



International Civil Aviation Organization

MIDANPIRG ATM Sub-Group

Second Meeting (ATM SG/2)
(Cairo, Egypt, 30 November – 03 December 2015)

Agenda Item 2: Follow-up on MIDANPIRG/15 Conclusions and Decisions relevant to ATM and SAR Fields

**FOLLOW-UP ON MIDANPIRG/15 CONCLUSIONS AND DECISIONS
RELEVANT TO ATM AND SAR FIELDS**

(Presented by the Secretariat)

SUMMARY

This paper presents MIDANPIRG/15 Conclusions and Decisions related to the ATM and SAR and the follow-up actions taken.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/15 Report

1. INTRODUCTION

1.1 MIDANPIRG/15 meeting was held in Bahrain, from 8 to 11 June 2015. The meeting adopted thirty five (35) Conclusions and Decisions of which twenty three (23) are considered relevant to the work of the ATM Sub-Group.

2. DISCUSSION

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

2.2 This paper provides the meeting with an update on the status of MIDANPIRG/15 Conclusions and Decisions related to ATM and SAR. It also shows the follow-up actions taken by concerned parties as at **Appendix A**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the follow-up action on the list of Conclusions and Decisions at **Appendix A** and provide updates as appropriate.

APPENDIX A

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

| CONCLUSIONS AND DECISIONS | FOLLOW-UP | TO BE INITIATED BY | DELIVERABLE | TARGET DATE | REMARKS |
|---|--------------------------|----------------------------|---|----------------------------|---|
| <p>DECISION 15/1: DISSOLUTION OF THE CALL SIGN CONFUSION AD-HOC WORKING GROUP</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>CONCLUSION 15/2: CALL SIGN SIMILARITY PROVISIONS AND GUIDELINES</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 Appendix 4.1C; 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>CONCLUSION 15/3: MIDRMA REVISED MEMORANDUM OF AGREEMENT</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>CONCLUSION 15/4: MIDRMA FUNDING MECHANISM</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> | Implement the Conclusion | MIDANPIRG/15 | MIDRMA funding Mechanism | Jun. 2015 | Completed |

| 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>CONCLUSION 15/5: ONLINE REPORTING OF LARGE HEIGHT DEVIATION (LHD)</p> <p>That, States:</p> <p>a) be urged to use only the online tool at (http://www.midrma.com/lhd) 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 | SL AN 6/5.10.15A – 15/190 dated 28 June 2015 |
| | | States | Feedback | Oct. 2015 | |
| <p>CONCLUSION 15/6: SIMPLIFIED LARGE HEIGHT DEVIATION (LHD) REPORTING PROCEDURE</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 | SL AN 6/5.10.15A – 15/190 dated 28 June 2015 |
| | | States | Feedback | Oct. 2015 | |
| <p>CONCLUSION 15/7: MID RVSM SAFETY MONITORING REPORT (SMR) 2014</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>CONCLUSION 15/8: MID RVSM SAFETY MONITORING REPORT (SMR) 2015</p> <p>That,</p> <p>a) the FPL/traffic data for the period 1 – 30 September 2015 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 (www.midrma.com) 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> | Implement the Conclusion | <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>SL AN 6/5.10.15A – 15/244 dated 7 Sep. 2015</p> |
| <p>CONCLUSION 15/10: MID REGION AIR NAVIGATION STRATEGY</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> | Implement the Conclusion | <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>CONCLUSION 15/11: ENDORSEMENT OF THE MID eANP</p> <p>That,</p> <p>a) the new MID ANP VOL I, II and III available at: http://www.icao.int/MID/MIDANPIRG/Pages/Final%20Report/MID-eANP.aspx 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 Pfa XXX were issued |
| <p>DECISION 15/12: DISSOLUTION OF THE ANP AD-HOC WORKING GROUP</p> <p>That, the ANP Ad-Hoc Working Group is dissolved.</p> | Implement the Conclusion | MIDANPIRG/15 | Dissolve ANP WG | Jun. 2015 | Completed |
| <p>CONCLUSION 15/13: MID FLIGHT PROCEDURE PROGRAMME (FPP) WORKSHOP</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>DECISION 15/14: DISSOLUTION OF THE MPST</p> <p>That, the MID PBN Support Team (MPST) is dissolved.</p> | Implement the Conclusion | MIDANPIRG/15 | Dissolve the MPST | Jun. 2015 | Completed |
| <p>CONCLUSION 15/15: MID CIVIL/MILITARY SUPPORT TEAM</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>DECISION 15/16: COLLABORATIVE AIR TRAFFIC FLOW MANAGEMENT (ATFM-CDM)</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 |
| <p>CONCLUSION 15/18: MID REGIONAL GUIDANCE FOR IMPLEMENTATION OF AIDC/OLDI</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>CONCLUSION 15/19: REGIONAL PERFORMANCE DASHBOARDS</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>CONCLUSION 15/20: MID REGION ATM CONTINGENCY PLAN</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>CONCLUSION 15/21: MID REGION ACCS LETTER OF AGREEMENT TEMPLATE</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>CONCLUSION 15/22: MID REGION HIGH LEVEL AIRSPACE CONCEPT</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>CONCLUSION 15/23: MID SSR CODE MANAGEMENT PLAN (CMP)</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> <ol style="list-style-type: none"> i. take necessary measures to ensure strict compliance with the procedures included in the MID SSR CMP; and ii. report interference/conflict cases, if any, to the ICAO MID Regional Office related to the misuse of SSR codes. | 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>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>DECISION 15/24: MID REGIONAL/SUB-REGIONAL SEARCH AND RESCUE TRAINING EXERCISES</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 | |
| <p>CONCLUSION 15/34: SINGLE ENGINE TAXI OPERATIONS</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 CO₂ 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 | SL AN 6/17 – 15/194 dated 28 Jun. 2015 |
| <p>CONCLUSION 15/35: AIR NAVIGATION DEFICIENCIES</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 | Ongoing |