



ICAO MID

Eighteenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group



MIDANPIRG/18

&

Eighth Meeting of the Regional Aviation Safety Group - Middle East



RASG-MID/8

Virtual Meetings, 15-22 February 2021



MIDANPIRG/18 & RASG-MID/8-REPORT



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Report of the Eighteenth Meeting of the
Middle East Air Navigation Planning and Implementation Regional Group
and Eighth Meeting of the
Regional Aviation Safety Group-Middle East**

MIDANPIRG/18 & RASG-MID/8

(Virtual Meetings, 15 – 22 February 2021)

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

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PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Eighteenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group and the Eighth Meeting of the Regional Aviation Safety Group-Middle East (MIDANPIRG/18 & RASG-MID/8) was held virtually from 15 to 22 February 2021.

2. OPENING

2.1 Mr. Mohamed Smaoui, Acting Regional Director, ICAO Middle East (MID) Regional Office opened the meeting. He welcomed all the participants to the Eighteenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/18) and the Eighth Meeting of the Regional Aviation Safety Group-Middle East (RASG-MID/8), organized concurrently in a virtual setting for the first time. Mr. Smaoui highlighted that this is in line with the directives from the ICAO Council regarding PIRGs and RASGs arrangements.

2.2 Mr. Smaoui highlighted the impact of COVID-19 on the aviation industry; in particular in the Middle East Region, where international connectivity has been reduced by 116 million passengers, which translates into 21 billion in lost operator revenues during 2020.

2.3 Mr. Smaoui recalled that, in accordance with their Terms of Reference, the PIRGs and RASGs are expected to identify regional priorities, implementation targets and indicators related to air navigation and aviation safety for the regional implementation of the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP), and provide actionable recommendations to the Council. He underlined the crucial role of States in the PIRGs and RASGs activities, as well as the collaborative and proactive role by airspace users, international and regional organizations, and industry. He provided an overview of the main items included in the Provisional Agenda (plenary sessions, RASG-MID specific sessions and MIDANPIRG specific sessions). Finally, Mr. Smaoui thanked all participants for their presence wishing them successful and productive meeting.

2.4 Mr. Ismaeil Mohammed Al Blooshi, Chairman of RASG-MID and Mr. Adel Boresli, Chairman of MIDANPIRG, thanked all delegates for their attendance. They highlighted the need for effective participation of States and all stakeholders; yet, considering that the MIDANPIRG and RASG-MID meetings are being conducted for the first time in a virtual setting, there is a need for an improved efficiency and time management for the conduct of the meetings, in order to be able to address all the subjects included in the Agenda.

3. ATTENDANCE

3.1 The meeting was attended by a total of Two Hundred and Nineteen (219) participants, which included experts from sixteen (16) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Sudan, Syria, UAE, USA and Yemen) and eleven (11) International Organizations/Industries (AACO, ACAO, ACI, BOEING, CANSO, EUROCONTROL, IATA, IFALPA, IFATCA, JEPPESEN and MIDRMA). The list of participants is at **Attachment A**.

OFFICERS AND SECRETARIAT

3.2 Mr. Ismaeil Mohammed Al Blooshi, Chairman of the RASG-MID and Mr. Adel Boresli, Chairman of MIDANPIRG, chaired the meetings. During the sessions, where Mr. Al Blooshi or Mr. Boresli could not be available, the sessions were chaired by their Vice-Chairpersons (Mr. Jehad Faqir, for the RASG-MID/8 meeting and Mr. Ahmed Al Jallaf for the MIDANPIRG/18 meeting).

3.3 Mr. Mohamed Smaoui, Acting Regional Director, ICAO Middle East Office, acted as the Secretary of the meetings, supported by the following Officers:

From the ICAO MID Office, Cairo:

Mr. Mashhor Alblowi	Regional Officer, Flight Safety
Ms. Muna Alnadaf	Regional Officer, Communication, Navigation and Surveillance
Mr. Mohamed Iheb Hamdi	Regional Officer, Aerodromes and Ground Aids
Mr. Radhouan Aissaoui	Regional Officer, Information Management
Mr. Ahmad Amireh	Regional Officer, Air Traffic Management and Search and Rescue
Mr. Ahmad Kaveh	Regional Officer, Air Traffic Management

From the ICAO EUR/NAT Office, Paris:

Mr. Christopher Keohan -	Regional Officer Meteorology
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The meeting was also supported by the following team from ICAO Headquarters:

Mr. Stephen Creamer	Director, Air Navigation Bureau
Mr. Chris Dalton	Chief, Airspace Management and Optimization
Mr. Marco Merens	Chief Integrated Aviation Analysis
Mr. Herman Pretorius	Technical Officer, Safety
Mr. Martin Maurino	Technical Officer, Global Aviation Safety
Mr. Hervé Forestier	Technical Officer, Implementation
Mr. Elie Elkhouri	Technical Officer, Airspace Management and Optimization
Ms. Crystal Kim	Technical Officer, Airspace Management and Optimization
Ms. Cherifa Ouertania	Consultant, ANB/IAA

4. LANGUAGE

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

5. AGENDA

5.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda *(Plenary)*

Agenda Item 2: Global and Regional Developments *(Plenary)*

- 2.1 Review of action taken by the ANC on MIDANPIRG/17 and RASG-MID/7 Reports
- 2.2 New Terms of Reference of PIRGs and RASGs
- 2.3 COVID-19 Impact on aviation

- Agenda Item 3:** Coordination between MIDANPIRG and RASG-MID (*Plenary*)
- 3.1 Follow-up on the joint Conclusions of MIDANPIRG/17 and RASG-MID/7
 - 3.2 Subjects of interests between MIDANPIRG and RASG-MID (NMAC, RPAS, GRF, etc)
 - 3.3 RVSM operations and Monitoring in the MID Region
 - 3.4 MIDANPIRG and RASG-MID Working Arrangements (face-to-face and virtual meetings; frequency of meetings, etc).

- Agenda Item 4:** RASG-MID Work Programme (*RASG-MID/8*)
- 4.1 Global and Regional Aviation Safety Developments
 - 4.2 Regional Performance Framework for Safety
 - 4.2.1 Follow-up on the RASG-MID/7 and RSC/7 Conclusions and Decisions
 - 4.2.2 Outcomes of the ASRG/2 meeting
 - 4.2.3 Outcomes of the SEIG/1 meeting
 - 4.2.4 Outcomes of the ASPIG/2 meeting
 - 4.2.5 Strategy for the Enhancement of Cooperation in the Provision of AIG Services in the MENA Region
 - 4.2.6 Other regional aviation safety projects, initiatives and activities
 - 4.3 RASG-MID Working Arrangements and Future Work Programme
 - 4.3.1 RASG-MID ORG Structure, Working Arrangements and chairmanship
 - 4.3.2 RASG-MID Terms of Reference and Procedural Handbook
 - 4.3.3 5th MID Region Safety Summit

- Agenda Item 5:** MIDANPIRG Work Programme (*MIDANPIRG/18*)
- 5.1 Global and Regional Air Navigation Developments
 - 5.2 Air Navigation Planning and Implementation
 - 5.2.1 Follow-up on MIDANPIRG/17 and MSG/7 Conclusions and Decisions
 - 5.2.2 MID Region Air Navigation priorities and targets (MID AN Reports)
 - 5.2.3 Revised MID Air Navigation Strategy
 - 5.2.4 Revised MID ANP (Vol II and Vol III)
 - 5.2.5 Proposal for Amendment (PfA) of the ICAO MID ANP - Volume I (Serial No.: MID ANP-I 20/01 – ATM/SAR), originated by Qatar
 - 5.2.6 Specific Air Navigation issues:
 - AIM
 - PBN Implementation
 - AGA/AOP
 - ATM
 - SAR
 - CNS
 - MET

- 5.3 Air Navigation Deficiencies
- 5.4 MIDANPIRG Working Arrangements and Future Work Programme
 - 5.4.1 MIDANPIRG ORG Structure, Working Arrangements and Chairmanship
 - 5.4.2 MIDANPIRG Terms of Reference and Procedural Handbook

Agenda Item 6: Dates and Venue of MIDANPIRG/19 & RASG-MID/9 *(Plenary)*

Agenda Item 7: Any other business *(Plenary)*

6. CONCLUSIONS AND DECISIONS – DEFINITION

6.1 The MIDANPIRG and RASG-MID record their 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.

7. LIST OF CONCLUSIONS AND DECISIONS

<i>PIRG/RASG MID DECISION 1:</i>	<i>RPAS/UTM ACTION GROUP</i>
<i>PIRG/RASG MID CONCLUSION 2:</i>	<i>MID REGION GRF IMPLEMENTATION ACTION PLAN</i>
<i>RASG-MID CONCLUSION 8/1:</i>	<i>9th ASR</i>
<i>RASG-MID CONCLUSION 8/2:</i>	<i>SHARING OF SAFETY DATA ANALYSIS</i>
<i>RASG-MID CONCLUSION 8/3:</i>	<i>MID-RASP 2020-2022 EDITION</i>
<i>RASG-MID CONCLUSION 8/4:</i>	<i>NATIONAL AVIATION SAFETY PLAN (NASP)</i>
<i>RASG-MID DECISION 8/5:</i>	<i>TERMS OF REFERENCE OF THE SEIG</i>
<i>RASG-MID CONCLUSION 8/6:</i>	<i>RASG-MID CART IMPLEMENTATION PLAN OF ACTIONS</i>
<i>RASG-MID DECISION 8/7:</i>	<i>FREQUENCY OF THE RASG-MID MEETINGS</i>
<i>RASG-MID DECISION 8/8:</i>	<i>DISSOLUTION OF THE RSC</i>
<i>RASG-MID DECISION 8/9:</i>	<i>RASG-MID TERMS OF REFERENCE (ToR)</i>
<i>RASG-MID DECISION 8/10:</i>	<i>FOURTH EDITION OF RASG-MID PROCEDURAL HANDBOOK</i>

<i>MIDANPIRG CONCLUSION 18/1:</i>	<i>MID RVSM SAFETY PROTOCOL PROCEDURE</i>
<i>MIDANPIRG CONCLUSION 18/2:</i>	<i>PROCEDURE FOR TEMPORARY RVSM APPROVAL</i>
<i>MIDANPIRG CONCLUSION 18/3:</i>	<i>PERFORMANCE BASED COMMUNICATION AND SURVEILLANCE (PBCS)</i>
<i>MIDANPIRG CONCLUSION 18/4:</i>	<i>MID RVSM SAFETY MONITORING REPORT (SMR) 2019</i>
<i>MIDANPIRG CONCLUSION 18/5:</i>	<i>MID RVSM SAFETY MONITORING REPORT (SMR) 2020</i>
<i>MIDANPIRG CONCLUSION 18/6:</i>	<i>PREVENTING NON-RVSM APPROVED AIRCRAFT FROM OPERATING WITHIN MID RVSM AIRSPACE</i>
<i>MIDANPIRG CONCLUSION 18/7:</i>	<i>MID RVSM SAFETY MONITORING REPORT (SMR) 2021</i>
<i>MIDANPIRG CONCLUSION 18/8:</i>	<i>MIDANPIRG CART IMPLEMENTATION "PLAN OF ACTIONS"</i>
<i>MIDANPIRG CONCLUSION 18/9:</i>	<i>THE MID REGION AIR NAVIGATION REPORT – 2020</i>
<i>MIDANPIRG CONCLUSION 18/10:</i>	<i>THE MID REGION AIR NAVIGATION REPORT - 2021</i>
<i>MIDANPIRG CONCLUSION 18/11:</i>	<i>ANS PERFORMANCE MONITORING</i>
<i>MIDANPIRG CONCLUSION 18/12:</i>	<i>REVISED MID AIR NAVIGATION STRATEGY</i>
<i>MIDANPIRG CONCLUSION 18/13:</i>	<i>PROPOSAL FOR AMENDMENT TO THE MID eANP VOLUME II, TABLE ATM II-MID-I: MID REGION ATS ROUTE NETWORK</i>
<i>MIDANPIRG CONCLUSION 18/14:</i>	<i>PROPOSAL FOR AMENDMENT TO THE MID ANP VOLUME II, PART III - CNS</i>
<i>MIDANPIRG CONCLUSION 18/15:</i>	<i>AMENDMENT TO THE MID EANP VOLUME III</i>
<i>MIDANPIRG CONCLUSION 18/16:</i>	<i>AMENDMENT OF THE EANP VOLUME III PART 0 AND PART I</i>
<i>MIDANPIRG DECISION 18/17:</i>	<i>DIGITAL DATASETS IMPLEMENTATION AD-HOC WORKING GROUP (DDI-AD-HOC WG)</i>
<i>MIDANPIRG CONCLUSION 18/18:</i>	<i>EAD CHARGING MECHANISM</i>
<i>MIDANPIRG CONCLUSION 18/19:</i>	<i>MID REGION AIM IMPLEMENTATION ROADMAP</i>
<i>MIDANPIRG CONCLUSION 18/20:</i>	<i>AIR NAVIGATION DEFICIENCY RELATED TO NON-IMPLEMENTATION OF TOD AREA 2A/TOFP AND OLS</i>

<i>MIDANPIRG CONCLUSION 18/21:</i>	<i>AIM WEBINARS</i>
<i>MIDANPIRG CONCLUSION 18/22:</i>	<i>ACTION PLAN FOR THE IMPLEMENTATION OF RNAV TO RNP CHART NAMING CONVENTION</i>
<i>MIDANPIRG CONCLUSION 18/23:</i>	<i>PBN SIDs AND STARS IMPLEMENTATION</i>
<i>MIDANPIRG CONCLUSION 18/24:</i>	<i>STATES NEEDS FOR THE BBB-AOP IMPLEMENTATION</i>
<i>MIDANPIRG CONCLUSION 18/25:</i>	<i>AIRPORT PLANNING SEMINAR</i>
<i>MIDANPIRG CONCLUSION 18/26:</i>	<i>A-SMGCS IMPLEMENTATION SEMINAR</i>
<i>MIDANPIRG CONCLUSION 18/27:</i>	<i>MID REGION ACDM IMPLEMENTATION PLAN</i>
<i>MIDANPIRG CONCLUSION 18/28:</i>	<i>MID REGION ATFM CONOPS</i>
<i>MIDANPIRG CONCLUSION 18/29:</i>	<i>ATM OPERATIONAL DATA EXCHANGE</i>
<i>MIDANPIRG CONCLUSION 18/30:</i>	<i>MID REGION RVSM AIRSPACE SAFETY ASSESSMENT RELATED TO THE FWC 2022</i>
<i>MIDANPIRG DECISION 18/31:</i>	<i>MID CMC/FUA ACTION GROUP</i>
<i>MIDANPIRG DECISION 18/32:</i>	<i>HIGH LEVEL AIRSPACE CONCEPT ACTION GROUP (HLAC AG)</i>
<i>MIDANPIRG CONCLUSION 18/33:</i>	<i>USE OF ATC SIMULATORS</i>
<i>MIDANPIRG CONCLUSION 18/34:</i>	<i>MIDAMC OPERATION EFFICIENCY</i>
<i>MIDANPIRG CONCLUSION 18/35:</i>	<i>AMC OPERATION WEBINAR</i>
<i>MIDANPIRG CONCLUSION 18/36:</i>	<i>AFTN/CIDIN/AMHS ROUTING DIRECTORY</i>
<i>MIDANPIRG CONCLUSION 18/37:</i>	<i>ALTERNATIVE SOLUTION TO ESTABLISH MID IP NETWORK</i>
<i>MIDANPIRG DECISION 18/38:</i>	<i>TERMS OF REFERENCE OF THE MIDAMC STG</i>
<i>MIDANPIRG CONCLUSION 18/39:</i>	<i>FLIGHT INSPECTION AND PROCEDURE VALIDATION SYMPOSIUM</i>
<i>MIDANPIRG DECISION 18/40:</i>	<i>GNSS GUIDANCE AD-HOC ACTION GROUP</i>
<i>MIDANPIRG CONCLUSION 18/41:</i>	<i>UPDATE OF THE GNSS IMPLEMENTATION GUIDANCE IN THE MID REGION (MID DOC 011)</i>
<i>MIDANPIRG DECISION 18/42:</i>	<i>NAV MON PLAN AD-HOC ACTION GROUP</i>
<i>MIDANPIRG CONCLUSION 18/43:</i>	<i>UPDATE OF THE MID REGION SURVEILLANCE PLAN (MID DOC 013)</i>

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- MIDANPIRG CONCLUSION 18/44: WRC23 PREPARATORY WORKSHOP*
- MIDANPIRG CONCLUSION 18/45: FREQUENCY COORDINATION PROCESS IN THE MID REGION*
- MIDANPIRG CONCLUSION 18/46: LONG-TERM FREQUENCY ASSIGNMENT PLAN IN THE MID REGION*
- MIDANPIRG CONCLUSION 18/47: 0.25 DEGREE WAFS HAZARD DATA*
- MIDANPIRG CONCLUSION 18/48: NOVEMBER 2023 WAFS UPGRADES*
- MIDANPIRG DECISION 18/49: FREQUENCY OF MIDANPIRG MEETINGS*
- MIDANPIRG DECISION 18/50: DISSOLUTION OF THE MSG AND THE MAEP BOARD*
- MIDANPIRG DECISION 18/51: CHAIRPERSONS' ELECTION GUIDELINES*
- MIDANPIRG DECISION 18/52: MIDANPIRG TERMS OF REFERENCE*
- MIDANPIRG DECISION 18/53: TERMS OF REFERENCE OF THE AIM SG*
- MIDANPIRG DECISION 18/54: TERMS OF REFERENCE OF THE ATM SG*
- MIDANPIRG DECISION 18/55: TERMS OF REFERENCE OF THE CNS SG*
- MIDANPIRG DECISION 18/56: TERMS OF REFERENCE OF THE MET SG*
- MIDANPIRG DECISION 18/57: TERMS OF REFERENCE OF THE PBN SG*
- MIDANPIRG DECISION 18/58: NEW EDITION OF THE MIDANPIRG PROCEDURAL HANDBOOK*

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: PROVISIONAL AGENDA

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

REPORT ON AGENDA ITEM 2: GLOBAL AND REGIONAL DEVELOPMENT**GLOBAL AVIATION DEVELOPMENTS**

2.1 The subject was addressed in WP/8 presented by the Secretariat.

GASP

2.2 The meeting was informed of the latest developments related to the 2020-2022 edition of the Global Aviation Safety Plan (GASP). The meeting noted that ICAO launched new guidance material, tools and activities in 2020, to support States and Industry to achieve the GASP goals and facilitate the development of National Aviation Safety Plans. It was noted that the Secretariat presented proposals for the content of the 2023-2025 edition of the GASP, developed by the GASP Study Group, to the Air Navigation Commission (ANC). These proposals will be presented to the High-level Conference on COVID-19 (HLCC-2021), tentatively scheduled for October 2021, for discussion and agreement.

