REPORT ON AGENDA ITEM 3:   PLANNING AND IMPLEMENTATION ISSUES RELATED TO ATM/SAR
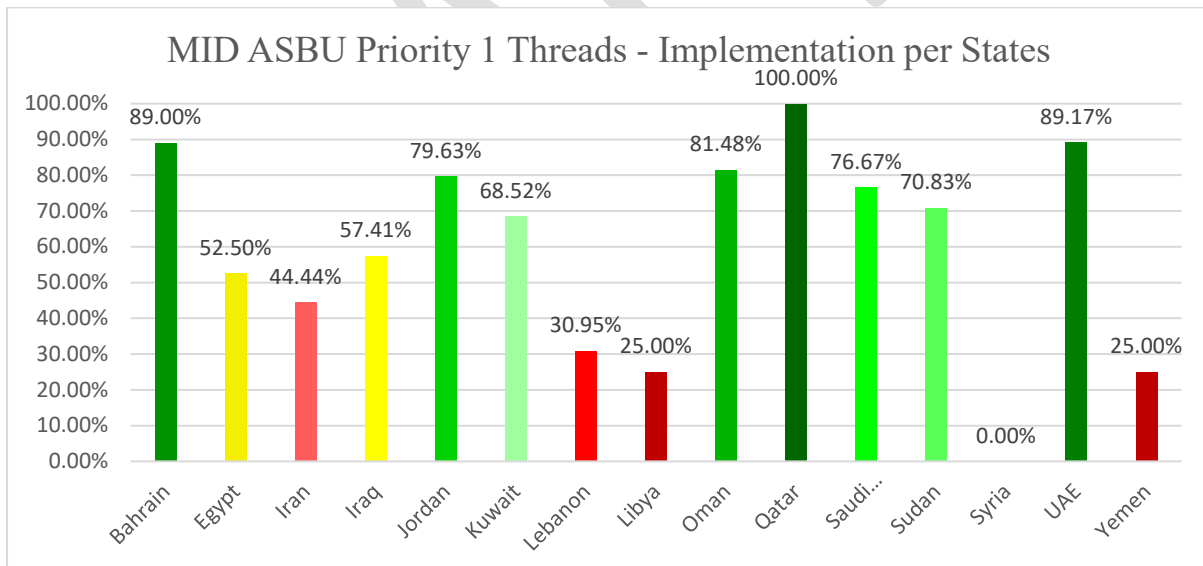
MID Air Navigation Report-2023

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

3.2   The meeting was apprised with the reported level of implementation available within the MID Air Navigation Report 2023, the report is available under the ICAO MID Website at the link: https://www.icao.int/MIDANReport/Pages/ANReport2022-Main.aspx.

3.3   The meeting noted with concern the low level of implementation (less than 50%) of the following:

     a) FICE(B0/1), the level of implementation is increased to 39.39% compared to 26.19% in 2022;

     b) NOPS(B0/1), the level of implementation is 41.67%, the same as the year 2022;

     c) RSEQ(B0/1), the level of implementation is 35.71%, the same as the year 2022;

     d) ASUR(B0/2), the level of implementation is decreased to 37.5% compared to 75% in 2022; and

     e) NAVS(B0/4), the level of implementation is decreased to 40% compared to 46.67% in 2022.

3.4   The meeting underlined that States are required to establish a multidisciplinary team of Air Navigation Services (ANS) to submit progress reports to ICAO MID in response to the inquiry from the ICAO regarding the Air Navigation Report for 2024.

3.5   Based on the above, the meeting agreed on the following Draft conclusion.

     DRAFT CONCLUSION 10/1:   ***MID REGION AIR NAVIGATION REPORT-2024***

     That,

a) *States be invited to provide the ICAO MID Office with the following data for the development of the MID Region Air Navigation Report-2024 by 1 February 2025:*

i. *update on the status of implementation of the priority 1 ASBU Threads/Elements using the Template at Attachment A;*

ii. *progress achieved in the implementation of the Performance Based Approach and development of your State National Air Navigation Plan (NANP), by completing the Questionnaire at Attachment B; and*

iii. *State's major achievement(s)/success story(ies) in the air navigation field in 2024.*

b) *the MID Air Navigation Report-2024 be presented to the MIDANPIRG/22 for endorsement.*

GNSS Vulnerabilities

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

3.7   The meeting recalled the benefits gained from the implementation of the Global Navigation Satellite System (GNSS) which are essential for the implementation of Performance Based Navigation (PBN) and Automatic Dependent Surveillance-Broadcast (ADS-B), and many other tools that enhances safety, capacity and environmental benefits of the ATM operations.

