	4	3	1	6	0	18
Israel	0	0	x	1	x	0	0	0	x		1
Jordan	0	2	x	14	7	2	0	2	2	1	30
Kuwait	5	4	x	3	3	5	2	4	5	4	35
Lebanon	0	0	x	0	2	0	1	0	x	0	3
Libya							3				3
Oman	0	2	0	0	2	2	0	3	x	4	13
Pakistan		1									1
Qatar	0	2	x	0	x	0	0	0	x	0	2
Saudi Arabia	5	3	3	3	3	1	0	3	3	2	26
Sudan	0									3	3
Syria	0	2	4	0	2	0	0	0	3	0	11
United Arab Emirates	46	2	1	2	2	3	13	5	x	5	39
Yemen	3	1	x	1	1	0	1	3	x	0	10
Others	3	3	1	4	2	2	5	14	16	5	55
TOTAL	66	39	17	32	33	30	50	55	46	31	399

*Cyprus,Libya,Pakistan and Sudan not included in MID ANP

0= no participation

x=participation not mandatory



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organizacion
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدنى الدولى

国际民用
航空组织

File Ref.: ME 3/56-104

20 March 2008

Subject: Participation in ICAO MID Regional Office meetings/activities; and reduction of hard copy documentation

Action required: Reply by 31 March 2008

I have the honour to refer to the Terms of Reference of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG), which have been reproduced in **Attachment A** to this letter, and to the MIDANPIRG/10 Decision 10/4 *Paperless Meetings*, also reproduced in the **Attachment B**.

I have noted that, the level of participation of some of the MID States in the meetings of MIDANPIRG, subsidiary bodies, associated seminars, and workshops etc., has generally been significantly low and responses from some States are not received in time hence a reminder has to be issued by the MID Regional Office.

You will agree that the importance of these activities (meetings, seminars, etc.) in fostering implementation and improving safety cannot be overemphasized. To this end, it is also important to achieve high participation, in order attain effectiveness and fully realized the benefits of such efforts and as such replies are to be received in time as indicated in the State letters in order for a decision to be made to continue or to postpone/cancel.

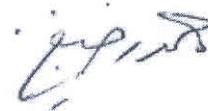
Accordingly, your Administration is highly urged, if it has not already done so, to review its participation in the various MID Regional Office meetings related to MIDANPIRG and its subsidiary bodies with a view to increasing such participation as necessary. Also, your Administration is urged to take full advantage of the seminars and workshops etc., organized by the Office which are specifically intended to assist MID States in the implementation of various ICAO provisions. Furthermore, I am fully cognizant of the fact that the effectiveness of the Regional efforts is the responsibility of all the stakeholders. To this effect, you are requested to make an input through any formal communication means, but preferably by completing the questionnaire provided at **Attachment C** to this letter, on how best to improve participation in the above-mentioned Regional activities.

I also wish, once again, to take this opportunity to invite your attention to the MIDANPIRG/10 Conclusion 10/4 *Paperless Meetings*. You may wish to note that generally, most meetings held under the aegis of ICAO MID Regional Office, particularly meetings of experts, have for reasons of efficiency and environmental protection, become paperless. Since Conclusion 10/4 was adopted in April 2007, the MID Regional Office has sent reminders as part of the letters of invitation that paper documentation would be kept to a minimum at the meetings, and accordingly urging States to bring necessary electronic equipment (laptops, flash memory, etc.) to the meetings. The preparedness of States for the paperless meetings has however, been low.

Based on the above, your Administration is urged to note, as a general measure concerning all future meetings arranged by the MID Regional Office, that the meetings will be paperless, and as such, participants nominated to attend the meetings activities should be equipped with laptop (or other comparably portable) computers with wireless network connection capabilities and USB flash drives/CDs. Furthermore, your State participants will be expected to bring their own hard copies, should they find the need for such hard copies as documentation would be available on the MID Forum site www.bahrainradanet.com/icao_workspace or <http://212.71.33.150/>, username and password was provided to your Administration, however, if your State has not been provided with a user name and password, I suggest that an official e-mail requesting a username and password be sent to MID Regional Office for the attention of Mrs. Sonia El Sakka (ssakka@cairo.icao.int)

Finally, I would appreciate it if you could complete the attached questionnaire and forward it by correspondence to the ICAO MID Regional Office at the following e-mail address (icaomid@cairo.icao.int) or Fax number +20 2 22674843.

Accept, Sir, the assurances of my highest consideration.



Mohamed R.M. Khonji
ICAO Regional Director, Cairo

Questionnaire on Improvement of Participation at Meetings

Name of State:.....

Note:

In response to the questions below please put check marks (☑) or crosses (☒) in the appropriate boxes and write in the spaces provided as applicable. Additional page/s may be added if deemed necessary.

1. Is the number of meetings (including seminars, workshops, etc.) a year acceptable, low or too many? .

Acceptable Low Too many

Remarks.....
.....
.....
.....

2. The MID Regional Office prepares a tentative schedule of meetings for the coming calendar year, which is posted on MID Regional Office website. Does this tentative annual scheduling of meetings facilitate planning by your Administration in order to participate?

Yes No

Remarks.....
.....
.....
.....

3. Letters of invitation for a meeting/seminar/workshop are dispatched to States at least two (2) months (about 60 days) before the date of the meeting/seminar/workshop. Do you find the 60 days advance notice adequate to prepare arrange for participation?

Yes No

If the response is “No,” please indicate the minimum number of days you would find acceptable in order to successfully arrange your participation.

40 days 50 days 70 days 80 days 90 days

Remarks.....
.....
.....
.....

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 Appendix 4E to the Report on Agenda Item 4

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

1. **Name of State:**

2. **Official CAA Contact details:**

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

3. **Nomination of ICAO Focal Point(s):**

3.1 Main ICAO Focal Point:

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

3.1 ICAO Focal Points for technical areas:

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

AGA (Airports) Focal Point:

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

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

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

MET Focal Point:

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

Air Transport Focal Point:

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

Training Focal Point:

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

Flight Safety Focal Point:

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

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

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Report on Agenda Item 5

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

MID Region Strategy for the Implementation of the Global Plan Initiatives (GPIs)

5.1 The meeting noted that ICAO developed the global Air Traffic Management (ATM) operational concept which reflects a global vision of an integrated, harmonized and interoperable Performance Based Air Navigation System (PBANS) up to and beyond 2025. This vision is supported by the Global Air Navigation Plan (GANP).

5.2 The meeting further noted that the GANP, whose framework includes 23 Global Plan Initiatives (GPIs) developed from Industry Roadmap material, was adopted by the Council in its 179th Session in 2006. Integration of the Roadmap into the Global Plan has taken into account the need to achieve the objective of global harmonization, interoperability and seamlessness of the global air navigation system, and developed the GPIs as a means to achieve this objective and to bring benefits to the aircraft operators in the near and medium terms. The GPIs are options for air navigation system improvements that when implemented, result in direct performance enhancements. States and regions will choose initiatives that meet performance objectives.

5.3 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.

