



International Civil Aviation Organization

**Middle East Air Navigation Planning and
Implementation Regional Group**

**Sixteenth Meeting (MIDANPIRG/16)
(Kuwait, 13 – 16 February 2017)**

Agenda Item 2: Follow-up on the outcome of MIDANPIRG/15 and MSG/5 Meetings

FOLLOW-UP ON THE OUTCOME OF MIDANPIRG/15 AND MSG/5 MEETINGS

(Presented by the Secretariat)

SUMMARY

This paper highlights the action taken by the ANC on the MIDANPIRG/15 Report; and presents the status of MIDANPIRG/15 and MSG/5 Conclusions and Decisions and the follow-up actions taken by concerned parties.

Action by the meeting is at paragraph 3.

REFERENCES

- AN-WP/8985 and AN Min. 200-04
- ANSIG/2 Report
- MIDANPIRG/15 Report
- MSG/5 Report

1. INTRODUCTION

1.1 The MIDANPIRG/15 meeting was held in Bahrain from 8 to 11 June 2015. The meeting was attended by 13 States and 7 international organizations/industries. The meeting adopted 29 Conclusions and 6 Decisions.

1.2 The Fifth meeting of the MIDANPIRG Steering Group (MSG/5) was held at the ICAO Middle East Regional Office in Cairo, Egypt, from 18 to 20 April 2016. The meeting was attended by 9 States and 3 international organizations. The meeting adopted Fifteen (15) Conclusions and Decisions and Five (5) Draft Conclusions and Decisions.

2. DISCUSSION

REVIEW OF ACTION TAKEN BY THE ANC ON MIDANPIRG/15 REPORT

2.1 The Air Navigation Commission referred the Report of the MIDANPIRG/15 meeting to its Working Group of the Whole for Strategic Review and Planning (WG/SRP) for review. The AN-WG/SRP reviewed the Report on 23 September 2015.

2.2 It was agreed that the Conclusions and Decisions were exclusively aimed at the Secretariat and States.

2.3 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, MIDANPIRG/15 invited ICAO to consider the development of global provisions and/or guidance material to reduce the risk associated with call sign similarity and confusion, including possible amendment to the ICAO FPL Format. It was suggested that the subject be examined to determine whether other regions had issues with similar call signs and, as an amendment to the flight plan format might be required, the ATMOPSP was suggested as the appropriate body. The ANC 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, including possible amendment to the ICAO FPL format, and then brief the ANC.

2.4 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. This allows the ANC to effectively assess the level of progress in the region to the GANP modules, with proposals on how to further develop the ASBU block 1 and 2 modules.

2.5 The ANC noted that Conclusion 15/19 on regional performance dashboards called on ICAO to expand the performance dashboards to include the regional indicators, metrics and targets; and that the request is under review. It was further noted that the performance indicators could feed the Global Air Navigation Plan (GANP) process by reporting via the regional dashboards, and this would feed the discussion on the development of performance metrics in the various regions.

2.6 In relation to Conclusion 15/20 the ANC queried if the regional ATM contingency plans had discussed any safety hazards which could arise from the closure of airspace due to conflict zones. In the same vein, it was questioned whether airspace closures were coordinated with RASGs. The ANC noted that, while safety assessments were conducted by airlines and States, the matter of conflict zones fell within the purview of PIRGs and as part of the coordination mechanism between MIDANPIRG and RASG-MID, the latter is kept fully informed.

2.7 It was highlighted that paragraph 6.4 provides detailed information of particular interest to the ANC as it gives a direct indication on the implementation of some SARPs. The ANC highlighted the importance of correlating the SARPs with their actual implementation and understanding the correlation between the lack of effective implementation and the impact on safety. The ANC welcomed the availability of this information and 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. In this respect, the ANC noted that a new iSTARS tool that would be extremely useful in this regard would be available soon.

2.8 With regard to the coordination between MIDANPIRG and RASG-MID and the identification of the regional safety focus areas and emerging issues, the need to determine whether particular safety risks were specific to certain regions was emphasized. In this respect, 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.

2.9 The ANC approved the actions recommended as proposed in the appendix to AN-WP/8985.

MIDANPIRG/15 FOLLOW-UP ACTION PLAN

2.10 Based on the outcome of the different MIDANPIRG subsidiary bodies, and the feedback received from some States, an updated follow-up action plan on MIDANPIRG/15 Conclusions and Decisions is attached at **Appendix A**.

