



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**REPORT OF THE SECOND MEETING  
OF THE MIDANPIRG ATM SUB-GROUP**

**ATM SG/2**

*(Cairo, Egypt, 30 November - 03 December 2015)*

The views expressed in this Report should be taken as those of the MIDANPIRG ATM Sub-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

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## **PART I - HISTORY OF THE MEETING**

### **1. PLACE AND DURATION**

1.1 The Second meeting of the MIDANPIRG ATM Sub-Group (ATM SG/2) was successfully held at the ICAO Middle East Regional Office in Cairo, Egypt, from 30 November to 03 December 2015.

### **2. OPENING**

2.1 The meeting was opened by Mr. Mohamed Smaoui, Deputy Regional Director, ICAO Middle East Office, who welcomed the participants to Cairo and wished them a successful and fruitful meeting. Mr. Smaoui provided the meeting with an overview of the subjects that will be addressed during the meeting and highlighted the main expected outcomes of the meeting.

2.2 Mr. Smaoui informed the meeting that the ICAO MID Regional Office hosted the ICAO AFI/MID ASBU Implementation Workshop (Cairo, Egypt, 23-26 November 2015) organized jointly by ICAO ESAF and MID Regional Offices with the support of ICAO HQ. The Workshop provided a unique opportunity where participants worked together towards a harmonized ASBU implementation across States and Regions. The Workshop underlined the need for harmonized implementation, interregional coordination and interoperability taking into consideration users' needs and requirements.

2.3 With regard to the establishment of the MID Region ATM Enhancement Programme (MAEP), Mr. Smaoui congratulated Egypt, Jordan, Kuwait, Sudan and UAE for joining the Programme through the signature of the MAEP Memorandum of Agreement. He indicated that the process for the establishment of the MAEP Project Management Office (PMO) has started officially. In this respect, he encouraged the remaining States to join MAEP.

2.4 Mr. Smaoui indicated that the Agenda of the meeting includes the inter-regional issues related to ATS routes and contingency planning. In this respect, he thanked Mr. Sven Halle, Regional Officer/ANS Implementation, ICAO Paris Office, for his attendance, and follow-up with the concerned European States on the outcome of the meeting.

2.5 Finally, Mr. Smaoui thanked USA, IATA and Google for their contribution to the meeting with working papers and presentations.

2.6 In closing, Mr. Smaoui thanked all the participants for their presence and wished the meeting every success in its deliberations.

### **3. ATTENDANCE**

3.1 The meeting was attended by a total of thirty one (31) participants from seven (7) States (Bahrain, Egypt, Iran, Qatar, Saudi Arabia, UAE and United States of America) and five (5) Organizations/Industries (CANSO, Google, IATA, IFATCA and MIDRMA). The list of participants is at **Attachment A** to the Report.

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#### **4. OFFICERS AND SECRETARIAT**

4.1 In the absence of the Chairperson of the ATM SG, Mr. Saleem Mohamed Hassan, Chief Air Traffic Management, Civil Aviation Affairs, Bahrain; Mr. Mahmoud Mohammed Aly Ibrahim, Research and Development General Manager, National Air Navigation Services Company, Egypt, and Vice Chairperson of the ATM Sub-Group, chaired the meeting.

4.2 Mr. Elie El Khoury RO/ATM/SAR was the Secretary of the meeting supported by Mr. Sven Halle, RO/ANS Implementation, Paris Office, Mr. Raza Gulam, RO/CNS and Mr. Abbas Niknejad, RO/AIM/ATM from the ICAO MID Regional Office.

#### **5. LANGUAGE**

5.1 Discussions were conducted in English and 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 MIDANPIRG/15 Conclusions and Decisions relevant to ATM and SAR Fields
- Agenda Item 3: Global and Regional Developments related to ATM and SAR
- Agenda Item 4: MID Region ATS Route Network
- Agenda Item 5: Airspace Management Issues
- Agenda Item 6: RVSM operations and Monitoring activities in the MID Region
- Agenda Item 7: Search and Rescue Issues
- Agenda Item 8: Review of Air Navigation deficiencies in the ATM and SAR fields
- Agenda Item 9: Future Work Programme
- Agenda Item 10: Any other Business

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## 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 DRAFT CONCLUSIONS AND DECISIONS

*DRAFT CONCLUSION 2/1: PUBLICATION OF FIR BOUNDARY POINTS*

*DRAFT CONCLUSION 2/2: REMOTELY PILOTED AIRCRAFT SYSTEM (RPAS)  
OCCURRENCES*

*DRAFT CONCLUSION 2/3: AUTO ONLINE MMR TOOL*

*DRAFT DECISION 2/4: MID SEARCH AND RESCUE ACTION GROUP*

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**PART II: REPORT ON AGENDA ITEMS**

**REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA**

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

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**REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG/15 CONCLUSIONS AND DECISIONS  
RELEVANT TO ATM AND SAR FIELDS**

2.1 The meeting noted the status of the MIDANPIRG/15 Conclusions and Decisions related to the ATM and SAR fields and the follow-up actions taken by States, the Secretariat and other parties concerned as at **Appendix 2A**. The meeting agreed also to review the Conclusions and Decisions, which are still current, under the associated Agenda Items with a view to propose to MIDANPIRG/15 appropriate follow-up action.

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**REPORT ON AGENDA ITEM 3: GLOBAL AND REGIONAL DEVELOPMENTS RELATED TO ATM AND SAR**

3.1 The subject was addressed in WP/3 and WP/4 presented by the Secretariat. The meeting was apprised of the latest developments related to ATM and SAR. The meeting was apprised of main latest amendments to the ICAO Annexes and Documents.

***Fifth Edition of the Global Air Navigation Plan (GANP, Doc 9750)***

3.2 The meeting noted that the ICAO 39th General Assembly, which will be held in September 2015, will review and endorse the Fifth Edition of the Global Air Navigation Plan (GANP, Doc 9750). The revised version of the GANP will reflect the amendment to the Aviation System Block Upgrades (ASBU) Document, including the adjustment of the dates for the blocks (B0 = 2013 – 2018, B1 = 2019 – 2024, B2 = 2025 – 2030, B3 = 2031 onward) to allow better synchronization with the Assembly meetings and ICAO publication cycles.

3.3 The proposed Fifth Edition of the GANP was circulated to States for comment through State Letter Ref.: AN 13/54-15/77 dated 1 December 2015. The comments, if any, should reach ICAO HQ not later than 10 March 2016.

***AFI/MID ASBU Implementation Workshop***

3.4 The meeting was apprised of the outcome of the AFI/MID ASBU Implementation Workshop (Cairo, Egypt 23-26 November 2015). The Workshop was organized jointly by the ICAO Cairo and Nairobi Regional Offices. The Workshop provided a unique opportunity where participants worked together towards a harmonized ASBU implementation across States and Regions. The Workshop underlined the need for harmonized implementation, interregional coordination and interoperability taking into consideration users' needs. The Workshop materials are available on the ICAO MID Regional Office website: <http://www.icao.int/MID/Pages/meetings.aspx>

***Fourth Inter-Regional Co-ordination Meeting (IRCM/4)***

3.5 The meeting was apprised of the outcome of the Fourth Inter-Regional Co-ordination Meeting (IRCM/4) between the Asia/Pacific (APAC), European and North Atlantic (EUR/NAT) and Middle East (MID) Regional Offices of ICAO, (Bangkok, Thailand, 14-16 September 2015), related to ATM and SAR. The IRCM/4 meeting noted with concern the low level of implementation of Civil/Military integration, Inter-Centre communications (AIDC/OLDI), ATFM and SAR in the three ICAO Regions.

3.6 The IRCM/4 meeting highlighted the need to enhance the inter-regional cooperation for the implementation of inter-regional ATS Route. Accordingly, the meeting agreed to the necessary steps for the establishment of the Advanced Inter-Regional ATS Route Development Task Forces (AIRAD/TF(s)) jointly by the EANPG and APANPIRG in 2016, in coordination with the MID Office, as required. The meeting also supported the establishment of Inter-regional Task Forces (composed of relevant States, International Organizations and the three ICAO Regional Offices), when the circumstances necessitated.

3.7 The IRCM/4 meeting discussed the need to update the EMARSSH (Europe Middle East-Asia Route South of Himalaya) routes network implemented several years ago and accordingly, agreed that the three Regional Offices (APAC, EUR/NAT and MID) should work together to establish an EMARRSH-2 Routes Network within the three Regions, which could be managed within the work of the Advanced Inter-Regional ATS Route Development Task Force(s).

3.8 The IRCM/4 meeting recognized the need to enhance inter-regional coordination for the implementation of contingency arrangements, and discussed the challenges faced by some MID States at the inter-regional interfaces to get the signature of the contingency agreements. The meeting noted that States are required to develop contingency plans in consultation with other States according to Annex 11 and the Regional Offices are facing challenges in getting States to develop and promulgate national contingency plans and engage in inter-States and regional contingency planning. The meeting recognized that there was a lack of guidance in Annex 11 to clarify the requirements for an ATS contingency plan, and agreed that the Regional Offices to coordinate with ICAO HQ to consider the review of Annex 11 provisions related to Contingency Planning, in order to provide clear guidance for States to establish contingency planning in harmonized manner with neighbouring States/Regions.

3.9 The IRCM/4 recognized the need to enhance the inter-regional cooperation for the implementation of SAR, and addressed the challenges facing States to sign SAR agreements with their neighbouring States in accordance with ICAO requirements. The IRCM/4 meeting was apprised of the outcomes of the Asia/Pacific SAR/TF in this regard, and noted that the Asia/Pacific SAR Plan stated that agreements of SAR could take any form to suit the States, as long as it addressed operational matters, and that higher level officials did not need to be involved at the operational level.

***ICAO/IMO Joint Working Group on Harmonization of SAR (JWG/22)***

3.10 The meeting was apprised of the outcome of the Twenty Second meeting of the ICAO/IMO Joint Working Group on Harmonization of SAR (JWG/22), (Trenton, Ontario Canada, 14-18 September 2015).

3.11 The JWG/22 meeting noted the good work of the Asia Pacific SAR Task Force and the development of a SAR Plan for the Asia Pacific Region, and considered this information to be very valuable to the Global SAR community and recommended its widespread availability.

3.12 The Council noted the availability of the information provided by the Asia/Pacific SAR Task Force as relevant to the ongoing consideration of the global aeronautical distress and safety system (GADSS) concept of operation and requested that other ICAO Regions provide similar information regarding their own regions.

3.13 The meeting noted that the Air Navigation Commission (ANC) at its 200th Session gave final review to amendments to Annex 6 Part 1 in relation to Flight Data Recovery and Distress Tracking with applicability in 2021 and their recommendation will be considered by the Council at its 207th Session (Feb-Mar 2016).

3.14 The ICAO Council and Commission both observed that extensive work was still required in relation to consequential SARPs and guidance material and that diligence is required in this work to make sure there is no overlap or gaps in this material.

3.15 The JWG/22 was apprised of the status of the COSPAS-SARSAT system and Medium-altitude Earth Orbit SAR (MEOSAR) early operational capability and development of specifications for Second Generation Beacons (SGB). The meeting noted the possible consequence of these developments as an impact on Distress Tracking in the future and affirmed that it would monitor and actively involve itself, where able, in the development of guidelines by ICAO.

3.16 The meeting reviewed the model Agreement for use between SPOCs and Mission Control Centers at **Appendix 3A**, developed by the Secretariats of COSPAS-SARSAT and ICAO collaboratively. Accordingly, the meeting urged States to provide their comments on the Agreement to the ICAO MID Regional Office by **15 February 2016**.

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***Third Meeting of the Directors General of Civil Aviation-Middle East (DGCA-MID/3)***

3.17 The meeting was also apprised of the outcome of the Third meeting of the Directors General of Civil Aviation -Middle East (DGCA-MID/3, Doha, Qatar, 27-29 April 2015) related to ATM and SAR.

3.18 The DGCA-MID/3 meeting urged States to implement the global and regional provisions/measures related to ATM and SAR to ensure the safety of the air traffic operating across the MID Region.

3.19 The meeting was updated on the environmental developments such as, the States' Action Plans for CO<sub>2</sub> Emissions, Noise Management, etc. The meeting appreciated ICAO efforts to support States in the development of the Action Plans for CO<sub>2</sub> Emissions, tools for the estimation of the environmental benefits and organization of workshops and ICAO Market-Base Mechanism (MBM) Global Aviation Dialogues (GLADs), to share up-to-date information on the work of ICAO related to the development of a global MBM scheme for international aviation, and provide an important opportunity for ICAO to receive feedback from all its Member States and relevant organizations.

3.20 The meeting recalled that the DGCA-MID/3 meeting noted with concern that the provisions of the MIDANPIRG/14 Conclusion 14/29 have not been implemented, despite the follow-up actions undertaken by the ICAO MID Regional Office, urging States and Users to provide their data related to the environmental benefits accrued from the implementation of operational improvements, in order to be incorporated in the Second MID Air Navigation Environmental Report, which was supposed to be developed by the APM TF/2 meeting (Cairo, Egypt, 10 – 12 November 2014). Accordingly, the meeting urged States to implement the provisions of MIDANPIRG Conclusion 14/29 and provide the necessary inputs to the ICAO MID Regional Office by **1 September 2016**, for the preparation of the Draft Second MID Air Navigation Environmental Report and presentation to the Third meeting of the ATM Performance Measurement Task Force (APM TF) (Cairo, Egypt, 24 October 2016).

***Outcome of the WRC-15 related to Global Flight Tracking***

3.21 The subject was addressed in WP/23 presented by the Secretariat. The meeting was apprised of the outcome of the Fifteenth World Radiocommunication Conference (WRC-15), in particular the allocation of the frequency band 1087.7-1092.3MHz for the Global Flight Tracking. The band has been allocated to the Aeronautical Mobile-Satellite (R) Service (AMS(R)S) in the Earth to space direction, limited to the space station reception of ADS-B emissions from aircraft transmitters that operate in accordance with recognized international aeronautical standards.

3.22 The meeting agreed that all stakeholders should work together in coordination with the ICAO MID Regional Office for the development of a regional ADS-B/GNSS perspective. The meeting also encouraged States to monitor and consider the developments related to ADS-B in their planning process.

3.23 The meeting noted that the WRC-15 agreed on the allocation for RPAS C2 links using Fixed Satellite Services (FSS) spectrum on provisional basis, and will enter into full force in 2023, provided that ICAO successfully develop SARPs using the conditions described in the ITU Resolution associated with the allocation.

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***MID Region ATM Enhancement Programme (MAEP)***

3.24 The subject was addressed in WP/7 presented by the Secretariat. The meeting was apprised of the outcome of the Second meeting of the MID Region ATM Enhancement Programme Steering Committee (MAEP SC/2) (Cairo, Egypt, 20 – 22 October 2015). The meeting noted with appreciation that ICAO initiated the formal establishment of the MAEP Project Management Office as an ICAO Technical Cooperation (TC) project, after the signature of the MAEP Memorandum of Agreement (MOA) by five States (Egypt, Jordan, Kuwait, Sudan and UAE). The meeting encouraged the remaining States to join MAEP and support its projects.

***eANP***

3.25 The subject was addressed in WP/5 and WP/6 presented by the Secretariat and USA, respectively. The meeting was apprised of the latest developments related to the MID eANP.

3.26 The meeting recalled that the MID eANP VOL I, II and III were endorsed by MIDANPIRG/15 through Conclusion 15/11. The meeting noted that the ICAO MID Regional Office issued the Proposal for Amendment (PfA) Serial No.: MID-I 15/01-AOP/CNS/ATM/MET/SAR/AIM, related to the MID eANP Volume I, through State Letter Ref.: AN 5-6-7-8-10-13/5A – 15/300 dated 18 November 2015, with deadline for comments **17 December 2015**. Accordingly, the meeting urged States to provide the ICAO MID Regional Office with their comments or concurrence with the PfA before the deadline.

3.27 The meeting reviewed the MID eANP Volume II Parts related to ATM and SAR.

3.28 The meeting noted that the FAA began the internal coordination to provide status of the implementation of the ASBU Block 0 Modules in the USA. FAA has identified some proposed changes to assist States in the implementation of the ASBU initiatives.

3.29 The meeting was apprised of the developments related to the new eANP in both the NAM and NAT Regions and the proposed changes/improvements including those related to Volume III.

3.30 The meeting noted that the proposed changes would be considered by the eANP WG/3 meeting that is tentatively scheduled for 2017.

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**REPORT ON AGENDA ITEM 4: MID REGION ATS ROUTE NETWORK*****ATS Route Network***

4.1 The subject was addressed in WP/8, WP/9 and WP/22 presented by the Secretariat and IATA, respectively. The meeting noted with appreciation EUR/NAT and EUROCONTROL contribution to the meeting.

4.2 The meeting recalled that the MIDANPIRG/15 meeting noted that a number of States were still implementing changes to the Regional ATS Route Network without complying with the established procedures for the amendment of the MID Air Navigation Plan (ANP). Accordingly, the meeting urged States to adhere to the established ICAO procedures related to the publication and amendment of regional ATS routes, prior to the publication of the ATS Routes amendment in their Aeronautical Information Publications (AIPs).

4.3 Taking into consideration the escalated situation in some States, the meeting reviewed the Top Ten Routes, endorsed by MIDANPIRG/15 and agreed to a revised list with six (6) routes to be implemented as a priority, as at **Appendix 4A**. The meeting urged concerned States to take necessary measures to implement these routes in an expeditious manner.

