



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**THE MIDDLE EAST AIR NAVIGATION PLANNING
AND IMPLEMENTATION REGIONAL GROUP
(MIDANPIRG)**

**REPORT OF THE THIRD MID REGION ATM
ENHANCEMENT PROGRAMME BOARD MEETING**

(MAEP Board/3)

(Cairo, Egypt, 16 - 17 January 2017)

The views expressed in this Report should be taken as those of the MIDANPIRG MAEP Board and not of the Organization. This Report will, however, be submitted to the MIDANPIRG and any formal action taken will be published in due course as a Supplement to the Report.

Approved by the Meeting
and published by authority of the Secretary General

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PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Third Meeting of the MID Region ATM Enhancement Programme Board (MAEP Board/3) was successfully held at the Meeting Room of the ICAO Middle East Regional Office in Cairo, Egypt, from 16 to 17 January 2017.

2. OPENING

2.1 Mr. Mohamed Khalifa Rahma, ICAO Regional Director, Middle East Office welcomed the participants to Cairo and wished them a successful and fruitful meeting. He highlighted that MAEP is the Regional platform that provides the basis for a collaborative approach towards planning and implementing projects in support of the MID Air Navigation Strategy, taking into consideration previous initiatives.

2.2 Mr. Rahma reiterated ICAO's commitment to support the establishment of MAEP and the implementation of its projects, despite the challenges delaying the process. He recalled that the MAEP Board/2 meeting recognized that the running cost of the MAEP PMO was one of the main showstoppers. Accordingly, the meeting agreed to a revised MAEP Organizational Structure, which does not require any financial commitment to join the MAEP Board, with a view to encourage all MID States to take part of the Programme. However, the commitment of the States and Stakeholders were not transposed into effective implementation to ensure that MAEP objectives are met in a timely manner.

2.3 Mr. Rahma invited the meeting to discuss and agree on necessary measures and actions related to the MAEP establishment and its future, and the outcome of the meeting to be presented to the MIDANPIRG/16 that will be held in Kuwait from 13 to 16 February 2017.

2.4 In closing, Mr. Rahma thanked the participants for their presence and wished the meeting every success in its deliberations.

3. ATTENDANCE

3.1 The meeting was attended by a total of twenty-two (22) participants from seven (7) States (Bahrain, Egypt, Iran, Jordan, Lebanon, United Arab Emirates and United States of America) and three (3) International Organizations and Industries (AACO, CANSO and IATA). The list of participants is at **Attachment A**.

4. OFFICERS AND SECRETARIAT

4.1 The meeting was chaired by Mr. Ahmed Al-Jallaf, Assistant Director General Air Navigation Services, General Civil Aviation Authority, UAE.

4.2 Mr. Elie El Khoury, ICAO Regional Officer Air Traffic Management and Search and Rescue, was the Secretary of the meeting supported by Mr. Mohamed Smaoui, ICAO Deputy Regional Director, Middle East Office and Mr. Abbas Niknejad, ICAO Regional Officer Aeronautical Information Management and Air Traffic Management.

5. LANGUAGE

5.1 Discussions were conducted in English and documentation was issued in English.

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda

Agenda Item 2: MAEP Working Arrangements

- Memorandum of Understanding (MOU)
- MAEP Board Terms of reference
- MAEP Projects Coordination Team functions and responsibilities

Agenda Item 3: MAEP Projects

- MID Flight Procedure Programme (MID FPP)
- MID ATS Route Network Optimization Project (ARNOP)
- MID IP Network
- MID Integrated Flight Plan Processing System (MID IFPS) Project
- MID Regional/Sub-Regional ATFM System
- MID Region AIM Database (MIDAD) Project

Agenda Item 4: Future Work Programme

Agenda Item 5: Any other Business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 All MIDANPIRG Sub-Groups and Task Forces record their actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with the matters which, in accordance with the Group's terms of reference, merit directly the attention of States on which further action will be initiated by ICAO in accordance with established procedures; and
- b) **Decisions** deal with matters of concern only to the MIDANPIRG and its contributory bodies

8. LIST OF DRAFT CONCLUSIONS AND DRAFT DECISIONS

MAEP BOARD DECISION 3/1: DISSOLUTION OF THE MPCT
MAEP BOARD DECISION 3/2: MAEP BOARD TERMS OF REFERENCE
MAEP BOARD CONCLUSION 3/3: MID IP NETWORK PROJECT (CRV)

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

1.1 The meeting reviewed and adopted the Provisional Agenda as at Para. 6 of the History of the Meeting.

REPORT ON AGENDA ITEM 2: MAEP WORKING ARRANGEMENTS

2.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting agreed that the Board be composed by default of members from all the MID States without the need for the signature of a Memorandum of Understanding (MOU), similar to other MIDANPIRG subsidiary bodies.

