

LIST OF CONCLUSIONS AND DECISIONS OF MIDANPIRG/6 RELEVANT TO CNS/ATM

CONCLUSION 6/1- UNIFORM FORMAT FOR THE REPORTING OF WGS-84 IMPLEMENTATION

That the table available at the **Appendix 3C** of the report on Agenda Item 3 be adopted as a uniform format for reporting of WGS-84 implementation.

DECISION 6/3- FOLLOW-UP OF ICAO POSITION WITH REGARD TO FUTURE WRC CONFERENCES

That, the COM/MET SG be tasked with following up the development in ICAO position with regard to the future WRC conferences and its preparatory meetings, and highlighting that position to the MID States.

CONCLUSION 6/4- CIVIL AVIATION AUTHORITIES SUPPORT OF ICAO POSITION

That, all MID States Civil Aviation Authorities use the ICAO coordinated aeronautical position regarding the future WRC conferences in their national discussions with the radio regulatory authorities when developing proposals for submission by their Administrations to the ITU conferences.

CONCLUSION 6/5- CIVIL AVIATION REPRESENTATIVES PARTICIPATION IN ITU WRC ACTIVITIES

That, all MID States Civil Aviation Authorities, request their appropriate ministries to assign aviation experts to participate in their national delegation to the future ITU conferences in order to brief the delegations at these ITU conferences with ICAO position and to support that position.

CONCLUSION 6/7- MANDATORY CARRIAGE AND OPERATION OF ACAS II IN THE MID REGION

That ACAS II shall be carried and operated in the MID Region by all aircraft which meet the following criteria:

- a) With effect from 1 July 2001, all civil fixed-wing turbine-engined aircraft having a maximum take-off mass in excess 15,000 kg or approved passenger seating configuration of more than 30.
- b) With effect from 1 January 2005, all civil fixed-wing turbine-engined aircraft having a maximum take-off mass in excess of 5,700 kg or approved passenger seating configuration of more than 19.
- c) Each State should issue an AIC as soon as possible, indicating the intent to introduce mandatory ACAS II requirements.
- d) States, which do not agree to implementation prior to the date, specified in part I of Annex 6, paragraph 6.18, may publish by NOTAM or in their respective AIP that there is no requirement for ACAS equipage in their sovereign airspace. Such States are not required to file a difference with ICAO.

CONCLUSION 6/10- TARGET DATE FOR THE INTRODUCTION OF RVSM IN THE MID REGION

That the target date for introduction of RVSM in the MID Region should be 2003, on a date to be determined as the planning for implementation proceeds.

CONCLUSION 6/13- INITIAL PLAN FOR THE GROUND PORTION OF THE ATN IN THE MID REGION

That, tables 1, 2, 3, 4 and 5 and the explanatory note constitute the initial plan for the ground portion of the ATN in the MID Region and be included in the FASID as shown in **Appendix 4.2C** to the report on Agenda Item 4.2.

DECISION 6/14 - TARGET DATE FOR THE APPROVAL OF GNSS AS A SUPPLEMENTAL MEANS NAVIGATION SYSTEM IN THE MID REGION

That

- a) the regional target date for implementation of GNSS for en-route and non-precision approach, as shown in Table 10-1 of draft version 6 of the CNS/ATM Implementation Plan for the Middle East Region, should be amended to 2002; and
- b) this target date should be reviewed by the next meeting of the GNSS Task Force in association with Decision 6/17, in order to confirm its feasibility, and to determine an AIRAC date for implementation

CONCLUSION 6/15- IMPLEMENTATION OF GNSS FOR EN-ROUTE AND NON-PRECISION APPROACH

That, recognizing that MIDANPIRG/5 Conclusion 5/19 placed a high priority on the implementation of GNSS as a supplemental means navigation system, all States which have not already done so be urged to:

- a) identify regulatory and legislative changes which will be needed to authorize the use of GNSS as a supplemental means navigation system in their airspace for both en-route and non-precision approach;
- b) establish multidisciplinary GNSS implementation teams, using section 6.10 of ICAO Circular 267, Guidelines for the Introduction and Operational Approval of the Global Navigation Satellite System (GNSS), as a guide; and
- c) work towards the identification and implementation of all requirements for the introduction of GNSS as a supplemental means system for en-route navigation, and non-precision approach where required, by the end of 2001, taking into account user requirements.