4.4 The meeting reviewed and updated the MID ANP - Table ATS 1 and agreed to remove the comment "FIR Boundary Point" and the coordinates of the Waypoints composing the ATS Routes, in order to avoid confusion and inconsistencies and facilitate the maintenance of the information in the Table.

4.5 The meeting noted with concern that no update on the Route Catalogue was received. Accordingly, States and Users were encouraged to review the Route Catalogue available on the ICAO Website, take necessary measures to implement the proposed routes in a coordinated manner and provide feedback/updates to the ICAO MID Regional Office.

4.6 The meeting urged concerned States to consider the implementation of the below proposed routes (extracted from the route catalogue) due to the considerable benefits in terms of flight efficiency, especially during the current contingency situations:

- a) Route reference RC-046
- b) Route reference RC-047
- c) Route reference RC-053
- d) Route reference RC-056
- e) Route reference RC-057
- f) Route reference RC-070
- g) Route reference RC-081
- h) Route reference RC-099

4.7 The meeting noted that IATA is willing to conduct a series of bilateral engagement meetings with all concerned stakeholders, including the States' regulators/ANSPs and the military with the aim of accelerating the implementation process of the above proposed routes and improvement of the traffic flow in the MID Region.

4.8 The meeting was apprised of the outcome of the Twenty Third meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/23) which was held in Sochi, Russia, from 19 to 23 October 2015, in particular, the proposed improvement to the ATS routes structure within Tehran FIR that necessitates inter-regional coordination with Armenia, Pakistan and Turkey.

4.9 The meeting noted with appreciation Iran's readiness to implement the following proposed routes:

- a) DANOVA-NH (in Karachi)
- b) DULAV-SNJ (Eastbound)
- c) LOVID-MAGRI (Westbound)
- d) CRM-ZAJ (new route between Ankara and Tehran FIR)
- e) ARI-AGINA-GODNA (UP146) Bidirectional (Interface Iran/Turkey)

4.10 The meeting noted that Iran was planning to publish these changes on 6 February 2015 (AIRAC date); however, the implementation process was delayed due to the lack of response from Pakistan and Turkey.

4.11 The meeting recognized the need for the implementation of the above proposed routes, in addition to other required improvements to the route network, preferably by March 2016, in order to be better prepared for the summer traffic. Accordingly, the meeting agreed that ICAO follow-up with the concerned States, the implementation of the above routes, as a matter of urgency.

4.12 Regarding the interface between Iran and Bahrain (the hotspot over waypoint ROTOX), the meeting noted that IATA will convene a meeting in Abu Dhabi, UAE on 4 January 2016 with Bahrain and Iran in order to agree on necessary measures to resolve the issue.

4.13 The meeting encouraged States to coordinate with the MIDRMA the assessment of the ATS route structures (pre and post implementation) and the identification of "hot spots".

4.14 The meeting noted that in order to reduce the longitudinal separation between Cairo and Jeddah ACCs from 20 NM to 15 NM and then 10 NM, the same should apply between Cairo and Nicosia ACCs.

4.15 The meeting noted that Egypt is in the final stage of approving the new route NWB-LAKTO proposed by EUROCONTROL to be connected to KOSEG in Nicosia FIR.

4.16 In connection with the above, the meeting appreciated ICAO efforts for the implementation of 50 NM longitudinal separation between Mumbai and Muscat ACCs, as a follow-up action to the outcome of the Third meeting of the Ad-hoc Afghanistan Contingency Group (AHACG/3) (Muscat, Oman, 11-14 May 2015).

### ***Contingency Planning***

4.17 The subject was addressed in WP/10 presented by the Secretariat. The meeting reviewed and updated the MID Region ATM Contingency Plan (MID Doc 003) available on the ICAO MID Regional Office Website.

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4.18 The meeting underlined that no contingency arrangement can be successful unless it has been consulted with all affected stakeholders, including the airlines, military, ATC units, regulators and aerodrome operators.

4.19 The meeting noted that some airspace users continue to circumnavigate Baghdad, Damascus and Tripoli FIRs due to the conflict zones. With regard to Sana'a FIR, the meeting noted that some air operators resumed operations through Sana'a FIR using the ATS routes over the high seas.

4.20 The meeting commended the work of the Contingency Coordination Teams (CCTs), established in accordance with the MID Region ATM Contingency Plan, which succeed to provide a forum for sharing information, identify the challenges and agree on contingency measures to ensure the safety of air traffic during contingency situations. In this respect, the meeting encouraged States to implement the provisions of the MIDANPIRG Conclusion 15/20, and support the work of the CCTs.

4.21 The meeting noted that the majority of the information posted on the ICAO Conflict Zone Information Repository (CZIR) is related to the MID Region. The meeting encouraged States to provide updated information related to conflict zones, in accordance with the interim procedure to disseminate information on risks to civil aviation arising from conflict zones attached to State Letter Ref.: SMM 1/4-15/16 dated 20 March 2015.

4.22 The meeting noted that ICAO issued State Letter Ref.: AN 13/35-15/36 dated 21 May 2015, related to State emergency response to natural disasters and associated air traffic contingency (ATC) measures, reminding States of their obligations with regard to the importance and necessity of proactive contingency planning. Accordingly, the meeting encouraged States to implement the provisions of the above-mentioned State Letter and review their plans and measures to ensure they are fit for purpose.

4.23 The meeting encouraged States to implement the global and regional contingency provisions/measures to ensure the safety of the air traffic operating across the MID Region, and complete the signature of the contingency agreements with their adjacent States, if not yet done so.

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**REPORT ON AGENDA ITEM 5: AIRSPACE MANAGEMENT ISSUES*****Civil/Military Cooperation and Flexible Use of Airspace***

5.1 The subject was addressed in WP/11 presented by the Secretariat. The meeting was apprised of the Global and European experience related to the implementation of the Civil/Military Cooperation including the Flexible Use of Airspace (FUA) Concept.

5.2 The meeting recalled that MIDANPIRG/15 meeting established the MID Civil/Military Support Team, with a view to expedite the implementation of the FUA Concept in the MID Region. The Objective and Working Arrangements of the MID Civil/Military Support Team are at **Appendix 5A**. Accordingly, the meeting encouraged States to request the ICAO MID Regional Office to coordinate the conduct of a Support Team visit, which includes in its work programme a Civil/Military Cooperation Workshop.

5.3 The meeting reviewed and agreed to the MID eANP Volume III Reporting and Monitoring Table related to ASBU B0-FRTO as at **Appendix 5B**. The meeting encouraged States to provide the ICAO MID Regional Office with their inputs to the Table by **15 April 2016**.

5.4 The meeting recalled that MIDANPIRG/15 urged States to take necessary measures to implement the provisions of the Resolution A38-12 and MIDANPIRG/14 Conclusions 14/12 and 14/13 and provide the ICAO MID Regional Office with an update on the action(s) undertaken before 1 October 2015. It was underlined that no feedback was received. Accordingly, the meeting urged States to provide their feedback to the ICAO MID Regional Office related to the actions undertaken, by **15 July 2016**.

***Air Traffic Flow Management***

5.5 The subject was addressed in WP/12 presented by the Secretariat. The meeting noted that a project related to regional/sub-regional ATFM system was endorsed as one of the MAEP projects. In this respect, the Second meeting of the MAEP Steering Committee (MAEP SC/2, 20-22 October 2015) emphasized the importance of the project. However, it was agreed that the project implementation could be initiated after 2017, providing that all the enablers/prerequisites are implemented and taking into consideration the initiatives carried out by States.

5.6 The meeting recalled that MIDANPIRG/15, through Decision 15/16, tasked the ATM Sub-Group to develop a preliminary project proposal addressing the necessity, feasibility, and timelines related to the eventual implementation of a regional/sub-regional ATFM system, for consideration by the MAEP Steering Committee. Taking into consideration the outcome of the MAEP SC/2 meeting, the meeting agreed that the development of the project proposal (business plan) should be carried out by the PMO, once established.

5.7 The meeting reviewed and agreed to the MID eANP Volume III Reporting and Monitoring Table related to the ASBU B0-NOPS as at **Appendix 5C**. The meeting encouraged States to provide the ICAO MID Regional Office with their inputs/plans related to the implementation of the B0-NOPS by **15 April 2016**.

5.8 The meeting encouraged all stakeholders to participate in the ICAO ATFM Seminar tentatively scheduled to be held in UAE in November 2016.

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**AIDC/OLDI**

5.9 The subject was addressed in WP/13 presented by the Secretariat. The meeting encouraged States to use the guidance provided in the MID Doc 006 available on the ICAO MID Website. The meeting reviewed and updated the focal points and the status of implementation of the B0-FICE as at **Appendices 5D** and **5E**, respectively. The meeting noted with concern that, although 80% of the ATC systems in the MID Region have the AIDC/OLDI capability, the level of implementation of AIDC/OLDI is still far below expectation. It was highlighted that the interoperability between the systems is one of the main constraints.

5.10 The meeting encouraged States to conduct bilateral AIDC/OLDI Workshops, as per the guidance in MID Doc 006, in order to expedite the implementation, including the signature of revised LoA.

**MID Region FIRs discrepancies**

5.11 The subject was addressed in WP/14 presented by the Secretariat. The meeting recalled that in accordance with Annex 15, Appendix 7, Table A7-1, Publication **Resolution** for the FIR boundary points is **1 minute**. However, in accordance with Annex 11, Appendix 5, Table 1, the accuracy for FIR boundary points is 2 Km.

5.12 The meeting was apprised of the outcome of the AIM SG/2 meeting (Kish Island, Iran, 31 August – 2 September 2015), in particular Draft Conclusions 2/3 and 2/4. The meeting reviewed the Guidelines for the publication of FIR boundary points, at **Appendix 5F** and agreed that the Guidelines should be taken into consideration in the publication of the FIR boundary points in the AIPs.

5.13 The meeting reviewed the Table ATM I-1 *MID Region Flight Information Regions (FIRs)/Upper Information Regions (UIRs)* at **Appendix 5G** highlighting the inconsistencies between adjacent FIRs and agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 2/1: PUBLICATION OF FIR BOUNDARY POINTS**

*That, States be urged to:*

- a) *take into consideration the Guidelines at **Appendix 5F** for the description of their FIR boundaries;*
- b) *review the Table ATM I-1 MID Region Flight Information Regions (FIRs)/Upper Information Regions (UIRs) at **Appendix 5G** and coordinate with neighboring States, as appropriate, the definition of common boundaries; and*
- c) *provide the ICAO MID Regional Office with their updates and comments before **15 March 2016**.*

**Remotely Piloted Aircraft System (RPAS)**

5.14 The subject was addressed in WP/15 (PPT/1) and WP/16 (PPT/2) presented by the Secretariat and USA, respectively. The meeting noted that the ANC during its 196th Session in May 2014 established the RPAS Panel to replace the Unmanned Aircraft Systems Study Group (UASSG).

5.15 The main objective of the RPAS Panel is to develop Standards and Recommended Practices (SARPs), procedures and guidance to facilitate safe, secure and efficient integration of Remotely Piloted Aircraft (RPA) into non-segregated airspace and aerodromes, maintaining the existing level of safety for manned aviation, with priority to Instrument Flight Rules (IFR) operations in controlled airspace. The meeting noted that the personnel licensing provisions related to RPAS will be adopted in 2018.

5.16 The meeting encouraged States to use the guidance material related to RPAS provided in the ICAO Doc 10019 and the information available on the RPAS webpage: <https://www4.icao.int/rpas>

5.17 The meeting received with appreciation the presentation on the USA experience related to the safe integration of Unmanned Aircraft Systems (UAS) into non-segregated airspace.

5.18 It was highlighted that integrating UAS into the USA airspace system presents both opportunities and challenges, but the focus remains on ensuring safety. New policies, procedures, and approval processes are necessary to adequately respond to the increasing number of requests by civilian operators to conduct UAS operations.

5.19 The meeting encouraged States to consider the developments related to RPAS, and take necessary measures for the amendment of the relevant civil aviation regulations and procedures in a timely manner, in order to ensure safe integration of the RPA into the non-segregated airspace. States were also encouraged to attend the RPAS Workshop that will be held in the second quarter of 2016 in ICAO Headquarters, Montreal, Canada.

5.20 The meeting agreed that RPAS should be addressed also under the framework of RASG-MID from a safety perspective. Taking into consideration that the work of RASG-MID is based on data driven processes, the meeting agreed to the following Draft Conclusion:

***DRAFT CONCLUSION 2/2: REMOTELY PILOTED AIRCRAFT SYSTEM (RPAS) OCCURRENCES***

*That, States be urged to report any safety occurrence related to RPA operations to the ICAO MID Regional Office by 15 March 2016, for review and analysis by the First meeting of the Accident and Incident Analysis Working Group (AIA WG/1, Cairo, Egypt, 29-31 March 2016).*

***Google Loon Project***

5.21 The subject was addressed in PPT/3 presented by Google. The Project Loon is an experimental project exploring the use of a network of high altitude balloons to bring Internet access to more people around the world. Project Loon balloons are unmanned free balloons, capable of multi-day long-range flights and floating at high altitudes, generally over 60,000ft. More information on the project is available on [www.google.com/loon](http://www.google.com/loon).

5.22 The meeting encouraged States to cooperate with Google for a safe operation of the Loon Balloons.

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**REPORT ON AGENDA ITEM 6: RVSM OPERATIONS AND MONITORING ACTIVITIES IN THE MID REGION*****Development of the MID RVSM SMR 2015***

6.1 The subject was addressed in WP/17 presented by the MIDRMA. The meeting noted with concern that only Bahrain, Lebanon, Oman, Saudi Arabia, Sudan, Syria and UAE provided their traffic data to the MIDRMA in accordance with the MIDANPIRG Conclusion 15/8 related to the development of the MID RVSM SMR 2015. Accordingly, the meeting urged the remaining States to provide their “correct” traffic data to the MIDRMA before **31 December 2015**, failing to do so will result in listing the State in the list of air navigation deficiencies.

6.2 Taking into consideration the situation in Libya and Yemen, the meeting agreed to exclude Tripoli and Sana’a FIRs temporary from the RVSM safety analysis for 2015.

6.3 The meeting was apprised of the MIDRMA activities related to the Minimum Monitoring Requirements (MMR). The meeting noted with appreciation that the MIDRMA developed an Auto Online MMR Tool to enable the Civil Aviation Authorities in the MID Region to check their MMR for each airline operator under their responsibility and identify the aircraft that are non-compliant with the Annex 6 requirements for height-keeping performance. The Tool is available on the MIDRMA website.

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

***DRAFT CONCLUSION 2/3: AUTO ONLINE MMR TOOL***

*That, States be urged to:*

- a) use the Auto Online Minimum Monitoring Requirements (MMR) Tool, available on the MIDRMA website; to ensure that all their operators/airframes are complying with Annex 6 requirements related to Height-Keeping Performance; and*
- b) provide feedback to the MIDRMA for the enhancement of the Tool.*

6.5 The meeting noted with concern that 191 Iranian aircraft have unknown Height Keeping Monitoring results, which constitutes a serious safety issue. In order to resolve this issue 51 out of the 191 aircraft should be monitored. However, due to the imposed restrictions by the CSSI company on the use of the GMUs (Sanctions imposed by the USA), the MIDRMA was unable to respond positively to the Iranian requests for GMU missions.

6.6 The meeting noted that ICAO and the MIDRMA tried all possible channels to resolve the issue (Waiver from USA) but without success. Nevertheless, taking into consideration the latest political developments, it was highlighted that ICAO and the MIDRMA will pursue the subject with relevant authorities. In this respect, the USA delegation attending the meeting assured that they will follow-up the subject with relevant authorities in the USA.

***MIDRMA Hot-spots Software***

6.7 The subject was addressed in WP/18 presented by the MIDRMA. The meeting noted with appreciation that the MIDRMA developed the Airspace Collision Risk Hot-spot Analysis Software to identify bottlenecks/hot-spots in the MID Region, to ensure that the risk of collision is maintained at an acceptable level of safety under certain traffic conditions. The software could be used for pre and post implementation analysis for any airspace.

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6.8 Based on the above, the meeting encouraged States to approach the MIDRMA for more details on the Software, its use and the possible improvements.

6.9 The meeting recalled that the First MIDANPIRG/RASG-MID Coordination meeting (MRC/1) held in Bahrain on 10 June 2015 identified RVSM safety monitoring as one of the subjects of interest for both MIDANPIRG and RASG-MID and agreed that MIDANPIRG will be the leading group for this subject. In this respect, the meeting underlined that the MIDRMA's contribution to the work programme of the RASG-MID is essential, in order to further raise awareness about the safety issues related to RVSM operations and monitoring; especially those related to RVSM approvals and certification and address them with the airworthiness experts supporting the activities of the RASG-MID. Accordingly, the meeting agreed that the participation of the MIDRMA Team in the RASG-MID meetings/events should be addressed to the MIDRMA Board/14 (Khartoum, Sudan, 1-3 February 2016) for final decision.

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**REPORT ON AGENDA ITEM 7: SEARCH AND RESCUE ISSUES**

7.1 The subject was addressed in WP/19 presented by the Secretariat. The meeting noted that the deficiencies related to the Search and Rescue (SAR) in the MID Region were mainly related to the:

- a) lack of signature of SAR agreements;
- b) lack of plans of operations for the conduct of SAR operations and SAR exercises;
- c) lack of provision of required SAR services; and
- d) non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.