2.2 The meeting was apprised of the outcome of the Global Ministerial Aviation (GMA) Summit (Riyadh, Saudi Arabia, 29 - 31 August 2016) related to MAEP. The documentation of the Summit is available at: www.gmasummit-riyadh.net.

2.3 The following regional initiatives/projects, which have been coordinated with States and Regional and International Organizations, considering the priorities identified within the framework of the MIDANPIRG and RASG-MID, as well as the Arab Civil Aviation Commission (ACAC) ongoing initiatives, were supported by the Summit:

- ARNOP (ATS Route Network Optimization Project)
- MID FPP (MID Region Flight Procedure Programme)
- MENA RSOO (Middle East and North Africa Regional Safety Oversight Organization)
- ICAO MID NCLB Activities for 2017
- Agency for Flight Checks and Collection of Air Navigation Charges
- ACAC Regional Training Cooperation Initiative

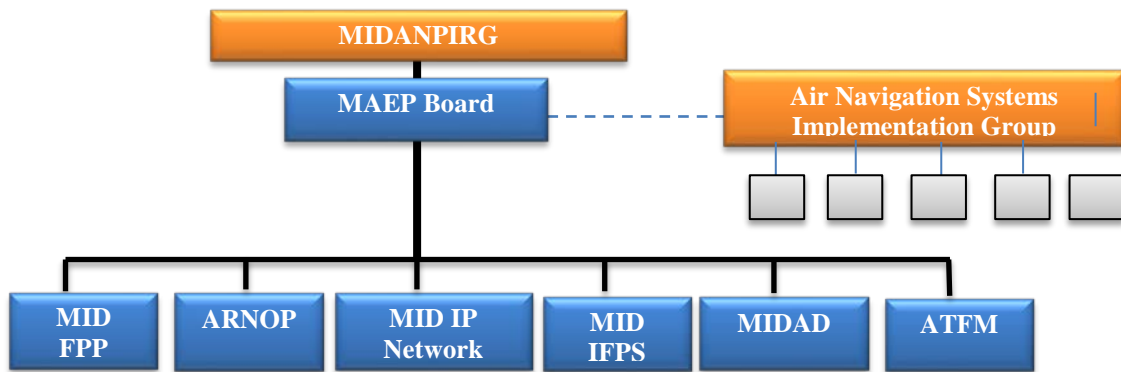
2.4 The GMA Summit supported the President of the Council's proposal related to the establishment of a structured programme in the MID Region (MID Implementation Plan (MIDIP)), similar to the ICAO Africa and Indian Ocean (AFI) Comprehensive Regional Implementation Plans (ACIP). This would enable a coordination mechanism suitable to the participation of all stakeholders, and with specific targets relating to the safety, security and efficiency of air transport. This type of mechanism would also provide an institutional and financial framework in support of the various initiatives and projects in the Region.

2.5 The meeting noted also that during the Summit the Riyadh Declaration on Aviation Security and Facilitation (SECFAL) in the ACAC and MID Regions was adopted and signed.

2.6 The outcome of the GMA Summit was presented to the ICAO General Assembly 39th 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.

2.7 Considering the challenges faced for the establishment of MAEP with a centralized approach for the implementation of air navigation regional projects, the 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).

2.8 The meeting agreed to a revised MAEP Organizational Structure as follows:



2.9 Based on the above, the meeting revised and updated the MAEP Board Terms of Reference (TORs) as at **Appendix 2A** and agreed to the following Draft Decisions:

DRAFT DECISION 3/1: DISSOLUTION OF THE MPCT

That, the MAEP Projects Coordination Team (MPCT) is dissolved and its duties and responsibilities be taken over by the MAEP Board.

DRAFT DECISION 3/2: MAEP BOARD TERMS OF REFERENCE

*That, the MAEP Board Terms of Reference be revised as at **Appendix 2A**.*

2.10 In connection with the above, the meeting agreed that the MAEP Board Conclusion 2/3 related to the MAEP funding mechanism was overtaken by events and subsequently considered cancelled.