5.4 The meeting noted that 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. The meeting also noted 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 approved the list of projects under Conclusion 10/14: Implementation of work programme in support of strategic Performance Objectives.

5.5 The meeting noted that the AOP SG/6 (23-25 Oct 2007), the CNS SG/1 (3-5 Dec 2007) and the ATM/SAR/AIS SG/9 (10-13 Dec 2007) meetings reviewed the MID Region strategy for the implementation of GPIs, including its attachment (list of actions/tasks, target dates, etc) related to their work programmes. However, no changes have been proposed by these Sub-Groups.

5.6 The meeting noted that the GNSS TF/6, AIS/MAP TF/4 and GNSS TF/7 meetings reviewed and updated the actions, tasks and target dates relevant to their field in the attachment to the MID Region Strategy for the implementation of the GPIs.

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5.7 The meeting noted the importance of the regional plans which will lead the realization of the global Air Navigation system as envisaged in the operational concept and urged the States to provide and harmonize the national plans with the regional plan.

5.8 Based on the above the meeting was of the view to conduct a workshop back-to-back with CNS/ATM IC SG/4 for further educating the States on the performance based concept. Moreover, the meeting appreciated that Saudi Arabia will prepare a model national plan with the support of ICAO MID Regional Office that could be used by other MID States.

5.9 The meeting urged the States to reply to the survey that was prepared by CNS SG/1 as at **Appendix 5A** to the Report on Agenda Item 5 and agreed that States provide their update to the list of the task in the attachment of the MID Region Strategy for the implementation of the GPIs at each Sub-Group meeting.

5.10 The meeting proposed update to the strategy for the Implementation of the GPI in order to reflect the outcome of the 36th General Assembly and to concentrate on the incorporation of advanced aircraft navigation capabilities into the air navigation system infrastructure. Based on the above the meeting agreed that CNS/ATM/IC SG/4 meeting to work further on the MID Region strategy for the implementation of the GPIs and to present the same to MIDANPIRG/11 for its consideration and adoption.

Outcome of the different MIDANPIRG Subsidiary Bodies

5.11 The meeting was apprised of the outcome of the MIDANPIRG subsidiary bodies meetings and associated seminars/workshops, which have been conducted after the MIDANPIRG/10 meeting (Doha, Qatar, 15-19 April 2007) as follows:

GNSS TF/6 and 7

5.12 The meeting noted that GNSS TF/6 (11-13 June 2007) and GNSS TF/7 (08-09 April 2008) both were held in ICAO MID Office Cairo. GNSS TF/6 developed (4) Draft Conclusions and (2) Draft Decisions while GNSS TF/7 developed (3) Draft Conclusions and (2) Draft Decision. The meeting agreed that PBN/GNSS TF/1 to consider these Draft Conclusions and Decisions and to present them to MIDANPIRG/11 for its consideration and adoption.

The ICAO Regional Seminar on Language Proficiency

5.13 The meeting was briefed of the outcome of ICAO Regional Seminar on Language Proficiency held in Cairo from 3 to 5 September 2007 and the ICAO Implementation of English Language Proficiency Workshop held at the General Civil Aviation Authority (GCAA) Office in Dubai, UAE from 28 to 31 January 2008. The meeting noted that both events were extremely useful to participating States. The meeting agreed to present to MIDANPIRG/11 subjects addressed in these events.

AOP SG/6

5.14 The meeting noted that the AOP SG/6 meeting was held in Cairo from 23 to 25 October 2007. The meeting considered (8) Draft Conclusions and (1) Draft Decision formulated by the AOP Sub-Group/6, and agreed to present the same to MIDANPIRG/11 for its consideration and adoption

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MID/SIP Aerodrome Emergency Planning (AEP) Seminar

5.15 The meeting noted the successful outcome of AEP Seminar, held at the MID Regional Office in Cairo from 14 to 16 May 2008. After reviewing the comments and suggestions made during the Seminar, the meeting agreed that the AEP Seminar suggestions should be presented to the MIDANPIRG/11 meeting for consideration and necessary action.

Air Transport /Traffic Forecasting Workshop

5.16 The meeting was briefed on the outcome of the Traffic Forecasting Workshop that was organized by ICAO and hosted by Bahrain from 28 to 30 October 2007. The purpose of the Workshop was to assist MID States in building forecasting capacities to cope with the ever increasing air traffic. In this regard the meeting considered the follow up action taken by ICAO MID Regional Office based on the comments and recommendations of participants at the workshop to organize an Aviation Statistics workshop and noted with satisfaction the offer made of Bahrain to host this 2nd workshop between 17-20 November 2008.

Aeronautical Communication Infrastructure (ACI) Seminar

5.17 The meeting noted that the MID Region Aeronautical Communication Infrastructure (ACI) seminar was successfully held in Jeddah, Saudi Arabia on 6 and 7 November 2007. The Seminar covered many topics including: Communication issues in the MID Region, Required Communication Performance (RCP), Communications Operating Concept & Requirements (COCR), Future Communication Study, Transition Issues, IPS developments, VSAT, case study on GACA VPN, SESAR and NextGen programme and developed six recommendations. The meeting agreed that CNS SG/2 meeting should further follow up on the recommendations and to present the outcome to MIDANPIRG/11 for its consideration and adoption.

CNS SG/1

5.18 The meeting noted that the first CNS SG/1 was held in ICAO MID Office in Cairo from 03-05 December 2007. The first CNS SG/1 developed (10) Draft Conclusions and (1) Draft Decision. The meeting agreed that CNS SG/2 work on these and present them to MIDANPIRG/11 for its consideration and adoption.

ATM/SAR/AIS SG/9

5.19 The meeting noted that the ninth meeting of the ATM/SAR/AIS Sub Group was held in Cairo, Egypt, from 10 to 13 December 2007. It was noted that the ATM/SAR/AIS SG/9 meeting developed eleven (11) Draft Conclusions and seven (7) Draft Decisions. The meeting agreed that the Draft Decision 9/10 "REASSIGNMENT OF RVSM AND PBN FUNCTIONS" developed by the Sub Group should be consolidated with the Draft Decisions of the RVSM/PBN TF/1 and GNSS TF/7 meetings related to the discontinuation of the RVSM/PBN and GNSS Task Forces and the establishment of the PBN/GNSS Task Force. The meeting further noted that the outcome of the ATM/SAR/AIS SG/9 meeting will be reviewed by the ATM/SAR/AIS SG/10 meeting scheduled to be held in Cairo from 3 to 6 November 2008 and agreed that a consolidated outcome of both meetings be presented to MIDANPIRG/11 for its consideration and adoption.

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AIS/MAP TF/4

5.20 The meeting noted that the fourth meeting of the AIS/MAP Task Force was held in Cairo, Egypt, from 19 to 21 February 2008. It was noted that the AIS/MAP TF/4 meeting developed seven (7) Draft Conclusions and three (3) Draft Decisions. The meeting agreed that the second part i.e.: bullet b) of Draft Conclusion 4/1 “*USE OF THE PUBLIC INTERNET FOR THE ADVANCE PUBLICATION OF AERONAUTICAL INFORMATION*” developed by the AIS/MAP TF/4 meeting should be deleted when presented to MIDANPIRG/11 since it’s being consolidated in Draft Conclusion 1/4 of MSG/1 related to the ICAO MID Forum. The meeting further noted that the outcome of the AIS/MAP TF/4 meeting will be reviewed by the ATM/SAR/AIS SG/10 meeting and agreed that a consolidated outcome be presented to MIDANPIRG/11 for its consideration and adoption.

