



International Civil Aviation Organization

MIDANPIRG ATM Sub-Group

First Meeting (ATM SG/1)
(Cairo, Egypt, 9 – 12 June 2014)

Agenda Item 5: Airspace Management Issues

**OUTCOME OF THE FIFTH SPECIAL COORDINATION MEETING ON THE RETURN
OF LIBYAN AIRSPACE TO LIBYA (SCM Libya/5)**

(Presented by Secretariat)

SUMMARY
This information Paper provides update on Fifth Special Coordination Meeting on the return of Libyan Airspace to Libya (SCM-Libya/5) (SCM Libya/5).
REFERENCES
- SCM-Libya/5 Summary of Discussions

1. INTRODUCTION

1.1 The meeting may wish to note that the Fifth Special Coordination Meeting on the return of Libyan Airspace to Libya (SCM-Libya/5) was held at the Hilton Hotel, Malta, 11-12 February 2014. The meeting was attended by a total of thirteen (13) participants from three (3) States (Egypt, Libya and Malta) and three (3) International Organizations (EUROCONTROL, IATA and ICAO).

2. DISCUSSIONS

2.1 The main objective of the SCM-Libya/5 meeting was to follow-up the outcome of the preceding special coordination meetings on return of Libyan Airspace to Libya and support Libya in the normalization of the Tripoli FIR. In addition, to the issues related to the coordination between Cairo and Tripoli ACCs.

2.2 The SCM-Libya/5 meeting was updated on the current situation of air navigation facilities and services in Tripoli FIR. Accordingly, the meeting raised concerns regarding the essential navigation and landing aids, such as Benghazi, Tripoli and Sebha ILSs and VORs, which have not been flight checked, in accordance with ICAO provisions. In addition, the lack of communication and surveillance coverage in the southern part of Tripoli FIR was highlighted.

2.3 The meeting may wish to note that IATA's offered to support the process of development and implementation of RNAV procedures that either overlay the existing conventional procedures or are new designs at the Libyan International Aerodromes. The SCM-Libya/5 meeting agreed to the establishment of a "Task Force" chaired by the Libyan Director of Air Traffic

Management and supported by the Director SFO – IATA, MENA to follow up the development and implementation of RNAV approach procedures first for Tripoli International Airport and then for the other International Airports. As a first step IATA offered to organise a meeting between Libyan Civil Aviation and airlines to agree on scope of support, processes and timelines for the development and implementation of the RNAV procedures. Furthermore, the meeting agreed that the time frame from 15 March till 15 April 2014 will be suitable to finalize the design of the first set of the above-mentioned procedures and that IATA provides feedback to the ICAO MID Regional Office.

2.4 The SCM-Libya/5 meeting discussed the coordination issues/failures between Cairo and Tripoli ACCs. Accordingly, the meeting recognized that direct coordination between Benghazi Sector/Sub Centre and Cairo ACC would solve the issue. The meeting noted that Libya will extend the VHF coverage of Benghazi Sector in order to cover the FIR boundary point LOSUL. Furthermore, the meeting agreed to the necessity for the amendment of the LoA between the two ACCs to include the coordination procedures between Benghazi Sector/Sub Centre and Cairo ACC. Accordingly, an agreement has been reached regarding the amendment of Appendices C and D of the LoA between Cairo and Tripoli ACC, the amendment of the LoA was expected to be completed by **15 April 2014**.

2.5 The SCM-Libya/5 meeting stressed on the necessity to implement additional entry/exist points between Egypt and Libya. It is to be highlighted that three points have been defined based on the intersection of the new proposed routes KFR-KHG, BNA-KATAB-SEMRO and DBA-AMIBO with the common FIR boundary. No update from Egypt has been provided related to these route proposals.

2.6 The SCM-Libya/5 meeting reviewed and updated the action plan of the normalization of Tripoli FIR.

2.7 The SCM-Libya/5 meeting agreed that the SCM-Libya/5 would be the last meeting organised by ICAO related to the return of Libyan airspace to Libya. Nevertheless, the meeting expressed the need to convene on regular basis coordination meetings between Egypt, Malta, Libya and Tunisia to address coordination and ATS route issues in the interface area between the EUR and MID Regions. It was also highlighted that these meetings might need to be extended to include Algeria, Cyprus and Greece on ad-hoc basis.

