INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE THIRD MEETING OF
THE MIDANPIRG STEERING GROUP**

MSG/3

(Cairo, Egypt, 17 – 19 June 2013)

The views expressed in this Report should be taken as those of the MIDANPIRG Steering Group and not of the Organization. This Report will, however, be submitted to the MIDANPIRG and any formal action taken will be published in due course as a Supplement to the Report

Approved by the Meeting
and published by authority of the Secretary General

TABLE OF CONTENTS

MSG/3
History of the Meeting

PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1   The Third meeting of the MIDANPIRG Steering Group (MSG/3) was held at the Meeting Room of the ICAO Middle East Regional Office in Cairo, Egypt, from 17 to 19 June 2013.

2. OPENING

2.1   The meeting was opened by Mr. Mohamed Khonji, Regional Director, ICAO Middle East Office, Cairo.

2.2   Mr. Khonji welcomed all the participants to Cairo and thanked them for their attendance. He welcomed and introduced the Chairman of MIDANPIRG and MSG, Mr. Hamad Alaufi, Director AIS, General Authority of Civil Aviation, Saudi Arabia, who extended also a warm welcome to all participants to the MSG/3 meeting.

2.3   Mr. Khonji recalled briefly the history of the Steering Group and highlighted the global developments related to air navigation; referring in particular to the twelfth Air Navigation Conference (AN-Conf/12) and the Second Meeting of the Directors General of Civil Aviation in the Middle East Region (DGCA-MID/2) held in Jeddah, Saudi Arabia, 20 - 22 May 2013. He underlined the need to develop a MID Region Air Navigation Strategy with a clear definition of the priorities and targets for the Region. Mr. Khonji highlighted also the need to review the MIDANPIRG Organizational Structure to cope with the new developments and ways of working.

2.4   Finally, Mr. Khonji wished the meeting all the success.

3. ATTENDANCE

3.1   The meeting was attended by a total of twenty two (22) participants from seven (7) MID Region States (Bahrain, Egypt, Iran, Jordan, Lebanon, Saudi Arabia and United Arab Emirates), two (2) Organisations and one (1) Agency (MIDRMA). The list of participants is at **Attachment A.**

4. OFFICERS AND SECRETARIAT

4.1   The meeting was chaired by the Chairman of MIDANPIRG, Mr. Hamad M. Alaufi, Director AIS, General Authority of Civil Aviation, Saudi Arabia.

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

Mr. Jehad Faqir	-	Deputy Regional Director
Mr. Mohamed Smaoui	-	Regional Officer, Air Navigation Services/Aeronautical Information Management (ANS/AIM)
Mr. Raza A. Gulam	-	Regional Officer, Communications, Navigation and Surveillance (CNS)
Mr. Adel Ramlawi	-	Regional Officer, Aerodrome and Ground Aids (AGA)
Mr. Elie El Khoury	-	Regional Officer, Air Traffic Management and Search and Rescue (ATM/SAR)

5. LANGUAGE

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

6. AGENDA

6.1   The following Agenda was adopted:

Agenda Item 1:   Adoption of the Provisional Agenda

Agenda Item 2:   Follow-up on the outcome of MIDANPIRG/13 Meeting

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

Agenda Item 4:   Performance Framework for Regional Air Navigation Planning and Implementation

Agenda Item 5:   Air Navigation Deficiencies and Safety matters

Agenda Item 6:   Future Work Programme

Agenda Item 7:   Any other Business

7. CONCLUSIONS AND DECISIONS – DEFINITION

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

a)   **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States, or on which further action will be initiated by the Secretary in accordance with established procedures; and

b)   **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its Sub-Groups

8. LIST OF CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 3/1:   *MID REGION AIR NAVIGATION STRATEGY*

DRAFT CONCLUSION 3/2:   *MIDANPIRG REVISED ORGANIZATIONAL STRUCTURE*

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1:   ADOPTION OF THE PROVISIONAL AGENDA

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

REPORT ON AGENDA ITEM 2: FOLLOW-UP ON THE OUTCOME OF MIDANPIRG/13 MEETING

2.1   The meeting was apprised of the outcome of the Thirteenth meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/13) held in Abu Dhabi, UAE, 22 - 26 April 2012.

2.2   The meeting reviewed and updated MIDANPIRG/13 Follow up Action Plan as at **Appendix 2A** to the Report on Agenda Item 2 and urged MID States to take necessary follow-up actions, as appropriate.

MSG/3
Appendix 2A to the Report on Agenda Item 2

FOLLOW-UP ACTION PLAN ON MIDANPIRG/13 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/1: **AERODROMES CERTIFICATION IMPLEMENTATION AND ACTION PLAN** That, States, that have not yet done so, be urged to take necessary measures to start/complete the Implementation of the Aerodromes Certification Programme in an expeditious manner and provide the ICAO MID Regional Office with the associated Action Plan, before **15 September 2012**, for review by the ADCI TF	Implement the Conclusion	ICAO States	State Letter Action Plan	15 Sep. 2012	Completed AN 5/3 -12/152 dated 05 June 2012
CONCLUSION 13/2: **RUNWAY END SAFETY AREA (RESA)** That, States, that have not yet done so, be invited to take necessary measures to include in their national regulations the requirements related to Runway End Safety Area (RESA) as reflected in ICAO Annex 14 Recommended Practice in order to reduce the safety risk of Runway Excursion.	Implement the Conclusion	ICAO States	State Letter Update Regulation	Dec. 2012	Completed AN 5/22 - 12/193 dated 04 July 2012

CONCLUSION 13/3: **IMPROVEMENT OF THE ATS ROUTE STRUCTURE IN THE MID REGION**
 	
That, as a first step towards the rationalization of the ATS route network in the MID Region:
 	
a) States be urged to;
 	
   i) identify those ATS Routes that are not economically structured within their airspaces;
 	
   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;
b) Users to;
 	
   i) identify those ATS Routes that are not economically structured in the MID Region;
 	
   ii) provide priority of action; and
 	
c) States and Users; provide feedback to the ARN TF/6 meeting
	Implement the Conclusion	ICAO
		States
		Users
			State Letter	Sep. 2012	Ongoing
					
					AN 6/5.8 - 12/164 dated 12 June 2012

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/4: MIDRAR PROJECT That States, be invited to support the MIDRAR Project and assign Focal Points to provide necessary information to the MIDRAR Team	Implement the Conclusion	ICAO States	State Letter	30 Aug. 2012	Ongoing AN 6/5.8.3 – 12/167 dated 12 June 2012

CONCLUSION 13/5:   IMPLEMENTATION OF REDUCED RADAR LONGITUDINAL SEPARATION IN THE MID REGION
 	
That,
 	
a)   States, that have not yet done so;
 	
  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.
	Implement the Conclusion	ICAO States	State Letter	30 Aug. 2012	Ongoing
					
					AN 6/3 – 12/165 dated 12 June 2012
					
					Feedback received from States

CONCLUSION 13/6: MID STRATEGY ON SSR CODE ALLOCATION That, the MID Region Strategy on SSR Code Allocation be updated as at **Appendix 4.2B** to the Report on Agenda Item 4.2	Implement the Strategy	MIDANPIRG/13	Strategy	Apr. 2012	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/7: MID SSR CODE MANAGEMENT PLAN (CMP) That, the MID Region SSR Code Management Plan is endorsed as at **Appendix 4.2C** to the Report on Agenda Item 4.2.	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
DECISION 13/8: DISSOLUTION OF THE SSRCA STUDY GROUP That, recognizing that its work programme has been completed, the SSRCA Study Group is dissolved**.**	ATM/AIM/SAR SG to address SSR CA issues	MIDANPIRG/13	Dissolve SG	Apr. 2012	Completed
CONCLUSION 13/9: MID REGIONAL CONTINGENCY PLAN 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**.	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
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 Iraq Letter dated 11 Feb 2013 Updated Action Plan 22 April 2013