SSRCASG/2

5.21 The meeting noted that the Second Meeting of the Secondary Surveillance Radar Codes Allocation Study Group (SSRCASG/2) was held at the ICAO MID Regional Office, Cairo, Egypt, 04-05 March 2008. After reviewing the material regarding outcome of the SSRCASG/2, the meeting noted that the (3) Draft Conclusions developed by the Study Group will be reviewed by the ATM/SAR/AIS SG/10 meeting.

The RVSM/PBN TF/1

5.22 The meeting reviewed the outcome of the RVSM/PB TF/1, and noted that the First Meeting of the Reduced Vertical Separation Minima/Performance Based Navigation Task Force (RVSM/PBN TF/1) was held in Amman, Jordan from 16 to 17 March 2008. The meeting noted and acknowledged the importance of the work that had been assigned by the RVSM/PBN TF/1 meeting to its members, States and Organizations and agreed that the three (3) Draft Decisions to be presented to MIDANPIRG/11.

Search & Rescue and Civil /Military Coordination Seminar

5.23 The meeting noted that the Search and Rescue and Civil/Military Coordination Seminar, was successfully held in Cairo from 26 to 27 May 2008. After reviewing the outcome of the Seminar, and in acknowledging the importance thereof, the meeting agreed that the outcome should be presented to the MIDANPIRG/11 meeting for consideration and necessary action.

Special Baghdad Flight Information Region (FIR) Coordination Meeting

5.24 The meeting noted that, as a follow up to MIDANPIRG/10 Conclusion 10/36, the Special Baghdad Flight Information Region (FIR) Coordination Meeting (SBFCM) was successfully held at the ICAO Middle East Regional Office, Cairo, 28–29 May 2008. The meeting noted the issues discussed and outcome, inter-alia, the difficulties that were being experienced by Iraq and the adjacent airspaces, as well as the cooperation and support extended by States responsible for the adjacent airspaces, international organizations and the Multi National Forces in Iraq, in order to address the various challenges identified by the SBFCM.

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5.25 The meeting acknowledged the need for effective follow up on the issues agreed by the SBFCM and agreed that the outcome of the SBFCM should be included in the agenda of the relevant MIDANPIRG Subsidiary bodies in order to facilitate follow up, and agreed that the outcome of the SBFCM be presented to MIDANPIRG/11.

MET SG/1

5.26 The meeting noted that the first meeting of the MET Sub Group was held in Cairo, Egypt from 23 to 25 June 2008. The meeting noted that the MET SG/1 meeting developed seven (7) Draft Conclusions and four (4) Draft Decisions. The meeting was of view that the MIDANPIRG/10 Decision to split the CNS/MET Sub Group into two separate Sub Groups was a very good decision which contributed to the enhancement of the efficiency of MIDANPIRG. The meeting agreed that the outcome of the MET SG/1 be presented to MIDANPIRG/11 for its consideration and adoption.

PBN/GNSS

5.27 The meeting reviewed the outcome of the ATM/SAR/AIS SG/9, RVSM/PBN TF/1 and GNSS TF/7 meetings related to PBN. Taking into account the discontinuation of the former RVSM/PBN Task Force and the GNSS Task Force and the establishment of the PBN/GNSS Task Force which, the meeting was of view that the outcome of the meetings related to PBN should be consolidated. The meeting agreed to the following Draft Decision which supersedes to the ATM/SAR/AIS SG/9 Draft Decision 9/10, the RVSM/PBN TF/1 Draft Decision 1/1 and the GNSS TF/7 Draft Decision 7/4:

DRAFT DECISION 1/5: DISCONTINUATION OF THE RVSM/PBN AND GNSS TASK FORCES AND ESTABLISHMENT OF THE PBN/GNSS TASK FORCE

That, taking into consideration the status of implementation of RVSM and PBN in the MID Region and the close inter-relationship between the PBN goals and GNSS implementation and with a view to enhance the efficiency of MIDANPIRG:

- a) the RVSM/PBN and the GNSS Task Forces are abolished and the PBN/GNSS Task Force is established with TOR as at **Appendix 5B** to the Report on Agenda Item 5;*
- b) GNSS matters not related to PBN be discussed separately from PBN matters; and*
- c) the remaining RVSM work programme be addressed by the ATM/SAR/AIS SG and the MID RMA Board.*

MID RMA

5.28 The meeting noted with appreciation that UAE has joined officially the MID RMA and reiterated MIDANPIRG thanks and appreciation for the tremendous efforts deployed by UAE in the preparation for the successful and safe implementation of RVSM in the MID Region.

5.29 Based on the outcome of the MID RMA Board/6 meeting, the meeting noted the status of MID RMA States' contributions as follows:

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

5.30 The meeting noted with great concern that the contributions of Iran and Syria to the MID RMA project have not yet been paid. The meeting noted that the MID RMA Board/6 meeting, under Draft Conclusion 6/1, agreed to extend the deadline for payment of arrears to 30 June 2008 with the understanding that those States that would not pay their arrears before that deadline might not be included in the next RVSM Safety Monitoring Report (SMR-2008).

5.31 The meeting noted that the Iranian Airport Company “IAC” (Iranian ANS Service Provider) has accepted to pay the Iranian contributions to the MID RMA Project; however due the long and complex administrative process IAC is not yet allowed to proceed with the payment. The meeting further noted that Iran sent an official letter to the ICAO MID Regional Office on 30 June 2008 reiterating their commitment to the MID RMA and confirming that the issue of payment of arrears to the MID RMA is one of the top priorities of the Iranian Civil Aviation Organization (CAO). Accordingly, Iran requested to extend the deadline for payment of arrears to 31 December 2008. Based on the above, the meeting agreed to the proposal of Iran and developed accordingly the following Draft Conclusion which will replace and supersede the MID RMA Board/6 Conclusion 6/1:

DRAFT CONCLUSION I/6: PAYMENT OF ARREARS TO THE MID RMA

That,

- a) *those States not having yet paid their contributions (arrears) to the MID RMA Project, are urged to honour their commitment and pay their contributions (arrears) as soon as possible, preferably before the MID RMA Board/7 meeting, and in any case before 31 December 2008; and*
- b) *in case a State has not paid all arrears by 31 December 2008:*
 - i) *this State might not be covered by the MID RVSM SMR-2008; and*
 - ii) *the MID RMA Board and MIDANPIRG might consider reviewing its membership.*

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Report on Agenda Item 5

5.32 The meeting agreed that a State Letter has to be sent by the ICAO MID Regional Office to those States that have not yet paid their contributions/arrears in order to inform them about the MSG/1 Draft Conclusion and urge them to honour their commitment before the defined deadline.