Safety Management

2.3 With regard to Safety Management, the meeting noted that the Safety Management Manual (SMM) (Doc 9859), 4th edition is available on the Safety Management Implementation Website www.icao.int/SMI. It was noted that the 5th edition of SMM is expected to be available in 2024. The meeting was informed that currently a collection of practical implementation examples is taking place and the focal points were invited to contribute through the SMI secure portal. The meeting was informed of the various Safety management training courses available at ICAO website and the various SM tools available on iSTARS. The meeting was also apprised of ICAO's efforts to support States during the COVID-19 pandemic, in particular the publication of the Handbook for CAAs on the Management of Aviation Safety Risks related to COVID-19 (Doc. 10144) and the deployment of the Aviation Safety Risk Management iPack.

Runway Safety

2.4 It was noted that the runway safety programme was revitalized during 2020 through, in particular the conduct of regular regional coordination meetings. With respect to the Global Reporting Format (GRF), the meeting was informed that many States in the AFI and APAC Regions, similar to the MID Region, would be facing challenges to meet the effective date of 4 November 2021.

Cargo safety

2.5 The meeting was informed that provisions for operators to conduct safety risk assessments on the carriage of items in cargo compartments were adopted by the Council and became applicable in November 2020. Supporting guidance was published in Doc 10102 "*Guidance for Safe Operations Involving Aeroplane Cargo Compartments*".

Space-based ADS-B

2.6 The meeting noted that the ICAO Council recently approved separation minima, for inclusion in Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444), which capitalizes on this new surveillance capability. These newly approved separation minima provide a significant step towards achieving the performance ambitions of the Global Air Navigation Plan.

Global Tracking

2.7 The meeting noted that ICAO completed the operator-related provisions supporting the implementation of the Global Aeronautical Distress and Safety System Concept of Operations (GADSS). The operator-related provisions supporting the implementation of the GADSS address requirements for operators to develop procedures to: track their aircraft; monitor the aircraft tracking systems in use for their aircraft; respond to any information received from such tracking systems in an appropriate manner; and require that information received from an autonomous distress tracking system to be automatically forwarded to the location of an aircraft in distress repository (LADR).

Monitoring and Oversight Activities

2.8 The meeting was apprised of the latest developments related to the USOAP-CMA. The meeting was informed that the USOAP CMA certification renewal took place in 2020. With regard to activities, it was noted that on-site activities were suspended as of March 2020. However, off-site activities and transformation activities increased. It was noted that 4 audits; 5 ICAO coordinated validation missions (ICVMs); and 18 off-site validation activities were conducted. In addition, one mandatory information request (MIR) was issued, which resulted in the identification of a Significant Safety Concern (SSC). It was noted that for 2021, 9 validation activities and 2 SSP implementation assessments and 3 regional workshops are scheduled.

Trust Framework

2.9 With regard to the Trust Framework, the meeting noted that concept, policies and procedures, under development within the Trust Framework Study Group (TFSG), progressed towards a digital environment where communication parties should be able to mutually identify themselves and in which the information exchanged should not be able to be modified by unauthorized parties.

Amendments adopted

2.10 The meeting was apprised of the latest amendments to the ICAO Annexes, PANS and Manuals.

Future Events 2021 – 2022

2.11 The meeting noted the future ICAO events scheduled for 2021 and 2022, including the Aeronautical Information Management for Unmanned Traffic Management (AIM for UTM) (11 March 2021, (90 minute webinar), Management of Change Summit (21 to 25 March 2022 (provisional); Virtual Drone Enable Symposium 2021 (13- 15 April and 20 -21 April 2021); Traveler Identification Programme Symposium 2021 (TRIP2021) and First Joint ICAO/INTERPOL Passenger Data Exchange Forum (25 May and 28 May 2021) (virtual); High-level Conference on COVID-19 (HLCC-2021): one-week event from 18 to 22 October 2021 in an in-person setting, or; a two-week event from 12 to 22 October 2021, with half day meetings each day, in a virtual or hybrid setting.

Guidance material related to Crisis Management

2.12 The meeting was informed of the various efforts in place to support States during the COVID-19 pandemic. It was recalled that a comprehensive framework for crisis management has been established in a part of the EUR region. It was noted that there is a need for global guidance material related to crisis management for States in times of need. The meeting invited ICAO to consider and explore ways in the future to develop guidance material at the global level.

2.13 The meeting was apprised of the updates of the FAA's Model Civil Aviation Regulations Version 2.9 and 2.10, as highlighted in IP/4.

2.1 *Review of action taken by the ANC and the Council on MIDANPIRG/17 and RASG-MID/7 Reports*

2.1.1 The subject was addressed in WP/2 presented by the Secretariat.

2.1.2 The meeting was presented with the outcome of the Council's review of the consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), covering the period from April 2019 to March 2020. Specifically, the review of the Report of the 17th Meeting of the Middle East Air Navigation Planning and Implementation Regional Group MIDANPIRG/17) and the Report of the 7th Meeting of the Regional Aviation Safety Group Middle East (RASG-MID/7) and the related Council actions taken.

2.2 *NEW TERMS OF REFERENCE OF PIRGS AND RASGS*

2.2.1 The subject was addressed in WP/3 presented by the Secretariat.

2.2.2 The meeting was informed that the 40th Session of the ICAO Assembly, (24 September to 4 October 2019), decided to align the meeting schedule of the PIRGs and RASGs with the annual reporting requirement to the Council. It was noted that the Council, during the review of the Assembly Resolutions and Decisions endorsed the Assembly Decision for the PIRGs and RASGs to meet and Report to Council on an annual basis and that the Terms of Reference (ToRs) of PIRGs and RASGs were amended to include annual meetings. The meeting agreed that the MIDANPIRG and RASG-MID ToRs should be aligned, accordingly and their Procedural Handbooks be updated to accommodate the changes.

2.3 *COVID-19 Impact on Aviation*

2.3.1 The subject was addressed in PPT/4 presented by the Secretariat. The meeting was apprised of the latest global and regional developments related to COVID-19.

Global Developments include the followings:

- Outcomes of Phase II of ICAO Council's Aviation Recovery Task Force (CART), including High-Level Cover Document (HLCD), Take-Off Guidance Document 2nd Edition and Testing and Cross-border Risk Management Measures Manual (Doc 10152);
- Implementation Packages (iPacks) to support the restart, recovery and resilience phases; and
- COVID-19 Response and Recovery Implementation Centre (CRRIC) to enable States to share information on their level of implementation with both ICAO and all other Member States.

Regional Developments include the followings:

- The MID CART Implementation Plan, which was endorsed by the Third DGCA-MID Virtual Meeting (7 December 2020), was developed in line with and in support of the Global Implementation Roadmap (GIR) with the objective to support the restart and recovery of the civil aviation system in the MID Region in line with the MID Region NCLB Strategy;
- The key activities in the MID Region to support States during the restart and recovery phase were in line with the following main 3 pillars of the MID CART Implementation Plan: 1) Communication, Coordination and Collaboration; 2) Implementation Support and 3) Monitoring and Reporting; and
- The Regional Implementation Status of CART Phase I & II and challenges faced by the MID Region.

2.3.2 With respect to the MID CART Implementation Plan, the meeting noted that a MIDANPIRG CART Implementation Plans of Actions (endorsed by the MSG/7 Meeting) and a RASG-MID CART Implementation Plans of Actions were developed to support the implementation by States and stakeholders with respect to air navigation and safety issues.

2.3.3 The meeting noted with appreciation that the iPack- Aviation Safety Risk Management related to COVID 19 is being implemented by ICAO for Oman (as a pilot project).

2.3.4 In the same vein, the meeting commended the ICAO MID Regional Office for its efforts and continuous support and close communications with States to ensuring a well-coordinated and harmonized implementation of the measures to support the restart and recovery of the aviation system in the MID Region.

ANSP preparation for global pandemics

2.3.5 The subject was addressed in WP/19 presented by UAE. The meeting noted the actions taken by UAE in response to COVID-19 Pandemic. In particular, similarly to international activities, on the national level the UAE established the “Aviation Resumption Accelerators Task Force”. The purpose of the Task Force is to identify the challenges, plan cohesive return to normal operations, monitor the latest development and share the knowledge between all UAE aviation stakeholders. The meeting noted that guidelines were developed and implemented by the Air Navigation Sector of the GCAA at the Sheikh Zayed Air Navigation Area Control Centre. The main purpose of the guidelines was to provide information and processes to help the ANSPs to identify and decide the contingency strategies and concept of operation best suited to meet their needs in certain circumstances.

2.3.6 Based on the above, the meeting agreed that the MID Region ATM Contingency Plan should be amended to include provisions related to the management of public health pandemics; and encouraged States to adopt a unified contingency response and joint policy to strengthen future collaboration.

Bahrain’s experience (IP/9):

2.3.7 The meeting was apprised of the measures taken by Bahrain to ensure air traffic services continuity during the development of the COVID-19 pandemic, as highlighted in IP/9.

FAA’s experience (IP/5 and IP/6)

2.3.8 The meeting noted that, with travel restrictions for inspectors during the COVID-19 pandemic, the FAA anticipated that certification/surveillance/oversight done by remote means would become a growing and permanent capability for more activities. The FAA’s experience related to Remote Performance of Regulatory Certification and Oversight Activities is highlighted in IP/5.

2.3.9 The meeting noted that, as a result of the COVID-19 pandemic, ICAO received increasing requests from Member States to convert their training courses from classroom to virtual. ICAO concurred with the request and asked the FAA to begin the conversion for its ICAO Government Safety Inspector (GSI) training courses into virtual delivery. More details on the subject are highlighted in IP/6.

REPORT ON AGENDA ITEM 3: COORDINATION BETWEEN MIDANPIRG AND RASG-MID**3.1 Follow-up on the Joint Conclusions of MIDANPIRG/17 and RASG-MID/7**

3.1.1 The subject was addressed in PPT/5 presented by the Secretariat. The meeting was apprised of the progress achieved in the implementation of the MIDANPIRG/17 and RASG-MID/7 joint Conclusions and Decisions. The actions taken by States and the Secretariat on the above-mentioned Conclusions and Decisions are reflected in **Appendix 3.1A**.

3.1.2 With regard to the PIRG/RASG MID CONCLUSION 2: STATE LETTERS ONLINE MONITORING TOOL (SLOMT), the meeting was informed that the budget to develop the SLOMT was ensured by ICAO, however, some delay was observed for the development of the tool due to COVID-19. Nevertheless, the SLOMT is expected to be available by the end of 2021.

3.2 Subjects of interests between MIDANPIRG and RASG-MID (NMAC, RPAS, GRF, etc)

3.2.1 The subject was addressed in PPT/5 presented by the Secretariat. The meeting reviewed the Table listing the subjects in which both MIDANPIRG and RASG-MID have interest with an assignment of the leading Group as at **Appendix 3.2A**.

Accidents and Incidents Analysis

3.2.2 The meeting noted that, based on the analysis of the safety data (incidents and serious incidents safety data), the RASG-MID Annual Safety Report Group, through the 9th Edition of the Annual Safety Report, reconfirmed that the MID Air Collision (MAC) is one of the 5 main Regional Operational Safety Risks. The meeting recalled that the MIDANPIRG/17 & RASG-MID/7, through PIRG/RASG-MID Decision 3, established the Near MID Air Collision (NMAC) Action Group to carry out further analyses of the reported MAC incidents and provide feedback to the ATM SG and ASRG. However, it was noted with concern that this Action Group could not achieve the mandate assigned to it due to the difficulties/challenges faced (lack of data, COVID-19, etc). The meeting noted also that MAC has been identified at the global level as a High Risk category (HRC), and in the MID Regional Aviation Safety Plan (MID-RASP), MAC, it was identified that there is a need for the MID region to build up its capability to collect and analyze safety data pertaining to MAC.

3.2.3 Based on the above, the meeting urged the members of the NMAC Action Group (Bahrain, Iran, Oman, Saudi Arabia, UAE, IATA) to provide the ICAO MID Office, as soon as possible, with the contact details of their designated members, in order to be able to provide the required deliverables (recommendations, mitigation measures, etc). It was also agreed that the Action Group should elect a Rapporteur during its first meeting.

Remotely Piloted Aircraft System (RPAS) and Unmanned Aircraft Systems (UAS)

3.2.4 The subject was addressed in PPT/5 presented by the Secretariat and WP/43 presented by UAE. The meeting recognized that the emergence of Remotely-Piloted Aircraft System (RPAS) with new applications and new aircraft operations is changing the way airspace is configured and managed; and States are facing an increasing challenge to ensure safe integration of the RPAS into the non-segregated airspace.

3.2.5 The meeting recalled that the MIDANPIRG/17 & RASG-MID/7 encouraged States to consider the developments related to RPAS, and take necessary measures for the establishment of the required legislative and regulatory framework to ensure safe integration of the RPA into the non-segregated airspace. The meeting urged States to report any safety occurrence related to RPA operations to the ICAO MID Regional Office on regular basis; and encouraged States to use the guidance material

related to RPAS provided in the ICAO Doc 10019 and the information available on the RPAS webpage: <https://www4.icao.int/rpas>.

3.2.6 The meeting noted that due to the use of advanced technologies, these vehicles make use of new types of flight profiles and capabilities and generally operate at much lower altitudes, which current airspace and air traffic management systems were not designed to accommodate. It is therefore required to address these shortfalls in design and system performance as well as to enhance structures and systems to support and manage the new demands for airspace monitoring and management by means of an Unmanned Traffic Management (UTM) System.

3.2.7 The meeting agreed that overall, the available guidance material for UTM implementation offers a basic starting point, while the rapid growth of RPAS creates an urgency for the States to plan and start the implementation of their UTM systems.

3.2.8 Based on the above, the meeting agreed to the establishment of an Action Group composed of the Chairpersons of the ATM SG, ASRG and SEIG, Bahrain, Egypt, Iran, Saudi Arabia, UAE, FAA, Boeing, IATA, CANSO and ICAO MID to strengthen the collaboration between States and stakeholders for an orderly growth of unmanned air traffic; and to provide necessary guidance to States related to Unmanned Traffic Management (UTM). Draft Terms of Reference (TOR) for the Action Group is at **Appendix 3.2B**, for further review and consideration by the Action Group. Accordingly, the meeting agreed to the following Decision:

PIRG/RASG MID DECISION 1: RPAS/UTM ACTION GROUP

That, the RPAS/UTM Action Group be:

- a) *established to support the development of UTM Capabilities in the MID Region, harmonize the integration of RPAS/UAS operation and provide feedback to the ATM SG, ASRG and SEIG; and*
- b) *composed of the Chairpersons of the ATM SG, ASRG and SEIG; and*
 - *Mr. Mohamed Zainal from Bahrain*
 - *Mr. Ahmed Saeid and Ehab Raslan from Egypt*
 - *Mr. Ali Aezami from Iran*
 - *Mr. Nedal Raboey, and Mr. Alwaleed Alenezi from Saudi Arabia*
 - *Mr. Mohammed Khamis Al Baloushi from UAE*
 - *Ms. Elisabeth Walker and Mr. Chris Swider from FAA*
 - *Mr. Benjamin Ivers from Boeing*
 - *Ms. Sharron Caunt, Mr. Jihad Faqir and Ms. Zainab Khudhair from IATA*
 - *Mr. Shayne Campbell from CANSO*
 - *ICAO MID*

3.2.9 The meeting agreed that the above Decision would be revisited by MIDANPIRG/19 to assess the need for the establishment of an RPAS/UTM Task Force based on the progress made and the latest developments.

Global Reporting Format for Runway Surface Conditions (GRF)

3.2.10 The subject was addressed in PPT/5 presented by the Secretariat. The meeting noted that in order to support States to implement the Global Reporting Format Methodology a Webinar was successfully conducted on 27 October 2020, as part of the SEIs' actions included in the MID RASP to continually reduce fatalities and the risk of fatalities related to Runway Excursions.