2.8 For more information the Summary of Discussions (SoD) of the SCM-Libya/5 is at **Appendix A**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in paper.



INTERNATIONAL CIVIL AVIATION ORGANIZATION
FIFTH SPECIAL COORDINATION MEETING ON THE RETURN
OF LIBYAN AIRSPACE TO LIBYA (SCM Libya/5)

(Malta, 11-12 February 2014)

SUMMARY OF DISCUSSIONS

1. INTRODUCTION

1.1 The Fifth Special Coordination Meeting on the return of Libyan Airspace to Libya (SCM-Libya/5) was held at the Hilton Hotel, Malta, 11-12 February 2014.

1.2 The meeting was attended by a total of thirteen (13) participants from three (3) States (Egypt, Libya and Malta) and three (3) International Organizations (EUROCONTROL, IATA and ICAO). The list of participants is at **Attachment A** to the Summary of Discussions.

1.3 The meeting was opened by Mr. Mohamed Smaoui ICAO, Deputy Regional Director, Middle East Office, Cairo, who extended a warm welcome to all participants to the SCM-Libya/5 and wished them a successful meeting and pleasant stay in Malta. Mr. Smaoui expressed his gratitude and appreciation to Malta, and especially to Mr. Carm Vassallo, CEO of Malta's Air Traffic Services (MATS), for hosting this meeting and for Malta's commitment to support the improvement of the overall safety of international air navigation in the Region. Mr. Smaoui thanked Mr. Robert Sant, Chief Operations Officer, MATS and Ms. Naomi Gaela who participated in the organisation of the meeting. Mr. Smaoui highlighted the main goals of this meeting and recalled the outcome of the preceding special coordination meetings on return of Libyan Airspace to Libya. In this respect, he underlined that safety of civil aviation, which is considered as a continuous challenge, should be given the utmost importance and priority.

Officers and Secretariat

1.4 Mr. Mohamed Smaoui, ICAO Deputy Regional Director, Middle East Office, acted as the Chairperson of the meeting. Mr. Elie El Khoury, Regional Officer, Air Traffic Management/Search and Rescue (RO/ATM/SAR) was the Secretary of the meeting.

1.5 The meeting adopted the following Agenda:

Agenda Item 1: Introduction

Agenda Item 2: Review the outcome and the Action Plan of the SCM-Libya/4 meeting.

Agenda Item 3: Update on the current Civil Aviation Situation in Libya

- Coordination issues between Cairo and Tripoli ACCs
- ATS Routes

Agenda Item 4: Any other business.

2. DISCUSSIONS

2.1 The meeting was apprised of the ICAO MID Regional Office activities. It was noted that Libya and Sudan were transferred from the AFI Air Navigation Plan (ANP) to the MID ANP. In this regard, the meeting encouraged Libya to actively participate in the MIDANPIRG Subsidiary Bodies meetings and activities. It was highlighted that the ICAO MID Regional Office is fully devoted to support Libya with their pertaining issues related to civil aviation.

2.2 The meeting reviewed the outcome of the SCM-Libya/4. Thereafter, Libya provided the meeting with an update on the current situation of air navigation facilities and services in Tripoli FIR. Accordingly, the meeting raised concerns regarding the essential navigation and landing aids, such as Benghazi, Tripoli and Sebha ILSs and VORs, which have not been flight checked, in accordance with ICAO provisions. In addition, the lack of communication and surveillance coverage in the southern part of Tripoli FIR was highlighted.

2.3 The meeting underlined that presently, with the unchecked VORs and Landing Aids, Operators could only conduct visual approaches to land at the Libyan International Airports.

