



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

ATM SG/3

(Cairo, Egypt, 22 – 25 May 2017)

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 Third meeting of the MIDANPIRG ATM Sub-Group (ATM SG/3) was successfully held at the ICAO Middle East Regional Office in Cairo, Egypt from 22 to 25 May 2017.

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 indicated that the Agenda of the meeting includes the inter-regional issues related to ATS routes and contingency planning. In this respect, he thanked Cyprus, India, Somalia and United States of America for their active participation. Mr. Smaoui also thanked Mr. Sven Halle, Regional Officer/ANS (ATM) Implementation, ICAO Paris Office, for his attendance, and follow-up with the concerned European States.

2.3 Finally, Mr. Smaoui thanked AACO, CANSO and IATA for their contribution to the meeting with working papers and presentations.

2.4 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 forty (40) participants from fourteen (14) States (Bahrain, Cyprus, Egypt, India, Iraq, Jordan, Oman, Qatar, Saudi Arabia, Somalia, Sudan, UAE, United States of America and Yemen) and five (5) Organizations/Industries (AACO, Boeing, CANSO, IATA and MIDRMA). The list of participants is at **Attachment A**.

4. OFFICERS AND SECRETARIAT

4.1 The meeting was chaired by Mr. Saleem Mohamed Hassan, Director Air Traffic Management, Civil Aviation Affairs, Bahrain.

4.2 Mr. Elie El Khoury RO/ATM/SAR was the Secretary of the meeting supported by Mr. Sven Halle, RO/ANS (ATM), ICAO Paris Regional Office 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 and Election of Chairpersons
- Agenda Item 2: Follow-up on MIDANPIRG/16 Conclusions and Decisions relevant to ATM and SAR
- Agenda Item 3: Global and Regional Developments related to ATM
- Agenda Item 4: MID Region ATS Route Network
- Agenda Item 5: Airspace Management Issues
- Agenda Item 6: ATM Safety Matters
- Agenda Item 7: SAR 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

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 3/1: ANNEX 11 PROVISIONS RELATED TO ROUTE DESIGNATORS

DRAFT DECISION 3/2: 5LNCs/ICARD REGIONAL REQUIREMENTS

DRAFT DECISION 3/3: TERMS OF REFERENCE OF THE MID ROUTE DEVELOPMENT WORKING GROUP (MID RDWG)

DRAFT DECISION 3/4: MID ATM CONTINGENCY PLAN ACTION GROUP

DRAFT DECISION 3/5: ASBU B0-FRTO ACTION GROUP

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- DRAFT DECISION 3/6: TERMS OF REFERENCE OF THE MID ATFM TASK FORCE*
- DRAFT DECISION 3/7: ACTION GROUP FOR THE TERMS OF REFERENCE OF THE
WORLD CUP 2022 TASK FORCE*
- DRAFT CONCLUSION 3/8: AMENDMENT OF THE MID SSR CMP AND MID ANP
VOLUME II –TABLE ATM II-MID-2*
- DRAFT CONCLUSION 3/9: MID RVSM SMR 2016*
-

PART II: REPORT ON AGENDA ITEMS**REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA AND ELECTION OF CHAIRPERSONS**

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

1.2 The meeting recalled that Mr. Saleem Mohamed Hassan from Bahrain and Mr. Mahmoud Mohammed Ali from Egypt have been acting as the Chairperson and Vice-Chairperson of the ATM Sub-Group, since the ATM SG/1 meeting (June 2014).

1.3 In accordance with the MIDANPIRG Procedural Handbook (MID Doc 001), Part III, para. 6.1, Mr. Saleem Mohamed Hassan, Director Air Traffic Management, Civil Aviation Affairs, Bahrain, was unanimously re-elected as Chairperson of the ATM Sub-Group for three additional meetings. Mr. Ahmed Mohammed Al-Eshaq, Director Air Navigation, Civil Aviation Authority, Qatar, was unanimously elected as the Vice-Chairperson of the ATM Sub-Group.

**REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG/16 CONCLUSIONS AND DECISIONS
RELEVANT TO ATM AND SAR FIELDS**

2.1 The meeting noted the status of the MIDANPIRG/16 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/17 appropriate follow-up actions.

REPORT ON AGENDA ITEM 3: GLOBAL AND REGIONAL DEVELOPMENTS RELATED TO ATM AND SAR***Global Air Navigation Plan 2016 and ASBU Implementation***

3.1 The subject was addressed in WP/3 and PPT/2 presented by the Secretariat. The meeting noted that ICAO 39th General Assembly (Montreal, Canada, 27 September - 07 October 2016) endorsed the Fifth Edition of the Global Air Navigation Plan (GANP, Doc 9750). The revised version of the GANP introduced amendment to the Aviation System Block Upgrades (ASBU), including the adjustment of the dates for the blocks to allow better synchronization with the Assembly meetings and ICAO publication cycle.

3.2 As a follow-up action to the AN-Conf/12 recommendations and/or requests from States, some new materials were added to GANP; introduction of a performance-based approach for the ASBUs, financial and coordination aspects of implementation, notion of minimum path, documentation for the ASBUs and standardization roadmap, and global ATM logical architecture. These additions do not change the ASBU philosophy and would assist in the understanding, planning and implementation of the Modules.

3.3 The meeting was apprised of the status and monitoring process of ASBU implementation in the ICAO EUR/NAT Region, which had been introduced by a cooperative agreement between ICAO and EUROCONTROL. The process encompasses, for reporting purposes, the utilisation of the EUROCONTROL ESSIP/LSSIP mechanism, for 41 States participating in that process (3 States are included in another States report), and a specific ICAO EUR ASBU questionnaire, aligned with the ESSIP objectives, to be used by the remaining 11 ICAO EUR States.

3.4 The meeting noted the description of the elements related mainly to the ASBU Modules B0-FRTO, B0-SNET and B0-NOPS that had been used in the guidance material for the questionnaires.

3.5 The meeting noted with appreciation that ICAO Cairo and Paris Offices jointly with ACAC have been conducting Workshops in the States at the interface to support ASBU implementation. In this respect, the meeting encouraged States to approach the ICAO MID Office for the conduct of a customized ASBU Workshop addressing their needs.

MID Air Navigation Strategy

3.6 The subject was addressed in WP/6 presented by the Secretariat. The meeting reviewed the MID Air Navigation Strategy (MID Doc 002) which was endorsed by the MIDANPIRG/16 meeting. As a follow-up to MIDANPIRG/16 outcomes related to the subject, the meeting agreed to maintain the ASBU Modules B0-WAKE, B0-RSEQ and B0-ASUR as priority 2. The meeting did not propose any update to the current version of the Strategy, and agreed that this should be left to the ATM SG/4 meeting, awaiting the outcomes of the B0-FRTO Action Group and the ATFM Task Force, in particular.

Air Navigation Report

3.7 The subject was addressed in WP/7 presented by the Secretariat. The meeting noted that the ICAO MID Regional Office initiated the development of the MID Region Air Navigation Report 2016. The objective of the report was to provide an overview of the implementation progress for the Priority 1 ASBU Block 0 Modules (with the associated elements) within the ICAO MID Region for the 2016 reference period. Furthermore, for planning purpose, the Report consolidated the outlook of the Block 0 Modules implementation in the MID States, by 2020.

3.8 The meeting recalled that the MIDANPIRG/16 meeting endorsed the MID Region Air Navigation Report 2016 and, through Conclusion 16/8, urged States to develop/update their National ASBU Implementation Plan, ensuring the alignment with and support to the MID Region Air Navigation Strategy (MID Doc 002); and provide the ICAO MID Office, with relevant data necessary for the development of the MID Region Air Navigation Report-2017, by **1 November 2017**.

The MID eANP

3.9 The subject was addressed in WP/5 presented by the Secretariat. The MID eANP Volume I, II and III are available on the ICAO MID website at: <http://www.icao.int/MID/Pages/MIDeANP.aspx>

3.10 The meeting noted that the MID eANP was published without the FIRs/UIRs boundary coordinates (Tables ATM I-1 MID Region Flight Information Regions (FIRs)/ Upper Information Regions (UIRs) and SAR I-1 MID Region Search and Rescue Regions (SRRs)); and the publication of the FIR Boundary coordinates/descriptions necessitates bi-lateral/multi-lateral agreements between concerned States.

3.11 The meeting recalled that the MSG/5 meeting reviewed the Guidelines for the publication of FIR boundary points and, through MSG Conclusion 5/5, urged States to take into consideration the Guidelines for the description of their FIR boundaries in their AIPs. The meeting agreed that the MID Office populate the above Tables based on the agreed descriptions and insert a “TBD” for the parts/points for which an agreement has not been reached.

Civil/Military Cooperation

3.12 The subject was addressed in PPT/1 and IP/3 presented by the Secretariat. The meeting noted the status of upgrading and converting the current ICAO Circular 330 (Civil/Military Cooperation in ATM) into an ICAO Manual, carried out by the ICAO ATMOPS Panel Drafting Group. The Manual will include additional guidance material (especially in the areas of dynamic airspace management, Flexible Use of Airspace over the High Seas and State aircraft operations), which had been developed in several ICAO Regions since the circular rollout in 2010.

3.13 The global focus regarding CIV/MIL Cooperation is to increase its effective implementation, especially in geographical areas that are prone to capacity and efficiency gaps. The intention is to bring the current Circular 330 from an informative/suggestive document to a more descriptive document (in some areas) with a particular focus to include ways and solutions to increase the cooperation and common understanding without overlap to existing ICAO Documents.

3.14 The new CIV/MIL Cooperation Manual should provide States and all aviation stakeholders with clear, straight forward and non-compulsory, guidelines and tools, thus increasing trust between civil and military stakeholders and reciprocal understanding of each other’s needs and requirements.

3.15 The draft outline of the new CIV/MIL Manual will include chapters such as: Objectives and Safety, Security, Coordination, Airspace Management, Interoperability, Crisis and SAR (Search and Rescue), Performance, State Aircraft Operations and Operations over the High Seas.

3.16 After final review and discussions within the ATMOPS Panel, the unedited version should be made available for the Global Air Navigation Industry Symposium and Safety and Air Navigation Implementation Symposium (GANIS/SANIS 2017) which has specific civil/military sessions and will be held in ICAO HQ Montreal, Canada from 11 to 15 December 2017.

Global Developments related to SAR

3.17 The subject was addressed in WP/4 presented by the Secretariat. The meeting was apprised of the global developments related to SAR, in particular, those pertaining to the amendments of ICAO provisions, regional support activities and the development of the GADSS concept. The meeting encouraged States to take into consideration the latest developments related to SAR during their planning process.

Route Designators

3.18 The subject was addressed in WP/9 presented by the Secretariat. The meeting recalled that ATS Route Designators are governed by the provisions of ICAO Annex 11-Appendix 1, which provides for the selection of the letters according to non-regional, regional, conventional or RNAV use, as follows:

- a) A, B, G, R for routes that form part of the regional networks of ATS routes and are not area navigation routes;
- b) L, M, N, P for area navigation routes that form part of the regional networks of ATS routes;
- c) H, J, V, W for routes that do not form part of the regional networks of ATS routes and are not area navigation routes; and
- d) Q, T, Y, Z for area navigation routes that do not form part of the regional networks of ATS routes.

3.19 The total route designators allocated for the MID Region are as follows:

Regional Conventional	200
Regional RNAV	200
Non-regional Conventional	320
Non-regional RNAV	No Allocation?

3.20 The MID Office has been also managing the route designators for the ICAO Eastern and Southern African Region (ESAF). Currently, around 200 Regional RNAV route designators are only available for both Regions.

3.21 Considering the PBN objective to accomplish 100% RNAV ATS route network worldwide, the meeting recognized that the allocation of the Letters A, B, G, R for RNAV/Regional ATS routes could be a solution to resolve the foreseen shortage of route designators, which would hinder the implementation of PBN routes in the future. The meeting noted that other ICAO Regions are supporting the proposal, which requires the amendment of Annex 11. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 3/1: ANNEX 11 PROVISIONS RELATED TO ROUTE DESIGNATORS

That, ICAO consider the amendment of Annex 11 to remove the differentiation between RNAV and conventional route designators.

ICARD

3.22 The subject was addressed in PPT/2 presented by the Secretariat. The meeting was apprised of the latest developments related to ICARD. The meeting addressed the following issues related to ICARD/5LNCs:

- Publication in National AIPs of 5LNCs, which have not been registered in ICARD;
- 5LNCs duplicates (5LNCs used in more than one State);
- Sound-like proximity;
- 5LNCs registered in ICARD but not used;
- Increasing demand of 5LNCs for terminal use (SIDs, STARs, IAPs);
- Shortage of available 5LNCs for allocation;
- Coordination of 5LNCs used as FIR BDRY with the neighboring States; and
- ICARD system/platform issues.

3.23 The meeting noted that ICAO has launched a new ICARD platform in March 2017 to resolve the issues faced with the old ICARD system. The meeting noted that the new system is more user-friendly with improved database, menus and functions, including the MAP function. The specifications and guidance of the new ICARD platform is at **Appendix 3A**.

3.24 The meeting was apprised of the outcome of the AIM SG/3 meeting (Cairo, Egypt, 15-18 May 2017) on the subject and supported the following Draft Conclusion 3/3, emanating from the AIM SG/3 meeting:

DRAFT CONCLUSION 3/3: ICARD ISSUES

That,

- a) *States be urged to take necessary actions on the resolution of the issues related to ICARD/5LNCs, including:*
 - i. *registration of all 5LNCs published in AIP into ICARD;*
 - ii. *5LNCs duplicates;*
 - iii. *Non-ICAO codes;*
 - iv. *sound-like proximity;*
 - v. *release of unused registered 5LNCs; and*
 - vi. *use of Alphanumeric codes for terminal airspace, in accordance with PANS-OPS (Doc 8168) provisions.*
- b) *Users (IATA, IFALPA, Jeppesen, etc.) are invited to report issues related to ICARD/5LNCs in the MID Region to the ICAO MID Office; and*
- c) *an air navigation deficiency be filed against those States that are not complying with Annex 11 and Doc 8168 provisions related to 5LNCs.*

3.25 In connection with the above, the meeting recalled that 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.

3.26 The meeting underlined the need to use the alphanumeric codes for terminal airspace in accordance with PANS-OPS (Doc 8168) provisions and agreed to mandate the use of ICARD as the only mean for managing 5LNCs through the amendment of the MID eANP.

3.27 Based on the above, the meeting agreed to the following Draft Decision:

DRAFT DECISION 3/2: 5LNCs/ICARD REGIONAL REQUIREMENTS

That, the Secretariat develop a draft Proposal for Amendment to the MID eANP Volume II-Specific Regional Requirements to mandate the use of ICARD as the only means for managing 5LNCs; and the alphanumeric codes for terminal airspace, in accordance with PANS-OPS (Doc 8168) provisions.

AIM in support of ATM

3.28 The subject was addressed in PPT/3 presented by the Secretariat. The meeting was apprised of the AIS/AIM activities and transition from AIS to AIM in the MID Region. The meeting noted the importance of close coordination between AIS and ATS, in particular with regard to the provision of operationally significant information to AIS in order to adhere to the AIRAC provisions.

Capacity and Efficiency Initiatives in India

3.29 The subject was addressed in WP/34 presented by India. The meeting received with appreciation an overview of the developments and implemented ATM improvements in India. The main improvements were related to the implementation of Flexible Use of Airspace, Enhanced Route Structure and Reduced Horizontal Separations, Central ATFM, A-CDM, and Airport Capacity Enhancement, as at **Appendix 3B**. The meeting thanked India for sharing their experience and encouraged all States to share their success stories with an emphasis on the achieved benefits from the implemented operational improvements.

MID Region ATM Enhancement Programme (MAEP)

3.30 The subject was addressed in WP/8 presented by the Secretariat. The meeting recalled that MIDANPIRG/16 agreed to a revised Organizational Structure for MAEP including revised terms of reference for the MAEP Board. The meeting noted the progress achieved in the implementation of the MAEP projects and encouraged States and Stakeholders to continue their support to expedite their implementation.

State Recovery from Political Unrest

3.31 The subject was addressed in WP/40 presented by IATA. The meeting noted that IATA is working with key industry partners, including airlines, ANSPs, and ICAO to put forth guidelines that can assist a State in recovering from political unrest. The meeting was apprised of the IATA guidelines for State Recovery from Political Unrest.

3.32 The meeting noted that IATA and ICAO are engaging with MID States that could be candidates for a use-case. The meeting encouraged interested States willing to volunteer as mentors for recovering States to approach the ICAO MID Office and IATA.

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

4.1 The subject was addressed in WP/10 presented by the Secretariat. The meeting commended States and stakeholders for the excellent cooperation and their commitment to improve the ATS route network in the MID Region.

4.2 The meeting recalled that the MSG/5 meeting (Cairo, Egypt, 18-20 April 2016) agreed to a revised list of six (6) routes to be implemented as a priority. The MIDANIRG/16 meeting tasked the ATM SG/3 meeting to review and amend the list of priority routes endorsed by MSG/5 meeting. The meeting agreed to remove the TPR 2 (L315 South bond) from the list based on the result of the safety assessment carried out by Egypt. Moreover, considering that an alternative route to CRM-JAJ was implemented by Iran and Turkey to accommodate the traffic through the Oriented Track System within Tehran FIR, the meeting agreed to remove the TPR 4 from the list.

4.3 Based on the above, the meeting urged Egypt, Iran, Saudi Arabia and Sudan to implement the routes relevant to their FIRs. The meeting noted that ICAO will facilitate the coordination with Cyprus and Pakistan regarding TPR6 and TPR3, respectively.

4.4 The meeting noted that several Special Coordination Meetings were conducted for the improvement of the ATS route network within the MID Region and at the interface with AFI, APAC and Europe.

4.5 The meeting noted with appreciation that the following improvements to the ATS route network were implemented:

- at the interface between Egypt and Jordan on the AIRAC date 8 December 2016;
- realignment of ATS routes UM860 and UM688 within Bagdad FIR with the introduction of new Entry/Exit Point (RATVO) between Ankara and Bagdad FIRs on 27 April 2017; and
- Saudi Arabia and UAE agreed to the implementation of new ATS route M/UM550 (GOGLU-MIGMA) on AIRAC 6/17 dated 25 May 2017.

4.6 Egypt and Sudan are working together for the improvements of the ATS route structure at the interface between Cairo and Khartoum FIRs. The first meeting was held at the ICAO MID Office, Cairo, Egypt, 29-30 March 2017. Both States agreed to the implementation of 30NM radar longitudinal separation by June 2017 to be further reduced to 20NM by September 2017.

4.7 Oman and Yemen agreed to the realignment of UB403 to ensure smooth traffic flows between Muscat-Mogadishu through Sana'a FIR. The implementation date is planned for the AIRAC date of 12 October 2017.

4.8 The meeting reviewed the amendment to the MID eANP Table ATM II-MID-1 — *MID Region ATS Route Network*, and agreed that the Secretariat consolidate the comments received from States and process a Proposal for Amendment to the MID eANP.

4.9 Egypt through WP/39, proposed the removal of the ATS routes M305/UM305 and M312/UM312 from the MID ANP, which were pending for implementation since long-time. The meeting agreed to incorporate the withdrawal of the routes in the PfA related to the Table ATM II-MID-1. The meeting tasked the RDWG to identify alternatives for the above routes.

4.10 The meeting recognised that the suffix U (Routes in Upper Airspace) has been misused, which is leading to confusion. In most cases, the limits of Upper ATS Routes are beyond the limits of the upper Airspaces, which are not clearly defined by some States. In the same vein, the meeting discussed the necessity/advantage of defining RNAV routes from FL160 and above. Accordingly, the meeting agreed to defer the decision to the ATM SG/4 meeting, based on analysis/justification to be presented by the Secretariat.

MID Route Development Working Group

4.11 The subject was addressed in WP/16 presented by AACO. The meeting recalled that MIDANPIRG/16 meeting established through Decision 16/17 the MID Route Development Working Group and tasked the ATM SG to develop its Terms of Reference (ToRs).

4.12 The meeting reviewed and updated the MID RDWG ToRs as at **Appendix 4A**. Accordingly, the meeting agreed to the following Draft Decision:

DRAFT DECISION 3/3: TERMS OF REFERENCE OF THE MID ROUTE DEVELOPMENT WORKING GROUP (MID RDWG)

That, the MID RDWG Terms of Reference at Appendix 4A are endorsed.

MID ATS Route Catalogue

4.13 The subject was addressed in WP/15 presented by IATA. The meeting noted that the current ATS route proposals contained in the MID Region Route Catalogue defined by airlines are critical elements to meet the demand of traffic growth and efficiency needs of operators in the region, but are slow in implementation.

4.14 IATA supported the establishment of the MID RDWG that will review the current route proposals to identify challenges, solutions and options to enhance the MID Region route structure currently utilized.

4.15 The meeting agreed that the RDWG Core Team carry out a comprehensive review of the route catalogue, based on a prioritized approach, and agreed that this task should be completed by September 2017.

Outcomes of the AIRARD TF/1, RDGE/26, AAMA SCM, AMA SCM

4.16 The subject was addressed in WP/11, WP/14 and WP/12 presented by the Secretariat. The meeting was apprised of the outcome of the First meeting of the Advanced Inter-regional Air Traffic Services Route Development Task Force (AIRARD/TF/1), which was held back-to-back with the Twenty-Fifth meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/25, Tbilisi, Georgia, 17-21 October 2016).

4.17 The meeting reviewed the draft Terms of Reference of AIRARD TF and agreed that they meet the objective of the Task Force. The meeting encouraged concerned States and Stakeholders to support the work of the AIRARD TF and contribute to the work programme of AIRARD TF/2 meeting that will held in Astana, Kazakhstan back-to-back with RDGE/27 meeting (23 - 27 October 2017).

4.18 The meeting was apprised of the outcome of the Twenty-Sixth Meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/26, Paris, France from 3 to 7 April 2017). It was highlighted that Iran and Iraq attended the meeting and a re-organization of the interface area between Ankara, Tehran and Bagdad FIRs was presented, which re-aligned the traffic

flows and was implemented on AIRAC 27 APR 2017. 108 new ATS Route proposals were implemented and several major airspace change projects became operational on AIRAC 27 April 2017, since RDGE/25 meeting (Tbilisi, Georgia, 17-20 October 2016), in order to improve the Air Traffic Route Network System and give more flexibility to airspace users to fly their preferred routings. 52 proposed ATS routes or airspace improvement are planned for implementation by next RDGE/27 meeting.

4.19 The meeting noted that as a follow-up to the outcome of the African Region (AFI)-Asia/Pacific Region (APAC)-Middle East Region (MID) Air Traffic Management (ATM) Special Coordination Meeting (AAMA/SCM, Mumbai, India 19 - 20 January 2017), the ICAO MID Office convened the APAC/MID ATM Special Coordination meeting on 21 May 2017. India, Oman and Yemen as well as the MIDRMA attended the meeting. The AMA SCM addressed the issues raised by the AAMA SCM such as the high number of reported Large Height Deviations, proposed ATS routes, accommodation of the Mogadishu Simplified Route Network/FLAS, and AIDC implementation between Mumbai and Muscat ACCs, etc.

4.20 India and Oman agreed on measures that would improve the coordination between Mumbai and Muscat ACCs, such as the establishment of new sectors in the ACCs, implementation of 50NM Longitudinal Separation in September 2017 to be reduced to 30NM in December 2017.

4.21 India and Yemen agreed on the establishment of a new ATS routes parallel to G650 entering Sana'a FIR at a point north of NABIL then to EKBAS in Mogadishu FIR.

4.22 Somalia and Yemen reviewed and agreed to a revised Letter of Procedures between Mogadishu and Sana'a ACCs, which was signed during the meeting.

Resilience of Route Structures across Traffic Axes

4.23 The subject was addressed in WP/41 presented by IATA. The meeting recalled that the traffic across the interface between Europe and the Middle East is growing rapidly, which is faced with many challenges, including political unrest, conflict zones, military restricted airspace, and old route structure.

