INTERNATIONAL CIVIL AVIATION ORGANIZATION

REPORT OF THE EIGHTH MEETING OF THE MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP

MIDANPIRG/8

(Cairo, 7-11 September 2003)

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

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

TABLE OF CONTENTS

Page

PART I - HISTORY OF THE MEETING

PART II - REPORT ON AGENDA ITEMS

PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The eighth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/8) was held at the conference hall of the Egyptian Ministry of Civil Aviation Complex, Cairo from 7-11 September 2003.

2. OPENING

2.1 A.V.M. Magd El-Din Refaat Mohamed, Chief of General Secretariat, Ministry of Civil Aviation welcomed the participants to Cairo and offered the Egyptian Ministry of Civil Aviation's assistant to them, if required. He further wished all a successful meeting.

2.2 Mr. A. Zerhouni, ICAO Regional Director, thanked the Egyptian Ministry of Civil Aviation and the Egyptian National Air Navigation Services Company for hosting the MIDANPIRG/8 meeting. He warmly welcomed all the delegates to Cairo, and extended his special greetings to the Iraqi delegation headed by, Dr. Shakir Abdulla, Secretary General, Ministry of Transport, and Mr. Fakir Mohammed, Director General for Civil Aviation Authority.

2.3 Mr. Zerhouni, in his opening remarks briefly referred to the Eleventh Air Navigation Conference, the air navigation implementation strategies and process in the MID Region illustrated by a number of successful projects such as EMARSSH, GNSS, RNP/RNAV and RVSM. Mr Zerhouni, further stressed on improvement in quality, accuracy and performance and the increase of dialogue between the MID and its adjacent regions. He also indicated that the terms of reference (TOR) of the MIDANPIRG are designed to keep high regional standards and to incorporate better understanding of how to introduce advanced technology to embrace the full scope of challenges ahead and economic analysis. Finally, Mr. Zerhouni launched an appeal for a more substantive support to the MIDANPIRG work programme and wished the meeting every success in its deliberations.

2.4 Mr. Abdullah N. Al-Harthy, Chairman of MIDANPIRG also welcomed all delegates to MIDANPIRG, and wished them a fruitful meeting.

2.5 Mr. V. Zubkov, Chief of Regional Affairs Office (ICAO HQ, Montreal) address the meeting and provided a presentation on the history, mechanism, process and success stories of the MIDANPIRG.

3. ATTENDANCE

3.1 The meeting was attended by a total of seventy-three participants, which included experts from fourteen States and three International Organization. Three companies were authorized to attend the meeting as guest without participation to the debates (ARINC, ISI and VERESTAR). The list of participants is at pages 5-19.

4. OFFICERS AND SECRETARIAT

4.1 Mr. A. Zerhouni, ICAO Middle East Regional Director acted as the secretary of the Meeting, assisted by Mr. M. Khonji Deputy Regional Director, and the following ICAO Regional Officers

Mr. M.E.B. Zarroug	-	Regional Officer, Air Transport
Mr. D. Ramdoyal	-	Regional Officer, Air Traffic Management and Search and Rescue
Mr. M. Traore	-	Regional Officer, Communications, Navigation and Surveillance
Mrs. N. Abdel Hady	-	Regional Officer, Aerodrome and Ground Aids
Mr. M. Smaoui	-	Regional Officer, Aeronautical Information Services and Chart
Mr. A. El-Karimy	-	Technical Co-operation, Field Operations Officer

4.2 The meeting was also assisted from ICAO HQ, Montreal by Mr. V. D. Zubkov, Chief Regional Affairs Office, Mr. H. V. Sudarshan, Regional Affairs Officer and from ICAO Paris Office by Mr. Bjorn Hellroth, Regional Officer Meteorology.

5. LANGUAGE

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

6. AGENDA

6.1 The following Agenda was adopted:

Item 1 - Election of Chairperson and Vice Chairpersons.

Item 2 - Adoption of the Provisional Agenda.

Item 3 - Review of action taken by the ANC and the Council on the report of MIDANPIRG/7.

Item 4 - Review of outstanding Conclusions/Decisions of MIDANPIRG/7.

Item 5 - Latest developments in the Air Navigation field.

Item 6 - Middle East Air Navigation issues:

6.1 AOP.
6.2 ATM/SAR/ AIS.
6.3 CNS/ATM/IC.
6.4 CNS/MET.

Item 7 - Eleventh Air Navigation Conference (ANConf/11)

Item 8 - Deficiencies in the Air Navigation field.

Item 9 - Future Work Programme.

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 CONCLUSIONS AND DECISIONS

CONCLUSION 8/1:	HARMONIZATION OF AIR NAVIGATION SYSTEMS
DECISION 8/2:	REVISED TERMS OF REFERENCE AND WORK PROGRAMME FOR THE AOP SUB-GROUP
DECISION 8/3:	AERODROME CERTIFICATION IMPLEMENTATION PLAN FOLLOW-UP REGIONAL PERSPECTIVE
CONCLUSION 8/4:	CERTIFICATION OF AERODROMES IMPLEMENTATION MANDATES
CONCLUSION 8/5:	CONDUCT OF A RISK ASSESSMENT STUDY ON BIRD STRIKE HAZARDS TO AIRCRAFT OPERATIONS SAFETY ON OR IN THE VICINITY OF MID AIRPORTS
CONCLUSION 8/6:	IMPACT OF NEW LARGE AEROPLANES (NLAS) OPERATIONAL REQUIREMENT ON EXISTING AERODROME PHYSICAL CHARACTERISTICS, FACILITIES AND SERVICES
DECISION 8/7:	FOLLOW UP OF STATE SAFETY MEASURES RELATED TO ADEQUACY OF EXISTING INT'L AERODROMES TO ACCOMEDATE NLA OPERATIONS
CONCLUSION 8/8:	NEED FOR TRAINING OF STATE AERODROME INSPECTORS
DECISION 8/9:	AMENDMENT TO THE MID ATS ROUTE NETWORK
CONCLUSION 8/10:	TRAFFIC ORIENTATION SCHEME WITHIN CAIRO FIR
DECISION 8/11:	ALLOCATION OF FIVE-LETTER NAME-CODES
CONCLUSION 812:	ESTABLISHMENT OF A REGIONAL SAFETY AND MONITORING AGENCY
CONCLUSION 8/13:	IMPLEMENTATION OF THE ATS SAFETY MANAGEMENT PROGRAMMES IN THE MID REGION
DECISION 8/14:	TERMS OF REFERENCE, AND WORK PROGRAMME OF THE ATS INCIDENT ANALYSIS TASK FORCE
CONCLUSION 8/15:	METHODOLOGY FOR THE REPORTING AND ANALYSIS OF ATS INCIDENTS
CONCLUSION 8/16:	ATC PROFICIENCY
DECISION 8/17:	AIR-GROUND COMMUNICATIONS PROBLEMS
DECISION 8/18:	SURVEY ON THE IMPLEMENTATION OF ACAS II IN THE MID REGION
CONCLUSION 8/19:	THE DEVELOPMENT AND PROMULGATION OF CONTINGENCY *PLANS*

CONCLUSION 8/20:	ENDORSEMENT OF GUIDANCE MATERIALS DEVELOPED WITHIN THE FRAMEWORK OF THE RVSM TASK FORCE
CONCLUSION 8/21:	AMENDMENT TO THE MID ATS ROUTE NETWORK
CONCLUSION 8/22:	COORDINATION PROBLEMS OVER THE RED SEA AREA
CONCLUSION 8/23:	IMPLEMENTATION OF RVSM IN THE MID REGION
CONCLUSION 8/24:	DATA FOR SUSTAINED SAFETY ASSURANCE OF RNP AND RVSM WITHIN THE MID REGION
CONCLUSION 8/25:	INTEGRATED AERONAUTICAL INFORMATION PACKAGE
CONCLUSION 8/26:	AIRAC SYSTEM
CONCLUSION 8/27:	NOTIFICATION OF DIFFERENCES
CONCLUSION 8/28:	IMPLEMENTATION OF ICAO AERONAUTICAL CHARTS
CONCLUSION 8/29:	RESPONSIBILITY FOR THE PRODUCTION OF THE WORLD AERONAUTICAL CHART ? ICAO 1:1 000 000 (WAC)
DECISION 8/30:	USE OF "X" AND "XI" IN FASID TABLE AIS-5 AND AIS-6
DECISION 8/31:	AIS/MAP TASK FORCE
CONCLUSION 8/32:	PROPER STATUS OF AIS
CONCLUSION 8/33:	AUTOMATION OF AERONAUTICAL INFORMATION SERVICES
CONCLUSION 8/34:	QUALITY SYSTEM
CONCLUSION 8/35:	AIS/MAP SEMINAR IN THE MID REGION
CONCLUSION 8/36:	WGS-84 IMPLEMENTATION IN THE MID REGION
DECISION 8/37:	REVISED TERMS OF REFERENCE AND WORK PROGRAMME FOR THE CNS/ATM/IC SUB-GROUP
CONCLUSION 8/38:	PRESENTATION OF CNS/ATM IMPLEMENTATION PROJECTS BY MID STATES TO CNS/ATM/IC SUB-GROUP MEETINGS
CONCLUSION 8/39:	MID REGION STATES SUPPORT FOR THE CNS/ATM HUMAN RESOURCES PLANNING AND TRAINING TASK FORCE
CONCLUSION 8/40:	MID VSAT FEASIBILITY STUDY
CONCLUSION 8/41:	IMPROVEMENT IN THE TABLE CNS1 OF THE MID FASID
CONCLUSION 8/42:	DEVELOPMENT OF MID REGIONAL AFTN CONTINGENCY PLAN
CONCLUSION 8/43:	UPGRADE OF EXISTING COMMUNICATION INFRASTRUCTURES
DECISION 8/44:	DEVELOPMENT OF THE MID REGIONAL ATN PLANNING DOCUMENT
DECISION 8/45:	ATN PLANNING GROUP
DECISION 8/46:	TABLE OF VHF COVERAGE IN THE MID REGION
CONCLUSION 8/47:	NEED TO MONITOR AFTN CIRCUIT OCCUPANCY
CONCLUSION 8/48:	ADOPTION OF THE MID OPMET UPDATE PROCEDURES AND CREATION OF

9. LIST OF PARTICIPANTS

NAME	TITLE & ADDRESS
STATES	
*** BAHRAIN**	
Mr. Mohamed Ahmed Juman	Director Air Navigation Civil Aviation Affairs P.O.Box 586 – BAHRAIN Fax: (973) 321 992 Tel: (973) 321 116 Mobile: (973) 9611116 E.Mail: mjuman@batelco.com.bh
Mr. Ali Ahmed Mohammed**	Head of Aeronautical Communication Civil Aviation Affairs P.O.Box 586 – BAHRAIN Fax: (973) 321 992 Tel: (973) 321 187 Mobile: (973) 961 1187 E.Mail: aliahmed@bahrain.gov.bh

* Member of MIDANPIRG

** Chairperson of COM/MET Sub-Group and AFS/ATN Task Force

MIDANPIRG/8
History of the Meeting

NAME	TITLE & ADDRESS
Mr. Mohamed Thamer Al Kaabi	Chief Aerodrome Certification Civil Aviation Affairs P.O.Box 586 – BAHRAIN Fax: (973) 321 194 Tel: (973) 321 009 Mobile: (973) 940 8840 E.Mail: mthamir@hotmail.com
Mr. Mohammed Zainal	Head of Standards, Licensing and Development Civil Aviation Affairs P.O.Box 586 – BAHRAIN Fax: (973) 321 029 Tel: (973) 321 028 Mobile: (973) 967 6707 E.Mail: mzainal@bahrain.gov.bh
EGYPT*	
Eng. Ahmed Ghoneimy Seoudy	General Director of International Affairs Ministry of Civil Aviation Cairo International Airport Cairo – EGYPT Fax: (202) 268 5420 Tel: (202) 268 5420
Mr. Hosam Matar Tamam	Central Administration – Ext. & Int. Affairs Ministry of Civil Aviation Cairo International Airport Cairo – EGYPT Fax: (202) 268 5420 Tel: (202) 268 5420 Mobile: (2012) 705 6901 E-Mail: hosmetto@hotmail.com
Mr. Mahfouz Moustafa Ahmed	General Manager of AIS Ministry of Civil Aviation National Air Navigation Services Company Cairo International Airport Cairo – EGYPT Tel: (202) 6343 189 Mobile: (2012) 227 6160
Mr. Mohamed Ismail El Kady	Director General Research & Development National Air Navigation Services Company Cairo International Airport Cairo – EGYPT Fax: (202) 268 0627 Tel: (202) 265 7849 Mobile: (2010) 650 4438 E.Mail: mielkady@hotmail.com mohamed.elkady@nansceg.org

* Member of MIDANPIRG

MIDANPIRG/8
History of the Meeting

NAME	TITLE & ADDRESS
Mr. Maged Abu El Ela Nofal	Manager of Project Department National Air Navigation Services Company Cairo International Airport Cairo – EGYPT Tel: (202) 267 4728 Mobile: (2010) 159 6369 E.Mail: nmaged@netscape.net maged.nofal@nansceg.org
Mr. Aly Hussein Shehata	General Director of Cairo ACC. National Air Navigation Services Company Cairo International Airport Cairo – EGYPT Fax: (202) 268 0627 Tel: (202) 637 3950 Mobile: (2010) 160 9760 E.Mail: alishehata277@hotmail.com alishehata@nansceg.org
Dr. Eng. Mohamed Abd El Hakim Galal	Director of Standard Dept, Engineering and Project Sector Ministry of Civil Aviation Airport Road, Cairo – EGYPT Fax: (202) 2681367 Tel: (202) 240 2506 Mobile: (2010) 670 2138 E.Mail: mah-galal@hotmail.com
Mr. Ehab Mohy Azmy	External Affairs Ministry of Civil Aviation National Air Navigation Services Company Cairo International Airport Cairo – EGYPT Tel: (202) 265 7961 Mobile: (2010) 601 3860 E.Mail: ehab960@yahoo.com
Mr. Hassan Kamel Abdel Maged Helmy	Member of Head of ATC – Technical Office Ministry of Civil Aviation National Air Navigation Services Company Cairo International Airport Cairo – EGYPT Fax: (202) 268 0627 Tel: (202) 265 7883 Mobile: (2010) 184 3602 E.Mail: hassankam@hotmail.com

MIDANPIRG/8
History of the Meeting

NAME	TITLE & ADDRESS
Mr. Mohamed Ahmed Desouky	Director of ATC – Technical Office Ministry of Civil Aviation National Air Navigation Services Company Cairo International Airport Cairo – EGYPT Fax: (202) 268 0627 Tel: (202) 265 7883
Mr. Kamel Mourad	ATC Inspector ECASA Civil Aviation Authority Airport Road, Cairo – EGYPT Tel: (202) 624 8859 Mobile: (2010) 601 3172 E.Mail: drmody642@hotmail.com
IRAQ	
Mr. Shakir Abdulla	Secretary General, Ministry of Transportation Baghdad International Airport Baghdad – IRAQ Mobile: (1914) 360 7745 E.Mail: drshakir@uruklink.net
Mr. Fakhir F. Mohammed	Director General for Civil Aviation Authority Baghdad International Airport Baghdad – IRAQ Mobile: (1914) 360 7793
Mr. Robert Wayne	Senior Advisor for Aviation Coalition Provisional Authority (MOTC) Ministry of Transportation, S 2/5 APO AE 09335 Baghdad International Airport Baghdad – IRAQ Mobile: (1914) 360 2434 E.Mail: wayner@orha.centcom.mil
Mr. Gary Mallett	Deputy Director Civil Aviation Authority Coalition Provisional Authority (MOTC) APO AE 09335 Baghdad International Airport Baghdad – IRAQ Mobile: (1914) 360 6475 E.Mail: mallettg@orha.centcom.mil
Mr. Muhaned M. Shafik	Director General of Meteorology Bagdad International Airport Baghdad – IRAQ Mobile: (1914) 360 7792

MIDANPIRG/8
History of the Meeting

NAME	TITLE & ADDRESS
Mr. Sabah Shihab Aswad	Director of Planning Baghdad International Airport Baghdad - IRAQ
Mr. Saleem A. Saeed	Director of Flight Safety Baghdad International Airport Baghdad – IRAQ Mobile: (1914) 822 7117
Mr. Ali Ferhan Zedan	Director of Baghdad International Airport Baghdad International Airport Baghdad – IRAQ Mobile: (1914) 822 7118
ISLAMIC REPUBLIC OF IRAN*	
Mr. Mohamad Sadegh Dayjoori	Director General of A.T.S. Tehran Mehrabad International Airport P.O.Box 13445 – 1798 Tehran – ISLAMIC REPUBLIC OF IRAN Fax: (9821) 452 7194 Tel: (9821) 452 5493 Mobile: (98913) 278 4921 E.Mail: dayjoori@cao.ir
Mr. Mehdi Ali Asgari	Senior of Airworthiness Inspector & Deputy Safety Manager of RVSM Tehran Mehrabad International Airport P.O.Box 13445 – 1798 Tehran – ISLAMIC REPUBLIC OF IRAN Fax: (9821) 602 5066 Tel: (9821) 602 5107 Mobile: (9891) 3234 8669 E.Mail: m-aliasgari@cao.ir
Mr. Mohammad Bagher Hamidi	Director General of Communication & Navigation Tehran Mehrabad International Airport P.O.Box 13445 – 1798 Tehran – ISLAMIC REPUBLIC OF IRAN Fax: (9821) 452 5578 Tel: (9821) 452 5576 Mobile: (9891) 1259 0860 E.Mail: hamidi-mb@cao.ir

* Member of MIDANPIRG

MIDANPIRG/8
History of the Meeting

NAME	TITLE & ADDRESS
ISRAEL	
Mr. Abraham Shai	Director of Air Traffic Services, C.A.A. Ben Gurion Int'l Airport P.O.Box 8 ISRAEL, 70100 Fax: (972-3) 977 4595 Tel: (972-3) 977 4584 Mobile: (972-56) 212 092 E.Mail: shai-ats@zahav.net.il
Mr. Oren Azulay	Economic Attache Embassy of Israel 6 Ibn Malek St, Cairo - Egypt Fax: (202) 761 0414 Tel: (202) 761 0380 Mobile: (2012) 391 4791 E.Mail: mofa@menanet.net
JORDAN*	
Eng. Eisa M. Haddadin	Director of Communication Eng. Civil Aviation Authority P.O.Box 7547 Amman – JORDAN Fax: (962-6) 488 6035 Tel: (962-6) 488 6036 Mobile: (962-79) 670 5551
Mr. Samih Mahmoud Shahin	ANS Safety & Standards Head Section Civil Aviation Authority P.O.Box 7547 Amman – JORDAN Fax: (962-6) 489 1653 Tel: (962-6) 445 2143 Mobile: (962-77) 782 845 E.Mail: blast@nets.com.jo
Mr. Ali S. Abbadi	Assistant Director of ATM Civil Aviation Authority P.O.Box 7547 Amman – JORDAN Fax: (962-6) 489 1651 Tel: (962-6) 489 1651 Mobile: (962-79) 670 0101 E.Mail: ali_abbadi@yahoo.com

* Member of MIDANPIRG

MIDANPIRG/8
History of the Meeting

NAME	TITLE & ADDRESS
KUWAIT	
Eng. Fozan M. Al-Fozan**	Deputy Director General of Civil Aviation for Navigational Equipment Affairs P.O. 17 Safat, 13001 KUWAIT Fax: (965) 431 9232 Tel: (965) 476 0421 E.Mail: cvnedd@qualitynet.net
Mr. Mohammad A. Al-Asqah	Adviser, Air Navigation Directorate General of Civil Aviation Kuwait International Airport P.O.Box 17 Safat, 13001 KUWAIT Fax: (965) 472 1286 Tel: (965) 474 5020 Mobile: (965) 624 0172
Mr. Abdullah M. Al-Adwani	Superintendent of AIS Directorate General of Civil Aviation Kuwait International Airport P.O.Box 17 Safat, 13001 KUWAIT Fax: (965) 476 5512 Tel: (965) 476 2531 E.Mail: ais1@kuwait-airport.com.kw
Mr. Yacoub Al-Darwish	Head of ATC Operations Directorate General of Civil Aviation Kuwait International Airport P.O.Box 17 Safat, 13001 KUWAIT Fax: (965) 472 2402 Tel: (965) 473 5490 Mobile: (965) 957 9364
LEBANON*	
Mr. Khaled Chamieh	Chief Air Navigation Department Directorate General of Civil Aviation Beirut Airport Beirut – LEBANON Fax: (961-1) 629 023 Tel: (961-1) 628 178 Mobile: (961-3) 837 833 E.Mail: chamiehk@beirutairport.gov.lb

* Member of MIDANPIRG
** Chairperson of RNP/RNAV Task Force

NAME	TITLE & ADDRESS
Mr. Tony Hachem	Head of Beirut International Airport Safety Department Directorate General of Civil Aviation Beirut International Airport Beirut – LEBANON Fax: (961-1) 628 000 Tel: (961-1) 628 185 Mobile: (961-3) 667 16005 E.Mail: hachem_tony@hotmail.com
OMAN*	
Mr. Ali Humaid Al-Adawi**	Director Air Navigation Services Directorate General of Civil Aviation & Meteorology P.O. Box 1 – Code 111 Seeb International Airport, Muscat, SULTANATE OF OMAN Fax: (968) 519 930 Tel: (968) 519 699 E.Mail: alialadawi@dgcam.gov.om
Mr. Abdullah Nasser Rashid Al-Harthy ***	Senior Air Traffic Controller Directorate General of Civil Aviation & Meteorology P.O. Box 1 – Code 111 Seeb International Airport, Muscat, SULTANATE OF OMAN Fax: (968) 510 122 Tel: (968) 519 201 Mobile: (968) 947 6806 E.Mail: abdullah_nasser@dgcam.gov.om
Mr. Ahmed Bin Hamoud Al-Harthy	Chief Operations and Technical Services Directorate General of Civil Aviation & Met. P.O. Box 1 – Code 111 Seeb International Airport, Muscat, SULTANATE OF OMAN Fax: (968) 519 363 Tel: (968) 519 649 E.Mail: a.alharthy@met.gov.om

* Member of MIDANPIRG
** Chairperson of GNSS Task Force
*** Chairperson of MIDANPIRG

MIDANPIRG/8
History of the Meeting

NAME	TITLE & ADDRESS
PAKISTAN	
Mr. Akhtar Ali Chaudhry	Chief Operation Officer Allama Iqbal International Airport Lahore – PAKISTAN Fax: (9242) 924 0549 Tel: (9242) 924 0548 E.Mail: gmats@cyber.net.pk
QATAR	
Mr. Ahmed Mohamed Al Eshaq	Senior Air Traffic Control Officer Civil Aviation Authority P.O.Box 3000 Doha – QATAR Fax: (974) 465 6554 Tel: (974) 462 2300 Mobile: (974) 555 0440 E.Mail: doha-atc@qatar.net.qa
Mr. Ahmed Abu Arhama	Head of Electronics Section Civil Aviation Authority P.O.Box 3000 Doha – QATAR Fax: (974) 462 2620 Tel: (974) 465 6565 Mobile: (974) 554 8784 E.Mail: dohaelectronics@hotmail.com
Mr. Hamad Mohamed Alawi	Operations Office QEAF P.O.Box 18823 Doha – QATAR Fax: (974) 465 6554 Tel: (974) 465 2007 Mobile: (974) 550 3884 E.Mail: marri-hamad@hotmail.com
SAUDI ARABIA*	
Mr. Mohammad Omar Al Alawi**	Director of Air Traffic Services Presidency of Civil Aviation P.O. Box 929 Jeddah 21421 - SAUDI ARABIA Fax: (966-2) 640 1477 Tel: (966-2) 640 1005 Mobile: (966-5) 562 1582 E.Mail: alalawi_m@yahoo.com

* Member of MIDANPIRG
** Chairperson of CNS/ATM/IC Sub-Group

MIDANPIRG/8
History of the Meeting

NAME	TITLE & ADDRESS
Mr. Hamad M. Alaufi***	Manager of ATS Planning Presidency of Civil aviation P.O. Box 929 Jeddah 21421 - SAUDI ARABIA Fax: (966-2) 640 3876 Tel: (966-2)640 5000 Ext. 5577 Mobile: (966-5) 5611 136 E.Mail: alaufi@naseej.com
Mr. Abdullah Beshawri	Director Flight Inspection Aviation Safety and Standard Presidency of Civil Aviation P.O. Box 775 Jeddah 21421 – SAUDI ARABIA Fax: (966-2) 685 5323 Tel: (966-2) 685 5394 Mobile: (966-5) 567 2783 E.Mail: beshawri@yahoo.com
Mr. Salem Aljahdali	Manager ATS System Presidency of Civil Aviation P.O. Box 929 Jeddah 21421 – SAUDI ARABIA Fax: (966-2) 640 1477 Tel: (966-2) 640 4839 E.Mail: salemJahdli@hotmail.com
Mr. Waheed Mokhtar	Data System Engineer Presidency of Civil Aviation P.O. Box 15441 Jeddah 21444 – SAUDI ARABIA Fax: (966-2) 671 9041 Tel: (966-2) 671 7717 Mobile: (966-5) 5642 453 E.Mail: wam-pca@hotmail.com
Mr. Adel Al-Aufi	Electrical Engineer Presidency of Civil Aviation P.O. Box 15441 Jeddah 21444 – SAUDI ARABIA Fax: (966-2) 671 9041 Tel: (966-2) 671 7717 Ext 528 Mobile: (966-5) 5697 574 E.Mail: adeloufi@hotmail.com
Mr. Saleh Alzahrani	ATC Squadrin Commander Prince Sultan Air Basee Riyadh – SAUDI ARABIA Mobile: (966-5) 571 9072

*** Chairperson of ATM/SAR/AIS Sub-Group

MIDANPIRG/8
History of the Meeting

NAME	TITLE & ADDRESS
Mr. Badr Al-Harbi	ATC Officer RSAF HQ Riyadh – SAUDI ARABIA Mobile: (966-5) 5448 1769 E.Mail: atcbadr@yahoo.com
Mr. Adnan Al Hendi	Communications Engineer Presidency of Civil Aviation P.O. Box 15441 Jeddah 21444 – SAUDI ARABIA Fax: (966-2) 671 9041 Tel: (966-2) 671 7717 Mobile: (966-5) 564 8507 E.Mail: aah258@hotmail.com
Mr. Mohammed Al-Zaheri	Manager, Western Region Presidency of Meteorology & Environment P.O. Box 1358 Jeddah 21358 – SAUDI ARABIA Fax: (966-2) 651 3620 Tel: (966-2) 651 3620 Mobile: (966-5) 569 2506 E.Mail: al-zaheri@mera.gov.sa
Mr. Ali Al-Bathi	Weather Forecaster Presidency of Meteorology & Environment P.O. Box 1356 Jeddah 21358 – SAUDI ARABIA Fax: (966-2) 651 3620 Tel: (966-2) 651 2312 Ext 2129 Mobile: (966-5) 551 7518
UNITED ARAB EMIRATES*	
Mr. Riis Johansen	Director, Air Navigation Services General Civil Aviation Authority P.O.Box 6558 Abu Dhabi – UNITED ARAB EMIRATES Fax: (971-2) 405 4316 Tel: (971-2) 405 4216 Mobile: (971-50) 617 5319 E.Mail: atmuae@emirates.net.ae
Mr. Ahmed Al Jallaf	Air Traffice Control Officer General Civil Aviation Authority P.O.Box 6558 Abu Dhabi – UNITED ARAB EMIRATES Fax: (971-2) 405 4587 Tel: (971-2) 405 4590 E.Mail: ahmediaj@emirates.net.ae

* Member of MIDANPIRG

NAME	TITLE & ADDRESS
U. S. A.	
Ms. Nancy Graham	International Technical Program Manager Federal Aviation Administration 27 Blvd Du Regent B-1000 Brussels, BELGIUM Fax: (322) 230 2597 Tel: (322) 508 2734 E-Mail: nancy.graham@faa.gov
Mr. Tim Gravelle	Military Advisor to FAA Europe, Middle East and Africa Federal Aviation Administration 27 Blvd Du Regent B-1000 Brussels, BELGIUM Fax: (322) 230 2597 Tel: (322) 508 2918 Mobile: (32) 479 336 927 E-Mail: timothy.gravelle@faa.gov
ORGANIZATIONS	
ATNS	
Mr. Helgard Meyer Wagener	Engineer Technical Services ATNS Private Bag X15 Kempton Park 1620 – SOUTH AFRICA Fax: (27-11) 392 3868 Tel: (27-11) 961 0100 Mobile: (27-82) 809 9254 E.Mail: leonn@atns.co.za trust.waggies@absamail.co.za
Mr. Craig Partridge	Manager Business Development ATNS Private Bag X15 Kempton Park 1620 – SOUTH AFRICA Fax: (27-11) 392 3868 Tel: (27-11) 961 0100 Mobile: (27-83) 628 3188 E.Mail: craigp@atns.co.za

MIDANPIRG/8
History of the Meeting

NAME	TITLE & ADDRESS
EUROCONTROL	
Mr. Edward Cerasi	International Coordination Manager EUROCONTROL – SD-ESC Rue de la Fusée, 96 B-1130 Bruxelles Tel: (32-2) 729 3053 E.Mail: Edward.cerasi@eurocontrol.int
IATA	
Mr. Jehad Faqir	Director, Safety Operations and Infrastructure Middle East International Air Transport Association (IATA) P.O.BOX 940587 Amman 11194 – JORDAN Fax: (962-6) 569 4548 Tel: (962-6) 569 8728 Mobile: (962-79) 966 559 E.Mail: faqirj@iata.org
Capt. Faysal M. Shaaban	Head of Policy and Procedures IATA and Technical Affairs Bey International Airport P.O.Box 206/62 LEBANON Fax: (961-1) 623 045 Tel: (961-1) 622 132 Mobile: (961-3) 762 631 E.Mail: shaabanf@mea.com.lb
Eng. Rashid Saleh Rashid	Flight Operations Engineer EGYPTAIR Cairo Airport International Cairo – EGYPT Fax: (202) 418 3696 Mobile: (010) 176 1640 E.Mail: rasheedsaleh@link.net
Ms. Rania Abdel Moneim Salem	Executive, Technical Office Flight Operations Sector EGYPTAIR Cairo Airport International Cairo – EGYPT Fax: (202) 633 6941 Tel: (202) 633 6941 E.Mail: operatsec@egyptair.com.eg rania7176@yahoo.com

MIDANPIRG/8
History of the Meeting

NAME	TITLE & ADDRESS
Pilot Mahmoud El Nadi	Pilot EGYPTAIR Cairo Airport International Cairo – EGYPT Mobile: (2010) 178 1796
Mr. Usama Mohamed	Flight Dispatcher EGYPTAIR Cairo Airport International Cairo – EGYPT E.Mail: operatsec@egyptair.com.eg
Mr. Ayman Soliman	Flight Dispatcher EGYPTAIR Cairo Airport International Cairo – EGYPT Tel: (202) 634 6480 E.Mail: solimanayman@hotmail.com
Mr. Wael Badawy	Flight Dispatcher EGYPTAIR Cairo Airport International Cairo – EGYPT E.Mail: wael_badawy@arabia.com
GUESTS	
Mr. Paul K. Fennelly	Regional Director Middle East & Africa ARINC Shaw House 3rd Floor Pegler Way Cranwely Sussex – UNITED KINGDOM Fax: (44-1293) 763 211 Tel: (44-1293) 763 037 E.Mail: paul.fennelly@arinc.com
Mr. Patrice Y. Bouedo	International Commercial Director Innovative Solutions International 1608 Spring Hill Road, Suite 200 Vienna, Virginia 22182, U.S.A Fax: (1-34) 971 702 781 Tel: (1-34) 629 620 023 Mobile: (1-34) 629 620 023 E.Mail: patrice@isicns.com

NAME	TITLE & ADDRESS
Mr. Thomas Foust	Business Development Manager VERESTAR 20140 Scholar Drive, Suite 318 Hagerstown, Maryland 21742, U.S.A. Fax: (301) 739 8994 Tel: (301) 739 8993 Mobile: (240) 446 1407 E.Mail: tom.foust@verestar.com

---

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ELECTION OF CHAIRPERSON AND VICE CHAIRPERSONS

Election of Chairperson

1.1 Mr. Abdullah Bin Nasser Al-Harthy, Senior Air Traffic Control, Directorate General of Civil Aviation & Meteorology, Oman, and present Chairperson of MIDANPIRG was proposed by Iran and supported by Bahrain to continue as chairperson of MIDANPIRG.

1.2 The meeting re-elected Mr. Abdullah Bin Nasser Al-Harthy to continue as Chairperson of MIDANPIRG.

Election of First Vice Chairperson

1.3 Mr, Mohammad Omar Al-Alawi, Director ATS, member from Saudi Arabia and present First Vice Chairperson would continue to serve as the First Vice Chairperson of MIDANPIRG.

Election of Second Vice Chairperson

1.4 Mr. Mohamed Sadegh Dayjoori, Director General of ATS, alternate from Iran would serve as the Second Vice Chairperson of MIDANPIRG.

MIDANPIRG/8
Report on Agenda Item 2

REPORT ON AGENDA ITEM 2: ADOPTION OF THE PROVISIONAL AGENDA

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

2.2 The new MIDANPIRG Terms of Reference (TOR) are contained at **Appendix 9A** to the report on Agenda Item 9.

MIDANPIRG/8
Report on Agenda Item 3

REPORT ON AGENDA ITEM 3: REVIEW OF ACTION TAKEN BY THE ANC AND THE COUNCIL ON THE REPORT OF MIDANPIRG/7.

3.1 The meeting was presented with actions taken by the Air Navigation Commission and the Council during their review and approval of the Report of the Seventh Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG) held in Cairo, Egypt, from 21 to 25 January 2002. The meeting noted the specific actions taken by the ANC, the Council and the follow-up by the States and Secretariat on Conclusions and Decisions of the meeting as contained in **Appendix 4B** to the Report on Agenda Item 4.

3.2 With regard to Conclusion 7/9 (Establishment of a regional safety monitoring agency) the meeting noted the advise of the Commission on the need for this agency to address the regional implementation of ICAO provisions relating to air traffic services (ATS) safety management in addition to RVSM monitoring and included in its work programme.

3.3 In relation to Conclusion 7/16 (Implementation of RVSM in the MID Region), the meeting noted that, the Commission supported its decision pertaining to introduction of RVSM in the MID Region effective 27 November 2003. In conjunction with the planned implementation of RVSM in the Bay of Bengal and beyond, It will make it possible to achieve a seamless RVSM environment between Asia and Europe through the MID Region without transition areas.

3.4 The meeting noted that the Commission welcomed the initiative of establishing a very small aperture terminal (VSAT) based regional digital network for ground-ground data and voice communications (Conclusion 7/30 refers) for the Middle East Region, which serves as an important step in planning for the transition to CNS/ATM systems. Recognizing that such networks can be implemented using commercial-off-the-shelf systems and that they were not subject to ICAO standardization, the meeting noted the observation of the Commission on the need for an agreement by the parties concerned, including adjacent regions, for deciding on the type of interfaces and interconnection between such networks.

3.5 The meeting noted the concern of the Council that many deficiencies continued to persist for a number of years. While acknowledging that the non-availability of funds was one of the stumbling blocks in resolving the deficiencies by States, the meeting agreed with the view of the Council that the MIDANPIRG, while prioritizing the list of deficiencies, should focus on safety critical areas, using the Global Aviation Safety Plan (GASP) as a model.

3.6 The meeting thanked the Council and Air Navigation Commission for their valuable guidance on various activities of the MIDANPIRG and that it would be taken into account in the development of ongoing action plan of the region.

MIDANPIRG/8
Report on Agenda Item 4

REPORT ON AGENDA ITEM 4: REVIEW OF OUTSTANDING CONCLUSIONS/DECISIONS OF MIDANPIRG/7.

4.1 The meeting was presented with a list of Conclusions and Decisions that were adopted by MIDANPIRG/7, attached at **Appendix 4A** to the report on Agenda Item 4

4.2 The meeting was also presented with a summary of the follow up actions taken by the secretariat and other parties concerned with regards to MIDANPIRG/7 Conclusions and Decisions attached at **Appendix 4B** to the report on Agenda Item 4.

MIDANPIRG/8
Appendix 4A to the Report on Agenda Item 4

LIST OF CONCLUSIONS AND DECISIONS OF MIDANPIRG/7

DECISION 7/1: FOLLOW-UP ACTIONS ON THE CONCLUSIONS OF ALLPIRG/4 MEETING

That, the following Conclusions of ALLPIRG/4 meeting be addressed by the relevant Sub-Groups as part of their work programme and report its outcome.

Conclusions 4/1, 4/2, 4/8 and 4/13- CNS/ATM IC SG
Conclusions 4/3 and 4/7- ATM/SAR/AIS SG
Conclusions 4/3 - COM/MET SG
Conclusions 4/10 and 4/11- All Sub-Groups.

DECISION 7/2: SURVEY OF INTER-REGIONAL EXCHANGES OF OPMET INFORMATION

That, the MID Regional Office arrange a survey of the exchange of OPMET information between MID and AFI and between MID and EUR Regions and presents the result for review by the CNS/MET SG/5.

Note: This Decision as a follow-up to Conclusion 5/13

DECISION 7/3: REVISED TERMS OF REFERENCE AND WORK PROGRAMME FOR THE AOP SUB-GROUP

That, the MIDANPIRG/7 approves the revised Terms Of Reference and Work Programme of AOP Sub-Group as presented in **Appendix 5A** attached to the report on Agenda Item 5.

CONCLUSION 7/4: AERODROME CERTIFICATION

That,

i) MID Region States are urged to establish the necessary legislations and regulatory procedures needed for the certification of aerodromes with a view to ensure aerodrome operational safety, regularity and efficiency.

ii) A seminar/workshop on “Certification of Aerodromes” is to be conducted in the MID Region by ICAO as soon as possible.

CONCLUSION 7/5: RNAV/ RNP IMPLEMENTATION STRATEGY FOR THE MID REGION

That the Phase 2 implementation strategy for the RNAV/RNP implementation in the MID Region be as follows:

a) the MID Region will establish RNAV/RNP areas instead of RNP/RNAV routes with a view to make maximum flexible use of the airspace;

b) the lower limit of the RNAV/RNP areas will be progressively reduced from FL285 to FL195, where feasible, taking into account VHF coverage capability and its incidence on the agreed target level of safety;

c) unidirectional routes will be established in lieu of the present bi-directional routing network with a view to introduce parallel/flexible routes in an RNP 5 environment and thus paving the way for the safe introduction of RVSM in November 2003;

d) the use of GNSS as a primary/supplemental means of navigation will be introduced as soon as possible, in an evolutionary manner, in accordance with the MID Region GNSS implementation strategy;

e) the military authorities be fully involved in the planning process; and

f) the tentative date for the implementation of the RNAV/RNP areas be 28 November 2002 *(one year prior to the implementation of RVSM).*

CONCLUSION 7/6: INTERREGIONAL COOPERATION

That the MID Region States organize regular interface meetings with the AFI, EUR and ASIA/PAC Regions with a view to harmonize procedures and implementation time-frames for the implementation of the different elements of the MID CNS/ATM Plan.

CONCLUSION 7/7: AIRWORTHINESS AND OPERATIONAL APPROVAL FOR RNP 5 AND RNP 10 OPERATIONS IN THE MID REGION

That with a view to facilitate and harmonize the airworthiness and operational approvals procedures for RNP 5 and RNP 10 operations in the MID Region:

a) the European Joint Airworthiness Authority (JAA) Temporary guidance Leaflet No.2, guidance material on airworthiness approval and operational criteria for the use of navigation systems in the European airspace designated for Basic RNAV operations be endorsed as the official guidance material for airworthiness and operational approvals for RNP 5 operations in the MID Region;

b) the guidance material developed by the United States, Federal Aviation Administration (FAA) Order No.8400.12 be used by States for the development of RNP 10 operational approval process.

CONCLUSION 7/8: IMPLEMENTATION OF GNSS IN THE MID REGION

That recognizing that the use of GNSS will significantly facilitate RNP operational approvals in the MID Region:

a) States use JAA Guidance Material on Airworthiness and Operational Criteria for use of navigation systems in European airspace designated for basic RNAV (RNP 5) operations;

b) States use the FAA Order 8400.12 for the granting of RNP 10 operational approvals; and

c) States issue an AIC on the use of GNSS as a supplemental means of navigation on the AIRAC date of **18 April 2002** and ensure that provisions regarding the use of GNSS be included in their national legislation.

CONCLUSION 7/9: ESTABLISHMENT OF A REGIONAL SAFETY AND MONITORING AGENCY

That,

a) the task of monitoring safety in conjunction with implementation of RVSM in the Middle East Regions be assigned to a Central Monitoring Agency;

b) the monitoring agency, referred to as the Middle East Central Monitoring Agency (MECMA), will be established and staffed by the United Arab Emirates' General Civil Aviation Authority (UAE - GCAA) based at the Head Office in Abu Dhabi; and

c) the Terms of Reference of the MECMA is at **Appendix 5C** to the report on Agenda Item 5

CONCLUSION 7/10: SAFETY ANALYSIS

That, the safety analysis required for RVSM implementation in the Middle East Region be carried out by MECMA under the auspices of the UAE General Civil Aviation Authority initially based on information from, or in cooperation with one or more suitably qualified regional organizations.

CONCLUSION 7/11: REPORTING OF DATA FOR CARRYING OUT SAFETY ASSESSMENT

That:

a) all States institute procedures for reporting of data, incidents and conditions necessary for performing the collision risk calculations prerequisite for RVSM implementation to MECMA. The data will include, but not necessarily be limited to:

i) height deviations of 300 ft or more and use the altitude deviation form developed within the frame work of the RVSM Task Force for the reporting of the data to MECMA ;

ii) total number of IFR movements for each month to MECMA;

iii) the average time per movement spent in the level band FL290 - FL410 and report the value to MECMA along with the basis of the calculation;

iv) ATC/ATC coordination failures;

v) Turbulence; and

vi) Traffic data.

b) MECMA shall ensure that further processing and evaluation of this data within its Terms of Reference and identify or develop methodologies for assessing risk associated with traffic and conditions prevailing within the MID Region.

CONCLUSION 7/12: MONITORING REQUIREMENTS

That,

a) Operators having met the monitoring requirements indicated at **Appendix 5D** to the report on Agenda Item 5 for a given fleet/type of aircraft, will be accepted as having satisfied the RVSM monitoring requirements for the Middle East Region. For Middle East operators, documentation for monitoring shall be provided to MECMA; and

b) MECMA will update the table in the light of data and experience gained in other Regions.

CONCLUSION 7/13: CIVIL/MILITARY COORDINATION

That, in order to ensure the safe and coordinated implementation of RVSM in the MID Region, States should ensure that the Military Authorities are fully involved in the planning and implementation process and give due regard to LIM MID (COM/MET/RAC) RAN Meeting 1996, Recommendations 2/9 to 2/14.

CONCLUSION 7/14: CREATION OF NON EXCLUSION AREAS WITHIN RVSM AIRSPACE

That, with a view to facilitate the integration of earlier generation aircraft not approved for RVSM operations, intending to operate on domestic networks within RVSM airspace, non exclusion areas be created in order to accommodate these operations.

CONCLUSION 7/15: NOMINATION OF AN RVSM PROGRAMME MANAGER

That, States/service providers nominate an RVSM Programme Manager who will be responsible for ensuring that the proper mechanism be put in place for the safe implementation of RVSM and will also act as the focal point contact person.

CONCLUSION 7/16: IMPLEMENTATION OF RVSM IN THE MID REGION

That,

a) RVSM will be implemented in the MID Region between FL 290 and FL 410 inclusive on 27 November 2003

b) States in the MID Region ensure that all requirements be met with a view to safely implement RVSM on the AIRAC date of 27 November 2003.

c) Implementation of RVSM in the MID Region be harmonized and coordinated with the implementation timeframes adopted within the ASIA/PAC Region for States South of the Himalayas.

Note: States which do not fulfil their requirements regarding the implementation milestones for the implementation of RVSM within their respective FIRs, will be initially excluded from the MID RVSM area.

CONCLUSION 7/17: TRAINING OF ALL PERSONNEL INVOLVED WITH THE IMPLEMENTATION OF RVSM IN THE MID REGION

That,

a) ICAO explores the possibility of assisting States of the MID Region through a Special Implementation Project (SIP) for training of personnel involved with the implementation of RVSM in the MID Region;

b) Seminars/Workshops be organized in the Region for training of air traffic services personnel in the RVSM field;

c) States be invited to approach training institutions for the development of a training module in the RVSM field representative of the MID Region.

d) States having difficulties in implementing RVSM implementation programme, may either individually or in–group explore the possibility of seeking outside expertise

CONCLUSION 7/18: GUIDANCE MATERIAL FOR AIRWORTHINESS AND OPERATIONAL APPROVAL

That, States in the MID Region adopt the guidance material contained in both FAA Interim Guidance 91-RVSM and JAA Temporary Guidance Leaflet TGL No. 6 as amended for issuing Airworthiness and Operational Approval for aircraft and operators intending to operate within a designed RVSM airspace.

CONCLUSION 7/19: RVSM LEGISLATION

That, the MID Region States are invited to examine their legislations and regulations to identify any changes required for RVSM to confirm its compliance as indicated in ICAO ANNEX 6 Part 1 Chapter 7 Para. 7.2.3.

DECISION 7/20: PARTICIPATION OF REPRESENTATIVES OF STATES INVOLVED IN RVSM APPROVAL PROCESS

That, representatives of States involved in the RVSM approval process of aircraft and operators, be invited to attend the future meetings of the Middle East RVSM Task Force.

CONCLUSION 7/21: FUNDING OF THE RVSM IMPLEMENTATION PROGRAMME

That, regulatory bodies, operators, service providers, and other stakeholders be granted budgetary allocations during fiscal year 2002 and 2003 for acquisitions and other activities necessary for ensuring that all the requirements be met in a timely manner in order to safely implement RVSM in the MID Region on 27 November 2003.

DECISION 7/22: REGIONAL ATS INCIDENT ANALYSIS TASK FORCE

That:

a) IATA plays the focal role and provides the necessary data on ATS incident reports in the MID Region with a view to assist the ATS Incident Analysis Task Force in carrying out its task;

b) IFALPA and IFATCA be invited to participate in the Task Force meeting as observers; and

c) A non-punitive voluntary incident reporting system be established for the MID Region with provisions for protecting the sources of the information

DECISION 7/23: STATUS OF IMPLEMENTATION OF ICAO REQUIREMENTS IN THE SEARCH AND RESCUE FIELDS

That the Secretariat, in consultation with States concerned, updates the list at **Appendix 5E** to the report on Agenda Item 5 highlighting the status of implementation of the different conclusions/recommendations in the search and rescue fields indicated in the MID Air Navigation Plan.

CONCLUSION 7/24: IMPLEMENTATION OF COSPAS/SARSAT IN MCC/LUT STATION IN SAUDI ARABIA

That, States within the coverage area of the COSPAS/SARSAT MCC/LUT station in Saudi Arabia take advantage of the possibilities offered by the station for the support of search and rescue using satellite aided tracking technology in alerting and locating distress sites through bilateral coordination.

CONCLUSION 7/25: REPORT OF WGS-84 IMPLEMENTATION

That, in accordance with MIDANPIRG/6 Conclusion 6/1, the MID Region States that have not yet provided the reporting of WGS-84 implementation using the uniform format developed by ICAO, are urged to do so and to send the completed table to the ICAO Middle East Regional Office as soon as possible

CONCLUSION 7/26: MID AFTN/CIDIN ROUTING DIRECTORY

That,

a) In updating and publishing an AFTN/CIDIN Routing Directory the MID Region uses the new format adopted in EUR Region and included in **Appendix 5I** to the report on Agenda Item 5

b) The coordinating body to be tasked to complete the development of tables on CIDIN Routing Directory.

CONCLUSION 7/27: ORGANIZATION OF ATN SEMINAR IN THE MID REGION

That, a Seminar be organized in the framework of implementation of ATN in the MID Region in order to help in developing a clear understanding of the initial implementation aspects of ATN.

CONCLUSION 7/28: PTT SUPPORT AND COOPERATION FOR AERONAUTICAL TELECOMMUNICATIONS CIRCUITS

That, States are urged to:

i) Ensure that their National Telecommunication Administrations are aware of the importance of aeronautical circuits (both voice and data) for the safety of air traffic

ii) Improve the co-operation and co-ordination with their National Telecommunication Administrations in order to rectify faults on the circuits without delay thus preventing prolonged outages.

CONCLUSION 7/29: ICAO POSITION WITH REGARD TO WRC-2003

That, the Middle East States are urged, as a matter of a priority to explain the ICAO concerns to their respective Ministerial Authorities, the League of Arab States and the Arab Civil Aviation Authorities, in order to support the ICAO and IATA concerns with regard to protection of aeronautical frequency at WRC-2003.

CONCLUSION 7/30: PRELIMINARY STUDY OF THE MIDDLE EAST VSAT NETWORK (MID VSAT)

That,

i) the concept of the Middle East VSAT Network should be validated on the basis of a comprehensible study, comprising of technical feasibility and economic viability through MID SIP.

ii) the MID States should provide the ICAO Middle East Regional Office with all technical and financial information allowing this study to be undertaken through a SIP.

DECISION 7/ 31: DISSOLUTION OF THE COM/MET SUB GROUP AND CREATION OF THE CNS/MET SUB GROUP

That, the COM/MET Sub Group be dissolved and renamed as the CNS/MET Sub-Group with no change to the terms of reference as in MIDANPIRG Handbook.

CONCLUSION 7/32: INTRODUCTION OF THE GRIB AND BUFR CODE FORMS IN THE SADIS BROADCASTS

That,

a) the SADIS Provider State, in coordination with ICAO and WMO, perform an initial assessment of the need for special training by the MID Region States in the use of the GRIB code form,

b) if necessary, arrange training for States in the MID Region; and

c) similar provisions be made for assessing and carrying out training in the use of the BUFR code form at a later date.

CONCLUSION 7/33: IMPLEMENTATION OF OPMET UPDATE PROCEDURES IN THE MID REGION

That, procedures similar to the EUR OPMET update procedures be further reviewed by the ICAO MID Office, in coordination with the States concerned, for consideration by the CNS/MET SG/5 meeting in view of their implementation in the MID Region.

CONCLUSION 7/34: COMPOSITION OF THE SADIS OPERATIONS GROUP (SADISOPSG)

That,

a) members of the SADISOPSG only be from States which are users of the service and hence participate in the mandatory cost recovery scheme; and

b) in accordance with this principle, the MID members in the SADISOPSG will be from Egypt and Saudi Arabia**.**

CONCLUSION 7/35: REVIEW OF DRAFT MID BASIC ANP AND FASID

That, States and Users review the draft MID Basic ANP and FASID, as prepared by ICAO HQ, and submit comments/input to ICAO MID Regional Office by 31 March 2002.

DECISION 7/36: INITIAL PLAN FOR THE GROUND PORTION OF THE ATN IN THE MID REGION

That, the current tables CNS1B and the explanatory note be deleted from the MID ANP/FASID document and replaced by the new tables and explanatory notes as indicated at Appendix 6A to the report on Agenda Item 6.

DECISION 7/37: ESTABLISHMENT OF THE CNS/ATM HUMAN RESOURCE PLANNING AND TRAINING TASK FORCE

That, the CNS/ATM Human Resources Planning and Training Task Force be established as a matter of priority for the MID Region with the Terms of Reference and Work Programme as presented at **Appendix 6C** to the report on Agenda Item 6. The composition will be decided at the first meeting of the task force which will report to the MIDANPIRG.

CONCLUSION 7/38: THE STEP-BY-STEP APPROACH FOR PLANNING ATM REQUIREMENTS AND CNS INFRASTRUCTURE IN THE MID REGION

That, MID Region States that have not yet done so, either individually or in-group of States use the methodology indicated in the Global Air Navigation Plan for CNS/ATM Systems (Doc 9750), in carrying out tasks associated with the step-by-step approach for planning ATM requirements and CNS infrastructure.

CONCLUSION 7/39: CNS/ATM NATIONAL PLANS AND UPDATES TO TIMELINES

That, MID Region States that have not yet submitted their National CNS/ATM Plan and those that have updates to their National CNS/ATM Plan, are urged to submit as soon as possible to the ICAO MID Regional Office prior to 1st June 2002, in order to be incorporated in the Second Edition of the CNS/ATM Implementation Plan for the Middle East Region.

DECISION 7/40: CREATION OF THE NAVISAT WORKING GROUP

That,

i) a GNSS Working Group be established in order to continue the study on the multi-mission satellite based system, called NAVISAT.

ii) the GNSS Working Group be composed of the following States and Organizations:

- Egypt: Coordinator
- Bahrain, Iran, Kuwait, Oman and Saudi Arabia
- ACAC, IATA and ICAO

iii) the results of the study of the GNSS Working Group will be presented to the next GNSS TF meeting (first quarter of 2003).

CONCLUSION 7/41: TARGET DATE FOR THE APPROVAL OF GNSS AS A SUPPLEMENTAL MEANS FOR EN-ROUTE AND NON-PRECISION APPROACHES IN THE MID REGION.

That,

a) the AIRAC date for the implementation of GNSS in the MID Region as a supplemental means for en-route is 18 April 2002.

b) States may wish to implement GNSS for Non Precision Approaches with effect from 18 April 2002.

d) States that have not yet amended their legislation and regulations are urged to do so in order to meet the above AIRAC date.

