



International Civil Aviation Organization

AIR NAVIGATION SYSTEMS IMPLEMENTATION GROUP

First Meeting (ANSIG/1)
(Cairo, Egypt, 10 – 12 February 2015)

Agenda Item 4: Performance Framework for Regional Air Navigation Implementation

**OUTCOME OF THE FIRST MEETING OF THE MID REGION ATM ENHAMCEMENT
PROGRAMME STEERING COMMITTEE
(MAEP SC/1)**

(Presented by the Secretariat)

<p style="text-align: center;">SUMMARY</p> <p>This paper is presents the outcome of the MAEP SC/1 meeting.</p> <p>Action by the meeting is at paragraph 3.</p>
<p style="text-align: center;">REFERENCES</p> <p>– MAEP SC/1 Report</p>

1. INTRODUCTION

1.1 The First Meeting of the MID Region ATM Enhancement Programme Steering Committee (MAEP SC/1) was successfully held in Dubai, UAE, from 20 to 22 January 2015. The MAEP SC/1 meeting was hosted by the UAE General Civil Aviation Authority (GCAA).

2. DISCUSSION

2.1 The meeting may wish to note that the MAEP SC/1 meeting was apprised of the outcome of the MAEP Board/1 meeting (Cairo, Egypt, 23-25 June 2014) as reviewed and endorsed by the MSG/4 meeting.

2.2 The MAEP SC/1meeting reviewed and updated the Scope and Strategic Objective of MAEP as follows:

The MID Region ATM Enhancement Programme (MAEP) is a Regional platform that provides the basis for a collaborative approach towards planning and implementing air navigation projects in support of the MID Air Navigation Strategy, taking into consideration previous initiatives. This includes the following:

- 1) Maximize Air Traffic Management performance in the MID Region through project management and within the time frame (2016-2028).*
- 2) Improve efficiency and increase capacity to safely accommodate air traffic growth.*

- 3) *Support the implementation of air navigation projects in the MID Region in a harmonized and collaborative manner in line with the MID Air Navigation Strategy and Global Air navigation Plan (GANP), taking into consideration the users' requirements.*
- 4) *Addresses ATM community expectations in a cost-effective and environmentally sustainable manner.*

2.3 The MAEP SC/1 meeting reviewed the Draft MAEP Memorandum of Agreement (MOA), consolidated based on the inputs and comments received from all Stakeholders. In this regard, the meeting recognized that the current version of the MOA is mature enough to be presented, for endorsement by the DGCA-MID/3 meeting (Doha, Qatar, 27-29 April 2015). However, considering that several States have not yet provided their comments on the MOA (pending release by their Legal Departments), the meeting agreed that the deadline to provide comments to the ICAO MID Regional Office be extended to **1 April 2015**, with the understanding that “no reply means no comment” and concurrence with the current version of the MOA.

2.4 The MAEP SC/1 meeting recognized the challenges facing some States for the signature of the MAEP MOA, without a clear vision on the projects/initiatives which will be implemented under the MAEP framework and the associated funding mechanism.

2.5 In connection with the above, the MAEP SC/1 meeting recalled that based on the outcome of the MAEP Board/1 meeting, the MAEP funding mechanism was endorsed by the MSG/4 meeting through MSG/4 Conclusion 4/7.

2.6 In line with bullet c) of the MSG/4 Conclusion 4/7, the MAEP SC/1 meeting discussed options related to the funding of the MAEP projects. The meeting agreed that securing funds through indirect or direct contribution would support and ensure the implementation of the agreed MAEP projects in an expeditious manner. This could be achieved through the establishment of a MAEP pool/kitty funded through voluntary contributions by States, Organizations, Industry, Donors; and/or through the collection of nominal fees from either the air navigation and airport charges and/or the tickets issued by the MID Region Airlines (e.g. 0.5 US\$ on each ticket). The meeting agreed that this should be further explored by the MAEP Board.

