



International Civil Aviation Organization

MIDANPIRG/19 and RASG-MID/9 Meetings

(Riyadh, Saudi Arabia, 14-17 February 2022)

Agenda Item 2.1: Review of the action taken by the ANC on the MIDANPIRG/18 and RASG-MID/8 Report

**REVIEW OF THE ACTION TAKEN BY THE ANC ON THE
MIDANPIRG/18 AND RASG-MID/8 REPORT**

(Presented by the Secretariat)

SUMMARY

This paper presents the action taken by the Air Navigation Commission (ANC) on the MIDANPIRG/18 and RASG-MID/8 Report. The paper provide also an overview of the ANC and the Council actions on the Consolidated Report of PIRGs and RASGs covering the period from April 2020 to March 2021, with a focus on the part related to MIDANPIRG/18 & RASG-MID/8 Report.

Action by the meeting is at paragraph 3.

REFERENCES

- AN-WP/9508
- C-WP/15197

1. INTRODUCTION

1.1 The Air Navigation Commission (ANC) referred the MIDANPIRG/18 and RASG-MID/8 Report to its Working Group of the Whole for Strategic Review and Planning (WG/SRP). The WG/SRP reviewed the Report on 27 April 2021.

1.2 The WG/SRP was presented with an overview of the MIDANPIRG/18 and RASG-MID/8 meetings outcomes. It was noted that the meetings were very well attended by a total of 219 participants, which included experts from 16 States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Sudan, Syria, UAE, USA and Yemen) and 11 International Organizations/Industries (AACO, ACAO, ACI, BOEING, CANSO, EUROCONTROL, IATA, IFALPA, IFATCA, JEPPESEN and MIDRMA). The WG/SRP commended the MID Region for the excellent quality of the regional reports and the progress made in the region.

1.3 As a general comment, the WG/SRP highlighted that it will be necessary to schedule the annual meetings of PIRGs and RASGs in such a way to ensure inclusion of all the regional meetings in the April to March timeframe of the PIRG/RASG reporting period to the Council.

2. DISCUSSION

2.1 The discussion of the WG/SRP focused mainly on the followings:

- Coordination between MIDANPIRG and RASG-MID;
- RASG-MID activities and achievements;
- MIDANPIRG/18 Activities and Achievements; and
- Challenges and lessons learnt identified by the MIDANPIRG/18.

2.2 The details are contained in the AN-WP/9508 at **Appendix A**.

2.3 The consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), covering the period from April 2020 to March 2021 was presented to the Council through C-WP/15197 (Council 223rd Session).

2.4 It was noted that all regional PIRG and RASG meetings during this reporting cycle were held via virtual meeting arrangements. These arrangements were necessitated by the exceptional circumstances related to the COVID-19 pandemic and the related global travel and meeting restrictions which prevented face-to-face meetings.

2.5 It was noted that since the introduction of virtual meetings for PIRGs and RASGs, the participation by States and other role players has increased dramatically. However, as part of the challenges reported to the Council, it was highlighted that PIRG/RASG virtual meetings reduce efficiency and flexibility because decision making takes more time and reaching consensus is more difficult. It was also underlined that Virtual meetings are not conducive for complex discussions and different time zones makes it difficult for participants.

2.6 With regard to the review of the uniform methodology for the identification of Air Navigation deficiencies, it was highlighted that work is ongoing and progress will be reported to Council during Q1 2022.

2.7 With regard to the MIDANPIRG/19 and RASG-MID/9 meetings, the Commission noted that excellent coordination took place between the MIDANPIRG and RASG-MID. The Commission noted with satisfaction that the first edition of the Middle East-Regional Aviation Safety Plan (MID-RASP) has been developed in accordance with the Global Aviation Safety Plan (GASP) 2020-2022. The Commission noted that the final version of the Middle East and North African States (MENA) Accident Investigation (AIG) Regional Coordination Mechanism (ARCM) MoU was finalized and circulated to States for signature.

2.8 With regard to the ninth MID Annual Safety Report, the Commission noted that the analysis of reactive and proactive/predictive safety information for the period 2015-2019 identified the RASG-MID safety priorities for the MID Region. They are: runway excursion (RE); abnormal runway contact (ARC) during landing; loss of control - inflight (LOC-I); controlled flight into terrain (CFIT); mid-air collision (MAC); and runway incursion (RI). It was noted that the emerging safety risks include the Global Navigation Satellite System (GNSS) outage and the COVID-19 pandemic.