MSG/5 FOLLOW-UP ACTION PLAN

2.11 **Appendix B** provides update on the progress made for the implementation of the MSG/5 Conclusions and Decisions.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the action taken by the ANC on the MIDANPIRG/15 Report; and
- b) note the progress made for the implementation of the MIDANPIRG/15 and MSG/5 Conclusions and Decisions at **Appendices A** and **B**, respectively, and take action, as appropriate.

APPENDIX A

FOLLOW-UP ACTION PLAN ON MIDANPIRG/15 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>DECISION 15/1: DISSOLUTION OF THE CALL SIGN CONFUSION AD-HOC WORKING GROUP</p> <p>That, the Call Sign Confusion Ad-hoc Working Group is dissolved.</p>	MIDANPIRG/15	Dissolve CSC WG	Jun. 2015	Completed
<p>CONCLUSION 15/2: CALL SIGN SIMILARITY PROVISIONS AND GUIDELINES</p> <p>That, States be urged to:</p> <p>a) take necessary measures to ensure that their Aircraft Operators (AOs) implement a mechanism to de-conflict call similarity between the same AO flights and thereafter between their local AOs and other Middle East AOs flights;</p> <p>b) report call sign similarity/confusion cases using the template at Appendix 4.1C; and</p> <p>c) develop a simplified mechanism to trigger the reporting of call sign similarity/confusion by ATCOs.</p>	ICAO States	State Letter Feedback	July 2015 Sep. 2015	Actioned/To be closed SL AN 6/34-15/189 dated 25 June 2015 (WP/5 refers)
<p>CONCLUSION 15/3: MIDRMA REVISED MEMORANDUM OF AGREEMENT</p> <p>That,</p> <p>a) the revised version of the MIDRMA Memorandum of Agreement (MOA) dated 12 March 2014, at Appendix 4.2A is endorsed, to replace and supersede the MIDRMA MOA dated 27 February 2006; and</p> <p>b) the ICAO MID Regional Office follow-up with concerned States the signature of the revised MIDRMA MOA.</p>	MIDANPIRG/15 States	Revised MIDRMA MOA Sign the revised MIDRMA MOA	Jun. 2015 Dec. 2016	Actioned/To be closed Completed 10 States signed the revised MOA

