



International Civil Aviation Organization

MIDANPIRG ATM/AIM/SAR Sub-Group

Thirteenth Meeting (ATM/AIM/SAR SG/13)
(Cairo, Egypt, 30 September – 3 October 2013)

Agenda Item 2: Follow-up on MIDANPIRG/13, DGCA MID/2 and MSG/3 Conclusions and Decisions relevant to ATM, SAR and AIM Fields

FOLLOW-UP ON MIDANPIRG/13, DGCA MID/2 AND MSG/3 CONCLUSIONS AND DECISIONS RELEVANT TO ATM, SAR AND AIM FIELDS

(Presented by the Secretariat)

SUMMARY

This paper presents MIDANPIRG/13, DGCA-MID/2 and MSG/3 Conclusions and Decisions relevant to ATM, SAR and AIM Fields and the follow-up actions taken.

Action by the meeting is at paragraph 3.

REFERENCES

- DGCA-MID/2 Report
- MIDANPIRG/13 Report
- MSG/3 Report

1. INTRODUCTION

1.1 The Thirteenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/13) was hosted by the General Civil Aviation Authority (GCAA) of the United Arab Emirates in Abu Dhabi, from 22 to 26 April 2012.

1.2 The Second Meeting of the Directors General of Civil Aviation in the Middle East Region (DGCA-MID/2) was hosted by the General Authority of Civil Aviation (GACA), Saudi Arabia in Jeddah, from 20 to 22 May 2013.

1.3 The Third meeting of the MIDANPIRG Steering Group (MSG/3) was held in Cairo, Egypt, from 17 to 19 June 2013, at the premises of the ICAO MID Regional Office.

2. DISCUSSION

2.1 The meeting may wish to recall that the ATM/AIM/SAR Sub-Group is tasked with the follow-up on the implementation process related to the ATM, SAR and AIM fields and to inform MIDANPIRG on progress, achievement, and problems being encountered.

2.2 This paper provides the meeting with an update on the status of MIDANPIRG/13, DGCA-MID/2 and MSG/3 Conclusions and Decisions related to the ATM, SAR and AIM fields.

2.3 The relevant Conclusions and Decisions related to the ATM, SAR and AIM fields, and the follow-up actions taken by concerned parties are 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 and take action, as appropriate.

APPENDIX A

FOLLOW-UP ACTION PLAN ON MIDANPIRG/13 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	Ongoing AN 6/5.8 - 12/164 dated 12 June 2012 To be replaced and superseded by ARN TF/6 Draft Concl. 6/2
<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	Ongoing AN 6/5.8.3 – 12/167 dated 12 June 2012
<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> <p>i) be urged to implement the 20 NM radar longitudinal separation;</p> <p>ii) be encouraged to further reduce the radar longitudinal separation within the MID Region to 10 NM, where appropriate; and</p>	Implement the Conclusion	ICAO States	State Letter	30 Aug. 2012	Actioned AN 6/3 – 12/165 dated 12 June 2012 Feedback received from States (To be closed)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>iii) be invited to agree with their neighbouring FIRs/States on the date of implementation and updating of the LoAs;</p> <p>b) the ATM Regional PFFs be updated to include the reduced radar longitudinal separation as an ATM objective for the MID Region.</p>					
<p>CONCLUSION 13/6: MID STRATEGY ON SSR CODE ALLOCATION</p> <p>That, the MID Region Strategy on SSR Code Allocation be updated as at Appendix 4.2B to the Report on Agenda Item 4.2</p>	Implement the Strategy	MIDANPIRG/13	Strategy	Apr. 2012	Completed
<p>CONCLUSION 13/7: MID SSR CODE MANAGEMENT PLAN (CMP)</p> <p>That, the MID Region SSR Code Management Plan is endorsed as at Appendix 4.2C to the Report on Agenda Item 4.2.</p>	Implement the Conclusion	States ICAO	State Letter	May 2012	Completed AN 6/17-12/124 dated 10 May 12 AN 6/17-12/127 dated 14 May 2012
<p>DECISION 13/8: DISSOLUTION OF THE SSRCA STUDY GROUP</p> <p>That, recognizing that its work programme has been completed; the SSRCA Study Group is dissolved.</p>	ATM/AIM/SAR SG to address SSR CA issues	MIDANPIRG/13	Dissolve SG	Apr. 2012	Completed
<p>CONCLUSION 13/9: MID REGIONAL CONTINGENCY PLAN</p> <p>That, States and users be urged to review the MID Regional Contingency Plan and the revised version of the CRAME-03 at Appendices 4.2E and 4.2F to the Report on Agenda Item 4.2, respectively; and provide updates and comments to the ICAO MID Regional Office before 1 September 2012.</p>	Implement the Conclusion	States ICAO	State Letter	Sep. 2012	Ongoing AN 6/1.2.1 – 12/166 dated 12 June 2012 CRAME III contact list Updated AN 6/1.2.1 – 13/194 dated 21 July 2013