2.7 In connection with the above, the MAEP SC/1 meeting recognized the need for the development of a MAEP Master Plan to drive the modernization and enhancement of the ATM operations in the MID Region for the period 2016-2028. The MAEP Master Plan will be a high level document providing essential information on the programme including the identified/agreed projects and associated outcomes, benefits, timelines, etc.

2.8 Based on all of the above, the MAEP SC/1 meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 1/1: MAEP MEMORANDUM OF AGREEMENT (MOA) FINAL VERSION

That,

- a) *States be urged to review the Draft MAEP Memorandum of Agreement (MOA) at Appendix 2A, and provide their comments to the ICAO MID Regional Office, if any, before 1 April 2015, with the understanding that “no reply means no comment” and concurrence with the current version of the MOA; and*
- b) *the Secretariat in coordination with the MAEP Board Chairman consolidate the final version of the MAEP MOA and present it to the DGCA-MID/3 meeting, for endorsement.*

2.9 In connection with the above, the MAEP SC/1 meeting agreed that in addition to the State Letter which will be issued as a follow-up to the above Draft Conclusion, the ICAO Regional Director is to follow-up the issue with the Directors General of Civil Aviation to expedite the signature of the MAEP MOA.

2.10 The MAEP SC/1 meeting reviewed the Draft MAEP Management Service Agreement (MSA) and the Draft MAEP Project Document (ProDoc), prepared by the Secretariat based on the templates provided by the ICAO Technical Cooperation Bureau (TCB). The meeting did not have major comments on the Draft MSA, however, it was highlighted that the Draft ProDoc needs further review, inputs and enhancements.

2.11 Based on the above, the MAEP SC/1 meeting agreed to establish an Action Group, to review and finalize the Draft MAEP ProDoc and eventually the Draft MSA. The meeting noted with appreciation that Bahrain, Egypt, Iran, Kuwait, Oman, Saudi Arabia and UAE would support the Action Group. Accordingly, the meeting agreed to the following Draft Decision:

DRAFT DECISION 1/2: MAEP PRODOC ACTION GROUP

That, a MAEP ProDoc Action Group is established to review and consolidate the final version of the Draft MAEP Project Document (ProDoc) and eventually the Draft MAEP Management Service Agreement (MSA), before 1 April 2015.

2.12 The MAEP SC/1 meeting agreed that the final Draft MAEP MSA and ProDoc should be sent to States for final review and comment, prior to the endorsement by the MAEP Board or MIDANPIRG.

2.13 The MAEP SC/1 meeting reiterated that the MAEP Board delegated the MAEP Board Chairman, the authority to sign the necessary documentation with ICAO on behalf of the MAEP Board.

2.14 The meeting may wish to note that the MAEP SC/1 meeting reviewed the following project proposals:

- MID Flight Procedure Programme (MID FPP);
- MID IP Network; and
- MID Integrated Flight Plan Processing System (MID IFPS);

2.15 The MAEP SC/1 meeting recalled that the above proposed projects were supported by the MSG/4 meeting as candidate projects to be implemented under the MAEP framework and agreed to include them in the MAEP Master Plan.

2.16 The MAEP SC/1 meeting received with appreciation a proposal by UAE related to MID Airspace project to enhance air traffic safety and efficiency. The meeting noted that the proposed project scope is to:

- increase access to all MID Airports;
- increase MID Region Airspace capacity; and
- improve safety, or at the very least, maintain the current safety level.

2.17 The MAEP SC/1 meeting noted that this project is linked to other initiatives such as the Middle East Regional Airspace Review (MIDRAR), the ACAC CNS/ATM study and the GCC Virtual Upper FIR study, etc.

2.18 The MAEP SC/1 meeting agreed to rename the proposal as “MID ATS Route Network Optimization project (ARNOP)” consisting of two major phases (Study and Implementation) and agreed to include it in the MAEP Master Plan.