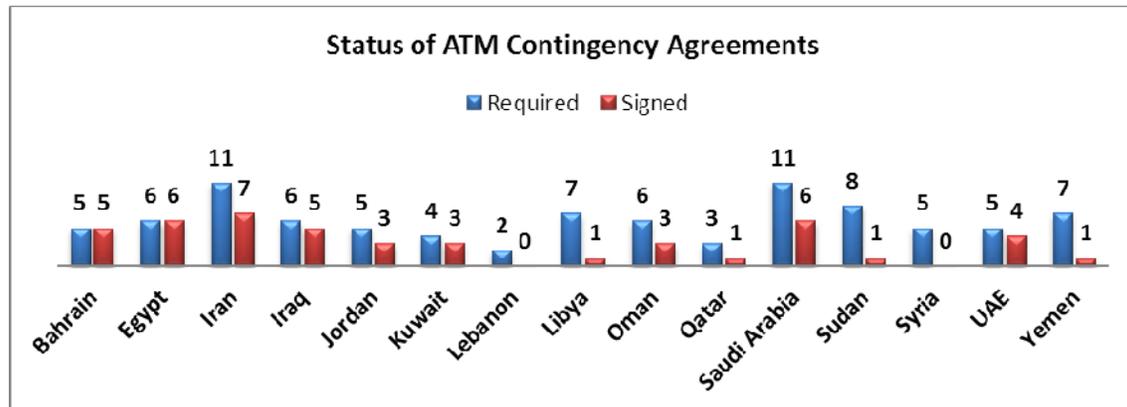
4.24 The meeting noted that IATA sees great value in taking a holistic approach when looking at routes structure, and focus on resilience and major traffic flows. Based on that, the AIRARD TF could be the forum to look at traffic, bottle-necks, challenges, and operational improvements, all end-to-end.

4.25 The meeting agreed that the AIRARD TF/2 meeting would focus on operational improvements across the interface EUR-MID-SE ASIA with the following considerations:

- i. focus on solutions end-to-end;
- ii. look at the route structure and develop proposals that enable resilience and provide more flexibility. The optimum goal should be user preferred routes, where possible;
- iii. address issues such as military restricted airspace and varying separation standards;
- iv. look at the hot spots across the interface between the three ICAO Regions;
- v. look at the bottle-necks on the interface border between the three regions; and
- vi. develop proposals and solutions that could be used for implementation under the existing IATA/ICAO initiatives and groups.

Contingency Planning

4.26 The subject was addressed in WP/17 presented by the Secretariat. The meeting reviewed the status of signed contingency agreements between adjacent ACCs as at **Appendix 4B** and as reflected in the **Graph** below:



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

4.28 Several Contingency Coordination Teams (CCTs) have been established in accordance with the MID Region ATM Contingency Plan, which succeeded in the provision of a forum for sharing information, identifying the challenges and implementation of contingency measures/routes, ensuring the safety of air traffic during contingency situations.

4.29 Regarding Bagdad FIR, the meeting noted that Iraq Civil Aviation Authority, in coordination with the relevant authorities in Iraq, implemented measures that would ensure the safety of traffic operating within the Iraqi Airspace. Restricted areas have been defined and published through aeronautical information based on conflict zones. In addition, the realignment of the ATS Routes UM860 and UM688 to the east side of the FIR was implemented on 27 April 2017 to ensure adequate distance from the restricted areas. The information received from Iraq was shared through the CCT. The meeting agreed that Iraq post on their website the daily reports issued by the Iraqi CAA.

4.30 The meeting recalled that the MIDANPIRG/16 meeting was apprised of the resilience measures implemented in the UAE to overcome the challenges posed by weather as well as the lessons learnt.

4.31 The MIDANPIRG/16 meeting agreed that UAE works with the Secretariat in order to propose necessary amendments to the MID Region ATM Contingency Plan, to include measures and procedures enabling the Contingency Coordination Teams (CCTs) to deal with weather disruptions in a timely and effective manner.

4.32 The meeting recalled that the MID Region ATM Contingency Plan (MID Doc 003) was reviewed and updated by the MSG/5 meeting. The Plan is available on the ICAO MID Website: https://portal.icao.int/RO_MID/Pages/MIDDocs.aspx

4.33 Based on the above, the meeting agreed to the establishment of MID ATM Contingency Plan Action Group to carry out a comprehensive review of the Plan, taking into consideration the experience gained and comments/feedback and proposals received from stakeholders. The Action Group will be composed of the ATM SG Chairpersons, experts from Saudi Arabia, UAE, AACO, CANSO, IATA and ICAO. Accordingly, the meeting agreed to the following Draft Decision:

DRAFT DECISION 3/4: MID ATM CONTINGENCY PLAN ACTION GROUP

That, the MID ATM Contingency Plan Action Group be established to carry out a comprehensive review of the MID Region ATM Contingency Plan (MID Doc 003).

REPORT ON AGENDA ITEM 5: AIRSPACE MANAGEMENT ISSUES*Update from States*

5.1 The meeting received update related to ATM and SAR from Bahrain, Iraq, Jordan, Oman and UAE through PPT/5, PPT/7, PPT/9, PPT/6 and PPT/10, respectively. The meeting thanked the States for sharing their experience and encouraged them to provide the ICAO MID Office with their success stories before **1 November 2017**, for inclusion in the MID Air Navigation Report 2017. The presentations are available on the ICAO MID Website: <https://www.icao.int/MID/Pages/2017/ATM%20SG3.aspx>

Civil/Military Cooperation and Flexible Use of Airspace

5.2 The subject was addressed in WP/18 presented by the Secretariat. The ASBU Module B0-FRTO (Free-Route Operations) aims to improve operations through Enhanced En-Route Trajectories that allow the use of airspace, which would otherwise be segregated (i.e. special use airspace) along with flexible routing adjusted for specific traffic patterns. This will provide greater routing possibilities, reducing potential congestion on trunk routes and busy crossing points, resulting in reduced flight length and fuel burn.

5.3 For the purpose of performance monitoring and reporting, two (2) elements have been included in the MID Region Air Navigation Strategy: *Flexible Use of Airspace (FUA) and Flexible routing*. Performance Indicators/Supporting Metrics, Targets and status of their implementation are detailed in **Appendix 5A**.

5.4 The meeting agreed on the establishment of a B0-FRTO Action Group composed of the ATM SG Chairpersons, AACO, CANSO, IATA and ICAO to review and propose elements, indicators, metrics and targets for the B0-FRTO and to develop a revised Reporting and Monitoring Table to be included in the MID eANP Volume III. Accordingly, the meeting agreed to the following Draft Decision:

DRAFT DECISION 3/5: ASBU B0-FRTO ACTION GROUP

That, the B0-FRTO Action Group be established to propose elements, indicators, metrics and targets for the B0-FRTO and to develop a revised B0-FRTO Reporting and Monitoring table for inclusion in the MID eANP Volume III.

5.5 The meeting agreed that the monitoring of the implementation of the current elements of the B0-FRTO should continue using the Reporting and Monitoring Table of the MID eANP Volume III. Accordingly, the meeting urged States to provide their inputs to the ICAO MID Office related to the Table B0-FRTO at **Appendix 5A** by **30 August 2017**.

5.6 The meeting recalled that the MIDANPIRG/16 meeting encouraged States to benefit from the MID Civil/Military Support Team and coordinate with the ICAO MID Office for the conduct of a Support Team visit, which includes in its work programme a Civil/Military Cooperation Workshop. In this respect, the MIDANPIRG/16 meeting agreed that in the communication with States, the Support Team visits should rather be called Civil/Military Cooperation and FUA National Workshop. Accordingly, the meeting agreed that a revised version of the “Objective and Working Arrangements” of the MID Civil/Military Support Team should be presented to the ATM SG/4 meeting.

5.7 The meeting noted with appreciation that Sudan and UAE would host Civil/Military Cooperation and FUA National Workshops; the ICAO MID Office will coordinate with them, accordingly.

5.8 The meeting noted that the ICAO/ACAC/CANSO Joint Civil/Military Workshop, planned to be held in Tunis from 25 to 27 September 2017, has been postponed to 2018 due to the change of the RASG-MID/6 meeting dates (Bahrain, 26-28 September 2017).

Air Traffic Flow Management

5.9 The subject was addressed in WP/19 and Flimsy/1 presented by the Secretariat and the Chairman of the ACAC Air Navigation Committee, respectively. The meeting reviewed and updated the list of ATFM Focal Points as at **Appendix 5B**.

5.10 As a follow-up action to the MIDANPIRG Decision 16/16, the meeting agreed to the ATFM Task Force Terms of Reference (ToRs) as at **Appendix 5C**. Accordingly, the meeting agreed to the following Draft Decision:

DRAFT DECISION 3/6: TERMS OF REFERENCE OF THE MID ATFM TASK FORCE

That, the Terms of Reference of the MID ATFM Task Force at Appendix 5C are endorsed.

5.11 The meeting was apprised of the developments related to ATFM carried out by ACAC. The meeting agreed that the ATFM Task Force should take into consideration all previous initiatives related to ATFM implementation; and invited ACAC to present the ACAC ATFM Strategy and Documents to the ATFM Task Force for consideration during the development of the ATFM Concept of Operations.

5.12 The meeting agreed that the ATFM TF/1 meeting should be scheduled in the first quarter of 2018. The meeting noted that the ICAO MID Office will initiate the work of the ATFM TF through correspondence, email and teleconferences, starting mid-June 2018.

World Cup 2022 Task Force

5.13 The subject was addressed in WP/20 presented by Qatar. The meeting recalled that MIDANPIRG/16 through Decision 16/18 established the World Cup 2022 Task Force to develop and follow-up the implementation of a collaborative action plan to accommodate the expected high increase in traffic, in a safe and efficient manner, taking into consideration similar experiences. The MIDANPIRG/16 meeting tasked the ATM SG to develop the ToRs for the Task Force.

5.14 Considering the complexity of the work to be achieved by the Task Force, the meeting agreed to the establishment of an Action Group to develop the ToRs of the world Cup 2022 Task Force. The Action Group will be composed of the ATM SG Chairpersons, Qatar (Champion), UAE, AACO, IATA and ICAO. Accordingly, the meeting agreed to the following Draft Decision:

DRAFT DECISION 3/7: ACTION GROUP FOR THE TERMS OF REFERENCE OF THE WORLD CUP 2022 TASK FORCE

That, an Action Group composed of the ATM SG Chairpersons, Qatar (Champion), UAE, AACO, IATA and ICAO is established to develop the ToRs of the World Cup 2022 Task Force before 15 September 2017.

5.15 The meeting agreed that the first meeting of the World Cup 2022 Task Force would be held back-to-back with the ATFM TF/1 meeting.

Radar Longitudinal Separation

5.16 The subject was addressed in WP/23 presented by the Secretariat. The meeting recalled that the MIDANPIRG/16 meeting agreed to the following Conclusion to supersede and replace Conclusion 13/5:

CONCLUSION 16/19: IMPLEMENTATION OF REDUCED RADAR

That,

- a) States, that have not yet done so:*
 - i) be urged to implement 20 NM radar longitudinal separation; and*
 - ii) be encouraged to further reduce the radar longitudinal separation within the MID Region to 10 NM.*
- b) the ATM SG monitor the status of implementation and take appropriate actions to foster the implementation.*

5.17 The meeting reviewed and updated the implementation status of radar longitudinal separation in the MID Region as at **Appendix 5D**. The meeting noted with appreciation that Emirates and Jeddah ACCs reduced the longitudinal separation from 10 minutes to 30 NM on 25 May 2017. The meeting urged States to take necessary measures to expedite the implementation of 20 NM radar longitudinal separation and provide feedback to the ICAO MID Office.

AIDC/OLDI

5.18 The subject was addressed in WP/21 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 AIDC/OLDI as at **Appendices 5E** and **5F**, respectively.

5.19 The meeting noted with appreciation that Bahrain and Emirates ACCs will implement OLDI on 13 June 2017. India and Oman will start the AIDC testing by end of June 2017.

5.20 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.

SIDs and STARs New Phraseologies

5.21 The subject was addressed in WP/22 presented by the Secretariat. The meeting noted that the amendment to phraseology related to SIDs and STARs has been included in the latest version of ICAO Doc 4444 (PANS-ATM) with applicability date 10 November 2016. In this respect, the meeting urged States to take necessary measures for the implementation of the SIDs and STARs new phraseologies, using the guidance material available on the ICAO website: http://www.icao.int/airnavigation/sidstar/pages/changes-to-sid_star-phra-seologies.aspx.

5.22 The meeting noted that ICAO is developing a Mobile Application for SIDs and STARs Phraseology, which includes animated scenarios, training activities and interactive frequently asked questions. The package is developed to be directly usable by pilots and air traffic controllers.

5.23 The meeting reiterated MIDANPIRG Conclusion 16/20 and urged States to implement the provisions of amendment 7 to ICAO Doc 4444, in particular those related to the SIDs and STARs new phraseologies; and provide the ICAO MID Office with their implementation plan by **15 July 2017**.

5.24 The meeting raised concern related to the implementation of the new phraseologies without a predefined transition plan (similar to the INFPL 2012), which is creating confusion to pilots who are using the old phraseologies within some FIRs and the new phraseologies in other FIRs.

SSR Codes Issues at the EUR/MID Interface

5.25 The subject was addressed in WP/24 presented by the Secretariat. The meeting recalled that the Secondary Surveillance Radar (SSR) Code in the MID Region are managed through the MID SSR Code Management Plan (CMP), which was developed based on the study carried out by EUROCONTROL on the MID Regional traffic patterns for the month of June 2009. The meeting recognized the need to review the initial study from 2009 in the future, taking into consideration the expected traffic growth.

5.26 The meeting noted that the ICAO Paris Office and EUROCONTROL approached ICAO MID Office concerning the interference of SSR Codes used by States at the interface between the ICAO EUR and MID Regions, in particular the Codes Series used by Greece, Libya and Malta.

5.27 In order to resolve the issue, the meeting agreed to change the Transit SSR Series allocated to Libya from A2001-2077 to A7100-7177. The meeting also agreed to allocate the Domestic Code Series 2300-2377 to Qatar.

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

DRAFT CONCLUSION 3/8: AMENDMENT OF THE MID SSR CMP AND MID ANP VOLUME II –TABLE ATM II-MID-2

That,

- a) ICAO process a Proposal for Amendment of the MID ANP Volume II-Table ATM II-MID-2 — MID SSR Code Allocation List, to reflect the changes at Appendix 5G; and*
- b) a revised version of MID SSR CMP (MID Doc 005) be presented to MIDANPIRG/17 for endorsement.*

MID Region High Level Airspace

5.29 The subject was addressed in WP/25 presented by the Secretariat. The meeting recalled that the MID Region High Level Airspace Concept was endorsed by MIDANPIRG/15 as MID Doc 004. The meeting reviewed the MID Doc 004 and agreed that it needs amendment to reflect the latest developments and in particular the outcome of MIDANPIRG/15 and 16 meetings.

5.30 Based on the above, the meeting agreed that the Secretariat prepare a draft revised version of the High Level Airspace Concept for presentation to the ATM SG/4 meeting.

REPORT ON AGENDA ITEM 6: ATM SAFETY MATTERS***MIDRMA Activities and Tools***

6.1 The subject was addressed in WP/26 and PPT/8 presented by the MIDRMA. The meeting noted with concern that the MIDRMA was not able to develop the draft RVSM Safety Monitoring Report (SMR 2016) due to non-provision of the required traffic data by Iraq, Kuwait, Lebanon, and Saudi Arabia. The meeting highlighted that, in case the required data, in particular from Saudi Arabia, is not received before 30 June 2017, the SMR 2016 would not be developed and the MID Region would fail to complete the safety analysis for 2016 and demonstrate that the Target Level of Safety (TLS) continue to be met. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 3/9: MID RVSM SMR 2016

That, Iraq, Kuwait, Lebanon, and Saudi Arabia be urged to provide the FPL/traffic data for the period 1 – 30 September 2016 to the MIDRMA by 30 June 2017 using the Flight Data form available on the MIDRMA website (www.midrma.com)

6.2 Taking into consideration the situation in Libya, the meeting agreed to exclude Tripoli temporary from the RVSM safety analysis for 2016.

6.3 The meeting recalled that the MIDRMA Board agreed to the performance target for height monitoring to reach 95% or more of the total RVSM approved aircraft in the MID Region. The meeting noted with satisfaction that the Region achieved a higher performance (95.6%) and the plan is to exceed 98% by September 2017.

6.4 As a follow-up action to the MIDRMA Board Draft Conclusion 14/1, the MIDRMA conducted height monitoring for 74 Iranian registered and RVSM approved aircraft.

6.5 The meeting noted with appreciation that the Office of Foreign Assets Control (OFAC) of the US Department of Treasury granted the MIDRMA a waiver to use the EGMU to monitor the RVSM approved aircraft registered by Sudan. The MIDRMA will start coordinating with the concerned authorities in Sudan to monitor their aircraft as per their MMR.

6.6 The meeting recalled that the MIDRMA was instructed by the MIDRMA Board/14 meeting to issue a warning regarding the status of the Libyan aircraft. However, the issuance of the warning was pending to give the Libyan CAA chance to rectify the approvals status, before banning the Libyan registered aircraft from operating within the RVSM airspace. The meeting agreed that a warning Letter should be sent first to Libya in order to take necessary measures to resolve the issue.

6.7 The meeting was apprised of the MIDRMA Visualization and Simulation of Air Traffic Tool (MIDRMA VSAT). The main objective of the tool is the visualization of the traffic flow in the MID Region to understand the major congestion areas and gain a better understanding of the airspace usage.

6.8 The MIDRMA Team and the Research Team from the University of New South Wales (UNSW), Australia, managed to develop the software engine and the parameters required to visualise the traffic flow in 3D, while the 4D feature is still under development. The final version of the MIDRMA VSAT will be presented to the MIDRMA Board/15 meeting beginning of 2018.

Wake Turbulence Separation in RVSM Airspace

6.9 The subject was addressed in WP/27 presented by the Secretariat. The meeting was apprised of the ICAO provisions related to Wake turbulence and Strategic Lateral Offset Procedures (SLOP). The meeting reviewed the Interim Report of the A380/CL604 accident issued by the German Investigation Agency Bundesstelle für Flugunfalluntersuchung (BFU) – Germany, on 17 May 2017.

6.10 The meeting agreed that the a RASG Safety Advisory (RSA) related to the risk associated with 1000ft vertical separation between A380 and lighter aircraft should be issued by October 2017. The GCAA UAE will be issuing a safety advisory on the subject, which could be considered for the development of the RSA.

6.11 The meeting recognized the need for the amendment of the ICAO provisions related to wake turbulence taking into considerations the measures implemented in Europe and USA. The meeting noted that UAE would present a Working Paper on the subject to the upcoming ATMOPS Panel.

Call Sign Similarity and Confusion

6.12 The subject was addressed in WP/28 and PPT/11 presented by IATA. The meeting was provided with a progress report on the implementation of the MAEP Call Sign Confusion (CSC) Initiative. The meeting noted with appreciation the progress achieved. The meeting commended the work and efforts of the CSC Initiative Team and the support provided by EUROCONTROL.

6.13 The meeting noted that Etihad Airways will work with Qatar Airways on de-conflicting their call sign similarities for the winter schedule – October 2017.

6.14 The meeting recalled that the ICAO MID Office issued the RASG-MID Safety Advisory (RSA-04) related to CSC, to provide a clear set of guidelines and call sign similarity rules for Aircraft Operators (AOs) and Air Traffic Controllers (ATC) that could reduce the probability of call sign similarity/confusion occurrence. Based on the coordination with EUROCONTROL and the latest developments, the meeting agreed that IATA provide a revised version of the RSA-04 to the ICAO MID Office by August 2017 for presentation and endorsement by the RASG-MID/6 meeting (Bahrain, 26-28 September 2017).

6.15 The meeting reviewed the recommendations/actions at **Appendix 6A**; and agreed that IATA will take the lead in the coordination with air operators in order to de-conflict their call sign similarities. The meeting encouraged States to:

- a) assign focal points for Call Confusion;
- b) support the CSC initiatives ensuring effective cooperation during the implementation phase;
- c) follow-up with their operators to implement the procedures for the de-conflicting of call sign similarities in coordination with the CSC Initiative Team; and
- d) report call similarity to the following email addresses: MIDCSC@icao.int and MENACSSU@iata.org, using the format at **Appendix 6B**.

SMS Implementation for ATM

6.16 The subject was addressed in WP/29 presented by CANSO. The meeting was apprised of the status of implementation of SMS by the ANSPs in the MID Region and the work carried out by CANSO as Champion of the RASG-MID Safety Enhancement Implementation (SEI) related to SMS Implementation for ATM. The meeting noted that CANSO is developing a plan with a clear objective, goal and detailed actions with clear deliverables and targets that will lead to the achievement of the SEI.

6.17 CANSO provided the meeting with an overview of the EUROCONTROL/CANSO SMS Maturity Survey. The meeting agreed that the MID Office circulate the survey to the MID States once received from CANSO. The meeting urged States to attend the CANSO ATM/SMS Workshop (Muscat, Oman, 27-29 November 2017), which will review and analyze the results of the survey.

ELP for ATCOs and SAR experts

6.18 The subject was addressed in WP/30 presented by the Secretariat. The meeting was apprised of the provisions related to ELP and the outcome of the Interregional English Language Proficiency (IELP) Workshop (Kuwait, 9 - 11 November 2015).

6.19 The meeting noted that the following Safety Enhancement Initiative (SEI) was developed aiming at improving the implementation of ELP requirements in the MID Region:

<i>SEI: Improve implementation of ELP requirements in the MID Region</i>	
Actions	Champion
Develop a questionnaire to be used as the basis of a survey to assess the implementation of ELP requirements.	UAE in coordination with the ICAO MID Office
Disseminate the questionnaire to the MID States.	ICAO
Analyse the survey results and agree on next course of actions.	MID-SST in coordination with the ATM SG

6.20 Based on the above, the meeting agreed that the ICAO MID Office coordinate with UAE for the development and circulation of the ELP Questionnaire.

GPS Signal Jamming

6.21 The subject was addressed in WP/32 and IP/4 presented by IATA. The meeting recalled that the MIDANPIRG/16 meeting agreed that the subject should be presented to the RASG-MID/6 meeting in order to agree on measures to ensure effective reporting of GNSS interferences, which could be mandated by the States' regulatory authorities. The meeting recalled that IATA would lead the development of a RASG-MID Safety Advisory (RSA) related to GNSS vulnerabilities, highlighting the Standard Operating Procedures (SOPs) for pilots, including the reporting procedures. The meeting encouraged stakeholders to support the development of the RSA GNSS vulnerabilities.

Air Safety Reports

6.22 The subject was addressed in WP/33 presented by IATA. The meeting noted the issue related to the provision of feedback in a timely manner by the ANSPs regarding the ASRs reported by pilots. The meeting recalled that the subject was addressed by the Fifth Meeting of the RASG-MID Steering Committee (RSC/5, Amman, Jordan, 23-25 January 2017), which urged States to:

- a) publish in their AIPs (GEN 1.1) the contact details of the entity responsible for ASRs investigation, including the email addresses; and

- b) expedite the investigation process and the provision of feedback to IATA in a timely manner.

6.23 The meeting urged States to provide feedback to IATA in a timely manner regarding the reported ASRs. The meeting requested IATA to provide the Accident and Incident Analysis Working Group (AIA WG) with the results of their analyses (main causes, root factors, trends and safety recommendations).

Remotely Piloted Aircraft (RPAS)

6.24 The subject was addressed in PPT/10 and WP/31 presented by UAE and CANSO, respectively. The meeting was apprised of the measures implemented by UAE in order to manage the use of drones within Emirates FIR, which includes awareness campaign launched jointly with the Ministry of Interior, development of Mobile Application, complete set of Regulations related to RPAS, procedures for tactical risk assessment, issuance of safety Alerts, etc.

6.25 The meeting was briefed about the CANSO RPAS activities. CANSO's RPAS and Emerging Technologies Workgroup (RPAS/ET WG) members from the ANSPs and the Industry worked together and developed the CANSO Document "the ANSP Considerations for RPAS Operations" and completed the training module to provide ANSPs with a high-level overview of RPAS operations from an ANSP perspective. The training module includes information on the operation of RPAS, unique terminology, contingency operations, etc.

