



REPORT OF THE MIDANPIRG/16 Meeting

(Kuwait, 13 – 16 February 2017)

تقرير الاجتماع السادس عشر للمجموعة الإقليمية لتخطيط
وتنفيذ الملاحة الجوية في الشرق الاوسط

(الكويت، ١٣ – ١٦ فبراير ٢٠١٧)

Directorate General of Civil Aviation (DGCA)

الإدارة العامة للطيران المدني



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

MIDANPIRG/16
(Kuwait, 13 – 16 February 2017)

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 Sixteenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/16) was gratefully hosted by the Directorate General of Civil Aviation (DGCA) of Kuwait at the Crowne Plaza Hotel - Kuwait, from 13 to 16 February 2017.

2. OPENING

2.1 Eng. Yousef Al Fouzan, Director General of Civil Aviation, Kuwait opened the meeting. Mr. Al Fouzan extended a warm welcome to all participants to the MIDANPIRG/16 meeting. He highlighted that the MID Region, being the fastest growing Region, had been facing challenges of airspace congestion; and collaborative efforts are needed to reduce airspace fragmentation and increase capacity and cost-effectiveness. He thanked ICAO and States for their efforts in fostering the implementation of the Middle East (MID) Regional Air Navigation Plan (ANP) and improvement of air navigation services in the MID Region to enhance safety and efficiency of air transport. Eng. Al Fouzan wished the meeting fruitful deliberations and a pleasant stay in Kuwait.

2.2 Mr. Khaled Al-Shuaibi, Deputy Director General for Air Navigation Affairs, addressed also the meeting and welcomed all participants to Kuwait. He emphasized on the need to implement the ICAO strategies and policies; and provided a short briefing on Kuwait's priorities and activities in the air navigation field.

2.3 Mr. Mohamed Rahma, Regional Director, ICAO Middle East (MID) Regional Office welcomed all the participants to Kuwait. He expressed ICAO's sincere gratitude and appreciation to Kuwait and especially to the President of Civil Aviation, H.E. Sheikh Mubarak Salem Al Sabah, for hosting this important meeting and for the generous hospitality extended to all participants. He pointed out that Kuwait has always been supporting the ICAO MID Regional Office and MIDANPIRG activities and played an important and positive role in the MID Region.

2.4 Mr. Rahma underlined that the continuing growth of traffic in the MID Region placed increased demand on airspace capacity, which necessitates an optimum utilization of the available airspace and Airports. He highlighted the main MID Region achievements, especially in the air navigation fields, since the MIDANPIRG/15 meeting and confirmed that these achievements would not have happened without the cooperation and dedication of all stakeholders. Mr. Rahma highlighted also the main challenges the MID Region is facing and emphasized on the necessary commitment and cooperation of all stakeholders to overcome these challenges and achieve the agreed performance targets, in line with the MID Region NCLB Strategy. Finally, Mr. Rahma thanked all participants for their presence wishing them successful and productive meeting.

3. ATTENDANCE

3.1 The meeting was attended by a total of Eighty (80) participants, which included experts from thirteen (13) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, UAE and USA) and nine (9) International Organizations/Agencies (AACO, Boeing, CANSO, COSCAP-GS, GCC, IATA, IFAIMA, IFALPA and MIDRMA). The list of participants is at **Attachment A**.

OFFICERS AND SECRETARIAT

3.2 In the absence of the MIDANPIRG Chairman, Mr. Ali Ahmed who retired from the Civil Aviation Affairs, Bahrain, the First Vice Chairman, Mr. Ahmed Al Jallaf, Assistant Director General Air Navigation, General Civil Aviation Authority, UAE, chaired the meeting.

3.3 Mr. Mohamed K. Rahma, ICAO Middle East Regional Director acted as the Secretary of the meeting, assisted by the following Officers:

From the ICAO MID Office, Cairo:

- Mr. Mohamed Smaoui - Deputy Regional Director (DRD)
- Mr. Elie El Khoury - Regional Officer, Air Traffic Management and Search and Rescue (ATM/SAR)
- Mr. Abbas Niknejad - Regional Officer, Aeronautical Information Management/Air Traffic Management (AIM/ATM)

From the Air Navigation Bureau, ICAO Headquarters:

- Mr. Saulo Da Silva - Chief, Global Interoperable Systems Section

From the ICAO EUR/NAT Office, Paris:

- Mr. Christopher Keohan- Regional Officer Meteorology (MET)

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 and Election of Chairpersons
- Agenda Item 2: Follow-up on the outcome of MIDANPIRG/15 and MSG/5 Meetings
 - Review of action taken by the ANC on MIDANPIRG/15 Report
 - Review status of MIDANPIRG/15 and MSG/5 Conclusions and Decisions
- Agenda Item 3: Global and Regional Developments
- Agenda Item 4: Aviation Safety
 - 4.1 Update from and coordination with the RASG-MID
 - 4.2 Air Navigation Safety related issues
- Agenda Item 5: Air Navigation Planning and Implementation

5.1 Air Navigation Strategy and Planning

- MID Region statistics and forecasts
- MID Region Air Navigation Strategy
- MID eANP

5.2 Air Navigation Systems Implementation

5.2.1 MID Region air navigation priorities and targets (ASBU Implementation)

- Airport Operations
- Global interoperable systems and data – through globally interoperable system-wide information management
- Optimum capacity and flexible flights – through global collaborative ATM
- Efficient flight paths – through trajectory-based operations

5.2.2 Specific air navigation issues

- Outcome of the MIDANPIRG subsidiary bodies (Non-ASBU related issues)

Agenda Item 6: Air Navigation Deficiencies

Agenda Item 7: Future Work Programme

Agenda Item 8: Any other Business

6. CONCLUSIONS AND DECISIONS – DEFINITION

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

- a) **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States, or on which further action will be initiated by the Secretary in accordance with established procedures; and
- b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its Sub-Groups.

7. LIST OF CONCLUSIONS AND DECISIONS

CONCLUSION 16/1: MID RVSM SAFETY MONITORING REPORT (SMR) 2015

CONCLUSION 16/2: MID RVSM SMR 2017

CONCLUSION 16/3: MID REGION AIR NAVIGATION STRATEGY

CONCLUSION 16/4: APPROVAL OF THE AMENDMENT TO THE MID EANP VOLUME III

CONCLUSION 16/5: ASSESSMENT OF PBN IMPLEMENTATION

<i>CONCLUSION 16/6:</i>	<i>ACTION PLAN FOR A-CDM IMPLEMENTATION</i>
<i>CONCLUSION 16/7:</i>	<i>MID REGION AIR NAVIGATION REPORT-2016</i>
<i>CONCLUSION 16/8:</i>	<i>MID REGION AIR NAVIGATION REPORT-2017</i>
<i>CONCLUSION 16/9:</i>	<i>ESTABLISHMENT OF HELIPORTS DATABASE</i>
<i>CONCLUSION 16/10:</i>	<i>GUIDANCE FOR AIM PLANNING AND IMPLEMENTATION IN THE MID REGION</i>
<i>CONCLUSION 16/11:</i>	<i>AIRAC ADHERENCE MONITORING</i>
<i>CONCLUSION 16/12:</i>	<i>INTERREGIONAL SEMINAR ON "SERVICE IMPROVEMENT THROUGH INTEGRATION OF DIGITAL AIM, MET AND ATM INFORMATION"</i>
<i>DECISION 16/13:</i>	<i>DISSOLUTION OF THE MPCT</i>
<i>DECISION 16/14:</i>	<i>MAEP BOARD TERMS OF REFERENCE</i>
<i>CONCLUSION 16/15:</i>	<i>MID IP NETWORK PROJECT (CRV)</i>
<i>DECISION 16/16:</i>	<i>ATFM TASK FORCE</i>
<i>DECISION 16/17:</i>	<i>MID ROUTE DEVELOPMENT WORKING GROUP (MID RDWG)</i>
<i>DECISION 16/18:</i>	<i>WORLD CUP 2022 TASK FORCE</i>
<i>CONCLUSION 16/19:</i>	<i>IMPLEMENTATION OF REDUCED RADAR LONGITUDINAL SEPARATION IN THE MID REGION</i>
<i>CONCLUSION 16/20:</i>	<i>SIDS AND STARS NEW PHRASEOLOGIES</i>
<i>DECISION 16/21:</i>	<i>SAR LONGSTANDING DEFICIENCIES</i>
<i>CONCLUSION 16/22:</i>	<i>MODE S INTERROGATOR CODE (IC) ALLOCATION</i>
<i>DECISION 16/23:</i>	<i>MID REGION SURVEILLANCE PLAN</i>
<i>CONCLUSION 16/24:</i>	<i>FTBP TESTING DOCUMENT</i>
<i>DECISION 16/25:</i>	<i>TERMS OF REFERENCE OF THE MIDAMC STG</i>
<i>DECISION 16/26:</i>	<i>ATM DATA SECURITY ACTION GROUP</i>
<i>CONCLUSION 16/27:</i>	<i>SPECIAL AIR-REPORT TEST</i>
<i>CONCLUSION 16/28:</i>	<i>MID REGIONAL SIGMET GUIDE</i>
<i>CONCLUSION 16/29:</i>	<i>PROPOSAL FOR AMENDMENT TO MID ANP VOLUMES I AND II (MET PART)</i>

*DECISION 16/30: DISSOLUTION OF THE ATM PERFORMANCE MEASUREMENT
TASK FORCE (APM TF)*

CONCLUSION 16/31: ENVIRONMENTAL PROTECTION

DECISION 16/32: REVISED ANSIG TERMS OF REFERENCE

PART II: REPORT ON AGENDA ITEMS**REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA AND ELECTION OF CHAIRPERSONS**

- 1.1 The subject was addressed in WP/1 presented by the Secretariat.
- 1.2 The meeting reviewed and adopted the Provisional Agenda as at Para. 6 of the History of the Meeting.
- 1.3 The meeting noted that the MIDANPIRG Chairman, Mr. Ali Ahmed retired from the Civil Aviation Affairs, Bahrain. The meeting thanked Mr. Ali Ahmed for his good work and excellent contributions to MIDANPIRG and the MID Region during his career in the Civil Aviation Affairs of Bahrain.
- 1.4 In connection with the above, Mr. Adel S. Boresli, Director Air Navigation, DGCA Kuwait was unanimously elected as the new Chairperson of MIDANPIRG.
- 1.5 The meeting recalled that, in accordance with the MIDANPIRG Procedural Handbook (MID Doc 001), Edition July 2015, Part III, para. 6.1, *“the Chairperson, the First Vice-Chairperson and Second Vice-Chairperson of the Group should assume their functions at the end of the meeting at which they are elected and serve for three meetings, unless otherwise decided”*.
- 1.6 The meeting recalled that Mr. Ahmed Al Jallaf, Assistant Director General Air Navigation Services, General Civil Aviation Authority, United Arab Emirates, has been elected as the First Vice-Chairperson of MIDANPIRG during the MIDANPIRG/13 meeting in April 2012. The meeting agreed that Mr. Al Jallaf continue to serve as the First Vice-Chairperson of MIDANPIRG for three additional meetings.
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REPORT ON AGENDA ITEM 2: FOLLOW-UP ON THE OUTCOME OF MIDANPIRG/15 AND MSG/5 MEETINGS

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

Review of action taken by the ANC on MIDANPIRG/15 Report

2.2 The meeting was apprised of the actions taken by the Air Navigation Commission (ANC) on the MIDANPIRG/15 Report (AN-WP/8985 and AN Min. 200-04 refers). With regard to paragraph 4.1.22, recognizing the need for harmonization of mitigation measures related to call sign similarity and confusion with other Regions and at a global level, the ANC suggested that the subject be examined to determine whether other Regions had similar call sign similarity and confusion issues; and requested the Secretariat to consider the need to develop global provisions and/or guidance material to reduce the risk associated with call sign similarity and confusion.

2.3 The meeting noted that the ANC expressed its appreciation for the report on Agenda item 5 and its alignment with the Global Air Navigation Plan (GANP) and the related ASBU modules, as well as the performance indicators and associated targets and status.

2.4 The meeting noted that the ANC welcomed the availability of the information related to the tracking of air navigation deficiencies; and encouraged the further analysis of the data. It was suggested that data from USOAP CMA and other areas be analysed to determine which SARPs were difficult for States to implement so that problematic SARPs could be addressed.

2.5 With regard to the coordination between MIDANPIRG and RASG-MID and the identification of the regional safety focus areas and emerging issues, the ANC noted that information on emerging risks was already being shared between regions through the RASG coordination mechanism, and that the matter would be revisited in the next proposed revision to the GASP. It was also highlighted that an analysis of which risks were regional and which were potentially global would be discussed during the review of the annual consolidated report on PIRGs and RASGs.

Review status of MIDANPIRG/15 and MSG/5 Conclusions and Decisions

2.6 The meeting reviewed the progress made on the implementation of MIDANPIRG/15 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 2A**.

2.7 The meeting was apprised of the progress made for the implementation of the MSG/5 Conclusions and Decisions as at **Appendix 2B**.

REPORT ON AGENDA ITEM 3: GLOBAL AND REGIONAL DEVELOPMENTS***Air Navigation Global Update***

3.1 The subject was addressed in PPT/1 presented by the Secretariat providing an update on the outcomes of the recent 39th Session of ICAO Assembly, and the Air Navigation Work Programme for the next triennium. It was highlighted that significant and far-reaching progress was achieved across all of the ICAO's strategic objectives, delivering very clear endorsements for the targets and approaches being pursued globally.

3.2 Several topics were addressed and it was worth to highlight the endorsement of the ICAO Global Aviation Safety Plan (GASP) as the strategic direction for ICAO's technical work programme in the safety of air navigation. This new edition maintains objectives from previous, focused on effective safety oversight for States and safety management for operators.

3.3 In the air navigation capacity and efficiency area, the Assembly endorsed the Fifth Edition of the ICAO Global Air Navigation Plan (GANP) as the strategic direction for ICAO's technical work programme. The meeting noted that the additions to the GANP include:

- ATM Logical Architecture;
- notion of 'minimum path';
- Performance-Based Approach;
- financial aspects;
- urging States to continue PBN implementation; and
- acknowledgement of the need for the 13th Air Navigation Conference in 2018.

3.4 The meeting noted also the outcomes of the 39th Session of ICAO Assembly related to aviation security and facilitation; and economic development of air transport.

3.5 With regard to the environmental protection the following was highlighted:

- the endorsement of a global market-based measure (GMBM), the first-ever market-based measure adopted by an entire industry sector;
- the landmark adoption by States of the Resolution for the new Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA);
- development of a new CO₂ standard for aircraft;
- the support for the ICAO aspirational goals on CO₂ emissions reduction and recognition of progress on all elements of the Basket of Measures;
- the recognition of the ongoing work to develop a new supersonic noise Standard for future aircraft; and
- the possible certification of a supersonic aeroplane in the 2020-2025 timeframe.

3.6 Based on the discussions and proposals during the Assembly, the meeting was informed that the ICAO Assembly has reinforced and validated most of the planned work of the Organization for the next triennium.