2.19 Based on the outcome of the MSG/4 related to the eventual implementation of a regional/sub-regional ATFM system, the meeting agreed that a Draft Project Proposal addressing the project overview, objectives, necessity, feasibility, cost benefit analysis and timelines, should be developed and presented to the MAEP SC, for consideration. Accordingly, the MAEP SC/1 meeting agreed to include in the MAEP Master Plan a project related to regional/sub-regional ATFM system.

2.20 The MAEP SC/1 meeting was apprised of the progress of the MID Region AIM Database (MIDAD) project. In this respect, the meeting noted that a contract was signed with ITV on 10 February 2014 for the development of the specifications for the MIDAD Detailed Study. It was also highlighted with appreciation that Bahrain, Qatar, Saudi Arabia and UAE covered the cost of the mentioned contract on the basis of equal contribution. The meeting agreed that based on the results of the MIDAD detailed study, the MAEP SC would consider the inclusion of MIDAD (implementation phase) as a project under the framework of MAEP.

2.21 The MAEP SC/1 meeting agreed that in order to move forward with the agreed projects, detailed business plans should be developed by the MAEP PMO.

2.22 The MAEP SC/1 meeting agreed that in addition to the above projects some “quick-wins” initiatives need to be identified and implemented in the short-term. In this respect, the meeting received with appreciation a proposal by IATA related to an initiative to reduce call sign confusion in the MID Region. The meeting agreed that an implementation outline should be developed for this initiative in coordination with relevant MIDANPIRG and RASG-MID subsidiary bodies.

2.23 The MAEP SC/1 meeting recognized that the process of establishment of the MAEP PMO might take long time. In order not to lose momentum and based on a proposal made by AACO/IATA, the meeting agreed that, until the formal establishment of the MAEP PMO, a MAEP Core Team should be established to act as an Interim PMO.

2.24 The MAEP SC/1 meeting noted with appreciation that AACO, CANSO and IATA are willing to support the Interim PMO. Accordingly, the meeting agreed to the following Draft Decision:

DRAFT DECISION 1/3: MAEP INTERIM PMO

That, until the formal establishment of the MAEP PMO:

- a) the MAEP Core Team composed of IATA, AACO, CANSO, ICAO, the MAEP Board Chairperson and MAEP SC Co-Chairpersons, act as an Interim PMO; and*
- b) IATA is designated as the Team Leader of the MAEP Core Team.*

2.25 The MAEP SC/1 meeting agreed that the first set of tasks to be performed by the Interim PMO includes mainly:

- development of an initial version of the MAEP Master Plan, for presentation to DGCA-MID/3 meeting;
- identification of additional quick-wins initiatives;
- exploration of viable options for the funding of MAEP and its projects;
- support and monitor the implementation of the call sign initiative; and

- coordination with all concerned stakeholders to initiate Phase 1 of the ARNOP project.

2.26 The MAEP SC/1 meeting recalled that in accordance with the MAEP SC Terms of Reference, the meetings of the MAEP SC should be organized by the MAEP PMO Manager. In this regard, the meeting agreed that until the appointment of the PMO Manager, ICAO will continue to act as the Secretariat of the MAEP SC meetings.

2.27 The MAEP SC/1 meeting highlighted that the MAEP Board/2 meeting could not be convened before the signature of the MAEP MOA by at least eight (8) States. Accordingly, the meeting agreed that based on the outcome of the DGCA-MID/3 meeting and the number of States that will sign the MOA, ICAO and the MAEP Board and SC Chairpersons will decide if the meeting planned to be held in Cairo, Egypt, 20-22 October 2015, will be a Board or SC meeting or a combination of both.

3. ACTION BY THE MEETING

3.1 The meeting is invited to encourage States to:

- a) follow-up with their relevant authorities the review of the MAEP MOA and the provision of comments to the ICAO MID Regional Office, if any, before **1 April 2015**; and
- b) support the MAEP Interim PMO in executing its tasks, mainly through the provision of required information in a timely manner.