



International Civil Aviation Organization

**MIDANPIRG CNS/ATM/IC Sub-Group
(CNS/ATM/IC SG)**

**Sixth Meeting
(Cairo, Egypt, 31 January – 02 February 2012)**

**Agenda Item 2: Follow-up on the Outcome of MIDANPIRG/12 Meeting and DGCA-MID/1
Conclusions and Decisions relevant to the CNS/ATM**

REVIEW STATUS OF MIDANPIRG/12 AND DGCA-MID/1
CONCLUSIONS AND DECISIONS RELEVANT TO CNS/ATM

(Presented by the Secretariat)

SUMMARY

This paper presents the status of MIDANPIRG/12 and DGCA-MID/1 Conclusions and Decisions related to the CNS/ATM and the follow-up actions taken.

Action by the meeting is at paragraph 2.

REFERENCES

- DGCA-MID/1 Report
- MIDANPIRG/12 Report

1. INTRODUCTION

1.1 MIDANPIRG/12 was held in Amman, Jordan, from 17 to 21 October 2010. The meeting developed 61 Conclusions and 19 Decisions.

1.2 The DGCA MID/1 was held in Abu-Dhabi, UAE, 22 – 24 March 2011. The meeting developed 13 Conclusions.

2. DISCUSSION

2.1 This paper provides the meeting with an update on the status of MIDANPIRG/12 and the DGCA-MID/1 Conclusions and Decisions relevant to the TOR of CNS/ATM/IC Sub Group. It also shows the follow-up actions taken by concerned parties, as at **Appendix A** to this working paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the follow-up action on the list of Conclusions and Decisions at **Appendix A** to this working paper.

APPENDIX A

FOLLOW-UP ACTION PLAN ON MIDANPIRG/12 AND DGCA-MID/1 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC.12/1: ESTABLISHMENT OF RASGs – CONSEQUENT REVISION TO TOR OF MIDANPIRG</p> <p>That, the revised terms of reference of MIDANPIRG as at the Appendix 3A to the Report on Agenda Item 3 be adopted and reflected also in the MIDANPIRG Procedural Handbook</p>	Implementation of the Conclusion	ICAO	Revised TOR	October 2010	COMPLETED
<p>CONC. 12/2: INCREASING THE EFFICIENCY OF THE MIDANPIRG SUBSIDIARY BODIES</p> <p>That, with a view to maintain the continuity in the activity of the MIDANPIRG subsidiary bodies and increase their efficiency:</p> <p>a) States be invited to nominate for each MIDANPIRG subsidiary body Experts/Specialists as Members of the body concerned to fully contribute to the work of this body; and</p> <p>b) the specialists nominated for membership in a MIDANPIRG subsidiary body, act as focal points within their Civil Aviation Administration for all issues and follow-up activities related to the Work Programme of that body.</p>	Implementation of the Conclusion	ICAO States	State Letter Nomination of Experts/Specialist	January 2011	Ongoing SL Ref.: ME 3/56 - 11/041 dated 7 March 2011 4 States replied
<p>CONC. 12/3: UPDATE OF THE MIDANPIRG PROCEDURAL HANDBOOK</p> <p>That, the ICAO MID Regional Office:</p> <p>a) proceed with the amendment of concerned pages of the MIDANPIRG Procedural Handbook to reflect the changes approved by MIDANPIRG/12; and</p> <p>b) publish the updated version of the Handbook on the ICAO MID website before 31 December 2010.</p>	Update the MIDANPIRG Procedural Handbook and post it on the web	ICAO	Fifth edition of the Procedural Handbook	January2011	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/4: REQUIREMENT FOR ICAO GUIDANCE ON AERODROME OPERATIONAL MANAGEMENT PROCEDURES</p> <p>That, an ICAO Guidance material on aerodrome operational management procedures is urgently requested as complementary to the implementation of the SARPs contained in Annex 14, Vol. I</p>	<p>Implementation of the Conclusion</p>	<p>ICAO</p>	<p>PANS-Aerodromes</p>	<p>2013</p>	<p>Ongoing</p>
<p>DEC. 12/5: ESTABLISHMENT OF AERODROME CERTIFICATION IMPLEMENTATION TASK FORCE</p> <p>That, an Aerodromes Certification Implementation Task Force (ADCI TF) be established in accordance with the agreed Terms of Reference (TOR):</p>	<p>Implementation of the Conclusion</p>	<p>MIDANPIRG/12</p>	<p>TF established</p>	<p>October 2010</p>	<p>Ongoing</p>
<p>DEC. 12/6: SURVEY ON AERODROME EMERGENCY PLAN AND EMERGENCY OPERATION CENTRE</p> <p>That,</p> <p>a) a survey on Aerodrome Emergency Plan and Emergency Operation Centre be conducted in the MID Region; and</p> <p>b) the result of the survey be analyzed by ICAO MID Regional Office and presented to AOP SG/8 for further course of actions as appropriate.</p>	<p>Implementation of the Conclusion</p>	<p>ICAO States</p> <p>AOP SG/8</p>	<p>State Letter</p> <p>AOP SG/8 Report</p>	<p>May 2011</p> <p>December 2011</p>	<p>Ongoing</p> <p>SL Ref.: ME 3/56. 4- 11/275 dated 2 November 2011</p> <p>4 States replied</p>
<p>CONC. 12/7: RUNWAY SAFETY</p> <p>That,</p> <p>a) ICAO to consider organizing a Seminar/Workshop on Runway Safety during the year 2011, with focus on runway excursion prevention measures; and</p> <p>b) MID States be encouraged to host the Seminar/Workshop</p>	<p>Implementation of the Conclusion</p>	<p>ICAO</p>	<p>Conduct a Seminar</p>	<p>December 2011</p>	<p>Completed Regional Runway Safety Seminar scheduled 14-16 May 2012 in Amman, Jordan</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/8: QUALITY OF AERODROME AERONAUTICAL DATA AND COORDINATION BETWEEN AERODROME OPERATORS AND AIS</p> <p>That,</p> <p>a) ICAO to consider development of additional guidance on the implementation of quality requirements for protection and reporting aerodrome-related aeronautical data in accordance with the SARPs contained in Annex 14, Volume I; and</p> <p>b) MID States to ensure proper coordination with the Aeronautical Information Services and aerodrome authorities/operators for the timely transfer of aerodrome operational data through Service Level Agreements (SLA), worldwide best practices, etc</p>	<p>Implementation of the Conclusion</p>	<p>ICAO States</p>	<p>Guidance Material Service Letter Agreements (SLA) AOP SG/8 Report</p>	<p>December 2013 December 2011</p>	<p>Actioned (To be closed)</p>
<p>CONC. 12/9: RNAV 5 IMPLEMENTATION IN THE MID REGION</p> <p>That, States that have not yet done so, be urged to:</p> <p>a) update their AIP to change RNP 5 to RNAV 5; and</p> <p>b) take necessary measures to implement RNAV 5 area in the level band FL 160 - FL460 (inclusive).</p>	<p>Implementation of the Conclusion</p>	<p>ICAO States</p>	<p>State Letter update AIP Implement RNAV 5 (FL 160-FL460)</p>	<p>January 2011</p>	<p>Actioned SL Ref.: AN 6/29 – 10/432 dated 16 December 2010 AN 6/29 – 11/141 7 June 2011 (re-iterated)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/10: ALLOCATION OF FIVE-LETTER-NAME CODES IN THE MID REGION</p> <p>That, prior to 31 March 2011, States that have not yet done so:</p> <p>a) assign ICARD ATS Route Planners, in order to make use of the ICARD system and improve the process of allocation of 5LNCs;</p> <p>b) take necessary action in order for their designated ICARD Route Planner(s) to register to the ICAO ICARD 5LNC web-based System;</p> <p>c) review their list of allocated 5LNCs and identify the non-used, duplicate and non-ICAO 5LNCs, and inform the ICAO MID Regional Office accordingly for necessary action;</p> <p>d) release those allocated 5LNCs which were replaced and/or are no longer used; and</p> <p>e) update the ICARD database by adding the missing information (missing latitude and longitude coordinates, etc).</p>	Implement the Conclusion	ICAO States	State Letter Assign ATS Route Planner. Register to ICAO ICARD Update ICARD	January 2011 March 2011	Actioned SL Ref.: AN 8/15.2 – 10/444 dated 22 December 2010 (To be closed)
<p>CONC. 12/11: MEMBERSHIP OF THE MIDRMA</p> <p>That, Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, Syria, UAE and Yemen committed themselves to participate in the MIDRMA project, through the signature of the Memorandum of Agreement (MOA).</p>	Implement the Conclusion	MIDANPIRG/12	Signature of MOA MIDRMA Board/10 Report	October 2010	Completed
<p>CONC. 12/12: MIDRMA FUNDING MECHANISM</p> <p>That,</p> <p>a) the activities of the MIDRMA be ensured through contributions from all MIDRMA Member States, which could be recovered in accordance with ICAO Policies on charges for Airports and Air Navigation Services (Doc 9082), in coordination with IATA;</p> <p>b) the MIDRMA Member States pay their contributions on a yearly basis not later than 1 November of each year based on the invoices issued by ICAO;</p>	MIDRMA Board and ICAO to Follow-up implementation with concerned States	MIDANPIRG	Updated funding mechanism approved by MIDANPIRG/12	October 2010	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>c) ICAO ensure that the year of contribution is clearly indicated in the invoices related to the MIDRMA Project;</p> <p>d) The annual amounts to be paid by the MIDRMA Member States are, as follows:</p> <p style="padding-left: 20px;">i) Bahrain, Egypt, Iran, Oman and Saudi Arabia annual contribution is US\$ 30,000 each; and</p> <p style="padding-left: 20px;">ii) Iraq, Jordan, Kuwait, Lebanon, Syria and Yemen annual contribution is US\$ 10,000 each;</p> <p>e) UAE is exempted from the payment of contributions to the MIDRMA for the first ten (10) years of operation (up-to end of 2015);</p> <p>f) the MIDRMA Member States comply with the payment instructions contained in the invoices sent by ICAO HQ (Project code, fund number, invoice number, Bank information, etc);</p> <p>g) the budget estimate for the MIDRMA operation for each year be prepared/approved by the MIDRMA Board before 31 May of previous year;</p> <p>h) in case a MIDRMA Member State does not pay the contribution to the MIDRMA Project in a timely manner, the MIDRMA Board might consider to take penalty measures against this State (exclusion from the MID RVSM Safety Monitoring Report, review of the Membership, etc);</p> <p>i) the MIDRMA Board Chairman, in compliance with the Custodian Agreement and based on the agreed funding mechanism and the estimation of the yearly operating budget of the MIDRMA, be delegated the authority to certify on behalf of the MIDRMA Member States the requests for advance payment from the MIDRMA account managed by ICAO HQ to the MIDRMA Bank account in Bahrain, as decided by the MIDRMA Board;</p>					