6.26 The CANSO ANSP Considerations for RPAS Operations information document can be downloaded via the CANSO public link: <https://www.canso.org/ansp-considerations-rpas-operations>

6.27 The meeting recalled that the MEAUSE Annual Workshop Forum (Cairo, Egypt, 3-4 April 2016) concluded with the following results related to RPAS:

- The global commercial unmanned aerial vehicle (UAV) market is expected to reach US\$ 2.07 billion by 2022.
- RPAS are coming, therefore, they cannot be ignored or banned, and their safe integration into airspace requires legislative and regulatory frameworks as well as education and awareness.
- The ATM industry needs to understand the unique opportunities and challenges that these users of rapidly developing new technology will bring.
- All stakeholders (States, organizations, ANSPs, regulators, airlines, military, industry, etc.) should continue to work together collaboratively for the safe and efficient integration of RPAS, taking into consideration the complexity and capacity of the airspaces.
- Full report of the event can be found at: <https://www.canso.org/sites/default/files/MEAUSE%20Annual%20Workshop%20Forum%202016%20Post-Event%20Report.pdf>

6.28 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>

6.29 The meeting noted that the RASG-MID/5 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. In accordance with the RASG-MID Conclusion 5/18, the meeting urged States to report any safety occurrence related to RPA operations to the ICAO MID Regional Office on regular basis, for review and analysis by the AIA WG.

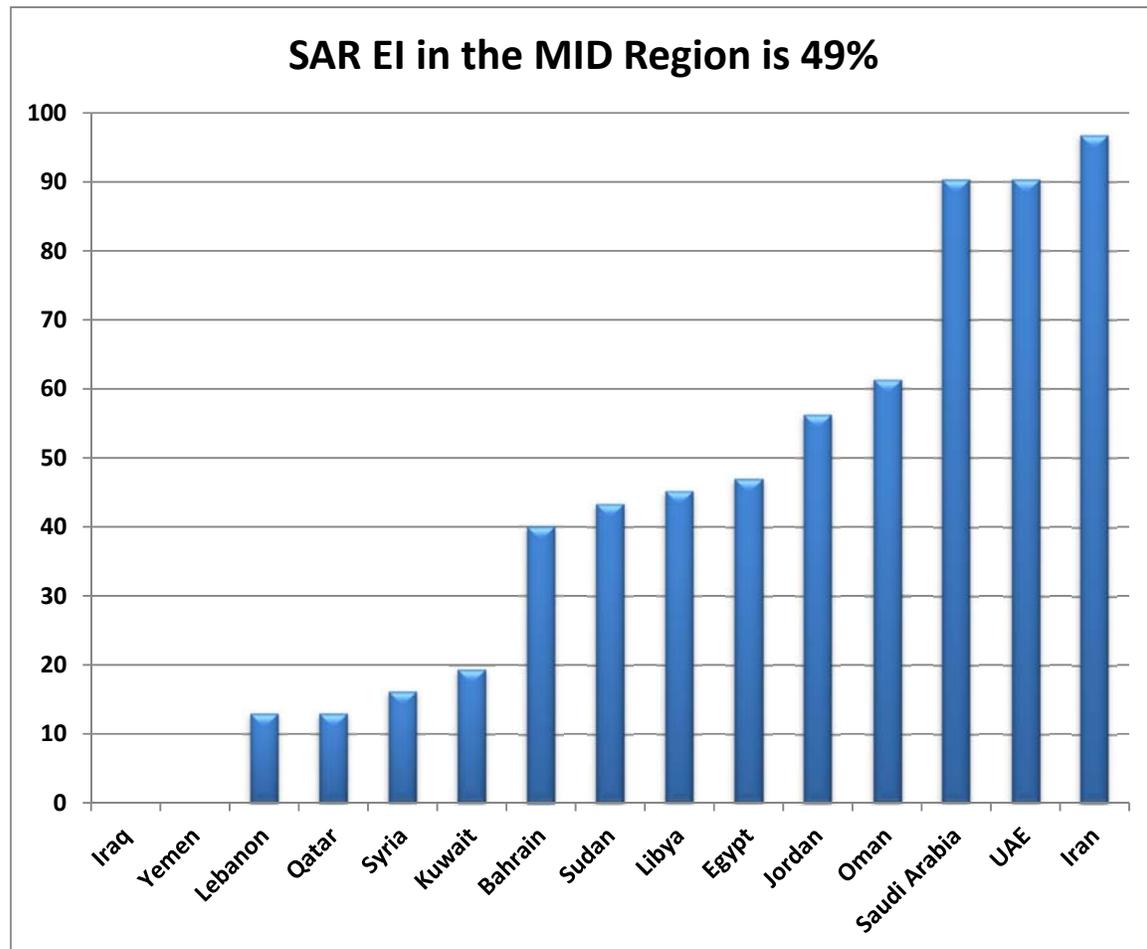
6.30 The meeting noted that the RPAS Workshop planned for December 2017 was postponed taking into consideration that UAE will be organizing a big event on drones beginning of 2018.

REPORT ON AGENDA ITEM 7: SEARCH AND RESCUE ISSUES

7.1 The subject was addressed in WP/35 and WP/36 presented by the Secretariat. The meeting noted that the main USOAP CMA SAR findings in the MID Region are related to lack of:

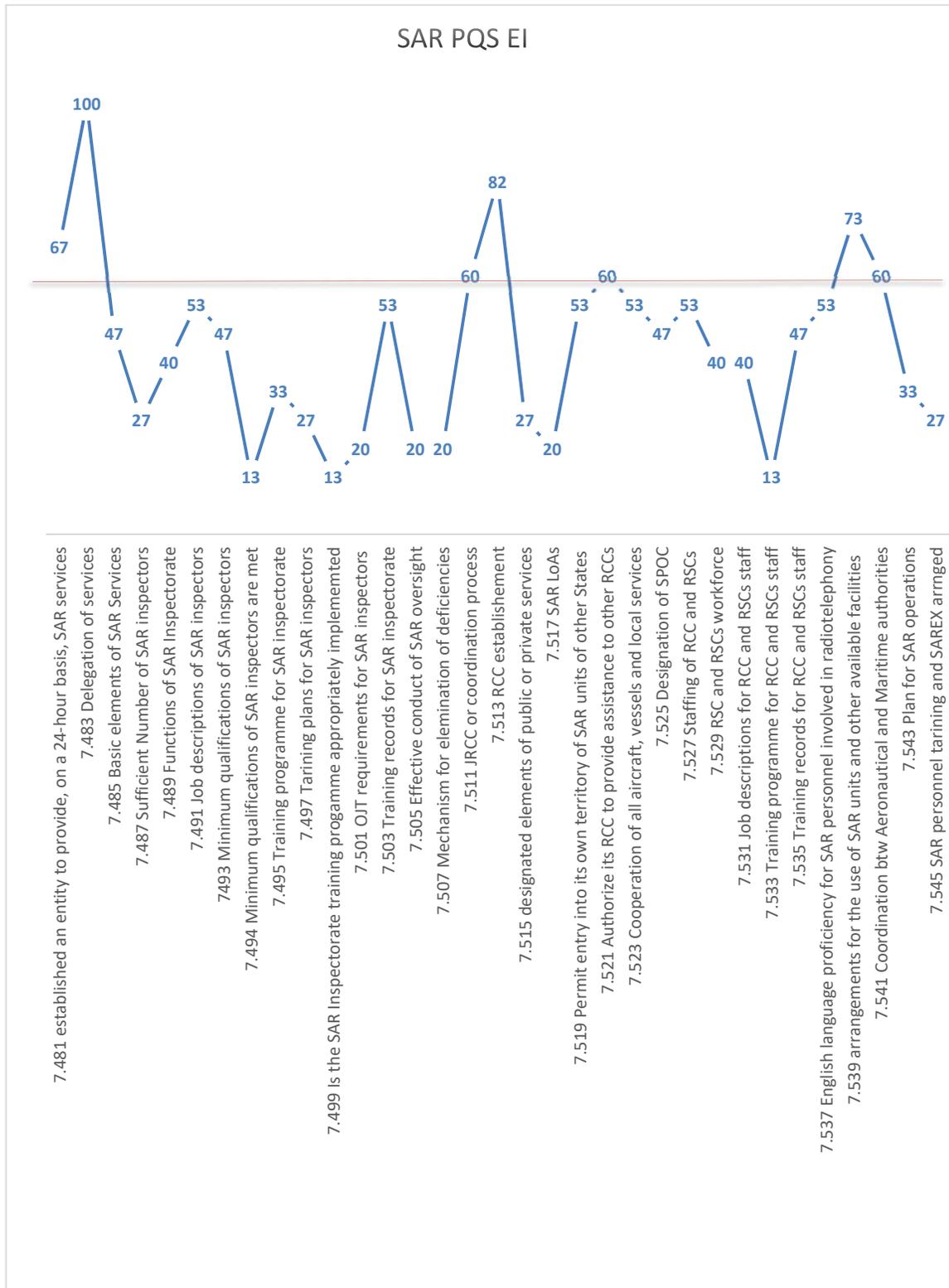
- effective SAR oversight activities;
- English language proficiency for RCC radio operators;
- appropriate training programmes/plans of SAR experts;
- signature of SAR agreements;
- plans of operations for the conduct of SAR operations and SAR exercises;
- provision of required SAR services; and
- non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.

7.2 Based on the USOAP CMA results, as of May 2017, the SAR EIs per State are reflected in **Graph 1**:



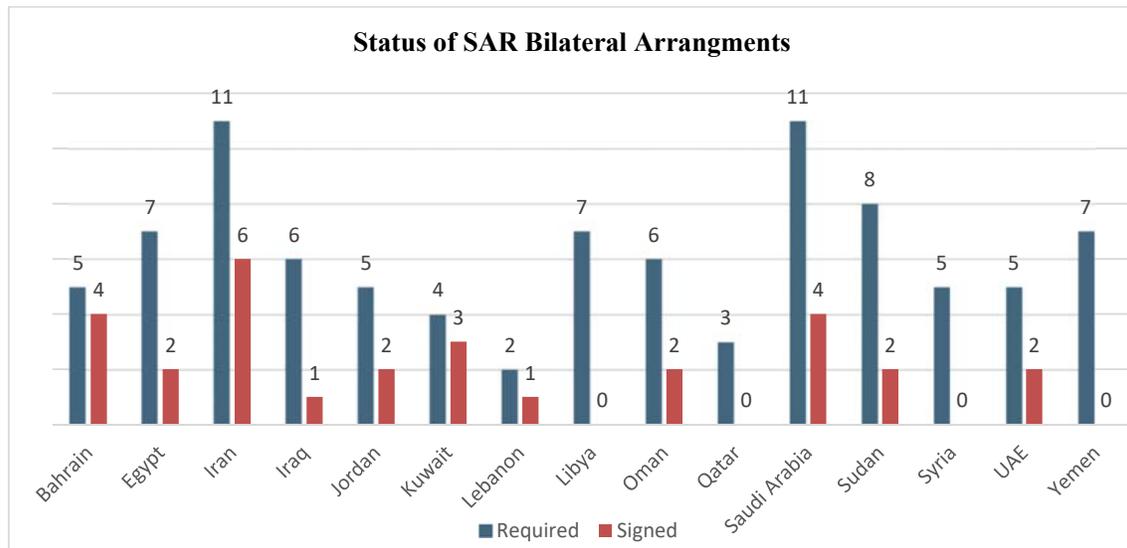
Graph 1

7.3 The SAR EIs in the MID Region per Protocol Question (PQ) as of May 2017 are reflected in **Graph 2**:



Graph 2

7.4 The status of SAR bilateral Arrangements, as of 15 May 2017, is at **Appendix 7A**, and is also reflected in the following **Graph 3**:



Graph 3

7.5 The meeting recalled that MIDANPIRG/16 recalled that during the review of the MIDANPIRG/15 Report, the Air Navigation Commission (ANC) suggested that data from USOAP-CMA and other areas be analysed to determine which SARPs were difficult for States to implement so the identified “problematic” SARPs could be addressed. In this respect, based on the USOAP-CMA results, the meeting recognized that some deficiencies related to Annex 12 provisions are longstanding and very difficult for States to implement such as the signature of SAR Agreement between States (Reference: Annex 12 Standard 3.1.1 and Recommendation 3.1.5). It was highlighted that the regional effective implementation of the relevant USOAP-CMA Protocol Question (7.517) is only **20%**. The meeting was informed that the updated version of the ANS PQs has been approved with applicability date 1 June 2017.

7.6 The meeting reviewed the Initial Draft MID SAR Implementation Plan developed by the MID SAR Action Group (SAR AG), which includes guidance material to support States to comply with global and regional requirements for SAR provision. The Plan includes also the Matrix that will be used for the analysis of the SAR status of implementation in the MID Region and Templates related to the conduct of SAREX.

7.7 The meeting agreed that, the MID SAR Action Group develop, as part of the MID SAR Implementation Plan, necessary guidance for States to support the elimination of the longstanding SAR deficiencies, in accordance with the outcome of MIDANPIRG/16.

7.8 The meeting reviewed the ToRs of the SAR AG and agreed to add Sudan to its composition.

7.9 The meeting noted with appreciation that the GCAA UAE, in coordination with the National Search and Rescue Centre in UAE, will host the first face-to-face meeting of the SAR AG.

7.10 The meeting recalled that the model Agreement for use between SAR Point of Contact (SPOCs) and Mission Control Centres (MCCs) at **Appendix 7B** was reviewed by MIDANPIRG/16; and urged States to ensure that their SPOC sign the MCC/SPOC agreement with their relevant MCC, which would enhance the response to the monthly MCC communication tests.

7.11 The meeting urged States to keep up-to-date their SAR Point of Contact (SPOC) contact details in their AIPs (GEN 3.6) and on the COSPAS-SARSAT website: <http://www.cospas-sarsat.int/en/contact-lists-mccs-and-spocs>

7.12 The meeting reviewed and updated the SAR Focal Points contact details as at **Appendices 7C**.

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

8.1 The subject was addressed in WP/37 presented by the Secretariat. The meeting noted with concern that the use of the MID Air Navigation Deficiency Database (MANDDD) is still far below expectation. Accordingly, the meeting urged States and authorized Users to use the MANDDD for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies.

8.2 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 Height Deviations (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.

8.3 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.

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 ANSIG/3 and MIDANPIRG/17, the meeting agreed that the ATM SG/4 meeting be held during the second quarter of 2018. The venue will be the ICAO MID Regional Office in Cairo, unless a State is willing to host the meeting.

REPORT ON AGENDA ITEM 10: ANY OTHER BUSINESS

10.1 Nothing has been discussed under this Agenda Item.

APPENDICES

APPENDIX 2A

FOLLOW-UP ACTION PLAN ON MIDANPIRG/16 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 16/1: MID RVSM SAFETY MONITORING REPORT (SMR) 2015</p> <p>That, the MID RVSM Safety Monitoring Report (SMR) 2015 is endorsed.</p>	MIDANPIRG/16	MID RVSM SMR 2016	Feb. 2017	Completed
<p>CONCLUSION 16/2: MID RVSM SMR 2017</p> <p>That,</p> <p>a) the FPL/traffic data for the period 1 – 30 September 2017 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2017);</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 2017 be ready for presentation to and endorsement by MIDANPIRG/17.</p>	ICAO State	State Letter Traffic Data	Aug. 2017 Oct. 2017	Ongoing
<p>CONCLUSION 16/3: MID REGION AIR NAVIGATION STRATEGY</p> <p>That, the revised MID Region Air Navigation Strategy (MID Doc 002, Edition February 2017) at Appendix 5.1A is endorsed.</p>	MIDANPIRG/16	MID AN Strategy (MID Doc 002)	Feb. 2017	Completed
<p>CONCLUSION 16/4: APPROVAL OF THE AMENDMENT TO THE MID eANP VOLUME III</p> <p>That, the amendment to the MID eANP Volume III at Appendix 5.1B is approved.</p>	MIDANPIRG/16 ICAO	Amendment Notification of amendment	Feb. 2017 May 2017	Ongoing Amendment was approved by MIDANPIRG/16

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 16/5: ASSESSMENT OF PBN IMPLEMENTATION</p> <p>That, States be invited to:</p> <p>a) explore means and ways to assess the benefit accrued from the implementation of PBN; and</p> <p>b) report on annual basis (by 1 November), the environmental benefits accrued from PBN implementation to the ICAO MID Office in order to be included in the MID Region Air Navigation Report.</p>	<p>ICAO</p> <p>States</p>	<p>State Letter</p> <p>Benefits accrued form PBN Implementation</p>	<p>Apr. 2017</p> <p>Nov. 2017 (annual basis)</p>	<p>Actioned</p> <p>SL Ref.: AN 6/28 – 17/120 dated 12 April 2017</p>
<p>CONCLUSION 16/7: MID REGION AIR NAVIGATION REPORT-2016</p> <p>That, the MID Region Air Navigation Report-2016 is endorsed.</p>	<p>MIDANPIRG/16</p>	<p>MID AN Report</p>	<p>Feb. 2017</p>	<p>Completed</p>
<p>CONCLUSION 16/8: MID REGION AIR NAVIGATION REPORT-2017</p> <p>That, MID States be urged to:</p> <p>a) develop/update their National ASBU Implementation Plan, ensuring the alignment with and support to the MID Region Air Navigation Strategy (MID Doc 002); and</p> <p>b) provide the ICAO MID Office, with relevant data necessary for the development of the MID Region Air Navigation Report-2017, by 1 November 2017.</p>	<p>ICAO</p> <p>States</p> <p>States</p>	<p>State Letter</p> <p>National ASBU Implementation Plan</p> <p>Data for AN Report 2017</p>	<p>Sep. 2017</p> <p>Nov. 2017</p> <p>Nov. 2017</p>	<p>Ongoing</p>
<p>DECISION 16/13: DISSOLUTION OF THE MPCT</p> <p>That, the MAEP Projects Coordination Team (MPCT) is dissolved and its duties and responsibilities be taken over by the MAEP Board.</p>	<p>MIDANPIRG/16</p>	<p>Dissolution of MPCT</p>	<p>Feb. 2017</p>	<p>Completed</p>
<p>DECISION 16/14: MAEP BOARD TERMS OF REFERENCE</p> <p>That, the MAEP Board Terms of Reference be endorsed as at Appendix 5.2.2E.</p>	<p>MIDANPIRG/16</p>	<p>MAEP Board ToR</p>	<p>Feb. 2017</p>	<p>Completed</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>DECISION 16/16: ATFM TASK FORCE</p> <p>That,</p> <p>a) an ATFM Task Force be established to develop an ATFM Concept of Operations for the MID Region;</p> <p>b) the ATM SG/3 meeting develop the terms of reference of the ATFM Task Force; and</p> <p>c) States support the ATFM Task Force through:</p> <p>i. assignment of ATFM Focal Point to contribute to the work of the Task Force; and</p> <p>ii. provision of required data in timely manner, and in particular to the survey that will be carried out related to the airspace and sectors capacity, hot-spots, ATFM measures/system, etc.</p>	<p>MIDANPIRG/16</p> <p>ATFM TF</p> <p>ICAO</p> <p>States</p>	<p>Establishment of ATFM TF</p> <p>ATFM Concept of Operations</p> <p>State Letter</p> <p>Assign ATFM FP</p> <p>Support ATFM TF and provide required data</p>	<p>Feb. 2017</p> <p>Sep. 2017</p> <p>Apr. 2017</p> <p>May 2017</p> <p>Jan. 2018</p>	<p>Actioned</p> <p>Completed</p> <p>SL Ref.: AN 6/5.5 – 17/121 dated 12 Apr. 2017</p> <p>Completed</p>
<p>DECISION 16/17: MID ROUTE DEVELOPMENT WORKING GROUP (MID RDWG)</p> <p>That,</p> <p>a) a MID Route Development Working Group be established to support the route development within the MID Region and at the interfaces with ICAO AFI, APAC and EUR Regions; and</p> <p>b) the ATM SG develop the terms of reference of the MID RDWG.</p>	<p>MIDANPIRG/16</p> <p>ATM SG</p>	<p>Establishment of RDWG</p> <p>RDWG ToR</p>	<p>Feb. 2017</p> <p>May 2017</p>	<p>Completed</p> <p>Completed</p> <p>Completed ATM SG/3 Draft Decision 3/3</p>
<p>DECISION 16/18: WORLD CUP 2022 TASK FORCE</p> <p>That,</p> <p>a) a World Cup 2022 Task Force be established to develop and follow-up the implementation of a collaborative action plan to accommodate the expected high increase in traffic, in a safe and efficient manner, taking into consideration similar</p>	<p>MIDANPIRG/16</p>	<p>Establishment of World Cup 2022</p>	<p>Feb. 2017</p>	<p>Actioned</p> <p>Completed</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>experiences;</p> <p>b) the Task Force address other major events such as the EXPO 2020; and</p> <p>c) the ATM SG develop the terms of reference of the Task Force.</p>	ATM SG	TF ToR	May 2017	
<p>CONCLUSION 16/19: IMPLEMENTATION OF REDUCED RADAR LONGITUDINAL SEPARATION IN THE MID REGION</p> <p>That,</p> <p>a) States, that have not yet done so;</p> <p>i) be urged to implement 20 NM radar longitudinal separation; and</p> <p>ii) be encouraged to further reduce the radar longitudinal separation within the MID Region to 10 NM;</p> <p>b) the ATM SG monitor the status of implementation and take appropriate actions to foster the implementation., metrics and targets, for which the necessary data is available.</p>	ICAO	State Letter	Apr. 2017	<p>Actioned</p> <p>SL Ref.: AN 6/5.5 – 17/122 dated 12 Apr. 2017</p> <p>Continuous</p>
<p>CONCLUSION 16/20: SIDS AND STARS NEW PHRASEOLOGIES</p> <p>That, States be urged to:</p> <p>a) implement the provisions of amendment 7 to ICAO Doc 4444, in particular those related to the SIDs and STARS new phraseologies; and</p> <p>b) provide the ICAO MID Office with their implementation plan by 1 May 2017.</p>	<p>ICAO</p> <p>States</p>	<p>State Letter</p> <p>Implementation plan for the new SIDs and STARS phraseologies</p>	<p>Apr. 2017</p> <p>May 2017</p>	<p>Actioned</p> <p>SL Ref.: AN 6/5.5 – 17/123 dated 12 Apr. 2017</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>DECISION 16/21: SAR LONGSTANDING DEFICIENCIES</p> <p>That, the ATM SG explore ways and means to support States in the elimination of the longstanding SAR deficiencies.</p>	ATM SG	Means to support States with SAR deficiencies	May 2017	<p>Actioned</p> <p>ATM SG/3 meeting agreed to include guidance in the MID Region SAR Plan</p>
<p>DECISION 16/26: ATM DATA SECURITY ACTION GROUP</p> <p>That, the ATM Data Security Action Group (ADSAG) be:</p> <p>a) established to develop the MID Region ATM Data Security Plan, to be presented to the CNS SG/8.</p> <p>b) composed of members from Bahrain, Iran, Kuwait, Oman, Saudi Arabia, UAE (Rapporteur), ICAO and IFAIMA.</p>	<p>ICAO</p> <p>ADSAG members</p>	<p>State Letter</p> <p>MID Region ATM Data Security Plan</p>	<p>Jun. 2017</p> <p>Q1-2018</p>	<p>Ongoing</p>
<p>DECISION 16/30: DISSOLUTION OF THE ATM PERFORMANCE MEASUREMENT TASK FORCE (APM TF)</p> <p>That,</p> <p>a) the APM TF is dissolved; and</p> <p>b) the MIDANPIRG Organizational Structure contained in the MIDANPIRG Procedural Handbook (MID Doc 001) be amended accordingly.</p>	<p>MIDANPIRG/16</p> <p>ICAO</p>	<p>APM TF dissolution</p> <p>MID Doc 001 updated</p>	<p>Feb. 2017</p> <p>May 2017</p>	<p>Completed</p> <p>Completed</p> <p>Completed</p>
<p>DECISION 16/32: REVISED ANSIG TERMS OF REFERENCE</p> <p>That,</p> <p>a) the ANSIG Terms of Reference (TORs) be updated as at Appendix 7A; and</p> <p>b) the MIDANPIRG Procedural Handbook (MID Doc 001) be amended accordingly.</p>	<p>MIDANPIRG/16</p> <p>ICAO</p>	<p>Updated TORs</p> <p>MID Doc 001 updated</p>	<p>Feb. 2017</p> <p>May 2017</p>	<p>Completed</p> <p>Completed</p> <p>Completed</p>

ICAO CODES AND ROUTES DESIGNATORS

ICARD



Five-Letter Name-Codes (5LNC)

Guidelines

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INTRODUCTION

1. The ICAO Standards and Recommended Practices to be applied concerning 5LNC may be found in:
 - **Annex 11 — Air Traffic Services, Chapter 2, Section 2.15; and**
 - **Annex 11 — Air Traffic Services; Appendix 2.**
2. 5LNC codes are drawn from a set of pre-defined five letter combinations generated by ICAO and the FAA in the 1970's. This list was then split and distributed to the various ICAO Regional offices throughout the world. These reserve lists have since formed the base for 5LNC allocation by the ICAO Offices with the objective of world-wide unique allocation to enable unambiguous designation of significant points not linked to the site of a Radio Navigation Aid. States are required to coordinate usage of unique five-letter pronounceable name-code designators (5LNC's) with the appropriate Regional Office. (Ref. Annex 11, Appendix 2, Section 3, Paragraph 3.5) and adhere to the rules for relocating 5LNC's as stated in Annex 11, Appendix 2, Section 3, Paragraph 3.4.
3. A five-letter name-code (5LNC) shall be assigned when a significant point is required for a position **not marked by the site of a radio navigation aid** and is used for **ATC purposes**.
4. The first internet application of the ICAO International Codes and Routes Designators (ICARD) database was deployed in 1998. It was developed to support the allocation process of five-letter name-codes (5LNC) within the ICAO EUR/NAT region. The application was gradually extended to other ICAO Regions from 2005 onwards with ICARD becoming accessible to all ICAO Regions at the end of 2010.
5. These guidelines have been written to help all ICARD users understand the process of electronic search and allocation of 5LNC as well as to provide them with clear instructions and helpful tips on the effective use of the ICARD database.
6. Any suggestions to improve these guidelines are welcome. Please contact:

Virgilio Alegría
ICARD Data Manager – ICAO HQ
valegria@icao.int
icaohq@icao.int (Central Registry)
<http://www.icao.int>

Isabelle Hofstetter
ICARD Data Manager - ICAO EUR/NAT
ihofstetter@paris.icao.int
icaoeurnat@paris.icao.int (Central Registry)
<http://www.icao.int/eurnat/Pages/welcome.aspx>

Technical support is provided by Hong Feng Zhao at ICAO Headquarters: hfzhao@icao.int
Any problem should also be reported to the ICAO ICARD service desk : ServiceDesk@icao.int

DEFINITIONS

ICARD USERS

ICARD Public (non-Authorized) User

Any person of the public who may query the content of the database but not make any reservations or change to the content. Please request an account on the ICAO Secure Portal <http://portal.icao.int/>, and subscribe to the group ICARD.