CONCLUSION 7/42: REVISED STRATEGY OF THE GNSS IMPLEMENTATION IN THE MID REGION

That, a revised Strategy for the implementation of GNSS in the Middle East Region be adopted, as indicated in **Appendix 6E** to the report on Agenda Item 6

CONCLUSION 7/43: TRAFFIC FORECASTING REQUIREMENTS

That,

a) the CNS/ATM/IC/SG review and analyze in detail the work done by MER TFG and identify additional requirements for the implementation of CNS/ATM in the MID Region, including forecasts of traffic overflying the region and peak-period analysis;

b) the secretariat continues organizing seminars, workshops and other training sessions in conjunction with regular meetings of the MER TFG; and

c) States/IATA to supply the MER TFG with relevant FIR data to enable the group to produce the desired forecasts.

CONCLUSION 7/44: REVISED UNIFORM METHODOLOGY, INCLUDING NEW DEFINITION OF DEFICIENCY, IN ADDRESSING THE DEFICIENCIES OF MID REGION

That, States:

a) note the introduction of this new single definition of *'deficiency'* replacing *"shortcoming and deficiency"* ; and

b) adopt the revised uniform methodology as presented in the **Appendix 7A** to Agenda Item 3 in addressing the deficiencies of MID Region

CONCLUSION 7/45: MONITORING AND FOLLOW UP OF CORRECTIVE ACTIONS TO ALLIVIATE DEFICIENCIES IN AOP FIELD

That, States and Organization which are assigned responsibility for corrective actions in relation to AOP deficiencies in the Air Navigation field as indicated at attached **Appendix 7B** to the report on Agenda Item 7 are urged through their executing bodies;

- to provide the ICAO MID Regional Office with the information related to current and planned corrective actions, which are necessary for the Regional Office and MIDANPIRG to carry out their monitoring and follow up responsibilities.

DECISION 7/46: HARMFUL INTERFERENCE REPORT FORM

That, an amendment be made in the MID ANP/FASID to take into account the harmful interference report form (as shown in the **Appendix 7F** to the report on Agenda Item 7).

CONCLUSION 7/47: HARMFUL INTERFERENCE TO RADIO FREQUENCY BANDS ALLOCATED TO THE AERONAUTICAL SERVICES

That, States should

a) develop, in coordination with frequency spectrum management authorities and considering relevant ITU procedures, suitable mechanism for detection and elimination of unauthorized transmission of causing interference to aeronautical service; and

b) notify ITU causes of serious and persistent harmful interference, and the ICAO Regional, for further coordination on this matter, using the form of **Appendix 7F** to the report on Agenda Item 7.

CONCLUSION 7/48: IMPROVEMENT OF THE COORDINATION BETWEEN ATS, MET AND PILOTS

That, ICAO invites the States in the MID Region, IATA and IFALPA to enhance the cooperation and coordination between MET, ATS and pilots including inter-disciplinary training and familiarization in order to improve exchange of safety related information e.g. air reports.

CONCLUSION 7/49: DEFICIENCIES IN THE MET FIELD IN THE MID REGION

That the ICAO MID Regional Office survey by a questionnaire the status of implementation of facilities and services at Aeronautical Met offices in the MID Region.

DECISION 7/50: ELIMINATION OF THE DEFICIENCIES

That, the ICAO MID Office carries out a detailed survey in collaboration with the MID States concerned by the deficiencies with priorities U and A and with the relevant International Organizations, in order to determine the problems the States are facing and how to solve these deficiencies. The results of such a survey and the experience gained should be reported to the MIDANPIRG/8.

MIDANPIRG/8
Appendix 4B to the Report on Agenda Item 4

FOLLOW-UP ON MIDANPIRG/7 CONCLUSIONS AND DECISIONS

CONC./DEC.	TITLE	FOLLOW-UP	REMARKS
Dec. 7/1	Follow-up actions on the Conclusions of ALLPIRG/4 meeting.	Conc. 4/1: Initiated. Conc. 4/2: Initiated. Conc. 4/3: Ongoing. Conc. 4/7: Action taken. Conc. 4/8: Ongoing. Conc. 4/10: Action taken. Conc. 4/11: Action taken. Conc. 4/13: Ongoing.	Some of the Conclusion remarks are mentioned below as part of other Conclusion.
Dec. 7/2	Survey of Inter-Regional Exchanges of Opmet Information.	Ongoing.	To be accommodated by the MID OPMET Procedures in Con. 7/33 below.
Dec. 7/3	Revised Terms of Reference and Work Programme for the AOP Sub-Group.	Action taken.	
Con. 7/4	Aerodrome Certification.	Ongoing.	Two workshops on certification of aerodromes were conducted in MID Region (Cairo 17-20 June, 2002 and Dubai 22 - 23 February 2003).
Con. 7/5	RNAV/RNP Implementation Strategy for the MID Region.	Ongoing.	Needs the participation & involvement of the military authorities.
Con. 7/6	Interregional Cooperation.	Ongoing.	Refer to remarks on CONC. 7/16 below.
Con. 7/7	Airworthiness and Operational Approval for RNP 5 and RNP 10 operations in the MID Region.	Ongoing	Endorsed by majority of MID Region States
Con. 7/8	Implementation of GNSS in the MID Region.	Ongoing.	Endorsed by majority of MID Region States
Con. 7/9	Establishment of a Regional Safety and Monitoring Agency.	Action taken.	Superseded by new Conclusion with revised TOR of MECMA

CONC./DEC.	TITLE	FOLLOW-UP	REMARKS
Con. 7/10	Safety Analysis.	Ongoing.	
Con. 7/11	Reporting of Data for Carrying Out Safety Assessment.	Outdated.	Replaced by MIDANPIRG/8 Conclusion 8/24
Con. 7/12	Monitoring Requirements.	Ongoing.	
Con. 7/13	Civil/Military Coordination.	Ongoing.	Seminar planned for December 2003.
Con. 7/14	Creation of Non Exclusion Areas within RVSM Airspace.	Outdated.	Replaced by RVSM TF/8, no provisions will be made for the creation of non-exclusion areas in the MID region. (Refer to MIDANPIRG Conclusion 8/23)
Con. 7/15	Nomination of an RVSM Programme Manager.	Action taken.	
Con. 7/16	Implementation of RVSM in the MID Region.	Action taken with APAC Region. Planned for EUR Region. Ongoing for AFI Region.	Joint Interface meetings: APAC/MID/1 19-20 October 2002; APAC/MID/2 27-28 August 2003. EUR/MID/1 planned 4-5 November 2003. AFI/MID dates to be determined.
Con. 7/17	Training of all Personnel Involved with the Implementation of RVSM in the MID Region.	Ongoing.	Endorsed by majority of MID Region States
Con. 7/18	Guidance Material for Airworthiness and Operational Approval.	Action taken.	Draft Manual developed within the framework of the RVSM Task Force.
Con. 7/19	RVSM Legislation.	Action taken.	
Dec. 7/20	Participation of Representatives of States Involved in RVSM Approval Process.	Action taken.	

CONC./DEC.	TITLE	FOLLOW-UP	REMARKS
Con. 7/21	Funding of the RVSM Implementation Programme.	Action taken.	
Con. 7/22	Regional ATS Incident Analysis Task Force.	Action taken.	2nd Meeting organized 26-27 February 2003.
Dec. 7/23	Status of Implementation of ICAO Requirements in the Search and Rescue Fields.	Ongoing.	Seminar planned for December 2003.
Con. 7/24	Implementation of COSPAS/SARSAT in MCC/LUT Station in Saudi Arabia.	Ongoing.	So far, no indication on whether States have taken advantage of the offer by Saudi Arabia.
Con. 7/25	Report of WGS-84 Implementation.	On going.	State letters sent.
Con. 7/26	MID AFTN/CIDIN Routing Directory.	Ongoing.	
Con. 7/27	Organization of ATN Seminar in the MID Region.	Ongoing.	Planned for 16-17 June 2004 in Amman.
Con. 7/28	PTT Support and Cooperation for Aeronautical Telecommunications Circuits.	Ongoing.	
Con. 7/29	ICAO Position with regard to WRC-2003.	Ongoing.	05 States designated key contacts for this purpose. Meeting of Arab states in Dubai in March 2003.
Con. 7/30	Preliminary Study of the Middle East VSAT Network (MID VSAT).	Ongoing.	Initial work has started in cooperation with Air Traffic & Navigation Services (ATNS) of South Africa (consultant). Some site visits took place.
Dec. 7/31	Dissolution of the COM/MET Sub group and Creation of the CNS/MET Sub group.	Action taken.	CNS/MET SG/5 was held 21-24 October 2002.

CONC./DEC.	TITLE	FOLLOW-UP	REMARKS
Con. 7/32	Introduction of the GRIB and BUFR Code Forms in the SADIS Broadcasts.	Ongoing.	Training assistance to MID States, planned as a special ICAO/WMO/UK workshop in Oman in March 2003, was postponed due to travel restrictions in the region. New dates 8-9 December 2003.
Con. 7/33	Implementation of Opmet update procedures in the MID Region.	Ongoing.	Draft document adopted by CNS/MET SG/5 meeting in October 2002.
Con. 7/34	Composition of the SADIS Operations Group (SADISOPSG).	Action taken.	Set out valid principles for the future composition of the SADISOPSG.
Con. 7/35	Review of Draft MID Basic ANP and FASID.	Action taken.	The final draft version was sent to HQs for approval on 20 March 2003.
Dec. 7/36	Initial Plan for the Ground Portion of the ATN in the MID Region.	Action taken.	
Dec. 7/37	Establishment of The CNS/ATM Human Resource Planning and Training Task Force.	Action taken.	
Con. 7/38	The Step-by-Step Approach for Planning ATM Requirements and CNS infrastructure in the MID Region.	On going.	Requires input from States. To be discussed in the CNS/ATM/IC SG/2 meeting.
Con. 7/39	CNS/ATM National Plans and Updates to Timelines.	Ongoing.	The following States have submitted plans: Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, UAE and Yemen.
Dec. 7/40	Creation of the NAVISAT Working Group.	Ongoing.	Meeting held on 20 October 2002 back to back with CNS/MET SG/5 meeting.
Con. 7/41	Target Date for the Approval of GNSS as A Supplemental Means for En-route and Non-Precision Approaches in the MID Region.	On going.	GNSS is implemented for en-route in Bahrain, Egypt, Kuwait, Lebanon, Qatar, Oman and UAE and for NPA is implemented only in UAE.

CONC./DEC.	TITLE	FOLLOW-UP	REMARKS
Con. 7/42	Revised Strategy of the GNSS Implementation in the MID Region.	Action taken.	
Con. 7/43	Traffic Forecasting Requirements.	Ongoing.	MER TFG/6 to be held 16-17 October 2003.
Con. 7/44	Revised Uniform Methodology, including New Definition of Deficiency, in Addressing the Deficiencies of MID Region.	Action taken.	
Con. 7/45	Monitoring and Follow up of Corrective Actions to Alleviate Deficiencies in AOP Field.	Ongoing.	State letter was circulated to all MID States. Only 02 States replied.
Dec. 7/46	Harmful Interference Report Form.	Action taken.	
Con. 7/47	Harmful Interference to Radio Frequency Bands Allocated to the Aeronautical Services.	Ongoing.	Coordination with concerned States and other Regions.
Con. 7/48	Improvement of the Coordination Between ATS, MET and Pilots.	Action taken.	State letter circulated to all MID States and the issue has been further discussed at the CNS/MET SG/5.
Con. 7/49	Deficiencies in the MET Field in the MID Region.	Action taken.	A survey in the form of a questionnaire has been circulated to all MID States. Only 07 States responded. Further fact-finding has been proposed by the CNS/MET SG/5.
Dec. 7/50	Elimination of the Deficiencies.	Action taken.	Detailed survey carried out.

MIDANPIRG/8
Report on Agenda Item 5

REPORT ON AGENDA ITEM 5: LATEST DEVELOPMENTS IN THE AIR NAVIGATION FIELD

Development of an ICAO Global Air Navigation Plan database and associated Web-based information and charting service

5.1 In accordance with ALLPIRG/4 Conclusion 4/7, the meeting noted that ICAO has developed a multilingual website to assist States in the uniform implementation of World Geodetic System—1984 (WGS-84) related Standards and Recommended Practices (SARPs) and to provide a consistent online method of reporting the status of WGS-84 implementation. This Web site provides ANP style tables related to WGS-84 implementation, which are linked through an ICAO Headquarters' web server to a database. The primary users of the site are Regional Offices and their respective PIRGs, all ICAO Contacting States and Headquarters. Users with amendment authorization are able to submit amendments to the tables online, which are presented electronically to an ICAO regional officer in charge of approval. The approval process also takes place online and approved amendments are promptly reflected in updated tables which are available for viewing by all other website users. Database filters are included to limit erroneous amendment entries and a searchable record is kept of the amendment "transaction" details. It is considered that the technology used for this website could be widely applied to allow for the on-line amendment of most, if not all, ANP tables and text.

5.2 Furthermore, the meeting noted that the ANConf/11 would be presented with global air navigation plan database containing all tabular material from all the regional ANPs (both Basic ANP and FASID) and would be made available to all contracting States through the web. It is proposed that for ANP/FASID material the currency of the website would be maintained by authorized Regional Office and Headquarters staff, who would input most amendments through standardized tables and text formats which include database filters to limit erroneous entries. A technical review and approval of submitted material would take place at ICAO Headquarters/Regional office before the material is posted as an approved ANP/FASID amendment. This would essentially follow the same paper/e-mail based process that now occurs when amendments are submitted for inclusion in the hard copy of ANP/FASID publication.

5.3 As envisaged, the website could be an invaluable tool for many other users and, accordingly, access privileges may include viewing/download/custom charting capability. Possible additional products and services that would support regional and global planning are: hard copy, large size planning charts, custom charts and various electronic chart file formats.

5.4 The meeting noted that the availability of such an air navigation database would support regional and interregional planning, implementation and harmonization.

Report on Regional Developments in the Modernization of Air Navigation Systems

5.5 The meeting was presented with an overview of the regional developments in the modernization of air navigation systems as well as future plans of CNS/ATM systems. The meeting noted that through the panels of the Air Navigation Commission and the Secretariat, assisted by study groups, ICAO has made substantial progress in the development of SARPs, PANS and guidance material.

5.6 The meeting noted that various regional planning and implementation groups (PIRGs), with the assistance of the subregional groups, have implemented and also put in place a number of ongoing initiatives enveloping ATM, communications, navigation, surveillance as well as economic and institutional areas that would enhance and expedite the process of attaining an integrated global ATM system. A detailed list of the subregional and regional projects/plans covering past, present and future contributing to regional harmonization was provided to the meeting. On examination of the comparative picture of regional developments, the meeting recognised the need to enhance the ongoing interregional coordination for the harmonized planning and implementation of air navigation systems and agreed to take into account in the work programme of MIDANPIRG.

A Global ATM System – Progress and Challenges

5.7 The meeting noted that, in order to achieve an interoperable global ATM system, ICAO has been addressing the planning and implementation of CNS/ATM systems worldwide in a progressive, cost-effective and cooperative manner. As the formulation of regional, subregional and national plans for air navigation systems including CNS/ATM systems is progressively gaining maturity, States and aircraft operators are investing in the enabling technologies to gain early benefits. As this equipage progresses, both on the ground and in aircraft, further steps are need to be addressed to meet the challenges of integration, interoperability and harmonization of the systems thus leading to a global ATM system.

5.8 With the gradual and phased implementation of CNS/ATM systems, the meeting recognized that it becomes necessary to reconcile the differences both within regions (intraregional) and with neighbouring regions (interregional) by adopting an approach based on regional cooperation and consensus-building, as well as by utilizing harmonization tools and techniques.

5.9 The meeting noted that the overall strategy for the realization of a global ATM system should be planned and implemented within the framework of the ATM operational concept. The strategy would consist of a mix of top-down and bottom-up approaches and would be guided by expectations of the ATM community. To promote the evolution and minimize the risks associated with the changes in the ATM infrastructure, a multiple sequence of step changes is encouraged within the time frame of twenty-five years, as defined in the ATM operational concept. The collective commitment is central to the success of this regional implementation framework. The meeting noted that, within this regional framework, it was essential to address the elements namely political plane, institutional aspects, operational matters and technical issues.

5.10 The meeting agreed that, although a) number of actions have been taken by ICAO, related standard-setting organizations as well as manufacturers with regard to development of SARPs, avionics standards and guidance material; and b) the PIRGs, through subregional groups and States, have implemented and also put in place a number of ongoing initiatives enveloping ATM, communications, navigation, surveillance, economic and institutional areas, it was necessary for the ICAO and the CNS/ATM partners to identify and address the interface issues and associated difficulties so as to ensure harmonized planning and implementation of air navigation systems. The meeting agreed to adopt the following Conclusion:

CONCLUSION 8/1: HARMONIZATION OF AIR NAVIGATION SYSTEMS

That, ICAO and the CNS/ATM partners place emphasis on identifying and addressing the interface issues and associated difficulties with a view to facilitating the harmonized planning and implementation of air navigation systems leading to a global ATM system.

REPORT ON AGENDA ITEM 6: MIDDLE EAST AIR NAVIGATION PLAN ISSUES

6.1 **AOP**

AOP/SG/3 Meeting

6.1.1 Under this Agenda Item, the meeting was provided with the outcome of the third meeting of the AOP Sub-Group, which was held in Cairo from 16 to 19 September 2002 and had addressed the following subjects:

1) Revision of AOP Sub-Group Terms of References and Work Programme,
2) Update AOP and CNS3 Tables contained in the Draft MID Basic ANP and FASID,
3) Certification of Aerodromes implementation plan,
4) Latest development in the field of aerodromes and
5) Deficiencies in the AOP field

AOP/SG Terms of Reference and Work Programme

6.1.2 The meeting noted that AOP Sub-Group reviewed its Terms of Reference (TOR) and Work Programme, set priorities and target dates as given in **Appendix 6A** to the report on Agenda Item 6

6.1.3 The meeting was of the view that the next AOP SG/4 meeting further review its TOR and Work Programme to include any other Aerodrome Operational critical safety areas, and consequently developed the following Decision:

DECISION 8/2: REVISED TERMS OF REFERENCE AND WORK PROGRAMME FOR THE AOP SUB-GROUP

That,

*a) The MIDANPIRG/8 approves the revised Terms of Reference and Work Programme of AOP Sub-Group as presented in **Appendix 6A** to the report on Agenda Item 6.*

b) AOP SG work Programme to include Safety Management System at aerodromes

c) Further review is required by AOP SG to incorporate any other critical safety areas.

Updating "AOP 1 and CNS 3" Tables to the Draft Basic ANP and FASID Documents

6.1.4 The meeting was informed that AOP SG/3 meeting have updated "AOP 1 and CNS3" Tables contained in the Draft Basic ANP and FASID Documents, and that pursuant to receiving more information from some MID States; further updates were carried out by MID Regional Office, refer to Draft MID Basic ANP and FASID – Part III - Aerodrome Operations (AOP) and Part IV – FASID Table CNS 3.

Certification of Aerodromes

6.1.5 The meeting was apprised of the timeline requirement for the implementation of certification of aerodromes and safety management system at aerodromes as per Annex 14 Volume I – *Aerodrome Design and Operations* –Chapter 1, Section 1.3 and Doc 9774 - *Certification of Aerodromes.*

6.1.6 For the purpose of facilitating monitoring, better, identifying areas that might be anticipating difficulties and for following up the proper implementation of ICAO SARPs, related to State's implementation plans of certification of aerodromes and safety management systems on Regional Prospective, The meeting agreed on Forms/Tables that were developed as contained in **Appendix 6B** to the report on Agenda Item 6. The meeting also proposed that adapted Forms could be developed for use on Global Prospective at a later stage and formulated the following Decision:

DECISION 8/3: AERODROME CERTIFICATION IMPLEMENTATION PLAN FOLLOW-UP –REGIONAL PERSPECTIVE

*That, forms as contained in **Appendix 6B** to the report of Agenda Item 6 be adopted for follow-up of the implementation plan timeline related to Certification of Aerodromes and Safety Management System at aerodromes in the MID Region.*

6.1.7 Following MIDANPIRG/7 conclusion 7/4– ii *(Aerodrome Certification); the meeting was briefed on* a successful workshops on "Certification of Aerodromes" outcomes, the first was conducted at Cairo, 17-20 June 2002 that was attended by a total of 81 participants from 11 States and 2 Organizations and the second was jointly organized by ICAO and ACI in Dubai on 22 & 23 of February 2003 and was attended by a total of 78 participants from 26 States (including 15 Non-MID States) and 4 Organizations. The meeting was informed that the two workshops created awareness among MID States through:

- Providing forums to introduce certification of aerodromes and Safety Management Systems to the broadest possible State Authorities in-charge of Civil Aviation/ Airport Operators audience, mainly in the Middle East Region, aimed at ensuring the effective implementation by States of Safety related Standards and Recommended Practices,

- Clarifying in details, implementation requirements and procedures, Aerodrome Manual to incorporate measures for safety promotion and Incident/Accident prevention at aerodromes as part of Safety Management System (Reference was made to Doc 9774 and Annex 13 – Chapter 8), and

- Conducting study cases by experts from Saudi Arabia, Egypt, U.A.E, The Netherlands and Germany to grasp a better understanding on certification exercise and Aerodrome Safety Management System in process. Presented information and views were freely exchanged.

6.1.8 The meeting accordingly endorsed the conclusion emanating from the AOP SG/3 regarding certification of aerodromes implementation mandates concluded and formulated the following Conclusion:

CONCLUSION 8/4: CERTIFICATION OF AERODROMES IMPLEMENTATION MANDATES

That,

a) MID States be urged to ensure establishment of the necessary regulatory regime to comply with Provisions of Annex 14 Volume I, related ICAO Specifications and guidance material contained in ICAO Manual Doc 9774;

b) MID States be invited to incorporate measures for safety promotion and Incident/Accident prevention at aerodromes as part of Safety Management System in the Aerodrome Manual;

Latest development in AOP Field

Bird Strike Hazard reduction

6.1.9 The meeting was informed that a new amendment No. 5 to Annex 14 Volume I was adopted on 7 March 2003 with effect from 27 November 2003. The Amendment includes upgrading, to Standards, of the existing Recommended Practices, relating to Bird Strike Hazard Reduction on, or in the vicinity of airports, contained in paragraphs 9.5.1 to 9.5.3 of Annex 14 Volume I, and the addition of a new Recommended Practice. The meeting was also informed that analysed statistics on bird strikes reported to ICAO Bird Strike Information System (IBIS) for the year 2000 brought the attention to the threat that birds pose to the safety of aircraft operations and that the economic impact of bird strikes on airlines has become of increasing concern.

6.1.10 The meeting was informed that many MID States do not report bird strikes to ICAO (4 MID States out of 19 had reported, while bird hazards strikes occurred in 13 MID States for the year 2000) and, as a result, the true extent of the bird strike hazard and of States' efforts to combat bird strikes is not fully known. For better insight into the extent of the bird hazard phenomenon on the safety of aircraft operations on, or in the vicinity of airports operations in the MID Region, the meeting agree on conducting a regional risk assessment study, by States experts and the assistance of ICAO and formulated the following conclusion:

CONCLUSION 8/5: CONDUCT OF A RISK ASSESSMENT STUDY ON BIRD STRIKE HAZARDS TO AIRCRAFT OPERATIONS SAFETY ON OR IN THE VICINITY OF MID AIRPORTS

That, a regional risk assessment study be conducted on Bird Strike Hazard to safety of aircraft operations on, or in the vicinity of airports in the MID region, and the result be reviewed by the next AOP SG/4 meeting.

New Larger Aeroplanes (NLA)

6.1.11 The meeting noted the information presented on the impact of the overall dimensions of New Larger Aeroplanes (NLA) that is planned to be on duty by 2006, and its operations on airports and airfield design and on the facilities and services at aerodromes. The meeting also noted, the information on requirements of Runway Obstacle Free Zone, airport emergency rescue and fire fighting (ARFF) vehicles, equipment, personnel training and procedures, Impact of NLA operations on capacity of passenger terminal area and environmental issues.

6.1.12 The meeting was informed that an ICAO circular is planned to be developed and completed for availability in late 2003 to assist States in addressing the various aspects of operations of NLA at existing aerodromes, it provides Contracting States with information on the issues concerning aerodromes facilities and services, air traffic management and flight operations, which should be considered for accommodating NLA operations at existing aerodromes.

6.1.13 Noting the information, the meeting accordingly formulated the following conclusion:

CONCLUSION 8/6: IMPACT OF NEW LARGE AEROPLANE (NLA) OPERATIONAL REQUIREMENTS ON EXISTING AERODROME PHYSICAL CHARACTERISTICS, FACILITIES AND SERVICES

That, States in the MID Region be invited to plan for appropriate measures to comply with Annex 14, Volume I - Code F - provisions related to planning the NLA operational requirements at existing Int'l aerodromes intending to accommodate NLAs

6.1.14 The meeting agree that result of studies on NLA operational requirements and impact on existing aerodromes are to be followed by next AOP SG/4 meeting for further course of actions and formulated the following Decision:

DECISION 8/7: FOLLOW UP OF STATE SAFETY MEASURES RELATED TO ADEQUACY OF EXISTING INT'L AERODROMES TO ACCOMEDATE NLA OPERATIONS

That, appropriate means be studied by AOP SG to follow up safety measures taken by States for the adequacy of their existing aerodromes that intend to accommodated NLA operations.

Deficiencies in the AOP field

6.1.15 The meeting was informed that AOP SG/3 meeting have revised the list of deficiencies in AOP field in the MID Region. (Reference Conclusion 8/54 and **Appendix 8B** to the report on Agenda Item 8).

Analysis of a survey on certification of aerodromes implementation status in the MID Region

6.1.16 The meeting was briefed on the implementation timeline of Certification of Aerodromes and SMS requirements, to be undertaken by States, as contained in Annex 14 Volume I – Section 1.3 of Chapter 1. The meeting was also informed that ICAO would verify the implementation of these requirements during the expansion of the Universal Safety Oversight Audit Programme (USOAP) starting 2004

6.1.17 For better insight of the implementation status in the MID region before mandatory certification of international aerodromes by 27 November 2003, the meeting noted that AOP SG/3 has recommended to start an assessment study, by surveying the MID Region States for input on their implementation plan status on certification of aerodromes and action taken for presentation to MIDANPIRG meeting before that date.

6.1.18 A Questionnaire was sent by MID Office to all States accredited to the ICAO MID Office on 20 May 2003, Twelve MID States have responded to the questionnaire as of 18 August 2003, in addition of replies received from 2 other States during the meeting.

6.1.19 The meeting noted with concern the detailed analysis of the survey and its summary as indicated in **Appendix 6C** to the report on Agenda Item 6. The meeting also noted the first exercise of applying follow-up forms indicating the implementation plans timeline of the certification of aerodromes and safety management system requirements in the MID region.

6.1.20 The meeting was informed that based on answers to a question to States to indicate if any assistance is required from ICAO in implementing certification of aerodromes it was concluded the following:

a) Although, mandatory date for certifying International Aerodromes is the 27th of November 2003, the majority of MID States are still in need of intensive professional training for Aerodrome Inspectors to carry out this requirement,

b) There is a common request seeking for Arabic versions of Doc 9774 and for guidance material on safety oversight.

c) Aerodrome Operators are requesting guidance on Aerodrome Manual preparation and Safety management System application.

d) 4 States have requested ICAO experts for assisting in aerodrome certification implementation

6.1.21 The meeting noted the guidance information on some Worldwide Training Centres that provide training courses on certification of aerodromes.

6.1.22 The meeting was briefed on the note related to notification by contracting States of differences to Annex 14 and Form of notification that was prepared and issued in accordance with instructions of the Council in compliance with Article 38 of the Convention, and that the primary purpose of reporting of differences is to promote safety and efficiency in air navigation by ensuring that governmental and other agencies, including operators, concerned with international civil aviation are made aware of all national rules and practices in so far as they differ from those prescribed in the ICAO Standards. And that States are, therefore, requested to give particular attention to the notification before due dates of differences with respect to Standards in Annex 14, Volume I. the meeting was informed that the Council has also invited Contracting States to extend the above considerations to Recommended Practices.

6.1.23 Noting the information, the meeting formulated the following Conclusion:

CONCLUSION 8/8: NEED FOR TRAINING OF STATE AERODROME INSPECTORS

That,

a) Civil Aviation Training Centres in the MID region be invited to promote Training Courses for State/Service Providers Aerodrome inspectors and Safety Auditors.

b) ICAO be requested to consider as urgent, training guidance in human resource development related to States' aerodrome inspectors and aerodrome safety management systems.

AOP MID States Focal Points

6.1.24 The meeting was informed that all States accredited to ICAO MID Regional Office were requested to nominate focal point/contact person(s) in order for the MID Regional Office to be able to contact, coordinate and follow up with States the implementation of ICAO regulations and MID Air Navigation Plans, Facilities and Services related to Aerodrome design and Operations.

6.1.25 The meeting also was informed that replies were received from Twelve States and urged States that have not yet provided their nominations, to do so during the meeting in order to be added to the list in **Appendix 6D** to the report on Agenda Item 6.

6.2 **ATM/SAR/AIS**

6.2.1 MIDANPIRG/8 was apprised of progress achieved within the framework of the different Sub-Groups and Task Forces established by MIDANPIRG, for ensuring the evolutionary implementation of different elements of the CNS/ATM Plan in the MID Region.

6.2.2 The meeting accordingly reviewed the outcomes from the Sixth meeting of the ATM/SAR/AIS Sub-Group (ATM/SAR/AIS SG/6) which was held in Cairo from 28 -31 January 2003 and the various RVSM Task Force meetings organized since MIDANPIRG/7. It also noted follow-up action(s)/status of conclusions/decisions taken by the MIDANPIRG/7 in the ATM, SAR and AIS fields. The following subjects were addressed:

- Update on Decisions/Conclusions emanating from MIDANPIRG/7 Meeting (Cairo, 21-25 January 2002);

- ATS route network in the MID Region, including status report on the implementation of EMARSSH (Revised ATS route structure Asia to Middle East/Europe, South of the Himalayas) routes on 28 November 2002;

- Use and allocation of five-letter name-code designators;

- Establishment of safety management programmes;

- Implementation of RNP/RNAV;

- Regional ATS incident analysis;

- Implementation of ACAS in the MID Region;

- Implementation of Search and Rescue services in the MID Region;

- Elaboration of contingency plans;

- Implementation of RVSM *(updated with inputs from RVSM TF/5, 6, 7, 8 and 9 meetings; and*

- Deficiencies in the ATM/SAR and AIS/MAP fields.

Review of Decisions/Conclusions emanating from MIDANPIRG/7 Meeting (Cairo, 21- 25 January 2002) in the ATM, SAR and AIS fields

6.2.3 The meeting noted the follow-up action, which has been taken by the MID Region States since MIDANPIRG/7 in the ATM, SAR and AIS fields. It identified Conclusions/Decisions, which are still effective and urged all concerned States to take prompt remedial action on deficiencies/outstanding issues, which have been identified. An update on the status of implementation is at **Appendix 4B** to the report on Agenda Item 4.

Review of the ATS route network in the MID Region

6.2.4 The MIDANPIRG/8 noted that the ATM/SAR/AIS SG/6 has carried out a thorough review of the ATS route network in the MID Region and has identified additional ATS routes to be created, deleted or to be re-aligned. It also considered the ATS route requirements identified within the framework of the EMARSSH meetings. It was agreed that the Secretariat will, in accordance with established procedures, initiate action for inclusion of the additional requirements in the MID Basic ANP Document. Based on the foregoing, MIDANPIRG endorsed the following Decision:

DECISION 8/9: AMENDMENT TO THE MID ATS ROUTE NETWORK

That, the Secretariat initiates action, in accordance with established procedures, for the inclusion of the requirements at ***Appendix 6E*** *to the report on Agenda Item 6, in the MID Basic Air Navigation Plan.*

6.2.4.1 MIDANPIRG noted the concerns expressed by the users on the traffic orientation scheme which has been implemented within Cairo FIR and its economic impact to MID operators. It was pointed out that the rationale for the new route structure was dictated by the operational concept endorsed within the framework of the RVSM Task Force for ensuring that the target level of safety (TLS) is met and other local constraints. The meeting was of the view that although some of the requirements were implemented, the matter be addressed within the framework of informal discussions with the users. The following Conclusion was accordingly developed:

CONCLUSION 8/10: TRAFFIC ORIENTATION SCHEME WITHIN CAIRO FIR

That, In view of the concerns raised by users on the traffic orientation scheme implemented within Cairo FIR, the matter be progressed, initially through informal meetings, between the parties concerned.

Use and allocation of five-letter name-codes

6.2.5 The need to facilitate the transfer and allocation of five-letter name-codes for the designation of reporting points was recognized by MIDANPIRG and it was agreed that the database which has been developed by the ICAO European and North Atlantic Office, in close coordination with Eurocontrol, should also be extended to cover the MID Region. This would enable authorized users and States to identify their preferences from the available ICAO Five-Letter Name-Code and Route Designator (ICARD) system and to request formal allocation over the internet. To this effect it endorsed the following Decision:

DECISION 8/11: ALLOCATION OF FIVE-LETTER NAME-CODES

That, with a view to facilitate the selection and allocation of five-letter name-codes to MID States for the designation of reporting points, the Secretariat coordinates with the ICAO Paris Office to enable the MID Region to use the ICAO Five-Letter Name Code and Route Designator (ICARD) System.

Implementation of RNP/RNAV in the MID Region

6.2.6 The meeting recalled that as a follow-up to MIDANPIRG/7 Conclusion 7/5 *(RNAV/RNP Implementation Strategy for the MID Region)*, significant progress has been achieved within the framework of the RNP/RNAV Task Force. Guided by the above principles, the RNP/RNAV Task Force, is exploring ways and means of taking full advantage of the benefits offered by the implementation of RNP/RNAV routes/areas in the region.

Terms of Reference of the Middle East Central Monitoring Agency (MECMA)

6.2.6.1 MIDANPIRG noted with appreciation the offer by (MECMA) for carrying out the safety and airspace monitoring aspects regarding RNP/RNAV implementation. Under Conclusion 6/3 the RNP/RNAV Task Force assigned the responsibility to MECMA for carrying out this task. To this effect, the Terms of Reference of MECMA was accordingly amended to reflect the new requirements and the following conclusion superseding MIDANPIRG/7 Conclusion 7/9 was endorsed:

CONCLUSION 8/12: ESTABLISHMENT OF A REGIONAL SAFETY AND MONITORING AGENCY

That,

a) the task of monitoring safety in conjunction with implementation of RVSM in the Middle East Region be assigned to a Central Monitoring Agency;

b) the monitoring agency, referred to as the Middle East Central Monitoring Agency (MECMA), will be established and staffed by the United Arab Emirates' General Civil Aviation Authority (UAE-GCAA) based at the Head Office in Abu Dhabi; and

c) *the Terms of Reference of MECMA be amended as indicated at* ***Appendix 6F*** *to the report on Agenda Item 6, to include additional tasks for carrying out safety and airspace monitoring in respect of RNP/RNAV implementation.*

System of closely spaced parallel RNP routes

6.2.6.2 The meeting reviewed the results of the Sixth meeting of the RNP/RNAV Task Force and the ATM/SAR/AIS Sub-Group regarding procedures to be implemented in instances where implementation of unidirectional routes with lateral separation in accordance with Annex 11, Attachment B, is not feasible due to airspace constraints, or when this measure does not provide the necessary capacity on route segments where procedural longitudinal separation minima are applied. The need for provisions regarding a system of closely spaced parallel RNP route, with a view to reduce the lateral overlap probability, thereby permitting safe implementation of RVSM was emphasized. The meeting was informed that appropriate guidance material has been provided by ICAO in Doc 9689.

Establishment of ATS safety management programme

6.2.7 The meeting shared the concerns of the ATM/SAR/AIS SG/6 on the urgent requirement for the implementation of ATS safety management programme in the MID Region. It recognized the importance and urgency of the issue. It was however indicated that ICAO should assist States in the process through seminars and workshops. The meeting was further informed that a seminar on ATS safety management will be organized in Cairo in December 2003. It was also pointed out that guidance materials on the establishment of safety management programme by States have been developed and will be available by December 2003.

6.2.7.1 The meeting also recalled that the ICAO Council, in reviewing the report of MIDANPIRG/7 meeting Conclusion 7/9 concerning the "establishment of a regional safety and monitoring agency", requested MIDANPIRG to address **'the regional implementation of ICAO provisions relating to ATS safety management"**. Based on the foregoing, MIDANPIRG accordingly endorsed the following Conclusion:

CONCLUSION 8/13: IMPLEMENTATION OF THE ATS SAFETY MANAGEMENT PROGRAMMES IN THE MID REGION

That,

a) In accordance with the provisions of Annex 11(Chapter 2 paragraph 2.26), States shall implement systematic and appropriate ATS safety management programme with a view to ensure that,

i) the established level of safety applicable to the provision of ATS within an airspace or at an aerodrome is met; and

ii) safety-related enhancements be implemented whenever necessary;

b) *with a view to ensure that the activities necessary for the implementation of safety management programmes be carried out in a timely manner, adequate budgetary provisions be made by States ;*

c) *sustained cooperation and co-ordination with adjacent States/service providers be made in the process; and*

d) *States explore ways and means of establishing a mechanism for setting up the standards, monitoring requirements and criteria for the regional implementation of ATS safety management programme and MECMA be invited to play a leading role in the process.*

Reduction of separation minima and use of Mach Number Technique (MNT)

6.2.8 The meeting noted the concerns raised by some States and IATA on the separation minima to be applicable in an RNP 5 environment. It was pointed out that the application of 10 minutes longitudinal separation within some FIRs, in an RNP 5, procedural environment, was causing unnecessary traffic congestion within adjacent FIRs which are in radar environments. This situation is having a major impact on airspace capacity where separation minima has had to be increased to 10 minutes so as not to create bottlenecks. The Secretariat was accordingly requested to provide additional guidance on further reduction of separation minima which could be introduced in the concerned area(s), including the use of Mach number technique (MNT). It was clarified that further reduction of longitudinal separation cannot be achieved in a procedural environment and guidance on the use of MNT is already available.

Regional ATS Incident analysis

6.2.9 The meeting recalled that the ATS Incident Analysis Task Force was established by Decision 5/26 of MIDANPIRG/5 pursuant to Recommendation 2/31 (Reporting and Analysis of ATS Incidents) and Conclusion 2/32 (Regional ATS Incident Analysis) of the LIM MID (COM/MET/RAC) RAN meeting held in 1996.

6.2.9.1 It noted that the ATM/SAR/AIS SG/6 meeting had reviewed the report of the Second ATS Incident Analysis Task Force meeting which was held in Cairo from 26–27 January 2003. It was pointed out that the Task Force:

i) reviewed its Terms of Reference and Work Programme;
ii) developed a methodology for ATS Incident Analysis;
iii) developed a simplified form for prompting reports on ATS incidents by ATC personnel;
iv) agreed that IATA will continue to play a leading role in the process and will keep the database on ATS incidents in the MID Region;
v) highlighted the need for the development of an awareness programme for prompting reports from ATS units on ATS incidents; and
vi) carried out an analysis of the ATS incidents as reported by IATA and accordingly framed conclusions regarding ATC proficiency, communications problems within some FIRS and requested that ICAO organizes seminars/workshops.

6.2.9.2 Concerns were raised by some MID States on the nature and confidentiality of the data received. It was clarified that the rationale for the collection and analysis of data on aircraft incidents was purely for the sake of identification of major deficiencies, which may have an impact on the safety of air navigation, or if unattended, may eventually result in an accident.

6.2.9.3 MIDANPIRG shared the concerns of IATA to the fact that, unless incident reports are received from all parties concerned (Pilots and ATCs), the analysis of data received may seem to be biased. The low level of participation of Pilots and ATC personnel in the process was regretted. It urged States to ensure that, with the level of confidentiality required, information related to any situation which may have an impact on the safety of air navigation be sent to consolidate the IATA database, with copy to ICAO.

6.2.9.4 It was also pointed out that, although not addressed by the Second meeting of the ATS Incident Analysis Task Force, reports indicate that many runway incursions have been reported in the region and the need for carrying out a survey on incidents involving runway incursions was emphasized. The meeting accordingly urged States to take remedial action(s) with a view to reduce the number of runway incursions. The meeting was also informed that ICAO will organize a seminar on runway incursions in Cairo, Egypt, in December 2003 and urged all States and service providers to attend.

6.2.9.5 The meeting was informed of the different types of incident reports, involving TCAS TAs/RAs, Pilot errors, RAs being triggered due to high climb/descent rates, false alerts, communications problems including VHF congestions and ATC proficiency which were reviewed by the Task Force. It urged ATS service providers to continue investigating into incident reports and provide a copy of the outcome to consolidate the IATA database. It was however darified that most of the reported cases were isolated incidents and were not representative of the general trend in the region. It accordingly endorsed the following Conclusions/Decisions:

DECISION 8/14: TERMS OF REFERENCE, AND WORK PROGRAMME OF THE ATS INCIDENT ANALYSIS TASK FORCE

*That the revised Terms of Reference and Work Programme at **Appendix 6G** to the report on Agenda Item 6 be adopted for the ATS Incident Analysis Task Force.*

CONCLUSION 8/15: METHODOLOGY FOR THE REPORTING AND ANALYSIS OF ATS INCIDENTS.

That,

*a) The methodology indicated at **Appendix 6H** to the report on Agenda Item 6 be adopted for the reporting and analysis of ATS incidents in the region;*

*b) With a view to simplify and facilitate the reporting of ATS incidents to consolidate the IATA database, States/service providers use the simplified ATC Incident Reporting form at **Appendix 6I** to the report on Agenda Item 6 for the reporting of data;*

c) States explore ways and means of establishing a non-punitive system for prompting ATCs to report any incident or situation which might have an impact on the safety of air navigation in the region and an awareness programme be initiated, highlighting the objectives and nature of the process; and

d) States accord high priority any incident attributed to human factors, in particular, taking into account the new CNS/ATM human–machine automated environment.

CONCLUSION 8/16: ATC PROFICIENCY

That States, with a view to ensure that the level and quality of services are maintained, be invited, through their safety management programme, to evaluate and identify the requirement for ATC refresher courses, including English language training for Air Traffic Controllers

DECISION 8/17: AIR-GROUND COMMUNICATIONS PROBLEMS

That taking into account the number of recurring incidents attributed to poor air-ground communication problems in the region, the matter be addressed within the framework of the CNS/MET Sub-Group.

Implementation of ACAS II in the MID Region

6.2.10 The meeting recalled that MIDANPIRG/7 agreed that exemptions to carriage of ACAS II in the Region will be granted on a case by case basis with supporting documentations indicating that positive action is being taken/has been taken for the upgrade/installation of TCAS Version 7. MIDANPIRG noted the proposed amendment to Annex 6, Part 1 and PANS OPS Volume 1 concerning the operation of ACAS equipment which will become applicable on 27 November 2003. It also requested that a survey be carried out regarding the status of implementation of ACAS in the region. It was pointed out that as indicated in the Regional Supplementary Procedures, Doc 7030, the MID Region has agreed to implement ACAS subject to the following condition:

'Except when operating wholly within an FIR for which a State responsible has notified in its AIP or by NOTAM that these requirements do not apply"

6.2.10.1 Based on the following the meeting formulated the following Decision:

DECISION 8/18: SURVEY ON THE IMPLEMENTATION OF ACAS II IN THE MID REGION

That, a survey be carried out by the Secretariat on the implementation status of ACAS II in the MID Region.

Search and Rescue (SAR) in the MID Region

Status of conclusions/Decisions in the SAR fields

6.2.11 The meeting recalled that the basic principles, operational requirements and planning criteria related to search and rescue services, have been developed for the MID Region. It was pointed out that these requirements are considered as the minimum necessary for effective planning of SAR facilities and services and are indicated in the SAR Part of the MID Basic Air Navigation Plan (Basic ANP). A detailed description/list of facilities and/or services to be provided to fulfil these requirements are indicated in the SAR Part of the Facilities and Services Implementation (FASID) Document.

6.2.11.1 To date, the major deficiency in the search and rescue fields in the MID Region, is attributed to the lack of search and rescue agreements between neighbouring States. However, it is noted that a detailed evaluation on the status of implementation of recommendations/conclusions emanating from the LIM/MID RAN Meeting 1996 and other relevant recommendations in the SAR fields has not been completed. To this effect, the meeting reviewed the requirements in the SAR fields and was of the view that the status of implementation of all current recommendations should be clearly indicated. As a follow-up to Decision 7/23 of MIDANPIRG/7, it requested the Secretariat to update the table at **Appendix 6J** to the report on Agenda Item 6 for review by the next ATM/SAR/AIS Sub-Group meeting.

COSPAS/SARSAT

6.2.11.2 The meeting recalled that pursuant to MIDANPIRG/7 Conclusion 7/24 States were invited to take advantage of the possibilities offered by the COSPAS/SARSAT LUT/MCC station which has been commissioned in Saudi Arabia and which practically covers the whole of the MID Region. To date no information is available on the status of the conclusion and it reiterated that States take full advantage of the offer by Saudi Arabia.

Contingency arrangements

6.2.12 The meeting noted the proposal for the amendment of Annex 11 regarding the need for the development and promulgation of contingency plans, by States/service providers for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible. It was pointed out that such contingency plans shall be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned. Based on the foregoing it endorsed the following Conclusion emanating from the ATM/SAR/AIS SG/6:

CONCLUSION 8/19: THE DEVELOPMENT AND PROMULGATION OF CONTINGENCY PLANS

That,

a) In accordance with the provisions of Annexes 11 and 15, States develop and promulgate contingency plans;

b) Such contingency plans be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.

Review of the reports of the RVSM Task Force

Implementation of RVSM in the MID Region

6.2.13 MIDANPIRG/8 meeting noted with appreciation that the Go decision has been taken at the Ninth Meeting of the RVSM Task Force held in Abu Dhabi from 24 –27 August 2003 and highlighted the need for States to spare no efforts in ensuring that all requirements are met in a timely manner, for the safe implementation of RVSM in the MID Region.

6.2.13.1 The meeting recalled that the safety assessment for the implementation of RVSM in the MID Region is based on the existing route structure and any change to the routing network should be coordinated with MECMA. States were requested to adopt a conservative approach in the development of new ATS routes so as to ensure that the safety case be not infringed.

6.2.13.2 The meeting was accordingly apprised of all conclusions/decisions emanating from RVSM Task Force meetings since MIDANPIRG/7. The activities/outcome of the Work Groups, which have been created by the Task Force, namely the ATC Work Group (ATC/WG), the Operations/Airworthiness Work Group (OPS/AIR/WG) and the Safety and Airspace Monitoring Work Group (SAM/WG), were summarized as follows:

ATC Work Group (ATC/WG)

i) The draft ATC Manual has been developed and has been sent to States for national application;

ii) Training guidelines have been developed to assist States in the development of their own RVSM implementation training programmes;

iii) Problems associated with the continuation/harmonisation of the MID and Eastern Mediterranean route network is being addressed;

iv) Coordination problems over the Red Sea area which may have a negative impact on the safe implementation of RVSM on 27 November 2003, have been resolved through:

- informal meeting(s)/ consultations by Egypt;
- through two meetings organized by the Arab Civil Aviation Commission (ACAC);
- Sustained support from IATA;
- RVSM Task Force; and
- Willingness of concerned States to find a solution to the problem in the interest of safety

v) The need for preparation of letters of agreement (LOA) between ATC centres has been emphasized and a model LOA has been developed; and

vi) The RVSM implementation switchover time has been harmonised with the Asia region and it has been agreed that RVSM switchover time will be 0200 UTC on 27 November 2003

Operations/Airworthiness Work Group (OPS/AIR/WG)

i) Final draft Operations/ Airworthiness manual has been developed for regional application

Safety and Airspace Monitoring Work Group (SAM/WG)

i) An RVSM model safety plan has been developed and States have used this model for the development of their own national RVSM safety plans;

ii) Problems associated with necessary software for the calculation of the Pz value have been sorted out. Eurocontrol has given the software and the licence to MECMA at the RVSM TF/7 Meeting which was held in Abu Dhabi (23 – 26 February 2003);

iii) safety assessment has been carried out by MECMA based on traffic samples from all 11 FIRs, assigned altitude deviations (AAD) data and turbulence reporting showing that:

a) with adherence to the operational concept, horizontal overlap probability is within the global specification of 0.145, and

b) with the prevailing aircraft population, the global specification of 1.7×10^{-8} for vertical risk is satisfied; and

c) risk associated with turbulence is negligible.

iv) MECMA has concluded that the TLS technical risk is met, thereby permitting safe implementation of RVSM within the area encompassed by the safety assessment; and

v) safety, in conjunction with implementation of RVSM has been addressed through development, review and progressive updating of national safety plans for all States concerned within the Middle East RVSM programme and, supplemented by functional hazard assessments.

6.2.13.3 The meeting accordingly reviewed, consolidated and endorsed the following conclusions/ decisions from the RVSM Task Force:

CONCLUSION 8/20: ENDORSEMENT OF GUIDANCE MATERIALS DEVELOPED WITHIN THE FRAMEWORK OF THE RVSM TASK FORCE

That States use the provisions of the ATC, Operations/Airworthiness Manuals and the RVSM Model Safety Plan developed within the framework of the RVSM Task Force for regional application and in the development of their own Manuals/Procedures

Conclusion 8/21: Amendment to the MID ATS Route Network

That, taking into account the fact that the safety assessment for the implementation of RVSM in the MID Region has been built on the existing ATS route structure, States adopt a conservative approach while carrying out major change(s) to the MID ATS route network and it be coordinated with MECMA.

CONCLUSION 8/22: COORDINATION PROBLEMS OVER THE RED SEA AREA

That,

*a) with effect from 27 November 2003, the procedures developed at ***Appendix 6K** to the report on Agenda Item 6, be followed by all uncoordinated flights operating over the Red Sea;*

b) States concerned publish an AIP Supplement as soon as possible, and no later than 30 October 2003 for the promulgation of these procedures;

c) IATA ensures that concerned operators are fully conversant with these procedures; and

d) State/military aircraft when flying under "Due Regard" over the Red Sea be informed of the procedures to be followed by Civil Uncoordinated Flights and be requested to take into account the restrictions applicable within RVSM airspace.

Note: Procedures have been finalized through:*

- *informal meeting(s)/ consultations by Egypt;*
- *two meetings organized by the Arab Civil Aviation Commission (ACAC);*
- *Sustained support from IATA;*
- *RVSM Task Force; and*

- *Willingness of concerned States to find a solution to the problem in the interest of safety*

6.2.13.4 The meeting endorsed the "Go decision" taken under Conclusion 9/6 by the Ninth Meeting of the RVSM Task Force which was held in Abu Dhabi, from 24- 27 August 2003. With slight adjustments proposed by UAE, Conclusion 9/6 was accordingly reviewed and consolidated with other relevant conclusions of the Task Force. Based on the foregoing, the following Conclusion was developed:

CONCLUSION 8/23: IMPLEMENTATION OF RVSM IN THE MID REGION

That,

Having considered the issues listed under items a) through i), below, a reduced vertical separation minimum (RVSM) will be implemented on an exclusive basis between FL 290 and FL 410 on ***27 November 2003 at 0200 UTC*** *within the Middle East Region*:*

a) operator readiness has been assessed through traffic sampling and is found to be sufficient for safe and efficient implementation of RVSM;

*b) the target level of safety (TLS) for technical risk of 2.5 x 10^{-9} fatal accidents per aircraft flight hour** has been met through application of an operational concept based on a structure of dual uni-directional RNP trunk routes with application of the semi-circular level allocation system as set out in Annex 2, Appendix 3;*

c) safety objectives for operational risk are satisfied through evaluation and mitigation measures associated with functional hazard assessments (FHA) carried out in conjunction with development and continued updating of national safety plans (NSP);

d) A regional monitoring agency, MECMA, has been established, staffed and equipped to perform the required safety-related tasks;

e) legal and regulatory measures have been taken by all States;

f) guidance material for operations, airworthiness and air traffic management, including training, has been developed and issued;

g) States within the MID RVSM Area have committed to complete all outstanding tasks in due time for implementation;

h) operators have been given due notice through aeronautical information circulars (AIC) and AIP Supplements; and

i) an awareness campaign has been developed and will be undertaken as a joint effort between States, ICAO and IATA.

* *Except Kabul and Baghdad FIRs.*

** The Task Force applied a value of 1.25 x 10^{-9} as system performance specification to ensure continued satisfaction of TLS at least until the end of the decade, taking into account projected traffic growth.

6.2.13.5 The meeting expressed its appreciation for the sustained support the MID Region has been receiving from the United Arab Emirates, which also hosts the Middle East Central Monitoring Agency (MECMA). It noted that the UAE has hosted all Task Force meetings and seminars relating to RVSM implementation in the MID Region. It accordingly requested that a letter of appreciation be forwarded to Mr. Mohamed Ghanim Al Ghaith, DG, GCAA of UAE for his personal involvement and support in the process. The assistance from Eurocontrol, FAA and IATA was also appreciated.