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>j) the bills related to the MIDRMA expenses be certified by the MIDRMA Board Chairman and reviewed by the MIDRMA Board at each of its meetings;</p> <p>k) the MIDRMA funding mechanism be revised by the MIDRMA Board when necessary.</p>					
<p>CONC. 12/13: MIDRMA STAFFING</p> <p>That, in accordance with the MIDRMA Memorandum of Agreement (MOA):</p> <p>a) the MIDRMA staff is composed of local personnel provided by Bahrain, as follows:</p> <p style="margin-left: 20px;">i) MIDRMA Manager/Team Leader (Part Time)</p> <p style="margin-left: 20px;">ii) MIDRMA Officer (Full Time)</p> <p>b) the salaries of the MIDRMA staff are paid as monthly lump sums as follows:</p> <p style="margin-left: 20px;">i) MIDRMA Manager/Team Leader (Part Time) (500 BD)</p> <p style="margin-left: 20px;">ii) MIDRMA Officer (Full Time) (1,500 BD)</p> <p>c) the MIDRMA staff salaries be revised by the MIDRMA Board when necessary and as appropriate; and</p> <p>d) Bahrain is responsible of all administrative issues related to the MIDRMA staff, in coordination with the MIDRMA Board Chairman</p>	<p>Bahrain and the MIDRMA Board to follow up implementation of the Conclusion</p>	<p>MIDANPIRG</p>	<p>MIDRMA staffing approved by MIDANPIRG/12</p>	<p>October 2010</p>	<p>Completed</p>
<p>DEC. 12/14: MID RVSM SCRUTINY GROUP</p> <p>That, the MID RVSM Scrutiny Group is established with Terms of Reference (TOR) as at Appendix 5.2C to the Report on Agenda Item 5.2</p>	<p>MIDRMA to organize Scrutiny Group meetings</p>	<p>MIDANPIRG</p>	<p>Establishment of the Scrutiny Group approved by MIDANPIRG/12</p>	<p>October 2010</p>	<p>Completed</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/15: AIRCRAFT WITHOUT CONFIRMED RVSM APPROVAL STATUS</p> <p>That,</p> <p>a) States and the MIDRMA be invited to take necessary measures to ban any aircraft without confirmed RVSM approval status from entering the RVSM airspace;</p> <p>b) States be urged to report any case of handover at an RVSM Flight Level of an aircraft without confirmed RVSM approval status from adjacent ACCs to the ICAO MID Regional Office and the MIDRMA; and</p> <p>c) the MID RVSM Programme Managers monitor and follow up this subject at the national level, in order to ensure the efficient implementation of a) and b) above.</p>	<p>Implement the Conclusion</p>	<p>ICAO</p> <p>MIDRMA</p> <p>States</p>	<p>State Letter</p> <p>Report aircraft with non confirmed RVSM approval status</p>	<p>January 2011</p> <p>Ongoing</p>	<p>Completed</p> <p>SL Ref.: AN 6/5.10.15A – 11/086 dated 12 April 2011 (To be replaced and superseded by MIDRMA Board/11 Draft Conc. 11/9)</p>
<p>CONC. 12/16: MID RVSM SAFETY OBJECTIVES</p> <p>That, the safety assessment of RVSM operations in the MID Region be based on the following safety objectives:</p> <p>a) Safety Objective 1: The risk of collision in the MID RVSM airspace due solely to technical height-keeping performance meets the ICAO Target Level of Safety (TLS) of 2.5×10^{-9} fatal accidents per flight hour;</p> <p>b) Safety Objective 2: The overall risk of collision due to all causes which includes the technical risk and all risk due to operational errors and in-flight contingencies in MID RVSM airspace meets the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour; and</p> <p>c) Safety Objective 3: address any safety-related issues raised in the SMR by recommending improved procedures and practices; and propose safety level improvements to ensure that any identified serious or risk-bearing situations do not increase and, where possible, that they decrease. This should set the basis for a continuous assurance that the operation of RVSM will not adversely affect the risk of en-route mid-air collision over the years.</p>	<p>Follow up the implementation of the safety objectives</p>	<p>MIDRMA</p> <p>MIDANPIRG</p>	<p>SMR 2012</p>	<p>November 2011</p>	<p>Completed</p>

