



*International Civil Aviation Organization*

**MIDANPIRG STEERING GROUP**

**Third Meeting (MSG/3)**  
**(Cairo, Egypt, 17 - 19 June 2013)**

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**Agenda Item 3: Global, Inter and Intra-Regional Activities**

**OUTCOME OF THE DGCA-MID/2 MEETING RELATED TO AIR NAVIGATION**

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents the outcome of the Second Meeting of the MID Region DGCA's which was held in Jeddah, Saudi Arabia, 20-22 May 2013. The paper focuses on conclusions related to the air navigation plan.

Action by the meeting is at paragraph 3.

**1. INTRODUCTION**

1.1 The Second Meeting of the Directors General of Civil Aviation in the Middle East Region (DGCA-MID/2) was hosted by the General Authority of Civil Aviation (GACA), Saudi Arabia in Jeddah, from 20 to 22 May 2013.

1.2 The DGCA-MID/2 meeting was attended by a total of Sixty Four (64) participants, which included experts from Fifteen (15) MID and non-MID States (Bahrain, Egypt, Iraq, Jordan, Kuwait, Lebanon, Oman, Palestine, Qatar, Saudi Arabia, Sudan, Tunisia, United Arab Emirates, United States and Yemen) and Five (5) International/Regional Organizations (AACO, ACAC, CANSO, IATA and IFALPA).

1.3 The meeting reviewed and discussed forty six (46) working papers from States, ICAO Secretariat and International/Regional Organizations. Accordingly, the DGCA-MID/2 meeting developed a total of Twelve (12) Conclusions. This paper highlights the conclusions and actions related to air navigation planning in the MID Region.

**2. DISCUSSION**

***Performance Based Approach to Air Navigation Planning and Implementation in the MID Region***

2.1 The DGCA-MID/2 meeting addressed the above-mentioned subject and recognized the need to establish regional and national air navigation priorities and targets in line with the Global Air Navigation Plan (GANP).

2.2 In accordance with Recommendation 6/1 of the AN-Conf/12 and the outcome of the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), Global Coordination Meeting (GCM) held in Montreal on 19 March 2013, the meeting reiterated the need for the establishment of regional priorities and targets for air navigation by May 2014 consistent with the GANP and ASBU framework.

2.3 The meeting noted that ICAO is presently introducing regional 'Performance Dashboard' homepages for every public website of the ICAO Regional Offices. These dashboards will illustrate the regional implementation status relating to the strategic objectives on Safety, Air Navigation Capacity and Efficiency, and Environmental Protection. It was also highlighted that the First Edition of the Global Air Navigation Report is planned to be released by ICAO in March 2014. This Report will consist of qualitative and quantitative information and will cover key performance areas of air navigation systems.

2.4 Based on all of the foregoing, the DGCA-MID/2 meeting:

- a) urged States to:
  - i. establish a performance measurement strategy for their air navigation system;
  - ii. share successful initiatives among each other; and
  - iii. support the ICAO MID Regional Office by providing the requisite information to demonstrate operational improvements; and
- b) tasked MIDANPIRG and its Steering Group (MSG) with:
  - i. the establishment of priorities and targets for air navigation by May 2014, in accordance with Recommendation 6/1 of the Twelfth Air Navigation Conference (AN Conf/12);
  - ii. the monitoring and measurement of the agreed air navigation Metrics and indicators, at regional level; and
  - iii. the identification of necessary measures/action plans to reach the agreed air navigation targets.

#### ***Middle East Airspace User & Stakeholder Engagement (MEAUSE) Surveys***

2.5 The DGCA-MID/2 meeting noted that one of the MEAUSE activities was to align investment plans and create a platform for stakeholders' engagement to overcome gaps between user requirements and infrastructure investments.

2.6 In this respect, it was noted that IATA and CANSO launched regional surveys in 2013 to gauge the current and future ATM/CNS technology capabilities for ANSPs and users' requirements and expectations. The meeting supported the MEAUSE Initiative and highlighted the importance of sharing the survey data. The meeting encouraged all concerned stakeholders (ANSPs and users) to participate in the MEAUSE activities and events, including the MEAUSE Conference scheduled for 25-26 November 2013.