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DECISION 13/11: **REVISED TOR OF THE ATM/AIM/SAR SUB-GROUP** 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.	Implement the Work Programme of the ATM/AIM/SAR SG	MIDANPIRG/13	Updated TOR and Procedural Handbook	Apr. 2012	Completed
CONCLUSION 13/12: **MEANS OF DISSEMINATION OF THE LIST OF VALID NOTAM** That, States be encouraged to: 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 b) make available on the web on a daily or at least on a weekly basis an updated list of valid NOTAM.	Implement the Conclusion	ICAO States	State Letter Feedback from States	30 Jun. 201 Sep. 2012	Ongoing AN 8/2.1 – 12/200 dated 1 Jul. 2012 (To be closed)
CONCLUSION 13/13: **AVOIDANCE OF THE AIRAC DATE 15 NOVEMBER 2012** 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.	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
DECISION 13/14: **DISSOLUTION OF THE QMS ACTION GROUP** That, recognizing that the activities of the QMS AG were very limited, the QMS AG is dissolved.	Implement the Decision	MIDANPIRG/13	QMS AG dissolved	Apr. 2012	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/15: QMS IMPLEMENTATION That, in accordance with Annex 15 provisions, States, that have not yet done so, be urged to take necessary measures to: a) organize at the National level, awareness campaigns and training programmes to promote and expedite the process of implementation of QMS for AIS; b) implement/complete the implementation of the required QMS in an expeditious manner; c) arrange for an ISO 9001 certification by an accredited certification body; and 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.	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)
CONCLUSION 13/16: CERTIFICATION OF THE AIM SERVICES 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.	Implement the Conclusion	ICAO	SARPs/Guidance Material	2016	Ongoing Subject to ANC approval
DECISION 13/17: ESTABLISHMENT OF THE MIDAD STUDY GROUP (MIDAD STG) 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.	Implement the work programme of the MIDAD STG	MIDANPIRG/13	MIDAD STG established	Apr. 2012	Completed
DECISION 13/18: DISSOLUTION OF THE AIS AUTOMATION ACTION GROUP That, recognizing that the activities of the AIS Automation Action Group (AISA AG) were very limited, the AISA AG is dissolved.	Implement the Decision	MIDANPIRG/13	AIS Automation AG dissolved	Apr. 2012	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/19: MIDAD PROJECT SECOND PHASE 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.	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
CONCLUSION 13/20: COMMITMENT TO THE MIDAD PROJECT That, as part of the Second Phase of the MIDAD Project: 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 b) other States from within and outside the MID Region, interested to participate in the MIDAD Project, be invited to sign the MOA.	Implement the Conclusion	ICAO Concerned States	MOA signed	2013	Ongoing DGCA-MID/2 Conc.2/7
CONCLUSION 13/21: MIDAD LEGAL FRAMEWORK That, the following options be considered for the endorsement of the MIDAD legal framework by the DGCA-MID/2 meeting: a) a volunteer State/Group of States provides the legal framework by hosting the project; or b) an ICAO TCB Project for the implementation of MIDAD, including the establishment of a MIDAD legal entity or agency (similar to the MIDRMA).	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

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DECISION 13/22 **TERMS OF REFERENCE OF THE AIM TASK FORCE** 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.	Implement the work programme of the AIM TF	MIDANPIRG/13	Updated TOR	Apr. 2012	Completed
CONCLUSION 13/23: MID IP NETWORK SURVEY That, States complete the MID IP Network survey as at **Appendix 4.4A** to the Report on Agenda Item 4.4 and provide feedback to the ATN-IPS WG/4 meeting.	Implement the Conclusion	ICAO States	State Letter Completed Survey	May 2012	Completed AN 7/5.1 – 12/190 dated 1 July 2012
CONCLUSION 13/24: DEVELOPMENT OF IP BASED MID NETWORKS That, States, that have not yet done so, be urged to: a) develop national plans, in line with the ICAO Manual on the Aeronautical Telecommunication Network (ATN) using Internet Protocol Suite (IPS) Standards and Protocols (Doc 9896), for migration to IPv6 taking the existing IPv4 based aeronautical systems into account; b) consider the use of IPv4/IPv6 protocol translation devices only as a provisional solution during the migration; and c) include a requirement for both IPv4 and IPv6 in their ongoing Air Traffic Services (ATS) Message Handling System (AMHS) implementation programmes in order to ensure seamless transition and interoperability.	Implement the Conclusion	ICAO States	State Letter	Sep. 2012	Completed AN 7/5.1 – 12/190 dated 1 July 2012
CONCLUSION 13/25: UPDATE THE AMC SYSTEM That, States be urged to keep the data related to their COM CENTER updated in the EUR-AMC system.	Implement the Conclusion	ICAO States	State Letter	Sep. 2012	Completed AN 7/5.1 – 12/203 dated 1 July 2012

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/26: MID AFTN/CIDIN DIRECTORY That, ICAO MD Regional Office: a) take necessary steps with Jordan to populate the MID AFTN/CIDIN Directory in the MID-AMC; and b) post the MID AFTN/CIDIN Directory in the ICAO MID Website.	Implement the Conclusion	ICAO Jordan States	MID Routing Directory in MID AMC	Dec. 2012	CNS SG/5 11-13 Dec 2012 - updated the directory
CONCLUSION 13/27: MID-ATS MESSAGE MANAGEMENT CENTRE (AMC) PROJECT That, a) Jordan complete the development of the MID-AMC; b) ICAO MID Regional Office communicate with EUROCONTROL to provide the necessary support for the project; c) ATN-IPS WG and CNS SG develop the necessary legal framework for the use of the MID-AMC; and d) States be encouraged to use the MID-AMC on trial basis for one year.	Implement the Conclusion	ATN-IPS WG ICAO Jordan States	Operations of MID-AMC Trial results	Dec. 2012 Apr. 2013	Ongoing AN 7/5.1 – 12/203 dated 1 July 2012 a) to c) Completed d) On going
DECISION 13/28: REVISED TOR OF THE ATN-IPS WORKING GROUP That, the Terms of Reference (TOR) of the ATN-IPS Working-Group be updated as at **Appendix 4.4C** to the Report on Agenda Item 4.4.	Implement the work programme of the ATN IPS WG	MIDANPIRG	Updated TOR	Apr. 2012	Completed
DECISION 13/29: TERMS OF REFERENCE OF THE CNS SUB-GROUP That, the Terms of Reference (TOR) of the CNS SG be updated as at **Appendix 4.4D** to the Report on Agenda Item 4.4.	Implement the work programme of the CNS SG	MIDANPIRG	Updated TOR and Procedural Handbook	Apr. 2012	Completed

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 (To be closed)
CONCLUSION 13/31: ENDORSEMENT OF THE AIM PARTS OF THE MID BASIC ANP AND FASID 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: a) are endorsed; b) be used as a planning document for the transition from AIS to AIM in the MID Region; and 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.	Implement the Conclusion	MIDANPIRG/13	Basic ANP and FASID AIM Parts	Apr. 2012	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DECISION 13/32: **ESTABLISHMENT OF THE MID AIR NAVIGATION PLAN AD-HOC WORKING GROUP (ANP WG)** 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.	Convene the ANP WG/1 meeting	MIDANPIRG/13	ANP WG established	Apr. 2012	Completed ANP WG/1 held in Cairo, 27-29 May 2013
CONCLUSION 13/33: STATE ACTION PLANS FOR CO_2 EMISSION That, States, that have not yet done so, be urged to: a) send the contact details of their CO_2 emission focal point to the ICAO MID Regional Office; and b) submit their action plan for CO_2 emission to ICAO before 30 June 2012.	Implement the Conclusion	States	Action Plan	30 Jun. 2012	Ongoing
DECISION 13/34: **ESTABLISHMENT OF THE AIR TRAFFIC MANAGEMENT MEASUREMENT TASK FORCE (ATMM TF)** That, the ATMM TF be established with Terms of Reference (TOR) as at **Appendix4.5J** to the Report on Agenda Item 4.5.	Convene the ATMM TF/1 meeting	MIDANPIRG/13	ATMM TF established	Apr. 2012	Ongoing First meeting (8-9 September 2013)
CONCLUSION 13/35: ESTIMATING ENVIRONMENT BENEFITS 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: a) States be urged to: i) use IFSET or a more advanced model/measurement capability available to estimate environment benefits accrued from operational improvements; ii) send the IFSET reports/the accrued environmental benefits to ICAO MID Regional office on a bi-annual basis.	Implement the Conclusion	ICAO States/Users ATMM TF and CNS/ATM/IC SG	State Letter Feedback (IFSET reports) Reports of meetings	Dec. 2012 2013	Ongoing AN 6/15 – 13/028 dated 20 Jan 2013 First meeting (8-9 September 2013)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
b) IATA to: i) encourage users to support the programme; and ii) consolidate users' inputs and report the accrued environmental benefits to ICAO MID Regional office on a bi-annual basis.					
CONCLUSION 13/36: ICAO NEW FLIGHT PLAN FORMAT AWARENESS CAMPAIGNS That, States be urged to conduct internal awareness campaigns on INFPL and invite all stakeholders within their States.	Implement the Conclusion	ICAO States	State letter	Jun. 2012	Completed
CONCLUSION 13/37: ICAO NEW FPL FORMAT TESTING SCHEDULE That, States be urged to follow the testing schedule as at **Appendix 4.5L** to the Report on Agenda Item 4.5.	Implement the Conclusion	ICAO States	State letter	Jun. 2012	Completed
CONCLUSION 13/38: INFPL STRATEGIC SUPPORT TEAM (SST) That, in order to support INFPL implementation in the MID region, those States requiring support request the ICAO MID Regional Office to coordinate with the SST members the provision of the required support.	Implement the Conclusion	States	State Letter	Jun. 2012	Completed
CONCLUSION 13/39: REVISED STRATEGY FOR THE IMPLEMENTATION OF INFPL That, the revised MID Region Strategy for the implementation of INFPL be adopted as at **Appendix 4.5M** to the Report on Agenda Item 4.5.	Implement the Strategy	MIDANPIRG/13	Strategy	Apr. 2012	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/40: MID REGION INFPL IMPLEMENTATION DOCUMENT That, the MID Region INFPL Implementation document be adopted as at **Appendix 4.5N** to the Report on Agenda Item 4.5.	Implement the Conclusion	MIDANPIRG/13	Adopted Document	Apr. 2012	Completed
CONCLUSION 13/41: MID REGION PROCESS FOR MODE S IC CODES ALLOCATION That, the process for the allocation of IC codes for Mode S radars in the MID Region be adopted as at **Appendix4.5O** to the Report on Agenda Item 4.5.	Implement the Conclusion and follow the IC code allocation process	MIDANPIRG/13	Adopted process	April 2012	Completed
DECISION 13/42: MID REGION SURVEILLANCE STRATEGY That, the CNS SG review MID Surveillance Strategy and ADS-B Strategy at **Appendices 4.5P** and 4.**5Q** to the Report on Agenda Item4.5 and develop a consolidated MID Surveillance Strategy.	Implement the Decision CNS SG/5 develop consolidated Strategy	CNS SG/5	MID Surveillance Strategy	Dec. 2012	Completed CNS SG/5 11-13 Dec 2012 –Draft Conc 5/6
CONCLUSION 13/43: ALLOCATION OF 24 BIT AIRCRAFT ADDRESS That, States be urged to: a) allocate 24 bit aircraft address according to Annex 10, Volume III, Part I, Chapter 9, Table 9-1 (allocation of aircraft addresses to States); b) send the allocation list to ICAO MID Regional Office and MIDRMA by 30 September 2012; and c) provide ICAO MID Regional Office and MIDRMA with regular updates to the allocation list.	Implement the Conclusion	ICAO States MIDRMA	State Letter	Sep.2012	Completed AN 7/27 – 12/210 dated 11 Jul. 2012