REPORT ON AGENDA ITEM 3: MAEP PROJECTS***MID Flight Procedure Programme (MID FPP)***

3.1 The subject was addressed in WP/4 presented by the Secretariat. The meeting recalled that GMA Summit supported the MID FPP as reflected in the following Recommendation:

MID FPP Recommendation

- a. *States are encouraged to sign the MID FPP Project Document; and*
- b. *States and Stakeholders are encouraged to support:*
 - i. *the establishment of MID FPP through the provision of cash and/or in-kind contributions; and*
 - ii. *the MID FPP activities through the assignment of experts to be part of the MID FPP pool of resources*

3.2 The meeting noted 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 set out hosting criteria.

3.3 The meeting recognized that in order to move forward, an agreement/Project Document (ProDoc) should be signed by Lebanon with ICAO. This is envisaged to be completed by February 2017. 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.

3.4 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.

3.5 In connection with the above, the 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.

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

MID ATS Route Network Optimization Project (ARNOP)

3.7 The subject was addressed in WP/5 presented by the Secretariat. The meeting noted that the GMA Summit, supported ARNOP and the Summit agreed to the following Recommendation:

States and Stakeholders are encouraged to support ARNOP and provide political and financial commitment, required to initiate the implementation phase of the project.

3.8 The meeting recalled that ARNOP is composed of two Phases; Study and Implementation. Phase one (the Study) was carried out by Navblue (former Airbus ProSky) under the framework of ACAC. The final draft of the CNS/ATM study was circulated by ACAC and presented to the ACAC Executive Council (Muscat, Oman, 20 December 2016).

3.9 It was highlighted that Phase two (implementation) 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.

3.10 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 meeting agreed that ARNOP implementation should be addressed by the ATM SG.

MID IP Network (Common Aeronautical VPN Network-CRV)

3.11 The subject was addressed in WP/6 presented by the Secretariat. The 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.

3.12 The 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.

3.13 The meeting reviewed the MID IP Network Focal Points and commitment status table updated by the CNS SG/7 meeting at **Appendix 3A**. 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. It was also noted that the CNS SG/7 meeting agreed that the project be pursued and that upon successful completion of the procurement process conducted in the APAC Region (with the support of TCB), States be urged to engage with the recommended supplier to establish individual service contracts.

3.14 The 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).

3.15 The meeting was apprised of the outcome of the Sixth Meeting of the Common Regional VPN Task Force (CRV TF/6) and the First Meeting of the Common Regional VPN Operations Group (CRV OG/1) of APANPIRG which were held at the ICAO APAC Office, Bangkok, Thailand on 14-15 and 16 December 2016, respectively. The meeting noted that only one (1) State from the MID Region (Kuwait) participated in these meetings.

3.16 The meeting noted that the approval of the evaluation process and report by the ICAO Contracts Board for the CRV Project was notified to the ICAO APAC Regional Office on

28 November 2016. As a follow-up to the approval by the ICAO Contracts Board, an award notification was sent on 7 December 2016. The award notification includes the name of the selected supplier. The final contract(s) will be awarded on an individual basis by States, subject to successful discussions.

3.17 It was highlighted that the final common package would be ready by end of January 2017 and would be available on the ICAO Secure Portal (CRV Group). The meeting agreed that an ICAO State letter would be sent to notify the package to all States in the APAC Region, and urge all States to implement CRV. Coordination will be made with APAC to notify the MID States accordingly.

3.18 The meeting noted that the draft MID IP Network (CRV) Implementation Process, developed by the Secretariat based on the APAC CRV Implementation Plan, at **Appendix 3B**, might be helpful for States in case they decide to join the CRV.

3.19 The meeting noted that the APAC CRV TF was dissolved and the implementation of the project in APAC will be followed-up by the CRV OG. It was noted that the next meetings of the CRV OG and contract negotiations will be as follows:

- 17-18 January 2017: next meetings for negotiating States
- 2 February 2017 (web conference): CRV OG status meeting#1
- 15-16 May 2017: CRV OG/2 (back-to-back with ACSICG/4)

3.20 The meeting encouraged States to participate in the CRV OG/2 meeting which will be held at the ICAO APAC Office in Bangkok, Thailand from 15 to 16 May 2016, in order to follow-up with the updates and further steps of the CRV Project.

3.21 Based on all of the above, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 3/3: 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.*

MID Integrated Flight Plan Processing System (MID IFPS) Project

3.22 The subject was addressed in WP/7 presented by the Bahrain. The meeting noted that after the successful completion of Bahrain IFPS, the GCC States have agreed on the execution of the GCC IFPS Zone sub-regional project as an extension of Bahrain IFPS to other participating States (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.