5.33 The meeting noted that the MID RMA Board/6 meeting, taking into consideration the MID RMA expenses for year 2, the agreed funding mechanism, the funds available in both MID RMA bank accounts (in Montreal and Bahrain), the arrears in the payment of contributions (US\$ 113,750) and the pressing need for the radar data recording and analysis software, agreed to the following:

- the contributions of MID RMA States for 2009 be paid before 1 November 2008 as follows:
 - Bahrain, Egypt, Iran, Oman and Saudi Arabia pay US\$ 30,000 each (15%); and
 - Jordan, Kuwait, Lebanon, Syria and Yemen pay US\$ 10,000 each (5%).
- based on the fund available to the MID RMA (savings + arrears) and the real cost of the radar data recording and analysis software, the MID RMA Board/7 meeting takes final decision about the purchase of such software.

5.34 In this regard, the meeting noted that the invoices related to States' contributions to the MID RMA project for 2009 have been issued by ICAO HQs on 22 May 2008.

5.35 The meeting was informed regarding the progress made and the difficulties encountered by the MID RMA for the development of the MID RVSM Safety Monitoring Report (SMR 2008). It was noted in this regard that the MID RMA Board/6 meeting reviewed and updated the action plan developed by the MID RMA Board/5 meeting related to the development of the SMR 2008.

5.36 The meeting noted that in the previous SMR 2006, it was not possible to provide an estimate for the probability of vertical overlap due to atypical errors. Hence, it was neither possible to provide in that report direct nor supporting evidence of compliance with the ICAO overall TLS of 5×10^{-9} fatal accident per flight hour. Therefore, it was stressed in so many occasions during the MID RMA Board/4, 5 and 6 meetings on the importance of submitting the altitude deviation reports to the MID RMA on regular basis in accordance with MIDANPIRG/10 Conclusion 10/40. Unfortunately, the meeting noted that the level of reporting from some States was not satisfactory and sometimes not acceptable at all.

5.37 The meeting noted with concern that although the ICAO MID Regional Office has sent a State Letter and a reminder to Afghanistan, Iraq and Israel asking for their list of approved RVSM aircraft and a follow up with direct contact and by e-mail with officials from Iraq was carried out, the required data is not yet available. The meeting noted also with concern that Kuwait has not provided the required data to the MID RMA and that the traffic data over Kuwait FIR was consolidated from the traffic data provided by the adjacent States. However, the end result was not fully satisfactory. The meeting agreed that, in accordance with MIDANPIRG/10 Conclusion 10/35, these States should be included in the list of air navigation deficiencies.

5.38 Based on the above, the meeting agreed to the following Draft Conclusion which will replace and supersede the MID RMA Board/6 Conclusion 6/4:

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**DRAFT CONCLUSION 1/7: REQUIREMENTS FOR PROVISION OF DATA TO THE MID
RMA FOR THE DEVELOPMENT OF THE RVSM SMR-2008**

That, with a view to have the RVSM SMR-2008 developed before 1 September 2008, as requested by MIDANPIRG/10, States that have not yet provided part or all of the required data to the MID RMA:

- a) are urged to do so, as soon as possible; and*
- b) might not be covered by the MID RVSM SMR-2008.*

5.39 The meeting noted that the MID RMA monitoring team started to calculate the safety analysis parameters under the supervision and training of Eurocontrol monitoring team. The training was conducted in Eurocontrol Headquarters in Brussels 9-13 June 2008. All data was presented to the joint working team and evaluated thoroughly with Eurocontrol Safety Monitoring Advisor.

5.40 The meeting noted that there was a big concern with regard to the violations over the Red Sea Area by unidentified aircraft reported by Yemen. The number of these violations was going to cause the TLS to rise and the RVSM was going to face a real threat if the decision was taken by the safety committee to take into account these as altitude deviation reports. Fortunately, the definition of altitude deviation was not applicable to the deviations over the Red Sea Area. However, the meeting urged all concerned parties to look again to this issue in order to improve the safety of air transport over the Red Sea Area. The meeting agreed also that this should be highlighted in the SMR 2008. The meeting was of view that the situation would improve after the implementation of RVSM in the AFI Region on 25 September 2008.

5.41 The meeting noted that the initial results for the SMR 2008 show that the vertical collision risk due to technical height keeping performance is estimated to be 3.7×10^{-11} fatal accidents per flight hour. Compared with ICAO requirements of 1.7×10^{-8} , this reflects an excellent result. The meeting was informed that the rest of the safety analysis parameters are still under development and the final SMR draft is expected to be presented to ICAO before end of August 2008 as instructed by MIDANPIRG/10.

MID VSAT

5.42 The meeting noted that the main objective of the MID VSAT project was to solve the communication deficiencies between the AFI and MID Regions and it was planned that the NAFISAT and MID VSAT to merge together to form one network in order to avoid the proliferation of the VSAT networks. The meeting further noted that ICAO MID Regional Office with support of the ICAO Headquarters prepared the Document of Agreement (DOA) on the planning implementation and operation of the MID VSAT that had the basis for the formation of a body that manage the project. The document was circulated to MID States as an attachment to State Letter Ref. AN 7/30.15A-335 dated 3 October 2007 to which only 4 States responded.

5.43 The meeting was advised that in phase one of the MID VSAT mainly three MID States Egypt, Saudi Arabia and Yemen were to work with the NAFISAT, the meeting noted that these three States successfully implemented the VSAT networks which resulted in solving the communication deficiencies with the AFI Region.

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Report on Agenda Item 5

5.44 The meeting agreed that the other two phases of the MIDVSAT are not required at the present time and consequently, agreed not to persuade the MID VSAT project further and consider that the successful implementation of phase one is sufficient. It was agreed that any MID States requiring VSAT network connection may join the NAFISAT directly as this would be more efficient and will also avoid the proliferation of the VSAT Networks inline with ALLPIRG/5 Conclusion 5/16.

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

DRAFT CONCLUSION I/8: COMPLETION OF THE MID VSAT PROJECT

That, following the successful implementation of Phase I of the MID VSAT project and in order to avoid the proliferation of the VSAT networks; MID States requiring VSAT connections may join the NAFISAT network project and participate in its steering Group.

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Appendix 5A to the Report on Agenda Item 5

INTERNATIONAL CIVIL AVIATION ORGANIZATION

MIDDLE EAST REGIONAL OFFICE

QUESTIONNAIRE ON THE INFRASTRUCTURE OF THE ACCS

Note: The objective of this questionnaire is to obtain up-dated information regarding the ACCs infrastructure responsible for the provision of ATS in the Flight Information Regions.

These information will allow the CNS/ATM/IC SG Experts responsible for the development of CNS/ATM Planning and Implementation, to have an updated view of the Technical/Operational status of the ACCs, facilitating the identification of the existing CNS/ATM elements and the requirements for its gradual evolution in accordance with Global Plan to achieve the Interoperability, Standardization Seamlessness, Cost Effectiveness, Easy Migration, Enhance Safety Integrated Regional Air Traffic Management system leading to Global Integrated ATM.