7.2 The meeting reviewed and updated the status of SAR agreements in the MID Region, SAR Points of Contact (SPOCs) and SAR Focal Points contact details at **Appendices 7A, 7B and 7C**, respectively.

7.3 The meeting recalled that the DGCA-MID/3 and MIDANPIRG/15 meetings recognized the importance of the conduct of regional/sub-regional SAR training exercises. Accordingly, MIDANPIRG/15 agreed to the following Decision:

*DECISION 15/24: MID REGIONAL/SUB-REGIONAL SEARCH AND RESCUE TRAINING EXERCISES*

*That, the ATM Sub-Group develop an action plan for the conduct of regional/sub-regional SAR training exercises.*

7.4 The meeting reviewed the SAR Plan developed by the Asia/Pacific SAR Task Force and agreed that this should be used for the development of the MID SAR plan, which may be split into two parts (additional requirements to be included in the MID eANP Volume II, Part VI, under Specific Regional Requirements; and guidance material to be published as a MID Doc).

7.5 Based on the foregoing, the meeting agreed to the establishment of a MID SAR Action Group composed of SAR Experts from volunteer States and ICAO to develop the MID SAR Plan, and an Action Plan for the conduct of regional/sub-regional SAR training exercises. The meeting agreed that the outcome of the Action Group be presented to the MSG/5 meeting (Kish Island, Iran, 18-20 April 2016). Accordingly, the meeting agreed to the following Draft Decision:

*DRAFT DECISION 2/4: MID SEARCH AND RESCUE ACTION GROUP*

*That, a MID SAR Action Group be established with to:*

- a) carry out a Gap Analysis related to the status of implementation of SAR services in the MID Region;
- b) develop a SAR Plan for the MID Region based on the Asia/Pacific experience; and
- c) develop an action plan for the conduct of regional/sub-regional SAR training exercises.

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7.1 The meeting recognized that the establishment of a dedicated SAR Task Force may provide an opportunity for a better attendance of SAR experts, especially from the military side. Nevertheless, the meeting agreed that the formal establishment of a dedicated Task Force for SAR should be left to the MSG/5 meeting decision, based on the outcome of the SAR AG.

7.2 The meeting encouraged States to attend the ICAO/IMO SAR Workshop which is tentatively planned in December 2016. The Workshop would include a SAR exercise if hosted by one of the MID States.

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**REPORT ON AGENDA ITEM 8: REVIEW OF AIR NAVIGATION DEFICIENCIES IN THE ATM AND SAR FIELDS**

8.1 The subject was addressed in WP/20 presented by the Secretariat. The meeting recalled that MIDANPIRG/15 re-iterated that the identification and reporting of Air Navigation Deficiencies by User-Organizations contribute significantly to the enhancement of air navigation safety in the MID Region. Nevertheless, the meeting noted with concern that the use of the MID Air Navigation Deficiency Database (MANDD) is far below expectation. Accordingly, the meeting urged States and authorized Users to use the MANDD for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies.

8.2 The meeting recalled that MIDANPIRG/15 reviewed the outcome of the different MIDANPIRG subsidiary bodies related to air navigation deficiencies and agreed to the following Conclusion 15/35 to replace and supersede the MIDANPIRG/14 Conclusion 14/32:

*CONCLUSION 15/35: AIR NAVIGATION DEFICIENCIES*

*That, States be urged to:*

- a) use the MID Air Navigation Deficiency Database (MANDD) for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies, including the submission of a specific Corrective Action Plan (CAP) for each deficiency; and*
- b) submit a Formal Letter to the ICAO MID Regional Office containing the evidence(s) that mitigation measures have been implemented for the elimination of deficiency(ies) when requesting the elimination of deficiency(ies) from the MANDD.*

8.3 It was highlighted that in the ATM field, most of the deficiencies are related to the non-implementation of planned regional ATS Routes; uncompleted signature of contingency agreements, and to unsatisfactory reporting of large deviation Height (LHD) to the MIDRMA. In the SAR field, the deficiencies are related mainly to the lack of SAR provisions and non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.

8.4 The meeting reviewed and updated the list of deficiencies in the ATM and SAR fields as at **Appendices 8A** and **8B**; respectively, and urged States to take necessary measures to implement the provisions of the MIDANPIRG/15 Conclusion 15/35, in particular the submission of a specific Corrective Action Plan (CAP) for each deficiency.

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**REPORT ON AGENDA ITEM 9: FUTRUE WORK PROGRAMME**

9.1 The meeting reviewed the Terms of Reference (TOR) of the ATM Sub-Group as at **Appendix 9A** and agreed that they are still valid and current.

9.2 Taking into consideration, the planned ICAO MID Regional upcoming events which are of relevance to the activity of the ATM Sub-Group, in particular the MSG/5, ANSIG/2 and MIDANPIRG/16, the meeting agreed that the ATM SG/3 meeting be held during the first half of 2017. The venue will be ICAO MID Regional Office in Cairo, unless a State is willing to host the meeting.

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**REPORT ON AGENDA ITEM 10: ANY OTHER BUSINESS**

10.1            Nothing has been discussed under this Agenda Item.

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# *APPENDICIES*

APPENDIX 2A

FOLLOW-UP ACTION PLAN ON MIDANPIRG/15 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>DECISION 15/1: DISSOLUTION OF THE CALL SIGN CONFUSION AD-HOC WORKING GROUP</b></p> <p>That, the Call Sign Confusion Ad-hoc Working Group is dissolved.</p>	Implement the Conclusion	MIDANPIRG/15	Dissolve CSC WG	Jun. 2015	Completed
<p><b>CONCLUSION 15/2: CALL SIGN SIMILARITY PROVISIONS AND GUIDELINES</b></p> <p>That, States be urged to:</p> <p>a) take necessary measures to ensure that their Aircraft Operators (AOs) implement a mechanism to de-conflict call similarity between the same AO flights and thereafter between their local AOs and other Middle East AOs flights;</p> <p>b) report call sign similarity/confusion cases using the template at <b>Appendix 4.1C</b>; and</p> <p>c) develop a simplified mechanism to trigger the reporting of call sign similarity/confusion by ATCOs.</p>	Implement the Conclusion	ICAO  States	State Letter  Feedback	July 2015  Sep. 2015	Actioned  SL AN 6/34-15/189 dated 25 June 2015
<p><b>CONCLUSION 15/3: MIDRMA REVISED MEMORANDUM OF AGREEMENT</b></p> <p>That,</p> <p>a) the revised version of the MIDRMA Memorandum of Agreement (MOA) dated 12 March 2014, at Appendix 4.2A is endorsed, to replace and supersede the MIDRMA MOA dated 27 February 2006; and</p> <p>b) the ICAO MID Regional Office follow-up with concerned States the signature of the revised MIDRMA MOA.</p>	Implement the Conclusion	MIDANPIRG/15  States	Revised MIDRMA MOA  Sign the revised MIDRMA MOA	Jun. 2015  Dec. 2016	Actioned  Completed  10 States signed the revised MOA

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONCLUSION 15/4: MIDRMA FUNDING MECHANISM</b></p> <p>That,</p> <p>a) the activities of the MIDRMA be ensured through contributions from all MIDRMA Member States, which could be recovered in accordance with ICAO Policies on charges for Airports and Air Navigation Services (Doc 9082), in coordination with IATA;</p> <p>b) the MIDRMA Member States pay their contributions on a yearly basis not later than two (2) months after the issuance of the invoices by ICAO;</p> <p>c) ICAO issues the invoices related to States contribution to the MIDRMA Project on a yearly basis as decided by the MIDRMA Board or its Chairperson;</p> <p>d) the annual amounts to be paid by the MIDRMA Member States are, as follows:</p> <p style="padding-left: 20px;">i) Bahrain, Egypt, Iran, Oman and Saudi Arabia annual contribution is US\$ 30,000 each; and</p> <p style="padding-left: 20px;">ii) Iraq, Jordan, Kuwait, Lebanon, Libya, Qatar, Sudan, Syria and Yemen annual contribution is US\$ 10,000 each;</p> <p>e) UAE is exempted from the payment of contributions to the MIDRMA for the first ten (10) years of operation (up-to end of 2015);</p> <p>f) the MIDRMA Member States comply with the payment instructions contained in the invoices sent by ICAO HQ (Project code, fund number, invoice number, Bank information, etc);</p> <p>g) in case a MIDRMA Member State does not pay the contribution to the MIDRMA Project in a timely manner, the MIDRMA Board might consider to take penalty measures against this State (exclusion from the MID RVSM Safety Monitoring Report, review of the Membership, etc);</p> <p>h) the MIDRMA Board Chairperson, in compliance with the Custodian Agreement and based on the agreed funding mechanism and the estimation of the yearly operating budget of the MIDRMA, be</p>	<p>Implement the Conclusion</p>	<p>MIDANPIRG/15</p>	<p>MIDRMA funding Mechanism</p>	<p>Jun. 2015</p>	<p>Completed</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>delegated the authority to certify on behalf of the MIDRMA Member States the requests for advance payment from the MIDRMA account managed by ICAO HQ to the MIDRMA Bank account in Bahrain, as decided by the MIDRMA Board;</p> <p>i) the bills related to the MIDRMA expenses be certified by the MIDRMA Board Chairperson and reviewed by the MIDRMA Board at each of its meetings; and</p> <p>j) the MIDRMA funding mechanism be revised by the MIDRMA Board, when necessary.</p>					
<p><b>CONCLUSION 15/5: ONLINE REPORTING OF LARGE HEIGHT DEVIATION (LHD)</b></p> <p>That, States:</p> <p>a) be urged to use only the online tool at (<a href="http://www.midrma.com/lhd">http://www.midrma.com/lhd</a>) for reporting LHDs; and</p> <p>b) be encouraged to provide feedback to the MIDRMA for further improvement of the tool.</p>	Implement the Conclusion	ICAO	State Letter	Jul.2015	Actioned  SL AN 6/5.10.15A – 15/190 dated 28 June 2015
<p><b>CONCLUSION 15/6: SIMPLIFIED LARGE HEIGHT DEVIATION (LHD) REPORTING PROCEDURE</b></p> <p>That, States be urged to implement a procedure within their ACCs to easily trigger the LHD reporting process and provide the ICAO MID Regional Office with an update on the action(s) undertaken.</p>	Implement the Conclusion	ICAO	State Letter	Jul.2015	Actioned  SL AN 6/5.10.15A – 15/190 dated 28 June 2015
<p><b>CONCLUSION 15/7: MID RVSM SAFETY MONITORING REPORT (SMR) 2014</b></p> <p>That, the MID RVSM Safety Monitoring Report (SMR) 2014 is endorsed.</p>	Implement the Conclusion	MIDANPIRG/15	MID RVSM SMR 2015	Jun. 2015	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONCLUSION 15/8: MID RVSM SAFETY MONITORING REPORT (SMR) 2015</b></p> <p>That,</p> <p>a) the FPL/traffic data for the period <b>1 – 30 September 2015</b> be used for the development of the MID RVSM Safety Monitoring Report (SMR 2015);</p> <p>b) only the appropriate Flight Data form available on the MIDRMA website (<a href="http://www.midrma.com">www.midrma.com</a>) should be used for the provision of FPL/traffic data to the MIDRMA; and</p> <p>c) the final version of the MID RVSM SMR 2015 be ready for presentation to and endorsement by MIDANPIRG/16.</p>	<p>Implement the Conclusion</p>	<p>ICAO</p> <p>States</p> <p>MIDRMA</p>	<p>State Letter</p> <p>Traffic data</p> <p>SMR 2015</p>	<p>Sep.2015</p> <p>Oct. 2015</p> <p>Dec. 2016</p>	<p>Actioned</p> <p>SL AN 6/5.10.15A – 15/244 dated 7 Sep. 2015</p>
<p><b>CONCLUSION 15/10: MID REGION AIR NAVIGATION STRATEGY</b></p> <p>That,</p> <p>a) the revised MID Region Air Navigation Strategy:</p> <p>i. is endorsed as the framework identifying the regional air navigation priorities, performance indicators and targets; and</p> <p>ii. be published as MID Doc 002.</p> <p>b) MID States be urged to:</p> <p>i. develop their National Air Navigation Performance Framework, ensuring the alignment with and support to the MID Region Air Navigation Strategy; and</p> <p>ii. provide the ICAO MID Regional Office, on an annual basis (by the end of November), with relevant data necessary for regional air navigation planning, reporting and monitoring.</p>	<p>Implement the Conclusion</p>	<p>MIDANPIRG/15</p> <p>ICAO</p> <p>ICAO</p> <p>States</p> <p>States</p>	<p>MID AN Strategy</p> <p>MID Doc 002</p> <p>State Letter</p> <p>National Performance Framework</p> <p>Feedback</p>	<p>Nov. 2015</p> <p>Nov. 2015</p>	<p>Actioned</p> <p>SL AN 1/7– 15/191 dated 25 June 2015</p> <p>MID Doc 002 published</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONCLUSION 15/11: ENDORSEMENT OF THE MID eANP</b></p> <p>That,</p> <p>a) the new MID ANP VOL I, II and III available at: <a href="http://www.icao.int/MID/MIDANPIRG/Pages/Final%20Report/MID-eANP.aspx">http://www.icao.int/MID/MIDANPIRG/Pages/Final%20Report/MID-eANP.aspx</a> are endorsed; and</p> <p>b) the ICAO MID Regional Office process the necessary Proposals for Amendment, in accordance with the procedure for amendment approved by the Council, for formal approval by the end of 2015.</p>	Issue Proposals for Amendment	ICAO	Proposals for Amendment	Dec. 2015	Actioned PfAs have been processed
<p><b>DECISION 15/12: DISSOLUTION OF THE ANP AD-HOC WORKING GROUP</b></p> <p>That, the ANP Ad-Hoc Working Group is dissolved.</p>	Implement the Conclusion	MIDANPIRG/15	Dissolve ANP WG	Jun. 2015	Completed
<p><b>CONCLUSION 15/13: MID FLIGHT PROCEDURE PROGRAMME (FPP) WORKSHOP</b></p> <p>That, as part of the ICAO support for the establishment of the MID FPP, a Workshop be organized back-to-back with the MAEP SC/2 meeting to be held in October 2015 in order to develop a framework for the establishment of the MID FPP.</p>	Implement the Conclusion	ICAO	Conduct of MID FPP Workshop	Oct. 2015	To be closed Workshop held (18-19 Oct. 2015)
<p><b>DECISION 15/14: DISSOLUTION OF THE MPST</b></p> <p>That, the MID PBN Support Team (MPST) is dissolved.</p>	Implement the Conclusion	MIDANPIRG/15	Dissolve the MPST	Jun. 2015	Completed
<p><b>CONCLUSION 15/15: MID CIVIL/MILITARY SUPPORT TEAM</b></p> <p>That, a MID Civil/Military Support Team be established with a view to expedite the implementation of the Flexible Use of Airspace (FUA) Concept in the MID Region.</p>	Implement the Conclusion	MIDANPIRG/15	Establishment of MID Civil/Military Support Team	Jun. 2015	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>DECISION 15/16: COLLABORATIVE AIR TRAFFIC FLOW MANAGEMENT (ATFM-CDM)</b></p> <p>That, the ATM Sub-Group develop a Preliminary Project Proposal addressing the necessity, feasibility, and timelines related to the eventual implementation of a regional/sub-regional ATFM system, for consideration by the MAEP Steering Committee.</p>	Implement the Conclusion	ATM SG	ATM Sub-Group develop a Preliminary Project Proposal	Dec. 2015	To be closed  MAEP SC/2 meeting deferred the discussion on the project to 2017. A project proposal will be developed by the MAEP PMO
<p><b>CONCLUSION 15/18: MID REGIONAL GUIDANCE FOR IMPLEMENTATION OF AIDC/OLDI</b></p> <p>That, the MID Region guidance for the implementation of AIDC/OLDI (Edition 1.1, June 2015) is endorsed as MID Doc 006.</p>	Implement the Conclusion	MIDANPIRG/15	MID Region Guidance for AIDC/OLDI3	Jun. 2015	Completed  MID Doc 006 endorsed
<p><b>CONCLUSION 15/19: REGIONAL PERFORMANCE DASHBOARDS</b></p> <p>That, ICAO expedites the expansion of the regional performance dashboards to include the MID Region-specific indicators, metrics and targets, for which the necessary data is available.</p>	Implement the Conclusion	ICAO	Dashboards with Regional indicators, metrics and targets	Dec. 2015	Ongoing
<p><b>CONCLUSION 15/20: MID REGION ATM CONTINGENCY PLAN</b></p> <p>That, the MID Region ATM Contingency Plan (Edition June 2015):</p> <p>a) is endorsed as MID Doc 003; and</p> <p>b) be used by States and concerned stakeholders to ensure the orderly flow of international air traffic in the event of disruptions of air traffic services and related supporting services and to preserve the availability of major world air routes within the air transportation system in such circumstances.</p>	Implement the Conclusion	MIDANPIRG/15	MID Region ATM Contingency Plan MID Doc 003	Jun. 2015	Completed  MID Doc 003 published

