



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**THE MIDDLE EAST AIR NAVIGATION PLANNING
AND IMPLEMENTATION REGIONAL GROUP
(MIDANPIRG)**

**REPORT OF THE FIFTH MEETING OF
COMMUNICATIONS NAVIGATION and
SURVEILLANCE/METEOROLOGY SUB-GROUP**

CNS/MET SG/5
(Cairo, 21-24 October 2002)

The views expressed in this Report should be taken as those of the MIDANPIRG CNS/MET Sub Group Fifth Meeting and not of the Organization. This Report will, however, be submitted to the MIDANPIRG and any formal action taken will be published in due course as a Supplement to the Report.

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

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontier or boundaries.

TABLE OF CONTENTS

	Page
PART I - HISTORY OF THE MEETING	
1. Place and Duration.....	1
2. Opening.....	1
3. Attendance	1
4. Officers and Secretariat.....	1
5. Language.....	1
6. Agenda	1
7. Conclusion and Decisions Definition.....	2
8. List of Conclusions and Decisions	2-3
9. List of Participants.....	4-8
PART II - REPORT ON AGENDA ITEMS	
Report on Agenda Item 1	1-1
Report on Agenda Item 2	2-1
Appendix 2A & 2B	
Report on Agenda Item 3	3-1/3-3
Appendix 3A & 3B	
Report on Agenda Item 4	4-1
Report on Agenda Item 5	5-1/5-2
Appendix 5A & 5B	
Report on Agenda Item 6	6-1/6-2
Appendix 6A & 6B	
Report on Agenda Item 7	7-1

MIDANPIRG CNS/MET SG/5
History of the Meeting

PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The fifth meeting of the MIDANPIRG CNS/MET Sub Group was held in the ICAO Middle East Regional Office, Cairo from 21 - 24 October 2002.

2. OPENING

2.1 Mr. Ali Ahmed Mohamed from Bahrain, Chairman of the Sub Group, opened the meeting. In the speech, he warmly welcomed all the delegates to Cairo and wished the meeting every success in its deliberations.

3. ATTENDANCE

3.1 The meeting was attended by a total of thirty-two participants consisting generally, of specialists in CNS and MET from seven States and two Organizations

3.2 The list of participants is at page 3 to 10

4. OFFICERS AND SECRETARIAT

4.1 Mr. Mamadou Traore, Regional Officer CNS, was the secretary of the meeting for CNS matters and Mr. Bjorn Hellroth, Regional Officer Meteorology from ICAO Paris Office, was the secretary of the meeting for MET matters.

4.2 Mrs. N. A Nawal, Regional Officer, Aerodromes, Air Routes and Ground Aids, Mr. A. El-Karimy, Technical Co-Operation, Field Operations Officer and Mr. Mohamed Smaoui, Regional Officer, Aeronautical Information Services, also attended the meeting.

5. LANGUAGE

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

6. AGENDA

6.1 The Provisional Agenda was slightly amended to take into account the nomination of a vice-chairman.

MIDANPIRG CNS/MET SG/5
History of the Meeting

- 6.2 The following agenda was adopted:
- Item 1 - Adoption of the Provisional Agenda and nomination of a vice-chairman
 - Item 2 - Follow up of MIDANPIRG/7 and AFS/ATN TF/8 Decisions and Conclusions in respect of:
 - a) CNS; and
 - b) MET
 - Item 3 - Matters related to Aeronautical Telecommunications
 - 3.1 Aeronautical fixed Service
 - 3.2 Aeronautical Mobile Service
 - 3.3 Aeronautical Radio Navigation Service
 - 3.4 Latest developments in the ATN field
 - Item 4 - Frequency management issues in the MID Region and ICAO Position with regard to WRC-2003.
 - Item 5 - Review of Deficiencies in:
 - a) the CNS; and
 - b) the MET
 - Item 6 -
 - 6.1 World Area Forecast System
 - 6.2 Review of relevant Decisions and Conclusions of SADISOPSG/7
 - 6.3 Update of the MID OPMET data procedure.
 - Item 7- Any other business

6.3 The meeting elected Mr. Ahmed Hamoud Al Harthy from Oman, to run the specific sessions related to meteorological matters.

7. DEFINITION

7.1 The MIDANPIRG records its actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** 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

MIDANPIRG CNS/MET SG/5
History of the Meeting

8. LIST OF CONCLUSIONS AND DECISIONS

CONCLUSION 5/1:	IMPROVEMENT IN THE TABLE CNS1 OF MID FASID
CONCLUSION 5/2:	UPGRADE OF EXISTING COMMUNICATION INFRASTRUCTURES
DECISION 5/3:	DEVELOPMENT OF THE MID REGIONAL ATN PLANNING DOCUMENT
DECISION 5/4:	CREATION OF ATN PLANNING GROUP
DECISION 5/5:	TABLE OF VHF COVERAGE IN THE MID REGION
CONCLUSION 5/6:	SURVEY OF STATES IMPLEMENTATION OF MET SERVICES AND FACILITIES
DECISION 5/7:	SADIS STRATEGIC ASSESSMENT TABLES
CONCLUSION 5/8:	CREATION OF THE MID OPMET BULLETIN MANAGEMENT GROUP

9. LIST OF PARTICIPANTS**NAME****TITLE & ADDRESS****BAHRAIN**

Mr. Ali Ahmed Mohamed

Head of Aeronautical Communication
Chief CNS/MET Committee
Civil Aviation Affairs
P.O. Box 586 BAHRAIN
Fax: (973) 321 992
Tel: (973) 321 187
Mobile: (973) 961 1187
E-Mail: ahmedm@batelco.com.bh

EGYPT

Mr. Ahmed Heshmat Abd Al Kawi

Deputy of ATS Sector
Cairo Air Navigation Centre
(NANSC)
Cargo Village Road
Cairo International Airport
Cairo EGYPT
Fax: (202) 2680627
Tel: (202) 6393950
Mobile: 0106013176

MIDANPIRG CNS/MET SG/5
History of the Meeting

NAME	TITLE & ADDRESS
Mr. Gamal Abdel Aziem Haddad	National Air Navigation Services Co. Cargo Village Road Cairo International Airport Cairo EGYPT Fax: (202) 2972679 Tel: (202) 6375639
Mr. Abdel Fattah Abdel Razik	Director of Cairo AFTN/CIDIN COM Center Cairo Air Navigation Centre Cargo Village Road Cairo International Airport Cairo EGYPT Fax: (202) Tel: (202) 6375639 Mobile: 010 1264602 E-Mail: xramdan@hotmail.com
Mr. Ismial Ahmed Hassan	Cairo Air Navigation Centre Cargo Village Road Cairo International Airport Cairo EGYPT Fax: (202) 2972679 Tel: (202) 6375639
Mr. Zariel Zaki Hanna Bishay	Telecom Training Director Cairo Air Navigation Centre Cargo Village Road Cairo International Airport Cairo EGYPT Fax: (202) 2472679 Tel: (202) 2657842 Mobile: 0124269665 E-mail: ZZF@37.com
Eng. Mahmoud Aly Ramadan	Computer Engineer Cairo Air Navigation Centre Cargo Village Road Cairo International Airport Cairo EGYPT Fax: (202) 4182964 Tel: (202) 4182964 Mobile: 0106541506 E-mail: xhamdy@yahoo.com