DECISION 6/16 FURTHER WORK REQUIRED FOR GNSS IMPLEMENTATION

That the GNSS Task Force be tasked to

- a) develop a plan, with milestones, outlining the requirements needed to approve GNSS as a supplemental means navigation system in the MID Region and to eventually progress to primary means, including consideration of the need for monitoring, a means of alerting, RAIM prediction programs, WGS-84 implementation and institutional issues; and
- b) identify the most efficient way to meet the above mentioned requirements in a regional framework.

CONCLUSION 6/22 - TRAFFIC FORECASTING REQUIREMENTS FOR CNS/ATM PLANNING

That in order to provide additional information for airspace planning activities, the Traffic Forecasting Group be requested to:

- a) include the following additional items, for all flights, in the data collected and recorded in its data base:
 - i) Whether the aircraft is RNAV capable;
 - ii) Whether the aircraft is equipped with ADS and CPDLC, as indicated in field 10 of the ICAO FPL message; and
- b) make provision in its forecasting procedures for forecasts relating to Haj traffic, as well as forecasts for normal scheduled flights; and
- c) include forecasts for traffic overflying the region, as well as traffic landing at or departing from airports within the region, as soon as possible.

CONCLUSION 6/23 - SUB-REGIONAL APPROACH TO CNS/ATM IMPLEMENTATION

That,

recognizing the implementation of CNS/ATM in accordance with the Regional Plan is ultimately a State responsibility;

recognizing that the CNS/ATM environment should provide seamless transitions across national boundaries, and that the achievement of this will require co-ordination of State CNS/ATM implementation plans;

recognizing that some of the States with which co-ordination will be required will be States of adjacent ICAO Regions; and

recognizing also the importance of implementing joint financing mechanisms for the funding of CNS/ATM systems with applicability beyond the boundaries of any one State;

- a) The planning for the introduction of CNS/ATM should be co-ordinated through informal sub-regional working groups;
- b) Membership of a working group should include all those States within the sub-regional area under consideration; and
- c) ICAO and IATA should participate in these working groups as observers.

DECISION 6/24 - FINANCING OF CNS/ATM IMPLEMENTATION

That, recognizing that the implementation of CNS/ATM will necessitate the establishment of mechanisms for the sharing of costs of facilities and services with applicability beyond the boundaries of any one State, the development of multinational financing arrangements, and the development of the section of the regional CNS/ATM plan relating to financial issues, should be afforded a high priority in the work program of MIDANPIRG and its supplementary bodies.

DECISION 6/25 - DEVELOPMENT OF REGIONAL CNS/ATM TRAINING REQUIREMENTS

That a CNS/ATM Training Task Force should be established, and tasked to develop a detailed statement of the CNS/ATM training requirements for the MID Region, for incorporation in the regional CNS/ATM plan.

CONCLUSION 6/26 - ADOPTION OF THE CNS/ATM PLAN FOR THE MIDDLE EAST REGION

That, the CNS/ATM Implementation Plan for the Middle East Region First Edition September 2000 be adopted.

**DECISION 6/27-NEW TITLE AND REVISED TERM OF REFERENCE FOR THE CNS/ATM
SUB-GROUP**

That, the MIDANPIRG approves the new title CNS/ATM/IC/SG and the revised terms of reference as presented in **Appendix 4.3F** attached to the report on Agenda Item 4.3, in order to incorporate changes in the method of work by the Sub-Group, indicating the progress towards focusing on the implementation of the CNS/ATM Systems.

CONCLUSION 6/28- ENVIRONMENTAL BENEFITS OF CNS/ATM SYSTEMS

That States take the environmental benefits, among other considerations, into account in the development of business cases for the implementation of CNS/ATM systems.