ICARD Authorized User

- The ICARD authorized users are nominated by their State.
- The ICAO Regional Office should be informed of the name(s) of the persons who will act as ICARD authorized user.
- The ICARD authorized user must register for access to the ICAO portal ICARD group, and then subscribe for access as an ICARD 5LNC planner.
- Access will be granted to the ICARD authorized user after registration has been made on the ICAO portal (pages 8-10 refer).

ICARD Data Manager

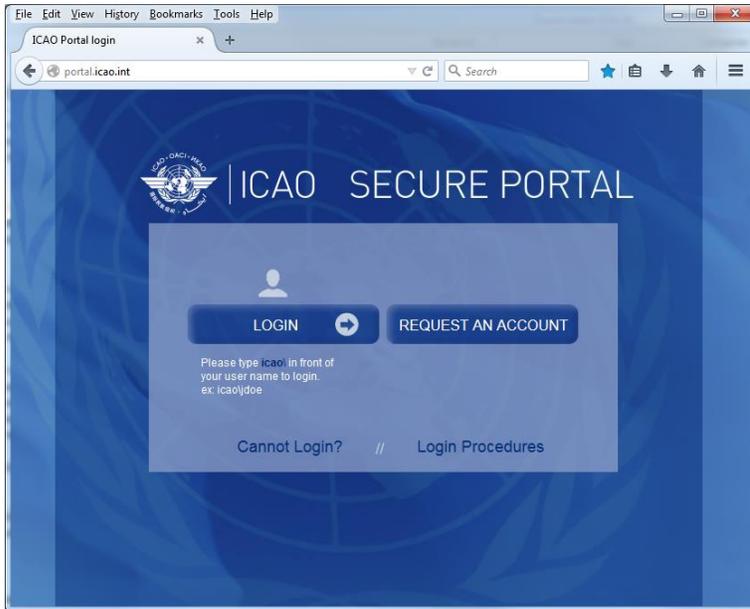
Each ICAO Regional Office has a nominated ICARD Data Manager and an alternate. The ICARD focal point in your respective ICAO regional office will:

- Analyze your request for access and, if approved, will confirm to the ICAO portal administrator your name and state. A first automatic notification will be forwarded to you to continue the registration process on the ICAO portal.
- Review and accept or refuse your request for 5LNC.

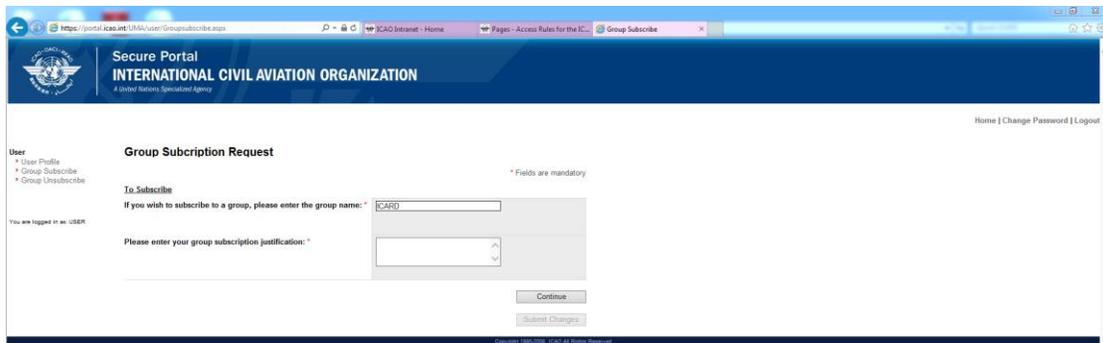
SECTION 1 ACCESSING ICARD AND REGISTRATION PROCEDURE

PUBLIC USERS

Public access to ICARD is available, with prior registration to the ICAO Secure Portal as follows:



When you have been granted an account, please click on profile, then group subscribe and enter ICARD



ICARD Menu for Public Users



The following information is provided:

Under the “**5LNC**” menu:

“Find Allocated and available 5LNC”

Will confirm whether a given 5LNC is used or not in all ICAO Regions.

To note: the database contains the complete initial lists of 5LNCs. Details of the allocated codes (coordinates as well as coordinating country) are given.

“Find 5LNC in Reserve List”

The list contains all 5LNC currently available and the ICAO region to which they belong. The available 5LNC were divided between all the ICAO regions when 5LNC were introduced in the mid-1970s and each Region has a ‘pool’ of codes allocated to it.

“Find Allocated 5LNC”

This option provides the geographical coordinates and State using a particular 5LNC but only if it is in the ICARD database. Where a State has used a ‘non-approved’ 5LNC that has not been adopted into ICARD this information will not be provided.

Under the “**Downloads**” menu:

Lists of codes by country or by name can be generated.

Lists of duplicate codes can also be generated.

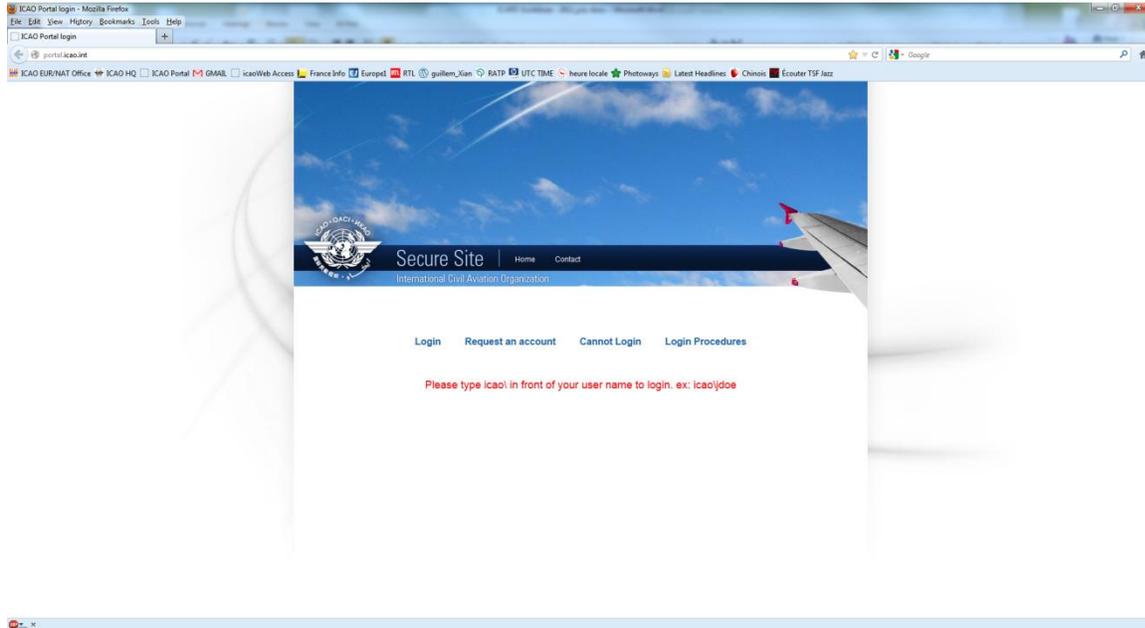
***Sound-like proximity* can also be verified from the first three sub-items of the public user menu.

REGISTRATION PROCEDURE TO BE AN AUTHORIZED USER

The ICARD authorized user registration is a **two-step process** .

Step 1 – Requesting ICARD Access

- Connect to the ICAO portal: <http://portal.icao.int/>



- Request an account



- ❖ Registration on the ICAO portal will also serve for other ICAO topics / fields

- Press **OK** to proceed

- Subscription to **“ICARD”** – Type **“ICARD”** and complete the justification box.



Secure Portal
INTERNATIONAL CIVIL AVIATION ORGANIZATION
A United Nations Specialized Agency

User
 > User Profile
 > Group Subscribe
 > Group Unsubscribe

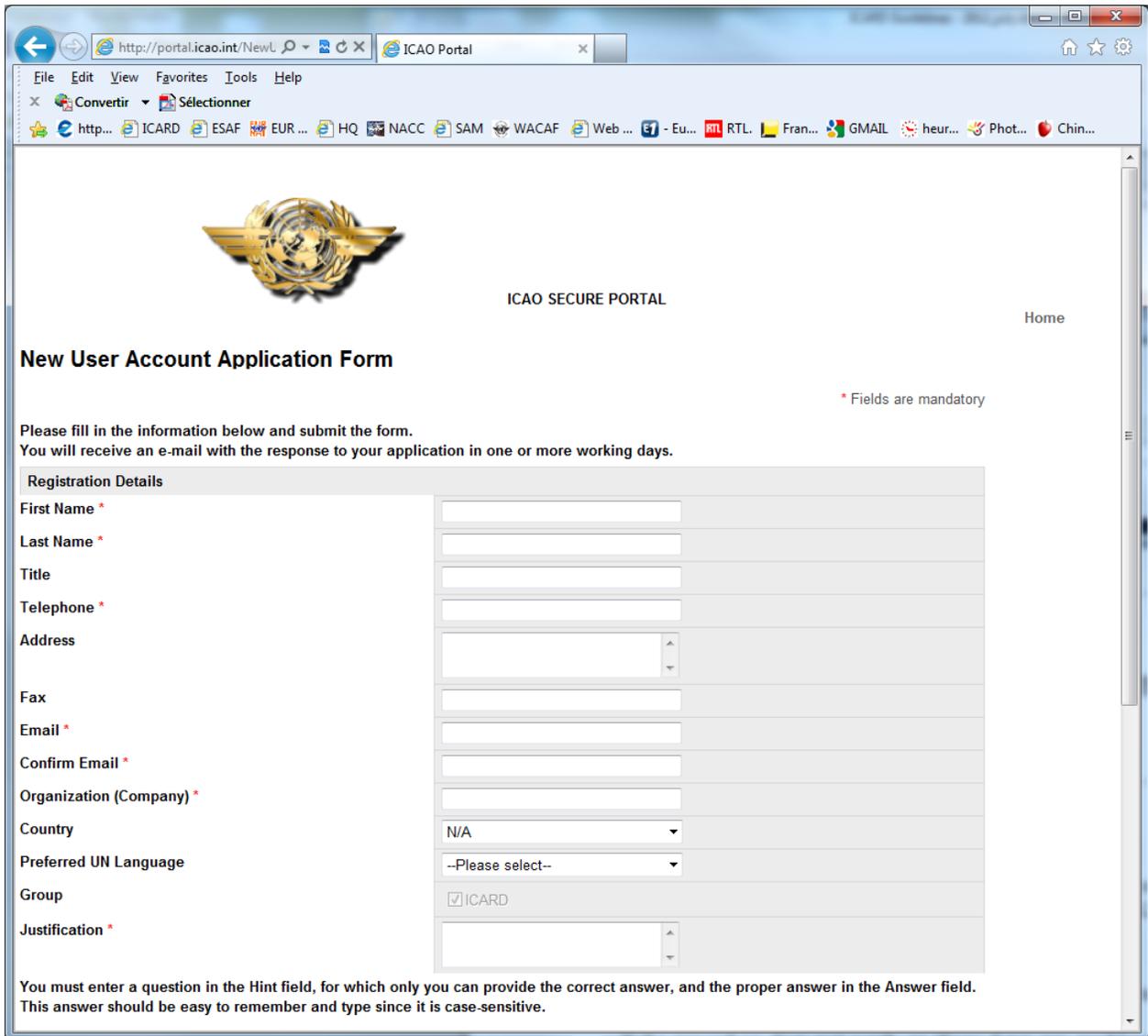
Group Subscription Request * Fields are mandatory

To Subscribe
 If you wish to subscribe to a group, please enter the group name: *

Please enter your group subscription justification: *

You are logged in as: USER

➤ Your details are required for the registration part



http://portal.icao.int/NewL ICAO Portal

File Edit View Favorites Tools Help

Convertir Sélectionner

http... ICARD ESAF EUR... HQ NACC SAM WACAF Web... - Eu... RTL RTL Fran... GMAIL heur... Phot... Chin...



ICAO SECURE PORTAL

Home

New User Account Application Form * Fields are mandatory

Please fill in the information below and submit the form.
 You will receive an e-mail with the response to your application in one or more working days.

Registration Details

First Name *	<input type="text"/>
Last Name *	<input type="text"/>
Title	<input type="text"/>
Telephone *	<input type="text"/>
Address	<input type="text"/>
Fax	<input type="text"/>
Email *	<input type="text"/>
Confirm Email *	<input type="text"/>
Organization (Company) *	<input type="text"/>
Country	N/A
Preferred UN Language	--Please select--
Group	<input checked="" type="checkbox"/> ICARD
Justification *	<input type="text"/>

You must enter a question in the Hint field, for which only you can provide the correct answer, and the proper answer in the Answer field.
 This answer should be easy to remember and type since it is case-sensitive.

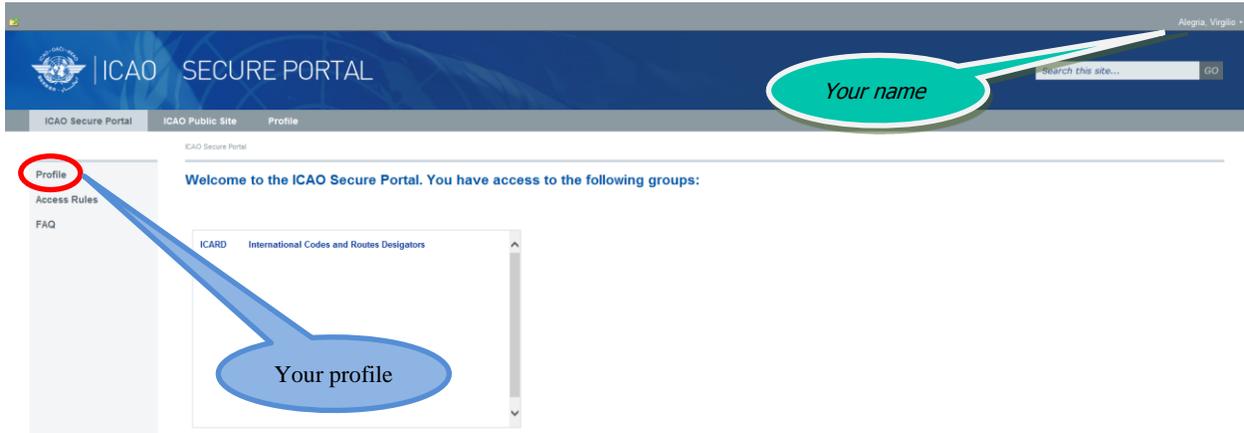
Note: (**Justification*** can be : “nominated ICARD authorized user for x Country”).

- After “Step 1”,
 - ✓ access to the ICARD group will be granted by the ICAO regional data manager and
 - ✓ a notification will be sent automatically confirming your registration to the ICARD Group and providing a **password for your first login**. (the password can be changed later)

Step 2 – Requesting “ICARD Authorized User” Access

➤ registration as **ICARD_5LNC_PLANNER** is required to enable 5LNC allocation requests

1. Log in with your new user id and password.
2. Click on the “Profile” link located on the top left corner of the page (Figure 4).



3. Select “Group Subscribe” (Figure 5).



- User**
- User Profile
 - Group Subscribe
 - Group Unsubscribe

4. Type “ICARD_5LNC_PLANNER” and complete the justification box. (Figure 6)



User

- User Profile
- Group Subscribe
- Group Unsubscribe

You are logged in as: USER

Group Subscription Request

* Fields are mandatory

To Subscribe

If you wish to subscribe to a group, please enter the group name: *

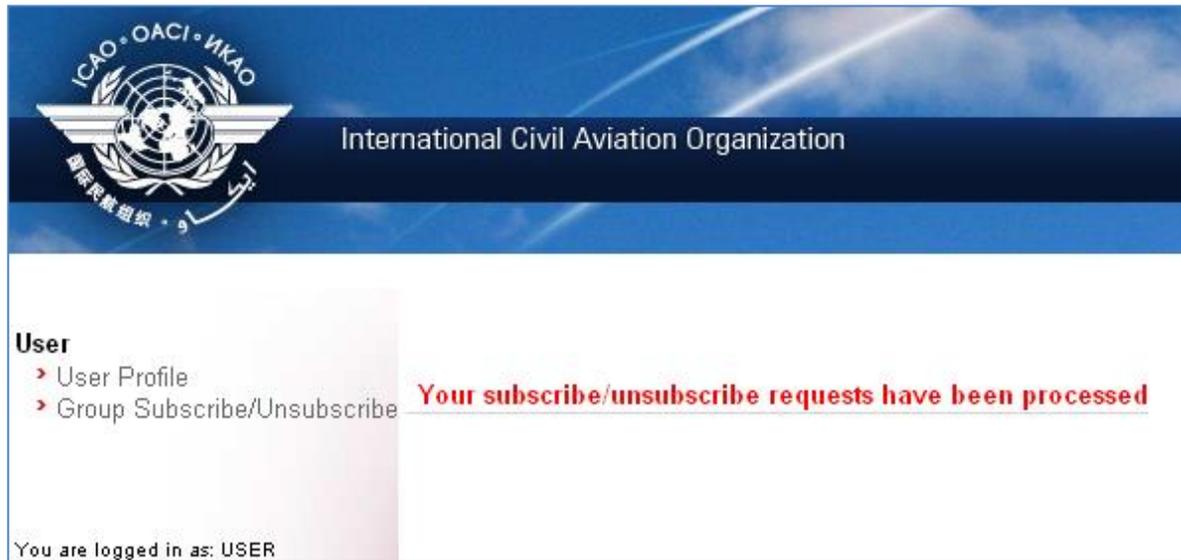
Please enter your group subscription justification: *

➤ **Note:**

- *ICARD_5LNC_PLANNER is case sensitive*
- *Justification can be “authorized user for xx (Country);*

5. Finalize your registration with ‘Submit Changes’

- a confirmation should appear on the screen.



Note: The ICAO Regional Office must be informed by your national Administration of the name(s) of the persons who will act as ICARD authorized user in order to validate your request.

6. Once completed, an automatic notification will be sent to the ICAO ICARD Data Managers who will check and confirm whether the requested status can be validated or not.
7. You will get the following notification via email within 24 hours that your request for group membership has been granted.

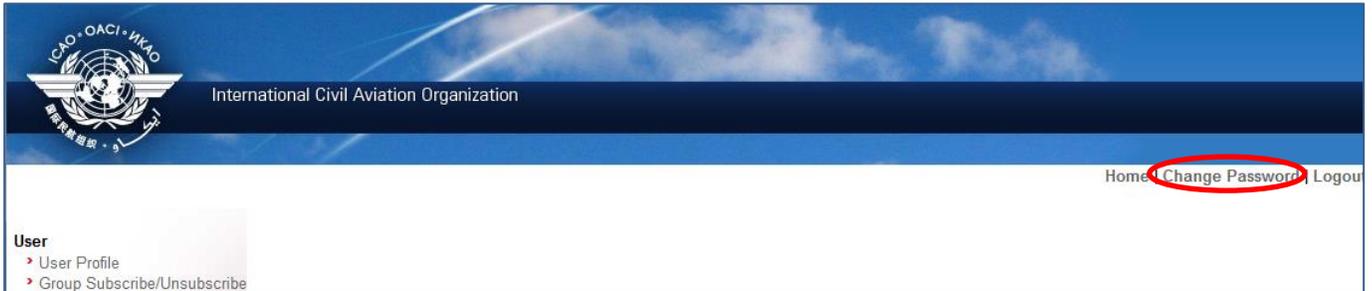
“Dear Mr/Ms xxx,

Your request for subscribing to group ICARD_5LNC_PLANNER has been granted.

Welcome to the ICARD_5LNC_PLANNER group.”

RESETTING YOUR PASSWORD

1. Log in with your new user id and password.
2. Click on the “Profile” link located on the top right corner of the page
3. Select “Change password” on the top right corner of the page and proceed with your change

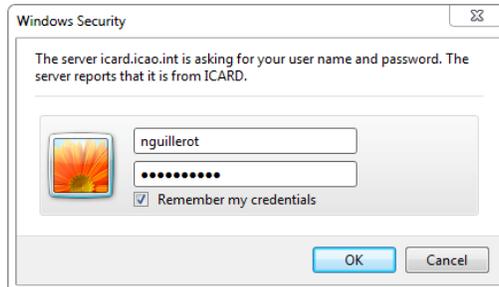


PASSWORD FORGOTTEN

1. Connect to the ICAO portal: <http://portal.icao.int/>
2. Click on “Cannot Login”
3. Type your full email address in the “User Id or Email Id” field. Click on “Submit”.
4. You will be presented your password hint question. Enter the answer to your hint question in the “Answer” field. Click on “Submit”.
5. A new password will be emailed to you within a few minutes.