3.2.11 The meeting reviewed and agreed on the milestones defined in the MID Region GRF Implementation Plan Template/Milestones at **Appendix 3.2C**; and agreed to the following Conclusion to replace and supersede the RSC Conclusion 7/8:

PIRG/RASG MID CONCLUSION 2: MID REGION GRF IMPLEMENTATION ACTION PLAN

That, States be urged to:

- a) *nominate a National GRF implementation Focal Point to coordinate the implementation activities at the National level;*
- b) *provide the ICAO MID Office with the contact details of their nominated GRF Focal Points by end of February 2021; and*
- c) *provide regular progress reports/updates on the subject to the ICAO MID Office using the MID Region GRF Implementation Plan Template/Milestones at Appendix 3.2C.*

3.3 RVSM Operations and Monitoring in the MID Region

3.3.1 The subject was addressed in PPT/6 presented by the Secretariat and the MIDRMA. The meeting reviewed the outcomes of the MIDRMA Board/16 meeting (Amman, 14 – 16 January 2020).

3.3.2 The meeting recalled that a Safety Protocol had been opened for the case of high reported LHDs between Muscat and Mumbai. The meeting noted that the issue had not been resolved and that the MIDRMA and ICAO MID Office are in close coordination with the concerned States, MAAR and ICAO APAC Office to explore mitigation measures. The meeting reviewed the procedure for the processing of RVSM Safety Protocol at **Appendix 3.3A**; and agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/1: MID RVSM SAFETY PROTOCOL PROCEDURE

That, the MID RVSM Safety Protocol Procedure at Appendix 3.3A, is endorsed.

3.3.3 The meeting noted that the ICAO provisions do not address the initial process of granting RVSM approval for new aircraft type not previously part of the operator fleet and there is no procedure to guide the responsible Authority. Accordingly, and due to the increased enquiries received recently from several airworthiness inspectors, the meeting reviewed the procedure, developed by the MIDRMA, on granting Temporary RVSM Approvals, and agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/2: PROCEDURE FOR TEMPORARY RVSM APPROVAL

That, the procedure for granting Temporary RVSM Approvals at Appendix 3.3B, is endorsed.

3.3.4 The meeting recalled that the airspace users shall comply with RCP and RSP specifications prescribed for the communications and surveillance capabilities within specific airspace to meet the requirements for air traffic service provision. The RMAs were requested to monitor compliance with the set-out specifications and share information among each other's. The meeting was

informed that there is no RCP/RSP specifications prescribed by MID States for the provision of ATS. However, a process should be put in place to ensure that information related to the aircraft registered in MID States and operating in airspace where RCP/RSP specifications are prescribed, are provided and shared with the MIDRMA. The meeting agreed that the subject should be addressed also by the RASG-MID, ATM SG and CNS SG. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/3: PERFORMANCE BASED COMMUNICATION AND SURVEILLANCE (PBCS)

That,

- a) *States provide the MIDRMA on monthly basis with the information related to the list of registered aircraft (fleet) granted approvals to operate in PBCS airspaces where compliance with specific RCP/RSP are required;*
- b) *the MIDRMA is authorized to coordinate and share information with other RMAs with respect to PBCS compliant aircraft and follow-up with MID States, as required;*
- c) *the MIDRMA functions and responsibilities be amended accordingly; and*
- d) *the implementation of PBCS be addressed by the RASG-MID, ATM SG and CNS SG for appropriate actions.*

3.3.5 The meeting recalled the outcomes of MSG/7 meeting, in particular Conclusions 7/4 and 7/5 related to the lack of provision of LHD reports, and noted with appreciation that a Training/Awareness Webinar on RVSM LHD Reporting was successfully held on 4 Nov 2020. This contributed to significantly increase the level of LHD reports provided by MID States in different categories, and enabled the MIDRMA to reflect more representative data in the development of the RVSM SMR-2019 and 2020.

3.3.6 The meeting reviewed and endorsed the MID RVSM Safety Monitoring Reports (SMR) 2019 and 2020 at Appendices **3.3C** and **3.3D**, respectively, and agreed to the following Conclusions:

MIDANPIRG CONCLUSION 18/4: MID RVSM SAFETY MONITORING REPORT (SMR) 2019

That, the MID RVSM Safety Monitoring Report (SMR) 2019 at Appendix 3.3C, is endorsed.

MIDANPIRG CONCLUSION 18/5: MID RVSM SAFETY MONITORING REPORT (SMR) 2020

That, the MID RVSM Safety Monitoring Report (SMR) 2020 at Appendix 3.3D, is endorsed.

3.3.7 The meeting noted with concern that an important number of non-RVSM approved aircraft are still operating within the RVSM airspace (filing “W” in the FPL), and agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 18/6: PREVENTING NON-RVSM APPROVED
AIRCRAFT FROM OPERATING WITHIN MID
RVSM AIRSPACE**

That, in order to prevent the Non-RVSM approved aircraft from operating within the MID RVSM airspace:

- a) *the MIDRMA:*
 - i. *develop a search engine of updated “Global RVSM Approval Database” under the MIDRMA website, which can help MID ATCUs to check the RVSM approval status of any aircraft entering their area of responsibility; and*
 - ii. *in order to increase the awareness on the subject, the MIDRMA issue a Bulletin which includes the list of the non-RVSM approved aircraft observed operating within the RVSM airspace and circulate it to all MIDRMA Member States on monthly basis; and*
- b) *the MID States/ATCUs:*
 - i. *ensure that the non-RVSM approved aircraft listed in the MIDRMA Bulletin are not allowed to operate within the RVSM airspace; and*
 - ii. *report to MIDRMA any case of violation, including the cases of aircraft transferred from adjacent Regions/FIRs.*

3.3.8 The meeting noted that for the sixth consecutive RVSM Safety Monitoring Report (since Libya joined the MIDRMA), Tripoli FIR has not been included in the RVSM safety analysis due to the lack of provision of traffic data (TDS) and LHD reports. The meeting noted that one of the reasons is that there has not been overflight traffic over Tripoli FIR. In addition, the MIDRMA confirmed that the Airworthiness Focal Point from Libya has been very active in providing the MIDRMA with required information related to RVSM approvals for Libyan registered aircraft, on regular basis. Therefore, the meeting agreed to the Recommendation to include in the SMR 2020, for the MIDRMA, in coordination with the ICAO MID Office, to organize a training/awareness campaign/webinar(s) for the concerned Staff in Libya (in particular the Tripoli ACC ATCOs).

3.3.9 With regard to the collection of data for development of the MID RVSM SMR 2021, the meeting agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 18/7: MID RVSM SAFETY MONITORING REPORT
(SMR) 2021**

That,

- a) *the FPL/traffic data for the period 1 – 31 July 2021 and LHD Reports for the period 1 January 2021 to 31 December 2021 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2021);*
- b) *only the appropriate Traffic Data as per MIDRMA requirements shall be submitted; any corrupted traffic data will be rejected;*
- c) *the traffic data must be submitted to the MIDRMA before 31 August 2021; and*

d) the final version of the MID RVSM SMR 2021 be ready for presentation to and endorsement by MIDANPIRG/19.

3.4 MIDANPIRG and RASG-MID Working Arrangements (face to face and virtual meeting; frequency of meeting, etc)

3.4.1 The subject was addressed in PPT/7 presented by the Secretariat. The meeting was apprised of the global and regional developments related to PIRGs and RASGs working arrangements; and agreed that the following subjects should be addressed by each Group under the Agenda Item related to Working Arrangements and Future Work Programme:

- frequency of the MIDANPIRG & RASG-MID meetings;
 - conduct of virtual meetings;
 - Organization Structure;
 - delegation of authority to subsidiary bodies; and
 - Fast Track/Approval by passing procedure.
-

REPORT ON AGENDA ITEM 4: RASG-MID WORK PROGRAMME**4.1 Global Aviation Safety Developments**

4.1.1 The subject was addressed in Agenda Item 2 through PPT/8 presented by the Secretariat.

4.2 Regional Performance Framework for Safety*Follow-up on the RASG-MID/7 and RSC/7 Conclusions and Decisions*

4.2.1 The subject was addressed in WP/9 presented by the Secretariat. The meeting reviewed the progress made for the implementation of the RASG-MID/7 and RSC/7 Conclusions and Decisions as at **Appendices 4.2A** and **4.2B**, respectively.

Outcomes of the ASRG/2 Meeting

4.2.2 The subject was addressed in WP/10 and PPT/10 presented by the ASRG Chairman and Secretariat, respectively. The meeting was apprised of data analysis and safety priorities for the MID Region, as well as the progress achieved in attaining the Safety Targets related to the identified Goals included in the MID Region Safety Strategy as at **Appendix 4.2C**.

4.2.3 Based on the analysis of the reactive and proactive/predictive safety information for the period 2015-2019, the safety priorities identified for the MID Region are:

1. Runway Excursion (RE) and Abnormal Runway Contact (ARC) during landing;
2. Loss of Control Inflight - (LOC-I);
3. Controlled Flight Into Terrain- (CFIT);
4. Mid Air Collision- (MAC); and
5. Runway Incursion- (RI).

4.2.4 The Emerging Safety Risks include GNSS outage and COVID-19 Pandemic outbreak.

4.2.5 The meeting reviewed and endorsed the 9th Edition of the MID-ASR and agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 8/1: 9th ASR

That, the Ninth MID Annual Safety Report is endorsed and be posted on the ICAO MID Website.

4.2.6 The MID Annual Safety Reports ASRs are available at:
<https://www.icao.int/MID/MIDANPIRG/Pages/RASGMID-ASR.aspx>

4.2.7 The meeting noted the main challenges facing the ASRG for the development of the ASRs, in particular:

- low level of serious incidents and incidents reporting by the States;
- lack of shared safety data analysis and safety recommendations by the States; and
- low participation in the meeting from the States and the organization.

4.2.8 In connection with the above, the meeting reiterated the importance of sharing of safety data analysis for improved ASRs development and urged States to provide the ICAO MID Office by end of April 2021 with the number of accidents, serious incidents and incidents, safety data analysis, and their associated safety recommendations for the period (2016 – 2020). Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 8/2: SHARING OF SAFETY DATA ANALYSIS

That, in order to present an improved version of the 10th MID-ASR to the MID-ASRG/3 meeting, States, be urged to provide the ICAO MID Office by 30 April 2021 with the number of accidents, serious incidents and incidents, safety data analysis/information, and their associated safety recommendations for the occurrence categories listed in Appendix 4.2D for the past 5 years (2016 – 2020), using the Template in Appendix 4.2E.

Outcomes of the SEIG/1 Meeting

4.2.9 The subject was addressed in WP/11 and PPT/11 presented by the SEIG Chairman and Secretariat, respectively. The meeting was apprised of the proposed SEIs and their respective actions outlined in the MID Regional Aviation Safety Plan (MID-RASP) 2020-2022 Edition. The meeting commended the SEIG and Secretariat for the development of the 1st MID-RASP 2020-2022 Edition, which considers and supports the objectives and priorities of the GASP 2020-2022 Edition and emphasizes the importance of identifying and mitigating risks at MID Region level.

4.2.10 The meeting noted that the MID Region Safety Strategy is included in the MID-RASP as an Appendix, and that the MID-RASP identifies for each Goal, SEI(s), which are mapped to the Strategy including their respective actions. Therefore, to address regional operational risks, organizational issues, and emerging risks, 16 SEIs and 43 actions have been included in the MID-RASP.

4.2.11 Based on the above, the meeting reviewed and endorsed the MID-RASP 2020-2022 Edition, and agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 8/3: MID-RASP 2020-2022 EDITION

That, the MID-RASP 2020-2022 Edition is endorsed and be posted on the ICAO MID Website.

4.2.12 The MID-RASP 2020-2022 Edition is available at <https://www.icao.int/MID/MIDANPIRG/Documents/Plans/MID-RASP1.pdf>

4.2.13 With regard to Goal 4 “Expand the use of Industry Programmes” and related action “A1-Encourage IATA’s IOSA and ISAGO registrations through safety promotion”, the meeting noted with appreciation that IATA MENA will organize webinars in coordination with the ICAO MID Office for States that have not yet signed the safety MOU to enhance their oversight capabilities with the aim to meet the performance targets in the MID Region Safety Strategy.

4.2.14 With respect to the National Aviation Safety Plans (NASP), it was highlighted that the MID-RASP establishes the first layer of priorities, which is further complemented at national level by NASP, and would ensure the timely implementation of the SEIs to address safety deficiencies and mitigate risks to attain the MID Region Safety Targets.

4.2.15 The meeting was apprised of the guidance and activities related to NASP development, which are available at [https://www.icao.int/safety/GASP/Pages/NATIONAL-AVIATION-SAFETY-PLAN-\(NASP\).aspx#Guidance%20on%20NASP%20Development](https://www.icao.int/safety/GASP/Pages/NATIONAL-AVIATION-SAFETY-PLAN-(NASP).aspx#Guidance%20on%20NASP%20Development), including:

- Doc 10131, Manual on the Development of Regional and National Aviation Safety (Arabic and English) including NASP fillable template; and
- NASP Checklist included in the Cir 358.

4.2.16 In the same vein, it was highlighted that ICAO will be conducting a series of webinars on the GASP and NASP implementation, covering the current GASP, the NASP content and the use of the roadmap to build safety enhancement initiatives in a NASP. Registration for the following webinars could be done through: <https://www.icao.int/Meetings/webinar-series/Pages/GASP-Webinar-Series-.aspx>

- Session 1 (16 March 2021 at 0900 EST): ICAO's Global Safety Strategy: GASP;
- Session 2 (30 March 2021 at 0900 EST): Introduction to the NASP; and
- Session 3 (13 April 2021 at 0900 EST): Using the Roadmap to Develop a NASP.

4.2.17 In connection with the above, the meeting recalled that a GASP Workshop was conducted by the ICAO MID Office during the RASG-MID/6 (Bahrain, 26-28 September 2017); and an ACAA/ICAO GASP 2020-2022 & NASP Workshop was conducted back-to-back with the RSC/7 meeting (1-2 March 2020). It was agreed that a similar webinar/workshop would be organized, preferably during 2021 or beginning of 2022, with the objective to provide a forum for States in the MID Region to share their experiences related to the development and implementation of their NASPs.

4.2.18 Based on the foregoing, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 8/4: NATIONAL AVIATION SAFETY PLAN (NASP)

That, States

- a) be requested to establish a NASP in line with the GASP, MID-RASP, ICAO Doc 10131 and Circular 358; and considering the operational safety needs identified at National level;*
- b) nominate NASP’ Focal Points to provide progress/update on the development and implementation of their NASPs;*

- c) *consider the recommended MID-RASP SEIs for inclusion in their NASPs, as appropriate;*
- d) *be encouraged to participate in the series of webinars on the GASP and NASP implementation organized by ICAO;*
- e) *be encouraged to share their experiences related to the development and implementation of their NASPs during the MID NASP Webinar/Workshop to be organized end of 2021 or beginning of 2022; and*
- f) *provide a progress report on the development and implementation of their NASPs for presentation to the RASG-MID/9 meeting.*

4.2.19 The meeting reviewed and endorsed the SEIG Terms of Reference (TORs); and agreed to the following RASG-MID Decision:

RASG-MID DECISION 8/5: TERMS OF REFERENCE OF THE SEIG

That, the Terms of Reference of the SEIG at Appendix 4.2F are endorsed.

Outcomes of the SPIG/2 Meeting

4.2.20 This subject was addressed in PPT/12 presented by the Secretariat. The meeting was apprised of the latest status of implementation of both Aerodrome Certification (67% of Aerodromes were Certified) and Runway Safety Teams (58% of RST established at international aerodromes).

4.2.21 The meeting noted that the monitoring of the progress of the Aerodrome Certification and establishment of RSTs should rely on regular and accurate information on Aerodrome Certification and RST implementation processes and urged States, that have not yet done so, to submit their Plans/Progress to the ICAO MID Office for processing.

Strategy for the Enhancement of Cooperation in the Provision of AIG Services in the MENA Region

4.2.22 The subject was addressed in WP/13 presented by the Secretariat. The meeting recalled that:

- the DGCA-MID/4 meeting (Muscat, Oman, 17-19 October 2017) endorsed the Strategy for the Enhancement of Cooperation in the Provision of AIG Services in the MENA Region;
- the DGCA-MID/5 meeting (Kuwait, 4- 6 November 2019) endorsed the AIG Regional Cooperation Mechanism (ARCM); and
- the RSC/7 meeting (Cairo, Egypt, 3-5 March 2020) endorsed the ARCM Action Plan and agreed that an ARCM Technical Coordination meeting be organized by the ICAO MID Office in Cairo, 1-4 June 2020.

4.2.23 Due to the COVID-19 pandemic outbreak, the ARCM Technical Coordination meeting was cancelled and the ICAO MID Office followed up with the ARCM Focal Points and organized a virtual meeting on 10 December 2020 to develop/finalize the Draft ARCM MoU. Accordingly, the meeting agreed that the AIIG addresses the ARCM matters within its framework and provide updated progress to the RASG-MID/9 meeting.

Other Regional aviation safety projects, initiatives and activities*MENA RSOO*

4.2.24 The subject was addressed in WP/14 presented by Saudi Arabia. The meeting was apprised of the progress related to the establishment of the MENA RSOO. The meeting recalled with appreciation that in addition to the hosting of the MENA RSOO, Saudi Arabia will provide financial and in-kind support for the first 2 years of operations of the MENA RSOO.