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/44: PROTECTION OF GNSS SIGNAL That, States that are listed in the footnotes 5.362B and 5.362C be urged to take necessary measures to remove their names from these footnotes as soon as possible.	Implement the Conclusion	ICAO States	State Letter	Jun.2012	Completed AN 6/28-12/217 dated 18 Jul. 2012
CONCLUSION 13/45: STRATEGY FOR THE IMPLEMENTATION OF GNSS IN THE MID REGION That, the Strategy for implementation of GNSS in the MID Region be updated as at **Appendix 4.5R** to the Report on Agenda Item 4.	Implement the Strategy	MIDANPIRG/13	Strategy	Apr. 2012	Completed
CONCLUSION 13/46: GNSS SURVEY That, States complete the GNSS questionnaire as at **Appendix 4.5S** to the Report on Agenda Item 4.5 and send it to the ICAO MID Regional Office before 1 September 2012.	Implement the Conclusion	ICAO States	State Letter Completed Survey	Sep.2012	Completed
CONCLUSION 13/47: MID REGIONAL PBN IMPLEMENTATION STRATEGY AND PLAN That, the MID Regional PBN Implementation Strategy and Plan be updated as at **Appendix4.5T** to the Report on Agenda Item 4.5.	Implement the Strategy	MIDANPIRG/13	Strategy	Apr. 2012	Completed
DECISION 13/48: ESTABLISHMENT OF MID PBN SUPPORT TEAM (MPST) That, MPST be established with TOR as at **Appendix 4.5U** to the Report on Agenda Item 4.5.	Implement Decision	MIDANPIRG/13	MPST established	Apr. 2012	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/49: MID PBN SUPPORT TEAM (MPST) That, a) ICAO MID Regional Office provide the leadership for MPST; b) UAE be the champion for the MPST; c) IATA fully commit and support the MPST; and d) States assign members to MPST and allocate necessary resources	Implement the Conclusion	ICAO States UAE IATA	State Letter MPST Visit	Sep. 2012	On going Coordination ongoing with IATA, Egypt, Jordan and UAE
CONCLUSION 13/50: PBN IMPLEMENTATION PROGRESS REPORT That, for future reporting on the status of PBN implementation, States be urged to: a) use the excel sheet as at **Appendix 4.5X** to the Report on Agenda Item 4.5, and PBN Implementation Progress Report Template as at **Appendix 4.5Y** to the Report on Agenda Item 4.5; and b) submit progress reports to ICAO MID Regional Office every six months and whenever major progress is achieved.	Implement the Conclusion	States	Progress Report	Every 6 months	On going AN 6/28-12/211 dated 11 Jul. 20112
CONCLUSION 13/51: SUPPORTING IMPLEMENTATION OF SECURE SADIS FTP SERVICE IN THE MID REGION That, States, that have not already done so, be urged to register for the Secure SADIS FTP Service in view of noting the cessation of its predecessor, the SADIS FTP Service, on 30 November 2012, in accordance with SADISOPSG/16 Conclusion 16/15.	Implement the Conclusion	ICAO	State Letter	15 Jun. 2012	Completed
CONCLUSION 13/52: SIGMET TEST PARTICIPATION That, States' MID SIGMET Test focal points be invited to participate in the bi-annual SIGMET tests conducted by the EUR Region and report any deficiencies at each MET SG meeting.	Implement the Conclusion	ICAO	State Letter	31 Aug. 2012	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/53: UPDATE TO THE MID REGIONAL SIGMET GUIDE That, States with meteorological watch office responsibilities, and that have not yet done so, be invited to provide, by 1 July 2012, the World Meteorological Organization Abbreviated Header Lines used for the issuance of SIGMET for flight information regions (FIRs) under their area of responsibility for inclusion in the MID Regional SIGMET Guide	Implement the Conclusion	ICAO States	State Letter Necessary information	15 Jun. 2012 1 Jul. 2012	Completed

CONCLUSION 13/54: DEVELOP RECOMMENDATION OF MID REGIONAL OPMET CENTRES FOR INTER-REGIONAL EXCHANGE OF OPMET DATA
 	
That,
 	
a)   the MID Bulletin Management Group:
 	
   i.   determine requirements associated with the establishment of Regional OPMET Centres (ROC) in the MID Region; and
 	
   ii.   carry out a survey based on requirements developed in (i) to determine States' capabilities for establishing ROC(s); and
 	
b)   concerned States be invited to complete the survey by **31 August 2012** in order for the MID BMG to report back to MET SG/4 with a recommendation of potential regional designation of ROC(s) for further consideration by MIDANPIRG/14.
	Implement the Conclusion	ICAO
		
		States
			State Letter
			
			Completed survey
				15 Jun. 2012
				
				31 Aug. 2012
					Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS

CONCLUSION 13/55: OPMET DATA ERRORS AND DEFICIENCIES
 	
That,
 	
a) States be informed of:
 	
  i) incorrect addressing to Regional OPMET Centre (ROC) Vienna as provided at **Appendix 4.6A** to the Report on Agenda Item 4.6;
 	
  ii) multiple bulletins received at ROC Vienna as provided at **Appendix 4.6B** to the Report on Agenda Item 4.6 and assure only one bulletin is sent to ROC Vienna;
 	
  iii) non-receipt of OPMET (SA, FC, FT) requests during monitoring as provided at **Appendix 4.6C** to the Report on Agenda Item 4.6; and
 	
b) States non-compliant with TAF requirements be included in ICAO MID deficiency list.
	Implement the Conclusion	ICAO	State Letter	31 Aug. 2012	Completed

CONCLUSION 13/56: TIMELINESS OF OPMET DATA That, States be notified of procedures related to METAR and TAF compilation and dissemination times as per **Appendix 4.6D** to the Report on Agenda Item 4.6.	Implement the Conclusion	ICAO	State Letter	31 Aug. 2012	Completed
DECISION 13/57: REVISED TOR OF THE MET SG That, the Terms of Reference (ToR) of the Meteorology Sub-Group be updated as at **Appendix 4.6E** to the Report on Agenda Item 4.6.	Implement the work programme of the MET SG	MIDANPIRG	Updated TOR and Procedural Handbook	April 2012	Completed
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 Letter ME 3/56.11-12/365 dated 19 December 2012

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/59: TRAFFIC FORECAST AND PEAK PERIOD ANALYSIS WORKSHOP That, with a view to provide States with a better understanding of the ICAO Statistical data reporting forms and process of development of Traffic Forecasts and Peak Period Analysis: a) a MID Traffic Forecast and Peak Period Analysis Workshop be organised in 2013; and b) States be invited to participate actively in the Workshop.	Implement the Conclusion	ICAO	Workshop	2013	Ongoing Hands-on training seminar on Civil Aviation statistics for ACAC States held in ICAO HQ 26-30 Nov.2012
CONCLUSION 13/60: TRAFFIC FORECASTING AND PEAK PERIOD ANALYSIS REQUIREMENTS IN THE MID REGION That, considering the on-going requirements for development of Traffic Forecasts and Peak Period analysis in the MID Region; States be urged to: a) provide required traffic data in order to facilitate the timely and efficient development of Traffic Forecasts and Peak Period analysis; and b) 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, forecasting experts, air traffic management experts and, when required, financial analysts to carry out business case and cost/benefit analysis.	Implement the Conclusion	ICAO States	State Letter Statistics and necessary support	31 Dec. 2012	Ongoing Fax F.ME 12/364 dated 19 December 2012