SECTION 2 ICARD 5LNC AUTHORIZED USER ACCESS

1. Click on “5LNC – for authorized users”, see  below
2. Enter your User id and password



ICARD 5LNC MENU FOR AUTHORIZED USERS

Menu Item	Action
Find Allocated and Available 5LNC	To browse specific 5LNC in the database in order to: <ul style="list-style-type: none"> - Retrieve a 5LNC already allocated for information or modification (see pages 16 and 31); or - Select available 5LNC to make requests for allocation (see page 16)
Find 5LNC in Available List	To select available 5LNC and make a request for allocation (see page 18)
Find Allocated 5LNC	To select specific allocated 5LNC to view information or amend or release (see pages 16 and 31)
Check My Requests	To view the requests that you have made <i>Note: These remain in this sub-menu as long as your Regional ICARD Data Manager has not taken action on your request. If requested 5LNC are in this sub-menu, you can modify or delete your request. The publication of 5LNC in national AIPs should only take place after the ICARD Data Manager has accepted these 5LNCs.</i>
Requests By Block	This function is available only when the ICARD Regional Data Manager has approved a block of codes for an Authorized User. This option is done on exceptional cases
Downloads	<ul style="list-style-type: none"> - Lists of allocated 5LNC can be generated by Country or by 5LNC in alphabetical order. This facilitates: <ul style="list-style-type: none"> • comparison of the 5LNC allocated by ICAO and the national aeronautical publication • verification of coordinates of 5LNC - Lists of duplicates can also be generated by Region, by Country or by 5LNC (see pages 33-35)
List ICARD Contacts	Lists contact details of all ICARD Regional Data Managers and Authorized Users by Countries
List Country Code Indicators	Lists the ITU Code (ISO3) used to show Coordinating Country using the 5LNC
Change Password	Opens the ICAO portal page (see page 13)
Home	Opens the ICARD page on the ICAO portal

SECTION 3 SEARCHING AND SELECTING 5LNC

COLOR CODES OF 5LNCs IN ICARD

- **Green** means the 5LNC is available for your Region, you can select and proceed to make a request
- **Blue** means the 5LNC is available but it belongs to another ICAO Region
 - Contact your ICARD Regional Data Manager who will coordinate with the other ICAO Region and check whether a transfer is possible
- **Orange** means
 - the 5LNC is pending action by the ICARD Regional Data Manager or,
 - may be part of a reserved block or,
 - it's frozen for a period of 6 months until it is released, further to deletion request
- **Red** means the 5LNC is already allocated to/used by a Country
- **Purple** means historical data, the 5LNC was used by a Country at some point in the past, some codes may come up multiple times in purple

SEARCHING FOR 5LNCs

There are 3 functions to search for 5LNCs under the “5LNC” menu:

Find Allocated and Available 5LNC

Global Search

ICARD can perform a global search using the wild card symbol “*” and the Region filter box. The default region will be your region until you switch it manually.

The Global Search will return two lists:

- a. The “Available List” (upper list) will show available codes in your region (green), available codes in other regions (blue), and reserved codes (yellow); and the region to which they belong.
- b. The “Allocated List” (lower list) will show allocated codes (red), frozen codes for a period of 6 months (yellow), and historical data codes (purple); along with more detailed information (country, coordinates).

Find Allocated and Available 5LNC

SEARCH CRITERIA SHOW MAP CENTERED ON

Code: Search Latitude: Longitude: Map

Region: All DDDMMSS[.ss]H where H is 'N' or 'S' DDDMMSS[.ss]H where H is 'E' or 'W'

Search Results

Available codes Green-----Available Blue-----Unavailable Orange-----Reserved Red-----Allocated Purple-----History

AGLIT (NACC)	AGLUB (EUR/NAT)	AGMEG (NACC)	AGMIX (EUR/NAT)	AGMUB (EUR/NAT)	AGNAL (NACC)	AGNON (EUR/NAT)	AGOBU (APAC)	AGOLU (EUR/NAT)	AGORO (APAC)
AGLIV (EUR/NAT)	AGLUG (NACC)	AGMEM (EUR/NAT)	AGMOB (EUR/NAT)	AGMUD (EUR/NAT)	AGNAM (NACC)	AGNOX (NACC)	AGODE (FAA)	AGOMU (APAC)	AGORU (APAC)
AGLOB (EUR/NAT)	AGLUN (NACC)	AGMEP (EUR/NAT)	AGMOD (EUR/NAT)	AGMUG (EUR/NAT)	AGNAN (EUR/NAT)	AGNUD (EUR/NAT)	AGODO (EUR/NAT)	AGONI (APAC)	AGOSI (APAC)
AGLOD (EUR/NAT)	AGLUP (EUR/NAT)	AGMEZ (NACC)	AGMOS (EUR/NAT)	AGMIK (NACC)	AGNEL (EUR/NAT)	AGNUG (EUR/NAT)	AGOSE (FAA)	AGONO (APAC)	AGOSO (APAC)
AGLOG (EUR/NAT)	AGLUT (EUR/NAT)	AGMIB (NACC)	AGMOK (EUR/NAT)	AGMUL (NACC)	AGNEM (EUR/NAT)	AGNUK (EUR/NAT)	AGOGU (APAC)	AGONU (APAC)	AGOVE (FAA)
AGLOK (EUR/NAT)	AGLUV (EUR/NAT)	AGMID (NACC)	AGMOP (NACC)	AGMUM (NACC)	AGNEN (EUR/NAT)	AGNUM (EUR/NAT)	AGOJA (FAA)	AGONY (FAA)	AGОВI (APAC)
AGLOV (EUR/NAT)	AGLIAM (EUR/NAT)	AGMIK (EUR/NAT)	AGMOV (EUR/NAT)	AGMUP (NACC)	AGNEV (EUR/NAT)	AGNUL (EUR/NAT)	AGOKA (APAC)	AGOPE (FAA)	AGOVV (APAC)
AGLON (NACC)	AGLIX (EUR/NAT)	AGMIF (FAA)	AGMOS (NACC)	AGMUP (NACC)	AGNEW (FAA)	AGNUN (EUR/NAT)	AGOKI (APAC)	AGOPO (EUR/NAT)	AGOVU (APAC)
AGLOR (NACC)	AGMAB (NACC)	AGMIG (EUR/NAT)	AGMOT (EUR/NAT)	AGMUV (EUR/NAT)	AGNIX (NACC)	AGNOB (APAC)	AGOKO (APAC)	AGOPY (FAA)	AGOXE (FAA)
AGLOX (EUR/NAT)	AGMAP (EUR/NAT)	AGMIK (EUR/NAT)	AGMOX (EUR/NAT)	AGNAB (EUR/NAT)	AGNOL (EUR/NAT)	AGOBO (APAC)	AGOKU (APAC)	AGORE (FAA)	AGOXO (EUR/NAT)

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First Previous 11 12 13 14 15 16 17 18 19 20 Next Last

Allocated codes

Code	Latitude	Longitude	Coord. States	Purpose	Decision Date	Availabel Date	Action	Comment
AAAAB	194840N	1003320W	MEX		08/03/2017 14:39:53			
AAAXX	295344.54N	0952332.89W	USA		07/07/2005 00:00:00			
AABEE	340202N	0841346W	USA		12/08/2007 00:00:00			
AABER	280422.08N	0811948W	USA					
AABEZ	444725.16N	0930035.42W	USA		30/08/2005 00:00:00			
AACEZ	343310.08N	0735948.12W	USA		28/03/2002 00:00:00	20/02/2017 10:52:00		
AADCO	451705.97N	0931227.44W	USA		12/02/1999 00:00:00	12/08/1999 00:00:00		

Specific 5LNC Search

In the Code box type a specific 5LNC and click search

Find Allocated and Available 5LNC

SEARCH CRITERIA SHOW MAP CENTERED ON

Code: NADIS Search Latitude: Longitude: Map

Region: All DDDMMSS[.ss]H where H is 'N' or 'S' DDDMMSS[.ss]H where H is 'E' or 'W'

Search Results

Available codes Green-----Available Blue-----Unavailable Orange-----Reserved Red-----Allocated Purple-----History

NADIS
(NACC)

Page 1 of 1

Find 5LNC in Available List

Random Proximity Search

Searching with known coordinates but without specific patterns

- With the set of given coordinates, the database can filter and offer a selection of 5LNCs. This option is recommended as the mandatory sound-like proximity check is automatically performed for the proposed 5LNC.
- Fill in only the coordinates in the “Random Proximity Search at” box.
- Indicate the radius for search (the recommended radius for search in the EUR/NAT Region is 300 NM)

Find 5LNC In Available List

SEARCH CRITERIA	RANDOM PROXIMITY SEARCH AT	
Search for: <input type="text"/> Sound like: <input type="text"/>	Latitude: <input type="text" value="481236N"/>	Longitude: <input type="text" value="0072508E"/>
Excluding the letter(s): <input type="text"/> (e.g.: A, T, S)	DDMMSS[.ss]H where H is 'N' or 'S' DDDMMSS[.ss]H where H is 'E' or 'W'	
Region: <input type="text" value="EUR/NAT-Paris"/>	Radius of search(NM): <input type="text" value="500"/>	Reserve list of: <input type="text" value="EUR/NAT-Paris"/>
<input type="button" value="Search"/>	<input type="button" value="Search"/>	

Search Results

Available codes Green-----Available Blue-----Unavailable Orange-----Reserved Red-----Allocated Purple-----History

ADRUB (EUR/NAT)	ITVUM (EUR/NAT)	UMDUD (EUR/NAT)
AGPAG (EUR/NAT)	IVNEP (EUR/NAT)	UMSIX (EUR/NAT)
AMGIK (EUR/NAT)	NEXIK (EUR/NAT)	UMVEB (EUR/NAT)
ERTAD (EUR/NAT)	NISGI (EUR/NAT)	UNPED (EUR/NAT)
ETNID (EUR/NAT)	OLPAL (EUR/NAT)	UNPIS (EUR/NAT)
EVUGI (EUR/NAT)	OVBEA (EUR/NAT)	UPDOM (EUR/NAT)
IDGEP (EUR/NAT)	PIVOV (EUR/NAT)	UPIBO (EUR/NAT)
INLAB (EUR/NAT)	RIPAP (EUR/NAT)	UPNAL (EUR/NAT)
IPVUL (EUR/NAT)	UDPUP (EUR/NAT)	UVNOR (EUR/NAT)
ITSUK (EUR/NAT)	ULROK (EUR/NAT)	UVPIP (EUR/NAT)

Search Criteria

The following methods may be used to search for an available 5LNC using Search Criteria:

1. General Search - Search without filling in specific Search Criteria
2. Search with special patterns
 - a. Containing (a) specific letter(s)
 - b. Sound like search
 - c. Search excluding specific letters
 - d. Search with multiple patterns

* * * * *

1. General Search - Search without filling in specific Search Criteria

Find 5LNC In Available List

SEARCH CRITERIA

Search for: Sound like:

Excluding the letter(s): (e.g.: A, T, S)

Region:

RANDOM PROXIMITY SEARCH AT

Latitude: Longitude:

DDMMSS[.ss]H where H is 'N' or 'S' DDDMMSS[.ss]H where H is 'E' or 'W'

Radius of search(NM): Reserve list of:

Search Results

Available codes Green----Available Blue----Unavailable Orange----Reserved Red----Allocated Purple----History

ABREU (SAM)	AKNOB (SAM)	AKPIG (SAM)	AKPUR (SAM)	AKRIG (SAM)	AKSAX (SAM)	AKSUG (SAM)	AKTES (SAM)	AKLUK (SAM)	AKVET (SAM)
ACARI (SAM)	AKNOG (SAM)	AKPIK (SAM)	AKPUS (SAM)	AKRIL (SAM)	AKSEB (SAM)	AKSUK (SAM)	AKTET (SAM)	AKTUL (SAM)	AKVEV (SAM)
ACNEL (SAM)	AKNOX (SAM)	AKPIM (SAM)	AKPUX (SAM)	AKROD (SAM)	AKSES (SAM)	AKSUX (SAM)	AKTIP (SAM)	AKVAB (SAM)	AKVEX (SAM)
AGUAD (SAM)	AKNUT (SAM)	AKPIX (SAM)	AKRAP (SAM)	AKROG (SAM)	AKSEV (SAM)	AKTAG (SAM)	AKTIR (SAM)	AKVAD (SAM)	AKVIB (SAM)
AKNEK (SAM)	AKPAN (SAM)	AKPOB (SAM)	AKRAR (SAM)	AKROL (SAM)	AKSIR (SAM)	AKTAT (SAM)	AKTIS (SAM)	AKVAV (SAM)	AKVIS (SAM)
AKNEM (SAM)	AKPAP (SAM)	AKPOG (SAM)	AKRAT (SAM)	AKRUG (SAM)	AKSOK (SAM)	AKTAV (SAM)	AKTIT (SAM)	AKVAX (SAM)	AKVIT (SAM)
AKNID (SAM)	AKPAS (SAM)	AKPOK (SAM)	AKREL (SAM)	AKRUK (SAM)	AKSOM (SAM)	AKTAX (SAM)	AKTOL (SAM)	AKVEB (SAM)	AKVIV (SAM)
AKNIK (SAM)	AKPEM (SAM)	AKPOX (SAM)	AKREM (SAM)	AKRUT (SAM)	AKSON (SAM)	AKTEB (SAM)	AKTOM (SAM)	AKVED (SAM)	AKVIX (SAM)
AKNIV (SAM)	AKPEP (SAM)	AKPUB (SAM)	AKREP (SAM)	AKSAD (SAM)	AKSOP (SAM)	AKTED (SAM)	AKTOP (SAM)	AKVEG (SAM)	AKVON (SAM)
AKNIX (SAM)	AKPID (SAM)	AKPUD (SAM)	AKRER (SAM)	AKSAV (SAM)	AKSUD (SAM)	AKTER (SAM)	AKTUG (SAM)	AKVES (SAM)	AKVOP (SAM)

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[1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#) [8](#) [9](#) [10](#) [Next](#) [Last](#)

- i. You will obtain a long list of 5LNC available in your region in alphabetical order.
- ii. Select an available (**green**) 5LNC of your choice and proceed with posting a request.

2. Search with special patterns

a. Containing (a) specific letter(s)

1. In “Search for”, indicate the specific letters required and the missing letter should be replaced with an asterisk. Examples: PA* *PA* *P*A
2. The resulting available 5LNCs are proposed for selection.
3. Click on your selected 5LNC and proceed to the reservation (see “Section 4 - Posting a request” (page 24).

Find 5LNC In Available List

<p>SEARCH CRITERIA</p> <p>Search for: <input type="text" value="PA*"/> Sound like: <input type="text"/></p> <p>Excluding the letter(s): <input type="text"/> (e.g.: A, T, S)</p> <p>Region: <input type="text" value="EUR/NAT-Paris"/></p> <p><input type="button" value="Search"/></p>	<p>RANDOM PROXIMITY SEARCH AT</p> <p>Latitude: <input type="text"/> Longitude: <input type="text"/></p> <p>DDMMSS[ss]H where H is 'N' or 'S' DDDMMSS[ss]H where H is 'E' or 'W'</p> <p>Radius of search(NM): <input type="text" value="500"/> Reserve list of: <input type="text" value="EUR/NAT-Paris"/></p> <p><input type="button" value="Search"/></p>
--	--

Search Results

Available codes Green-----Available Blue----Unavailable Orange----Reserved Red-----Allocated Purple----History

- PAAVO
(EUR/NAT)
- PAIMI
(EUR/NAT)
- PAITA
(EUR/NAT)
- PAIVA
(EUR/NAT)
- PAJOT
(EUR/NAT)
- PALAM
(EUR/NAT)
- PAPER
(EUR/NAT)
- PARYD
(EUR/NAT)

b. Sound like search

➤ In “Sound like” box , indicate the desired name. Example: ikard.

Note: the proposed 5LNC may not be what you expected.

Find 5LNC In Available List

SEARCH CRITERIA

Search for: Sound like:

Excluding the letter(s): (e.g.: A, T, S)

Region:

RANDOM PROXIMITY SEARCH AT

Latitude: Longitude:

DDMMSS[.ss]H where H is 'N' or 'S' DDDMMSS[.ss]H where H is 'E' or 'W'

Radius of search(NM): Reserve list of:

Search Results

Available codes Green-----Available Blue-----Unavailable Orange-----Reserved Red-----Allocated Purple-----History

[IBARI](#)
(EUR/NAT)
[IBKAD](#)
(EUR/NAT)
[IDKAD](#)
(EUR/NAT)
[OKARA](#)
(EUR/NAT)
[SKARV](#)
(EUR/NAT)
[SKARY](#)
(EUR/NAT)
[XIKAD](#)
(EUR/NAT)
[XIKAR](#)
(EUR/NAT)

Page 1 of 1

c. Search excluding specific letters (separated with a coma)

Find 5LNC In Available List

SEARCH CRITERIA

Search for: Sound like:

Excluding the letter(s): (e.g.: A, T, S)

Region:

RANDOM PROXIMITY SEARCH AT

Latitude: Longitude:

DDMMSS[.ss]H where H is 'N' or 'S' DDDMMSS[.ss]H where H is 'E' or 'W'

Radius of search(NM): Reserve list of:

Search Results

Available codes Green-----Available Blue-----Unavailable Orange-----Reserved Red-----Allocated Purple-----History

AALEN (EUR/NAT)	ADAXU (EUR/NAT)	ADGEK (EUR/NAT)	ADGOK (EUR/NAT)	ADIDU (EUR/NAT)	ADIXU (EUR/NAT)	ADKIX (EUR/NAT)	ADKUS (EUR/NAT)	ADLUD (EUR/NAT)	ADMOM (EUR/NAT)
ACHEL (EUR/NAT)	ADEDU (EUR/NAT)	ADGEL (EUR/NAT)	ADGOS (EUR/NAT)	ADIGA (EUR/NAT)	ADKAM (EUR/NAT)	ADKOD (EUR/NAT)	ADKUT (EUR/NAT)	ADLUG (EUR/NAT)	ADMOT (EUR/NAT)
ACHEN (EUR/NAT)	ADESU (EUR/NAT)	ADSEM (EUR/NAT)	ADGOT (EUR/NAT)	ADIGI (EUR/NAT)	ADKAN (EUR/NAT)	ADKOG (EUR/NAT)	ADKUX (EUR/NAT)	ADLUK (EUR/NAT)	ADMUK (EUR/NAT)
ACHOI (EUR/NAT)	ADEKO (EUR/NAT)	ADGID (EUR/NAT)	ADGOV (EUR/NAT)	ADIGU (EUR/NAT)	ADKEK (EUR/NAT)	ADKOK (EUR/NAT)	ADLAV (EUR/NAT)	ADLUV (EUR/NAT)	ADMUL (EUR/NAT)
ADADU (EUR/NAT)	ADEMU (EUR/NAT)	ADGIK (EUR/NAT)	ADGOX (EUR/NAT)	ADIKI (EUR/NAT)	ADKEL (EUR/NAT)	ADKOT (EUR/NAT)	ADLEL (EUR/NAT)	ADLUX (EUR/NAT)	ADNAG (EUR/NAT)
ADAGU (EUR/NAT)	ADERO (EUR/NAT)	ADGIM (EUR/NAT)	ADGUD (EUR/NAT)	ADISI (EUR/NAT)	ADKEM (EUR/NAT)	ADKOV (EUR/NAT)	ADLES (EUR/NAT)	ADMAD (EUR/NAT)	ADNAL (EUR/NAT)
ADAVI (EUR/NAT)	ADESU (EUR/NAT)	ADGIV (EUR/NAT)	ADGUS (EUR/NAT)	ADITI (EUR/NAT)	ADKER (EUR/NAT)	ADKOG (EUR/NAT)	ADLOK (EUR/NAT)	ADMAY (EUR/NAT)	ADNAX (EUR/NAT)
ADAVQ (EUR/NAT)	ADGAL (EUR/NAT)	ADGIX (EUR/NAT)	ADGUT (EUR/NAT)	ADITU (EUR/NAT)	ADKID (EUR/NAT)	ADKUD (EUR/NAT)	ADLOL (EUR/NAT)	ADMET (EUR/NAT)	ADNED (EUR/NAT)
ADAXI (EUR/NAT)	ADGAM (EUR/NAT)	ADGOD (EUR/NAT)	ADGUV (EUR/NAT)	ADIVU (EUR/NAT)	ADKIG (EUR/NAT)	ADKUG (EUR/NAT)	ADLOM (EUR/NAT)	ADMEV (EUR/NAT)	ADNEG (EUR/NAT)
ADAXO (EUR/NAT)	ADGAN (EUR/NAT)	ADGOG (EUR/NAT)	ADGUX (EUR/NAT)	ADIXI (EUR/NAT)	ADKIK (EUR/NAT)	ADKUR (EUR/NAT)	ADLOX (EUR/NAT)	ADMIV (EUR/NAT)	ADNEK (EUR/NAT)

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d. Search with multiple patterns

➤ Fill in both fields:

Find 5LNC In Available List

SEARCH CRITERIA

Search for: Sound like:

Excluding the letter(s): (e.g.: A, T, S)

Region:

RANDOM PROXIMITY SEARCH AT

Latitude: Longitude:

DDMMSS[.ss]H where H is 'N' or 'S' DDDMMSS[.ss]H where H is 'E' or 'W'

Radius of search(NM): Reserve list of:

Search Results

Available codes Green----Available Blue----Unavailable Orange----Reserved Red----Allocated Purple----History

TACHA (EUR/NAT) TALUG (EUR/NAT)
 TADJT (EUR/NAT) TANGE (EUR/NAT)
 TAGES (EUR/NAT)
 TAGEK (EUR/NAT)
 TAGIG (EUR/NAT)
 TAGUG (EUR/NAT)
 TAKIS (EUR/NAT)
 TAKIT (EUR/NAT)
 TAKIX (EUR/NAT)
 TALEC (EUR/NAT)

Page 1 of 1

Find Allocated 5LNC

4 options are proposed above the Search Criteria.

1. “Released” – codes past the 6-month frozen period, historical data
2. “Pending” – frozen codes within the 6-month period until it’s released
3. “Allocated” – codes assigned to a Country
4. “All” – combined results of released, pending, and allocated codes

Find Allocated 5LNC

RELEASED
 PENDING
 ALLOCATED
 ALL

SEARCH CRITERIA

Code: Country:

Decision Date from: Purpose:

Decision Date to:

SHOW MAP CENTERED ON

Latitude:

DDMMSS[.ss]H where H is 'N' or 'S'

Longitude:

DDDMMSS[.ss]H where H is 'E' or 'W'

Search Results

Allocated codes Green----Available Blue----Unavailable Orange----Reserved Red----Allocated Purple----History

Code	Latitude	Longitude	Coord. States	Purpose	Decision Date	Available Date	Action	Comment
ABALO	321951.63N	0180749.27W	PRT		09/07/2001 00:00:00		✕ 📍 🗑	
ABALU	480900N	0380748E	UKR		09/07/2012 00:00:00	09/01/2013 00:00:00	✕ 📍 🗑	Donets'k TMA,STAR, approach
ABALU	515400N	0460900E	RUS	ENR	13/01/2015 00:00:00		✕ 📍 🗑	Airspace project Russian Federation, planned implementation APR2015

CHECKING PROXIMITY

Checking the sound-like proximity of a 5LNC is **mandatory** and is the **responsibility of the Authorized User**. It is also the Authorized User's responsibility to coordinate any sound-like issues/mitigations with relevant States, if required.

- The list of codes provided by ICARD should be considered as a support for identifying any possible sound-like conflicts. The Authorized User will base his/her consideration of this list, together with the purpose of use of the 5LNC requested, i.e. usage in RT, flow orientation or SID/STAR purposes, to determine valid sound-like conflicts.
- When an Authorized User has ticked the box for "Proximity check done", he/she is confirming that he/she has either checked that the 5LNC requested is not located close to another similar sounding 5LNC or that no sound-like issues are expected due to the specific use of the 5LNC requested, and has therefore met this requirement.

Note: The sound-like proximity check function only shows "allocated" codes (red), it leaves out all the "requested" codes (orange).

- The Data Manager **will refuse requests that may have sound-like conflict issues**.
- Even if a 5LNC is automatically generated from given coordinates, it is advised to do this check.

