



International Civil Aviation Organization

MID Region ATM Enhancement Programme Steering Committee

First Meeting (MAEP SC/1)
(Dubai, UAE, 20-22 January 2015)

Agenda Item 2: MID Region ATM Enhancement Programme (MAEP) Establishment

OUTCOMES OF THE FIRST MEETING OF THE MID REGION ATM ENHANCEMENT PROGRAMME BOARD AND THE MSG/4 MEETING RELATED TO MAEP

(Presented by the Secretariat)

SUMMARY

This paper presents the outcomes of the first meeting of the MID Region ATM Enhancement Programme Board (MAEP Board/1) and MSG/4 meeting related to MAEP.

Action by the meeting is at paragraph 3.

REFERENCES

- MAEP Board/1 Report
- MSG/4 Report

1. INTRODUCTION

1.1 The first meeting of the MID Region ATM Enhancement Programme Board (MAEP Board/1) was held at the ICAO Middle East Regional Office, Cairo, Egypt, from 23 to 25 June 2014. The meeting was attended by a total of thirty six (36) participants from seven (7) States (Bahrain, Egypt, Iran, Kuwait, Saudi Arabia, Sudan and United Arab Emirates) and six (6) International Organizations and Industries (AACO, AIRBUS, BOEING, CANSO, FAA and IATA).

1.2 The Fourth meeting of the MIDANPIRG Steering Group (MSG/4) was held at the ICAO Middle East Regional Office, Cairo, Egypt, from 24 to 26 November 2014. The meeting was attended by a total of thirty one (31) participants from nine (9) States (Bahrain, Egypt, Iran, Jordan, Kuwait, Oman, Qatar, Saudi Arabia and United Arab Emirates) and two (2) Organizations (IATA and IFALPA).

2. DISCUSSION

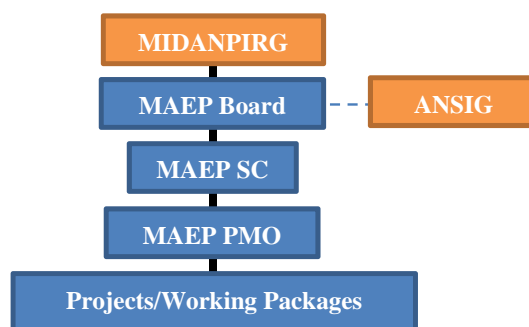
2.1 The meeting may wish to note that MSG/4 meeting reviewed the outcome of the MAEP Board/1 meeting, and agreed to the following Scope and Strategic Objective of the MAEP:

*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 (2014-2028).*
- 2) *Improve efficiency and increase capacity to safely accommodate air traffic growth.*
- 3) *Support the implementation of ATM projects in the MID Region in a harmonized and collaborative manner in line with the MID AN Strategy and GANP, taking into consideration the users' requirements.*
- 4) *Addresses ATM community expectations in a cost-effective and environmentally sustainable manner.*

2.2 Taking into consideration the agreed Scope and Strategic Objective, as well as the successful experiences of the MIDRMA project and the RASG-MID, the MAEP Board/1 meeting agreed to the following MAEP Organizational Structure:

- a) MAEP Board;
- b) MAEP Steering Committee (MAEP SC);
- c) MAEP Project Management Office (PMO); and
- d) Projects/Workings Packages



2.3 The MSG/4 meeting agreed that the MAEP be established as an ICAO Technical Cooperation (TC) project with a PMO hosted by the ICAO MID Regional Office. Accordingly, the meeting agreed to the following MSG Conclusion:

MSG CONCLUSION 4/5: MAEP ESTABLISHMENT

That, MAEP be established as an ICAO TC project with a Project Management Office (PMO) hosted by the ICAO MID Regional Office.