3.8   The meeting recalled the GNSS vulnerabilities related to radio frequency interference (RFI) such as jamming, and cyber-attacks (e.g. spoofing). Therefore, it is essential to mitigate GNSS vulnerabilities adequately, to ensure continued Safety operations.

3.9   The meeting was updated about the GPS Spoofing reports within the MID Region, which is some cases led to complete loss of navigation capabilities.

3.10   The meeting noted the regional activities to mitigate the GPS Vulnerabilities, including the recommended actions by States and ANSPs, CMC Coordination, RFI mitigation Plan and the NOTAM Template terminology. Additionally, the meeting recalled the RASG-MID Safety Advisory – 14 and noted that there is a need to it, to include operational measures for timely response by ATC when Spoofing is detected or reports.

3.11   Based on the operational experience of ANSPs within the MID Region, the meeting reviewed and updated the RSA-14 as at **Appendix 3A**. **T**he proposed amendments would be coordinated with the CNS SG for presentation to the MIDANPIRG/RASG-MID meeting.

NAV MON

3.12   The subject was addressed in WP/5, presented by the Secretariat.

3.13   The meeting recalled that the ASBU element ""Navigation Minimal Operating Networks" (NAVS B0/4) has been classified as Priority 1 in the revised MID Region Air Navigation Strategy (MID Doc 002) aiming to:

– adjust conventional navaids networks through the increased deployment of satellite-based navigation systems and procedures to ensure the necessary levels of resilience for navigation.

– provide a minimum level of capabilities to accommodate aircraft operations in mixed operation mode environments (aircraft equipage).

– make a more efficient use of the frequency spectrum.

3.14   The meeting may wish to recall that MIDANPIRG established the NAV MON AD-HOC Action Group to develop a template for Navigation Minimal Operating Networks (NAV MON) plan in line with ICAO SARPs and Regional requirements. The template was drafted and reviewed by the CNS and PBN SGs.

3.15   The meeting reviewed the draft template, at Appendix X; and proposed to include the ATM operational view to ensure sufficient NAVAIDs network is available to support the enroute phase of flight, particularly to provide sufficient Navigational guidance to the regional ATS route network, available at MID ANP Vol II Table ATS – 1; the requirements would be coordinated with the ATM personnel on national level.

Note: careful planning should be considered where RNAV5 routes are implemented without the availability of surveillance coverage.

Operational inputs to AIDC-OLDI applicability area

3.16   The subject was addressed in WP/6, presented by the Secretariat.

3.17   The meeting recalled the discussion during MIDANPIRG/21 meeting related to extension of the timeline for implementation of AIDC/OLDI Priority 1 in the MID Region to the end of December 2026. Accordingly, the list of deficiencies was modified to eliminate the deficiencies associated with the AIDC/OLDI implementation, allowing the States additional time to fulfils this requirement within the applicability area. Based on that the meeting encouraged the relevant states per applicability area to undertake the necessary measures to establish AIDC/OLDI connections in before end of December 2026.

3.18   The meeting reviewed the current Applicability Area for the AIDC/OLDI implementation, and found out a criteria should be established based on the operational needs to identify the applicability area, the meeting reviewed the proposal by the Secretariat based on operational data at **Appendix 3B** agreed on the following criteria:

    a) if the traffic exchange rate between two adjacent ACCs has exceeded 30 flights per hour; or

    b) if two consecutive FIRs implemented longitudinal separation 10 NM or less at common FIR boundary point(s); or

    c) if two adjacent FIRs implemented cross border Free Route Airspace (FRA); or

    d) if the number of LHD recorded by MIDRMA related to adjacent ACCs has exceeded 10 reports per month and it lasts for more than 6 months; or

    e) if traffic movement at the common FIR boundary significant increased during contingency situations.

3.19   The meeting agreed that based on the criteria above, and matrix in **Appendix 3C**, ICAO MID develop draft AIDC/OLDI applicability area to be reviewed by the ASM WG.

Status of Implementation of Automated Data Exchange Systems (ADE) in Muscat FIR

3.20   The subject was addressed in WP/7, presented by Oman.

The meeting noted with appreciation that Oman CAA initiated the implementation of Automatic Data Exchange (ADE) System. to enhance cross-FIR flight safety and efficiency, which improve coordination, flight notification, and transfer of control., by reducing ATC workload and minimize coordination errors.