3.7 As part of the awareness campaign and opportunities for States and international organizations to discuss and validate the work being progressed, the meeting was informed on upcoming events for 2017 and 2018 in some specific areas such as the ICAO Cyber Summit and Exhibition (Dubai, UAE, 4 to 6 April 2017), the 2nd RPAS Symposium (Montreal, 12 to 14 September 2017), the Global Air

Navigation Industry Symposium and the Safety and Air Navigation Implementation Symposium (Montreal, 11 to 15 December 2017) and the 13th Air Navigation Conference, planned to take place between 9 and 19 October 2018.

PIRG Activities in other Regions

3.8 The meeting noted the content of IP/5 providing executive summaries of the latest PIRG meetings in the different ICAO Regions and a summary of the review of the corresponding PIRG meeting reports by the Air Navigation Commission.

Update related to Amendments of the ICAO Annexes, PANS and MID ANP (Doc 9708)

3.9 The meeting noted the content of IP/6 related to the recent approved and proposed amendments to ICAO Annexes and Procedures for Air Navigation Services; as well as a list of State Letters, which are of relevance to MIDANPIRG, including those related to the approval of proposals for amendment of the MID Air Navigation Plan (Doc 9708), MID eANP – Volume II and III.

REPORT ON AGENDA ITEM 4: AVIATION SAFETY**4.1 Update from and coordination with the RASG-MID**

4.1.1 The subject was addressed in WP/4 presented by the Secretariat.

RASG-MID Activities

4.1.2 The meeting was apprised of the RASG-MID activities. It was highlighted that the Fifth Edition of the MID Annual Safety Report (MID-ASR) was reviewed and endorsed by the by the RSC/5 meeting (Amman, Jordan, 23 – 25 January 2017). The following are the main highlights related to the reactive part of the MID-ASR:

- MID Region had an accident rate of **2.5** accidents per million departures in 2015, which is below the global rate (**2.8**).
- The 5-year average accident rate (2011-2015) is **3.5**, which is slightly above the global rate (**3.2**).
- The main Focus Areas in the MID Region are:
 - 1- Runway Safety (RS);
 - 2- System Component Failure (SCF); and
 - 3- Loss of Control In Flight (LOC-I).
- The following Emerging Risks are identified:
 - 1- Controlled Flight Into Terrain (CFIT);
 - 2- Near Midair Collision (NMAC) (under AIA WG for more analysis);
 - 3- Laser attacks (addressed under the RGS WG),
 - 4- RPAS/Drones (Bahrain (champion), Qatar and UAE, will support the development and implementation of SEI);
 - 5- Wildlife and FOD (addressed under the RGS WG); and
 - 6- Birdstrike (addressed under the RGS WG).

4.1.3 With respect to the Air Safety Reports (ASRs), States were urged to:

- a) publish in their AIPs (GEN 1.1) the contact details of the entity responsible for ASRs investigation, including the email addresses; and
- b) expedite the investigation process and the provision of feedback to IATA in a timely manner.

4.1.4 It was noted that the Second meeting of the Accidents and Incidents Analysis Working Group (AIAWG/2) will be held in Cairo, Egypt (14-16 March 2017). Accordingly, the meeting urged States and stakeholders to actively participate in AIA WG/2 meeting.

4.1.5 With respect to the MID-SST work programme, the first SEI “improve status of implementation of SSP in MID Region” was revised to include SMS implementation in the MID Region.

4.1.6 The meeting noted that the first ICAO Safety Management for Practitioners (SMxP) Course is scheduled to be held in Cairo, Egypt, 5 – 9 March 2017; however, the level of registration is very low and there’s a risk that this Course would be postponed for the second time. Accordingly, the meeting urged States to confirm the registration of at least 1 safety management expert to this course.

4.1.7 The meeting noted that CANSO, as the Champion of the initiative to improve SMS implementation in ATM, will carry out a survey in 2017 to identify the needs to improve SMS implementation for ATM in the MID Region. It was highlighted that an action plan would be developed based on the results of the survey to address specific needs.

4.1.8 The meeting noted that a new SEI was developed by the MID-SST aiming at improving the implementation of ELP requirements in the MID Region. The meeting agreed that the developments should be closely coordinated with the ATM SG.

4.1.9 The meeting was apprised of the outcome of the first NCMCs meeting held on 11 October 2016 as part of the MID-SST/3 meeting. In particular it was highlighted that the USOAP-CMA results show that:

- the regional average EI of ANS is below 60%;
- the Critical Element, CE4 (Qualified technical personnel) still represents the lowest EI; and
- the regional average EI for CE7 (surveillance obligations) and CE8 (resolution of safety issues) are below 60%.

4.1.10 The meeting was apprised of the achievements of the RASG-MID as well as the challenges faced and agreed that MIDANPIRG is facing very similar challenges.

Coordination between MIDANPIRG and RASG-MID

4.1.11 The meeting was apprised of the outcome of the Third MIDANPIRG/RASG-MID Coordination Meeting (MRC/3) held in Kuwait, on 14 February 2017, as a side meeting of the MIDANPIRG/16 meeting.

4.1.12 The meeting noted that the MRC/3 meeting reviewed and updated the Table listing the subjects in which both MIDANPIRG and RASG-MID have interest with an assignment of the leading Group as at **Appendix 4.1A**. It was also agreed that that the Fourth MIDANPIRG/RASG-MID Coordination meeting (MRC/4) be held in Bahrain, as a side meeting to the RASG-MID/6 (Bahrain, 19-21 September 2017).

Proposal to merge the activities of MIDANPIRG and RASG-MID

4.1.13 The subject was addressed in WP/31 presented by Qatar. The meeting noted that the subject was discussed by the Third MIDANPIRG/RASG-MID Coordination Meeting (MRC/3). Qatar emphasized that the objective of the paper should not be construed as blame to the ICAO MID Office or any of the frameworks established, so far, for the enhancement of safety in the Region. In the contrary, the hard work, professionalism and dedication of the ICAO Secretariat towards meeting the objectives of the GANP and GASP and the associated improvements in the Region were prized.

4.1.14 Notwithstanding the above, it was highlighted that there was a need also to recognize the challenges ahead, taking into account the traffic growth in the Region.

4.1.15 Qatar underlined that the objective of WP/31 is to give some thoughts on the current mechanism established for meeting the objectives of ICAO in the Region and consider any other pragmatic approach for addressing all safety issues under one platform. In this respect, it was highlighted that the following questions need to be answered:

- Is it the only way to go?
- Do we need a shake-up on how we manage the deliverables?
- Will the current mechanisms be able to cope with the challenges ahead taking into account the projected traffic growth in the Region?
- Can we consider other mechanism/platform which will enable the Region to better measure the performance of the system?

4.1.16 The meeting was informed that the subject was addressed also at global level by the Air Navigation Commission and the Council (C-WP/14563 refers) and it was agreed that PIRGs and RASGs must have the flexibility to apply regional planning and implementation coordination and support mechanism models that best suit the characteristics of each Region.

4.1.17 The meeting agreed that the final objective is to improve the safety and efficiency of air navigation in the Region. It was agreed that it's worth exploring the merit of the proposal made by Qatar.

4.1.18 The meeting supported the establishment of an Action Group composed of Qatar (Rapporteur), Oman, UAE, IATA and ICAO to develop a comprehensive study to identify the weaknesses/lack of effectiveness and challenges of the current mechanisms and the areas of duplication, as well as the associated causes; then propose possible mitigation measures, including the option of merging the activities of MIDANPIRG and RASG-MID, with clear identification of the pros and cons of each option, to facilitate the decision making process by the DGCA-MID and the ICAO Council. A progress report will be presented to the Fourth MIDANPIRG/RASG-MID Coordination Meeting (MRC/4).

Call sign similarity and confusion

4.1.19 The subject was addressed in WP/5, WP/22 and WP/34 presented by IATA, the Secretariat and UAE, respectively. The meeting was provided with a progress report on the implementation of the MAEP Call Sign Confusion (CSC) Initiative. The meeting noted with appreciation the progress achieved, and that the MID Region experience has been considered by the adjacent ICAO Regions. The meeting commended the work and efforts of the CSC Initiative Team and the support provided by EUROCONTROL.

4.1.20 The meeting recalled that the Initiative is implemented in two phases.

- Phase one: assessing the acceptance of the alphanumeric call signs for commercial flights i.e.(UAE20AA) by the ATM systems, aerodromes, authorities providing overflight and landing/departure permissions, etc.
- Phase two: identifying and de-conflicting current and future call sign similarities within the Region.

4.1.21 The meeting urged States to follow-up with their operators to implement the procedures for the de-conflicting of call sign similarities in coordination with the CSC Initiative Team.

4.1.22 The meeting noted that additional airlines joined Etihad Airways in the testing of the flight plans starting from 2017 winter schedule. Accordingly, States were invited to cooperate and report feedback in order to ensure successful implementation.

4.1.23 The meeting urged States to report call sign similarity/confusion cases using the template at **Appendix 4.1B** to the following email addresses: MIDCSC@icao.int and MENACSSU@iata.org, which will allow the CSC Initiative Team to follow-up with the concerned airline(s) to resolve the issue in a timely manner.

4.1.24 The meeting reviewed the progress report including the recommended actions presented by the CSC Initiative Team. Accordingly, the meeting agreed that the report be presented to the ATM SG/3 meeting, for appropriate action.

4.1.25 The meeting was apprised of UAE's experience related to the establishment of the National UAE GCAA Call Sign Similarity Working Group to manage and mitigate the safety risks associated with call sign similarities. It was highlighted that the Working Group provided an effective platform to discuss and propose solutions for Call Sign Similarity/Confusion involving all stakeholders. It assists to determine and recommend the best course of action in order to minimize the risk of call sign confusion and to propose procedures for reporting and managing occurrences when call sign similarity leads to actual call sign confusion.

4.1.26 The meeting thanked UAE for the Leaflets on Call Sign Similarity, which were distributed during the meeting, and encouraged States to consider UAE's experience related to the establishment of a National Working Group to address call sign similarity issues.

MID Region NCLB Strategy/Plan

4.1.27 The subject was addressed in WP/11 presented by the Secretariat. The meeting recalled that the High-Level Briefing to DGCA's and CEOs held in Doha, Qatar on 26 May 2016, was apprised of the ICAO NCLB Initiative and the means to achieve its objectives. In this regard, the meeting was briefed about the development of the MID Region NCLB Strategy/Plan, which aims at a new leadership approach to transform the way business is done through agreement with concerned States on specific and measureable outcomes, and clear definition of accountability for the achievement of the set goals. The meeting supported the development of the MID Region NCLB Strategy/Plan and agreed that it should be presented to the DGCA-MID/4 meeting, for endorsement.

4.1.28 The meeting was presented with the first Draft of the MID Region NCLB Strategy prepared by the Secretariat as at Appendix 30. It was highlighted that the MID Region NCLB Strategy incorporates the previously agreed commitments of the Doha Declaration, and aims to foster the achievement of the regional targets, including:

- regional average EI to be above 70% by 2020; and
- 11 States to have at least 60% EI by 2020.

4.1.29 With regard to the prioritization criteria, the meeting noted that, based on the outcome of the SST/3 meeting, MID States would be classified in four (4) groups, as follows:

- 1- States with SSC;
- 2- States not audited or with EI below 60% ($EI < 60$);
- 3- States with EI between 60 and 70% ($60 \leq EI < 70$); and
- 4- States with EI over 70% ($EI \geq 70$).

4.1.30 Other criteria/factors should be considered for the provision of required NCLB assistance, during the development and implementation of the plans of actions, including but not limited to:

- a) State willingness/commitment to receive assistance;
- b) Security and political stability;
- c) EI per Area and per Critical Element (CE);
- d) Level of aviation activities in the State;
- e) Air navigation deficiencies (including the deficiencies related to aerodrome certification);
- f) Level of progress made by State in the development and implementation of Corrective Action Plans (CAPs);
- g) Gross Domestic Product (GDP) per capita; and
- h) Ongoing or planned assistance projects.

4.1.31 The MID Region NCLB Strategy is composed of three (3) phases as follows:

Phase I – Selection: Selection of the best candidates States for deploying assistance that will produce a sustainable improvement of the EI.

Phase II – Plan of Actions: Development of State’s NCLB Plan of Actions, in coordination with concerned States and other stakeholders, as required.

Phase III – Implementation and Monitoring: Implementation of the agreed plan of actions in coordination with concerned stakeholders; and continuous monitoring of the implementation process to ensure the achievement of the agreed objectives and targets.

4.1.32 The meeting agreed with the RSC/5 meeting (Amman, Jordan, 23-25 January 2017).that the implementation and monitoring of the MID Region NCLB Strategy would need the establishment of a MID Region NCLB Multi-disciplinary Technical Assistance Team to verify/validate the evidences related to the resolution of previously identified findings, provide necessary assistance, identify the main challenges and agree on necessary mitigation measures.

4.1.33 The meeting noted that the MID Region NCLB Implementation Plan is a companion document to the MID Region NCLB Strategy. It is a living document used for recording the NCLB activities in the MID Region (general and State by State), including the monitoring of the States’ NCLB Plan of Actions and States/Stakeholders’ contributions to support the NCLB initiative.

4.1.34 The meeting invited States and stakeholders to review the Draft MID Region NCLB Strategy at **Appendix 4.1C** and provide comments and feedback to the ICAO MID Office, for the consolidation of the final version which will be presented to the DGCA-MID/4 meeting (Muscat, Oman, 17-19 October 2017), for endorsement.

4.2 Air Navigation Safety related issues

RVSM Operations and Monitoring Activities in the MID Region

4.2.1 The subject was addressed in WP/7, WP/8 and PPT/2 presented by the Secretariat and the MIDRMA, respectively. The meeting was apprised of the outcomes of the MIDRMA Board/14 and ANSIG/2 meetings related to RVSM.

Revised Memorandum of Agreement (MOA)

4.2.2 The meeting noted that the revised version of the MIDRMA MOA was signed by eleven (11) States and the ICAO MID Office will coordinate with Iraq, Libya, Syria and Yemen for the signature of the revised MIDRMA MOA.

Large Height Deviation (LHD) Reporting

4.2.3 The meeting underlined that several FIRs with high volume of traffic continue to report NIL LHDs, which have a negative effect on the computed Targets Level of Safety (i.e.: not representative/realistic). It was highlighted that the level of reporting of LHDs is still far below expectation compared to the traffic volume, which is mainly due to the reporting culture of the air traffic controllers. In this respect, the meeting urged States to take necessary measures to ensure effective reporting of LHDs by air traffic controllers.

4.2.4 The meeting reiterated MIDANPIRG/15 Conclusion 15/6, and encouraged States to develop a simplified LHD Template containing the minimum data necessary to trigger the process of reporting LHDs by the air traffic controllers.

4.2.5 It is to be highlighted that most of the LHDs are related to coordination failures between adjacent ACCs. Accordingly, States were encouraged to implement AIDC/OLDI, which would improve significantly the coordination process and would reduce the amount of coordination failures, thus enhancing safety.

4.2.6 The meeting noted with appreciation that the MIDRMA LHD Online Reporting Tool is being used for the exchange and coordination of LHDs at the interface between the ICAO Asia Pacific and MID Regions.