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONCLUSION 13/10: POST RVSM IMPLEMENTATION IN THE BAGHDAD FIR</p> <p>That,</p> <p>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;</p> <p>b) States and all stakeholders be invited to support Iraq in the process of normalization of the Baghdad FIR; and</p> <p>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.</p>	Implement the Conclusion	ICAO States/Stakeholders Iraq	State Letter Provide support Implement the Action Plan	15 Jun. 2012 15 Oct. 2012 15 Oct. 2012	Actioned 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 ICAO MID Regional Office received: Iraq Letter dated 11 Feb 2013 Updated Action Plan 22 April 2013 Updated Action Plan 10 September 2013 (To be closed)
<p>DECISION 13/11: REVISED TOR OF THE ATM/AIM/SAR SUB-GROUP</p> <p>That, the ATM/SAR/AIS Sub-Group be renamed ATM/AIM/SAR Sub-Group with Terms of Reference as at Appendix 4.2K to the Report on Agenda Item 4.2.</p>	Implement the Work Programme of the ATM/AIM/SAR SG	MIDANPIRG/13	Updated TOR and Procedural Handbook	Apr. 2012	Completed
<p>CONCLUSION 13/12: MEANS OF DISSEMINATION OF THE LIST OF VALID NOTAM</p> <p>That, States be encouraged to:</p> <p>a) use the internet (emails and/or websites) for the dissemination of the monthly printed plain-language list of valid NOTAM and discontinue its dissemination in hardcopy by post; and</p>	Implement the Conclusion	ICAO States	State Letter Feedback from States	30 Jun. 201 Sep. 2012	Actioned AN 8/2.1 – 12/200 dated 1 Jul. 2012 (To be closed)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
b) make available on the web on a daily or at least on a weekly basis an updated list of valid NOTAM.					
<p>CONCLUSION 13/13: AVOIDANCE OF THE AIRAC DATE 15 NOVEMBER 2012</p> <p>That, taking into consideration the worldwide impact of the ICAO New FPL format implementation, States be invited to avoid the use of the AIRAC date of 15 November 2012 as an effective date for the introduction of significant changes to the aeronautical information publications</p>	Implement the Conclusion	ICAO States	State Letter Feedback from States	30 Jun. 2012 20 Sep. 2012	Completed AN 8/2.1 – 12/232 dated 6 Aug. 2012
<p>DECISION 13/14: DISSOLUTION OF THE QMS ACTION GROUP</p> <p>That, recognizing that the activities of the QMS AG were very limited, the QMS AG is dissolved</p>	Implement the Decision	MIDANPIRG/13	QMS AG dissolved	Apr. 2012	Completed
<p>CONCLUSION 13/15: QMS IMPLEMENTATION</p> <p>That, in accordance with Annex 15 provisions, States, that have not yet done so, be urged to take necessary measures to:</p> <p>a) organize at the National level, awareness campaigns and training programmes to promote and expedite the process of implementation of QMS for AIS;</p> <p>b) implement/complete the implementation of the required QMS in an expeditious manner;</p> <p>c) arrange for an ISO 9001 certification by an accredited certification body; and</p> <p>d) ensure that quality management is applicable to the whole aeronautical information data chain from data origination to distribution to the next intended user, taking into consideration the intended use of data.</p>	Implement the Conclusion	ICAO States	State Letter Feedback from States	30 Jun. 2012 Sep. 2012	Ongoing AN 8/4.1 – 12/199 dated 1 Jul. 2012 (To be closed)
<p>CONCLUSION 13/16: CERTIFICATION OF THE AIM SERVICES</p> <p>That, in order to improve the level of compliance with the Standards and Recommended Practices of Annex 4 and Annex 15 and pave the way for the transition from AIS to AIM, ICAO consider the inclusion of a requirement for the certification of AIM Services in Annex 15.</p>	Implement the Conclusion	ICAO	SARPs/Guidance Material	2016	Actioned Subject to ANC approval (To be closed)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>DECISION 13/17: ESTABLISHMENT OF THE MIDAD STUDY GROUP (MIDAD STG)</p> <p>That, the MID Region AIS Database (MIDAD) Study Group (MIDAD STG) is established with Terms of Reference as at Appendix 4.3B to the Report on Agenda Item 4.3.</p>	Implement the work programme of the MIDAD STG	MIDANPIRG/13	MIDAD STG established	Apr. 2012	Completed
<p>DECISION 13/18: DISSOLUTION OF THE AIS AUTOMATION ACTION GROUP</p> <p>That, recognizing that the activities of the AIS Automation Action Group (AISA AG) were very limited, the AISA AG is dissolved.</p>	Implement the Decision	MIDANPIRG/13	AIS Automation AG dissolved	Apr. 2012	Completed
<p>CONCLUSION 13/19: MIDAD PROJECT SECOND PHASE</p> <p>That, taking into consideration the results of the first phase of the MIDAD Study, States, Users and all concerned stakeholders be invited to provide all necessary support for the achievement of the second phase of the MIDAD Project.</p>	Implement the Conclusion	ICAO States and Users	State Letter Support the MIDAD Project	Dec. 2012 During Phase 2 of the MIDAD Project	Ongoing DGCA-MID/2 Conc.2/7 (WP/16)
<p>CONCLUSION 13/20: COMMITMENT TO THE MIDAD PROJECT</p> <p>That, as part of the Second Phase of the MIDAD Project:</p> <p>a) a Memorandum of Agreement (MOA) be signed by Bahrain, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria and Yemen in order to legally reflect their commitment to the MIDAD Project; and</p> <p>b) other States from within and outside the MID Region, interested to participate in the MIDAD Project, be invited to sign the MOA.</p>	Implement the Conclusion	ICAO Concerned States	MOA signed	2013	Ongoing DGCA-MID/2 Conc.2/7 (WP/16)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONCLUSION 13/21: MIDAD LEGAL FRAMEWORK</p> <p>That, the following options be considered for the endorsement of the MIDAD legal framework by the DGCA-MID/2 meeting:</p> <p>a) a volunteer State/Group of States provides the legal framework by hosting the project; or</p> <p>b) an ICAO TCB Project for the implementation of MIDAD, including the establishment of a MIDAD legal entity or agency (similar to the MIDRMA).</p>	Implement the Conclusion	DGCA-MID/2	Agreement on the best option for the MIDAD legal framework	Apr. 2013	Ongoing DGCA-MID/2 Conc.2/7 (WP/16)
<p>DECISION 13/22 TERMS OF REFERENCE OF THE AIM TASK FORCE</p> <p>That, the AIS/MAP Task Force be renamed AIM Task Force with Terms of Reference (TOR) as at Appendix 4.3D to the Report on Agenda Item 4.3.</p>	Implement the work programme of the AIM TF	MIDANPIRG/13	Updated TOR	Apr. 2012	Completed
<p>CONCLUSION 13/31: ENDORSEMENT OF THE AIM PARTS OF THE MID BASIC ANP AND FASID</p> <p>That, the AIM Parts of the MID Basic ANP and FASID, including the AIM FASID Tables at Appendices 4.5F, 4.5G and 4.5H to the Report on Agenda Item 4.5:</p> <p>a) are endorsed;</p> <p>b) be used as a planning document for the transition from AIS to AIM in the MID Region; and</p> <p>c) be formally included in the MID ANP through a proposal for amendment, when the new structure of the MID ANP is finalized and the AIM FASID Tables are populated with relevant data.</p>	Implement the Conclusion	MIDANPIRG/13	Basic ANP and FASID AIM Parts	Apr. 2012	Completed
<p>DECISION 13/32: ESTABLISHMENT OF THE MID AIR NAVIGATION PLAN AD-HOC WORKING GROUP (ANP WG)</p> <p>That, the MID Air Navigation Plan Ad-hoc Working Group (ANP WG) be established to fulfil the requirements set up by MIDANPIRG through Decision 12/49.</p>	Convene the ANP WG/1 meeting	MIDANPIRG/13	ANP WG established	Apr. 2012	Completed ANP WG/1 held in Cairo, 27-29 May 2013

