



INTERNATIONAL CIVIL AVIATION ORGANIZATION

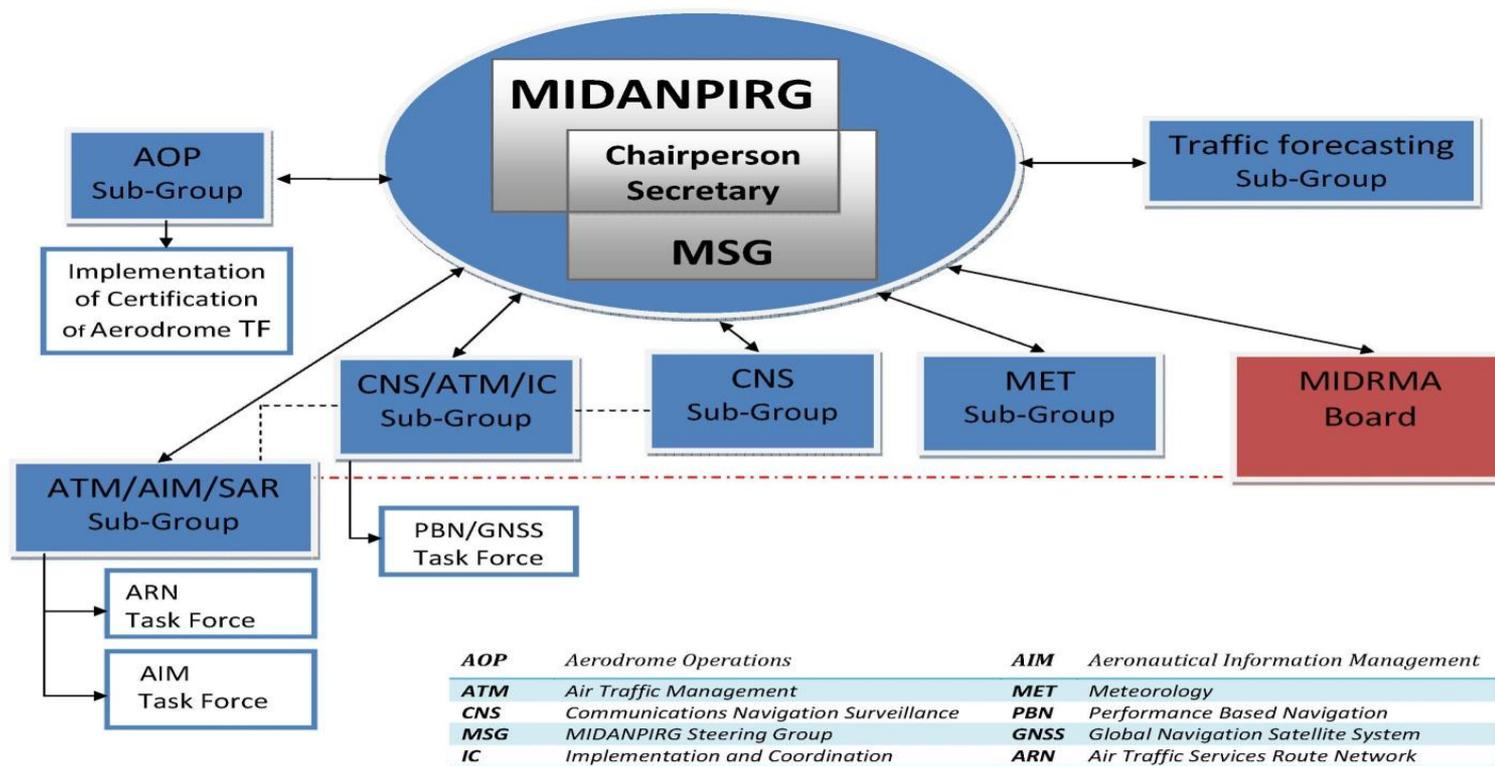
A United Nations Specialized Agency

PIRG/RASG GCM-2013/PPT-2 MIDANPIRG
Agenda item 2

A brief on MIDANPIRG

Hamad Alaoufi (Chair MIDANPIRG)

MIDANPIRG working arrangements





MIDANPIRG: Successes

- RVSM implementation and the MIDRMA project.
- PBN implementation.
- INFPL implementation.
- ADS-B strategy and implementation.
- Establishment of MID-AMC.
- Aerodrome Certification.
- Transition from AIS to AIM.
- MIDAD Project (Phase 1).
- Initiate work on Performance Framework (Metrics, targets, PFFs, etc.).



MIDANPIRG: Priorities

- Performance monitoring of the air navigation systems.
- Alignment of the MID ANP with the Aviation System Block Upgrade methodology.
- MIDRAR Initiative (PBN implementation (*CDO and CCO, as appropriate*). FUA/Civil Military cooperation).
- Update of the Regional Contingency Plan.
- Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration –AIDC.
- MIDAD Project.

MIDANPIRG: Roadblocks



- Political instability and sensitivity between certain States.
- Lack of Human resources/Expertise to cope with all the developments at global, regional and national level and to provide necessary support to the MIDANPIRG subsidiary bodies.
- Weak regulatory framework at State level (clear separation between Regulator and Service Providers).
- Involvement of regulatory and industry personnel in MIDANPIRG activities.
- Financial constraints for travel (ICAO meetings, Seminars, etc).
- Concept of regional cooperation.
- Regional/Sub-regional framework (ACAC, GCC).
- Duplication of efforts with Regional Organizations (ACAC, CANSO, GCC).
- Level of reporting of data by States, including replies to State Letters, Questionnaires, etc.
- Airspace users involvement and contribution (IATA, IFALPA, AACO, etc.).





MIDANPIRG: Expectations

- Updated version of PIRGs Terms of Reference to cope with new developments, especially the ASBU methodology.
- Better vision on the mechanism of air navigation planning and implementation, including the tools to be used (new eANP, global Metrics, data collection and reporting mechanism, etc).
- Agreement on the mechanism to be used to provide necessary assistance to States for training and capacity-building towards implementation of relevant ASBU Modules.

MIDANPIRG: Expectations (cont'd)



- Continue coordination with RASG-MID.
- ATM safety to continue to be addressed by MIDANPIRG. until the RASG-MID reaches maturity. RASG-MID to continue dealing mainly with safety issues directly related to the flight operations and aerodrome operations (RWY safety, Aerodrome certification, etc).
- Planning should be initiated as soon as circumstances permit (maturity of RASG-MID and alignment of MIDANPIRG with the new methodology) to adopt a safety management approach so that RASG-MID addresses safety issues from an integrated perspective that includes also ATM safety.

ICAO

Uniting Aviation on

Safety | Security | Environment

PIRG-RASC Global Coordination Meeting,
Montreal 19 March 2013

