



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Second Meeting (DGCA-MID/2)
(Jeddah, Saudi Arabia, 20-22 May 2013)

Agenda Item 5: Air Navigation

MIDDLE EAST REGIONAL AIRSPACE REVIEW (MIDRAR)

(Presented by CANSO)

SUMMARY

This paper presents the activities and progress of Middle East Regional Airspace Review (MIDRAR).

Action by the meeting is at paragraph 3.

REFERENCES

DGCA-MID/1 Conclusion 1/3 -Middle East Regional Airspace Review (MIDRAR)

1. INTRODUCTION

1.1 The Middle East remains one of the fastest growing regions in terms of air transport. Investment in developing new and expanding existing airports to meet the demands of the regions fast growing airlines has resulted in airspace capacity becoming an emerging issue as current constraints limit capacity and force inefficient routings. Whilst individual States have introduced measures to improve their own efficiency, CANSO recognized that without better cooperation and the development of a regional approach, airspace capacity is unlikely to meet the growing demand of airspace users.

2. DISCUSSION

2.1 What is MIDRAR?

The Middle East Regional Airspace Review (**MIDRAR**) was established in 2011 as the key program of the CANSO Middle East region. Phase 1 conducted a top-down review of the current and likely future regional airspace challenges and identified opportunities that could be implemented at a regional level. Phase 2 proposes to support the implementation of those initiatives.

Although initiated by CANSO, **MIDRAR** is not just a CANSO program. Stakeholders include focal points in all States, organizations including ICAO, IATA and ACI and representatives from regional ANSPs, airports and airspace users.

MIDRAR will provide a function that does not exist today in the Middle East.

In phase 2, it can be best considered to establish a regional program office that will coordinate and exploit projects already planned by individual service providers and airspace users (ANSPs, military, airports, airlines etc.) at a regional level to overcome key airspace challenges that cannot be addressed by individual States.



It is also proposed that **MIDRAR** provide a vehicle for the implementation of other proposed regional solutions (e.g. the GCC virtual upper FIR) and, where challenges are identified but projects are not already planned by service providers, that **MIDRAR** will work with affected stakeholders to propose potential solutions and seek support for their implementation.

2.2 Progress to Date

MIDRAR was planned in three phases:

- Phase 1 - Review of the existing situation, identification of high level challenges and outlining a framework to overcome the challenges.
- Phase 2 - Implementation of Phase 1 activities.
- Phase 3 - Strategic plan to prepare the region for future challenges.

Phase 1 has been completed. The Phase 1 report identifies a number of key challenges and four initiatives (plus one program management initiative) to address one or more of the challenges.

The **MIDRAR** Working Group has now initiated **Phase 2** which is critical to the success of the program. It is proposing to implement a simple governance structure and a small functional team to work with service providers to implement the initiatives.

2.3 MIDRAR Board

It is proposed that the **MIDRAR** board comprises ICAO, IATA, CANSO and ACI, as well as representatives from of three industry groups: CANSO-member ANSPs, non-CANSO member ANSPs and non-IATA airlines. The board will provide oversight to the program.

2.4 Program Management Office (PMO)

It is also intended to establish a fulltime Program Management Office to work with and coordinate the activities of service providers to deliver the MIDRAR initiatives (and, in time, anything else that **MIDRAR** is charged with implementing). This small team is likely to represent the only real cost to the **MIDRAR** and a number of resourcing /funding solutions are being explored.

2.5 Next Steps

Achieving support from ICAO, IATA and ACI (as well as CANSO) and the majority of Middle East States will be essential to the success of the initiative.

MIDRAR must be considered as the means to coordinate the implementation of projects for the benefit of the region by all stakeholders.

We propose to hold a final **MIDRAR** working group to coordinate input from all stakeholders and agree on how MIDRAR will be initiated. Subject to the outcomes of the **MIDRAR** working group meeting, we propose to hold the inaugural **MIDRAR** Board meeting in the next 2-3 months (confirmation has already been received from ICAO MID, IATA MENA and several service providers that they would be willing to participate). The establishment of the PMO should follow the **MIDRAR** Board meeting.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) endorse the **MIDRAR** initiative;
- b) support the establishment of the **MIDRAR** Board and encourage the participation of all regional organizations, service providers and airspace users;
- c) as individual stakeholders, agree where appropriate to work with **MIDRAR** to coordinate individual projects for the benefit of the region as a whole; and
- d) consider utilizing **MIDRAR** to coordinate the delivery of other regional initiatives.