2.4 Based on the above, the meeting noted with appreciation IATA's offer to support the process of development and implementation of RNAV procedures that either overlay the existing conventional procedures or are new designs at the Libyan International Aerodromes. The meeting agreed to the establishment of a "Task Force" chaired by the Libyan Director of Air Traffic Management and supported by the Director SFO – IATA, MENA to follow up the development and implementation of RNAV approach procedures first for Tripoli International Airport and then for the other International Airports. As a first step IATA offered to organise a meeting between Libyan Civil Aviation and airlines to agree on scope of support, processes and timelines for the development and implementation of the RNAV procedures. Furthermore, the meeting agreed that the time frame from 15 March till 15 April 2014 will be suitable to finalize the design of the first set of the above-mentioned procedures and that IATA provides feedback to the ICAO MID Regional Office.

2.5 In line with the above, the meeting encouraged Libya to initiate the development of an ATM Contingency Plan and a PBN implementation Plan and update their Letter of Agreements (LoAs) with its neighboring States.

2.6 The meeting noted that the following projects/activities were in progress in order to enhance the provision of air navigation services in Tripoli FIR :

- ACC will be moving to new operation room in March 2014;
- Benghazi, Tripoli and Sirt Radars have been integrated into the ATC system;
- the implementation of 3 radar stations to cover the entire airspace is ongoing;
- improvement of the VHF coverage project, which includes the implementation of 14 VHF extended range stations will be completed by end of 2014;
- coordination with a flight check company to complete the flight check of all the Navigation and landings aids by end of 2014; and
- agreement signed between Libya and Malta for the exchange of radar data.

2.7 The meeting discussed the coordination issues/failures between Cairo and Tripoli ACCs. Accordingly, the meeting recognized that direct coordination between Benghazi Sector/Sub Centre and Cairo ACC would solve the issue. The meeting noted that Libya will extend the VHF coverage of Benghazi Sector in order to cover the FIR boundary point LOSUL . Furthermore, the meeting agreed to the necessity for the amendment of the LoA between the two ACCs to include the coordination procedures between Benghazi Sector/Sub Centre and Cairo ACC. Accordingly, the following agreement has been reached regarding the amendment of Appendices C and D of the LoA:

Cairo-Tripoli ACCs LoA – Appendix C proposed amendment

2.2.1.1 Messages from Tripoli ACC to Cairo ACC

Receiving Sector/COPs	Message	Position	Extension
FDO	Flight Plan Data and Estimates	FDO 1	
Cairo ACC Sector 5 / DITAR	Control Messages, Expedite Clearances, Approval Requests and Revisions	PLC 5	

C.2.2.1.2 Messages from Benghazi Sector-Sub Centre to Cairo Centre

Receiving Sector/COPs	Message	Position	Extension
FDO	Flight Plan Data and Estimates	FDO 1	
Cairo ACC Sector 1 / LOSUL	Control Messages, Expedite Clearances, Approval Requests and Revisions	PLC 1	

C.2.2.2.1 Messages from Cairo ACC to Tripoli ACC

Receiving Sector/COPs	Message	Position	Extension
FDO	Flight Plan Data and Estimates		
Tripoli ACC / DITAR	Control Messages, Expedite Clearances, Approval Requests and Revisions		

C.2.2.2.2 Messages from Cairo ACC to Benghazi Sector-Sub Centre.

Receiving Sector/COPs	Message	Position	Extension
FDO	Flight Plan Data and Estimates		
Benghazi Sector-Sub Centre / LOSUL	Control Messages, Expedite Clearances, Approval Requests and Revisions		

Cairo-Tripoli ACCs LoA – Appendix D proposed amendment

Para. D 2.1

Flight from Tripoli ACC to Cairo ACC

Aircraft within ATS route shall be assigned flight level as follows:

COPs	Direction	Flight Levels
LOSUL	Eastbound	All odd FLs
DITAR	Eastbound	All odd FLs

Note

- In case of coordination Failure between Cairo and Tripoli ACCs Eastbound traffic shall be transferred at the following FLs 290, 330, 370, and 410, unless previously coordinated.