4.2.25 With respect to the Second MENA RSOO Steering Committee meeting (DGs Level), which was postponed due to the unforeseen COVID-19 circumstances, the meeting agreed that in order to facilitate participation of the DGs, the Second MENA RSOO Steering Committee meeting would be organized back-to-back with the DGCA-MID/6 planned to be hosted by UAE in Abu Dhabi, beginning of November 2021.

RASG-MID CART Implementation Plan of Actions

4.2.26 The subject was addressed in WP/15 presented by the Secretariat. The meeting noted that the support for the implementation of the CART Recommendations 1, 2, 3 and 12, is provided to States, in close collaboration with all concerned stakeholders, within two main frameworks: the RASG-MID and RPTF Work Stream 2- Operational Safety Measures.

4.2.27 It was highlighted that the MID-RASP, through its strategic approach focuses on organizational challenges/issues, regional operational safety risks, and emerging risks including COVID-19 pandemic outbreak. Taking into consideration the actions which have been taken to ease the impact of COVID-19, additional safety actions would be developed and covered under the first focus area (organizational challenges) in the MID-RASP by the SEIG, in terms of SEIs and associated actions.

4.2.28 In order to support the implementation of the CART Recommendations related to safety, in line with the MID CART Implementation Plan, which was endorsed by the Third DGCA-MID Virtual Meeting (7 December 2020), the RASG-MID CART Implementation Plan of Actions was developed as at **Appendix 4.2G**.

4.2.29 The meeting reviewed the RASG-MID CART Implementation Plan of Actions, and agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 8/6: RASG-MID CART IMPLEMENTATION PLAN OF ACTIONS

That, the RASG-MID CART Implementation Plan of Actions at Appendix 4.2G is endorsed.

4.3 RASG-MID Working Arrangements and Future Work Programme

4.3.1 The subject was addressed in WP/16 and WP/17 presented by the Secretariat.

RASG-MID Organizational Structure and Working Arrangements

4.3.2 With regard to the RASG-MID working arrangements, the meeting considered the following:

-
- New generic Terms of Reference (TOR) of PIRGs & RASGs approved by the President of the Council on 7 August 2020 mandating the need for PIRGs & RASGs to meet on annual basis;
 - Need to review the RASG-MID Organizational Structure considering the new TOR of the RASG-MID;
 - DGCA-MID/5 Conclusion 5/2 related to the frequency of the MIDANPIRG and RASG-MID meetings;
 - Enhancement and synergy between the regional groups to the maximum extent possible;
 - Successful experience of organizing the MIDANPIRG and RASG-MID meetings concurrently; and
 - Initial discussion during the Plenary Session related to MIDANPIRG and RASG-MID Working Arrangements.

4.3.3 In connection with the above, the meeting agreed that the RASG-MID and MIDANPIRG meetings will be organized on an annual basis concurrently in an in-person setting. However, the Groups have the flexibility to decide to organize the meetings in a virtual or hybrid setting, considering the circumstances, availability of host, resources, global and regional developments, feedback from States, progress and outcomes of the Groups, etc. Accordingly, the meeting agreed to the following RASG-MID Decision:

RASG-MID DECISION 8/7: FREQUENCY OF THE RASG-MID MEETINGS

That, the RASG-MID meetings be organized on an annual basis concurrently with the MIDANPIRG in an in-person setting, unless decided otherwise (the meetings could be organized in a virtual or hybrid setting, if decided so by the Groups, considering the circumstances, availability of host, resources, global and regional developments, feedback from States and progress and outcomes of the Groups).

4.3.4 The meeting agreed also that, since RASG-MID will meet on an annual basis and considering that the membership/composition of the RSC is identical to that of RASG-MID, the RSC should be dissolved. Accordingly, the meeting agreed to the following RASG-MID Decision:

RASG-MID DECISION 8/8: DISSOLUTION OF THE RSC

That,

- a) *the RSC is dissolved; and*
- b) *the RASG-MID Organizational Structure be updated as at **Appendix 4.3A.***

4.3.5 In line with the above, the meeting commended Mr. Mohammad Al Dossari, Chairperson of the RSC, Assistant Director General-Air Accident Investigation, GCAA, UAE, for his remarkable support to the RASG-MID since its establishment in different capacities and positions. The meeting thanked Mr. Al Dossari, for his continuous support.

4.3.6 Taking into consideration the establishment of the new Groups, Dissolution of the RSC revised Organizational Structure and the new RASGs TOR, the meeting agreed that there is no need to change the current working arrangements of the RASG-MID, including the fast track/approval by passing

procedure. The meeting was of the view that sufficient lead-time should be provided for the evaluation of the efficiency of the new Organizational Structure and working arrangements, before considering any change.

Chairmanship

4.3.7 The meeting noted the status of the Chairpersons and Vice Chairpersons of the RASG-MID and its Groups as at **Appendix 4.3B**. Taking into consideration the current situation and dynamic circumstances in particular related to COVID-19 and its impact on the RASG-MID Work Programme, the meeting agreed that the Chairperson and Second Vice-Chairperson be renewed for one (1) additional term/meeting; and the election of Chairpersons should be included in the Agenda of the RASG-MID/9 meeting, which will be organized in an in-person setting in 2022. The meeting noted that Saudi Arabia supported the above-decision and re-conformed its willingness to support the RASG-MID activities; and that it may nominate a qualified person to chair the RASG-MID during the RASG-MID/9 Meeting.

4.3.8 With respect to the vacant position of the First Vice-Chairperson further to the retirement of Mr. Abdullah Al Ojaili, Ex Assistant Director General for Safety, PACA, Oman, the meeting expressed its gratitude to Mr. Al Ojaili for his kind support in the capacity of First Vice-Chairperson since the establishment of the RASG-MID.

4.3.9 In connection with the above, the meeting elected unanimously Mr. Mubarak Saleh Al Gheilani, Acting Director General Civil Aviation Regulation, Oman CAA, as the First Vice-Chairperson of the RASG-MID.

RASG-MID Terms of Reference

4.3.10 The meeting reviewed the revised RASG-MID TOR, as at **Appendix 4.3C**. Accordingly, the meeting agreed to the following RASG-MID Decision:

RASG-MID DECISION 8/9: RASG-MID TERMS OF REFERENCE (TOR)

*That, the RASG-MID Terms of Reference (ToR) be amended as at **Appendix 4.3C**, in line with the Generic TOR of RASGs approved by the President of the Council on 7 August 2020.*

Procedural Handbook

4.3.11 The meeting recognized that the RASG-MID Procedural Handbook requires a lot of amendments; and agreed that the Secretariat, in coordination with the RASG-MID Chairpersons develop a new Edition of the Handbook to reflect all necessary changes, including those approved by the RASG-MID/8 meeting. Accordingly, the meeting agreed to the following RASG-MID Decision:

RASG-MID DECISION 8/10: FOURTH EDITION OF RASG-MID PROCEDURAL HANDBOOK

That, the ICAO MID Office, in coordination with the RASG-MID Chairpersons, develop a new Edition of the RASG-MID Procedural Handbook, for presentation to and endorsement by the RASG-MID/9 meeting.

5th MID Region Safety Summit

4.3.12 The subject was addressed in WP/18 presented by the Secretariat. Taking into consideration the latest developments, including the challenges caused by the COVID-19, the meeting noted that the Summit could not be conducted, as initially planned (in 2021).

4.3.13 The meeting agreed that the Summit should be scheduled for the second half of 2022 and its programme should include: COVID-19 impact on aviation safety, GASP 2023-2025 and NASPs.

4.3.14 The meeting noted with appreciation that Saudi Arabia has generously re-confirmed the hosting of the Fifth MID Region Safety Summit. The exact dates of the 5th Safety Summit will be coordinated between the ICAO MID Office, the RASG-MID Chairperson and Saudi Arabia.

REPORT ON AGENDA ITEM 5.1: GLOBAL AND REGIONAL AIR NAVIGATION DEVELOPMENTS

5.1 The subject was addressed in Agenda Item 2 presented in PPT/8 by the Secretariat.

Bahrain New ACC

5.2 The subject was addressed in PPT50 and IP/8 presented by Bahrain. The meeting was apprised of the progress achieved in the implementation of the project related to Bahrain new ACC, which is expected to be completed by April 2022.

Bahrain Air Navigation Human Resource Development

5.3 The subject was addressed in IP/10 presented by Bahrain. The meeting was apprised of the progress achieved by Bahrain in the implementation of their Air Navigation Human Resource Development Program, which includes the recruitment and training of Air Traffic Controllers (ATCO) and Air Traffic Electronics Safety Personnel (ATSEP).

MIDANPIRG CART Implementation “Plan of Actions”

5.4 In light of the MSG dissolution, the meeting endorsed the following Conclusion:

***MIDANPIRG CONCLUSION 18/8: MIDANPIRG CART IMPLEMENTATION
“PLAN OF ACTIONS”***

That, in order to ensure States’ ANS and related services provisions continuity, and the preparedness for the recovery phases:

- a) the MIDANPIRG CART Implementation “Plan of Actions” at Appendix 5.1A is endorsed; and*
- b) States, ANSPs, Airspace users, airport operators and all concerned stakeholders are urged to support the implementation of the Plan of Actions at Appendix 5.1A, and exchange relevant operational data.*

REPORT ON AGENDA ITEM 5.2: AIR NAVIGATION PLANNING AND IMPLEMENTATION**Follow-up MIDANPIRG/17 and MSG/7 Conclusion**

5.2.1 The subject was addressed in WP/20 presented by the Secretariat. The meeting reviewed the progress made in the implementation of MIDANPIRG/17 and MSG/7 Conclusions and Decisions. The actions taken by States and the Secretariat on the above-mentioned Conclusions and Decisions were reviewed and the updated list is provided at **Appendix 5.2A**.

5.2.2 The meeting was apprised of the progress made for the implementation of the MSG/7 Conclusions and Decisions as at **Appendix 5.2B**.

5.2.3 Further to the meeting agreement to dissolve the MIDANPIRG Steering Group (AI 5.4, MIDANPIRG Decision 18/49, refers), the meeting agreed to endorse all MSG/7 Conclusions/Decisions that are still Ongoing as MIDANPIRG/18 Conclusions/Decisions. This is reflected under the relevant sections.

MID Region Air Navigation priorities and targets (MID AN Reports)

5.2.4 The subject was addressed in WP/21 presented by the Secretariat. The meeting recalled that the MSG/7 meeting, through Conclusion 7/8, agreed that the ICAO MID Office should start the development of the MID Region Air Navigation Report - 2020.

5.2.5 The meeting was apprised of the status of implementation of the priority 1 ASBU Block 0 Modules. The meeting noted that the overall implementation of priority 1 ASBU Block 0 Modules in the MID Region in 2020 reached 58% compared to 56% in 2019.

5.2.6 The meeting noted that Lebanon, Qatar, Saudi Arabia and UAE made a good progress in the implementation of the priority 1 ASBU Block 0 Modules. From a regional perspective, the progress for the implementation of B0-ACAS, B0-SNET and B0-AMET is very good. However, the progress for the implementation of B0-ACDM is far below expectation.

5.2.7 The meeting reviewed and endorsed the MID Region Air Navigation Report – 2020. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 18/9: THE MID REGION AIR NAVIGATION
REPORT – 2020**

That, the MID Region Air Navigation Report – 2020 is endorsed and be posted on the ICAO MID website.

5.2.8 The MID Region Air Navigation Reports are available at:
<https://www.icao.int/MID/Documents/AN%20Reports/MIDANReport2020.pdf>

5.2.9 The meeting urged States to provide the ICAO MID Office, with necessary data by 30 December 2021 for the development of the MID Region Air Navigation Report - 2021. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

**MIDANPIRG CONCLUSION 18/10: THE MID REGION AIR NAVIGATION
REPORT - 2021**

That, States be urged to provide the ICAO MID Office, with relevant data necessary for the development of the MID Region Air Navigation Report – 2021, by 30 December 2021.

Revised MID Air Navigation Strategy

5.2.10 The subject was addressed in WP/22 presented by the Secretariat. The meeting recalled that the MSG/7 agreed, through Conclusion 7/6, that States, Stakeholders and MIDANPIRG Sub-Groups should review the MID Region Air Navigation Strategy considering the GANP 6th edition.

5.2.11 The meeting noted with appreciation the collaborative efforts and actions taken by the ICAO MID Office, in coordination with States and stakeholders for the revision of the MID Region Air Navigation Strategy and its alignment with the 6th edition of the GANP. This included the conduct of joint ASBU Webinars with ACAO in October 2020 and January 2021; and the conduct of virtual meetings of all MIDANPIRG Sub-Groups during the last quarter of 2020. The meeting recalled also that the ICAO MID Office developed and circulated a Questionnaire on 17 December 2020 to acquire States' inputs regarding the status of implementation and/or plans for each ASBU Thread/Element. All inputs received (from States, Sub-Groups, etc) have been consolidated by the Secretariat and presented to the second MID ASBU Webinar (19-20 January 2021). The main outcome of the Webinar was the revised version of the MID Air Navigation Strategy (Doc 002), which was reviewed and endorsed by MIDANPIRG/18.

5.2.12 The meeting noted with appreciation that the revised version of the Strategy included for the first time, an initial list of Key Performance Indicators (KPIs) to be used for the monitoring of the air navigation system performance. The meeting agreed that for the MID Air Navigation Report – 2021, the month of June and July 2021 will be used for the collection of required data for measuring the selected KPIs, as shown in **Appendix 5.2C**.

5.2.13 Based on the above, the meeting agreed to the following MIDANPIRG Conclusions:

MIDANPIRG CONCLUSION 18/11: ANS PERFORMANCE MONITORING

That, in order to optimize allocation and use of resources in the modernization of the air navigation system, States:

a) be urged to:

- i. embrace a performance based approach in line with the 6th Edition of the Global Air Navigation Plan and the six-step performance management process, as described in the Manual on Global Performance of the Air Navigation System (Doc 9883);*
- ii. follow-up a phased approach in the performance monitoring of their air navigation system using as an initial phase the list of KPIs at **Appendix 5.2C**; and*
- iii. provide ICAO with the results of the KPIs monitoring for the agreed period, as part of the data necessary for the development of the Annual Air Navigation Report, starting with the Report for 2021.*

b) be encouraged to start as soon as possible, on an experimental basis, to establish the necessary processes, procedures and systems for the collection of necessary data to measure the selected KPIs.

MIDANPIRG CONCLUSION 18/12: REVISED MID AIR NAVIGATION STRATEGY

That, the Revised MID Region Air Navigation Strategy (ICAO MID Doc 002) is endorsed and be published on the ICAO MID Office website.

5.2.14 The MID Region Air Navigation Strategy (MID Doc 002) is available at: <https://www.icao.int/MID/MIDANPIRG/Documents/eDocuments/MID%20Doc%20002%20-%20MID%20Air%20Navigation%20Strategy%20-%20Feb%202021.pdf>

Realization of FF-ICE Concept – 4D Trajectory Model

5.2.15 The subject was addressed in WP/44 presented by UAE. The meeting was apprised of the ongoing implementation initiatives by UAE in the realization of FF-ICE concept, as entailed in the ASBU blocks. This initiative targets B3–FICE - Improved Operational Performance through the introduction of Full FF-ICE Data for all the relevant flights systematically shared between the air and ground systems using SWIM infrastructure in support of collaborative ATM and Trajectory Based Operations.

5.2.16 The meeting agreed that ICAO and States should work collaboratively to develop an effective FF-ICE Model suitable for the MID Region; and invited UAE to present a Working Paper to the ATM SG, which includes a Plan for the implementation of the FICE Thread/Elements (Blocks 2 and 3) in support of the 4D Trajectory.

Amendments to the MID eANP

5.2.17 The subject was addressed in WP/23 presented by the Secretariat. The meeting was apprised of the proposals for amendment under process/development.

5.2.18 The MID eANP Volume I, II and III are available on the ICAO MID website: (<http://www.icao.int/MID/Pages/MIDeANP.aspx>), and the ICAO eANPs web-based platform is accessible through the ANP application under SPACE/iSTARS: (<https://portal.icao.int/space/anp/Pages/newanp.aspx#>).

Volume I: FIR Boundary Descriptions

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

5.2.20 The meeting recalled that MIDANPIRG/17 recommended the use of the Guidelines at **Appendix 5.2D** for the publication of the FIR boundary points, in the States' AIPs.

5.2.21 The meeting encouraged States to discuss/agree bi-laterally/multi-laterally with neighboring State(s) on the coordinates of the FIR boundary points and provide the ICAO MID Office with their updates and comments, as soon as possible.

5.2.22 The meeting agreed to proceed with a step-by-step approach in populating the Tables ATM I-1 and SAR I-1, through appropriate Proposals for Amendment to the MID ANP Vol I, starting with the FIRs/UIRs and SRRs whose description do not raise any concern or differences/inconsistencies between neighbouring States.

Volume II

Table ATM II-MID-1: MID Region ATS Route Network:

5.2.23 The meeting noted that a comprehensive review of the Table ATM II-MID-1: MID Region ATS Route Network is ongoing for the consolidation of a revised version, considering the

numerous changes to the ATS route network in the Region, including, inter-alia, the impact of COVID-19 crisis, the projects of airspace re-organization in some States and the agreement reached during the GCC 2021 Summit on 5 January 2021. In this respect, the meeting noted with satisfaction the lifting of the restrictions imposed on the Qatari registered aircraft since June 2017. The meeting noted also that the ICAO MID Office received requests from Bahrain, Egypt, Qatar and UAE for the inclusion of some ATS routes in the MID ANP Vol II, including some of the contingency routes.