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONCLUSION 15/21: MID REGION ACCS LETTER OF AGREEMENT TEMPLATE</b></p> <p>That, States be encouraged to use the MID Region Area Control Centres (ACCs) Letter of Agreement Template (Edition June 2015) available on the ICAO MID website, to ensure the harmonization of coordination procedures between ACCs.</p>	Implement the Conclusion	ICAO	State Letter	Jul. 2015	<p>To be closed</p> <p>SL AN 6/2.1 – 15/192 dated 28 Jun. 2015</p>
<p><b>CONCLUSION 15/22: MID REGION HIGH LEVEL AIRSPACE CONCEPT</b></p> <p>That, the MID Region High Level Airspace Concept (Edition June 2015) is endorsed as MID Doc 004.</p>	Implement the Conclusion	MIDANPIRG/15	MID Region High Level Airspace Concept	Jun. 2015	<p>Completed</p> <p>Endorsed as MID Doc 004</p>
<p><b>CONCLUSION 15/23: MID SSR CODE MANAGEMENT PLAN (CMP)</b></p> <p>That,</p> <p>a) the Middle East Secondary Surveillance Radar Code Management Plan (MID SSR CMP) (Edition June 2015) is endorsed as MID Doc 005;</p> <p>b) States (regulator and service provider) be urged to:</p> <p>i. take necessary measures to ensure strict compliance with the procedures included in the MID SSR CMP; and</p> <p>ii. report interference/conflict cases, if any, to the ICAO MID Regional Office related to the misuse of SSR codes.</p>	Implement the Conclusion	<p>MIDANPIRG/15</p> <p>ICAO</p> <p>States</p>	<p>MID SSR CMP</p> <p>State Letter</p> <p>Feedback</p>	<p>Jun. 2015</p> <p>Jul. 2015</p> <p>periodically</p>	<p>Actioned</p> <p>Endorsed as MID Doc 005</p> <p>SL AN 6/17 – 15/193 dated 25 Jun. 2015</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>DECISION 15/24: MID REGIONAL/SUB-REGIONAL SEARCH AND RESCUE TRAINING EXERCISES</b></p> <p>That, the ATM Sub-Group develops an action plan for the conduct of regional/sub-regional SAR training exercises.</p>	Implement the Conclusion	ATM SG	Action Plan for SAR training exercises	Dec. 2015	Ongoing  An action will be developed by the MID SAR Action Group
<p><b>CONCLUSION 15/34: SINGLE ENGINE TAXI OPERATIONS</b></p> <p>That, States be encouraged to:</p> <p>a) consider the implementation of Single Engine Taxi Operations at their International Aerodromes,; as a possible measure for the reduction of CO<sub>2</sub> emissions, as practicable (decision to be supported by a safety assessment); and</p> <p>b) share their experience on the subject with other States, as required.</p>	Implement the Conclusion	ICAO  States	State Letter  Feedback	Jul. 2015	Actioned  SL AN 6/17 – 15/194 dated 28 Jun. 2015
<p><b>CONCLUSION 15/35: AIR NAVIGATION DEFICIENCIES</b></p> <p>That, States be urged to:</p> <p>a) use the MID Air Navigation Deficiency Database (MANDD) for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies, including the submission of a specific Corrective Action Plan (CAP) for each deficiency; and</p> <p>b) submit a Formal Letter to the ICAO MID Regional Office containing the evidence(s) that mitigation measures have been implemented for the elimination of deficiency(ies) when requesting the elimination of deficiency(ies) from the MANDD.</p>	Implement the Conclusion	ICAO  States	State Letter  CAP and necessary updates/ evidences	When necessary	

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Attachment 1

**DRAFT  
MCC/SPOC Model Agreement**

**[Agreement]  
between**

**[ name] Mission Control Centre**

**and**

**[State name] SAR Point of Contact**

**for the Distribution and Reception of COSPAS-SARSAT Distress Alert Data for Search  
and Rescue**

**DEFINITIONS**

“**Agreement**” means this Agreement;

“**Ground Segment Provider**” means any State which establishes and operates the ground segment equipment and avails itself to the System, under the terms of the International COSPAS-SARSAT Programme Agreement (ICSPA) and in the context of this [agreement], [State];

“**Local User Terminal (LUT)**” means a computer hardware system installed to receive signals relayed by the satellites and processes them to determine radio beacon location;

“**Mission Control Centre (MCC)**” means a computer system established to accept the output from the Local User Terminal and convey distress alert and location data to appropriate authorities and in the context of this MOU, the [name] SPOC;

“**Radio beacons**” means distress alert instruments designed to be activated in a distress and to transmit a radio signal at 406 MHz, the characteristics of which comply with appropriate provisions of the International Telecommunication Union and COSPAS-SARSAT specifications;

“**Search and Rescue Point of Contact (SPOC)**” means Rescue Co-ordination Centres and other established and recognized national points of contact which can accept responsibility to receive COSPAS-SARSAT alert data to enable the rescue of persons in distress;

“**Service Area**” means that part of the world within which a COSPAS-SARSAT alert data distribution service is provided by an MCC, in accordance with document C/S P.011 “COSPAS-SARSAT Programme Management Policy”; an MCC Service Area is defined by the list of SPOCs to which that MCC distributes COSPAS-SARSAT alert data;

“**System**” means the COSPAS-SARSAT System comprising a Space Segment, Ground Segment and radio beacons operating at 406 MHz.

## 1. PURPOSE

- a. The purpose of this Agreement between the [MCC] and [SPOC] is to formalize the exchange of space based distress alerts received through the satellite system of the International COSPAS-SARSAT Programme. This is to ensure that institutional arrangements between the two entities at the operational level are effective.
- b. This Agreement aims to ensure that rapid and reliable two-way communication is established between the two centres servicing the [name] Search and Rescue Region (SRR) for prompt provision of Search and Rescue Services to persons in distress in aviation, maritime and land incidents.

## 2. INTRODUCTION

- a. Knowing the importance of co-operation in search and rescue (SAR), and of the provision of expeditious and effective SAR services;
- b. Desiring to support the provisions of the Convention on International Civil Aviation of the International Civil Aviation Organisation (ICAO) and the International Convention on Maritime Search and Rescue of the International Maritime Organisation (IMO);
- c. Noting the Standards and Recommended Practices in Annex 12 to the Convention on International Civil Aviation of ICAO and the provisions of the International Convention for the Safety of Life at Sea (SOLAS);
- d. Supporting the principles of the COSPAS-SARSAT Programme as determined by the COSPAS-SARSAT Council;
- e. The [MCC] and [SPOC] have agreed as follows:

## 3. OBJECTIVES

[Administration of MCC], as signatory to the International COSPAS-SARSAT Programme Agreement, shall pursue the following objectives:

- a. Provide distress alert and location data from the System to the international community in support of SAR operations on a non-discriminatory basis;
- b. Support, by providing these distress alert and location data, the objectives of IMO and ICAO concerning search and rescue;
- c. Cooperate with other national authorities and relevant international organizations in the operation and co-ordination of the System;

- d. Provide and confirm distress alert and location data from the COSPAS-SARSAT System from the [name] MCC to the [SPOC]; and
- e. Provide information concerning the System status to [SPOC].

The [SPOC] shall at all times endeavour to support the [MCC] in its efforts to fulfil its objectives and commitments under the ICSPA in accordance with the provisions of this [Agreement].

The MCC and SPOC shall establish reliable communication links (AFTN, fax, email) and operational procedures, which include backup routines.

In the spirit of close cooperation, the MCC and SPOC shall consult from time to time with a view to ensuring the full implementation of the provisions of this [Agreement] and necessary amendments as appropriate.

#### **4. PROCEDURES**

- a. The [name] Mission Control Centre ([.]MCC) established in [location], [State], providing services under the ICSPA shall communicate distress alerts located in the SRR of the SPOC, or for beacons which contain the country code of the SPOC to [SPOC], [State] for undertaking search and rescue services, assisted as required by RCCs within the State of the SPOC.
- b. MCC and SPOC agree that the distribution of alert data by [name] MCC is undertaken on a best effort basis and that [name] MCC cannot guarantee continuous system availability.
- c. [State] shall designate a single SAR point of contact (SPOC), where possible, for receiving COSPAS-SARSAT alert and location data for distress locations in their SAR area of responsibility and provide the address, telephone, telex or facsimile number or AFTN address of their SPOC to [MCC] and the COSPAS-SARSAT Secretariat (Attachment 1).
- d. [SPOC] will immediately notify [MCC] of any changes to the provided contact details in (Attachment 1).
- e. [SPOC] shall develop a comprehensive plan for the distribution of distress alert and location data to SAR authorities within its SRR, as appropriate.
- f. The [SPOC] shall endeavour to minimize false alerts in their country.
- g. The [SPOC] shall provide information on their national point of contact for beacon registers to the COSPAS-SARSAT Secretariat and the [MCC].
- h. The [SPOC] shall maintain reliable communication links with MCC and respond to monthly communication tests from the [name] MCC immediately after receipt thereof (not using an automatically generated response) to verify the integrity of communications links between the MCC and SPOC.
- i. [SPOC] shall communicate routine reports, such as alert summaries and monthly operations reports on SAR incidents that were assisted by Emergency Locator Transmitters (ELTs), Emergency Position-indicating Radio Beacons (EPIRBs) or

Personnel Locator Beacons (PLBs) to [MCC] on a regular basis, with special reports as and when required.

## 5. DEPOSITARY

The Depositary of this Agreement and any subsequent amendments thereto shall be the Secretariat of the International COSPAS-SARSAT Programme.

The MCC and SPOC will also provide a signed copy of this Agreement to the ICAO Regional Office concerned with the [name] SRR and the IMO Secretariat, if desired by them.

## 6. ENTRY INTO FORCE, AMENDMENT, RENEWAL AND TERMINATION

This [Agreement] will enter into effect when it has been signed on behalf of all parties. The [Agreement] shall remain in force for a period of **two** years from the date on which it enters into force and shall be extended automatically for successive periods of **two** years.

- a. This [Agreement] is signed on Day \_\_\_\_ of \_\_\_\_\_ 20xx, between [MCC] and [SPOC].
- b. The [Agreement] will be reviewed as required and may be modified or amended by mutual agreement of both parties in writing.
- c. Both parties, in the event of initiating action to terminate the [Agreement] shall give the other party a minimum of 120 days prior notice in writing.

(I) **SIGNATURE**

\_\_\_\_\_

**AUTHORIZED REPRESENTATIVE**

**[MCC]**

\_\_\_\_\_

(II) **SIGNATURE**

\_\_\_\_\_

**AUTHORIZED REPRESENTATIVE**

**[SPOC]**

\_\_\_\_\_

**Attachment 1: CONTACT DETAILS**

[MCC]

**Phone:**

**Fax:**

**Email:**

**AFTN:**

**Other:**

[SPOC]

**Phone:**

**Fax:**

**Email:**

**AFTN:**

**Other:**

[Other]

**Phone:**

**Fax:**

**Email:**

**AFTN:**

**Other:**

**[Add further contacts as required]**

- END -

**APPENDIX 4A**  
**MID TOP Six PROPOSED ATS ROUTES**

TPR	ATS Route Catalogue Reference	ATS Route Affected	States Concerned	Status			Remarks
				Reviewed by	Date	Changed	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
1	RC-045	New	Saudi Arabia-Sudan	ATM SG/2	Dec. 2015	No	Moved to ANP
2	RC-055	L315	Egypt-Saudi Arabia	ATM SG/2	Dec. 2015	Yes	Saudi proposed SOBEL-DEDLI
3	RC-083	New	Egypt-Saudi Arabia	ATM SG/2	Dec. 2015	No	Route amended and moved to ANP
4	Not from catalogue	New	Iran-Turkey	ATM SG/2	Dec. 2015	Yes	
5	Not from catalogue	New	Iran-Pakistan	ATM SG/2	Dec. 2015	Yes	
6	Not from catalogue	New	Egypt-Cyprus	ATM SG/2	Dec. 2015	Yes	

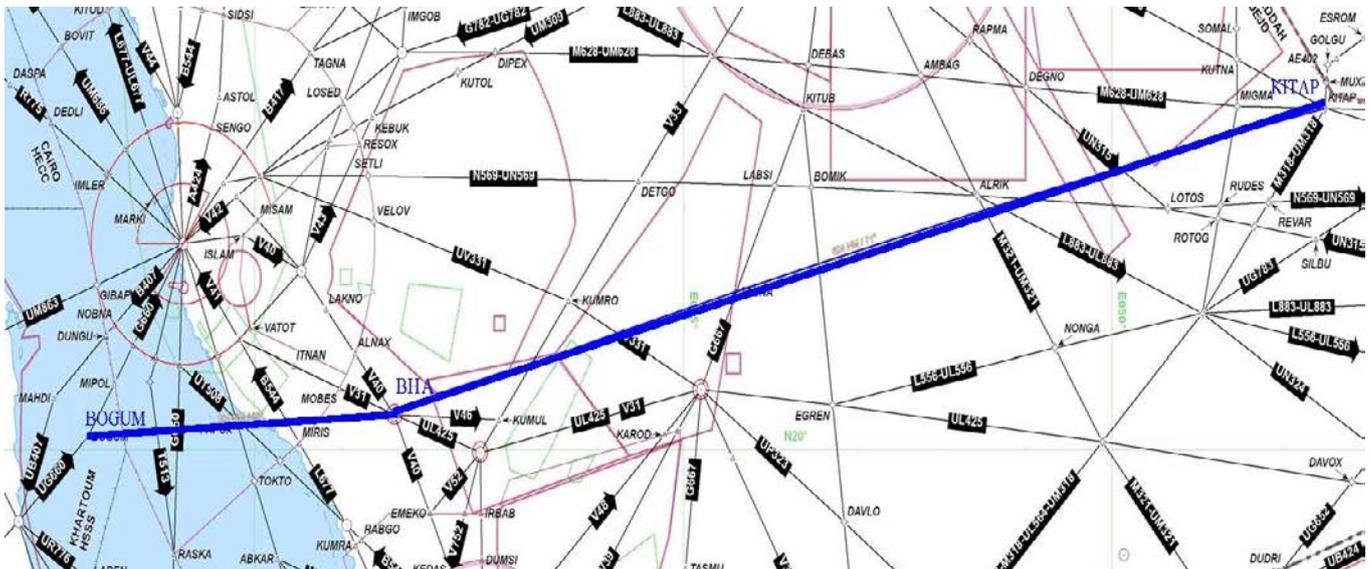
**Table explanation**

- a) TPR used as reference for the proposed Top Six routes to be considered for implementation, numbers do not reflect the level of priority.
- b) Source of the proposed routes.
- c) Affected ATS Routes by the implementation of the new proposed routes.
- d) States Concerned with the implementation.
- e) The Group, Sub-Group or Task Force that had reviewed and updated the status of implementation of these top 10 routes.
- f) Date of last status update.
- g) Indicates if the status is changed or Not.
- h) Remarks

ATM SG/2-REPORT  
APPENDIX 4A

4A-2

TPR 1 (MID/RC -045)	ATS Route Name: New Route	Entry-Exit: PSD- KITAP	Inter-Regional Cross Reference		Users Priority		Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description		States Concern ed	Expected Impl. date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
Port Sudan (PSD) BOGUM AI BAHA (BHA) KITAP		Saudi Arabia  Sudan		Not implemented	Moved to ANP August 2014	Sudan has no objection from Port Sudan to SALWA (CDR)  KSA suggest Port Sudan BHA-KITAP (Normal route) will avoid CDR  KSA needs more time for studying.		
Flight Level Band:								
Potential City Pairs: DGAA, DNMM, HSSS, OEJN, SBGR to OBBI, OMAA, OMDB, OTBD (Central and Eastern Arabian Peninsula to Sudan, West Africa, South America)								
Conclusions/Remarks		Saves 58 miles and 3196 Kg of CO2 to recalculate				Last updated	ATM SG/2 Dec. 2015	