3.21   The meeting noted that the connection was successfully established with UAE and testing is ongoing with Jeddah, Mumbai, Karachi and Tehran.

Flight and Flow — Information for a Collaborative Environment (FF-ICE)

3.22   The subject was addressed in WP/8, presented by UAE.

3.23   The meeting highlighted that the critical role of the FF-ICE initiative in modernizing air traffic management (ATM). FF-ICE offers an advanced mechanism for managing flight planning and air traffic flow by enabling real-time data exchange between aviation stakeholders, including air traffic controllers, airline operators, and airport authorities.

3.24   The meeting also noted that the current flight planning mechanisms limit the efficiency of airspace management, particularly in regions with rapidly growing air traffic, such as the Middle East. The transition to FF-ICE will provide substantial benefits by offering stakeholders access to more accurate, real-time data, which will enhance decision-making and improve the efficiency of operations. The Middle East's strategic geographic location makes it imperative for the region to align with global trends in air traffic management modernization.

3.25   The meeting recalled the Abu Dhabi declaration (UAE initiative to support the ANS within the MID Region) and UAE commitment to supports the early planning for the FF-ICE implementation and cessation of the current Flight Planning (FPL2012) system early 2030s.

3.26   The meeting informed the benefit and challenges for implementation of FF-ICE and agreed on the followings:

> a) consider early planning of FF-ICE implementation at Regional level;
>
> b) consider the inclusion of FF-ICE implementation as a priority for implementation at regional level; and
>
> c) encourage member states to consider the inclusion of FF-ICE on their national air navigation plans (NANPs) and ensure their readiness for the transition.

3.27   The meeting received tentative offer from UAE to host a multidisciplinary FF-ICE Workshop back-to-back with the ATFM TF during 2025, aiming to build the capacity of the Region to enable proper understanding and planning for the FF-ICE implementation. Exact details will be communicated in due time in coordination with the MID Office.

ADS-B Integration and Implementation Initiatives of Oman

3.28   The subject was addressed in WP/24, presented by Oman.

3.29   The meeting informed that in 2022-2023, Oman deployed 8 ADS-B ground stations, supported by Data Processing Systems, to enhance surveillance coverage, optimize data analysis, and

improve ATCO decision-making for greater safety and situational awareness.

3.30   The meeting noted that once the integration plan becomes successfully completed, the system will be brought into ATC operation in a planned way and in a phased manner to have a better understanding of and confidence in the system.

- *Phase 1*. Use of ADS-B data for situational awareness

- *Phase 2*. Use of ADS-B data for Surveillance Monitoring Service only

- *Phase 3*. Use of ADS-B data for full-fledged Surveillance Service together with current Radar System

3.31   The meeting agreed that provision of ATS based on ADS-B is subject to regional agreement and prior coordinated is required to publish coordinated AIP SUP or AIC in advance to inform airline operators and airspace users of the equipage requirements and procedures to be complied within the MID region or portion thereof.

Use of Mode S Conspicuity Code for Transit Flights

3.32   The subject was addressed in WP/9, presented by UAE and Oman.

3.33   The meeting acknowledged the importance and advantages of utilizing the conspicuity code alongside Mode S technology for the identification of aircraft and the correlation of radar tracks with flight plans, particularly in contrast to the challenges and limitations associated with traditional SSR codes (Mode 3/A).

3.34   The meeting noted that the proposed solution was viable and proven but relies on consistent Mode S support across neighboring States to be effective over extensive flight segments. Accordingly, the meeting agreed on the followings:

a) the use of the conspicuity code A1000 for transit flights and Mode S aircraft identification and coupling with flight plans would support addressing the challenge related to the limited number of available SSR code within the region;

b) the use of a conspicuity code for transit flight is best addressed in a coordinated manner of states to have a joined planning to assure operational and technical readiness of all stakeholders; and

c) encourage the States interested to use conspicuity code for transit flights and Mode S aircraft identification and coupling with flight plans to initiate joint discussions to update the bilateral agreements for the implementation and trials.

RVSM implementation and monitoring

3.35   The subject was addressed in WP/10, presented by the Secretariat on behalf of the MIDRMA.

3.36   The meeting recalled MIDANPIRG/21 conclusion related to the development of Safety Monitoring Report (SMR) 2024, the meeting reviewed the preliminary results of the SMR2024 at **Appendix 3D**.