State:

FIR/ACC:

Date:

1. AIR TRAFFIC MANAGEMENT (ATM)

1.1 FIR Sectorization

a) In how many control sectors is the ACC organized?

Comments:.....
.....

b) Is the work load of the ATC personnel in the ACC control sectors adequate?

Comments:.....
.....

c) If answer to question b) is negative, are there any plans for the ACC resectorization?

Comments:.....
.....

1.2 Civil/Military Coordination

a) Is there any Letter concerning Procedures between the ACC and Military Units, which activities may affect the civil aviation operations?

Comments:.....
.....

- b) If the answer to a) above is affirmative, do the existing Operational Agreements have enough flexibility to allow civil aviation traffic through the Restricted Areas when not in use?

Comments:.....
.....

- c) As a result of the above, is there direct speech communications between the ACC and the Military Units (if applicable).

Comments:.....
.....

1.3 Longitudinal Separation in ATS routes

- a) What is the longitudinal separation applied (internally) in the FIR?

Comments: (non-environment radar)
(radar environment, if it is the case)

- b) What is the actual longitudinal separation between the FIR and each of the adjacent FIRs?

Comments:.....
.....
.....
.....

- c) Does the longitudinal separations, as indicated in b) above, enables aircrafts to fly at their preferred flight levels (FL)?

Comments:.....
.....
.....
.....

- d) If the above answer is negative, indicate if the ACC's technical/operational conditions would allow a reduction in longitudinal separation to increase the airspace capacity.

Comments:.....
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.....
.....

e) Is the applied longitudinal separation based on **RNAV distances** in the FIR?

Comments:.....
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.....
.....

f) If the above answer is affirmative, please indicate the ATS routes or ATS routes segments where the RNAV separations are applied and their respective values (distance in NM).

Comments:.....
.....
.....

g) Is the Mach Number (MNT) Technique applied between the FIR and adjacent FIRs?

Comments:.....
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.....

1.4 Air Traffic Flow Management (ATFM)

a) Is there any traffic congestion in the FIR, (in specific areas of the airspace and/or in peak traffic hours)?

Comments:.....
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.....

b) If the above answer is affirmative, please indicate the Terminal Areas and ATS routes where such congestion is experienced. Your comments on the possible causes of the congestion in each particular case would be appreciated.

Comments:.....
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.....

c) Does ACC applies any Flow Control procedure in the FIR?

Comments:.....
.....
.....

- d) If the above answer is affirmative, is there any FMU established for this purpose? and if so, indicate if the FMU applies automated procedures.

Comments:.....
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.....

1.5 ACC Automated Functions

- a) Does ACC include an automated flight Plan processing system (FDP)?

Comments:.....
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.....

- b) For ACCs equipped with surveillance radar, does it include radar data processing (RDP)?

Comments:.....
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.....

- c) If the above answer is affirmative, does the radar system include an alert and conflict prediction system capability as well as a Minimum Safety Altitude alert (MSA)?

Comments:.....
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.....

- d) In the case of Terminal Area radar, please provide the same information as requested above.

Comments:.....
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- e) Is the ACC provided with AIS automated system?

Comments:.....
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- f) Is the ACC equipped with an automated OPMET information system?

Comments:.....
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.....

2. COMMUNICATION, NAVIGATION AND SURVEILLANCE (CNS)

2.1 Communications

- a) Does ACC air-ground communications (VHF/HF) satisfy the ATS requirements?

Comments:.....
.....
.....

- b) In case the communications indicated in a) above are not satisfactory, please indicate the international ATS routes or route segments affected (consider the ATS upper airspace routes).

Comments:.....
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.....

- c) AFTN - Is the AFTN operating satisfactorily at the ACC? If not, please indicate the difficulties.

Comments:.....
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.....

- d) ATS Speech Circuits: Does Speech Circuits for the ATS coordinations with the ACCs of adjacent FIRs (internationals), satisfy the ATS requirements? If not, please indicate the difficulties for each Inter-ACC connections.

Comments:
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2.2 Navigation

- a) Do existing FIR nav aids cover satisfactorily the ATS international Routes? (upper airspace)

Comments:
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.....

- b) If the response in a) is negative, identify the ATS route segments (FIR continental area) that are not covered adequately.

Comments:
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.....

- c) Has GNSS (GPS) been adopted as a supplementary or primary mean for en-route navigation in the FIR?

Comments:
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.....

2.3 Radar Surveillance

- a) Is radar surveillance provided in the FIR?

Comments:
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.....

- b) If the answer to a) above is affirmative, does it meet the ATS requirements? (upper airspace)

Comments:
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3. COMPLEMENTARY INFORMATION

In order to make a complete evaluation of the facilities and services provided at the ACC level and assist in the development of a transition plan to CNS/ATM, it would be much appreciated if the following information could be provided on each, the Communication Navigation and Surveillance Systems being used to support the Air Traffic Control (ACC) functions on the routes being studied. The information would include:

- 3.1 A brief description of each of the communication, navigation and surveillance used at the ACC. This would include the type of systems used for each of the Communications Navigation and Surveillance functions. The quality of service, coverage area and where used (En-Route or Terminal Area or both).

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- 3.2 A list of the communication systems used, air-ground (HF, VHF facilities and services) and ground-ground communications facilities, (direct speech circuit, public facilities, etc) their date of installation, expected date of retirement or replacement and finally comments on their performance, and reliability. In addition, we would also need information on the cost associated with the different communications systems, desirable features or capabilities, shortcomings of the present arrangement, etc. The cost figures for the sight being studied should include, Purchase cost, Spare parts cost, manpower for maintenance and operation and any other cost that can be identified for the communications services used. It is understood that the particular cost for a particular station might not be available, in such cases, an average cost can be used.

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3.3 A list of the navigation aids used, (VOR, DME, NDB, ILS, Locator etc.) their identification, functions performed, date of installation, expected date of retirement or replacement and finally comments on their performance, and reliability. With regard to cost, the same type of information, as requested for communications systems, should be provided in addition to the cost of calibration. Any additional comments concerning shortcomings and deficiencies and desirable improvements would be appreciated.

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3.4 A list of the surveillance systems used, date of installation, expected date of retirement or replacement and finally comments on their performance, and reliability. Cost figures such as requested above and any additional comments related to the functionality of the system, shortcomings and desired improvements.

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3.5 In addition to the above, please provide any comments you might have on the experiences gained on operational or pre- operational use, or plans for using CNS elements; such as

a) Use of GNSS (GPS) for en-route navigation as supplementary/primary means (if affirmative, indicate the ATS route being supported);

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b) Use of GNSS (GPS) to support **Non Precision Approach Procedures** (indicate airports being supported);

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c) Use of ADS for en-route surveillance (indicate the airspace involved);

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d) Use of Data Link (**SAT, VHF and HF**) for ATS application (**PDC, D-ATIS, AIDC and CPDLC**);

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- e) Arrangements already made with airspace users (Airlines) and services providers (**ARINC, SITA, INMARSAT, Public Services, etc.**), concerning their participation in the State programs for the implementation of the above elements;

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- f) In addition, provide any comments on benefits (operational, technical, economical and safety) you may have noted due to the application of the above elements. Any comments on the difficulties encountered in the implementation process (operational, technical, economical, institutional, etc.) would also be very helpful.