Height Keeping Monitoring Requirements

4.2.7 The meeting noted with appreciation that the MIDRMA managed to conduct GMU monitoring for 124 aircraft registered in the Middle East Region since MIDANPIRG/15. Thanks to the MIDRMA, the MID Region achieved the highest percentage of monitored aircraft worldwide (94% of aircraft have known Height-Keeping Performance monitoring results).

4.2.8 The meeting raised concern related to the status of the Libyan aircraft granted RVSM approval (based on the data received from the AFI RMA) without information or feedback from the State on the status of their height-keeping performance results. It was highlighted that the ICAO MID Office is communicating with Libya for the provision of information on the status of the Libyan aircraft and the process in place for granting RVSM approvals. Accordingly, the meeting agreed that, in case the information received from Libya indicates that the process in place is not complying with the ICAO provisions for granting RVSM approvals, the MIDRMA would issue a warning to States and other RMAs regarding the status of the Libyan aircraft.

4.2.9 The meeting noted with concern that some State aircraft were filing “W” in their flight plans while they were not RVSM approved. Accordingly, the meeting urged States to implement necessary measures for granting RVSM approvals to their State aircraft.

4.2.10 The meeting noted with concern the difficulties facing the MIDRMA when conducting GMU missions especially with the Customs (i.e. in some cases the Customs did not authorize the MIDRMA staff to enter the Country with the GMU Units). Accordingly, the meeting reiterated the MIDANPIRG/14 Conclusion 14/37, and urged States to take necessary measures to implement its provisions and that the MIDRMA Board Members ensure that all authorizations/approvals are in place before the conduct of the GMU Missions by the MIDRMA Team.

4.2.11 The meeting recalled that the RASG-MID/5 meeting was apprised of the MIDRMA activities related to the Minimum Monitoring Requirements (MMR). The meeting noted with appreciation that the MIDRMA developed an Auto Online MMR Tool to enable the Civil Aviation Authorities in the MID Region to check their MMR for each air operator under their responsibility and identify the aircraft that are non-compliant with the Annex 6 requirements for height-keeping performance. Accordingly, the meeting urged States to use the Auto Online Minimum Monitoring Requirements (MMR) Tool, available on the MIDRMA website.

MIDRMA’s Tools

4.2.12 The meeting noted with appreciation that the MIDRMA has currently the following tools used to monitor and support RVSM implementation:

- Collision Risk Analysis Software (MIDRAS);
- Large Height Deviation (LHD) Online Reporting Tool;
- Online Auto Minimum Monitoring Tool;
- Airspace Collision Risk Hot-Spot Analysis Software; and
- EGMU Altimetry System Error (ASE) Software.

4.2.13 The Airspace Collision Risk Hot-spot Analysis Software is used to identify bottlenecks/hot-spots in the MID Region, to ensure that the risk of collision is maintained at an acceptable level of safety under certain traffic conditions. The software could be used for pre and post implementation analysis for any airspace. The software has the capability to analyse the data for a certain period of time, type of crossing and within flight levels blocks.

4.2.14 The following tools are still under development:

- Collision Risk Analysis Visualisation Effect Software (animation with 4D function).
- Traffic Data Extractor Software.
- Non-RVSM Approved Aircraft Finder.

4.2.15 The meeting agreed that the assessments conducted using the MIDRMA tools might be used by States as guidance to support their airspace management activities; however, they should not be considered as the only element influencing the decision-making process for the implementation of changes, since in the majority of the cases, the introduction of changes necessitates further analyses and studies.

4.2.16 It was highlighted that the MIDRMA tools would support the ATFM implementation in the Region and the development process of ATS routes, as well as the implementation of ATM contingency measures/routes.

Development of the MID RVSM Safety Monitoring Report (SMR) 2015

4.2.17 The meeting recalled that the initial results of the MID RVSM SMR 2015 were presented to the ANSIG/2 meeting by the MIDRMA. The meeting reviewed the final version of the MID RVSM SMR 2015. The meeting noted that the results of the MID RVSM SMR 2015 were calculated for twelve (12) FIRs in the Middle East Region. Tripoli and Sanaa FIRs were excluded from the analysis due to the non-submission of the required traffic data.

4.2.18 The MID RVSM SMR 2015 presents evidence that, according to the data and methods used, the key safety objectives as set out by MIDANPIRG, through Conclusion 12/16, continue to be met.

Safety Objective 1:

4.2.19 The risk of collision in the MID RVSM airspace due solely to technical height-keeping performance meets the ICAO Target Level of Safety (TLS) of 2.5×10^{-9} fatal accidents per flight hour. The 2015 value computed for technical height risk is 3.056×10^{-10} . The TLS value increased from the last SMR but is still safe compared to the ICAO TLS 2.5×10^{-9} . This meets the RVSM Safety Objective 1.

4.2.20 The Pz(1000) is the probability that two aircraft at adjacent RVSM flight levels will lose vertical separation due to technical height keeping errors. The value of the probability of vertical overlap Pz(1000), based on the actual observed Altimetry System Error (ASE) and typical Assigned Altitude Deviation (AAD) data is estimated to be of 2.493×10^{-9} . This value meets the Global System Performance Specification that the probability of two aircraft will lose procedural vertical separation of 1000ft should be no greater than 1.7×10^{-8} , which meets the ICAO requirement.

4.2.21 The calculated Horizontal Overlap Frequency (HOF) for all the MID RVSM airspace was estimated to be 3.405×10^{-9} per flight hour. With the new feature of the MID Risk Analysis Software (MIDRAS), the MIDRMA measured the HOF for all the Middle East RVSM airspace and has been able to continuously monitor each individual FIR.

Safety Objective 2:

4.2.22 The overall risk of collision due to all causes which includes the technical risk and all risks due to operational errors and in-flight contingencies in the MID RVSM airspace meets the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour. The computed value for the overall risk in the SMR 2015 is 7.351×10^{-10} . This meets the RVSM Safety Objective 2.

4.2.23 The effect of future traffic growth has also been assessed. The overall risk of collision will continue to meet the TLS at least until 2018.

Safety Objective 3:

4.2.24 Safety objective 3 addresses any safety-related issues raised in the SMR by recommending improved procedures and practices; and propose safety level improvements to ensure that any identified serious or risk-bearing situations do not increase and, where possible, that they decrease.

This should set the basis for a continuous assurance that the operation of RVSM will not adversely affect the risk of en-route mid-air collision over the years.

4.2.25 The meeting noted that the analysis of operational error reports and LHD reports and the recommendations put forward in the SMR 2015 provide sufficient evidence that the RVSM Safety Objective 3 is being met.

Recommendations

4.2.26 The meeting agreed that the MIDRMA should:

- a) review the content and structure of its aircraft monitoring groups;
- b) keep the methods of calculating the technical CRM parameters and the risk due to technical height keeping errors under review;
- c) carry out continuous survey and investigation on the number and causes of non-approved aircraft operating in RVSM airspace;
- d) purchase/develop a tool to help the Member States to extract automatically the traffic data from their flight data processing systems to overcome the difficulties facing some of the Member States in the provisions of the necessary traffic data to the MIDRMA;
- e) continue to enhance the (MIDRAS) Software (phase 3 of the upgrade project) to add visualization features in 4D;
- f) continue to include in its work programme regular missions to the Member States, during which briefings on the MIDRMA activities and RVSM safety assessment requirements be provided to concerned personnel; and
- g) continue to carry out continuous survey and investigation on the number and causes of non-approved aircraft operating in the MID RVSM airspace

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

CONCLUSION 16/1: MID RVSM SAFETY MONITORING REPORT (SMR) 2015

That, the MID RVSM Safety Monitoring Report (SMR) 2015 is endorsed.

Development of the MID RVSM Safety Monitoring Report (SMR) 2016

4.2.28 The meeting noted that the MIDRMA has been collecting the Flight Plan/Traffic data for the period 1 – 30 September 2016, for the development of the MID RVSM SMR 2016. The initial version would be presented to the ATM SG/3 meeting (22-25 May 2017) and the final version would be endorsed by MIDANPIRG/17.

4.2.29 The meeting urged States, if not yet done so, to provide the required data to the MIDRMA, as soon as possible.

Development of the MID RVSM Safety Monitoring Report (SMR) 2017

4.2.30 The meeting agreed that for the development of the MID RVSM SMR 2017, the Flight Plan/Traffic Data will be collected for the period 1 – 30 September 2017.

4.2.31 It was reiterated that the required data must be submitted in the right format using the excel sheet designed for this purpose which is the only format recognized by the MID Risk Analysis Software (MIDRAS). Any data received in a different format, or in an excel sheet different from the one available on the MIDRMA website (www.midrma.com) will not be acceptable.

4.2.32 Based on the above, the meeting agreed to the following Draft Conclusion:

CONCLUSION 16/2: MID RVSM SMR 2017

That,

- a) the FPL/traffic data for the period 1 – 30 September 2017 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2017);*
 - b) only the appropriate Flight Data form available on the MIDRMA website (www.midrma.com) should be used for the provision of FPL/traffic data to the MIDRMA; and*
 - c) the final version of the MID RVSM SMR 2017 be ready for presentation to and endorsement by MIDANPIRG/17.*
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REPORT ON AGENDA ITEM 5: AIR NAVIGATION PLANNING AND IMPLEMENTATION**5.1 Air Navigation Strategy and Planning*****MID Region Statistics and Forecasts***

5.1.1 The subject was addressed in WP/9 presented by the Secretariat.

State of Air Transport in the Mid Region

5.1.2 The meeting was apprised of the state of air transport in the MID Region. It was highlighted in particular that:

- air carriers of the MID Region (the 15 Member States to which the MID Office is accredited) recorded the highest annual growth of **10.2 per cent** in terms of Revenue Passenger-Kilometers (RPK) on total (i.e. domestic and international services combined) scheduled services in 2015, compared to 11.2 per cent growth in 2014;
- with its combined economic strength and airline network expansion, International traffic on scheduled services of air carriers in the MID Region, which represents 95.3 per cent of the Region's total RPK, recorded **10.7 per cent** annual growth in 2015;
- the airlines of the MID Region showed a stable growth in 2015 and in 2014 in terms of aircraft departures. The total number of scheduled commercial departures in 2015 grew at a pace of **4.8 per cent** to reach about **1.32 million departures**, compared to a growth rate of 4.4 per cent recorded in 2014; and
- cargo traffic performed by MID carriers recorded the highest annual growth of **11.9 per cent** in 2015 in terms of freight tonne-kilometers (FTK), compared to 11.2 per cent in 2014. Air freight markets performed by MID carriers are almost exclusively international and the United Arab Emirates and Qatar, both accounting for 87.5 per cent of the total freight traffic, recorded annual growths of 7.2 per cent and 26.2 per cent, respectively, on total scheduled services.

5.1.3 It was highlighted that the above ICAO statistics reflect the data received from States related to scheduled traffic for 2015; and that this data is still provisional, since States could further provide updates until June 2017, date at which the Final Annual report for 2015 is published.

Traffic Forecasts

5.1.4 According to the ICAO forecasts, the passenger traffic to, from and within the MID Region on the five major route groups concerned for the period **2012-2042** is expected to increase at an average annual rate of **5.2** per cent. In 2042, the **Middle East-Central South West Asia** Route Group is expected to become the largest traffic route group to/from Middle East with an average annual growth rate of **8.2 per cent** per annum, followed by Europe-Middle East, North Asia and Pacific South East Asia-Middle East, Africa-Middle East and North America-Middle East Route Groups with growth rates of **2.9** per cent, **3.5** per cent, **4.7** per cent and **3.4** per cent, respectively, for the period concerned.

Focal Points for aviation statistics and provision of required statistics to ICAO

5.1.5 The meeting noted that, as a follow-up action to the MIDANPIRG Conclusion 15/9, State Letter Ref.: AT 5/3 – 16/120 was issued on 7 April 2016 urging States to provide the ICAO MID Office by 20 April 2016 with the contact details of their focal point for Aviation Statistics, as well as with the required statistics in an electronic format. The level of reply was very low. Accordingly, the meeting reiterated the MIDANPIRG Conclusion 15/9 and urged States to:

- a) nominate to ICAO Focal Points for aviation statistics; and
- b) provide the statistics required by ICAO in a timely manner and to the extent possible in an electronic format.

ICAO Aviation Data Analyses Seminar

5.1.6 The meeting noted that the Second Aviation Data and Analysis Seminar is scheduled to be held in Tehran, Iran, 20-23 February 2017; and encouraged States and stakeholders to attend and support the Seminar.

MID Region Air Navigation Strategy

5.1.7 The subject was addressed in WP/10 presented by the Secretariat. The meeting noted that MIDANPIRG/15, through Conclusion 15/10, updated and endorsed the MID Region Air Navigation Strategy (MID Doc 002).

5.1.8 The meeting noted that the ANSIG/2 meeting (Cairo, Egypt, 6-8 December 2016) reviewed the status of implementation of the different priority 1 Block 0 Modules, and proposed some amendments to the MID Region Air Navigation Strategy, taking into consideration the changes introduced by the fifth edition of the GANP; and the current and future operational needs/requirements.

5.1.9 Based on the above, the meeting agreed to the following changes:

- update of certain timelines/targets for harmonization purpose;
- B0-SNET to be changed from priority 2 to priority 1 with 2 main elements: Short-term conflict alert (STCA) and Minimum safe altitude warning (MSAW);
- addition of a new column (Start Date) to the MID Region Air Navigation Strategy to reflect the start date of the newly assigned priority 1 Modules in the Strategy and to prepare for the future inclusion of additional Block 0 and Block 1 Modules;
- inclusion of a new performance indicator related to the implementation of SIGMET;
- renaming of the first element of the B0-AMET to be SADIS FTP (no SADIS 2G anymore); and
- update of the applicability areas for the B0-CDO and B0-CCO.

5.1.10 The meeting agreed that the ATM Sub-Group should reconsider also the priority of the following Modules: B0-WAKE, B0-RSEQ and B0-ASUR. It was also underlined that the elements, Indicators, Metrics and Targets related to the B0-FRTO and B0-NOPS Modules should be completely reviewed by the ATM Sub-Group.

5.1.11 Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 16/3: MID REGION AIR NAVIGATION STRATEGY

That, the revised MID Region Air Navigation Strategy (MID Doc 002, Edition February 2017) at Appendix 5.1A is endorsed.

MID eANP

5.1.12 The subject was addressed in WP/11 presented by the Secretariat. The meeting noted with appreciation that the MID Region was the first Region that completed the transition from the old Basic ANP and FASID to the new eANP format (Volume I, II and III) by 15 February 2016. The MID eANP Volume I, II and III are available on the ICAO MID website at:

<http://www.icao.int/MID/Pages/MIDeANP.aspx>

5.1.13 The meeting reviewed and approved the updates to the MID eANP Vol III at **Appendix 5.1B**. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 16/4: APPROVAL OF THE AMENDMENT TO THE MID eANP VOLUME III

That, the amendment to the MID eANP Volume III at Appendix 5.1B is approved.

5.1.14 The meeting noted 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)*); and the publication of the FIR Boundary coordinates/descriptions necessitates bi-lateral/multi-lateral agreements between concerned States.