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<p>CONC. 12/17: MID REGION HEIGHT-KEEPING MONITORING STRATEGY</p> <p>That, the MID Region height-keeping monitoring Strategy is adopted as at Appendix 5.2D to the Report on Agenda Item 5.2.</p>	<p>The MIDRMA Board and the ATM/SAR/AIS SG to follow up Implementation of the Strategy</p>	<p>MIDANPIRG</p>	<p>Strategy approved by MIDANPIRG/12</p>	<p>October 2010</p>	<p>Completed</p> <p>(To be replaced and superseded by MIDRMA Board/11 Draft Conc. 11/10)</p>
<p>CONC. 12/18: MID RVSM SMR 2012</p> <p>That,</p> <p>a) the FPL/traffic data for the period 1-31 January 2011 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2012);</p> <p>b) only the appropriate Flight Data form available on the MIDRMA website (www.midrma.com) should be used for the provision of FPL/traffic data to the MIDRMA; and</p> <p>c) the draft version of the MID RVSM SMR 2012 be ready before 30 September 2011 for review by the ATM/SAR/AIS SG/12 meeting.</p>	<p>Implement the Conclusion</p>	<p>ICAO</p> <p>MIDRMA</p>	<p>State Letter</p> <p>Draft SMR</p>	<p>December 2010</p> <p>September 2011</p>	<p>Actioned</p> <p>SL Ref.: AN 6/5.10.15A – 10/437 dated 19 December 2010</p> <p>(To be closed)</p>
<p>DEC. 12/19: RVSM IMPLEMENTATION WITHIN BAGHDAD FIR</p> <p>That, the Baghdad FIR RVSM Implementation Working Group (BFRI WG) is delegated the authority to take the Go/No-Go Decision for RVSM implementation within Baghdad FIR.</p>	<p>Implement the Decision</p>	<p>BFRI WG</p>	<p>BFRI WG/2 Report Go/No-Go decision</p>	<p>January 2011</p>	<p>Completed</p>
<p>CONC. 12/20: FDPS SSRCA REQUIRED FUNCTIONALITY</p> <p>That, MID States be encouraged to consider the upgrade of their FDPSs to include the directional assignment capability in conjunction with ICAO New Flight Plan (INFPL) upgrade.</p>	<p>Implement the Conclusion</p>	<p>States</p>	<p>Upgrade of FDPS</p>	<p>November 2012</p>	<p>Actioned</p> <p>(To be closed)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/21: MID STRATEGY ON SSR CODE ALLOCATION ISSUES</p> <p>That, MID States adopt the MID strategy in order to improve the MID SSR Code Allocation System as at Appendix 5.2H to the Report on Agenda Item 5.2.</p>	<p>Implement the Conclusion</p>	<p>SSRCA SG</p>	<p>SSRCA SG/4 Report</p>	<p>September 2011</p>	<p>Actioned</p> <p>SLs dated 14 Dec. 2010 and 8 Jun 2011 (To be replaced and superseded by Draft Conc. 12/5)</p>
<p>CONC 12/22: SURVEY ON THE PROVISION OF SAR IN THE MID REGION</p> <p>That,</p> <p>a) the ICAO MID Regional Office send a State Letter with a questionnaire to all MID States, prior to 15 Jan 2011, to collect information on the status of implementation of SAR provisions in the MID Region and update the list of Air Navigation Deficiencies accordingly;</p> <p>b) States send their replies to the ICAO MID Regional Office prior to 15 February 2011; and</p> <p>c) in case of non-receipt of reply by the agreed deadline, concerned States will be added to the list of Air Navigation Deficiencies for non-provisions of required SAR services.</p>	<p>Implement the Conclusion</p>	<p>ICAO and States</p>	<p>State Letter Reply to survey</p>	<p>15 January 2011 15 February 2011</p>	<p>Actioned</p> <p>SLs dated 16 Dec 2010 and 7 Jun 2011 (To be closed)</p>
<p>CONC. 12/23: SAR POINT OF CONTACT (SPOC) AND 406MHZ BEACON</p> <p>That, MID States:</p> <p>a) designate a national SAR Point of Contact;</p> <p>b) take appropriate action to establish a register for 406 MHz ELT and share the data with International 406 MHz Beacon Registration Database;</p> <p>c) designate to the Cospas-Sarsat Secretariat a SAR Point of Contact; and</p>	<p>Follow-up Implementation of Conclusion</p>	<p>ICAO States</p>	<p>State Letter Data base Beacon upgrades and registration Focal points</p>	<p>2011 2011</p>	<p>Actioned</p> <p>SLs dated 16 Dec 2010 and 7 June 2011 (To be closed)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
d) update the ICAO MID Regional Office on their implementation status.					
<p>DEC. 12/24: DISSOLVE THE SAR AD-HOC WORKING GROUP (AWG)</p> <p>That, the SAR AWG be dissolved and the ATM/SAR/AIS SG is to follow the SAR requirements and issues.</p>	Implement the Decision	MIDANPIRG/12	Dissolve WG	October 2010	Completed
<p>CONC. 12/25: CIVIL/MILITARY COOPERATION</p> <p>That, in order to facilitate effective civil/military cooperation and joint use of airspace in accordance with ICAO provisions, and in support of the ICAO’s vision for an integrated, harmonized and globally interoperable air traffic management system as laid out in the ATM Operational Concept and in the Global Air Navigation Plan, MID States that have not yet done so, be urged to:</p> <p>a) manage the airspace in a flexible manner with an equitable balance between civil and military users through strategic coordination and dynamic interaction, in order to open up segregated airspace when it is not being used for its originally-intended purpose and allow for better airspace management and access for all users according to their needs;</p> <p>b) develop necessary institutional arrangements to foster civil/military cooperation; and</p> <p>c) take steps and arrange as necessary for the Military authorities to be:</p> <p>i) fully involved in the airspace planning and management process;</p> <p>ii) aware of the new developments in civil aviation; and</p> <p>iii) involved in national, regional and international aviation meetings, workshops, seminars and training sessions, as appropriate.</p>	Follow-up Conclusion Implementation	States	<p>Input from States</p> <p>Involvement of military in civil airspace management processes</p> <p>Civil/military coordination and cooperation</p>	<p>November 2011</p> <p>Ongoing</p> <p>Ongoing</p>	<p>Actioned</p> <p>SL AN6/13-11/137 Dated 2 June 2011</p> <p>(Re-iterated)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/26: UNCOORDINATED FLIGHTS OVER THE RED SEA AREA</p> <p>That, the ICAO MID Regional Office process a Proposal for Amendment to the Supplementary Procedures (Doc 7030) in order to include the procedures to be followed by all civil uncoordinated flights and, to the extent practicable, by military aircraft operating over the Red Sea Area, as shown at Appendix 5.2L to the Report on Agenda Item 5.2.</p>	Implement the Conclusion	ICAO	Amendment of Doc 7030	January 2011	Completed