3.37   The meeting noted that based on the data provided to the MIDRMA (TDS and LHDs), the Safety Objectives continue to be met. The value computed for the overall risk is estimated, which is below the ICAO overall TLS. It was highlighted that the LHD period for SMR2024 extends to the

end of the year 2024, accordingly the preliminary results are subject to changes according to the submission of further LHD.

3.38   The meeting noted that Khartoum FIRs were excluded from the SMR 2024 due to the non-provision of required data.

3.39   The meeting noted with appreciation that Tripoli has submitted the TDS data for the first time and included in the SMR2024 for the first time; as a result of the training provided by the MIDRMA to the assigned MIDRMA Focal point and ATC at the Libyan CAA.

3.40   The meeting noted that the MIDRMA will continue working on the development of the final version of SMR 2024, until the end of the reporting cycle (31 December 2024) and encouraged the States to provide the MIDRMA with the required LHD Reports.

3.41   The meeting noted that both Safety protocols at the regional interface between Muscat – Mumbai and Sana'a – Mogadishu are still open; the MIDRMA requested the relevant States to provide updates and improvements to enable the progress of the Safety Protocol.

3.42   The meeting received the updated Hotspot and Air way occupancy rate within the FIRs of the MID Region and encouraged the States to review and analysis the report.

3.43   The meeting noted that the MIDANPIRG/21 endorsed the draft decision emanating from the previous ATM SG meeting, related to the establishment of MID ADS-B height Monitoring System (MID AHMS), and the MIDRMA has initiated the implementation plan.

3.44   The meeting the MIDRMA to explore the possibility to expand the scope of the SMR and LHD reporting below the RVSM layer; which would support the ATM planning and monitoring of traffic exchange trends.

MID ANP, Volume I: FIR Boundaries PfA

3.45   The subject was addressed in WP/11, presented by the Secretariat.

3.46   The meeting noted that despite MIDANPIRG conclusions and ICAO MID follow up since 2017, so far, the progress of development of PfAs to incorporate MID FIRs/SRRs in MID ANP Volume I is moving very slowly. The following is the current status:

   a) Doha FIR Delineation: The required coordinates added to MID ANP Volume I relevant tables accordingly.

   b) due to number of inconsistencies between State publications (AIP), further to intense coordination, inconsistencies related to three (3) States have been eliminated; Iraq, Libya and Syria.

   c) as requested by Libya and with the support from ICAO MID, required PfA related to Tripoli FIR and SRR is being processed.

3.47   The meeting highlighted the following key issues and challenges as the main barrier to develop PfA related to FIR and SRR boundaries:

   a) lack of procedure to follow up the progress of development of FIR and SRR boundary coordinates PfA at regional level;

b) neglecting to consider the FIR/SRR boundary coordinates have been already published in ANP, Volume I, Chart ATS – 1 as a reference by the States to develop required PfA and publish FIR/SRR description in their respective AIPs;

c) non-adherence with MIDANPIRG Conclusion 17/12 related to the guidelines for the publication of FIR boundary coordinates by States;

d) lack of coordination between adjacent States to publish a common FIR coordinates;

e) lack of focal point in certain States to ensure awareness of this requirement and to facilitate appropriate follow-up actions; and

f) lack of publication of the FIR description in national publication.

3.48   Based on the above, the meeting agreed on procedure in **Appendix 3E**, and the following Draft Conclusion:

> ***DRAFT CONCLUSION 10/2:   PROCEDURE FOR DEVELOPMENT OF FIR AND SRR PROPOSAL FOR AMENDMENT (PFA)***
>
> *That, the MID States and ICAO MID Office develop and process the required PfA related to FIR and SRR description in MID ANP Volume I in accordance with procedure in **Appendix 3E**.*

Outcomes of the ASM WG/1 meeting and Free Route Airspace Workshop

3.49   The subject was addressed in WP/12, presented by the Secretariat.

3.50   The meeting noted that based on MIDANPIRG Conclusion 21/10 and Decision 21/22, ASM WG conducted its first meeting in Doha, Qatar; during the period 1 – 2 October 2024 back-to-back with the Free Route Airspace (FRA) Workshop. 65 participants from 10 States and 2 International Organizations attended the events. The ASM WG/1 meeting elected the Chairpersons and drafted the Terms of Reference of the ASM Working Group as at **Appendix 3F.** The ASM WG/1 meeting emphasized that the involvement and cooperation of States and stakeholders were vital for the achievement of the ASM WG mandate; and encouraged the States and international organizations to support the activities of the ASM WG.