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION13/61: CENTRALIZED AIR NAVIGATION DEFICIENCY DATABASE That, States and international organizations be invited to: 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; b) update the data as necessary in coordination with the ICAO MID Regional Office; and c) provide feedback to the ICAO MID Regional Office by **31 August 2012**	Implement the Conclusion	ICAO States	State Letter Feedback	30 Jun. 2012 31 Aug. 2013	Ongoing AN 2/2 – 12/189 dated 21 Jun.2012
CONCLUSION 13/62: NGAP NATIONAL PLANS That, in order to ensure that enough qualified and competent aviation professionals are available to operate, manage and maintain the future international air transport system, States be urged to: a) develop Next Generation of Aviation Professionals (NGAP) National Plan; b) use the ICAO guidance material for the development of the NGAP National Plans, including the information contained in ICAO DOC 9956 (Global and Regional 20-year forecasts) and the traffic forecasts and peak period analysis developed by the TF SG/4 meeting for the period 2010-2030; and c) provide feedback to the ICAO MID Regional Office before 31 January 2013, for review by the DGCA-MID/2 meeting.	Implement the Conclusion	ICAO States	State Letter Feedback	31 Aug. 2012 31 Jan. 2013	Ongoing AN 12/11 – 13/022 dated 17 Jan. 2013

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/63: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION That, States be urged to: 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 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.	Implement the Conclusion	ICAO States	State Letter CAP and necessary updates	15 Jun. 2012	Ongoing AN 2/2 – 12/189 dated 21 June 2012
CONCLUSION 13/64: REPORTING OF LARGE HEIGHT DEVIATIONS (LHD) That, in order to simplify and standardize the reporting of Altitude/Height Deviations and Coordination Failures, in accordance with the ICAO Doc 9937: 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 b) the monthly submission of LHD replaces the monthly submission of ADRs and CFRs.	Implement the Conclusion	MIDANPIRG/13 States	LHD Form endorsed LHD sent to the MIDRMA	Apr 2012 On monthly basis	Actioned

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS

CONCLUSION 13/65: PROVISION OF REQUIRED DATA TO THE MIDRMA
 	
That, considering the on-going requirement for RVSM safety monitoring in the MID Region:
 	
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:
 	
  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.
 	
b) States not providing the required data to the MIDRMA on a regular basis and in a timely manner:
 	
  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	Actioned
					
					To be replaced and superseded by MIDRMA Board/Draft Conc. 12/8
					
					AN 6/5.10.15A-13/002 dated 6 January 2013

CONCLUSION 13/66: SECOND MID RVSM SAFETY ASSESSMENT SEMINAR 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.	Convene the Seminar	MIDRMA/ICAO	Seminar	Oct. 2012	Closed 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 To be replaced and superseded by MIDRMA Board/Draft Conc. 12/5
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**;	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 (To be replaced and superseded by MIDRMA Board/Draft Conc. 12/6)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
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 t**o the Report on Agenda Item 5.2.	Implement the Strategy	MIDANPIRG/13	Strategy	April 2012	Completed
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	Actioned AN 6/5.10.15A – 12/271 dated 12 Sep 12

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

Outcome of the Twelfth Air Navigation Conference (AN-Conf/12)

3.1   The meeting was apprised of the outcome of the twelfth Air Navigation Conference (AN-Conf/12) held in Montreal, 19-30 November 2012.

3.2   The meeting noted that AN-Conf/12 developed fifty-six (56) Recommendations. On 28 January 2013, the Air Navigation Commission (ANC) reviewed and acted under delegated authority on forty-eight of the Recommendations and proposed action by the Council on eight Recommendations. Subsequently, on 1 March 2013 the Council considered and approved the report of the AN-Conf/12. In this respect, the meeting agreed that necessary follow-up actions related to these Recommendations will be addressed by MIDANPIRG/14.

3.3   It was highlighted that, with the endorsement of *Recommendation 6/11 – Regional Performance Framework – alignment of air navigation plans and regional supplementary procedures,* proposals for amendment of the MID Air Navigation Plan (ANP) and the Regional Supplementary Procedures (SUPPs) will be processed to align the applicability areas of the ANP and SUPPs with the ICAO MID Regional Office accreditation area. This will concern Egypt, Libya and Sudan.

Outcome of the DGCA-MID/2 Meeting relevant to Air Navigation

3.4   The meeting was apprised of the outcome of the Second Meeting of the Directors General of Civil Aviation in the Middle East Region (DGCA-MID/2) which was held in Jeddah, Saudi Arabia, 20 - 22 May 2013. It was highlighted that Performance Based Approach to Air Navigation Planning and Implementation in the MID Region and MID ATM Enhancement Programme (MAEP) were included in the agenda of the meeting and accordingly, the associated follow-up actions to the DGCA-MID/2 Conclusions would be agreed up-on during the course of the meeting. On the other hand, it was agreed that actions related to Flight Procedure Programme (FPP) in the MID Region, Contingency Planning, MID AIS Database (MIDAD) Project, Aerodrome Certification and Establishment of MID ATS Messaging Management Centre (MID-AMC) will be referred to the appropriate MIDANPIRG subsidiary bodies.

ICAO MID Forum

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

3.6   It was further recalled that MSG/1 and MIDANPIRG/11 recognized that it is necessary to improve the MID forum to enhance communication and information sharing among MID States through the internet.

3.7   The meeting noted with appreciation and thanks the actions undertaken by Bahrain, in coordination with the ICAO MID Regional Office, for the improvement of the Forum.

MSG/3
Report on Agenda Item 3

3.8　　　　The meeting noted that the new Forum was developed based on a workspace approach. Accordingly, several types of users with different types of privileges are managed by the MID Forum Administrator based on the user's registration. The meeting noted that the new URL Address (www.icaomidforum.org) was secured by the hosting company which took stronger measures to protect the forum and its contents from any future hacking attempts.

3.9　　　　The meeting noted that the administration of the Forum has been transferred to the ICAO MID Regional Office, effective June 2013 and that a State Letter will be issued to announce the launching of the new Forum. The meeting noted with appreciation that Bahrain will always be providing necessary support to maintain and improve the system.

3.10　　　　Based on the above, the meeting encouraged States and Users from the MID Region to register and make full use of the MID Forum features.

Progress achieved in the development of the new ANP Template

3.11　　　　The meeting recalled that MIDANPIRG/12, through Decision 12/49, recognized the need for a complete review of both the content and format of the MID Basic ANP and FASID and MIDANPIRG/13, through Decision 13/32, agreed to the establishment of an Ad-hoc Working Group tasked with the development of a revised version of the MID ANP.

3.12　　　　The meeting noted that ICAO Headquarters established a Secretariat Working Group, composed of a representative from each Regional Office and ICAO Headquarters, to prepare an action plan and monitor the review/development of the ANP/eANP project.

3.13　　　　The meeting was apprised of the outcome of the first meeting of the eANP-WG held at the ICAO EUR/NAT Office in Paris, 4 - 8 February 2013. It was highlighted that a revised structure, format and Table of Contents of the ANP were agreed upon taking into account the ASBU methodology. In this regard, it was noted that the new ANP would be composed of three volumes:

3.14　　　　The meeting noted that the eANP WG/1 meeting established a Steering Committee (SC) to coordinate and administer the activities of the working group and take decisions as appropriate to progress its work. The deadlines for endorsement by the Steering Committee of the developed material would be as follows:

- Volume I: 30/08/2013
- Volume II: 04/10/2013
- Volume III: 04/10/2013

3.15　　　　The meeting noted that the approval of the final version of the three ANP Volumes is expected to be made at the eANP WG/2 meeting (Montreal, 18-22 November 2013).

3.16　　　　The meeting was apprised of the outcome of the MID Air Navigation Plan Ad-hoc Working Group (ANP WG/1) meeting held in Cairo, 27-29 May 2013. It was highlighted that the ANP WG/1 meeting reviewed the available draft version of the different Parts of Volume I and II developed within the framework of the Secretariat eANP WG and made comments for improvement of the current drafts.

MSG/3
Report on Agenda Item 3

3.17   The meeting noted that the comments made by the ANP WG/1 meeting were shared with and supported by the Secretariat eANP WG SC during the second teleconference organised on 3 June 2013 and the report of the eANP WG/1 meeting was sent to all the eANP WG members.

3.18   The meeting noted that, in addition to the review of the draft versions of Volume I and II Parts, the ANP WG/1 meeting initiated discussion on the mechanism for the monitoring of the ASBU implementation in the MID Region (ANP Volume III) and agreed on an initial set of ASBU Block 0 Modules for inclusion in the MID Region Air Navigation Strategy, pending final endorsement by MIDANPIRG. The meeting agreed also on the format of the Tables to be used for the monitoring of the ASBU implementation in the MID Region. It was highlighted that the Tables should be further developed to include appropriate Key Performance Indicators (KPIs), targets and action plans; and that necessary/supporting enablers (i.e. Tables, databases, etc.) should be developed and included in Volume III, taking into consideration the Air Navigation Report Forms, in order to provide States with the planning tool to be used for the measurement of air navigation systems performance.