<p>CONC. 12/27: IMPROVEMENT OF THE ADHERENCE TO THE AIRAC SYSTEM</p> <p>That, in order to improve the adherence to the AIRAC System, States, that have not yet done so, be urged to:</p> <ul style="list-style-type: none"> a) fully comply with the AIRAC procedures, in accordance with the provisions of Annex 15 and the MID Basic ANP Chapter VIII; c) organize awareness campaigns involving AIS and all technical Departments providing the raw data to the AIS for promulgation; and c) arrange for the signature of Service Level Agreements (SLA) between AIS and the data originators. 	Implement the Conclusion	ICAO States	State Letter Feedback from States	February 2011 June 2011	Actioned SL dated 12 April 2011 (To be closed)
<p>CONC. 12/28: eTOD CHECKLIST</p> <p>That, MID States be encouraged to use the eTOD checklist at Appendix 5.3B to the Report on Agenda Item 5.3 in order to assist them in the process of planning and implementation of the eTOD provisions.</p>	Implement the Conclusion	ICAO States	State Letter Feedback from States	February 2011 June 2011	Completed SL Ref.: AN 8/2.4 – 11/094 dated 19 April 2011
<p>CONC. 12/29: eTOD AWARENESS CAMPAIGNS</p> <p>That, for the sake of an efficient and harmonized implementation of eTOD, MID States be invited to organize, at the National Level and, to the extent possible co-operatively, awareness campaigns and training programmes (seminars, workshops, etc) to promote and expedite the process of eTOD implementation.</p>	Implement the Conclusion	ICAO States	State Letter Feedback from States	February 2011 June 2011	Actioned SL dated 19 April 2011 (To be closed)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>DEC. 12/30: DISSOLUTION OF THE eTOD WORKING GROUP</p> <p>That, noting that the majority of the tasks assigned to the eTOD Working Group have been completed:</p> <p>a) the eTOD Working Group is dissolved; and</p> <p>b) the eTOD tasks which have not yet been completed be included into the Work Programme of the AIS/MAP Task Force.</p>	Implement the Decision	MIDANPIRG/12	Dissolve eTOD WG	October 2010	Completed
<p>CONC. 12/31: AWARENESS CAMPAIGNS AND TRAINING PROGRAMMES ON QMS</p> <p>That, MID States be invited to organize, at the National level, awareness campaigns and training programmes with the support of ICAO and the QMS Implementation Action Group (QMS AG), to promote and expedite the process of implementation of QMS for AIS.</p>	Implement the Conclusion	ICAO States	State Letter Feedback from States	February 2011 June 2011	Actioned SL dated 12 April 2011 (Replaced and superseded by Draft Conc. 12/12)
<p>DEC 12/32: TERMS OF REFERENCE OF THE QMS IMPLEMENTATION ACTION GROUP</p> <p>That, the Terms of Reference of the QMS Implementation Action Group (QMS AG) be updated as at Appendix 5.3G to the Report on Agenda Item 5.3.</p>	Implement the Decision	MIDANPIRG	Updated TOR	October 2010	Completed
<p>DEC.12/33: TERMS OF REFERENCE OF THE AIS AUTOMATION ACTION GROUP</p> <p>That, the Terms of Reference of the AIS Automation Action Group (AISA AG) be updated as at Appendix 5.3H to the Report on Agenda Item 5.3.</p>	Implement the Decision	MIDANPIRG	Updated TOR	October 2010	Completed
<p>CONC.12/34: TRANSITION FROM AIS TO AIM</p> <p>That, recognizing the limitations of the current AIS, which does not meet the new global ATM system requirements envisioned by the ATM Operational Concept, and taking into consideration the ICAO Roadmap for the transition from AIS to AIM:</p>	Implement the Conclusion	ICAO States AIS/MAP TF	State Letter National Plans AIS/MAP TF/6 Report	February 2011 April 2011	Actioned SL Ref.: AN 8/4 – 11/091 dated 14 April 2011 (To be closed)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>a) MID States, that have not yet done so, be urged to develop national plans to implement the transition from AIS to AIM and send them to the ICAO MID Regional Office before 31 March 2011; and</p> <p>b) the AIS/MAP Task Force monitor the progress of transition from AIS to AIM in the MID Region and supports regional and national planning.</p>					
<p>DEC. 12/35: PLANNING FOR THE TRANSITION FROM AIS TO AIM</p> <p>That, based on the ICAO Global ATM Operational Concept and the ICAO Roadmap for the transition from AIS to AIM, the AIS/MAP Task Force:</p> <p>a) develop performance goals for the transition from AIS to AIM in the MID Region and identify achievable Milestones; and</p> <p>b) carry out a review of the AIS parts of the MID Basic ANP and FASID in order to introduce/develop planning material related to the transition from AIS to AIM.</p>	Implement the Decision	AIS/MAP TF	<p>AIM Performance goals</p> <p>Draft Proposal for Amendment to the MID ANP (Part AIM)</p>	October 2011	<p>Actioned</p> <p>(To be closed)</p>
<p>CONC. 12/36: MID AIM SEMINAR</p> <p>That, with a view to provide States with a better understanding of the planning and implementation issues related to the transition from AIS to AIM:</p> <p>a) a MID AIM Seminar be organized in 2012;</p> <p>b) ICAO coordinate with Egypt for the hosting of the Seminar; and</p> <p>c) MID States be encouraged to participate actively in this event.</p>	ICAO to follow up with Egypt for the organization of the Seminar	ICAO Egypt	Seminar	2012	Ongoing