MIDANPIRG CNS/MET SG/5
History of the Meeting

NAME	TITLE & ADDRESS
Mr. Samy Mikhail	Consultant for Egyptian Civil Aviation National Air Navigation Services Co. Cargo Village Road Cairo International Airport Cairo EGYPT Fax: (202) 267 5960 Tel: (202) 482 1898 Mobile: (2012) 365 2403 E-mail: barsoum@link.net
Eng. Galal Ibraheim	Satellite Manager National Air Navigation Services Co. Cargo Village Road Cairo International Airport Cairo EGYPT Fax: (202) 2675960 Tel: (202) 2685279 Mobile: 0127173348 E-mail: galibrm@yahoo.com
Mng. Maged Aboelela	Project Manager National Air Navigation Services Co. Cargo Village Road Cairo International Airport Cairo EGYPT Tel: (202) 2674728 Mobile: 0101596369 E-mail: maged@netscape.net
Mr. Mohamed Naguib Mohamed Salah	Director, Meteorological Office Cairo International Airport Cairo- Egypt Fax: (202) 4157248 Tel: (202) 4157348 Mobile: 0124611814
Mr. Aly Ahmed El Sayed Kotb	Director of Remot Sensing Meteorological Authority El Koba El Khalifa El Maamoon Street Meteorological Authority Cairo-Egypt Fax: (202) 6834073 Tel: (202) 6834073 Mobile: 0105825753 E-mail: alikotb@yahoo.com

MIDANPIRG CNS/MET SG/5
History of the Meeting

NAME	TITLE & ADDRESS
Mr. Wahid Mostafa Seoudi	Director of Egyptian R.S.M.C Meteorological Authority Kobbry El Koba El Khalifa El Maamoon Street, P.O. Box 11784 Meteorological Authority Cairo-Egypt Fax: (202) 6849859 Tel: (202) 4316704 Mobile: 0122665925 E-mail: wahid@57.com
Mr. Hosny Mohamed Helal	Meteorological Authority Kobbry El Koba El Khalifa El Maamoon Street Cairo-Egypt Fax: (202) 6849844 Tel: (202) 6849844 E-mail: ma@idsc.gov.eg
Mr. Mahmoud Ahmed Abdella	Egyptian Meteorological Authority Kobbry El Koba El Khalifa El Maamoon Street Cairo-Egypt Fax: (202) 4830094 Tel: (202) 4830094
OMAN	
Mr. Ali Humaid Al-Adawi	Director Air Navigation Services Directorate General of Civil Aviation & Meteorology P.O. Box 1 Post Code 111, Seeb Airport Muscat, SULTANATE OF OMAN Fax: 968 579930 Tel: 968 579698 E-mail: alialadawi@dqcam.com.om

MIDANPIRG CNS/MET SG/5
History of the Meeting

NAME	TITLE & ADDRESS
Mr. Ahmed Hamoud Al Harthy	Chief Operations and Technical Services Directorate General of Civil Aviation & Meteorology P.O. Box 1 Post Code 111, Seeb Airport Muscat, SULTANATE OF OMAN Fax: 968 519363 Tel: 968 519649 E-mail: a.alharthy@met.gov.om
QATAR	
Mr. Ahmed Al-Mannai	Head of Communication Civil Aviation Authority (CAA) P.O. Box 3000 Doha, QATAR Fax: (974) 4622052 Tel: (974) 4622510 E-mail: dohacaacomm@hotmail.com
Mr. Ahmed Abu Arhama	Head of Electronics Section Civil Aviation Authority (CAA) P.O. Box 3000 Doha, QATAR Fax: (974) 4622620 Tel: (974) 4656565 Mobile: 974 5548784 E-mail: dohaelectronics@hotmail.com
Mr. Khalid Al Muftah	Head of Electronics Unit (Meteorology) Civil Aviation Authority (CAA) P.O. Box 240 Doha, QATAR Fax: (974) 4656530 Tel: (974) 4656525 Mobile: 974 5551266 E-mail: kha20lid@qatar.net.qa

MIDANPIRG CNS/MET SG/5
History of the Meeting

NAME	TITLE & ADDRESS
SAUDI ARABIA	
Mr. Khalid Omar Al-Amri	Communication Engineer Presidency of Civil Aviation Airways Engineering P.O. Box 15441 Jeddah 21444 SAUDI ARABIA Fax: (966-2) 6719041 Tel: (966-2) 6717 717 E-mail: kalamr@engineer.com
Mr. Ahmed Attya Al-Harthy	Navigation Engineer Presidency of Civil Aviation Airways Engineering P.O. Box 929 Jeddah 21421 SAUDI ARABIA Fax: (966-2) 6719041 Tel: (966-2) 6717 717 E-mail: a1964ahmed@hotmail.com
Mr. Salem Jahdli	Air Traffic Services Department Presidency of Civil Aviation P.O. Box 929 Jeddah 21421 SAUDI ARABIA Fax: (966-2) 6401005 Tel: (966-2) 6404839 E-mail: salemjahdli@hotmail.com
Mr. Abdul Kareem Al-Harbi	Communication Operator Presidency of Civil Aviation P.O. Box 929 Jeddah 21421 SAUDI ARABIA Fax: (966-2) 6401477 Tel: (966-2) 6405000 ext. 5564 E-mail: harbi_abd@yahoo.com
Mr. Mohamed S. Al-Zuheri	Director Regional Operations Meteorology & Environmental Protection Presidency P.O. Box 1358 Jeddah SAUDI ARABIA Fax: (966-2) 6513620 Tel: (966-2) 6513620 Mobile:(966-5) 5642506

MIDANPIRG CNS/MET SG/5
History of the Meeting

NAME	TITLE & ADDRESS
Mr. Khalid Ahmed Al Amri	Royal Saudi Air Forces Presidency of Civil Aviation P.O. Box 929 Jeddah 21421 SAUDI ARABIA
UNITED KINGDOM	
Mr. Richard Orrell	Senior International Aviation Analyst Met Office, Sutton House London Road, Bracknell, RG12 2 SY, United Kingdom Fax: 44 (0) 1344854156 Tel : 44 (0) 1344854892 Mobile: 0775 3880143 E-mail: richard.orrell@metoffice.com
YEMEN	
Dr. Abdo A. Almakaleh	Assitant Deputy Chairman Civil Aviation and Met. Authority P.O. Box 7145 Sanaa, YEMEN Fax: 967 1419770 Tel: 9671419771 Mobile: 73725232 E-.mail: yms-cama@y.net.ye
Eng. Raza Ali Gulam	Advisor to Chairman for Telecom Civil Aviation and Met. Authority Zubairy Street Sanaa, YEMEN Fax: 967 1 292801 Tel: 9671 278639 Mobile: 976 73200983 E-.mail: camadvisor@hotmail.com
Eng. Abdul-Wahab Abo Talib	Electronic Engineering Manager Civil Aviation and Met. Authority Airport Sector Engineering Department Al Zobiry Street Sanaa, YEMEN Fax: 967 1 345618 Tel: 9671 345616 Mobile: 976 7 1180858 E-mail: aaabutalib@hotmail.com