#### ***MID Region ATM Enhancement Programme (MAEP)***

2.7 The DGCA-MID/2 meeting noted an increasing tendency for cooperation between the different ATM stakeholders (States, ANSPs, airlines and airports) over the last period for the enhancement of ATM capacity and efficiency in the MID Region.

2.8 Notwithstanding the individual and collective efforts by States and Organisations, the meeting recognized that the MID Region airspace is still characterised by:

- a) fragmented airspace structures;
- b) high-levels of tactical intervention by ATC;
- c) choke Points, traffic bunching and queuing; and
- d) reliance on conventional technologies.

2.9 The meeting recalled that the sixth meeting of the ATS Route Network Task Force (ARN TF/6) (Cairo, Egypt, 22-24 April 2013) reiterated MIDANPIRG/13 Conclusion 13/3 that urged MID States to identify ATS routes within their airspace that are not economically structured and to coordinate with their appropriate authorities to align and shorten the ATS routes in order to enhance safety, efficiency and increase environmental sustainability, based on the definition of City Pairs, the Performance Based Navigation (PBN), Flexible Use of Airspace (FUA) concepts and the major air traffic flows.

2.10 The meeting was apprised of the activities and progress of the MID Regional Airspace Review (MIDRAR) initiative. In this respect, it was highlighted that although initiated by CANSO, MIDRAR was a regional initiative involving stakeholders from States, ANSPs, airports, airspace users, ACI, IATA and ICAO .

2.11 In order to expedite the process and avoid the legal and funding issues delay in implementing the Programme, the meeting agreed that a MAEP Board composed of high level representatives from concerned States and Organizations, be established to be responsible for overall supervision, direction, and management of the Programme.

2.12 Based on the above the meeting agreed to the following Conclusions:

***DGCA-MID/2 CONCLUSION 2/3 – MID REGION ATM ENHANCEMENT PROGRAMME (MAEP) – SPECIAL COORDINATION MEETING***

*That, the ICAO MID Regional Office organise a Special Coordination Meeting in September 2013 in order to agree on the best mechanism to establish a MID Region ATM Enhancement Programme, taking into consideration all initiatives.*

***DGCA-MID/2 CONCLUSION 2/4 – MID REGION ATM ENHANCEMENT PROGRAMME (MAEP) BOARD***

*That, a MID Region ATM Enhancement Programme Board composed of high level representatives from concerned States and Organizations, be established for overall supervision, direction, and management of the Programme.*

***Flight Procedure Programme (FPP) in the MID Region***

2.13 Given the importance of the flight procedures design, the DGCA-MID/2 meeting recognised the need for cooperation and exchange of experience between MID States in this field. Based on a proposal made by Saudi Arabia the meeting agreed that a study related to the establishment of FPP be carried out within the framework of the PBN/GNSS Task Force taking into consideration similar programmes in other ICAO Regions. Based on the foregoing the meeting agreed to the following Conclusion:

***DGCA-MID/2 CONCLUSION 2/5 – ESTABLISHMENT OF MID REGION FLIGHT PROCEDURE PROGRAMME (FPP)***

*That, a study related to the establishment of FPP be carried out within the framework of the PBN/GNSS Task Force.*

***Contingency Planning in the MID Region***

2.14 The DGCA-MID/2 meeting noted that the ARN TF/6 meeting reviewed and updated the Contingency Routing Scheme for Asia/Middle East/Europe-2003 (CRAME 03) Document, and agreed that further coordination with States, ICAO EUR/NAT and APAC Regional Offices be carried out to consider additional routes with new scenarios in order to provide alternative routing in case of any airspace closure in the MID Region, and that ICAO MID regional office presents a consolidated version of CRAME 03 to the ATM/AIM/SAR Sub-Group/13 meeting that will be held in Cairo, Egypt in 2013.

2.15 Based on the above, the meeting urged States that have not yet done so to:

- update, complete and promulgate their contingency plans without delay; and
- send their comments on the CRAME 03 to the the ICAO MID Regional Office before 15 June 2013.