2.4 The meeting may wish to recall that the MAEP Board/1 meeting agreed to a draft MAEP Memorandum of Agreement (MOA), which includes the agreed MAEP Board Terms of Reference (TORs). The ICAO MID Regional Office circulated the Draft MAEP MOA through the State Letter Ref AN 6/31-14/202 dated 22 July 2014, requesting States to provide their comments related to the MAEP MOA before 30 September 2014. The final version of the MAEP MOA will be presented to the States for signature during the DGCA-MID/3 meeting (Doha, Qatar, 27-29 April 2015).

2.5 It is to be highlighted that the ICAO MID Regional Office is coordinating with ICAO Legal and TC Bureaus the development of the proper documentation related to the establishment of the MAEP as a TC project, in particular, the MAEP MOA, MAEP Management Service Agreement (MSA) and the MAEP Project Document (ProDoc); draft version of these documents will be presented to the meeting in separate working papers.

2.6 The meeting may wish to note that the MSG/4 meeting agreed that a MAEP Steering Committee (MAEP SC) be established to act as an advisory body to the MAEP Board, guide its work and ensure that MAEP objectives are accomplished in a timely, effective and efficient manner. In this regard, it was agreed that the MAEP SC be co-chaired by two Chairpersons: one from the Member States and one from the Organizations. Accordingly, the meeting agreed to the following MSG Decision:

MSG DECISION 4/6: MAEP STEERING COMMITTEE (MSC)

That, the MAEP Steering Committee (MAEP SC) is established with Terms of Reference as at Appendix 4C.

Note: *the MAEP SC TORs are available as Attachment III to the MAEP MOA.*

2.7 In connection with the above, Mr. Saleem Mohamed Hassan, Chief Air Traffic Management, Civil Aviation Affairs, Bahrain and Mr. Achim Bauman, Director, Safety and Flight Operations, IATA, MENA, were elected unanimously as Co-Chairpersons of the MAEP SC, by the MAEP Board/1 meeting.

2.8 It was highlighted that the first milestone to get the programme running is the establishment of the MAEP PMO. Accordingly, MSG/4 meeting agreed that the process of appointing a PMO Manager should start as soon as the MAEP MOA is signed by at least eight (8) Member States. In this regard, the meeting noted that the MAEP Board/1 meeting delegated the authority for signature of any document with the ICAO necessary for the advancement of the Project, to the MAEP Board Chairperson (Mr. Ahmed Al Jallaf) on behalf of the MAEP member States.

2.9 The MAEP Board/1 meeting agreed that the duties and responsibilities of the MAEP PMO should, include the following:

- Responsible for the implementation of MAEP funded regional projects in accordance with approved plans.
- Coordinate and support the implementation of MAEP projects/working packages at national level.
- Develop and amend business plans (deliverables, timeline, budget and concerned entities) for each project and recommend them to the Steering Committee
- Develop Key Performance Indicators (KPIs) for tracking the implementation of the projects and to assess and measure the effectiveness of MAEP
- Submit progress reports for each project to the Steering Committee, as appropriate and when required.
- Identify and report projects risk to the MAEP SC and maintain a risk database.

2.10 The MSG/4 meeting agreed that in order to ensure the sustainability of the Programme, the running cost of the PMO should be covered through annual contribution from the Member States. It was also agreed that the funding of the projects/working packages should be addressed on a case-by-case basis, by the MAEP Board taking into considerations the MAEP SC recommendations.

2.11 The MSG/4 meeting agreed that, for the funding of the PMO running cost, the contribution of States should be based on the volume of traffic and the Gross Domestic Product per capita (GDP). Accordingly, it was agreed that States be divided in three groups as follows:

Group 1: Bahrain, Iran, Oman, Qatar, Saudi Arabia and UAE;

Group 2: Egypt, Iraq, Kuwait and Libya; and

Group 3: Jordan, Lebanon, Sudan, Syria and Yemen.