MIDANPIRG CNS/MET SG/5
History of the Meeting

NAME	TITLE & ADDRESS
<u>ORGANIZATIONS</u>	
ACAC	
Eng. Abdellatif Lahboubi	Director of Air Navigation Arab Civil Aviation Commission 48, Al-Khsas Str, Imam Malik Ave. P.O.Box 5025 Rabat, MOROCCO Tel: (212-37) 658 154 Fax: (212-37) 658383 Mobile: 21261405320 E-mail: acac@welcom.net.ma
IATA	
Mr. Naji Aljuhani	Saudi Arabia Airlines Navigation Services NOTAMS Officer Cc: 929-LOC130 Jeddah Fax: 9662 6842260 Tel: 9662 6842608 E-mail: aljuhani@yahoo.com
ICAO	
Mr. M. Traore	Regional Officer Communications/Navigations/ Surveillances Cairo Office Fax: (202) 2674843 Tel: (202) 2674840, 41, 45,46 E-mail: Mtraore@cairo.icao.int
Mr. Bjorn Hellroth	Regional Officer Meteorology/Aeronautical Information Services Paris Office Fax: 33 1 4641 8500 Tel: 33 1 4641 8522 E-mail: bhellroth@paris.icao.int

MIDANPIRG CNS/MET SG/5
Report on Agenda Item 1

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA AND ELECTION OF A VICE-CHAIRMAN

1.1 Adoption of the Provisional Agenda

1.1.1 The meeting reviewed and adopted the Provisional Agenda as shown in the History of the Meeting (para. 6).

1.2 Election of a Vice-Chairman

1.2.1 In order to facilitate the work of the CNS/MET Sub Group, the meeting elected Mr. Ahmed Hamoud Al Harthy from Oman to chair the specific sessions related to meteorological Agenda Items.

MIDANPIRG CNS/MET SG/5
Report on Agenda Item 2

REPORT ON AGENDA ITEM 2: FOLLOW UP OF MIDANPIRG/7 AND AFS/ATN TF/8 DECISIONS AND CONCLUSIONS IN RESPECT OF:

A) CNS; AND

B) MET

A) COMMUNICATIONS NAVIGATION AND SURVEILLANCE (CNS)

2.1 The meeting noted that the Seventh Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/7), (Cairo, 21- 25 January 2002), had adopted 8 Conclusions and 5 Decisions relevant to CNS matters.

2.2 The actions taken by the secretariat as follow-up to these Conclusions and Decisions are given in **Appendix 2A** to the report on Agenda Item 2.

2.3 The meeting noted that actions on the following Decisions and Conclusions had been completed: Decision 7/31- *Dissolution of the COM/MET Sub Group and creation of the CNS/MET Sub Group*, Decision 7/40 *Creation of the NAVISAT Working group*, Conclusion 7/44- *Revised uniform methodology in addressing the deficiencies in the MID Region* and Decision 7/46- *Harmful interference to radio report form*.

2.4 Actions had been initiated for the following Decisions and Conclusions: Conclusion 7/26 *MID AFTN/CIDIN Routing Directory*, Conclusion 7/28 *PTT support and cooperation for telecommunications circuits*, Conclusion 7/29 *ICAO Position with regard to WRC-2003*, Decision 7/36 *Initial Plan for the ground portion of the ATN in the MID Region*, Conclusion 7/35 *Review of draft MID BASIC ANP and FASID*, Conclusion 7/47 *Harmful interference to radio frequency bands allocated to the aeronautical services* and Decision 7/50 *Elimination of the deficiencies*.

2.5 As regard to the Conclusion 7/27 *Organization of ATN Seminar in the MID Region*, the Sub Group noted that there had been no reply from States to ICAO letter AN 7/30.22- 214 dated 13 August 2002. This letter was also sent to IATA and SITA.

2.6 The Sub Group was informed that the Decision 7/30 *Preliminary study of the Middle East VSAT network*- had started with the first coordination meeting in Cairo from 16 to 17 September 2002, between ICAO MID Office and ATNS (Air Traffic and Navigation Services), the Consultant of the project.

2.7 The meeting expressed its concern on the lack of information, which was ing urged States who had not yet done so to provide the ICAO MID Office with the necessary information within one month.

2.8 The meeting also noted that the Eighth Meeting of the AFS/ATN TF (Cairo, 24 27 June 2002), had adopted 3 Conclusions and 3 Decisions relevant to CNS matters.

2.9 The meeting agreed that the follow up on these Conclusions and Decisions would be reviewed under Agenda items 3 and 5.

B) METEOROLOGY (MET)

2.10 The meeting noted that the MIDANPIRG/7 had adopted 5 Conclusions and 1 Decision relevant to MET matters as in **Appendix 2B** to the report on Agenda Item 2. The meeting also noted that actions had been completed or initiated on all except Conclusion 7/2 -Regional Exchanges of OPMET Information. This action was still pending, mainly due to the non-availability of a Regional Officer MET in the ICAO Cairo Office.

MIDANPIRG/7 CONCLUSIONS AND DECISIONS RELATED TO CNS

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 TELECOMMUNICATION 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 FOR THE MIDDLE EAST VSAT NETWORK

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 7/35: 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 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

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 7/44: 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 replacing ; and
- b) adopt the revised uniform methodology as presented in the **Appendix 7A** to Agenda Item 3 in addressing the deficiencies of MID Region.

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.

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/7 CONCLUSIONS AND DECISIONS RELATED TO MET

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

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 7/48: 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 interdisciplinary 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.

MIDANPIRG CNS/MET SG/5
Report on Agenda Item 3

**REPORT ON AGENDA ITEM 3: MATTERS RELATED TO AERONAUTICAL
TELECOMMUNICATIONS**

3.1 AERONAUTICAL FIXED SERVICE

3.1.1 The meeting reviewed the report of the AFS/ATN TF/8 meeting held in Cairo from 24 to 27 June 2002.

3.1.2 Based on the assessment of circuit performance (circuit availability, transit time and occupancy), the meeting agreed to amend the table CNS1A in order that the routing of traffic between the MID and EUR Regions takes into account the role of Entry/Exit points, particularly the function of Beirut Center.

3.1.3 Reviewing the table CNS1, the meeting agreed that the proposed amendment made by the AFS/ATN TF/8, be presented to the next MIDANPIRG meeting for adoption and inclusion in the MID FASID in lieu of the current table CNS1. In consequence, the meeting formulated the following conclusion:

CONCLUSION 5/1: IMPROVEMENT IN THE TABLE CNS1 OF 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 3A** to the report on Agenda Item 3.*

3.1.4 As regard the new AFTN/CIDIN Routing Directory, the meeting urged the States to update the tables on the CIDIN Routing Directory so that the ICAO Middle East Office could prepare the draft of the Twentieth Edition of the MID AFTN Routing Directory, for the next MIDANPIRG meeting in 2003.

3.1.5 The meeting agreed that the Y2K AFTN contingency planning could be used as a basis to develop the MID Regional AFTN Contingency Plan. The ICAO Office was requested to prepare and send a questionnaire form to States requesting all the necessary information on the facilities that are serving the AFTN. The meeting therefore agreed on the following decision:

DECISION 5/2: 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 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.