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>DEC. 12/37: TERMS OF REFERENCE OF THE AIS/MAP TASK FORCE</p> <p>That, the Terms of Reference and Work Programme of the AIS/MAP Task Force be updated as at Appendix 5.3I to the Report on Agenda Item 5.3.</p>	<p>Implement the Decision</p>	<p>MIDANPIRG</p>	<p>Updated TOR</p>	<p>October 2010</p>	<p>Completed</p> <p>(replaced and superseded by Draft Dec 12/16)</p>
<p>CONC. 12/38: POSTING OF AMHS PLANS IN AMC</p> <p>That, MID States be encouraged to post their AMHS implementation plans on the European ATS Messaging Management Centre (AMC).</p>	<p>Follow-up the posting of Plan on AMC</p>	<p>ICAO States</p>	<p>State Letter AMHS plans Posted</p>	<p>February 2011</p>	<p>Ongoing</p> <p>SL AN 7/5.1 – 11/016 Dated 20 January 2011 (To be replaced and superseded by Draft Conc. 4/4)</p>
<p>CONC. 12/39: MID IP NETWORK SURVEY</p> <p>That, MID States be urged to complete the MID IP Network survey as at Appendix 5.4A to the Report on Agenda Item 5.4 and send to ICAO MID Regional Office by February 2011.</p>	<p>Follow-up in IP Network in MID Region</p>	<p>ICAO States</p>	<p>State Letter Completed survey</p>	<p>February 2011</p>	<p>Ongoing</p> <p>SL AN 7/5.1 – 11/016 Dated 20 January 2011 (To be replaced and superseded by Draft Conc. 4/1)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC.12/40: USE OF PUBLIC INTERNET IN THE MID REGION</p> <p>That MID States be encouraged to:</p> <p>a) follow the guidance Appendix 5.4B to the Report on Agenda Item 5.4, when using the public internet for critical aeronautical communication; and</p> <p>b) provide to the ICAO MID Regional Office, the inventory on the public internet usage ; as at Appendix 5.4C to the Report on Agenda Item 5.4 by 20 February 2011.</p>	Implement the Conclusion	States	<p>State Letter</p> <p>Inventory of public internet</p> <p>ATN/IPS WG report</p>	<p>February 2011</p> <p>March 2011</p>	<p>Ongoing</p> <p>AN 7/5.1 – 11/016</p> <p>Dated 20 January 2011</p> <p>completed</p>
<p>DEC. 12/41: REVISED NAME AND TOR OF THE IPS WG</p> <p>That, the IPS WG is renamed as ATN/IPS WG with same members; and its terms of reference and work programme of the ATN/IPS Working Group be updated as at Appendix 5.4D to the Report on Agenda Item 5.4.</p>	Implement the Decision	MIDANPIRG/12	Revised TOR	October 2010	<p>Completed</p> <p>(To be replaced and superseded by Draft Dec. 4/3)</p>
<p>DEC.12/42: DISSOLVE THE AD-HOC ACTION GROUP FOR THE SUPPORT OF AERONAUTICAL FREQUENCY BANDS</p> <p>That, the Ad-Hoc action group for the support of Aeronautical frequency bands is dissolved and its task to be carried by the CNS SG.</p>	Implement the Decision	MIDANPIRG/12	Dissolve AD-HOC Group	October 2010	Completed
<p>CONC. 12/43: SUPPORT ICAO POSITION FOR WRC-12</p> <p>That, MID States be urged to:</p> <p>a) include ICAO Position on WRC-12 in their State Position to the extent possible;</p> <p>b) support Civil Aviation Authorities, aviation spectrum experts to participate actively in the national and regional level activities related to WRC-12 including ITU study groups to support ICAO Position; and</p> <p>c) support Civil Aviation Authorities, aviation spectrum experts to participate in WRC-12 and coordinate with the ICAO delegation to the conference</p>	Follow up with States to support ICAO positions	<p>ICAO</p> <p>States</p>	<p>State Letter</p> <p>CNS SG/4 Report</p> <p>Support ICAO positions</p>	February 2012	<p>Ongoing</p> <p>Follow-up during CNS SG/4 25-27 September 2011</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/44: UPDATING THE AFTN/CIDIN DIRECTORY</p> <p>That, ICAO MID Regional Office request Authorization from EUROCONTROL to provide the routing function and any additional functions available in AMC to the MID Region.</p>	<p>Follow-up with EUROCONTROL for additional fun</p>	<p>ICAO</p>	<p>State Letter</p>	<p>February 2011</p>	<p>Ongoing</p> <p>AN 7/5.1 – 11/011 Dated 19 January 2011</p> <p>(To be replaced and superseded by Draft Conc. 4/5)</p>
<p>CONC. 12/45: MID SURVEILLANCE WORKSHOP</p> <p>That,</p> <p>a) the ICAO MID Regional Office organizes a workshop with an objective to raise awareness, develop MID Regional Surveillance strategy and road map; and</p> <p>b) MID States participate in the workshop and provide their future surveillance plans</p>	<p>Implement the Conclusion</p>	<p>ICAO State</p>	<p>Organize Workshop State to attend workshop and provide their plan</p>	<p>2011</p>	<p>Completed</p>
<p>CONC. 12/46: EXCHANGE OF SURVEILLANCE DATA</p> <p>That, MID States be encouraged, to share ATS surveillance data in order to improve surveillance coverage in the MID Region, which will enhance safety, efficiency, capacity and could be used as back-up where feasible.</p>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter Exchange Surveillance data</p>	<p>February 2011</p>	<p>Ongoing</p> <p>SL AN 7/5.9 – 11/025 Dated 16 February 2011</p>
<p>CONC. 12/47: MID REGION PERFORMANCE METRICS</p> <p>That:</p> <p>a) the following MID Region Metrics be adopted for performance monitoring of the air navigation systems:</p> <p>MID Metric 1: Number of accidents per 1,000 000 departures;</p> <p>MID Metric 2: Percentage of certified international aerodromes;</p> <p>MID Metric 3: Number of Runway incursions and excursions per year;</p>	<p>Monitor performance of ANS using the endorsed metrics</p>	<p>MIDANPIRG & subsidiary bodies</p>	<p>Develop performance targets</p>	<p>2011</p>	<p>Ongoing</p> <p>SL Ref.: AN 7/26.1-11/121 dated 24 May 2011</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>MID Metric 4: Number of States reporting necessary data to the MIDRMA on regular basis and in a timely manner;</p> <p>MID Metric 5: The overall collision risk in MID RVSM airspace;</p> <p>MID Metric 6: Percentage of air navigation deficiencies priority "U" eliminated;</p> <p>MID Metric 7: Percentage of instrument Runway ends with RNP/RNAV approach procedure; and</p> <p>MID Metric 8: Percentage of en-route PBN routes implemented in accordance with the regional PBN plan.</p> <p>b) the MIDANPIRG subsidiary bodies monitor the Metrics related to their work programmes; develop associated performance targets and provide feed-back to MIDANPIRG.</p>					
<p>CONC. 12/48: DATA COLLECTION FOR MID REGION PERFORMANCE METRICS</p> <p>That, States be invited to:</p> <p>a) incorporate the agreed MID Region Performance Metrics into their National performance monitoring process;</p> <p>b) collect and process relevant data necessary for performance monitoring of the air navigation systems to support the regional Metrics adopted by MIDANPIRG; and</p> <p>c) submit this data to the ICAO MID Regional Office on a regular basis.</p>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter</p> <p>Include metrics into national performance monitoring</p> <p>Submit data to ICAO</p>	<p>January 2011</p>	<p>Ongoing</p> <p>SL Ref.: AN 7/26.1-11/121 dated 24 May 2011</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>DEC. 12/49: REVIEW OF THE MID AIR NAVIGATION PLAN (ANP)</p> <p>That, in support to ICAO efforts to improve regional ANPs, the MIDANPIRG subsidiary bodies:</p> <ul style="list-style-type: none"> a) carry out a complete review of the MID Basic ANP and FASID parts related to their Terms of Reference (TOR) and Work Programme; b) develop revised draft structure and content of the Basic ANP in order to reconcile it with the ATM Operational Concept, the Global Plan provisions and the performance based approach; c) identify the need for and development of those FASID Tables necessary to support the implementation of a performance-based global air navigation systems; and d) report progress to MIDANPIRG/13. 	<p>Implement the Decision</p>	<p>ICAO States Users</p>	<p>New structure, format & content of ANP/FASID</p>	<p>2012</p>	<p>Ongoing</p>