5.2.24 The meeting recalled also that MIDANPIRG/17, through Conclusion 17/18, agreed that the MID Route Development Working Group (MID RDWG) be used as the main platform to facilitate bilateral and multilateral coordination related to the improvement of the ATS Route Network and airspace management in the MID Region.

5.2.25 Based on the above the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/13: PROPOSAL FOR AMENDMENT TO THE MID eANP VOLUME II, TABLE ATM II-MID-I: MID REGION ATS ROUTE NETWORK

That,

- a) *States and airspace users provide the ICAO MID Office with their inputs to the Table ATM II-MID-1 before 30 April 2021; and*
- b) *The ICAO MID Office, carry out necessary coordination to consolidate and process a proposal for amendment to the MID ANP Volume II, by 1 June 2021.*

TABLE CNS II-1 - AERONAUTICAL FIXED TELECOMMUNICATIONS NETWORK (AFTN) PLAN

5.2.26 The meeting noted that, as a follow-up action to the MIDANPIRG Conclusion 17/28, the CNS Table II-1 was updated to mandate the AMHS implementation in the MID Region as at **Appendix 5.2E**.

5.2.27 The meeting recalled that MIDANPIRG/17, through Conclusion 17/27, agreed to change Khartoum COM Centre to be Main COM Centre in the MID Region (new entry/exit point with AFI Region). Therefore, the CNS Table II-2 was updated as at **Appendix 5.2F**.

5.2.28 The MIDANPIRG/17 meeting through Conclusion 17/34 agreed to amend the CNS Specific Regional Requirements in Vol II as at **Appendix 5.2G**, to mandate that all Mode S radars in the MID Region accommodate the SI/II code operation.

5.2.29 Considering the above, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/14: PROPOSAL FOR AMENDMENT TO THE MID ANP VOLUME II, PART III - CNS

That, the ICAO MID Office, process a proposal for amendment to the MID ANP Volume II, Part III – CNS to amend the CNS Table II-1, Table II-2 and CNS Specific Regional Requirements, as at Appendices 5.2E, 5.2F and 5.2G, respectively.

Volume III

5.2.30 The meeting noted that taking into consideration the changes brought by the ICAO Global Air Navigation Plan (GANP) 2019 (sixth edition) and the revised version of the MID Air Navigation Strategy (MID Doc 002), the MID eANP Volume III has to be aligned and amended accordingly.

5.2.31 The meeting reviewed and updated the MID eANP Volume III as at: <https://www.icao.int/MID/Documents/eANP/MID%20eANP%20VOL%20III.pdf> and agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/15: AMENDMENT TO THE MID eANP VOLUME III

That, the MID eANP Volume III be amended as at <https://www.icao.int/MID/Documents/eANP/MID%20eANP%20VOL%20III.pdf> .

5.2.32 The meeting noted also that PART 0 – Introduction and PART I - General Planning Aspects (GEN) of the Vol III, have not been updated since the approval of the new eANP Template by the Council in 2014. The meeting recalled that in accordance with the Procedure for the Amendment of Regional Air Navigation Plans (Approved by Council on 18 June 2014), contained in Appendix A to the Part 0 of Vol I (para. 2.4), the amendment process of Volume III is under the responsibility of the relevant Planning and Implementation Regional Group (PIRG). The Parts 0 (Introduction) and I (General Planning Aspects) of Volume III are harmonized for all regions and their amendment should be made following interregional coordination. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/16: AMENDMENT OF THE eANP VOLUME III PART 0 AND PART I

That, the ICAO MID Office, carry out necessary coordination with ICAO HQ and other Regional Offices to amend the Regional Air Navigation Plans, Vol III, Part 0 and Part I to keep pace with the latest developments, including the alignment with the GANP 6th Edition.

Proposal for Amendment (PfA) of the ICAO MID ANP – Volume I (Serial No: MIDA ANP-I 20/01 – ATM/SAR), originated by Qatar to the MID eANP

5.2.33 The subject was addressed in WP/27, WP/48 and WP/49 presented by the Secretariat, Bahrain and Qatar, respectively.

5.2.34 The meeting recalled that in accordance with the “Procedure for the Amendment of Regional Air Navigation Plans”, approved by ICAO Council on 18 June 2014, if any objection to a proposal is raised, and if the 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 it remains unresolved. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

5.2.35 The meeting noted that on 12 January 2020, a proposal for the amendment of the Air Navigation Plan — Middle East Region (Doc 9708, Volume I), concerning the establishment of a Doha flight information region (FIR) and Doha search and rescue region (SRR) (Serial No. MID ANP-I 20/01 – ATM/SAR), was circulated to States and international organizations for comments, in accordance with established procedures. Objections were received from Bahrain, Egypt, Saudi Arabia, United Arab Emirates (UAE) and Yemen. After further consultations, the objections by the mentioned States remained.

5.2.36 The meeting was apprised of the responses received from States and international organizations.

5.2.37 Bahrain reconfirmed its objection to the proposal originated by Qatar as per the technical argument submitted to ICAO on 10 February 2020 and as highlighted in WP/48 and its

attachments and stated the following: “*the proposal for amendment of the Air Navigation Plan Volume I, originated by Qatar, lacks factual details that would necessitate the amendment of the plan. The proposal does not indicate facts that would prove any shortcomings and difficulties with the current FIR arrangement that would support the argument of the need to amend the Air Navigation Plan. The current FIR structure along with the existing technical and operational arrangements that are agreed on by States in the Region and endorsed by ICAO, proved to be functional, safe, efficient and cost effective. Bahrain was able to consistently provide highly commendable air traffic services in close cooperation with adjacent States, including Qatar in a highly dense airspace over the Gulf for more than half a century. Qatar proposal also calls for a significant change to an agreed operational arrangement, which would, if implemented, lead to serious safety consequences, increase coordination and substantially defeats the need to provide optimum economic operations to the airspace users*”. Bahrain requested to submit the contents of their working paper and its attachments to the Air Navigation Commission (ANC) for formal consideration.

5.2.38 Qatar reiterated that the aim of the proposal was to enhance safety and to improve efficiency and economy of traffic. The proposal had specifically been prepared to address current endemic issues in an open and constructive manner, seeking solutions which are of optimum benefit to the MID Region. Qatar was of the view that the current airspace structure no longer serves the best interests of the region and does not cater for medium and long-term requirements of the State of Qatar and needs to be reviewed and updated. To evade further delays, Qatar requested that the proposal be submitted for consideration by the Air Navigation Commission (ANC) and eventually to the ICAO Council.

5.2.39 Mr. Chris Dalton, the Chief, Air Airspace Management and Optimization (AMO) Section, ICAO Headquarters, underlined that no specific action would be necessary from MIDANPIRG to progress the matter to the Air Navigation Commission. Such action would be a consequence of no resolution and in accordance with the Council-approved Procedures for the Amendment of Regional Air Navigation Plans. He also clarified that the rationale provided by the originating and objecting States would be part of the resultant Secretariat working paper to the ANC.

5.2.40 Based on the foregoing and taking into consideration that the objections raised by Bahrain, Egypt, Saudi Arabia, UAE and Yemen remained unresolved, the meeting recognized that the matter would be considered by the ANC and eventually the ICAO Council. The exact dates would be communicated to the States concerned in due course.

Specific Air Navigation Issues

AIM

5.2.41 The subject was addressed in PPT/24 presented by the Secretariat.

Digital Datasets planning and implementation

5.2.42 The meeting noted that the AIM SG/6 reviewed the outcomes/deliverables of the Digital Datasets Implementation Ad-hoc Working Group (DDI Ad-hoc WG) and encouraged States to use the Document “Challenges, best practices and proposals for Digital Datasets”.

5.2.43 In addition, the MSG/7 meeting, through Decision 7/9, revised the composition of the DDI Ad-hoc WG to ensure active participation and contribution by all WG members and tasked the DDI Ad-hoc WG to develop a detailed Regional Implementation Plan for Digital Datasets and update MID Doc 008 detailed implementation plan for digital datasets outlining technical steps of the implementation, in line with the Global developments.

5.2.44 The meeting noted that the Rapporteur of the Group, Mr. Sorin Dan. Onitiu has left GCAA UAE and new members of the DDI AD-HOC WG have been designated by UAE.

5.2.45 The meeting agreed on the new composition of the Digital Datasets Ad-hoc Working Group and agreed also that the secretariat serves as Rapporteur of the Working Group until the election of new Rapporteur during next AIM SG meeting.

5.2.46 Based on the above the meeting agreed to the following MIDANPIRG Decision to replace and supersede the MSG Decision 7/9:

MIDANPIRG DECISION 18/17: DIGITAL DATASETS IMPLEMENTATION AD-HOC WORKING GROUP (DDI-AD-HOC WG)

That, the Digital Datasets Ad-hoc Working Group (DDI Ad-hoc WG):

- a) *is tasked to develop a detailed Regional Implementation Plan for Digital Datasets and update the MID Doc 008, for review by the AIM SG; and*
- b) *be composed of: Abdulla Hasan AlQadhi (Bahrain), Moataz Abdel Aziz Ahmed (Egypt), Rouhahah Salehi (Iran), Mohammad Hussien Al Anezi (Kuwait), Bassem Ali Nasser (Lebanon), Faisal Al Busaidi (Oman), Pamela Erice (Qatar), Hind A. Almohaimeed (Saudi Arabia), Maram Khaled and Syed Samiullah (UAE) ; and ICAO MID Office.*

MIDAD Project

5.2.47 The meeting recalled that the MIDANPIRG/17 meeting agreed that the development of a detailed action plan for the implementation of the MIDAD Project Phase B (set-up of MIDAD Manager) should be initiated when at least 7 States complete their migration to EAD. The meeting reviewed the status of migration to EAD whereby only Jordan migrated and Iraq, Kuwait, Lebanon, Oman, Qatar and UAE have plans to migrate to EAD.

5.2.48 The meeting noted that the AIM SG/6 meeting noted the concerns related to the costs of migration to the EAD and in particular the charging mechanism. Accordingly, it was agreed that the ICAO MID Office with the support of concerned States should initiate discussion with EUROCONTROL/EAD to review and reconsider the charging mechanism in order to add a lower/upper limit for charging States that are willing to migrate to EAD.

5.2.49 Based on the above, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/18: EAD CHARGING MECHANISM

That, the ICAO MID Office, with the support of concerned States, initiate discussions with EUROCONTROL/EAD, in order to reconsider the charging mechanism to add a lower/upper limit for charging States that are willing to migrate to EAD.

MID Region AIM Implementation Roadmap

5.2.50 The meeting reviewed and endorsed the MID Region AIM Implementation Roadmap as updated by the AIM SG/6 meeting; and encouraged States to continue their efforts in data exchange trials between their AIS units.

5.2.51 Considering the major changes of the MID Region AIM Implementation Roadmap, the meeting urged States to review and update their National AIM Implementation Roadmap, using the Template specially designed for this purpose.

5.2.52 In the light of the foregoing, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/19: MID REGION AIM IMPLEMENTATION ROADMAP

That,

- a) the MID Region AIM Implementation Roadmap be updated, as at Appendix 5.2H; and*
- b) States be urged to provide the ICAO MID Office with their updated National AIM Implementation Roadmap, using the Template at Appendix 5.2I.*

Air Navigation Deficiency Related to Non-implementation of TOD Area 2A

5.2.53 The meeting recalled that TOD “area 2a/take-off flight path area/OLS” is required by Annex 15 (“Shall” provision). Accordingly, it was agreed to add a deficiency related to non-provision of TOD area 2a to the list of deficiencies.

5.2.54 In view of the above, the meeting agreed to the following MIDANPIRG Conclusion

MIDANPIRG CONCLUSION 18/20: AIR NAVIGATION DEFICIENCY RELATED TO NON-IMPLEMENTATION OF TOD AREA 2A/TOFP AND OLS

That, States that have not yet provided Terrain and Obstacle Data (TOD) for area 2a, the take-off flight path area and the area bounded by the lateral extent of the aerodrome obstacle limitation surfaces (OLS) at International Aerodromes, be included in the List of Air Navigation Deficiencies.

NOTAM issues/proliferation

5.2.55 The meeting recognized that many NOTAMs issued at global and regional levels are not fully compliant with Annex 15 SARPs; and underscored the serious safety concern that the NOTAM quality poses to the users and aviation safety. The issue of “old” NOTAM was particularly highlighted. In this respect, the meeting noted with concern that, using the ICAO NOTAMeter tool, the current status of NOTAM in MID Region indicates that out of the 1121 valid NOTAMs, 105 are old NOTAMs (older than 3 months but less than 1 year old), and 150 are very old NOTAMs (older than one year) representing 22.8% of the total number of valid NOTAMs.

5.2.56 In this respect, the meeting was apprised of the ICAO Global Campaign on NOTAM Improvement to address this issue, starting by a Global kick-off Webinar on 8 April 2021 followed by bi-monthly progress meetings until Dec 2021 and a series of awareness Webinars that will be organized at Regional level. More detailed information on the campaign is provided on the ICAO website: <https://www.icao.int/airnavigation/information-management/Pages/GlobalNOTAMcampaign.aspx>

5.2.57 The meeting noted that the NOTAMeter is a web-based analysis tool developed by ICAO to help identify “old” NOTAMs, i.e. those that are older than three months; it is available for public use at: <https://www.icao.int/airnavigation/information-management/Pages/NOTAMeter.aspx>. In this respect, some States raised concern regarding some functionalities of the NOTAMeter used to assess the NOTAMs quality and requested ICAO to improve the tool in order to allow for a proper and wide use of the tool by States. Dr. Alexander Pufahl, AIM Technical Officer from ICAO HQ clarified that the initial prototype of the NOTAMeter served as a research tool to analyse NOTAM quality

problems. The tool was subsequently improved to address the issue of “old” NOTAM only. He reiterated that the focus in the first phase of the global campaign will be on the “old” NOTAM. Later phases, however, may address additional quality issues (compliance with other Annex 15 SARPs related to NOTAMs). Therefore, the meeting urged States to reduce the large number of old NOTAM and coordinate with the ICAO MID Office for any required assistance. States were also strongly encouraged to actively participate in the ICAO global campaign’s “kick-off and progress” webinars aimed at raising awareness to improve the quality of NOTAM.

5.2.58 On the same vein, the meeting noted with concern that the level of implementation of Quality Management System (QMS) for the Aeronautical Information Services (AIS) in the MID Region is still far below expectation.

5.2.59 Based on all the above, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/21: AIM WEBINARS

That, Webinars on the NOTAM proliferation and needs for improvement, as well as on the AIM/QMS Functions Systems and Processes be organized in 2021.

Performance Based Navigation (PBN) Implementation

5.2.60 The subject was addressed in PPT/25 presented by the Secretariat.

RNAV to RNP Chart Naming

5.2.61 The meeting recalled that the Amendment 6 to the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, DOC 8168) introduced a change to the approach charts by introducing the “PBN Requirements Box” and a change in chart identifications for Performance-Based Navigation (PBN) approaches (transition from RNAV to RNP approach chart identification).

5.2.62 The meeting was apprised of the progress achieved in the implementation of PBN approach chart identification transition, as follows:

- 4 States have already completed the implementation of the RNAV to RNP Chart naming convention;
- 4 States have started to implement the new chart identification; and
- 7 States have not yet begun the transition from RNAV to RNP approach chart identification.

5.2.63 In view of the above, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/22: ACTION PLAN FOR THE IMPLEMENTATION OF RNAV TO RNP CHART NAMING CONVENTION

*That, States, that have not yet done so, be urged to provide the ICAO MID Office with their Action Plan for the implementation of RNAV to RNP Chart naming convention, including the status/plans of implementation by **September 2021**.*

Status of PBN Implementation in the MID Region

5.2.64 The meeting was apprised of the status of PBN implementation in the MID Region regarding in particular the provisions of ICAO Assembly Resolution A37-11, related to the implementation of approach procedures with vertical guidance (APV) for all instrument runway ends

by 2016. It was noted with concern that the level of implementation of APV procedures was still far below target. However, with regard to the implementation of PBN SIDs and STARs, the meeting noted that, although the average level of implementation in the MID Region was above the global implementation status as shown in the **Table** below, PBN SIDs and STARs should be implemented at all runway ends of international aerodromes listed in the MID Air Navigation Plan:

Dec 2020	PBN Approach	VNAV	LNAV	PBN SID	PBN STAR
Global (%)	76	59.4	71.4	49.4	44.8
MID (%)	72.1%	46.1	71.5	55.2	55.2

5.2.65 In connection with the above, the meeting agreed to the following MIDANPIRG Conclusion

MIDANPIRG CONCLUSION 18/23: PBN SIDs AND STARS IMPLEMENTATION

That, PBN SIDs and STARs be implemented at all runway ends of international aerodromes listed in the MID Air Navigation Plan as per the agreed targets in the MID Region Air Navigation Strategy (APTA Thread).

5.2.66 The meeting noted with satisfaction the improvement in the level of implementation of CDO and CCO in the Region. In this respect, it was highlighted that 71% of the international airports where CDO has been identified as a priority for implementation in the MID Region Air Navigation Strategy have implemented CDO and similarly for CCO, the level of implementation increased to 67%.