2.9 The Commission was apprised of the safety indicators related to the accident rate for the MID Region and MID regional average USOAP effective implementation (EI). With regard to the State Safety Programme (SSP) implementation, it was noted with concern that only one State completed it fully.

The Commission recalled that SSP implementation was already identified as a common/global challenge during the consideration of the consolidated annual report to Council (refer to AN-WP/9416).

2.10 The Commission recalled 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. The Commission noted that after further consultations, objections by the mentioned States remained. The Commission recalled that this matter will be considered separately by the ANC and Council (refer to AN-WP/9494).

2.11 The Commission noted that there is a need to update PART 0 – Introduction and PART I - General Planning Aspects (GEN) of the Electronic Regional Air Navigation Plan (eANP), Volume III to keep pace with the latest developments, including alignment with the GANP – Sixth Edition. The Commission requested the Secretariat to harmonize Parts 0 (Introduction) and I (General Planning Aspects) of Volume III and to align it with the GANP Sixth Edition.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the action of the ANC and Council; and take action, as appropriate.



WORKING PAPER

AIR NAVIGATION COMMISSION

**REVIEW OF THE REPORT OF 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 AND RASG-MID/8)**

(Item No. 21717)

(Presented by the Chairperson of the ANC Working Group of the Whole for
Strategic Review and Planning)

SUMMARY

The ANC Working Group of the Whole for Strategic Review and Planning (WG-SRP) hereby presents its review of the reports of the MIDANPIRG/18 and RASG-MID/8 meetings.

Action by the Air Navigation Commission is in paragraph 3.

COORDINATION

All related ANB Sections, Middle East Regional Office, Cairo

REFERENCES

- *MIDANPIRG/18 and RASG-MID/8 report
(<https://www.icao.int/MID/MIDANPIRG/Documents/MID18%20and%20RASGMID8/Final%20Report%20full.pdf>)
- AN-WP 9494
- AN-WP 9416
- AN-WP 9509

*Principal references

1. INTRODUCTION

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) were held virtually from 15 to 22 February 2021. Virtual meeting arrangements, managed by the ICAO Middle East Office, Cairo (MID), were necessitated by the exceptional circumstances related to the COVID-19 pandemic and related restrictions on travel and in-person meetings.

1.2 On 27 April 2021, the WG/SRP reviewed the MIDANPIRG/18 and RASG-MID/8 Report presented by Mr. Mohamed Smaoui, Acting Regional Director, MID Regional Office and his team. The WG/SRP thanked Mr. Smaoui and his team for their time and effort in the preparation of this very comprehensive, efficient and clear presentation to the WG/SRP.

1.3 The WG/SRP was presented with an overview of the MIDANPIRG/18 and RASG-MID/8 meetings outcomes. It was noted that the meetings were very well attended by a total of 219 participants, which included experts from 16 States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Sudan, Syria, UAE, USA and Yemen) and 11 International Organizations/Industries (AACO, ACAO, ACI, BOEING, CANSO, EUROCONTROL, IATA, IFALPA, IFATCA, JEPPESEN and MIDRMA). The WG/SRP commended the MID Region for the excellent quality of the regional reports and the progress made in the region.

1.4 It was also noted that the MIDANPIRG/18 meeting adopted forty-two Conclusions and sixteen Decisions. The RASG-MID/8 meeting adopted five Conclusions and five Decisions. During the joint Session of the MIDANPIRG/18 and RASG-MID/8 meetings, one Conclusion and one Decision were adopted.

1.5 As a general comment, the WG/SRP highlighted that it will be necessary to schedule the annual meetings of PIRGs and RASGs in such a way to ensure inclusion of all the regional meetings in the April to March timeframe of the PIRG/RASG reporting period to the Council. The WG/SRP was informed that it is planned to organize the future MIDANPIRG and RASG-MID meetings around mid-February of each year.

2. DISCUSSION

Coordination between MIDANPIRG and RASG-MID

2.1 The WG/SRP noted that excellent coordination took place between the MIDANPIRG and RASG-MID. It was noted that a Remotely Piloted Aircraft System (RPAS) and Unmanned Traffic Management (UTM) Action Group was established to strengthen the collaboration between States and stakeholders for an orderly growth of unmanned air traffic. The Group will also develop and provide the necessary guidance to States.