<p>DEC. 12/50: TERMS OF REFERENCE OF THE INFPL STUDY GROUP</p> <p>That, the Terms of Reference and Work Programme of the INFPL Study Group be updated as at Appendix 5.5G to the Report on Agenda Item 5.5</p>	<p>Implement the Decision</p>	<p>MIDANPIRG</p>	<p>Updated TOR</p>	<p>October 2010</p>	<p>Completed</p>
<p>CONC. 12/51: INFPL IMPLEMENTATION DIFFICULTIES</p> <p>That, MID States be urged to complete the impact studies and file any difficulties arising in the implementation of INFPL to the ICAO MID Regional Office for posting on FITS.</p>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter Completed impact study File difficulties</p>	<p>April 2011 October 2012</p>	<p>Actioned SL dated 16 Feb 2011 (To be closed)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/52: ICAO NEW FLIGHT PLAN FORMAT IMPLEMENTATION</p> <p>That, MID States be urged to:</p> <p>a) secure necessary budget for the implementation of the ICAO New FPL Format;</p> <p>b) initiate necessary negotiation with their ATC systems manufacturers/ vendors for the implementation of necessary hardware/software changes, as soon as possible;</p> <p>c) develop National PFF related to the ICAO new FPL format project with clearly established milestones with timelines; and</p> <p>d) take all necessary measures to comply with the applicability date of 15 November 2012.</p>	Implement the Conclusion	States	Secure resources	June 2012	<p>Actioned</p> <p>SL dated 16 Feb 2011</p>
<p>CONC. 12/53: QUESTIONNAIRE ON THE STATUS OF INFPL IMPLEMENTATION</p> <p>That, MID States be urged to reply to the Questionnaire on the Status of Implementation of Amendment 1 to the Procedures for Air Navigation Services-Air Traffic Management, Fifteenth Edition (PANS-ATM, Doc 4444) as at Appendix 5.5J to the Report on Agenda Item 5.5, by 20 February 2011.</p>	Implement the Conclusion	States	Completed questionnaire	February 2011	<p>Completed</p> <p>SL AN 6/2B – 11/027 dated 16 February 2011</p>
<p>CONC. 12/54: STRATEGY FOR THE IMPLEMENTATION OF INFPL</p> <p>That, MID Region Strategy for the implementation of INFPL be adopted as at Appendix 5.5K to the Report on Agenda Item 5.5</p>	Implement the Conclusion	MIDANPIRG/12	Adopted Strategy	October 2010	<p>Completed</p>
<p>CONC. 12/55: INFPL IMPLEMENTATION PLANS AND PROGRESS REPORT</p> <p>That, MID States be urged to send INFPL Implementation plans and progress report on the preparation for the implementation of INFPL to the ICAO MID Regional Office every (3) three months and whenever major progress is achieved.</p>	Implement the Conclusion	States	Progress Report	Every 3 months	<p>Ongoing</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/56: STRATEGY FOR THE IMPLEMENTATION OF GNSS IN THE MID REGION</p> <p>That, the Strategy for implementation of GNSS in the MID Region be updated as at Appendix 5.5N to the Report on Agenda Item 5.5.</p>	Implement the Conclusion	MIDANPIRG/12	Adopted new Strategy	October 2010	Completed (To be replaced and superseded by PBN/GNSS TF/4 Draft Conc. 4/6)
<p>CONC. 12/57: MID REGION PBN IMPLEMENTATION STRATEGY AND PLAN</p> <p>That, the MID Region PBN Implementation Strategy and Plan be updated as at Appendix 5.5P to the Report on Agenda Item 5.5.</p>	Implement the Conclusion	MIDANPIRG/12	Approved Strategy	October 2010	Completed (To be replaced and superseded by PBN/GNSS TF/4 Draft Conc. 4/1)
<p>CONC. 12/58: PBN IMPLEMENTATION PROGRESS REPORT</p> <p>That, for future reporting on the status of PBN implementation, MID States be urged to:</p> <p>a) use the excel sheet as at Appendix 5.5Q to the Report on Agenda Item 5.5 and PBN Implementation Progress Report Template as at Appendix 5.5R to the Report on Agenda Item 5.5; and</p> <p>b) submit progress reports to ICAO MID Regional Office every six months or whenever major progress is achieved.</p>	Implement the Conclusion	States	Progress Report	Every 6 months	Ongoing SL dated 16 February 2011 (To be replaced and superseded by PBN/GNSS TF/4 Draft Conc. 4/3)
<p>DEC. 12/59: TERMS OF REFERENCE OF THE PBN/GNSS TASK FORCE</p> <p>That, the Terms of Reference and Work Programme of the PBN/GNSS Task Force be updated as at Appendix 5.5T to the Report on Agenda Item 5.5.</p>	Implement the Decision	MIDANPIRG	Updated TOR	October 2010	Completed (To be replaced and superseded by PBN/GNSS TF/4 Draft Dec. 4/8)
<p>DEC. 12/60: LIST OF TASK FOR PBN/GNSS TASK FORCE</p> <p>That, the list of tasks for the PBN/GNSS Task Force be updated with new task assignments as at Appendix 5.5U to the Report on Agenda Item 5.5.</p>	Implement the Decision	MIDANPIRG	PBN/GNSS TF/3 Report	October 2010	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/61: IMPLEMENTATION OF CONTINUOUS DESCENT OPERATIONS</p> <p>That, recognizing the efficiency and environmental benefits of Continuous Descent Operations (CDO), and the need to harmonize these operations in the interest of safety, MID States be encouraged to include implementation of CDO as part of their PBN implementation plans and to implement CDO in accordance with the ICAO CDO Manual Doc 9931.</p>	<p>Follow up development in MID Region/States</p>	<p>States</p>	<p>Progressive introduction of CDO operations in TMAs</p>	<p>2012</p>	<p>Actioned SL dated 16 February 2011</p>
<p>DEC. 12/62: DISSOLVE MID-FIT</p> <p>That, MID-FIT is dissolved and the matters related to data link activities are considered and followed by the CNS/ATM/IC SG.</p>	<p>Implement the Decision</p>	<p>MIDANPIRG</p>	<p>Dissolved MID-FIT</p>	<p>October 2010</p>	<p>Completed</p>
<p>CONC. 12/63: ADOPTION OF GOLD</p> <p>That, MID States be urged to:</p> <ul style="list-style-type: none"> a) adopt Global Operational Data Link Document (GOLD) for data link operations; and b) contribute in future amendments to the GOLD as required. 	<p>Implement the Conclusion</p>	<p>MIDANPIRG States</p>	<p>Adopted GOLD</p>	<p>October 2010</p>	<p>Completed</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/64: TRAINING FOR THE NEW WAFS FORECASTS</p> <p>That, in order to facilitate the implementation of the new WAFS forecasts by the WAFS users in the MID States, WAFS Provider States in coordination with the World Meteorological Organization (WMO) be invited to organize in 2011 or 2012 a training seminar for the MID Region on the use of the new gridded WAFS forecasts for convective clouds, icing and turbulence</p>	<p>Implement the Conclusion</p>	<p>WAFS Provider States WMO</p>	<p>Training Seminar</p>	<p>2012</p>	<p>Ongoing</p> <p>(IOM Ref: AN 10/3 – 10/421 to WAFSOPSG Secretariat dated 14 Dec 2010)</p> <p>Training method to be considered at WAFSOPSG/7 (Sep 2012: reference WAFSOPSG/6 C6/12 and C6/13)</p>