Inter-regional coordination meeting

6.2.13.4 The meeting noted that as a follow-up to MIDANPIRG/7 Conclusion 7/6, two inter-regional coordination meetings (19-20 October 2002 and 27-28 August 2003) have been organized with the Asia Region. The meetings were hosted by the United Arab Emirates. Significant progress has been achieved within the framework of these meetings, in particular, in the harmonization of procedures for the safe implementation of RVSM on 27 November 2003. An interface meeting with EUR Region will also be held from 4-5 November 2003 in Paris.

Special Implementation Project

6.2.13.5 MIDANPIRG noted that the ICAO Council approved a Special Implementation Project (SIP) for an evaluation visit to Lebanon, Jordan, Syria and Yemen. The objective of the SIP was to assess the status of preparedness of the States for ensuring the safe implementation of RVSM on 27 November 2003, to identify any shortcomings/deficiencies regarding equipment, training, procedures etc… and to give specific advice as necessary. Regional Officer ATM accompanied by Mr. Derek Hodge (consultant, graciously provided by Eurocontrol) accordingly visited Jordan, Syria and Lebanon from 16 -23 July 2003. Another mission is planned to visit Yemen prior to the implementation date.

RVSM Training SIP to Sudan

6.2.13.6 MIDANPIRG noted the support of the ICAO MID Office in carrying out an RVSM training Seminar/Workshop to Sudan from 5-9 May 2003, within the framework of a project initiated by the ICAO Technical Co-operation Bureau (TCB).

6.2.13.7 The meeting recognized the continuous need for data in support of MECMA's on-going safety work for both RVSM and RNP. MIDANPIRG/7 Conclusion 7/11 concerning reporting of data to MECMA for carrying out the safety assessment was accordingly reviewed and the following conclusion was developed:

CONCLUSION 8/24: DATA FOR SUSTAINED SAFETY ASSURANCE OF RNP AND RVSM WITHIN THE MID REGION

That, considering the on-going requirement for safety assurance related to RVSM and RNP operations within the Middle East Region,

a) all States report data and incidents necessary for performing collision risk calculations required for sustained safe RVSM operations to MECMA. The data will include, but not necessarily be limited to:

i) assigned altitude deviations of 300 ft or more (monthly);

ii) total number of IFR movements (monthly);

iii) average time per movement spent in the level band FL290 - FL410;

iv) ATC/ATC coordination failures (monthly); and

v) traffic data (as requested by MECMA);

b) monitoring States report navigational errors and traffic data in accordance with the Letter of Agreement concerning monitoring associated with RNP;

c) air operators maintain procedures for reporting of turbulence;

d) States report data on approval of operators and aircraft for RVSM operations (monthly); and

e) MECMA ensures that further processing and evaluation of this data within its Terms of Reference and identifies or develops methodologies for assessing risk associated with operational procedures prevailing within the MID Region.

Deficiencies in the ATM/SAR and AIS/MAP fields

6.2.13.8 The meeting accordingly reviewed the list of deficiencies in the ATM/SAR and AIS/MAP fields in the Region and it was agreed that the Secretariat will update the list in consultation with States. It also urged States to take remedial action(s) for the elimination of these deficiencies which are having an impact on the safety of air navigation in the Region. The consolidated list of deficiencies in the ATM/SAR and AIS/MAP fields are at Appendices 8A and 8C to the report on Agenda Item 8.

Review of ICAO requirements in the AIS/MAP field

6.2.14 Under this Agenda Item, the meeting was provided with the outcome of the Sixth meeting of the ATM/SAR/AIS Sub-Group, which reviewed the implementation status of ICAO requirements in the AIS/MAP field. It was noted that the SARPs contained in Annex 4 "Aeronautical Charts" and Annex 15 "Aeronautical Information Services" as well as the provisions of the MID Air Navigation Plan pertaining to AIS/MAP are in general implemented by the majority of MID States. However, concern was expressed about a number of issues with low degree of implementation, mainly:

- ✓ Status of the AIP and regularity of its amendment service. In this connection, it was noted that a number of NOTAMs, AIP Supplements and AICs remain in force for indefinite periods when the information contained therein would be more appropriate for inclusion into the AIP.
- ✓ Full compliance with the AIRAC System;
- ✓ Compliance with the seven days advance notice for the activation of established danger, restricted or prohibited areas;
- ✓ Publication of the monthly plain-language summary of NOTAM in force;
- ✓ Notification of differences; and
- ✓ Status of implementation of the aeronautical charts, especially the Enroute Chart, the Aerodrome/Heliport Chart and the World Aeronautical Chart — ICAO 1:1 000 000 (WAC). In this regard, it was highlighted that the MID Basic ANP and FASID did not assign any responsibility for the production of the WAC sheets: 2548, 2563 and 2670. It was agreed to initiate consultations with States supposed to be covered by the aforementioned sheets with a view to identifying those States that could accept to produce these sheets and/or provide assistance to other States in this respect.

6.2.15 Accordingly, the meeting agreed on the following Decision and Conclusions:

CONCLUSION 8/25: INTEGRATED AERONAUTICAL INFORMATION PACKAGE

That in accordance with ICAO provisions:

a) States, not having done so, are urged to make their national AIP available in the new format without further delay; being aware that publication of the AIP in this restructured new format represents the first step towards the development of the electronic AIP.

b) States note the vital importance for safety to keep the AIP up to date and are encouraged to issue AIP Amendments on a regular basis.

c) States refrain from retaining NOTAMs, AIP Supplements or AICs in force for indefinite periods when the information contained therein would be more appropriate for inclusion in the AIP.

d) At least "seven days" advance notice shall be given when NOTAMs are issued to activate an established danger, restricted or prohibited area or for airspace restrictions/reservation.

e) *A monthly printed plain-language summary of NOTAM in force, including references to the latest AIP Amendments, checklists of AIP Supplements and AIC issued, is required to be prepared and forwarded by the most expeditious means to all recipients of the Integrated Aeronautical Information Package.*

CONCLUSION 8/26: AIRAC SYSTEM

That, in accordance with Annex 15 and the MID Basic ANP Chapter VIII provisions:

a) A schedule of AIRAC effective dates, publication dates and cut-off dates for the receipt by AIS of the raw information to be promulgated through the AIRAC system should be issued by means of AIC once a year and distributed to all services and agencies responsible for the origination of the raw information.

b) States take the necessary actions to improve coordination between AIS and other air navigation services providing aeronautical raw data, to ensure that:

i) the required information is supplied to the AIS as promptly and accurately as possible;

ii) aeronautical information of operational significance reaches users at least 28 days in advance of the AIRAC effective date.

Note: - information/data prepared in hard copy format shall be issued and distributed at least 56 days prior to effective date; and

- information/data provided in electronic format shall be issued and distributed at least 35 days prior to effective date.

CONCLUSION 8/27: NOTIFICATION OF DIFFERENCES

That, in accordance with Article 38 of the Convention on International Civil Aviation (Doc 7300), States which have not yet done so, notify ICAO of any differences, which may exist between their national regulations and ICAO provisions related to AIS/MAP and ensure that relevant information is also published under paragraph GEN 1.7 of their national AIP.

CONCLUSION 8/28: IMPLEMENTATION OF ICAO AERONAUTICAL CHARTS

That, in accordance with ICAO Annex 4 provisions, MID States not having done so, are urged to make the mandatory aeronautical charts available without further delay.

CONCLUSION 8/29: RESPONSIBILITY FOR THE PRODUCTION OF THE WORLD AERONAUTICAL CHART ? ICAO 1:1 000 000 (WAC)

That the MID Regional Office:

a) Call the attention of MID States to the fact that MID Basic ANP and FASID did not assign any responsibility for the production of the World Aeronautical Chart ? ICAO 1:1 000 000 (WAC) sheets: 2548, 2563 and 2670; and

b) Initiates consultations with States supposed to be covered by the aforementioned sheets with a view to identifying those States that could accept to produce these sheets and/or provide assistance to other States in this respect.

DECISION 8/30: USE OF "X" AND "XI" IN FASID TABLE AIS-5 AND AIS-6

That, in order to make the difference between the requirements for planning purposes and the implementation status more clear, the Group agreed to adopt for FASID Tables AIS-5 (WGS-84 requirements) and FASID Table AIS-6 (Aeronautical charts requirements) the same technique adopted for the FASID table CNS-3, i.e. use: "X" for required and not implemented and "XI" for required and implemented.

6.2.16 The major challenge of the MID Region is in the automation of AIS and the eventual development of an integrated MID Region AIS/MAP automation system, as well as the implementation of a quality system, to ensure the provision of an efficient, uniform, harmonized and coordinated service, delivering timely, accurate and quality assured digital aeronautical information. In this regard, it was highlighted that present and future navigation and ATM systems are data-dependent, all requiring access to Aeronautical Information of a considerably higher quality and timeliness than is currently generally available. The Aeronautical Information Service is therefore a crucial and critical component of the CNS/ATM systems, which plays a critical supporting service role. The objective is to ensure that the right information reaches the end-user where and when required. If aeronautical information of required quality is made available in real-time to any airspace user, any time, any where, this will provide the basis for improved decision making by all participants of the ATM community and thus, will contribute overall to increased aviation safety and performance.

6.2.17 In view of the foregoing, the meeting agreed:

- ✓ to reactivate the AIS/MAP Task Force to examine the Status of implementation of the ICAO requirements in the field of AIS/MAP and recommend action to be taken to overcome difficulties/deficiencies in that field with emphasis on AIS Automation and Quality Management Systems; and

- ✓ that a survey on automation of Aeronautical Information Services be carried out with a view to obtain information from MID States regarding to what extent automation is included within their Aeronautical Information Services. The results of this survey should serve as a basis for the development of an AIS/MAP Automation Plan for the MID Region.

- ✓ That a seminar be organized in the MID Region to address issues related to the latest developments in the AIS/MAP field.

6.2.18 The meeting therefore adopted the following Decision and Conclusions:

DECISION 8/31: AIS/MAP TASK FORCE

That the AIS/MAP Task Force be reactivated with revised Terms of Reference and Work Programme, as shown in ***Appendix 6L*** *to the report on Agenda Item 6, to examine the Status of implementation of the ICAO requirements in the field of AIS/MAP and recommend action to be taken to overcome difficulties/deficiencies in that field with emphasis on AIS Automation and Quality Management Systems*.

CONCLUSION 8/32: PROPER STATUS OF AIS

That in accordance with the MID Basic ANP Chapter VIII provisions, States are reminded of the requirement for ensuring that:

a) AIS, which is a crucial component of the CNS/ATM system playing a critical supporting service role, is given proper status in their Administrations; and

b) sufficient funds and trained personnel are made available to AIS.

Note: investment in the improvement of AIS will contribute overall to increased aviation safety and performance.

CONCLUSION 8/33: AUTOMATION OF AERONAUTICAL INFORMATION SERVICES

That:

a) a survey on automation of Aeronautical Information Services be carried out with a view to obtain information from MID States regarding to what extent automation is included within their Aeronautical Information Services;

b) the results of this survey should serve as a basis for the development of an AIS/MAP Automation Plan for the MID Region;

c) the AIS/MAP Task Force evaluate the level of AIS automation required for the MID Region; and

d) the various experiences of MID States and other States from adjacent Regions in the field of AIS/MAP automation be taken into consideration in any regional approach to automation, pending the development of guidelines by ICAO regarding storage and exchange of electronic aeronautical information/data.

CONCLUSION 8/34: QUALITY SYSTEM

That in accordance with Annex 15 provisions, MID States, not having done so, are urged to take the necessary measures to implement a quality system within their Aeronautical Information Services, in conformity with the ISO 9000 series of standards.

Note: The ISO 9000 series of quality management system provide a basic framework for the development of a quality management programme, which has to be formulated by each State and in most cases, is unique to the State organization.

CONCLUSION 8/35: AIS/MAP SEMINAR IN THE MID REGION

That a Seminar be organized in the MID Region to address issues related to the latest developments in the field of AIS/MAP particularly AIS automation and Quality Systems.

6.2.19 The meeting then, reviewed the status of implementation of WGS-84 and noticed that although the implementation of WGS-84 should have been completed since 1998, some MID States have still not completed part or all of the implementation and publication of the WGS-84 coordinates and the associated quality system. It was also highlighted in this regard that the Geoid undulation appears to be a specific domain with low degree of implementation among the MID States. Consequently, the following Conclusion was adopted:

CONCLUSION 8/36: WGS-84 IMPLEMENTATION IN THE MID REGION

That States:

a) not having done so, are urged to achieve the total implementation of the WGS-84 System;

b) use the ICAO uniform format (FASID Table AIS-5) for reporting the status of implementation of WGS-84; and

c) *report the status of implementation of WGS-84 on a regular basis until the system is fully implemented*.

6.2.20 Details related to the status of WGS-84 implementation in the MID Region are contained in the MID FASID Table AIS-5, which is presented at **Appendix 6M** to the report on Agenda Item 6. A simplified Status report (by domain) is also presented at **Appendix 6N** to the report on Agenda Item 6.

6.3 **CNS/ATM/IC**

General

6.3.1 Under this Agenda Item, the meeting was informed about the listing of CNS/ATM/IC matters, as shown below. Because of non-convening of some of MIDANPIRG's subsidiary bodies i.e. the CNS/ATM/IC Sub-Group, the GNSS Task Force and the CNS/ATM Human Resources Planning and Training Task Force, in which some of these subjects are usually discussed and agreed prior to submission to MIDANPIRG, the situation had to be changed and the CNS/ATM/IC matters had to be presented directly to MIDANPIRG/8 meeting as follows:

- Postponement of the CNS/ATM/IC SG/2 Meeting & the Tentative Date, Duration and Venue.
- Draft revised Terms of Reference (TOR) and Work Programme for the CNS/ATM/IC SG.
- MID Region States CNS/ATM Focal Points.
- Presentation of Working/Information Papers on CNS/ATM Implementation Projects by MID States at CNS/ATM/IC SG Meetings.
- Update to Timelines of the MID Region CNS/ATM Plan.
- The CNS/ATM Human Resources Planning and Training Task Force Meeting and MID States Support.
- Report on GNSS Activities in the MID Region.

Postponement of the CNS/ATM/IC SG/2 Meeting & the Tentative Date, Duration and Venue

6.3.2 The meeting was informed that due to the reduced number of responses from MID States (three (03) States and one (01) International Organization) to the invitation letter sent by the MID Regional Office related to the convening of the CNS/ATM/IC SG/2 meeting. Coordination was conducted between the Secretariat and the Sub-Group Chairperson; it was decided to postpone the CNS/ATM/IC SG/2 meeting until further notice. The CNS/ATM SG/2 meeting was unable to meet prior to MIDANPIRG/8 due to time constraints.

6.3.3 The meeting agreed that, the CNS/ATM/IC SG/2 meeting should be convened sometime prior to MIDANPIRG/9 meeting as determined by the ICAO MID Regional Office depending on work schedule; the venue to be the ICAO MID Regional Office in Cairo, except if a State is interested in hosting the meeting.

Draft Revised Terms of Reference (TOR) and Work Programme for the CNS/ATM/IC SG

6.3.4 The meeting noted that the present terms of reference (TOR) of the CNS/ATM/IC Sub Group does not clearly draw a line between the Group's TOR and its Work Programme. It was agreed that, in order for the CNS/ATM/IC SG to properly progress with a clear vision and appropriate directives and to make a distinction between its TOR and the Work Programme, a revision will be required.

6.3.5 The meeting accordingly, agreed to the revised TOR and Work Programme for the CNS/ATM/IC SG at **Appendix 6O** to the report on Agenda Item 6. However, the approval TOR and Work Programme required to be further reviewed by the CNS/ATM/IC SG meeting. Accordingly, the meeting, adopted the following Decision:

DECISION 8/37: REVISED TERMS OF REFERENCE AND WORK PROGRAMME FOR THE CNS/ATM/IC SUB-GROUP

That, for the CNS/ATM/IC Sub-Group to properly progress with a clear vision and appropriate directives, the approved revised Terms of Reference (TOR) and Work Programme of the Sub Group attached at ***Appendix 6O****, should be further reviewed by the CNS/ATM/IC Sub-Group.*

MID Region States CNS/ATM Focal Points

6.3.6 The meeting was informed that the ICAO MID Regional Office had obtained MID Region States/service providers CNS/ATM focal point contacts details, in order to be able to follow-up the implementation of CNS/ATM systems with these States and service providers. The list of the CNS/ATM focal point is at **Appendix 6P** to the report on Agenda Item 6.

Presentation of Working/Information Papers on CNS/ATM Implementation Projects by MID States at CNS/ATM/IC SG Meetings

6.3.7 The meeting agreed that for MIDANPIRG to have full picture of the implementation process of the CNS/ATM systems. All MID region States attending the CNS/ATM/IC SG meetings should contribute to the work of the Sub Group by presenting working and/or information papers related to CNS/ATM activities in their State or jointly as group of States. The exercise of presenting working and/or information papers should be a recurring habit for all CNS/ATM/IC SGs. The meeting accordingly, adopted the following Conclusion:

CONCLUSION 8/38: PRESENTATION OF CNS/ATM IMPLEMENTATION PROJECTS BY MID STATES TO CNS/ATM/IC SUB-GROUP MEETINGS

That, MID Region States attending the CNS/ATM/IC Sub Group meetings should submit to ICAO MID Regional Office in sufficient time prior to each meeting of the Sub-Group, working and/or information paper(s) on recent studies, projects, developments, trials and demonstrations related to the implementation of the CNS/ATM systems in their State or group of States.

Update to Timelines of the MID Region CNS/ATM Plan

6.3.8 The meeting was presented with the updates of the timelines of the First Edition of the CNS/ATM Implementation Plan for the Middle East Region. Only few MID States submitted information.

6.3.9 The meeting was of the view that the preparation of the Second Edition of the CNS/ATM Implementation Plan for the Middle East Region be postponed until substantial materials be available on: AIS, cost Benefits Analysis, Environmental Benefits, Institutional issues, Legal and Meteorology.

6.3.10 The meeting invited MID States to undertake the revision of their timelines and requested the ICAO MID Office to make the legends of the tables more readable.

6.3.11 The MID States are encouraged to use ICAO Guidance Material of National Plan for CNS/ATM systems (Circular: 278-AN/164) in order to facilitate the completion of the tables of timelines. The meeting accordingly, approved the tables of updated timelines as indicated at **Appendix 6Q** to the report on Agenda Item 6.

The CNS/ATM Human Resources Planning and Training Task Force Meeting and MID States Support

6.3.12 The meeting was reminded about MIDANPIRG/7, Decision 7/37 (*Establishment of the CNS/ATM Human Resource Planning and Training Task Force). D*ue to non-availability of a training expert and the busy schedule of the ICAO MID Regional Office, the CNS/ATM Human Resources Planning and Training Task Force had not been convened. The meeting agreed that in order for the ICAO MID Regional Office to expedite the convening of this task force, States in addition to that listed in the task force composition, having experience in the fields of human resources planning and training, specially those States who possess training schools/colleges, should assist the ICAO MID Regional Office and support the task force by providing adequate information on their CNS/ATM training programmes. The meeting accordingly, adopted the following Conclusion:

CONCLUSION 8/39: MID REGION STATES SUPPORT FOR THE CNS/ATM HUMAN RESOURCES PLANNING AND TRAINING TASK FORCE

That, MID region States in addition to that listed in the CNS/ATM Human Resources Planning and Training Task Force composition, having experience in the fields of human resources planning and training, specially those having training schools/colleges, should:

a) provide the ICAO MID Regional Office with adequate information on their CNS/ATM training programmes; and

b) support the Task Force by participating effectively in its meetings.

Report on GNSS Activities in the MID Region

6.3.13 The meeting reviewed the GNSS activities, notably the information related to the tasks of the GNSS TF Action Group contained in two packages:

Package 1: Evaluation and Planning of Radio navigation Facilities in the MID Region (**Appendix 6R** to the report on Agenda Item 6).

Package 2: Implementation of Requirements

6.3.14 After minor amendments in the **Appendix 6R**, the meeting agreed to consider it as a living document that can be complementary to the "Strategy of the GNSS Implementation in the Region" and as such should be updated on a regular basis.

6.3.15 The meeting noted the information provided in Package 2 regarding the training of personnel. Emphasis should be put now on the remaining tasks of the GNSS TF Action Group, notably on Release of airworthiness certificate for the use of GNSS and system architecture.

6.3.16 It was brought to the attention of the meeting that ENAV (Italy) completed the ISTB trials in the MID region and that the results will be reviewed during the forthcoming meeting of the GNSS TF Action Group, planned in Roma, early December 2003.

6.3.17 **CNS/MET**

Middle East VSAT Project

6.3.18 The meeting was provided with information on the difference between the three satellite dedicated projects likely to be used either in the MID Region or in the adjacent centres: NAFISAT, NAVISAT and MID VSAT.

6.3.19 The Feasibility Study of the MID VSAT Project was then presented to the meeting with emphasis on:

a) the two technical solutions supporting the proposed architecture of the system: Fixed point-to-point and Multiple Access TDMA

b) the financing aspect with the related cost benefit and Risk analysis

c) the recommendations allowing the meeting to give some guidance to its subsidiary bodies

6.3.20 After extensive discussions, the meeting agreed on the following strategy which will facilitate the implementation of the MID VSAT Project in a coordinated manner:

a) request the ICAO MID Office to extend the site visits to the other MID States in order to refine the feasibility study

b) sensitise the DGCAs Executive and Ministerial Authorities to the project pertinence and the shared actions to be taken for its successful implementation

c) contact National Telecommunications Regulatory Authorities with a view to obtain the legal authorization to install and operate VSAT equipments according to the technical specifications defined in the feasibility study

d) task the subsidiary bodies (AFS/ATN TF and CNS/MET SG meetings) to review the feasibility study and to make proposal on the management concept taking also into account the interconnectivity aspect within MID Region and with adjacent Regions.

6.3.21 Therefore, the meeting agreed to the following Conclusion:

CONCLUSION 8/40: MID VSAT FEASIBILITY STUDY

That,

a) MID States support and contribute to the MID VSAT feasibility study;

b) Civil Aviation Authorities shall obtain timely the necessary authorization from their respective National Telecommunications Regulatory Authorities in order to install and operate VSAT equipments.

CNS/MET SG/5 Report

6.3.22 For harmonization purpose, the meeting agreed to replace the current CNS1 table in the MID FASID by a new one that gives more information on AFTN Centres and circuits connected. The proposed table is shown as **Appendix 6S** to the report on Agenda Item 6. Accordingly, the meeting reached the following Conclusion:

CONCLUSION 8/41: IMPROVEMENT IN THE TABLE CNS1 OF THE MID FASID

*That, the current table CNS1 and explanatory note be deleted from the MID FASID and be replaced by the new tabular form and explanatory note as indicated at **Appendix 6S** to report on Agenda Item 6.*

6.3.23 The meeting was of the view that the experience gained from the Y2K AFTN contingency planning could be used as a basis to develop a MID Regional AFTN Contingency Plan. The ICAO Office is requested to prepare and sent a questionnaire to MID States in order to built a database on the facilities serving AFTN. In this regard, the meeting adopted the following Conclusion:

CONCLUSION 8/42: DEVELOPMENT OF MID REGIONAL AFTN CONTINGENCY PLAN

That, the MID Regional AFTN Contingency Plan be developed in order to ensure the continuity of AFTN in case of catastrophic failure at any point. States should provide to the ICAO MID Regional Office all the necessary information that would facilitate the development of the plan.

6.3.24 The meeting also agreed that the use of high speed digital technology was also a part of the improvement and upgrade of the existing communication infrastructures to cater for the future ground-to-ground ATN. The meeting thus agreed to the following Conclusion:

CONCLUSION 8/43: UPGRADE OF EXISTING COMMUNICATION INFRASTRUCTURES

That,

a) the States of the MID Region be encouraged, to deploy digital technology and high-speed links, as part of overall improvement of current ground-to-ground communications and provision of an infrastructure that would facilitate the transition to ATN;

b) the ground-ground communications chapter of the MID FASID be amended in a view of taking into account the use of these new improvements regarding AFS communications.

6.3.25 The meeting agreed to consider the version 1 of the MID ATN Planning document (**Appendix 6T** to the report on Agenda Item 6) as a living document in order to incorporate essential parts which yet to be developed such as: air-ground applications, sub-networks and routing architecture. The meeting agreed also on the creation of the ATN Planning Group which is tasked to continue the development of the draft ATN related plans taking into account economical and operational justifications. Based on the above, the meeting adopted the following Decision:

DECISION 8/44: DEVELOPMENT OF THE MID REGIONAL ATN PLANNING DOCUMENT

*That, the MID Regional ATN Planning Document (**Appendix 6T** to the report on Agenda Item 6) be developed in order to provide guidance and information necessary for ATN transition in the Region.*

DECISION 8/45: ATN PLANNING GROUP

That,

a) the ground-to-ground ATN Study Group established by Decision 6/2 of the AFS/ATN TF/6 be replaced by a new ATN Planning Group consisting of the Experts from: Bahrain, Egypt, Iran, Kuwait, Oman, Pakistan, Saudi Arabia, UAE, Yemen, IATA and ICAO.

b) the new ATN Planning Group be tasked, in developing the draft of the MID Regional ATN Planning Document, to emphasize on the economical and operational justifications which are specific to the Region.

6.3.26 In order to identify correctly the deficiencies related to Aeronautical Mobile Service in the Region and for the sake of harmonization with the other Regions, the meeting agreed on the table as shown in **Appendix 6U** to the report on Agenda Item 6 and adopted the following Decision:

DECISION 8/46: TABLE OF VHF COVERAGE IN THE MID REGION

*That, the table of VHF coverage attached in **Appendix 6U** to the report on Agenda Item 6 be adopted*

6.3.27 The meeting expressed its satisfaction with the communications component of NAVISAT project and that it was in line with the objectives of the MID VSAT project, making the two projects complementary provided that the NAVISAT project would be cost effectiveness to MID States.

6.3.28 The meeting was provided with information on the outcome of the MET Divisional meeting regarding the use of the internet as backup to the current AFTN and on the outcome of the ATN Panel on the use of AMHS over TCP/IP. In both cases, guidance and criteria have to be developed.

6.3.29 The meeting expressed its concerns regarding the weak attendance to the CNS/MET SG/5 meeting by the experts of MID States. The attention of MID States is drawn on their commitment to participate in the SG and TF meetings and to sent the appropriate experts able to contribute efficiently to the tasks assigned in the respective work programs.

Review of AFS/ATN TF/8 Report

6.3.30 The meeting was of the view that the circuit loading survey gave substantial information on the operation of circuits and centers in the MID Region. Based on this result, the meeting agreed that some centers continue to monitor the occupancy of AFTN circuits and therefore the meeting endorsed the following Conclusion:

CONCLUSION 8/47: NEED TO MONITOR AFTN CIRCUIT OCCUPANCY

That, the concerned States closely monitor the occupancy of the following circuits and coordinate upgrading of the circuits capacity, in accordance with the LIM MID RAN meeting Conclusion 6/4

1. Abu Dhabi / Muscat
2. Amman / Cairo
3. Amman / Damascus
4. Bahrain / Singapore
5. Beirut / Kuwait
6. Cairo / Nairobi
7. Jeddah / Addis Ababa
8. Muscat / Mumbai

6.3.31 The meeting expressed its concern on the absence of link between Beirut and Amman as requested in the MID Rationalized AFTN Plan. The concerned parties are invited to solve this deficiency.

Update of the MID OPMET Data Procedure

6.3.32 The meeting was provided with information on the MID OPMET Update Data Procedure. This document which is attached in **Appendix 6V** to the report on Agenda Item 6, intends to be a mature and effective procedure of fast-tracking data requests for the benefit of the aviation community in the MID Region and to provide the Administrations responsible for the region's infrastructure with the ability to manage systems in a coordinated manner.

6.3.33 The meeting noted that for the time being, the exchange of data was done over CIDIN/AFTN between centers and that there were no databanks in the MID Region. The requested information is available in the Vienna databank, which is also the corresponding inter-regional OPMET gateway for the MID Region.

6.3.34 The meeting agreed on the MID OPMET Update Procedure and noted that the proposed document did not take into account the Catalogues Servers and the Catalogue table details. These elements should be included in the document in due course, to satisfy the possible future implementation of a databank in the MID Region.

6.3.35 The meeting also agreed on the creation of the MID OPMET Bulletin Management Group and on the nomination of the MET Expert of Oman as the Focal Point. This Group which is composed of Lebanon and Saudi Arabia (Interregional gateways for EUR and AFI Regions), the Focal Point, IATA and ICAO can be extended to other MID States if necessary. Therefore, the meeting agreed to the following Conclusion:

CONCLUSION 8/48: ADOPTION OF THE MID OPMET UPDATE PROCEDURES AND CREATION OF THE MID OPMET BULLETIN MANAGEMENT GROUP

*That, the MID OPMET Update Procedure as attached in **Appendix 6V** be adopted and the MID OPMET Bulletin Management Group composed of the interregional OPMET gateways of the Region, the Focal Point of the Bulletin Management Group, IATA and ICAO, be created in order to manage the OPMET Update Procedure in the MID Region, in a coordinated manner.*

WAFS

6.3.36 The meeting noted, that to satisfy the recommendation in ICAO Annex 3, the two WAFCs had agreed to provide any or all of the WAFS services in case of an interruption of the operation of the other WAFC. To accomplish this, the London and Washington WAFCs had studied a number of potential service interruption scenarios.

SADIS

6.3.37 The Meeting noted the executive summaries from SADISOPSG/7 (Cairo 9-13 June 2002) and SADISOPSG/8 (Bangkok 7-10 July 3003)

6.3.38 The Meeting further noted that the CNS/MET/SG had reviewed and updated the SADIS strategic assessment tables for the MID Region valid 2002 - 2006, to be forwarded to the SADISOPSG.

6.3.39 The Meeting recalled its considerations concerning the introduction of the GRIB and BUFR MET codes in the SADIS broadcast and the consequential training needs in the MID Region, as endorsed by MIDANPIRG/7 in Conclusion 7/32. It was originally envisaged that separate training seminars would be run for GRIB and BUFR, but it was now considered that both products could be covered at the same event. Several successful GRIB-BUFR training seminars had already been carried out in other ICAO regions.

6.3.40 A two-day GRIB-BUFR training seminar for the MID Region should have been convened during the first quarter 2003 in Oman, based on the kind offer from this State through its member in the CNS/MET SG. The seminar had however, been postponed indefinitely due to travel restrictions in the MID Region and would instead be convened in Muscat, Oman 8-9 December 2003. An official invitation would be sent from ICAO to all the MID States. The seminar would be organized by the SADIS Provider State (UK) in coordination with ICAO and WMO and coordinated by the ICAO MID Regional Office.

6.3.41 It was emphasized by the Secretariat that States after receiving training in the use of GRIB and BUFR visualization software, it would become the responsibility of these States to ensure that they have the necessary software to use these data formats in an operational capacity.

6.3.42 The Meeting was informed that SADISOPSG/7 had endorsed the proposal by the SADIS Provider State that a complementary second SADIS carrier, called “SADIS second-generation broadcast (SADIS 2G)”, would be up-linked. With regard to the implementation of the SADIS 2G, the Meeting agreed on its benefits, i.e. an improvement in satellite performance, a future reduction in required bandwidth and cost and a wider market for the supply of cheaper receiving equipment. It was however realized that the SADIS 2G implementation would mean that all the VSAT stations would have to be changed over a number of years. Furthermore, there would be cost implications at the system level, mainly related to the establishment of an operational infrastructure. The Meeting shared the view of the SADISOPSG and agreed on the following Conclusion:

CONCLUSION 8/49: IMPLEMENTATION OF THE SADIS SECOND-GENERATION SYSTEM (SADIS 2G)

That, subject to the successful completion of the trials, the SADIS second-generation broadcast (SADIS 2G) is endorsed for implementation

6.3.43 With regard to the future of the SADIS two-way programme, the Meeting was informed by the SADISOPSG that the existing two-way programme was unable to meet the requirements of increasing the quantity of OPMET data available for SADIS uplink, or improving its timeliness of availability in a cost-effective manner. It was felt that the main reason for this failure was the long lead-time between the project conception and its operational implementation; during this period technologies had evolved, and more cost-effective solutions had become available. The Meeting shared the view of the SADISOPSG, that the first-generation two-way programme should be discontinued and agreed on the following Conclusion:

CONCLUSION 8/50: DISCONTINUATION OF THE CURRENT FIRST-GENERATION SADIS TWO-WAY VSAT PROGRAMME

That, the MIDANPIRG endorse the discontinuation of the current first-generation SADIS two-way VSAT programme as of 1 January 2004.

Modus Operandi between the World Area Forecast System Operations Group (WAFSOPSG) and the MIDANPIRG

6.3.44 The Meeting noted the establishment of the WAFSOPSG and that most of the future regional planning related to the WAFS would be carried out by that group, in accordance with its terms of reference. Therefore, the WAFS planning to be undertaken by the MIDANPIRG would be of lesser importance than hitherto. The Meeting recognized that the MET expert from Oman had been nominated to represent the MID User States in the WAFSOPSG.

Modus Operandi Between the International Airways Volcano Watch Operations Group (IAVWOPSG) and the MIDANPIRG

6.3.45 The Meeting also noted the establishment of the IAVWOPSG and that most of the future planning related to the IAVW would be carried out by that group, in accordance with its terms of reference.

MET in the MID Region

6.3.46 Several delegates expressed serious concern about the vacant post as a permanent Regional Officer MET in the MID Office, and the view was expressed that the post should be filled with high priority.

6.3.47 Concern was also expressed about the poor participation by MET experts in the CNS/MET SG meetings and the MIDANPIRG delegations were urged to nominate MET experts to attend the future CNS/MET SG meetings

---

MIDANPIRG/8
Appendix 6A to the Report on Agenda Item 6

TERMS OF REFERENCE, WORK PROGRAMME OF AOP SUB-GROUP

TERMS OF REFERENCE

Paying particular attention to the safety and efficiency of aerodrome operations, the AOP Sub-Group shall be responsible for MIDANPIRG to:

a) Monitor developments in the field of Aerodrome Operations in the MID Region, including the implementation of ICAO world-wide and regional provisions, changes to aircraft operations, new operational requirements and/or technological development, and make proposals to meet the operational requirements of the MID Region related to these developments;

b) Identify current and anticipated capacity and implementation deficiencies at international aerodromes in the MID Region and their causes through the continuous review of "Basic requirements for facilities and services at international aerodromes", Tables AOP-1 of Basic ANP and FASID and Table CNS 3 of FASID of the MID Region, and

c) Monitor operational safety and efficiency of the aerodromes in the Region, identify the associated deficiencies and suggest steps for their resolution, in Particular critical areas with priority to:

- Aerodrome navigational facilities
- Obstacles at /around aerodromes
- Pavement Surface Conditions
- Safety of aircraft operation on the movement area
- Runway incursion
- Aerodrome maintenance
- Bird Hazard Reduction and Control
- Secondary Power Supply
- Rescue and Fire Fighting Services
- Alternate Aerodromes
- Removal of disabled aircraft

Work Programme

No.	Task Description	Deliverables	Priority	Target Date
1	Planning and implementation of required facilities and services at international aerodrome	- Conduct of regular Regional Consultation for the basic requirements for facilities and services at international aerodromes (Tables AOP 1 OF MID Basic ANP and FASID and Table CNS 3 of FASID refers). In this regard, carry out a regular review of the BORPC and suggest any modifications required. Review the MID Basic ANP and FASID on a regular basis and update the Tables as required.	A	Continuous
		- Identify deficiencies relevant to required facilities and services at international aerodromes in accordance with uniform methodology for identification, assessment and reporting of air navigation deficiencies and single definition of a "Deficiency", approved by ICAO Council on 30 November 2001.	A	Continuous
2	Aerodrome Emergency Plan	- Analysis of implementation of relevant ICAO provisions in the region, and proposal of local and/or regional remedial action	A	Continuous
3	Aerodrome Operational Safety issues in particular critical areas with priority to: 1) Aerodrome navigation facilities 2) Obstacles at/around aerodromes (*) 3) Pavement Surface Conditions 4) Safety of aircraft operation on the movement area 5) Runway incursion 6) Aerodrome maintenance 7) Bird Hazard Reduction and control 8) Secondary Power Supply 9) Rescue and Fire Fighting Services 10) Alternate Aerodromes, in particular for En-Route 11) Removal of disabled aircraft	- Based on outcome of priority A Tasks, Identify from the above list those items which merit further consideration within MID Region and propose action plan including target dates.	A	Continuous

No.	Task Description	Deliverables	Priority	Target Date
4	Latest Developments	- The introduction of New Large type Aircraft	A	Continuous
		- Advanced Surface Movement Guidance and Control Systems (ASMGCS)	B	
		- CNS/ATM systems and its impact on aerodrome facilities and services	B	
		- Other technological developments related to aerodrome; suggest appropriate steps to be taken by States to keep up with these developments	B	

Note: Priority

A *High Priority tasks, on which work should be speeded up*

B *Less Priority tasks, on which work should be undertaken as time and resources permit, but without detriment to priority A tasks*

(*) AOP SG has to stress on the importance of identifying obstacles at and around Aerodrome.

COMPOSITION

Provider States and International Organizations concerned, Chairperson and Vice-Chairperson are designated by AOP Sub-Group.

MIDANPIRG/8
Appendix 6B to the Report on Agenda Item 6

MIDDLE EAST - CERTIFICATION OF AERODROMES IMPLEMENTATION PLAN UPDATED TIMELINE (REGIONAL PERSPECTIVE)

CERTIFICATION OF AERODROMES IMPLEMENTATION								
			2001	2002	2003	2004	2005	
Certification of Aerodromes	Development of SARPS	Requirement for Certification of Aerodromes						
Safety Management System (SMS)	Development of SARPS	Requirement for a Safety Management system at Certified Aerodromes						
Universal Safety Oversight Audit Programme (USOAP)	Development of SARPS	Expansion of ICAO Safety Oversight Audit to cover Annex 14						
Certification of Aerodromes	Legislations							
	Formation of Separate Regulatory Entity							
	Preparation of the Aerodrome Manual							
	Aerodrome Operational Performance Assessment							
	Issue of an Aerodrome Certificate for Int'l Airports							
	Maintaining An Aerodrome Certification							
Safety Management System								

CERTIFICATION OF AERODROMES IMPLEMENTATION								
			2001	2002	2003	2004	2005	
Universal Safety Oversight Audit Programme								

CERTIFICATION OF AERODROMES IMPLEMENTATION							
		2001	2002	2003	2004	2005	
Global	**Legislation**						
MID Region							
States	Afghanistan						
	Bahrain						
	Cyprus						
	Egypt						
	Iran, Islamic Rep. of						
	Iraq						
	Israel						
	Jordan						
	Kuwait						
	Lebanon						
	Libya						
	Oman						
	Qatar						
	Pakistan						
	Saudi Arabia						
	Sudan						
	Syrian						
	United Arab Emirates						
	Yemen						
Global	**Formation of Separate Regulatory Entity**						
MID Region							
States	Afghanistan						
	Bahrain						
	Cyprus						
	Egypt						

CERTIFICATION OF AERODROMES IMPLEMENTATION							
		2001	2002	2003	2004	2005	
	Iran, Islamic Rep. of						
	Iraq						
	Israel						
	Jordan						
	Kuwait						
	Lebanon						
	Libya						
	Oman						
	Qatar						
	Pakistan						
	Saudi Arabia						
	Sudan						
	Syrian						
	United Arab Emirates						
	Yemen						
Global	**Preparation of the Aerodrome Manual**						
MID Region							
States	Afghanistan						
	Bahrain						
	Cyprus						
	Egypt						
	Iran, Islamic Rep. of						
	Iraq						
	Israel						
	Jordan						
	Kuwait						
	Lebanon						

CERTIFICATION OF AERODROMES IMPLEMENTATION							
		2001	2002	2003	2004	2005	
	Libya						
	Oman						
	Qatar						
	Pakistan						
	Saudi Arabia						
	Sudan						
	Syrian						
	United Arab Emirates						
	Yemen						
Global	**Aerodrome Operational Performance Assessment**						
MID Region							
States	Afghanistan						
	Bahrain						
	Cyprus						
	Egypt						
	Iran, Islamic Rep. of						
	Iraq						
	Israel						
	Jordan						
	Kuwait						
	Lebanon						
	Libya						
	Oman						
	Qatar						
	Pakistan						
	Saudi Arabia						
	Sudan						

CERTIFICATION OF AERODROMES IMPLEMENTATION							
		2001	2002	2003	2004	2005	
	Syrian						
	United Arab Emirates						
	Yemen						
Global	**Issue of an Aerodrome Certificate for Int'l Airports**						
MID Region							
States	Afghanistan						
	Bahrain						
	Cyprus						
	Egypt						
	Iran, Islamic Rep. of						
	Iraq						
	Israel						
	Jordan						
	Kuwait						
	Lebanon						
	Libya						
	Oman						
	Qatar						
	Pakistan						
	Saudi Arabia						
	Sudan						
	Syrian						
	United Arab Emirates						
	Yemen						
SAFETY MANAGEMENT SYSTEM							
Global	Safety Management System						
MID Region							

CERTIFICATION OF AERODROMES IMPLEMENTATION							
		2001	2002	2003	2004	2005	
States	Afghanistan						
	Bahrain						
	Cyprus						
	Egypt						
	Iran, Islamic Rep. of						
	Iraq						
	Israel						
	Jordan						
	Kuwait						
	Lebanon						
	Libya						
	Oman						
	Qatar						
	Pakistan						
	Saudi Arabia						
	Sudan						
	Syrian						
	United Arab Emirates						
	Yemen						
UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME							
Global	Universal Safety Oversight Audit Programme						
MID Region							
States	Afghanistan						
	Bahrain						
	Cyprus						
	Egypt						
	Iran, Islamic Rep. of						

CERTIFICATION OF AERODROMES IMPLEMENTATION							
		2001	2002	2003	2004	2005	
	Iraq						
	Israel						
	Jordan						
	Kuwait						
	Lebanon						
	Libya						
	Oman						
	Qatar						
	Pakistan						
	Saudi Arabia						
	Sudan						
	Syrian						
	United Arab Emirates						
	Yemen						

MIDANPIRG/8
Appendix 6C to the Report on Agenda Item 6

STATUS OF IMPLEMENTATION OF CERTIFICATION OF AERODROMES AND SMS IN THE MID REGION – 10 September 2003

	General Legislation & Regulation			Certification of Aerodrome Implementation Status (For one Main Int'l Airport)							
STATE	**Legislations**	**Regulation**	**Regulatory Entity**	**Aerodrome Operator Competency**	**Aerodrome Manual**	**Aerodrome Assessment**	**Grant of A. Certificate**	**Promulgation In the AIP**	**SMS**	**No. of Aerodromes reported for MID survey /Number of Int'l Airports (State AIP Refers)**	**REMARKS**
AFGHANISTAN										2	No information available
BAHRAIN	✓	✓	X	P	✓	P	X	X	P	1 out of 1	Request ICAO Guidance material on Aerodrome Inspector Training and State Safety Audit
EGYPT	✓	✓	✓	✓	✓	✓	X	X	P	15	Information were abstracted from Egypt answers to ICAO USOAP Questionnaire
IRAN	✓	✓	✓	✓	✓	✓	X	✓	✓	1 out of 8	Request Standard Format for Airport Manual
IRAQ	X	X	X	X	X	X	X	X	X	2 out of 2	Request ICAO assistance
ISRAEL	✓	✓	P	✓	✓	✓	✓	✓	✓	6 out of 6	
JORDAN	✓	✓	✓	✓	✓	X	X	X	X	3 out of 4	Highly recommend DASS Inspectors Training Programme
KUWAIT	✓	P	P	✓	P	✓	X	X	P	1 out of 1	Request clarification on Int'l Operations to Non Certified Aerodrome after 27 Nov. 2003– Legal aspects
LEBANON	✓	✓	P	X	X	P	X	X	X	1 out of 1	Request ICAO assistance for implementing certification of aerodromes
OMAN	✓	✓	P	P	✓	P	X	X	✓	1 out of 2	Request an ICAO Expert for one year renewable contract to Assist the State by providing

		General Legislation & Regulation			Certification of Aerodrome Implementation Status (For one Main Int'l Airport)							
STATE		**Legislations**	**Regulation**	**Regulatory Entity**	**Aerodrome Operator Competency**	**Aerodrome Manual**	**Aerodrome Assessment**	**Grant of A. Certificate**	**Promulgation In the AIP**	**SMS**	**No. of Aerodromes reported for MID survey /Number of Int'l Airports (State AIP Refers)**	**REMARKS**
												specified services for certification of aerodromes implementation
QATAR		✓	✓	✓	✓	✓	✓	X	X	✓	1 out of 1	
SAUDI ARABIA		✓	✓	P	✓	✓	✓	P	✓	✓	3 out of 4	
SYRIA		✓	X	P	X	X	X	X	X	X	0 out of 3	Have requested ICAO Experts for State assistance in certification of aerodrome aspects
UNITED ARAB EMIRATES		✓	✓	✓	✓	✓	✓	P	P	P	5 out of 6	- Granting certification of all Int'l aerodromes will be ready as of 27 November 2003 - Promulgation in the AIP will be issued on o1 October 2003 with effect as of 27 Nov. 2003.
YEMEN		P	P	P	P	P	P	P	P	P	0 out of 4	
TOTAL	✓	12 **85.8%**	10 **71.4%**	5 **35.7%**	8 **57.2%**	9 **64.3%**	7 **50.0%**	1 **7.2%**	3 **21.4%**	5 **35.7%**		
	P	1 **7.1%**	2 **14.3%**	7 **50.0%**	3 **21.4%**	2 **14.3%**	4 **28.6%**	3 **21.4%**	2 **14.3%**	5 **35.7%**		
	X	1 **7.1%**	2 **14.3%**	2 **14.3%**	3 **21.4%**	3 **21.4%**	3 **21.4%**	10 **71.4%**	9 **64.3%**	4 **28.6%**		

Summary of MID Survey on Certification of Aerodromes Implementation Status on 18 August 2003:

No. Of STATE Replied to MID Survey		% Of States implemented Legislations	% Of States provides Regulation	% Of States have Regulatory Entity	Sample for One Main Int'l Aerodrome						No. of Aerodromes reported for MID survey /Number of Int'l Airports (State AIP Refers)	REMARKS
					% Of States assessed their Aerodrome Operator Competency	% Of States have prepared an Aerodrome Manual	% Of States have performed Aerodrome Assessment	% Of States have Granted an A. Certificate	% Of States have performed Promulgation In the AIP	% Of States have implemented SMS		
12 out of 19	✓	85.8%	71.4%	35.7%	57.2%	64.3%	50.0%	7.2%	21.4%	35.7%	25 out of 60	
	P	7.1%	14.3%	50.0%	21.4%	14.3%	28.6%	21.4%	14.3%	35.7%		
	X	7.1%	14.3%	14.3%	21.4%	21.4%	21.4%	71.4%	64.3%	28.6%		

Legend:

Implemented ✓ In Progress P Not Implemented X

States that did not reply to MID Survey on certification of aerodromes: xxx

---

MIDANPIRG/8
Appendix 6D to the Report on Agenda Item 6

MID REGION STATES AOP FOCAL POINTS

STATE/NAME/TITLE	ADDRESS	TEL. NO.	FAX NO.	E-MAIL
AFGHANISTAN				
BAHRAIN Capt. Abdul Rahman Mohamed Al Gaoud Undersecretary for Civil Aviation Affairs – Civil Aviation Affairs Ministry of Transportation	Bahrain International Airport P.O. Box 586, Bahrain	+(973) 321100/329009	+(973) 339066	
EGYPT Eng. Nagi Youssef Samouil Head of Engineering Sector and Projects - Ministry of Civil Aviation, Egyptian Civil Aviation Safety and Security Authority (ECASSA)	Ministry of Civil Aviation Building Engineering Sector and Projects 4th Floor Annex B – Room (407) Cairo Airport Road, Egypt	+(202) 418 2966	+(202) 418 2966	
IRAQ Mr. Abdulla Shaker Ahmed Director of AIS	Civil Aviation Authority Baghdad International Airport Iraq	+ 19143607793		

STATE/NAME/TITLE	ADDRESS	TEL. NO.	FAX NO.	E-MAIL
IRAN 1. Mr. Z. Bahram Nejad Deputy of Airport Services and Chief of Airport certification 2. Mr. S. Akbari Chief of Mehrabad ATC	Mehrabad Int'l Airport Iran		+9821 6025479 +9821 958099 +9821 4659307	sacedakbari@hotmail.com
ISRAEL Mr. Spitzer Joseph Director of Airports	Ben Gurion Int'l Airport P.O.Box 8 LOD 70100 Israel	+972-3-9774580	+972-3-9774595	
JORDAN Eng. Munir Asad Director of Airport Safety and Standards Civil Aviation Authority	P.O.Box 7547 Postal Code (11110) Amman, Jordan		+962 6 489 1653	Munir-asad@hotmail.com
KUWAIT Mr. Mohammed A. Al Asqah Air Navigation Advisor Directorate General of Civil Aviation	Directorate General of Civil Aviation Kuwait International Airport P.O.Box 17 – Safat, 13001 – Safat – Kuwait	+965 473 2489	00965 472 2402	ais1@kuwait-airport.com.kw

STATE/NAME/TITLE	ADDRESS	TEL. NO.	FAX NO.	E-MAIL
LEBANON Mr. Jean Lteif Deputy Airport Manager Beirut Int'l Airport Directorate General of Civil Aviation	Beirut Int'l Airport Lebanon		00961 162 9010	dgca@beirutairport.gov.lb
OMAN Mr. Juma Haji Dilwash Al Bolushi Airport Director, Seeb International Airport Directorate general of Civil aviation and Meteorology Ministry of Transport and Communications	P.O.Box 1, PC: 111, CPO Sultanate of Oman			Juma@dgcam.gov.om
QATAR Mr. Ibrahim A. Qader Deputy Chairman Civil Aviation Authority	Civil Aviation Authority Qatar	+ 974 4365502	+ 974 4429070	Caasafety@qatar.net.qa
SAUDI ARABIA Mr. Hamid Hamd Al-Jada'ani	Presidency of Civil Aviation Post Office Box: 929 Post Number: 21421 Kingdom of Saudi Arabia	966 –2 – 6405000 Ext. 5517 Mob.: 966 54671134	966 –2 – 640 5622	Alalawi_@yahoo.com
SYRIA Mr. Nizar Al-Khatib		+(963) 11 331 5546	+(963) 11 223 2201	dgca@net.sy

STATE/NAME/TITLE	ADDRESS	TEL. NO.	FAX NO.	E-MAIL
Director Air Traffic Management GCA – Syria Ministry of Transportation	Directorate General of Civil Aviation Directorate of Air Traffic Management 1, Sahet Al-Najmeh P.O.Box 6257 Damascos - Syria			
UNITED ARAB EMIRATES Mr. Riis Johansen Director Air Navigation Services GCAA	General Civil Aviation Authority P.O. Box: 6558 Abu Dhabi – U.A.E.	+ 971-2-4054216	+ 971-2-4054316	atmuae@emirates.net.ae
YEMEN				

MIDANPIRG/8
Appendix 6E to the Report on Agenda Item 6

ATS ROUTES TO BE CREATED/REALIGNED OR DELETED

Draft Proposal for the amendment of the MID Basic Air Navigation Plan

ATM/SAR/AIS

1. ATS routes/route segment(s) to be created

Amend the requirement for the inclusion of the following routes/route segment(s) to the MID ATS route network (amendment 02/01 dated 22 January 2002 refers):

i) **UM574**
(MALE)
(POPET) N0713.7 E 06813.6
NABIL N1222.0 E 06000.0
ODAKA N1440.6 E05234.0
SYN N1557.7 E04847.2
HELAL N1716.0 E04422.0
NOBSU N1715.9 E04313.3
ABHA N1814.4 E04239.5
JEDDAH

ii) **L300**
LUXOR
GIBAL (2437.2N 03634.7E)

2. ATS routes to be realigned

i) **A/UA453**

Realign segment of A/UA453 from Kish – Bahrain to pass via PIMAL as follows:

KISH
PIMAL (2626.5N 05122.1E)
BAHRAIN

ii) **M561**

Realign segment of M561 between MOBET and PANJGUR as follows:

KISH
MOBET
EGSAL(2716.8N 06249.0E)
PANJGUR

iii) **UM561**

Realign UM561 as follows:

RATUN (2646.2N 05108.0E)*See Note 7
MIDSI (2641.7N 05154.7E)
KISH
MOBET *See Note 3
EGSAL(2716.8N 06249.0E)
PANJGUR

iv) R654

Realign R654 as follows:

ZANJAN
SAVEH
ESFAHAN
YAZD
KERMAN
NABOD 2816.1N 05825.3E
CHAH BAHAR (CBH)
DENDA
VAXIM 231900N 0611100E

v) UR654

Realign UR654 as follows:

(YEREVAN FIR)
MEGRI (MGR)
ZANJAN
SAVEH
ESFAHAN
YAZD
KERMAN
NABOD 2816.1N 05825.3E
CHAH BAHAR (CBH)
DENDA
VAXIM 231900N 0611100E

3. ATS routes/route segments to be deleted:

i) R/UR658

Delete the requirement for ATS route R/UR658

ii) UR661

Delete the requirement for segment DULAV-TABRIZ for UR661.