5.1.15 The meeting recalled that the MSG/5 meeting reviewed Table ATM I-1 MID Region Flight Information Regions (FIRs)/Upper Information Regions (UIRs) and highlighted the inconsistencies between adjacent FIRs. It was noted that the MSG/5 meeting, through MSG Conclusion 5/5, urged States to coordinate with their neighbours, as deemed necessary, the definition of common boundaries and provide the ICAO MID Office with their updates and comments.

5.1.16 The meeting noted that, as a follow-up action to the MSG/5 Conclusion 5/5, the ICAO MID Office issued State letter Ref.: AN 6/3-16/338 dated 1 December 2016 requesting States to provide an update on the actions undertaken. Nevertheless few replies have been received from States with no updates. Accordingly, the meeting encouraged States to discuss/agree bi-laterally/multi-laterally with neighbouring State(s), as necessary, on the coordinates of the FIR boundary points.

5.1.17 The meeting also noted that the global eANP WG/3 meeting is tentatively scheduled for July 2017 in order to further review the eANP template approved by the ICAO Council and make proposals for improvement, as deemed necessary, in particular for the “General Regional Requirements” parts. The eANP WG would also identify the tools and features to be developed on the eANP online framework, taking into consideration stakeholders needs. The issue of FIRs/UIRs boundary coordinates/descriptions will be also addressed by the eANP WG at global level.

5.1.18 The meeting recalled that the MSG/5 meeting agreed that amendment of Volume III of the MID eANP should be effected on the basis of an adequately documented proposal submitted to the ICAO MID Office by:

- a State (or a group of States); or
- MIDANPIRG or its Subsidiary Bodies; or
- the ICAO Secretariat; or
- International Organizations directly concerned with the operation of aircraft.

5.1.19 The meeting recalled that the MSG/5 meeting agreed that a mechanism for the amendment of the MID eANP Volume III Part II - “Air Navigation System Implementation” should be developed, endorsed by MIDANPIRG and reflected in the MIDANPIRG Procedural Handbook. The meeting agreed that the mechanism would be developed by the ICAO MID Office in coordination with concerned parties, and should include the following:

- Collection of information/initiation of amendment;
- Validation of the information (different layers of validation might be needed);
- Notification of change/consultation, as deemed necessary; and
- Amendment of Volume III.

5.1.20 The meeting noted that one of the objectives of the development of the new eANP was the provision of online tools which support the amendment of the dynamic data (with different layers of approval) in an easy and timely manner. Accordingly, the development of the mechanism for the amendment of the MID eANP Volume III Part II - “Air Navigation System Implementation” and its automation should be closely coordinated with ICAO HQ and all the ICAO Regions (global eANP WG).

5.1.21 The meeting recalled that the MSG/5 meeting, through MSG Conclusion 5/2, agreed that in order to facilitate the coordination of all issues related to the MID eANP (collection and validation of information, notification of the changes/consultation, as deemed necessary, etc.), States should assign a focal point.

5.1.22 The meeting noted that the ICAO MID Office issued State Letter Ref.: AN 9/2.1-16/155 dated 9 June 2016, urging States to provide the ICAO MID Office with their eANP Focal Points (FPPs) to be the main point of contact for all issues related to the MID eANP, including the validation of amendments to Volume III Part II - “Air Navigation System Implementation”, not later than 31 July 2016. It was noted that Six (6) States (Egypt, Jordan, Kuwait, Saudi Arabia, Sudan and UAE) replied to the State Letter and nominated their eANP Focal Points. The meeting reviewed list of eANP Focal Points at **Appendix 5.1C** and urged States, that have not yet done so, to provide the ICAO MID Office with their MID eANP focal point(s).

5.2 Air Navigation Systems Implementation

5.2.1 *MID Region Air Navigation Priorities and Targets (ASBU Implementation)*

5.2.1.1 The subject was addressed in WP/12, WP/13, WP/14 and WP/15 presented by the Secretariat. The meeting reviewed the status of implementation of the 11 priority 1 ASBU Block 0 Modules.

5.2.1.2 With respect to B0-APTA the meeting noted the challenges identified by the PBN SG/2 meeting (Sharm El Sheikh, Egypt, 22-25 February 2016). The meeting emphasized that the MID Region Flight Procedure Programme (MID FPP) is the optimal solution that would support States to overcome most of the identified challenges, and will foster the PBN implementation in the MID Region. The MID FPP will be hosted in Lebanon and is planned to start operations on 1 September 2017, pending the States' signature of the Project Document with ICAO and securing the expenses of the MID FPP Manager for the first year. Accordingly, the meeting encouraged States and stakeholders to support the establishment of the MID FPP.

5.2.1.3 The meeting urged States to implement the provisions of MSG Conclusion 4/11 and provide the ICAO MID Office with their updated PBN Implementation Plans on an annual basis.

5.2.1.4 The meeting highlighted the importance of the monitoring and assessment of PBN implementation. In this respect, the meeting urged States to explore means and ways to assess the benefit accrued from the implementation of PBN procedures and ATS Routes, and to report the environmental benefits accrued from PBN implementation to the ICAO MID Regional Office, in order to be included in the MID Region Air Navigation Report. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 16/5: ASSESSMENT OF PBN IMPLEMENTATION

That, States be invited to:

- a) explore means and ways to assess the benefit accrued from the implementation of PBN; and*
- b) report on annual basis (by 1 November), the environmental benefits accrued from PBN implementation to the ICAO MID Office in order to be included in the MID Region Air Navigation Report.*

5.2.1.5 The meeting was apprised of the outcome of the ICAO A-CDM Seminar (Bahrain, 11-13 October 2015), and agreed to the following Conclusion emanating from the MSG/5 meeting:

CONCLUSION 16/6: ACTION PLAN FOR A-CDM IMPLEMENTATION

That, in line with the MID Air Navigation Strategy, States concerned:

- a) be urged to develop their A-CDM implementation plan, with the support of ICAO MID Office, if required; and*
- b) provide the ICAO MID Office with a copy of their plan before 1 November 2017.*

5.2.1.6 With respect to B0-FRTO the meeting noted with appreciation that the Flexible Use of Airspace Concept has been implemented by Bahrain and Jordan.

5.2.1.7 The meeting encouraged States to benefit from the MID Civil/Military Support Team and coordinate with the ICAO MID Office for the conduct of a Support Team visit, which includes in its work programme a Civil/Military Cooperation Workshop. In this respect, the meeting agreed that in the communication with States, the Support Team visits should rather be called Civil/Military Cooperation and FUA National Workshop. Accordingly, the meeting agreed that the ATM Sub Group:

- review and amend, as necessary, the “Objective and Working Arrangements” of the MID Civil/Military Support Team endorsed by MIDANPIRG/15 at **Appendix 5.2.1A**; and
- identify the list of States, in a prioritized manner, that would need the conduct of a Civil/Military Cooperation and FUA National Workshop, based on the users’ needs.

5.2.1.8 The meeting encouraged States to participate in the ICAO/ACAC/CANSO Joint Civil/Military Workshop planned to be held in Tunis from 25 to 27 September 2017.

5.2.1.9 With regard to B0-ACAS, the meeting agreed that the subject should be added to the subjects of common interest between MIDANPIRG and RASG-MID and it should be addressed to the RASG-MID/6 meeting for appropriate action by the States’ regulatory authorities.

5.2.1.10 The meeting noted with appreciation the measures undertaken by States to meet the agreed targets and highlighted the lessons learnt, identified the main challenges and agreed to some recommendations, as follows:

Challenges:

- human resources and training issues;
- funding;
- culture and coordination issues;
- interoperability between different systems;
- Civil/Military coordination and FUA;
- geopolitical issues; and
- specific difficulties related to the implementation of some specific Modules/elements such as: LNAV/VNAV, A-CDM, AIDC/OLDI, ATFM, CCO/CDO, QMS, AIXM, eAIP, eTOD, etc.

Lessons Learned/Recommendations:

- top Management Commitment;
- clear understanding of the ASBU concept and National and Regional priorities, is key;
- involvement of all concerned stakeholders during the whole process of planning and implementation of the ASBU Modules;
- preparation of detailed national action plan is a prerequisite for successful implementation;
- good project management and strong leadership is vital;
- the establishment of working groups for different subjects (ASBU Modules) has proven to be very useful and effective;

- cooperation of neighboring States, according to regional plan, is essential;
- sharing and exchanging of experiences during implementation can facilitate the progress of plan and reduce implementation time and costs; and
- learn from other States experiences/success stories.

MID Region Air Navigation Report-2016

5.2.1.11 The meeting noted with appreciation that the ICAO MID Office initiated the development of the MID Region Air Navigation Report. The meeting recalled that the ANSIG/2 meeting reviewed and updated the Draft MID Air Navigation Report-2016 and, through Draft Conclusion 2/1, urged States to provide necessary inputs/updates to the ICAO MID Office before 15 January 2017, in order to consolidate the Final version of the Report for endorsement by MIDANPIRG/16.

5.2.1.12 The meeting noted with appreciation that the status of the Block 0 ASBU Modules and the ASBU Block 0 implementation outlook for 2020 are well presented in the Report. The meeting valued the information contained in the Outlook for 2020 Section, which provides the status of implementation of the 18 ASBU Block 0 Modules foreseen to be achieved by the end of 2020, in accordance with the planning dates reported by States. This would provide a good basis for the planning of ASBU Block 1 implementation (2019-2025). The meeting prized also the inclusion of a Section related to environmental protection, which reflect the operational improvements implemented/planned to be implemented by States and Users that contributed to the reduction of CO2 emission. The meeting thanked also Bahrain, Jordan and UAE for sharing their success stories/best practices; and encouraged other States to do the same for the next Edition of the Report.

5.2.1.13 The meeting noted that the progress for the implementation of some priority 1 Block 0 Modules in the MID Region has been acceptable/good; such as B0-ACAS, B0-AMET and B0-DATM. Nevertheless, some States are still facing challenges to implement the majority of the Block 0 Modules. The status of implementation of the ASBU Block 0 Modules also shows that Bahrain, Egypt, Jordan, Kuwait, Qatar, Saudi Arabia and UAE made a good progress in the implementation of the priority 1 ASBU Block 0 Modules.

5.2.1.14 Looking into the States' plans for 2020 (outlook), the focus/priority of States is to complete the implementation of B0-APTA, B0-FICE, B0-DATM, B0-AMET, B0-CCO and B0-CDO.

5.2.1.15 The meeting reviewed the MID Region Air Navigation Report-2016 and made few amendments as at **Appendix 5.2.1B**. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 16/7: MID REGION AIR NAVIGATION REPORT-2016

That, the MID Region Air Navigation Report-2016 is endorsed.

MID Region Air Navigation Report-2017

5.2.1.16 The meeting agreed that States should provide the ICAO MID Office, with relevant data necessary for the development of the MID Region Air Navigation Report-2017, by 1 November 2017. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 16/8: MID REGION AIR NAVIGATION REPORT-2017

That, MID States be urged to:

- a) develop/update their National ASBU Implementation Plan, ensuring the alignment with and support to the MID Region Air Navigation Strategy (MID Doc 002); and*
- b) provide the ICAO MID Office, with relevant data necessary for the development of the MID Region Air Navigation Report-2017, by 1 November 2017.*

Regional Performance Dashboards

5.2.1.17 The meeting recalled that ICAO introduced in 2014 the Regional Performance Dashboards to provide a glance of both Safety and Air Navigation Capacity and Efficiency strategic objectives, using a set of indicators and targets based on the regional implementation of the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP). The Dashboards show the globally agreed indicators and targets related to the global priorities and their status at the regional level.

5.2.1.18 The meeting recalled that the MIDANPIRG/15, through Conclusion 15/19, agreed that the performance dashboards be expanded to include all the MID Region-specific indicators and targets included in the MID Region Air Navigation Strategy. As a follow-up action, the ICAO MID Office developed the MID Region Air Navigation Report to provide an overview of the implementation progress for the Priority 1 ASBU Block 0 Modules (with the associated elements) during the reporting year 2016. The meeting recalled that the development of the online dashboard is linked also to the eANP online platform (in particular for the management/monitoring of Volume III); therefore, it should be closely coordinated with ICAO HQ.

5.2.2 *Specific Air Navigation issues*

AOP Issues

5.2.2.1 The subject was addressed in WP/24 presented by the Secretariat.

List of International Aerodromes

5.2.2.2 The meeting recalled that 59 International Aerodromes are listed in the AOP Table of the MID Air Navigation Plan (ANP), Doc 9708. It was highlighted that the Table AOP I-1 — *International Aerodromes required in the MID Region*, is the basis for the monitoring of many ASBU Modules as well as the status of certification of aerodromes in the MID Region; therefore, it should be continuously maintained up-to-date, through the processing of proposals for amendment to the MID ANP.

5.2.2.3 It was highlighted that the Table AOP I-1 does include some of the aerodromes which are required/used for international operations, and vice-versa. Accordingly, the meeting urged concerned States to initiate a proposal for amendment to the MID ANP, Doc 9708 Vol I, to update the list of international aerodromes, taking into consideration the users' needs.

Aerodrome Certification

5.2.2.4 The meeting noted that 34 out of 59 international aerodromes in the MID Region (58%) have been certified as at **Appendix 5.2.2A**. The meeting noted with satisfaction that Aswan International Airport (HESN) has been certified, as of 29 January 2017.

Heliports

5.2.2.5 The meeting was apprised of the outcome of the ICAO Heliport Seminar (IHS), which was held in Dubai, UAE, 8 - 10 December 2015. The outcome of the IHS included the following recommendations:

- 1) encourage States to implement ICAO provisions related to Heliports (Annex 14 Volume II) through national Regulations and Safety Oversight. This should include implementation of adequate SMS;
- 2) encourage States to establish and maintain database for Heliports. This should include monitoring new Heliports construction;
- 3) invite ICAO to consider inclusion of core training elements (CAA inspectors & Heliport operator) as part of the Heliport Design and services Manual; and
- 4) report the outcome of this Seminar to RASG-MID and share with the other RASGs.

5.2.2.6 The meeting agreed to the following Conclusion emanating from the MSG/5 meeting:

CONCLUSION 16/9: ESTABLISHMENT OF HELIPORTS DATABASE

That, States be urged to establish and maintain a database for Heliports with information about location and type of use, as a minimum.

Aeronautical Information Management

5.2.2.7 The subject was addressed in WP/23 presented by the Secretariat.

National AIM Implementation Roadmap

5.2.2.8 The meeting reviewed and updated the “*MID Region AIM implementation Roadmap*” as at **Appendix 5.2.2B** considering the updated targets of the revised MID Air Navigation Strategy.

5.2.2.9 The meeting noted that twelve (12) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan and UAE) have provided their National AIM Implementation Roadmaps using the “*National AIM Implementation Template*”.

Guidance for AIM Planning and Implementation in the MID Region

5.2.2.10 The meeting noted that, in order to support AIM Planning and Implementation in the MID Region, the ICAO MID Office developed draft “*Guidance for AIM Planning and implementation in the MID Region*”. The Document explains concept and operational elements of AIM; outlines the Regional and National AIM planning (Roadmaps); and provides guidance and tools for their implementation at the Regional and National levels.