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 15/4: MIDRMA FUNDING MECHANISM</p> <p>That,</p> <p>a) the activities of the MIDRMA be ensured through contributions from all MIDRMA Member States, which could be recovered in accordance with ICAO Policies on charges for Airports and Air Navigation Services (Doc 9082), in coordination with IATA;</p> <p>b) the MIDRMA Member States pay their contributions on a yearly basis not later than two (2) months after the issuance of the invoices by ICAO;</p> <p>c) ICAO issue the invoices related to States contribution to the MIDRMA Project on a yearly basis as decided by the MIDRMA Board or its Chairperson;</p> <p>d) the annual amounts to be paid by the MIDRMA Member States are, as follows:</p> <p style="padding-left: 20px;">i) Bahrain, Egypt, Iran, Oman and Saudi Arabia annual contribution is US\$ 30,000 each; and</p> <p style="padding-left: 20px;">ii) Iraq, Jordan, Kuwait, Lebanon, Libya, Qatar, Sudan, Syria and Yemen annual contribution is US\$ 10,000 each;</p> <p>e) UAE is exempted from the payment of contributions to the MIDRMA for the first ten (10) years of operation (up-to end of 2015);</p> <p>f) the MIDRMA Member States comply with the payment instructions contained in the invoices sent by ICAO HQ (Project code, fund number, invoice number, Bank information, etc);</p> <p>g) in case a MIDRMA Member State does not pay the contribution to the MIDRMA Project in a timely manner, the MIDRMA Board might consider to take penalty measures against this State (exclusion from the MID RVSM Safety Monitoring Report, review of the Membership, etc);</p> <p>h) the MIDRMA Board Chairperson, in compliance with the Custodian Agreement and based on the agreed funding mechanism and the estimation of the yearly operating budget of the MIDRMA, be delegated the authority to certify on behalf of the MIDRMA Member States the requests for advance payment from the MIDRMA account managed by ICAO HQ to the MIDRMA</p>	<p>MIDANPIRG/15</p>	<p>MIDRMA funding Mechanism</p>	<p>Jun. 2015</p>	<p>Completed</p> <p>(Replaced and superseded by MIDRMA Board Conc. 14/3)</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>Bank account in Bahrain, as decided by the MIDRMA Board;</p> <p>i) the bills related to the MIDRMA expenses be certified by the MIDRMA Board Chairperson and reviewed by the MIDRMA Board at each of its meetings; and</p> <p>j) the MIDRMA funding mechanism be revised by the MIDRMA Board, when necessary.</p>				
<p>CONCLUSION 15/5: ONLINE REPORTING OF LARGE HEIGHT DEVIATION (LHD)</p> <p>That, States:</p> <p>a) be urged to use only the online tool at (http://www.midrma.com/lhd) for reporting LHDs; and</p> <p>b) be encouraged to provide feedback to the MIDRMA for further improvement of the tool.</p>	<p>ICAO</p> <p>States</p>	<p>State Letter</p> <p>Feedback</p>	<p>Jul.2015</p> <p>Oct. 2015</p>	<p>Actioned/To be closed</p> <p>SL AN 6/5.10.15A – 15/190 dated 28 June 2015</p>
<p>CONCLUSION 15/6: SIMPLIFIED LARGE HEIGHT DEVIATION (LHD) REPORTING PROCEDURE</p> <p>That, States be urged to implement a procedure within their ACCs to easily trigger the LHD reporting process and provide the ICAO MID Regional Office with an update on the action(s) undertaken.</p>	<p>ICAO</p> <p>States</p>	<p>State Letter</p> <p>Feedback</p>	<p>Jul.2015</p> <p>Oct. 2015</p>	<p>Actioned/To be closed</p> <p>SL AN 6/5.10.15A – 15/190 dated 28 June 2015</p>
<p>CONCLUSION 15/7: MID RVSM SAFETY MONITORING REPORT (SMR) 2014</p> <p>That, the MID RVSM Safety Monitoring Report (SMR) 2014 is endorsed.</p>	<p>MIDANPIRG/15</p>	<p>MID RVSM SMR 2015</p>	<p>Jun. 2015</p>	<p>Completed</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 15/8: MID RVSM SAFETY MONITORING REPORT (SMR) 2015</p> <p>That,</p> <p>a) the FPL/traffic data for the period 1 – 30 September 2015 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2015);</p> <p>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</p> <p>c) the final version of the MID RVSM SMR 2015 be ready for presentation to and endorsement by MIDANPIRG/16.</p>	<p>ICAO</p> <p>States</p> <p>MIDRMA</p>	<p>State Letter</p> <p>Traffic data</p> <p>SMR 2015</p>	<p>Sep.2015</p> <p>Oct. 2015</p> <p>Dec. 2016</p>	<p>Actioned/To be closed</p> <p>SL AN 6/5.10.15A – 15/244 dated 7 Sep. 2015</p> <p>Preliminary results presented to ANSIG/2 and final SMR to be presented to MIDANPIRG/16 (WP/8 refers)</p>
