



*International Civil Aviation Organization*

**MIDANPIRG MIDAD Task Force**

**Fourth Meeting (MIDAD TF/4)**

*(Cairo, Egypt, 17 May 2017)*

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**Agenda Item 2: MIDAD Project**

**MID IMPLEMENTATION PLAN (MIDIP)**

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents the recommendations emanating from the Global Ministerial Aviation Summit held in Riyadh, Saudi Arabia, from 29 to 31 August 2016, related to the MID Implementation Plan (MIDIP).

Action by the meeting is at paragraph 3.

**REFERENCES**

- Ministerial Aviation Summit SODs
- Assembly 39-WP/392

**1. INTRODUCTION**

1.1 Based on an initiative from Saudi Arabia, the Global Ministerial Aviation Summit (GMA) was hosted by Saudi Arabia, in Riyadh from 29 to 31 August 2016. The Summit provided an opportunity for the exchange of information, experience, benchmarking and lessons learned related to regional projects that were implemented in different regions. It provided also a platform for presenting the current and future top priority regional projects aiming at enhancing safety and efficiency of air navigation in the region.

1.2 The main objectives of the Summit were to:

- a) exchange global best practices towards enhancing safety and security in a cooperative manner;
- b) ensure alignment of vision on safety and security issues among the States of the region;
- c) promote the effective use of regional resources;
- d) encourage and support regional initiatives in coordination with other States and regional and international organizations;
- e) establish effective means of regional cooperation;
- f) promote the sharing of security information to mitigate security risks; and
- g) overcome the identified safety and security challenges.

1.3 The programme of the Summit, the presentations, Summary of Discussion/outcome and Riyadh Declaration are available at: [www.gmasummit-riyadh.net](http://www.gmasummit-riyadh.net).

## 2. DISCUSSION

2.1 The GMA Summit supported the President of the Council of ICAO's proposal related to the establishment of a structured programme in the MID Region, similar to the ICAO Africa and Indian Ocean (AFI) Comprehensive Regional Implementation Plans (ACIP). The establishment of a MID Implementation Plan (MIDIP) would foster cooperation of all stakeholders towards the development and implementation of initiatives and projects aimed at the enhancement of safety and efficiency of the air transport system in the region, in support of the ICAO No Country Left Behind (NCLB) initiative. The Plan would provide also a framework for the mobilization of resources to support effective implementation of these initiatives and projects with adequate funding and staffing.

2.2 The sustained improvement of safety and efficiency in the MID Region requires ICAO to exert increased leadership in civil aviation issues. Under ICAO's leadership, the Plan would call for collaboration of all stakeholders in the implementation of initiatives and projects aimed at addressing the concerns and challenges identified in the Region with a view to enhance safety and efficiency of the air transport system. Development and implementation of the plan will follow the methodologies and processes contained in the Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP).

2.3 The Plan should emphasize a heightened leadership role by ICAO and accountability, supported by strong programme management and coordination activity. The Plan therefore should adopt a programme management approach that emphasizes accountability through metrics development and reporting and should be integrated with other programmes in the region. The Plan should draw on expertise available not only in ICAO Headquarters and the ICAO MID Office but also in the States of the region and all stakeholders, including the ICAO partners supporting the planning and implementation regional group, the regional aviation safety group and the future regional safety oversight organization.

2.4 The ICAO MID Regional Office would further facilitate the required cooperation and monitoring on selected targets in close coordination with ACAC and the Gulf Cooperation Council (GCC), as well as ICAO's Middle Eastern Planning and Implementation Regional Group and Regional Aviation Safety Group.

2.5 Based on the above, the GMA Summit agreed to the following Recommendation:

*MID Implementation Plan (MIDIP) Recommendation*

*ICAO is invited to take necessary measures towards the establishment of a MID Implementation Plan (MIDIP) to:*

- a) foster cooperation of all stakeholders towards the development and implementation of initiatives and projects aimed at the enhancement of safety and efficiency of the air transport system in the region, in support of the ICAO No Country Left Behind (NCLB) initiative; and*
- b) provide a framework for the mobilization of resources to support effective implementation of the regional/sub-regional initiatives and projects with adequate funding and staffing.*

2.6 The Summit recommended for ICAO to consider the establishment of a MID Implementation Plan (MIDIP) to foster cooperation of all stakeholders towards the development and

implementation of initiatives and projects aimed at the enhancement of safety, capacity and efficiency of the air transport system in the Region as part of the ICAO No Country Left Behind (NCLB) initiative. The Plan would provide also a framework for the mobilization of resources to support effective implementation of these initiatives and projects.

2.7 The meeting may wish to note that the outcome of the GMA Summit was presented to the ICAO General Assembly 39<sup>th</sup> Session (Montreal, Canada, 27 September-7 October 2016). The Assembly requested ICAO to take necessary measures related to the establishment of the MIDIP and called upon States to implement the Riyadh Declaration.

***Outcome of the MAEP Board/3***

2.8 Considering the challenges faced for the establishment of MAEP with a centralized approach for the implementation of air navigation regional projects, the MAEP Board/3 meeting (Cairo, Egypt, 16-17 January 2017) agreed that each MAEP project would be implemented as a standalone project. Nevertheless, the meeting agreed that the MAEP Board would continue to provide a platform for regional collaboration towards a prioritized, coordinated and harmonized projects implementation. Accordingly, the meeting agreed to dissolve the MAEP Project Coordination Team (MPCT).

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to consider MIDAD as a candidate project that would be implemented under MIDIP, as appropriate.