



International Civil Aviation Organization

Middle East Regional Monitoring Agency Board

Twelfth Meeting (MIDRMA Board/12)
(Kuwait, 17–19 December 2012)

**Agenda Item 2: Follow-up on MIDANPIRG/13 and MIDRMA Board
Conclusions and Decisions**

**REVIEW OF THE MIDANPIRG/13 AND MIDRMA BOARD
CONCLUSIONS AND DECISIONS**

(Presented by the Secretariat)

SUMMARY

This paper presents MIDANPIRG/13 Conclusions and Decisions related to the MIDRMA and other current MIDRMA Board Conclusions and Decisions and the follow-up actions taken.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/13 Report
- MIDRMA Board/11 Report

1. INTRODUCTION

1.1 MIDANPIRG/13 meeting held in Abu Dhabi, UAE, from 22 to 26 April 2012, reviewed and endorsed relevant MIDRMA Board Conclusions and Decisions.

1.2 The Eleventh Meeting of the Middle East Regional Monitoring Agency Board (MIDRMA Board/11) was held in Cairo, Egypt, 27 – 29 September 2011. The meeting developed eleven (11) Draft Conclusions and one (1) Draft Decision.

2. DISCUSSION

2.1 This paper provides the meeting with an update on the status of MIDANPIRG/13 Conclusions and Decisions related to the MIDRMA as well as on the current MIDRMA Board Draft Conclusions and Decisions. It shows also the follow-up actions taken by concerned parties.

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 ON RELEVANT MIDANPIRG/13 AND CURRENT MIDRMA BOARD CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONCLUSION 13/3: IMPROVEMENT OF THE ATS ROUTE STRUCTURE IN THE MID REGION</p> <p>That, as a first step towards the rationalization of the ATS route network in the MID Region:</p> <p>a) States be urged to;</p> <p>i) identify those ATS Routes that are not economically structured within their airspaces;</p> <p>ii) coordinate and agree with appropriate authorities on the priority of action to replace the identified routes with more economical routes based on the definition of City Pairs, the PBN and FUA concepts;</p> <p>b) Users to;</p> <p>i) identify those ATS Routes that are not economically structured in the MID Region;</p> <p>ii) provide priority of action; and</p> <p>c) States and Users; provide feedback to the ARN TF/6 meeting</p>	Implement the Conclusion	ICAO States Users	State Letter	Sep. 2012	<p>Ongoing</p> <p>AN 6/5.8 - 12/164 dated 12 June 2012</p>
<p>CONCLUSION 13/4: MIDRAR PROJECT</p> <p>That States, be invited to support the MIDRAR Project and assign Focal Points to provide necessary information to the MIDRAR Team</p>	Implement the Conclusion	ICAO States	State Letter	30 Aug. 2012	<p>Ongoing</p> <p>AN 6/5.8.3 – 12/167 dated 12 June 2012</p>
<p>CONCLUSION 13/5: IMPLEMENTATION OF REDUCED RADAR LONGITUDINAL SEPARATION IN THE MID REGION</p> <p>That,</p> <p>a) States, that have not yet done so;</p>	Implement the Conclusion	ICAO States	State Letter	30 Aug. 2012	<p>Ongoing</p> <p>AN 6/3 – 12/165 dated 12 June 2012</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
i) be urged to implement the 20 NM radar longitudinal separation; ii) be encouraged to further reduce the radar longitudinal separation within the MID Region to 10 NM, where appropriate; and iii) be invited to agree with their neighbouring FIRs/States on the date of implementation and updating of the LoAs; b) the ATM Regional PFFs be updated to include the reduced radar longitudinal separation as an ATM objective for the MID Region.					
CONCLUSION 13/10: POST RVSM IMPLEMENTATION IN THE BAGHDAD FIR That, a) Iraq be urged to implement the actions agreed by the BFPRI-SCM in an expeditious manner to solve the ATC coordination, communication and surveillance issues between Baghdad ACC and the neighbouring ACCs; b) States and all stakeholders be invited to support Iraq in the process of normalization of the Baghdad FIR; and c) in case of low progress of implementation of the necessary actions by Iraq before 15 October 2012 , the RVSM operations be suspended in the Baghdad FIR.	Implement the Conclusion	ICAO States/Stakeholders Iraq	State Letter Provide support Implement the Action Plan	15 Jun. 2012 15 Oct. 2012 15 Oct. 2012	Ongoing AN 6/5.10.15B-12/172 dated 13 June 2012 Iraq letter dated 23 Sep. 2012 AN 6/5.10.15D-12/318 dated 23 Oct. 2012