3.23 The establishment of the GCC IFPS Zone will be a phased approach, as follows:

Phase One: flight plan validation:

-
- data collection from the concerned States in terms of addressing the frequent complications and issues associated with the flight plan processing, concerned States to submit these inputs to Bahrain by the second quarter 2017 (not later than June);
 - development of Service Level Agreements with the States concerned, to be developed by Bahrain (second quarter 2017);
 - flight plan data collection phase under OBBBZEZM for data analysis, AFTN and system load tests (third quarter 2017, a period of 1-3 months);
 - configuration phase, a period of 1 month but could be in parallel with the flight plan data collection phase subject to the States configuration inputs;
 - Tests and Trial phase, with created virtual (test/dummy) originators followed with selected individual originators (third quarter 2017, a period of 1-2 months depending on the results);
 - transition phase, live operational trials with selected originators, flight plan messages being processed and selected originators being automatically addressed/replied to (third-fourth quarter 2017 for a period of 1-2 months subject to the trials outcomes); and
 - implementation phase (fourth quarter 2017 within a period of 1-3 months).

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.

3.24 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.

3.25 The 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)

3.26 The subject was addressed in WP/9 presented by the Secretariat. The 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).

3.27 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.

3.28 The 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 is expected to be provided to the MIDAD TF/4 meeting which is tentatively scheduled to be held on 15 May 2017.

3.29 Based on the above, the 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

3.30 The subject was addressed in WP/8 presented by the Secretariat. The meeting noted that UAE hosted the ICAO ATFM Seminar in Dubai from 13 to 15 December 2016. The materials of the Seminar are available on the ICAO MID Regional Office website: <http://www2010.icao.int/MID/Pages/2016/ATFM%20Seminar.aspx>.

3.31 The Seminar provided an update on the ICAO Global and Regional developments related to ATFM, including the provisions of the latest version of the ICAO Doc 9971 (CDM, ATFM, ACDM), highlighting the importance of standardization and harmonization with regard to worldwide ATFM implementation. The Seminar brought together stakeholders, (Regulators, Air Navigation Service Providers, Aerodrome Operators, Aircraft Operators, Organizations and Industry) to share expertise and lessons learned from ATFM implementation including presentation related to national (State, ANSP), sub-regional and regional solutions. It also provided valuable panel sessions and opportunities for networking, collaboration and coordination

3.32 The third day of the Seminar was dedicated to the ICAO MID Region to address the challenges facing the MID States related to air traffic flows and agree on the way forward for Collaborative ATFM implementation in the MID Region, taking into consideration the lessons learned and best practices presented during the first two days of the Seminar. The Seminar recognized the need for a collaborative phased approach toward the implementation of a regional ATFM system in accordance with the region requirements.

3.33 The following recommendations of the Seminar were supported by the meeting:

- establishment of a MID ATFM TF/WG under the ATM SG;
- development of ATFM Concept of Operations taking into consideration Asia Pacific and Europe experiences;
- need to raise awareness about ATFM;
- conduct training courses related to ATFM;
- States to consider the establishment of ATFM Cell or National Operation Centre composed of all concerned Stakeholders;
- carry out a survey to determine airspace and sector capacity, hotspots, ATFM systems/measures, etc.;
- expedite MID IFPS project implementation; and
- continue working on airspace improvements.

3.34 The meeting agreed that the first step for the initiation of the MID ATFM project would be the establishment of a dedicated ATFM TF/WG under the framework of the ATM SG, who will be responsible for the development of the MID Region ATFM Concept of Operations. Accordingly, the meeting encouraged States and Stakeholders to implement the Recommendations emanating from the ATFM Seminar and support the work of MID ATFM TF/WG.

Call Sign Confusion (CSC) Initiative

3.35 The subject was addressed in WP/10 presented by IATA. The meeting noted with appreciation the progress achieved with the implementation of the CSC initiative, and that the MID Region experience has been considered by the adjacent ICAO Regions. The meeting commended the work and efforts of the CSC Initiative Team.

3.36 The meeting recalled that the Initiative is implemented in two phases.

- Phase one: assessing the acceptance of the alphanumeric call signs for commercial flights i.e.(UAE20AA) by the ATM systems, aerodromes, authorities providing overflight and landing/departure permissions, etc.
- Phase two: identifying and de-conflicting current and future call sign similarities within the Region.