TPR 1

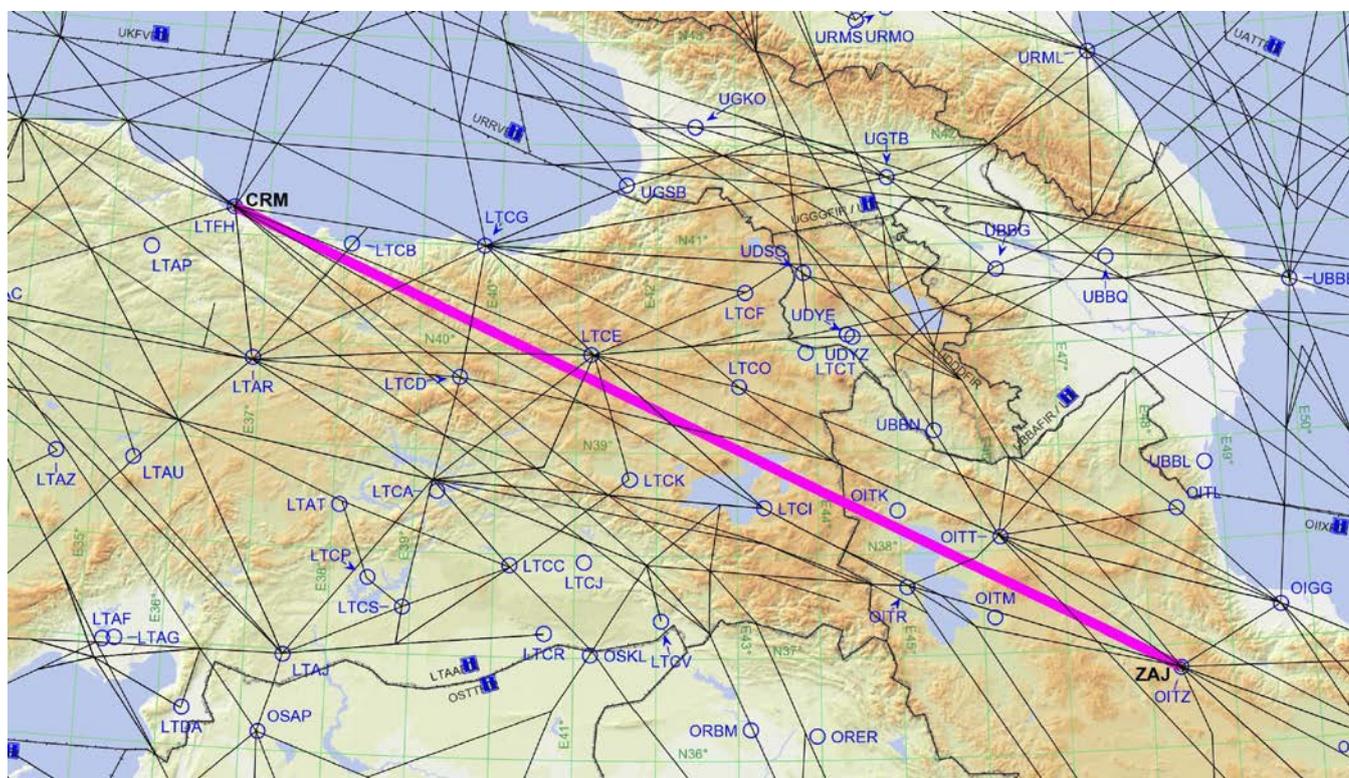


<b>TPR 3 (MID/RC-083)</b>	<b>ATS Route Name:</b> New Route UQ598 Westbound	<b>Entry-Exit:</b> PASAM – HIL	<b>Inter-Regional Cross Reference if any</b>		<b>Users Priority</b>	High	<b>Originator of Proposal</b>	IATA iFLEX Proposal
							<b>Date of Proposal</b>	17 May 2011
<b>Route Description</b>		<b>States Concerned</b>	<b>Expected Impl. date</b>	<b>Implementation Status</b>	<b>ANP Status</b>	<b>Action Taken/Required</b>	<b>Deadline for each Action</b>	
HIL PASAM HGD		Egypt  Saudi Arabia			Moved to ANP	Priority Routes Important Segment HGD-PASAM It's a west bound direction (FUA) N697 - HIL-PASAM-HGD -V608 RC 083 amended to include segment AST-DITAR only  Concerned States to implement the route	TBD	
<b>Flight Level Band:</b>								
<b>Potential City Pairs:</b>								
<b>Conclusions/Remarks</b>						<b>Last updated</b>	ATM SG/2 Dec. 2015	



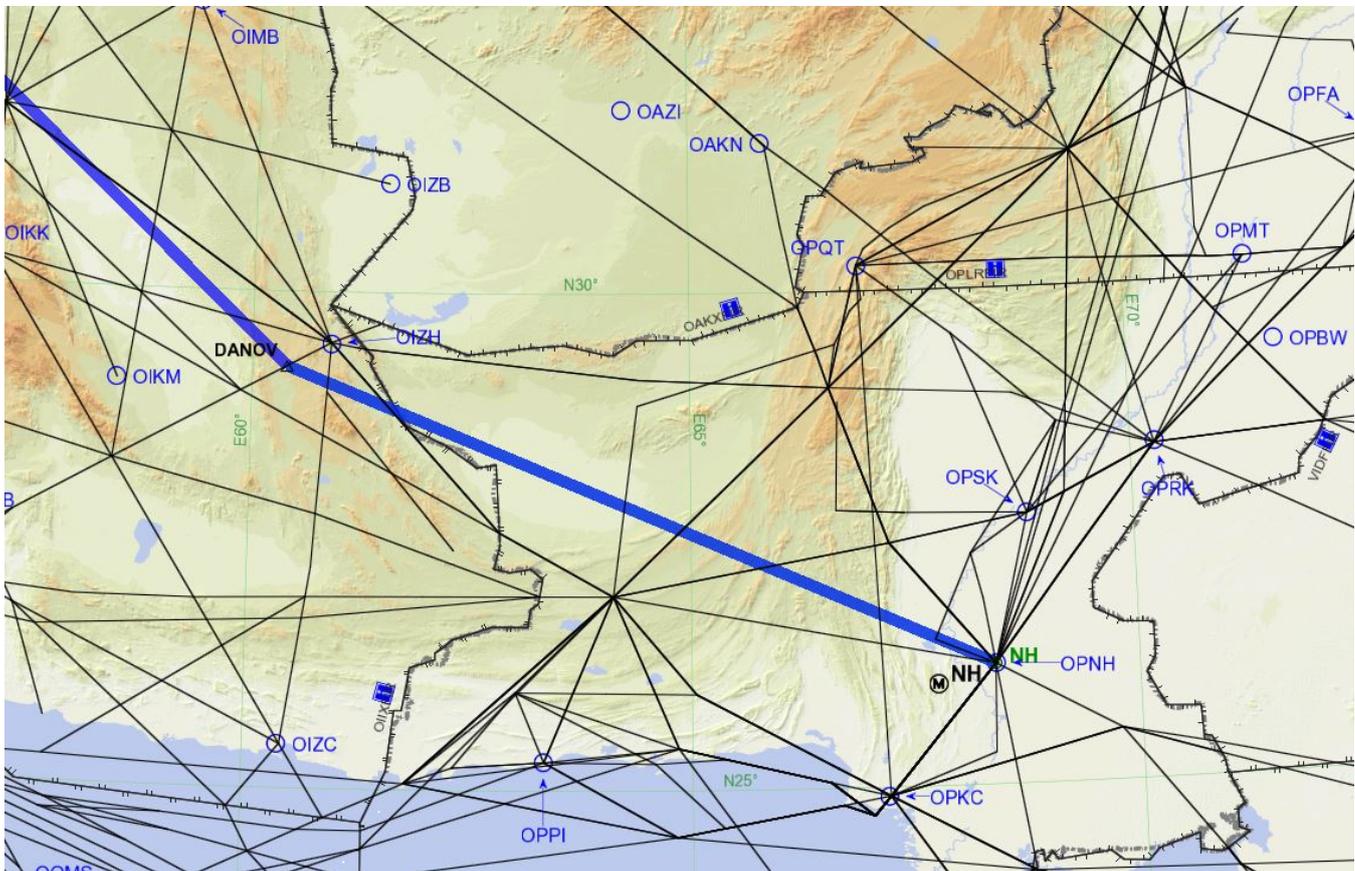
TPR 3

<b>TPR 4</b>	<b>ATS Route Name:</b> New Route	<b>Entry-Exit:</b> New	<b>Inter-Regional Cross Reference if any</b>		<b>Users Priority</b>	High	<b>Originator of Proposal</b>	Iran
							<b>Date of Proposal</b>	7 August 2015
<b>Route Description</b>		<b>States Concerned</b>	<b>Expected Impl. date</b>	<b>Implementation Status</b>	<b>ANP Status</b>	<b>Action Taken/Required</b>	<b>Deadline for each Action</b>	
CRM ZAJ	Iran Turkey					Iran is ready to implement the route as soon as possible pending Turkey acceptance.	TBD	
<b>Flight Level Band:</b>						Concerned States to implement the route		
<b>Potential City Pairs:</b>								
<b>Conclusions/Remarks</b>	To accommodate the traffic in case ALARM is closed					<b>Last updated</b>	ATM SG/2 Dec. 2015	



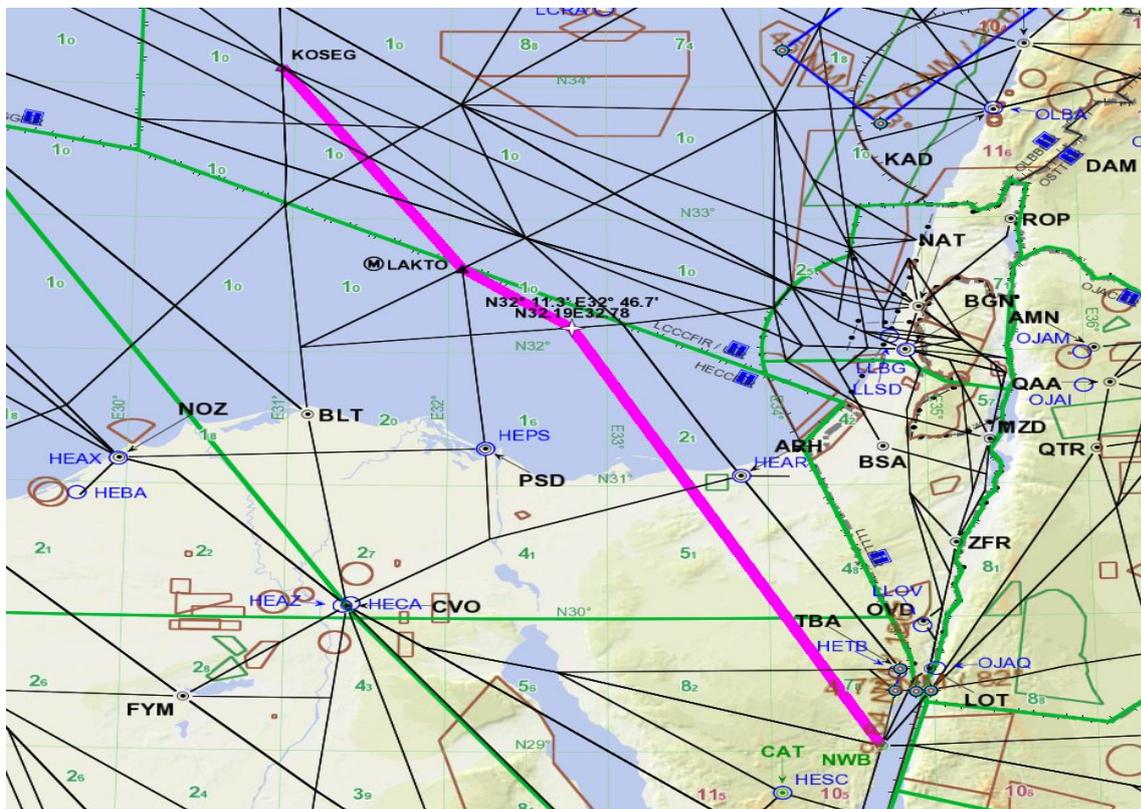
TPR 4

TPR 5	ATS Route Name: New Route	Entry-Exit: New	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	Iran
							Date of Proposal	11 May 2015
Route Description		States Concerned	Expected Impl. date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
DANOV NH		Iran Pakistan				Iran is ready to implement the route as soon as possible pending Turkey acceptance	TBD	
Flight Level Band:						Concerned States to implement the route		
Potential City Pairs:								
Conclusions/Remarks				To ensure efficient continuity of Iran OTS in Karachi FIR		Last updated	ATM SG/2 Dec 2015	



TPR 5

<b>TPR 6</b>	<b>ATS Route Name:</b> New Route	<b>Entry-Exit:</b> PASAM – HIL	<b>Inter-Regional Cross Reference if any</b>		<b>Users Priority</b>	High	<b>Originator of Proposal</b>	Egypt
							<b>Date of Proposal</b>	1 Dec 2015
<b>Route Description</b>		<b>States Concerned</b>	<b>Expected Impl. date</b>	<b>Implementation Status</b>	<b>ANP Status</b>	<b>Action Taken/Required</b>	<b>Deadline for each Action</b>	
NWB New Point LAKTO KOREG		Egypt Cyprus				Egypt is ready to implement the route as soon as possible pending Cyprus acceptance  More coordination is required for the continuity of the route within Nicosia FIR  Concerned States to implement the route	TBD	
<b>Flight Level Band:</b>								
<b>Potential City Pairs:</b>								
<b>Conclusions/Remarks</b>							<b>Last updated</b>	ATM December 2015 SG/2



TPR 6

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## APPENDIX 5A

### MID CIVIL/MILITARY SUPPORT TEAM

#### Objective and Working Arrangements

##### I. Objective

The overall objective of the MID Civil/Military Support Team is to provide States with high-level guidance and recommendations to enhance the civil/military cooperation and expedite the implementation of the Flexible Use of Airspace (FUA) Concept.

##### II. MID Civil/Military Support Team Composition

The MID Civil/Military Support Team will be composed of experts from ICAO, IATA and other representatives/subject matter experts from States and Stakeholders, as appropriate.

##### III. State Civil Aviation Authority Responsibilities

- Provide facilities and all kind of support for a successful conduct of the visit.
- Ensure that all stakeholders (civil and military) involved in the FUA implementation are represented during the visit.
- Provide required information and documentation.

##### IV. Working Arrangements

###### Phase 1 – Coordination for the Visit

- Identification of the candidate States in need of a MID Civil/Military Support Team by IATA, ICAO, or through the relevant MIDANPIRG subsidiary bodies.
- ICAO to coordinate with the candidate State the dates and pre-acceptance of the visits.
- Hosting State to formally confirm, to the ICAO MID Regional Office, the acceptance of the MID Civil/Military Support Team visit.
- Hosting State to appoint a Point of Contact (POC).
- Agenda, Work Programme, activities and expected outcomes of the visit to be communicated with the State.
- Teleconference(s) to be conducted with the POC jointly by IATA and ICAO to ensure good preparation for the visit.

### **PHASE III – Team Coordination**

- IATA and ICAO to coordinate the establishment of the Team (call for experts).
- Team members to agree on the States to be visited.
- The team should prepare the Work Programme for the visit with the assigned tasks for each member.
- Priority work areas to be identified by the Team.
- The Team members should share the required information.
- The coordination between the Team members will be mainly through emails and teleconferences.

### **PHASE IV – Support Team Tasks**

Utilizing best practices and available ICAO provisions, the MID Civil/Military Support Team will assist States through the following process:

- Assessment of the existing ATS route network.
- Assessment of the existing airspace structure.
- Review the status of CNS infrastructure.
- Identify potential gaps and develop a list of recommended actions.
- Assist States in the development of measures to implement the FUA through strategic Civil/Military coordination and dynamic interaction, in order to open up segregated airspace when it is not being used for its originally-intended purpose and allow for better airspace management and access for all users.
- Address with the relevant authorities the ICAO provisions related to civil/military cooperation and FUA, as well as the recommendations emanating from the ICAO General Assembly, DGCA-MID and MIDANPIRG.
- Organize Workshop(s) as deemed necessary.

### **PHASE IV – Follow-up Activities.**

- The MID Civil/Military Support Team will provide a report with a list of Recommendations/Action Plan, which would foster the FUA Implementation, within 30 days after the completion of the visit.
- State visited is requested to provide the ICAO MID Regional Office with a periodic update on the implementation of the Recommendations (Action Plan).