5.2.67 The meeting urged States to provide the ICAO MID Office with their updated PBN Implementation Plans on an annual basis.

AGA/AOP

5.2.68 The subject was addressed in the PPT/12 presented by the Secretariat. The meeting reviewed the outcome of the Second Meeting of the Aerodrome and Safety Planning and Implementation Group (ASPIG/2) related to the following topics:

Basic Building Blocks - Airport Operations Area (BBB-AOP)

5.2.69 The meeting recalled that, to set a baseline for the system envisioned in the GANP and to ensure a robust foundation for the global air navigation system, an effective process should be established to verify, pursuant to Article 37 of the Chicago Convention, that the essential air navigation services identified in the BBB framework are provided.

5.2.70 The meeting noted that intra-collaboration within the MID Region is essential for the foundation of a robust air navigation system for each State. Therefore, the meeting encouraged States excelling in a particular Airport Design and Operations sub-areas to provide required assistance for other State(s), seeking support to implement the essential air navigation services that shall be provided for international civil aviation. Accordingly, the meeting endorsed the following Conclusion:

MIDANPIRG CONCLUSION 18/24: STATES NEEDS FOR THE BBB-AOP IMPLEMENTATION

That, in order to support the implementation of the BBB for Airport Operations and prioritize the necessary technical assistance in line with the MID Region NCLB Strategy:

- a) *States requiring assistance are urged to provide the ICAO MID Office, by **March 2021**, with their Needs for the BBB-AOP Implementation using the Table at **Appendix 5.2J**; and*
- b) *States and stakeholders having the required experience and expertise are encouraged to volunteer to joint efforts with ICAO for the provision of necessary technical assistance.*

Airport Master Plan

5.2.71 The meeting noted that the lack of strategic planning can lead to the development of objectives that fail to consider how airport projects contribute to the longer-term sustainable development strategy. The meeting highlighted that without a coherent strategy, Airports may not address basic functional requirements and intrinsic needs for the future.

5.2.72 The meeting recalled that States should ensure that architectural and infrastructure-related requirements for the optimum implementation of international civil aviation security measures shall be integrated into the design and construction of new facilities and alterations to existing facilities at an aerodrome.

5.2.73 Based on the above, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/25: AIRPORT PLANNING SEMINAR

That, ICAO organize an Airport Planning Seminar in 2022 and States are encouraged to participate actively in this event.

ASBU Operational Threads: SURF and ACDM

Surface Operations (SURF)

5.2.74 The meeting noted that, in order to improve safety and efficiency during ground operations by providing proper indications to pilots and vehicle drivers, the guiding and routing services should be delivered using visual aids and signals on a platform; and all necessary information should be managed by the controller to provide them to the pilots and vehicle drivers in order to taxi and avoid potential incursion on the runway.

5.2.75 The meeting reiterated that the surveillance service of A-SMGCS provides airport traffic situational awareness through the position, identification and tracking of aircraft and vehicle suitably equipped on the aerodrome surface. The meeting highlighted that the information should be presented on the controller and airport operator display independent of visibility conditions and controller line of sight.

5.2.76 It was highlighted that the detection by the ATCO of potentially unsafe situations with regard to runway operations can be provided with a short term conflicting alerting tool (A-SMGCS initial alerting service) that monitors movements on or near the runway and detects conflicts between an aircraft and another vehicle as well as runway incursion by intruders.

5.2.77 The meeting noted that States should ensure the proper implementation of the A-SMGCS on Aerodromes as part of the ASBU Thread/Elements (Block 0 and 1) according to the MID Region Air Navigation Strategy, including the applicability areas. Consequently, the meeting agreed that there is a need to raise awareness on Surface operations concept through capacity building initiatives.

5.2.78 Based on the above, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/26: A-SMGCS IMPLEMENTATION SEMINAR

That,

a) *ICAO organize an A-SMGCS Implementation Seminar/Workshop in 2021-2022; and*

b) *States are encouraged to participate actively in this event.*

Airport Collaborative Decision Making (ACDM)

5.2.79 The meeting raised concern about the slow progress in the implementation of the ASBU Block 0 ACDM Module; and noted that no completed response was received from the MID States as a reply to the State Letter Ref.: AN 5/23-19/072, referring to the MSG Conclusion 6/6 - Survey on ACDM Implementation.

5.2.80 The meeting noted that there is a need to nominate States' ACDM implementation focal points and establish a MID Region ACDM Implementation Plan as at **Appendix 5.2K** to effectively monitor the proper ACDM Implementation in the MID Region. Accordingly, the meeting agreed to the following Conclusion in order to replace and supersede the above-mentioned MSG Conclusion 6/6:

MIDANPIRG CONCLUSION 18/27: MID REGION ACDM IMPLEMENTATION PLAN

That, by March 2021, concerned States (according to the applicability area included in the MID Region Air Navigation Strategy) be urged to:

a) *provide the ICAO MID Office with the contact details of their designated National ACDM Implementation Focal Points; and*

b) *populate the Questionnaire on ACDM Implementation Plan, using the template at Appendix 5.2K.*

ATM

Air Traffic Flow Management (ATFM)

5.2.81 The subject was addressed in PPT/28 presented by the Secretariat and the ATFM TF Chairman.

5.2.82 The meeting reviewed and endorsed the MID Region ATFM CONOPS version 1.0. The meeting commended the efforts made by the ATFM Task Force Chairperson and members, as well as the ICAO Secretariat and all members of the ATFM Core Team, for the development of the MID Region ATFM CONOPS. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/28: MID REGION ATFM CONOPS

That, the MID Region ATFM CONOPS V1.0 is endorsed and be published as MID Doc 014 on the ICAO MID website.

5.2.83 The meeting reviewed and endorsed the ATM Operational Data Exchange process at **Appendix 5.2L**, which was developed by the ATFM TF and the secretariat based on ICAO ATM/CDM data exchange process. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/29: ATM OPERATIONAL DATA EXCHANGE

That, in order to ensure better coordination between ANSPs and improve ATS planning:

- a) *the MID ATM Operational Data Exchange process at **Appendix 5.2L**, is endorsed.*
- b) *Airspace users are invited to share with the ICAO MID Office the data related to their “Intention To Operate (ITO)” on monthly basis, for posting on the ICAO MID Office Secure Portal (Group “RO-MIDITO”);*
- c) *States be urged to nominate Focal Points/Coordinators for ATM data exchange; in order to be granted access to the ITO data available on ICAO MID secure portal;*
- d) *ICAO MID Office to organize periodic coordination meetings for ANSPs to exchange ATM operational data; and*
- e) *States ensure that the ITO and ATM Operational data are used solely for airspace management and ATC planning purposes during the recovery phase, and should not be shared outside the ATM community as it contains operational and financial sensitive data.*

5.2.84 In connection with the above, the meeting reviewed and updated the “ATFM Action Plan”, as at **Appendix 5.2M**.

5.2.85 The meeting urged States and all stakeholders to actively participate in the coordination meetings and to provide necessary operational data as required in the Conclusion above.

5.2.86 The meeting noted that the ATFM TF/5 meeting will be held virtually from 25 to 27 May 2021 and encouraged all States and stakeholders to participate actively in this meeting, in order to support the development of the ATFM Regional Framework and Common Operating Procedures.

FIFA World Cup 2022 (FWC 2022)

5.2.87 The subject was addressed in PPT/29 presented by the Secretariat and FWC 2022 TF Chairman.

5.2.88 The meeting reviewed and updated the “FWC 2022 Action Plan”, as at **Appendix 5.2N**. The meeting noted the ongoing work by Qatar related to the development of the FWC 2022 Roadmap and Operations Plan.

5.2.89 With reference to the MIDANPIRG Conclusion 17/24 related to the MID Region RVSM Airspace safety assessment during the period of the FWC 2022 (November – December 2022), the meeting noted that the subject has been followed up by the MIDRMA Board, the FWC 2022 TF and the ATM SG; and it was found that, the MIDRMA would be able to assess the technical risk, while the operational risk would need LHD reports, which could not be available beforehand. Therefore, it would not be possible to meet the mandate given by MIDANPIRG, through Conclusion 17/24, to identify the peak periods, hotspots, bottlenecks, etc.

5.2.90 The meeting was informed that, as a follow-up action and in order to find a way forward to meet the mandate given by MIDANPIRG, the ICAO MID Office organized coordination meetings with the FWC2022 TF Chairman, the MIDRMA and the MIDRAS Developer. It was agreed that it is possible to use artificial intelligence and the available historical data related to LHD, forecasted traffic and the ATS Route Network Structure to provide probabilistic/predicted LHD reports, which will enable the MIDRMA to use the current version of the MIDRAS software to conduct the required

safety assessment, as per MIDANPIRG Conclusion 17/24. The meeting reviewed the project proposal by the MIDRAS Developer (Cost # 25,600 USD). No consensus was reached to go ahead with the proposal.

5.2.91 Based on a proposal by the MIDRMA, the meeting agreed that the MID Region RVSM Airspace safety assessment related to the FWC 2022, be developed based on a worst case scenario (using all available historical LHD reports) for the assessment of the risk of collision due to operational errors.

5.2.92 Based on all the above, the meeting agreed to the following MIDANPIRG Conclusion to replace and supersede the MIDANPIRG Conclusion 17/24:

MIDANPIRG CONCLUSION 18/30: MID REGION RVSM AIRSPACE SAFETY ASSESSMENT RELATED TO THE FWC 2022

That, the MIDRMA conduct a MID Region RVSM airspace safety assessment, to ensure that the overall risk is meeting the ICAO TLS; and identify the peak periods, hotspots, bottlenecks, etc., based on a worst case scenario, using the forecasted traffic during the FWC 2022 period and all historical LHD reports available within the MIDRMA database.

5.2.93 The meeting noted that the FWC 2022 TF/5 meeting will be held virtually from 23 to 24 March 2021 and encouraged all States and stakeholders to participate actively in this meeting. The meeting underlined that the FWC 2022 Roadmap and Operational Plan should be presented to the upcoming FWC 2022 TF/5 for review and update, as deemed necessary.

Civil military cooperation and FUA

5.2.94 The subject was addressed in PPT/30 presented by the Secretariat. The meeting noted that, as a follow-up to the MIDANPIRG Decision 17/21 and based on the outcome of the ATM SG/5 and SG/6 meetings (Draft Decisions 5/3 and 6/1), the MID CMC/FUA Action Group composed of experts from Bahrain, Egypt, Iraq Jordan, Oman, Qatar, Saudi Arabia, UAE and the ICAO MID Secretariat, was established to draft the guidance material related to Civil Military Cooperation and implementation of FUA Concept, including State aircraft operations under Due Regard in particular over the high seas.

5.2.95 The meeting was apprised of the publication of the first edition of ICAO Doc 10088: “Manual on Civil-Military Cooperation in Air Traffic Management” in January 2021, which covers many topics related to CMC, State aircraft operation, FUA and airspace organization and management.

5.2.96 Based on the above, the meeting agreed to task the Action Group with the review of the newly published ICAO Doc 10088; to ensure that the regional requirements are covered; and agreed to the following MIDANPIRG Decision to replace and supersede the MIDANPIRG Decision 17/21:

MIDANPIRG DECISION 18/31: MID CMC/FUA ACTION GROUP

That, the MID CMC/FUA Action Group:

- a) review the newly published ICAO Doc 10088, in order ensure that the regional requirements related to Civil Military Cooperation and implementation of FUA Concept, including State aircraft operations under Due Regard in particular over the high seas, are covered; and*
- b) if necessary, draft, by 30 September 2021, complementary guidance.*

Due Regard Operations, awareness and associated regulations

5.2.97 The subject was addressed in WP/46 presented by UAE. The meeting noted that UAE witnesses a high concentration of aircraft operating under due regard in very busy and complex sequencing sectors for numerous major international airports. More recently, it has been observed that the proportion of these flights being operated by UAS has picked up considerably, adding a layer of complexity of separating civilian traffic due to the increased separation requirements and non-standard nature and operation of due regard traffic. The meeting further noted that there are no clear regulations that apply to the operation of this traffic over international waters.

5.2.98 The meeting encouraged States to further improve the Civil/Military coordination and collaboration to raise awareness related to the challenges associated with the due regard operations, in particular by the UAS.

MID Region High Level Airspace Concept (MID Doc 004)

5.2.99 The subject was addressed in PPT/30 presented by the Secretariat. The meeting recalled the objective of “ICAO Doc 004: High level Airspace Concept”, that is to provide the outline and intended framework of operations in the MID Region airspace. The meeting referred to MIDANPIRG Decision 17/25 related to the amendment of Doc 004 by the ATM SG, and agreed to the following MIDANPIRG Decision emanating from the ATM SG/6:

MIDANPIRG DECISION 18/32: HIGH LEVEL AIRSPACE CONCEPT ACTION GROUP (HLAC AG)

That, the High Level Airspace Concept Action Group (HLAC AG), composed of the ATM Focal Points from Bahrain, Egypt, Jordan, Oman, Saudi Arabia, UAE, IATA and ICAO MID, be established to review and prepare a revised version of the MID Region High Level Airspace Concept (MID Doc 004), by 31 August 2021, for presentation to the ATM SG/7 meeting and endorsement by the MIDANPIRG/19 meeting.

Flexible Use of Air Traffic Control Simulation During Period of Abnormal Traffic Levels

5.2.100 The subject was addressed in WP/45 presented by UAE, which highlights the advantages of using ATC simulation to provide flexibility regarding the conduct of both training and competency assessments, when required due to inadequate traffic, staffing or other unforeseen events that limit the live training and assessments of ATC proficiency.

5.2.101 The meeting noted that with the traffic levels plummeting due to the COVID-19, Air Traffic Services Providers were forced to adjust their overall staffing requirements, adapt staff rostering to comply with State mandated lockdown restrictions and accommodate difficulties with staff availability for rostered duties. In addition, Air Navigation Service regulators have promulgated amended requirements with regard to Air Traffic Control currency, Fatigue Risk Management provisions and notably, the use of Air Traffic Control Synthetic Training Devices (simulators). Simulation has been used successfully to maintain active controller skills (mitigate skills fade), conduct competency examination for renewal and issue of Certificate of Competency (CoC) and to complete the Minimum Experience requirement for specific ratings.

5.2.102 The meeting was apprised of UAE’s experience in the use of simulators for their ATCOs for refresher courses, competency checks and examination/assessment purposes. Furthermore, it was highlighted that ICAO Annex 1 is lacking provisions related to the flexible use of ATC simulators during pandemics, crisis and similar events.

5.2.103 In connection with the above, the meeting was informed that a new Personnel Training and Licensing Panel (PTLP) has been established by the Air Navigation Commission. It was highlighted that the subject/challenge addressed above, might be considered by the PTLP. Therefore, the meeting agreed that the ICAO MID Office collect inputs from States related to their experience on the use of ATC Simulators for refresher courses, competency checks and examination/assessment purposes, to continuously ensure the level of proficiency during extended abnormal traffic periods.

5.2.104 Based on the above, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/33: USE OF ATC SIMULATORS

That,

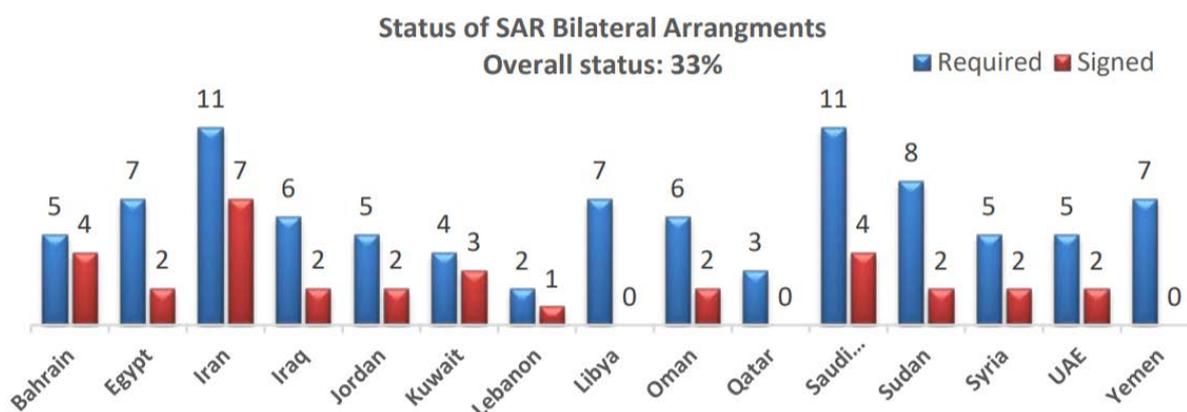
- a) *States are invited to provide the ICAO MID Office by 30 April 2021 with their practices and experience on the use of ATC Simulators for refresher courses, competency checks and examination/assessment purposes to continuously ensure the level of proficiency during extended abnormal traffic periods (pandemics, crisis and similar events); and*
- b) *ICAO MID Office to consolidate the inputs from States to be shared with States and ICAO HQ, for appropriate action.*

Search and Rescue SAR

5.2.105 The subject was addressed in PPT/31 presented by the Secretariat. The meeting noted that the main USOAP-CMA findings related to SAR in the MID Region are related to the lack of:

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

5.2.106 The meeting reviewed and updated the status of SAR bi-lateral as at **Appendix 5.20**, which is also reflected in the Graph below:



5.2.107 Considering that the ASBU GADS Element B1/2 has been identified as Priority 1 for the MID Region, the meeting urged States to provide the MID Office, as soon as possible, with the contact details of their GADSS Point of Contact (PoC).