5LNC CODE ALLOCATION ABIKI

Latitude:
DDMMSS[.ss]H where H is 'N' or 'S'

Longitude:
DDMMSS[.ss]H where H is 'E' or 'W'

Purpose:

Comment:

Requested by:

For Countries:

Add co-ordinating country:

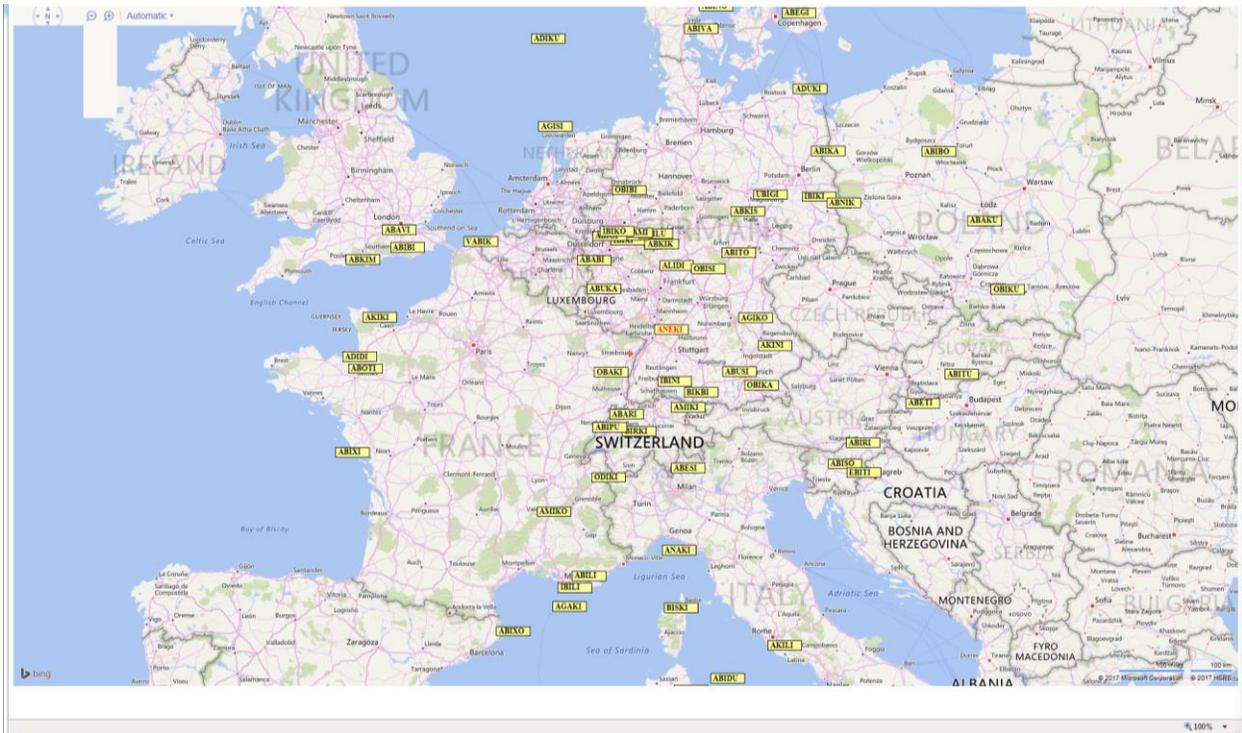
Proximity Search

within (NM)

Proximity check done

Checking proximity with the "MAP" function

The "Map" shows all 5LNCs which may sound like the selected 5LNC within the selected distance.



Checking proximity with the “LIST” function

The “List” gives all 5LNCs which may sound like the selected 5LNC within the selected distance.

Sound-like checking results for code "ABIKI" within 500 NM

CODE	Distance(nm)
ANEKI	48.28
OBAKI	51.21
IBINI	58.69
ABARI	88.17
AMIKI	97.64
ABUKA	97.89
ABIPU	113.02
ALIDI	121.61
ABUSI	133.3
ABABI	136.19
OBISI	138.94
IBIXI	146.64
ABIRU	152.87
ABILU	154.95
ABAMI	155.45
AGIKO	156.65
ABIGI	157.07
IBIKO	160.57
OBIKA	166.69
ABESI	172.44
AKINI	177.37
ODIKI	180.04
ABITO	180.91
OBIBI	209.63
AMIKO	254.78
UBIGI	262.11
ANAKI	282.86
IBIKI	304.08
AGISI	308.05
ABISO	318.2
ABILI	325.23
ABIRI	326.82
ABIBI	337.82
IBILI	346.95
EBITI	347.07
ABIKA	350.27
AKIKI	353.62
ABAVI	355.54
ABOTI	374.81
AGAKI	376.58
ADIDI	380.94
ABETI	386.9
AUUKI	394
ADIKU	408.66
ABIVA	409.51
ABIXI	421.67
ABITU	431.62
ABINO	438.12
ABIXO	439.87
ABIBO	458.34
ABEGI	463.38
ALINI	466.58
AKILI	467.02
ABAKU	476.71
ABIDU	486.41
OBIKU	490.32
OBIMI	493.22

1. After checking with either or both “Map” and “List” sound-like proximity functions, the authorized user may submit the request.
2. A notification will be sent automatically after the ICARD Regional Data Manager has approved the request.

THE REQUEST IS RECORDED

The request for allocation is now completed and will be transferred into the data manager’s pending requests



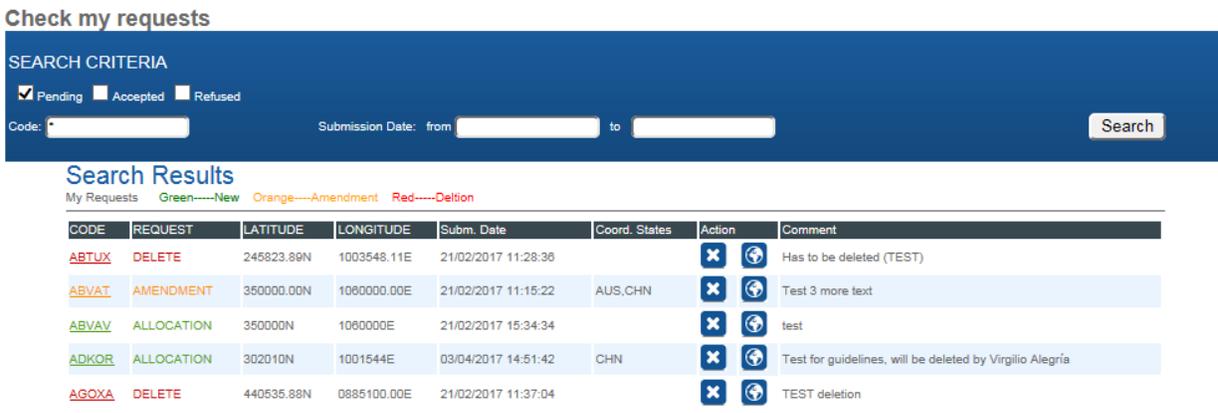
!! Important !! Your request has been successfully recorded BUT NOT YET approved.

It is mandatory for States to wait for Notification of allocation by the ICARD Regional data manager before proceeding to publication in AIP. The ICARD Regional Data Manager shall approve/reject 5LNC requests within 20 working days.

If requests are urgent, ICARD Authorized Users shall inform the ICARD Regional Data Manager by e-mail to expedite processing.

Amending your request

**Note: as long as the data manager has not yet acted on the request, the authorized user can amend any information through the “Check my requests” menu item.



Request For CODE ALLOCATION

ADKOR

Latitude:
DDMMSS[.ss]H where H is 'N' or 'S'

Longitude:
DDMMSS[.ss]H where H is 'E' or 'W'

Purpose: Proximity Search

Proximity Search: within (NM)

Proximity check done

Comment:

Requested by: oasisuser002

For Countries:

Add co-ordinating country



ICAO

ADDRESS

999 Robert-Bourassa Boulevard
Montréal, Québec, Canada, H3C 5H7
Tel: +1 514-954-8219
Fax: +1 514-954-9077

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ADKOR

Your request is successfully recorded in the database.

Latitude: 302010N

Longitude: 1001544E

Purpose: TA

Comment: Test for guidelines, will be deleted by Virgilio Alegría. CHANGES CAN BE MADE BEFORE APPROVAL BY DATA MANAGER.

Requested by: oasisuser002

Proximity checked done: YES

For Countries: China;

THE REQUEST IS APPROVED

Data manager’s tasks

1. **Your ICARD Regional Data Manager shall approve/reject 5LNC requests within 20 working days.** He/she checks the correctness of your request and that the sound-like proximity is confirmed.
2. He/she checks whether a duplicate of the requested code is already existing worldwide and takes the appropriate action if necessary.
3. The request for allocation is now completed and will be transferred into the data manager’s pending requests.

Accept Request For

ADKOR

Latitude:	302010N
Longitude:	1001544E
Purpose:	TA
Comment:	Test for guidelines, will be deleted by Virgilio Alegria. CHANGES CAN BE MADE BEFORE APPROVAL BY DATA MANAGER.
Submitted by:	oasisuser002
Proximity checked:	YES
Submitted date:	4/3/2017 2:51:42 PM
Modified by:	oasisuser002
Modified on:	4/3/2017 3:12:18 PM
For Countries:	China;

Confirm the request.

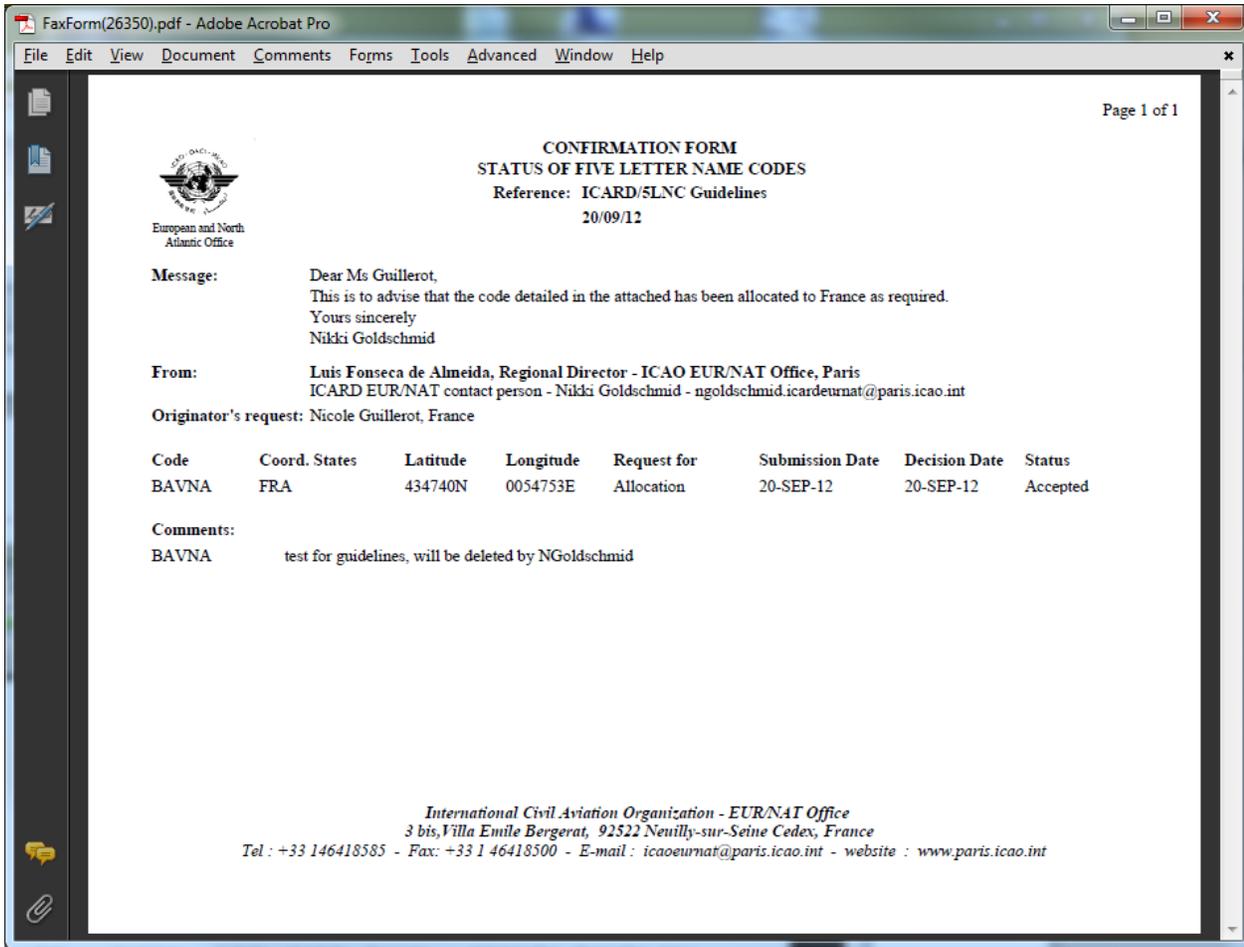
ADKOR

Your request is successfully recorded in the database.

Latitude:	3020010.00N
Longitude:	1001544E
Purpose:	TA
Comment:	Test for guidelines, will be deleted by Virgilio Alegria. CHANGES CAN BE MADE BEFORE APPROVAL BY DATA MANAGER.
Requested by:	oasisuser003
Proximity checked done	YES
For Countries:	China;

Approval notification

The data manager will generate a notification message from ICARD that will be sent to the planner and every other people concerned.



REQUIREMENT FOR 5LNC PUBLICATION

States shall wait for Notification of 5LNC allocation by the ICARD Regional Data Manager BEFORE proceeding to publication

All references to 5LNC :

ANNEX 11 – AIR TRAFFIC SERVICES

Appendix 2 – Principles governing the establishment and identification of significant points

...

3. Designators for significant points not marked by the site of a radio navigation aid

...

3.5 States' requirements for unique five-letter pronounceable name-code designators shall be notified to the Regional Offices of ICAO for coordination.

SECTION 5 AMENDING AND RELEASING 5LNC

AMENDMENTS TO 5LNC

Authorized Users can request amendments to the coordinates of allocated 5LNC if it has not yet been published. In that case, clicking the active code will open a window for an “amendment request”. It is advised to add information in the “comment box”.

AMENDMENTS TO COORDINATES

- Will be accepted **ONLY** if the 5LNC has not yet been published.
- When, for planning purposes, a 5LNC is requested with temporary coordinates, the Authorized User will state “provisional coordinates” in the “comment” box when posting the request for allocation.
- If the 5LNC is already published, any need to amend the coordinates will require the release of the current 5LNC and request of a new 5LNC.

Find Allocated 5LNC

RELEASED
 PENDING
 ALLOCATED
 ALL

SEARCH CRITERIA

Code: Country:

Decision Date from: Purpose:

Decision Date to:

SHOW MAP CENTERED ON

Latitude:

DDMMSS[ss]H where H is 'N' or 'S'

Longitude:

DDMMSS[ss]H where H is 'E' or 'W'

Search Results

Allocated codes
 Green-----Available
 Blue-----Unavailable
 Orange-----Reserved
 Red-----Allocated
 Purple-----History

Code	Latitude	Longitude	Coord. States	Purpose	Decision Date	Available Date	Action	Comment
ABADO	463920.88N	0051735.16E	FRA	TA	09/03/2015 00:00:00	09/09/2015 00:00:00	  	R ? servation de point pour projet Clarines faite par P. DEFAUW le 28/11/01 coord confirmed 8APR2004 ICAO ng

RELEASE OF 5LNC

When a 5LNC is no longer used, the Authorized User shall make a request for deletion.

1. From the “Find Allocated 5LNC” menu item, type in the 5LNC name concerned.
2. A table showing the 5LNC details will appear.
3. Click the “✘” icon for Code Deletion in the Action column.
4. The request will be recorded and confirmation will be sent by the data manager.

Note: Released 5LNC will remain frozen for a period of 6 months. After that time, they will automatically return to the reserve list of the ICARD database of the same ICAO Region.

AMENDMENT OR RELEASE OF SHARED CODES

- *if a code is **shared with another country**, the Authorized User shall coordinate with the other State and make sure that the code can be released.*
- *If the action required is only for a withdrawal of one of the coordinating states, this **should not be a request for deletion but a request for amendment to the code.***

Find Allocated 5LNC

RELEASED
 PENDING
 ALLOCATED
 ALL

SHOW MAP CENTERED ON

SEARCH CRITERIA

Code: Country:

Decision Date from: Purpose:

Decision Date to:

Latitude:

DDMMSS[.ss]H where H is 'N' or 'S'

Longitude:

DDMMSS[.ss]H where H is 'E' or 'W'

Search Results

Allocated codes
 Green---Available Blue---Unavailable Orange---Reserved Red---Allocated Purple---History

Code	Latitude	Longitude	Coord. States	Purpose	Decision Date	Available Date	Action	Comment
<u>ABAMU</u>	492349.92N	0001529.16W	FRA	TA	09/03/2015 00:00:00		✘ 🌐 🗑️	Demande exprimée par SNA/O le 19/01/10 - Procédures GNSS de Deauville et du Havre

Page 1 of 1

- Selecting “✘” in the “Action” column is a request for release
- By clicking on the underlined (active) 5LNC (ABAMU), the authorized user will proceed to a request for amendment to the code

SECTION 6 DOWNLOADING ALLOCATED 5LNC AND DUPLICATED 5LNC REPORTS

POSSIBLE DOWNLOADS

Downloads

LIST ALL PER COUNTRY
 Region : Countries :

LIST ALL PER CODE
 Region : Countries :

LIST DUPLICATES PER COUNTRY
 Region : Countries :

LIST DUPLICATES PER CODE
 Region : Countries :

List of 5LNCs by Country (using ITU Code (ISO3))

Code	Latitude	Longitude	Coord. States	Duplication	Purpose
Argentina/Argentine					ARG
Argentina/Argentine					ARG
AKNOS	380005.04S	0625303.84W			
AKPEL	250150.88S	0594157.84W			
AKPOV	283713.08S	0620623.04W			ENR
AKRAS	294304.08S	0662214.88W			
AKRIK	390240.99S	0682518.98W			OTHER
AKSUM	283713.08S	0620623.04W			ENR
ALBAL	341059.88S	0694900.12W			
ALDEX	313939.96S	0651154.96W			
ALDOR	332958.92S	0635505.88W			
ALDOS	261348S	0544048W	Also Paraguay		
ALDUT	270536S	0650914W			TA
#ALGAR	560056.59N	1120546.75W		Also NACC	
ALGIL	403329.16S	0710818.96W			
ALGOL	394914.16S	0645115.12W			
AMVIB	310139S	0595429.02W			ENR
AMVOM	283713.08S	0620623.04W			ENR

List of 5LNCs by Code

Page 1 of 39

Code	Latitude	Longitude	Coord. States	Duplication	Purpose
ABAPU	174938.36S	0190210.59E	Namibia,Angola		FIR
AGRAM	180004.02S	0213958.33E	Botswana,Namibia,Angola		
*#AKAZU	172205.88S	0165447.88E	Angola	Also ESAF,EUR/NAT	
*#AKAZU	172343S	0165046E	Namibia	Also ESAF,EUR/NAT	
AKBON	004901.92N	0301959.88E	Uganda		
#AKETE	325841.18N	0795943.33W	Namibia	Also NACC	
AKUTA	233300S	0260748E	Botswana		
ALDOV	303712S	0150000E	South Africa		
ALEMU	035949.06N	0394003.35E	Kenya		
ALENI	265835.54S	0320937.89E	Swaziland,South Africa		ENR
ALKAT	331100.54S	0255107.43E	South Africa		
*ALKON	002609.56S	0335802.74E	Kenya	Also ESAF	
*ALKON	002559.88S	0335800.12E	Uganda	Also ESAF	
ALNAB	085512N	0441312E	Somalia		
ALRAN	100000S	0562223.88E	Mauritius		

List of Duplicates by Country

Page 1 of 3

Code	Latitude	Longitude	Coord. States	Duplication	Purpose
Egypt/Egypte					EGY
#PAXIS	335706.12N	0271959.88E	Also Greece	Also EUR/NAT	FIR
Iran, Islamic Republic of/Iran, République islamique d'					IRN
#ALRAM	374229.88N	0443736.12E		Also EUR/NAT	
#DASIS	385434.92N	0441229.88E		Also EUR/NAT	
*EGRON	250441.88N	0613248.12E	Also Pakistan	Also MID	
#EGRON	250444.04N	0613244.88E		Also APAC	
#NOTSO	351416.08N	0593033.84E		Also NACC	
#PAROT	360939.96N	0495756.16E		Also APAC	
Iraq/Iraq					IRQ
#RAGAN			Also Saudi Arabia	Also EUR/NAT	
#SINKA	332101.08N	0444856.88E		Also NACC	ENR

List of Duplicates by Codes

Page 1 of 3

Code	Latitude	Longitude	Coord. States	Duplication	Purpose
#AKRAM	395342N	0601712.12E	Turkmenistan	Also MID	ENR
#AKRAM	255035.88N	0475133.12E	Bahrain,Saudi Arabia	Also EUR/NAT	
#ALRAM	374312N	0443712E	Turkey	Also MID	
#ALRAM	374229.88N	0443736.12E	Iran, Islamic Republic of	Also EUR/NAT	
#AMBOD	172236.12S	0553400.12E	Mauritius	Also MID	
#AMBOD	133356.88N	0481527E	Yemen	Also ESAF	ENR
#ANTAX	035949.12N	0352203E	Kenya	Also MID	
#ANTAX	040000N	0352248E	Sudan,Ethiopia	Also ESAF	
#ATUGA	040000N	0314800E	Uganda	Also MID	
#ATUGA	040000N	0314554E	Sudan	Also ESAF	
#AVAMI	204430.84S	0574842.84E	Mauritius	Also MID	
#AVAMI	250553.88N	0555647.04E	United Arab Emirates	Also ESAF	
#BOPAN	222400S	0200000E	Botswana	Also MID	
#BOPAN			Saudi Arabia	Also ESAF	
#DARVA	411824.12N	0602541.88E	Turkmenistan,Uzbekistan	Also MID	FIR
#DARVA	284814.04N	0484734.08E	Kuwait	Also EUR/NAT	
#DASIS	385400N	0441200E	Turkey	Also MID	
#DASIS	385434.92N	0441229.88E	Iran, Islamic Republic of	Also EUR/NAT	
#DOMAN	523300N	0245100E	Belarus	Also NACC	

SECTION 7 ICARD REGIONAL DATA MANAGERS

ICARD REGIONAL DATA MANAGERS		
ICAO Region	Primary Contact	Alternate
ICAO HQ	Virgilio Alegría valegria@icao.int	
APAC	Ying Zhou yzhou@icao.int	Shane Sumner ssummer@icao.int Leonard Wicks lwicks@icao.int
ESAF	David Labrosse dlabrosse@icao.int	Seboeso Machobane smachobane@icao.int
EUR/NAT	Isabelle Hofstetter ihofstetter@paris.icao.int	Patricia Cuff pcuff@paris.icao.int
MID	Elie Khoury ekhoury@icao.int	Abbas Niknejad aniknejad@icao.int
NACC	Raul Martínez rmartinez@icao.int	Ana Valencia avalencia@icao.int
SAM	Fernando Hermoza fhermoza@icao.int	Ursula Danuser udanuser@icao.int
WACAF	Albert Taylor ataylor@icao.int	George Baldeh gbaldeh@icao.int

APPENDIX 3B

CAPACITY AND EFFICIENCY INITIATIVES IN INDIA

Flexible Use of Airspace

1.1 The proposal for implementation for flexible use of airspace was formally approved by Government of India in March 2013 and National High Level Airspace Policy Body (NHLAPB) and National Airspace Management Advisory Committee (NAMAC) were established to realize the objectives of FUA. Rapid strides have been made by INDIA in implementation of FUA. The first version of Manual on Flexible Use of Airspace was released on 28th August 2014 which is the guidance material and reference document for implementation of FUA in India. The Indian FUA manual is available at www.aai.aero/public_notices/FUA_Manual_v1_230315.pdf.

1.2 Five NHAPLB and eleven NAMAC meetings have been held so far. Joint airspace review and design workshops are being conducted at regular intervals. More than 300 senior military personnel and 400 senior civil ATC personnel have been trained on FUA as on date. India has planned establishment of an Airspace Management Cell at national level and four AMCs at regional levels. The trial operation of Delhi AMC which is expected to function as N-AMC and R-AMC was conducted from 28 Feb to 10 Mar 2017. Other R-AMCs will be established in a phased manner.

1.3 Twenty eight Temporary Segregated Areas (TSA)/ Temporary Reserved Areas (TRA) have been established for use by the military. 10 conditional Routes have also been established. The process of reviewing existing permanent Danger (D) and Restricted (R) Areas of the military is underway so that unused D/R areas can be denotified and many D/R areas can be converted into TSA/TRA or AMC manageable D/R areas.

1.4 AAI has shared surveillance data from many of its RADARs with IAF ATC and Air Defense units for improved situational awareness. The pilot project of sharing of surveillance data from military RADARs will be implemented by 31st July 2017 at two airports.

1.5 ICAO APAC office has recognized the efforts of India and benchmarked the Indian FUA manual by sharing the template of the Indian Manual on FUA for the benefit of other member states. The template is available at [http://www2010.icao.int/PAC/Documents/edocs/Flexible Use of Airspace \(FUA\) Manual Template.docx](http://www2010.icao.int/PAC/Documents/edocs/Flexible_Use_of_Airspace_(FUA)_Manual_Template.docx).