3.1.6 Noting that some Centers had already started the use of high-speed digital technology to improve and upgrade their existing communication infrastructures, the meeting encouraged the other States of the MID Region to proceed to this direction. In this regard, the meeting adopted the following conclusion:

CONCLUSION 5/3: UPGRADE OF EXISTING COMMUNICATION INFRASTRUCTURES

That, 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.

MIDANPIRG CNS/MET SG/5
Report on Agenda Item 3

3.1.7 The meeting reviewed the draft of the MID ATN Planning Document and agreed on the creation of an ATN Planning Group. The ATN Planning Group was tasked to continue the development of the draft ATN related plans taking into account economical and operational justifications. However, the meeting was of the view that the composition of the ATN Planning Group be amended to include Saudi Arabia and Yemen. The working methodology should be based on exchange of information and possible refinement of the draft MID ATN Plan. Based on the above, the meeting adopted the following decisions:

DECISION 5/4: DEVELOPMENT OF THE MID REGIONAL ATN PLANNING DOCUMENT

That, the MID Regional ATN planning Document be developed in order to provide guidance and information necessary for ATN transition in the region.

DECISION 5/5: CREATION OF ATN PLANNING GROUP

That,

- a) *the ground-to-ground ATN Study Group established by Decision 6/2 of the AFS/ATN 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 ATN Planning Document, to emphasize on the economical and operational justifications which are specific to the Region*

3.2 AERONAUTICAL MOBILE SERVICE

3.2.1 Reviewing the implementation of Aeronautical Mobile Service in the MID Region, the meeting was of the view to have at its disposal more information in order to identify the relevant deficiencies. In this regard, the meeting adopted the following Decision:

DECISION 5/6: TABLE OF VHF COVERAGE IN THE MID REGION

*That, the table of VHF coverage, attached in **Appendix 3B** to the report on Agenda item 3., be adopted.*

3.3 AERONAUTICAL RADIO NAVIGATION SERVICE

3.3.1 The meeting was informed of the navigational aids upgrade project at the kingdom of Bahrain. The project involves a complete change of the navigational aids systems and will be fully operational by the end of October 2002.

3.4 LATEST DEVELOPMENTS IN THE ATN FIELD

3.4.1 The meeting was informed about the progress report on the activities of ATNS, the Consultant of the MID VSAT project. For fear that the lack of information from States counts on the accuracy of the ATNS study, the meeting urged the States who had not done so, to send their information to the ICAO Office, as soon as possible.

MIDANPIRG CNS/MET SG/5
Report on Agenda Item 3

3.4.2 A working paper was presented by Egypt that highlighted the objectives and the merits of the NAVISAT project. The meeting expressed its satisfaction with the communications component of NAVISAT 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 the States.

3.4.3 After extensive discussions on the comments made by IATA on the NAVISAT project, the meeting was of the view that the Working Group should continue its work based on the replies expected from States. In this regard, the Coordinator of the Working Group was invited to send a reminder to the concerned States in order to progress the assigned tasks.

3.4.4 The meeting was also informed on the outcome of:

- the MET Divisional meeting on the use of the internet as a backup to the agreed circuits dedicated to obtain meteorological data and information in support of international air navigation, provided that guidance and criteria be developed according to the provisions of Annex 3.
- monitor related developments, for further guidance.

MIDANPIRG CNS/NET SG/5
Appendix 3A to the Report on Agenda Item 3

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

-END-

**States Deficiencies
by Field: CNS**

5A-1

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
AFGHANISTAN								
AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19).	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			B
	Afghanistan-Iran Kabul-Tehran AFTN Circuit	The circuit is not yet implemented	07/10/1998	VSAT network to be implemented				B
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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 CNS/MET SG/5-REPORT
APPENDIX 5A

5A-2

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
BAHRAIN								
AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19).	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			B
AFTN Main Circuits (LIM MID RAN Rec10/5)	Bahrain Saudi Arabia Bahrain Jeddah AFTN Circuit	The circuit is implemented on 200 bauds	19/10/1999	The circuit is working satisfactorily	Will be up-graded to CIDIN		Fourth Quarter 2002	A
	Bahrain Kuwait Bahrain Kuwait AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999		Planned to be up-graded to 9.6 K	Bahrain Kuwait	Fourth Quarter 2002	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 (1200-2400)	Bahrain Singapore	TBD	B

5A-3

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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				

MIDANPIRG CNS/MET SG/5-REPORT
APPENDIX 5A

5A-4

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
CYPRUS								
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
EGYPT								
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
	Egypt Saudi Arabia Cairo Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999		Planned to be up-graded to CIDIN	Egypt Saudi Arabia	Second Quarter 2002	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 2001	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

MIDANPIRG CNS/MET SG/5-REPORT
APPENDIX 5A

5A-6

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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
Radio Navigation Aids	ILS	Fluctuating and poor quality of LLZ and GS signal (RWY 05R)	Sep 2002	The LLZ and GS signals are very unstable and fluctuating		Egypt		A

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
IRAN								
AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19).	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)	Iran Kuwait Kuwait Tehran AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	No traffic justification for 300 bauds				A
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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 CNS/MET SG/5-REPORT
APPENDIX 5A

5A-8

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
Radio Frequencies	Tehran ACC	123.900 MHz	14/08/2002	Interference with India	Co-ordination is undergoing between ICAO Cairo and ICAO Bangkok			A
	Kerman Shah	119.300 MHz	20/07/2002	Interference with Qatar	Co-ordination is undergoing with Iran. No complain from Qatar			A

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
IRAQ								
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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 CNS/MET SG/5-REPORT
APPENDIX 5A

5A-10

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
JORDAN								
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				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.				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 upgrade the circuit to 100 bauds or higher if traffic justifies	Egypt will co-ordinate with Jordan for upgrading	Egypt Jordan		A
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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

5A-11

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
KUWAIT								
AFTN Main Circuits (LIM MID RAN Rec10/5)	Bahrain Kuwait Bahrain Kuwait AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999		Planned to be up-graded to 300 bauds	Bahrain Kuwait	TBD	A
	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			A
	Kuwait Pakistan Kuwait Karachi AFTN Circuit	The circuit is implemented on 50 bauds	19/10/1999			Kuwait Pakistan		A
	Iran Kuwait Kuwait Tehran AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	No traffic justification for 300 bauds				A

MIDANPIRG CNS/MET SG/5-REPORT
APPENDIX 5A

5A-12

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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
Radio Frequencies	Kuwait	118.300 MHz	12/06/2002	Unknown interference		Follow-up by ICAO		A
	Kuwait	123.700 MHz	12/06/2002	Unknown interference		Follow-up by ICAO		A

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
LEBANON								
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
AFTN Main Circuits (LIM MID RAN Rec10/5)	Lebanon Saudi Arabia Beirut Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999		Planned to be up-graded to 300 bauds	Lebanon Saudi Arabia	Second Quarter 2002	A
	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			A
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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 CNS/MET SG/5-REPORT
APPENDIX 5A

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
LEBANON								
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
AFTN Main Circuits (LIM MID RAN Rec10/5)	Lebanon Saudi Arabia Beirut Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999		Planned to be up-graded to 300 bauds	Lebanon Saudi Arabia	Second Quarter 2002	A
	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			A
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
LIBYA								
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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 CNS/MET SG/5-REPORT
APPENDIX 5A