<p>CONCLUSION 15/9: AVIATION STATISTICS AND TRAFFIC FORECASTS</p> <p>That,</p> <p>a) States be urged to:</p> <p>i. nominate to ICAO Focal Points for aviation statistics;</p> <p>ii. provide the statistics required by ICAO in a timely manner and to the extent possible in an electronic format</p> <p>b) ICAO organise a Second Aviation Data Analyses Seminar in 2016 to keep the momentum and further enhance the technical knowledge of States.</p>	<p>ICAO</p> <p>States</p> <p>ICAO</p>	<p>State Letter</p> <p>Focal Point and statistics</p> <p>Seminar</p>	<p>Q1-2016</p> <p>Dec. 2016</p>	<p>Actioned/To be closed</p> <p>SL AT 5/3 - 16/120 dated 7 April 2016</p> <p>Seminar planned for 20-23 Feb.17</p>
<p>CONCLUSION 15/10: MID REGION AIR NAVIGATION STRATEGY</p> <p>That,</p> <p>a) the revised MID Region Air Navigation Strategy:</p> <p>i. is endorsed as the framework identifying the regional air navigation priorities, performance indicators and targets; and</p> <p>ii. be published as MID Doc 002.</p>	<p>MIDANPIRG/15</p> <p>ICAO</p>	<p>MID AN Strategy</p> <p>MID Doc 002</p>		<p>Actioned/To be closed</p> <p>(WP/10 refers)</p> <p>MID Doc 002 published</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>b) MID States be urged to:</p> <p>i. develop their National Air Navigation Performance Framework, ensuring the alignment with and support to the MID Region Air Navigation Strategy; and</p> <p>ii. provide the ICAO MID Regional Office, on an annual basis (by the end of November), with relevant data necessary for regional air navigation planning, reporting and monitoring.</p>	<p>ICAO States States</p>	<p>State Letter National Performance Framework Feedback</p>	<p>Nov. 2015 Nov. 2015</p>	<p>SL AN 1/7– 15/191 dated 25 June 2015</p>
<p>CONCLUSION 15/11: ENDORSEMENT OF THE MID eANP</p> <p>That,</p> <p>a) the new MID ANP VOL I, II and III available at: http://www.icao.int/MID/MIDANPIRG/Pages/Final%20Report/MID-eANP.aspx are endorsed; and</p> <p>b) the ICAO MID Regional Office process the necessary Proposals for Amendment, in accordance with the procedure for amendment approved by the Council, for formal approval by the end of 2015.</p>	<p>ICAO</p>	<p>Proposals for Amendment</p>	<p>Dec. 2015</p>	<p>Completed</p> <p>MID eANP Vol I, II and III, approved and published on the ICAO MID Website</p>
<p>DECISION 15/12: DISSOLUTION OF THE ANP AD-HOC WORKING GROUP</p> <p>That, the ANP Ad-Hoc Working Group is dissolved.</p>	<p>MIDANPIRG/15</p>	<p>Dissolve ANP WG</p>	<p>Jun. 2015</p>	<p>Completed</p>
<p>CONCLUSION 15/13: MID FLIGHT PROCEDURE PROGRAMME (FPP) WORKSHOP</p> <p>That, as part of the ICAO support for the establishment of the MID FPP, a Workshop be organized back-to-back with the MAEP SC/2 meeting to be held in October 2015 in order to develop a framework for the establishment of the MID FPP.</p>	<p>ICAO</p>	<p>Conduct of MID FPP Workshop</p>	<p>Oct. 2015</p>	<p>Completed</p> <p>Workshop held (18-19 Oct. 2015)</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>DECISION 15/14: DISSOLUTION OF THE MPST</p> <p>That, the MID PBN Support Team (MPST) is dissolved.</p>	MIDANPIRG/15	Dissolve the MPST	Jun.2015	Completed
<p>CONCLUSION 15/15: MID CIVIL/MILITARY SUPPORT TEAM</p> <p>That, a MID Civil/Military Support Team be established with a view to expedite the implementation of the Flexible Use of Airspace (FUA) Concept in the MID Region.</p>	MIDANPIRG/15	Establishment of MID Civil/Military Support Team	Jun.2015	Actioned/To be closed No request for a Team visit received
<p>DECISION 15/16: COLLABORATIVE AIR TRAFFIC FLOW MANAGEMENT (ATFM-CDM)</p> <p>That, the ATM Sub-Group develop a Preliminary Project Proposal addressing the necessity, feasibility, and timelines related to the eventual implementation of a regional/sub-regional ATFM system, for consideration by the MAEP Steering Committee.</p>	ATM SG	ATM Sub-Group develop a Preliminary Project Proposal	Dec. 2015	Overtaken by events/ To be closed MAEP SC/2 meeting deferred the discussion on the project to 2017
<p>CONCLUSION 15/17: FORMAL AGREEMENTS BETWEEN AIS AND DATA ORIGINATORS</p> <p>That, States be urged to:</p> <p>a) take necessary measures for the signature of formal arrangements between AIS/AIM and the data originators, commensurate with the Aerodrome operators, Air Navigation Service Providers (ANSPs) and the Military Authority; and</p> <p>b) inform the ICAO MID Regional Office of the actions taken before 31 December 2015.</p>	ICAO States	State Letter Feedback	 Dec. 2015	Actioned/To be closed SL AN 8/4.1-15/205 dated 6 July 2015 Very few replies received; to be followed-up by the AIM SG
<p>CONCLUSION 15/18: MID REGIONAL GUIDANCE FOR IMPLEMENTATION OF AIDC/OLDI</p> <p>That, the MID Region guidance for the implementation of AIDC/OLDI (Edition 1.1, June 2015) is endorsed as MID Doc 006.</p>	MIDANPIRG/15	MID Region Guidance for AIDC/OLDI3	Jun. 2015	Completed MID Doc 006 endorsed