3.51   The meeting noted that the ASM WG agreed on a working methodology to identify specific subjects that need to be addressed by specific States/stakeholders, with clear deliverables and agreed timeframe, for improved efficiency and in order to achieve tangible results in a timely manner. Accordingly, the meeting reviewed and agreed on the initial action plan at **Appendix 3G** proposed by ASM WG for airspace management enhancement initiatives as a live document to be used as the main tool for advancement of the activities.

3.52   The meeting also noted the outcomes (key takeaways) of the FRA Workshop at **Appendix 3H** which was reviewed and supported by the ASM WG.

3.53   The meeting informed that Qatar, Saudi Arabia and UAE shared their experience related to the implementation of FRA within their Airspaces; and encouraged States to use the key takeaways to support further implementation of the FRA within the MID Region.

3.54   Based on the above, the meeting agreed on the following Draft Decision:

DRAFT DECISION 10/3:   *AIRSPACE MANAGEMENT WORKING GROUP (ASM WG) TERMS OF REFERENCE*

*That, the Terms of Reference of the Airspace Management Working Group, at **Appendix 3F**, is endorsed.*

3.55   The meeting highlighted that the number of Airspace enhancements projects has been conducted recently, and by the establishment of the ASM WG there is a need to establish a base line to enable the monitoring. The meeting suggested that a based line of 2017 would include most of the developments related to the Airspaces within the MID Region during the recent period.

Free Route Airspace (FRA) Implementation within Jeddah FIR

3.56   The subject was addressed in WP/21, presented by Saudi Arabia.

3.57   The meeting recalled the outcomes of the MID Region Free Route Airspace Workshop (FRA) conducted on 30 September 2024.

3.58   The meeting noted with appreciation the implementation of FRA within Jeddah FIR above FL290 at the South-East sector of Jeddah FIR; and the plan to implement cross border FRA with Oman to maximize the benefits of FRA implementation.

3.59   The meeting encouraged the States and ANSPs to measure and provide the savings made, in order to start measuring the efficiency performance level for the Region.

Route Availability Document (RAD)

3.60   The subject was addressed in WP/25, presented by Saudi Arabia and Oman.

3.61   The meeting ..

Regional and Inter-regional Collaboration on the Optimization of Major Traffic Flows

3.62   The subject was addressed in WP/22, presented by Oman.

3.63   The meeting recalled the Working papers presented by Oman and UAE to the Air Navigation Conference (ANConf14) related to the procedure for the minimum service level over oceanic and remote airspace.

3.64   The meeting recognized the need to establish a uniformed application of different procedures supported by modern ATM solutions that would be application across large portion of airspaces that have similar traffic flow and automation characteristics, including ATFM, FUA, FRA CMC, 30/10nm longitudinal separation.

3.65   The meeting noted with appreciation the initiative by Oman and encourage the ICAO MID Office to facilitate the regional and inter-regional coordination with the States and ANSPs to harmonize the implementation.

Foster the Implementation of CMC/FUA within the MID Region

3.66   The subject was addressed in WP/23, presented by Oman.

3.67   The meeting recalled ICAO Doc 10088 and the CMC/FUA Action group established within the MID Region, and the requirements to establish a national CMC committee to coordinate the activities and maintain the highest level safety while introducing flexibility.

3.68   The meeting noted that need to conduct a regional CMC/FUA Workshop, and to include the military authorities to enable common understanding of the CMC process.

3.69   The meeting noted that ICAO MID could provide State specific workshop, upon request; to provide the required assistance in training to foster the national implementation.

Harmonization of Regional and National ATM Contingency Plans and Letters of Agreements

3.70   The subject was addressed in WP/13, presented by Saudi Arabia.

3.71   The meeting recalled Annex 11 requirements related to the Contingency Planning, and the importance of the development of National Contingency plan to mitigate any disruption of the provisions of ATS, ensure timely, planned and appropriate response to contingency situations, and ensure business sustainability.

3.72   The meeting was apprised with the development of the Jeddah FIR ATM Contingency Plan and the categories established to address many scenarios.

3.73   The meeting commended the efforts of Saudi Arabia and requested to provide ICAO MID with a copy of the relevant part of the plan to be included in the MID CPs Repository.