3.37 The meeting urged States to follow-up with their operators to implement the procedures for the de-conflicting of call sign similarities in coordination with the CSC Initiative Team.

3.38 The meeting noted that additional airlines joined Etihad Airways in the testing of the flight plans starting from this year winter schedule. Accordingly, States were invited to cooperate and report feedback in order to ensure successful implementation.

3.39 The meeting noted that the ICAO MID Regional Office issued State Letter Ref.: AN 6/34-16/173 dated 26 June 2016, as a follow-up action for the implementation of MIDANPIRG Conclusion 15/2. Accordingly, the meeting urged States to report call sign similarity/confusion cases using the template at **Appendix 3C** to the following email addresses: MIDCSC@icao.int and MENACSSU@iata.org, which will allow the CSC Initiative Team to follow-up with the concerned airline(s) to resolve the issue in a timely manner.

3.40 The meeting agreed that a progress report with recommended actions should be presented to MIDANPIRG/16.

Prioritization of the MAEP Projects

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

Project	Implementation Time frame	Project Manager
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

REPORT ON AGENDA ITEM 4: FUTURE WORK PROGRAMME

4.1 The meeting agreed that the MAEP Board/4 meeting will be a 1 day meeting organised back-to-back with the ANSIG/3 meeting during the the second quarter of 2018. The venue will be Cairo, unless a State is willing to host the meeting; and the exact dates will be determined by the ICAO MID Regional Office in coordination with the ANSIG and MAEP Board Chairpersons.

REPORT ON AGENDA ITEM 5: ANY OTHER BUSINESS

5.1 The meeting was apprised of the outcome of the AACO 49th General Meeting (AGM) in particular the Resolution 8/2016 on Air Traffic Management and Airspace Capacity in the Arab World:

Resolution 8/2016:

Further to previous AGM resolutions on Air Traffic Management and airspace capacity in the Arab world, and considering the developments in ICAO Middle East ATM Enhancement Programme, AACO 49th AGM:

***Welcomes** the enhanced spirit of collaboration in the region and commends States for their openness and willingness to collaborate among each other and with stakeholders to enhance the regional airspace infrastructure;*

***Commends** ICAO on its efforts to bring together States and stakeholders and to become a platform for regional collaboration across its bodies and specifically through the Middle East ATM Enhancement Programme;*

***Calls upon** all stakeholders to prioritize and expedite the development of the regional airspace infrastructure through the following priorities:*

- *The establishment of a formal group under ICAO composed from States, airlines, ANSPs, and regional and international organizations to focus on enhancing the regional ATS Route Network, and to identify and work on the priorities with regards to areas that require the implementation of Flexible Use of Airspace and Civil/Military Collaboration in the concerned States.*
- *Expedite the design and implementation of Performance Based Navigation where needed through ICAO Middle East Flight Procedure Programme.*
- *Formulate a roadmap for the implementation of a regional Air Traffic Flow Management mechanism which includes a plan to identify and implement the enhancements in systems and procedures required at the national and regional levels to implement such mechanism; and*

***Mandates** AACO to continue its coordination with States, airlines, international and regional associations, its support to regional initiatives, and to work closely with ICAO and in collaboration with all stakeholders to advocate and support the implementation of the above priorities*

APPENDICES

APPENDIX 2A

MID Region ATM Enhancement Programme Board (MAEP Board)

TERMS OF REFERENCE

The Terms of Reference of the MAEP Board are:

1. Provide a regional platform for collaborative and harmonized approach towards planning and implementing air navigation projects in support of the MID Air Navigation Strategy and the Global Air Navigation Plan (GANP), taking into consideration previous initiatives and the users' requirements.
2. Carry out initial assessment of new identified projects and propose to MIDANPIRG candidates MAEP projects for implementation in a prioritized manner; for final decision.
3. Coordinate at all levels with States and stakeholders to enhance collaboration and foster the implementation of the MAEP projects.
4. Oversee the MAEP projects and monitor their progress , including the identification of challenges/risks, and ensuring harmonized and effective implementation across projects, as appropriate.
5. Maintain a close and permanent consultation and cooperation with Stakeholders that might contribute to the work of the Board.
6. Review the recommendations emanating from the MIDANPIRG subsidiary bodies related to the MAEP projects and take appropriate decisions.
7. Provide high level support and guidance to States to ensure harmonization and interoperability in line with the projects deliverables and recommendations.
8. Provide regular progress reports to MIDANPIRG.