REPORT ON AGENDA ITEM 4: PERFORMANCE FRAMEWORK FOR REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION

MID Region ATM Enhancement Programme (MAEP)

4.1   The meeting was apprised of the outcome of the DGCA MID/2 meeting related to the MID Region Air Traffic Management Enhancement Programme (MAEP).

4.2   The meeting noted that the DGCA MID/2 meeting agreed in principle on the necessity for a MID Region ATM Enhancement Programme to be established within the framework of MIDANPIRG. In this respect, it was agreed that the ICAO MID Regional Office organise a Special Coordination Meeting, to be attended by all concerned parties in order to agree on the best mechanism to achieve the expected goals, taking into consideration all the proposals and initiatives (i.e. MIDRAR Phase 1).

4.3   It was also noted that, in order to expedite the process and to avoid that the legal and funding issues delay the implementation of the Programme, the DGCA MID/2 meeting agreed that a MAEP Board composed of high level representatives from concerned States and Organizations, be established to be responsible for overall supervision, direction, and management of the Programme.

4.4   Based on the above, the meeting initiated discussion on the scope, objectives and framework of the MAEP. In this respect, it was highlighted that the following should be considered during the development of the programme:

- Human Resources;
- MAEP Board composed of high level representatives (Decision makers);
- Programme/project management;
- Legal, institutional and funding issues;
- States' commitment and ownership;
- coordination and communication; and
- implementation support (i.e. Go Teams).

4.5   The meeting stressed on the importance of the MAEP Special Coordination Meeting (MAEP-SCM) that will be held in Cairo, 4 - 5 September 2013. Accordingly, the meeting urged all stakeholders (States, Users and International/Regional Organizations) to actively support the MAEP-SCM by submitting proposals to the ICAO MID Regional Office by **15 August 2013**, related to the best mechanism to establish the MID Region ATM Enhancement Programme, taking into consideration all the past initiatives.

MID Region Air Navigation Strategy

4.6   The meeting recalled that the GANP establishes a framework for incremental implementations based on the specific operational profiles and traffic densities of each region and State, which is accomplished through the evaluation of the ASBU modules to identify which of those modules best provide the needed operational improvements. In this respect, it was highlighted that Recommendation 6/1 of the AN-Conf/12 calls upon States and PIRGs to finalize the alignment of regional air navigation plans with the Fourth Edition of the GANP by May 2014.

MSG/3
Report on Agenda Item 4

4.7   The meeting was apprised of the outcome of the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) Global Coordination Meeting (GCM) that was held in Montreal on 19 March 2013 under the Chairmanship of the President of the ICAO Council. It was highlighted that the outcome of the meeting includes:

a) agreement on establishing regional priorities and targets for air navigation by May 2014 consistent with the GANP/ASBU framework;

b) agreement on the need to measure performance improvements to help demonstrate their positive impact on the environment; and

c) endorsement of the envisioned regional performance dashboard prototype and envisioned determination of an initial set of indicators and metrics for air navigation.

4.8   The meeting noted that ICAO is presently introducing regional "Performance Dashboard" homepages for every public website of the ICAO Regional Offices. These dashboards will illustrate the regional implementation status relating to the strategic objectives on Safety, Air Navigation Capacity and Efficiency, and Environmental Protection. They will show targeted performance at the regional level and will, initially, contain graphics and maps with a planned expansion to include the Aviation System Block upgrades (ASBU) Block 0 Modules. This new interactive online system will be in place in January 2014 and will be updated at regular intervals.

4.9   In the same vein, the meeting noted that the first edition of the Global Air Navigation Report is planned for release in March 2014. The initial Report will cover the following subjects:

- global air navigation challenges;
- measuring against those challenges;
- status of operational measures for performance improvement;
- implementation progress of selected priority ASBU Block 0 Modules. The metrics or initial dataset that includes key global air navigation priorities are Performance Based Navigation (PBN), Continuous Decent Operation (CDO), Continuous Climb Operations (CCO), Aeronautical Information Management (AIM), Air Traffic Flow Management (ATFM) and estimated environmental benefits accrued from operational improvements based on ICAO Fuel Savings Estimation Tool (IFSET) or any other more rigorous tool recognized by Committee on Aviation Environmental Protection (CAEP). This initial dataset for both *Regional Performance Dashboard* and the *Global Air Navigation Report* was recently agreed by the PIRG Chairs; and
- sharing of successful initiatives and key demonstrations.

4.10   The meeting recalled that MIDANPIRG/12 through Conclusion 12/47 endorsed 8 Metrics for performance monitoring of the air navigation systems in the MID Region and MIDANPIRG/13 endorsed an initial set of operational improvements for further review/consideration taking into account the outcome of the AN-Conf/12.

MSG/3
Report on Agenda Item 4

4.11   The meeting noted that, in accordance with Recommendation 6/1of the AN-Conf/12 and the outcome of the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) Global Coordination Meeting (GCM) held in Montreal on 19 March2013, the DGCA-MID/2 meeting reiterated the need for the establishment of regional priorities and targets for air navigation by May 2014 consistent with the GANP and ASBU framework. Accordingly, the DGCA-MID/2 meeting:

a)   urged States to:

   i.   establish a performance measurement strategy for their air navigation system;

   ii.   share successful initiatives among each other; and

   iii.   support the ICAO MID Regional Office by providing the requisite information to demonstrate operational improvements; and

b)   tasked MIDANPIRG and its Steering Group (MSG) with:

   i.   the establishment of priorities and targets for air navigation by May 2014, in accordance with Recommendation 6/1 of the Twelfth Air Navigation Conference (AN Conf/12);

   ii.   the monitoring and measurement of the agreed air navigation Metrics and indicators, at regional level; and

   iii.   the identification of necessary measures/action plans to reach the agreed air navigation targets.

4.12   Based on the outcome of the ANP WG/1 meeting, the meeting agreed that the following ASBU Block 0 Modules be included in the MID Region Air Navigation Strategy, pending final endorsement by MIDANPIRG/14:

   1)   B0 – APTA: Optimization of Approach Procedures including vertical guidance
   2)   B0 – SURF: Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)
   3)   B0 – FICE: Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration
   4)   B0 – DATM: Service Improvement through Digital Aeronautical Information Management
   5)   B0 – AMET: Meteorological information supporting enhanced operational efficiency and safety
   6)   B0 – FRTO: Improved Operations through Enhanced En-Route Trajectories
   7)   B0 – CDO: Improved Flexibility and Efficiency in Descent Profiles (CDO)
   8)   B0 – CCO: Improved Flexibility and Efficiency Departure Profiles - Continuous Climb Operations (CCO)

4.13   The meeting endorsed the draft MID Air Navigation Strategy at **Appendix 4A** to the Report on Agenda Item 4 and urged all States and stakeholders to provide comments/inputs for further completion/improvement of the Startegy, before 15 August 2013 in order to consolidate a revised version of the strategy for review by the CNS/ATM/IC SG/7 meeting (Cairo, 10-12 September 2013) before the presentation of the final version of the strategy for endorsement by MIDANPIRG/14 Meeting (Jeddah, Saudi Arabia, 15-19 December 2013).

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

> ***DRAFT CONCLUSION 3/1:   MID REGION AIR NAVIGATION STRATEGY***
>
> *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.*

MIDANPIRG Working Arrangements

4.15   Taking into consideration the global developments related to air navigation planning and implementation and performance monitoring of the air navigation systems, and in order to increase the efficiency of MIDANPIRG, the meeting reviewed several proposals related to a new MIDANPIRG Organizational Structure and agreed that the proposals at **Appendices 4B** and **4C** to the Report on Agenda Item 4, be further reviewed and considered. The meeting agreed that new Terms of Reference of the different MIDANPIRG subsidiary bodies should be developed and necessary amendments should be reflected in the MIDANPIRG Procedural Handbook. Accordingly, the meeting invited States to inform the ICAO MID Regional Office, before **31 August 2013** on the preferred MIDANPIRG Organizational Structure and provide inputs related to the Terms of Reference of the different MIDANPIRG subsidiary bodies, which will be presented to MIDANPIRG/14 for final endorsement.

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

> ***DRAFT CONCLUSION 3/2: MIDANPIRG REVISED ORGANIZATIONAL STRUCTURE***
>
> *That, States:*
>
> 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*
>
> 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.*

Support to the Air Traffic Management Measurement Task Force (ATMM TF)

4.17   The meeting recalled ICAO General Assembly Resolution A37-19 requested ICAO to develop the necessary tools to assess the benefits associated with operational improvements. The operational improvements are key strategy that can be applied to deliver tangible reductions in aircraft fuel consumption and the implementation of operational improvements will generally have benefits in areas such as improved airport and airspace capacity, shorter cruise climb and descend times through the use of more optimized routes, and an increase of unimpeded taxi times. These improvements have the potential to reduce fuel burn and lower levels of pollutants.