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APPENDIX 5B

**B0 – FRTO: Improved Operations through Enhanced Enroute Trajectories Monitoring and Reporting**

**EXPLANATION OF THE TABLE**

Column

- 1 Name of the State
- 2 Status of implementation of Flexible Use of Airspace (FUA). The Implementation should be based on the published aeronautical information:  
FI – Fully Implemented  
PI – Partially Implemented  
NI – Not Implemented
- 3 Total Number of ATS Routes in the State
- 4 Total number of required routes (through Regional Agreement) to be implemented through segregated areas
- 5 Number of routes that are NOT implemented in the State due to military restrictions (segregated areas)
- 6 Total Number of implemented Bidirectional Routes within the FIR
- 7 Remarks

Applicability State	FUA Implemented	Total number of ATS Routes	Total number of required routes to be implemented through segregated areas	Number of routes that are NOT implemented due military restrictions (segregated areas)	Number of Bidirectional Routes	Remarks
1	2	3	4	5	6	7
Bahrain	FI	78	1 (UM430)	0		Time route
Egypt						
Iran						
Iraq	PI	15	0	2		P/UP975 closed btw SIDNA & MUTAG
Jordan	PI	12	1 (UM690)	1 (G662)		
Lebanon	PI	9	1 (M1)	M1 (KAD-LATEB)		
Libya						
Kuwait						
Oman						
Qatar						
Saudi Arabia	PI	153	1 (RC083)	0		
Sudan	PI	16	4	2		

Applicability State	FUA Implemented	Total number of ATS Routes	Total number of required routes to be implemented through segregated areas	Number of routes that are NOT implemented due military restrictions (segregated areas)	Number of Bidirectional Routes	Remarks
1	2	3	4	5	6	7
Syria	PI	19	0	0		
Unite Arab Emirates	PI	41	3	4		
Yemen						
Total						
Percentage						

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APPENDIX 5C

**B0 – NOPS: Improved Flow Performance through Planning based on a Network-Wide view  
Monitoring and Reporting**

**EXPLANATION OF THE TABLE**

Column

- 1 Name of the State
- 2 Status of implementation of a mechanism for the implementation of ATFM Measures based on collaborative decision:  
FI – Fully Implemented  
PI – Partially Implemented  
NI – Not Implemented
- 3 Provide reference to the Document including the mechanism for the implementation of ATFM Measures
- 4 List of implemented ATFM Measures
- 5 Provide a list of ATFM Measures, which were coordinated with the neighbouring States
- 6 Remarks

State	Mechanism for the Implementation of ATFM Measures based on Collaborative Decision	Reference (Document)	ATFM Measures Implemented	ATFM Measures were Coordinated with the Following States	Remarks
1	2	3	4	5	6
Bahrain					
Egypt					
Iran					
Iraq					
Jordan					
Lebanon					
Libya					
Kuwait					
Oman					
Qatar					
Saudi Arabia					
Sudan					
Syria					
Unite Arab Emirates					
Yemen					
Total					
Percentage					

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APPENDIX 5D

AIDC/OLDI FOCAL POINTS

State	Name	Tel.	Fax	Mobile	Email
Bahrain	Mohamed Ali Saleh	+973 17 321 187	+973 17 329 966	+973 3962 2202	masaleh@caa.gov.bh
Egypt	Ahmed Abdel Rasoul M. Ahmed		+202 22685293	+2010 60241692	Raad_mourad@yahoo.com
Iran	Sayed Mahmood Arash Khodaei	+98 21 66073534	+98 21 44665576	+98 9121483840	mirsaeed@airport.ir a-khodaei@cao.ir
Iraq	Ali Mohsin Hashim	+964 7815762525		+964 7815762525	atc_iraqcaa@yahoo.com
Jordan	Mohammad Al Rousan	+962-6 4451665	+962-6 4451677	+962-6 4451677	m.rousan@carc.gov.jo
Kuwait	Hamad Al-Naser Naser Alhubail	+965 24760421	+965 24343417	+965 97652527	ha.alnaser@dgca.gov.kw , nj.alhubail@dgca.gov.kw
Lebanon	Amin Jaber	+961 1 628199	+ 961 1 629021		jabera@beirutairport.gov.lb
Libya					

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Oman	Ali Al Ajmi	+968 24 518 448		+968 99 416 280	alihassan@caa.gov.om
Saudi Arabia	Khaled Mohamed Khodari	+966 126 717717 Ext. 1247		+966 55 5580714	kkhodari@gaca.gov.sa
Sudan	Eltahir Abdelatif Hassan	+249 183784925	+249 183784925	+249 123499352	eltahir5@yahoo.com
Syria					
UAE	Hamad Al Belushi	+971 2 599 6633	+971 2 599 6836	+971 50 616 4350	hbelushi@szc.gcaa.ae
Yemen					

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APPENDIX 5E

TABLE B0-FICE

**EXPLANATION OF THE TABLE**

Column

- 1 Name of the State  
 2, 3, 4 Status of AMHS Capability and Interconnection and AIDC/OLDI Capability, where:  
     Y – Fully Implemented  
     N – Partially Implemented  
 5 Status of AIDC/OLDI Implementation, where:  
     FI – Fully Implemented  
     PI – Partially Implemented  
     NI – Not Implemented  
 6 Action plan — short description of the State’s Action Plan with regard to the implementation of B0-FICE.  
 7 Remarks

State	AMHS Capability	AMHS Interconnection	AIDC/OLDI Capability	AIDC/OLDI Implementation	Action Plan	Remarks
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>
Bahrain	Y	N	Y	NI	Sep 2015 for AMHS Int.	
Egypt	Y	Y	Y	PI		
Iran	N	N	Y	NI		Contract signed for AMHS
Iraq	N	N	N	NI		
Jordan	Y	Y	Y	NI		
Kuwait	Y	N	Y	NI	Dec 2015 for AMHS Int.	
Lebanon	Y	N	Y	PI		
Libya	Y	N	Y	NI		
Oman	Y	Y	Y	NI		
Qatar	Y	Y	Y	PI		local implementation for OLDI
Saudi Arabia	Y	Y	Y	PI		local implementation for AIDC
Sudan	Y	Y	Y	NI		AMHS Int. Feb 2015
Syria	N	N	N	NI		
UAE	Y	Y	Y	PI		Local implementation for OLDI
Yemen	N	N	N	NI	Dec 2015 for AMHS	Contract signed for AMHS
<b>Total Percentage</b>						

**Monitoring and reporting the status of Implementation of AIDC/OLDI between Adjacent ACCs**

State	Location of AIDC/OLDI system	Adjacent ACCs	Implementation Status (YES/NO)	Report for MID AN Strategy
1	2	3	4	5
<b>Bahrain</b>	Bahrain ACC	Jeddah ACC	NO	NO
		Riyadh ACC	NO	
		Kuwait ACC	NO	
		SZC Abu Dhabi ACC	NO	
		Tehran ACC	NO	
<b>Egypt</b>	Cairo ACC	Athens ACC	YES	YES
		Jeddah ACC	NO	
		Khartoum ACC	NO	
		Tripoli ACC	NO	
		Nicosia ACC	NO	
		Amman ACC	NO	
<b>Iran</b>	Tehran ACC	Bahrain ACC	NO	NO
		SZC Abu Dhabi ACC	NO	
		Ankara ACC	NO	
		Kabul ACC	NO	
		Kuwait ACC	NO	
		Baghdad ACC	NO	
		Turkmenistan ACC	NO	
<b>Iraq</b>	Baghdad ACC	Kuwait ACC	NO	NO
		Tehran ACC	NO	
		Amman ACC	NO	
		Ankara ACC	NO	
<b>Jordan</b>	Amman ACC	Baghdad ACC	NO	NO
		Damascus ACC	NO	
		Cairo ACC	NO	
		Jeddah ACC	NO	
<b>Kuwait</b>	Kuwait ACC	Bahrain ACC	NO	NO
		Jeddah ACC	NO	
		Tehran ACC	NO	
		Damascus ACC	NO	
		Nicosia ACC	NO	
<b>Lebanon</b>	Beirut ACC	Nicosia ACC	NO	NO
		Damascus ACC	NO	
<b>Libya</b>	Tripoli ACC	Tunis ACC	NO	NO
		Malta ACC	NO	
		Cairo ACC	NO	
		Khartoum ACC	NO	
		N'Djamena ACC	NO	
<b>Oman</b>	Muscat ACC	SZC Abu Dhabi ACC	NO	NO
		Jeddah ACC	NO	

State	Location of AIDC/OLDI system	Adjacent ACCs	Implementation Status (YES/NO)	Report for MID AN Strategy
1	2	3	4	5
		Mumbai ACC	NO	
		Bahrain ACC	NO	
		Sanaa ACC	NO	
Saudi Arabia	Jeddah ACC	Bahrain ACC	NO	YES
		Cairo ACC	NO	
		Amman ACC	NO	
		SZC Abu Dhabi ACC	NO	
		Muscat	NO	
		Khartoum ACC	NO	
		Sanaa ACC	NO	
	Riyadh ACC	YES		
		Jeddah ACC	YES	
		Bahrain ACC	NO	
		NO		
Sudan	Khartoum ACC	Cairo ACC	NO	YES
		Jeddah ACC	NO	
		N'Djamena ACC	YES	
		Kigali ACC	YES	
		Tripoli ACC	NO	
Syria	Damascus ACC	Beirut ACC	NO	NO
		Amman ACC	NO	
		Baghdad ACC	NO	
UAE	SZC Abu Dhabi ACC	Bahrain ACC	NO	NO
		Jeddah ACC	NO	
		Tehran ACC	NO	
		Muscat ACC	NO	
Yemen	Sanaa ACC	Jeddah ACC	NO	NO
		Muscat ACC	NO	
		Djibouti ACC	NO	
		Mogadishu ACC	NO	

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APPENDIX 5F

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GUIDELINES FOR THE PUBLICATION OF FIR BOUNDARY POINTS

- 1) Where FIR is a list of geographical coordinates:
  - a) The list of points and their coordinates must follow a clockwise sequence.
  - b) The list must have a beginning point and an ending point that are the same coordinate.
  - c) The latitude and longitude coordinates must be reported in **DMS (degrees, minutes and seconds)**.
  - d) Where an FIR shares a common point with another neighbouring FIR, coordinates should be mutually agreed.

***Note:** Transfer of Control Points, ATS route significant points or waypoints may not necessarily be aligned with boundaries delineation.*
  - e) Where delineation of FIR/UIR follows an arc of specific dimension, it should be defined as follows:

***[starting point of ARC] following an arc of a circle at a radius of [distance] NM centered on [coordinates in DMS] and ending at point [coordinates in DMS].***
- 2) Where FIR is described using “sovereign” boundaries
  - a) The description should be simple
    - i) *Follow sovereign boundary between [State 1] and [State 2]).*<sup>1</sup>
  - b) Where delineation of FIR/UIR is made by reference to sovereign boundaries common to neighbouring FIR/UIR, the delineation shall be mutually agreed upon.
  - c) Where an FIR/UIR follows a sovereign boundary, the United Nations international boundary data set is referred to by ICAO.

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<sup>1</sup> Use short names of States as shown at: <http://www.icao.int/about-icao/pages/member-states.aspx>



FIR/UIR Location Indicator	Lateral limits coordinates	COMMENTS FROM ICAO	# of FIR/UIR Description Requirement	Remarks
1	2		See FIR/UIR Definition #	3
	the national borders of Oman, Saudi Arabia and UAE meet to 224200N 0551200E, then the Saudi Arabia / Oman territorial boundary to 190000N 052000E 253000N 049000E 263330N 0452130E 275000N 0455500E 275000N 0490800E thence along the limit of the Saudi Arabia territorial waters to 281500N 0485200E then back to starting point 284400N 0494000E	Description should match with the one in FIR Jeddah and Muscat  This coordinate should match with FIR Kuwait and add starting point coordinate	1a 1d 2b 2c 2a	State's AIS Publication (AIP ENR 2.1-1 dated 17 October 2013)  PfA (Serial MID Basic ANP 13/03 – ATM/SAR)-realignment of Bahrain and Jeddah FIRs pending approval
Beirut (OLBB)	FIR/UIR Beirut The geographical Lebanese/Syrian borders, then along the Lebanese/Palestinian borders, and a semicircular Arc, radius 45 NM centered KAD VOR		1d 2b 2c 2a 1e	Not Source: the State's AIS Publication
Cairo (HECC)	FIR/UIR Cairo *Northern border 340000N 0241000E 340000N 0271000E 333000N 0300000E *Eastern border 315000N 0335900E 313600N 0343000E then follow the International border to: 293000N 0345500E 293000N 0350000E 280600N 0343500E 220000N 0380000E *Southern border 220000N 0380000E 220000N 0250000E *Western border 220000N 0250000E 314000N 0251000E 340000N 0241000E	Coordinate should match with FIR Tripoli	1d 2a	Source: the State's AIS Publication
Damascus (OSTT)	FIR/UIR Damascus  From 355500N 0354000E to 355600N 0355500E then along the national border of Syria with Turkey and Iraq to a point 332200N 0384800E, then along the national border of Syria with Jordan to 324100N 0353800E then along the		1a 1d 2b 2c 2a	Source: the State's AIS Publication

FIR/UIR Location Indicator	Lateral limits coordinates	COMMENTS FROM ICAO	# of FIR/UIR Description Requirement	Remarks
1	2		See FIR/UIR Definition #	3
	Western Syrian border to 331500N 0353700E then along the Lebanese Syrian border to a point 343800N 0355700E then to a point 343800N 0354300E then northwards along a line maintaining 12 NM from the coastline, to 355500N 0354000E			
Emirates (OMAE)	FIR/UIR Emirates  262100N 0560600E 253600N 0561300E 250000N 0563500E 240000N 0553500E 224200N 0551200E to the point where the national borders of Oman, Saudi Arabia and UAE meet, then along the national border between Saudi Arabia and UAE to 240300N 0514700E 254900N 0530600E 260400N 0535700E 253800N 0552000E 262100N 0560600E			Source MID ANP Serial No. EUR 85/02-ATS/88-COM/400-MET/75-SAR/16-AIS/1 dated 9 December 1986 and PfA Serial 00/1 ATS approved 7 march 2005
Jeddah (OEJD)	FIR/UIR Jeddah  292124N 0345718E 291131N 0360356E 293001N 0362956E 295201N 0364456E 300002N 0372956E 302002N 0373956E 303002N 0375956E 313002N 0365956E 320002N 0385956E 320915N 0391203E 315653N 0402447E 312223N 0412627E 310642N 0420508E 291155N 0444318E 290340N 0462534E 290604N 0463311E then along the national boundary between Kuwait and Saudi Arabia and then along the limit of Saudi Arabian territorial waters to: 275000N 0490800E 275000N 0455500E 263330N 0452130E 253000N 0490000E 190000N 0520000E clockwise to 184720N 0504700E 183700N 0490700E 181000N 0481100E 172700N 0473600E 170700N 0472800E 165700N 0471100E 165700N 0470000E 171700N 0464500E 171400N 0462200E 171500N 0460600E 172000N 0452400E 172600N 0451300E 172600N 0443900E 172420N	Coordinates do not match with neighboring FIR Amman  Coordinates should be defined as in this description within Baghdad FIR for perfect alignment with Jeddah FIR  This coordinate does not match with shared FIR Kuwait and Baghdad  Coordinates should be defined as in this description within Sanaa' FIR for perfect alignment with Jeddah FIR	1a 1d 2b 2c 2a	Source: the State's AIS Publication (AIP ENR 2.1-1 dated 11 March 2010)  PfA (Serial MID Basic ANP 13/03 – ATM/SAR) realignment of Bahrain and Jeddah FIRs pending approval

FIR/UIR Location Indicator	Lateral limits coordinates	COMMENTS FROM ICAO	# of FIR/UIR Description Requirement	Remarks
1	2		See FIR/UIR Definition #	3
	0443400E 172600N 0442800E 172600N 0442158E then follow Saudi Arabia and Republic of Yemen international boundaries in accordance with Jeddah treaty to the coast line boundary: 162415N 0424620E 162415N 0420900E 161724N 0414700E 160000N 0420000E 154700N 0415300E 153955N 0413947E 160000N 0410000E 200000N 0383000E 220000N 0380000E 280600N 0343500E then back to starting point 292124N 0345718E	This coordinate does not match with shared FIR Asmara coordinate  Coordinates should match with FIR Amman and FIR Cairo		
Khartoum (HSSS)	FIR/UIR Khartoum  154500N 0240000E 200000N 0240000E 200000N 0250000E 220000N 0250000E 220000N 0380000E 200000N 0383000E 125500N 0360000E 080000N 0330000E 040000N 0360500E 040000N 0301200E Common national boundary: SUDAN /KINSHASA SUDAN/CONGO DROF SUDAN /BRAZZAVILLE SUDAN/CENTRAL AFRICA SUDAN/NDJMENA.	Replace text with the following to be consistent with the other MID FIR descriptions: Example: Then follow international boundary between Sudan and Congo, DRC, Central Africa and Chad then back to starting point 154500N 0240000E.	1a 2a	Source: the State's AIS Publication
Kuwait (OKAC)	FIR/UIR Kuwait  290604N 0463319E 291502N 0464211E 294319N 0470024E 295105N 0470454E 300001N 0470920E 300613N 0472217E 300613N 0474228E 300113N 0475528E 295924N 0480042E 300146N 0480434E 300120N 0480952E 295110N 0482451E 295121N 0484503E 291300N 0494000E 290000N 0492700E 284400N 0494000E 281500N 0485203E then following the Saudi Arabia territorial waters and Kuwait / Saudi Arabia International boundary to the point 290604N 0463319E	This coordinate does not match with shared FIR Jeddah and Baghdad  These highlighted FIR Kuwait coordinates define the border shared with Baghdad FIR  Shared coordinate with FIR Tehran and along FIR boundary of Baghdad  Coordinates should match with FIR Bahrain  As above in GREEN	1a 1b 2b 2c 2a	Source:  Limited MID RAN Jan 1996  the State's AIS Publication
Muscat (OOMM)	FIR/UIR Muscat  250000N 0563500E 253600N 0561300E 262100N 0560600E 264100N 0562700E 261000N			Source: the State's AIS Publication

FIR/UIR Location Indicator	Lateral limits coordinates	COMMENTS FROM ICAO	# of FIR/UIR Description Requirement	Remarks
1	2		See FIR/UIR Definition #	3
	0564500E 253500N 0564500E 250000N 0573000E 244000N 0612000E 233000N 0612000E 233000N 0643000E 194800N 0600000E 174000N 0570000E 154000N 0533000E 163800N 0530400E 172200N 0524400E 190000N 0520000E thence along the common national boundary Sultanate of Oman/Kingdom of Saudi Arabia and along the common national boundary Sultanate of Oman/United Arab Emirates to 224200N 0551200E 240000N 0553500E 250000N 0563500E	Coordinate should match with Sanaa' FIR  Description should match with BAHRAIN FIR	1d 2b 2c 2a	
Sanaa' (OYSC)	FIR/UIR Sanaa' 190000N 0520000E 173000N 0443500E 173500N 0430800E 164100N 0430800E 160800N 0412900E 145106N 0422354E 141542N 0423630E 123600N 0431800E 123142N 0432712E 121036N 0440206E 114500N 0441100E 114730N 0444348E 115900N 0470800E 121100N 0504500E 120718N 0510242E 120000N 0513000E 120000N 0600000E 161400N 0600000E 194800N 0600000E 174000N 0570000E 164618N 0552436E 160718N 0541648E 154000N 0533100E 163324N 0530612E 190000N 0520000	Add Coordinates should be defined in the description within Sana'a FIR for perfect alignment as in descriptions of Jeddah FIR and AFI FIR Asmara, Addis Ababa, Mogadishu  See Appendix C for an example of this issue.  Please verify with FIR Mogadishu coordinates for perfect alignment  Coordinate should match with Muscat FIR for perfect alignment	1a 1d 2b 2c 2a	Source: the State's AIS Publication  MID ANP
Tehran (OIIX)	FIR/UIR Tehran  372100N 0535500E 382630N 0485230E thence along the Islamic Republic of Iran / Azerbaijan, Armenia, Turkey and Iraq territorial borders to Persian gulf to 295110N 0484500E 291300N 0494000E 290000N 0492700E 270500N 0505500E 265500N 0511000E 253800N 0552000E 264100N 0562700E 261000N 0564500E 253500N 0564500E 250000N 0573000E 244000N 0612000E, thence along the Islamic Republic of Iran / Pakistan,	Coordinates are not consistent with FIR Kuwait	1d 2b 2c 2a	Source: the State's AIS Publication