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Appendix 5B to the Report on Agenda Item 5

**PROPOSED TERMS OF REFERENCE FOR
PBN/GNSS TASK FORCE**

1. Terms of Reference

- a) Carry out specific studies in support of the implementation of Performance Based Navigation (PBN) in the MID, according to the ICAO Strategic Objectives and Global Plan Initiative (GPI) 5 and related GPIs (GPIs 7, 10, 11, 12, 20, 21).
- b) Identify other issues/action items arising from the work of ICAO or for consideration by ICAO in order to facilitate regional and global harmonization of existing applications as well as future implementation of Performance Based Navigation operations.
- c) Determine and recommend, on the basis of the study, the PBN strategy and Implementation Plan for the MID Region, based on the ICAO PBN Implementation goals as reflected in assembly resolution 36-23.
- d) Assist States that may require support in the implementation of PBN.
- e) Monitor the progress of updated studies, projects, trials and demonstrations by the MID Region States, and information available from other Regions.
- f) Provide a forum for active exchange of information between States related to the implementation of GNSS.
- g) Identify deficiencies and constraints that would impede implementation of GNSS, and propose solutions that would facilitate the rectification of such problems.
- h) Identify and address, to the extent possible, institutional financial and legal matters related to the GNSS implementation in the MID Region.
- i) Develop a system of post-implementation reviews to ensure the effective and safe introduction of PBN and non-PBN GNSS operation.

2. Work Programme

- a) Study and assess the Regional RNAV and RNP requirements.
- b) Initially focus assistance to States that may require support on development of the State PBN implementation plans.
- c) Identify priority routes and terminal areas where RNAV and RNP should be implemented.
- d) Identify priority runways for Approach Procedures with Vertical Guidance (APV) to be implemented based on the ICAO RNP APCH navigation specification (APV/Baro-VNAV).
- e) Develop an amendment proposal to the MID Regional Supplementary Procedures concerning the implementation of PBN in the Region.

- f) Identify guidance material and training needs.
- g) Follow up on the developments in ICAO affecting the Global Plan and PBN in particular, in order to update the Regional plans accordingly.
- h) Coordinate with other ICAO Regions as necessary to address implementation interface issues.
- i) Undertake other functions relevant to implementation of PBN as assigned by the ATM/SAR/AIS SG or MIDANPIRG.
- j) Complete the development of the Regional PBN Implementation Strategy and Plan in 2008.
- k) Report to the ATM/SAR/AIS SG and keep the CNS SG closely briefed.
- l) Monitor the progress achieved related to the feasibility study pertaining to the possible use of EGNOS as GNSS augmentation system in the MID Region.
- m) Monitor the progress of the NAVISAT study.
- n) Review and identify intra and inter regional co-ordination issues related to the implementation of GNSS and where appropriate recommend actions to address those issues.
- o) Examine to what extent the GNSS system accessible in the Region can meet the navigational requirements of ATM service providers and aircraft operators in the Region.
- p) Identify and co-ordinate GNSS implementation priorities in the MID Region.
- q) Provide assistance to States in planning and implementation of GNSS in the MID Region including the development of GNSS procedures.
- r) Suggest ways and means for rectifying the problems as they arise related to the implementation of GNSS.
- s) Provide necessary knowledge in GNSS operational application.

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

- a) Implementation of PBN shall follow the ICAO PBN goals and milestones.
- b) Avoid undue equipage of multiple on board equipment and/or ground-based systems.
- c) Avoid the need for multiple airworthiness and operational approvals for intra- and inter-regional operations.
- d) Continue application of conventional air navigation procedures during the transition period, to guarantee the operations by users that are not RNAV- and/or RNP-equipped.
- e) The first regional PBN Implementation Strategy and Plan should address the short term (2008-2012), medium term (2013-2016) and take into account long term global planning issues.

- f) Cognizance that the primary objective of ICAO is that of ensuring the safe and efficient performance of the global Air Navigation System, ensure that pre- and post-implementation safety assessments will be conducted to ensure the application and maintenance of the established target levels of safety.
- g) Take into account the introduction of new technologies, encourage implementation and development in GNSS.
- h) Coordinated implementation with other relevant Regional Plans.
- i) Apply ICAO guidance material and information as may be applicable to the Region to facilitate the implementation of PBN.

4. Composition of the Task Force

STATES

MID Region States

ORGANIZATIONS (AS OBSERVERS)

IATA, IFALPA, IFATCA, EUROCONTROL, ACAC and additional representative from International/Regional Organizations may be invited when required.

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Report on Agenda Item 6

REPORT ON AGENDA ITEM 6: AIR NAVIGATION DEFICIENCIES

6.1 The meeting recalled that MIDANPIRG/10 noted with appreciation that in an effort to enhance the process of identification, assessment, reporting and elimination of deficiencies, an Air Navigation Deficiency database has been developed and is updated by MID Regional Officers on a regular basis. The database was made available on the ICAO MID Regional Office website, with a view to allow authorized users to propose updates to their deficiencies on-line. In this regard, a reporting form was made available for MID States to report online deficiencies updates. The meeting was informed that the facility of having a secure management process would be replaced by a searching feature which is planned for a later stage.

6.2 The meeting noted that the ICAO MID Regional Office is currently in the process of finalizing the specialized webpage for the MID Region's Air Navigation Deficiency Database. The webpage will provide MID States full searching capabilities and reporting features to all MID deficiencies with different searching criteria. After the testing is completed, all MID States would be notified to access and utilize the database.

6.3 The meeting recalled that MIDANPIRG/10 noted with concern that many deficiencies continue to persist for a number of years. It was noted that the distribution of these deficiencies between the different fields is as follows: AIS/MAP: 32%, AOP: 29%, ATM/SAR: 27% and CNS: 11%. The following was highlighted with regard to the root causes of non elimination of air navigation deficiencies in the MID Region in general:

- 55% of deficiencies are due to lack of a sustainable safety oversight system in the majority of MID States (in particular: appropriate legislative framework and supporting national regulations; well established civil aviation organisation where safety oversight functions and responsibilities are clearly defined and clear separation between regulatory bodies and service providers is ensured; provision of qualified personnel and expertise to carry out safety monitoring functions; provision of technical guidance and safety related information and appropriate enforcement provisions for the State' inspectors to allow them to carry out their safety oversight functions and take appropriate actions);
- 24% of deficiencies are due to lack of financial resources; and
- 21% of deficiencies are due to Military/political reasons.

6.4 Based on the above, 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;*

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Report on Agenda Item 6

- 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).*

6.5 The meeting shared the concern with the ICAO Council, ANC and MIDANPIRG related to the longstanding deficiencies and explored ways and means to alleviate these deficiencies. In this regard, the meeting was of view that MID States that are Members of Gulf Cooperation Council (GCC), which has recently established an Air Navigation Commission, should present a WP to this Commission asking for up-down support for the elimination of deficiencies in the GCC States.