<p>CONC. 12/65: FINALIZED SIGMET TEST PROCEDURES AND CONDUCTING OF REGULAR SIGMET TESTS IN THE MID REGION</p> <p>That,</p> <p>a) the MID SIGMET Test Procedures, at Appendix 5.6A to the Report on Agenda Item 5.6, be adopted and forwarded to States for implementation;</p> <p>b) MID States be urged to participate in the conducting of regular WS- and WV-SIGMET tests in 2011 onwards and nominate SIGMET Focal Points if they have not already done so; and</p> <p>c) the results of the SIGMET tests be reported to each MET Sub-Group meeting, with feedback provided on any identified deficiencies provided to States concerned with proposed corrective actions.</p>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter</p> <p>Nominate SIGMET Focal point</p> <p>MET SG/3 Report</p>	<p>January 2011</p> <p>February 2011</p> <p>May 2011</p>	<p>Complete</p> <p>SL AN 10/12 – 10/422 Dated 14 December 2010</p> <p>(note MET SG/3 draft Conclusion 3/2)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/66: SIGMET GUIDE FOR THE MID REGION</p> <p>That, the ICAO MID Regional Office, circulate the working draft of the MID SIGMET Guide, as presented at Appendix 5.6B to the Report on Agenda Item 5.6, to MID States in order to:</p> <p>a) obtain the necessary WS-, WV- and WC-SIGMET headers for Appendix B of the document; and</p> <p>b) finalize the document in time for the MET SG/3 meeting.</p>	<p>Implement the Conclusion</p>	<p>ICAO</p>	<p>State Letter</p> <p>Draft SIGMET Guide</p>	<p>January 2011</p> <p>May 2011</p>	<p>Ongoing</p> <p>SL AN 12/3 – 10/424 Dated 14 December 2010</p> <p>(note MET SG/3 draft Conclusion 3/3)</p>
<p>CONC. 12/67: IMPROVING OPMET DATA IN THE MID REGION</p> <p>That, in order to improve the quality and availability of OPMET data in the MID Region, MID States be urged, if they have not already done so, to:</p> <p>a) fully implement ICAO Annex 3 provisions relating to OPMET data, including TAF;</p> <p>b) investigate the reasons for the absence of SIGMET messages and reconsider their procedures for SIGMET generation and transmission;</p> <p>c) consider the need for establishing local quality control and format verification procedures for OPMET data; and</p> <p>d) undertake all efforts to reduce the errors in OPMET data significantly, the aim of which should be that less than 5% of all issued OPMET data being incorrect.</p>	<p>Implement the Conclusion</p>	<p>States</p>	<p>Implement annex 3 provisions</p> <p>Establish QC for OPMET data</p>	<p>May 2011</p>	<p>Complete</p> <p>SL AN 10/11 – 10/425 Dated 14 December 2010</p>
<p>CONC. 12/68: HARMONIZATION OF PROCEDURES FOR OPMET DATA ISSUANCE</p> <p>That, in order to improve the timeliness and regularity of OPMET data (METAR and TAF) for AOP aerodromes in the MID Region:</p> <p>a) the ICAO MID Regional Office develop guidance material related to the issuance of OPMET data by 31 December 2010; and</p>	<p>Implement the Conclusion</p>	<p>ICAO</p>	<p>State Letter</p> <p>Guidance material</p>	<p>January 2011</p>	<p>Complete</p> <p>SL AN 10/11 – 10/426 Dated 14 December 2010</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>b) MID States be urged to implement common procedures in accordance with this guidance by MET SG/3.</p>					
<p>CONC. 12/69: ACTIVATION AND PROPOSED MEETING OF THE MID OPMET BULLETIN MANAGEMENT GROUP</p> <p>That,</p> <p>a) the MID OPMET Bulletin Management Group (BMG) be activated with the Terms of Reference at Appendix 5.6C to the Report on Agenda Item 5.6;</p> <p>b) the MID States participating in the OPMET BMG are urged to nominate appropriate experts on the group and inform the ICAO MID Regional Office accordingly; and</p> <p>c) the Rapporteur of the OPMET BMG, in coordination with the ICAO MID Regional Office, organize a meeting of the group immediately prior to MET SG/3.</p>	<p>Implement the Conclusion</p>	<p>ICAO BMG</p>	<p>State Letter Organize BMG meeting</p>	<p>January 2011 May 2011</p>	<p>Complete</p> <p>SL AN 10/11 – 10/427 Dated 14 December 2010</p> <p>BMG/1 meeting held 18 December 2011 in Cairo</p>
<p>CONC. 12/70: REGIONAL SURVEY ON THE IMPLEMENTATION OF MET SERVICES AND FACILITIES</p> <p>That, the ICAO MID Regional Office utilise the questionnaire presented at Appendix 5.6D to the Report on Agenda Item 5.6 as the basis of a regional survey on the implementation of MET services and facilities in the MID Region in 2010, and at least every 18 months thereafter</p>	<p>Implement the Conclusion</p>	<p>ICAO</p>	<p>State Letter</p>	<p>January 2011</p>	<p>Ongoing</p> <p>SL AN 10/22 – 10/428 Dated 14 December 2010</p> <p>Reminder letter to be sent end of 2011 for completion before MIDANPIRG/13</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/71: FACILITATING THE IMPLEMENTATION OF QMS FOR MET IN THE MID REGION</p> <p>That, MID States that have not yet implemented a Quality Management System (QMS) for meteorological (MET) service to international air navigation, be invited to take necessary action to expedite the implementation of QMS in accordance with Annex 3 provisions, taking into consideration the key recommendations at Appendix 5.6E to the Report on Agenda Item 5.6</p>	Implement the Conclusion	ICAO	State Letter	January 2011	Completed SL AN 3/2.8 – 10/429 Dated 14 December 2010
<p>DEC.12/72: VOLCANIC ASH CONTINGENCY PLAN FOR THE MID REGION</p> <p>That, the ATM/SAR/AIS Sub-Group and MET Sub-Group be invited to develop a draft Volcanic Ash Contingency Plan for the MID Region for consideration at MIDANPIRG/13.</p>	Implement the Decision	ICAO MID	Draft Volcanic Ash contingency plan	May 2011	Ongoing Waiting on outcome from IVATF TF-ATM01 in June 2012
<p>CONC. 12/73: REVIEW OF PART VI (MET) OF THE MID AIR NAVIGATION PLAN VOLUME II (FASID)</p> <p>That, in time for MET Sub-Group 3, the ICAO MID Regional Office, in coordination with the MID OPMET Bulletin Management Group (BMG), is invited to review and propose amendments, as necessary, to FASID Tables MET 2A, 2C, 4A and 4B related to OPMET exchange.</p>	Implement the Conclusion	ICAO BMG	FASID Amendment	May 2011	Ongoing AP with assistance from BMG/1 expected before MIDANPIRG/13
<p>CONC. 12/74: UPDATED TRAFFIC FORECASTING REQUIREMENTS IN THE MID REGION</p> <p>That,</p> <p>a) the ICAO MID Regional Office coordinate with other international and regional organizations; including IATA, the possibility of establishing a MID database to support regional traffic forecasting activities;</p> <p>b) MID States continue their support to the Traffic Forecasting Sub-Group by ensuring that their respective nominees to the membership of the Sub-Group include, as much as possible,</p>	Update information to be provided by States	TF SG ICAO States	State Letter Meeting of the SG Traffic data	May 2011	On going