2.16 Accordingly, the DGCA-MID/2 meeting agreed to the following Conclusion:

***DGCA-MID/2 CONCLUSION 2/6 – COMMON CONTINGENCY ARRANGEMENTS***

*That, recognizing the importance of contingency arrangements to reduce the effects of unexpected major events disruption or potential disruption of ATS and supporting services, MID States:*

- a) cooperate to adopt common contingency measures that can be included in the Letter of Agreements between adjacent Area Control Centres (ACCs);*
- b) share experience on contingency measures; and*
- c) organise, when possible, exercises to check the validity of the contingency measures and readiness of involved ATS Units.*

***MID Region AIS Database (MIDAD) Project***

2.17 The DGCA-MID/2 meeting was apprised of the the actions taken as a follow-up to the DGCA-MID/1 Conclusion 1/5 related to the establishment of a MID Region AIS Database (MIDAD). The meeting was also apprised of the MIDANPIRG/13 outcome related to MIDAD. It was highlighted in this respect that the majority of States expect many advantages from MIDAD and would like to play an active role in the MIDAD Project.

2.18 In accordance with the MIDANPIRG/13 Conclusion 13/21 related to the MIDAD legal framework, the meeting noted with appreciation that Bahrain, Qatar, Saudi Arabia and UAE volunteered to take the lead in carrying out the detailed MIDAD study (Phase 2). It was highlighted that Phase 2 of the project will be composed of 2 steps. During the first step, a Consultant would be hired to develop the Call for Tender for the detailed study.

2.19 Based on the above, the DGCA-MID/2 meeting agreed to the following Conclusion:

***DGCA-MID/2 CONCLUSION 2/7 – PHASE 2 OF THE MIDAD PROJECT***

*That,*

- a) Bahrain, Qatar, Saudi Arabia and UAE take the lead in carrying out the detailed MIDAD Study (Phase 2), in close coordination with the MIDAD Study Group; and*
- b) States provide all necessary support for the achievement of Phase 2 of the Study.*

### ***Aerodromes Certification in the MID Region***

2.20 The DGCA-MID/2 meeting recalled the requirements for certification of aerodromes and underlined the importance of completion of the certification of all international aerodromes in the MID Region, in an expeditious manner.

2.21 Based on the latest feedback provided by States it was highlighted that 25 of the 60 International Aerodromes in the MID Region have been certified. This number represents 42% of the international aerodromes listed in the Air Navigation Plan (ANP), which is below the expected levels.

2.22 The meeting recognized that certification of international aerodromes needs a high level commitment from States towards allocation of required resources and adoption of an acceptable action plan. Accordingly, the meeting agreed to the following Conclusion:

***DGCA MID/2-CONCLUSION 2/8- AERODROMES CERTIFICATION  
ACTION PLAN AND PROGRESS  
REPORTS***

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

- a) allocate necessary resources and develop Action Plans for the implementation of Aerodromes Certification; and*
- b) send progress reports on implementation status to the ICAO MID Regional Office every six months with effect from 01 July 2013.*

### ***Support of the ICAO Position at WRC***

2.23 The DGCA-MID/2 meeting urged States to ensure continuous coordination with their Radio Frequency Spectrum Regulatory Authorities and the Arab Spectrum Management Group (ASMG) for the support of the ICAO position at WRC and its preparatory meetings.

### ***Establishment of MID ATS Messaging Management Centre (MID-AMC)***

2.24 As a follow-up to MIDANPIRG/13 Conclusion 13/27, the CNS Sub-Group/5 and ATN/IPS Working Group/5 developed a Memorandum of Agreement (MOA) and agreed on the establishment of a Board composing from all the MID States to manage the MID-AMC.

2.25 Currently thirty six (36) users from MID States (Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia Sudan and UAE) have been registered on the MID-AMC and are participating in the operational trial of the MID-AMC.

2.26 The DGCA-MID/2 meeting noted with appreciation that Bahrain, Iraq, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, UAE and Yemen signed the MOA and encouraged the remaining of MID States to do so.

## **3. ACTION BY THE MEETING**

3.1 The meeting is invited to note the outcome of the DGCA-MID/2 meeting and take action, as appropriate.