MSG/3
Report on Agenda Item 4

4.18   The calculation of aviation emissions is dependent on several different factors including the number and type of aircraft operations, the type and efficiency of the aircraft engines, the type of fuel used, the length of flight, the power setting, the time spent at each stage of flight, and the location (altitude) at which exhaust gases are emitted.

4.19   In this respect ICAO developed the ICAO Fuel Savings Estimation Tool – (IFSET), which can be accessed at http://www.icao.int/environmental-protection, to estimate and report fuel savings resulting from national or regional operational improvements through the use of a simple tool.

4.20   The meeting further recalled that ICAO MID Regional Office held the IFSET Workshop in Cairo, 29 January 2012 which provided States knowledge on the use of the IFSET tool.

4.21   In the same vein, the meeting recalled that MIDANPIRG/13 agreed to the following Conclusion:

> *CONCLUSION 13/35:   ESTIMATING ENVIRONMENT BENEFITS*
>
> *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:*
>
> a)   *States be urged to:*
>
>   i)   *use IFSET or a more advanced model/measurement capability available to estimate environment benefits accrued from operational improvements;*
>   ii) *send the IFSET reports/the accrued environmental benefits to ICAO MID Regional office on a bi-annual basis.*
>
> b)   *IATA to:*
>
>   i)   *encourage users to support the programme; and*
>   ii) consolidate users' inputs *and report the accrued environmental benefits to ICAO MID Regional Office on a bi-annual basis.*

4.22   It was highlighted that no reports were received from States and IATA and the IFSET tool is not yet been fully exploited.

4.23   Based on the above, the meeting agreed that States and IATA provide the ICAO MID Regional Office before **31 July 2013** with the identified operational improvements and complete the table below, in order to support the ATMM TF/1 meeting (Cairo, 8-9 September 2013) for the preparation of the MID Air Navigation Environmental Report.

MSG/3
Report on Agenda Item 4

State	Identified Operational Improvement since April 2012	Fuel/time saving per flight	Nr. of movements	Total saving
Bahrain				
Egypt				
Iran				
Iraq				
Jordan				
Kuwait				
Lebanon				
Libya				
Oman				
Qatar				
Saudi Arabia				
Sudan				
Syria				
UAE				
Yemen				

<u>MID Region Air Navigation Strategy</u>

Table of Contents:

MID Region Air Navigation Strategy

Strategic Air Navigation Capacity and Efficiency Objective:

To realize sound and economically-viable civil aviation system in the MID Region that continuously increases in capacity and improves in efficiency with enhanced safety, security and facilitation while minimizing the adverse environmental effects of civil aviation activities.

Air Navigation Objectives:

States must focus on their Air Navigation Capacity and Efficiency priorities as they continue to foster expansion of the air transport sectors.

The ICAO Global Air Navigation Plan (GANP) represents a rolling strategic methodology which leverages existing technologies and anticipates future developments based on State/industry agreed operational objectives. The Block Upgrades are organized in five-year time increments starting in 2013 and continuing through 2028 and beyond. This structured approach provides a basis for sound investment strategies and will generate commitment from States, equipment manufacturers, operators and service providers.

The Global Plan offers a long-term vision that will assist ICAO, States and industry to ensure continuity and harmonization among their modernization programmes. It also explores the need for more integrated aviation planning at both the regional and State level and addresses required solutions by introducing Aviation System Block Upgrade (ASBU) methodology.

The MID Region air navigation objectives are in line with the global air navigation objectives and address specific air navigation operational improvements identified within the framework of the Middle East Regional Planning and Implementation Group (MIDANPIRG).

The enhancement of communication and information exchange between aviation Stakeholders and their active collaboration under the framework of MIDANPIRG would help achieving the MID Region Air Navigation objectives in an expeditious manner.

Near-term Objective (2013 - 2018): ASBU Block 0

(TBD)

Mid-term Objective (2018 - 2023): ASBU Block 1

(TBD)

Long-term Objective (2023 - 2028): ASBU Block 2

(TBD)

Measuring and monitoring air navigation Performance:

The monitoring of air navigation performance and its enhancement is achieved through identification of relevant air navigation Metrics and Indicators as well as the adoption and attainment of air navigation system Targets.

The following are the MID Region air navigation Metrics endorsed for the monitoring of air navigation system performance, based on the ASBU Block 0 Modules:

1) B0 – APTA: Optimization of Approach Procedures including vertical guidance
2) B0 – SURF: Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)
3) B0 – FICE: Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration
4) B0 – DATM: Service Improvement through Digital Aeronautical Information Management
5) B0 – AMET: Meteorological information supporting enhanced operational efficiency and safety
6) B0 – FRTO: Improved Operations through Enhanced En-Route Trajectories
7) B0 – CDO: Improved Flexibility and Efficiency in Descent Profiles (CDO)
8) B0 – CCO: Improved Flexibility and Efficiency Departure Profiles - Continuous Climb Operations (CCO)

The MID Region air navigation Key Performance Indicators, Targets and Action Plans are detailed in the Table below:

MONITORING OF THE AVIATION SYSTEM BLOCK UPGRADES (ASBUS) IMPLEMENTATION IN THE MID REGION

B0 – APTA: Optimization of Approach Procedures including vertical guidance				
Applicability: Aerodromes (TBD)				
Metrics	**Key Performance Indicators (KPIs)**	**Targets**	**Action Plan**	**Remarks**
LNAV approaches				
LNAV/VNAV approaches				
Precision approaches				

B0 – SURF: Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)				
Applicability: Aerodromes (TBD)				
Metrics	**Key Performance Indicators (KPIs)**	**Targets**	**Action Plan**	**Remarks**
Surveillance				
Visual Aids				

B0 – FICE: Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration				
Applicability: States/ACCs (TBD)				
Metrics	**Key Performance Indicators (KPIs)**	**Targets**	**Action Plan**	**Remarks**
AIDC/OLDI				

B0 – DATM: Service Improvement through Digital Aeronautical Information Management					
Applicability: *States*					
Metrics	*Key Performance Indicators (KPIs)*	*Targets*	*Action Plan*	*Remarks*	
1- AIXM based AIS database					
2- eAIP					
3- WGS-84					
4-eTOD					
5- Aeronautical data quality					

B0 – AMET: Meteorological information supporting enhanced operational efficiency and safety					
Applicability: *States*					
Metrics	*Key Performance Indicators (KPIs)*	*Targets*	*Action Plan*	*Remarks*	

B0 – FRTO: Improved Operations through Enhanced En-Route Trajectories					
Applicability: *States*					
Metrics	*Key Performance Indicators (KPIs)*	*Targets*	*Action Plan*	*Remarks*	
Airspace under full control of Civil Authority					
Airspace under full control of Military Authority					

Jointly used Airspace (Civil/Military)				

B0 – CDO: Improved Flexibility and Efficiency in Descent Profiles (CDO)				
Applicability: Aerodromes				
Metrics	*Key Performance Indicators (KPIs)*	*Targets*	*Action Plan*	*Remarks*
International aerodromes/TMAs with CDO				

B0 – CCO: Improved Flexibility and Efficiency Departure Profiles - Continuous Climb Operations (CCO)				
Applicability: Aerodromes				
Metrics	*Key Performance Indicators (KPIs)*	*Targets*	*Action Plan*	*Remarks*
International aerodromes/TMAs with CCO				

Note: The different elements supporting the implementation are explained in the ASBU Document, and Global Plan (Doc 9750)

Action Plans:

MIDANPIRG through its activities under the various subsidary bodies will continue to develop, update and monitor the implementation of Action Plans to achieve the air navigation targets.

A progress report on the implementation of the Action Plans and achieved targets will be developed by the Air Navigation System Implemenation Group (ANSIG) and presented to MIDANPIRG.

Governance:

The MID Region Air Navigation Strategy is to be endorsed by MIDANPIRG.

The MID Region Air Navigation Strategy will guide the work of MIDANPIRG and all its member States and partners.

The MIDANPIRG will be the governing body responsible for the review and update of the Strategy, as deemed necessary.