In order to effectively perform its tasks and responsibilities:

1. The MAEP Board shall elect a Chairperson for a cycle of five years unless otherwise re-elected. The Chairperson acts as the contact point and coordinator on behalf of the MAEP Board members to oversee the Programme in coordination with ICAO.
2. The MAEP Board shall meet at least once each 18 Months and/or when deemed necessary.
3. The MAEP Board meetings should be hosted by its members on rotation basis.

Composition:

The MAEP Board is composed of:

- a) High Level (Decision Makers) Members from the MID States;
- b) The MAEP Board Chairperson;
- c) Managers of the MAEP Projects; and
- d) Observers from AACO, ACAC, ACI, AIRBUS, BOEING, CANSO, EUROCONTROL/SESAR JU, FAA-USA, IATA, IFALPA and IFATCA

Other representatives from States and industry may be invited on ad-hoc basis as Observers, when required.

The ICAO MID Regional Office will act as the Secretary of the MAEP Board meetings.

DRAFT

APPENDIX 3A

MID IP Network Project (CRV) Focal Points and Commitment Status

State	Name/Title	Contact Details (Tel./Fax/Mobile/Email)	IP Network Equipment Room Coordinates	Commitment/ No of Location
Bahrain	Mohamed Ali Saleh <i>Chief Aeronautical Telecomm</i>	Fax: +973 17329966 Tel: +973 17321187 Email: masaleh@caa.gov.bh	Air Navigation Directorate Building: 353, Road: 2408, Block:224, Muharraq, Bahrain Technical Room coordination point: 2616N 05038E	Y (1)
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Egypt	Mr. Mohamed Ramzy Mohamed Abdallah <i>Director of AFTN/AMHS Technical Department</i>	Tel: +202 22657981 +201007736780 Email: Mrma_eg@yahoo.com	Building Name: Cairo Air Navigation Center (CANC) Address: NANSO Company – Cairo 300701.0 N 0312342.4 E	
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APPENDIX 3B

MID IP Network (CRV) Implementation Process

	Action Title	Activities	Responsible	Timeline
1	Technical requirements	<ul style="list-style-type: none"> • States/ANSP develop their requirements (specify performance, interface, conversion, operational procedure, acceptance test procedure) • Present to Vendor for comment and response • Finalize requirements 	<ul style="list-style-type: none"> • States/ANSPs (with support of Vendor) • States/ANSPs and Vendor • States/ANSPs 	6 to 9 months
2	Negotiation and agreement between two connecting States/ Administrations	<ul style="list-style-type: none"> • To decide on the type of data or voice to be exchanged via CRV, QoS for each type of applications and the required bandwidth • CRV Contractor to comment and response to the agreed requirements • Agree to implementation schedule 	<ul style="list-style-type: none"> • Two connecting States/ANSPs • Vendor • Two connecting States/ANSPs 	6 to 9 months (concurrent with Action 1)
3	CRV Contractor proposes draft Contract to ANSP/State	<ul style="list-style-type: none"> • Vendor to develop and propose a draft Contract 	<ul style="list-style-type: none"> • Vendor 	3 months
4	Signature of the Contract	<ul style="list-style-type: none"> • Review and finalize the Contract <ul style="list-style-type: none"> ➤ Contractual and Legal review ➤ Technical and operational review ➤ Finalize contract ➤ Establish contract and payment system • Signature of the Contract 	<ul style="list-style-type: none"> • States/ANSPs • States/ANSPs and Vendor 	3 to 6 months
5	Operation, test and evaluation	<ul style="list-style-type: none"> • Implementation and operation • Perform acceptance test with associated applications • Perform acceptance test with respective ANSPs/States 	<ul style="list-style-type: none"> • States/ANSPs and Vendor 	3 to 6 months
6	Service acceptance	<ul style="list-style-type: none"> • Service acceptance 	<ul style="list-style-type: none"> • States/ANSPs 	1 month

APPENDIX 3C

Call Sign Similarity/Confusion Reporting Template

Case	Reporting ANSP or AO	Place of occurrence (Airport, sector, etc)	Date of occurrence (26/04/2013)	Time (UTC)	Call signs (one line for each)	Departure airport (ICAO 4-letter code)	Arrival airport (ICAO 4-letter code)	Type of aircraft (ICAO type desig)	Aircraft Operator (ICAO 3-letter code)	Type of Occurrence (CSS or CSC)	AO using CSST (YES or NO)
1											
2											
3											
4											
1											
2											

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