Para. D2.2

Flight from Cairo ACC to Tripoli ACC

Aircraft within ATS route shall be assigned flight level as follows:

COPs	Direction	Flight Levels
LOSUL	Westbound	All Even FLs
DITAR	Westbound	All even FLs

- In case of coordination Failure between Cairo and Tripoli ACCs Westbound traffic shall be transferred at the following FLs 300, 340, 360 and 380, unless previously coordinated.

2.8 In connection with the above, the meeting developed an action plan to improve the coordination between Cairo and Tripoli ACCs, as follows:

Action Plan to improve the coordination between Egypt and Libya ACCs

	Action	Responsible	Action Plan	Target date	Remarks
1	Define the area of responsibility of Benghazi Sector/Sub Centre	Libya	<ul style="list-style-type: none"> Define Benghazi area of responsibility to cover LOSUL 	30 March 2014	
2	Extend Benghazi VHF coverage to cover LOSUL interface	Libya	<ul style="list-style-type: none"> To extend the coverage of Benghazi VHF to cover LOSUL 	30 March 2014	
3	Ensure the serviceability/reliability of the direct line between Benghazi Sector/Sub Centre and Cairo ACC	Egypt Libya	<ul style="list-style-type: none"> Both States to check the line and ensure its operation 	15 March 2014	
4	Agree on clear coordination procedures between Cairo and Tripoli ACC/Benghazi Sector/Sub Centre	Egypt Libya	<ul style="list-style-type: none"> Coordination via telephone line or AFTN 	15 April 2014	
6	Amend the LoA	Egypt Libya	<ul style="list-style-type: none"> NO FLAS Add Benghazi Sector/Sub Centre coordination procedures with Cairo ACC 	15 April 2014	

2.9 The meeting noted with appreciation the contribution of EUROCONTROL and IATA to the meeting with useful presentations showing the benefits and distance savings that would result from the implementation of new routes between Egypt and Libya.

2.10 The meeting stressed on the necessity to implement additional entry/exist points between Egypt and Libya. It is to be highlighted that three points have been defined based on the intersection of the new proposed routes KFR-KHG, BNA-KATAB-SEMRU and DBA-AMIBO with the common FIR boundary.

2.11 The meeting noted with concern that the closing of a number of ATS routes within Tripoli FIR is considered as a stumbling block for the normalization of Tripoli FIR. In this regard, the meeting urged Libya to amend the Contingency Routing Scheme NOTAM (A0028/14), in order to open additional routes such as A/UA411 and P/UP128, R/UR778, by **28 February 2014.**, without compromising the safety of air navigation, taking into consideration all remaining constraints.

2.12 Based on the above, the meeting developed an action plan to improve the ATS route network between Cairo and Tripoli FIRs which is divided into two parts as follows:

ATS Routes Action Plan SCM-Libya/5

New Proposed ATS Routes				
Route Description	Responsible	Action Plan	Target date	Remarks
KFR-KHG	Egypt Libya	<ul style="list-style-type: none"> • Egypt to report their final approval (after the acceptance of the Military Authority) or feedback • Egypt and Libya Agree on the implementation date • Submit a Proposal for Amendment to the Table 1-ATS Routes • Report progress to the ATM SG/1 (26-29 May 2014) 	15/04/2014	Bidirectional In Case of formal approval by Egypt
			30/04/2014	
			15/05/2014	
			26/05/2014	
BNA-KATAB-SEMRU	Egypt Libya	<ul style="list-style-type: none"> • Egypt to report their final approval (after the acceptance of the Military Authority) or feedback • Egypt and Libya Agree on the implementation date • Submit a Proposal for Amendment to the Table 1-ATS Routes • Report progress to the ATM SG/1 (26-29 May 2014) 	15/04/2014	Bidirectional
			30/04/2014	
			15/05/2014	
			26/05/2014	
DBA-AMIBO M/UM312	Egypt, Libya Malta	<ul style="list-style-type: none"> • Egypt to report their final approval (after the acceptance of the Military Authority) or feedback • Egypt and Libya Agree on the implementation date • Report progress to the ATM SG/1 (26-29 May 2014) 	15/04/2014	Unidirectional Westbound To be implemented (already in the MID ANP)
			15/05/2014	