5A-16

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
OMAN								
ATS Speech Circuit Plan (LIM MID RAN Conclusion 6/11)	Yemen Ethiopia- Eritrea India Djibouti Saudi Arabia Somalia Oman	All ATS Speech Circuits 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			A
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
PAKISTAN								
AFTN Main Circuits (LIM MID RAN Rec10/5)	Kuwait Pakistan Kuwait Karachi AFTN Circuit	The circuit is implemented on 50 bauds	19/10/1999			Kuwait Pakistan		A
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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 CNS/MET SG/5-REPORT
APPENDIX 5A

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
QATAR								
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
SAUDI ARABIA								
AFTN Main Circuits (LIM MID RAN Rec10/5)	Bahrain Saudi Arabia Bahrain Jeddah AFTN Circuit	The circuit is implemented on 200 bauds	19/10/1999	The circuit is working satisfactorily	Will be up-graded to CIDIN		Fourth Quarter 2002	A
	Lebanon Saudi Arabia Beirut Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999		Planned to be up-graded to 300 bauds	Lebanon Saudi Arabia	Second Quarter 2002	A
	Egypt Saudi Arabia Cairo Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999		Planned to be up-graded to CIDIN	Egypt Saudi Arabia	Fourth Quarter 2002	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

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	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 Oman	All ATS Speech Circuits 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			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
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
SUDAN								
ATS Speech Circuit Plan (LIM MID RAN Conclusion 6/11)	Yemen Ethiopia- Eritrea India Djibouti Saudi Arabia Somalia Oman	All ATS Speech Circuits 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			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

MIDANPIRG CNS/MET SG/5-REPORT
APPENDIX 5A

5A-22

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
SYRIA								
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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
Radio Frequencies	Aleppo-VHF	118.100 MHz	03-7-2002	Turkey	Co-ordination between States and ICAO Offices	Follow-up by ICAO		A
	Aleppo-VHF	119.100 MHz	03-7-2002	Turkey	Co-ordination between States and ICAO Offices	Follow-up by ICAO		A

MIDANPIRG CNS/MET SG/5-REPORT
APPENDIX 5A

5A-24

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
UAE								
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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
Radio Frequencies	UAE ACC	121.500 MHz	16/07/2002	Unknown Interference	Report was sent to Nat. Telecom. Admin	Follow-up by ICAO and State		A
	UAE ACC	128.250 MHz	26/01/2002	Atmospheric/ Speech	Report was sent to Nat. Telecom Admin	Follow-up by ICAO and State		A
	UAE ACC	129.500 MHz	29/03/2002	Unknown Interference	Report was sent to Nat. Telecom Admin	Follow-up by ICAO and State		A
	UAE ACC	124.850 MHz	24/01/2002	Atmospheric	Report was sent to Nat. Telecom Admin	Follow-up by ICAO and State		A
	UAE ACC	133.550 MHz	28-02-2002	Unknown Interference	Report was sent to Nat. Telecom. Admin	Follow-up by ICAO and State		A
	UAE ACC	119.300 MHz	29/03/2002	Doha	Report was sent to Nat. Telecom Admin	Follow-up by ICAO and State		A

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
Radio Navigation Aids	Dubai ILS	110.900 MHz	26-03-2002	Unknown Interference	Nat. Telecom. Admin.	Follow-up by ICAO and State		A
	Dubai ILS	110.100 MHz	26-03-2002	Unknown Interference	Nat. Telecom. Admin	Follow-up by ICAO and State		A
	Dubai ILS	111.300 MHz	24-03-2002	Unknown Interference	Nat. Telecom. Admin	Follow-up by ICAO and State		A
	Dubai ILS	109.500 MHz	22-03-2002	Unknown Interference	Nat. Telecom. Admin	Follow-up by ICAO and State		A
	AL Ain	129.150 MHz	25-06-2002	Kish Air Dispatch	Nat. Telecom. Admin	Follow-up by ICAO and State		A

Identification		Deficiencies			Corrective Action			
Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
CNS								
YEMEN								
ATS Speech Circuit Plan (LIM MID RAN Conclusion 6/11)	Yemen Ethiopia- Eritrea India Djibouti Saudi Arabia Somalia Oman	All ATS Speech Circuits 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			A
AFTN usage (LIM MID RAN Rec 6/2)	States concerned	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 CNS/NET SG/5
 Appendix 5B to the Report on Agenda Item 5

UPDATED AIR NAVIGATION DEFICIENCIES IN THE MID REGION MET FIELD

Item No	Requirement	States/ facilities	Deficiencies			Corrective Action			
			Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority of action*
1	MID RAN Rec. 10/13	To be decided	Status of implementation of facilities & services at Aero. MET offices in MID Region	May 95	Lack of reliable data and non-adherence to recommended procedures and coding guidelines		ICAO MID Office (survey)	Ongoing	A
2	All provisions in ANP	Afghanistan Iraq	**	**	**	**	**	**	U

* 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.

** Due to prevailing situation, little or no information is available regarding the provision of aeronautical MET services to civil aviation.

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 CNS/MET SG/5
Report on Agenda Item 6

REPORT ON AGENDA ITEM 6:	6.1	WORLD AREA FORECAST SYSTEM
	6.2	REVIEW OF RELEVANT DECISIONS AND CONCLUSIONS OF SADISOPSG/7
	6.3	UPDATE OF THE MID OPMET DATA PROCEDURES.

6.1 WORLD AREA FORECAST SYSTEM

6.1.1 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.

6.1.2 In this context the meeting was informed about the implementation of the quality management system ISO 9001:2000 by the UK MET Office. This initiated a general discussion about the implementation of a quality management system in the national MET services as recommended in Annex 3. The Secretary informed the Meeting about the implementation support activities in the EUR Region and offered to keep the CNS/MET SG informed of the outcome.

6.2 REVIEW OF RELEVANT DECISIONS AND CONCLUSIONS OF SADISOPSG/7

6.2.1 Since COM/MET SG/4, a considerable amount of work had been carried out to further enhance and develop the SADIS service. The SADIS FTP backup service had recently been introduced as a dedicated backup service to all approved SADIS, recipients and was being successfully used in the MID Region.

6.2.2 The meeting was presented with a draft version of the SADIS strategic assessment tables for the period 2002 - 2006, developed by the SADIS Provider State. In accordance with procedures established on the basis of MIDANPIRG/5 Decision 5/15, the Group was asked to maintain these tables on an annual basis and forward them to the SADISOPSG. The endorsed tables are enclosed at **Appendix 6A** to the report on Agenda Item 6.

DECISION 5/7: SADIS STRATEGIC ASSESSMENT TABLES

That the SADIS Strategic Assessment Tables, as reviewed and commented upon by the CNS/MET SG/5, representing the estimated requirements for OPMET information in alpha-numeric format issued in the MID Region for the period 2002 2006 be forwarded to the SADISOPSG.

6.2.3 The meeting recalled its considerations during COM/MET SG/4 concerning the introduction of the GRIB and BUFR MET codes in the SADIS broadcast and the consequential training needs, endorsed by MIDANPIRG/7 in Conclusion 7/32.