2.2 With regard to RVSM Implementation, the WG/SRP noted that the MID Region continues to monitor closely this topic. The MID RVSM Safety Monitoring Reports (SMR) 2019 and 2020 were endorsed. In addition, several procedures addressing different RVSM aspects were endorsed (a review of RVSM Safety Protocol procedure, a procedure for temporary RVSM approval, and a procedure for prevention of non-RVSM approved aircraft from operating within the MID RVSM Airspace).

2.3 With regard to performance-based communication and surveillance (PBCS), the WG/SRP noted that, although there are no required communication performance (RCP) and required surveillance performance (RSP) specifications prescribed by MID States for the provision of air traffic services (ATS), a process has been established 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 Middle East Regional Monitoring Agency (MIDRMA).

RASG-MID activities and achievements

2.4 The WG/SRP was informed of the RASG-MID activities and achievements. The WG/SRP noted with satisfaction that the first edition of the MID Regional Aviation Safety Plan (MID-RASP) has been developed in accordance with the GASP 2020-2022.

2.5 With regard to the COVID-19 pandemic, the WG/SRP noted that the RASG-MID has developed a RASG-MID CART Implementation Plan of Actions, which is in line with the CART recommendations related to Safety.

2.6 The WG/SRP was informed that the Middle East and North African States (MENA) Regional Safety Oversight Organization (RSOO) is a joint project between ACAO and ICAO. The WG/SRP was informed that, during the first meeting of the MENA RSOO Steering Committee (MENA RSOO SC/1) held in Riyadh, Saudi Arabia on 1 October 2018 (back-to-back with the fourth MID Region Safety Summit), fifteen (15) ACAO member States have signed the Letter of Intent related to the establishment of the MENA RSOO (Bahrain, Egypt, Jordan, Kuwait, Lebanon, Libya, Mauritanian, Morocco, Oman, Palestine, Saudi Arabia, Somalia, Sudan, the United Arab Emirates and Yemen).

2.7 The WG/SRP further noted that the MENA RSOO SC/2 meeting is planned to be held in Abu Dhabi, UAE, on 1 November 2021 (back-to-back with the DGCA-MID/6 meeting), if the situation with the COVID-19 allows the conduct of meetings in-person. The WG/SRP was informed that Saudi Arabia has kindly offered to host the MENA RSOO and provide financial and technical support for the first two years of operations.

2.8 The WG/SRP noted that the final version of MENA Accident Investigation (AIG) Regional Coordination Mechanism (ARCM) Memorandum of Understanding (MoU) was finalized and circulated to States for signature.

2.9 The WG/SRP noted with satisfaction the endorsement of the ninth edition of the MID Annual Safety Report. This report, through its strategic approach, focuses on regional operational safety risk, organizational challenges/issues and emerging risks.

2.10 With respect to operational safety risks, the analysis of the reactive and proactive/predictive safety information for the period 2015-2019 identified following safety priorities: runway excursion (RE), abnormal runway contact (ARC) during landing, loss of control-inflight (LOC-I), controlled flight into terrain (CFIT), mid-air collision (MAC), and runway incursion (RI).

2.11 With regard to emerging safety risks, the MID Annual Safety Report includes Global Navigation Satellite System (GNSS) outage and the COVID-19 pandemic.

2.12 With regard to Goal no.1 (Achieve a continuous reduction of operational safety risks), the WG/SRP noted with satisfaction that the 2015-2019 average rate of accident of scheduled commercial above 5700 Kg for the MID Region was 2.02 accidents per million departures (lower than the global average of 2.6). Similarly, the fatal accident rate for scheduled commercial aircraft above 5700kg, was 0.44 fatal accidents per million departures (lower than the global average of 0.61). With regard to the number of runway excursion accidents per million departures, the MID Region is at 0.1 (below the global average of 0.36). With regards to LOC-I related accidents per million departures, the MID Region is at 0.14, above the global average of 0.08.

2.13 With regard to Goal no.2 (Strengthen States' Safety Oversight Capabilities/Progressively Increase the USOAP-CMA EI Scores/Results), the WG SRP noted that MID regional average effective implementation (EI) has increased to 75.59%, higher than the global average EI of 68.39%. It was noted that individually, three States remain below the global average.

2.14 With regard to Goal no 3 (Improve aerodrome safety), the WG/SRP noted that 67% of international aerodromes were certified, which is below the target level of 75% for 2017. On the other hand, 57% of international aerodromes have established Runway Safety Teams (RSTs) which is above the target of 50% by 2020.