Opening of existing/published ATS Routes				
Route Designator	Responsibility	Action Plan	Target date	Remarks
A/UA411	Libya	Amend NOTAM 0028/14 to include A/UA411	28/02/2014	As a first step, to be opened as CDR route (Time TBD)
P/UP128	Libya	Amend NOTAM 0028/14 to include P/UP128	28/02/2014	As a first step, to be opened as CDR route (Time TBD)
R/UR778	Libya	TBD	TBD	Subject to availability of improved communication
T55	Egypt	To be opened on H24 basis	15/04/2014	Change route designators

2.13 The meeting noted that Egypt are waiting for their Military Authority approval to implement the following routes within Cairo FIR:

- NWB-RASDA;
- TANSAN-NWB; and
- ATMUL-BRN

2.14 The meeting addressed the issues related to the assignment of 5LNCs. A brief guidance related to the use of ICARD system was presented to the Libyan delegates.

2.15 Based on the foregoing, the meeting reviewed and updated the action plan of the normalization of Tripoli FIR, as at **Attachment B**.

2.16 The meeting agreed that the SCM-Libya/5 would be the last meeting organised by ICAO related to the return of Libyan airspace to Libya. Nevertheless, the meeting expressed the need to convene on regular basis coordination meetings between Egypt, Malta, Libya and Tunisia to address coordination and ATS route issues in the interface area between the EUR and MID Regions. It was also highlighted that these meetings might need to be extended to include Algeria, Cyprus and Greece on ad-hoc basis.

2.17 The meeting agreed that the outcome of the bilateral meeting between Libya and Malta (12 February 2014), of interest to the SCM-Libya/5, be attached to the summary of discussions of the SCM-Libya/5 meeting as at **Attachment C**.

International Civil Aviation Organization



**Fifth Special Coordination Meeting on the return
of Libyan Airspace to Libya (SCM-Libya/5)**

(Malta, 11-12 February 2014)

LIST OF PARTICIPANTS

12 February 2014

NAME	TITLE & ADDRESS
<p>STATES EGYPT</p> <p>Mr. Atef Ammar</p>	<p>Head of ATC Sector National Air Navigation Services Company Cairo International Airport Road Cairo - EGYPT Fax: (202) 2268 0627 Tel: (202) 2268 0627 Mobile: (20-102) 6030 760 Email: atefammar954@hotmail.com</p>
<p>LIBYA</p> <p>Mr. Mohamed E. Bakar</p>	<p>Director of Air Traffic Management Libyan Civil Aviation P.O.Box 14399 Tripoli - LIBYA Fax: (218-21) 360 5535 Tel: (218-21) 360 5535 Mobile: (218-91) 219 4477 Email: mohamed.bakar@caa.ly</p>
<p>Mr. Ramadan Ali Shaibani Zobaik</p>	<p>Air Traffic Control Supervisor Libyan Civil Aviation P.O.Box 14399 Tripoli - LIBYA Fax: (218-21) 360 5535 Tel: (218-21) 360 5535 Mobile: (218-92) 482 1187 Email: zobeik@yahoo.com</p>
<p>Mr. Abdulhamed A. Gedalla</p>	<p>Benghazi Area Manager Civil Aviation Authority P.O.Box 14399 Benghazi - LIBYA Fax: (218-61) 335 0085 Tel: (218-61) 335 0085 Mobile: (218-91) 3798 448 Email: abdelhamed.gedalla@caa.ly</p>