3.74   Considering the experience of Saudi Arabia and to support the development of further plans the meeting agreed on the following Conclusion:

> **DRAFT CONCLUSION 10/4:   NATIONAL   ATM   CONTINGENCY PLAN/ARRANGEMENT**
>
> *That,*
>
> a)   *the ICAO MID Office assist MID States, where required; in the development of their National ATM Contingency Plans in a harmonized manner by organizing tailored workshops for each State upon request; and*
>
> b)   *IATA will coordinate with airspace users the planning of contingency measures proposed in the State plans.*

MID Region ATM Contingency Plan

3.75   The subject was addressed in PPT/14, presented by the Secretariat.

3.76   The meeting recalled MIDANPIRG Conclusion 21/17 as follows:

> *MIDANPIRG Conclusion 21/17:   MID Regional ATM Contingency Plan (V5.0)*
>
> *That,*
>
> a)   *the MID Regional ATM Contingency Plan (V5.0), at Appendix 5J is endorsed and be published as the MID Regional ATM Contingency Plan (V5.0);*

> b) ICAO MID Office develop required structure on ICAO MID website and keep it up to date regarding MID States contingency plans, agreement, SOD of CCT meetings, contact list and etc.;
>
> c) based on the guidelines and template provided in regional contingency plan (V5.0), MID States develop their respective contingency plan and arrangement with adjacent FIRs and share them with ICAO MID; and
>
> d) by organizing individual workshops, ICAO MID supports the development of National Contingency Plans by the MID States.

3.77   The meeting noted that ICAO has organized the APAC/MID ATM Contingency Planning Workshop and Tabletop Exercise at ICAO Asia and Pacific Regional Office, Bangkok, Thailand, during the period 25 - 28 June 2024.

3.78   The meeting noted the progress of current contingency situation in the MID region associated with the Khartoum FIR, which has been ongoing since 17 April 2023, as well as the political tensions in the MID region that have arisen since April 13, 2024.

3.79   In light of the above and in recognition of the prompt response of MID States to the contingency situations within the MID Region, as well as the assistance extended to the CCTs, the meeting agreed on the following actions.:

> a) the MID States develop their national plans, in coordination with the MID Office; and
>
> b) the MID States publish contingency routing options in their respective AIPs based on ASBU Element FRTO B0/3.

ATFM Daily Plan (ADP)

3.80   The subject was addressed in WP/16, presented by Qatar and Saudi Arabia.

3.81   The meeting recalled the MID Region ATFM requirements, in particular Phase 1A and the need to establish a channel between ATFM units and Airspace users.

3.82   The meeting was apprised with the development of Saudi ATFM Daily Plan (ADP), which includes the operational information form the relevant stakeholders related to Airspaces, Notam, Weather, Special events and ATFM measures 9when implemented).

3.83   The meeting also noted that Qatar ADP has been established since 2022 and organizing daily ADP call to share the information.

3.84   The meeting noted with appreciation, the plan of Qatar and Saudi Arabia to conduct jointly ADP in order to share information from both FIRs; and encouraged the other States to join the call and if not yet done so, establish their ATFM plan, to meet the requirements of Phase 1 A.

MID ATS Route PfA and Optimization of MID Region ATS Route Designator

3.85   The subject was addressed in WP/17, presented by the Secretariat.

3.86   The meeting recalled the MIDANPIRG Conclusions 19/13 and 20/27 regarding proposal for amendment to the MID eANP VOL II, Table ATM II-MID-I. In response, ICAO MID has developed and processed PfAs: MID.II.2201-ATM and MID.II.2302-ATM to eliminate all identified issues and challenges related to ATS route network.

3.87   The meeting conveyed that, following the results of the two PfAs, the Secretariat has updated the ATS route table in MID ANP Volume II. As a result, MID States are required to adjust the ATS route designators as outlined in the documents above, and in accordance with the table provided below.

State	Change route designator PfA MID.II.2201-ATM & MID.II.2302-ATM
Bahrain	T557 to L557, Y604 to L704, Y856 to M556, T308 to M708, Z622 to M722, T872 to N572, T602 to N702, T319 to P319, T430 to P550, T444 to P700, T934 to P713
Oman	L695, M303, M681, M877, N430, P304, P316, P513, R402 to non-regional T507 to L559, T980 to L700, Q620 to M700, Z515 to M717, T970 to N570, Q978 to N718
Qatar	Y604 to L704, T665 to N700, T430 to P550, T444 to P700
Saudi Arabia	G674, G799, M309 to non-regional H732 to M553, H741 to M320, J735 to P703, J749 to N709, J852 to M702, J874 to N704, T136 to L716, Y415 to M705, Y511 to M711, Z515 to M717, Q332 to N323, V13 to N703, J874 to N704, Y517 to N707, J749 to N709, T513 to N713, V975 to P705, Q510 to P710, T100 to P711, Q212 to P712, Q21 to P721, Q143 to P723, Q615 to P753, Q624 to P752
UAE	T665 to N700, Q415 to N715
Yemen	L566 to Y101, P552 to Y103, R799 to Y105, Z515 to M717 and establish LADLI-PUTSO