2.15 With regard to Goal no. 5 (Implementation of State Safety Programme (SSP)), it was noted with concern that only one State completed it fully. The WG/SRP was informed that numerous States are still struggling with the basics. The WG/SRP recalled that SSP implementation was already identified as a

common challenge during the consideration of previous consolidated annual reports to Council (AN-WP/9416 refers).

MIDANPIRG/18 Activities and Achievements

2.16 With regard to ASBU implementation in the MID Region, the WG/SRP noted with satisfaction the endorsement of the MID Region Air Navigation Report – 2020. In addition, the collaborative efforts and actions taken by the ICAO MID Office, in coordination with States and stakeholders, resulted in the endorsement of the MID Region Air Navigation Strategy (ICAO MID Doc 002). This strategy is aligned with the sixth edition of the GANP and includes, for the first time, an initial list of Key Performance Indicators (KPIs) to be used for the monitoring of the air navigation system performance. It was noted that the main challenge for the monitoring and measurement of KPIs is the collection of necessary data and, accordingly, a step-by-step approach was endorsed by MIDANPIRG in the selection of the initial set of KPIs (four KPIs selected), considering the States' capabilities to track and monitor their implementation in a realistic manner.

2.17 It was noted that the 30 per cent of the priority 1 ASBU Block 0 were fully implemented and 34% partially implemented. The WG/SRP noted a small decrease in implementation in two States. It was explained that this could be due to changes of some monitoring elements in the Air Navigation Strategy and also the expansion of number of airports. The overall implementation of priority 1 ASBU Block 0 Modules in the MID Region is around 58 per cent compared to the 56 per cent in 2019. The implementation of some modules has been acceptable, such as B0-ACAS, B0-AMET, B0-APTA and B0-SNET. However, the WG/SRP noted with concern that, similar to other regions, some States are still facing challenges to implement some Block 0 Modules, like B0-ACDM or B0-DATM.

2.18 With regard to the COVID-19 pandemic the WG/SRP noted that similar to the RASG-MID/8, the MIDANPIRG/18 also endorsed the MIDANPIRG CART Implementation “Plan of Actions”. In connection with the COVID-19 and plummeting traffic levels, it was noted that States were invited to provide practices and experience on the use of Air Traffic Control (ATC) simulators for refresher courses, competency checks and examination/assessment purposes to continuously ensure the level of proficiency during extended abnormal traffic periods.

2.19 The WG/SRP noted that the MIDANPIRG/18 reviewed and endorsed the MID Region air traffic flow management (ATFM) concept of operations (CONOPS) version 1.0. In a related development, the WG/SRP noted that MIDANPIRG/18 reviewed and updated the FIFA World Cup 2022 (FWC2022) Action Plan. It was noted that the Middle East Regional Monitoring Agency (MIDRMA) will develop the MID Region RVSM airspace safety assessment related to the FWC2022 based on a worst-case scenario using the available historical data and available tools.

2.20 The WG/SRP noted that the MIDANPIRG/18 reviewed the 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). The WG/SRP recalled that this matter will be considered separately by the ANC and Council in this Session (refer to AN-WP/9494).

2.21 The WG/SRP noted that MID States were encouraged to take action for the population of the MID eANP 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), using the agreed guidelines. In addition, States were urged to provide inputs for the MID eANP Volume II, Table ATM II-MID-I: MID Region ATS Route Network, considering the numerous changes to the ATS route network in the region, including; the impact of COVID-19, many airspace re-organization projects, lifting of restrictions on Qatari registered aircraft, etc.

2.22 The WG/SRP noted that the MIDANPIRG updated and endorsed the revised version of the MID eANP Volume III in accordance with the changes brought by ICAO Global Air Navigation Plan

(GANP) - Sixth Edition and the revised version of the MID Air Navigation Strategy (MID Doc 002). It was noted that there is a need to update PART 0 – Introduction and PART I - General Planning Aspects (GEN) of the Electronic Regional Air Navigation Plan (eANP) Vol. III to keep pace with the latest developments, including the alignment with the GANP - Sixth Edition. The WG/SRP was informed of the need for support from ICAO HQ to address this matter (Conclusion 18/16 refers).