5.2.2.11 The meeting recalled that the MSG/5 meeting urged States to review the draft Guidance material and provide the ICAO MID Office with their comments/inputs, before 15 September 2016. The meeting reviewed and endorsed the “*Guidance for AIM Planning and implementation in the MID Region*”, at **Appendix 5.2.2C**. Accordingly, the meeting agreed to the following Conclusion:

***CONCLUSION 16/10: GUIDANCE FOR AIM PLANNING AND IMPLEMENTATION
IN THE MID REGION***

That,

- a) *the Guidance for AIM Planning and Implementation in the MID Region is endorsed as MID Doc 008; and*
- b) *States be encouraged to use the MID Doc 008 in their AIM planning and implementation.*

AIRAC adherence monitoring

5.2.2.12 The meeting recalled that the AIM SG/2 meeting agreed on the need for continuous monitoring of AIRAC adherence. The meeting recalled that the ICAO MID Regional Office issued State Letter Ref.: ME 3/2.5 – 15/332 dated 6 December 2015 urging States to report the status of implementation of AIRAC adherence monitoring. The meeting noted that nine (9) States (Bahrain, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan and UAE) reported on their AIRAC adherence monitoring system.

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

CONCLUSION 16/11: AIRAC ADHERENCE MONITORING

That:

- a) *States be urged to:*
 - i. *implement a system for AIRAC adherence monitoring; and*

- ii. *report on annual basis (by 31 March) to the ICAO MID Office the case(s) of late publication of aeronautical information of operational significance and non-adherence to the AIRAC provisions, using the AIRAC Adherence Monitoring Questionnaire at **Appendix 5.2.2D**.*
- b) *IATA report to the concerned State(s) and the ICAO MID Office any case of late publication of aeronautical information of operational significance and non-adherence to the AIRAC provisions.*

Interregional Seminar on “Service improvement through integration of digital AIM, MET and ATM Information”

5.2.2.14 The meeting recalled that the Fourth Inter-Regional Coordination meeting between APAC, EUR/NAT and MID (IRCM/4) which was held in Bangkok, Thailand from 14 to 16 September 2015, agreed that an Interregional Seminar be held jointly between the APAC, EUR/NAT and MID Regions on “*Service Improvement through Integration of Digital AIM, MET and ATM Information*” in 2017. The objective of the Seminar will be to review implementation status of the PIA2 ASBU Block 0 Modules (B0-DATM, B0-AMET and B0-FICE) and associated challenges/lessons learned and to focus on the pre-requisites for an efficient and timely planning for the implementation of the Block 1 Modules related to SWIM (B1-DATM, B1-AMET, B1-SWIM and B1-FICE).

5.2.2.15 The meeting noted that the Seminar is planned to be held in EUROCONTROL, Brussels, Belgium, 2 - 5 October 2017.

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

CONCLUSION 16/12: INTERREGIONAL SEMINAR ON “SERVICE IMPROVEMENT THROUGH INTEGRATION OF DIGITAL AIM, MET AND ATM INFORMATION”

That, States, Organizations and Industry be invited to actively participate in the Interregional Seminar on “Service Improvement through Integration of Digital AIM, MET and ATM Information Services” (Brussels, Belgium, 2-5 October 2017).

PBN Charting

5.2.2.17 The meeting noted 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).

5.2.2.18 The meeting noted that ICAO Circular 336, *Area Navigation (RNAV) to Required Navigation Performance (RNP) Instrument Approach Chart Depiction*, was issued in support of Amendment 6 to provide guidance on the change, in particular managing the risks involved during the transition period. However, since the adoption of Amendment 6, concerns have been raised regarding the implementation of this change. The attention of the 39th Session of the Assembly was drawn to these concerns, and ICAO was encouraged to update the guidance available and develop a regionally coordinated transition plan to support the effective rollout of the change.

5.2.2.19 It was noted that, in order to address concerns related particularly to transition arrangements and potential confusion for operators being faced with variations in chart titling during the transition period, Circular 336 is to be replaced by new guidance material. This new material,

which will also use feedback provided by early adopting States, will contain a redesigned risk assessment and extensive guidance for transition planning covering key considerations such as consultation, communication planning and impact assessment.

5.2.2.20 The meeting noted that the new transition planning guidance material will emphasize the need for connection and synchronization between global, regional and State transition planning. The guidance is expected to be available in summer 2017. Until the guidance and regional transition plans are available, ICAO, through the electronic bulletin Ref.: EB 2017/05 dated 6 January 2017, recommended:

- a) States that have already started implementing the chart naming provisions of Amendment 6 to Doc 8168 should not revert back to the old names, but should not continue further implementation until this can be coordinated with the regional transition plan; and
- b) States planning their implementation of Amendment 6 should wait for the development of the regional transition plan which will be based on the improved guidance material replacing Circular 336.

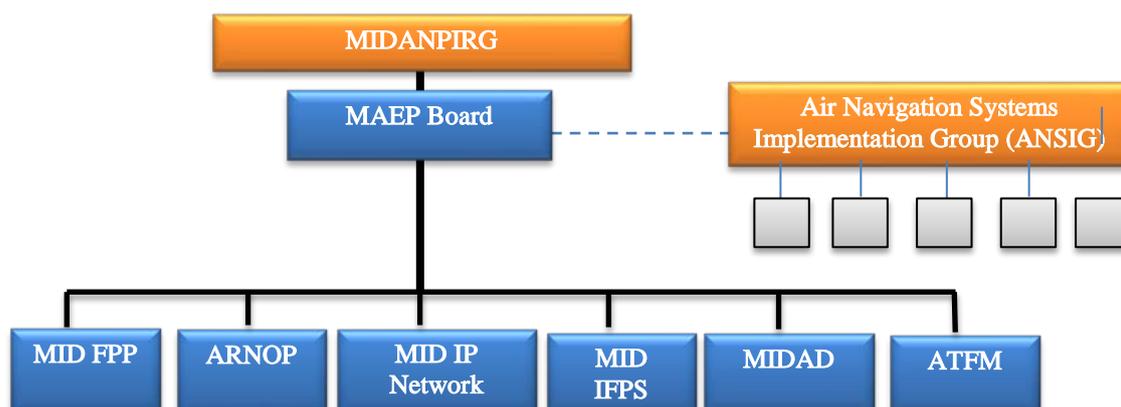
5.2.2.21 Accordingly, the meeting agreed that the MSG Conclusion 5/7 related to the transition plan for the RNAV to RNP Instrument Approach Chart depiction should not be implemented; and invited States to follow the ICAO recommendations provided in the electronic bulletin Ref.: EB 2017/05 dated 6 January 2017.

ATM/SAR Issues

MID Region ATM Enhancement Programme (MAEP)

5.2.2.22 The subject was addressed in WP/22 presented by the Secretariat. The meeting was apprised of the outcome of the MAEP Board/3 meeting (Cairo, Egypt, 16-17 January 2017) and the Global Ministerial Aviation (GMA) Summit (Riyadh, Saudi Arabia, 29 - 31 August 2016) related to MAEP.

5.2.2.23 Considering the challenges faced for the establishment of MAEP with a centralized approach for the implementation of air navigation regional projects, the meeting agreed that each MAEP project would be implemented as a standalone project. Nevertheless, the meeting agreed that the MAEP Board would continue to provide a platform for regional collaboration towards a prioritized, coordinated and harmonized projects implementation. Accordingly, the meeting agreed to dissolve the MAEP Project Coordination Team (MPCT) and to the revised MAEP Organizational Structure as follows:



5.2.2.24 Based on the above, the meeting reviewed the MAEP Board Terms of Reference (TORs) at **Appendix 5.2.2E** and agreed to the following Decisions:

DECISION 16/13: DISSOLUTION OF THE MPCT

That, the MAEP Projects Coordination Team (MPCT) is dissolved and its duties and responsibilities be taken over by the MAEP Board.

DECISION 16/14: MAEP BOARD TERMS OF REFERENCE

*That, the MAEP Board Terms of Reference be endorsed as at **Appendix 5.2.2E**.*

MID Flight Procedure Programme (MID FPP)

5.2.2.25 The meeting noted that, as a follow-up action to the outcome of the MAEP Board/2 meeting related to the evaluation of the hosting offers of the MID FPP Office, the Evaluation Team established by the MAEP Board/2 meeting reviewed the offers and selected Lebanon as the hosting State for the MID FPP based on the agreed hosting criteria.

5.2.2.26 The meeting recognized that in order to move forward, a Project Document (ProDoc) should be signed by Lebanon with ICAO. Thereafter, States willing to join the Programme should sign the ProDoc with ICAO and meet their obligations as detailed in the ProDoc. Accordingly, the meeting encouraged States to join the MID FPP through the signature of the MID FPP ProDoc once finalized.

5.2.2.27 It was highlighted that the establishment of the MID FPP requires the availability of funds to cover the expenses related to the MID FPP Manager at least for the first year to initiate the recruitment process by ICAO. In this respect, the meeting noted that ICAO would endeavor to find and secure voluntary cash-contributions to cover the first year expenses. However, the running cost of the programme for the remaining period should be covered by States through cash-contributions or voluntary contributions from donors or sponsors. The meeting agreed that the funding mechanism of the programme (budget, contribution by Participating States, sponsorship, etc.) would be defined by the MID FPP Steering Committee after the establishment of the programme, taking into consideration the number of active States, confirmed voluntary contributions, etc.

5.2.2.28 In connection with the above, the meeting noted with appreciation that the airspace users may be willing to sponsor the MID FPP. Accordingly, the meeting agreed that, AACO and IATA to approach their members and indicate to the ICAO MID Regional Office, by **15 March 2017**, if any of their member(s) is/are willing to provide sponsorship to the MID FPP.

5.2.2.29 Considering the time needed for the signature of the ProDoc and the recruitment of the MID FPP Manager, the meeting agreed that the start of operation date of the MID FPP should be **1 September 2017**.

MID ATS Route Network Optimization Project (ARNOP)

5.2.2.30 The meeting recalled that ARNOP is composed of two Phases; Study and Implementation.

5.2.2.31 Phase one (the Study): ACAC through WP/18 provided an overview of the CNS/ATM Study highlighting the recommendations that would mitigate the identified findings. The meeting noted with appreciation that the CNS/ATM Study was carried out by Navblue (former Airbus ProSky) free of charge under the framework of ACAC. The draft version of the Study was circulated

to States by ACAC and presented to the ACAC Executive Council (Muscat, Oman, 20 December 2016). The ACAC Executive Council tasked ACAC to organize a dedicated Workshop for the States to present the CNS/ATM Study in order to agree on the way forward for the implementation of its recommendations. The meeting was informed that the Workshop is planned to be held in Rabat, Morocco, 11-12 April 2017. Accordingly, the meeting encouraged States and Stakeholders to participate in this Workshop.

5.2.2.32 The meeting agreed that the relevant MIDANPIRG Sub-Groups to review and take advantage of the outcome of the Study. The meeting invited ACAC to share the data collected for the preparation of the Study with the ICAO MID Office and to present the outcome of the Workshop on the CNS/ATM Study to the upcoming ATM SG/3 meeting (Cairo, Egypt, 22-25 May 2017).

5.2.2.33 Phase two (implementation): the meeting emphasized that this phase could not be initiated without analysis of the CNS/ATM study outcomes, including the identification of the CNS infrastructure requirements (VHF and Surveillance coverages, etc.) and agreement on the way forward.

5.2.2.34 In addition to the above and considering that, a number of States in the MID Region have initiated airspace redesign projects, constraints impeding the implementation of Flexible Use of Airspace Concept, activities carried out by the ATM and PBN SGs, and the recently established Advanced Inter-regional ATS Routes Development Task Force (AIRARD TF), the meeting agreed that ARNOP implementation should be addressed/managed by the ATM SG.

MID IP Network (Common Aeronautical VPN Network-CRV)

5.2.2.35 The meeting recalled that the MAEP Board/2 meeting (Cairo, Egypt, 11-13 April 2016) reviewed the outcome of the MID IP Network workshop and, through MAEP Board Conclusion 2/7, agreed that the procurement framework of the APAC CRV be used for the implementation of the MID IP Network Project; and the MID IP Network be renamed as Common aeronautical VPN (CRV) in order to represent both Regions. In this respect, it was highlighted that the CRV procurement includes all ICAO MID States as potential users.

5.2.2.36 The MAEP Board/3 meeting noted that the CRV Framework accommodates the necessary legal framework for all States, where it is possible to adapt the individual service contract between States and the selected common service provider to the national laws and regulations. Furthermore, the selected common service provider will be responsible for dealing with the national telecommunication service providers in the States and may require standard support letter from the State.

5.2.2.37 It was highlighted that, States will be notified of the CRV selected provider and provided with the CRV final package by March 2017; after finalization of the negotiation process with the selected provider.

5.2.2.38 The meeting reviewed the MID IP Network Focal Points and commitment status table at **Appendix 5.2.2F**. The meeting noted that six (6) States (Bahrain, Iran, Jordan, Kuwait, Lebanon and Sudan) confirmed their commitment and three (3) States (Oman, Saudi Arabia and UAE) confirmed provisional commitment to the project. The meeting urged the above mentioned States to engage with the recommended supplier to establish individual service contracts.

5.2.2.39 The meeting noted that the challenges related to the implementation of the IP Network Project include the cost-benefit analysis and preliminary safety analysis. It was confirmed that the CBAs would help States to decide on the implementation plan of the IP network based on the CRV framework and further negotiate the contract with the selected supplier. The meeting noted that

seven (7) States (Bahrain, Egypt, Jordan, Kuwait, Lebanon, Saudi Arabia and UAE) conducted an initial basic local Cost Benefit Analysis (CBA).

5.2.2.40 The meeting reviewed and endorsed the MID IP Network (CRV) Implementation Process, developed by the Secretariat based on the APAC CRV Implementation Plan, at **Appendix 5.2.2G**, which might be helpful for States in case they decide to join the CRV.

5.2.2.41 The meeting noted that the implementation of the project in APAC Region will be followed-up by the CRV OG. The CRV OG/2 meeting is planned to be held at the ICAO APAC Office, Bangkok, Thailand, 15-16 May 2017. Accordingly, the meeting encouraged States to participate in the CRV OG/2 meeting.

5.2.2.42 Based on all of the above, the meeting agreed to the following Conclusion emanating from the MAEP Board/3 meeting:

CONCLUSION 16/15: MID IP NETWORK PROJECT (CRV)

That,

- a) States that have already committed to join CRV, are invited to engage with the recommended supplier to establish individual service contracts; and*
- b) States that have not yet done so, are urged to carry out a comprehensive CBA related to the implementation of an IP Network under the CRV framework; and inform the ICAO MID Office, as soon as possible, about their decision related to the joining of CRV.*

MID Integrated Flight Plan Processing System (MID IFPS) Project

5.2.2.43 The meeting noted that after the successful completion of Bahrain IFPS, the GCC States have agreed on the implementation of the GCC IFPS Zone sub-regional project, as an extension of Bahrain IFPS (ref. the outcome of the GCC ANC/9). The meeting noted that Bahrain proposed a three-year action plan for the establishment of the MID Region IFPS project starting with the implementation of the GCC IFPS Zone.

5.2.2.44 The establishment of the GCC IFPS Zone will be implemented in two phases as follows:

Phase One: flight plan validation; and

Phase Two: the system is capable of additional functions, required routes validation, level restrictions, airspace timing restrictions, black list and billing restrictions can be developed subject to individual State requirements.

