



WORKING PAPER

ASSEMBLY — 39TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 14: Technical Assistance Programme

**PROPOSED MID IMPLEMENTATION PLAN (MIDIP)
TO SUPPORT REGIONAL SAFETY AND AIR NAVIGATION INITIATIVES**

(Presented by the Council of ICAO)

EXECUTIVE 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 regional projects in air navigation and safety.

Action: The Assembly is invited to direct the Council to take necessary measures towards 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.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
<i>Financial implications:</i>	The activities referred to in this paper will be undertaken subject to the resources available in the 2017-2019 Regular Programme Budget and/or from extra budgetary contributions.
<i>References:</i>	A39-WP/27-EX/15 A39-WP/351-EX/136

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.

2. DISCUSSION

2.1 The following regional initiatives/projects presented to the Summit 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:

- a) ARNOP (ATS Route Network Optimization Project);
- b) MID FPP (MID Region Flight Procedure Programme);
- c) MENA RSOO (Middle East and North Africa Regional Safety Oversight Organization);
- d) ICAO MID NCLB Activities for 2017;
- e) Agency for Flight Checks and Collection of Air Navigation Charges; and

f) ACAC Regional Training Cooperation Initiative

2.2 A brief description of the above projects/initiatives with the associated GMA Summit Recommendations is contained in Appendix A.

MID Implementation Plan (MIDIP)

2.3 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. Aviation security and facilitation are addressed separately and a dedicated MID SEC/FAL Plan would be developed (A39-WP/351-EX/136 refers).

2.4 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).

2.5 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.

2.6 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.

2.7 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.

3. **CONCLUSION**

3.1 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.

APPENDIX

REGIONAL SAFETY AND AIR NAVIGATION PROGRAMMES

1. The following regional initiatives/projects presented to the Summit 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:

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

2. ARNOP

2.1 ARNOP was endorsed by the MID Region ATM Enhancement Programme (MAEP) Board as one of the highest priorities in the MID Region. The main objective of the project is to better use the region's airspace to support the current and future increase in traffic, and to enhance regional and inter-regional traffic flows. The project was initiated to rectify mainly the following identified issues:

- a) Regional Route Network is based on conventional structure with continuous patching and crossing/merging points along main routes close to FIR boundaries which makes it very complex and presents safety and efficiency challenges;
- b) manifestation of bottlenecks and choke points in the Region;
- c) increased safety risks through the existence of highly congested bottlenecks;
- d) overload on air traffic controllers which leads to less efficient use of controller resources;
- e) very limited route options to support contingency planning and/or emergency situations; and
- f) longer routes mean higher fuel-burn which increases the amount of aircraft emissions as well as costs on air operators.

2.2 The Summit supported the ARNOP and agreed to the following Recommendation:

ARNOP 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. MID FPP

3.1 The MID FPP main objective is to assist States to develop sustainable capability in the instrument flight procedure (IFP) design, performance-based navigation (PBN) airspace design and PBN OPS approval, including regulatory oversight, so as to meet their commitments under Assembly Resolutions A37-11 for PBN implementation and the regional requirements, and comply with ICAO provisions related to flight procedure design and PBN.

3.2 The MID FPP would serve as a means to assist Participating States to address the identified challenges related to procedure design and PBN implementation. The MID FPP will foster the implementation of instrument flight procedures, developed with the appropriate quality systems, especially focusing on PBN and vertically guided instrument approach procedures by:

- a) building States' procedures design and PBN capabilities through the conduct of training courses and providing on-job-training (OJT);
- b) assisting States with sufficient density of procedures to establish a sustainable internal procedure design capability capable of meeting the requirements of PANS-OPS and their responsibility for the quality of their procedures;
- c) providing the appropriate level of technical expertise necessary to enable States that do not have the density of procedures necessary to sustain an internal procedure design capability; and
- d) providing a vehicle to improve quality in the States' procedure design process through access to procedure design automation solutions and associated data storage.

3.3 The Summit noted that the planned starting date of the MID FPP is 1 January 2017, which will be executed as an ICAO Technical Cooperation (TC) project and will be hosted by Lebanon DGCA in Beirut. The Summit supported the MID FPP and agreed to the following Recommendation:

MID FPP Recommendation

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

4. MENA RSOO

4.1 The MENA RSOO is a joint project between ACAC and ICAO. Based on a study carried out in 2015, the primary objective of MENA RSOO would be to assist its member States to develop and implement State Safety Programme (SSP). The MENA RSOO would also, on the demand of individual States, provide assistance to improve States' safety oversight capabilities. The RSOO should perform its duties and functions within the framework of the GASP and should be fully aligned with the RASGs' priorities and objectives.

4.2 Nine (9) States have signed the letter of Intent related to the establishment of the MENA RSOO during the DGCA-MID/3 meeting held in Doha, Qatar, in April 2015 (Bahrain, Egypt, Jordan, Kuwait, Oman, Morocco, Qatar and Saudi Arabia).

4.3 A Board composed of the Directors General of Civil Aviation of the member States would govern the MENA RSOO.

4.4 With respect to the legal framework, the MENA-RSOO would be established on the basis of a Memorandum of Understanding (MOU). The RSOO Board may decide in the future to transition the MOU to a more formalized intergovernmental agreement or treaty, should there be a need.