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/30: NATIONAL PERFORMANCE FRAMEWORK That, States be urged to: a) develop, update and/or complete their National Performance Framework, including the National Performance Framework Forms (PFFs), ensuring the alignment with and support to the regional performance objectives; b) incorporate the agreed MID Region Performance Metrics into their National performance monitoring process; and c) report relevant data necessary for performance monitoring of the air navigation systems to the ICAO MID Regional Office, on a regular basis, with a view to update the Regional PFFs and monitor the MID Region Performance Metrics.	Implement the Conclusion	ICAO States	State Letter Feedback and reports	30 Jun. 2012 On regular basis	Ongoing AN 7/26.1 – 12/233 dated 6 Aug. 2012
CONCLUSION 13/58: PROVISION OF STATISTICAL DATA That, States be urged to provide required airlines, airports and air navigation service providers statistical data to ICAO using the new revised forms as at Appendix 4.7A to the Report on Agenda Item 4.7.	Implement the Conclusion	ICAO States	State Letter Statistics	31 Dec. 2012	Ongoing

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONCLUSION 13/63: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION</p> <p>That, States be urged to:</p> <p>a) review their respective lists of identified deficiencies, develop associated Corrective Action Plans and forward them to the ICAO MID Regional Office prior to 15 June 2012; and</p> <p>b) use the ICAO MID Air Navigation Deficiency Database (MANDDD) for submitting online requests for addition, update, and elimination of air navigation deficiencies, until the official launch of the Centralized Air Navigation Deficiency Database on iSTARS.</p>	Implement the Conclusion	ICAO States	State Letter CAP and necessary updates	15 Jun. 2012	Ongoing AN 2/2 – 12/189 dated 21 June 2012
<p>CONCLUSION 13/64: REPORTING OF LARGE HEIGHT DEVIATIONS (LHD)</p> <p>That, in order to simplify and standardize the reporting of Altitude/Height Deviations and Coordination Failures, in accordance with the ICAO Doc 9937:</p> <p>a) the Form at Appendix 5.2A to the Report on Agenda Item 5.2 be used for the reporting of Altitude/Height Deviations and Coordination Failures; and</p> <p>b) the monthly submission of LHD replaces the monthly submission of ADRs and CFRs.</p>	Implement the Conclusion	MIDANPIRG/13 States	LHD Form endorsed LHD sent to the MIDRMA	Apr 2012 On monthly basis	Ongoing

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONCLUSION 13/65: PROVISION OF REQUIRED DATA TO THE MIDRMA</p> <p>That, considering the on-going requirement for RVSM safety monitoring in the MID Region:</p> <p>a) States provide the required data to the MIDRMA on a regular basis and in a timely manner. The data includes, but is not necessarily limited to:</p> <ul style="list-style-type: none"> i) approval of operators and aircraft for RVSM operations (on monthly basis or whenever there's a change); ii) Large Height Deviations (LHD) (on monthly basis); iii) traffic data (as requested by the MIDRMA Board); and iv) radar data as, when and where required. <p>b) States not providing the required data to the MIDRMA on a regular basis and in a timely manner:</p> <ul style="list-style-type: none"> i) be included in the MIDANPIRG list of air navigation deficiencies; and ii) might not be covered by the RVSM SMRs. 	Implement the Conclusion	States	Necessary data provided to the MIDRMA	On monthly basis	Ongoing
<p>CONCLUSION 13/66: SECOND MID RVSM SAFETY ASSESSMENT SEMINAR</p> <p>That, with a view to raise the awareness related to the requirements for sustained RVSM safety assessment activity and improve the knowledge of all involved parties, in particular with respect to the Vertical Collision Risk Methodology and Altimetry System Errors, the MIDRMA, in coordination with ICAO, organize a Second MID RVSM Safety Assessment Seminar, in the last quarter of 2012.</p>	Convene the Seminar	MIDRMA/ICAO	Seminar	Oct. 2012	Seminar cancelled