5.2.2.45 Following the above project phases, the best practices and the outcomes of the GCC IFPS Zone project will be outlined and incorporated in the MID Region IFPS project plan. The plan will be prepared and presented within 18 months to the MAEP Board and/or ATM SG.

5.2.2.46 The meeting agreed that Bahrain communicate to the GCC States the required documentation (Concept of Operation, Interface Control Documents, etc.). GCC States should agree with Bahrain on the mechanism to be used for the provision of inputs/data related to the GCC IFPS Zone project. Accordingly, the meeting urged GCC States to provide their inputs and comments to Bahrain in a timely manner in order to expedite the implementation of the project.

MID Region AIM Database (MIDAD)

5.2.2.47 The meeting recalled that, further to the EAD-MIDAD coordination meeting (Cairo, Egypt, 9-10 December 2015) between EUROCONTROL and the ICAO MID Regional Office, the MAEP Board/2 meeting (Cairo, Egypt, 11 - 13 April 2016) received a proposal from EUROCONTROL related to the implementation of an EAD-based MIDAD. The proposal suggested that EUROCONTROL would offer a MIDAD Implementation Plan consisting of the following main steps:

- Step 1: migration of the MID States to EAD.
- Step 2: establishment of an EAD-based MIDAD System.
- Step 3: establishment of a MIDAD Operational Centre in the MID Region (hand-over of the MIDAD operations from EURCONTROL to the MIDAD Service Provider).

5.2.2.48 It was highlighted that with this offer from EUROCONTROL, there would not be a need for the “MIDAD Detailed Study” which would save money, effort and time. Nevertheless, a detailed implementation plan (including the transition plan), should be developed based on the EAD experience, in coordination with the MIDAD Support Team, and further reviewed and discussed by the MIDAD TF before presentation to the MAEP Board and/or MIDANPIRG for endorsement.

5.2.2.49 The meeting noted that, due to unexpected reasons, EUROCONTROL offer could not be formalized in due time and the MIDAD TF/4 meeting was consequently postponed to 2017. The offer is expected to be provided to the MIDAD TF/4 meeting which is tentatively scheduled to be held on 15 May 2017.

5.2.2.50 The meeting agreed that based on the EUROCONTROL proposal, the MIDAD TF/4 meeting should propose a new action plan for the implementation of the MIDAD project.

MID Region Air Traffic Flow Management (ATFM) Project

5.2.2.51 The subject was addressed in WP/19 presented by the Secretariat. The meeting was apprised of the outcome of the ICAO ATFM Seminar (Dubai, UAE, from 13 to 15 December 2016). It was highlighted that the third day of the Seminar was dedicated to the ICAO MID Region to address the challenges facing the MID States related to air traffic flows and agree on the way forward for Collaborative ATFM implementation in the MID Region, taking into consideration the lessons learned and best practices presented during the first two days of the Seminar. The Seminar recognized the need for a collaborative phased approach toward the implementation of a regional ATFM system in accordance with the region requirements.

5.2.2.52 The main recommendations of the Seminar are as follows:

- establishment of a ATFM TF/WG under the ATM SG;
- development of ATFM Concept of Operations taking into consideration Asia Pacific and Europe experiences;
- need to raise awareness about ATFM;
- conduct training courses related to ATFM;
- States to consider the establishment of ATFM Cell or National Operation Centre composed of all concerned Stakeholders;
- carry out a survey to determine airspace and sector capacity, hotspots, ATFM systems/measures, etc.;
- expedite MID IFPS project implementation;
- continue working on airspace improvements

5.2.2.53 The meeting encouraged States and Stakeholders to implement the Recommendations emanating from the ATFM Seminar. Accordingly, the meeting agreed to following Decision:

DECISIONS 16/16: ATFM TASK FORCE

That,

- a) *an ATFM Task Force be established to develop an ATFM Concept of Operations for the MID Region;*
- b) *the ATM SG/3 meeting develop the terms of reference of the ATFM Task Force; and*
- c) *States support the ATFM Task Force through:*
 - i. *assignment of ATFM Focal Point to contribute to the work of the Task Force; and*
 - ii. *provision of required data in timely manner, and in particular to the survey that will be carried out related to the airspace and sectors capacity, hot-spots, ATFM measures/system, etc.*

MAEP Projects Time frame

5.2.2.54 Taking into consideration the latest developments, the meeting reviewed and updated the prioritization and the associated implementation time frame of the MAEP projects as follows:

Project	Implementation Time frame	Project Manager
MID Flight Procedure Programme (MID FPP)	September 2017-September 2020	Manager
MID ATS Route Network Optimization Project (ARNOP)	Continuous	ATM SG
MID IP Network (CRV)	2017 and beyond	CNS SG
MID Integrated Flight Plan Processing System (MID IFPS)	2017-2020	Bahrain
MIDAD	2017 and beyond	MIDAD TF
MID Region ATFM project	2017 and beyond	ATM SG

MID Region ATS Route Network

5.2.2.55 The subject was addressed in WP/16 presented by the Secretariat. The meeting was apprised of the latest developments related to the improvements of the MID Region ATS Route Network, including those at the interfaces with AFI, Asia Pacific and Europe Regions.

5.2.2.56 The meeting noted with appreciation that ICAO has established the Advanced Inter-regional Air Traffic Services Route Development Task Force (AIRARD), to address ATM issues of mutual interest at the interfaces between Asia Pacific, Europe and Middle East Regions. The first meeting of the AIRARD Task Force (AIRARD TF/1) was held in Tbilisi, Georgia on 21 October 2016 back-to-back with the Twenty Fifth Meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/24) from 17 to 20 October 2016. The draft terms of reference of the AIRARD TF are at **Appendix 5.2.2H**.

5.2.2.57 It is to be highlighted that the AIRARD TF/1 elected Mr. Kaveh Firouz Deputy Director of Tehran ACC, Iran as the Co-chair of the AIRARD TF from the States side along with a Co-chair from IATA side, who will be nominated by IATA, at a later stage. The AIRARD TF/2 meeting is tentatively planned for October 2017, concurrently with the RDGE/27 meeting in Kazakhstan. The Agenda of AIRARD TF will include issues related to airspace management such, ATS Routes, Longitudinal Spacing, ICAO Five Letter Names Codes Duplication, contingency measures, etc. in addition to sessions for bilateral discussions related to the amendment of the Letters of Agreement between States. Accordingly, the meeting urged concerned States to support the work programme of the AIRARD TF; and attend the AIRARD TF/2 meeting (Kazakhstan, October 2017).

5.2.2.58 It was highlighted that the airspace issues at the interfaces with AFI and Asia Pacific have been addressed through special coordination meetings. In this respect, the meeting noted that the African Region (AFI)-Asia/Pacific Region (APAC)-Middle East Region (MID) Air Traffic Management (ATM) Special Coordination Meeting (AAMA/SCM) was held in Mumbai, India from 19 to 20 January 2017. The AAMA/SCM report is at: <http://www.icao.int/APAC/Meetings/Pages/2017-AAMA.aspx>

5.2.2.59 Taking into consideration the update provided related to the implementation of the Top Priority Six Routes (MSG Conclusion 5/3 refers), the meeting tasked the ATM SG/3 meeting to review and amend this list.

Establishment of MID Route Development Working Group

5.2.2.60 The subject was addressed in WP/16 presented by AACO and IATA. It was highlighted that the development of the ATS Route Network in the MID Region is mostly conducted on the national levels within FIR boundaries. However, given the cross-border nature of civil aviation, a regional, inter-regional, and indeed a global perspective should reside at the core of air route developments. Moreover, the emergence of bottlenecks and hot spots in some parts of the Region indicates that the current regional arrangements to address air routes are approaching their maximum usability to sustain the growth of civil aviation.

5.2.2.61 The meeting recalled that States and Stakeholders ensured their commitment to enhance the ATS Route Network in the MID Region through the endorsement of the ATS Route Network Optimization Project (ARNOP) as a MAEP project, which was supported by the GMA Summit, AACO 49th Annual General Meetings and IATA and ICAO relevant meetings.

5.2.2.62 Moreover, the establishment of the AIRARD TF and the AAMA SCM, necessitates intra-regional coordination and development of the ATS Route Network not only according to the intra-regional requirements but also according to the inter-regional developments at the interfaces and across the adjacent Regions.

5.2.2.63 Based on the above, the meeting agreed to the establishment of the MID Route Development Working Group (MID RDWG) under the ATM Sub-Group to focus on route development in the Region, taking into consideration the inter-regional developments. Accordingly, the meeting agreed to the following Decision:

DECISIONS 16/17: MID ROUTE DEVELOPMENT WORKING GROUP (MID RDWG)

That,

- a) *a MID Route Development Working Group be established to support the route development within the MID Region and at the interfaces with ICAO AFI, APAC and EUR Regions; and*

- b) *the ATM SG develop the terms of reference of the MID RDWG.*

World Cup 2022 Task Force

5.2.2.64 The subject was addressed in WP/32 presented by Qatar. The meeting noted that Qatar will be hosting the World Cup tournament in 2022, which will have an impact on the airspace capacity in the MID Region. The World Cup 2022 event will require the implementation of ATFM measures which will be based on a collaborative decision making that allows all members of the ATM Community to participate in the decision making process, in particular the adjacent States.

5.2.2.65 The meeting recognized the need for a collaborative action plan to accommodate the expected significant increase in air traffic, in a safe and efficient manner, with the participation of all concerned States and stakeholders, taking into consideration similar experiences, such as Brazil and South Africa World Cups, Athena Olympic Games, Hajj, etc.

5.2.2.66 The meeting noted also that other major events are planned to be held in the Region, such as, the EXPO 2020 in UAE.

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

DECISIONS 16/18: WORLD CUP 2022 TASK FORCE

That,

- a) *a World Cup 2022 Task Force be established to develop and follow-up the implementation of a collaborative action plan to accommodate the expected high increase in traffic, in a safe and efficient manner, taking into consideration similar experiences;*
- b) *the Task Force address other major events such as the EXPO 2020; and*
- c) *the ATM SG develop the terms of reference of the Task Force.*

Radar Longitudinal Separation

5.2.2.68 The subject was addressed in WP/16 presented by the Secretariat. The meeting recalled that MIDANPIRG/13 agreed that uniform 10 NM separation minima should be implemented in the MID Region. The surveillance systems, currently in operation within the Region, allow for consistent separation standards. The MIDANPIRG/13 meeting, through the Conclusion 13/5, encouraged MID States to implement 20 NM longitudinal separation and develop plans for further reduction of longitudinal separation from 20 NM to 10 NM.

5.2.2.69 The meeting noted that several States in the MID Region have been still implementing procedural separation in a surveillance environment or 20NM or higher Radar Longitudinal Separation, due mainly to restrictions imposed by the adjacent States.

5.2.2.70 Based on the above, the meeting agreed to the following Conclusion to supersede and replace the Conclusion 13/5:

**CONCLUSION 16/19: IMPLEMENTATION OF REDUCED RADAR
LONGITUDINAL SEPARATION IN THE MID REGION**

That,

- a) *States, that have not yet done so;*
 - i) *be urged to implement 20 NM radar longitudinal separation; and*
 - ii) *be encouraged to further reduce the radar longitudinal separation within the MID Region to 10 NM;*
- b) *the ATM SG monitor the status of implementation and take appropriate actions to foster the implementation.*

Remotely Piloted Aircraft (RPAS)

5.2.2.71 The subject was addressed in WP/16 presented by the Secretariat. The meeting was apprised of the latest developments related to RPAS. The meeting 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>

5.2.2.72 The meeting noted that the RASG-MID/5 meeting encouraged States to consider the developments related to RPAS, and take necessary measures for the amendment of the relevant civil aviation regulations and procedures in a timely manner, in order to ensure safe integration of the RPA into the non-segregated airspace. In accordance with the RASG-MID Conclusion 5/18, the meeting urged States to report any safety occurrence related to RPA operations to the ICAO MID Regional Office on regular basis, for review and analysis by the Accident and Incident Analysis Working Group (AIA WG).

5.2.2.73 The meeting encouraged States to participate in the RPAS Workshop planned to be held in December 2017.

UAE's Airspace Restructuring Project

5.2.2.74 The subject was addressed in WP/33 presented by UAE. The meeting was apprised of the project related to the restructuring of the Emirates Airspace. The meeting noted that the UAE ATM Strategic Plan 2015 – 2030 is intended to support the evolution to a future ATM system in UAE that is performance-based, cost-efficient, globally harmonized and addresses ATM community expectations.

5.2.2.75 It was highlighted that, in order to achieve a long-term viable and effective solution able to accommodate next future air traffic growth, the UAE Airspace Restructuring Project (ARP), was launched in March 2014. It is focused on the following pillars:

- **Phase 1:** Terminal Airspace.
- **Phase 2:** Enroute Airspace addressing airspace conceptual design work.
- **Phase 3** formed by:
 - TASK 1: Integration and implementation of airspace concept design for 2016-2020 timeframe.
 - TASK 2: Development of an integrated master plan for 2016, 2020, 2022-2025 and 2035 timeframes.

5.2.2.76 The meeting noted that UAE will conduct two additional Regional Coordination Meetings, tentatively, in May and July 2017.

5.2.2.77 Based on the above, the meeting encouraged UAE's adjacent States (Bahrain, Iran, Oman, Qatar and Saudi Arabia) to support the Phase 3 of the UAE Airspace Restructuring Project.

Cooperation Council for the Arab States of the Gulf (GCC) Upper FIR Project

5.2.2.78 The subject was addressed in WP/38 presented by the GCC. The meeting was apprised of developments related to the GCC Upper Flight Information Region (UFIR). The project was initiated by the GCC ANC to establish a common block of airspace, which will cover the airspace at and above FL290 in the upper airspaces of the participating GCC States. The GCC ANC's long-term aim is to:

- develop a fully integrated Air Traffic Management (ATM) system in the GCC States;
- enhance aviation safety and expand airspace capacity in the GCC States;
- accommodate high growth in air traffic movements in the region; and
- standardise Air Traffic Services (ATS) operation in the participating GCC Member States.

5.2.2.79 Based on the above, the meeting encouraged all concerned stakeholders to support the GCC UFIR project throughout the project life cycle.

Cross Border Arrival Management

5.2.2.80 The subject was addressed in WP/36 presented by UAE. The meeting recognized that demand surpasses the capacity of major airports during peak periods, which requires applying delaying measures such as holding, vectoring, etc.

5.2.2.81 The Cross Border Arrival Management (XMAN) is a new operational procedure utilized by Air Traffic Service Units of multiple States that aims to improve and optimize arrival management operations for major airports. XMAN reduces the drawbacks of pro-longed holding in stacks, such as, fuel burn, CO₂ emissions and noise. With XMAN procedure the holding time of an aircraft is cut by reducing their cruising speed during the final enroute phase of flight, several hundred miles away from the airport.

5.2.2.82 Taking into consideration the advantages of the XMAN, the meeting urged States to support the implementation of the initiative in the Region, wherever it is possible.

