



International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Third Meeting (ATM SG/3)  
(Cairo, Egypt, 22 – 25 May 2017)

**Agenda Item 3: Global and Regional Developments related to ATM and SAR**

**MID REGION ATM ENHANCEMENT PROGRAMME (MAEP)**

*(Presented by the Secretariat)*

<b>SUMMARY</b>
This paper presents an update regarding the MID Region ATM Enhancement Programme.  Action by the meeting is at paragraph 3.
<b>REFERENCES</b>
– MAEP Board/3 Report – MIDANPIRG/16 Report

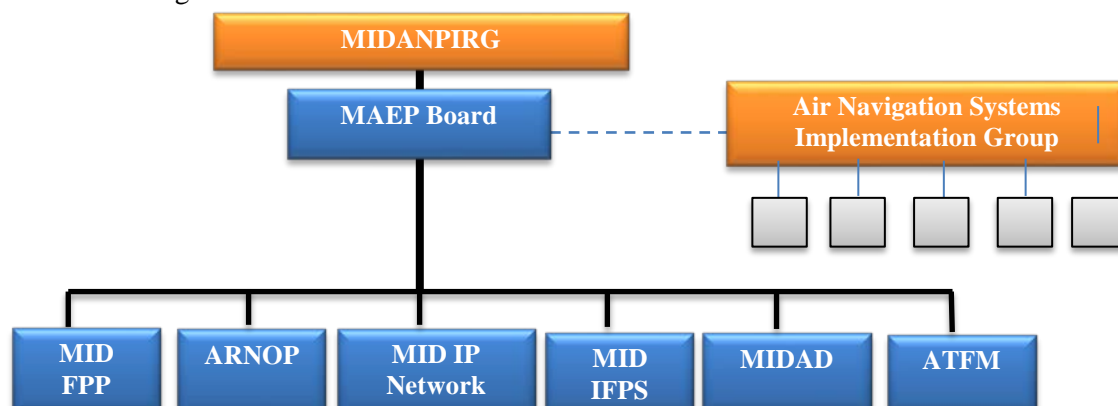
**1. INTRODUCTION**

1.1 The Third meeting of the MID Region ATM Enhancement Programme Board (MAEP Board/3) was held in Cairo, Egypt, from 16 to 18 January 2017.

**2. DISCUSSION**

2.1 The MIDANPIRG/16 meeting (Kuwait, 13-16 February 2017) was apprised of the outcome of the MAEP Board/3 meeting (Cairo, Egypt, 16-18 January 2017) and the Global Ministerial Aviation (GMA) Summit (Riyadh, Saudi Arabia, 29 - 31 August 2016) related to MAEP.

2.2 Considering the challenges faced for the establishment of MAEP with a centralized approach for the implementation of air navigation regional projects, the MIDANPIRG/16 meeting 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) through Decision 16/13 and to the revised MAEP Organizational Structure as follows:



2.3 Based on the above, the meeting agreed through Decision 16/14 to the MAEP Board Terms of Reference (TORs) as at **Appendix A**.

*MID Flight Procedure Programme (MID FPP)*

2.4 The meeting may wish to note that, as a follow-up action to the outcome of the MAEP Board/2 meeting related to the evaluation of the hosting offers of the MID FPP Office, the Evaluation Team established by the MAEP Board/2 meeting reviewed the offers and selected Lebanon as the hosting State for the MID FPP based on the agreed hosting criteria.

2.5 The MIDANPIRG/16 meeting recognized that in order to move forward, a Project Document (ProDoc) should be signed by Lebanon with ICAO. Thereafter, States willing to join the Programme should sign the ProDoc with ICAO and meet their obligations as detailed in the ProDoc. Accordingly, the meeting encouraged States to join the MID FPP through the signature of the MID FPP ProDoc once finalized.

2.6 It was highlighted that the establishment of the MID FPP requires the availability of funds to cover the expenses related to the MID FPP Manager at least for the first year to initiate the recruitment process by ICAO. In this respect, the meeting noted that ICAO would endeavor to find and secure voluntary cash-contributions to cover the first year expenses. However, the running cost of the programme for the remaining period should be covered by States through cash-contributions or voluntary contributions from donors or sponsors. The meeting agreed that the funding mechanism of the programme (budget, contribution by Participating States, sponsorship, etc.) would be defined by the MID FPP Steering Committee after the establishment of the programme, taking into consideration the number of active States, confirmed voluntary contributions, etc. The first meeting of the MID FPP Steering Committee is planned to be held in September 2017.