MIDANPIRG/8
Appendix 6F to the Report on Agenda Item 6

RNP-RELATED DUTIES AND RESPONSIBILITIES OF THE MECMA

The following duties and responsibilities as indicated under *h)* to *k)* below are being conferred to the Middle East Central Monitoring Agency (MECMA) with respect to required navigation performance (RNP). The revised duties and responsibilities are as follows:

Duties and Responsibilities of the MECMA

The Middle East Central Monitoring Agency (MECMA) for RVSM implementation has the following duties and responsibilities:

a) to establish and maintain a central registry of State RVSM approvals of operators and aircraft using the Middle East Region airspace where RVSM will be applied;
b) to facilitate the transfer of approval data to and from other RVSM regional monitoring agencies;
c) to establish and maintain a data base containing the results of height-keeping performance monitoring and all altitude deviations of 300 ft or more within Middle East Region airspace, and to include in the database the results of MECMA requests to operators and States for information explaining the causes of observed large height deviations;
d) provide timely information on changes of monitoring status of aircraft type classifications to State authorities and operators;
e) to assume overall responsibility for

   i) coordination of the Global Positioning System Monitoring System (GMS); and
   ii) assessing compliance of operators and aircraft with RVSM height-keeping performance requirements in conjunction with RVSM introduction in the Middle East Region;

f) to provide the means for identifying non-RVSM approved operators using Middle East airspace where RVSM is applied; and notifying the appropriate State approval authority; and
g) to conduct readiness assessments and safety assessments as an aid for the Middle East RVSM Task Force for decision making in preparation for RVSM implementation on a specified date.
h) to establish and maintain a data base containing the results of navigation error monitoring;
i) to prepare, each six months, reports setting out the results of navigation error monitoring for the preceding six-month period. These reports shall be presented to the ICAO Middle East Regional Office, Cairo, and States as part of their decision process related to safety management;
j) to conduct safety assessments as an aid for the Middle East RNP/RNAV Task Force for decision making in conjunction with expansion or changes to the RNP route structure within the Middle East Region;
k) to liaise with other Regional monitoring agencies and organizations to harmonise RNP implementation and upgrading;

MIDANPIRG/8
Appendix 6G to the Report on Agenda Item 6

TERMS OF REFERENCE OF THE ATS INCIDENT ANALYSIS TASK FORCE

1. Terms of Reference

To establish a mechanism for the analysis of ATS incident reports in the MID region with a view to:

i) have an indication on the frequency and nature of ATS incidents occurring in the MID Region and to propose corrective actions;

ii) assist States/service providers in the identification of deficiencies and to take appropriate remedial actions;

iii) Keep MIDANPIRG apprised of recurring incidents which may have a serious impact on the safety of air navigation in the region

2. Work Programme

i) Review the compliance of States of the Middle East Region with LIM MID RAN Recommendation 2/31, Reporting and analysis of ATS incidents by States

ii) Develop a statement of the objectives of the regional ATS incident analysis process.

iii) Carry out an analysis of ATS incident reports received through the IATA database, determine the probable cause(s), including contributory factors, and propose remedial action(s) as necessary.

iv) Make recommendations concerning the type of incidents which should be included in the regional analysis, and the form of reports which should be produced for MIDANPIRG and its Sub-Groups.

v) Identify elements which could be added in the IATA ATS incident data base.

vi) Explore ways and means of establishing a non-punitive voluntary reporting system for the MID Region with provisions for protecting the sources of the information.

3. Composition: All States on the MID Region, IATA, IFALPA and IFATCA.

METHODOLOGY FOR THE MID REGIONAL ATS INCIDENT ANALYSIS TASK FORCE

SECTION 1 **COLLECTION OF DATA ON ATS INCIDENTS**		REMARKS
INPUT	RECIPIENT (S)	
1.PILOT REPORTS *(Use ICAO Model on ATS Incident report form)* 2.ATC REPORTS *(Use simplified form for ATC reporting)* 3.IFALPA *(Using ICAO Model on ATS Incident report form)* 4.IFATCA *(using ATC simplified report forms)* 5.AIRLINE REPRESENTATIVES*(Use ICAO Model on ATS Incident report form)* 6.OTHER SOURCES	IATA, MID (Preferably through email) ICAO, MID (preferably through email)	1.Report should indicate whether it is an Airprox or procedure or Facility related 2. Reports should be of confidential nature thus protecting the source of the information, unless otherwise indicated.

SECTION 2	**RESPONSIBILITY**	
IATA	-Carry out an initial analysis of the report and update the data base accordingly; -Highlight the need for immediate action if required and initiate action through ICAO MID or directly to the State or Organization(s) concerned , with copy to ICAO; -Indicate impact on safety and efficiency	Need to specify whether it is an Airprox procedure related (ATC, Language, Phraseology, etc…) facility related
TASK FORCE	-Review the reports with a view to identify the probable cause(s) -identify remedial action(s) to be taken and determine priority *(U) or **(A)	
ICAO	-Take follow-up action and identify rationale for non implementation Apprise MIDANPIRG of developments	Indicate whether related to human resources, funding etc…
STATES/SERVICE PROVIDERS	Take appropriate action; -Indicate target date(s) on which remedial action (s) will be taken; -Identify rationale for non-implementation; and -Request assistance from ICAO for implementation *(if needed).*	

"U" priority=Urgent requirements having a direct impact on safety and requiring immediate corrective actions.
"A" priority=Top priority requirements necessary for air navigation

---

MIDANPIRG/8
Appendix 6I to the Report on Agenda Item 6

***ATS INCIDENT REPORTING FORM**		
STATE/FIR: **DATE: TIME (UTC)** ****PRIORITY: U A L**	**ACFT TYPE(S)……..** **CALLSIGN (S):…….**	**REMARKS**

REPORTING AGENCY/AUTHORITY ……	******* **TYPE OF INCIDENT**	ATC	
		PROCEDURE	
NATURE OF REPORT		FACILITY:	
FORMAL:		PILOTS	
INFORMAL:		OTHERS	
CONFIDENTIAL:			

ADDITIONAL DETAILS

PROPOSED REMEDIAL ACTION(S)

ANY OTHER RELEVANT INFORMATION:

****U**: Urgent/immediate action required
A: To be considered of high priority and may have an impact on safety.
L: Low priority/no immediate action required

******* *Examples for type of incidents could be as follows: Procedures-Lack of/or non-compliance with…, communications-failures, unauthorized climb/descent,. Coordination failures, TAs/RA's (real/false), Unsafe ATC clearance, violations of airspace, runway incursions, weather related, equipment degradation etc…*

**Note1:- This form does NOT replace the ICAO model air traffic incident reporting form indicated in the PANS ATM-4444-Appendix 4). The intent of this form is to prompt reports from different sources with a view to identify deficiencies in the region and to take remedial action as necessary, and is to be used only for the sake of sending information to consolidate the IATA data base.*

Note2:-.These forms should be sent through the appropriate authority in accordance with local procedures/instructions.

MIDANPIRG/8
Appendix 6J to the Report on Agenda Item 6

STATUS OF IMPLEMENTATION OF SEARCH AND RESCUE REQUIREMENTS IN THE MID REGION

CONCLUSIONS/RECOMMENDATIONS IN THE SEARCH AND RESCUE FIELDS APPLICABLE TO THE MID REGION

STATES	LIM/MID REC.3/9 Chart SAR 1	LIM/MID REC.3/4 Co-ordination SAR Authorities and IMO	ASIA/PAC REC. 7/6 Provision of SAR facilities	ASIA/PAC REC.7/5 Capacity of rescue units	LIM/AFI REC. 3/6 Satellite aided SAR	ASIA/PAC REC.7/24 SAR escort service	ASIA/PAC REC.7/11 Assistance-SAR services	LIM/MID REC. 3/14 emergency frequency 2182 Khz	LIM/MID REC. 3/15 development of pre-search procedures	ASIA/PAC REC. 7/12a) com. between Acft	ASIA/PAC A REC.7/13 com. means for	LIM/MID REC.3/16 Carriage of survival radio equipment	ASIA/PAC REC.7/16 A)&B). Ship reporting system	ASIA/PAC REC.7/16 C) RCC and RSC	LIM/MID REC.3/17 AMVER system	ASIA/PAC REC.7/17 SAR Exercises	ASIA/PAC REC7/18 SAR training	ASIA/PAC REC.7/9 co-operation between States	ASIA/PAC REC.7/15 Improvement to SAR system
Afghanistan																			
Bahrain	✓	✓	✓	✓	✓	X	✓	X	X	X	✓	✓	✓	✓	✓	X	✓	✓	
*Egypt	E	E	C	C	E	D	E	E	D	D	E	E	E	D	A	D	E	A	C
Iran, Islamic Republic																			
Iraq																			
Israel																			
Jordan	✓	✓	✓	✓	*	✓	NO	✓	NO	✓	NO	✓	✓	NO	✓	✓	✓	✓	
Kuwait																			
Lebanon																			
Oman	Y	Y	Y	Y	Y	No	Y	Y	No	Y	Y	Y	MCT Radio	Y	NA	No	NA	Y	NA
*Pakistan	E	D	D	D	C	D	D	D	D	C	E	E	D	E	D	B	C	C	C
Qatar																			
Saudi Arabia																			
Syrian Arab Republic																			
United Arab Emirates	X	X	N/A	N/A	NO	N/A	N/A	N/A	NO	N/A	N/A	✓	N/A	N/A	NO	N/A	N/A	N/A	N/A
Yemen																			

- Egypt and Pakistan have used the categorization as used in Appendix 'A' to Part V11 of Asia/Pacific FASID as follows:
  A=not implemented, B=initial implementation, C=meets Annex 12 requirements in some areas, D= meets Annex 12 requirements in most areas,
  E=Fully meets Annex 12 requirements, Blank=no response.

Chart SAR 1 constitutes the plan of MID search and rescue regions

States within the region should establish and/or maintain rescue co-ordination centres (RCCs) or rescue sub-centres (RSCs) on a 24-hour basis, and ensure continual availability of search and rescue (SAR) facilities listed in Table SAR 1.
[LIM/MID (COM/MET/RAC), Rec. 3/9]

Co-ordination with maritime SAR authorities and IMO.

To ensure compatibility between aeronautical and maritime search and rescue regions (SRRs), aeronautical search and rescue (SAR) authorities in States should maintain close liaison with their maritime counterparts and the International Maritime Organization (IMO).
[LIM/MID (COM/MET/RAC), Rec.3/4]

Continuous provision of SAR facilities.

States, when necessary, should take urgent action to ensure the continuous provision of search and rscue (SAR) facilities in accordance with the Regional Air Navigation Plan Publications.
[ASIA/PAC/3, Rec. 7/6]

Capacity of rescue units and associated facilities

[ASIA/PAC/3, Rec. 7/5]

States should:

a) take due account of the large size and passenger-carrying capacity of commercial aircraft operating within their area of responsibility, and of the possibility of aircraft ditching in water near airports, in planning for search and rescue (SAR) and emergency care facilities; and

b) be encouraged to provide and use for SAR, wherever practicable, helicopters equipped with suitable winching equipment.

Satellite-aided search and rescue

[LIM/MID (COM/MET/RAC), Rec. 3/6]

States should:

a) take appropriate action to reduce the number of false alarms on 121.5/243 MHz caused by inadvertent activation of emergency transmitters and eliminate unauthorized use of those frequencies;

b) encourage the early introduction of emergency locator transmitters (ELTs) transmitting on 406 MHz and establish a register of such ELTs;

c) make available information as to how ELT registration information can be obtained rapidly by rescue co-ordination centres (RCCs) of other States; and

d) provide to ICAO a search and rescue (SAR)n point of contact (SPOC) for inclusion in Table SAR 1 of the respective Air Navigation Plan (ANP).

SAR escort service

[ASIA/PAC/3, Rec. 7/24]

States should provide search and rescue (SAR) escort service to aircraft in difficulties.

Assistance in establishing SAR services

[ASIA/PAC/3, Rec. 7/11]

States requesting assistance in establishing or improving search and rescue (SAR) services should first endeavour to satisfy the following basic requirements:

a) a rescue co-ordination centre/rescue sub-centre (RCC/RSC) location (which could be an air traffic control unit);

b) a designated RCC Chief, knowledgeable in air traffic control and trained in the planning of searches and the co-ordination of SAR missions;

c) personnel to be trained to serve as SAR mission co-ordinator;

d) adequate staff for 24-hour operation of the RCC; and

e) appropriate RCC material and equipment.

Use of 2182 kHz in emergency communications

SAR aircraft to be used in maritime areas should be equipped to permit communications on 2182 kHz.
[LIM/MID (COM/MET/RAC), Rec. 3/14]

States are encouraged to develop pre-search procedures, whereby ships equipped with 2182 kHz can be requested to guard that frequency, so as to enable SAR aircraft operating over the areas in which they are sailing to enter into direct and immediate communication with them whenever this is considered necessary.

Note.C Such pre-search procedures might be included in the detailed SAR plans required by Annex 12, 4.2.1.
[LIM/MID (COM/MET/RAC), Rec. 3/15]

Communications between aircraft and ships

[ASIA/PAC/3, Rec. 7/12 a)]

States should develop procedures to be included in the detailed search and rescue (SAR) plans which enable civil aircraft and SAR aircraft to enter rapidly into communications with ships when necessary.

Search and rescue operations

Communications for survivors

[ASIA/PAC/3, Rec. 7/13]

States should encourage operators to carry means for survivors to communicate with aircraft on 121.5 MHz.

Carriage of survival radio equipment

[LIM/MID (COM/MET/RAC), Rec. 3/16]

The provisions of Annex 6, Part I, 6.6, shall apply for flights as prescribed in the relevant Aeronautical Information Publications (AIP), over the following designated land areas:

Afghanistan, Bahrain, Islamic Republic of Iran, Iraq, Jordan, Kuwait, Saudi Arabia, Syrian Arab Republic, United Arab Emirates and Yemen.

Ship reporting systems

States should:

a) through their maritime authorities, encourage ships to participate in an appropriate ship reporting system for search and rescue (SAR); and

b) record information on the position of ships at sea and disseminate such information to SAR authorities of other States requesting it, to facilitate response to cases of distress.

[ASIA/PAC/3, Rec. 7/16 a) and b)]

Rescue co-ordination centre (RCC) and rescue sub-centre (RSC) plans of operation should provide guidance on how information from available ship reporting systems can be obtained.
[ASIA/PAC/3, Rec. 7/16 c)]

Note.C The Automatic Mutual-assistance Vessel Rescue (AMVER) system is a world-wide ship reporting system for SAR, operated by the United States Coast Guard. Any RCC can obtain information about ships in the vicinity of a distress by contacting any RCC of the United States Coast Guard.

a) States recording information on the position of selected merchant or other ships at sea in the maritime expanses should disseminate, on request, such information to other States in this area; and

b) States concerned which are not presently participating in a merchant ship reporting system should be encouraged to join one of the existing systems or to develop their own system.
[LIM/MID (COM/MET/RAC), Rec. /17]

SAR exercises

States, which introduce a search and rescue (SAR) organization, handle relatively few actual SAR cases, or need to co-ordinate SAR operations with neighbouring States, should use SAR exercises to improve proficiency and procedures.
[ASIA/PAC/3, Rec. 7/17]

Note.C Exercises may be conducted on three levels: communications exercises; co-ordination exercises (without involving SAR units); and field exercises (involving actual SAR unit deployment).

SAR training

[ASIA/PAC/3, Rec. 7/18]

States should be encouraged to:

a) arrange for regular high quality search and rescue (SAR) training for its rescue co-ordination centre personnel, nationally or regionally, as part of its aeronautical training or maritime SAR schools;

b) grant scholarships to SAR personnel as necessary to enable them to attend a SAR training course; and

c) make use of the ICAO TRAINAIR course development methodology to assist in the production of standardized training packages in the field of SAR.

Note.C The ICAO TRAINAIR programme provides for an effective means of analysing and determining skills required, creates training objectives by setting standards for job performance and produces material-dependent courseware.

Co-operation between States

[ASIA/PAC/3, Rec. 7/9]

To promote greater efficiency and economy in the provision and use of available search and rescue (SAR) facilities, States providing SAR services in adjacent search and rescue regions (SRRs) should enter into formal arrangements for mutual assistance in order to:

a) help meet and exceed the minimum requirements specified in Table SAR 1 at minimal cost;

b) ensure full SRR coverage;

c) provide for technical and operational SAR co-operation and co-ordination;

d) establish common SAR procedures, where practicable;

e) conduct joint training and exercises, as appropriate, to maximize proficiency; and

f) promote effective liaison between air traffic services and RCC personnel within and between the States involved.

Note.C SAR agreements are particularly important for border areas where concerns for sovereignty and saving lives must be balanced, high sea areas, and inhospitable areas where rapid response is essential to successful SAR operations.

State processes to improve the SAR system

[ASIA/PAC/3, Rec. 7/15]

States, when undertaking the continued improvement in the provision of search and rescue (SAR) services, should consider the following:

a) the establishment of a national SAR co-ordinating committee to improve inter-agency co-operation, information exchange and development of national SAR policies and procedures; and

b) nationally or in co-operation with neighbouring States, development of:

1) SAR manuals;

2) SAR plans and agreements for co-operation, co-ordination and the effective use of all available SAR resources;

3) rescue co-ordination centre/rescue sub-centre (RCC/RSC) plans of operation and other operational documents;

4) SAR training capability, especially for search planners, SAR mission co-ordinators and on-scene commanders; and

5) organizational and operational working relationships; and

c) effective use of relevant international documents.

MIDANPIRG/8
Appendix 6K to the Report on Agenda Item 6

PROCEDURES FOR THE HANDLING OF UNCOORDINATED FLIGHTS CROSSING THE RED SEA AREA

The following procedures have been agreed within the framework of a meeting organized under the aegis of the Arab Civil Aviation Commission (ACAC) held in Cairo from 21 –22 August 2003 and reviewed by the RVSM Task Force.

Uncoordinated flights operating within the Red Sea area will implement the following procedures as from 27 November 2003:

1. Committing all uncoordinated flights over the Red Sea to squawk the Radar Code A2000.
   The representative of IATA was assigned the task of notifying concerned airlines operating in this region of the importance of such issue. Representatives of the concerned States were also informed of the necessity of reporting to IATA any aircraft that do not use the Radar Code A2000.

2. Uncoordinated flights should maintain a single flight level (FL) while crossing the Red Sea from south to north, namely FL300.

3. Uncoordinated flights should maintain a single flight level (FL) while crossing the Red Sea from north to south, namely FL290, unless otherwise is coordinated.

4. Uncoordinated flights crossing the Red Sea should provide their flight details on the working frequencies of the concerned Air Traffic Control Centers (ACCs), namely Sana'a, Jeddah, Khartoum, and Cairo and notify these centers of the following data: call sign, direction, altitude, time of crossing the reporting points along the boundaries of the FIR.

5. Uncoordinated flights crossing the Red Sea should transmit their flight details 10 minutes prior to crossing the boundaries of the concerned FIR and the compulsory reporting points in addition to listen on to the appropriate frequencies in order to identify other civil aircraft that may conflict with them and represent risk of collision.

6. Civil Aviation Authorities of the concerned States should instruct their ACCs to develop procedures for the communication of appropriate information regarding uncoordinated flights; survey and register irregularities by these uncoordinated flights; and find an appropriate mechanism in coordination with regional offices and other international bodies to commit these flights to conformity with the reached recommendations.

7. Increase the awareness of air traffic controllers at ACCs in the concerned States of this situation and of the potential risks; in addition to benefit from radar facilities for the monitoring of non-conforming flights.

8. All flights flying in the center of the Red Sea and maintaining RVSM Flight levels (between FL290-FL410) should be RVSM approved in accordance with the MID Region requirements.

9. Unless otherwise coordinated, all the abovementioned flights, in case of non-compliance with the Region's requirements for flying in an RVSM area, should be allocated two Flight levels, namely FL250 and FL260.

10. All navigational information regarding aircraft on direct routes in the center of the Red Sea and considered unidentified by the air traffic control centers should be sent via either via AFTN or any other means.

11. *IATA will assist in requesting civil flights operating within Sanaá FIR to operate on established ATS routes.

12. The agreement above should be added in the form of Letters of Agreement (LOAs) between the ACCs of the concerned Arab States.

Note:-

- ** Included in the agreement at the request on Yemen*

MIDANPIRG/8
Appendix 6L to the Report on Agenda Item 6

MIDANPIRG
AERONAUTICAL INFORMATION SERVICES AND AERONAUTICAL CHARTS TASK FORCE (AIS/MAP/TF)

1. TERMS OF REFERENCE

The AIS/MAP Task Force shall:

1) Examine the Status of implementation of the ICAO requirements in the field of AIS/MAP;

2) Identify and review those specific deficiencies related to AIS/MAP and recommend action to be taken to eliminate them;

3) Prepare amendments to relevant MID Basic ANP and FASID, as appropriate; and

4) Foster the integrated improvement of aeronautical information services through proper training and qualification of the personnel performing technical duties in this aeronautical activity.

The AIS/MAP Task Force shall report to the ATM/SAR/AIS Sub-Group at each Sub-Group meeting.

2. WORK PROGRAMME

Ref	Tasks	Priority	Target Completion Date
1	Identify reasons that hinder States from implementation and adherence to the AIRAC System and suggest ways and means, which would facilitate adherence to the AIRAC System.	A	2004
2	Analyze the status of implementation of WGS-84 in the MID Region and recommend measures to be taken to improve the situation.	A	2004
3	Review the status of implementation of ICAO Charts in the MID Region.	A	2003
4	Foster the standardized production of aeronautical charts in the MID Region, identifying the obstacles that States could have in adjusting to the specifications of ICAO Annex 4.	A	2004
5	Recommend possible course of action to be taken by States in order to comply with ICAO Annex 4 requirements.	A	2004
6	Define technical and administrative aspects to facilitate the production of aeronautical charts based on WGS-84.	A	2005
7	Foster the implementation of Quality System within the Aeronautical Information Services in the MID Region, identifying the difficulties that States could have to comply with the specifications of ICAO Annex 15.	A	2004
8	Recommend possible course of action to be taken by each State in order to comply with ICAO requirements pertaining to Quality system.	A	2004
9	Develop a Quality assurance/management Plan for the MID Region to orient/assist States in the implementation of Quality Management System in accordance with ISO 9001-2000.	A	2005
10	Develop a cohesive Air Navigation Plan concerning AIS Automation in the MID Region taking into consideration the outcomes of the AIS/MAP 98 Divisional meeting in terms of data models, exchange of electronic aeronautical information, electronic aeronautical charts and Study/develop technical requirements for the provision of electronic data.	A	2005
11	Describe the integrated Regional Automated AIS System for the MID Region: ✓ Recommend distribution and fall-back procedures; ✓ Recommend the communications network requirements for the MID Region Automated AIS Systems; ✓ Recommend provisions to meet reliability and redundancy requirements; ✓ Recommend common AIS query procedures;	A	2005
12	Carry out studies for the harmonization and automated processing of AIS, MET and FPL products in the MID Region;	A	2005
13	Prepare amendments to relevant MID Basic ANP and FASID, as appropriate.	A	-
14	Ensure that AIS is given proper status in the Civil Aviation Administrations and that AIS personnel is well trained; and recommend possible course of action to be taken by each State in order to meet the future CNS/ATM requirements.	A	2004

3. PRIORITIES

A High priority tasks, on which work should be speeded up.

B Medium priority tasks, on which work should begin as soon as possible, but without detriment to priority A tasks.

C Tasks of lesser priority, on which work should begin as time and resources allow, but without detriment to priority A and B tasks.

4. COMPOSITION

All MID States + IATA + IFALPA

MIDANPIRG/8
Appendix 6M to the Report on Agenda Item 6

FASID TABLE AIS-5 — WGS-84 REQUIREMENTS

EXPLANATION OF THE TABLE

Column

1 Name of the State, territory or aerodrome for which WGS-84 coordinates are required with the designation of the aerodrome use:

RS — international scheduled air transport, regular use
RNS — international non-scheduled air transport, regular use
RG — international general aviation, regular use
AS — international scheduled air transport, alternate use

2 Runway designation numbers

3 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume 1, Chapter I, are:

NINST — non-instrument runway;
NPA — non-precision approach runway
PA1 — precision approach runway, Category I;
PA2 — precision approach runway, Category II;
PA3 — precision approach runway, Category III.

4 Requirement for the WGS-84 coordinates for FIR, shown by an ''X'' against the State or territory to be covered.

5 Requirement for the WGS-84 coordinates for Enroute points, shown by an ''X'' against the State or territory to be covered.

6 Requirement for the WGS-84 coordinates for the Terminal Area, shown by an ''X'' against the aerodrome to be covered.

7 Requirement for the WGS-84 coordinates for the Approach points, shown by an ''X'' against the runway designation to be covered.

8 Requirement for the WGS-84 coordinates for runways, shown by an ''X'' against the runway designation to be covered.

9 Requirement for the WGS-84 coordinates for Aerodrome/Heliport points (e.g. aerodrome/heliport reference point, taxiway, parking position, etc.), shown by an ''X'' against the aerodrome to be covered.

10 Requirement for geoid undulation shown by an ''X'' against the runway threshold to be covered.

11 Requirement for the WGS-84 Quality System, shown by an ''X'' against the State or territory to be covered.

12 Requirement for publication of WGS-84 coordinates in the AIP shown by an ''X'' against the State or territory to be covered.

13 Remarks (timetable for implementation)

Note.- For Columns 4 to 12 use the following symbols:

X- Required but not implemented
X1- Required and implemented

WGS-84 Requirements (MID FASID Table AIS-5)

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
AFGHANISTAN			X	X						X	X	
(OAKB) KABUL/Kabul					X			X				
RS	11 29	NPA PA1				X X	X X		X X			
(OAKN) KANDAHAR/Kandahar					X			X				
AS	05 23	NPA NPA				X X	X X		X X			
BAHRAIN			XI	XI						X	XI	
(OBBI) Bahrain Intl.					XI			XI				
RS	30 12	PA2 PA1				XI XI	XI XI		X X			
EGYPT			XI	XI						XI	XI	
HEAR EL-ARISH/El-Arish Int'l					XI			XI				
AS	16 34	NPA NPA				XI XI	XI XI		XI XI			
(HEAT) Asyut					X			XI				
AS	13 31	NINST NPA				XI	XI XI		XI			
(HEAX) Alexandria Int'l					XI			XI				
RS	18 36	NINST NPA				XI	XI XI		XI			
	04 22	NPA NINST				XI	XI XI		XI			
HEAZ CAIRO/Almaza Int'l					XI			XI				
RNS	18 36	NPA NPA				XI XI	XI XI		XI XI			
	05 23	NINST NINST					XI XI					

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
HEBA					X			X				
ALEXANDRIA/Borg El-Arab												
RS	14	NPA				X	XI		XI			
	32	PA1				XI	XI		XI			
(HECA) Cairo					XI			XI				
RS	05L	PA2				XI	XI		XI			
	23R	PA2				XI	XI		XI			
	05R	PA2				XI	XI		XI			
	23L	PA2				XI	XI		XI			
	16	NINST				XI	XI		XI			
	34	NINST				XI	XI		XI			
(HEGN) Hurghada					XI			XI				
RS												
	16	NPA				XI	XI		XI			
	34	PA1				XI	XI		XI			
(HELX) Luxor					XI			XI				
RS	02	NPA				XI	XI		XI			
	20	PA1				XI	XI		XI			
HEMA					XI			XI				
MARSA ALAM/ Marsa Alam												
RNS	15	NPA				XI	XI		XI			
	33	NPA				XI	XI		XI			
HEOW					XI			XI				
SHARK EL OWEINAT/Shark												
El-Owenat Int'l	01	NPA				XI	XI		XI			
AS	19	NINST					XI					
HEPS					XI			XI				
PORT SAID/Port Said Int'l												
AS	10	NPA				XI	XI		XI			
	28	NPA				XI	XI		XI			
HESC) St. Catherine								XI				
RS	17	NINST					XI					
	35	NINST					XI					
(HESH) Sharm-El-Sheikh					XI			XI				
RS	04L	PA1				XI	XI		XI			
	22R	NINST					XI					
	04R	NPA				XI	XI		XI			
	22L	NINST					XI					
(HESN) Aswan					XI			XI				
RS	17	NPA				XI	XI		XI			
	35	PA1					XI		XI			
(HETB) Taba					XI	XI		XI				
AS	04	NPA					XI		XI			
	22	NINST					XI					

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
IRAN			XI	XI						XI	XI	
(OIKB) Bandar Abbass					XI			XI				
RS	03R	NPA				XI	XI		X			
	21L	PA1				XI	XI		X			
	03L	NINST				XI	XI					
	21R	NINST				XI	XI					
(OIFM) Esfahan/ Shahid Beheshti					XI			XI				
RS	08L	NPA				XI	XI		X			
	26R	PA1				XI	XI		X			
	08R	NPA				XI	XI		X			
	26L	NPA				XI	XI		X			
(OIMM) Mashhad/ Shahid Hashemi Nejad					XI			XI				
RS												
	13L	NPA				XI	XI		X			
	31R	PA1				XI	XI		X			
	13R	NPA				XI	XI		X			
	31L	PA1				XI	XI		X			
(OISS) Shiraz/shahid Dastghaib					XI			XI				
RS	11R	NPA				XI	XI		X			
	29L	PA1				XI	XI		X			
	11L	NPA				XI	XI		X			
	29R	PA1				XI	XI		X			
(OITT) Tabriz					XI			XI				
RNS	12L	NPA				XI	XI		X			
	30R	PA1				XI	XI		X			
	12R	NINST				XI	XI					
	30L	NINST				XI	XI					
(OIII) Tehran/ Mehrabad					XI			XI				
RS	11R	NPA				XI	XI		X			
	29L	PA1				XI	XI		X			
	11L	NPA				XI	XI		X			
	29R	NPA				XI	XI		X			
(OIIE) TEHRAN/Emam Khomaini Intl					X			X				
RS (Future)	11L	NPA				X	X		X			
	29R	PA1				X	X		X			
(OIZH) Zahedan					X			XI				
RS	17	NPA				XI	XI		X			
	35	NPA				XI	XI		X			

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
IRAQ			X	X						X	X	
(ORBS) Saddam Intl.					X			X				
RS	15L	PA2				X	X		X			
	33R	PA2				X	X		X			
	15R	PA1				X	X		X			
	33L	PA1				X	X		X			
(ORMM) Basrah Intl.					X			X				
RS	14	PA2				X	X		X			
	32	PA2				X	X		X			
ISRAEL			X	X						X	X	The end of the implementation process is expected for **July 2003** Publication of coordinates in the AIP is expected for **November 2003.**
(LLET) EILAT/Eilat					X			X				
RNS	03	NPA				X	X		X			
	21	NINST					X					
(LLHA) HAIFA/Haifa					X			X				
RS	16	NINST					X					
	34	NINST					X					
(LLJR)JERUSALEM/Atarot					X			X				
RS	12	PA1				X	X		X			
	30	NPA				X	X		X			
(LLOV) OVDA/Intl					X			X				
RNS	02L	NINST					X					
	20R	NPA				X	X		X			
(LLBG) TEL AVIV/ Ben Gurion					X			X				
RS	03	NPA				X	X		X			
	21	NINST					X					
	08	NPA				X			X			
	26	PA1				X			X			
	12	PA1				X			X			
	30	NPA				X			X			
(LLSD) TEL AVIV/ Sde-Dov					X			X				
AS	03	NINST					X					
	21	NINST					X					
JORDAN			XI	XI						X	XI	
(OJAI) Amman/Queen Alia					XI			XI				
RS	08R	NPA				XI	XI		X			
	26L	PA1				XI	XI		X			
	08L	PA1				XI	XI		X			
	26R	PA1				XI	XI		X			

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
(OJAM) Amman/Marka					XI			XI				
AS	24	PA1				XI	XI		X			
	06	NINST				XI	XI					
(OJAQ) Aqaba					XI			XI				
	01	PA1				XI	XI		X			
	19	NPA				XI	XI		X			
(OJJR) JERUSALEM/ Jerusalem												
RS	12	NPA										
	30	PA1										
KUWAIT			XI	XI						XI	XI	
(OKBK) Kuwait Intl.					XI			XI				
RS	33L	PA2				XI	XI		X			
	15R	PA2				XI	XI		X			
	33R	PA2				XI	XI		X			
	15L	PA2				XI	XI		X			
LEBANON			XI	XI						X	XI	
(OLBA) Beirut Intl.					XI			XI				
RS	17	PA1				XI	XI		X			
	35	NINST				XI	XI					RWY 35 not used for landing
	18	PA1				XI	XI		X			
	36	NINST				XI	XI					RWY 36 no Land during night
	03	PA1				XI	XI		X			
	21	NINST				XI	XI					
OMAN			XI	XI						XI	XI	
(OOMS) Muscat/Seeb					XI			XI				
RS	26	PA1				XI	XI		X			
	08	PA1				XI	XI		X			
(OOSA) Salalah					XI			XI				
AS	07	NPA				XI	XI		X			
	25	PA1				XI	XI		X			
QATAR			XI	XI						X	XI	
(OTBD) Doha Int Airport					XI			XI				
RS	34	PA2				XI	XI		X			
	16	NPA				XI	XI		X			
SAUDI ARABIA			XI	XI						X	XI	
(OEDF) DAMMAM/King Fahd Intl					XI			XI				
RS	16L	PA1				XI	XI		X			
	34R	PA1				XI	XI		X			
	16R	PA1				XI	XI		X			
	34L	PA1				XI	XI		X			

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
(OEJN) JEDDAH/King Abdulaziz					XI			XI				
RS	16R	PA2				XI	XI		X			
	34L	PA2				XI	XI		X			
	16C	PA2				XI	XI		X			
	34C	PA2				XI	XI		X			
	16L	PA1				XI	XI		X			
	34R	PA1				XI	XI		X			
(OEMA)MADINAH/Prince Mohammad Bin Abdulaziz					XI			XI				
RS	17	PA1				XI	XI		X			
	35	PA1				XI	XI		X			
	18	NPA				XI	XI		X			
	36	PA1				XI	XI		X			
(OERK) RIYADH/King Khalid Intl					XI			XI				
RS	15L	PA1				XI	XI		X			
	33R	PA1				XI	XI		X			
	15R	PA1				XI	XI		X			
	33L	PA1				XI	XI		X			
SYRIA			X	XI						X	X	
(OSAP) Aleppo Intl.					XI			X				WGS-84 coordinates published in AIP Supplement 02/01 dated 01Aug.2001
RS	09	NINST				XI	XI					
	27	NPA				XI	XI		X			
(OSLK) Bassel Al-Assad					X			X				
RS	17	NPA				X	X					
	35	NINST					X					
(OSDI) Damascus					XI			XI				
RS	05L	NPA				X	X		X			
	23R	PA1				XI	XI		X			
	05R	NPA				X	X		X			
	23L	NPA				X	X		X			
UNITED ARAB EMIRATES			XI	XI						XI	XI	
(OMAA) Abu Dhabi Int.					XI			XI				
Airport	31L	PA3				XI	XI		XI			
	13R	PA1				XI	XI		XI			
RS												
	13L	PA3				XI	XI		XI			
	31R	PA1				XI	XI		XI			
(OMAL) Al Ain Int. Airport					XI			XI				
RS	01	PA1				XI	XI		XI			
	19	NPA				XI	XI		XI			

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
(OMDB) Dubai Int. Airport					XI			XI				
RS	12L	PA3				XI	XI		XI			
	30R	PA3				XI	XI		XI			
	12R	PA2				XI	XI		XI			
	30L	PA2				XI	XI		XI			
(OMFJ) Fujairah Int. Airport					XI			XI				
RS	11	NPA				XI	XI		XI			
	29	PA1				XI	XI		XI			
(OMRK) Ras Al Khaimah Int. Airport					XI			XI				
RS	16	NPA				XI	XI		XI			
	34	PA1				XI	XI		XI			
(OMSJ) Sharjah Int. Airport					XI			XI				
RS	12	NPA				XI	XI		XI			
	30	PA2				XI	XI		XI			
YEMEN			X	X						X	X	
(OYAA) Aden					X			XI				
RS	08	NPA				X	XI		X			
	26	PA1				X	XI		X			
(OYHD) Hodeidah					X			XI				
RS	03	NPA				X	XI		X			
	21	NPA				X	XI		X			
(OYRN) Mukalla/Riyan					X			XI				
RS	06	NPA				X	XI		X			
	24	NPA				X	XI		X			
(OYSN) Sanna'a					X			XI				
RS	18	PA1				X	XI		X			
	36	NPA				X	XI		X			
(OYTZ) Taiz/Ganad					X			XI				
RS	01	NPA				X	XI		X			
	19	NPA				X	XI		X			

WGS-84 Implementation is under process. Publication expected June 2003 (Not yet reported using uniform format)

MIDANPIRG/8
Appendix 6N to the Report on Agenda Item 6

STATUS OF IMPLEMENTATION OF WGS-84 IN THE MID REGION

		FIR	ENR	TMA/CTA/CTZ	APP	RWY	AD/HEL	GUND	QUALITY SYSTEM	AIP	REMARKS
AFGHANISTAN		N	N	N	N	N	N	N	N	N	
BAHRAIN		F	F	F	F	F	F	N	N	F	
EGYPT		F	F	F	F	F	F	F	F	F	
IRAN		F	F	P	F	F	F	N	F	F	
IRAQ		N	N	N	N	N	N	N	N	N	
ISRAEL		N	N	N	N	N	N	N	N	N	Implementation planned for **Nov 2003**
JORDAN		F	F	F	F	F	F	N	N	F	
KUWAIT		F	F	F	F	F	F	N	F	F	
LEBANON		F	F	F	F	F	F	N	N	F	
OMAN		F	F	F	F	F	F	N	F	F	
QATAR		F	F	F	F	F	F	N	N	F	
SAUDI ARABIA		F	F	F	F	F	F	N	N	F	
SYRIA		N	F	P	P	P	P	N	N	N	Under Process
UNITED ARAB EMIRATES		F	F	F	F	F	F	F	F	F	
YEMEN		N	N	N	N	F	F	N	N	N	Not reported using uniform format
TOTAL (%)	**F**	***67***	***73***	***60***	***67***	***73***	***73***	***13***	***33***	***67***	
	P	***0***	***0***	***13***	***6***	***7***	***6***	***0***	***0***	***0***	
	N	***33***	***27***	***27***	***27***	***20***	***21***	***87***	***67***	***33***	

Legend: **F**: Fully implemented **P**: Partly implemented **N**: Not implemented

MIDANPIRG/8
Appendix 6O to the Report on Agenda Item 6

**COMMUNICATIONS, NAVIGATION, SURVEILLANCE/
AIR TRAFFIC MANAGEMENT/IMPLEMENTATION COORDINATION SUB-GROUP
CNS/ATM/IC SG)**

TERMS OF REFERENCE AND WORK PROGRAMME
(Revised September 2003)

TERMS OF REFERENCE

In accordance with the objectives and planning methodology developed for the evolutionary transition towards the progressive implementation of the global air traffic management systems, taking into consideration the new CNS technologies and the requirements and expectations of the ATM partners. The CNS/ATM/Implementation Coordination Sub-Group will:

1. Review and update, on a regular basis of the CNS/ATM Implementation Plan for the MID Region in the light of new developments.

2. Harmonize Plans of MID States and international organizations with that of the MID Region and the Global Plan for the evolutionary implementation of CNS/ATM within the MID Region.

3. Monitor the progress of updated studies, projects, trials and demonstrations by the MID Region States, and information available from other Regions.

4. Provide a forum for active exchange of information between States.

5. Identify deficiencies and constraints that would impede implementation of the CNS/ATM systems, and propose solutions that would facilitate the rectification of such problems.

WORK PROGRAMME

a) Review and identify intra and inter regional co-ordination issues and where appropriate recommend actions to address those issues.

b) Provide assistance in planning and implementation CNS/ATM elements to States in the MID Region.

c) Suggest ways and means for rectifying the problems as they arise related to the implementation of CNS/ATM systems.

d) Identify and co-ordinate CNS/ATM implementation priorities in the MID Region, and promote implementation activities in the field of CNS/ATM.

e) Identify CNS/ATM requirements for inclusion in the MID FASID in a progressive manner.

COMPOSITION

The Sub-Group will be composed of the 15 MID Region Provider States and IATA (observer).

MIDANPIRG/8
Appendix 6P to the Report on Agenda Item 6

MID REGION STATES CNS/ATM FOCAL POINTS

STATE/NAME	ADDRESS	TEL. NO.	FAX NO.	E-MAIL
AFGHANISTAN				
BAHRAIN Mr. Mohamed Ahmed Juman Director Air Navigation	Civil Aviation Affairs B.O. Box 586	973 321 116	973 321 992	mjuman@batelco.com.hh
EGYPT Mr. Mahmoud M. Al Shenabary Deputy Chairman	Cairo, A.R.E	6374471 Mobile: 0101306630	2675958	

STATE/NAME	ADDRESS	TEL. NO.	FAX NO.	E-MAIL
IRAN Mr. Mohamad Sadegh Dayjoori Director General of A.T.S.	Tehran Mehrabad International Airport P.O.Box 13445 – 1798 Tehran – ISLAMIC REPUBLIC OF IRAN	9821) 452 5493	(9821) 452 7194	dayjoori@cao.ir
Mr. Mehdi Ali Asgari Senior of Airworthiness Inspector & Deputy Safety Manager of RVSM	Tehran Mehrabad International Airport P.O.Box 13445 – 1798 Tehran – ISLAMIC REPUBLIC OF IRAN	(9821) 602 5107	(9821) 602 5066	m-aliasgari@cao.ir
Mr. Mohammad Bagher Hamidi Director General of Communication & Navigation	Tehran Mehrabad International Airport P.O.Box 13445 – 1798 Tehran – ISLAMIC REPUBLIC OF IRAN	(9821) 452 5576	(9821) 452 5578	hamidi-mb@cao.ir
IRAQ Mr. Fakhir F. Mohammed Director General for Civil Aviation Authority	Baghdad International Airoport Baghdad – Iraq	1914 3607793		

STATE/NAME	ADDRESS	TEL. NO.	FAX NO.	E-MAIL
ISRAEL Mr. Abraham Shai Director of Air Traffic Services, C.A.A.	Ben Gurion Int'l Airport P.O.Box 8 ISRAEL, 70100	(972-3) 977 4584	(972-3) 977 4595	shai-ats@zahav.net.il
JORDAN Mr. Majed Aqeel Director ATM	P.O. Box 7547 Amman, Jordan	4897729	4891266	majedaqeel@yahoo.com
Mr. Eisa Haddadin	P.O. Box 7545 Area Code 11110 Amman – Jordan	4885036	4885036	Communication@Jcaa.Gov.Jo
KUWAIT Eng. Fozan M. Al Fozan Deputy Director General of Civil Aviation for Navigational Equipment	P.O. 17 Safat, 13001 Kuwait	(965) 476 0421	(965) 431 9232	cvnedd@qualitynet.net

STATE/NAME	ADDRESS	TEL. NO.	FAX NO.	E-MAIL
LEBANON Mr. Khaled Chamieh Chief Air Navigation Department	Beirut Airport Air Navigation Department 3RD Floor Lebanon	961 1 628178	961 1 629023	chamiehk@beirutairport.gov.lb
OMAN Mr. Ali Humaid Ali Al-Adawi Director Air Navigation Services	P.O. Box 1 Post Code 111 Sultanate of Oman	968 519699	968 519930	Alialadawi@dgcam.com.om
QATAR Mr. Ibrahim A. Qader Senior Director Air Safety and Air Navigation (CAA)	P.O. Box 3000 Qatar	+ 974 4365502	+ 974 4429070	caasafety@qatar.net.qa

STATE/NAME	ADDRESS	TEL. NO.	FAX NO.	E-MAIL
SAUDI ARABIA Mr. Mohamed Omar Al Alawi Director of Air Traffic Services	Presidency of Civil Aviation P.O. Box 292 Jeddah 21421 Saudi Arabia	6401005	6403876	Alalawi_m@yahoo.com
SYRIA Mr. Nizar Al Khatib Directorate of ATM	Directorate General of Civil Aviation 1, Sahet Al-Najmeh P.O. Box 6257 Damascus-Syria	963 11 3315546	963 11 232201-3315546	dgca@net.sy
U.A.E Mr. Riis Johansen Director Air Navigation Services	GCAA P.O. Box 6558 Abu Dhabi United Arab Emirates	9712 4054216	9712 4054316	atmuae@emirates.net.ae
YEMEN				

.

CNS/ATM IMPLEMENATION PLAN

UPDATED TIMELINES

TIMELINES:

Global

Regional

National

Table 7-1

MIDDLE EAST — AIR TRAFFIC MANAGEMENT SYSTEM IMPLEMENTATION

			1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
RTSP	Development of SARPs	Global ATM																	
		Functional integration of flight operations/ATM																	
		ATM requirements for CNS																	
		Separation between aircraft																	
		AIDC																	
		ATFM procedures and systems																	
Aircraft Equipage/ Flight Operations		RNP certification/approval																	
Implementation and Operational Use																			
Regional ATM Operational Concept																			
Global	Determination of major traffic flows																		
Region																			
Global	Identification of ATM objectives based on these traffic flows																		
Region																			
Global	Development of regional strategic airspace CNS infrastructure plan based on ATM																		
Region	requirements																		
Airspace Management																			
Global	Optimized sectorization																		
Region																			
States	Afghanistan																		
	Bahrain																		
	Egypt																		
	Iran, Islamic Rep. of																		
	Iraq																		
	Israel	TBD																	
	Jordan																		
	Kuwait																		
	Lebanon																		
	Oman																		
	Qatar	N/A																	
	Saudi Arabia																		
	Syrian Arab Republic																		
	United Arab Emirates																		
	Yemen																		
Global	Fixed RNAV ATS routes																		
Region																			

MIDDLE EAST — AIR TRAFFIC MANAGEMENT SYSTEM IMPLEMENTATION

		1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Contingency RNAV routes																	
Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt	TBD																
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel	NO																
	Jordan	N/A																
	Kuwait	TBD																
	Lebanon	NO																
	Oman	NO																
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates	NO																
	Yemen																	
Global	Random RNAV routes																	
Region																		
States	Afghanistan																	
	Bahrain	TBD																
	Egypt	TBD																
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel	TBD																
	Jordan	N/A																
	Kuwait	TBD																
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen	TBD																
Global	Airspace desegregation/flexible use of airspace																	
Region																		
States	Afghanistan																	
	Bahrain																	

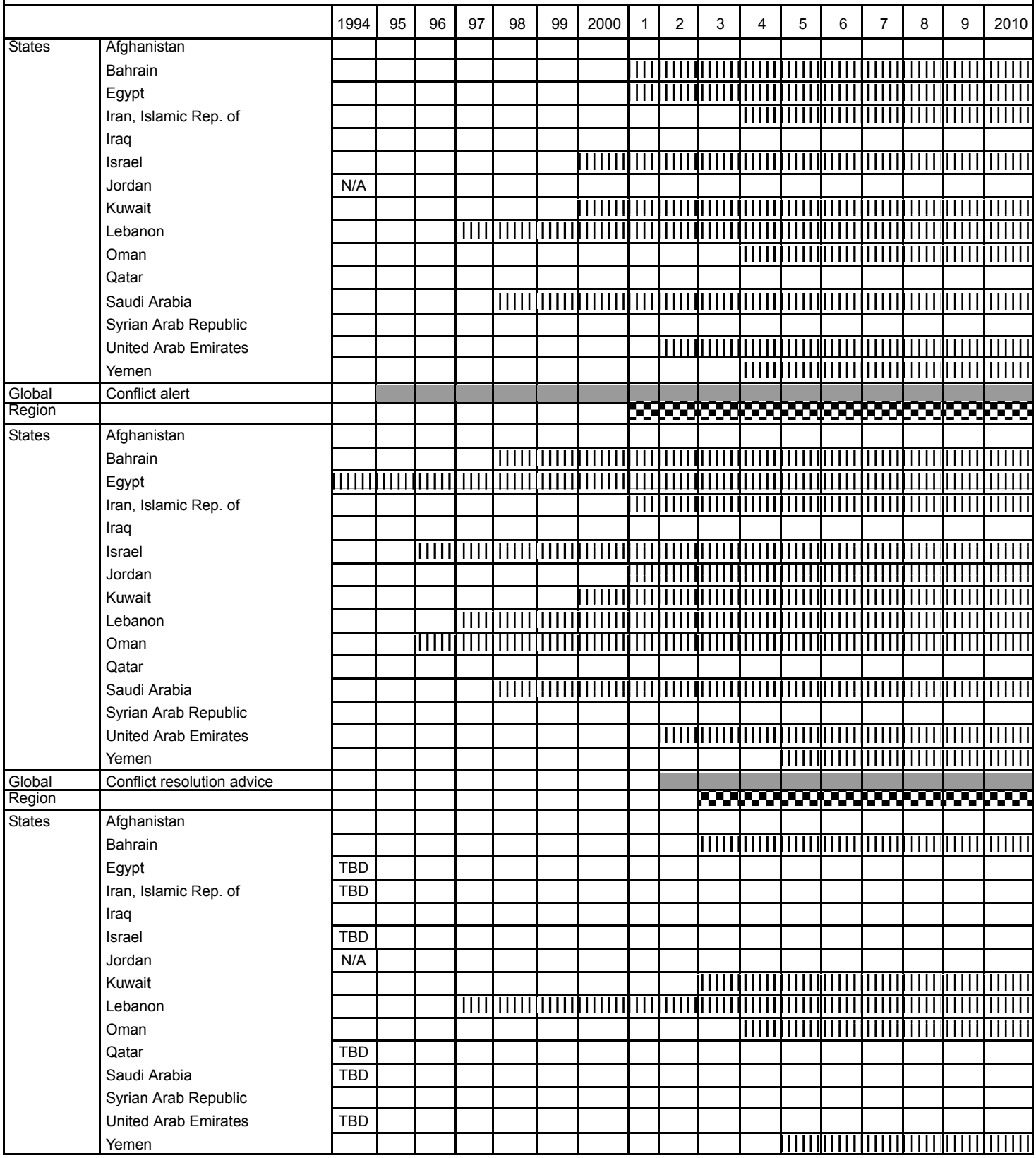
MIDDLE EAST — AIR TRAFFIC MANAGEMENT SYSTEM IMPLEMENTATION

		1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel	TBD																
	Jordan	N/A																
	Kuwait	TBD																
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	UAE	TBD																
	Yemen																	
Global	Application of RNP																	
Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Application of RCP																	
Region		TBD																
States	Afghanistan																	
	Bahrain																	
	Egypt	TBD																
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel	TBD																
	Jordan	N/A																
	Kuwait																	
	Lebanon	TBD																
	Oman	TBD																
	Qatar																	
	Saudi Arabia	TBD																
	Syrian Arab Republic																	
	United Arab Emirates	TBD																
	Yemen																	
Global	Application of RSP																	
Region		TBD																
States	Afghanistan																	
	Bahrain																	
	Egypt	TBD																
	Iran, Islamic Rep. of	TBD																

MIDDLE EAST — AIR TRAFFIC MANAGEMENT SYSTEM IMPLEMENTATION

		1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
	Iraq																	
	Israel	TBD																
	Jordan	N/A																
	Kuwait																	
	Lebanon	TBD																
	Oman	TBD																
	Qatar																	
	Saudi Arabia	TBD																
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Air Traffic Services																		
Global	Trajectory conformance																	
Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel	TBD																
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar	N /A																
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen	TB D																
Global	Minimum safe altitude warning																	
Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Conflict prediction																	
Region																		

MIDDLE EAST — AIR TRAFFIC MANAGEMENT SYSTEM IMPLEMENTATION



MIDDLE EAST — AIR TRAFFIC MANAGEMENT SYSTEM IMPLEMENTATION

		1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
Global	Functional integration of ground systems with airborne systems																	
Region		TBD																
States	Afghanistan																	
	Bahrain	TBD																
	Egypt	TBD																
	Iran, Islamic Rep. of	TBD																
	Iraq																	
	Israel	TBD																
	Jordan	N/A																
	Kuwait	TBD																
	Lebanon	TBD																
	Oman	TBD																
	Qatar																	
	Saudi Arabia	TBD																
	Syrian Arab Republic																	
	United Arab Emirates	TBD																
	Yemen																	
Global	Dynamic accommodation of user-preferred flight profiles																	
Region		TBD																
States	Afghanistan																	
	Bahrain	TBD																
	Egypt	TBD																
	Iran, Islamic Rep. of	TBD																
	Iraq																	
	Israel	TBD																
	Jordan	N/A																
	Kuwait	TBD																
	Lebanon	TBD																
	Oman	TBD																
	Qatar																	
	Saudi Arabia	TBD																
	Syrian Arab Republic																	
	United Arab Emirates	TBD																
	Yemen																	
Global	Reduced vertical separation																	
Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	

MIDDLE EAST — AIR TRAFFIC MANAGEMENT SYSTEM IMPLEMENTATION

		1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
	United Arab Emirates																	
	Yemen																	
Global	Reduced longitudinal separation (Procedural)																	
Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt	TBD																
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Reduced lateral separation (Procedural)																	
Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt	TBD																
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan	N/A																
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen	TBD																
Global	Independent IFR approaches to closely-spaced runways																	
Region																		
States	Afghanistan																	
	Bahrain	N/A																
	Egypt	TBD																
	Iran, Islamic Rep. of	TBD																
	Iraq																	
	Israel	TBD																
	Jordan	N/A																
	Kuwait																	
	Lebanon	N/A																
	Oman	N/A																
	Qatar	N/A																
	Saudi Arabia																	