FIR/UIR Location Indicator	Lateral limits coordinates	COMMENTS FROM ICAO	# of FIR/UIR Description Requirement	Remarks
1	2		See FIR/UIR Definition #	3
	Afghanistan and Turkmenistan territorial borders to 372100N 0535500E			
Tripoli (HLLL)	FIR/UIR Tripoli  342000N 0113000E 342000N 0233500E 340000N 0241000E 314100N 0250800E 200000N 0250000E 200000N 0240000E 193000N 0240000E 220000N 0190000E 220000N 0113000E to Western Border Libya-GSPAJ along Western Border Libya-GSPAJ to 322200N 0113000E 342000N 0113000E	This coordinate should match with FIR Cairo	1d 2b 2c 2a	Source: the State's AIS Publication

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APPENDIX 7A

**MID REGION SAR AGREEMENT STATUS BETWEEN ANSPS/ACCS**

**December 2015**

STATE	CORRESPONDING STATES			REMARKS
<b>BAHRAIN</b>	<input type="checkbox"/> IRAN <input type="checkbox"/> SAUDI ARABIA	<input type="checkbox"/> KUWAIT <input type="checkbox"/> UAE	<input type="checkbox"/> QATAR	0/5
<b>EGYPT</b>	<input checked="" type="checkbox"/> CYPRUS <input type="checkbox"/> JORDAN <input type="checkbox"/> SUDAN	<input type="checkbox"/> GREECE <input type="checkbox"/> LYBIA	<input type="checkbox"/> Israel <input type="checkbox"/> SAUDI ARABIA	1/7
<b>IRAN</b>	<input type="checkbox"/> ARMENIA <input type="checkbox"/> BAHRAIN <input type="checkbox"/> OMAN <input type="checkbox"/> TURKMANISTAN	<input type="checkbox"/> AZERBAIJAN <input type="checkbox"/> IRAQ <input type="checkbox"/> PAKISTAN <input checked="" type="checkbox"/> UAE	<input type="checkbox"/> AFGHANISTAN <input type="checkbox"/> KUWAIT <input type="checkbox"/> TURKEY	1/11
<b>IRAQ</b>	<input type="checkbox"/> IRAN <input type="checkbox"/> JORDAN	<input type="checkbox"/> KUWAIT <input type="checkbox"/> SAUDI ARABIA	<input type="checkbox"/> SYRIA <input type="checkbox"/> TURKEY	0/6
<b>JORDAN</b>	<input type="checkbox"/> EGYPT <input type="checkbox"/> IRAQ	<input type="checkbox"/> ISRAEL <input type="checkbox"/> SAUDI ARABIA	<input type="checkbox"/> SYRIA	0/5
<b>KUWAIT</b>	<input type="checkbox"/> BAHRAIN <input type="checkbox"/> IRAN	<input type="checkbox"/> IRAQ	<input type="checkbox"/> SAUDI ARABIA	0/4
<b>LEBANON</b>	<input type="checkbox"/> CYPRUS	<input type="checkbox"/> SYRIA		0/2
<b>LIBYA</b>	<input type="checkbox"/> ALGERIA <input type="checkbox"/> CHAD <input type="checkbox"/> EGYPT	<input type="checkbox"/> MALTA <input type="checkbox"/> NIGER	<input type="checkbox"/> SUDAN <input type="checkbox"/> TUNIS	0/7
<b>OMAN</b>	<input type="checkbox"/> INDIA <input type="checkbox"/> IRAN	<input checked="" type="checkbox"/> SAUDI ARABIA <input type="checkbox"/> PAKISTAN	<input type="checkbox"/> UAE <input type="checkbox"/> YEMEN	1/6
<b>QATAR</b>	<input type="checkbox"/> BAHRAIN	<input type="checkbox"/> SAUDI ARABIA	<input type="checkbox"/> UAE	0/3
<b>SAUDI ARABIA</b>	<input type="checkbox"/> BAHRAIN <input type="checkbox"/> IRAQ <input checked="" type="checkbox"/> OMAN <input type="checkbox"/> UAE	<input type="checkbox"/> EGYPT <input type="checkbox"/> JORDAN <input type="checkbox"/> Qatar <input type="checkbox"/> YEMEN	<input type="checkbox"/> ERITREA <input type="checkbox"/> KUWAIT <input type="checkbox"/> SUDAN	1/11
<b>SUDAN</b>	<input type="checkbox"/> CENTRAL AFRICAN <input type="checkbox"/> CHAD <input type="checkbox"/> EGYPT	<input type="checkbox"/> ERITREA <input type="checkbox"/> ETHIOPIA <input type="checkbox"/> LIBYA	<input type="checkbox"/> SAUDI ARABIA <input type="checkbox"/> SOUTH SUDAN	0/8
<b>SYRIA</b>	<input type="checkbox"/> IRAQ <input type="checkbox"/> JORDAN	<input type="checkbox"/> LEBANON <input checked="" type="checkbox"/> CYPRUS	<input checked="" type="checkbox"/> TURKEY	2/5
<b>UAE</b>	<input type="checkbox"/> BAHRAIN <input checked="" type="checkbox"/> IRAN	<input type="checkbox"/> OMAN <input type="checkbox"/> SAUDI ARABIA	<input type="checkbox"/> QATAR	1/5
<b>YEMEN</b>	<input type="checkbox"/> DJIBOUTI <input type="checkbox"/> ERITREA <input type="checkbox"/> ETHIOPIA	<input type="checkbox"/> INDIA <input type="checkbox"/> OMAN <input type="checkbox"/> SAUDI ARABIA	<input type="checkbox"/> SOMALIA	0/7

Agreement Signed       Agreement NOT Signed

Signed Agreements / Total No. of required Agreements

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APPENDIX 7B

MID REGION SAR POINT OF CONTACT (SPOC) – COSPAS-SARSAT

STATE	SPOC NAME	ADDRESS	EMAIL	TEL	FAX	AFTN	ASS. MCC/ STATE <sup>1</sup>	LAST REVISION	REMARK
<b>Bahrain</b>	RCC ATC Bahrain	Bahrain CAA, Air Navigation Directorate P.O. Box 586 Kingdom of Bahrain	Bahatc@caa.gov.bh	(973) 17321081 17321080	(973) 17321905	OBBISARX	SAMCC Saudi Arabia	16-April-2013	
<b>Egypt</b>	SAR Centre	SAR Centre Almaza Air Base Heliopolis, Cairo, Egypt	jrcc136@modafmic.gov.eg occm@civilaviation.gov.eg mmc@saregypt.net nahedh@tra.gov.eg	(202) <b>JRCC</b> 24184537 24184531 <b>ECAA</b> 22678535 22678548	(202) <b>JRCC:</b> 24184537 24184531 <b>ECAA:</b> 22681371 22681375	NANSC AFS address: HECAYFYX &HECAYTY X JRCC: HECCYCYX	ALMCC Algeria	3-DEC-2015	TELEX: (91) 21095 RCCC RUN
<b>Iran</b>	RCC Tehran	Civil Aviation Organization SAR Coordination Centre Mehrabad Airport Tehran, Iran	SAR@cao.ir IRAN-SAR@airport.ir rcc.IRAN@airport.ir	(9821) 44544107 44544116 44544060	(9821) 44544117 44544106	OIIIZRZX	TRMCC Turkey	1-Jan-2013	
<b>Iraq</b>	RCC ATC Baghdad'	Baghdad ACC, Baghdad International Airport	atc_iraqcaa@yahoo.com	(964) 7901654653	(974) 15430764		TRMCC Turkey	18-Mar.-2015	
<b>Jordan</b>	RCC ATC Amman	RCC Civil Aviation Authority Amman Airport, Jordan		(9626) 4451672	(9626) 4451667	OJACZQZX	SAMCC Saudi Arabia	16-Apr-2013	
<b>Kuwait</b>	RCC ATC Kuwait	RCC DGCA Kuwait International Airport, P.O.Box 17, Kuwait		(965) 24760463 24762994	(965) 24346515 24346221	OKBKZQZX OKBKNSAR	SAMCC Saudi Arabia	16-Apr-2013	
<b>Lebanon</b>	RCC Beirut	RCC, DGCA Lebanon, Hariri Int'l Airport- Beirut, Lebanon		(961) 1628161	(961) 1628186 1629035	OLBIZQZX	SAMCC Saudi Arabia	16-Apr-2013	

<sup>1</sup> Associated COSPAS-SARSAT Mission Control Center / State where it is located

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APPENDIX 7B

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STATE	SPOC NAME	ADDRESS	EMAIL	TEL	FAX	AFTN	ASS. MCC/ STATE <sup>1</sup>	LAST REVISION	REMARK
<b>Libya</b>	CAA	CAA, Tripoli Int'l Airport, Libya	info@sar.caa.ly	(218.21) 5632332 4446799 3606868	(218.21) 563 0257 360 6868	HLLTYCYX	ALMCC Algeria	16-May-2013	TELEX (218.21) 5632332
<b>Oman</b>	RCC Muscat Air Force	RCC, HQ RAFO P.O.Box 730 Central Post Office Muscat Int'l Airport, Oman		(968) 24519209 24519332	(968) 24334776 24338692	OOMSYAYX	SAMCC Saudi Arabia	16-Apr-2013	
<b>Qatar</b>	DJRCC	P.O. Box 37 Doha, Qatar	qatsar@yahoo.com	(974) 44980384		OTBDZTZX	SAMCC Saudi Arabia	02-Apr-2015	
<b>Saudi Arabia*</b>	SAMCC	KSA.GACA / Air Navigation services P.O.Box 929 Jeddah 21421 Saudi Arabia	samcc@gaca.gov.sa	(96612) 6150170 6855812 (96650) 4601445	(96612) 6150171 6402855	OEJNSAR	SAMCC Saudi Arabia	28-Jun-2013	TEL 3 & FAX 2 for Head of SAMCC
<b>Sudan</b>	ACC Khartoum	Khartoum Airport, Sudan		(249.183) 788192 784925	(249.183) 528323	HSSSYCYX	ITMCC Italy	16-Apr-2013	Thuraya +8821655524 296
<b>Syria</b>	RCC ATC	General Civil Aviation Authority		(963.11) 5400540	(963.11) 5400312	OSDIZQZX	SAMCC Saudi Arabia	16-Apr-2013	
<b>UAE*</b>	AEMCC	SAR Coordination Center P.O.Box 906 GHQ Armed Forces UAE	aemcc@uae-jrcc.ae	(971.2) 4056144 4496866	(971.2) 4496844	OMADYCYX	AEMCC UAE	23-Sep-2011	
<b>Yemen</b>	RCC Sanaa	RCC Department of Civil Aviation Sanaa, Yemen		(967) 1344673	(967) 1345916	OYSNYCYX	SAMCC Saudi Arabia	16-April-2013	

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APPENDIX 7C

MID REGION SAR FOCAL POINTS CONTACT DETAILS

STATE	NAME	TITLE	ADDRESS	EMAIL/AFS	FAX	TEL	MOBILE
<b>Bahrain</b>	ACC Duty Supervisor	ACC Duty Supervisor	Bahrain CAA P.O.Box – 586 Kingdom Of Bahrain	bahatc@caa.gov.bh	+973 17321029	+97317321081 +97317321080	
<b>Egypt</b>	Mr. Khaled Abdelraouf Kamel	General Director of Operations Centers & Crisis Management	Ministry of Civil Aviation Cairo - EGYPT	<a href="mailto:crimang@civilaviation.gov.eg">crimang@civilaviation.gov.eg</a>	202 22681371 20222681375	202 22688387 202 22678535	202 - 01147710035 01001112375
<b>Iran</b>	Mr. Hussein Attari		CAO	h-attari@cao.ir		9982166073534	9989123254350
<b>Iraq</b>	Ali Muhsin Hashim	Director ATS	ANS Building, BIAP	Atc_iraqcaa@yahoo.com		964 7815762525	964 7815762525
<b>Jordan</b>	Mr. Ahmad Al Heders	Chief Amman ACC	Queen Alia Airport	Ahmad.al-hederes@carc.gov.jo			962796664328
<b>Kuwait</b>							
<b>Lebanon</b>							
<b>Libya</b>							
<b>Oman</b>	RCC HQ RAFO		P.O.Box 722 Muscat	Hq.rafo.@rafo.gov.om	+968 24334776	+968 24334211	

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APPENDIX 7C

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STATE	NAME	TITLE	ADDRESS	EMAIL/AFS	FAX	TEL	MOBILE
			P.C. 111, Oman	AFS:- OOMSICYX		+968 24334212	
<b>Qatar</b>							
<b>Saudi Arabia</b>	Mr. Ahmad B. Altunisi	Manager SAR Head of SAMCC	General Authority of Civil Aviation	altunisi@gaca.gov.sa	966-126402855	966-12 671 7717/1840	966-50 460 1445
<b>Sudan</b>	Hashim Mohamed Ahmed	RCC Head	Sudan CAA PO BOX 165	BEGER124@gmail.com	249183528323	249183528323	24912327797 249912382433
<b>Syria</b>	Mr. Monif Abdulla	Head of S.A.R. Department Syrian Civil Aviation Authority	Damascus Airport	monif77@hotmail.com	963-11 540 0312	963-11 540 0312	963 932 710351
<b>UAE</b>	UAE ATC Duty Supervisor			atc@szc.gcaa.ae	971 2 599 6850	971 2 599 6969	
<b>Yemen</b>							

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APPENDIX 8A

Deficiencies in the ATM Field

EGYPT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	MID ANP Table ATS 1-ATS routes	-	ATS routes M305/UM305 not implemented	Apr, 2013	Segment BRN-ATMUL not implemented.	S	Corrective Action Plan has not been provided by the State	Egypt	Dec, 2016	B
2	MID ANP Table ATS 1-ATS routes	-	ATS routes M312/UM312 not implemented	Apr, 2013	Segment DBA-AMIBO not implemented.	S	Corrective Action Plan has not been provided by the State	Egypt	Dec, 2016	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM Field**

**IRAN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 11 Para. 2.30 USOAP ANS PQ 7.153	-	Development of contingency plan for implementation in the event of disruption or potential disruption of ATS and related supporting services. The Plan should also address natural disasters and public health emergencies.  Contingency agreements should be signed with all adjacent ACCs.	Nov, 2006	Signed with all neighboring States except Kuwait.	H	Corrective Action Plan has not been provided by the State	Iran	Dec, <del>2015</del> 2016	A
2	MID ANP Table ATS 1-ATS Route Network	-	ATS routes A418/UP574 not implemented	Dec, 2006	KUMUN-PAPAR segment not implemented.	S O	Corrective Action Plan has not been provided by the State	Iran- UAE	Dec, <del>2015</del> 2016	B
3	Annex 11 Para 3.3.5.1	-	Reporting Unsatisfactory LHDs to the MIDRMA	Oct, 2013	Iran to coordinate with the MIDRMA.	H	Corrective Action Plan has not been provided by the State	Iran	Dec, <del>2016</del> 2015	A
4	MID ANP Table ATS 1-ATS Route Network	-	ATS Route G202 is restricted to certain defined airspace users	Jun, 2014	Not all Operators are authorized to fly G202	O	Corrective Action Plan has not been provided by the State	Iran	Dec, <del>2016</del> 2015	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM Field**

**IRAQ**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	MID ANP Table ATS 1- ATS Route Network	-	ATS route G667 not implemented	Sep, 2006	Segment ALSAN- ABD not implemented	S	Corrective Action Plan has not been provided by the State	Iraq- Iran- Kuwait	Dec, <del>2016</del> <sup>2015</sup>	B
2	Annex 11 Para. 2.30 USOAP ANS PQ 7.153	-	Development of contingency plan for implementation in the event of disruption or potential disruption of ATS and related supporting services. The Plan should also address natural disasters and public health emergencies.  Contingency agreements should be signed with all adjacent ACCs.	Nov, 2006	Contingency Agreement signed only with Iran	S	Corrective Action Plan has not been provided by the State	Iraq	Dec, <del>2016</del> <sup>2015</sup>	A
3	MID ANP Table ATS 1 ATS Route Network	-	ATS route G795 not implemented	May, 2008	RAF-BSR segment not implemented	S	Corrective Action Plan has not been provided by the State	Iraq- Saudi Arabia	Dec, <del>2016</del> <sup>2015</sup>	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
4	MID ANP Table ATS 1-ATS Route Network	-	ATS route A424 not implemented	May, 2008	LOTAN-LOVEK segment not implemented	O	Corrective Action Plan has not been provided by the State	Iraq	Dec, <del>2016</del> <sup>2015</sup>	B
5	MID ANP Table ATS 1-ATS Route Network	ATS route	ATS Route G669 not implemented	May, 2008	segment RAF - SOLAT not implemented	S	Corrective Action Plan has not been provided by the State	Iraq	Dec, <del>2016</del> <sup>2015</sup>	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM Field**