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>forecasting experts, air traffic management experts and, when required, financial analysts to carry out business case and cost/benefit analysis; and</p> <p>c) MID States continue to avail required FIR and other data to the Traffic Forecasting Sub-Group in the format agreed by the Sub-Group to facilitate the development of forecasts and other air navigation planning and implementation parameters.</p>					
<p>CONC.12/75: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION</p> <p>That, MID States be urged to:</p> <p>a) 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 prior to 31 March 2011;</p> <p>b) use the online facility offered by the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update, and elimination of air navigation deficiencies;</p> <p>c) accord high priority to eliminate all air navigation deficiencies with emphasis on those with priority “U”; in particular by allocating the necessary budget to ensure that their Civil Aviation Authorities have and retain a sufficient number of qualified technical personnel, who are provided with appropriate initial, on-the-job and recurrent training; and</p> <p>d) seek support from regional and international organizations (i.e. ACAC, GCC, etc.) for the elimination of identified air navigation deficiencies.</p>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter Feedback from States</p>	<p>January 2011</p>	<p>SL Ref.: AN2/2 – 11/123 dated 25 May 2011</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><u>DGCA-MID/1</u></p> <p>CONC. 1/2: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION</p> <p>That, States:</p> <ul style="list-style-type: none"> a) accord high priority to the elimination of air navigation deficiencies; in particular by allocating the necessary budget to ensure that their Civil Aviation Authorities have and retain a sufficient number of qualified technical personnel, and provide appropriate initial, on-the-job and recurrent training; b) work cooperatively towards the elimination of common deficiencies; and c) consider the use of the Regional Safety Oversight Organizations (RSOOs) as an efficient mechanism for, inter-alia, the provision of appropriate training to technical staff and elimination of common deficiencies. 					
<p>CONC. 1/3: MIDDLE EAST REGIONAL AIRSPACE REVIEW (MIDRAR)</p> <p>That,</p> <ul style="list-style-type: none"> a) States committed to the UAE declaration are encouraged to: <ul style="list-style-type: none"> i. support CANSO efforts to carry out a Middle East Regional Airspace Review (MIDRAR), in close coordination with ICAO and all concerned parties/stakeholders; ii. support the creation of the MIDRAR Team; and iii. provide necessary information, data and other resources, including Specialist input, as required 					
<p>CONC. 1/4: IMPLEMENTATION OF THE ICAO NEW FPL FORMAT</p> <p>That, considering the importance of timely implementation of the ICAO new Flight Plan Format, MID States are urged to provide necessary resources and support to expedite implementation of the ICAO New Flight Plan Format.</p>					

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 1/5: MID REGION AIS DATABASE (MIDAD)</p> <p>That,</p> <ul style="list-style-type: none"> a) Jordan and Bahrain take the lead in carrying out a study/business case pertaining to the establishment of a MID Region AIS Database (MIDAD), in close coordination with ICAO; b) States provide all necessary information and support for the achievement of the study; and c) Jordan and Bahrain present the outcome of the study to the appropriate MIDANPIRG subsidiary bodies (AIS/MAP TF and ATM/SAR/AIS SG). 					
<p>CONC. 1/6: CONTINGENCY PLANS</p> <p>That, for the interest of ensuring safety and continuity of civil aviation, MID States:</p> <ul style="list-style-type: none"> a) accord high priority and secure necessary resources to update, complete and promulgate their contingency plans; and b) send copies of their contingency plans (even those which are still in draft format) to the ICAO MID Regional Office as soon as possible. 					
<p>CONC. 1/12: ESTABLISHMENT OF HIGH LEVEL ENVIRONMENTAL REGIONAL GROUP</p> <p>That, in order to address the identified environmental concerns/challenges, States cooperate towards establishment of a High Level Environmental Regional Group.</p>					