Enhancement in Route Structure and Reduced Horizontal Separations

1.6 Airports Authority of India has taken several significant steps to improve efficiency of flight operations in oceanic airspace. Reduced Longitudinal Separation of 50 NM was introduced on 18 RNP-10 routes for suitably equipped aircraft in 2011, User Preferred Route (UPR) Geographic Zone in Chennai and Mumbai FIR was established in 2013, Reduced Longitudinal Separation of 30 NM was introduced on 4 ATS ROUTES N571, P574, M300 and P570 between suitably equipped (RNP-4) aircraft in 2014.

1.7 The percentage wise growth of India's domestic passenger market has been highest in the world for last few years. PBN initiatives like SIDs and STARs, city pair RNAV routes and RNP routes have been undertaken by AAI to meet the growing traffic. As on date 16 RNAV-5 ATS routes have been established. RNAV-2 city pair routes between Mumbai and Kolkata have been introduced from 17th September 2015. RNP 2 City pair routes between Delhi-Chennai and Bengaluru-Hyderabad were introduced in July 2016. RNP-2 city pair routes between Delhi & Mumbai are planned to be implemented from December 2017.

1.8 Following three proposals for RNP routes in oceanic airspace have been initiated by AAI.

Proposal 1: Establishment of RNP10 International ATS Route parallel to G450

PfA to BANP submitted to ICAO APAC on 12th November, 2015.

International traffic between Mogadishu/Sana FIR and Mumbai is on the rise and the existing route G450 is not able to meet the requirements. To enhance and optimize the routes it is proposed to establish four RNP10 international routes in Mumbai FIR.

- a) Restrict G450 upper limit to FL280 to accommodate non-RNP10/ non-RVSM aircraft.
- b) Create a new RNP10 ATS Route, N634, overlaying G450 between ORLID and Mumbai with vertical limit as FL290/FL460.
- c) Create a new RNP10 ATS route, M507, parallel and 50NM north of G450 between NABIL and WP LIMGA [183418N 0701230E] joining P751 to Mumbai.
- d) Somalia (Mogadishu) agreed to the proposal and proposed that the ATS route segment between NABIL and EKBAS be designated as UT381 with a reporting point at Mogadishu/Sana FIR boundary.

India and Somalia (Mogadishu) agreed to the proposal. Comments from Yemen on the proposal are awaited. Endorsement of the proposal by Yemen and ICAO/MID office is requested.

Proposal 2: Conversion of upper airspace (FL290 and above) of International ATS Route B459 & UL425 as RNP10

PfA to BANP submitted to ICAO APAC on 15th March, 2016

It is proposed to establish an RNP10 international route overlaying B459 in Mumbai FIR with a vertical limit of FL290/FL460.

Comments from Yemen on the proposal are awaited. Endorsement of the proposal by Yemen and ICAO/MID office is requested.

Proposal 3: Establishment of new Conditional Route RASKI-Ahmadabad under FUA

PfA to BANP submitted to ICAO APAC on 27th, March, 2017.

In 2013 IATA made a proposal for establishment of an International Route between Ahmadabad and RASKI (Mumbai-Muscat FIR Boundary). The proposed route facilitates connectivity for aircraft from / to Ahmadabad Middle East and overflying traffic between Far East Asia to Middle East. As per IATA the route will save 80NM/ 9 minutes/ 765Kg of fuel/ 2409Kg of CO2 per flight. The route is listed in the ICAO – APAC Route Catalogue as IND10. The proposed route is through IAF Restricted Areas. The proposal was taken up as a priority route by AAI under Flexible Use of Airspace (FUA) and IAF has concurred to establish the route as CDR 2.

The proposal has been accepted by Muscat.

C-ATFM and A-CDM

1.9 AAI is implementing Central ATFM (C-ATFM) system covering entire Indian airspace. The system is primarily meant to address the balancing of capacity against demand to achieve optimum utilisation of the major resources viz. Airport, Airspace and Aircraft where there is capacity constraint. AAI conducted three operational trials in past four months and thereafter has commenced regular operations for Phase I on 26th April 2017. The C-ATFM system network architecture consists of a Central

3B-3

Command and Control Centre (CCC) and the Flow Management Positions (FMP). The main and fall back CCC has been established at New Delhi. The CCC is supported currently by six FMPs (Delhi, Mumbai, Chennai, Kolkata, Bengaluru and Hyderabad) and will soon be expanded to 6 more FMPs and will be gradually expanded to 36 FMPs by October 2017 at various ACCs, APP centres and Towers across the country. The C-ATFM provides capabilities to model and implement Traffic Management Initiatives (TMIs) to smoothen the demand with the available capacity via Ground Delay and Ground Stop programs. CTOTs generated by the system are shared through email with FMPs and aircraft operators. The trials and operations so far have brought out issues related to information sharing, stakeholder awareness, flight plans and lack of discipline. The issues would be addressed by developing procedures for collecting FPL information in advance, coordination with Military ATC, coordination with MET, agreements for Common Business Rules, phasing out the RPLs, and procedures to deal with ATFM system outages. The experiences of the implementation process have also indicated that a close coordination with the top management of all stakeholders is essential for successful “buy-in” of the ATFM concept.

1.10 In the latter stages AAI will be keen to participate in any cross border ATFM network. In fact AAI has been participating in Cross Border ATFM workshops in APAC region and had also hosted one in New Delhi two years ago. AAI will be keenly looking forward to ATFM developments in MID region from where more than 600 flights enter Indian airspace every day. The cross border ATFM may help to manage traffic flows during cyclonic activities in Arabian sea, ever increasing traffic during the periods of “HAJ” and also help long haul flights to plan and fly fuel efficient levels.

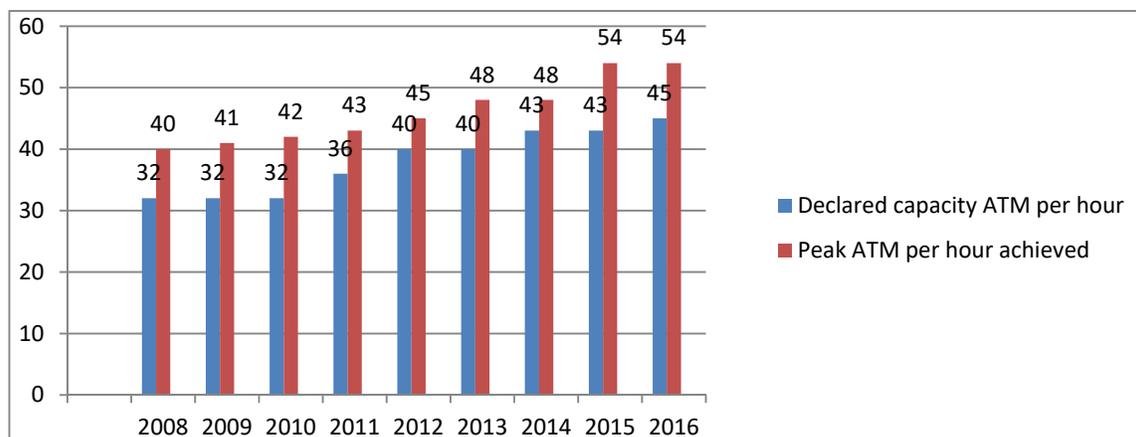
1.11 AAI has also implemented Airport Collaborative Decision Making Systems at Mumbai and Delhi. The A-CDM system at Mumbai has been developed in house by ATC officers of AAI. The system generates TSAT for flights based on current and predicted traffic data and stakeholder input. The pushback/start-up based on TSAT helps airlines to improve efficiency and also optimizes ground taxi times and holding times reducing fuel burns and carbon emissions. The A-CDM system will soon be integrated with the C-ATFM system to derive greater benefit from both the systems.

1.12 The A-CAAI is now developing A-CDM systems for Kolkata and Chennai.

Airport Capacity Enhancement

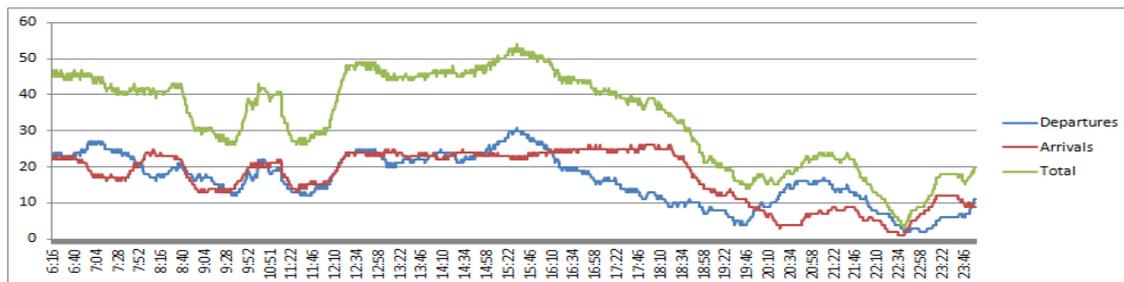
1.13 AAI has achieved significant success in enhancing the capacity of its two busiest airports i.e. Mumbai and Delhi. The capacity enhancement at Mumbai Airport is presented as an example here.

1.14 Sixty percent improvement in capacity has been achieved at Mumbai Airport through slew of initiatives involving all the stakeholders. The initiatives like ROT Mapping and sharing through Runway Utilisation Improvement Group, Improved R/T procedures, intensive training of ATM personnel, Uniform speed control, ASMGCS, A-CDM, Time Based Spacing have enabled Mumbai to achieve a world high for single runway operations of 45 million passengers per annum.

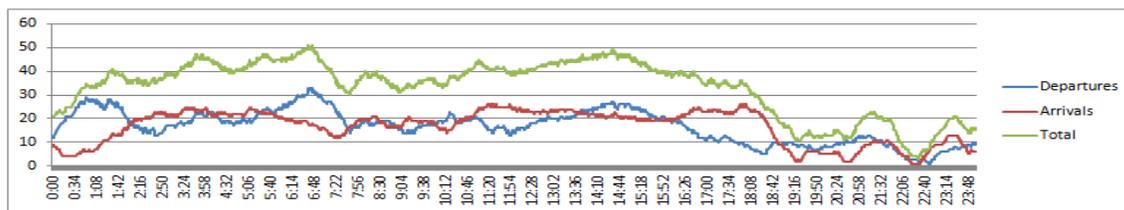


Minute by minute movement:

Date: 04.09.2015 . (Friday) Max: 54 between 1432-1531 UTC.



Date: 05.09.2015 . (Saturday) Max: 51 between 0540-0639 UTC.



Time Based Spacing

1.15 Traditionally, RADAR controllers use distance based spacing between successive arrivals to achieve the desired landing rate. The tools available on RADAR systems allow ATC to judge and apply desired distance based spacing between successive arrivals. The ground speed reduction in headwind conditions results in the increase in the time spacing between each arrival pair for distance based separations. In Mumbai controllers use ASMGCS feature called “Time to Threshold” to assess spacing that would deliver a time interval of 130 seconds in which one departure is accommodated in between. The objective is to achieve one aircraft movement every 65 seconds. Thus if the successive arrivals and the departure are CAT C aircraft a spacing of 130 seconds is provided but if any one or more aircraft are CAT D/E/F then they a spacing of 140/150 seconds is provided. The Time Based spacing has been a vital enabler for capacity enhancement.

Regional Connectivity Scheme

1.16 Government of India has issued a National Civil Aviation Policy. Salient points of the policy are:

A) Vision: To create an eco-system to make flying affordable for the masses and to enable 30 crore domestic ticketing by 2022 and 50 crore by 2027, and international ticketing to increase to 20 crore by 2027. Similarly, cargo volumes should increase to 10 million tonnes by 2027.

B) The Policy: NCAP 2016 covers many policy areas; the salient features of one such policy “Regional Connectivity Scheme” are presented through this paper.

1.17 The scheme is also termed as “UDAAN: Ude Desh ka Aam Nagrik” in national language Hindi (the translation would mean Flight: Enabling Common Citizens to fly). As the name suggests the scheme is envisioned to enable common citizens of the nation to use flights to commute. The scheme will not only connect regional airports with one another but also some of the regional airports with Metro Airports.

3B-5

1.18 Ministry of Civil Aviation (MoCA) has targeted an indicative airfare of Rs 2500 per passenger approximately, indexed to inflation, for a significant part of the capacity of the aircraft for a distance of 500kms to 600 kms on RCS routes (equivalent to about one hour of flight). The cap for helicopters under RCS will be higher. The scheme will offer a flexible menu of options to the interested scheduled airline operators.

1.19 In the first phase 45 unserved/underserved airports are planned to be revived by September, 2017.

1.20 RCS will be implemented by way of:

- i) Revival of un-served or under-served airports/ routes;
- ii) Concessions by different stakeholders; and
- iii) Viability Gap Funding (VGF) for operators under RCS.

APPENDIX 4A

MID RDWG Scope, Terms of Reference, Composition, and Working Procedures

Scope:

The MID Route Development Working Group (RDWG) works on matters related to ATS route planning and implementation in the Middle East Region.

In order to achieve its mandate, The RDWG builds on previous work aiming at enhancing the regional ATS route network, including but not limited to: MIDRAR, CNS/ATM study, work of the Advanced Inter-regional ATS Routes Development Task Force (AIRARD TF), work of the Middle East ATM Enhancement Programme (MAEP), work of ICAO ARN Task Force, etc.

Terms of Reference:

1. Based on airspace users' needs and in coordination with stakeholders (States, Regional and International Organizations, and other ICAO Regions), identify requirements and improvements for achieving and maintaining an efficient ATS route network in the MID Region.
2. Recommend measures and support the ATM SG in the development and maintenance of working procedures to plan and implement requirements/improvements to the MID ATS route network.
3. facilitate the implementation of agreed ATS routes by engaging concerned parties including the Military Authorities.
4. In coordination with the MIDRMA, carry out safety assessment of the proposed changes to the ATS route network.
5. Support the implementation of the approved amendments to the ATS route network and MID ANP;
6. Coordinate and support implementation of the ATS routes over the high seas;
7. Address inter-regional ATS routes improvements with adjacent ICAO Regions, through the AIRARD Task Force, RDGE, AAMA SCM etc.
8. Report regularly to the ATM Sub Group and to MAEP Board the work progress of the RDWG.

Composition:

The RDWG will be composed of:

- a) experts nominated by Middle East States from both Civil Aviation and Military Authorities;
- b) Concerned Regional and International Organizations; and
- c) Other representatives from adjacent States and Organizations as required.

In addition, the RDWG will have a core team composed of AACO, IATA and ICAO. The core team will be responsible for developing the activities of the RDWG through effective coordination between airspace users and RDWG members.

Working Procedures:

The RDWG will meet as required and under the format of Task Forces gathering concerned States and stakeholders to carry its work, with the following work procedures:

- The Core Team will coordinate users' requirements based on trunk routes and city-pair priorities.
- For each set of requirements, concerned airspace users will submit proposals which will be communicated to the concerned States for review.
- Coordination will be carried out with concerned State(s) through correspondence and teleconferences and, if required, face-to-face meetings with stakeholders on case-by-case basis.
- The Core Team will continue to follow up with concerned States to ensure implementation of the agreed proposals and their migration to the MID ANP.
- The Core Team will follow-up with the concerned State(s) and air operators the conduct of post implementation review of the implemented ATS route improvements, to assess the impact and estimate the benefit accrued from the implementation.

APPENDIX 4B

STATUS OF CONTINGENCY AGREEMENTS IN THE MID REGION

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

Agreement Signed Agreement NOT Signed Signed Agreements / Total No. of required Agreements

APPENDIX 5A

<i>B0 – FRT0: Improved Operations through Enhanced En-Route Trajectories</i>					
Elements	Applicability	Performance Indicators/Supporting Metrics	Targets	Status	Remarks
Flexible use of airspace (FUA)	All States	Indicator: % of States that have implemented FUA Supporting metric*: number of States that have implemented FUA	40% by Dec. 2017	TBD by ATM SG/3 meeting May 2017	Inputs should be provided by States
Flexible routing	All States	Indicator: % of required Routes that are not implemented due military restrictions (segregated areas) Supporting metric 1: total number of ATS Routes in the Mid Region Supporting metric 2*: number of required Routes that are not implemented due military restrictions (segregated areas)	60% by Dec. 2017	TBD by ATM SG/3 meeting May 2017	Inputs should be provided by States

Table B0-FRTO

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 military restrictions (segregated areas)
- 6 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)	Remarks
1	2	3	4	5	6
Bahrain	FI	78	1 (UM430)	0	Time route
Egypt					
Iran					
Iraq	PI	15	0	2	P/UP975 closed btw SIDNA & MUTAG
Jordan	FI	12		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	
Syria	PI	19	0	0	
Unite Arab Emirates	PI	41	3	4	
Yemen					
Total					
Percentage					

LIST OF ATFM FOCAL POINTS

STATE	NAME	TITLE	ADDRESS	E-MAIL	FAX	TELEPHONE	MOBILE
BAHRAIN	Mr. Ahmed Mohammed Bucheeri	Head Air Traffic Operation	Civil Aviation Affairs (CAA)	a.ali@mtt.gov.bh	-	+973 17 321158	+973 395 22696
EGYPT	Nav. Tayseer Mohamed Abdelkareem	General Manager of ATS	Egyptian Civil Aviation Authority (ECAA)	tayseer.mohamed@civilaviation.gov.eg tayseerkasem73@gmail.com	-	-	+2 0100 522 8675
IRAN							
IRAQ	Mr. Fadel Gatea	Director ATS	Iraq Civil Aviation Authority (ICAA)	atc@iraqcaa.com		+964 77 16440448	+964 7828844998
JORDAN	Mr. Fawaz Abdallah	Director of ANS-Queen Alia International Airport	Civil Aviation Regulatory Commission (CARC)	dans-qa@carc.gov.jo	+962 6 4451619	+962 6 4451666	+962 798545053
KUWAIT	Mr. Ahmed Alkhalaf						
	Mr. Tariq Alghareeb						
LEBANON							
LIBYA							
OMAN	Mr. Mubarak Saleh Al-Gheilani	Director Air Traffic Control Services - A/Sr. Director Quality & Safety	Public Authority for Civil Aviation (PACA)	m.alghelani@paca.gov.om	-	+968 2435 4867	+968 9507 6157
QATAR							

ATM SG/3-REPORT
APPENDIX 5B

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STATE	NAME	TITLE	ADDRESS	E-MAIL	FAX	TELEPHONE	MOBILE
SAUDI ARABIA							
SUDAN	Mr. Sabri Mohamed Hassan	Manager Area Control Centre	Sudan Civil Aviation Authority (SCAA)	sabrimohamed@scaa.gov.sd sabri_662000@yahoo.com			+249 123 288098
SYRIA							
UAE	Mr. Hamad Rashid Al Belushi	Director of Air Traffic Management	ANS Sheikh Zayed Air Navigation Centre GCAA	hbelushi@szc.gcaa.ae	+971 2 599 6836	+971 2 599 6836	+971 50 616 4350
USA	Mr. Greg Hebert	Manager, Europe/Africa/Middle East (Acting)	Federal Aviation Administration (FAA)	gregory.hebert@faa.gov	-	+1 202 267 1189	
YEMEN							
AACO	Mr. Rashad Karaky	Director - Technical Department	Arab Air Carriers Organization (AACO)	etm@aaco.org rkaraky@aaco.org	+961 1 863 168	+961 1 861297/8/9	+961 3 163 318
ACAC	Mr. Mohamed Rejeb	Air Navigation & Air Safety Expert	Arab Civil Aviation Commission (ACAC)	mohamed.rejeb@planet.tn mohamed.rejeb65@gmail.com	-	+212 537 658 323/40	+212 639174697
AEROTHAI	Mr. Piyawut Tantimekabut (Toon)	Air Traffic Management Network Manager	Network Operations ATM Centre - Aeronautical Radio of Thailand Ltd	piyawut@aerothai.co.th piyawut@gmail.com	+66 2 287 8375	+66 2 287 8616	+66 8 9697 5859
CANSO	Ms. Hanan Qabartai	Director Middle East Affairs	CANSO	hanan.qabartai@canso.org	-	+962 6 500 7321	+962 796 768 012

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STATE	NAME	TITLE	ADDRESS	E-MAIL	FAX	TELEPHONE	MOBILE
EUROCONTROL	Mr. Brian Flynn	Head Performance, Forecasts and Relations, Network Manager Directorate	EUROCONTROL	brian.flynn@eurocontrol.int	-	+32 2729 9805	+32 4999 43721
IATA MENA	Mr. George Rhodes	Assistant Director Infrastructure, Middle East & North Africa	IATA MENA	rhodesg@iata.org	+962 (6) 593 9912	+96 26 580 4200 Ext 1215	+962 (79) 944 4252
IATA	Mr. Joel Morin	Head, Global ATM Harmonization & Policy	IATA	morinj@iata.org	-	+1 514 874 0202	+1 514 562 3403

APPENDIX 5C

**TERMS OF REFERENCE (TOR) OF
AIR TRAFFIC FLOW MANAGEMENT TASK FORCE
(ATFM TF)**

I. TERMS OF REFERENCE

- 1.1 Develop an ATFM Concept of Operations and a Framework which addresses ATFM implementation and ATFM operational issues in the ICAO MID Region.
- 1.2 Identify, research and recommend appropriate guidance regarding:
 - a) capacity assessment and adjustment mechanisms;
 - b) regular review for all aerodromes and ATC sectors where traffic demand is expected to reach capacity, or is resulting in traffic congestion;
 - c) mechanisms for ATFM data gathering, collation and sharing between States, Organizations and ICAO, which may include:
 - i. capacity assessments, including factors affecting capacity such as special use airspace status, runway closures and weather information;
 - ii. traffic demand information which may include flight schedules, flight plan data, repetitive flight plan data as well as associated surveillance updates of flight status; and
 - iii. ATFM Daily Plan.
 - d) compliance by airspace users with ATFM measures; and
 - e) any other guidance relevant to the Regional ATFM Framework.
- 1.3 Review existing and planned ATFM initiative in the Region, and make specific recommendations to ensure their alignment.
- 1.4 Ensure inter-regional ATFM harmonization with adjacent ICAO Regions.
- 1.5 Recommend appropriate inputs to the ASBU Modules relevant to ATFM such as NOPS, A-CDM, etc.
- 1.6 Report to the ATM SG.
- 1.7 Review periodically its Terms of Reference and propose amendments as necessary.
- 1.8 Coordinate as deemed necessary with the Runway and Ground Safety Working Group (RGS WG) and the Meteorology Sub-Group (MET SG) the issues of mutual interest.

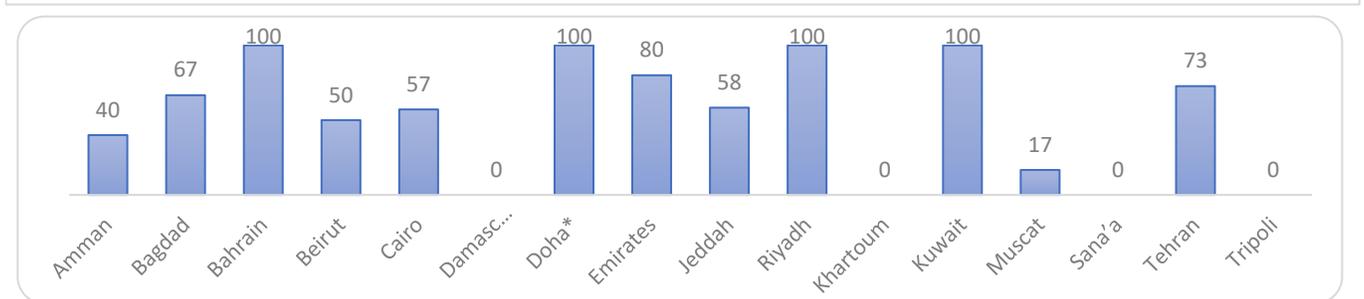
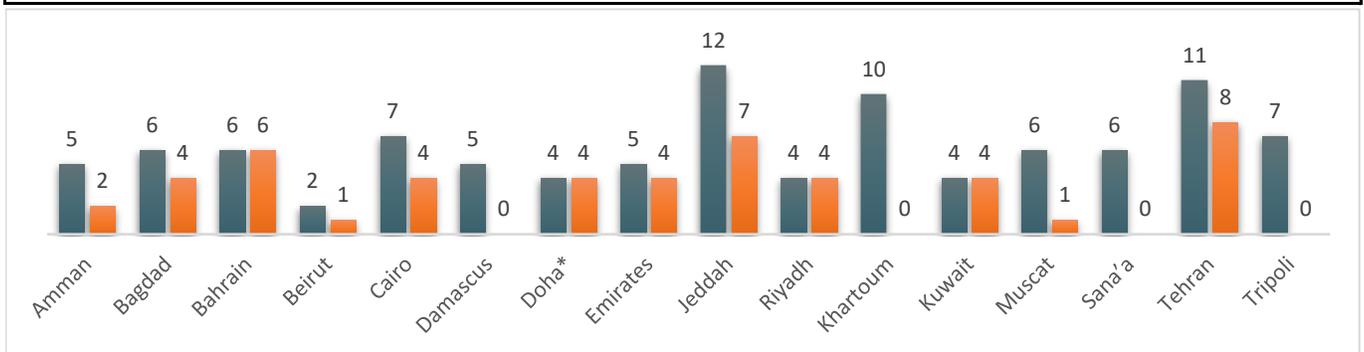
II. COMPOSITION

- 2.1 The Sub-Group is composed of experts from:
 - a) MIDANPIRG Member States;
 - b) AACO, ACAC, AIROTHAI, CANSO. EUROCONTROL, FAA, IATA, and ICAO (Bangkok, Cairo, Paris Offices and HQ); and
 - c) other representatives from provider States and Industry may be invited on ad hoc basis, as observers, when required.