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 15/19: REGIONAL PERFORMANCE DASHBOARDS</p> <p>That, ICAO expedite the expansion of the regional performance dashboards to include the MID Region-specific indicators, metrics and targets, for which the necessary data is available.</p>	ICAO	Dashboards with Regional indicators, metrics and targets	Dec. 2015	<p>Actioned/To be closed</p> <p>MID AN Report developed, pending development of web-based tool (WP/15 refers)</p>
<p>CONCLUSION 15/20: MID REGION ATM CONTINGENCY PLAN</p> <p>That, the MID Region ATM Contingency Plan (Edition June 2015):</p> <p>a) is endorsed as MID Doc 003; and</p> <p>b) be used by States and concerned stakeholders to ensure the orderly flow of international air traffic in the event of disruptions of air traffic services and related supporting services and to preserve the availability of major world air routes within the air transportation system in such circumstances.</p>	MIDANPIRG/15	MID Region ATM Contingency Plan MID Doc 003	Jun. 2015	<p>Completed</p> <p>MID Doc 003 published</p>
<p>CONCLUSION 15/21: MID REGION ACCs LETTER OF AGREEMENT TEMPLATE</p> <p>That, States be encouraged to use the MID Region Area Control Centres (ACCs) Letter of Agreement Template (Edition June 2015) available on the ICAO MID website, to ensure the harmonization of coordination procedures between ACCs.</p>	ICAO	State Letter	Jul. 2015	<p>Actioned/To be closed</p> <p>SL AN 6/2.1 – 15/192 dated 28 Jun. 2015</p>
<p>CONCLUSION 15/22: MID REGION HIGH LEVEL AIRSPACE CONCEPT</p> <p>That, the MID Region High Level Airspace Concept (Edition June 2015) is endorsed as MID Doc 004.</p>	MIDANPIRG/15	MID Region High Level Airspace Concept	Jun. 2015	<p>Completed</p> <p>Endorsed as MID Doc 004</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 15/23: MID SSR CODE MANAGEMENT PLAN (CMP)</p> <p>That,</p> <p>a) the Middle East Secondary Surveillance Radar Code Management Plan (MID SSR CMP) (Edition June 2015) is endorsed as MID Doc 005;</p> <p>b) States (regulator and service provider) be urged to:</p> <p>i. take necessary measures to ensure strict compliance with the procedures included in the MID SSR CMP; and</p> <p>ii. report interference/conflict cases, if any, to the ICAO MID Regional Office related to the misuse of SSR codes.</p>	<p>MIDANPIRG/15</p> <p>ICAO</p> <p>States</p>	<p>MID SSR CMP</p> <p>State Letter</p> <p>Feedback</p>	<p>Jun. 2015</p> <p>Jul. 2015</p> <p>periodical ly</p>	<p>Completed</p> <p>Endorsed as MID Doc 005</p> <p>SL AN 6/17 – 15/193 dated 25 Jun. 2015</p>
<p>DECISION 15/24: MID REGIONAL/SUB-REGIONAL SEARCH AND RESCUE TRAINING EXERCISES</p> <p>That, the ATM Sub-Group develop an action plan for the conduct of regional/sub-regional SAR training exercises.</p>	<p>ATM SG</p>	<p>Action Plan for SAR training exercises</p>	<p>Dec. 2015</p>	<p>Actioned/To be closed</p> <p>ATM SG/2 established a SAR AG to develop the action plan</p>