MIDDLE EAST — AIR TRAFFIC MANAGEMENT SYSTEM IMPLEMENTATION

		1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
	Syrian Arab Republic																	
	United Arab Emirates	N/A																
	Yemen	NO																
Global	RNAV SIDs and STARs																	
Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt	TBD																
	Iran, Islamic Rep. of	TBD																
	Iraq																	
	Israel	TBD																
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Curved and segmented																	
Region		TBD																
States	Afghanistan																	
	Bahrain	TBD																
	Egypt	TBD																
	Iran, Islamic Rep. of	TBD																
	Iraq	TBD																
	Israel	TBD																
	Jordan	N/A																
	Kuwait	TBD																
	Lebanon	TBD																
	Oman																	
	Qatar	TBD																
	Saudi Arabia	TBD																
	Syrian Arab Republic	TBD																
	United Arab Emirates	N/A																
	Yemen	TBD																
Global	Arrival metering, sequencing and spacing																	
Region																		
States	Afghanistan																	
	Bahrain	TBD																
	Egypt																	
	Iran, Islamic Rep. of	TBD																
	Iraq																	
	Israel	TBD																
	Jordan	N/A																
	Kuwait	TBD																
	Lebanon	N/A																
	Oman	TBD																
	Qatar																	

MIDDLE EAST — AIR TRAFFIC MANAGEMENT SYSTEM IMPLEMENTATION

		1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen	TBD																
Global	A-SMGCS																	
Region		TBD																
States	Afghanistan																	
	Bahrain	TBD																
	Egypt	TBD																
	Iran, Islamic Rep. of	TBD																
	Iraq																	
	Israel	TBD																
	Jordan	N/A																
	Kuwait	TBD																
	Lebanon	N/A																
	Oman	N/A																
	Qatar																	
	Saudi Arabia	TBD																
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen	TBD																
Global	ATS inter-facility data communications (AIDC)																	
Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt	TBD																
	Iran, Islamic Rep of	TBD																
	Iraq																	
	Israel	TBD																
	Jordan																	
	Kuwait	TBD																
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Data link application for ATIS, AIS, PDC and others																	
Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel	TBD																
	Jordan																	
	Kuwait																	
	Lebanon	TBD																
	Oman																	
	Qatar	N/A																

MIDDLE EAST — AIR TRAFFIC MANAGEMENT SYSTEM IMPLEMENTATION

		1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen	TBD																
Air Traffic Flow Management																		
Global	Centralized ATFM																	
Region		TBD																
States	Afghanistan																	
	Bahrain	TBD																
	Egypt	TBD																
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel	TBD																
	Jordan	N/A																
	Kuwait	TBD																
	Lebanon	TBD																
	Oman	TBD																
	Qatar																	
	Saudi Arabia	TBD																
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Inter-regional co-operative ATFM																	
Region		TBD																
States	Afghanistan																	
	Bahrain	TBD																
	Egypt	TBD																
	Iran, Islamic Rep. of	TBD																
	Iraq																	
	Israel	TBD																
	Jordan	N/A																
	Kuwait	TBD																
	Lebanon																	
	Oman	TBD																
	Qatar																	
	Saudi Arabia	TBD																
	Syrian Arab Republic																	
	United Arab Emirates	TBD																
	Yemen																	
Global	Establishment of ATFM data																	
Region	bases	TBD																
States	Afghanistan																	
	Bahrain	TBD																
	Egypt	TBD																
	Iran, Islamic Rep. of	TBD																
	Iraq																	
	Israel	TBD																
	Jordan	N/A																

MIDDLE EAST — AIR TRAFFIC MANAGEMENT SYSTEM IMPLEMENTATION

		1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
	Kuwait	TBD																
	Lebanon	TBD																
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen	TBD																
Global	Application of strategic ATFM planning																	
Region		TBD																
States	Afghanistan																	
	Bahrain	TBD																
	Egypt	TBD																
	Iran, Islamic Rep. of	TBD																
	Iraq																	
	Israel	TBD																
	Jordan	N/A																
	Kuwait	TBD																
	Lebanon	TBD																
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates	TBD																
	Yemen	TBD																
Global	Application of pre-tactical ATFM planning																	
Region		TBD																
States	Afghanistan																	
	Bahrain																	
	Egypt	TBD																
	Iran, Islamic Rep. of	TBD																
	Iraq																	
	Israel	TBD																
	Jordan	N/A																
	Kuwait	TBD																
	Lebanon	TBD																
	Oman																	
	Qatar																	
	Saudi Arabia	TBD																
	Syrian Arab Republic																	
	United Arab Emirates	TBD																
	Yemen	TBD																
Global	Application of tactical ATFM planning																	
Region		TBD																

MIDDLE EAST — AIR TRAFFIC MANAGEMENT SYSTEM IMPLEMENTATION

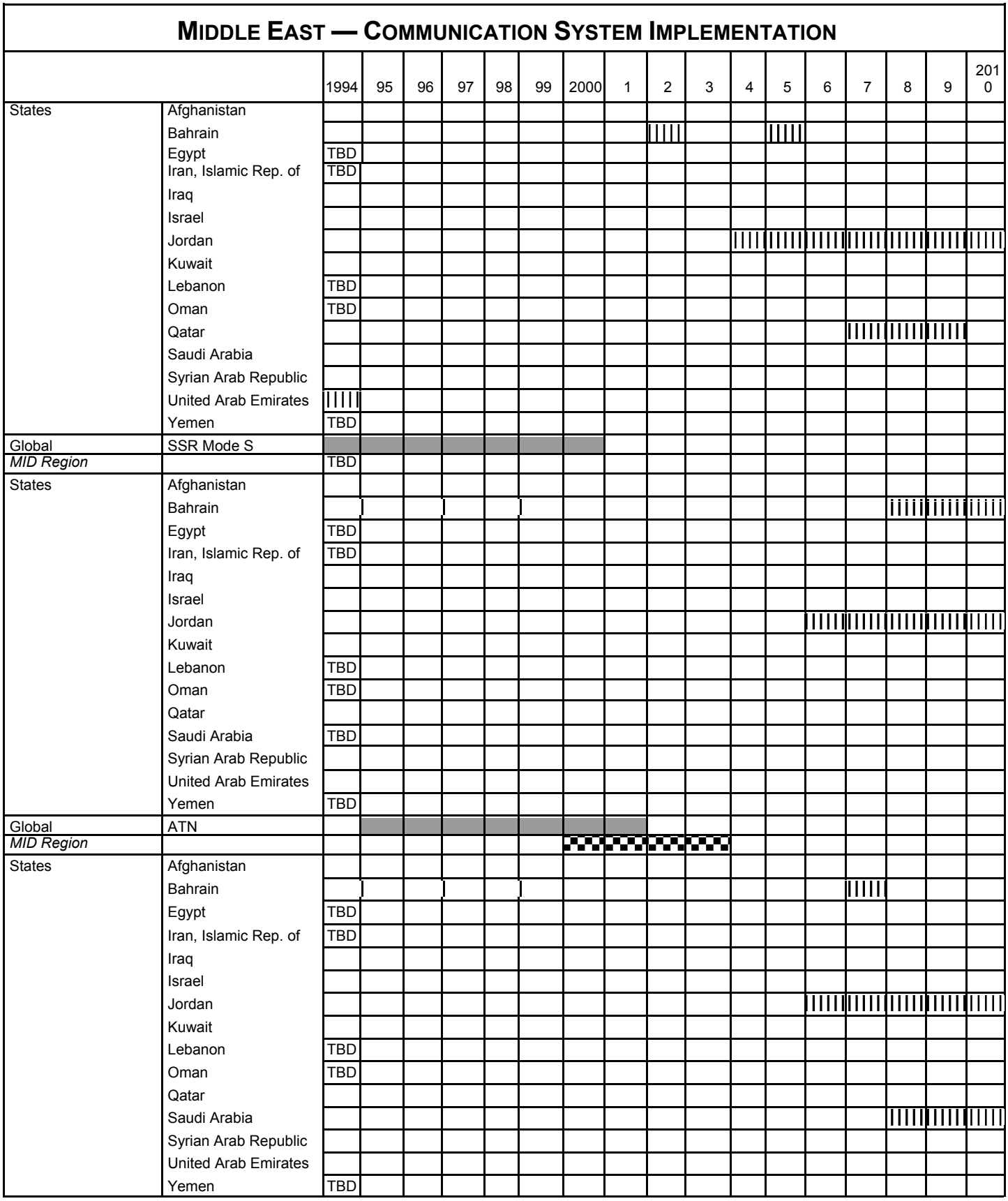
		1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
States	Afghanistan																	
	Bahrain																	
	Egypt	TBD																
	Iran, Islamic Rep. of	TBD																
	Iraq																	
	Israel	TBD																
	Jordan	N/A																
	Kuwait	TBD																
	Lebanon	TBD																
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen	TBD																

Table 8- 1

MIDDLE EAST — COMMUNICATION SYSTEM IMPLEMENTATION

			1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
RCP	Development of SARPs	AMSS																	
		HF data																	
		VHF data																	
		SSR Mode S																	
		ATN																	
	Aircraft Equipage	AMSS																	
		HF data																	
		VHF data																	
		SSR Mode S																	
		ATN																	
		FANS 1 (or equivalent)																	
Trials & Demonstrations																			
Global		AMSS																	
MID Region			TBD																
States		Afghanistan																	
		Bahrain	TBD																
		Egypt	TBD																
		Iran, Islamic Rep. of	TBD																
		Iraq																	
		Israel																	
		Jordan	N/A																
		Kuwait																	
		Lebanon	TBD																
		Oman																	
		Qatar																	
		Saudi Arabia	TBD																
		Syrian Arab Republic																	
		United Arab Emirates	N/A																
		Yemen	N/A																
Global		HF data																	
MID Region			TBD																
States		Afghanistan																	
		Bahrain	TBD																
		Egypt	N/A																
		Iran, Islamic Rep. of	TBD																
		Iraq																	
		Israel																	
		Jordan	N/A																
		Kuwait																	
		Lebanon	N/A																
		Oman	N/A																
		Qatar																	
		Saudi Arabia	TBD																
		Syrian Arab Republic																	
		United Arab Emirates	N/A																
		Yemen	TBD																
Global		VHF data																	
MID Region																			

MIDDLE EAST — COMMUNICATION SYSTEM IMPLEMENTATION



MIDDLE EAST — COMMUNICATION SYSTEM IMPLEMENTATION

		1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
Implementation and operational use																		
Global	AMSS																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt	TBD																
	Iran, Islamic Rep. of	TBD																
	Iraq																	
	Israel																	
	Jordan	N/A																
	Kuwait	TBD																
	Lebanon	TBD																
	Oman	TBD																
	Qatar																	
	Saudi Arabia	TBD																
	Syrian Arab Republic																	
	United Arab Emirates	N/A																
	Yemen	TBD																
Global	HF data																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt	TBD																
	Iran, Islamic Rep. of	TBD																
	Iraq																	
	Israel																	
	Jordan	N/A																
	Kuwait																	
	Lebanon	TBD																
	Oman	N/A																
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates	N/A																
	Yemen	TBD																
Global	VHF data																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman	TBD																
	Qatar																	

MIDDLE EAST — COMMUNICATION SYSTEM IMPLEMENTATION

		1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	SSR Mode S																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of	TBD																
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait	TBD																
	Lebanon	TBD																
	Oman	TBD																
	Qatar																	
	Saudi Arabia	TBD																
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen	TBD																
Global	ATN																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait	TBD																
	Lebanon	TBD																
	Oman	TBD																
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
MID Region	Ground eq. FANS 1/A																	
States	Afghanistan																	
	Bahrain	TBD																
	Egypt	TBD																
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan	N/A																
	Kuwait	TBD																

MIDDLE EAST — COMMUNICATION SYSTEM IMPLEMENTATION

		1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
	Lebanon	TBD																
	Oman	TBD																
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen	TBD																

Table 9-1

MIDDLE EAST — NAVIGATION SYSTEM IMPLEMENTATION

			1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
GNSS	Development of SARPs	GNSS performance criteria to support operational requirements																	
		Development of GNSS																	
		Use of GNSS with																	
		Long-term satellite																	
RNP	Development of SARPs	En-route																	
		Terminal/NPA																	
		Precision approach																	
Space Segment Availability		GPS																	
		GLONASS																	
		GEO satellite overlay																	
Satellite-Based Augmentation System		US WAAS																	
		Europe EGNOS																	
		Japan MSAS																	
Aircraft Equipage		GNSS avionics																	
Trials & Demonstrations																			
GNSS	Global	GNSS + ABAS																	
	MID Region		TBD																
	States	Afghanistan																	
		Bahrain	TBD																
		Egypt	TBD																
		Iran, Islamic Rep. of																	
		Iraq																	
		Israel	TBD																
		Jordan	N/A																
		Kuwait																	
		Lebanon	TBD																
		Oman	TBD																
		Qatar																	
		Saudi Arabia	TBD																
		Syrian Arab Republic																	
		United Arab Emirates	N/A																
		Yemen	TBD																
	Global	GNSS + ABAS + SBAS																	
	MID Region		TBD																
	States	Afghanistan																	
		Bahrain	TBD																
		Egypt	TBD																
		Iran, Islamic Rep. of	TBD																

MIDDLE EAST — NAVIGATION SYSTEM IMPLEMENTATION

			1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
GNSS		Iraq																	
		Israel	TBD																
		Jordan	N/A																
		Kuwait																	
		Lebanon	TBD																
		Oman	TBD																
		Qatar																	
		Saudi Arabia	TBD																
		Syrian Arab Republic																	
		United Arab Emirates	NO																
		Yemen	TBD																
	Global	GNSS + ABAS + GBAS																	
	MID Region		TBD																
	States	Afghanistan																	
		Bahrain	TBD																
		Egypt	TBD																
		Iran, Islamic Rep. of	TBD																
		Iraq																	
		Israel	TBD																
		Jordan	N/A																
		Kuwait																	
		Lebanon	TBD																
		Oman	TBD																
		Qatar																	
		Saudi Arabia	TBD																
		Syrian Arab Republic																	
		United Arab Emirates																	
		Yemen	TBD																
	Implementation and operational use																		
	Global	WGS-84																	
	MID Region																		
	States	Afghanistan																	
		Bahrain																	
		Egypt																	
		Iran, Islamic Rep. of																	
		Iraq																	
		Israel																	
		Jordan																	
		Kuwait																	
		Lebanon																	
		Oman																	
		Qatar																	
		Saudi Arabia																	
		Syrian Arab Republic																	
		United Arab Emirates																	
		Yemen																	

MIDDLE EAST — NAVIGATION SYSTEM IMPLEMENTATION

		1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
Global	En-route *[1]																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan	NA																
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Terminal/NPA *[2]																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt	TBD																
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel	TBD																
	Jordan	NA																
	Kuwait	TBD																
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Precision approach																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt	TBD																
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel	TBD																

* 1 Note: Use of GNSS for En-route will initially be as supplemental Means.

[2] Note: Use of GNSS for Terminal /NPA will initially be as supplemental Means.
Primary and Sole Means TBD

MIDDLE EAST — NAVIGATION SYSTEM IMPLEMENTATION

	1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
Jordan	NA																
Kuwait	TBD																
Lebanon																	
Oman	TBD																
Qatar																	
Saudi Arabia																	
Syrian Arab Republic																	
United Arab Emirates																	
Yemen	TBD																

Table 10-1

MIDDLE EAST — SURVEILLANCE SYSTEM IMPLEMENTATION

		1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
RSP	Development of SARPs	ADS																
		ADS–B	TBD															
		SSR Mode S																
Aircraft Equipage		ADS																
		ADS–B	TBD															
		SSR Mode S																
		Interim ADS (FANS 1/A)																
Trials & Demonstrations																		
Global	ADS																	
MID Region																		
States	Afghanistan																	
	Bahrain	TBD																
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel	N/A																
	Jordan	N/A																
	Kuwait																	
	Lebanon	TBD																
	Oman	N/A																
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates	N/A																
	Yemen	TBD																
Global	ADS-B																	
MID Region		TBD																
States	Afghanistan																	
	Bahrain	TBD																
	Egypt	N/A																
	Iran, Islamic Rep. of	TBD																
	Iraq																	
	Israel	N/A																
	Jordan	N/A																
	Kuwait																	
	Lebanon	TBD																
	Oman	N/A																
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates	N/A																
	Yemen	TBD																
Global	SSR Mode S																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt	TBD																
	Iran, Islamic Rep. of	TBD																
	Iraq																	

MIDDLE EAST — SURVEILLANCE SYSTEM IMPLEMENTATION

		1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
	Israel	TBD																
	Jordan																	
	Kuwait																	
	Lebanon	TBD																
	Oman	TBD																
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates	N/A																
	Yemen	TBD																
Implementation and operational use																		
Global	ADS																	
MID Region																		
States	Afghanistan																	
	Bahrain	TBD																
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel	N/A																
	Jordan	N/A																
	Kuwait																	
	Lebanon	TBD																
	Oman	N/A																
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates	N/A																
	Yemen	TBD																
Global	ADS–B																	
MID Region		TBD																
States	Afghanistan																	
	Bahrain	TBD																
	Egypt																	
	Iran, Islamic Rep. of	TBD																
	Iraq																	
	Israel	N/A																
	Jordan	N/A																
	Kuwait	TBD																
	Lebanon	TBD																
	Oman	N/A																
	Qatar																	
	Saudi Arabia	TBD																
	Syrian Arab Republic																	
	United Arab Emirates	TBD																
	Yemen	TBD																
Global	SSR Mode S																	
MID Region																		
States	Afghanistan																	
	Bahrain																	

MIDDLE EAST — SURVEILLANCE SYSTEM IMPLEMENTATION

		1994	95	96	97	98	99	2000	1	2	3	4	5	6	7	8	9	2010
	Egypt	TBD																
	Iran, Islamic Rep. of	TBD																
	Iraq																	
	Israel	TBD																
	Jordan																	
	Kuwait																	
	Lebanon	TBD																
	Oman	TBD																
	Qatar																	
	Saudi Arabia	TBD																
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen	TBD																
MID Region	Interim ADS (FANS 1/A)																	
States	Afghanistan																	
	Bahrain	TBD																
	Egypt	TBD																
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel	N/A																
	Jordan	N/A																
	Kuwait																	
	Lebanon	TBD																
	Oman	TBD																
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates	N/A																
	Yemen	TBD																

Table 11-1. Homogeneous ATM Areas and Major Traffic flows
Middle East Region

Area of routing (AR)	*Traffic flow*	*FIRs involved*	*Type of area covered*	*Remarks*
AR–1	Asia and Europe, Asia and the Middle East, Europe and the Middle East, via the northern Arabian Peninsula and Eastern Mediterranean.	Amman, Baghdad, Bahrain, Beirut, Cairo, Damascus, Emirates, Jeddah, Kuwait, Muscat, Tel Aviv	Continental high density	Mainly intra-regional and MID to/from ASIA and EUR . Some overflying EUR/ASIA traffic.
AR-2	Egypt and the southern Arabian Peninsula to/from Europe, Africa and Asia.	Cairo, Bahrain, Emirates, Jeddah, Muscat, Sana'a	Remote Continental and Oceanic low density (but seasonally high density)	Mainly landing and departing the MID region. Some EUR/AFI traffic. Seasonal pilgrim flights to and from Africa, Central, South and South-East Asia
AR–3	Asia and Europe, Asia and the Middle East, Europe and the Middle East, north of the Gulf.	Teheran, Kabul	Continental high density	Major flow ASIA/EUR.

i. Transition planning must also take into account the present operating fleet and the re-equipment plans of airlines operating within the MID Region.

ii. It is important that as CNS/ATM systems are progressively introduced, the ATM procedures should provide positive benefits for those operators who equip with the new technology.

iii. Volume I Chapter 4 of the Global Plan contains detailed information on the specific transition issues apply to ATM. A copy of this is reproduced at **Appendix 7-A** to chapter 7.

iv. The requirements for the introduction on RNP/RNAV and associated reductions in separation are specified in the *Middle East Implementation Plan for the Introduction of RNP/RNAV.* A copy is attached as **Appendix 7-B** to chapter 7.

Table 11-2

MID REGION ! ATM ENHANCEMENTS BY MAJOR TRAFFIC FLOWS

AREA OF ROUTING	ATM OBJECTIVE/ STATES' IMPLEMENTATION		95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10
AR-1 (Northern Arabian Peninsula, Near East and Northern Egypt)	Region	Longitudinal separation reduction to 80 NM RNAV																
	States	Bahrain																
		Egypt																
		Iraq																
		Israel																
		Jordan																
		Kuwait																
		Lebanon																
		Oman																
		Qatar	N /	A														
		Saudi Arabia																
		Syrian Arab Republic																
		United Arab Emirates	N /	A														
	Region	Longitudinal separation reduction to 50 NM/RNAV procedures (RNP 10)																
	States	Bahrain																
		Egypt	N/	A														
		Iraq																
		Israel																
		Jordan	T	B	D													
		Kuwait																
		Lebanon	N /	A														
		Oman	N /	A														
		Qatar	N /	A														
		Saudi Arabia	N /	A														
		Syrian Arab Republic																
		United Arab Emirates	N /	A														
	Region	Longitudinal separation reduction to 30 NM (RNP 5)[1]																
	States	Bahrain																
		Egypt																
		Iraq																
		Israel																
		Jordan	T	B	D													
		Kuwait																
		Lebanon																
		Oman	N /	A														
		Qatar	N /	A														
		Saudi Arabia	T	B	D													
		Syrian Arab Republic																
		United Arab Emirates	N /	A														
	Region	Lateral Separation Reduction to 18 NM (RNP 5)																

[1] SARPS not yet completed

MID REGION ! ATM ENHANCEMENTS BY MAJOR TRAFFIC FLOWS

AREA OF ROUTING	ATM OBJECTIVE/ STATES' IMPLEMENTATION		95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10
	States	Bahrain																
		Egypt																
		Iraq																
		Israel																
		Jordan	T	B	D													
		Kuwait																
		Lebanon																
		Oman	N/	A														
		Qatar																
		Saudi Arabia																
		Syrian Arab Republic																
		United Arab Emirates																
	Region	Introduce RVSM to 1 000 ft above FL 290																
	States	Bahrain																
		Egypt																
		Iraq																
		Israel																
		Jordan																
		Kuwait																
		Lebanon																
		Oman																
		Qatar																
		Saudi Arabia																
		Syrian Arab Republic																
		United Arab Emirates																
AR-2 (Southern Arabian Peninsula and Southern Egypt)	Region	Longitudinal separation reduction to 10 min /80 NM RNAV																
	States	Bahrain																
		Egypt																
		Oman																
		Saudi Arabia																
		United Arab Emirates	N /	A														
		Yemen																
	Region	Longitudinal separation reduction to 50 NM/RNAV procedures (RNP 10)																
	States	Bahrain																
		Egypt	N/	A														
		Oman	N /	A														
		Saudi Arabia																
		United Arab Emirates	N /	A														
		Yemen																
	Region	Longitudinal separation reduction to 30 NM (RNP 5)[1]																
	States	Bahrain																
		Egypt	N/	A														
		Oman	N /	A														
		Saudi Arabia																

[1] SARPS not yet completed

MID REGION ! ATM ENHANCEMENTS BY MAJOR TRAFFIC FLOWS

AREA OF ROUTING	ATM OBJECTIVE/ STATES' IMPLEMENTATION		95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10
		United Arab Emirates	N /	A														
		Yemen	T	B	D													
	Region	Lateral Separation Reduction to 18 NM (RNP 5)																
	States	Bahrain																
		Egypt																
		Oman	N/	A														
		Saudi Arabia																
		Syrian Arab Republic																
		United Arab Emirates																
		Yemen																
	Region	Introduce RVSM to 1 000 ft above FL 290																
	States	Bahrain																
		Egypt																
		Oman																
		Saudi Arabia																
		United Arab Emirates																
		Yemen																
AR-3 (Iran/Afghanistan)	Region	Longitudinal separation reduction to 10 min /80 NM RNAV																
	States	Afghanistan																
		Iran, Islamic Republic of																
	Region	Longitudinal separation reduction to 50 NM/RNAV procedures (RNP 10)																
	States	Afghanistan																
		Iran, Islamic Republic of																
	Region	Longitudinal separation reduction to 30 NM (RNP 5)[1]																
	States	Afghanistan																
		Iran, Islamic Republic of																
	Region	Lateral Separation Reduction to 18 NM (RNP 5)																
	States	Afghanistan																
		Iran, Islamic Republic of																
	Region	Introduce RVSM to 1 000 ft above FL 290																
	States	Afghanistan																
		Iran, Islamic Republic of																

[1] SARPS not yet completed

Table 11-3

MID REGION ! ATM REQUIREMENTS FOR COMMUNICATIONS BY MAJOR TRAFFIC FLOWS

AREA OF ROUTING	SYSTEM COMPONENT/ STATES' IMPLEMENTATION		95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10
AR-1 (Northern Arabian Peninsula, Near East and Northern Egypt)	Region	Continuous coverage of VHF voice																
	States	Bahrain																
		Egypt																
		Iraq																
		Israel																
		Jordan																
		Kuwait																
		Lebanon																
		Oman																
		Qatar																
		Saudi Arabia																
		Syrian Arab Republic																
		United Arab Emirates																
	Region	CPDLC																
	States	Bahrain																
		Egypt																
		Iraq																
		Israel																
		Jordan																
		Kuwait	T	B	D													
		Lebanon	T	B	D													
		Oman	T	B	D													
		Qatar	N/	A														
		Saudi Arabia																
		Syrian Arab Republic																
		United Arab Emirates																
	Region	AMHS																
	States	Bahrain																
		Egypt	T	B	D													
		Iraq																
		Israel																
		Jordan																
		Kuwait	T	B	D													
		Lebanon	T	B	D													
		Oman																
		Qatar	N/	A														
		Saudi Arabia																
		Syrian Arab Republic																
		United Arab Emirates																

MID REGION ! ATM REQUIREMENTS FOR COMMUNICATIONS BY MAJOR TRAFFIC FLOWS

AREA OF ROUTING	SYSTEM COMPONENT/ STATES' IMPLEMENTATION		95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10
AR-1 (Northern Arabian Peninsula, Near East and Northern Egypt)	Region	AIDC																
	States	Bahrain																
		Egypt	T	B	D													
		Iraq																
		Israel																
		Jordan																
		Kuwait	T	B	D													
		Lebanon	T	B	D													
		Oman																
		Qatar	N/	A														
		Saudi Arabia																
		Syrian Arab Republic																
		United Arab Emirates																
AR-2 (Southern Arabian Peninsula, and Southern Egypt)	Region	Continuous coverage of VHF voice *	Not Feasible															
	States	Bahrain																
		Egypt																
		Oman																
		Saudi Arabia																
		United Arab Emirates																
		Yemen																
	Region	CPDLC																
	States	Bahrain																
		Egypt																
		Oman	T	B	D													
		Saudi Arabia																
		United Arab Emirates																
		Yemen																
	Region	AMHS																
	States	Bahrain																
		Egypt	T	B	D													
		Oman																
		Saudi Arabia																
		United Arab Emirates																
		Yemen	T	B	D													
	Region	AIDC																
	States	Bahrain																
		Egypt	T	B	D													
		Oman																
		Saudi Arabia																
		United Arab Emirates																
		Yemen	T	B	D													

* Coverage not possible in oceanic and remote parts of AR-2

MID REGION ! ATM REQUIREMENTS FOR COMMUNICATIONS BY MAJOR TRAFFIC FLOWS

AREA OF ROUTING	SYSTEM COMPONENT/ STATES' IMPLEMENTATION		95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10
AR-3 (Iran/Afghanistan)	Region	Continuous coverage of VHF voice																
	States	Afghanistan																
		Iran, Islamic Republic of																
	Region	CPDLC**																
	States	Afghanistan																
		Iran, Islamic Republic of																
	Region	AMHS																
	States	Afghanistan																
		Iran, Islamic Republic of	T	B	D													
	Region	AIDC																
	States	Afghanistan																
		Iran, Islamic Republic of	T	B	D													

** FANS 1/A CPDLC

Table 11- 4

MID REGION ! ATM REQUIREMENTS FOR NAVIGATION BY MAJOR TRAFFIC FLOWS

AREA OF ROUTING	SYSTEM COMPONENT/ STATES' IMPLEMENTATION		95	96	97	98	99	00	1	2	3	4	5	6	7	8	9	10
AR-1 (Northern Arabian Peninsula, Near East and Northern Egypt)	Region	WGS–84																
	States	Bahrain																
		Egypt																
		Iraq																
		Israel																
		Jordan																
		Kuwait																
		Lebanon																
		Oman																
		Qatar																
		Saudi Arabia																
		Syrian Arab Republic																
		United Arab Emirates																
	Region	RNP 10																
	States	Bahrain																
		Egypt	N/	A														
		Iraq																
		Israel																
		Jordan	N/	A														
		Kuwait																
		Lebanon	N/	A														
		Oman	N/	A														
		Qatar	N /	A														
		Saudi Arabia	N/	A														
		Syrian Arab Republic																
		United Arab Emirates																
	Region	RNP 5																
	States	Bahrain																
		Egypt																
		Iraq																
		Israel																
		Jordan																
		Kuwait																
		Lebanon																
		Oman																
		Qatar	T	B	D													
		Saudi Arabia																
		Syrian Arab Republic																
		United Arab Emirates																

MID REGION ! ATM REQUIREMENTS FOR NAVIGATION BY MAJOR TRAFFIC FLOWS

AREA OF ROUTING	SYSTEM COMPONENT/ STATES' IMPLEMENTATION		95	96	97	98	99	00	1	2	3	4	5	6	7	8	9	10
AR-1 (Northern Arabian Peninsula, Near East and Northern Egypt)	Region	RNP 1	T	B	D													
	States	Bahrain	T	B	D													
		Egypt	T	B	D													
		Iraq																
		Israel																
		Jordan	T	B	D													
		Kuwait																
		Lebanon	T	B	D													
		Oman	T	B	D													
		Qatar	N/	A														
		Saudi Arabia																
		Syrian Arab Republic																
		United Arab Emirates	T	B	D													
AR-2 (Southern Arabian Peninsula, and Southern Egypt)	Region	WGS–84																
	States	Bahrain																
		Egypt																
		Oman																
		Saudi Arabia																
		United Arab Emirates																
		Yemen																
	Region	RNP 10																
	States	Bahrain	T	B	D													
		Egypt	N/	A														
		Oman	N/	A														
		Saudi Arabia	N/	A														
		United Arab Emirates	N/	A														
		Yemen																
	Region	RNP 5																
	States	Bahrain																
		Egypt																
		Oman																
		Saudi Arabia																
		United Arab Emirates																
		Yemen																
	Region	RNP 1	T	B	D													
	States	Bahrain	T	B	D													
		Egypt	T	B	D													
		Oman	T	B	D													
		Saudi Arabia																
		United Arab Emirates	T	B	D													
		Yemen																

MID REGION ! ATM REQUIREMENTS FOR NAVIGATION BY MAJOR TRAFFIC FLOWS

AREA OF ROUTING	SYSTEM COMPONENT/ STATES' IMPLEMENTATION		95	96	97	98	99	00	1	2	3	4	5	6	7	8	9	10
AR-3 (Iran/Afghanistan)	Region	WGS–84																
	States	Afghanistan																
		Iran, Islamic Republic of																
	Region	RNP 10																
	States	Afghanistan																
		Iran, Islamic Republic of																
	Region	RNP 5																
	States	Afghanistan																
		Iran, Islamic Republic of																
	Region	RNP 1	T	B	D													
	States	Afghanistan																
		Iran, Islamic Republic of	T	B	D													

Table 11- 5

MID REGION ! ATM REQUIREMENTS FOR SURVEILLANCE BY MAJOR TRAFFIC FLOWS

AREA OF ROUTING	SYSTEM COMPONENT/ STATES' IMPLEMENTATION		95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10
AR-1 (Northern Arabian Peninsula, Near East and Northern Egypt)	Region	SSR Mode S																
	States	Bahrain																
		Egypt																
		Iraq																
		Israel																
		Jordan	T	B	D													
		Kuwait																
		Lebanon	T	B	D													
		Oman	T	B	D													
		Qatar																
		Saudi Arabia	T	B	D													
		Syrian Arab Republic																
		United Arab Emirates																
	Region	ADS																
	States	Bahrain	T	B	D													
		Egypt	N/	A														
		Iraq																
		Israel																
		Jordan	T	B	D													
		Kuwait																
		Lebanon	T	B	D													
		Oman	N /	A														
		Qatar	N /	A														
		Saudi Arabia	T	B	D													
		Syrian Arab Republic																
		United Arab Emirates	N/	A														
	Region	Interim ADS (FANS 1/A)	N/	A														
	States	Bahrain																
		Egypt	N/	A														
		Iraq																
		Israel																
		Jordan																
		Kuwait																
		Lebanon	N/	A														
		Oman	N /	A														
		Qatar	N /	A														
		Saudi Arabia	N/	A														
		Syrian Arab Republic																
		United Arab Emirates	N/	A														

MID REGION ! ATM REQUIREMENTS FOR SURVEILLANCE BY MAJOR TRAFFIC FLOWS

AREA OF ROUTING	SYSTEM COMPONENT/ STATES' IMPLEMENTATION		95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10
AR-2 (Southern Arabian Peninsula, and Southern Egypt)	Region	SSR Mode S																
	States	Bahrain																
		Egypt																
		Oman	T	B	D													
		Saudi Arabia																
		United Arab Emirates																
		Yemen	T	B	D													
	Region	ADS																
	States	Bahrain	T	B	D													
		Egypt																
		Oman	N /	A														
		Saudi Arabia																
		United Arab Emirates	N/	A														
		Yemen																
	Region	Interim ADS (FANS 1/A)																
	States	Bahrain	T	B	D													
		Egypt	N/	A														
		Oman	N /	A														
		Saudi Arabia																
		United Arab Emirates	N/	A														
		Yemen	T	B	D													
AR-3 (Iran/Afghanistan)	Region	SSR Mode S	T	B	D													
	States	Afghanistan																
		Iran, Islamic Republic of	T	B	D													
	Region	ADS																
	States	Afghanistan																
		Iran, Islamic Republic of																
	Region	Interim ADS (FANS 1/A)																
	States	Afghanistan																
		Iran, Islamic Republic of	T	B	D													

MIDANPIRG/8
Appendix 6R to the Report on Agenda Item 6

EVALUATION and PLANNING of RADIONAVIGATION FACILITIES in the MID REGION

(VERSION 1)

(September 2003)

Table of Contents

1- INTRODUCTION:

The objective of this study is to define some inputs for the GNSS Implementation Strategy in the Middle East Region. To do so, the evaluation of the existing navigation systems and communication infrastructures in the Region will be performed, as well as the review of the related development plans.

The analysis of the existing navigation infrastructure will show minimum constraints for the operational requirements and will contribute to the benefits provided by the satellite-based navigation regarding the cost benefit analysis.

The analysis of the existing communication infrastructure will allow defining what may be re-used for GNSS augmentation and what needs to be implemented. This will influence the system architecture and the cost benefit analysis.

2- EVALUATION OF THE EXISTING FACILITIES:

2.1 Review of Flight Information Regions (FIRs)

The Middle East Region is organized into 14 Flight Information Regions that support the Air routes areas.

2.2 Review of existing navigation aids

The present radio-navigation aids infrastructure is composed of locators, NDBs, VOR/DME and ILS. Most of these requirements comply with the Middle East Air navigation Plan and the others are implemented by States for their own national needs.

2.2.1 En-route navigation Aids

The Middle East Region is well covered by en-route navigation aids, except for the north-east part where it is noted a low density of aids.

- 50 VOR are operational and 16 have not yet been implemented

- 89 DME are operational, 4 unserviceable and 8 have not yet been implemented

- 23 NDBs and 12 Locators are operational

2.2.2 Precision Approach Aids

All countries have implemented at least one CAT I precision approach located at their international airports. Some of the States have at their disposal CAT II and CAT III precision approach equipments at their main airports. Recently, two of these equipments were downgraded due to either harmful interferences or to signal instability.

There are currently 62 ILS installed out of 90 required for the Region. Out of these 62 ILS, 56 are serviceable.

This means that 69 per cent of the requirement for precision approach capability is fulfilled.

In the meantime, 73 per cent of DME and 72 per cent of VOR are implemented.

The table CNS 3 of the MID FASID shows the distribution of the approach radio navigation aids implemented in the Region.

2.2.3 Non Precision Approach Aids

The other airports of the Middle East Region have either instrument approach runways, allowing NPA approaches with the instruments, or non-instrument approach runways.

Out of the 204 runways of the 139 airports included in the table CNS 3, there are 89 instrument approach runways and 115 non-instrument runways. Most instrument approach runways are provided with a VOR/DME.

In consequence, NPA approaches are currently possible on 57 per cent of the runways.

2.3 Review of existing communication Infrastructures

2.3.1 General

The communication means provided by States, at national or international level, include the following services:

- The Aeronautical Mobile Service (AMS) which includes all communications with aircraft for air traffic control and airspace management. These services are mainly achieved by vocal communications either on VHF (continental area) or HF (remote and oceanic area).

  Most of the continental area of the Middle East Region is covered by extended and improved VHF communications.

- The Aeronautical Fixed Service (AFS) which includes all point-to-point communications for Air Traffic Control, Meteorology, Search and Rescue. These services are provided by vocal and data communications.

The major elements of the AFS are the AFTN (Aeronautical Fixed telecommunications Network) for data communications and the ATS/DS network (Air traffic Services Direct Speech) for voice communications.

It is worth noting that many States have improved their AFTN circuits by using CIDIN protocol with high reliability links.

2.3.2 Domestic satellite networks

Three VSAT domestic networks are operating in the Middle East Region and are aimed at extending VHF communications, improving AFTN and ATS/DS communications with secondary airports. The results gained from this experience have led the MID States to agree for the study of the so called the MID VSAT network intended to cover all Middle East Region and, at the same time, to ensure connectivity with the adjacent Regions (EUR, AFI and ASIA-PAC).

A fourth VSAT domestic satellite network is operating in a neighboring country: Sudan

2.3.2.1 Egyptian satellite network

The domestic network has a star configuration and is composed of one hub station installed in Cairo and twelve VSAT remote stations spread over the Cairo FIR. These remote stations support the VHF extended coverage, AFTN, ATS/DS, Radar coverage, AIS and the maintenance communications.

The network is now congested and does not allow anymore any integration with other networks. The Egyptian Authorities are planning a new domestic VSAT network to solve this inadequacy.

2.3.2.2 Yemenite satellite network

The domestic network is composed of one hub station and six VSAT remote stations spread over the Sana'a FIR. These remote stations can support the VHF extended coverage, AFTN, ATS/DS, Radar coverage and the maintenance communications. The configuration of the network allows its extension and integration to other networks.

2.3.2.3 Sudanese satellite network

The Aeronautical Telecommunication Service is in the process of full restructuring with the implementation of nine VHF remote stations spread in the Khartoum FIR. These remote stations which are supported by a domestic VSAT network, are still under tests.

The main objective of the network is to provide aeronautical fixed and aeronautical mobile services in Khartoum FIR.

Moreover, the current provisions allow the Ministry of Aviation to implement and to operate a VSAT network for safety purposes, as an usual telecommunications service provider.

2.3.2.4 Iraqi satellite network (non documented)

2.3.2.5 Iranian satellite network (non documented)

3- DEVELOPMENT PLANS:

3.1 Introduction

The Middle East Regional Navigation Plan provides the principles and the direction that shall be consistently followed by all States, services providers and users within the Region.

3.2 Directions

3.2.1 Communications

According to the global recommendations set by ICAO, the direction to follow is the evolution towards satellite communications means that will support both voice and data transmissions (including GNSS augmentation data transmissions).

During the long transition period, extended and VHF data communications means should be developed and deployed to allow a broader coverage and reliable data transmissions in the remote areas.

3.2.2 Navigation

The VOR equipment will remain the main navigation means on traditional ATS routes. The traffic shall be passed gradually from ATS routes to RNAV ones, and the airspace shall be consequently restructured.

The ILS equipment will be maintained at least until 2010, and any equipment withdrawal will be announced to the users several years in advance.

En route as well as approaches will be gradually supported by GNSS whose operational performances will be extensively demonstrated during various experimental campaigns.

3.2.3 Surveillance

The implementation and usage of SSRs and ADS should be broadened.

3.3 Near term development plans

3.3.1 Communications

The development plans for the communication infrastructures are part of the overall improvement plan for air traffic control and airspace management with future system technologies.

The main example of network project is the MID VSAT project which was approved by MIDANPIRG/7 meeting.

3.3.1.1 MID VSAT Network

The planned MID VSAT network will cover all MID Region and ensure connectivity with the neighboring Regions (AFI, EUR and ASIA-PAC).

The F type stations could be used by States on the main airports, with the respective transmission rates of 64, 128 and 256 Kbps

Voice and data are transmitted over Frame Relay, where

- the VHF and ATS/DS voice communications use 8 Kbps channel
- the AFTN data applications use 2.4 Kbps channel
- the radar and supervision data applications use 9.6 Kbps channel

3.2.2 Navigation

The existing navaids infrastructure will continue to be used for a certain time in the future, as no alternative for its replacement is available yet. Improvement to the existing infrastructure is sought through replacement of very old facilities, better maintenance and regular flight checking.

Decommissioning of the VOR/DME and ILS equipments is not contemplated before 2010. Any equipment withdraw will be announced to its potential users several years in advance.

4- SUMMARY:

It appears that there is no urgent need for additional navigation service in the near term on both en-route and approaches.

Moreover, the existing satellite navigation systems can be used as supplemental means for en-route navigation, terminal and NPA for some airports.

The Middle East Region must put all efforts in the implementation of a dedicated MID VSAT network which will be used for ground– ground data and voice communications and also serves as an important step in planning for transition to CNS/ATM systems.

MIDANPIRG/8
Appendix 6S to the Report on Agenda Item 6

TABLE CNS 1 - AFTN PLAN

EXPLANATION OF THE TABLE

Column :

1 The AFTN Centers/Stations of individual State are listed alphabetically. Each circuit appears twice. The categories of these facilities are as follows:
M – Main AFTN COM Center
T – Tributary AFTN COM Center
S – AFTN Station

2 Category of circuit

M – Main trunk circuit connecting Main AFTN communication centers.
T – Tributary circuit connecting Main AFTN center and tributary center.
S – AFTN circuit connecting an AFTN Station to an AFTN center.

3 and **7** Type of circuit provided

LTT/a – Landline teletypewriter, analogue (eg. cable, microwave)
LTT/d – Landline teletypewriter, digital (eg. cable, microwave)
LDD/a – Landline data circuit, analogue (eg. cable, microwave)
LDD/d – Landline data circuit, digital (eg. cable, microwave)
SAT/ad – Satellite link, with/ a for analogue or d for digital

4 and **8** Circuit signaling speed, current or planned in bits/s

5 and **9** Circuit protocols, current or planned

6 and **10** Data transfer code (syntax), current or planned.

ITA-2 – International Telegraph alphabet No.2 (5-unit Baudot code).
IA-5 – International Alphabet No.5 (ICAO 7-unit code)
CBI – Code and Byte Independency (ATN compliant)

11 Target date of implementation
TBD – To be determined

12 Remarks

6S-2

Table CNS 1 – AFTN Plan

State/Station	Cat	Current				Planned					Remarks
		Type	Signaling Speed	Protocol	Code	Type	Signaling Speed	Protocol	Code	Target date of implementation	
1	2	3	4	5	6	7	8	9	10	11	12

MIDANPIRG/8
Appendix 6T to the Report on Agenda Item 6

MID REGIONAL ATN PLANNING DOCUMENT

(VERSION 1)

(September 2003)

1. CURRENT GROUND INFRASTRUCTURE AND UPGRADE PLANS:

1.1 The present ground-ground data communications system in the Middle Region comprises AFTN circuits, which are not only link tributary and main centers but also allow the exchange of ATS and other operational messages, as well.

1.2 Only four States have implemented the Common ICAO Data Interchange Network (CIDIN) as an upgrade of the low speed AFTN circuits to improve the efficiency and reliability of message exchange. These CIDIN circuits are operating at 9600Bps and the remaining circuits at 50 Bps to 300 Bps, using asynchronous protocols.

1.3 For the time being, there are 19 international circuits that operate within the Region and between neighboring regions. A further detail for each AFTN circuit within the Middle East Region is documented in Table CNS 1A of the ICAO MID CNS Facilities and Services Implementation Document (FASID).

1.4 The current AFTN topology in the Region shows that the majority of circuits will not be suitable to be used for the ATN without some form of upgrade. In later stage, it will be necessary to identify those circuits that need to be upgraded in both bandwidth and protocols.

1.5 With regard to bandwidth requirements, it is assumed that 9600Bps could be used for Intra-regional connections while 19200Bps or higher speed could be preferred for Inter-Regional connections when full ATN is implemented.

1.6 However, lower speeds may be introduced in the initial implementation phases between some centers by bilateral arrangements. Centers will be expected to monitor the performance of these links and increase bandwidth requirements as traffic load increases.

1.7 In respect to the upgrade of protocols, it is expected that they will be implemented on a bilateral arrangements between States according to the preferred protocols: **X25, Frame Relay or Asynchronous Transfer Mode (ATM).**

1.8 It can happen that due to different planning activities by States, which not all States within the Region will be migrating to the ATN at the same time. Therefore, there will be a need to maintain the existing AFTN circuits to operate in parallel with any new implementation of high speed links to meet ATN requirements.

ATN ground applications:

1.9 According to the Manual of Technical Provisions for ATN (Doc. 9705- AN/956), there are currently six end system applications. The table below lists these applications and provides a brief summary of their functions:

Applications	Functions
Context Management (CM)	An ATN application that provides a logon service allowing initial aircraft introduction into the ATN and a directory of all other data link applications on the aircraft.
Automatic Dependent Surveillance (ADS)	An ATN application that provides data from the aircraft to the ATS unit(s) for surveillance purpose.
Controller Pilot Data Link Communication (CPDLC)	An ATN application that provides a means of ATC data communication between controlling, receiving or downstream ATS units and the aircraft, using air-ground and ground-ground sub-networks.
Flight Information Service (FIS)	An ATN application that provides to aircraft information and advice useful for the safe and efficient conduct of flight.
ATS Message Handling Service (ATSMHS)	**The set of computing and communication resources implemented by ATS organizations to provide the ATS message service.**
ATS Inter-facility Data Communication (AIDC)	**An ATN application dedicated to exchanges between ATS units of ATC information in support of flight notification, flight coordination, transfer of control, transfer of communication, transfer of surveillance data and transfer of general data.**

2. CONCEPTS:

2.1 The Middle East Regional ATN routing architecture plan is based upon several concepts:

a) from a routing domain point of view, the Region can be considered as an "autonomous" area, that is, there is a difference between routers located within the Region and outside the Region.

b) routing domains and confederations of routing domains may be applied to areas within the Region.

c) States will make their own implementation and transition decisions.

2.2 The ATN routing architecture plan can be divided into several distinct parts:

- the definition of the backbone routing structure for passing information between routing domains within the Region;
- the definition of the routing structure between routing domains not on the backbone;
- the definition of the routing structure for use in end-routing domains; and
- the definition of the routing structure for passing information from the MID Region to other Regions.

2.3 The first component is the definition of the backbone routing structure that supports the exchange of data within the Region. This part defines the interconnection of the major communication facilities in the Region and how they cooperate to link all of the systems in the Region.

2.4 The second component is the definition of the structure that allows end routing domains to exchange data across the backbone to another end routing domain. This part defines how the end routing domains connect through the backbone.

2.5 The third component defines the routing structure that is used within an end routing domain. This part defines how the individual routing domains may be used to pass data.

2.6 The fourth part is needed to define how data will be routed between the systems within the Region with those systems outside the Region. More importantly, the structure describes how all-global ATN systems are accessible from systems in the Region.

3. REGIONAL BACKBONE

3.1 The definition of a Regional Backbone is based upon the efficiencies that may be realized by concentrating ATN traffic at major communication centers and using the economy of scale in passing this information between major communication centers.

3.2 The rationale for defining Regional Backbone sites may be based upon existing major AFTN center sites and on the flow of both current AFTN traffic and possible future air-ground ATN traffic.

3.3 Within the Middle East Region, there are existing major communication centers that can be used to simplify the definition of backbone architecture.

3.4 However, it must be understood that the expected growth in communication traffic over the ATN could quickly exceed the capabilities of the existing communication infrastructure. Planning for the increased traffic loads will be needed as soon as ATN traffic begins to flow.

3.5 The architecture and communication requirements define a routing plan that incorporates alternate routing and communication paths so that no single router or communication failure can isolate major parts of the Region.

3.6 The seven (9) BBIS sites defined in the table below are based on the expected traffic flows. The table is organized with one State and a current AFTN center site identified as a potential backbone router site.

Note: The identified backbone router sites are only examples. Actual backbone router sites will be determined by implementation schedules and States' willingness to implement backbone routers.

ATN Backbone router site	State
1	Bahrain
2	Egypt
3	Iran
4	Jordan
5	Kuwait
6	Lebanon
7	Oman
8	Saudi Arabia
9	United Arab Emirates

Table of definition of Middle East Regional Backbone Sites

3.7 At each ATN Backbone router site, there should be at least one BBIS. States committing to operate backbone routers are presented in the table above.

3.8 Summarizing the information presented above, the Middle East Regional Backbone

3.9 Network will consist of at least one BBIS router at each of the backbone sites identified above. Examples of locations for these routers are: Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia and United Arab Emirates.

3.10 The actual location of the routers will be based upon implementation schedules and the choices of States.

4. REGIONAL BACKBONE ROUTER REQUIREMENTS

4.1 The definition of BBIS and the location of these routers may be affected by the requirements for backbone routers. A backbone router must meet several performance and reliability requirements:

- Availability,
- Reliability,
- Capacity, and
- Alternative routing.

Availability

4.2 A backbone router must provide a high-level of availability (24 hours a day, 7 days a week.)

Reliability

4.3 A backbone router must be a very reliable system that may require either redundant hardware or more than one router per site.

Capacity

4.4 As a communication concentrator site, backbone routers must be capable of supporting significantly more traffic than other ATN routers.

Alternative Routing

4.5 Based upon the need for continuity of service, backbone routers will require multiple communication links with a minimum of two and preferably three or more other backbone routers to guarantee alternate routing paths in case of link or router failure.

ROUTING POLICIES

4.6 States providing Regional BBISs must be capable of supporting routing policies that allow for Regional transit traffic and for dynamic re-routing of traffic based upon loading or link/router failures.

Inter-Regional Backbone

4.7 The second component of the Middle East Regional Routing Architecture is the definition and potential location of Inter-Regional Backbone Routers. The manner in which this architecture was developed was to ensure that the use of the existing communication infrastructure is possible to the greatest degree. The use of the existing communication infrastructure should reduce the overall cost of transitioning to the ATN.

4.8 To sum-up, the Inter-Regional BBISs provide communication from routers within the Middle East Region to routers in other regions. These Inter-Regional BBISs provide vital communications across regions and therefore need to have redundant communication paths and high availability. (Note: This can be accomplished through multiple routers at different locations.)

4.9 Based upon the current AFTN circuit environment, the following States have been identified as potential sites for Inter-Regional BBISs. The States currently have circuits with States outside of the Middle East Region are found in the table below.

State	Neighboring Region	Current circuit
Bahrain	Asia-Pac	to be upgraded
Egypt	Africa Europe	to be upgraded
Kuwait	Asia-Pac Europe	to be upgraded to be upgraded
Lebanon	Europe	
Oman	Asia-Pac	to be upgraded
Saudi Arabia	Africa	to be upgraded

Table of circuits with other ICAO Regions

4.10 For the transition to the ATN, connectivity to the other Regions should be a priority. This is especially important as other Regions begin the transition to the ATN and begin deploying ATN BISs.

Long Term Implementation

Note: Information is needed on the plans of States in implementing ATN.

4.11 The transition to a fully implemented ATN requires that connectivity amongst the IACO Regions be robust. That is, there is the need to ensure alternate paths and reliable communication.

4.12 The table below presents a minimal Inter-Regional Backbone that provides a minimum of 2 circuits to other ICAO Regions that communicate directly with the Middle East Region.

4.13 For the long term implementation of ATN, it would be advisable to have 3 circuits to each Region.

Initial Implementation

Note: Information is needed on the plans of States in implementing ATN.

4.14 The initial implementation of the ATN, outside of the Middle East Region, will most likely be in Asia Pac. and Europe. Therefore, initial transition planning may focus on those locations.

4.15 For connecting to Asia Pac, there should be a minimum of two (2) Inter-Regional BBISs. The location of these Inter-Regional BBISs may be located at the centers where the AFTN centers are already located. For example, the following locations would be candidates for such routers: Bahrain, Kuwait and Oman

Note: The locations presented above are examples of possible router sites. The selection of actual locations will be based on implementation schedules and circuit availabilities.

4.16 For connecting to Africa Inter-Regional BBISs may be located in the existing AFTN centers such as Egypt and Saudi Arabia. However, these routers would not be needed until such time as ATN traffic is destined for that Region, at which time the location of the routers would be determined.

4.17 One Inter-Regional BBIS (for example, one located at Jeddah) should serve as a routing gateway to the East and Central African Region.

4.18 A second Inter-Regional BBIS (for example, one located at Cairo) should serve as a routing gateway to the North and East African Region.

4.19 For connecting to European Region, Inter-Regional BBISs may be located at the existing AFTN centers, which already possess high speed and reliable circuits with European centers.