Disruption Resilience in The Middle East Region

5.2.2.83 The subject was addressed in WP/35 presented by UAE. The meeting was apprised of the the resilience measures implemented in the UAE to overcome the challenges posed by weather as well as the lessons learnt.

5.2.2.84 The meeting noted that in order to maintain a safe flow of air traffic during adverse weather conditions, departure restrictions were applied to certain traffic arriving to the UAE. To apply these restrictions efficiently, a zone system was introduced in 2014 and published as AIC 05/2014. Selected airports are classified into three zones based on flying time to the UAE. Emirates Area Control Centre applies zone closure depending on the current arrival delay for a UAE airport. The closure and opening of zones requires a lot of collaboration amongst UAE aviation stakeholders as well as the affected airports in the vicinity of the UAE. In the attempt to resume normal operations all parties have varying priorities. The airline operations give priority to the repositioning of diverted flights, the ground operations give priority for the releasing of parking gates and the ATSU's priority is to ensure that the safety of air traffic is not compromise.

5.2.2.85 Based on the above, the meeting agreed that UAE works with the Secretariat in order to propose necessary amendments to the MID Region ATM Contingency Plan, to include measures and procedures enabling the Contingency Coordination Teams (CCTs) to deal with weather disruptions in a timely and effective manner. The proposed amendment to the MID Region ATM Contingency Plan should be presented to the ATM SG/3 meeting.

Contingency Planning

5.2.2.86 The subject was addressed in WP/17 presented by the Secretariat. The meeting noted that some airspace users continue to circumnavigate Baghdad, Damascus, Tripoli FIRs and Yemen Airspace due to the conflict zones. With regard to Sana'a FIR, some air operators resumed operations through Sana'a FIR using the ATS routes over the high seas. Iraq highlighted that necessary measures have been implemented to ensure the safety of the air traffic operating within Baghdad FIR, including the re-alignment of the ATS Routes UM860 and UM688 to the east side of the Iraqi Airspace, with effective implementation date 27 April 2017.

5.2.2.87 The meeting reviewed and updated the status of Contingency Agreement between the adjacent ACCs as at **Appendix 5.2.2I**. The meeting agreed that the ATM Sub-Group would explore ways and means to support States to comply with the ICAO provisions related to contingency planning, including the development of National ATM Contingency Plan.

5.2.2.88 The meeting noted that a Special Coordination Meeting on Afghanistan Contingency Planning was held at the Emirates Airlines Headquarters, Dubai, UAE, on 25 August 2016. The following are the main key points that were highlighted during the meeting:

- a) Afghanistan had made progress in terms of enhanced infrastructure; however, the State understood that as a critical Major Traffic Flow operated through the Kabul Flight Information Region (FIR), there would continue to be a focus to ensure the maximum availability of services and appropriate contingency planning in accordance with Annex 11. Moreover, Afghanistan was urged to better engage with stakeholders individually and at ICAO meetings.
- b) Afghanistan was urged to inform ICAO and stakeholders of any shortcomings that might affect the viability of ANS in the Kabul FIR.
- c) Iran and Pakistan were urged to inform stakeholders at the earliest opportunity regarding progress on the availability of the third (central) contingency route for the Organized Traffic System (OTS) in order to provide maximum capacity.
- d) Regarding capacity, Afghanistan, India, Iran and Pakistan were urged to provide capacity enhancements on a daily basis, not just for contingency (as Europe does) – this included the urgent implementation of at least 20NM longitudinal spacing all along the axis formed by Iran-Pakistan-India and Afghanistan-Pakistan-India routes.

5.2.2.89 Iran informed the meeting their readiness to implement the proposed route in c) and 20 NM longitudinal separation awaiting Pakistan acceptance.

5.2.2.90 The meeting noted that the African Region (AFI)-Asia/Pacific Region (APAC)-Middle East Region (MID) Air Traffic Management (ATM) Special Coordination Meeting (AAMA/SCM) (Mumbai, India from 19 to 20 January 2017) agreed to contingency measures in order to ensure the safety of traffic operating through the Mogadishu FIR, which requires collaboration of all the concerned States (Ethiopia, Kenya, India, Oman, Seychelles and Yemen).

SIDs and STARs New Phraseology

5.2.2.91 The subject was addressed in WP/20 presented by the Secretariat. The meeting noted that the amendment to phraseology related to SIDs and STARs has been included in the latest version of ICAO Doc 4444 (PANS-ATM) with applicability date 10 November 2016. In this respect, the meeting urged States to take necessary measures for the implementation of the SIDs and STARs new phraseologies, using the guidance material available on the ICAO website: http://www.icao.int/airnavigation/sidstar/pages/changes-to-sid_star-phra-seologies.aspx.

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

CONCLUSION 16/20: SIDS AND STARs NEW PHRASEOLOGIES

That, States be urged to:

- a) implement the provisions of amendment 7 to ICAO Doc 4444, in particular those related to the SIDs and STARs new phraseologies; and*
- b) provide the ICAO MID Office with their implementation plan by 1 May 2017.*

Search and Rescue (SAR)

5.2.2.93 The subject was addressed in WP/21 presented by the Secretariat. The meeting was apprised of the global, regional and inter-regional developments related to Search and Rescue. The meeting noted that SAR main USOAP-CMA findings in the MID Region are related to 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

5.2.2.94 The meeting recalled that during the review of the MIDANPIRG/15 Report, the Air Navigation Commission (ANC) suggested that data from USOAP-CMA and other areas be analysed to determine which SARPs were difficult for States to implement so the identified “problematic” SARPs could be addressed. In this respect, based on the USOAP-CMA results, the meeting recognized that some deficiencies related to the Annex 12 provisions are longstanding and very difficult for States to implement such as the signature of SAR Agreement between States (Reference: Annex 12 Standard 3.1.1 and Recommendation 3.1.5). It was highlighted that the regional effective implementation of the relevant USOAP-CMA Protocol Question (7.517) is only **20%**. The meeting was informed that the updated version of the ANS PQs has been approved with applicability date 1 June 2017.

5.2.2.95 The meeting underlined that the signature of SAR Agreements with adjacent States, is in most of the cases beyond the CAAs’ responsibilities and involves other authorities from different Ministries. Moreover, it was highlighted that the SAR services are provided by the Military Authority in the majority of the MID States.

5.2.2.96 UAE highlighted that States should, where possible, coerce their SAR providers to collaborate with adjacent States' SAR Providers in the event of an accident or serious incident requiring SAR Alert or Action. CAAs should be responsible mainly of SAR regulatory, oversight, alerting and coordination functions. In this respect, ICAO should review the SAR provisions, in order to be more focused on the CAAs' functions and responsibilities.

5.2.2.97 In connection with the above, the meeting noted that the MID SAR Action Group (SAR AG), established through MSG Decision 5/6, is working on the development of the MID SAR Plan, which will be presented to the upcoming ATM SG/3 meeting. Accordingly, the meeting agreed that the MID SAR Plan should include necessary guidance for States to support the elimination of the longstanding SAR deficiencies. The meeting noted with appreciation that the GCAA UAE, in coordination with the National Search and Rescue Centre in UAE, will host the first face-to-face meeting of the SAR AG.

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

DECISION 16/21: SAR LONGSTANDING DEFICIENCIES

That, the ATM SG explore ways and means to support States in the elimination of the longstanding SAR deficiencies.

5.2.2.99 The meeting reviewed the model Agreement for use between SAR Point of Contact (SPOCs) and Mission Control Centres (MCCs) at **Appendix 5.2.2J**, developed by the Secretariat of COSPAS-SARSAT and ICAO collaboratively. Accordingly, the meeting urged States to ensure that their SPOC sign the MCC/SPOC agreement with their relevant MCC, which would enhance the response to the monthly MCC communication tests.

5.2.2.100 The meeting was apprised of the outcome of the the ICAO AFI/APAC/MID Regional and Inter-regional SAR Workshop (Mahe, Seychelles from 19 to 22 July 2016). Accordingly, the meeting urged States to implement the relevant recommendations emanating from the Workshop.

5.2.2.101 The meeting reviewed and updated the status of bilateral Arrangements between ANSPs/ACCs and the SAR focal points in the MID Region as at **Appendices 5.2.2K** and **5.2.2L**, respectively. The meeting urged States to keep up-to-date the SAR Point of Contact (SPOC) contact details on the COSPAS-SARSAT website: <http://www.cospas-sarsat.int/en/contact-lists-mccs-and-spocs>

CNS Issues

5.2.2.102 The subject was addressed in WP/26 presented by the Secretariat.

ICAO Position for WRC-19

5.2.2.103 The meeting noted that the ICAO Position for the ITU WRC-19 was initially developed in 2016 with the assistance of the Frequency Spectrum Management Panel (FSMP). The ICAO position was submitted to States and relevant international organizations, through State Letter E 3/5-16/90 dated 1 December 2016, for comment by 1 March 2017. The meeting urged States urge States that have not yet done so, to reply to State Letter Ref.: E 3/5-16/90 before 1 March 2017 and to support the ICAO position to WRC-19. States and international organizations were requested also to take into consideration the ICAO Position, to the maximum extent possible, in their preparatory activities for the WRC-19 at national level, in the activities of the regional telecommunication organizations and in the relevant meetings of the ITU.

Frequency Finder

5.2.2.104 The meeting noted that ICAO has started rolling out the Frequency Finder tool. This tool provides the option to maintain ICAO Global COM list 3 database for VHF COM frequency assignments in the band 117.975 – 137 MHz. The tool and the complete documentation are available at:

<http://www.icao.int/safety/FSMP/Documents/FrequencyFinder>.

5.2.2.105 The meeting recalled that the Frequency Finder Workshop was held in Cairo, Egypt from 9 to 13 October 2016. The Workshop developed the following Recommendations:

- States are invited to:
 - verify and update existing registered frequencies in the COM list;
 - add any missing frequencies with the full details and links to FIR, where applicable;
 - add Extended Range identification, where applicable;
 - delete unused frequencies;
 - identify to the Regional Office for deletion purposes the duplicate frequencies contained in the other Region list (e.g. EUR/AFI);
 - send the changes in excel format generated by the FF export function; and
 - send new frequency proposals using the excel format generated by the FF.
- MID Regional Office is invited to:
 - send State Letter with standard excel sheet format requesting States to provide updates;
 - update the MID COM list 3 in the Global Frequency Database;
 - continue the coordination and update of the MID COM list 3 in the Global Frequency Database; and
 - support ICAO HQ for the development of the other modules (NAV/AID, HF, etc.)
- MID Region to consider revising frequency allotment plan; and use of polygons.

5.2.2.106 The meeting urged States to implement the Recommendations of the Frequency Finder Workshop and use the Frequency Finder for requesting the allocation and deletion of frequencies from the COM list 3.

Surveillance Mode S Radar IC Allocation and ADS-B Implementation

5.2.2.107 The meeting recalled that MIDANPIRG/15, through Conclusion 15/32, endorsed the “MID Region Process for Mode S Interrogator Codes Allocation”. However the process is still not fully implemented/followed by some States. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 16/22: MODE S INTERROGATOR CODE (IC) ALLOCATION

That, States, that have not yet done so, be urged to:

- a) *provide the ICAO MID Office with their Mode S Interrogator Code (IC) Focal Points; and*

- b) register to the MICA application for the allocation of the Mode S Interrogator Code (IC) at: <https://ext.eurocontrol.int/mica/Index.action>

MID Region Surveillance Plan

5.2.2.108 The meeting noted that the Template at **Appendix 5.2.2M** was developed by the CNS SG/7 meeting for ADS-B OUT Implementation Status Monitoring.

5.2.2.109 The meeting agreed that a comprehensive MID Region Surveillance Plan should be developed by the CNS SG in coordination with ATM SG, taking into consideration the Users' and States' operational needs and requirements. Accordingly, the meeting agreed to the following Decision to replace and supersede the MSG Decision 5/9:

DECISION 16/23: MID REGION SURVEILLANCE PLAN

That, the MID Region Surveillance Plan be developed by the CNS SG, based on the operational needs identified by the ATM SG.

AFS Planning and Implementation

5.2.2.110 The subject was addressed in WP/25 presented by the Secretariat.

Decommissioning of CIDIN

5.2.2.111 The meeting noted that five (5) MID States had CIDIN links (Bahrain, Egypt, Lebanon, Saudi Arabia and UAE), and all these States already have AMHS system in place. All CIDIN connections have been removed within the MID Region and there is only one connection remaining. The other CIDIN connections are the inter-regional ones, which depend on the AMHS implementation by Athens and Nicosia.

AMHS Communication Paths for ROC

5.2.2.112 The meeting reviewed the AMHS plan of the MID ROC connectivity Jeddah-Vienna and Bahrain-Vienna (enabling exchange of OPMET data in digital format between the MID and EUR Regions), as updated by CNS SG/7 meeting.

AMHS Gateway with SITA

5.2.2.113 The meeting noted that SITA is engaged with Jordan and Qatar to prepare for IP Network connectivity and AMHS interoperability testing. Furthermore, Lebanon has an AFTN connection with SITA and established IP in order to migrate to SITA type X connection and planned to be additional gateway connection for the Region. The IP infrastructure and the interoperability test are completed for Lebanon.

5.2.2.114 It was noted that SITA registered new ATS Address, using XF scheme and PRMD value "SITA" and thirteen (13) MID States' COM Centres successfully validated their addresses with SITA (Bahrain, Egypt, Iraq, Iran, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Sudan and UAE).

File Transfer Body Part (FTBP) Trial

5.2.2.115 The meeting recalled that the World Metrological Organization (WMO) initially decided to migrate from alphanumeric codes for the representation of Meteorological data to BUFR and at a later stage to XML.

5.2.2.116 The meeting noted that most of the AHMS systems in the MID Region are capable to run the extended services and especially File Transfer Body Part (FTBP).

5.2.2.117 The meeting recalled that the MIDANPIRG/15 meeting agreed that trials be conducted for the use of extended services. In this respect trials were conducted between Jordan and Egypt. The meeting noted that the MIDAMC STG/3 meeting developed the testing document for the File Transfer Body Part (FTBP) at **Appendix 5.2.2N** and urged States to participate in the trials.

5.2.2.118 Based on the above, the meeting agreed on the following Conclusion:

CONCLUSION 16/24: FTBP TESTING DOCUMENT

That, the First Edition of File Transfer Body Part (FTBP) Testing Document at Appendix 5.2.2N is endorsed.

Terms of References of MIDAMC STG

5.2.2.119 The meeting recalled that the CNS SG/7 updated the Terms of Reference (TORs) of the MIDAMC STG to include tasks related to the IP Network Project and to act as the MID CRV-OG (Common aeRONautical VPN – Operational Group). Accordingly, the meeting reviewed and endorsed the TORs of the MIDAMC STG as at **Appendix 5.2.2O** and agreed to the following Decision:

DECISION 16/25: TERMS OF REFERENCE OF THE MIDAMC STG

That, the Terms of Reference and Work Programme of the MIDAMC STG be updated as at Appendix 5.2.2O.

AFS Contingency measures for the MID Region

5.2.2.120 The meeting noted that the CNS SG/7 meeting developed requirement for the MID AFS contingency, including email/AFTN Gateways that are available in Bahrain and Lebanon. It was noted that both States expressed their readiness to provide services for other MID States during contingency cases.