<p>CONCLUSION 15/25: MIDAD SUPPORT TEAM (MIDAD ST)</p> <p>That, the MIDAD Support Team (MIDAD ST)</p> <p>a) be composed of members from Bahrain, Jordan, Iran, Kuwait, Oman, Qatar, Saudi Arabia, Sudan, UAE and the ICAO MID Regional Office; and</p> <p>b) provide necessary support to the MIDAD Task Force to successfully complete Phase 2 of the MIDAD Project.</p>	<p>MIDANPIRG/15</p>	<p>MIDAD ST composition</p>		<p>Actioned/To be closed</p> <p>MIDAD ST Focal Points list is completed</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/ REMARKS
<p>CONCLUSION 15/30: AFTN/CIDIN AFS CONNECTIVITY AND AMHS IMPLEMENTATION</p> <p>That States be urged to:</p> <p>a) refrain from establishing new AFTN and CIDIN connections at the International level;</p> <p>b) gradually phase out the current connections based on AFTN or CIDIN standards; and</p> <p>c) expedite their AMHS implementation.</p>	ICAO	State Letter	July 2015	<p>Actioned/To be closed</p> <p>SL AN 7/5.1-15/209 dated 8 Jul. 2015</p>
<p>CONCLUSION 15/31: MIDAMC ACCREDITATION PROCEDURE</p> <p>That, the accreditation procedure for registering in the MIDAMC be amended as at Appendix 5.2.2G.</p>	MIDANPIRG/15	The procedure amended	June 2015	Completed
<p>CONCLUSION 15/32: MID REGION PROCESS FOR MODE S IC CODES ALLOCATION</p> <p>That, the Eurocontrol Document “Requirements process for the coordinated allocation and use of Mode S Interrogator Codes in the ICAO Middle East Region” (Edition 1.02 dated August 2014), be used for the allocation of the Mode S IC codes.</p>	MIDANPIRG/15	Procedure adopted	June 2015	Completed
<p>CONCLUSION 15/33: OPMET EXCHANGE SCHEME</p> <p>That States be urged to update their OPMET exchange scheme in coordination with ROC Jeddah and back-up ROC Bahrain in order to complete MID ROC implementation by 30 September 2015.</p>	ICAO/States	<p>State letter</p> <p>Updated OPMET exchange scheme</p>	Sep 2015	<p>Actioned/To be closed</p> <p>SL Ref: AN 10/11-15/206 issued 8 Jul 2015</p> <p>Status: 8 States FI 5 States PI 2 States NI</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 15/34: SINGLE ENGINE TAXI OPERATIONS</p> <p>That, States be encouraged to:</p> <p>a) consider the implementation of Single Engine Taxi Operations at their International Aerodromes,; as a possible measure for the reduction of CO₂ emissions, as practicable (decision to be supported by a safety assessment); and</p> <p>b) share their experience on the subject with other States, as required.</p>	<p>ICAO</p> <p>State</p>	<p>State Letter</p> <p>Feedback</p>	<p>Jul. 2015</p>	<p>Actioned/To be closed</p> <p>SL AN 6/17 – 15/194 dated 28 Jun. 2015</p>
<p>CONCLUSION 15/35: AIR NAVIGATION DEFICIENCIES</p> <p>That, States be urged to:</p> <p>a) 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</p> <p>b) submit a Formal Letter to the ICAO MID Regional Office containing the evidence(s) that mitigation measures have been implemented for the elimination of deficiency(ies) when requesting the elimination of deficiency(ies) from the MANDD.</p>	<p>ICAO</p> <p>States</p>	<p>State Letter</p> <p>CAP and necessary updates/ evidences</p>	<p>When necessary</p>	<p>Actioned</p> <p>SL AN 2/2 – 15/351 dated 29 Dec. 2015</p>