Note: Future work is still required for the definition of policy descriptions for the backbone architecture plan.

Transition Issues

This area needs further work. Information about plans of the States is required.

End BISs

4.20 It is assumed that naming and addressing (and routing domain definition) will be done on a Regional basis. Further, that for areas within the Region that may utilize an End BIS serving more than one State, the naming structure will be based on the Regional NSAP format defined in Doc. 9705. Further, States may choose to either implement the Regional (or Sub-Regional) NSAP format or the State NSAP format based on whether it installs a BIS.

5. ROUTING DOMAINS

5.1 Each State is expected to have one or more routing domains. Where a State chooses not to implement an ATN BIS, it may choose to incorporate its systems into a routing domain of another State.

5.2 The Middle East ATN Backbone will consist of routers from the selected States. Each of these routers will be part of its State's routing domain.

Note: This means that the backbone will not be configured with its own routing domain. Routing to the backbone and between backbone routers will be controlled through IDRP routing policies.

5.3 Each State will be responsible for the designation of routing policies for its End Systems and End BISs. Individual States will also be responsible for establishing routing policies for routing to its designated BBIS.

5.4 The use of routing confederations is for further study.

6. ATN TRANSITION

6.1 Based upon the previous sections, the implementation of the ATN within the Middle East Region may require considerable planning for the transition of the AFTN.

Initial Regional Implementations

6.2 The very beginning of ATN implementation will be bilateral testing between States. For this scenario, each State will need at a minimum:

- an ATN-compliant router,
- a means for managing the router,
- an ATN application, and
- a circuit connecting the States.

6.3 States involved in bilateral ATN trials should consider the use of the trial infrastructure in expanding the ATN throughout the Region.

Regional ATN Implementation

6.4 At a certain time, sufficient bilateral trials will be underway to permit a Region-wide ATN network based upon the plan presented above. As each State implements the ATN applications and network infrastructure, it will be added to the Regional infrastructure according to this plan.

MIDANPIRG/8
Appendix 6U to the Report on Agenda Item 6

TABLE OF VHF COVERAGE IN THE MID REGION

State : .....

FIR	Station	Coordinates Longitude	Coordinates Latitude	Frequency	Implementation date	Coverage	Remarks

---

MIDANPIRG

CNS/MET SUB GROUP

MID OPMET UPDATE PROCEDURE

Version 01

F.1 DOCUMENT IDENTIFICATION SHEET

DOCUMENT DESCRIPTION	
Document title: MID Opmet Update Procedure.	
Document Reference Number:	**Issue:** Draft version
	Date Of Issue: 21/10/2002
Contact: Mr. Ahmed Hamoud Al Harthy	**Phone:** 968 519649 **Fax:** ++ 968 519363 **E-mail:** a.alharthy@met.gov.om
Authority for Approval: MIDANPIRG	

F.2 DOCUMENT CIRCULATION

State or Organisation	Recipient Name
CNS/MET SG	Distribution: CNS/ATM/IC/SG
CNS/ATM/IC/SG	

F.3 DOCUMENT CHANGE RECORD

ISSUE	DATE	REASON FOR CHANGE
0.1	21/10/2002	Draft version for discussion at the CNS/MET SG/5

F.4 CONTENT LIST

MID OPMET Data Update Procedure

I. MID OPMET DATA REQUESTS:

1. OPMET Data:
- Scheduled (Routine) Bulletins: TT = SA (SP), FC, FT;
- Unscheduled (Non-routine) Bulletins: TT = FK, FV, WA, WC, WT, WV, UA.

2. AIRAC cycle:
- AIRAC: Aeronautical Information Regulation and Control;
- AIRAC Date: Internationally agreed effective date as indicated in the ICAO Aeronautical Information Services Manual Chapter 6, Annex 15;
- AIRAC Cycle: time period between two AIRAC Dates: [AIRAC 1 and AIRAC 2];
- AIRAC 1: the earliest AIRAC Date;
- AIRAC 2: the next AIRAC Date after AIRAC 1.

The AIRAC Dates for the years 2001 to 2004 are contained in Appendix 3 of this procedure.

3. Amendments to the MID OPMET Data shall be executed as determined by the MID OPMET Data Update Procedure following the AIRAC Cycles.

4. The AIRAC Dates included by the AIRAC Cycle will be used as the latest date for OPMET Data modification requests: AIRAC 1, and as the date of implementation of the modification requests agreed upon: AIRAC 2.

5. Modification requests received from users via their national Met Authority to the Responsible OPMET Centre (ROC) up until AIRAC 1 shall be forwarded to the Focal Point (FP) of the MID OPMET Bulletin Management Group

6. At the latest 7 days after AIRAC 1, the Focal Point (FP) will present the modification requests by email to the Bulletin Management Group for acceptance.
The addresses of the FP and the Bulletin Management Group are contained in Appendix 4 of this procedure.

7. Comments to the requested amendments shall be communicated to the FP at the latest 14 days after AIRAC 1. Nil comments shall be considered as a positive response.

8. The follow up of a NOT accepted modification request is conducted in the CNS/MET SG according to the ICAO Regional Amendment Procedures as contained in Appendix 2.

9. At (AIRAC 1 + 21 days), the FP shall announce the list of accepted amendments to the ICAO Regional Office, the ROCs by means of a standard GTS formatted METNO message for routine meteorological information sent via AFTN. The header of the METNO bulletin is: NOXX99 CCCC YYGGgg, where XX is the geographical designator and CCCC the AFTN location indicator of the FP Centre. All Bulletin Management Group and Contacts receive a confirmation by email.
The content of the METNO messages including the list of AFTN addressee indicators to be used are explained in Appendix 5.

10. The ROCs in turn will notify the users of the result of their requested modifications.

11. All affected Centres on AIRAC 2 shall implement the modifications. At the same date the updated OPMET inventory shall be electronically made available in the agreed format. A printed version of the catalogue shall be made available to the Regional ICAO Office one month before the CNS/MET SG meeting where it shall be presented as a working paper.

12. For planning purposes, any user or centre should notify its intention to make major changes much further in advance (e.g. new bulletins) to allow full assessment by the Bulletin Management Group and to provide confirmation to the originator that all changes will be made at the required date.

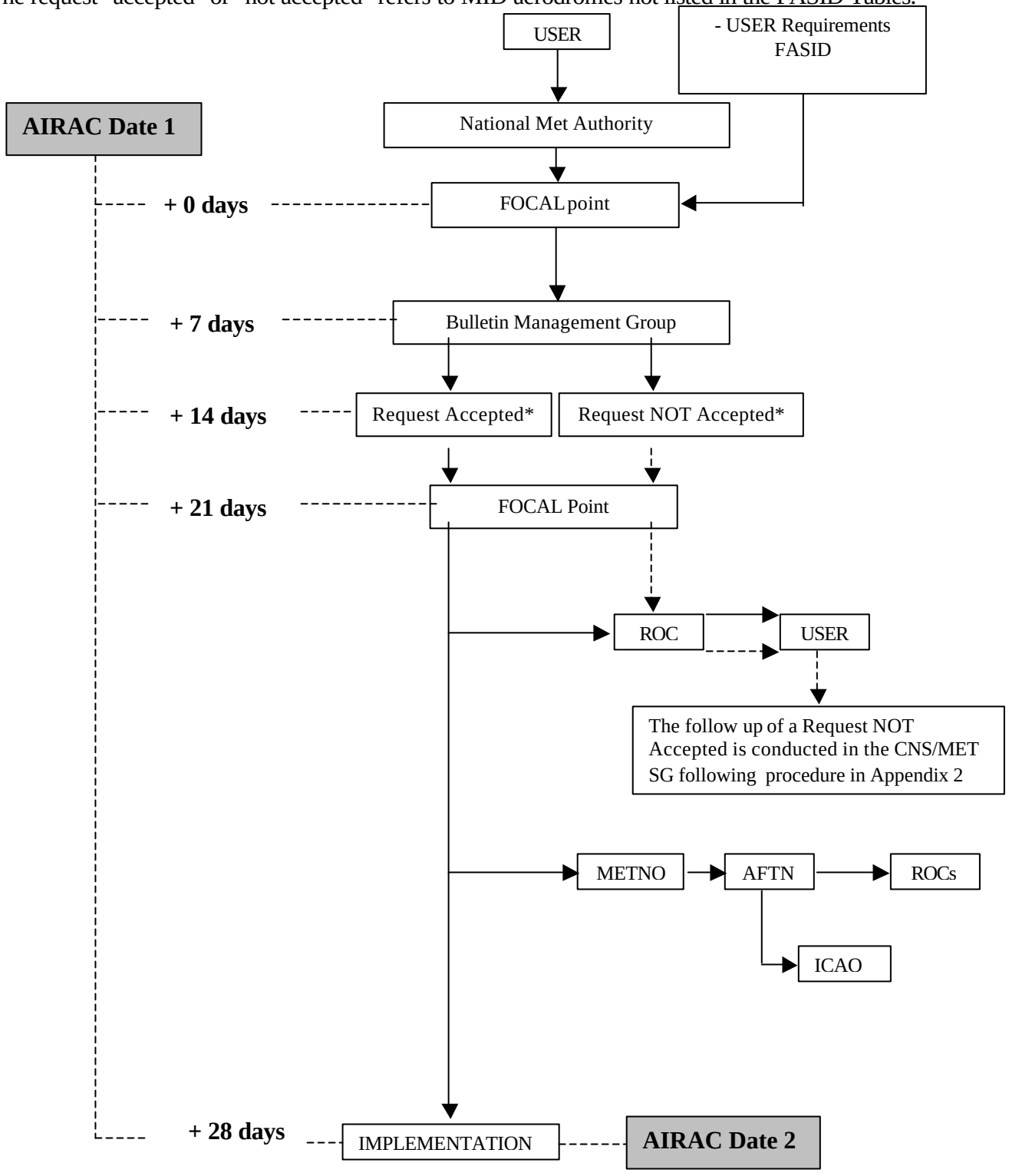
13. In order to avoid difficulties in processing MID OPMET Data modifications within major holidays, the Bulletin Management Group can decide not to use a particular AIRAC Cycle occurring in these periods.

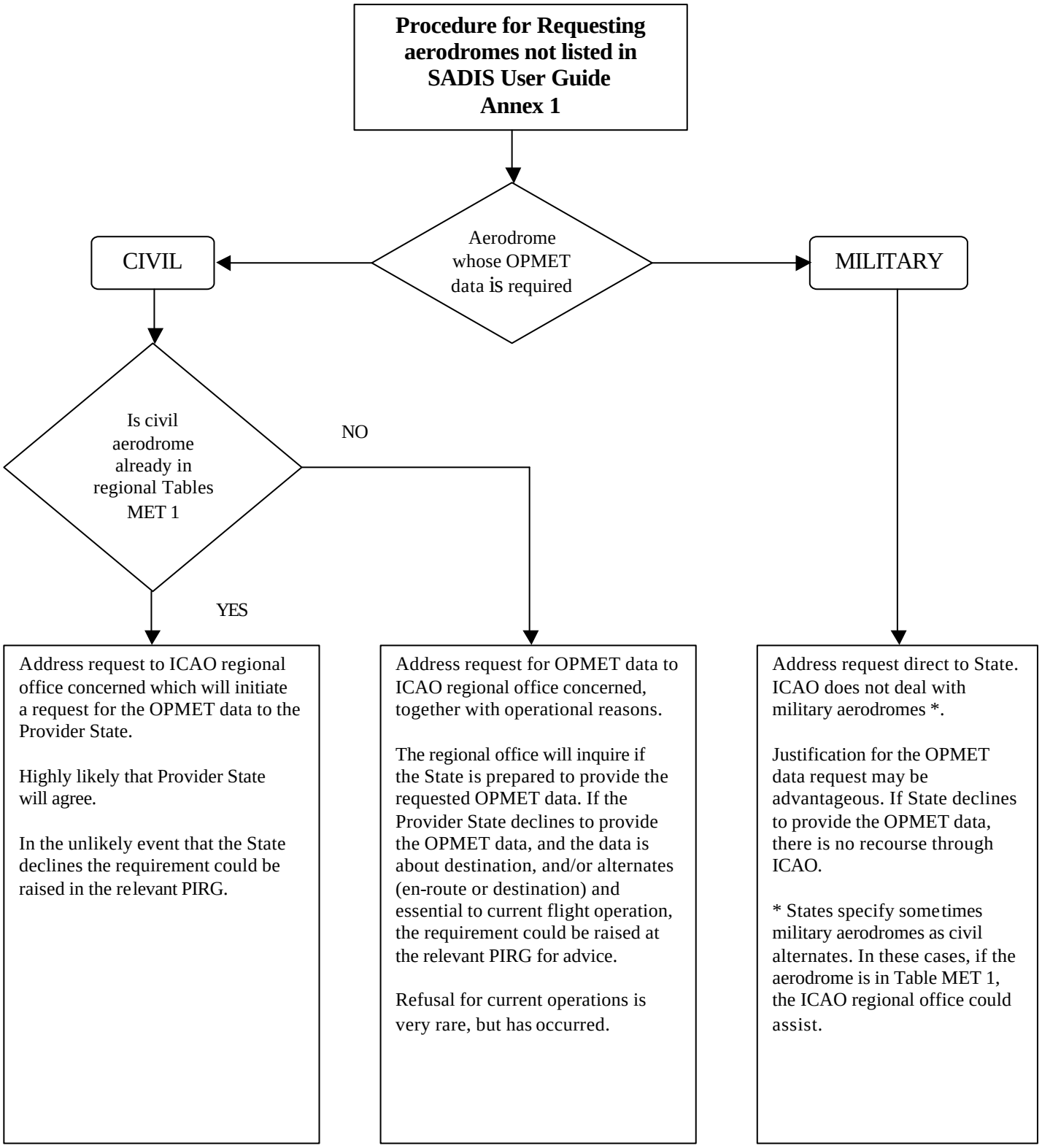
II. INTER-REGIONAL OPMET DATA REQUESTS:

1. The draft procedure for requesting Non MID OPMET Data and the application form to be used are presented in Appendix 6 for further discussion and evaluation by the CNS/MET SG meeting.

MID OPMET Data update Procedure Flow Diagram

* The request "accepted" or "not accepted" refers to MID aerodromes not listed in the FASID Tables.





Note: For civil aerodromes, changes to the requirements for OPMET data will be reflected in the relevant Regional Air Navigation (RAN) Plan and, as necessary, in the SADIS User Guide, Annex 1.

Schedule of AIRAC effective dates, 2001 – 2004

2001	2002	2003	2004
25 January	24 January	23 January	22 January
22 February	21 February	20 February	19 February
22 March	21 March	20 March	18 March
19 April	18 April	17 April	15 April
17 May	16 May	15 May	13 May
14 June	13 June	12 June	10 June
12 July	11 July	10 July	8 July
9 August	8 August	7 August	5 August
6 September	5 September	4 September	2 September
4 October	3 October	2 October	30 September
1 November	31 October	30 October	28 October
29 November	28 November	27 November	25 November
27 December	26 December	25 December	23 December

Greyed dates: No MID OPMET Catalogue Updates.

Co-ordination and Address Details

Co-ordinating MID OPMET Centre	
Administration	Directorate General of Civil Aviation and Meteorology
Service	Meteorology
Name	Mr. Ahmed Hamoud Al Harthy
Address	P.O. Box 1, Post Code 111, Seeb Airport
City	Muscat, Sultanate of Oman
Telephone	968 519649
Fax	968 519363
AFTN	
Email	a.alharthy@met.gov.om

Bulletin Management Group Members List			
State / Organisation	**Name**	**E-mail**	**Fax**
Lebanon			
Saudi Arabia			
IATA			
ICAO	Mamadou Traore	mtraore@cairo.icao.int	202 267 4845

List of OPMET Centre Contacts			
State	**Name**	**E-mail**	**Fax**

METNO BULLETIN FOR MID OPMET Catalogue Data Changes

FORMAT Content:

Priority	GG
Addressees of OPMET Centres + ICAO MID Office	
Origin	ddhhmm
Abbreviated header	NO<XX>99 CCCC YYGGgg
Message Identifier + Product Description + AIRAC Date New Bulletin (**NEWBUL**)| Delete Bulletin (**DELBUL**)| Add Report to existing bulletin (**ADDRPT**)| Remove Report from existing bulletin (**RMVRPT**) + Bulletin/Report key (TTAAii CCCC Station)(1) End of METNO	METNO MID OPMET YYMMDD NEWBUL DELBUL ADDRPT .... RMVRPT .... END

(1) The METNO Bulletin/Report reference only contains the Bulletin/Report index TTAAii $CCCC_1$ $CCCC_2$ where:

- TTAAii is the abbreviated header
- $CCCC_1$ the compiling centre
- $CCCC_2$ the Report | FIR location indicator.

The index refers to the modified record in the OPMET catalogue published. The dates on the relevant records shall contain the AIRAC date in the line after the abbreviated header.

Example of a METNO message in AFTN format:

```
GG ADDRESONE ADDRESTWO
281420 ADDRESSFP
NO<XX>99 CCCC 281420
METO MID OPMET 021128
DELBUL SAPK32 OPKC
NEWBUL SAPK33 OPKC OPAA OPBB OPCC OPDD OPEE OPFF
ADDRPT SAOM31 OMAA OMTT
RMVRPT SASD31 OEJD OERD
END
```

DEFINITION OF THE PROCEDURE AND THE APPLICATION FORM FOR REQUESTING NON- MID OPMET DATA:

1. Preliminary requirements:

- The MID distribution of all types of OPMET Data, including routine and non-routine, of both aerodromes and FIRs can be applied for.
- The request form will be passed via the MID ICAO Office to the State concerned
- Explanation to the draft application form following hereafter:

REQUESTING USER: Company or OPMET Centre that is requesting the information.

APPLICATION REFERENCE NUMBER: MID OPMET Req A_1A_1– DD / MM / YYYY – nnn
MID OPMET Req: prefix number;
A_1A_1: WMO Area designator of the applying OPMET Centre, for example "SD" for Saudi Arabia
DD / MM / YYYY: Application date;
nnn: Number of request at that specific day.

Example: " MID OPMET Req SD – 30/11/2002 – 001".

OPMET Centre: part to be filled out by the OPMET Centre originating the request.

FOCAL Point: The FP of the Bulletin Management Group specifies the most relevant AFTN Address of the I/R Gateway Centre for the MID distribution of the OPMET Data applied for.

Regional ICAO Office / Asked Centre: part to be filled out by the relevant Regional ICAO Office or by the OPMET Centre compiling the requested data, specifying:
The Provider State and Region;
On acceptance:
The Bulletin Header used for the MID distribution: TTAAii CCCC;
The nearest following AIRAC Date on which the data will be provided via the MID I/R Gateway Centre: DD/MM/YYYY;
All useful information on the availability and the regularity of the required OPMET Data;
If the request is declined:
Explanation for rejecting the MID distribution of the OPMET Data applied for.

Date: Deliberation date, DD/MM/YYYY.
Name: Name of the person endorsing the decision.
Signature: Signature of the responsible person.

INTERNATIONAL CIVIL AVIATION ORGANISATION (ICAO)

POSTAL ADDRESS : P.O. BOX 85, AIRPORT POST OFFICER TERMINAL ONE
CAIRO 11776 A.R.E

TEL : 20 2 267 4841/45/46
Fax :+20 2 2674843

e-mail : icaomid@cairo.icao.int
http://www.icao.int/mid

Middle East Office

APPENDIX 6

REQUEST FOR NON- MID OPMET DATA FROM CIVIL AERODROMES OR FIR/UIR

REQUESTING USER: .....

APPLICATION REFERENCE NUMBER: MID OPMET Req A_1A_1– DD / MM / YYYY – nnn

Reserved to: **OPMET Centre**	Requested ICAO-Location Indicator: Name of requested aerodrome / FIR: ..... Requested Report: SA / SP FC FT WS Other: ..... Reasons: .....
Reserved to: **FOCAL Point** **(Tick the appropriate check box)**	AFTN – Destination Address to I/R Gateway Centre: **OLBA** **OEJN**
Reserved to: **Regional ICAO Office/ Asked Centre**	Provider State: ..... Region: ..... a) The proposal is acceptable: Bulletin Header used (TTAAii CCCC): ..... Start AIRAC Date: DD/MM/YYYY (Any useful information on the requested data) .... b) The proposal is NOT acceptable: (Because) .... → ***Please return to ICAO Office CAIRO***

Date: **Name:** **Signature:**

DD/MM/YYYY ....

2. The procedure for requests of Non- MID OPMET Data:

The data flow, as showed on next page, is described on the example that the airline of Saudi Arabia (SVA) is stating a request for METARs and FT messages from Luton (EGGW) in Europe:

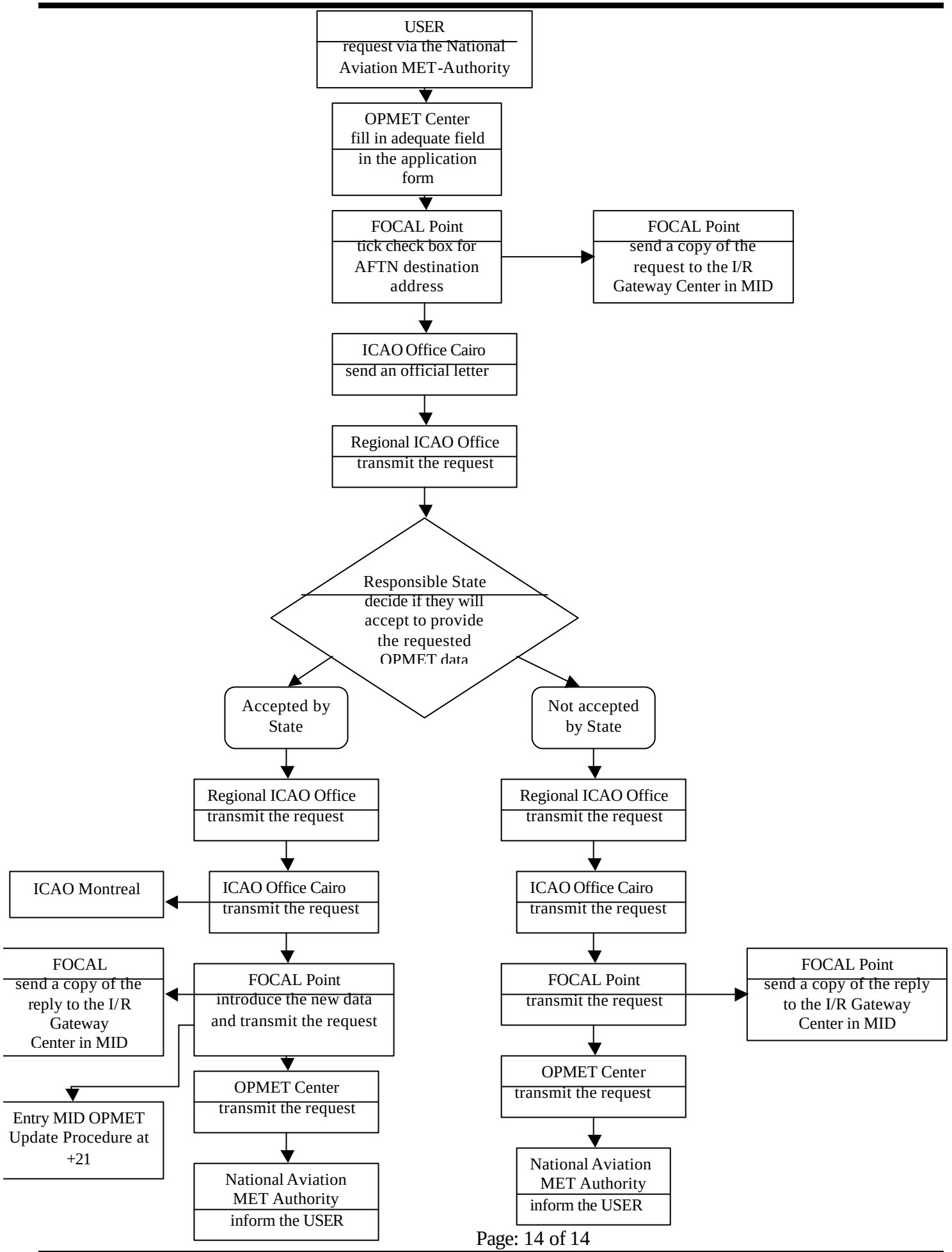
1. The User (SVA) is stating the request to the national MET-Service.
2. The national MET-Service has to send this request to the OPMET Centre responsible for Saudi .
3. At the OPMET Centre the following fields of the APPLICATION FORM are filled out:
   - REQUESTING USER
   - APPLICATION REFERENCE NUMBER
   - The whole field named with OPMET Centre
4. After this the APPLICATION FORM will be sent to the Focal Point of the Bulletin Management Group. The Focal Point will tick the appropriate check box for the I/R Gateway Centre's AFTN address to which the information shall be sent in case that the requested data is granted. For the EUR Region the check box of the I/R Gateway Centre in Beirut has to be ticked.
5. Now the APPLICATION FORM is sent to the ICAO Office in Cairo, which will send it officially to the Regional ICAO Office in Paris. A copy of the APPLICATION FORM is also sent to the I/R Gateway Centres in MID.
6. Regional ICAO Office Paris has to transmit the request to the responsible centre for OPMET data distribution to the MID region, namely Austria. They have to provide the information asked for in the APPLICATION FORM. The gathered information has to be filled out either by the Regional ICAO Office or the addressed Centre.
7. After the APPLICATION FORM has been filled out completely, it will be returned to the ICAO Office Cairo.
8. If the request has been accepted the information will go to

→ ICAO Montreal
→ Focal Point to introduce the new data in MID through the OPMET Update Cycle
→ Via the Focal Point to the OPMET Centre that has relayed the request and to the I/R gateway centres in MID Region.
→ Further via the national MET-Service in Saudi Arabia to the user (SVA).

If the request has not been accepted the information will go to

→ Focal Point
→ Via the Focal Point to the OPMET Centre that has relayed the request and to the I/R Gateway Centres in MID

urther via the national MET-Service in Saudi Arabia to the User (SVA)


USER
request via the National Aviation MET-Authority
OPMET Center
fill in adequate field in the application form
FOCAL Point
tick check box for AFTN destination address
FOCAL Point
send a copy of the request to the I/R Gateway Center in MID
ICAO Office Cairo
send an official letter
Regional ICAO Office
transmit the request
Responsible State
decide if they will accept to provide the requested OPMET data
Accepted by State
Not accepted by State
Regional ICAO Office
transmit the request
Regional ICAO Office
transmit the request
ICAO Montreal
ICAO Office Cairo
transmit the request
ICAO Office Cairo
transmit the request
FOCAL
send a copy of the reply to the I/R Gateway Center in MID
FOCAL Point
introduce the new data and transmit the request
FOCAL Point
transmit the request
FOCAL Point
send a copy of the reply to the I/R Gateway Center in MID
OPMET Center
transmit the request
OPMET Center
transmit the request
Entry MID OPMET Update Procedure at +21
National Aviation MET Authority
inform the USER
National Aviation MET Authority
inform the USER

REPORT ON AGENDA ITEM 7: ELEVENTH AIR NAVIGATION CONFERENCE (ANCONF/11)

7.1 The meeting noted that Eleventh Air Navigation Conference (AN-Conf/11) will be held in Montreal from 22 September to 3 October 2003. The structure of the conference is based on two committees: Committee A to deal with air traffic management (ATM) issues and Committee B to deal with communications, navigation, and surveillance (CNS) issues. The meeting was apprised with the agenda of the conference enveloping wide spectrum of issues related to CNS/ATM systems and covered *interalia* the following:

Agenda Item 1:	Introduction and assessment of a global air traffic management operational concept
Agenda Item 2:	Safety and security in air traffic management
Agenda Item 3:	Air traffic management performance targets for safety, efficiency and regularity and the role of required total system performance (RTSP) in this respect
Agenda Item 4:	Capacity-enhancement measures
Agenda Item 5:	Review of the outcome of the ITU World Radio Conference (2003) (WRC-2003) and its impact on aeronautical electromagnetic spectrum utilization
Agenda Item 6:	Aeronautical navigation issues
Agenda Item 7:	Aeronautical air-ground and air-to-air communications

7.2 The meeting was also informed by the United States, IATA and Eurocontrol that they have developed number of working papers and Information papers on different agenda items and were available on their respective web sites. In discussing the agenda of the Conference, the meeting reflected that there was a need for the States of the Middle East region to present the regional position on various subjects and as such participation of States in the Conference was strongly endorsed.

MIDANPIRG/8
Report on Agenda Item 8

REPORT ON AGENDA ITEM 8: DEFICIENCIES IN THE AIR NAVIGATION FIELD

8.1 Under this agenda item, the meeting recalled that MIDANPIRG/7 under Conclusion 7/44 (*Revised uniform methodology, including new definition of deficiency, in addressing the deficiencies of MID Region*), endorsed the revised uniform methodology, which included the new single definition of deficiency and urged MID Region States and organizations concerned to take appropriate corrective action(s) for the elimination of the deficiencies.

8.2 It was brought to the attention of MIDANPIRG that, while discussing the ways and means of resolving the air navigation deficiencies, the ICAO Council observed that many deficiencies continue to persist for a number of years thus causing concern. While recognizing that problems with funding could be one of the delaying factors in eliminating the deficiencies by the State(s), it was decided that the States should be reminded of their responsibility under Article 28 of the *Convention on International Civil Aviation* (Doc 7300) for providing safe air navigation services. Furthermore, States should increase their efforts in overcoming the delay in mitigating the air navigation deficiencies identified by Planning and Implementation Regional Groups (PIRGs). It was also stated that some of the deficiencies might have a negative effect on the safety issues covered by the Global Aviation Safety Plan (GASP). The Council requested that measures be taken to accord priority to this matter through the allocation of adequate financial and human resources.

8.3 As a follow-up action to the ICAO Council Decision 154/19, the Secretary General has addressed the Ministers of Civil Aviation in State letter M 6/1-02/79 dated 27 September 2002 accompanied by an individual list of deficiencies pertaining to the State concerned inviting their attention to resolve the deficiencies through the allocation of appropriate resources.

8.4 On 10 January 2003, a follow up State letter AN 2/2-006 was sent by MID Office to all MID States asking for their action plan. 7 MID States namely: Bahrain, Jordan, Lebanon, Saudi Arabia, Syria, Oman and Yemen replied with an explanation, which gave details of their intentions and plan of action. However, it is to be mentioned that inputs from other MID States was received through MIDANPIRG subsidiary bodies meetings.

8.5 The analysis of the list of MID States air navigation deficiencies shows that some MID Region deficiencies, especially in the ATM field, are due to Military conditions and/or State reasons and number of them are due to a lack of resources; however, this is not the case for all States. Either Civil Aviation Administrations are not putting enough pressure on their authorities to allocate funds in their budget to rectify these deficiencies, or they do not have the autonomous status to use their revenue to rectify deficiencies, train personnel and modernize their facilities and air navigation services and to establish a dialogue with the political and military authorities as part of civil/military coordination.

8.6 Besides what appeared to be a lack of will on the part of some States, financial difficulties also played a role and are sometimes the main reason for the non-elimination of deficiencies for long period. In such case, the International Financial Facility for Aviation Safety (IFFAS) should be able to provide financial assistance.

8.7 As it is sometimes not possible to remedy all deficiencies at once, it is necessary to make good use of existing resources and ensure that they were applied to those deficiencies which had already been identified as being of most importance in terms of improving aviation safety. Controlled flight into terrain (CFIT) was a classic example of such a problem area.

8.8 There is a need for specific action by States to concentrate on the safety critical deficiencies and to correct those deficiencies. The list of deficiencies should be reviewed in order to identify those deficiencies, which could cause accidents and those, which were related to GASP issues. In this regard, the development of a template for the classification and prioritization of deficiencies to show the type of deficiency, its linkage to GASP and the potential impact of the improvement of safety resulting from the elimination of these deficiencies could be a good tool to be used by States to focus, as a first step, on the more safety-critical elements and resolving them first. The purpose is to assist States in defining their implementation priorities and to indicate the remedial action required.

8.9 Moreover, and in order for States to seriously consider elimination of deficiencies, States may set up an internal group of air navigation experts to examine the list of deficiencies and take appropriate actions in recommending to their higher authorities solutions for elimination of deficiencies. Such group may also include other experts from out of the air navigation field as appropriate, for strengthening and effectiveness of recommendations. Furthermore, States should inform ICAO of any implementation problems they encounter in the elimination of deficiencies within their State(s) giving the rationale for non-elimination of deficiencies. To this end, the meeting agreed that States formulate and review on a regular basis an action plan including the rationale for non-elimination of deficiencies, using the format presented as **Appendix 8G** to the report on Agenda Item 8. The first action plan should be submitted to the ICAO MID Regional Office for review, prior to the 31st December 2003.

8.10 ICAO has always been actively involved in pursuing a task regarding the elimination of deficiencies in the Air Navigation field and assisting States with the implementation of regional plans to further improve the existing levels of safety. However, it has to be made clear that the responsibility for remedying deficiencies rest with States and not with ICAO. If the Organization were to assist States, it would have to do so within its budgetary constraints. While the MID Regional Office had played an active role in helping States remedy deficiencies, now fewer resources are available to effectively provide such assistance through the organization of seminars/workshops, Special Implementation Projects and visits to States. It is to be mentioned in this regard, that the Caribbean/South American Regional Planning and Implementation Group (GREPECAS) and the Asia/Pacific Air Navigation and Implementation Regional Group (APANPIRG) have established similar Air Navigation Safety Boards (ASB). Inter – alia, the ASB has to identify resources and to act as a resource for resolving deficiencies. One of the ways in which the ASB would be able to act as a resource for resolving the deficiencies would be through its advocacy with relevant high-level officials and/or donor Organizations. Recognizing that the ASB could be a good tool to address the issue of deficiencies, the meeting recalled that MIDANPIRG/7 decided that this issue be presented to MIDANPIRG/8. In this regard, several delegates expressed the need for the organization of a DGCA meeting in the MID Region. The meeting accordingly, agreed to establish an Air Navigation Safety Working Group with Terms of Reference as attached at **Appendix 8H** to the report on agenda item 8.

8.11 In view of the above, the meeting adopted the following Decision:

DECISION 8/51: SAFETY OF AIR NAVIGATION SERVICES IN THE MID REGION

That with a view to enhance safety of air navigation services in the MID Region, a MIDANPIRG Air Navigation Safety Working Group is established with Terms of Reference and composition as at **Appendix 8H,** *to address the issue of deficiencies at a regional level and assist States in the elimination of their deficiencies.*

8.12 The updating on the status of implementation of deficiencies, which have been identified in the MID Region, is an on-going activity of the Secretariat and is considered as a living document. The meeting recalled that the MIDANPIRG Sub-Groups have been dealing with deficiencies in their respective air navigation fields as part of their Terms of Reference. This practice has to be intensified in the future with more focus on prioritization and monitoring of the corrective actions taken by States.

8.13 The updated list of deficiencies in the AIS/MAP, AOP, ATM/SAR and CNS fields are attached as **Appendices 8A, 8B, 8C,** and **8D** to the report on Agenda Item 8, respectively.

Note: The information related to Afghanistan and Iraq is not precise/available.

8.14 **Appendix 8E** presents the Deficiencies in the Air navigation field, which was reported to MIDANPIRG/7 and **Appendix 8F** presents those, which are reported to MIDANPIRG/8. The analysis of the deficiencies reported to MIDANPIRG/7 and MIDANPIRG/8 shows the following:

- The total number of deficiencies reported to MIDANPIRG/7 was 85 deficiencies, each one concerning one or more State. Their distribution between the different fields is as follow: 13 AIS/MAP, 10 AOP, 41 ATM, 19 CNS, 1 MET and 1 SAR.

- The total number of deficiencies reported to MIDANPIRG/8 is 87 deficiencies, among them 53 are carried over from MIDANPIRG/7; they have not yet been resolved and 34 are new; they are reported for the first time to a MIDANPIRG meeting. The distribution of these deficiencies between the different fields is as follow: 16 AIS/MAP, 27 AOP, 24 ATM, 19 CNS and 1 SAR.

- The total number of deficiencies, which were reported to MIDANPIRG/7 and no longer exist, is 32 eliminated deficiencies.

Deficiencies in the AOP field in the MID Region

8.15 The meeting noted that some States had responded positively on reporting/updating information with regard to deficiencies related to safety in the AOP field. In this regard, the meeting was informed that Lebanon has fulfilled his obligations in correcting a pending deficiency and conducted successfully, a full scale emergency exercises at Beirut International Airport on 22 August, 2003.

Deficiencies in the ATM/SAR/AIS Fields in the MID Region

8.16 The meeting noted that many deficiencies in the ATM field are mainly attributed to either State and/or military reasons and that in most cases, the rationale for non-implementation does not relate to lack of resources.

8.17 In the AIS/MAP field, it was highlighted that the majority of MID States, although they have published WGS-84 coordinates, they haven't yet fully implemented the system and that the implementation of the geoid undulation (GUND) and the quality system represents an area of concern.

Deficiencies in the CNS field in the MID Region

Harmful Interference on Radio Frequency Bands

8.18 The meeting was provided with information regarding the harmful interference that many MID States are experiencing on their aeronautical frequencies since months. The table attached in **Appendix 8I** to the report on Agenda Item 8 shows that ILS and air-ground facilities are especially concerned.

8.19 A proposal aimed at developing special software that could help States in assessing any potential interference caused to ILS and VOR frequencies was not agreed. The meeting was of the view that the scope of interference assessment was too narrow; as a result, this task should be handled by the National Telecommunication Regulatory Authority.

8.20 No amendment was made to the strategy of implementation of the frequency list of the MID Region as indicated in **Appendix 8J** to the report on Agenda Item 8 and emphasis was put on close coordination between ICAO and States regarding the update of the MID frequency database.

8.21 Regarding the outcome of ITU WRC-2003, the meeting noted that some MID States still have their name on the footnotes which allow the use of the band 1559-1610 MHz to the fixed service on primary and secondary basis until 2010 and 2015 respectively. This situation could lead to the disruption to GNSS operation and thus affect the safety of aircraft in flight in the MID Region. In light of the above information, the meeting endorsed the following Conclusion:

CONCLUSION 8/52: PROTECTING GNSS FROM HARMFUL INTERFERENCE IN THE MID REGION

*That considering, Para. (c) of Conclusion 7/8, regarding the Implementation of GNSS in the MID Region, footnotes **5.362B** and **5.362C** of ITU WRC - 2003 Conference, regarding the additional allocation of the band 1 559 – 1 610 MHz (which is used for elements of GNSS) to fixed service and in order to protect GNSS from harmful interference in the MID Region:*

i) *MID Region States who have not done so should immediately refrain from using or allocating the band 1 559 – 1 610 MHz to fixed service.*

ii) *MID Region States whose name is still in the footnotes should request ITU to delete their country's name from footnotes 5.362B and 5.362C.*

iii) *Aeronautical community using GNSS in the MID Region when detecting harmful interference should immediately inform ICAO MID Region office using the Harmful Interference Report Form*.

Deficiencies in the MET field in the MID Region

8.22 An ICAO survey had been performed by a questionnaire sent to all MID States concerning the status of implementation of facilities and services in the MET field (MIDANPIRG Conclusion 7/49 refers). Despite a reminder, only seven States had completed and returned the

questionnaire, and none of the reported problems was considered as "deficiencies". The value of this survey as a tool for the review of MET deficiencies was questioned due to the limited number of replies and it was agreed that no deficiencies in the MET field currently could be specified. In this context, the delegate from Oman informed the meeting that no deficiencies existed in his State.

8.23 It was considered that one of the reasons for the few responses could be the design of the questionnaire, requesting verbal replies that had made it too difficult to complete. It was therefore planned that a revised version should be developed in the form of questions that could be answered with "yes" or "no" to be inserted in tables. This would also make it easier to evaluate the result and by repeating this process, trends could also be identified. It was agreed that one important source of information concerning MET deficiencies should be the airlines operating in the MID Region, and it was agreed by IATA to undertake the further distribution of the questionnaire to the airlines. The Meeting agreed on the following Conclusion:

CONCLUSION 8/53: SURVEY OF STATES IMPLEMENTATION OF MET SERVICES AND FACILITIES

That the ICAO MID Regional Office perform a second survey with a revised questionnaire concerning the status of implementation of MET services and facilities in the MID Region as a basis for a review of deficiencies in the MET field

8.24 In view of the foregoing and recognizing the importance of elimination of the identified deficiencies in the air navigation fields, the meeting adopted the following Conclusion:

CONCLUSION 8/54: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION

That, States:

1) *allocate sufficient resources for the elimination of the air navigation deficiencies listed at* ***Appendices 8A, 8B, 8C*** *and* ***8D*** *to the report of Agenda Item 8.*

2) *are encouraged to set up an internal group* of experts to examine the list of deficiencies and take appropriate actions with a view to recommend to their higher Civil Aviation Authorities solutions for elimination of deficiencies.*

3) *formulate and review on a regular basis an action plan including the rationale for non-elimination of deficiencies, using the format presented as* ***Appendix 8G*** *to the report on Agenda Item 8. The first action plan to be submitted to the ICAO MID Regional Office for review, prior to the 31st December 2003.*

**Note: Such group should also include other experts from out of the air navigation field as appropriate, for strengthening and effectiveness of recommendations.*

MIDANPIRG/8
Appendix 8A to the Report on Agenda Item 8

UPDATED AIR NAVIGATION DEFICIENCIES IN THE MIDDLE EAST REGION
AIS/MAP FIELD

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	States/ Facilities	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	ANNEX 15: Para 4.1.1	Afghanistan, Iraq	Newly Restructured AIP	June 1996		Need to produce and issue the new restructured AIP	Indicated States	Dec. 2004	U
2	ANNEX 15: Para 4.2.9 & 4.3.7	Afghanistan, Iraq, Israel, Kuwait, Syria, Yemen	Lack of regular and effective updating of the AIP	January 2003	ICAO to follow up with States	Need to update the AIP on a regular basis	Indicated States	Afghanistan: Dec. 2004 Iraq: Dec. 2004 The remaining States: Dec. 2003	A
3	ANNEX 15: Para 6.	Afghanistan, Iraq, Israel, Kuwait, Syria	Lack of implementation of AIRAC System	May 1995	ICAO to follow up with States	Need for implementation of AIRAC requirements	Indicated States	Afghanistan: Dec. 2004 Iraq: Dec. 2004 Syria: March 2003 The remaining States: Dec. 2003	A
4	ANNEX 15: Para. 6.1	Yemen	Lack of effective application of AIRAC System	January 2003	ICAO to follow up with States	Need for an effective application of AIRAC System	Indicated States	November 2003	A
5	ANNEX 15: Para 3.6.4	Afghanistan, Iraq, Israel,	Implementation of WGS-84	December 1997		Need to implement WGS-84	Indicated States	Israel: Nov. 2003 The remaining States: Dec. 2004	U

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	States/ Facilities	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
6	ANNEX 15: Para 3.6.4	Bahrain, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria, Yemen	Lack of full implementation of WGS-84	January 2003	ICAO to follow up with States to determine what action is needed to achieve implementation.	Need to complete the full implementation of WGS-84	Indicated States	Yemen: June 2003 The remaining States: Mar. 2004	A
7	ANNEX 15 Para. 3.2	Afghanistan, Bahrain, Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria, Yemen	Implementation of a Quality System	January 2003		Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Indicated States	Dec. 2004	A
8	ANNEX 15 Para. 5.2.8.3	Afghanistan, Iraq, Israel, Oman, Syria	Non-production of the monthly printed plain language summary of NOTAM	January 2003		Need to produce the monthly printed plain language summary of NOTAM	Indicated States	Nov. 2003	A
9	ANNEX 4 Para. 7.2	Afghanistan, Iraq, Israel, Jordan, Qatar, Saudi Arabia, Syria, Yemen	Non-production of the Enroute Chart-ICAO	May 1995		Need to produce the Enroute Chart-ICAO	Indicated States	Afghanistan: Dec. 2004 Iraq: Dec. 2004 Syria: December 2003 UAE: July 2003 Yemen: June 2003 The remaining States: May 2004	A

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	States/ Facilities	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
10	ANNEX 4 Para. 3.2	Afghanistan Iran, Oman, Saudi Arabia, Syria, Yemen	Non-production of Aerodrome Obstacle Chart-ICAO Type A	May 1995	For some RWYs in Oman, Saudi Arabia, Syria and Yemen the Aerodrome Obstacle Chart-ICAO Type A has not been produced	Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int'l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	Indicated States	Afghanistan: Dec. 2004 Iraq: Dec. 2004 Syria: December 2003 Yemen: June 2003 The remaining States: May 2004	A
11	ANNEX 4 Para. 13.2	Afghanistan Bahrain, Iran, Iraq, Qatar	Non-production of Aerodrome/ Heliport Chart - ICAO	May 1995		Need to produce Aerodrome/ Heliport Chart - ICAO for all Int'l Aerodromes	Indicated States	Afghanistan: Dec. 2004 Iraq: Dec. 2004 The remaining States: May 2004	A
12	ANNEX 4 Para. 11.2	Afghanistan, Iraq, Yemen	Non-production of Instrument Approach Chart-ICAO	January 2003	Yemen has produced the Instrument Approach Chart-ICAO except for TAIZ/Ganad (OYTZ) Airport	Need to produce Instrument Approach Chart-ICAO for all Int'l Aerodromes	Indicated States	Yemen: June 2003 The remaining States: Dec. 2004	A
13	ANNEX 4 Para. 6.2	Egypt, Iraq	Non-production of Precision Approach Terrain Chart-ICAO	January 2003		Need to produce Precision Approach Terrain Chart-ICAO for precision approach RWYs CAT II and III.	Indicated States	Dec. 2004	A
14	ANNEX 4 Para. 6.2	Iran	Precision Approach Terrain Chart-ICAO for Tehran Mehrabad Int'l Airport RWY 29L not updated	July 2001		Precision Approach Terrain Chart-ICAO for Tehran Mehrabad Int'l Airport RWY 29L has to be updated	Iran	June 2004	A

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	States/ Facilities	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
15	ANNEX 4 Para. 16.2	Afghanistan Bahrain, Egypt, Iran Iraq, Kuwait, Lebanon, Saudi Arabia, Syria, Yemen	Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995		Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Indicated States	Saudi Arabia: May 2004 Yemen: June 2003 The remaining States: Sep. 2004	B
16	ANNEX 4 Para. 15.1	Syria	Aircraft Parking/Docking Chart for Damascus Airport does not reflect the actual configuration of parking stands	Sep. 2002	(*) Difficulty parking B747-400 and B777 at Stands A10 and A11 (*) Refer to similar deficiency in the AOP field	The chart should be updated to show and identify parking positions and capacity status for each aircraft type	Syria	Nov. 2003	B

EXPLANATORY NOTES

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

AU@ 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.

AA@ 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.

AB@ 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.

MIDANPIRG/8
Appendix 8B to the Report on Agenda Item 8

UPDATED AIR NAVIGATION DEFICIENCIES IN THE MID REGION – AOP FIELD

Identification		Deficiencies			Corrective Action			
Requirement	**States/ Facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
	Afghanistan**							
MID/3 RAN Rec. 1/3 ASIA/PAC 3 RAN, Rec.3/1	Kabul Intl. Airport	No VASIS on RWY 11/29 No ILS RWY 11/29;	April 2000 April 2000	Operations should be restricted to daylight VMC only	Operations should be restricted to daylight VMC only	DGCA	June 2004	U
	Egypt							
ASIA/PAC/3, Rec. 4/2, 4/10	Aswan Int'l Airport	Inadequate runway 35 markings and first 200m RWY unusable while there is no displaced threshold markers	Sep. 2002		RWY Markings need to be refurbished and displaced threshold markers are required	EAC	April 2004	A
	Cairo Int. Airport	RWY 05R/23L surface is severely coated with rubber deposits, in particular TDZ	Sep. 2002		Rubber deposits are to be removed	CAC	June 2004	A
		RWY 05R lights have variable luminosity	April 2003		Lights to be rectified	CAC	End 2003	A

Identification		Deficiencies			Corrective Action			
Requirement	**States/ Facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
	Hurghada Int'l Airport	Apron lighting is inadequate	Sep. 2002		Apron lighting is to be improved	EAC	End 2003	U
		Runway Marking inadequate	April 2003		Markings are to be improved	EAC	April 2005	A
		Heavy rubber accretion on runway	Sep. 2002		Rubber coats are to be removed	EAC	April 2005	A
	Luxor Int'l airport	Runway surface rough with heavy rubber accretion	Sep. 2002		Rubber deposits are to be removed and RWY Surface to be refurbished	EAC	Oct. 2003	A
		PAPIS/VASIS not available	Sep. 2002			EAC	End 2003	A
	Iran							
ASIA/PAC/3, Rec. 4/10 MID/3, Conc.1/6, Rec. 1/3	Mehrabad Int'l Airport	Precision approach lighting of RWY 29L has decreased to 600m due to highway interference	July 2001	Require is for ILS APP has increased to 1200m	Lighting needs to be reinstalled on supports	CAO	Sep 2004	A
		Apron flood lighting is not adequate	April 2003			CAO	End 2003	A
	Iraq**							

Identification		Deficiencies			Corrective Action			
Requirement	**States/ Facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
	Israel							
ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	No high speed turn off end of RWYs: 21/03 and RWY 26	Jan. 2003			EDF	June 2004	A
		No taxiways to RWYs 26 and 21, and from 08 and 03	Jan. 2003	For RWYs 26 and 21, taxing is on active RWYS		EDF	March 2004	U
	Elat Int. Airport	Single runway used as taxiway, two turn-offs at south end (other turn-off is restricted) , Runway width is 30 meters	Jan. 2003	Loop available at end of RWY 03		EDF	March 2004	A
		No approach lighting	Jan. 2003	PAPI (RWY 03) and APAPI (RWY 21)		EDF	March 2004	A
		No taxiway	Jan. 2003			EDF	March 2004	A
		Aprons – limited space that is too close to runway	Jan. 2003			EDF	March 2004	U
		Localizer (LOC) App. and DME plus PAPIS	Jan. 2003	VOR/DME (LOT) available. Unstable LOC App due to ground movement interference (Notamed) <u>Note:</u> Not recommended for use by big jets (wide-body/4 engines)		EDF	June 2004	B

Identification		Deficiencies			Corrective Action			
Requirement	**States/ Facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
	Ovda Int. Airport	Non-Standard taxiways lighting	Jan 2002		Lightings are to be rectifies	IDF	End 2003	A
		No approach lighting on RWY 02R/20L.	July 2000	Usually RWY 02L/20/20R in use (with non-standard PP. lights-SALS and PAPI) – available with VOR App.	App. Lighting to be provided as soon as possible.	IDF	End 2003	A
		No lighted sign with RWY designators	Jan 2002		Sign to be provided	IDF	End 2003	A
		Threshold markings/lighting do not conform to ICAO SARPs.	July 2000		To be rectified	IDF	End 2003	U
		Limited parking space	Jan 2002	One wide-body plus 3 smaller aircraft Note: Recommended for operations with minima not less than alternate minima	Reconsider Apron planning	IDF	June 2004	A

Identification		Deficiencies			Corrective Action			
Requirement	**States/ Facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
	Syria							
MID/3 RAN Rec. 1/3 ASIA/PAC 3 RAN, Rec.3/1	Damascus int'l Airport	Runway markings are unsatisfactory	Jan 2002		Markings are to be rectified	DGCA	End 2003	A
		Apron lighting are inadequate	Jan 2002		Lighting are to be improved	DGCA	End 2003	A
		Difficulty parking B747-400 and B777 at Stands A10 and A11	Sep. 2002	Refer also to AIS/ MAP list of deficiencies on same deficiency	A study should be carried out to identify parking positions and actual capacity status for each aircraft type	DGCA	End 2003	A
	United Arab Emirates							
ASIA/PAC/3, Rec. 4/10 MID/3, Conc. ¼	Dubai Int'l Airport	Category II operations for Dubai -RWY 12L/30/R has been resumed. Category III is expected to take at least one year	Sep. 2002	Refer to CNS List of Deficiencies for same deficiency	**(X)** Completion of regulatory process, Refer to CNS descriptions on same deficiency	DCA	August 2004	U

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.

(*) Note:1 Priority for action to remedy a deficiency is based on the following safety assessments:

AU@ 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.

AA@ 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.

AB@ 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.

(**) Note2: The information related to **Afghanistan and Iraq** is not precise.

(X) Note 3: Deficiency related to Aerodrome Operation safety requirements and to be discussed with CNS list of deficiencies for remedial action.