**JORDAN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 11 Para. 2.30 USOAP ANS PQ 7.153	-	Development of contingency plan for implementation in the event of disruption or potential disruption of ATS and related supporting services. The Plan should also address natural disasters and public health emergencies.  Contingency agreements should be signed with all adjacent ACCs.	Nov, 2006	Contingency agreements not signed with Iraq, Israel and Syria.	H	Corrective Action Plan has not been provided by the State	Jordan	Dec, <del>2016</del> <sup>2015</sup>	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM Field**

**KUWAIT**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Contingency Plan was signed with Bahrain and Saudi Arabia. Contingency Plans with Iraq and Iran are still to be signed.	S	Corrective Action Plan has not been provided by the State	Kuwait	Dec, <del>2016</del> <sup>2015</sup>	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM Field**

**LEBANON**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 11 Para. 2.30 USOAP ANS PQ 7.153	-	Development of contingency plan for implementation in the event of disruption or potential disruption of ATS and related supporting services. The Plan should also address natural disasters and public health emergencies.  Contingency agreements should be signed with all adjacent ACCs.	Nov, 2006	Contingency agreements not signed with Cyprus and Syria	S	Corrective Action Plan has not been provided by the State	Lebanon	Dec, <del>2016</del> <sup>2015</sup>	A
2	Annex 11 Para 3.3.5.1	-	Granting RVSM approvals for aircraft without known hight-keeping monitoring results	Dec, 2012	-	O	Corrective Action Plan has not been provided by the State	Lebanon-DGCA	Dec, <del>2016</del> <sup>2015</sup>	A

<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the ATM Field**

**LIBYA**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
1	Annex 11 Para. 2.30 USOAP ANS PQ 7.153	-	Development of contingency plan for implementation in the event of disruption or potential disruption of ATS and related supporting services. The Plan should also address natural disasters and public health emergencies.  Contingency agreements should be signed with all adjacent ACCs	Dec, 2014	-	O S	Corrective Action Plan has not been provided by the State	Libya	Dec, <del>2016</del> <sup>2015</sup>	A
2	Annex 11 Para 3.3.5.1	-	Not reporting the required data to the MIDRMA in a timely manner.	Dec, 2013	-	H O	Corrective Action Plan has not been provided by the State	Libya	Dec, <del>2016</del> <sup>2015</sup>	A

<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the ATM Field**

**OMAN**

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
1	Annex 11 Para. 2.30 USOAP ANS PQ 7.153	-	Development of contingency plan for implementation in the event of disruption or potential disruption of ATS and related supporting services. The Plan should also address natural disasters and public health emergencies.  Contingency agreements should be signed with all adjacent ACCs.	Nov, 2006	Contingency Agreements to be signed with India and Pakistan .  S	Corrective Action Plan has not been provided by the State	Oman	Dec, <del>2016</del> <sup>2015</sup>	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM Field**

**QATAR**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 11 Para. 2.30 USOAP ANS PQ 7.153	-	Development of contingency plan for implementation in the event of disruption or potential disruption of ATS and related supporting services. The Plan should also address natural disasters and public health emergencies.  Contingency agreements should be signed with all adjacent ACCs.	Nov, 2006	Contingency agreements not signed with Saudi Arabia and UAE.	S	Corrective Action Plan has not been provided by the State	Qatar- Bahrain	Dec, <del>2016</del> <sup>2015</sup>	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM Field**

**SAUDI ARABIA**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
1	Annex 11 Para. 2.30 USOAP ANS PQ 7.153	-	Development of contingency plan for implementation in the event of disruption or potential disruption of ATS and related supporting services. The Plan should also address natural disasters and public health emergencies.  Contingency agreements should be signed with all adjacent ACCs.	Nov, 2006	Contingency Agreements not signed with Eritrea, Iraq, Qatar, Sudan and Yemen.	S	Corrective Action Plan has not been provided by the State	Saudi Arabia	Dec, <del>2016</del> <sup>2015</sup>	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM Field**

**SUDAN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 11 Para. 2.30 USOAP ANS PQ 7.153	-	Development of contingency plan for implementation in the event of disruption or potential disruption of ATS and related supporting services. The Plan should also address natural disasters and public health emergencies.  Contingency agreements should be signed with all adjacent ACCs.	Dec, 2014	Contingency Agreement signed only with Egypt	H O S	Corrective Action Plan has not been provided by the State	Sudan	Dec, <del>2016</del> <sup>2015</sup>	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM Field**

**SYRIA**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
1	ID ANP Table ATS 1-ATS Route Network	-	ATS route G202 not implemented	Dec, 1997	Segment DAKWE - Damascus not implemented	S	Corrective Action Plan has not been provided by the State	Syria	Dec, <del>2016</del> <sup>2015</sup>	B
2	MID ANP Table ATS 1-ATS Route Network	-	ATS route UL602 not implemented	Dec, 2003	Segments ELEXI-DRZ-GAZ not implemented.	S	Corrective Action Plan has not been provided by the State	Syria	Dec, <del>2016</del> <sup>2015</sup>	B
3	Annex 11 Para. 2.30 USOAP ANS PQ 7.153	-	Development of contingency plan for implementation in the event of disruption or potential disruption of ATS and related supporting services. The Plan should also address natural disasters and public health emergencies.  Contingency agreements should be signed with all adjacent ACCs.	Nov, 2006	-	H O	Corrective Action Plan has not been provided by the State	Syria	Dec, <del>2016</del> <sup>2015</sup>	A
4	Annex 11 Para 3.3.5.1	-	Reporting unsatisfactory LHDs to MIDRMA	Oct, 2013	Syria to coordinate with MIDRMA.	H	Corrective Action Plan has not been provided by the State	Syria	Dec, <del>2016</del> <sup>2015</sup>	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM Field**

**UAE**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 11 Para. 2.30 USOAP ANS PQ 7.153	-	Development of contingency plan for implementation in the event of disruption or potential disruption of ATS and related supporting services. The Plan should also address natural disasters and public health emergencies.  Contingency agreements should be signed with all adjacent ACCs.	Nov, 2006	Plan completed and Agreements signed with Bahrain, Iran, Oman and Saudi Arabia. The plan next is to sign with Qatar after the finalisation of the LoA.	O	Corrective Action Plan has not been provided by the State	UAE	<del>Jun</del> Dec, <del>2015</del> 2016	A
2	MID ANP Table ATS 1-ATS Route Network	-	ATS routes A418/UP574 not implemented	Dec, 2006	KUMUN-PAPAR segment not implemented.	S	Corrective Action Plan has not been provided by the State	Iran- UAE	<del>Jun</del> Dec, <del>2015</del> 2016	B

<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the ATM Field**

**YEMEN**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
1	Annex 11 Para. 2.30 USOAP ANS PQ 7.153	-	Development of contingency plan for implementation in the event of disruption or potential disruption of ATS and related supporting services. The Plan should also address natural disasters and public health emergencies.  Contingency agreements should be signed with all adjacent ACCs	Nov, 2006	Contingency Agreement signed only with Oman.	H O	Corrective Action Plan has not been provided by the State	Yemen	Dec, <del>2016</del> <u>2015</u>	A
2	Annex 11 Para 3.3.5.1	-	Granting RVSM approvals for aircraft without known hight-keeping monitoring results	Dec, 2012	-	H O	Corrective Action Plan has not been provided by the State	Yemen	Dec, <del>2016</del> <u>2015</u>	A
3	Annex 11 Para 3.3.5.1	-	Reporting Unsatisfactory LHDs to MIDRMA	Oct, 2013	Yemen to coordinate with MIDRMA.	H	Corrective Action Plan has not been provided by the State	Yemen	Dec, <del>2016</del> <u>2015</u>	A

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<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

APPENDIX 8B

Deficiencies in the SAR Field

IRAQ

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 12 Para. 2.1	-	Lack of provision of required SAR services	Apr, 2012	-	O	Corrective Action Plan has not been provided by the State	Iraq	Dec, <del>2016</del> 2015	A
2	Annex 6 Part I, Chap.6 and Part II Chap. 2  Annex 10, Vol III, Chap. 5  Annex 12 para. 2.6.4	ELT	Non-compliance with carriage of Emergency Locator Transmitter (ELT) requirements	Apr, 2012	-	O	Corrective Action Plan has not been provided by the State	Iraq	Dec, <del>2016</del> 2015	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the SAR Field**

**KUWAIT**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 6 Part I chap. 6 and Part II chap. 2  Annex 10, Vol III, Chap. 5  Annex 12 para. 2.6.4	ELT	Non-compliance with carriage of Emergency Locator Transmitter (ELT) requirements	Apr, 2012	-	O	Corrective Action Plan has not been provided by the State	Kuwait	Dec, <del>2016</del> <sup>2015</sup>	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the SAR Field**

**LEBANON**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 12 Para. 2.1	-	Lack of provision of required SAR services	Apr, 2012	-	O	Corrective Action Plan has not been provided by the State	Lebanon	Dec, <del>2016</del> <sup>2015</sup>	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the SAR Field**

**LIBYA**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 6 Part I chap. 6 and Part II chap. 2  Annex 10, Vol III, Chap. 5  Annex 12 para. 2.6.4	-	Non-compliance with carriage of Emergency Locator Transmitter (ELT) requirements	Dec, 2014	-	H O S	Corrective Action Plan has not been provided by the State	Libya	Dec, <del>2016</del> <sup>2015</sup>	A
2	Annex 12 Para. 2.1	-	Lack of provision of required SAR services	Dec, 2014	-	H O S	Corrective Action Plan has not been provided by the State	Libya	Dec, <del>2016</del> <sup>2015</sup>	A

<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the SAR Field**

**QATAR**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 12 Para. 2.1	-	Lack of provision of required SAR services	Apr, 2012	-	O	Corrective Action Plan has not been provided by the State	Qatar	Dec, <del>2016</del> <sup>2015</sup>	A
2	Annex 6 Part I chap. 6 and Part II chap. 2  Annex 10, Vol III, Chap. 5  Annex 12 para. 2.6.4	ELT	Non-compliance with carriage of Emergency Locator Transmitter (ELT) requirements	Apr, 2012	-	O	Corrective Action Plan has not been provided by the State	Qatar	Dec, <del>2016</del> <sup>2015</sup>	A

<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the SAR Field**

**SYRIA**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 12 Para. 2.1	-	Lack of provision of required SAR services	Apr, 2012	-	O	Corrective Action Plan has not been provided by the State	Syria	Dec, <del>2016</del> <sup>2015</sup>	A
2	Annex 6 Part I chap. 6 and Part II chap. 2  Annex 10, Vol III, Chap. 5  Annex 12 para. 2.6.4	-	Non-compliance with carriage of Emergency Locator Transmitter (ELT) requirements	Apr, 2012	-	O	Corrective Action Plan has not been provided by the State	Syria	Dec, <del>2016</del> <sup>2015</sup>	A

<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the SAR Field**

**YEMEN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 12 Para. 2.1	-	Lack of provision of required SAR services	Apr, 2012	-	O	Corrective Action Plan has not been provided by the State	Yemen	Dec, <del>2016</del> <sup>2015</sup>	A
2	Annex 6 Part I chap. 6 and Part II chap. 2  Annex 10, Vol III, Chap. 5  Annex 12 para. 2.6.4	-	Non-compliance with carriage of Emergency Locator Transmitter (ELT) requirements	Apr, 2012	-	O	Corrective Action Plan has not been provided by the State	Yemen	Dec, <del>2016</del> <sup>2015</sup>	A

<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Note:**\* Priority for action to remedy a deficiency is based on the following safety assessments:

**'U' priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.**

**Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.**

**'A' priority = Top priority requirements necessary for air navigation safety.**

**Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.**

**'B' priority = Intermediate requirements necessary for air navigation regularity and efficiency.**

**Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.**

**Definition:**

**A deficiency is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.**

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<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

APPENDIX 9A

TERMS OF REFERENCE (TOR) OF  
AIR TRAFFIC MANAGEMENT SUB-GROUP  
(ATM SG)

1. TERMS OF REFERENCE

1.1 The terms of reference of the ATM Sub-Group are:

- a) ensure that the planning and implementation of ATM in the MID Region is coherent and compatible with developments in adjacent regions, and is in line with the Global Air Navigation Plan (GANP), the Aviation System Block Upgrades (ASBU) methodology and the MID Region Air Navigation Strategy;
- b) monitor the status of implementation of the MID Region ATM-related ASBU Modules included in the MID Region Air Navigation Strategy as well as other required ATM facilities and services, identify the associated difficulties and deficiencies and provide progress reports, as required;
- c) keep under review the MID Region ATM performance objectives/priorities, develop action plans to achieve the agreed performance targets and propose changes to the MID Region ATM plans/priorities, through the ANSIG;
- d) seek to achieve common understanding and support from all stakeholders involved in or affected by the ATM developments/activities in the MID Region;
- e) provide a platform for harmonization of developments and deployments in the ATM domain;
- f) based on the airspace user needs and in coordination with stakeholders (States, International Organizations, user representative organizations and other ICAO Regions), identify requirements and improvements for achieving and maintaining an efficient route network in the MID Region;
- g) foster and initiate actions aimed at improving civil/military cooperation and Flexible Use of Airspace (FUA) implementation;
- h) keep under review the adequacy of requirements in Search and Rescue field, taking into account, *inter alia*, changes to aircraft operations and new operational requirements or technological developments;
- i) ensure the effectiveness of the SSR code allocation system in the MID Region;
- j) identify, State by State, those specific deficiencies that constitute major obstacles to the provision of efficient air traffic management and recommend specific measures to eliminate them;
- k) develop the MID Region ATM Contingency Plan and ensure that its maintained up to date;

- l) monitor the implementation of the MID Region ASBU Modules included in the MID Region Air Navigation Strategy related to the ATM, provide expert inputs for ATM related issues; and propose solutions for meeting ATM operational requirements;
- m) monitor and review the latest developments in the area of ATM;
- n) provide regular progress reports to the ANSIG Group and MIDANPIRG concerning its work programme; and
- o) review periodically its Terms of Reference and propose amendments as necessary.

1.2

**In order to meet the Terms of Reference, the ATM Sub-Group shall:**

- a) provide necessary assistance and guidance to States to ensure harmonization and interoperability in line with the GANP, the MID ANP and ASBU methodology;
- b) provide necessary inputs to the MID Air Navigation Strategy through the monitoring of the agreed Key Performance Indicators related to ATM;
- c) review the MID ATS Routes Network in order to assess its capacity and constraints;
- d) identify requirements and improvements for achieving and maintaining an efficient ATS route network in the MID Region;
- e) propose a strategy and prioritized plan for development of improvements to the route network, highlighting:
  - areas that require immediate attention
  - interface issues with adjacent ICAO Regions
- f) develop a working depository for route proposals that will be used as a dynamic reference document for ongoing discussions on routes under development/modification. In this respect, the Task Force should explore the utility that can be realized from the route catalogue concept/ATS routes database;
- g) engage the necessary parties regarding routes under consideration, especially the Military Authorities;
- h) promote civil/military cooperation and the implementation of the concepts of Flexible Use of Airspace (FUA), free flight, flexible tracks;
- i) facilitate effective civil/military cooperation and joint use of airspace in the MID Region;
- j) in coordination with the MIDRMA, carry out safety assessment of the proposed changes to the ATS Routes Network;
- k) submit completed route proposals for amendment of the Basic ANP Table ATS-1, to the ICAO MID Regional Office for processing;

- l) monitor the RVSM operations and support the continued safe use of RVSM in the MID Region;
- m) review and maintain the MID Region SSR Code Allocation Plan and monitor the implementation of the SSR codes allocation procedures in the Region;
- n) assist States in the development and co-ordination of contingency plans and ensure that the Regional contingency plan is maintained up-to-date;
- o) assess the effectiveness of the agreed Contingency measures/procedures and propose mitigation measures, as appropriate;
- p) address ATM and SAR interface issues with other regions and make specific recommendations to achieve seamlessness and harmonization;
- q) review the requirements and monitor the status of implementation of ATM and SAR services;
- r) analyse, review and monitor deficiencies in the ATM and SAR fields;
- s) develop proposals for the updating of relevant ICAO documentation, including the amendment of relevant parts of the MID ANP, as deemed necessary;
- t) establish and monitor ATM performance objectives for the MID Region; and
- u) taking into account human factors studies and available guidance material, make operational recommendations related to ATM personnel in the changing technological environment.

## **2. COMPOSITION**

2.1 The Sub-Group is composed of:

- a) MIDANPIRG Member States;
- b) experts nominated by Middle East Provider States from both Civil Aviation Authority and Military Authority;
- c) concerned International and Regional Organizations as observers; and
- d) other representatives from provider States and Industry may be invited on ad hoc basis, as observers, when required.

- END -

***ATTACHMENT***

**LIST OF PARTICIPANTS**

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<b>NAME</b>	<b>TITLE</b>
<b>IFATCA</b> Mr. Mohamed Talaat Metwally	IFATCA Regional Representative AFI/MID Cairo - EGYPT
<b>MIDRMA</b> Mr. Fareed A. Al Alawi	MIDRMA Manager MIDRMA HIDD - KINGDOM OF BAHRAIN
Mr. Fathi Al-Thawadi	MIDRMA Officer MIDRMA HIDD - KINGDOM OF BAHRAIN

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