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>DECISION 13/34: ESTABLISHMENT OF THE AIR TRAFFIC MANAGEMENT MEASUREMENT TASK FORCE (ATMM TF)</p> <p>That, the ATMM TF be established with Terms of Reference (TOR) as at Appendix 4.5J to the Report on Agenda Item 4.5.</p>	Convene the ATMM TF/1 meeting	MIDANPIRG/13	ATMM TF established	Apr. 2012	Completed First meeting (8-9 Sept 2013)
<p>CONCLUSION 13/35: ESTIMATING ENVIRONMENT BENEFITS</p> <p>That, in order to allow the Air Traffic Management Measurement Task Force (ATMM TF) and the CNS/ATM/IC SG to follow-up the implementation of the ATM operational improvements and estimate the fuel savings accrued from the corresponding improvements on regional basis:</p> <p>a) States be urged to:</p> <p>i) use IFSET or a more advanced model/measurement capability available to estimate environment benefits accrued from operational improvements;</p> <p>ii) send the IFSET reports/the accrued environmental benefits to ICAO MID Regional office on a bi-annual basis.</p> <p>b) IATA to:</p> <p>i) encourage users to support the programme; and</p> <p>ii) consolidate users' inputs and report the accrued environmental benefits to ICAO MID Regional office on a bi-annual basis.</p>	Implement the Conclusion	ICAO States/Users ATMM TF and CNS/ATM/IC SG	State Letter Feedback (IFSET reports) Reports of meetings	Dec. 2012 2013	Actioned AN 6/15 – 13/028 dated 20 Jan 2013 First meeting (8-9 Sept 2013) (To be replaced and superseded by ATMM TF/1 Draft Conc. 1/1)
<p>CONCLUSION 13/61: CENTRALIZED AIR NAVIGATION DEFICIENCY DATABASE</p> <p>That, States and international organizations be invited to:</p> <p>a) test the centralized air navigation deficiency database on iSTARS platform using the guidance in Appendix 5.1A to the Report on Agenda Item 5.1;</p>	Implement the Conclusion	ICAO States	State Letter Feedback	30 Jun. 2012 31 Aug. 2013	Ongoing AN 2/2 – 12/189 dated 21 Jun.2012