APPENDIX B

FOLLOW-UP ACTION PLAN ON MSG/5 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>MSG CONCLUSION 5/1: SEMINAR/WORKSHOP ON PANS-AERODROMES</p> <p>That, a Seminar/Workshop on the implementation of PANS-Aerodromes (Doc 9981) be organized by ICAO in 2017.</p>	ICAO	Seminar outcomes	Nov. 2017	<p>Actioned</p> <p>Seminar planned for Nov. 2017</p>
<p>MSG CONCLUSION 5/2: MID eANP FOCAL POINTS</p> <p>That, States be urged to assign a MID eANP focal point 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”.</p>	ICAO States	State Letter Feedback	Jul. 2016	<p>Actioned</p> <p>Ref.: AN 9/2.1-16/155 dated 9 Jun 2016 6 States replied (Egypt, Jordan, Kuwait, Saudi Arabia, Sudan and UAE)</p>
<p>MSG CONCLUSION 5/3: IMPLEMENTATION OF THE TOP SIX ATS ROUTES</p> <p>That, concerned States be urged to take necessary measures to implement the identified routes at Appendix 5B and provide the ICAO MID Regional Office with an update on the actions undertaken by 15 November 2016, for review by the ANSIG/2 meeting.</p>	ICAO States	State Letter Feedback	Dec. 2016 Jan. 2016	<p>Actioned/To be closed</p> <p>SL Ref.: AN 6/5.8-16/337 dated 1 Dec 2016</p>
<p>MSG CONCLUSION 5/4: MID REGION ATM CONTINGENCY PLAN</p> <p>That, the revised version of the MID Region ATM Contingency Plan (MID Doc 003, Edition April 2016) is endorsed.</p>	MSG/5	MID Doc 003	Apr. 2016	<p>Completed</p>
<p>MSG CONCLUSION 5/5: PUBLICATION OF FIR BOUNDARY POINTS</p> <p>That, States by urged to:</p> <p>a) take into consideration the Guidelines at Appendix 5D for the description of their FIR boundaries;</p> <p>b) review the Table ATM I-1 MID Region Flight Information Regions (FIRs)/ (FIRs)/Upper Information Regions (UIRs) at Appendix 5E and coordinate with neighboring States, as appropriate, the definition of common boundaries; and</p>	ICAO States	State Letter Feedback	Dec. 2016 Mar. 2017	<p>Actioned</p> <p>SL Ref.: AN 6/3-16/338 dated 1 Dec 2016</p> <p>(WP/11 refers)</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
c) provide the ICAO MID Regional Office with their updates and comments before 15 October 2016.				
<p>MSG DECISION 5/6: MID SEARCH AND RESCUE ACTION GROUP</p> <p>That, a MID SAR Action Group be established to:</p> <p>a) carry out a Gap Analysis related to the status of implementation of SAR services in the MID Region;</p> <p>b) develop a SAR Plan for the MID Region based on the Asia/Pacific experience and other best practices; and</p> <p>c) develop an action plan for the conduct of regional/sub-regional SAR training exercises.</p>	<p>MSG/5</p> <p>SAR Action Group</p>	<p>Establishment of MID SAR Action Group</p> <p>Draft MID Region ATM SAR Plan</p> <p>Action Plan for regional/sub-regional SAREX.</p>	<p>Apr 2016</p> <p>May 2017</p>	<p>Actioned</p>
<p>MSG CONCLUSION 5/7: TRANSITION PLAN FOR THE RNAV TO RNP INSTRUMENT APPROACH CHART DEPICTION</p> <p>That, States be urged to provide their transition plan for the RNAV to RNP Instrument Approach Chart Depiction (Chart Title) to the ICAO MID Regional Office before 31 October 2016, taking into consideration the provisions/timelines set forth in Amendment 6 to PANS-OPS, Volume II, Part III, Section 5, Chapter 1 and the ICAO Circular 336.</p>	<p>ICAO</p> <p>States</p>	<p>State Letter</p> <p>Feedback</p>	<p>Apr 2016</p> <p>January 2017</p>	<p>Actioned</p> <p>SL Ref.: AN 6/29 - 16/336 dated 1 Dec 2016 (WP/23 refers)</p>
<p>MSG CONCLUSION 5/8: MID REGION PBN IMPLEMENTATION PLAN</p> <p>That, the revised version of the MID Region PBN Implementation Plan (MID Doc 007, Edition April 2016) is endorsed.</p>	<p>MSG/5</p>	<p>MID Doc 007</p>	<p>Apr 2016</p>	<p>Completed</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>MSG DECISION 5/9: MID REGION ADS-B IMPLEMENTATION PLAN</p> <p>That, the CNS SG be tasked to develop a MID Region ADS-B Implementation plan including the ADS-B monitoring Template.</p>	CNS SG	ADS-Plan	TBD	<p>Actioned</p> <p>ADS-B Monitoring Template developed</p>
<p>MSG CONCLUSION 5/10: NATIONAL AIM IMPLEMENTATION ROADMAP</p> <p>That, States be urged to:</p> <p>a) take into consideration the “MID Region AIM implementation Roadmap” at Appendix 5I in planning for the transition from AIS to AIM in a prioritized manner; and</p> <p>b) provide the ICAO MID Regional Office with their updated National AIM Implementation Roadmap on an annual basis (by end of December), using the Template at Appendix 5H.</p>	ICAO States	State Letter Feedback	Dec 2016	<p>Actioned/To be closed</p> <p>Ref.: AN 8/4 - 16/261 dated 22 Sep 2016;</p> <p>Total 12 States provided Roadmaps. Updated Versions (2016) received from Bahrain, Egypt, Iran, Iraq, Kuwait, Lebanon, Oman, Qatar and UAE.</p>
<p>MSG CONCLUSION 5/11: INTERREGIONAL SEMINAR ON “SERVICE IMPROVEMENT THROUGH INTEGRATION OF DIGITAL AIM, MET AND ATM INFORMATION</p> <p>That,</p> <p>a) ICAO organize an Interregional Seminar on “Service improvement through integration of digital AIM, MET and ATM Information” in 2017; and</p> <p>b) States be encouraged to attend and support the Seminar.</p>	ICAO States	Organize Seminar Support the Seminar	Oct 2017	<p>Actioned/To be closed</p> <p>Seminar scheduled to be held in Brussels, 2-5 Oct. 2017</p>