Progress on the implementation of the MID Region Air Navigation Strategy and the achievement of the agreed air navigation Targets will be reported to the ICAO Air navigation Commission (ANC), through the review of the MIDANPIRG reports; and to the stakeholders in the Region within the framework of MIDANPIRG.
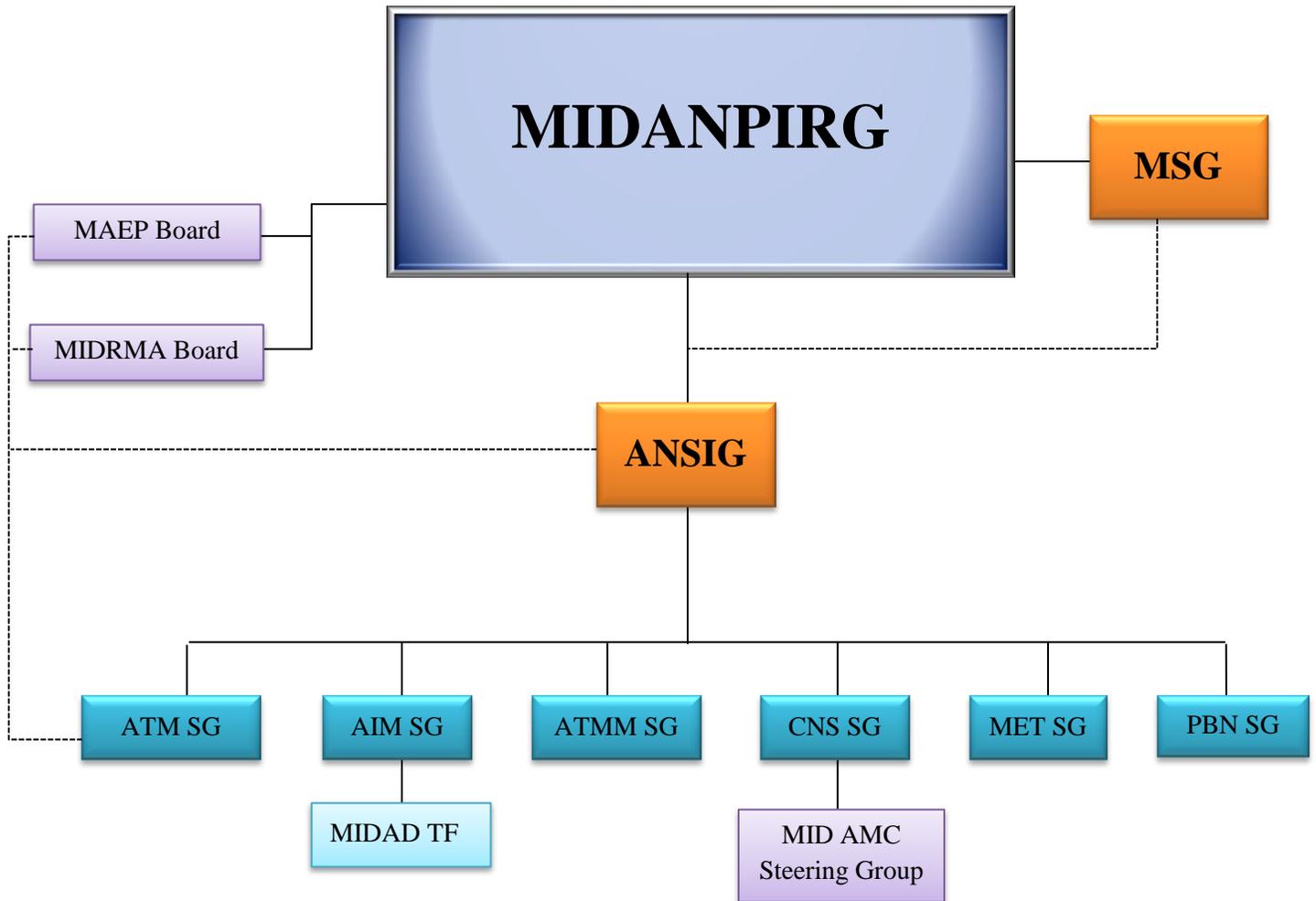
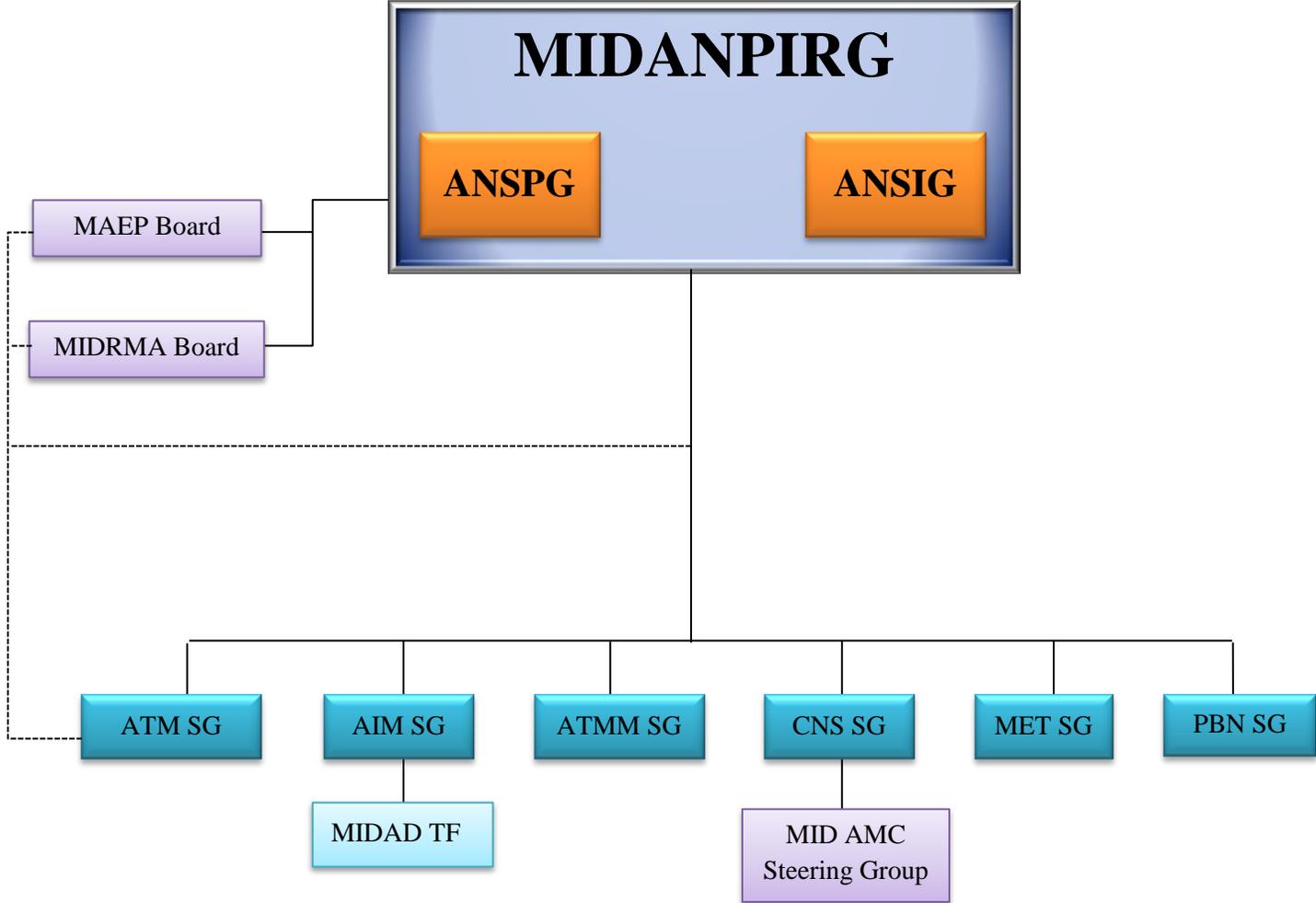|			
MSG	MIDANPIRG Steering Group	MET SG	Meteorology Sub-Group
ANSIG	Air Navigation Systems Implementation Group	PBN SG	Performance Based Navigation Sub-Group
AIM SG	Aeronautical Information Management Sub-Group	MIDAD TF	MID Region AIS Database Task-Force
ATM SG	Air Traffic Management Sub-Group	MAEP Board	MID Region ATM Enhancement Programme Board
ATMM SG	Air Traffic Management Measurement Sub-Group	MIDRMA Board	Middle East Regional Monitoring Agency Board
CNS SG	Communication Navigation Surveillance Sub-Group	MID AMC Steering Group	MID Region ATS Message Management Centre Steering Group

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MIDANPIRG

ANSPG

ANSIG

MAEP Board

MIDRMA Board

ATM SG	AIM SG	ATMM SG	CNS SG	MET SG	PBN SG

MIDAD TF

MID AMC Steering Group

ANSIG	Air Navigation Systems Implementation Group	MET SG	Meteorology Sub-Group
ANSPG	Air Navigation Systems Planning Group	PBN SG	Performance Based Navigation Sub-Group
AIM SG	Aeronautical Information Management Sub-Group	MIDAD TF	MID Region AIS Database Task-Force
ATM SG	Air Traffic Management Sub-Group	MAEP Board	MID Region ATM Enhancement Programme Board
ATMM SG	Air Traffic Management Measurement Sub-Group	MIDRMA Board	Middle East Regional Monitoring Agency Board
CNS SG	Communication Navigation Surveillance Sub-Group	MID AMC Steering Group	MID Region ATS Message Management Centre Steering Group

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REPORT ON AGENDA ITEM 5:   AIR NAVIGATION DEFICIENCIES AND SAFETY MATTERS

Review of Air Navigation Deficiencies

5.1   The meeting noted with concern that no progress has been achieved for the elimination of the air navigation deficiencies approved by MIDANPIRG/13. In the contrary, it was highlighted that the number of identified air navigation deficiencies has increased since MIDANPIRG/13 (**157** in June 2013 compared to **153** in April 2012). Accordingly the meeting urged States to:

> a)   implement corrective actions and means to alleviate their air navigation deficiencies; and
>
> b)   provide updates on the status of their deficiencies using the MID Air Navigation Deficiency Database (MANDD), prior to **15 September 2013**.