4.5 Saudi Arabia offered to host the MENA RSOO and provide financial and technical support for the first two years of operations (two safety Experts and one administrative employee in addition to the premises).

4.6 The Summit agreed to the following Recommendation:

MENA RSOO Recommendation

States and Stakeholders are encouraged to:

- a) *support the expeditious establishment of the MENA RSOO; and*
- b) *provide voluntary cash and/or in-kind contribution (seconded personnel, etc.)*

5. ICAO MID NCLB Specific Activities for 2017

5.1 The ICAO No Country Left Behind Initiative (NCLB) , reflects ICAO's efforts to assist States in implementing ICAO policies, plans and SARPs in support of the five Strategic Objectives. The Focus of NCLB is on enhancing ICAO support for States with prioritized needs.

5.2 The ICAO MID Regional Office initiated the development of the MID Region NCLB Strategy/Plan which was presented to the RASG-MID/5 meeting and the High Level briefing to the DGCAs (Doha, Qatar, 22-26 May 2016). The MID NCLB Strategy/Plan brings a new vision and scope of the regional activities to improve effective implementation status of Member States, and to set measureable and accountable deliverables and specific outcomes. It aims at a new leadership approach to transform the way of doing business through agreement with concerned States on specific and measureable outcomes, and clear definition of accountability for the achievement of the set goals.

5.3 Six (6) States in the MID region have an EI below 60%. Critical Element 4 (CE 4), related to qualified technical personnel, represents the lowest EI in the MID Region. Some States in the MID Region are facing challenges due to limited human and financial resources; and/or travel restrictions imposed because of security issues. These States are unable to provide the required training to their technical staff/inspectors.

5.4 Fifty-three per cent of the international aerodromes in the MID Region are certified, whereas the regional safety target is to achieve 75% by 2017.

5.5 The MID NCLB activities planned for 2017 include the following:

- a) ICAO Missions to five (5) States to provide guidance and assistance related to USOAP-CMA including development and implementation of the Corrective Action Plans (CAPs) to address the USAOP findings.
- b) Four (4) ICAO Government Safety Inspector (GSI) Courses (OPS, AIR, ANS and AGA) aiming at increasing the number of qualified inspectors in these areas, to enhance States' safety oversight capabilities.
- c) ICAO missions to three (3) States/Aerodromes to increase the number of certified aerodromes in the Region.

5.6 The objective of the above activities is to support States to improve their safety oversight capabilities as outlined in the Doha Declaration, including the enhancement of the USOAP EI and status of aerodrome certification at both national and MID regional levels.

5.7 The initiative was supported by the GMA-Summit, which agreed to the following Recommendation:

ICAO MID NCLB Activities for 2017 Recommendation

States and Stakeholders are encouraged to provide voluntary contributions to support the NCLB activities in the MID Region.

5.8 Saudi Arabia announced a financial contribution to cover the activities of NCLB in the region. This contribution will cover the cost of specific training activities in 2017 and assistance missions to states as listed in Para 2.17.

6. AGENCY FOR FLIGHT CHECKS AND COLLECTION OF AIR NAVIGATION CHARGES

6.1 The Saudi Initiative related to the establishment of an Agency for the provision of flight checks and collection of air navigation charges was supported in principal by the Summit. The Agency would provide additional services for air navigation service providers (ANSPs) in the region, including but not limited to:

- a) commissioning of new facilities which require flight inspection;
- b) periodic inspection for such facilities;
- c) the validation of new flight procedures;
- d) provision of flight inspection services as per requests;
- e) optimize ANS charges collection, processes and procedures, and ensure effective and efficient collection;
- f) the required Civil Aviation Authorities approvals and certifications;
- g) collection of Air Navigation charges on behalf of ANSPs; and
- h) coordination of flight inspection and air navigation charges collection provision with others in the region, via partnership agreements.

6.2 It was emphasized that the establishment of such an Agency requires further consultation with States and the final decision would be taken based on the results of a feasibility study and cost-benefit analysis. Accordingly, the Summit agreed to the following Recommendation:

***Agency for Flight Checks and Collection of Air Navigation Charges
Recommendation***

States are encouraged to work together towards the establishment of a regional/sub-regional Agency, based on a feasibility study/cost-benefit analysis, to provide:

- a) flight check services; and*
- b) collection of air navigation charges.*

**7. ACAC REGIONAL TRAINING
COOPERATION INITIATIVE**

7.1 The main objective of the ACAC Regional Training Cooperation Initiative is to enhance cooperation between the training Centres in the ACAC Area mainly to address the following:

- a) Users' needs and requirements;
- b) standardization of training development & delivery;
- c) standardization of curricula;
- d) capacity building;
- e) resources sharing; and
- f) mutual recognition of training and certification.

7.2 The ACAC Regional Training Cooperation Initiative was supported in principal by the Summit, which agreed to the following Recommendation:

ACAC Regional Training Cooperation Initiative

States and Stakeholders are encouraged to support the ACAC Regional Training Cooperation Initiative, which, inter-alia, would foster the mutual recognition of training and certification.