2.23 The WG/SRP noted that the ICAO MID Regional Office, with the support of concerned States, will initiate discussions with EUROCONTROL related to the European AIS Database (EAD), in order to reconsider the charging mechanism to add a lower/upper limit for charging States that are willing to migrate to EAD. It was noted that MIDANPIRG endorsed the MID Region aeronautical information management (AIM) Implementation Roadmap and urged States to review and update their National AIM Implementation Roadmap.

2.24 With regard to identified air navigation deficiencies, the WG/SRP noted that the MIDANPIRG reviewed the list of identified deficiencies. It was noted that States that have not yet provided terrain and obstacle data (TOD) for area 2a, the take-off flight path area, and that the area bounded by the lateral extent of the aerodrome obstacle limitation surfaces (OLS) at international aerodromes, will be included in the List of Air Navigation Deficiencies. The WG/SRP noted that the uniform methodology for the identification of air navigation deficiencies is currently under review and will be considered by the ANC and Council in the first quarter of 2022 (as indicated in AN-WP/9509 - Update on the consolidated report on actions arising from the Resolutions and decisions made by the 40th Session of the ICAO Assembly, revised in light of the impacts of the COVID-19 pandemic on their implementation).

2.25 The WG/SRP recalled that many Notices to Airmen (NOTAMs) issued at global and regional levels are not fully compliant with Annex 15 Standards and Recommended Practices (SARPs) and noted the actions taken by MIDANPIRG to address the issue. The WG/SRP noted the progress achieved in the implementation of performance-based navigation (PBN) approach chart identification transition and the actions taken for the implementation of area navigation (RNAV) to required navigation performance (RNP) chart naming convention, including the status/plans of implementation. It was noted that MIDANPIRG/18 agreed that PBN Standard Instrument Departure Routes and Standard Arrival Routes (SIDs and STARs) will be implemented at all runway ends of international aerodromes as listed in the MID ANP.

2.26 The WG/SRP noted that the ICAO MID Office, with the support of concerned States, will 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.

2.27 With regard to navigation matters, it was noted that the GNSS Implementation Guidance and the Surveillance Plan were endorsed.

Challenges and lessons learnt identified by the MIDANPIRG/18

2.28 The WG/SRP noted the challenges faced by States & industry related to COVID-19 as reported by all the regional groups. It was noted that virtual meetings have replaced face-to-face meetings and this has a negative impact.

2.29 The WG/SRP noted that the development of National Air Navigation Plans (NANPs) and National Safety Plans (NASPs) is very slow. It was also noted that some States have difficulties with the development of their NANPs and alignment with the sixth edition of the GANP.

2.30 The WG/SRP was also informed that the population of the MID eANP Tables ATM I-1 and SAR I-1 (FIR boundaries) is very slow.

2.31 The WG/SRP noted with concern the need for the assignment of new Very High Frequency (VHF) band frequencies due to the saturation of the VHF band in certain areas in the MID Region. This is specifically prevalent in the Gulf and northern parts of the MID Region. The WG/SRP noted the urgent need to develop a long-term frequency assignment plan in the MID Region. This may necessitate a review of all frequencies assigned in the past, which may be very challenging. The WG/SRP noted that, amongst others, a solution may be to decrease channel spacing.

2.32 With regard to lessons learnt, the WG/SRP noted the satisfaction expressed with the arrangements for the conduct of MIDANPIRG and RASG-MID meetings concurrently (plenary sessions and parallel tracks, even in a virtual setting). The WG/SRP noted the need to develop procedures related to the conduct of virtual meetings for inclusion in the Procedural Handbooks of MIDANPIRG and RASG-MID.

2.33 The WG/SRP noted that the State Letters Online Monitoring Tool (SLOMT) that is planned to assist States with State Letter Response was delayed due to the COVID-19 pandemic. The WG/SRP was informed that the budget to develop the SLOMT was secured by ICAO and that the SLOMT is expected to be available by the end of 2021.

3. ACTION BY THE AIR NAVIGATION COMMISSION

3.1 The Air Navigation Commission is invited to:

- a) note the MIDANPIRG/18 and RASG-MID/8 Meeting Reports and the WG/SRP report thereon as contained in this paper; and
- b) approve the actions related to the Conclusion identified in the Appendix.

APPENDIX

MIDANPIRG/18

LIST OF CONCLUSIONS AND DECISIONS THAT REQUIRE ACTION

Conclusion/ Decisions	Synopsis	Suggested ANC Action
Conclusion – 18/16	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.	Request the Secretariat to ensure harmonization between the Regional Air Navigation Plan and the Global Air Navigation Plan.

— END —