



International Civil Aviation Organization

MIDANPIRG ATM/AIM/SAR Sub-Group

**Thirteenth Meeting (ATM/AIM/SAR SG/13)
(Cairo, Egypt, 30 September – 3 October 2013)**

Agenda Item 3: Global, Inter and Intra-Regional Activities

**OUTCOME OF THE DGCA-MID/2 AND MSG/3 MEETINGS RELATED
TO ATM, SAR AND AIM FIELDS**

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the Second meeting of the Directors General of Civil Aviation in the Middle East Region and the Third meeting of the MIDANPIRG Steering Group, related to the ATM, SAR and AIM fields.

Action by the meeting is at paragraph 3.

REFERENCES

- DGCA MID/2 Report
- MSG/3 Report

1. INTRODUCTION

1.1 The Second meeting of the Directors General of Civil Aviation in the Middle East Region (DGCA-MID/2) was hosted by the General Authority of Civil Aviation (GACA), Saudi Arabia in Jeddah, from 20 to 22 May 2013.

1.2 The DGCA-MID/2 meeting was attended by a total of Sixty Four (64) participants, which included experts from Fifteen (15) MID and non-MID States (Bahrain, Egypt, Iraq, Jordan, Kuwait, Lebanon, Oman, Palestine, Qatar, Saudi Arabia, Sudan, Tunisia, United Arab Emirates, United States and Yemen) and Five (5) International/Regional Organizations (AACO, ACAC, CANSO, IATA and IFALPA).

1.3 The Third meeting of the MIDANPIRG Steering Group (MSG/3) was held in Cairo, Egypt, from 17 to 19 June 2013. The meeting was attended by a total of twenty two (22) participants from seven (7) MID Region States (Bahrain, Egypt, Iran, Jordan, Lebanon, Saudi Arabia and United Arab Emirates), two (2) Organisations and one (1) Agency (MIDRMA).

2. DISCUSSION

DGCA MID/2 OUTCOME

Performance Based Approach to Air Navigation Planning and Implementation in the MID Region

2.1 The DGCA-MID/2 meeting addressed the above-mentioned subject and recognized the need to establish regional and national air navigation priorities and targets in line with the Global Air Navigation Plan (GANP).

2.2 In accordance with Recommendation 6/1 of the AN-Conf/12 and the outcome of the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), Global Coordination Meeting (GCM) held in Montreal on 19 March 2013, the meeting reiterated the need for the establishment of regional priorities and targets for air navigation by May 2014 consistent with the GANP and ASBU framework.

2.3 The meeting noted that ICAO is presently introducing regional 'Performance Dashboard' homepages for every public website of the ICAO Regional Offices. These dashboards will illustrate the regional implementation status relating to the strategic objectives on Safety, Air Navigation Capacity and Efficiency, and Environmental Protection. It was also highlighted that the First Edition of the Global Air Navigation Report is planned to be released by ICAO in March 2014. This Report will consist of qualitative and quantitative information and will cover key performance areas of air navigation systems.

2.4 Based on all of the foregoing, the DGCA-MID/2 meeting:

- a) urged States to:
 - i. establish a performance measurement strategy for their air navigation system;
 - ii. share successful initiatives among each other; and
 - iii. support the ICAO MID Regional Office by providing the requisite information to demonstrate operational improvements; and
- b) tasked MIDANPIRG and its Steering Group (MSG) with:
 - i. the establishment of priorities and targets for air navigation by May 2014, in accordance with Recommendation 6/1 of the Twelfth Air Navigation Conference (AN Conf/12);
 - ii. the monitoring and measurement of the agreed air navigation Metrics and indicators, at regional level; and
 - iii. the identification of necessary measures/action plans to reach the agreed air navigation targets.

Middle East Airspace User & Stakeholder Engagement (MEAUSE) Surveys

2.5 The DGCA-MID/2 meeting noted that one of the MEAUSE activities was to align investment plans and create a platform for stakeholders' engagement to overcome gaps between user requirements and infrastructure investments.

2.6 In this respect, it was noted that IATA and CANSO launched regional surveys in 2013 to gauge the current and future ATM/CNS technology capabilities for ANSPs and users' requirements and expectations. The meeting supported the MEAUSE Initiative and highlighted the importance of sharing the survey data. The meeting encouraged all concerned stakeholders (ANSPs and Users) to participate in the MEAUSE activities and events, including the MEAUSE Conference scheduled for 25-26 November 2013.

MID Region ATM Enhancement Programme (MAEP)

2.7 The DGCA-MID/2 meeting noted an increasing tendency for cooperation between the different ATM stakeholders (States, ANSPs, airlines and airports) over the last period for the enhancement of ATM capacity and efficiency in the MID Region.

2.8 Notwithstanding the individual and collective efforts by States and Organisations, the meeting recognized that the MID Region airspace is still characterised by:

- a) fragmented airspace structures;
- b) high-levels of tactical intervention by ATC;
- c) choke Points, traffic bunching and queuing; and
- d) reliance on conventional technologies.