MIDANPIRG/8
Appendix 8C to the Report on Agenda Item 8

UPDATED AIR NAVIGATION DEFICIENCIES IN THE MID REGION - ATM/SAR FIELD

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	MID ANP Table ATS-1	Iraq	With the recent developments in Iraq, the ATS route requirements over Baghdad FIR is being reviewed in consultation with the State, IATA and the coalition forces		To follow-up with all parties concerned	New requirements being identified in consultation with the State, IATA and the coalition forces Once finalized, a proposal for amendment of the Plan will be initiated.	Iraq, ICAO, IATA, Coalition Forces	31/12/2003	A
2	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	All MID States	Lack of Search and Rescue Agreements between neighboring States	11/11/94	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5.	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	All MID States	A. 31/12/03 B. 31/12/03 C. 31/12/03	A
3	MID ANP Table ATS-1 Plan of ATS routes	Afghanistan Uzbekistan	ATS route **A219** not implemented	5/12/97	Implemented Nawabshah to Kandahar as B466. Re-designated because of prior use of this designator in ASIA/PAC region *Segment Kandahar – Termez:Not implemented*	ICAO to follow up with States to determine what action is needed to achieve implementation Probably to extend B466 till TERMEZ in the MID Plan and delete requirement for A219.	Afghanistan Uzbekistan	31/12/03	L

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
4	MID ANP Table ATS-1 Plan of ATS routes	Israel Jordan Syria	ATS route **A412** not implemented	5/12/97	Jerusalem to Amman not yet implemented. *(Jerusalem - Amman :not implemented.* *Segment Amman – Tanf shown as A 52)* (Need to implement segment Jerusalem Amman and designator A52 to change to A412)	ICAO to follow up with States to determine what action is needed to achieve implementation	ICAO	TBD	L
5	MID ANP Table ATS-1 Plan of ATS routes	Bahrain Qatar Saudi Arabia	ATS route **A415** not implemented	5/12/97	Not yet implemented Doha to King Khalid	Saudi Arabia and Qatar to continue negotiations to open this route.	Saudi Arabia Qatar	TBD	A
6	MID ANP Table ATS-1 Plan of ATS routes	Bahrain Saudi Arabia U.A.E Yemen	ATS route **A419** not implemented	5/12/97	1.ASHGABAT- RIKOP-SABZEVAR: different designator(A420/A416 2.SABZEVAR-DARBAND: Not implemented 3.NORLO (Abu Dhabi) to Sana'a: Not implemented		A. States B. States and ICAO C. States	A. 1 Q 2001 B. 2 Q 2001 C. 3 Q 2001	B
7	MID ANP Table ATS-1 Plan of ATS routes	Bahrain Iran Qatar	ATS route **A453** not implemented	5/12/97	Not yet implemented Kish to Bahrain. Proposal to amend the Plan to route via PIMAL being processed.	- IATA and Bahrain have developed proposal for re-alignment. To be -coordinated with Iran -ICAO to initiate procedures for amendment to MID Plan	Bahrain Iran ICAO	31/12/03	B
8	MID ANP Table ATS-1 Plan of ATS routes	Israel Cyprus	ATS route **B406** not implemented	5/12/97	No sections implemented Implemented as B17/UB17 Larnaca- MERVA(FIR BDY)	To be followed by both the ICAO EUR and MID Offices	Israel Cyprus ICAO to assist	31/12/03	B
9	MID ANP Table ATS-1 Plan of ATS routes	Cyprus Lebanon Syria Turkey	ATS route **B410** not implemented	5/12/97	No Section implemented. Need to consider other routes: UL620 proceeding to BALMA then, R655-Chekka	To be discussed in EMAC*** meetings.	Syria ICAO to assist	31/12/03	B

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	**States/ facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
10	MID ANP Table ATS-1 Plan of ATS routes	Jordan Saudi Arabia Syria	ATS route **B412** not implemented	5/12/97	No sections implemented Saudi Arabia and Jordan ready to implement. *(route via Halaifa(B554). Segment Halaifa - King Abdulaziz:B412)*	States to co-ordinate to finalize implementation	Jordan Saudi Arabia Syria ICAO to assist	31/12/03	B
11	MID ANP Table ATS-1 Plan of ATS routes	Bahrain Qatar	ATS route **B415** not implemented	5/12/97	Not implemented Doha to Bahrain Subject to military restrictions	States to continue negotiations with one another and military	Bahrain Qatar	31/12/00	B
12	MID ANP Table ATS-1 Plan of ATS routes	Bahrain Qatar Saudi Arabia	ATS route **B419** not implemented	5/12/97	Not implemented Doha - King Fahd Subject to military restrictions	States to continue negotiations with one another and military	Bahrain Qatar Saudi Arabia	31/12/00	B
13	MID ANP Table ATS-1 Plan of ATS routes	Syria Turkey	ATS route **B538** not implemented	5/12/97	*-(Segment Gaziantep – Aleppo:B544/VB36)* *- (segment Aleppo – kariatain:W5)* *-(Not implemented: Kariatain –Damascus)*	ICAO to follow up with States to determine what action is needed to achieve implementation	ICAO	31/12/03	B
14	MID ANP Table ATS-1 Plan of ATS routes	Cyprus Jordan Lebanon Turkey	ATS route **B545** not implemented	5/12/97	Segment MUT- BALMA: Implemented as UL620. Segment BALMA -KHALDEH-AMMAN: Not implemented *Segment BALMA - Khaldeh: B15)*	To be discussed in EMAC*** meetings. ICAO to follow -up	Cyprus Jordan Lebanon Turkey	TBD	B
15	MID ANP Table ATS-1 Plan of ATS routes	Cyprus Lebanon Syria	ATS route **G202** not implemented	5/12/97	Not implemented DAKWE - Damascus - Not implemented TANF-Samarra.	ICAO to follow -up -In consultation with Iraq for implementation	Iraq Lebanon Syria	31/12/03	B

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
16	MID ANP Table ATS-1 Plan of ATS routes	Bahrain Saudi Arabia Yemen	ATS route **G652** not implemented	5/12/97	Not implemented ETUKO to Aden	A. States to organize informal coordination meeting to review route structure from Gulf south into Arabian Peninsula B. Develop ANP amendment proposal for revised route structure C. Implement revised route structure	A. States + IATA B. States and ICAO C. States	A. 2 Q 2003 B2 Q 2003 C. 3 Q 2003	B
17	MID ANP Table ATS-1 Plan of ATS routes	Bahrain Saudi Arabia U.A.E.	ATS route **G660** not implemented	5/12/97	Not implemented King Abdulaziz to Abu Dhabi	A. States to organize informal coordination meeting to review route structure from Gulf south into Arabian Peninsula B. Develop ANP amendment proposal for revised route structure C. Implement revised route structure	A. States B. States and ICAO C. States	A. 1 Q 2001 B. 2 Q 2001 C. 3 Q 2001	B
18	MID ANP Table ATS-1 Plan of ATS routes	Jordan Syria	ATS route **G662** not implemented	5/12/97	Not implemented Damascus to Guriat	States to continue coordination to achieve implementation	Jordan Syria	31/12/00	B
19	MID ANP Table ATS-1 Plan of ATS routes	Cyprus Israel Jordan	ATS route **G664** not implemented	5/12/97	No sections implemented	To be discussed in EMAC*** meetings.	Cyprus Israel Jordan	31/12/03	B
20	MID ANP Table ATS-1 Plan of ATS routes	Iran	ATS route **G665** not implemented	5/12/97	Implemented, but segment Shiraz - NABOD is only available at night	ICAO to follow up with Iran to determine what action is needed to achieve full implementation	ICAO	31/12/03	B
21	MID ANP Table ATS-1 Plan of ATS routes	Iran Syria	ATS route **G671** not implemented	5/12/97	No sections implemented	ICAO to follow up with States to determine what action is needed to achieve implementation	ICAO	31/12/03	B

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
22	MID ANP Table ATS-1 Plan of ATS routes	Afghanistan Iran Pakistan Turkmenistan	ATS route **G792** not implemented	5/12/97	No sections implemented Domestic designator on segment Charn – Kandahar:V390 Kandahar –Quetta: Not implemented	ICAO to follow up with States to determine what action is needed to achieve implementation. No major problem on designator V390 Segment Kandahar- Quetta needs implementation	ICAO	31/12/03	L
23	MID ANP Table ATS-1 Plan of ATS routes	Israel Jordan Syria	ATS route **R653** not implemented	5/12/97	No sections implemented			31/12/03	B
24	MID ANP Table ATS-1 Plan of ATS routes	Saudi Arabia Qatar Yemen	ATS route **R659** not implemented	5/12/97	Not implemented Doha to Sana'a	. States to organize informal coordination meeting to review route structure from gulf south into Arabian Peninsula	A. States + IATA	A. 1 Q 2001	B
25	MID-ANP Table ATS-1 routes	Jordan Saudi Arabia	R785 Flight level restrictions	30/02/03	Upper limit restricted to FL280	States to follow-up ICAO to assist	Jordan Saudi Arabia	31/12/03	A

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

AU@ 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.

AA@ 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.

AB@ 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.

MIDANPIRG/8
Appendix 8D to the Report on Agenda Item 8

UPDATED AIR NAVIGATION DEFICIENCIES IN THE MID REGION - CNS FIELD

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first Reported**	**Remarks**	**Description**	**Executing body**	**Date of Complete**	**Priority for action****
AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19).	Jordan-Lebanon Amman-Beirut AFTN Circuit	The circuit is not yet implemented	07/10/1998	Lebanon is ready to implement the circuit		Jordan - Lebanon		A
	Israel - Jordan Ben Gurion - Amman AFTN Circuit	The circuit is not yet implemented	07/10/1998	Jordan has planned to implement the circuit in the foreseen future.		Israel - Jordan		B

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first Reported**	**Remarks**	**Description**	**Executing body**	**Date of Complete**	**Priority for action****
	Afghanistan-Bahrain Kabul-Bahrain AFTN Circuit	The circuit is not yet implemented	07/10/1998	Bahrain is ready to implement the circuit	Follow-up the matter with IATA concerning Afghanistan Circuit Implementation depends on line availability in Afghanistan			B
	Afghanistan-Iran Kabul-Tehran AFTN Circuit	The circuit is not yet implemented	07/10/1998	VSAT network to be implemented				B
AFTN Main Circuits (LIM MID RAN Rec10/5)	Egypt – Jordan Amman – Cairo AFTN Circuit	The circuit is implemented on 50 bauds	19/10/1999	Egypt is ready to up-grade the circuit to 100 bauds or higher if traffic justifies	Egypt will co-ordinate with Jordan for up-grading	Egypt – Jordan		A
	Bahrain – Singapore Bahrain – Singapore AFTN Circuit	The circuit is implemented on 200 bauds	19/10/1999	Operating satisfactorily on 200 bauds	Planned to be up-graded to medium speed circuit -2400	Bahrain – Singapore	Fourth Quarter 2004	~~A~~
	Lebanon – Saudi Arabia Beirut – Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999		Upgrade is under going	Lebanon – Saudi Arabia	Fourth Quarter 2003	A

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first Reported**	**Remarks**	**Description**	**Executing body**	**Date of Complete**	**Priority for action****
	Lebanon – Kuwait Beirut – Kuwait AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	The circuit is operating satisfactorily on 200 bauds.	Planned to be up-graded to 300 bauds	Kuwait - Lebanon		A
	Egypt – Kenya Cairo – Nairobi AFTN Circuit	The circuit is implemented on 50 bauds	19/10/1999	Egypt is ready to up-grade the circuit to 100 bauds	Egypt and Kenya agreed to upgrade the circuit to 1200 bps	Egypt – Kenya	Fourth Quarter 2003	A
	Egypt – Tunisia Cairo – Tunis AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999		Planned to be up-graded to 1200 bauds	Egypt - Tunisia	Upon Tunis readiness	A
	Saudi Arabia – Ethiopia Jeddah – Addis Ababa	The circuit is implemented on 50 bauds	19/10/1999	The circuit is not working satisfactorily. Saudi Arabia is ready to up-grade the circuit to higher speed.	ICAO MID Regional Office is following-up the matter with ICAO Nairobi Office			A
	Iran – Kuwait Kuwait – Tehran AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	No traffic justification for 300 bauds		Iran – Kuwait		A

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first Reported**	**Remarks**	**Description**	**Executing body**	**Date of Complete**	**Priority for action****
ATS Speech Circuit Plan (LIM MID RAN Conclusion 6/11)	Yemen – Ethiopia-Eritrea – India – Djibouti – Saudi Arabia – Somalia	All ATS Speech Circuits connecting Sana'a with the following adjacent centres provided by Yemen use speed dial: Addis-Ababa Asmara Mumbai Djibouti Jeddah Mogadishu Muscat	07/10/1998	Sometimes, Communications facilities do not permit communications to be established within 15 seconds	Yemen will be urged to implement Direct Speech Circuits with adjacent centres using dedicated lines ICAO MID Regional Office is following up the matter with ICAO Nairobi Office concerning the African States. Saudi Arabia and Oman are ready to implement a dedicated circuit with Sana'a.			A
	Saudi Arabia – Eritrea – Sudan	The ATS Speech Circuit connecting the following adjacent centres to Jeddah use speed dial: Asmara Khartoum	19/10/1999	Jeddah – Khartoum on speed dial Khartoum – Jeddah on HF	ICAO MID Regional Office is following-up the matter with ICAO Nairobi Office. Saudi Arabia is ready to implement the dedicated circuits with Asmara and Khartoum			A

Identification		Deficiencies			Corrective Action			
Requirements	**States/facilities**	**Description**	**Date first Reported**	**Remarks**	**Description**	**Executing body**	**Date of Complete**	**Priority for action****
AFTN usage (LIM MID RAN Rec 6/2)	Afghanistan, Iraq, Jordan, Kuwait, Pakistan, Saudi Arabia, Syria and Yemen	Recording of statistics in appropriate form, exchange of the circuit loading data with corresponding stations, evaluate circuit loading and take remedial action when occupancy level exceeds permissible levels	22/05/1995	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office. Copy of Table to be filled is attached to Appendix 3B to the report on Agenda Item 3		States concerned		B
MIDANPIRG Con 7/47	Egypt and UAE	Harmful interferences to radio frequency band allocated to ILS	2002	Unstable signals and various sources of interferences		Follow-up by ICAO and concerned States	As soon as possible	A
	Iran and UAE	Harmful interferences to radio frequency band allocated to ACC	2002	various sources of interferences		Follow-up by ICAO and concerned States	As soon as possible	A
	Kuwait and Syria	Harmful interferences to radio frequency band allocated to TWR	2002	various sources of interferences		Follow-up by ICAO and concerned States	As soon as possible	A

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

AU@ 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.

AA@ 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.

AB@ 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.

AIR NAVIGATION DEFICIENCIES IN THE THE MID REGION REPORTED TO MIDANPIRG/7

States	AIS	AOP	ATM	CNS	MET	SAR	TOTAL/State
Afghanistan*	1	2	4	3	1	1	**12**
Bahrain	1	0	10	5	1	1	**18**
Egypt	5	3	3	5	1	1	**18**
Iran	6	1	8	3	1	1	**20**
Iraq*	6	0	14	1	1	1	**23**
Israel	4	2	6	2	1	1	**16**
Jordan	4	0	11	4	1	1	**21**
Kuwait	1	0	2	5	1	1	**10**
Lebanon	3	1	6	4	1	1	**16**
Oman	1	0	3	2	1	1	**8**
Qatar	1	0	6	1	1	1	**10**
Saudi Arabia	5	0	14	7	1	1	**28**
Syria	4	1	13	1	1	1	**21**
UAE	2	0	4	1	1	1	**9**
Yemen	3	0	6	2	1	1	**13**

Total by Air Navigation Field

AIS/MAP	13
AOP	10
ATM	41
CNS	19
MET	1
SAR	1
Total:	**85**

(*) Note: The information related to Afghanistan and Iraq is not precise

MIDANPIRG/8
Appendix 8F to the Report on Agenda Item 8

AIR NAVIGATION DEFICIENCIES IN THE MID REGION REPORTED TO MIDANPIRG/8

States	AIS		AOP		ATM		CNS		MET		SAR		Total by State
	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	
Afghanistan*	1	9	2	0	2	0	3	0	0	0	1	0	**18**
Bahrain	2	2	0	0	7	1	4	0	0	0	1	0	**17**
Egypt	1	1	1	7	0	0	4	1	0	0	1	0	**16**
Iran	4	2	1	1	4	0	2	2	0	0	1	0	**17**
Iraq*	6	5	0	0	0	1	1	0	0	0	1	0	**14**
Israel	3	3	2	10	4	0	2	0	0	0	1	0	**25**
Jordan	1	2	0	0	6	2	4	0	0	0	1	0	**16**
Kuwait	2	3	0	0	0	0	5	1	0	0	1	0	**12**
Lebanon	1	2	0	0	3	0	3	0	0	0	1	0	**10**
Oman	1	3	0	0	0	0	1	0	0	0	1	0	**6**
Qatar	2	2	0	0	5	0	0	0	0	0	1	0	**10**
Saudi Arabia	3	2	0	0	8	2	7	0	0	0	1	0	**23**
Syria	4	5	0	3	8	1	1	2	0	0	1	0	**25**
UAE	0	0	0	0	2	0	0	3	0	0	1	0	**6**
Yemen	3	5	0	0	3	0	2	0	0	0	1	0	**14**

Old = Reported to MIDANPIRG/7 and carried over

New = Reported for the first time to MIDANPIRG meeting

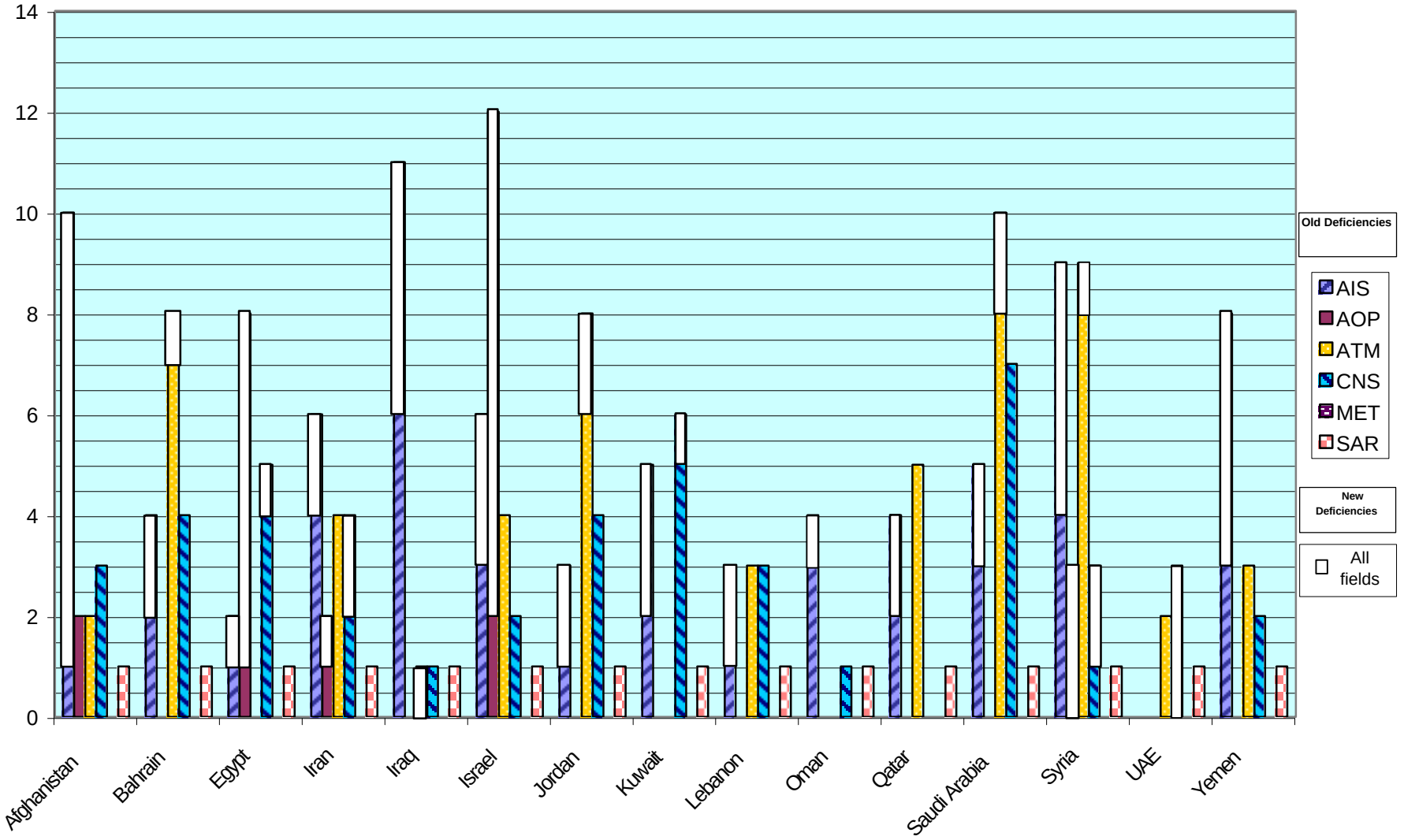
(*) Note: The information related to Afghanistan and Iraq is not precise

Total by Air Navigation Field

	MIDANPIRG/7	MIDANPIRG/8		
		Old	*New*	*Total*
AIS/MAP	13	8	8	16
AOP	10	6	21	27
ATM	41	22	2	24
CNS	19	16	3	19
MET	1	0	0	0
SAR	1	1	0	1
Total	**85**	53	34	**87**

32 Deficiencies eliminated
between MIDANPIRG/7 and 8

Air Navigation Deficiencies in the MID Region Reported to MIDANPIRG/8



MIDANPIRG/8
Appendix 8G to the Report on Agenda Item 8

STATES ACTION PLAN FOR ELIMINATION OF AIR NAVIGATION DEFICIENCIES

State:…….. **Date:**……..

Item No	Deficiency	Corrective Action		Remarks*
		Description	Date of completion	

(*) Rationale for non-elimination, Difficulties encountered, other States concerned, etc.

MIDANPIRG/8
Appendix 8H to the Report on Agenda Item 8

MIDANPIRG AIR NAVIGATION SAFETY WORKING GROUP

1. TERMS OF REFERENCE

a) Review the current practices relating to the identification, assessment, prioritization and reporting of air navigation deficiencies in the MID Region based on the Uniform Methodology;

b) Assist in the development of specific procedures related to various steps in dealing with deficiencies, which represent critical safety issues and are directly in relation with the Global Aviation Safety Plan (GASP); and

c) Provide advice and concise guidance to those involved in the resolution of the air navigation deficiencies.

2. COMPOSITION

The MIDANPIRG Air Navigation Safety Working Group will be composed of Senior Officials nominated by Middle East Provider States and experts from IATA and IFALPA.

MIDANPIRG/8
Appendix 8I to the Report on Agenda Item 8

LIST OF HARMFUL INTERFERENCE IN AUGUST 2003

Airports /FIRs	Facilities interfered	Interfering sources	Date first reported	Correction action
BAHRAIN - SMC	**121. 900 MHz**	**Busher (Iran)**	**06 – 09 - 00**	**After coordination with Bangkok, Busher was proposed 121.600 MHz**
QATAR - Doha	**121. 800 MHz**	**Saudi Arabia**	**03 – 06 - 00**	**Coordination done with Saudi Arabia who is now operating on 121.650 MHz**
UAE ACC	121. 500 MHz	unknown	16 – 07 - 02	Harmful interference report was sent to Nat. Telecom. Administration
ACC	128. 250 MHz	atmospheric/speech	26 – 01 - 02	Harmful interference report was sent to Nat. Telecom. Administration
ACC	129. 500 MHz	unknown	29 – 03 - 02	Harmful interference report was sent to Nat. Telecom. Administration
ACC	124. 850 MHz	atmospheric	24 – 01 - 02	Harmful interference report was sent to Nat. Telecom. Administration
ACC	133. 550 MHz	unknown	28 – 02 - 02	Harmful interference report was sent to Nat. Telecom. Administration
ACC	119.300 MHz	Doha	29 – 03 - 02	Harmful interference report was sent to Nat. Telecom. Administration
UAE – Dubai ILS	110. 900 MHZ	unknown	26 – 03 - 02	Nat. Telecom Administration is taking care of this deficiency. Follow up by ICAO
Dubai ILS	110. 1 MHz ILS	unknown	26 – 03 - 02	Nat. Telecom Administration is taking care of this deficiency. Follow up by ICAO
Dubai ILS	111. 3 MHz ILS	unknown	24 – 03 - 02	Nat. Telecom Administration is taking care of this deficiency. Follow up by ICAO
Dubai ILS	109. 5 MHz ILS	unknown	22 – 03 - 02	Nat. Telecom Administration is taking care of this deficiency. Follow up by ICAO
UAE – Al Ain	129.15 MHz	Kish Air Dispatch	25 – 06 - 02	Nat. Telecom Administration is taking care of this deficiency. Follow up by ICAO
KUWAIT – OPS Center	118. 3 MHz	unknown	12 – 06 - 02	Follow up by ICAO
KUWAIT – OPS Center	123. 7 MHz	unknown	12 – 06 - 02	Follow up by ICAO
SYRIA – Aleppo - VHF	118. 100 MHz	Turkey	03 – 07 - 02	Coordination is undergoing between ICAO Cairo, ICAO Paris and Turkey
SYRIA – Aleppo - VHF	119.100 MHz	Turkey	03 – 07 - 02	Coordination is undergoing between ICAO Cairo, ICAO Paris and Turkey
IRAN - Tehran ACC	123. 900 MHz	India	14 – 08 - 02	Coordination is undergoing between ICAO Cairo and ICAO Bangkok
IRAN – Kerman Shah	119.300 MHz	Qatar	20 – 07 - 02	Coordination is undergoing with Iran. No complaint from Qatar
IRAN – Abadan	121.900 MHz	Iraq	08 – 07 - 03	Coordination between ICAO Cairo and Iraq Coalition Provisional Authority
IRAN – Ahwaz	121.900 Mhz	unknown	10 – 08 - 03	Coordination between ICAO Cairo and Iraq Coalition Provisional Authority

---

MIDANPIRG/8
Appendix 8J to the Report on Agenda Item 8

IMPLEMENTATION OF FREQUENCY LIST IN THE MID REGION

Steps	Approach followed by ICAO MID Office	Action by States	Tentative date of completion	Remarks
1	Need of MID Frequency Utilization Lists	LIM RAN meeting Rec. 4.3/4	1996	Rec. 4.2/13 gives complementary information on harmful interference
2	Awareness of States	MIDANPIRG/6	2000	Con. 6/3 refers to frequency issues
3	25 KHz Frequency Spacing	MIDANPIRG/7	2002	Frequency spacing is included in the MID FASID
4	Harmful Interferences Report Form	MIDANPIRG/7 Decision 7/46	2002	Con.7/47 insists on the manner of coordination
5	Acquisition of required software		2002/2003	
6	Check of Frequencies		Actioned	**Needs more coordination between different parties**
7	Database Update		Actioned	**Needs more coordination between different parties**
8	Review by CNS/MET SG meeting			
9	Harmonization with other Regions			
10	Approval by States			
11	Publishing of document			

Note: This approach is based on ITU procedures and coordination between different parties

---

REPORT ON AGENDA ITEM 9: FUTURE WORK PROGRAMME

Increasing the Efficiency and Effectiveness PIRGS

9.1 The Meeting noted that the President of the Council of ICAO expressed concerns with regard to the role and activities of PIRGs. The President indicated that, for some time now, he had noticed that the deficiencies listed in some PIRG reports had not changed much and seemed to be carried over from one report to another. Among other issues, the President made a reference to the size of certain PIRG reports and questioned the justification for annual PIRG meetings, as well as their cost efficiency. The President suggested that perhaps more time should be allowed between PIRG meetings to develop issues on the basis of which the PIRGs could meet. He stated that he would like to see the PIRGs focus more on implementation issues rather than planning aspects and acknowledged that, to do that, it may be necessary to revise the terms of reference of PIRGs.

9.2 Against this background, the meeting reviewed the role and working methods of MIDANPIRG. In relation to size of the reports of MIDANPIRG meetings, it should be borne in mind that the reports are developed essentially to serve the needs of States, and that the present format and style appeared, generally, to meet their requirements. The meeting agreed with view of the Commission to continue to provide the complete report of MIDANPIRG meetings that will contain all the appendices and related guidance material.

9.3 The meeting noted that the demands on PIRGs have been changing; MIDANPIRG had adopted a wider range of responsibilities and expanded their role and activities in the regional planning process. In relation to periodicity and duration of MIDANPIRG meetings, it was brought out that this aspect is always determined taking into account the established criteria such as the additional responsibilities delegated from RAN meetings to PIRGs, the need to allow enough time for development between each PIRG meeting and the need to conduct activities in the most cost effective manner with the minimum of formality and documentation. The meeting confirmed that the current periodicity and duration of MIDANPIRG meetings are appropriate as it provides continuity, value, flexibility and focus in ensuring the implementation of regional air navigation systems. The meeting agreed for the inclusion of AVSEC matters in the work program of MIDANPIRG.

9.4 With the above in mind and responding to the concerns expressed by the President of the Council, the meeting considered necessary to revise the terms of reference of MIDANPIRG. The revised draft Terms of Reference, available at **Appendix 9A** to the report on Agenda Item 9 in bold/strikeout takes into account all aspects in enhancing the efficiency and effectiveness of MIDANPIRG. Accordingly the meeting formulated the following Conclusion:

CONCLUSION 8/55: REVISED TERMS OF REFERENCE OF MIDANPIRG

*That ICAO Council approve the revised Terms of Reference of MIDANPIRG, available at **Appendix 9A** to the report on Agenda Item 9.*

MIDANPIRG Procedural Handbook Second Edition, September 2003

9.5 The meeting was presented with information on the preparation and publication of the MIDANPIRG Procedural Handbook. It should be noted that since the establishment of MIDANPIRG nine years ago, the Group has gained sufficient experience and has recognized specificities of the MID region with the objective of, raising the performance of the MIDANPIRG and its contributory bodies. Demands on the Group had changed as it has adopted a wider range of responsibilities and expanded its role and activities in the regional planning process.

9.6 The meeting accordingly, approved the MIDANPIRG Procedural Hand Book Second Edition, September 2003, as shown at **Appendix 9B** to the report on Agenda Item 9, and adopted the following Decision:

DECISION 8/56: MIDANPIRG PROCEDURAL HAND BOOK 'DRAFT' SECOND EDITION – SEPTEMBER 2003

That, the MIDANPIRG Procedural Hand Book Second Edition, September 2003 at **Appendix 9B** to the report on Agenda Item 9 is approved.

ICAO MID Office Tentative Schedule of Meetings, Seminars and Workshops from January 2004 to January 2005

9.7 The meeting was presented with the tentative schedule of meetings, seminars and workshops as at **Appendix 9C** to the report on Agenda Item 9. It was also mentioned that this schedule is subject to updates and be used for planning purposes only. Meetings, seminars and workshops are confirmed only when an invitation letter is sent by the ICAO MID Regional Office. The schedule would be posted on the MID Regional Office website (**http://www.icao.int/mid**).

9.8 The meeting was of the view that there is an urgent need for the organization of seminars/workshops on safety management systems as a result of the decision taken by the ICAO Council for the expansion of the safety oversight to cover provisions of Annex 11, 14 and 13. It should be noted that the ICAO MID Regional Office is planning a Runway Safety and ATS Safety Management Seminar for 15-19 December 2003.

Outcome of the First Meeting of The MIDANPIRG Member States (MMS/1)

9.9 The MIDANPIRG/8 was briefed on the First meeting of the MIDANPIRG Member States (MMS/1) that was held in Oman on 7-8 June 2003 and attended by 5 MIDANPIRG States i.e. Bahrain, Egypt, Iran, Islamic Rep of, Oman and Saudi Arabia. The objectives of MMS/1 was as follows:

- Informal consultation with MIDANPIRG member States in relation to future work and strategies of MIDANPIRG.

- Enhancement of the effectiveness of MIDANPIRG and further involvement of the member States in the activities of the Group in line with ICAO Strategic Action Plan, which would include finance strategies options and opportunities derived from MIDANPIRG terms of reference (TOR) and the list of MIDANPIRG/8 papers.

9.7 The Executive Summary of the MMS/1 meeting is at **Appendix 9D** to the report on Agenda Item 9.

MIDANPIRG/8
Appendix 9A to the Report on Agenda Item 9

REVISED TERMS OF REFERENCE FOR THE MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG)

~~1 The objectives of the Group are to~~

1. The Terms of Reference of the Group are:

a) ~~{(a) ensure the}~~ continuous and coherent development of the ~~{MID Regional Plan as a}~~ **[Middle East Regional Air Navigation Plan and other relevant regional documentation in a manner that is harmonized with adjacent regions, consistent with ICAO SARPs and reflecting global requirements;]**

~~{whole taking into consideration the effect of such development on the Regional Plans of adjacent regions; }~~

[b) facilitate the implementation of air navigation systems and services as identified in the Middle East Regional Air Navigation Plan with due observance to the primacy of air safety and security; and]

~~{(b) identify specific problems in the air navigation field and propose, in appropriate form, action aimed at solving these problem; and }~~**[**

[c) identification and addressing of specific deficiencies in the air navigation field]

~~{(c) establish the costs and benefits of various implementation options and the need to facilitate financing of preferred options in planning and implementation of air navigation facilities, with due regard to the primacy of safety.~~

~~2 In order to meet these objectives}~~

[2. In order to meet the Terms of Reference] the Group shall:

a) ~~{keep under}~~ review, and propose when necessary, the target dates for implementation of facilities, services and procedures to ensure the ~~{co-ordinated}~~ **[coordinated]** development of the Air Navigation System in the ~~{MID}~~ **[Middle East]** Region;

b) assist the ICAO ~~{Regional Offices providing services in the {MID} Region, in their assigned task of fostering}~~ **[Middle East Regional office in fostering the]** implementation of the ~~{MID}~~ **[Middle East]** Regional Air Navigation Plan;

c) ~~{review any shortcomings in the MID Regional Air Navigation System and develop recommendations for remedial action;}~~ **[in line with the Global Aviation Safety Plan (GASP), ensure the conduct of any necessary systems performance monitoring, identify specific deficiencies in the Air Navigation field, especially in the context of safety and security, and propose corrective action;]**

~~{d) originate and co-ordinate, as necessary, amendments to the MID}~~

[d) ensure the development and implementation of an action plan by States to resolve identified deficiencies, where necessary;

e) promote, support and facilitate the regional implementation of AVSEC provisions;

f) develop amendment proposals for the update of the Middle East Regional Air Navigation Plan necessary to satisfy any changes in the requirements, thus removing the need for regular regional air navigation meetings;

g) monitor implementation of air navigation facilities and services and where necessary, ensure interregional harmonization, taking due account of cost/benefit analysis, business case development, environmental benefits and financing issues;

h) review and monitor human resource planning and training issues and ensure that the human resource development capabilities in the region are compatible with the Middle East] Regional Air Navigation Plan;

~~{e) monitor new developments in the air navigation field and develop proposals to meet the requirements resulting from these developments in a timely and evolutionary manner;~~

~~f) keep under}~~ **[i)]** review the Statement of Basic Operational Requirements and Planning Criteria and recommend to the Air Navigation Commission such changes to them as may be required in the light of developments ~~{mentioned in e); and}~~**[;]**

~~{g) Use an appropriate mechanism to prepare cost/benefit analyses and business cases, and provide related guidance material in support of "prototype" sets of planned facilities and services. The group may}~~

[j)] invite financial institutions, as required**[,]** on a consultative basis ~~and at a time it considers appropriate~~ in the planning process~~{,}~~ ~~to participate in this work{. }~~**[;]**

[k) ensure close cooperation with relevant organizations and State grouping to optimize the use of available expertise and resources; and

l) conduct the above activities in the most efficient manner possible with a minimum of formality and documentation and call meetings of the MIDANPIRG, through the Secretary and the Chairperson, when it is necessary to do so.

m) invite senior officials of the State, as required, to seek the endorsement of regional air navigation plans, expeditious implementation of air navigation systems elements and the resolution of air navigation deficiencies.

MIDANPIRG/8
Appendix 9B to the Report on Agenda Item 9

INTERNATIONAL CIVIL AVIATION ORGANIZATION

MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG)

PROCEDURAL HANDBOOK

DRAFT

Second Edition -September 2003

MIDANPIRG PROCEDURAL HANDBOOK - GENERAL

FOREWORD

1. Introduction

1.1 The Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG) Procedural Handbook is a publication prepared by the ICAO Secretariat and adopted by the MIDANPIRG. Its purpose is to provide, for easy reference of interested parties, a consolidation of material, particularly of a procedural nature, about the work of the MIDANPIRG and its contributory bodies. It contains the Terms of Reference of the MIDANPIRG and certain other provisions approved by the Council of ICAO. It also contains the working arrangements and internal instructions developed by the Group for the practical application of its Terms of Reference.

1.2 The Handbook has a series of loose-leaf pages, organised in Part and Section headings. The document describes: Terms of Reference; Composition; Position in ICAO; Working Arrangements; Rules of Procedure and Practices governing the Conduct of Business.

1.3 The framework of Part and Sections headings in addition to the page numbering has been devised to provide flexibility and the facilitation of the revision of additional or new material. Each Part includes an Introduction giving its purpose and status. A Table of Contents is provided which serves also as a subject index and as a checklist for the current pages.

1.4 Replacement pages will be issued as necessary. Additional material will be incorporated in the existing Sections or will be the subject of new Sections, as required.

1.5 The Procedural Handbook will be distributed to Members and Observers of the Group, the ICAO Secretariat, and to other States and International Organizations participating in meetings, contributing to, or having interest in the work of the Group and/or its Contributory Bodies.

MIDANPIRG PROCEDURAL HANDBOOK

Page

Page

MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG)

PROCEDURAL HANDBOOK

PART I

TERMS OF REFERENCE OF THE MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP

1. Background

1.1 The Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG) was established by the Council of ICAO, in 1993, with the objectives and terms of reference indicated hereunder in paragraph 2.

1.2 The Council subsequently on 29 June 1994 approved the membership of the Group as follows: Bahrain, Egypt, Iran (Islamic Republic of), Jordan, Lebanon, Oman, Saudi Arabia and United Arab Emirates.

1.3 The terms of reference of the Group and other provisions applicable to it as approved by the ICAO Council are as follows:

2. Terms of Reference of the MIDANPIRG

2.1 The Terms of Reference of the Group are:

a) continuous and coherent development of the Middle East Regional Air Navigation Plan and other relevant regional documentation in a manner that is harmonized with adjacent regions, consistent with ICAO SARPs and reflecting global requirements;

[b) facilitate the implementation of air navigation systems and services as identified in the Middle East Regional Air Navigation Plan with due observance to the primacy of air safety and security; and

[c) identification and addressing of specific deficiencies in the air navigation field

2.2 In order to meet the Terms of Reference the Group shall:

a) review, and propose when necessary, the target dates for implementation of facilities, services and procedures to ensure the coordinated development of the Air Navigation System in the Middle East Region**;**

b) assist the ICAO Middle East Regional office in fostering the implementation of the Middle East Regional Air Navigation Plan;

c) In line with the Global Aviation Safety Plan (GASP), ensure the conduct of any necessary systems performance monitoring, identify specific deficiencies in the Air Navigation field, especially in the context of safety and security, and propose corrective action**;**

d) ensure the development and implementation of an action plan by States to resolve identified deficiencies, where necessary;

e) promote, support and facilitate the regional implementation of AVSEC provisions;

f) develop amendment proposals for the update of the Middle East Regional Air Navigation Plan necessary to satisfy any changes in the requirements, thus removing the need for regular regional air navigation meetings;

g) monitor implementation of air navigation facilities and services and where necessary, ensure interregional harmonization, taking due account of cost/benefit analysis, business case development, environmental benefits and financing issues;

h) review and monitor human resource planning and training issues and ensure that the human resource development capabilities in the region are compatible with the Middle East] Regional Air Navigation Plan;

i) review the Statement of Basic Operational Requirements and Planning Criteria and recommend to the Air Navigation Commission such changes to them as may be required in the light of developments

j) invite financial institutions, as required, on a consultative basis in the planning process;

k) ensure close cooperation with relevant organizations and State grouping to optimize the use of available expertise and resources; and

l) conduct the above activities in the most efficient manner possible with a minimum of formality and documentation and call meetings of the MIDANPIRG, through the Secretary and the Chairperson, when it is necessary to do so.

m) invite senior officials of the State, as required, to seek the endorsement of regional air navigation plans, expeditious implementation of air navigation systems elements and the resolution of air navigation deficiencies.

3. Size of the Group and designation of its Members

3.1 The Group should be composed of approximately eight Members from States in the MID Region, ensuring, however, a balanced representation of the Region as a whole.

3.2 Groups of States suitably located in close proximity to each other should, if possible, make arrangements for collective representation by one of them.

3.3 States should ensure that their designated Representatives on the Group have experience in the provision of the full range of international air navigation systems and serve for a sufficiently lengthy period of time in order to maintain continuity in the activities of the Group. The designated Representative can be assisted, when required, by technical advisers during meetings of the Group.

3.4 Changes to Membership and/or size of the Group

3.4.1 Changes to the membership and/or size of the Group may be proposed by any State located in the MID Region or by the Group itself, and shall be subject to ICAO Council approval.

4. Participation in the Group's activities by other States

4.1 Non MIDANPIRG member States located in the MID Region entitled to participate in MID Air Navigation Meetings shall also be entitled to be represented at meetings of the Group with full rights, if they so wish. States should however, take into account the need for keeping meetings of the Group as small and as informal as possible for efficiency purpose.

4.2 In addition, the Group may invite States from outside of the MID Region to participate in its meetings whenever it feels that such States will be affected by specific aspects of the work of the Group or when this will be of assistance in the general conduct of its work.

4.3 Any State other than those mentioned in paragraphs, 4.1 and 4.2 above, having aircraft on its register or an operator whose principal place of business or permanent residence is located in such State, which operate into the MID Region shall have the right to participate in the meetings of the Group subject to the applicable provisions in paragraphs 3.3, 4.1 and 4.2 above.

4.4 States not covered by the provisions in paragraphs 4.1, 4.2 and 4.3 above may participate as observers in meetings of the Group, subject to the applicable provisions in those paragraphs.

5. Participation by International Organizations

5.1 The Group shall normally invite representatives of International Organizations recognized by the ICAO Council as representing important civil aviation interests to participate in its work in a consultative capacity. These include ACAC, ACI, EUROCONTROL, IATA, IFALPA and IFATCA. Other International Organization and/or Middle East Regional Bodies may also participate when specifically invited by the Group.

6. Creation and dissolution of contributory bodies

6.1 In order to assist in its work, the Group may create contributory bodies (Sub-groups, Committees, Task Forces, Boards & Workshop), charged with preparatory work on specifically defined problems. Representation in such contributory bodies should be by specialists in the subjects concerned and familiar with the area under consideration. The establishment and work of contributory bodies shall be governed by the following considerations:

a) shall only be formed when it has been clearly established that it is likely to be able to make a substantial contribution to the resolution of the problem in question;

b) shall be given clear and concise terms of reference describing not only its task but also an expected target date for its completion;

c) composition shall be such that, while being kept as small as possible, all States and organizations likely to be able to make valid contributions are given the opportunity to participate in it;

d) their work progress shall be subject to review by the Group, especially in order to avoid duplication of efforts in fields already covered by other activities; and

e) shall be dissolved as soon as it has either completed its assigned task or it has become apparent that work on the subject in question cannot be usefully continued.

7. Position in ICAO

7.1 The Group shall be the guiding and co-ordinating body for all activities conducted within ICAO concerning the Air Navigation System for the MID Region but shall not assume authority vested in other ICAO bodies except where such bodies have specifically delegated their authority to the Group. The activities of the Group shall be subject to review by the Council.

7.2 The work of other bodies established and meetings (excluding limited, special or full-scale RAN meetings) held within the framework of ICAO, concerned with the MID Air Navigation System shall be co-ordinated as appropriate with the MIDANPIRG in order to ensure coherence of all regional activities regarding the development and operation of that system.

- - - - - - - - - -

MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG)

PROCEDURAL HANDBOOK

PART II

WORKING ARRANGEMENTS

1. Relations with States

1.1 States located geographically in the MID Region, and States having aircraft on their register which operate in the MID Region, shall be kept fully informed of activities of the MIDANPIRG. To achieve this objective, States should receive, on a regular basis:

a) The proposed agenda for meetings of the Group;

b) The reports on meetings of the Group; and, as appropriate,

c) The summaries or reports on meetings of its contributory bodies.

1.2 States should ensure necessary co-ordination and follow-up of the Group's activities within their Administrations.

1.3 The Group may obtain information from MID provider States on specific questions and offer them advice in the form of specific proposals for action.

1.4 The Group should encourage the integration of the overall facilities and services required for international civil aviation operations with the national civil aviation plans of States, so that duplication may be avoided.

1.4.1 Additionally, the Group should concentrate on a clear identification of existing deficiencies in the MID Air Navigation System, on the establishment of priorities in overcoming them, on the development of methods of achieving implementation and on practical solutions to specific problems, particularly, issues seriously affecting the safety of international civil aviation operations in the MID Region.

2. Relations with other Bodies and Organizations

2.1 The Group shall keep itself informed of the activities of other bodies and organizations to the extent that such activities are likely to have an impact on the planning and operation of the Middle East Air Navigation System.

2.2 When necessary, the Group shall provide information and advice to such bodies and organizations, if this is required, in order to:

a) avoid duplication of studies and/or effort; and

b) engage their assistance in matters which, while having a bearing on the air navigation system, are outside the competence of ICAO and/or the terms of reference of the MIDANPIRG.

3. Administration of the Group

3.1 The Group shall be administered as follows:

a) by a Chairperson elected from the Representatives designated by Member States of the Group. A First and Second Vice-Chairperson shall also be elected from the said Representatives; and

b) by a Secretary designated by the Secretary General of ICAO. In the execution of his duties the Secretary will be supported by the MID Regional Office.

Note: ICAO MID Regional Director, Cairo has been designated as Secretary of MIDANPIRG

3.2 The Chairperson, in close co-operation with the Secretary, shall make all necessary arrangements for the most efficient working of the Group. The Group shall at all times work with a minimum of formality and paper work.

3.3 Between meetings of the Group or its contributory bodies, some subjects may be dealt with by correspondence among appointed Representatives of its Member States through the Secretary of the MIDANPIRG or of the contributory bodies concerned. However, if States are to be consulted this should be made through the ICAO Regional Director of the Office of accreditation.

4. Meetings of the Group

4.1 Based on the advice of the Members of the Group and of the Secretary, the Chairperson shall decide on the date and duration of meetings of the Group.

4.2 Meetings shall normally be convened at the location of the ICAO Regional Office. If a State offers to host a meeting it shall coordinate with the Chairperson through the Secretary of the Group and shall be responsible for providing a venue, services and all costs of travel and subsistence allowance for Secretariat attendees.

4.3 Members may be accompanied by Advisers. Total attendance should, however, be kept to a minimum consistent with the topics to be discussed in order to maintain the desired informality of proceedings.

4.4 The ICAO MID Regional Office, shall normally provide the Secretariat services to the Group.

5. Establishment of Sub-Groups

5.1 To assist in its work, the Group may create sub-groups charged with preparatory work on specific problems requiring expert advice for their resolution.

The establishment and the work of such sub-groups shall be governed by the following considerations:

a) shall only be formed when it has been clearly established that it is likely to make a substantial contribution to the resolution of the problem in question;

b) shall be given clear and concise terms of reference describing its task and expected target date for its completion;

c) the composition shall be such that, while being kept as small as possible, all States and Organizations likely to make valid contributions are given the opportunity to participate;

d) the work progress shall be subject to review by the MIDANPIRG, especially in order to avoid duplication of efforts in fields already covered by other activities; and

e) shall be dissolved as soon as it has either completed its assigned task or it has become apparent that work on the subject in question cannot be usefully continued.

5.3 Participation in sub-groups should be by specialists in the subjects under consideration. Such specialists should be provided by States (whether or not they have been designated as Members of the MIDANPIRG), International Organizations and/or Regional bodies and Organizations having relevant experience in the field concerned.

5.4 Secretaries of sub-groups established by the Group will be appointed by the Secretary of the Group.

6. Task Forces

6.1 The MIDANPIRG or its sub-groups may appoint task forces composed of specialists either from within and/or outside the Group or the sub-group as the case may be to perform studies or prepare supporting documentation on defined subjects for consideration by the Group or sub-groups as a whole. Other States and International Organizations may also be invited to provide specialists in these task forces, as required.

7. Role of designated Members

7.1 Representatives of States designated as Members of the Group shall assume the duties and responsibilities of ensuring the normal conduct of business of the Group. Members should attend regularly all the meetings of the Group and maintain the continuity of the Group's work in the interval between meetings. This may take the form of assignment of specific tasks to selected individual Members and/or participation in task forces referred to in paragraph 6.1 above.

8. Status of Observers

8.1 Representatives of International Organizations and States which are neither located nor have aircraft on their register operating in the MID Region will have the status of Observers at MIDANPIRG meetings.

9. Co-ordination and reporting lines

9.1 The Group reports to the ICAO Council through its Secretary and the ICAO Secretariat as follows:

a) proposals for amendment of the MID Air Navigation Plan (facilities, services and Basic Operational Requirements and Planning Criteria-FASID/BORPC) and proposals for amendment of the Regional Supplementary Procedures (SUPPs) originated by the MIDANPIRG will be processed in accordance with the approved amendment procedures;

b) suggestions by the MIDANPIRG calling for amendment or modification of the provisions in the ICAO world-wide provisions (Annexes, PANS, Manuals, etc..) that may arise, will be submitted to the Air Navigation Commission (ANC) for consideration and action as appropriate;

c) items concerning serious deficiencies in implementation of the MID Regional Plan to be brought to the attention of the States concerned and, after all possible efforts for implementation have been exhausted, to the attention of the ANC;

d) specific policy issues emanating from the work of the MIDANPIRG and matters of impact on other regions will be submitted to the Council; and

e) matters concerning its terms of reference, its composition, working arrangements and position in ICAO.

f) other matters as appropriate.

9.2 Sub-groups report to the Group. Co-ordination among sub-groups will primarily be ensured by the Group when establishing their terms of reference and work programme or taking action on their reports. In addition, the work of the sub-groups should also be co-ordinated through their respective Chairperson and Secretaries, assisted, as required, by the ICAO Secretariat.

9.3 Routine relations between the Group or its sub-groups and other ICAO groups and meetings concerning the MID Region shall be conducted through the MIDANPIRG Secretary and/or the ICAO Director of the Office of accreditation as required.

9.4 Relations with representatives of States designated as Members of the Group and representatives of International Organizations attending regularly the meetings of the Group shall be conducted through the Secretary of the Group. Other ICAO Regional Offices shall be kept informed of such correspondence whenever it may have an impact on the work of these Offices, as part of inter regional coordination

9.5 Relations with specialists provided by States as members of MIDANPIRG Sub-groups shall be conducted by the Secretary of the sub-group.

9.6 Relations with States and International Organizations whether or not represented in the Group, as well as relations with Regional Organizations, will normally be conducted through the ICAO Director.

MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG)

PROCEDURAL HANDBOOK

PART III

RULES OF PROCEDURE FOR THE CONDUCT OF MEETINGS OF THE MIDANPIRG

1. **General**

1.1 The MIDANPIRG shall at all times work with a minimum of formality and paper work. To achieve this aim, the rules of procedure for the conduct of meetings should be as flexible and simple as possible. The Group is expected to conduct its business by consensus of all interested parties. The following provisions do not include therefore any procedures for handling motions or voting.

1.2 There shall be no minutes for the meetings of the Group. Reports on meetings should not include formal Statements by members or other participants. However, specific divergent views expressed in relation to decisions taken or conclusions reached shall be recorded as an integral part of the report.

2. **Participation**

Note: The following rules of procedure are based on the provisions contained in paragraphs 3, 4 and 5 of Part I and in paragraphs 2, 7 and 8 of Part II.

2.1 Representatives of Contracting States designated as Members of the MIDANPIRG should strive to ensure continuity and regularity of their participants in all meeting of the Group.

2.1.1 Subject to the applicable provisions in paragraph 4 of Part I, any other Contracting State of ICAO is entitled to participate in meetings of the MIDANPIRG, if it so wishes. To this effect, the State concerned should notify the Secretary of the MIDANPIRG of its intention of being represented, not later than 30 days prior to the meeting in which it has decided to participate. Such notification should include an indication of the subjects in which that State is interested and the name and title of its Representative(s).

Note: The notification referred to above is not required in the case of States having decided to attend regularly the meetings of the Group.

2.2 The Group shall normally invite International Organizations recognized by the Council as representing important civil aviation interests to participate in the work of the MIDANPIRG in a consultative capacity. Among the International Organizations, IATA and IFALPA should be invited on a continuous basis. Other International Organizations and/or Regional Organizations may also participate when specifically supported by the Group and approved by the ICAO Council.

Note: The Secretary of the MIDANPIRG, in consultation with the Chairperson shall undertake to keep the total number of participants to a level consistent with the required efficiency and informality of the proceedings.

3. **Convening of meetings**

Note: In addition to the working arrangements set forth in paragraph 4 of Part I, the rules of procedure below should be followed in convening meetings of the Group.

3.1 At each of its meetings the Group should endeavour to agree on the date and duration of its next meeting.

3.2 In accordance with its objectives the Group shall:

a) ensure the continuous and coherent development of the MID Region Air Navigation Plan as a whole and in relation to that of adjacent Regions; and

b) identify specific problems in the air navigation field concerning the MID Region and propose, in appropriate form, resolving action addressed to parties concerned.

Note: To achieve these objectives the convening of at least one meeting every 18 months would generally suffice. However, in order to safeguard coherent and orderly air navigation planning in the interest of States and airspace users in the MID Region, the Group may determine the need for any additional meeting that may arise.

3.3 A convening letter for a meeting shall be addressed by the Secretary of the Group, normally 90 days prior to the meeting, to Representatives of;

a) States designated as Members;

b) States, not designated as Members, but which have decided to attend regularly the meetings of the MIDANPIRG; and

c) International Organizations invited to participate on a continuous basis in the activities of the Group.