2.7 In connection with the above, the MIDANPIRG/16 meeting noted with appreciation that the airspace users may be willing to sponsor the MID FPP. Accordingly, the meeting agreed that, AACO and IATA to approach their members and indicate to the ICAO MID Regional Office, by 15 March 2017, if any of their member(s) is/are willing to provide sponsorship to the MID FPP. The MID Office didn't receive any feedback on the subject yet.

2.8 Considering the time needed for the signature of the ProDoc and the recruitment of the MID FPP Manager, the MIDANPIRG/16 meeting agreed that the start of operation date of the MID FPP should be **1 September 2017**.

*MID ATS Route Network Optimization Project (ARNOP)*

2.9 The MIDANPIRG/16 meeting recalled that ARNOP is composed of two Phases; Study and Implementation.

2.10 Phase one (the Study): ACAC through WP/18 provided an overview of the CNS/ATM Study highlighting the recommendations that would mitigate the identified findings. The meeting noted with appreciation that the CNS/ATM Study was carried out by Navblue (former Airbus ProSky) free of charge under the framework of ACAC. The draft version of the Study was circulated to States by ACAC and presented to the ACAC Executive Council (Muscat, Oman, 20 December 2016). The ACAC Executive Council tasked ACAC to organize a dedicated Workshop for the States to present the CNS/ATM Study in order to agree on the way forward for the implementation of its recommendations. The Workshop was held in Rabat, Morocco, 11 April 2017.

2.11 The MIDANPIRG/16 meeting agreed that the relevant MIDANPIRG Sub-Groups to review and take advantage of the outcome of the Study. The meeting invited ACAC to share the data collected for the preparation of the Study with the ICAO MID Office and to present the outcome of the Workshop on the CNS/ATM Study to the upcoming ATM SG/3 meeting (Cairo, Egypt, 22-25 May 2017).

2.12 Phase two (implementation): the MIDANPIRG/16 meeting emphasized that this phase could not be initiated without analysis of the CNS/ATM study outcomes, including the identification of the CNS infrastructure requirements (VHF and Surveillance coverages, etc.) and agreement on the way forward.

2.13 In addition to the above and considering that, a number of States in the MID Region have initiated airspace redesign projects, constraints impeding the implementation of Flexible Use of Airspace Concept, activities carried out by the ATM and PBN SGs, and the recently established Advanced Inter-regional ATS Routes Development Task Force (AIRARD TF), the MIDANPIRG/16 meeting agreed that ARNOP implementation should be addressed/managed by the ATM SG.

*MID IP Network (Common Aeronautical VPN Network-CRV)*

2.14 The MIDANPIRG/16 meeting recalled that the MAEP Board/2 meeting (Cairo, Egypt, 11-13 April 2016) reviewed the outcome of the MID IP Network workshop and, through MAEP Board Conclusion 2/7, agreed that the procurement framework of the APAC CRV be used for the implementation of the MID IP Network Project; and the MID IP Network be renamed as Common aeRonautical VPN (CRV) in order to represent both Regions. In this respect, it was highlighted that the CRV procurement includes all ICAO MID States as potential users.

2.15 The MAEP Board/3 meeting noted that the CRV Framework accommodates the necessary legal framework for all States, where it is possible to adapt the individual service contract between States and the selected common service provider to the national laws and regulations. Furthermore, the selected common service provider will be responsible for dealing with the national telecommunication service providers in the States and may require standard support letter from the State.

2.16 The MIDANPIRG/16 meeting reviewed the MID IP Network Focal Points and commitment status. The meeting noted that six (6) States (Bahrain, Iran, Jordan, Kuwait, Lebanon and Sudan) confirmed their commitment and three (3) States (Oman, Saudi Arabia and UAE) confirmed provisional commitment to the project. The meeting urged the above mentioned States to engage with the recommended supplier to establish individual service contracts.

2.17 The MIDANPIRG/16 meeting noted that the challenges related to the implementation of the IP Network Project include the cost-benefit analysis and preliminary safety analysis. It was confirmed that the CBAs would help States to decide on the implementation plan of the IP network based on the CRV framework and further negotiate the contract with the selected supplier. The meeting noted that seven (7) States (Bahrain, Egypt, Jordan, Kuwait, Lebanon, Saudi Arabia and UAE) conducted an initial basic local Cost Benefit Analysis (CBA).

2.18 The MIDANPIRG/16 meeting reviewed and endorsed the MID IP Network (CRV) Implementation Process, developed by the Secretariat based on the APAC CRV Implementation Plan, which might be helpful for States in case they decide to join the CRV.