MIDANPIRG CNS/MET SG/5
Report on Agenda Item 6

6.2.4 GRIB visualization software had been commercially available for a number of years and is used operationally by a large number of SADIS users. The SADIS workstation manufacturers were finalizing their BUFR visualization software to ensure that it could produce a WAFS SIGWC chart that is in line with ICAO Annex 3 requirements. As a result, it could be assumed that no users currently had access to commercially available BUFR software that was fully compliant with Annex 3, and therefore there was a training requirement for all States in the MID region using SADIS. It was originally envisaged that separate training seminars would be run for both GRIB and BUFR but it was now considered that both products could be covered at the same event. The first training seminar had been carried out in Niamey during March 2002. The event was widely viewed as a success and its format was likely to become the standard for subsequent events in other regions of the world.

6.2.5 It was agreed that a two-day GRIB-BUFR training seminar for the MID Region should be convened during the first quarter 2003 and the delegate from Oman kindly offered his State as the venue. The seminar would be organized by the UK in coordination with the ICAO MID Office, who would officially invite the States.

6.2.6 It was emphasized by the UK delegate that after States had received 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 MID OPMET UPDATE PROCEDURE

6.3.1 Under this agenda item, the meeting was presented a draft version of the MID OPMET update procedure, document based on that of the EUR Region. The meeting noted that the proposed document had not taken into account the Catalogues Servers and the Catalogue Table details, as implemented in the EUR Region. These elements should be included in the document in due course, to satisfy the implementation of a possible databank in the Region.

6.3.2 Reviewing and updating the draft of the MID OPMET update procedure, the meeting nominated the MET Expert of Oman as the Focal Point of the MID OPMET Bulletin Management Group. This group should be composed of Lebanon and Saudi Arabia (Interregional gateways for EUR and AFI Regions), the Focal Point, IATA and ICAO; this list could be extended if necessary. The updated draft document is attached as **Appendix 6B** to the report on Agenda Item 6. In this context, the following draft Conclusion was formulated by the meeting.

**CONCLUSION 5/8: ESTABLISHMENT OF THE MID OPMET UPDATE
PROCEDURE AND CREATION OF THE MID OPMET BULLETIN
MANAGEMENT GROUP**

*That, the MID OPMET update procedure attached to this report as **Appendix 6B** be adopted and the Bulletin Management group, reporting to the CNS/MET SG and composed of the Interregional OPMET gateways of the Region, the Focal Point of the Bulletin Management Group, IATA and ICAO, be created.*

MIDANPIRG CNS/NET SG/5
 Appendix 6A to the Report on Agenda Item 6

ICAO REGION: MID

TABLE 1 CURRENT AND PROJECTED OPMET DATA VOLUMES 2002-2006

MAIN ROUTING(S): AFTN

(E.G CAPSIN AND AFTN/GTS)

	Current 2002	Projected 2003	Projected 2004	Projected 2005	Projected 2006
ALPHANUMERIC OPMET DATA					
Number of FC bulletins issued per day	17	25	30	35	40
Average number of stations per FC bulletin	7	7	7	7	7
Number of FT bulletins issued per day	127	130	135	140	145
Average number of stations per FT bulletin	7	7	7	7	7
Number of SA bulletins issued per day	854	870	890	910	930
Average number of stations per SA bulletin	12	12	12	12	12
Number of SP bulletins issued per day	0	10	20	20	20
Number of SIGMET bulletins issued per day	9	10	12	14	16
(WS<WV and WC) for relevant FIRS					
<u>OTHER OPMET DATA</u>					
Number of other bulletins issued per day (please specify header(s))	0	0	0	0	0
Average number of stations per bulletin					
TOTALS					
<u>Total number of OPMET bulletins per day</u>	1007	1045	1087	1119	1151
Average size of OPMET bulletin (bytes)	313	313	313	313	313
TOTAL ESTIMATED OPMET DATA VOLUME PER DAY (BYTES)	315K	327K	340K	350K	360K

CURRENT AND PROJECTED T4 FACSIMILE CHART VOLUMES 2002-2006

ICAO REGION: MID

TABLE 2

MAIN ROUTING(S): GTS

(E.G CAPSIN AND AFTN/GTS)

T4 FACSIMILE CHART INVENTORY	Current 2002	Projected 2003	Projected 2004	Projected 2005	Projected 2006
Head number/Chart name	No requirement				
Time of issue of chart (UTC)	0	0	0	0	0
Average size of chart (bytes)					
Chart type (e.g. wind/temp/SIGWX)					
Chart level (FL range or medium/high level)					
Validity time of chart VT (UTC)					
High number/Chart name	No requirement				
Time of issue of chart (UTC)					
Average size of chart (bytes)					
Chart ape (e.g. wind/temp/SIGWX)					
Chart level (FL range or medium/high level)					
Validity time of chart VT (UTC)					
TOTALS					
Total number of T4 charts issued per day	0	0	0	0	0
Average size of each chart (bytes)					
TOTAL ESTIMATED T4 CHART DATA VOLUME PER DAY (BYTES)	No requirement				

(Levels: medium FL 100-250, high>FL250)

(*1 octet = 8 byte = 1 character)

CURRENT AND PROJECTED BUFR DATA VOLUMES 2002 2006

**ICAO REGION: MID
 MAIN ROUTING(S): GTS**

TABLE 3

(E.G CAPSIN AND AFTN/GTS)

BUFR SIGWX MESSAGES	Current 2002	Projected 2003	Projected 2004	Projected 2005	Projected 2006
WMO Header	No requirement	No requirement	No requirement	No requirement	No requirement
Time(s) of issue of data (UTC)					
Average size of message (bytes)					
Data level (e.g. FL range or low/medium/high level)					
Validity time(s) of data VT (UTC)					
WMO Header					
Time(s) of issue of data (UTC)					
Average size of message (bytes)					
Data level (e.g. FL range or low/medium/high level)					
Validity time(s) of data VT (UTC)					
WMO Header					
Time(s) of issue of data (UTC)					
Average size of message (bytes)					
Data level (e.g. FL range or low/medium/high level)					
Validity time(s) of data VT (UTC)					
TOTALS					
Total number of BUFR messages per day	0	0	0	0	0
Average size of messages (bytes*)					
TOTAL ESTIMATED VOLUME OF BUFR MESSAGES PER DAY (BYTES)					

(*1 octet = 8 byte = 1 character) (low level <FL 100, medium level: FL100 250, high level. FL250)

CURRENT AND PROJECTED AIS DATA VOLUMES 2002 2006

ICAO REGION: MID

TABLE 4

MAIN ROUTING(S): AFTN

(E.G CAPSIN AND AFTN/GTS)

AIS (Subject to statement of an operational requirement)	Current 2002	Projected 2003	Projected 2004	Projected 2005	Projected 2006
ALPHANUMERIC AIS DATA (e.g. NOTAMs)					
Bulletin type:	No Requirement				
Number of bulletins issued per day					
Average size of each bulletin (byte*)					
Bulletin type:					
Number of bulletins issued per day					
Average size of each bulletin (byte*)					
CHART AIS DATA (e.g. AIP CHARTS)					
Header number/Chart type (e.g. AIP)					
Time(S) of issue of chart (UTC)					
Average size of chart (bytes*)					
Validity time of chart VT(UTC)					
Header number/Chart type (e.g. AIP)					
Time(S) of issue of chart (UTC)					
Average size of chart (bytes*)					
Validity time of chart VT(UTC)					
TOTALS					
Total number of AIS bulletins per day					
Average size of AIS bulletin (bytes)					
Total number of AIS charts issued per day					
Average size of AIS chart (bytes)					
TOTAL ESTIMATED VOLUME OF AIS DATA PER DAY (bytes)	0	0	0	0	0

(*1 octet = 8 byte = 1 character) Note: This information relates only to Volcanic Ash NOTAMs and ASHTAMs.