NAME	TITLE & ADDRESS
Mr Wanes Omran Omer Hussen	Air Traffic Controller Civil Aviation Authority P.O.Box 14399 Benghazi - LIBYA Fax: (218-61) 335 0085 Tel: (218-61) 335 0107 Mobile: (218-91) 1530 607
Mr Abdelaziz-M. Ali	Air Traffic Controller Civil Aviation Authority P.O.Box 14399 Benghazi - LIBYA Fax: (218-61) 335 0085 Tel: (218-61) 335 0108 Email: jyazin@yahoo.com
Mr. Issa Maaroug	Air Navigation Department Libyan Civil Aviation Authority P.O.Box 14399 Tripoli - LIBYA Fax: (218-21) 3605535 Tel: (218-21) 3605535 Mobile: (218-92) 543 9240 Email: airnav.director@caa.ly
MALTA Mr. Robert Sant	Chief Operations Officer Malta Air Traffic Services MALTA Fax: (356) 2369 5471 Tel: (356) 2369 5458 Mobile: (356) 9943 3075 Email: robert.sant@maltats.com
Ms. Naomi Galea	Assistant ASM Malta Air Traffic Services MALTA Fax: (356) 2369 5471 Tel: (356) 2369 5340 Mobile: (356) 9999 2700 Email: naomi.galea@maltats.com

A-3

<p>ORGANIZATIONS</p> <p>EUROCONTROL</p> <p>Mr. Tihomir Todorov</p>	<p>Head of Airspace Design Section Airspace Network Design EUROCONTROL Rue de la Fusée, 96 B-1130 Brussels Fax: (32-2) 729 9003 Tel: (32-2) 729 3134 Mobile: (32) 485 568 570 Email: tihomir.todorov@eurocontrol.int</p>
<p>IATA</p> <p>Mr. Achim Baumann</p>	<p>Director SO&I IATA, MENA King Abdallah II Street P.O.Box 940587 Amman 11194, JORDAN Fax: (962-6) 593 9921 Tel: (962-6) 580 4200 Ext 1214 Mobile: (962-79) 704 5556 Email: baumanna@iata.org</p>
<p>ICAO</p> <p>Mr. Mohamed Smaoui</p>	<p>Deputy Regional Director ICAO Middle East Office P.O.Box 85, Cairo Airport Post Office Cairo, EGYPT Fax: (202) 2267 4843 Tel: (202) 2267 4841 Email: msmaoui@icao.int</p>
<p>Mr. Elie Elkhoury</p>	<p>Regional Officer ATM/SAR ICAO Middle East Office P.O.Box 85, Cairo Airport Post Office Cairo, EGYPT Fax: (202) 2267 4843 Tel: (202) 2267 4841 Email: ekhoury@icao.int</p>

ATTACHMENT B

No	Action	Responsible	Timeline	Status / Updates
1	ICAO to provide technical assistance to Libya towards the re-organization of the Libyan CAA, and other Civil Aviation activities specifically to airspace and airports.	ICAO	TBD	– Subject to security clearance.
2	Libya and Malta to review and coordinate future sharing of Radar data, as appropriate.	Libya Malta	December 2014	– Benghazi and Tripoli radars are operational. – Technical details to be discussed during bi-lateral meeting between Libya - Malta (Agreement already signed)
3	Provide ICAO with the updated Libyan Civil Aviation Authority (LYCAA) organizational structure.	Libya	20 March 2014	– Libya will send the new Libyan Civil Aviation organizational structure to the ICAO MID Regional Office.
4	Update and sign LOAs with all adjacent FIRs.	Libya and neighboring States	Ongoing	– Revised version of the LoA between Cairo and Tripoli ACCs will be signed and implemented as of 15 April 2014 – LoA between Tripoli and Malta ACCs signed – LoA between Tripoli and N'djamena ACCs signed
5	Libya to provide update on Air-Ground (A-G) communication and coordinate with concerned parties to expedite its implementation, taking into consideration users views.	Libya, IATA	December 2014	– Shortage of coverage especially in the southern part of the Tripoli FIR. – VHF Stations are installed but need links for interconnection. – VSATs total 11 stations need update to be used for linking VHF Stations. – Contracts signed for additional VHF and VSAT Station installation. – Delay is observed due to security reasons. – IFPB/TIBA could be used in areas where blind spots in the VHF coverage exist (e.g. 10 min coverage loss between Cairo and Tripoli FIR on ATS-Route A411). – For the air-ground communications limitations for traffic entering the Tripoli FIR from Malta FIR on the ATS route M732 over ELIMO, Malta proposed to delay the transfer of communications to an agreed published point in the Tripoli FIR (intersection with the 32nd parallel) and to insert this TOC waypoint in the LoA (to be done by Malta by June 2014).