3.88   The meeting also recalled the MSG meeting conclusion 6/9 regarding removal of the prefix "U" from ATS route designators and noted with concern the low implantation level within Iraq, Lebanon, and Oman. Accordingly, the meeting encouraged those States to take required action to eliminate ATS Route prefix "U" from their AIPs and inform ICAO MID Office.

3.89   The meeting recalled the MIDANPIRG Conclusion 21/5 regarding optimization of ATS route designator. In this respect, the Secretariat updated the meeting that, based on the Traffic Data Sample (TDS) to be supplied by MIDRMA for the year 2024, the main traffic flows within the MID region will be determined. Subsequently, a draft PfA will be submitted to the ASM WG for further review prior to the processing of the PfA.

Air Navigation Plan (Vol. II): Homogenous Areas and Major Traffic Flow

3.90   The subject was addressed in WP/18, presented by the Secretariat.

3.91   The meeting noted that the Secretariat has performed a review of ANP Volume II and has recognized the necessity for an update to Part I: General Planning Aspects, specifically Table GEN II-1 in Appendix A based on the main traffic flows in the MID Region. Accordingly, the meeting agreed that the MID Office review and update aforementioned table and present the draft to ASM WG for further review before processing the required PfA.

SAR Implementation Status

3.92   The subject was addressed in WP/19, presented by the Secretariat.

3.93   The meeting recalled the SAR related Standards, Recommended Practices and Procedures and guidance material related to the implementation of Search and Rescue (SAR) mainly contained in ICAO Annex 12, International Aeronautical and Maritime Search and Rescue Manual (IAMSAR - Doc 9731). And the regional requirements available in the MID SAR Implementation Plan which was endorsed and published as MID Doc 010, in 2018.

3.94   The meeting noted that the challenges related to SAR Implementation in the MID Region were standing for long period.

3.95   The meeting reviewed the contact lists for the SAR Focal Points of the MID States and encouraged States to coordinate with the MID Office the required update and contact details.

3.96   The meeting recalled MIDANPIRG Conclusion 20/34:

> *MIDANPIRG CONCLUSION 20/34:   SAR WORKSHOP*
>
> *That, the ICAO MID Office organize a SAR Workshop in 2024, to address the challenges related to SAR in the MID Region.*

3.97   The meeting noted with appreciation the conduct of the MID Search and Rescue Workshop at the MID Office in Cairo during the period 6 – 7 May 2024; 30 participants attended the Workshop from the MID States.

3.98   The Workshop reviewed ICAO Provisions related to SAR and the current implementation status within the MID Region, additionally, a brief on Amendment 19 to Annex 12 and USOAP CMA PQs related to SAR implementation; also, the workshop provided a detailed description on the GADSS components and implementation plan in particular the Autonomous distress tracking and SIT185 messages format. The workshop was considered as venue for SAR experts from the MID Region to share their experience and success stories related to SAR, Saudi Arabia, Oman and UAE shared their SAR experience during the workshop.

3.99   The meeting encouraged the MID States to use the MID Doc 010 to support the SAR implementation, and provide the ICAO MID updates on the status of implementation and the conduct of SAREX, achievements and challenges.

Reduction of Longitudinal Separation between FIRs

3.100   The subject was addressed in WP/20 and IP/3, presented by the Secretariat and Oman respectively.

3.101   The meeting noted that in response to the long lasting MIDANPIRG Conclusion 13/5, the ATM SG/8 requested MID States to provide necessary information for evaluating the status of longitudinal separation reduction in the MID Region. Consequently, MID States supplied the needed information, the Secretariat carried out an analysis as outlined in the table below.