6.6 In connection with the above, the meeting encouraged also MID States that are Member of ACAC to seek ACAC assistance for the elimination of deficiencies.

6.7 The meeting re-iterated MIDANPIRG/10 Conclusion 10/77 and urged States to review their respective lists of identified deficiencies, identify the real cause for non-elimination of these deficiencies (root causes) and forward an action plan for rectification of outstanding deficiencies to the ICAO MID Regional Office, as soon as possible and in any case before the ANS SG/1 meeting scheduled to be held in Cairo from 18 to 20 November 2008.

6.8 Accordingly, the meeting agreed that the ANS SG/1 meeting further analyse the root causes for non elimination of air navigation deficiencies, based on States and user inputs.

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Report on Agenda Item 7

REPORT ON AGENDA ITEM 7: FUTURE WORK PROGRAMME

ICAO MID Office Tentative Schedule of Meetings, Seminars and Workshops

7.1 The meeting was presented with the tentative schedule of meetings, seminars and workshops for the second half of 2008 up to February 2009 in which MIDANPIRG/11 would convene from 9-13 February 2009 as at **Appendix 7A** to the Report on Agenda Item 7.

7.2 The meeting noted that during year 2007 a total of 11 meetings and 5 assistance courses, seminars and workshops were held and attended by a total of 230 specialists from States. During the first half of year 2008 a total of 7 meetings and 3 seminars and workshops were held and attended by 171 specialists. The meeting noted that three more workshops and seminars are planned for the second half of year 2008.

MSG Terms of Reference (TOR)

7.3 The meeting recalled that MIDANPIRG/10 (Doha, 15-19 April 2007) under Decision 10/1 endorsed the Terms of Reference of the MIDANPIRG Steering Group (MSG). The meeting noted with appreciation that the MSG has fulfilled its mandate as directed by MIDANPIRG and contributed to the enhancement of MIDANPIRG efficiency.

7.4 Taking into consideration that, in accordance with its procedural Handbook (para. 3.2) MIDANPIRG is meeting every 18 to 24 months, the Steering Group was of view that in a number of case this constitutes a constraint for taking urgent follow-up action on certain Draft Conclusions/Decisions emanating from MIDANPIRG subsidiary bodies. Accordingly, the meeting agreed that the MSG could approve, on behalf of MIDANPIRG, those Draft Conclusions/Decisions emanating from MIDANPIRG subsidiary bodies, which necessitate urgent follow-up action(s).

7.5 Based on the above the meeting reviewed and updated the MSG TOR as at **Appendix 7B** to the Report on Agenda Item 7 and agreed accordingly to the following Draft Decision:

DRAFT DECISION 1/9: REVISED TERMS OF REFERENCE OF MSG

*That, the Terms of Reference of MSG be updated as at **Appendix 7B** to the Report on Agenda Item 7.*

Dates and venue of the MSG/2 meeting

7.6 The meeting recalled that, in accordance with the MIDANPIRG Procedural Handbook, the MSG is expected to decide on the dates and venue of its next meeting. The meeting expressed its thanks and appreciation to GCAA, UAE for hosting the MSG/1 meeting and recalled that the MMS/3 meeting agreed that the MSG meetings should be hosted by the Member States (Bahrain, Egypt, Iran, Jordan, Lebanon, Oman, Saudi Arabia and UAE) on rotation basis.

7.7 The meeting agreed that the second meeting of the MSG would be held after MIDANPIRG/11 and prior to MIDANPIRG/12 sometimes during the first quarter of 2010. The exact date and venue would be coordinated between the ICAO MID Regional Office, the Chairman of MIDANPIRG and the hosting State.

Follow-up Action Plan

7.8 In accordance with the ICAO Business Plan and the requirement for performance monitoring the meeting developed an action plan as at **Appendix 7C** to the Report on Agenda Item 7.

MSG/1
Appendix 7A to the Report on Agenda Item 7

ICAO MID OFFICE
TENTATIVE SCHEDULE OF MEETINGS, SEMINARS AND WORKSHOPS
“January 2008 – February 2009”

Revision 06 dated 03/07/2008

<i>DATE</i>	<i>MEETING/SEMINAR/WORKSHOP</i>	<i>SITE</i>	<i>REMARKS</i>
January			
28-31	Implementation of language proficiency requirements Work Shop	Dubai	Hosted by UAE. Convened
February			
19-21	AIS/MAP TF/4	Cairo	Convened
26-28	WAFSOPSG*/4	Cairo	Convened
March			
4-5	SSRCASG */2	Cairo	Convened
16-17	RVSM/PBN TF1	Amman	Hosted by Jordan. Convened
18-19	MID RMA Board/6	Amman	Hosted by Jordan. Convened
April			
8-9	GNSS TF/7	Cairo	Convened
May			
14-16	Aerodrome Emergency Planning Seminar	Cairo	Convened
19-22	RFFWG/5 Meeting	Cairo	Convened
26-27	SAR & Civil/Military Coordination Seminar	Cairo	Convened
28-29	Special Baghdad FIR Coordination Meeting	Cairo	Convened
June			
9-11	Coordination meeting with South Caucasus States	Tbilisi	Inter-regional EURO/MID (Iran, Iraq & Syria). Hosted by Georgia. Convened
23-25	MET SG/4	Cairo	

<i>DATE</i>	<i>MEETING/SEMINAR/WORKSHOP</i>	<i>SITE</i>	<i>REMARKS</i>
July			
1-3	MSG/1	Dubai	Hosted by UAE. Convened
13-17	Combined APC ATFM/TF 12 & Inter Regional Afghanistan Interface (IRAI) meeting	Cairo	
28-30	ATS Route Network (ARN) TF/1	Cairo	
October			
14-16	MID RMA Board/7	Cairo	Hosted by Egypt
20-23	PBN/GNSS TF/1	TBD	
21-23	MID AIM Seminar	Cairo	Hosted by Egypt
28-30	CNS SG/2	Cairo	
November			
3-6	ATM/SAR/AIS SG/10	Cairo	
10-14	SMS Workshop	Cairo	
17-20	Aviation Statistics Workshop	Bahrain	Hosted by Bahrain
18-20	ANS SG/1	Cairo	
January 2009			
19-21	CNS/ATM/IC SG/4	Cairo	
February 2009			
9-13	MIDANPIRG/11	TBD	
23-25	Dangerous Goods seminar	TBD	

Notes:

1. Above meetings are subject to confirmation by ICAO MID Regional Office invitation letters.
2. States interested in hosting any of the above are requested to coordinate with the ICAO MID Regional Office, at least three (03) months in advance of the mentioned dates.
3. SG = Sub-Group, SG* = Study Group TBD = To Be Determined, TF = Task Force, WG = Working Group.
4. The above table will be subject to update whenever required.