Coordination between MIDANPIRG and RASG-MID

5.2   The meeting was apprised of the outcome of the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) Global Coordination Meeting (GCM) held in Montreal on 19 March 2013 under the Chairmanship of the President of the ICAO Council. The outcome of the meeting included the confirmation of the need for a coordination mechanism in each region between the RASG and PIRG to ensure consistency of action and avoid overlap.

5.3   It was highlighted while RASGs would initially deal with safety issues directly related to flight operations, planning should be initiated as soon as circumstances permit to adopt a systems approach so that RASGs address safety issues from an integrated perspective that includes flight operations and ATM safety. Until such time, the Secretariat will ensure that the safety issues raised by the PIRGs and RASGs are fully coordinated.

5.4   Taking into consideration the global and regional developments, including the endorsement of the MID Region Safety Strategy, the meeting agreed that SMS implementation (including ATS and Aerodromes) as well as Runway Safety issues be fully addressed by RASG-MID. Thus, all aerodrome safety issues, which represent the main activity of the current MIDANPIRG AOP Sub-Group would be transferred to RASG-MID, pending final approval by the RASG-MID/3 (11-13 November 2013) and MIDANPIRG/14 (15-19 December 2013).

Middle East Regional Monitoring Agency (MIDRMA) Activities

5.5   The meeting recalled that, taking into consideration the significant increase of the MIDRMA workload, the MIDRMA Board/12 meeting through Draft Conclusion 12/4 agreed to the appointment of a full-time Secretary to the MIDRMA. The meeting noted with appreciation that, alternatively, Bahrain CAA supported the MIDRMA by releasing their Head of Air Traffic operations (MIDRMA Manager/Part time) to work full time with the MIDRMA.

5.6   The meeting noted that, as a follow-up action to the MIDRMA Board/12 Draft Conclusion 12/5, the MIDRMA developed a safety assessment training programme to raise the awareness related to the requirements for sustained RVSM safety assessment activity and improve the knowledge of the ATC, RVSM approval Authority and Air Operators personnel.

MSG/3
Report on Agenda Item 5

5.7   Three-day training will be provided in the MIDRMA premises in Bahrain, starting November 2013.

5.8   Based on the above, the meeting encouraged States to benefit from the training which will be provided by the MIDRMA by registering their personnel involved in RVSM Safety Assessment activity in coordination with the MIDRMA.

MID RVSM SMR 2013(SMR 2012-2013) Initial Results

5.9   The meeting noted that an initial MID RVSM Safety Monitoring Report (SMR 2012-2013) has been developed based on the collected traffic data for the period 1-31 October 2013 using ICAO Collision Risk Model. It was highlighted that the initial results indicate that, according to the data and methods used, the three key safety objectives as set out by MIDANPIRG, through Conclusion 12/16, continue to be met.

5.10   The meeting noted with appreciation that:

- the SMR 2012-2013 covers for the first time Baghdad FIR; and
- radar data was received from Bahrain, Kuwait, Oman, Qatar and Saudi Arabia, as requested.

5.11   The meeting noted with concern that the data sent by some States was either corrupted or not in the appropriate format. Furthermore, it was highlighted that the MIDRMA is continuing to receive an unrealistic amount of LHD "NIL" reports, which may affect the SMR safety results. Accordingly, the meeting emphasised on the importance of submitting the required data to the MIDRMA (traffic data, RVSM approvals and Large Height Deviations (LHD), etc,) on a regular basis and in a timely manner, to adequately assess and calculate all relevant safety parameters and factors.

MSG/3
Report on Agenda Item 6

REPORT ON AGENDA ITEM 6:   FUTURE WORK PROGRAMME

ICAO MID Office Tentative Schedule of Meetings, Seminars and Workshops

6.1   The meeting was presented with the Tentative Schedule of Meetings, Seminars and Workshops for year 2013 as at **Appendix 6A** to the Report on Agenda Item 6. The meeting was also informed that this Schedule is subject to quarterly updates and should be used for planning purposes only. Meetings, Seminars and Workshops are confirmed only when an invitation letter is sent by the ICAO MID Regional Office. The meeting noted that the majority of the events included in the Schedule have been successfully held as planned. However, it was noted that the level of attendance to few events was below expectation. In this respect, it was highlighted that the DGCA-MID/2 meeting urged States to actively attend and support the ICAO MID Regional Office Meetings, Seminars, Workshops and other events by providing appropriate materials i.e. working and information papers, presentations.

6.2   In connection with the above, the meeting encouraged States to coordinate with the ICAO MID Regional Office, in a timely manner, the hosting of future Meetings, Seminars and Workshops.

Future Work Programme

6.3   The meeting recalled that based on a recommendation emanating from the third meeting of the MIDANPIRG Member States (MMS) held in Jeddah, Saudi Arabia, 4-6 September 2006, MIDANPIRG/10 through Decision 10/1 agreed to the establishment of the MIDANPIRG Steering Group (MSG) to supersede and replace MMS.

6.4   It was highlighted that in accordance with its Terms of Reference, MSG was established to execute a pivotal function as a coordinating and steering organ with highest possible efficiency in accordance with the goals set by MIDANPIRG.

6.5   The meeting agreed that new Terms of Reference of the different MIDANPIRG subsidiary bodies should be developed in support of the new MIDANPIRG Organizational Structure.

Revision 3

ICAO Middle East (MID) Regional Office

Tentative Schedule of Meetings, Seminars and Workshops
"January – December 2013"

*Dated: 6 **June** 2013*

DATE	MEETING/SEMINAR/WORKSHOP	VENUE	REMARKS
	February		
5-7	TF SG/5	Cairo	**(Postponed)**
	March		
11-13	ATN/IPS WG/5	Cairo	**(Convened)**
	April		
9-11	CMA Workshop	**Cairo**	**(Convened)**
15-17	PBN/GNSS TF/5	**Cairo**	**(Convened)**
22-24	ARN TF/6	**Cairo**	**ATS Route Network** **(Convened)**
28-30	MID Region Safety Summit	**Bahrain**	**(SIP) (Convened)**
	May		
12-14	ADCI TF/2	**Doha**	**Aerodrome Certification Implementation** **(Convened)**
14-17	IFAIMA Global AIM 2013 & ICAO EUR/MID AIM/SWIM Seminar	**Istanbul**	**Joint ICAO EUR/NAT and MID** **(SIP) (Convened)**
20-22	DGCA-MID/2	**Jeddah**	**(Convened)**
27-29	ANP WG/1	**Cairo**	**Air Navigation Plan Ad-hoc Working Group** **(Convened)**
	June		
11-12	**Safety Management Workshop**	**Muscat**	**Joint IATA/ICAO activity**
17-19	**MSG/3**	**Cairo**	**MIDANPIRG Steering Group**
24	**BMG/3**	**Cairo**	**MET-Bulletin Management Group**
25-27	**MET SG/4**	**Cairo**	

DATE	MEETING/SEMINAR/WORKSHOP	VENUE	REMARKS
July			
1-3	**MIDAD STG/2**	**Cairo**	**MID Region AIS Database Study Group**
August			
27-29	**RSC/2**	**Cairo**	**RASG Steering Committee**
September			
1-3	**Seminar on Implementation of AIDC (ASBU Module B0-FICE)**	**Cairo**	**(SIP)**
4-5	**MID Region ATM Enhancement Programme-Special Coordination Meeting (MAEP-SCM)**	**Cairo**	
8-9	**ATM-Measurement TF/1**	**Cairo**	
10-12	**CNS/ATM/IC SG/7**	**Cairo**	
23-25	**AOP SG/9**	**Cairo**	
October			
30 Sept.- 3 Oct.	**ATM/AIM/SAR SG/13**	**Cairo**	
29-31	**Joint AVSEC Workshop**	**Marrakesh**	**Joint EUR/NAT, MID and WACAF activity**
November			
11-13	**RASG-MID/3**	**TBD**	
18-20	**CAPSCA-MID /3**	**TBD**	
26-28	**ECCAIRS Technical Training Course**	**Cairo**	
December			
1-5	**ECCAIRS End Users Training Course**	**Cairo**	
15-19	**MIDANPIRG/14**	**Jeddah**	

Notes:

1. *Above activities are subject to confirmation by ICAO MID Regional Office invitation letters.*
2. *States interested in hosting any of the activities are requested to coordinate with the ICAO MID Regional Office, at least three (03) months in advance of the indicated dates.*
3. *The above table will be subject to update when required*

Legend:
SG = Sub-Group, STG = Study Group, TF = Task Force, WG = Working Group.
TBD = To Be Determined.

For more information please contact: icaomid@icao.int

REPORT ON AGENDA ITEM 7:   ANY OTHER BUSINESS

7.1   Nothing has been discussed under this Agenda Item.

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