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>b) update the data as necessary in coordination with the ICAO MID Regional Office; and</p> <p>c) provide feedback to the ICAO MID Regional Office by 31 August 2012</p>					
<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 (MANDD) 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	Actioned AN 2/2 – 12/189 dated 21 June 2012 (To be closed)
<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	Actioned (To be closed)
<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>	Implement the Conclusion	States	Necessary data provided to the MIDRMA	On monthly basis	Actioned To be replaced and superseded by MIDRMA Board/12 Draft

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<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. 					<p>Conc. 12/8</p> <p>AN 6/5.10.15A-13/002 dated 6 January 2013</p>
<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>	<p>Convene the Seminar</p>	<p>MIDRMA/ICAO</p>	<p>Seminar</p>	<p>Oct. 2012</p>	<p>Closed</p> <p>Seminar cancelled</p>
<p>CONCLUSION 13/67: TRAINING ON RVSM SAFETY ASSESSMENT</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 the ATC and Air Operators personnel:</p> <p>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</p>	<p>Implement the Conclusion</p>	<p>MIDRMA</p>	<p>Training on RVSM safety assessment provided</p>	<p>2012-2013</p>	<p>Ongoing</p> <p>To be replaced and superseded by MIDRMA Board/12 Draft Conc. 12/5</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
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.					
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	Actioned (To be closed)
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; 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.	Implement the Conclusion	ICAO States	State Letter Necessary action and feedback	1 Jun. 2012 2012-2013	Actioned AN 6/5.10.15A-12/173 dated 13 June 2012 (To be replaced and superseded by MIDRMA Board/12 Draft Conc. 12/6)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONCLUSION 13/70: MID REGION HEIGHT-KEEPING MONITORING STRATEGY</p> <p>That, the MID Region height-keeping monitoring strategy is updated as at Appendix 5.2B to the Report on Agenda Item 5.2.</p>	Implement the Strategy	MIDANPIRG/13	Strategy	April 2012	Completed
<p>CONCLUSION 13/71: MID RVSM SMR 2012-2013</p> <p>That,</p> <p>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);</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 2012-2013 be ready before 30 April 2013.</p>	Implement the Conclusion	<p>ICAO States</p> <p>MIDRMA</p>	<p>State Letter</p> <p>Oct. 2012 FPL/traffic data provided to the MIDRMA</p> <p>Draft SMR</p>	<p>15 Sep. 2012</p> <p>15 Nov. 2012</p> <p>30 Apr. 2013</p>	<p>Actioned</p> <p>AN 6/5.10.15A – 12/271 dated 12 Sep 12</p>