MSG/1
Appendix 7B to the Report on Agenda Item 7

MIDANPIRG STEERING GROUP (MSG)

TERMS OF REFERENCE

A) MANDATE:

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

B) COMPOSITION

The MIDANPIRG Steering Group (MSG) is composed of:

- a) the Chairperson and in his absence the First Vice-Chairperson of MIDANPIRG;
- b) MIDANPIRG Members/Alternates from the following MIDANPIRG Member States: (Bahrain, Egypt, Iran, Jordan, Lebanon, Oman, Saudi Arabia and UAE); and
- c) additional representatives from MIDANPIRG Provider Member States and International/Regional Organizations may be invited on ad-hoc basis when required.

C) WORKING ARRANGEMENTS

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

MSG/1
Appendix 7C to the Report on Agenda Item 7

**FIRST MIDANPIRG STEERING GROUP
DRAFT FOLLOW-UP ACTION PLAN**

CONC/DEC No. --- STRATEGIC OBJECTIVE	TITLE OF CONCLUSION/DECISION TASKS	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
Draft Conclusion 1/1	Follow up on MIDANPIRG Conclusions and Decisions	<p>That:</p> <p>a) States send their updates related to the MIDANPIRG follow up action plan to the ICAO MID Regional Office on regular basis (at least once every six months);</p> <p>b) the MIDANPIRG subsidiary bodies review the appropriate actions/tasks of the MIDANPIRG follow up action plan and undertake necessary updates based on the feedback from States; and</p> <p>c) ICAO MID Regional Office post the MIDANPIRG follow up action plan on the ICAO MID website and ensure that it is maintained up-to-date.</p>	Implement Conclusion	<p>ICAO States</p> <p>Subsidiary Bodies</p> <p>ICAO</p>	<p>State Letter Updated Action Plan</p> <p>Updated Action Plan</p> <p>Posted updated Action Plan on web</p>	<p>Every six months</p> <p>Every six month</p> <p>Every six month</p>
Draft Decision 1/2	Revised MIDANPIRG Organizational Structure	That, with a view to increase MIDANPIRG efficiency, MIDANPIRG Organizational Structure be updated as at Appendix 4A to the Report on Agenda Item 4	Present to MIDANPIRG	ICAO	Approved MIDANPIRG revised structure	Feb 09

CONC/DEC NO. --- STRATEGIC OBJECTIVE	TITLE OF CONCLUSION/DECISION TASKS	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
Draft Conclusion 1/3	Increasing the efficiency of MIDANPIRG	<p>That, with a view to increase the efficiency of MIDANPIRG:</p> <ul style="list-style-type: none"> a) States appoint an ICAO Focal Point Person(s) (ICAO-FPP) using the form at Appendix 4E to the Report on Agenda Item 4; who would: <ul style="list-style-type: none"> i) ensure the internal distribution of all ICAO MID Office correspondences related to MIDANPIRG activities and the follow-up within civil aviation administration; ii) follow up the ICAO MID Office postings of tentative schedule of meetings, MIDANPIRG follow up action plan, State Letters, documentations (working/information papers, reports of meetings, etc.) on both the ICAO MID website and the MID Forum; and iii) ensure that required action and replies are communicated to ICAO MID Regional Office by the specified target dates. b) ICAO MID Regional Office copy all correspondences related to MIDANPIRG activities to the designated ICAO-FPP as appropriate. 	Implement Conclusion	ICAO States	State Letter List of ICAO FPP	Aug 08 Nov 08

CONC/DEC No. --- STRATEGIC OBJECTIVE	TITLE OF CONCLUSION/DECISION TASKS	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
Draft Conclusion 1/4	Improving the efficiency of the ICAO MID Forum	That, Bahrain in coordination with ICAO: a) explore ways and means for improving the efficiency of the ICAO MID Forum; and b) investigate the possibility of using the ICAO MID Forum for the posting of AIS publications by States.	Present WP to MIDNAPIRG	ICAO Bahrain	Draft Feasibility Study	Feb 09
Draft Decision 1/5	Discontinuation of the RVSM/PBN and GNSS Task Forces and Establishment of the PBN/GNSS Task Force	That, taking into consideration the status of implementation of RVSM and PBN in the MID Region and the close inter-relationship between the PBN goals and GNSS implementation and with a view to enhance the efficiency of MIDANPIRG: a) the RVSM/PBN and the GNSS Task Forces are abolished and the PBN/GNSS Task Force is established with TOR as at Appendix 5B to the Report on Agenda Item 5; b) GNSS matters not related to PBN be discussed separately from PBN matters; and c) the remaining RVSM work programme be addressed by the ATM/SAR/AIS SG and the MID RMA Board.	Follow-up work programme	MIDANPIRG/11	MIDANPIRG/11 Approval	Feb 09

CONC/DEC NO. --- STRATEGIC OBJECTIVE	TITLE OF CONCLUSION/DECISION TASKS	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
Draft Conclusion 1/6	Payment of Arrears to the MID RMA	<p>That,</p> <p>a) those States not having yet paid their contributions (arrears) to the MID RMA Project, are urged to honour their commitment and pay their contributions (arrears) as soon as possible, preferably before the MID RMA Board/7 meeting, and in any case before 31 December 2008; and</p> <p>b) in case a State has not paid all arrears by 31 December 2008:</p> <p>i) this State might not be covered by the MID RVSM SMR-2008; and</p> <p>ii) the MID RMA Board and MIDANPIRG might consider reviewing its membership.</p>	Follow-up with concerned States	ICAO	State Letter Payments	31 Dec 08
Draft Conclusion 1/7	Requirements for Provision of Data to the MID RMA for the development of the RVSM SMR-2008	<p>That, with a view to have the RVSM SMR-2008 developed before 1 September 2008, as requested by MIDANPIRG/10, States that have not yet provided part or all of the required data to the MID RMA:</p> <p>a) are urged to do so, as soon as possible; and</p> <p>b) might not be covered by the MID RVSM SMR-2008.</p>	Follow-up with concerned States	ICAO	ICAO MID RMA	1 Sep 08

CONC/DEC NO. --- STRATEGIC OBJECTIVE	TITLE OF CONCLUSION/DECISION TASKS	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
Draft Conclusion 1/8	Completion of the MID VSAT Project	That, following the successful implementation of Phase I of the MID VSAT project and in order to avoid the proliferation of the VSAT networks; MID States requiring VSAT connections may join the NAFISAT network project and participate in its steering Group	Implement the Conclusion	ICAO	MIDANPIRG/11 approval	Feb 09
Draft Decision 1/9	Revised Terms of reference of MSG	That, the Terms of Reference of MSG be updated as at Appendix 7B to the Report on Agenda Item 7	Implement Work Programme	ICAO States	MSG/2 Report	31Mar 2010

MSG/1
Report on Agenda Item 8

REPORT ON AGENDA ITEM 8: ANY OTHER BUSINESS

8.1 On the second day of the meeting H. E. Saif Mohammed Al-Suwaidi, the newly appointed Director General of GCAA, UAE paid a short visit to the meeting where he was welcomed by ICAO Regional Director and the Chairman of the meeting, who expressed their gratitude to GCAA for hosting this meeting.

8.2 The Director General welcomed the representatives of States to UAE and assured his support to ICAO Regional Office and wished the meeting fruitful discussions and successful results.

ATTACHMENT A

MSG/1
Attachment A to the Report

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