CNS

MID AMC Operation

5.2.108 The subject was addressed in PPT/32 presented by the Secretariat. The meeting recalled that the MIDAMC Web Application was established because some of the operational functions (like routing management) were not available to the MID COM Centres. The meeting was informed that the EUR AMC decided to provide External COM users similar access like EUR users. Thus, the routing management function can be used by all AMC users globally.

5.2.109 The meeting agreed with the CNS SG/10 meeting held virtually, 1-3 December 2020, that there is no need to keep using the MIDAMC Web Application and that the EUR AMC should be used by all MID users. However, the MIDAMC team will continue carrying out coordination and operation support roles. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/34: MIDAMC OPERATION EFFICIENCY

That, in order to enhance the MIDAMC operation efficiency, States are encouraged to:

- a) update their MIDAMC focal point(s);*
- b) register MIDAMC users on the EUR AMC as external AMC operator, in coordination with the MIDAMC Team by **1 March 2021**;*
- c) note that the MIDAMC web application will be withdrawn by **1 April 2021**; and*
- d) nominate SMEs to join the MIDAMC Team. A training on MIDAMC operation will be arranged for new MIDAMC members.*

5.2.110 The meeting agreed on the need to organize a refresher training on the use of the AMC functions, inter-alia, using the routing management function and developing routing directory. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/35: AMC OPERATION WEBINAR

*That, in order to provide the MIDAMC users with the required knowledge on the use of the AMC functions and tools, a Webinar on AMC operation be organized in **March 2021**, by the ICAO MID Office and the MIDAMC Team.*

5.2.111 The meeting recalled that the implementation of the ATS Extended Services in the MID Region is a pre-requisite to implement XML based messages. Furthermore, the meeting noted the progress made toward the implementation of the MID ROC plan as at **Appendix 5.2P**.

5.2.112 The meeting recalled that MIDANPIRG/17, through Conclusion 17/29, tasked the MIDAMC to update the AFTN/CIDIN/AMHS Routing Directory. The meeting noted that the MIDAMC STG/6 virtual meeting (30 November 2020) reviewed and updated the Regional Routing Directory (V 5.0, 2011). Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/36: AFTN/CIDIN/AMHS ROUTING DIRECTORY

*That, the AFTN/CIDIN/AMHS Routing Directory in the MID Region, Edition February-2021 at **Appendix 5.2Q**, is endorsed.*

The MID IP Project

5.2.113 The meeting noted that in spite of several coordination meetings with the CRV service provider (PCCW), the running cost of the CRV Project is very high and does not meet the objective of the project in having cost-effective solution. The meeting agreed that alternative means to establish Regional IP Network should be explored, in particular through discussion with EUROCONTROL to join the European PENS project. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/37: ALTERNATIVE SOLUTION TO ESTABLISH MID IP NETWORK

That, the ICAO MID Office, with the support of concerned States, initiate discussions with EUROCONTROL, in order to explore the possibility of joining the PENS project as an alternative solution for establishing a MID IP Network.

The MIDAMC Terms of Reference

5.2.114 The meeting reviewed and updated the MIDAMC STG Terms of Reference (TORs) as at **Appendix 5.2R** to amend the working arrangement of the Study Group (allowing online meeting conduct). Accordingly, the meeting agreed to the following MIDANPIRG Decision:

MIDANPIRG DECISION 18/38: TERMS OF REFERENCE OF THE MIDAMC STG

*That, the Terms of Reference of the MIDAMC STG be updated as at **Appendix 5.2R**.*

Navigation Matters

5.2.115 The subject was addressed in PPT/33 presented by the Secretariat. The meeting noted the outcome of the Navigation Aids Flight Inspection Webinar (24-25 Nov 2020) as at **Appendix 5.2S**. The meeting agreed on the need to raise awareness on Navigation Aids and procedure validation to support States in improving their capacity to conduct the flight inspection and procedure validation activities in a more effective, efficient, safe and economical manner. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/39: FLIGHT INSPECTION AND PROCEDURE VALIDATION SYMPOSIUM

That, a Flight Inspection and Procedure Validation Symposium be organized in 2021.

5.2.116 The meeting recalled that the first edition of the Guidance on GNSS Implementation in the MID Region (MID Doc 011) was endorsed by the MSG/6 meeting in December 2018. The CNS SG/10 meeting agreed that the plan should be updated considering the latest global developments and to be in line with the NAV Thread/Elements in the GANP 6th edition.

5.2.117 The meeting agreed to establish an Ad-Hoc Action Group to review and prepare a revised version of the Guidance on GNSS Implementation in the MID Region. Accordingly, the meeting agreed to the following MIDANPIRG Decision and Conclusion:

MIDANPIRG DECISION 18/40: GNSS GUIDANCE AD-HOC ACTION GROUP

That, the GNSS Guidance Ad-hoc Action Group be:

a) *established to review and prepare a revised version of the Guidance on GNSS Implementation in the MID Region (MID Doc 011), to be presented to MIDANPIRG/19 for review and endorsement.*

b) *Composed of:*

Mr. Saleh Al-Harthy (Oman, CNS SG Chairman)

Mr. Ahmed Saied (Egypt)

Mr. Khaled Eltanany (Oman)

Mr. Emad Jadallah (Saudi Arabia)

Mr. Jehad Al-Faqir (IATA)

ICAO MID Office

MIDANPIRG CONCLUSION 18/41: UPDATE OF THE GNSS IMPLEMENTATION GUIDANCE IN THE MID REGION (MID DOC 011)

That, the ICAO MID Doc 011 – GNSS Implementation Guidance in the MID Region, Edition February 2021 is endorsed and be posted on the ICAO MID Office website.

5.2.118 The meeting noted that the new element “Navigation Minimal Operating Networks” (NAVS B0/4) has been classified as priority 1 in the revised MID Region Air Navigation Strategy (MID Doc 002). This element aims to rationalize the conventional Navigational aids network through the increased deployment of the satellite based navigation system. Furthermore, the meeting agreed on the need to develop a template for Navigation Minimal Operating Networks (Nav. MON) plan in line with ICAO SARPs and Regional requirements. Accordingly, the meeting agreed to the following MIDANPIRG Decision:

MIDANPIRG DECISION 18/42: NAV MON PLAN AD-HOC ACTION GROUP

That, the NAV. MON Plan Ad-hoc Action Group be:

a) *established to develop a template for NAV MON Plan to be presented to the CNS SG/11 for further review and enhancement;*

b) *Composed of:*

Mr. Saleh Al-Harthy (Oman, CNS SG Chairman)

Mr. Ahmed Abdelwahab (Egypt)

Ms. Amena Dodin (Jordan)

Mr. Khaled Eltanany (Oman)

Mr. Khaled Al-Harby (Saudi Arabia)

Mr. Jacob Avis (UAE)

Mr. Jehad Al-Faqir (IATA)

ICAO MID Office

Review of the MID Region Surveillance Plan

5.2.119 The subject was addressed in PPT/34 presented by the Secretariat. The meeting recalled that MIDANPIRG/17, through Conclusion 17/36, endorsed the MID Region Surveillance plan (MID Doc 013).

5.2.120 The meeting reviewed and agreed to the changes proposed by the CNS SG/10 to update the timelines and content of the MID Region Surveillance Plan to be in accordance with the GANP 6th Edition. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/43: UPDATE OF THE MID REGION SURVEILLANCE PLAN (MID DOC 013)

That, the ICAO MID Doc 013 - MID Region Surveillance Plan, Edition February 2021 is endorsed and be posted on the ICAO MID Office website.

5.2.121 The meeting recalled that MIDANPIRG/17 agreed to monitor the surveillance capabilities in the MID Region through adding Surveillance Monitoring Matrix to the MID ANP Vol III. The meeting agreed to add ADS-B Mandate column to the matrix (effective date and reference regulation) as at **Appendix 5.2T**.

5.2.122 The meeting noted that nine (9) States populated their data (Bahrain, Egypt, Iraq, Jordan, Lebanon, Oman, Qatar, Saudi Arabia and UAE). Accordingly, the meeting urged States, that have not yet provided their data to the Surveillance Monitoring Matrix, to do so, as soon as possible

Frequency management

5.2.123 The subject was addressed in PPT/35 presented by the Secretariat. The meeting noted that ICAO circulated the Draft ICAO Position on items of interest to aviation on the agenda of WRC-23 on 26 November 2020 (State Letter Ref. E 3/5-20/103). The meeting urged States to reply to the State Letter by making comments or indicating support to ICAO's position.

5.2.124 The meeting agreed on the need to support Spectrum aviation requirements, and recalled that the 38th session of ICAO General Assembly instructed ICAO to make sufficient resources available to enable increased participation in spectrum management activities. Furthermore, the meeting requested States and international organizations to make use of the ICAO Position, to the maximum extent possible, in their preparatory activities for the WRC-23 at the national and regional levels.

5.2.125 The meeting underlined that the coordination between the CAAs and TRAs is vital and agreed to organize a preparatory workshop for WRC-23 jointly with the Arab Spectrum Management Group (ASMG) and AFI Region in 2022. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 18/44: WRC23 PREPARATORY WORKSHOP

That, a WRC23 preparatory Workshop be organised in 2022 jointly with ACAO, the Arab Spectrum Management Group (ASMG) and AFI Region.

5.2.126 In light of the MSG dissolution, the meeting endorsed the following Decision and Conclusion:

MIDANPIRG CONCLUSION 18/45: FREQUENCY COORDINATION PROCESS IN THE MID REGION

That, in order to enhance the frequency coordination process in the MID Region, States be invited to:

- a) use the latest version of the FF tool in frequency coordination process;*
- b) provide ICAO with updated frequency list for COM VHF and NAV (with accurate information);*

- c) *provide feedback on the FF tool;*
- d) *nominate Frequency Management Focal Points, if not yet done so; and*
- e) *participate actively in the frequency management workshop planned for 2021.*

MIDANPIRG CONCLUSION 18/46: LONG-TERM FREQUENCY ASSIGNMENT PLAN IN THE MID REGION

That, in order to secure adequate spectrum for VHF-COM, ILS, VOR, DME and GBAS/VDB facilities and meet the operational requirements up to 2030, the Frequency Management Ad-hoc Working Group (FM WG) is tasked with the development of a rolling frequency assignment plan in coordination with concerned parties.

MET

OPMET Data Exchange – Status on Implementation of ROC and IWXXM

5.2.127 The subject was addressed in WP/36 presented by the Secretariat.

5.2.128 The meeting noted that most States have implemented the necessary OPMET exchange with Regional OPMET Centre (ROC) Jeddah for the efficient exchange of OPMET data while meeting the operators' needs in that State. A few States (Bahrain, Egypt, Iran, Kuwait) have partially completed this implementation and two States (Syria and Yemen) have not started. Those States that have not completed implementation in this regard were urged to contact ROC Jeddah and ICAO Secretariat in order to receive the information needed to achieve full implementation.

5.2.129 The meeting reiterated that AMHS implementation is necessary in Nicosia in order to exchange OPMET data in the ICAO Meteorological Information Exchange Model (IWXXM) format between the ICAO MID and EUR Regions.

5.2.130 The meeting noted that since only 3 States (Qatar, Saudi Arabia and UAE) have implemented IWXXM for the provision of the required OPMET data, the MET SG/9 meeting agreed that another IWXXM implementation Workshop should be conducted in 2021. The meeting noted with appreciation, that further to the MET SG/9, the ICAO Secretariat coordinated with potential stakeholders, which included the World Meteorological Organization; to conduct this workshop virtually from 26 to 27 May 2021. Accordingly, the meeting strongly encouraged States to actively participate in this Workshop.

5.2.131 The meeting also noted that OPMET data still needs to be produced in Traditional Alphanumeric Code (TAC) in addition to IWXXM for several years as MET Services transition to the SWIM environment.

5.2.132 The meeting noted also that, as part of the MET activities for 2021, a Space Weather Dissemination Webinar will be held from 3 to 4 March 2021 and encouraged also States to actively participate in this Webinar.

World Area Forecast System Updates

5.2.133 The subject was addressed in WP/37 presented by the Secretariat.

5.2.134 The meeting recalled that there are two World Area Forecast Centres providing World Area Forecast System (WAFS) forecasts of various weather information mainly used for flight planning. These Centres are located in London and Washington. The MID States fall under the area of

responsibility of WAFS London that hosts the Secure Aviation Data Information Service (SADIS). SADIS developments included upgrading their data delivery platform to cloud-based technology and also SADIS increased their bandwidth such that WAFS gridded data sets can be downloaded in a fraction of a second.

5.2.135 Furthermore, IWXXM data distributed internationally and received at ROC London are published on SADIS since 5 November 2020. The meeting noted that MID OPMET data in IWXXM format will become available on SADIS when Nicosia implements AMHS.

5.2.136 The meeting noted that the horizontal resolution of WAFS hazard data sets for ICING, TURBULENCE and CUMULONIMBUS was increased from 1.25 degrees to 0.25 degrees. The new turbulence field called TURBULENCE SEVERITY forecasts both clear air turbulence and orographic turbulence via Eddy Dissipation Rate (EDR). The new icing field called ICING SEVERITY gives a categorical assessment of icing as NIL, TRACE, SLIGHT, MODERATE and SEVERE. The meeting noted that an implementation delay at one (1) WAFS results in data availability approximately 6 hours after the model time which is one (1) hour later than ICAO requirements; however, this situation will be remedied on 17 March 2021.

5.2.137 Given the aforementioned, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 18/47: 0.25 DEGREE WAFS HAZARD DATA

That, the SADIS users be invited to start integrating the new 0.25 degree WAFS hazard data into their systems and software as soon as possible, but not later than 17 March 2021.

5.2.138 The meeting also noted that WAFS upgrades expected in November 2023 include a greater resolution of 0.25 degrees for all WAFS fields as well as greater resolution in the vertical with 1000ft levels. The temporal resolution will also increase significantly to meet operators' needs. In addition, SIGWX forecasts will be provided at 3-hourly intervals out to 2 days, which is better suited for short- and long-haul flights. The data delivery system will be adapted to a SWIM compliant web-based platform in order to manage efficiently the delivery of significantly more data as a result of higher vertical, horizontal and temporal resolutions.

5.2.139 The meeting was informed that ICAO in coordination with WMO will organize webinars on WAFS upgrades and SADIS changes during 2021 and 2022 to support MID States in the implementation of these changes.

5.2.140 Based on the above, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 18/48: NOVEMBER 2023 WAFS UPGRADES

That, the SADIS users familiarize themselves with the proposed WAFS and SADIS changes planned for November 2023, and commence preliminary discussions with their technical departments about how their organization could adapt to these technological changes.

REPORT ON AGENDA ITEM 5.3: AIR NAVIGATION DEFICIENCIES***Review of Air Navigation Deficiencies***

5.3.1 The subject was addressed in WP/38 presented by the Secretariat. The meeting urged States to use the MID Air Navigation Deficiency Database (MANDD) for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies, including the submission of a specific Corrective Action Plan (CAP) for each deficiency. The meeting reiterated that a deficiency would be eliminated only when a State submit a formal Letter to the ICAO MID Office containing the evidence(s) that mitigation measures have been implemented for the elimination of this deficiency.

5.3.2 The meeting noted with concern that the majority of deficiencies listed in the MANDD have no specific Corrective Action Plan (CAP). The meeting urged States to implement the provision of MIDANPIRG Conclusion 15/35 related to elimination of Air Navigation Deficiencies, in particular, the submission of a specific Corrective Action Plan (CAP) for each deficiency.

5.3.3 The meeting reviewed and updated the list of deficiencies in the AIM, AOP, ATM, CNS, SAR and MET fields as reflected in the MID Air Navigation Deficiency Database (MANDD) at: <https://mandd.icao.int>. The meeting noted that the total number of air navigation deficiencies recorded in MANDD is **107** deficiencies compared to **104** deficiencies in MIDANPIRG/17.

5.3.4 A quantitative analysis of the MID States' air navigation deficiencies is shown in the Tables and Graphs presented at **Appendices 5.3A** and **5.3B**.

5.3.5 The meeting highlighted the following:

- In the AOP field: the total number of AOP deficiencies is nine (9) priority "A". Seven (7) deficiencies related to aerodrome certification; one (1) related to runway physical characteristics; and one (1) related to apron lighting. The lack of implementation of aerodromes' certification represents 78% of these deficiencies.
- In the AIM field: the meeting agreed to remove the deficiency reported against Sudan related to *Lack of AIXM-based AIS Database* according to the information provided by Sudan. The total number of AIM deficiencies is fifty-two (52); forty-six (46) priority "A" and six (6) priority "B". Twenty-four (24) deficiencies related to eTOD (based on the agreement to include new deficiencies related to the non-provision of TOD for Area 2a/TOFP and OLS); six (6) related to QMS; five (5) related to AIXM; six (6) related to WAC; three (3) related to pre-flight information services; three (3) related to AIP and aeronautical charts; three (3) related to AIRAC adherence; and two (2) related to WGS-84.
- In the ATM field: based on the information provided by Iraq, the meeting agreed to remove the deficiency related to *lack of implementation of ATS route G669 segment RAF - SOLAT* reported against Iraq. Also based on the information provided by Yemen and with confirmation by the MIDRMA, the meeting agreed to remove the two deficiencies related to *the provision of required RVSM data to the MIDRMA* reported against Yemen.
Based on the information provided by Iraq, the meeting agreed to remove the deficiency related to lack of implementation of ATS route G669 segment RAF - SOLAT reported against Iraq. Also based on the information provided by Yemen and with confirmation by the MIDRMA, the meeting agreed to remove the two deficiencies related to the provision of required RVSM data to the MIDRMA reported against Yemen.
The total number of deficiencies is eighteen (18); eleven (11) priority "A" and

seven (7) priority “B”. Nine (9) related to the uncompleted signature of contingency agreements; seven (7) related to the non-implementation of planned regional ATS Routes; and four (2) related to unsatisfactory reporting of large Height deviation (LHD) to the MIDRMA.