6	Libya to provide update on surveillance (Radar) and coordinate with concerned parties to expedite the implementation.	Libya	TBD	<ul style="list-style-type: none"> – Integration of Radar Data between Benghazi, Tripoli and Sirt (completed) – Other Radars site work in progress. (Tubruk, Sebha, Tazerbu)
7	Libya to provide update on NAVAIDs including calibration and coordinate with concerned parties to expedite the implementation.	Libya	30 April 2014	<ul style="list-style-type: none"> – Ground checked completed. – Flight check pending
8	Libya to issue a new NOTAM in coordination with Malta, to update current contingency measures, including information on the re-opened international airports, their associated in/outbound routes and specific de-conflicted overflight routes.	Libya Malta	Ongoing	<ul style="list-style-type: none"> – The information contained in the current NOTAM needs to be updated. – Tripoli NOTAM Office (NOF) is operational H24. – In case of contingency and in coordination with LYCAA, Malta will be able to promulgate NOTAM/AIC/AIP SUPP on behalf of the LYCAA as and when required. – Update NOTAM A0028/14 expiry date 28/2/2014 taking into consideration the outcome of the SCM-Libya/5
9	5LNC	Libya ICAO	10 April 2014	<ul style="list-style-type: none"> – Libya to assign ICARD_5LNC_Planner in coordination with ICAO MID Regional Office – Libya takes necessary measure to ensure that the 5LNCs used in the Libyan Airspace are in accordance with ICAO provisions.
10	RNAV GNSS Approach procedures	Libya IATA	15 April 2014	<ul style="list-style-type: none"> – Establishment of a “Task Force” chaired by the Libyan ATM Director and supported by the Director SFO – IATA, MENA to follow up the development and implementation of the RNAV approach procedures.

ATTACHMENT C

Libya-Malta Bilateral Meeting
(Malta 12 February 2014)

Libya's participation in BLUE MED

A meeting will be taking place in the coming week to discuss the membership of LYCAA in the Blue Med (BM) project. MATS informed the meeting that the offer for organising a seminar on behalf of LYCAA with regards to Blue Med in Libya is still on. MATS emphasized that as an observer in BM, Libya would have the opportunity to choose the areas of interest that would best suit the needs of Libya. Of interest would be the Route Network Catalogue and Safety Management.

Action Item No 1: *LYCAA to give update on Libya's participation in the Blue Med programme and the decision on the BM Seminar by the end of next week. (21/02)*

Radar Data Sharing

MATS stated that if the radar data sharing is to move forward, a meeting between the technical experts to meet to discuss the way forward (INDRA, SELEX, LYCAA and MATS Tech people).

Action Item No 2: *LYCAA to initiate the meeting to enable the technical exchange of radar data.*

Contingency Routing Scheme

It was proposed that the existent NOTAM will be extended until 31 March 2014 (later corrected to 03 April to coincide with an AIRAC cycle). After migration to the new Tripoli ACC which is expected to take place in the first two weeks of March, LYCAA will assess the situation and state when they will be ready to open the routes: UP128, A411, UY751, UM980 and UM979 between 1600Z and 0600Z.

Action Item No 3: *MATS will prepare the new NOTAM and do the necessary coordination with ICAO, EUROCONTROL and IATA.*

Correction of M600

Action Item No 4: *MATS to prepare a NOTAM to correct an error to extend the upper limits of the M600 between ZAW and SARKI.*

Transfer of Communications point on M732

It was agreed to publish a new Transfer of Communications point on the M732 to enable transfer of communications between Malta ACC and Benghazi ACC. MATS will prepare a NOTAM to enable this new point.

Action Item No 5: *LYCAA to provide us with the name of the 5-Letter Name Code for this point.*