3.4 The convening letter should include the agenda, together with explanatory notes prepared by the Secretary in order to assist participants in preparing for the meeting, and a summary report on its activities and those of its sub-groups since the last meeting (Part II, para 1.1 c) refers).

3.5 The ICAO MID Regional Director shall ensure that States and International Organizations concerned, located within the MID Region area of accreditation, are informed by means of a State Letter of the convening of meetings and the subjects planned for discussion.

4. Establishment of the Agenda

4.1 The Secretary, in consultation with the Chairman of the MIDANPIRG shall establish a draft agenda on the basis of the work programme adopted and the documentation available.

4.2 The draft agenda with explanatory notes shall be circulated with the convening letter, as specified in sub-paragraph 3.4 above, for comments by expected participants in that meeting.

4.3 Comments in relation to the draft agenda or the work of the group received up to 10 working days prior to the meeting will be submitted to the meeting in the form of a Working Paper.

4.4 At the opening of the meeting any State or International Organization may propose the inclusion of additional items on the agenda, and this shall be accepted if the majority of States attending the meeting so agree.

5. Languages

5.1 The language of the meetings of the MIDANPIRG shall be English.

5.2 The reports on meetings and supporting documentation for meetings of the Group will be prepared in English.

6. Officers and Secretariat of the MIDANPIRG

Note: The following rules of procedure are supplementary to the working arrangements for the administration of the MIDANPIRG contained in paragraph 3 of Part II.

6.1 In order to ensure the necessary continuity in the work of the Group and unless otherwise determined by special circumstances, the Chairperson, the First Vice-Chairperson and Second Vice-Chairman of the Group should assume their functions at the end of the meeting at which they are elected and serve for at least three calendar years.

6.2 States designated as Members of the Group may at any time request that the election of the Chairperson and/or Vice-Chairperson be included on the agenda. Elected persons may, in any circumstances, be re-elected.

6.3 The Secretary of the Group will serve as Secretary of the meetings. He/she will be assisted by ICAO Regional Officers, as required.

6.4 Presentation of reports of contributory body shall be made by the concerned Chairperson and in his/her absence by the Vice-Chairperson. Presentation of reports of other ICAO regional planning groups or meetings should normally be made by the Secretary.

7. Supporting documentation

7.1 Documentation for meetings of the MIDANPIRG will be prepared by the Secretariat, States designated as Members of the Group and International Organizations participating on a continuous basis in the activities of the Group.

7.2 Any State, International Organization and regional Organization, whether or not attending, may submit material for consideration by a meeting. In cases where the material submitted is in the form of supporting documentation on a specific subject, the originator is expected to attend the meeting to which it is presented, at least during the discussions on the subject concerned.

7.3 Supporting documentation shall be presented in the form of:

a) Discussion Papers;
b) Information Papers; and
c) Working Papers.

7.4 Discussion Papers are papers prepared on an ad hoc basis in the course of a meeting with the purpose of assisting participants in their discussions on a specific matter or in the development of conclusions for the draft report of the meeting.

7.5 Information Papers are intended solely to provide participants at a meeting with factual information on developments of technical or administrative matters of interest to the Group

7.6 Working Papers constitute the main basis of the discussions on the various items on the agenda.

7.7 Working Papers shall be presented in a standardized format. Each paper should be limited to one agenda item or sub-item and contain, as appropriate, introduction of the matter, brief discussion and conclusions with specific proposals for action.

7.8 Working Papers should be made available through the MID Regional Office website www.icao.int.icaonet to all interested parties as early as practicable (30 days, if possible), before the meeting at which they are intended to be considered as follows:

a) Representatives of States designated as members of the Group;

b) States having notified the Secretary of their intention of being represented at the relevant meeting;

c) International and/or Regional Organizations attending MIDANPIRG activities on a continuous basis;

d) Provider States whose facilities and/or services are the subject of the paper.

Note: User ID and passwords will be made available to interested Parties.

7.8.1 Other States or International Organizations originating a Working Paper shall also be provided with a copy of that particular Working Paper regardless of whether or not they attend the meeting of the Group to which it is submitted.

7.9 In view of their nature, the distribution of Discussion and Information Papers shall be limited to participants at the meeting to which they relate.

8. Conclusions and Decisions of the Meetings

8.1 Action taken by the Group shall be recorded in the form of:

a) Conclusions; and

b) Decisions.

8.2 Conclusions deal with matters which, in accordance with the Group's terms of reference, merit directly the attention of States, or on which further action is required to be initiated by the Secretary in accordance with established procedures.

8.2.1 Conclusions are aimed mainly at the furtherance of studies and programmes being undertaken by the Group, its contributory bodies and other ICAO Groups or meetings. For the implementation of such conclusions, the Secretary shall:

a) initiate the required action;

b) through the relevant ICAO Regional Office, invite States and International Organizations or other bodies as appropriate to undertake the tasks called for by the Conclusion concerned; or

c) refer them to ICAO Council ANC for appropriate action.

8.2.2 The Secretary will ensure that conclusions are transmitted to the States concerned through the relevant ICAO Regional Offices and will take whatever action may be required to monitor their implementation.

8.2.3 Decisions relate to the internal working arrangements of the Group and its contributory bodies.

9. Conduct of business

9.1 The meetings of the MIDANPIRG shall be conducted by the Chairperson or, in his absence, by the First or Second Vice-Chairperson of the Group, in that order.

9.2 At the first sitting of each meeting, following the opening by the Chairperson, the Secretary shall inform participants of the arrangements made for the conduct of the meeting, its organization and of the documentation available for consideration of the different items on the agenda.

9.3 Each meeting of the MIDANPIRG will consider, as required:

a) reports by its sub-groups;

b) reports by regional bodies;

c) specific implementation matters; and Deficiencies

d) review and up-date of the Work Programme.

9.4 At each of its meetings, the Group shall also establish a tentative meeting programme (including meetings of subsidiary bodies) for at least, the following calendar years (cf. sub-paragraph 3.2, Part IV).

9.5 The Group shall at each of its meetings review its previous meeting outstanding Conclusions and Decisions in order to keep them current and their number at a minimum consistent with the progress achieved in implementation.

10. Reports

10.1 Reports on meetings shall be of a simple layout and as concise as possible and shall include:

a) a brief history of the meeting (duration, attendance, agenda and list of Conclusions and Decisions);

b) a summary of the discussions by the Group on the different items of the agenda including, for each of them, the relevant Conclusions and/or Decisions;

c) the work programme and future action by the Group; and

d) the tentative programme of future meetings of the Group and of its sub-groups.

10.2 A draft report in English will be prepared by the Secretariat for approval by the Group before the closing of each meeting.

10.3 The approved Meeting Report shall be circulated by the Secretary to:

a) Members of the Group; and

b) Other States and International Organizations and Regional bodies having attended the relevant meeting.

10.4 The report shall also be circulated, to all provider States in the MID Region as well as to International Organizations and Regional bodies concerned.

- - - - - -

MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG)

PROCEDURAL HANDBOOK

PART IV

RULES OF PROCEDURE FOR THE CONDUCT OF MEETINGS OF THE CONTRIBUTORY BODIES OF MIDANPIRG

1. General

1.1 Contributory bodies (sub-groups, etc.) of the MIDANPIRG shall work with a minimum of formality and paperwork. There shall be no minutes kept for the meetings.

2. Participation

Note: The following rules of procedure are based on the provisions contained in paragraph 5 of Part II.

2.1 Each sub-group of the MIDANPIRG shall be composed of specialists to be provided by States, whether Members or not of the MIDANPIRG, International Organizations and/or bodies and organizations having experience in the relevant field.

2.2 When deciding on the creation and establishing the mandate and terms of reference of any of its sub-groups, the Group shall indicate the States, International Organizations and/or bodies and Organizations which are to be invited to provide experts for that body. The composition of sub-groups shall be kept as small as possible in order to ensure efficiency of their work and the informality of proceedings.

2.3 States other than those specified by the MIDANPIRG but which are in a position to make valid contributions to the work of a sub-group are entitled to provide specialists for that body if they so wish. To this effect, they should notify the ICAO MID Regional Director of their intention to participate and of the name and title of the specialists(s) designated.

2.4 States and International Organizations and/or Regional bodies and Organizations should ensure that the specialists nominated for membership in sub-groups of the MIDANPIRG have the required qualifications and experience to fully contribute to the work of the body concerned.

3. Convening of meetings

3.1 The date and duration of meetings of a sub-group of the MIDANPIRG shall be decided by the Chairperson of the sub-group, in consultation with Members and the Secretary of that sub-group.

3.2 As a rule, sub-groups should agree, at each meeting, on the date and duration of the next meeting and on tentative schedule of future meetings in order to assist the Group in establishing its meeting programme (cf. sub-paragraph 9.4 of Part III).

3.3 For each meeting of a sub-group of the MIDANPIRG, a convening letter shall be addressed by the respective Secretary to the Members of that sub-group. This convening letter should include the agenda together with explanatory notes, as required, to assist participants in preparing for the meeting.

4. Establishment of the Agenda

4.1 The Secretary of a sub-group, after consultation with the Chairperson and coordination with the ICAO MID Regional Office, shall establish a draft agenda on the basis of the work programme adopted and the documentation available.

4.2 The draft agenda shall be circulated with the convening letter and submitted to the meeting to which it refers, for approval.

5. **Languages**

5.1 The language of, and supporting documentation for, meetings of contributory bodies of the MIDANPIRG (sub-groups, task forces, etc.) shall be English.

5.2 The reports of meetings of these bodies shall be in English

Note: Documentation prepared by States and International Organizations should be forwarded to the Secretary of the sub-group/task force, etc., if possible, at least 30 days in advance of the meeting for which it is intended, to permit timely processing.

6. **Officers and Secretariat of sub-groups of the MIDANPIRG**

6.1 Each sub-group shall at its first meeting elect, from the representatives of States Members of that sub-group, a Chairperson and a Vice-Chairperson.

6.2 In order to ensure the necessary continuity in the work and unless otherwise determined by special circumstances, the Chairperson and Vice-Chairperson of a sub-group should serve for an unspecified period of time.

6.3 Members of a sub-group may at any time request the election of the Chairperson and/or Vice-Chairperson to be included in the agenda of a meeting of that body. Elected officers may be re-elected.

7. **Conduct of business**

7.1 Meetings of a sub-group shall be conducted by its Chairperson or, in his absence, by the Vice-Chairperson.

7.2 Action by a sub-group that requires the prior agreement of the MIDANPIRG before it can be implemented or otherwise, shall be recorded in the form of draft Conclusions or draft Decisions. All such proposed actions shall be considered by the MIDANPIRG at its next meeting subsequent to the issue of the sub-group's report.

8. **Reports of meeting**

8.1 Proceedings of meetings of sub-groups should be recorded in the form of a report or a summary.

8.2 A sub-group shall decide for each of its meetings whether a report is required or a summary will be sufficient. A summary would normally suffice when there is no meeting of the MIDANPIRG before the next scheduled meeting of the sub-group. A consolidated report may be prepared covering more than one meeting.

8.3 A meeting of a sub-group will submit a Report whenever, it has:

a) finalized action on any part of its work programme; or

b) found that it needs further directives or guidance from the MIDANPIRG to proceed in its work.

8.4 For all other meetings, the Secretary of the sub-group will prepare a summary on the business conducted by the meeting in order to keep the MIDANPIRG and States informed of developments in its activities.

8.5 Reports on meetings of sub-groups shall be of a simple layout and as concise as practicable. To the extent feasible the reports should be presented in a summary format setting aside reporting on non-essential proceedings and on matters solely of internal interest to the sub-groups themselves. They should normally cover:

a) short introduction (brief history of the meeting, agenda, tasks at hand);

b) in the sequence of the agenda, summary of findings on different tasks or specific elements thereof including, as appropriate, draft conclusions and/or decisions; and

c) the work programme and future meetings.

8.6 Reports or Summaries on meetings of sub-groups shall be distributed by the Secretary to Members of the sub-group concerned, as soon as possible after the meeting to which the report or summary refers. Those reports or summaries shall at the same time be circulated by the ICAO MID Regional Office to all provider States of the MID Region, International and National Organizations and bodies concerned. The reports shall be made available to user States on request.

8.7 Reports or summaries on meetings of sub-groups shall be submitted to the MIDANPIRG for review and action. At each meeting, the MIDANPIRG shall review the reports or summaries on all meetings of its sub-groups having taken place since the last meeting, as well as other available reports on early meetings of the sub-groups still requiring action by the MIDANPIRG.

8.8 Action taken by the MIDANPIRG on reports of its sub-groups shall be the object of a Supplement to the report concerned. This Supplement shall be circulated by the Secretary of the sub-group concerned to the Members of that contributory body and by the ICAO MID Regional Director to interested States, International Organizations and Regional bodies.

MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG)

PROCEDURAL HANDBOOK

PART V

MIDDLE EAST PROVIDER AND USER STATES

1. Purpose and Status

1.1 According to the MIDANPIRG working arrangements, all States concerned with the work of the Group shall be kept fully informed of its activities. To this effect, the ICAOMID Regional Director, shall:

a) keep States informed of the convening of MIDANPIRG meetings and the subjects planned to be discussed; and

b) send them reports on meetings of the Group, and, as appropriate, summaries or reports on meetings of its sub-groups.

1.2 All Middle East provider and user States, either Contracting or non-Contracting States of the Convention on International Civil Aviation, shall be regarded as concerned with the work of the Group and therefore arrangements should be made to inform them of the activities of the Group.

1.3 In addition, according to the provisions governing the participation in the Group's activities by States other than those designated as members of the MIDANPIRG, Middle East provider and user States, if Contracting States of the Convention on International Civil Aviation, shall be entitled to be represented at meetings of the Group with full rights, if they so wish.

1.4 This section of the MIDANPIRG Procedural Handbook is intended to define States that, for the above purposes, shall be considered Middle East Provider or user States.

PROVIDER STATES

Afghanistan	* Lebanon
* Bahrain	* Oman
* Egypt	Qatar
* Iran, Islamic Republic of	* Saudi Arabia
Iraq	Syrian Arab Republic
Israel	* United Arab Emirates
*Jordan	Yemen
Kuwait	

Note: The Members of MIDANPIRG are marked by an asterix

USER STATES

Algeria
Armenia
Austria
Azerbaijan
Bangladesh
Bulgaria
China
Cyprus
Czech Republic
Denmark
Eritrea
Ethiopia
France
Georgia
Germany
Greece
Hungary
India
Indonesia
Italy
Japan
Kazakhstan
Kenya
Kyrgyzstan
Libyan Arab Jamahirya
Malaysia
Mali
Mauritania
Morocco
Netherlands, Kingdom of the
Nigeria
Norway
Pakistan
Philippines
Republic of Korea
Russian Federation
Senegal
Singapore
Somalia
South Africa
Spain
Sri Lanka
Sudan
Sweden
Switzerland
Tajikistan
Thailand
Tunisia
Turkey
Turkmenistan
United Kingdom
United Republic of Tanzania
United States
Uzbekistan
Zambia
Zimbabwe

MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG)

PROCEDURAL HANDBOOK

PART VI

MID REGIONAL BODIES AND INTERNATIONAL ORGANIZATIONS DEALING WITH CIVIL AVIATION MATTERS IN MID REGION

Regional Organizations

Arab Civil Aviation Commission (ACAC)

International Organizations

Airports Council International (ACI)
International Air Transport Association (IATA)
International Council of Aircraft Owner and Pilot Associations (IAOPA)
International Federation of Air Line Pilots' Associations (IFALPA)
International Federation of Air Traffic Controllers' Associations (IFATCA)

United Nations Specialized Agencies:

World Meteorological Organization (WMO)

MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG)

PROCEDURAL HANDBOOK

PART VII

SUB-GROUPS OF MIDANPIRG

TERMS OF REFERENCE / WORK PROGRAMME/COMPOSITION

AERODROME OPERATIONS SUB-GROUP (AOP SG)

Terms of Reference:

Paying particular attention to the safety and efficiency of aerodrome operations, the AOP Sub-Group shall be responsible for MIDANPIRG to:

a) Monitor developments in the field of Aerodrome Operations in the MID Region, including the implementation of ICAO world-wide and regional provisions, changes to aircraft operations, new operational requirements and/or technological development, and make proposals to meet the operational requirements of the MID Region related to these developments;

b) Identify current and anticipated capacity and implementation deficiencies at international aerodromes in the MID Region and their causes through the continuous review of "Basic requirements for facilities and services at international aerodromes", Tables AOP-1 of Basic ANP and FASID, and Table CNS 3 of FASID of the MID Region; and

c) Monitor operational safety and efficiency of the aerodromes in the Region, identify the associated deficiencies and suggest steps for their resolution, in particular critical areas with priority to:

- Aerodrome navigational facilities
- Obstacles at /around aerodromes
- Pavement Surface Conditions
- Aerodrome maintenance
- Safety of aircraft operation on the movement area
- Runway incursion
- Bird Hazard Reduction and Control
- Secondary Power Supply
- Rescue and Fire Fighting Services
- Alternate Aerodromes
- Removal of disabled aircraft

Work Programme:

1) Conduct of regular Regional Consultation for the basic requirements for facilities and services at international aerodromes (Tables AOP 1 OF MID Basic ANP and FASID and Table CNS 3 of FASID). In this regard, carry out a regular review of the BORPC and suggest any modifications required. Review the MID Basic ANP and FASID on a regular basis and update the Tables as required with **priority A**

2) Identify deficiencies relevant to required facilities and services at international aerodromes in accordance with uniform methodology for identification, assessment and reporting of air navigation deficiencies and single definition of a "Deficiency", approved by ICAO Council on 30 November 2001 with **priority A**

3) Analyse the implementation of ICAO provisions relevant to Aerodrome Emergency Plan in the MID region, and propose local and/or regional remedial action with **priority A**

4) Identify from 1 to 3 above those items related to Aerodrome Operational Safety issues which merit further consideration within MID Region and propose action plan including target dates in particular critical areas with **priority A** to:

a) Aerodrome navigational facilities
b) Obstacles at / around aerodromes
c) Pavement Surface Conditions
d) Aerodrome maintenance
e) Bird Hazard Reduction and Control
f) Safety of aircraft operation on the movement area
g) Secondary Power Supply
h) Rescue and Fire Fighting Services
i) Alternate Aerodromes, in particular for En-Route
j) Removal of disabled aircraft

5) Follow up and suggest appropriate steps to be taken by States to keep up with latest developments requirements related to:

- The introduction of New Large type Aircraft with **priority A**
- Advanced Surface Movement Guidance and Control Systems (ASMGCS) with **priority B**
- CNS/ATM systems and its impact on aerodrome facilities and services with **priority B**
- Other technological developments related to aerodrome with **priority B**

Composition:

Provider States and International Organizations concerned.

Priority:

A High priority tasks, on which work should be undertaken as soon as possible

B Medium priority tasks, on which work should be undertaken as time and resources permit, but without determent to priority A tasks.

C lesser priority tasks, on which work should be undertaken as time and resources permit, but without determent to priority A and B tasks.

AIR TRAFFIC MANAGEMENT / SEARCH AND RESCUE / AERONAUTICAL INFORMATION SERVICES SUB-GROUP (ATM/SAR/AIS SG)

Terms of Reference:

a) To identify, State by State, those specific deficiencies and problems that constitute major obstacles to the provision of efficient air traffic management, aeronautical information services and search and rescue services and recommend specific measures to eliminate them.

b) To keep under review the adequacy of requirements in the Air Traffic Management, Aeronautical Information Services and Search and Rescue fields, taking into account, *inter alia*, changes to aircraft operations and new operational requirements or technological developments.

Work Programme:

1) Analyse the operational implications of the introduction of ICAO CNS/ATM systems in the fields of ATS, SAR and AIS/MAP and propose any required actions with a view to ensuring their smooth integration in the operational environment.

2) Taking into account human factors, study problems and make specific recommendations related to ATS and AIS personnel in the new man-machine environment, with a view to ensuring the best services to users.

3) Study the requirements for civil/military coordination procedures, including the promotion of the implementation of the concepts of joint use of airspace, free flight, flexible tracks, etc. and consider reducing and/or eliminating prohibited, restricted and danger areas.

4) Review the existing ATS route network (including RNAV routes) on a systematic basis with a view to achieving an optimum flow of air traffic while keeping flight distances of individual flights to a minimum (*).

5) Consider problems and make specific recommendations relating to ATM interface issues with other regions.

6) Monitor achievements and progress in the implementation of RVSM, RNAV/RNP, RSP and RTSP in the MID Region and provide recommendations in the light of acquired experience.

7) Monitor developments in the SSR planning criteria and review the allocation of SSR codes in the region.

8) Review the ATS requirements for navigation.

9) Identify the ATS requirements for surveillance (RADAR, ADS, voice etc.).

10) Carry out studies and develop recommendations aimed at facilitating in an effective manner for:

    i) the development of contingency plans;

    ii) the reduction of air traffic incidents;

iii) the implementation of ACAS, ATIS, pressure-altitude reporting transponders, digital flight information service (D-FIS), MSAW/CFIT, and other emerging systems;

iv) the establishment of safety oversight programme in the MID Region.

11) Assist States in the establishment and follow-up of safety management programmes.

12) Review the requirements and monitor the status of implementation of Search and Rescue (SAR) services.

13) Review the requirements and monitor the status of implementation of AIS and MAP services, including AIS automation.

14) Analyse, review and monitor deficiencies in the fields of ATS, AIS/MAP and SAR.

Priority:

A High priority tasks, on which work should be speeded up;

B Medium priority tasks, on which work should be undertaken as soon as possible, but without detriment to priority A tasks;

C Lesser priority tasks, on which work should be undertaken as time and resources permit, but without detriment to priority A and B tasks.

(*) This task will be a subject of coordination with the Traffic Forecasting Task Force.

Composition

The Sub-Group will be composed of the 15 MID Region Provider States , IATA, IFALPA and IFATCA.

COMMUNICATIONS/NAVIGATION/SURVEILLANCE AND AIR TRAFFIC MANAGEMENT IMPLEMENTATION CO-ORDINATION SUB-GROUP (CNS/ATM/IC SG)

Terms of Reference:

In accordance with the objectives and planning methodology developed for the evolutionary transition towards the progressive implementation of the global air traffic management systems, taking into consideration the new CNS technologies and the requirements and expectations of the ATM partners. The CNS/ATM/Implementation Coordination Sub-Group will:

1. Review and update, on a regular basis of the CNS/ATM Implementation Plan for the MID Region in the light of new developments.

2. Harmonize Plans of MID States and international organizations with that of the MID Region and the Global Plan for the evolutionary implementation of CNS/ATM within the MID Region.

3 Monitor the progress of updated studies, projects, trials and demonstrations by the MID Region States, and information available from other Regions.

4 Provide a forum for active exchange of information between States.

5 Identify deficiencies and constraints that would impede implementation of the CNS/ATM systems, and propose solutions that would facilitate the rectification of such problems.

WORK PROGRAMME

a) Review and identify intra and inter regional co-ordination issues and where appropriate recommend actions to address those issues.

b) Provide assistance in planning and implementation CNS/ATM elements to States in the MID Region.

c) Suggest ways and means for rectifying the problems as they arise related to the implementation of CNS/ATM systems.

d) Identify and co-ordinate CNS/ATM implementation priorities in the MID Region, and promote implementation activities in the field of CNS/ATM.

e) Identify CNS/ATM requirements for inclusion in the MID FASID in a progressive manner.

COMPOSITION

The Sub-Group will be composed of the 15 MID Region Provider States and IATA (observer).

COMMUNICATIONS, NAVIGATION AND SURVEILLANCE/METEOROLOGY SUB-GROUP (CNS/MET SG)

Terms of Reference:

1) review and identify any deficiencies that impede the implementation or provision of efficient CNS(communication, navigation, surveillance) and meteorological services in the MID Region; and

2) on the basis of 1) above, make specific recommendations aimed at improving communications and meteorological services through the use of existing procedures and facilities or, through modernization programmes and evolutionary introduction of new technologies and procedures.

Work Programme:

a) identify difficulties with the implementation of the AFS plan and make appropriate recommendations for their resolutions in order to facilitate progressive implementation within the established target dates;

b) review the AFTN performance levels;

c) monitor the research and developments, trials and demonstrations of the Aeronautical Telecommunications Network (ATN) and Aeronautical Mobile Satellite Service (AMSS) for the purpose of regional planning;

d) review frequency congestion and interference problems experienced on the HF/VHF AMS communications in the MID Region and propose recommendations to overcome the problems;

e) monitor operation of the OPMET data exchange scheme;

f) develop implementation plans to satisfy States' requirements for WAFS data, OPMET data and AIS data exchanges; and

g) review status of implementation of the Communications and Meteorological related Recommendations of the LIM MID RAN Meeting (1996).

Composition:

The Sub-Group will be composed of all MID States.

TERMS OF REFERENCE AND WORK PROGRAMME OF THE TRAFFIC FORECASTING SUB-GROUP (TF SG)

Traffic Forecasts, Business Case Studies and Cost/benefit Analysis are critical factors in the planning and implementation of air navigation infrastructure, including the implementation of CNS/ATM systems.

1. Terms of Reference

a) Develop traffic forecasts for major traffic flows within the Middle East region to support the air navigation systems planning and implementation, including CNS/ATM systems.

b) Develop cost/benefit analysis and business case studies for the implementation of CNS/ATM systems in the Middle East region as required.

c) Ensure close cooperation with relevant organizations and States or group of States to identify data requirements and resources for the development of forecasts;

2. Work Programme

1) Develop medium and long-term passenger, freight and total aircraft movement forecasts on the following route groups:

- Between Middle East - Europe
- Between Middle East - Africa
- Between Middle East - Asia/Pacific
- Between Middle East - North America
- Intra-Middle East
- Between Asia/Pacific – Europe/North America (and vice versa) over flying the Middle East.

Note: Traffic forecasts should also include peak periods of Hajj and other seasonal traffic as determined by the Sub-group.

2) Analyse data from selected flight information regions (FIRs) to establish peak-period and other parameters required for planning and implementation purposes.

3. COMPOSITION

- The Traffic Forecasting Sub-group (TF SG) shall be composed of four MIDANPIRG member States, two non-MIDANPIRG member States and IATA (as observer).

- Each of the six States shall nominate two appropriately qualified officers; one in the Air Traffic Management field and the other in the Air Transport field.

- The Sub-group shall report its meetings and other activities to MIDANPIRG.

- The Sub-group shall meet in the most efficient manner with minimum formalities between the cycles of MIDANPIRG meetings or whenever needed, at a venue and date to be coordinated by the Secretary after consultation with the Chairperson of the Sub-group.

MIDANPIRG/8
Appendix 9C to the Report on Agenda Item 9

ICAO MID OFFICE TENTATIVE SCHEDULE OF MEETINGS, SEMINARS AND WORKSHOPS
"January 2004 – January 2005"

DATE	*MEETING/SEMINAR/WORKSHOP*	*SITE*	Remarks
February 2004			
23-25	AOP SG/4	Cairo	
March			
1-3	MID RVSM TF/11	Abu Dhabi	TBD
15-17	AIS/MAP TF/2	Cairo	
22-2	FAL Divisional Meeting (FAL/12)	Cairo	22 March - 02 April 2004. Organized by ICAO HQ.
April			
5-8	CNS/MET SG/6	Cairo	
12-14	RNP/RNAV TF/7	Cairo	
May			
10-11	ATS Incident Analysis TF/3	Cairo	
12-14	ATM/SAR/AIS SG/7	Cairo	
24-26	GNSS TF/4	Cairo	
June			
16-17	MID ATN Seminar/1	Amman	TBD
September			
5-9	Safety Oversight/Human Factors Seminar-ATM Aspects	Cairo	
26-29	CNS/ATM/IC SG/2	Cairo	
October			
3-5	MER TFG/7	Cairo	
10-13	AIS/MAP Seminar/2	Cairo	
November			
22-24	MID RVSM TF/12	Abu Dhabi	TBD
December			
6-8	AOP Workshop/2	Cairo	
20-22	AFS/ATN TF/10	Cairo	
January 2005			
17-20	MIDANPIRG/9	TBD	TBD

6/8/2003

Notes:

1. Above meetings are subject to confirmation by ICAO MID Regional Office invitation letters.
2. States interested in hosting any of the above are requested to coordinate with the ICAO MID Regional Office, at least three (03) months in advance of the mentioned dates.
3. TBD (To Be Determined).

MIDANPIRG/8
Appendix 9Dto the Report on Agenda Item 9

FIRST MEETING OF THE MIDANPIRG MEMBER STATES (MMS/1)
MUSCAT, OMAN, 7-8 JUNE 2003

EXECUTIVE SUMMARY

1. INTRODUCTION

1.1 The first meeting of MIDANPIRG Member States (MMS) was held in Muscat, Oman from 7 to 8 June 2003. Members present were Bahrain, Egypt, Iran, Oman and Saudi Arabia. Regional Director, Deputy Regional Director, Regional Officers Air Transport and Communications serviced the meeting. The complete list of attendance is attached at **Appendix A**.

1.2 The objective of the meeting was informal consultation with member States in relation to future work and strategies of MIDANPIRG. This would include enhancement of the effectiveness of MIDANPIRG and further involvement of the member States in the activities of the Group in line with ICAO Strategic Action Plan.

1.3 Mr. Sultan Bin Yarub Al-Saifi, Director General of Civil Aviation and Meteorology of Oman opened the meeting and welcomed participants to Muscat.

2. REVIEW OF AGENDA ITEMS

2.1 Regional Director made an overall general introduction of the Agenda Items, focusing on the goals, expanded role and future work programme of MIDANPIRG for the coming ten years. The following subjects were discussed

Expansion of the Role of PIRGs

2.2 The meeting noted the Council decision related to the expansion of the role of PIRGs and the ICAO Strategic Action Plan in connection with the enhancement of the efficiency and effectiveness of PIRGs. It noted that the Strategic Action Plan called for refocusing the activities of PIRGs to emphasize implementation rather than planning, especially with regard to aviation security, economy/finance, safety management, quality assurance systems, environmental protection and the development of business cases and cost/benefit analysis in planning aviation infrastructure. The need for financing regional projects, such as the RVSM programme was also highlighted. It was agreed that the expansion of the role of PIRGs and the re-focusing of their activities necessitated a revision to of the Terms of Reference of MIDANPIRG and an update of the Handbook.

Contributory Bodies

2.3 It was agreed that the contributory bodies of MIDANPIRG should be more result oriented and should follow a business-like approach when handling projects related to planning and implementation processes, especially CNS/ATM systems in the region. It would therefore be prudent to re-examine the structure, composition and terms of reference of some of those contributory bodies. Commitment and support by States to MIDANPIRG and its contributory bodies through the designation of appropriately qualified experts to contribute to the activities of these bodies was stressed. The meeting also stressed the importance of States supporting MIDANPIRG and its contributory bodies through presenting Working and/or Information Papers to the meetings of these bodies.

Partnership and Relations with other Organizations

2.4 Coordination and cooperation with regional and international organizations and with other PIRGs were stressed as means leading to enhancing the effectiveness of MIDANPIRG.

3. REVIEW OF THE MIDANPIRG/8 WORKING PAPERS

3.1 The meeting reviewed selected Working Papers which required comments by MMS prior to discussion by MIDANPIRG/8 in September 2003.

WP/3: Conclusions and Decisions of MIDANPIRG/7

3.2 The meeting noted the list of Conclusions and Decisions of MIDANPIRG/7. It was of the opinion that the number of conclusions and decisions should be reduced in future meetings in order to facilitate focused implementation. In doing so, MIDANPIRG conclusions and decisions should be focused, prioritized, based on the needs of the region and adhere to realistic timelines.

WP/4: Middle East Region VSAT Project

3.3 The meeting noted that the feasibility study on the MID VSAT project was nearly finished and that there was need to undertake some site visits to finalize the study (Saudi Arabia and Yemen). The next step would be for States to negotiate, with national telecommunication administrations, in order to obtain authorization to establish and operate VSAT stations.

WP/12: Presentation of WPs to CNS/ATM/IC-SG

3.4 The meeting stressed the importance of MID States presenting, to the CNS/ATM/IC SG, Working and/or Information Papers on studies, projects, developments, trials and demonstrations related to the implementation of CNS/ATM systems in their respective States or groups of States.

WP/14: CNS/ATM Human Resources Planning and Training Task Force meeting and MID States Support

3.5 The meeting was concerned that the Task Force had not yet met. It was agreed that there was need to identify training requirements and to survey training institution in the region with the objective of facilitating the connectivity between the Middle East Civil Aviation Training Institutions.

WP/16: Update to the Timelines of MID Region CNS/ATM Plan

3.6 The meeting agreed that timelines would be subject to updating in the CNS/ATM/IC SG meetings and that the issuance of the second edition of the CNS/ATM Implementation Plan for the MID region would be appropriate when adequate material on topics that add value to the Plan such as AIS, cost/benefit analysis, environmental protection, legal and institutional aspects becomes available.

3.7 The meeting, further, cautioned against setting timelines that are not realistic and agreed that timelines presented by States should be achievable.

WP/21: ANConf/11

3.8 The meeting noted the Agenda of the 11th Air Navigation Conference (Montreal, 22 September – 3 October 2003) and appreciated the availability of the Conference documentation on the ICAO website.

WP/22: Deficiencies in the Air Navigation Field

3.9 The meeting noted the draft Decision and Conclusion in WP/22, and commented that listing of deficiencies should be prioritized to highlight safety related issues in eliminating deficiencies.

3.10 The meeting supported the proposal that a MIDANPIRG mechanism be established to address the issue of elimination of deficiencies and agreed that Bahrain would coordinate, with States attending MMS/1, a Working Paper on the subject to be presented to MIDANPIRG/8 meeting.

3.11 The meeting also reviewed ANConf/11 WP/35 and did not support paragraph (b) of Recommendation 4 dealing with the users of air navigation facilities.

WP/24: Increasing the Efficiency and Effectiveness of PIRGs

3.12 Bahrain suggested the use of Information and Communication Technology (ICT) in establishing an on-line forum, which States can access and make input for discussion. This would avail a mechanism for feedback on working papers to be presented to MIDANPIRG. Bahrain, generously, offered to establish and host the forum and agreed to present a Working Paper on the subject to MIDANPIRG/8.

WP/25: MID Basic ANP and FASID

3.13 The meeting noted the information given in the Working Paper.

WP/26: MIDANPIRG Handbook

3.14 The meeting was presented with the draft second edition of MIDANPIRG Procedural Handbook and noted the terms of reference of the Group and its contributory bodies. Members shall present their comments during MIDANPIRG/8 meeting. Moreover, the meeting was advised that the future report of MIDANPIRG would be divided into two separate documents (summary and appendices)

3.13 The meeting discussed and agreed on the merits of holding a MID Region DGCA Conference. A proposal to hold the Conference shall be presented to MIDANPIRG/8.

WP/27: Middle East Regional Traffic Forecasting Group (MER TFG)

3.15 The meeting noted the need to revise the structure, composition and terms of reference of the MER TFG to be consistent with the expanded role and terms of reference of MIDANPIRG. It was agreed that MER TFG should be integrated into MIDANPIRG as a contributory body. The obligation of States to nominate appropriately qualified experts for membership of the Group and to furnish it with the required raw data was emphasized. Bahrain offered to support, in principle, the activities of MER TFG for the coming two years with the Secretariat providing the coordination functions. The Secretariat shall provide Bahrain with the detailed requirements of such support. Other States were invited to also support MER TFG. It was stressed that models to be developed for forecasting purposes shall be in line with ICAO guidance material and forecasting models in order to ensure the required standardization and harmony with forecasts of other regions.

International Civil Aviation Organization

MIDANPIRG
Member States Meeting

(Muscat, Oman 7 - 8 June 2003)

LIST OF PARTICIPANTS

8 June 2003

NAME	TITLE & ADDRESS
BAHRAIN Mr. Mohamed Ahmed Juman	Director of Air Navigation Civil Aviation Affairs P.O.Box 586 – BAHRAIN FAX: (973) 321 992 TEL: (973) 321 116 SITA: BAHAPYF E.Mail: mjuman@batelco.com.bh
Mr. Ali Ahmed Mohammed	Head of Aeronautical Communication Civil Aviation Affairs P.O.Box 586 – BAHRAIN FAX: (973) 321 992 TEL: (973) 321 187 SITA: BAHAPYF Mobile: (973) 961 1187 E.Mail: ahmedm@batelco.com.bh
EGYPT Mr. Aly Hussien Aly Shehata	Director of General of Cairo ACC. National Air Navigation Services Company (NANSC) Airport Road Cairo – EGYPT FAX: (202) 268 0627 TEL: (202) 637 3950/(202) 2657849 E.Mail: alyshehata277@hotmail.com
Mr. Kamel Mohamed Mourad	Civil Aviation Authority Airport Road Cairo – EGYPT FAX: (202) 268 0627 TEL: (202) 624 8859 E.Mail: drmodydrmody642@hotmail.com

NAME	TITLE & ADDRESS
ISLAMIC REPUBLIC OF IRAN Mr. Mohammed Sadegh Dayjoori	Director General of ATS Tehran Mehrabad International Airport P.O.Box 13445 – 1798 Tehran – ISLAMIC REPUBLIC OF IRAN FAX: (9821) 452 7194 TEL: (9821) 452 5493 E.Mail: dayjoori@iricao.org
Mr. Payvand Reahi	Deputy of Tehran ACC Civil Aviation Organization Tehran Mehrabad International Airport P.O.Box 13445 – 1798 Tehran – ISLAMIC REPUBLIC OF IRAN FAX: (9821) 452 5828 TEL: (9821) 452 5827 E.Mail: Tehran-acc@iricao.org
OMAN Mr. Ali Humaid Al-Adawi	Director Air Navigation Services Directorate General of Civil Aviation & Meteorology P.O. Box 1 – Code 111 Seeb International Airport, Muscat, SULTANATE OF OMAN FAX: (968) 519 930 TEL: (968) 519 699 E.Mail: alialadawi@dgcam.gov.om
Mr. Abdullah Nasser Rashid Al-Harthy	Senior Air Traffic Controller Directorate General of Civil Aviation & Meteorology P.O. Box 1 – Code 111 Seeb International Airport, Muscat, SULTANATE OF OMAN FAX: (968) 510 122 TEL: (968) 519 201 Mobile: (968) 947 6806 E.Mail: abdullah_nasser@dgcam.gov.om
SAUDI ARABIA Mr. Hamad M. Alaufi	Manager of ATS Planning Presidency of Civil aviation P.O. Box 929 Jeddah 21421 - SAUDI ARABIA FAX: (966-2) 640 1477 TEL: (966-2)640 5000 Ext. 5577 E.Mail: alaufi@naseej.com

NAME	TITLE & ADDRESS
Mr. Ahmed A. Al Harthy	Systems Planning Engineer of A/E Presidency of Civil aviation P.O. Box 15441 Jeddah 214444 - SAUDI ARABIA FAX: (966-2) 671 7376 TEL: (966-2) 671 7717 Mobile: (966-5) 4590184 E.Mail: a1964ahmed@hotmail.com
ICAO Mr. A. Zerhouni	Regional Director ICAO Middle East Regional Office P.O. Box 85, Airport Post Office Cairo 11776 - EGYPT FAX: (202) 267 4843 TEL: (202) 267 4840/41/45/46 E.Mail: azerhouni@cairo.icao.int
Mr. Mohamed R. M. Khonji	Deputy Regional Director ICAO Middle East Regional Office P.O. Box 85, Airport Post Office Cairo 11776 - EGYPT FAX: (202) 267 4843 TEL: (202) 267 4840/41/45/46 E-mail: mkhonji@cairo.icao.int
Mr. Mohammed El Amin Zarroug	Regional Officer Air Transport ICAO Middle East Regional Office P.O. Box 85, Airport Post Office Cairo 11776 - EGYPT FAX: (202) 267 4843 TEL: (202) 267 4840/41/45/46 E-Mail: mzarroug@cairo.icao.int
Mr. Mamadou Traore	Regional Officer Communication/Navigation/Surveillances ICAO Middle East Regional Office P.O. Box 85, Airport Post Office Cairo 11776 - EGYPT FAX: (202) 267 4843 TEL: (202) 267 4840/41/45/46 E.Mail: mtraore@cairo.icao.int

---

REPORT ON AGENDA ITEM 10: ANY OTHER BUSINESS

Middle East Regional Traffic Forecasting Group

10.1 The meeting was briefed on the strategy agreed by the Council that, in the long-term, Regional Traffic Forecasting Groups be self sufficient in developing forecasts with the Secretariat support being limited to coordination functions. The meeting was further informed that the expanded role of PIRGs to include the development of business case studies and cost/benefit analysis necessitated a revision of the Terms of Reference, Organizational Structure and Composition of the MER TFG. In this regard it was agreed to integrate MER TFG into MIDANPIRG as a sub-group to be called Traffic Forecasting Sub-group (TF SG). The revised Terms of Reference, Work Programme and Composition of the Sub-group, were adopted and are attached in **Appendix 10A** to the report on Agenda Item 10.

10.2 The meeting discussed the support, which MID States could provide to TF SG. In this regard, the offer by the Kingdom of Bahrain to support the activities of the Sub-group for the coming two years, as agreed during the first meeting of MIDANPIRG Member States, was received with appreciation.

10.3 The meeting agreed to the following Conclusions:

CONCLUSION 8/57: REVISED TERMS OF REFERENCE AND WORK PROGRAMME OF TRAFFIC FORECASTING SUB-GROUP (TF SG)

That, the MIDANPIRG/8;

a) proposes that the Council endorses the integration of the MER TFG into MIDANPIRG as a sub-group (TF SG)

*b) notes the revised Terms of Reference, Composition and Work Programme of the Traffic Forecasting Sub-group (TF SG) as detailed in **Appendix 10A** to the report on Agenda Item 10.*

CONCLUSION 8/58: STATES DELEGATION TO THE TRAFFIC FORECASTING SUB-GROUP

That MID Region States;

a) ensure that their representatives in the TF SG include appropriately qualified ATM and Air Transport experts and, when required, financial analysts

b) ensure that their respective nominees to the membership of TF SG regularly attend meetings of the Sub-group and participate in the development of forecasts and other planning parameters to support air navigation planning and implementation processes, including the implementation of CNS/ATM systems in the region

c) supply TF SG with the data and other information required for the development of forecasts and the conduct of business case studies and cost/benefit analysis.

CONCLUSION 8/59: STATES SUPPORT TO THE TRAFFIC FORECASTING SUB-GROUP

That, the change of the TF SG strategy which is aimed at making it largely self-sufficient in developing forecasts, business case studies and cost/benefit analysis requires additional support and commitment by States in order to enable the Sub-group to meet the requirements of the MIDANPIRG in an effective manner. Such support may include:

a) financial support;

b) in-kind support; and

c) other support as identified by the Sub-group

MID Basic ANP and FASID

10.4 The meeting noted that the MID Regional Office had incorporated all the changes and modifications suggested by Provider States and Users to the MID Basic ANP and FASID, which was submitted on 20 March 2003 to ICAO-HQ for completion, approval and publication, in accordance with established procedures, as a matter of priority.

10.5 For the benefit of the meeting, the final working draft version of MID Basic ANP and FASID (Doc. 9708) dated March 2003 was distributed on CD-ROM. Each State and Organization was given a CD-ROM containing 2 PDF files related to MID Basic ANP and FASID, respectively. The Group was informed that, in addition, this final draft version had been placed as a working document in PDF Format on the ICAO-NET website (www.icao.int/icaonet) and that the final version which is under preparation in the AIS/MAP Section in HQ is expected to be available beginning of 2004.

10.6 It was brought to the attention of the meeting that the procedure for the amendment of the Basic Air Navigation Plan as approved by the Council on 25 February 1998, and that for the amendment of the FASID, as approved by the Council on 26 February 1997, attached respectively at **Appendix 10B** and **Appendix 10C** to the report on Agenda Item 10, form part of the Introduction of MID Basic ANP (Doc. 9708, Volume I). These procedures are to be followed to initiate an amendment for the MID Basic ANP and/or MID FASID. It was highlighted, in this respect, that the procedure for the amendment of the FASID, which contains dynamic material is more simplified. On the other hand, the stable information contained in the Basic ANP shall be subjected to the traditional amendment process and approval.

10.7 It was highlighted that regional plans shall be revised when it becomes apparent that they are no longer consistent with current and foreseen requirements of international civil aviation and that, when the nature of a required change permits, the associated amendment of the regional plan shall be undertaken by correspondence between the Organization and the Contracting States and International Organizations concerned.

10.8 In view of the above it was underlined that especially for the revision of the ATS route network, States are encouraged to plan for the changes long time before the expected implementation date in order to have sufficient time to issue an appropriate Amendment to the plan, adequately documented and to comply with the double AIRAC cycle requirement.

Progress Report on the Preparatory Work for the Conduct of Audits in the Areas of Expansion

10.9 The meeting was presented with a progress report on the preparatory work for the conduct of safety oversight audits in the areas of expansion of the ICAO Universal Safety Oversight Audit Programme (USOAP) to Annex 11 — *Air Traffic Services*, Annex 13 — Aircraft Accident and Incident Investigation and Annex 14 — *Aerodromes.*

10.10 The preparatory work has focussed initially on the development of the relevant auditing documentation, including the pre-audit questionnaires, audit protocols, auditors' training courses and related guidance material. The pre-audit questionnaire will be an essential auditing tool, designed to solicit relevant information required for audit scheduling and planning purposes, as well as to provide a user-friendly format for States to ascertain the status of implementation of Standards and Recommended Practices (SARPs) in their national framework and to identify any difference which may exist between their national regulations and relevant Annex provisions. The meeting noted that pre-audit questionnaire; called State Aviation Activity Questionnaire (SAAQ) has already been prepared and dispatched to all Contracting States. Furthermore, the electronic format (Web-based) is available on Safety Oversight Audit Section's web page of the ICAO-Net to facilitate States to submit their response online. The meeting was apprised that a memorandum of understanding (MOU) relating to the conduct of audits in the areas of the expansion has also been developed and includes the elements contained in the MOU of the Universal Security Audit Programme (USAP). A sample of MOU was also dispatched to all Contracting States.

10.11 The work in progress includes preparation of the draft audit protocols, training programmes for auditors and update of Doc 9734, Part A — *The Establishment and Management of a State's Safety Oversight System*. The meeting noted that on the advice of the Commission, the Secretariat will also develop guidance material for the establishment of regional or group of States safety oversight system. The resulting manual will be known as *Safety Oversight Manual*, Part B — *The Development and Management of Regional Safety Oversight Systems*, and would be published before the commencement of audits in early 2004.

MIDANPIRG/8
Appendix 10A to the Report on Agenda Item 10

TERMS OF REFERENCE AND WORK PROGRAMME OF THE TRAFFIC FORECASTING SUB-GROUP (TF SG)

Traffic Forecasts, Business Case Studies and Cost/benefit Analysis are critical factors in the planning and implementation of air navigation infrastructure, including the implementation of CNS/ATM systems.

1. TERMS OF REFERENCE

a) Develop traffic forecasts for major traffic flows within the Middle East region to support the air navigation systems planning and implementation, including CNS/ATM systems.

b) Develop cost/benefit analysis and business case studies for the implementation of CNS/ATM systems in the Middle East region as required.

c) Ensure close cooperation with relevant organizations and States or group of States to identify data requirements and resources for the development of forecasts;

2. WORK PROGRAMME

1) Develop medium and long-term passenger, freight and total aircraft movement forecasts on the following route groups:

- Between Middle East - Europe
- Between Middle East - Africa
- Between Middle East - Asia/Pacific
- Between Middle East - North America
- Intra-Middle East
- Between Asia/Pacific – Europe/North America (and vice versa) over flying the Middle East.

Note: Traffic forecasts should also include peak periods of Hajj and other seasonal traffic as determined by the Sub-group.

2) Analyse data from selected flight information regions (FIRs) to establish peak-period and other parameters required for planning and implementation purposes.

3. COMPOSITION

- The Traffic Forecasting Sub-group (TF SG) shall be composed of four MIDANPIRG member States, two non-MIDANPIRG member States and IATA (as observer).

- Each of the six States shall nominate two appropriately qualified officers; one in the Air Traffic Management field and the other in the Air Transport field.

- The Sub-group shall report its meetings and other activities to MIDANPIRG.

- The Sub-group shall meet in the most efficient manner with minimum formalities between the cycles of MIDANPIRG meetings or whenever needed, at a venue and date to be coordinated by the Secretary after consultation with the Chairperson of the Sub-group.

MIDANPIRG/8
Appendix 10B to the Report on Agenda Item 10

PROCEDURE FOR THE AMENDMENT OF APPROVED BASIC AIR NAVIGATION PLANS

(Excluding amendments to Regional Supplementary Procedures and FASID)

Approved by Council on 25 February 1998

1. Introduction

1.1 The procedure outlined below has been evolved to provide a means of maintaining basic regional plans in a current condition by correspondence.

2. General criteria

2.1 The Assembly has resolved that regional plans shall be revised when it becomes apparent that they are no longer consistent with current and foreseen requirements of international civil aviation and that, when the nature of a required change permits, the associated amendment of the regional plan shall be undertaken by correspondence between the Organization and the Contracting States and International Organizations concerned.

2.2 When a State cannot immediately implement a particular part or a specific detail of a regional plan, although it intends to do so when practicable, this in itself should not cause the State to propose an amendment to the plan.

3. Procedure

3.1 If, in the light of the above criteria, any Contracting State (or group of States) of a region wishes to effect a change in the approved basic air navigation plan for that region it should propose to the Secretary General, through the regional office accredited to that State, an appropriate amendment to the plan, adequately documented; the proposal should include the facts that lead the State to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions. (This procedure does not preclude a State having previous consultation with other States before submitting an amendment proposal to the regional office.)

3.2 The Secretary General will circulate the proposal, adequately documented, with a request for comments to all provider and user States of the region considered affected as well as to user States outside the region and international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. If, however, the Secretary General considers that the proposed amendment conflicts with established ICAO policy, or that it raises questions which the Secretary General considers should be brought to the attention of the Air Navigation Commission, the proposal will be first presented, adequately documented, to the Commission. In such cases, the Commission will decide the action to be taken on the proposal.

3.3 If, in reply to the Secretary General's inquiry to States and selected international organizations, no objection is raised to the proposal by a date specified, the proposal shall be submitted to the President of the Council, who is authorized to approve the amendment on behalf of the Council.

3.4 If, in reply to the Secretary General's inquiry to States and selected international organizations any objection is raised, and if objection remains after further consultation, the matter will be documented for formal consideration by the Air Navigation Commission. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

3.5 Proposals for the amendment of regional plans submitted by international organizations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings and which attended the meeting(s) where the relevant plan was prepared, will be dealt with in the same manner as those received from States, except that, before circulating a proposal to States and selected international organizations pursuant to paragraph 3.2 above, the Secretary General will ascertain whether it has adequate support from the

State or States whose facilities will be affected. If such support is not forthcoming, the proposal will be presented to the Commission, and the Commission will decide on the action to be taken on the proposal.

3.6 Proposals for the amendment of regional plans may also be initiated by the Secretary General, provided that the State or States whose facilities will be affected have expressed their concurrence with the proposal.

3.7 Amendment to regional plans, which have been approved in accordance with the above procedure, will be promulgated at convenient intervals.

MIDANPIRG/8
Appendix 10C to the Report on Agenda Item 10

PROCEDURE FOR THE AMENDMENT OF FACILITIES AND SERVICES IMPLEMENTATION DOCUMENT (FASID)

(Approved by Council on 26 February 1997)

1. Amendments of the FASID shall be effected on the basis of an adequately documented proposal submitted by a Contracting State (or a group of States) to the ICAO Regional Office; the proposal should include the facts that lead to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions to the FASID. (This procedure does not preclude a State having previous consultation with other States before submitting the amendment proposal to the ICAO Regional Office.)

2. The ICAO Regional Office will circulate the proposal, adequately documented, with a request for comments to the provider States in the region and to user States except those which obviously are not affected, and, for information and comments if necessary, to international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. If, however, it is considered that the proposed amendment conflicts with established ICAO policy, or that it raises questions which should be brought to the attention of the Air Navigation Commission, the proposal will be adequately documented and presented to the Air Navigation Commission. In such cases, the Commission will decide the action to be taken on the proposal.

3. If, in reply to the ICAO Regional Office's inquiry, no objection is raised to the proposal by a specified date, it will be deemed that a regional agreement on the subject has been reached and the proposal shall be incorporated into the FASID.

4. If, in reply to the ICAO Regional Office's inquiry, any State objects to the proposal, and if objection remains after further consultation, the matter will be documented for discussion by the respective planning and implementation regional group (PIRG) and, ultimately for formal consideration by the Air Navigation Commission, if necessary. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

5. Proposals for the amendment of the FASID submitted by international organizations directly concerned with the operation of aircraft in the region, which may be invited to attend suitable ICAO meetings where the FASID was prepared, will be dealt with in the same manner as those received from States, except that, before circulating the proposal to all interested States, it will be ascertained whether the proposal has adequate support from the State or States whose facilities or services will be affected. If such support is not forthcoming, the proposal will not be pursued.

6. Proposals for the amendment of the FASID may also be initiated by the ICAO Regional Office provided that the State or States whose facilities or services will be affected have expressed their concurrence with the proposal.

7. Amendments to the FASID which have been approved in accordance with the above procedure will be promulgated at convenient intervals.