- In the CNS field: the total number of CNS deficiencies is five (5); two (2) priority “A” and three (3) priority “B”. Three (3) deficiencies are related to ATS Direct speech circuits, one (1) related to Inter-Regional Communication link with ICAO EUR/NAT Region and one (1) for HF service.
- In the MET field: the total number of MET deficiencies is thirteen (13) priority “A” deficiencies. Six (6) related to QMS; and seven (7) related to METAR, TAF, SIGMET and WAFS. Three new deficiencies have been added: ORBM METAR and 24-hour TAF not available internationally (Iraq), SADIS FTP not available (Libya) and OYAA METAR and 30-hour TAF; OYHD, OYRN, OYSN, OYTZ METAR and 24-hour TAF not available internationally (Yemen).
- In the SAR field: the total number of deficiencies is ten (10) priority “A”. Five (5) related to the lack of implementation of SAR provisions; and five (5) related to non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.

REPORT ON AGENDA ITEM 5.4: MIDANPIRG WORKING ARRANGEMENTS AND FUTURE WORK PROGRAMME

MIDANPIRG Organization Structure, Working Arrangements and Chairmanship

5.4.1 The subject was addressed in PPT/39, WP/40 and WP/47 presented by the Secretariat and UAE.

MIDANPIRG Frequency of meetings & Organization Structure

5.4.2 The meeting was apprised of the MSG/7 outcome on the subject and in coordination with the RASG-MID, it was agreed that the MIDANPIRG and RASG-MID meetings will be organized on an annual basis concurrently in an in-person setting. However, the Groups have the flexibility to decide to organize the meetings in a virtual or hybrid setting, considering the circumstances, availability of host, resources, global and regional developments, feedback from States, progress and outcomes of the Groups, etc.

5.4.3 Based on the above, the meeting agreed to the following Decision:

MIDANPIRG DECISION 18/49: FREQUENCY OF MIDANPIRG MEETINGS

That, the MIDANPIRG meetings be organized on an annual basis concurrently with the RASG-MID in an in-person setting, unless decided otherwise (the meetings could be organized in a virtual or hybrid setting, if decided so by the Groups, considering the circumstances, availability of host, resources, global and regional developments, feedback from States and progress and outcomes of the Groups).

5.4.4 The meeting agreed also that, since MIDANPIRG will meet on an annual basis and considering that the membership/composition of MSG is identical to that of MIDANPIRG, MSG should be dissolved.

5.4.5 The meeting recalled that the MID ATM Enhancement Programme (MAEP) has been established to act as a Regional Platform to enhance Airspace and ATM management in the MID Region. The meeting recalled that it has been decided that the candidate Regional Projects be managed as standalone projects and by the relevant MIDANPIRG Sub-Group/Taskforce. Accordingly, the meeting agreed to the following Decision:

MIDANPIRG DECISION 18/50: DISSOLUTION OF THE MSG AND THE MAEP BOARD

That,

- a) the MSG and MAEP Board are dissolved; and*
- b) the MIDANPIRG Organization Structure be updated accordingly.*

Chairmanship

5.4.6 The meeting noted the status of the MIDANPIRG Chairmanship. Taking into consideration the current situation and dynamic circumstances in particular related to COVID-19 and its impact on the MIDANPIRG Work Programme, the meeting agreed to extend one additional term/meeting to the Chairperson and the First Vice-Chairperson, and to postpone the election of Chairpersons, and the First Vice-Chairperson to the next face-to-face meeting (MIDANPIRG/19).

5.4.7 With respect to the vacant position of the Second Vice-Chairperson, further to the

retirement of Mr. Nayef Al-Marshoud, Ex ATM Director, CARC, Jordan, the meeting took the opportunity to thank Mr. Al- Marshoud for his kind support in the capacity of the Second Vice-Chairperson; and elected unanimously Mr. Saleh Al-Harthy, Director of CNS, Oman CAA as the Second Vice-Chairperson of the MIDANPIRG.

5.4.8 The meeting noted UAE's proposal to amend the MIDANPIRG Procedural Handbook and include additional guidelines to ensure the election of the most suitable candidate(s) for the MIDANPIRG Chairperson positions as at **Appendix 5.4A**. Accordingly, the meeting agreed to the following Decision:

MIDANPIRG DECISION 18/51: CHAIRPERSONS' ELECTION GUIDELINES

*That, the MIDANPIRG Procedural Handbook be updated to include additional Guidelines related to the Chairperson and Vice-Chairpersons responsibilities; and the professional background and personal qualities required for the election of Chairpersons, as at **Appendix 5.4A**.*

MIDANPIRG Terms of Reference

5.4.9 The meeting recalled that the President of the Council approved new generic Terms of Reference for the PIRGs and RASGs in August 2020, in order to clarify the roles of stakeholders and promote partnership among them, harmonize the methods of work and improve regional reporting through more frequent meetings. Therefore, the meeting agreed to update the MIDANPIRG Terms of Reference as at **Appendix 5.4B** and agreed to the following Decision:

MIDANPIRG DECISION 18/52: MIDANPIRG TERMS OF REFERENCE

*That, the MIDANPIRG Terms of Reference (ToR) be amended as at **Appendix 5.4B**, in line with the PIRGs Generic ToR approved by the President of the Council on 7 Aug.2020.*

5.4.10 The meeting noted that all MIDANPIRG Sub-Groups (AIM SG/7, ATM SG/6, CNS SG/10, MET SG/9 and PBN SG/5) reviewed and updated their Terms of Reference to keep pace with the latest developments, and to amend the working arrangements to allow the conduct of virtual Sub-Group meeting. Accordingly, the meeting agreed to the following five (5) Decisions:

MIDANPIRG DECISION 18/53: TERMS OF REFERENCE OF THE AIM SG

*That, the Terms of Reference of the AIM SG be updated as at **Appendix 5.4C**.*

MIDANPIRG DECISION 18/54: TERMS OF REFERENCE OF THE ATM SG

*That, the Terms of Reference of the ATM SG be updated as at **Appendix 5.4D**.*

MIDANPIRG DECISION 18/55: TERMS OF REFERENCE OF THE CNS SG

*That, the Terms of Reference of the CNS SG be updated as at **Appendix 5.4E**.*

MIDANPIRG DECISION 18/56: TERMS OF REFERENCE OF THE MET SG

*That, the Terms of Reference of the MET SG be updated as at **Appendix 5.4F**.*

MIDANPIRG DECISION 18/57: TERMS OF REFERENCE OF THE PBN SG

*That, the Terms of Reference of the PBN SG be updated as at **Appendix 5.4G**.*

MIDANPIRG Working Arrangements

5.4.11 The meeting discussed the following issues regarding the MIDANPIRG Working arrangements:

- Conduct of Virtual (online) meeting
- Fast track/ Approval by Passing
- Delegation of authority

5.4.12 The meeting noted that the businesses are now turning towards organizing virtual conferences and online events following the norms of social distancing.

5.4.13 The meeting was apprised of the advantages and disadvantages of the virtual meetings and the development of a Guideline on the conduct of Virtual meetings. The meeting agreed that, in order to maintain meetings' efficiency and effectiveness, rules and procedure for the conduct of virtual meetings should be added to the MIDANPIRG Procedural Handbook.

5.4.14 With regard to the Fast Track/Approval by Passing procedure and the possibility to provide more authority to the MIDANPIRG Sub-Groups, the meeting recalled that no consensus could be reached in this regard.

5.4.15 Taking into consideration that numerous changes have happened, including the dissolution of the MSG and MAEP, the new MIDANPIRG TOR, frequency of meetings and working arrangements (conduct of virtual meetings), the meeting was of the view that sufficient lead-time should be provided for the evaluation of the efficiency of the new Organizational Structure and working arrangements, before considering any change. Accordingly, the meeting agreed to defer the discussion on the fast track/approval by passing procedure and delegation of authority to the MIDANPIRG Sub-Groups to a later stage, if deemed necessary.

MIDANPIRG Procedural Handbook

5.4.16 The meeting recalled that the MIDANPIRG Procedural Handbook requires a lot of amendments; and agreed that the Secretariat, in coordination with the Chairpersons of the Group develop a new Edition of the Handbook to reflect all necessary changes, including those approved by the MIDANPIRG/18 meeting. Accordingly, the meeting agreed to the following MIDANPIRG Decision:

MIDANPIRG DECISION 18/58: NEW EDITION OF THE MIDANPIRG PROCEDURAL HANDBOOK

That, the Secretariat, in coordination with the Chairpersons of the Group, develop a new Edition of the MIDANPIRG Procedural Handbook, to be presented to MIDANPIRG/19 for endorsement.

REPORT ON AGENDA ITEM 6: DATES AND VENUE OF MIDANPIRG/19 AND RASG-MID/9

Dates and Venue of MIDANPIRG/19 & RASG-MID/9

6.1 The subject was addressed in WP/41 presented by the Secretariat. The meeting received with appreciation the offer by Saudi Arabia to host the MIDANPIRG/19 and RASG-MID/9 meetings. Accordingly, the meeting agreed that the MIDANPIRG/19 and RASG-MID/9 meetings will be held face-to-face (concurrently) in Saudi Arabia during Q1-2022, providing that approval from the President of the Council is received for hosting the meetings outside of the ICAO MID Office premises (new PIRGs and RASGs TORs, refer).

6.2 The exact dates of the meetings will be coordinated between the ICAO MID Office, the Chairpersons of both Groups and Saudi Arabia.

REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS***Update List of MIDANPIRG and RASG-MID Members/Alternates/Advisors***

7.1 The subject was addressed in WP/42 presented by the Secretariat. The meeting reviewed and updated the list of MIDANPIRG and RASG-MID Members/Alternates/Advisors as at **Appendices 7A** and **7B**, respectively; and urged States, that have not yet done so, to provide the ICAO MID Office with their updates.

7.2 The meeting reviewed the ICAO MID Office 2021 Tentative Schedule of Meetings/Seminars/Workshops at: https://www.icao.int/MID/Documents/2021/MIDSched_2021.pdf

7.3 Due to the continuous COVID-19 crisis, and in order to avoid re-scheduling of events, the meeting agreed that no ICAO face-to-face meetings/events should be conducted until at least **15 August 2021**.

ATTACHMENT A

**Eighteenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group
and Eighth Meeting of the Regional Aviation Safety Group-Middle East
(MIDANPIRG/18 & RASG-MID/8)**

Virtual Meetings, 15 – 22 February 2021

State/ Org/Ind	Contact	Title
Bahrain	Mr. Mohamed Abdulla Zainal	Director of Aviation Safety and Security
	Mrs. Leena Ahmed M. Ashoor Alkooheji	Chief, Airport & Air Navigation Audit
	Mr. Ahmed Mohammed Bucheeri	Chief , Air Traffic Management
	Mr. Abdulla Hasan Al Qadhi	Chief, AIM & Airspace Planning
	Mr. Ali Ahmed Mohammed	ANS Advisor
	Mr. Ahmed Mohammed Al-Shamlan	Head, Search and Rescue
	Mr. Ahmed Yousif Almalki	Head Shift
	Mr. Isa Mohamed Al-khamiri	Head of Safety Management & Quality
	Mr. Ahmed Ibrahim Ali	Head Shift
	Mr. Yaseen Hasan Al Sayed	Director of Air Navigation Systems
	Mr. Basem Salman Alasfoor	Director of Meteorology
	Mr. Khalid Hussain Yaseen	Chief of Met Operations & Observation
	Mr. Abdulaziz Ebrahim A. Albaloooshi	MET IT Administrator
Egypt	H.E. Angie Elyazzy – REP	Representative of Egypt on the Council
	Mr. Tayseer Mohamed Abdel Kareem	ATS General Manager
	Mr. Samer Hussein Emam	G.M. Airspace Affairs and AIS
	Mr. Sherif Abdelrazek Aql Badr	Aeronautical Telecommunication Inspector
	Elsayed Abdulla Zidan	Senior AN Inspector
	Mr. Amr Mokhtar Mohamed	ANS Inspector
	Mr. Amr Ibrahim Abdel Latiff	ANS Inspector
	Mr. Ahmed Saied Abdel Monsef	Senior ANS Safety Oversight Inspector
	Mr. Ahmed Abdelwahab M. El Morady	Senior ANS/ATM Inspector
	Mr. Ahmed Mostafa M. Arman	Senior CNS Inspector
	Mr. Ahmed Mohammed Zoulfakar	Meteorologist Inspector
	Mr. Hesham Abdelfatah Ibrahim	Vice Chairman of NANSC
	Mr. Ehab Raslan Mohamed	G.M of R&D
	Mr. Yasser Mohamadain Hafez Khalil	General Director Of Cairo ACC
	Mr. Mohamed Mostafa	Senior ATCO

State/ Org/Ind	Contact	Title
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	Mr. Mohamed Yasser Fekry	AIM publications Manager
	Mr. Ahmed Abdelgawad Elwan	G.M of Air navigation charts & IAP
	Ms. Asmaa Ahmed Elkhososy	R&D specialist
	Mr. Ahmed Abdalsatar Mohamed Alkholy	Director Of Cairo Airport Forecast Center
	Mr. Yasser Abdelgwad Elsayed	Deputy Director of Cairo Airport Forecast Center
	Mr. Mahmoud Abdraham Abdou	Meteorologist of Cairo airport forecast center
	Brig. Tamer Mohamed Fekry	Civil Military Coordinator Air Defense
	Col. Khaled Ibrahim M. Mohamed	Head of PANS-OPS Dept
	Capt. Ahmed Mamdouh M. Yassin	Navigator
	Capt. Mohamed Waheeh Hashem	PANS-OPS Designer
	Mr. Ahmed Allam	Senior AIM Officer
Iran	Mr. Abolghasem Jalali	Vice President for Aeronautical and International Affairs
	Mr. Meisam Shakerarani	Director Air Navigation and Aerodromes Oversight
	Mr. Amirhosein Sadeghcheh	Director General of ATM
	Mr. Siamak Behnam Deylami	General Director of CNS
	Mr. Mohammad Amirani	Deputy of Aviation Operations
	Mr. Masoud Nikbakht	Deputy of CEO for Air Navigation service
	Mr. Mohammad Javad Bush	CNS Expert
	Mr. Ghasem Rahmanikivi	Aerodrome and CNS expert
	Mr. Seyed Hamid Reza Saanei	Chief Expert of Air Navigation Services and Aerodromes
	Mr. Majid Yarandi	Aero-ICT general manager
	Mr. Mohammad Javad Bush	CNS Expert
	Mr. Habib Davoudi Dana	Safety Manager
Mr. Mohammad Mahdi Adineh Nia	Chief Expert Safety & Quality Assurance	
Iraq	Mr. Mohammed Ahmed	ATSM Manager
	Mr. Haydar Dhafer	ACC Manager
	Mr. Allayth Mahmoud	ATS ACC OPS Manager
	Ms. Fatimah Hasan Mohammed	ATM Inspector
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	Mr. Mustafa Abdullah Al-Tarrah	Head of Air Navigation Inspector
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	Mr. Amin Jaber	Director of Airport Maintenance
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	Mr. Rami Fawaz	Director of Flight Safety
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	Mr. Jaffer Abdul-Amir Salman	AIM Director
	Mr. Nasser Al Mazroui	Act. ATC Director
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	Mr. Mohammad Ayman Alesh	Chief of ATC Department
	Ms. Manhal Assad	Chief of Inspection
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	Mr. Mashhor Alblowi – ICAO MID	Regional Officer, Flight Safety
	Mrs. Muna Alnadaf – ICAO MID	Regional Officer, Communication, Navigation and Surveillance
	Mr. Mohamed Iheb Hamdi – ICAO MID	Regional Officer, Aerodromes and Ground Aids
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	Mr. Chris Dalton - ICAO HQ	Chief, Airspace Management and Optimization
	Mr. Marco Merens - ICAO HQ	Chief Integrated Aviation Analysis
	Mr. Herman Pretorius - ICAO HQ	Technical Officer, Safety
	Mr. Martin Maurino - ICAO HQ	Technical Officer, Global Aviation Safety
	Mr. Hervé Forestier - ICAO HQ	Technical Officer, Implementation
	Mr. Elie Elkhoury - ICAO HQ	Technical Officer, Airspace Management and Optimization
	Ms. Crystal Kim – ICAO HQ	Technical Officer, Airspace Management and Optimization
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Mr. Barry Kashambo – ICAO ESAF	Regional Director, Eastern and Southern Africa Regional Office	
Mr. Prosper Zo'o Minto'o – ICAO Dakar	Regional Director, Western and Central African Regional Office	

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