2.9 The meeting was apprised of the outcome of the Sixth meeting of the ATS Route Network Task Force (ARN TF/6) (Cairo, Egypt, 22-24 April 2013) and the activities and progress of the MID Regional Airspace Review (MIDRAR) initiative. Moreover, the meeting noted UAE and IATA proposals related to the enhancement of ATM in the MID Region.

2.10 Based on the above, the meeting agreed in principle on the necessity for a MID Region ATM Enhancement Programme to be established within the framework of MIDANPIRG. In order to expedite the process and avoid the legal and funding issues delay in implementing the Programme, the meeting agreed that a MAEP Board composed of high level representatives from concerned States and Organizations, be established to be responsible for overall supervision, direction, and management of the Programme.

Contingency Planning in the MID Region

2.11 The DGCA-MID/2 meeting noted that the ARN TF/6 meeting reviewed and updated the Contingency Routing Scheme for Asia/Middle East/Europe-2003 (CRAME 03) Document, and agreed that further coordination with States, ICAO EUR/NAT and APAC Regional Offices be carried out to consider additional routes with new scenarios in order to provide alternative routing in case of any airspace closure in the MID Region, and that ICAO MID regional office presents a consolidated version of CRAME 03 to the ATM/AIM/SAR SG/13 meeting.

2.12 Based on the above, the meeting urged States that have not yet done so to:

- update, complete and promulgate their contingency plans without delay; and
- send their comments on the CRAME 03 to the the ICAO MID Regional Office before 15 June 2013.

2.13 The meeting may wish to note that the ICAO MID Regional Office issued the State Letter Ref.: AN 6/1.2.1 – 13/194 dated 21 July 2013, as a follow up to the DGCA-MID/2 Conclusion 2/6.

MID Region AIS Database (MIDAD) Project

2.14 The DGCA-MID/2 meeting was apprised of the the actions taken as a follow-up to the DGCA-MID/1 Conclusion 1/5 related to the establishment of a MID Region AIS Database (MIDAD). The meeting was also apprised of the MIDANPIRG/13 outcome related to MIDAD. It was highlighted in this respect that the majority of States expect many advantages from MIDAD and would like to play an active role in the MIDAD Project.

2.15 In accordance with the MIDANPIRG/13 Conclusion 13/21 related to the MIDAD legal framework, the meeting noted with appreciation that Bahrain, Qatar, Saudi Arabia and UAE volunteered to take the lead in carrying out the detailed MIDAD study (Phase 2). It was highlighted that Phase 2 of the project will be composed of 2 steps. During the first step, a Consultant would be hired to develop the Call for Tender for the detailed study.

2.16 More details about the MIDAD Project will be presented in a separate Working Paper.

MSG/3 outcome

2.17 The MSG/3 meeting was apprised of the global developments related to air navigation, in particular the outcomes of the twelfth Air Navigation Conference (AN-Conf/12) and the Second meeting of the Directors General of Civil Aviation in the Middle East Region (DGCA-MID/2). Furthermore, the meeting noted the latest progress achieved in the development of new Air Navigation Plan (eANP).

2.18 The MSG/3 meeting stressed on the importance of the MID Region ATM Enhancement Programme (MAEP), and urged all stakeholders to support the programme by submitting their proposals to the ICAO MID Regional Office, by 15 August 2013, related to the best mechanism to establish the MID Region ATM Enhancement Programme, taking into consideration all the past initiatives. It is to be underlined that no proposals were received by ICAO MD Regional Office, despite of those presented to the DGCA MID/2 meeting.

2.19 Further, the MSG/3 meeting agreed on eight Aviation System Block Upgrades (ASBU) Block 0 Modules to be included in the MID Air Navigation Strategy. Moreover, the meeting urged all States and stakeholders to provide comments/inputs for further completion/improvement of the Strategy, before 15 August 2013. A consolidated version of the Strategy will be reviewed by the CNS/ATM/IC SG/7 meeting (Cairo, Egypt, 7-9 October 2013) before the presentation of the final version of the Strategy for endorsement by MIDANPIRG/14 meeting (Jeddah, Saudi Arabia, 15-19 December 2013).

2.20 The meeting may wish to note that in order to increase the efficiency of MIDANPIRG, the MSG/3 meeting reviewed several proposals related to a new MIDANPIRG Organizational Structure and agreed to consider two proposals for further assessment.

2.21 The meeting may wish to recall that ICAO General Assembly Resolution A37-19 requested ICAO to develop the necessary tools to assess the benefits associated with operational improvements. The operational improvements are key strategy that can be applied to deliver tangible reductions in aircraft fuel consumption and the implementation of operational improvements will generally have benefits in areas such as improved airport and airspace capacity, shorter cruise climb and descend times through the use of more optimized routes, and an increase of unimpeded taxi times. These improvements have the potential to reduce fuel burn and lower levels of pollutants.

2.22 The meeting may wish to note that the First meeting of the ATM Measurements (ATMM TF/1) was successfully held at the premises of the ICAO.MID Regional Office, Cairo, Egypt, 8-9 September 2013. The meeting report will be available on the ICAO.MID Regional Office website by 25 September 2013.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the outcome of the DGCA-MID/2 and MSG/3 meetings and take action, as appropriate.