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>MSG CONCLUSION 5/12: MID REGIONAL REQUIREMENTS FOR HALF-HOURLY METAR</p> <p>That, States provide the ICAO MID Regional Office with proposed changes to the MET Part of Volume II related to the criteria used for determining which AOP aerodromes should issue half-hourly METAR, by 30 June 2016.</p>	ICAO States	State Letter Feed Back	Mar 2016	Actioned/To be closed Ref.: ME 3/2.3-16/075 dated 21 Mar 2016 2 States replied
<p>MSG CONCLUSION 5/13: MID eANP VOLUME III – B0-AMET</p> <p>That,</p> <p>a) the MID eANP Volume III – B0-AMET be amended to reflect the changes at Appendix 5K; and</p> <p>b) the notification of the amendment of the MID eANP Volume III – B0-AMET be sent to the MID eANP Focal Points.</p>	MIDANPIRG/16 ICAO	eANP VOL III Notification	Feb 2017	Actioned/To be closed
<p>MSG CONCLUSION 5/14: WORKSHOP ON ASBU BLOCK 1 MODULES IMPLEMENTATION</p> <p>That, a Workshop on ASBU Block 1 Modules implementation be organized by ICAO in 2017.</p>	ICAO	Seminar	2017	Ongoing Planned for 2018
<p>MSG DECISION 5/15: MIDANPIRG PROCEDURAL HANDBOOK (MID Doc 001)</p> <p>That, the MIDANPIRG Procedural Handbook (MID Doc 001) Edition April 2016 (Appendix 7C) is endorsed.</p>	ICAO	Handbook posted on the Website	Apr 2016	Completed
<p>DRAFT CONCLUSION 5/1: ACTION PLAN FOR A-CDM IMPLEMENTATION</p> <p>That, States be urged to develop their action plan for A-CDM implementation in line with the MID Air Navigation Strategy.</p>	States	Action Plan	Feb 2017	Ongoing (WP/12 refers)
<p>DRAFT CONCLUSION 5/2: ESTABLISHMENT OF HELIPORTS DATABASE</p> <p>That, States be urged to establish and maintain a database for Heliports with information about location and type of use, as a minimum</p>	States	Database	Feb 2017	Ongoing (WP/24 refers)

CONCLUSIONS AND DECISIONS	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>DRAFT CONCLUSION 5/3: FTBP TESTING DOCUMENT</p> <p>That, the First Edition of File Transfer Body Part (FTBP) Trial and Testing Document at Appendix 5G is endorsed; and be published as MID Document.</p>	MIDANPIRG	Doc. endorsed and published	Feb 2017	<p>Ongoing</p> <p>(WP/25 refers)</p>
<p>DRAFT CONCLUSION 5/4: MID REGION AIR NAVIGATION STRATEGY</p> <p>That, the revised MID Region Air Navigation Strategy (MID Doc 002, Edition April 2016) is endorsed.</p>	MIDANPIRG	MID Region Air Navigation Strategy (MID Doc 002, Edition April 2016)	Feb 2017	<p>Ongoing</p> <p>(WP/10 refers)</p>
<p>DRAFT CONCLUSION 5/5: MIDANPRIG TORS</p> <p>That, ICAO takes necessary measures to update the PIRGs Terms of Reference (TORs) to keep pace with latest developments.</p>	ICAO	Revised TORs	TBD	<p>Actioned/To be closed</p>