FOLLOW-UP ACTION PLAN ON DGCA MID/2 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 2/2: SUPPORT TO THE ICAO MID OFFICE ACTIVITIES</p> <p>That, taking into consideration the ICAO budget constraints and the expansion of the scope of the ICAO MID Regional Office activities:</p> <p>a) States and stakeholders be encouraged to use the SAFE fund earmarked contributions option to secure some funds that could be used for the implementation of the RASG-MID Work Programme; and</p> <p>b) ICAO takes necessary measures for the establishment of a specific fund to receive the in-kind States' voluntary contributions supporting the MIDANPIRG and RASG-MID activities.</p>	Implement the Conclusion	ICAO States	State Letter Feedback from States		
<p>CONC. 2/3: MID REGION ATM ENHANCEMENT PROGRAMME (MAEP) – SPECIAL COORDINATION MEETING</p> <p>That, the ICAO MID Regional Office organise a Special Coordination Meeting in September 2013 in order to agree on the best mechanism to establish a MID Region ATM Enhancement Programme, taking into consideration all initiatives.</p>	Implement the Conclusion	ICAO			Ongoing First meeting has been postponed to 2014
<p>CONC. 2/4: MID REGION ATM ENHANCEMENT PROGRAMME (MAEP) BOARD</p> <p>That, a MID Region ATM Enhancement Programme Board composed of high level representatives from concerned States and Organizations, be established for overall supervision, direction, and management of the Programme.</p>	Implement the Conclusion	ICAO	States, Users		Ongoing First meeting has been postponed to 2014

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<p>CONC. 2/6: COMMON CONTINGENCY ARRANGEMENTS</p> <p>That, recognizing the importance of contingency arrangements to reduce the effects of unexpected major events of disruption or potential disruption of ATS and supporting services, MID States:</p> <ul style="list-style-type: none"> a) cooperate to adopt common contingency measures that can be included in the Letter of Agreements between adjacent Area Control Centres (ACCs); b) share experience on contingency measures; and c) organise, when possible, exercises to check the validity of the contingency measures and readiness of involved ATS Units. 	<p>Implement the Conclusion</p>	<p>States</p>	<p>Contingency Plans</p>		<p>Ongoing</p> <p>AN 6/1.2.1 – 13/194 dated 21 July 2013</p>
<p>CONC. 2/7: PHASE 2 OF THE MIDAD PROJECT</p> <p>That,</p> <ul style="list-style-type: none"> a) Bahrain, Qatar, Saudi Arabia and UAE take the lead in carrying out the detailed MIDAD Study (Phase 2), in close coordination with the MIDAD Study Group; and b) States provide all necessary support for the achievement of Phase 2 of the Study 					<p>Ongoing</p> <p>(WP/16)</p>

FOLLOW-UP ACTION PLAN ON MSG/3 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>DRAFT CONC. 3/1: MID REGION AIR NAVIGATION STRATEGY</p> <p>That, States and all stakeholders review the draft MID Air Navigation Strategy at Appendix 4A to the Report on Agenda Item 4 and provide comments/inputs to the ICAO MID Regional Office before 15 August 2013 for further review by the CNS/ATM/IC SG/7 meeting before presentation of the final version of the strategy for endorsement by MIDANPIRG/14.</p>	Implement the Conclusion	ICAO States	State Letter Feedback from States		Ongoing AN 1/7-13/169 dated 30 June 2013 (WP/19)
<p>DRAFT CONC. 3/2: MIDANPIRG REVISED ORGANIZATIONAL STRUCTURE</p> <p>That, States:</p> <p>a) review the two (2) proposals at Appendices 4B and 4C to the Report on Agenda Item 4 related to the revised MIDANPIRG Organizational Structure; and</p> <p>b) inform the ICAO MID Regional Office, before 31 August 2013 on the preferred Organizational Structure and provide inputs related to the Terms of Reference of the different MIDANPIRG subsidiary bodies.</p>	Implement the Conclusion	ICAO States	State Letter Feedback from States		Ongoing ME 3/56-13/170 dated 3 July 2013 (WP/20)