2.12 Based on the above, the MSG/4 meeting agreed to the following MSG Conclusion:

MSG CONCLUSION 4/7: MAEP FUNDING MECHANISM

That,

- a) the running cost of the MAEP PMO be ensured through contributions from all MAEP Member States;*
- b) the annual amounts to be paid by the MAEP Member States are, as follows:*
 - i. Bahrain, Iran, Oman, Qatar, Saudi Arabia and UAE annual contribution is US\$ 30,000 each;*
 - ii. Egypt, Iraq, Kuwait and Libya annual contribution is US\$ 20,000 each; and*
 - iii. Jordan, Lebanon, Sudan, Syria and Yemen annual contribution is US\$ 10,000 each.*
- c) the funding of the projects/working packages:*
 - i. be addressed by the Board, on case-by-case basis; and*
 - ii. be ensured through contribution (cash or in-kind) by concerned States, stakeholders and sponsors/donors.*
- d) the MAEP funding mechanism be revised by the MAEP Board, when necessary.*

2.13 In connection with the above, the MSG/4 meeting agreed that, as soon as the MAEP MOA is signed by eight (8) member States, the ICAO TCB will issue the invoices for the 2015-2016 contributions to MAEP.

2.14 The MSG/4 meeting noted that, in accordance with its TORs, the MAEP SC/1 meeting is expected to finalize and agree on the necessary documentation for the establishment of MAEP and review the plans submitted by the States and Organizations, and recommend priorities, projects/working packages and associated funding arrangements to the MAEP Board. Accordingly, MSG/4 meeting encouraged States and concerned Organizations to support MAEP, present proposals/inputs related to the MAEP projects/working packages. The proposed projects/working packages will be presented in separate working papers.

2.15 The meeting may wish to note that MSG/4 meeting recognized the need for a MAEP Project Proposal Template to be used by States and Organizations when proposing projects/working packages to the MAEP SC.

2.16 The meeting may wish to note that MSG/4 meeting recalled that Performance-Based Navigation (PBN), Continuous Descent Operations (CDO), Continuous Climb Operations (CCO), Aeronautical Information Management (AIM), Air Traffic Flow Management (ATFM) and estimated environmental benefits accrued from operational improvements have been identified as the global air

navigation priorities. In this respect, it was highlighted that ATFM (ASBU B0-NOPS) was not endorsed by MIDANPIRG/14 as a regional priority.

2.17 The MSG/4 meeting recognized that ATFM is used to manage the flow of traffic in a way that minimizes delays and maximizes the use of the entire airspace. ATFM can regulate traffic flows involving departure slots, smooth flows and manage rates of entry into airspace along traffic axes, manage arrival time at waypoints or Flight Information Region (FIR)/sector boundaries and re-route traffic to avoid saturated areas. ATFM may also be used to address system disruptions including a crisis caused by human or natural phenomena.

2.18 It was highlighted that ATFM and its applications should not be restricted to one State or FIR because of their far-reaching effects on the flow of traffic elsewhere. The *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) recognizes this important fact, stating that ATFM should be implemented on the basis of a Regional Air Navigation Agreement or, when appropriate, a Multilateral Agreement.

2.19 The MSG/4 meeting noted that in accordance with the Questionnaire circulated to States on 7 March 2014, related to the application of ATFM in the MID Region, the majority of the MID States indicated willingness to participate in a regional ATFM service/system.

2.20 Based on the above, the MSG/4 meeting agreed that the ASBU Block 0 NOPS be added to the list of priority 1 ASBU Block 0 Modules in the MID Region Air Navigation Strategy. The meeting agreed also that the subject be further addressed by the ATM Sub Group with a view to reach a final decision with regard to the necessity, feasibility, cost benefit analysis and timelines related to the eventual implementation of a regional/sub-regional ATFM system, which might be considered by the MAEP Board. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 4/2: AIR TRAFFIC FLOW MANAGEMENT

That, the ATM Sub-Group develop a Draft Project Proposal addressing the necessity, feasibility, cost benefit analysis and timelines related to the eventual implementation of a regional/sub-regional ATFM system, to the MAEP SC/2 meeting for consideration.

3. ACTION BY THE MEETING

3.1 The meeting is invited to take into consideration the outcomes of the MAEP Board/1 and MSG/4 meeting during its deliberations, and agree on the necessary measures that ensure the advancement of MAEP.