MID REGION Status of Longitudinal Separation Implementation As of

May 2017

ACC	Adjacent ACCs (Longitudinal Separation in NM)						
Amman	Cairo (20)	Bagdad 10mn	Damascus 10mn	Jeddah (20)	Tel Aviv 10mn		
Bagdad	Amman 10mn	Ankara (20)	Damascus 10mn	Jeddah (20)	Tehran (20)	Kuwait (20)	
Bahrain	Doha (10)	Emirates (10)	Jeddah (10)	Kuwait (10)	Riyadh (10)	Tehran (20)	
Beirut	Damascus 10mn		Nicosia (20)				
Cairo	Amman (20)	Athens (20)	Jeddah (20) DEDLI 10mn	Khartoum 10mn	Nicosia (30)	Tel Aviv (20)	Tripoli 10&15mn
Damascus	Amman 10mn	Ankara 10mn	Bagdad 10mn	Beirut 10mn	Nicosia 10mn		
Doha*	Bahrain (10)	Emirates (10)	Jeddah (10)	Riyadh (10)			
Emirates	Bahrain (10)	Doha (10)	Jeddah 30mn	Muscat (10)	Tehran (20)		
Jeddah	Amman (20)	Asmara 10mn	Bagdad (20)	Bahrain (10)	Cairo (20) DEDLI 10mn	Doha (10)	Emirates 30mn
	Khartoum 10mn	20 Kuwait	Muscat 10mn	Riyadh (10)		Sana'a 10mn	
Riyadh	Bahrain (10)	Doha (10)	Kuwait (20)	Jeddah (10)			
Khartoum	Addis Ababa 10mn	Asmara 10mn	Brazzaville 10mn	Cairo 10mn	Entebbe 10mn	Jeddah 10mn	Kinshasa 10mn
	N'Djamena 10mn		Nairobi 10mn	Tripoli 10mn			
Kuwait	Bagdad (20)	Bahrain (10)	Jeddah (20)	Tehran (20)			
Muscat	Emirates (10)	Jeddah 10mn	Karachi 5mn	Mumbai 10mn	Sana'a 10mn	Tehran 10mn	
Sana'a	Djibouti (Addis Ababa) 10mn	Asmara 10mn	Jeddah 10mn	Mogadishu 10mn	Mumbai 10mn	Muscat 10mn	
Tehran	Ankara (20)	Ashgabat (20)	Bagdad (20)	Bahrain (20)	Baku (20)	Emirates (20)	Kabul 10mn
	Karachi 10mn	Kuwait (20)	Muscat 10mn	Yerevan (20)			
Tripoli	Algiers 10mn	Cairo 10 & 15mn	Khartoum 10mn	Malta 10mn	N'Djamena 10mn	Niamey 10mn	Tunis 10mn



APPENDIX 5E

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					
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					

APPENDIX 5F

B0 – FICE: Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration					
<i>Elements</i>	<i>Applicability</i>	<i>Performance Indicators/Supporting Metrics</i>	<i>Targets</i>	<i>Status</i>	<i>Remarks</i>
AMHS capability	<i>All States</i>	Indicator: % of States with AMHS capability Supporting metric: Number of States with AMHS capability	70% of States with AMHS capability by Dec. 2017	73% (11 States)	Data Collection: MID eANP Table B0-FICE CNS Sub-Group
AMHS implementation /interconnection	<i>All States</i>	Indicator: % of States with AMHS implemented (interconnected with other States AMHS) Supporting metric: Number of States with AMHS implemented (interconnections with other States AMHS)	60% of States with AMHS interconnected by Dec. 2017	60% (9 States)	Data Collection: MID eANP Table B0-FICE CNS Sub-Group
Implementation of AIDC/OLDI between adjacent ACCs	<i>All ACCs</i>	Indicator: % of FIRs within which all applicable ACCs have implemented at least one interface to use AIDC/OLDI with neighboring ACCs Supporting metric: Number of AIDC/OLDI interconnections implemented between adjacent ACCs	70% by Dec. 2017	33% (5 States)	Data Collection: MID eANP Table B0-FICE CNS Sub-Group

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 – Not Implemented
- 5 Status of AIDC/OLDI Implementation, where:
Y – If AIDC/OLDI is implemented at least with one neighbouring ACC
N – 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
1	2	3	4	5	6	7
Bahrain	Y	Y	Y	N		
Egypt	Y	Y	Y	Y		
Iran	N	N	Y	N		Contract signed for AMHS
Iraq	N	N	N	N		
Jordan	Y	Y	Y	N		
Kuwait	Y	Y	Y	N		
Lebanon	Y	N	Y	Y		
Libya	Y	N	Y	N		
Oman	Y	Y	Y	N		
Qatar	Y	Y	Y	Y		local implementation for OLDI
Saudi Arabia	Y	Y	Y	Y		local implementation for AIDC
Sudan	Y	Y	Y	N		AMHS Int. Feb 2015
Syria	N	N	N	N		
UAE	Y	Y	Y	Y		Local implementation for OLDI
Yemen	N	N	N	N		Contract signed for AMHS
Total Percentage	73%	60%	80%	33%		

APPENDIX 5G

MID Region SSR Codes Allocation

Code	AMMAN	BAGHDAD	BAHRAIN	BEIRUT	CAIRO	DAMASCUS	DOHA TMA	EMIRATES	JEDDAH	KHARTOUM	KUWAIT	MUSCAT	SAN'A'A	TEHRAN	TRIPOLI
0001-0077 ²															
0101-0177 ¹										T					
0200-0277 ¹									D						
0300-0377 ²															
0400-0477 ²	D							D							
0500-0577 ¹								T							
0600-0677 ¹					D			D			D				
0700-0777 ¹	T														
1001-1077 ¹		T													
1101-1177 ¹	D							D						D	
1200-1277 ¹			D							D					
1300-1377 ¹		D						D							D
1400-1477 ¹											T				
1500-1577 ¹														D	
1600-1677 ¹					T										
1700-1777 ¹								T							
2001-2077 ³															T
2100-2177 ¹			D												
2200-2277 ¹			T												
2300-2377 ¹					D		D								
2400-2477 ¹	D														
2500-2577 ¹				D					D						
2600-2677 ¹			T												
2700-2777 ¹			D		D										
3000-3077 ¹						D			D						
3100-3177 ¹									T						
3200-3277 ¹			T												
3300-3377 ¹					T										
3400-3477 ¹								T							
3500-3577 ¹									D						
3600-3677 ¹														T	
3700-3777 ¹											D		D		
4000-4077 ¹											T				
4100-4177 ¹									D					D	
4200-4277 ¹									T						

Code	AMMAN	BAGHDAD	BAHRAIN	BEIRUT	CAIRO	DAMASCUS	DOHA TMA	EMIRATES	JEDDAH	KHARTOUM	KUWAIT	MUSCAT	SANA'A	TEHRAN	TRIPOLI
4300-4377 ¹				T											
4400-4477 ¹			T												
4500-4577 ¹									T						
4600-4677 ¹										D		D			
4700-4777 ¹												T			
5000-5077 ¹									D						
5100-5177 ¹														T	
5200-5277 ¹									T						
5300-5377 ³															
5400-5477 ¹														T	
5500-5577 ³															
5600-5677 ¹									D					D	
5700-5777 ¹						T									
6000-6077 ¹								D		D					
6100-6177 ¹								D					D		
6200-6277 ¹								T							
6300-6377 ¹									D					D	
6400-6477 ³															
6500-6577 ¹												D			
6600-6677 ¹												D			
6700-6777 ²															
7001-7077 ¹														T	
7100-7177 ²															T
7200-7277 ¹		T													
7300-7377 ¹					T										
7400-7477 ¹		D													
7501-7577 ²															
7613-7677 ²															
7701-7775 ²															

T: codes allocated for Transit use

D: codes allocated for Domestic use

 ¹ Series allocated to the MID Region and Assigned to MID States

 ² MID Region SSR Reserve List for Domestic use

 ³ MID Region SSR Reserve List for Transit use

APPENDIX 6A

Summary Recommendations for endorsement

The project has found no deficiencies so far with flight plan processing or active live flights with regional ATC or CAA units. Etihad Airways with the support of selected regional and international airlines will continue the flight plan testing phases for International airports' arrivals and departures within the Mid-Region to identify gaps and/or challenges within the airport process, such as IT or human factors, that would limit the use of Alpha-Numeric call signs for commercial flights in the MID region. Any deficiencies will be reported to ICAO and the MEAP S/C upon the completion of the testing phase.

The project has identified that the Call Sign Similarity process and software which is currently used by Eurocontrol can be utilized in the MID Region. Furthermore, the region will benefit from the lessons learned by Eurocontrol to ensure a better implementation of the tool.

Suggestions overview:

1. Establish a regional call-sign similarity unit (CSS).
2. Establish CSS rules for call-sign conflicts as done by Eurocontrol.
3. Establish CSS Working Group through ICAO from States CSS Focal Points.
4. Operators having an internal process to de-conflict the airline's flight schedule will provide the internally de-conflicted schedule to the regional call sign similarity unit (CSS).
5. Operators that do not have an internal de-conflicting process that they can utilize to de-conflict their internal flight schedule, will provide data to the regional call sign similarity unit (CSS) for de-confliction.
6. Call- sign conflicts identified through regional call sign similarity unit (CSS) will be provided to operators with options for adjustments (example: XXX123 to XXX12A/XXX12M).
7. Call signs that have been identified with no conflict will be assigned until such time they are no longer utilized by operator.
8. All new call signs will be applied through the regional call sign similarity unit (CSS) prior to utilizations to assure de-confliction and report and assignment provided to submitter by the (CSS).
9. Call signs that have worked well during a season should be kept were possible. It will help to eventually decrease the changes to zero and support the aim of retaining a specific alpha numeric call sign for a commercial flight number.
10. States to publish the acceptance of alpha numerical call signs.
11. States to publish notification on airports that are unable to accept alpha numerical call signs for ATC use.
12. States will report to the regional call sign similarity unit (CSS) attaching the ATC/Airport call-sign confusion reports for review tracking and action if deemed appropriate.

RECOMEDATION	Organization/Action	Progress
Establish a regional call-sign similarity unit (CSS)	IATA MENA and ICAO MID and airlines	ICAO and IATA email accounts established
Establish MID Region CSS rules for call-sign conflicts as done by Eurocontrol	Mid states to utilize work and recommendation by Eurocontrol (appendix B)	
Operators having an internal process to de-conflict the airline's flight schedule, will provide the internally de-conflicted schedule to the regional call sign similarity unit (CSS).	Airlines can utilize own internal process or utilize Eurocontrol CSS tool	Some airlines current utilize Eurocontrol tool for internal de-confliction
Operators that do not have an internal de-conflicting process that they can utilize to de-conflict their internal flight schedule, will provide data to the regional call sign similarity unit (CSS) for de-confliction.	IATA MENA through agreement with of Eurocontrol will provide operators same services	IATA MENA awaiting formal training
Call- sign conflicts identified through regional call sign similarity unit (CSS) will be provided to operators with options for adjustments (example: XXX123 to XXX12A/XXX12M).	IATA	
<p>Call signs that have been identified with no conflict will be assigned until such time they are no longer utilized by operator.</p> <p>Flight delays beyond 0000z shall replace the last letter of the alpha numeric call sign with the letter "z" and add the original alpha numeric call sign in the remarks field 18.</p>	IATA/Airlines	

<p>All new call signs will be applied through the regional call sign similarity unit (CSS) prior to utilizations to assure de-confliction and report and assignment provided to submitter by the (CSS)</p>	<p>IATA/Airlines</p>	
<p>States will report to the regional call sign similarity unit (CSS) attaching the ATC/Airport call-sign confusion reports for review tracking and action if deemed appropriate.</p>	<p>IATA/ICAO/States</p>	<p>Regional email accounts established for reporting and trend analysis MIDCSC@icao.int and MENACSSU@iata.org.</p>
<p>States to publish the acceptance of alpha numerical call signs</p>	<p>States</p>	<p>See India AIC example appendix C</p>
<p>States to publish notification on airports that are unable to accept alpha numerical call signs for ATC use</p>	<p>States</p>	

APPENDIX 6B

Call Sign Similarity/Confusion Reporting Template

Case	Reporting ANSP or AO	Place of occurrence (Airport, sector, etc)	Date of occurrence (26/04/2013)	Time (UTC)	Call signs (one line for each)	Departure airport (ICAO 4-letter code)	Arrival airport (ICAO 4-letter code)	Type of aircraft (ICAO type desig)	Aircraft Operator (ICAO 3-letter code)	Type of Occurrence (CSS or CSC)	AO using CSST (YES or NO)
1											
2											
3											
4											
1											
2											

APPENDIX 7A

MID REGION SAR AGREEMENT STATUS BETWEEN ANSPS/ACCS

May 2017

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

APPENDIX 7B

ICAO/IMO JWG-SAR/22-WP/x - Attachment 1

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]

APPENDIX 7C

MID REGION SAR FOCAL POINTS CONTACT DETAILS

STATE	NAME	TITLE	ADDRESS	EMAIL/AFS	FAX	TEL	MOBILE
Bahrain	Mr. Fareed Ibrahim	Head of Search and Rescue	Bahrain CAA P.O.Box – 586 Kingdom Of Bahrain	fbucheery@caa.gov.bh	(973) 17 329 949	(973) 17 329 969	
Egypt	Mr. Khaled Abdelraouf Kamel	General Director of Operations Centers & Crisis Management	Ministry of Civil Aviation Cairo - EGYPT	Operation-center-ecaa@hotmail.com Operation-center-ecaa@yahoo.com	202 22681371	202 22688387 202 22678535	01147710035 01001112375
Iran							
Iraq	Ali Muhsin Hashim	Director ATS	ANS Building, BIAP	Atc_iraqcaa@yahoo.com		+964 7815762525	+964 7815762525
Jordan	Mr. Ahmad Al Heders	Chief Amman ACC	Queen Alia Airport	Ahmad.al-hederes@carc.gov.jo			+96279666432 8
Kuwait							
Lebanon							
Libya							
Oman	RCC HQ RAFO		P.O. Box 722 Muscat P.C. 111, Oman	Hq.rafo.@rafo.gov.om AFS:- OOMSICYX	+968 24334776	+968 24334211 +968 24334212	

STATE	NAME	TITLE	ADDRESS	EMAIL/AFS	FAX	TEL	MOBILE
Qatar	Mr. Nasser Al-Khalaf	Senior Air Traffic Controller and SAR Coordinator	Hamad Int'l Airport-Doha	nasser.alkhalaf@caa.gov.qa			
Saudi Arabia	Mr. Fahad Saud Alharbi	Manager SAR Head of SAMCC	Saudi Air Navigation Services	fasalharbi@sans.com.sa	+966126402855	+966126717717/1840	+966505329284
Sudan	Hashim Mohamed Ahmed	RCC Head	Sudan CAA PO BOX 165	BEGER124@gmail.com	249183528323	249183528323	24912327797 249912382433
Syria	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
UAE	Mr. Waleed Al Riyami	SAR Inspector	Air Navigation & Aerodrome Department GCAA- Abu Dhabi	walriyami@gcaa.gov.ae	+971 2 405406	+971 2 4054214	
Yemen	Mr. Mohamed Abdulrab Ali	SAR Director	CAMA Yemen			967777214088	

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 ATM II-MID-1 MID REGION ATS ROUTE NETWORK	-	ATS routes M305/UM305 not implemented	Apr, 2013	Segment BRN-ATMUL not implemented.	S	<p>step 1 Dated 2/2015: held meeting with ECAA , NANSK and Military to study the proposed Routes</p> <p>step 2 Dated 14/5/2015: send letter for approval of the proposed routes to the military side</p> <p>step 3 Dated 23/6/2015: Receiving rejection letter from military side for the proposed routes</p> <p>step 4 : Dated 25/6/2015 : notify NANSK ANSP company to study the proposed Routes</p> <p>step 5 Dated 4/2017: Egypt will present a working paper in the third meeting of the MIDANPIRG ATM Sub-group (ATM-SG 3) to address the subject</p>	Egypt	Dec, 2018	B

(1) 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
2	MID ANP Table ATM II-MID-1 MID REGION ATS ROUTE NETWORK	-	ATS routes M312/UM312 not implemented	Apr, 2013	Segment DBA-AMIBO not implemented.	S	<p>step 1 Dated 2/2015: held meeting with ECAA , NANSC and Military to study the proposed Routes</p> <p>step 2 Dated 14/5/2015: send letter for approval of the proposed routes to the military side</p> <p>step 3 Dated 23/6/2015: Receiving rejection letter from military side for the proposed routes</p> <p>step 4 : Dated 25/6/2015 : notify NANSC ANSP company to study the proposed Routes</p> <p>step 5 Dated 4/2017: egypt will present a working paper in the third meeting of the MIDANPIRG ATM Sub-group (ATM-SG 3) to address the subject</p>	Egypt	Dec, 2018	B

(1) 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	-	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 Afghanistan, Azerbaijan, Kuwait and Turkmenistan	H	Corrective Action Plan has not been formally provided by the State	Iran	Dec, 2018	A
2	MID ANP TABLE ATM II-MID-1 MID REGION ATS ROUTE NETWORK	-	ATS routes A418/UP574 not implemented	Dec, 2006	KUMUN-PAPAR segment not implemented.	S O	Corrective Action Plan has not been formally provided by the State	Iran- UAE	Dec, 2018	B
3	MID ANP Table ATM II-MID-1 MID REGION ATS ROUTE NETWORK	-	ATS Route G202 is restricted to certain defined airspace users	Jun, 2014 Jun, 2014	Not all Operators are authorized to fly G202	O	Corrective Action Plan has not been formally provided by the State	Iran	Dec, 2018	B

(1) 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 ATM II-MID-1 MID REGION ATS ROUTE NETWORK	-	ATS route G667 not implemented	Sep, 2006	Segment ALSAN-ABD not implemented	S	Corrective Action Plan has not been formally provided by the State	Iraq- Iran- Kuwait	Dec, 2018	B
2	Annex 11 Para. 2.30	-	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 formally provided by the State	Iraq	Dec, 2018	A
3	MID ANP Table ATM II-MID-1 MID REGION ATS ROUTE NETWORK	-	ATS route G795 not implemented	May, 2008	RAF-BSR segment not implemented	S	Corrective Action Plan has not been formally provided by the State	Iraq- Saudi Arabia	Dec, 2018	B

⁽¹⁾ 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 ATM II-MID-1 MID REGION ATS ROUTE NETWORK	-	ATS route A424 not implemented	May, 2008	LOTAN-LOVEK segment not implemented	O	Corrective Action Plan has not been formally provided by the State	Iraq	Dec, 2018	B
5	MID ANP Table ATM II-MID-1 MID REGION ATS ROUTE NETWORK	ATS route	ATS Route G669 not implemented	May, 2008	segment RAF - SOLAT not implemented	S	Corrective Action Plan has not been formally provided by the State	Iraq	Dec, 2018	B

⁽¹⁾ 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	-	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 formally provided by the State. State comment: due to political impact in the region Jordan is not able to complete the signature of contingency agreements with all adjacent States	Jordan	Dec, 2018	A

⁽¹⁾ 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 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 Plans with Iraq and Iran are still to be signed.	S	Corrective Action Plan has not been formally provided by the State	Kuwait	Dec, 2018	A

⁽¹⁾ 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	-	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 formally provided by the State	Lebanon	Dec, 2018	A

⁽¹⁾ 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	-	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	Agreement signed only with Egypt	S O	Corrective Action Plan has not been formally provided by the State	Libya	Dec, 2018	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 formally provided by the State	Libya	Dec, 2018	A

⁽¹⁾ 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	-	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 formally provided by the State	Oman	Dec, 2018	A

⁽¹⁾ 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	-	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.	S	Corrective Action Plan has not been formally provided by the State	Qatar-Bahrain	Dec, 2018	A

⁽¹⁾ 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	-	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 formally provided by the State	Saudi Arabia	Dec, 2018	A

⁽¹⁾ 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	-	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 S O	Corrective Action Plan has not been formally provided by the State	Sudan	Dec, 2018	A

⁽¹⁾ 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	MID ANP Table ATM II-MID-1 MID REGION ATS ROUTE NETWORK	-	ATS route G202 not implemented	Dec, 1997	Segment DAKWE - Damascus not implemented	S	Corrective Action Plan has not been formally provided by the State	Syria	Dec, 2018	B
2	MID ANP Table ATM II-MID-1 MID REGION ATS ROUTE NETWORK	-	ATS route UL602 not implemented	Dec, 2003	Segments ELEXI-DRZ-GAZ not implemented.	S	Corrective Action Plan has not been formally provided by the State	Syria	Dec, 2018	B
3	Annex 11 Para. 2.30	-	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	No signed agreement yet	H O	Corrective Action Plan has not been formally provided by the State	Syria	Dec, 2018	A

(1) 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	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 formally provided by the State	Syria	Dec, 2018	A

⁽¹⁾ 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	-	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 formally provided by the State	UAE	Dec, 2018	A
2	MID ANP Table ATM II-MID-1 MID REGION ATS ROUTE NETWORK	-	ATS routes A418/UP574 not implemented	Dec, 2006	KUMUN-PAPAR segment not implemented.	S	Corrective Action Plan has not been formally provided by the State	Iran- UAE	Dec, 2018	B

(1) 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	-	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 formally provided by the State	Yemen	Dec, 2018	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 formally provided by the State	Yemen	Dec, 2018	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 formally provided by the State	Yemen	Dec, 2018	A

⁽¹⁾ 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.

⁽¹⁾ 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 formally provided by the State	Iraq	Dec, 2018	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 formally provided by the State	Iraq	Dec, 2018	A

⁽¹⁾ 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 formally provided by the State	Kuwait	Dec, 2018	A

⁽¹⁾ 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 formally provided by the State	Lebanon	Dec, 2018	A

⁽¹⁾ 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 S O	Corrective Action Plan has not been formally provided by the State	Libya	Dec, 2018	A
2	Annex 12 Para. 2.1	-	Lack of provision of required SAR services	Dec, 2014	-	H S O	Corrective Action Plan has not been formally provided by the State	Libya	Dec, 2018	A

⁽¹⁾ 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 formally provided by the State	Qatar	Dec, 2018	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 formally provided by the State	Qatar	Dec, 2018	A

⁽¹⁾ 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 formally provided by the State	Syria	Dec, 2018	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 formally provided by the State	Syria	Dec, 2018	A

⁽¹⁾ 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 formally provided by the State	Yemen	Dec, 2018	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 formally provided by the State	Yemen	Dec, 2018	A

⁽¹⁾ 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.

⁽¹⁾ 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;

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- 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.

ATTACHMENT A

LIST OF PARTICIPANTS

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