MIDANPIRG CNS/NET SG/5
Appendix 6B to the Report on Agenda Item 6

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	

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.

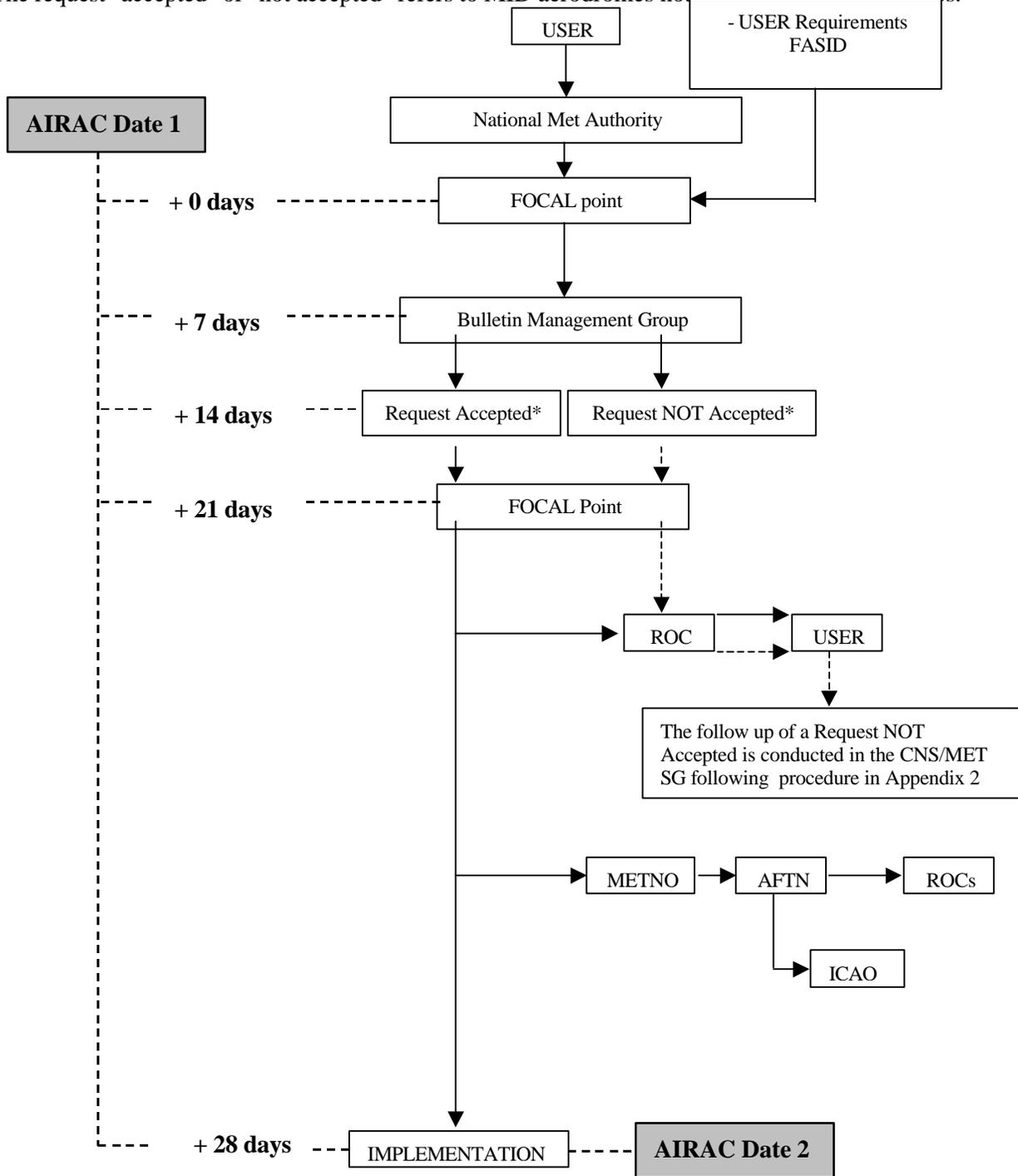
11. All affected Centres on AIRAC 2 shall implement the modifications. At the same date the updated OPMET inventory shall be electronically made available in the agreed format. A printed version of the catalogue shall be made available to the Regional ICAO Office one month before the CNS/MET SG meeting 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.

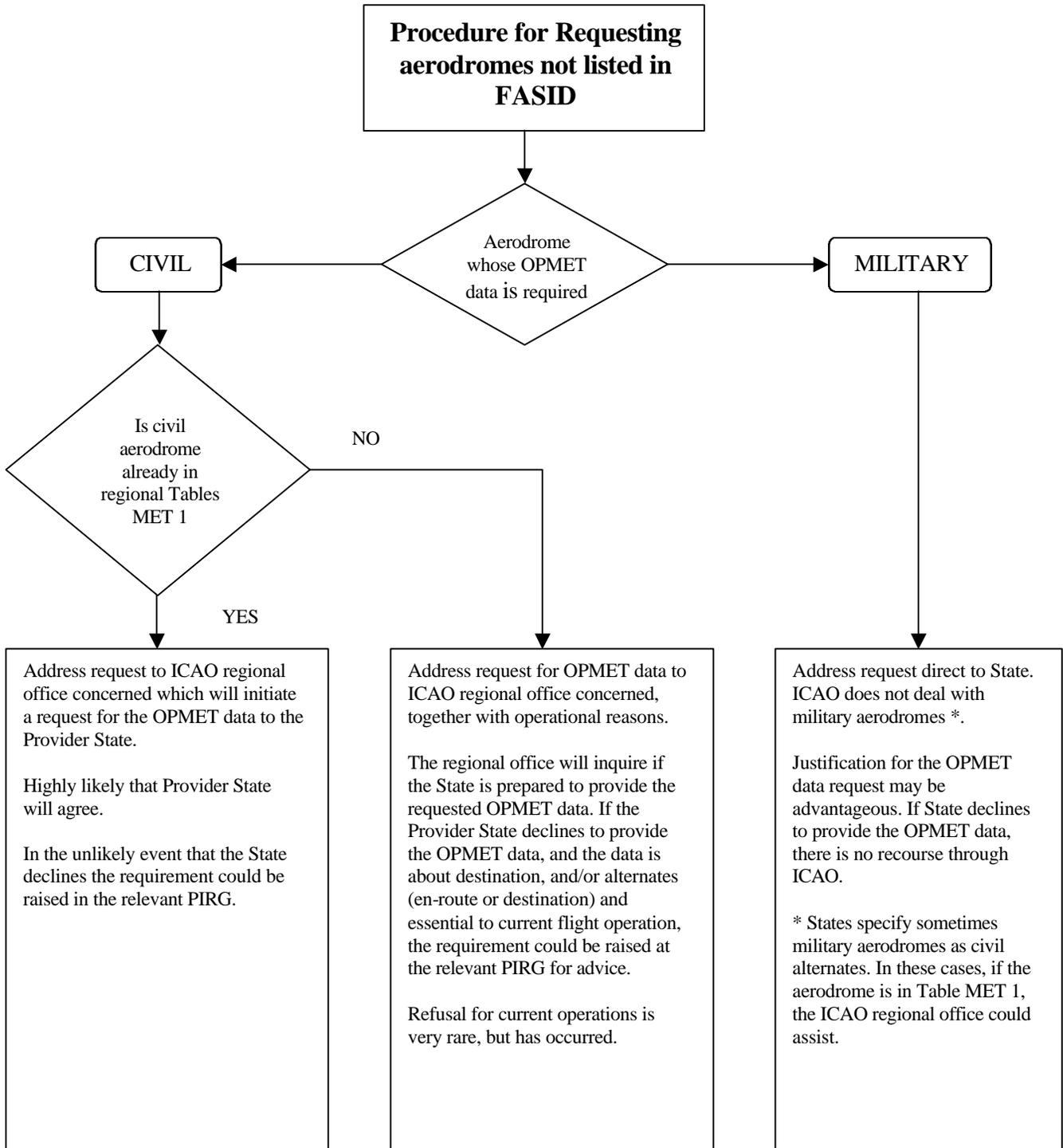
II. INTER-REGIONAL OPMET DATA REQUESTS:

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 Service	Directorate General of Civil Aviation and Meteorology 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 YGGgg
Message Identifier + Product Description + AIRAC Date	METNO MID OPMET YYMMDD
New Bulletin (NEWBUL)	NEWBUL
Delete Bulletin (DELBUL)	DELBUL
Add Report to existing bulletin (ADDRPT)	ADDRPT
Remove Report from existing bulletin (RMVRPT) +	RMVRPT
Bulletin/Report key (TTAAii CCCC Station)(1)	
End of METNO	END

(1) The METNO Bulletin/Report reference only contains the Bulletin/Report index TTAAii CCCC₁ CCCC₂ where:

- TTAAii is the abbreviated header
- CCCC₁ the compiling centre
- CCCC₂ 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 ADDRESS TWO
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 A₁A₁ DD / MM / YYYY nnn
 MID OPMET Req: prefix number;
 A₁A₁: 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)

EGYPTIAN CIVIL AVIATION COMPLEX, AIRPORT ROAD, CAIRO
 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

SITATEX: CAICAYA
<http://www.cairo.icao.int>

e-mail : icao@idsc.net.eg
<http://www.icao.int/mid>

DRAFT VERSION

APPENDIX 6

REQUEST FOR NON- MID OPMET DATA FROM CIVIL AERODROMES OR FIR/UIR

REQUESTING USER:

APPLICATION REFERENCE NUMBER: MID OPMET Req A₁A₁ 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: <div style="display: flex; justify-content: space-around;"> OLBA OEJN </div>
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:

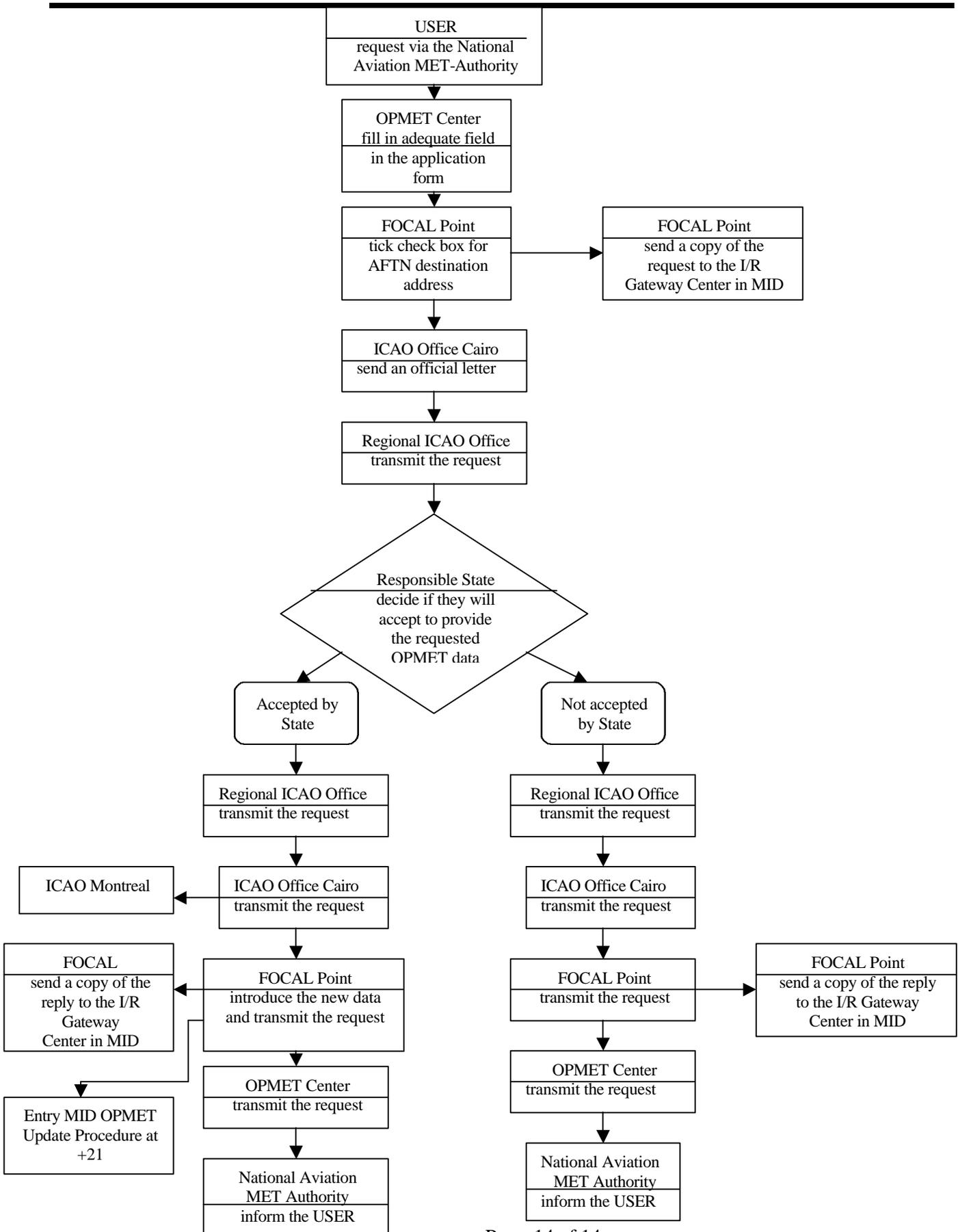
The data flow, as showed on next page, is described on the example that the airline of Saudi Arabia (SVA) is stating a request for METARs and FT messages from Luton (EGGW) in Europe:

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)



MIDANPIRG CNS/MET SG/5
Report on Agenda Item 7

REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS

7.1 The meeting noted with regret that some States who are members of MIDANPIRG had not attended this meeting. The Sub Group estimated that this situation could jeopardize all efforts of the Region tending to tackle deficiencies and to progress towards new technologies. In this regard, the meeting urged States to pay special attention on the work of the Sub group by attending regularly its meetings.

7.2 The meeting also noted the summary report from the MET Divisional Meeting (Montreal 6-27 September 2002).

- END -