5.2.2.121 The meeting noted that Jordan and Lebanon conducted successfully email/AFTN Gateway trials and the email Gateway proved to be an efficient alternative mean in contingency cases with degraded level of service when the AFS network is out.

GNSS Planning and Implementation

5.2.2.122 The subject was addressed in WP/21 presented by the Secretariat. The meeting was apprised of the outcomes of the ACAC/ICAO MID Workshop on GNSS (Rabat, Morocco, 5 April 2016) and the CNS SG/7 meeting (Cairo, Egypt, 31 May - 02 June 2016) related to GNSS. The meeting encouraged States to implement the recommendations emanating from the ACAC/ICAO MID Workshop on GNSS at **Appendix 5.2.2P**.

5.2.2.123 The meeting noted that ACAC and ICAO are planning to organize a joint Workshop on GNSS vulnerabilities in November 2017. Accordingly, the meeting encouraged States to actively participate in the ACAC/ICAO Workshop on GNSS vulnerabilities.

5.2.2.124 The meeting agreed that the subject should be addressed to the RASG-MID/6 meeting in order to agree on measures to ensure effective reporting of GNSS interferences, which could be mandated by the States' regulatory authorities. The meeting invited the RASG-MID to consider the

development of a RASG-MID Safety Advisory (RSA) related to GNSS vulnerabilities, highlighting the Standard Operating Procedures (SOP) for pilots, including the reporting procedures.

5.2.2.125 The meeting noted that ICAO developed new guidance on GNSS monitoring for inclusion in the GNSS Manual (Doc 9849); the corresponding updates to Annex 10 will also become applicable by November 2018.

ATM Data Security

5.2.2.126 The subject was addressed in WP/37 presented by UAE. The meeting noted that ATM data security is an integral part of the SWIM Governance. Considering that future ATM would extensively rely on data exchange and system interoperability provided in the SWIM environment, the ATM data security becomes crucial to the continuity of the ATM operations. Accordingly, the meeting recognized the need for the development of a MID Region ATM Data Security Plan, taking into consideration mainly the following:

- requirements needed to protect the ATM data;
- system architecture;
- resilience of the ATM system;
- availability of resources;
- awareness of service providers; and
- implementation and test plan.

5.2.2.127 Based on the above, the meeting agreed to establish the MID Region ATM Data Security Action Group (MID ADSAG) to develop the MID Region ATM Data Security Plan. Accordingly, the meeting agreed to the following Decision:

DECISION 16/26: ATM DATA SECURITY ACTION GROUP

That, the ATM Data Security Action Group (ADSAG) be:

- a) *established to develop the MID Region ATM Data Security Plan, to be presented to the CNS SG/8.*
- b) *composed of members from Bahrain, Iran, Kuwait, Oman, Saudi Arabia, UAE (Rapporteur), ICAO and IFAIMA*

MET issues

5.2.2.128 The subject was addressed in WP/28, Flimsy/1 and PPT/3 presented by the Secretariat, which highlighted the outcome of two meetings: the Sixth Meeting of the Meteorology Sub-Group (MET SG/6) held in Cairo held from 1 to 3 March 2016 and the Sixth Meeting of the MID Bulletin Management Group (BMG/6) held in Kuwait on 14 February 2017.

World Area Forecast System

5.2.2.129 The meeting noted the successful cessation of SADIS 2G on 31 July 2016 and consequential acronym change to SADIS which now stands for “*Secure Aviation Data Information Service*”.

5.2.2.130 The meeting recalled that World Area Forecast System (WAFS) forecasts are required for briefing and flight documentation in accordance with Annex 3 – *Meteorological Service for International Air Navigation*. It was highlighted that the designated Centre that serves the MID Region is World Area Forecast Centre (WAFS) London. The meeting noted that all but 3 States in the MID Region currently access SADIS FTP, which is addressed in Agenda Item 6.

Status of implementation of MID Regional OPMET Centres (ROC)

5.2.2.131 The meeting was provided an update on the implementation of ROC Jeddah and back-up ROC Bahrain to improve the regional and inter-regional OPMET exchange efficiency (MIDANPIRG Conclusion 14/30 and follow-up MIDANPIRG Conclusion 15/33 refers). The implementation plan provided by ROC Jeddah indicated that nine (9) MID States have implemented the OPMET exchange scheme that supports ROC Jeddah and back-up ROC Bahrain. Four (4) MID States have partially implemented the OPMET exchange scheme in this regard. Lastly, two (2) MID States have not implemented the OPMET exchange scheme.

5.2.2.132 The meeting noted that Kuwait would provide ROC Jeddah a list of OPMET data needed to meet their users' needs which would increase the number of States from 9 to 10 in implementing the required OPMET exchange scheme in support to the implementation of ROC Jeddah and back-up ROC Bahrain.

5.2.2.133 The meeting noted that the main implementation challenge was the difficulty in determining what OPMET data was needed to meet operators' needs, which required human resources and coordination.

IWXXM Implementation Plans

5.2.2.134 The meeting was provided an update on the implementation of the ICAO Meteorological Information Exchange Model (IWXXM) which would be facilitated by: 1) providing guidance material; 2) conducting workshops for the exchange of knowledge; and 3) developing implementation plans.

5.2.2.135 With reference to 1) above, the meeting noted that the guidance document, *Guidelines for the Implementation of OPMET data exchange using IWXXM*, was endorsed and recommended as guidance for Planning and Implementation Regional Groups (PIRGs) (MET Panel/2 Recommendation 5/5 refers, subject to ICAO ANC approval). The meeting agreed that when this document becomes available, it would be reviewed by the MID MET SG for use as possible regional guidance.

5.2.2.136 With reference to 2) above, the meeting noted that ROC Jeddah participated in the *Workshop on Implementing the ICAO Meteorological Information Exchange Model (IWXXM) for the exchange of OPMET data* held in Paris from 31 May to 2 June 2016. It was noted that 11 of the 14 exchange hubs around the globe attended. High level implementation plans and inter-regional IWXXM testing between Centres were developed. The meeting encouraged States also to participate in the *Inter-regional APAC/EUR/MID Seminar on service improvement through integration of AIM, MET and ATM information* to be held in Brussels at EUROCONTROL from 2 to 5 October 2017.

5.2.2.137 To further assist the MID States in IWXXM implementation and completion of the ROC implementation, the meeting agreed that a Workshop on ROC/IWXXM implementation be held back-to-back with the MET SG/7 meeting the week of 12 November 2017. The agenda and venue of the Workshop will be coordinated between the ICAO MID Office, the Chairperson of the MET SG (Saudi Arabia) and Egypt.

SIGMET tests results and special air-report tests

5.2.2.138 The meeting was provided an update on SIGMET tests and planned special air-report tests. The meeting noted that Kuwait, Oman and the United Arab Emirates have participated in the SIGMET tests conducted in November 2016. An emphasis was placed on using priority FF in the SIGMET test message.

5.2.2.139 The meeting noted that Meteorological Watch Offices are invited to participate in special air-report tests to practice sending these reports to ROC Jeddah using ICAO and WMO provisions. The meeting agreed this was important to test since special air-reports were used for operators' Safety Risk Assessments. Draft instructions on the special air-report tests to be conducted on 6 September 2017 for other phenomenon and 7 September 2017 for volcanic ash was provided to the BMG/6 meeting which included examples for the MID Region.

5.2.2.140 Given the above, the meeting agreed to the following Conclusion:

CONCLUSION 16/27: SPECIAL AIR-REPORT TEST

That States be encouraged to participate in the EUR Special Air-Report Test in order to identify deficiencies and associated solutions in the reporting and dissemination of these reports.

MID Regional SIGMET Guide

5.2.2.141 The meeting noted that the revised *Regional SIGMET Guide Template* was endorsed by the MET Panel (METP/2 Decision 6/1 refers). This was done to align the *Regional SIGMET Guide Template* with Amendment 77 to Annex 3. The BMG/6 meeting agreed to utilize this template and maintain elements specific to MID (Appendices D to F to the current MID Regional SIGMET Guide). Consequently, the meeting agreed to the following Conclusion:

CONCLUSION 16/28: MID REGIONAL SIGMET GUIDE

That the MID Regional SIGMET Guide as provided at Appendix 5.2.2Q is endorsed and be published as ICAO MID Doc 009.

MID ANP Volumes I and II – proposed changes

5.2.2.142 The meeting noted proposed changes to the MID ANP Volumes I and II that included: removing references to SADIS 2G; updating the SADIS acronym; providing clarity that MID is served by World Area Forecast Centre (WAFC) London; providing clarity on ROC functions; and providing criteria to consider in determining when to issue half-hourly METAR. Given the above, the meeting agreed to the following Conclusion:

CONCLUSION 16/29: PROPOSAL FOR AMENDMENT TO MID ANP VOLUMES I AND II (MET PART)

That ICAO initiate proposals for amendment to the MID ANP (Doc 9708) Volumes I and II, to include the changes at Appendices 5.2.2R and 5.2.2S, respectively.

MID Bulletin Management Group Terms of Reference

5.2.2.143 The meeting noted that proposed revisions by the BMG/6 meeting to the MID Bulletin Management Group (BMG) Terms of Reference (ToRs) would be reviewed by the MET SG/7. The proposed revisions included expanding on ROC Jeddah and back-up ROC Bahrain functions; updating the global groups referenced; updating requirements referenced (eANP); and updating the nomenclature of the MET block in ASBU.

REPORT ON AGENDA ITEM 6: AIR NAVIGATION DEFICIENCIES***Review of deficiencies in the air navigation fields***

6.1 The subject was addressed in WP/29 presented by the Secretariat. The meeting recalled that MIDANPIRG/15, through Conclusion 15/35, 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; and agreed 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.

6.2 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 provisions 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.

6.3 The meeting noted that some deficiencies are related to old requirements of the previous Basic ANP and FASID. However, after the completion of the transition to the new MID eANP (VOL I, II and III) on 15 February 2016, some of those requirements might be included in the new eANP in a more general way based on the PBA approach. Accordingly, the meeting agreed that some of the data included in the MANDD (in particular the “Reference”) should be reviewed and updated by the relevant MIDANPIRG Subsidiary Bodies.

6.4 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: <http://www.cairo.icao.int>. The meeting noted that the total number of air navigation deficiencies recorded in MANDD is 114 deficiencies compared to 127 deficiencies approved by MIDANPIRG/15.

6.5 A quantitative analysis of the MID States’ air navigation deficiencies is shown in the tables and graphs presented at **Appendices 6A** and **6B**.

6.6 The meeting highlighted the following:

- In the AOP field; the total number of AOP deficiencies is 13; 12 priority “A” and 1 priority “B” deficiencies. The lack of implementation of aerodromes’ certification represents 70% of these deficiencies.
- In the AIM field; 4 priority “A” deficiencies related to Aerodrome Obstacle Chart, Aerodrome Chart, QMS and AIP and 1 priority “B” deficiency related to World Aeronautical Chart have been deleted. The total number of AIM deficiencies has decreased from 53 to 48 since MIDANPIRG/15 (42 priority “A” and 6 priority “B” deficiencies). The lack of provision of terrain and obstacle datasets, the deficiencies related to AIP and aeronautical charts and the QMS represents 70% of these deficiencies.
- In the ATM field; 2 Priority “A” deficiencies related to reporting of LHD have been deleted. The total number of deficiencies in the ATM field has decreased from 32 to 30 since MIDANPIRG/15 (19 priority “A” and 11 priority “B” deficiencies). The lack of contingency agreements and the non-implementation of planned regional ATS Routes represents 80% of these deficiencies.

- In the CNS field; 5 Priority “A” deficiencies related to the AFTN circuit, NAV AIDs and ATS Direct Speech Circuits have been deleted. The total number of deficiencies in the CNS field has decreased from 10 to 5 since MIDANPIRG/15 (4 priority “A” and 1 priority “B” deficiencies). The lack of ATS Direct Speech Circuits represents 80% of these deficiencies.
- In the MET field; 1 Priority “A” deficiency related to the implementation of SADIS has been added. 2 Priority “A” deficiency related to the implementation of QMS for MET and provision of METAR and TAF have been deleted. The total number of deficiencies in the MET field has decreased from 10 to 9 priority “A” deficiencies since MIDANPIRG/15. The non-implementation of QMS for MET represents more than 75% of these deficiencies.
- In the SAR field; the total number is 12 priority “A” deficiencies related to the lack of SAR provisions and non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.

REPORT ON AGENDA ITEM 7: FUTURE WORK PROGRAMME***Dissolution of the APM Task Force***

7.1 The subject was addressed in WP/30 presented by the Secretariat. The meeting recalled that the ANSIG/2 meeting (Cairo, Egypt, 6-8 December 2016) noted with concern that no input were received from States to the second MID Air Navigation Environmental Report. Therefore, the second MID Air Navigation Environmental Report could not be developed by the APM TF/2 and TF/3 meetings. Accordingly, the meeting agreed with the proposal of the ANSIG/2 meeting to dissolve the APM TF. The environment-related tasks would be handled by ANSIG.

7.2 The meeting urged States that have not yet done so, to establish a dedicated structure dealing with aviation environmental issues, within their Civil Aviation Authorities (e.g. Department, Section, etc.). Accordingly, the meeting agreed to the following Decision and Conclusion:

DECISION 16/30: DISSOLUTION OF THE ATM PERFORMANCE MEASUREMENT TASK FORCE (APM TF)

That,

- a) *the APM TF is dissolved; and*
- b) *the MIDANPIRG Organizational Structure contained in the MIDANPIRG Procedural Handbook (MID Doc 001) be amended accordingly.*

CONCLUSION 16/31: ENVIRONMENTAL PROTECTION

That, States that have not yet done so, be invited to:

- a) *provide the ICAO MID Regional Office with updated contact details of their State's CO2 Action Plan/Environment Focal Points;*
- b) *develop/update their State Action Plans on CO2 emission reduction, using the guidelines contained in the ICAO Doc 9988; and submit them to ICAO through the APER website or the ICAO MID Regional Office; and*
- c) *take necessary actions for the implementation of the mitigation measures included in their Action Plan, commensurate with the establishment of a dedicated structure (e.g. Department, Section, etc.) within the Civil Aviation Authorities dealing with aviation environmental issues.*

7.3 Taking into consideration the latest developments in the air navigation field, including the dissolution of the APM Task Force, the meeting reviewed and endorsed the revised ANSIG Terms of Reference (TORs) as at **Appendix 7A** and agreed to the following Decision:

DECISION 16/32: REVISED ANSIG TERMS OF REFERENCE

That,

- a) the ANSIG Terms of Reference (TORs) be updated as at **Appendix 7A**; and*
- b) the MIDANPIRG Procedural Handbook (MID Doc 001) be amended accordingly.*

Dates and venue of the MIDANPIRG/17 meeting

7.4 The meeting noted with appreciation the offer made by Iran to host the MIDANPIRG/17 meeting during 4th quarter of 2018. The exact dates will be determined, after coordination between the ICAO MID Regional Office, Iran and the Chairperson of MIDANPIRG.

REPORT ON AGENDA ITEM 8: ANY OTHER BUSINESS

8.1 Nothing has been discussed under this Agenda Item.