State	Inside FIR	Reference	At interface (range)	Remark
Bahrain	5 NM	AIP, ENR 1.6	8-20 NM	20 transfer points
Egypt	10 NM	AIP, ENR 1.6	15-120 NM	22 transfer points
Iran	20 NM	AIP, ENR 1.6	10-50 NM	55 transfer points
Iraq	5 NM	AIP, ENR 1.6	10-80 NM	12 transfer points
Jordan	-		10-80 NM	15 transfer points
Kuwait	5 NM	AIP, ENR 1.6	10-20 NM	16 transfer points

Lebanon	-	-	30 NM	No procedure in ENR 1.6 for separation 2 transfer points
Libya	-	-	80-120 NM	Procedural service 22 transfer points
Oman	5 NM	AIP, ENR 1.6	8-80 NM	43 transfer points
Qatar	10 NM	AIP, ENR 1.6	8-20 NM	21 transfer points
Saudi Arabia	10 NM	AIP, ENR 1.6	10-80 NM	44 transfer points
Sudan	10 NM	AIP, ENR 1.6	30-120 NM	29 transfer points
Syria	20 NM	AIP, ENR 1.6	30 NM	Procedural service 13 transfer points
UAE	5 NM	AIP, ENR 1.6	8-20 NM	37 transfer points
Yemen	80 NM	-	80 NM	Procedural service 33 transfer points

3.102 Based on the above, the meeting informed the following observations and agreed on the below Draft Conclusion:

a) if the reduction of longitudinal separation is calculated based on State AIPs, 9 out of 15 States representing 60% of States have implemented longitudinal separation of 10 NM or lower.

b) if the reduction of longitudinal separation is calculated based on LoAs, 4 out of 15 States representing 27% of States have implemented longitudinal separation of 20 NM or lower. Consequently, the present average longitudinal separation at the regional level stands at 35.07 nautical miles.

c) if the reduction of longitudinal separation is calculated based on LoA and takes into account the operational weight, the outcome will be more accurate.

DRAFT CONCLUSION 10/6:   *MID REGION KPI TO MONITOR PROGRESS OF REDUCTION LONGITUDINAL SEPARATION*

That,

a) *the MID States are required to submit data to the ICAO MID office that is consistent with the information provided to MIDRMA (Traffic Data Sample (TDS)), while also encompassing both RVSM and non-RVSM levels;*

b) *the ICAO MID Office is tasked to measure the longitudinal separation applied in the MID region, taking into account Letters of Agreement (LOAs) and the operational weight of traffic; and*

c) *the MID Office also present the results to the ATM SG and ASM WG for subsequent action and will include the progress in the reduction of longitudinal separation in the MID Air Navigation Report for review and endorsement by MIDANPIRG.*

3.103   The meeting noted that MIDANPIRG Conclusion 13/5 is exclusively concerned with the reduction of longitudinal separation in a radar environment. Accordingly, the meeting agreed on the following Conclusion to replace the current one, thus expanding its applicability area to include procedural environments as well:

> **DRAFT CONCLUSION 10/7:**   **IMPLEMENTATION OF REDUCED LONGITUDINAL SEPARATION IN THE MID REGION**
>
> *That,*
>
> a) *States, that have not yet done so:*
>
>   i. *be urged to implement reduction of longitudinal separation where appropriate:*
>
>   - *reduce longitudinal separation down to 10 NM; where ATS surveillance service is provided, and*
>
>   - *reduce longitudinal separation down to 30 NM, where ATS surveillance service is not applicable.*
>
>   ii. *be invited to agree with their adjacent FIRs/States on the date of implementation and updating of the LoAs.*
>
> b) *the ASM Working Group monitor the progress of implementation and undertakes necessary measures to promote its advancement.*

MID States Presentations

Updates from Tripoli FIR

3.104   Libya CAA provided update on the developments introduced within Tripoli FIR, amid the ICAO MID visit to Libya on xxxxxx, and the Airspace users briefing conducted on xxxxx and the MIDRMA training delivered on and completion of monitoring (testing) the Libya aircraft; the meeting noted that participation of LYCAA in the regional meeting and activities was recently notable and the interaction with the CAA personnel will enable the normalization of Tripoli FIR; it was noticed that operators started using Tripoli FIR for overflying towards destinations in Africa, which is added to the flight efficiencies within the MID Region including Etihad, Turkish, Egyptair and middle east, other operators are planning and considering the utilization of the available routes within Tripoli including Royal Jordan and Qataria.

3.105   The meeting encouraged the MID States to support capacity building for the Libya CAA towards building the capacity of the LYCAA and the normalization of the Libya FIR; the participating States offered the Libya CAA to approach them for any required assistance under the technical cooperation programme.

Updates from Amman FIR

Updates from Jeddah FIR

Update from Emirates FIR (NGATM)

Update from Cairo FIR

Update from Baghdad FIR