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/67: TRAINING ON RVSM SAFETY ASSESSMENT That, with a view to raise the awareness related to the requirements for sustained RVSM safety assessment activity and improve the knowledge of the ATC and Air Operators personnel: a) the MIDRMA include in its work programme regular missions to the Member States, during which briefings on the MIDRMA activities and RVSM safety assessment requirements be provided to concerned personnel; and b) for improved effectiveness, the MIDRMA visit to a State be conducted, to the extent possible, back-to-back with the GMU height monitoring mission related to the air operator(s) based in this State.	Implement the Conclusion	MIDRMA	Training on RVSM safety assessment provided	2012-2013	Ongoing
CONCLUSION 13/68: VERTICAL COLLISION RISK SOFTWARE That, a) the MIDRMA initiate action for the development/purchase of a suitable VCR software for the MID Region; and b) the VCR Software be presented to and validated by the Second MID RVSM Safety Assessment Seminar, to be held in October 2012	Implement the Conclusion	MIDRMA	VCR Software	Oct. 2012	Ongoing (WP/8)
CONCLUSION 13/69: RVSM APPROVALS That, a) States be urged to take necessary measures to: i) ensure that, before 30 June 2012 , their aircraft operators fully comply with Annex 6 provisions related to long term height monitoring requirements, based on the MIDRMA MMR Tables;	Implement the Conclusion	ICAO States	State Letter Necessary action and feedback	1 Jun. 2012 2012-2013	Ongoing AN 6/5.10.15A-12/173 dated 13 June 2012

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CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
ii) withdraw the RVSM approvals for their registered aircraft that would not be compliant with Annex 6 provisions related to long term height monitoring requirements; after 30 June 2012 ; iii) ban any aircraft without confirmed RVSM approval status from entering the RVSM airspace; and iv) report any case of handover at an RVSM Flight Level of an aircraft without confirmed RVSM approval status from adjacent ACCs to the MIDRMA and the ICAO MID Regional Office b) the MIDRMA Board Members in coordination with the MID RVSM Programme Managers monitor and follow up this subject at the national level, in order to ensure efficient implementation.					
CONCLUSION 13/70: MID REGION HEIGHT-KEEPING MONITORING STRATEGY That, the MID Region height-keeping monitoring strategy is updated as at Appendix 5.2B to the Report on Agenda Item 5.2.	Implement the Strategy	MIDANPIRG/13	Strategy	April 2012	Closed
CONCLUSION 13/71: MID RVSM SMR 2012-2013 That, a) the FPL/traffic data for the period 1-31 October 2012 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2012-2013); 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 c) the draft version of the MID RVSM SMR 2012-2013 be ready before 30 April 2013.	Implement the Conclusion	ICAO States MIDRMA	State Letter Oct. 2012 FPL/traffic data provided to the MIDRMA Draft SMR	15 Sep. 2012 15 Nov. 2012 30 Apr. 2013	Ongoing AN 6/5.10.15A – 12/271 dated 12 Sep 12 (WP/5)

MIDRMA BOARD CURRENT DRAFT CONCLUSIONS AND DECISIONS					
DRAFT CONCLUSION 11/1: PAYMENT OF THE 2012 CONTRIBUTIONS That, in accordance with the MIDRMA Funding Mechanism: a) the invoices related to the payment of the MIDRMA project contributions for the year 2012 be issued by ICAO Headquarters prior to 31 October 2011 ; and b) States pay their 2012 contributions to the MIDRMA project prior to 31 December 2011 .	MIDRMA Board and ICAO to Follow-up implementation with concerned States	MIDANPIRG	Updated funding mechanism approved by MIDANPIRG/12	October 2012	Ongoing (WP/3)
DRAFT DECISION 11/2: REQUEST FOR THE TRANSFER OF US\$ 100,000 TO THE MIDRMA ACCOUNT IN BAHRAIN That, the MID RMA Board Chairman is delegated the authority to certify a request for the transfer of the amount of US\$ 100,000 from the MIDRMA account managed by ICAO HQ to the MID RMA account in Bahrain on 1 November 2011.	Follow up with ICAO HQ	MIDRMA Board Chairman + MIDRMA + ICAO	Request for transfer of USD 100,000 USD 100,000 transferred to the MIDRMA Bank Account	1 November 2011	Req 11 Oct. 11 (USD 100,000 transfer red to the MIDRMA Bank Account in Bahrain on 21 Nov 11)
DRAFT CONCLUSION 11/12: MIDRMA MANUAL That, the Final version of the MIDRMA Manual be consolidated by the MIDRMA Team, in coordination with the ICAO MID Regional Office, in order to be presented to the MIDRMA Board/12 meeting for final review.	Follow up with MIDRMA Team and MIDRMA Board Members	ICAO	Comments and feedback on the Draft MIDRMA Manual used to prepare the final version of the Manual	17 December 2012	Ongoing (WP/11)