2.19 Based on all of the above, the MIDANPIRG/16 meeting agreed to the following Conclusion emanating from the MAEP Board/3 meeting:

*CONCLUSION 16/15: MID IP NETWORK PROJECT (CRV)*

*That,*

- a) States that have already committed to join CRV, are invited to engage with the recommended supplier to establish individual service contracts; and*
- b) States that have not yet done so, are urged to carry out a comprehensive CBA related to the implementation of an IP Network under the CRV*

*framework; and inform the ICAO MID Office, as soon as possible, about their decision related to the joining of CRV.*

2.20 The meeting may wish to note that, after finalization of the negotiation process with the selected provider, the final project documentation (common provisions) has become available to be reviewed by the second meeting of the APAC CRV Operations Group (CRV OG/2). It is expected that the official notification to States would be issued by the end of June 2017.

#### MID Integrated Flight Plan Processing System (MID IFPS) Project

2.21 The MIDANPIRG/16 meeting noted that after the successful completion of Bahrain IFPS, the GCC States have agreed on the implementation of the GCC IFPS Zone sub-regional project, as an extension of Bahrain IFPS (ref. the outcome of the GCC ANC/9). The meeting noted that Bahrain proposed a three-year action plan for the establishment of the MID Region IFPS project starting with the implementation of the GCC IFPS Zone.

2.22 The establishment of the GCC IFPS Zone will be implemented in two phases as follows:

**Phase One:** flight plan validation; and

**Phase Two:** the system is capable of additional functions, required routes validation, level restrictions, airspace timing restrictions, black list and billing restrictions can be developed subject to individual State requirements.

2.23 Following the above project phases, the best practices and the outcomes of the GCC IFPS Zone project will be outlined and incorporated in the MID Region IFPS project plan. The plan will be prepared and presented within 18 months to the MAEP Board and/or ATM SG.

2.24 The MIDANPIRG/16 meeting agreed that Bahrain communicate to the GCC States the required documentation (Concept of Operation, Interface Control Documents, etc.). GCC States should agree with Bahrain on the mechanism to be used for the provision of inputs/data related to the GCC IFPS Zone project. Accordingly, the meeting urged GCC States to provide their inputs and comments to Bahrain in a timely manner in order to expedite the implementation of the project.

#### MID Region AIM Database (MIDAD)

2.25 The MIDANPIRG/16 meeting recalled that, further to the EAD-MIDAD coordination meeting (Cairo, Egypt, 9-10 December 2015) between EUROCONTROL and the ICAO MID Regional Office, the MAEP Board/2 meeting (Cairo, Egypt, 11 - 13 April 2016) received a proposal from EUROCONTROL related to the implementation of an EAD-based MIDAD. The proposal suggested that EUROCONTROL would offer a MIDAD Implementation Plan consisting of the following main steps:

- Step 1: migration of the MID States to EAD.
- Step 2: establishment of an EAD-based MIDAD System.
- Step 3: establishment of a MIDAD Operational Centre in the MID Region (hand-over of the MIDAD operations from EURCONTROL to the MIDAD Service Provider).

2.26 It was highlighted that with this offer from EUROCONTROL, there would not be a need for the “MIDAD Detailed Study” which would save money, effort and time. Nevertheless, a detailed implementation plan (including the transition plan), should be developed based on the EAD experience, in coordination with the MIDAD Support Team, and further reviewed and discussed by the MIDAD TF before presentation to the MAEP Board and/or MIDANPIRG for endorsement.

2.27 The MIDANPIRG/16 meeting noted that, due to unexpected reasons, EUROCONTROL offer could not be formalized in due time and the MIDAD TF/4 meeting was consequently postponed to 2017. The offer was provided to the ICAO MID Office by EUROCONTROL on 11 April 2017 to be discussed by the MIDAD TF/4 meeting.

2.28 The MIDANPIRG/16 meeting agreed that based on the EUROCONTROL proposal, the MIDAD TF/4 meeting should propose a new action plan for the implementation of the MIDAD project.

*MID Region Air Traffic Flow Management (ATFM) Project*

2.29 The subject will be addressed in WP/24.

***MAEP Projects Time frame***

2.30 Taking into consideration the latest developments, the MIDANPIRG/16 meeting reviewed and updated the prioritization and the associated implementation time frame of the MAEP projects as follows:

<b>Project</b>	<b>Implementation Time frame</b>	<b>Project Manager</b>
MID Flight Procedure Programme (MID FPP)	September 2017-September 2020	Manager
MID ATS Route Network Optimization Project (ARNOP)	Continuous	ATM SG
MID IP Network (CRV)	2017 and beyond	CNS SG
MID Integrated Flight Plan Processing System (MID IFPS)	2017-2020	Bahrain
MIDAD	2017 and beyond	MIDAD TF
MID Region ATFM project	2017 and beyond	ATM SG

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to explore means to support and foster the implementation of the MAEP projects.