



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

MID REGION AIS DATABASE (MIDAD) PROJECT

(Presented by the Secretariat)

SUMMARY

The aim of this paper is to present 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) based on outcome of the MIDAD SG*/1 meeting as reviewed and endorsed by MIDANPIRG/13. The paper proposes also a Memorandum of Agreement for signature by those States committed to the MIDRAM project.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The meeting may wish to recall that taking into consideration the limitations and drawbacks related to the current operational structure and provision of AIS/AIM services in the MID Region, and the experience of adjacent Regions in the implementation of Regional AIS databases, especially the European AIS Database (EAD), the DGCA-MID/1 meeting, through DGCA-MID/1 Conclusion 1/5, agreed that a study/business case be carried out in the MID Region pertaining to the establishment of a MID Region AIS Database (MIDAD).

1.2 Jordan and Bahrain took the lead in carrying out the study with the support of appropriate Consultant and in close coordination with ICAO.

2. DISCUSSION

2.1 As a follow-up to the DGCA-MID/1 meeting Conclusion 1/5, and based on the outcome of the AIS/MAP TF/6 meeting, the ATM/SAR/AIS SG/12 meeting (Cairo, Egypt, 21-24 November 2012) agreed to the establishment of the MID Region AIS Database Study Group (MIDAD STG), to monitor the MIDAD Project and address all associated technical, operational, financial, legal and institutional issues.

2.2 The First Meeting of the MIDAD Study Group (MIDAD STG/1) was held in the ICAO MID Regional Office, Cairo, 20-22 February 2012.

2.3 MIDANPIRG/13 (Abu Dhabi, UAE, 22-26 April 2012) was apprised of the outcome of the MIDAD STG/1 meeting. The meeting re-iterated that the implementation of a Regional/Sub-Regional AIS Database in the MID Region would improve the quality, availability and timeliness of aeronautical information provided to users and pave the way for the transition from AIS to AIM, in accordance with the ICAO Roadmap.

2.4 The meeting noted that a MIDAD Support Team (MIDAD ST) has been established in coordination between Bahrain, Jordan and the ICAO MID Regional Office, in order to carry out the missions to States and collect the necessary information, as part of the first phase of the MIDAD study. The MIDAD ST was composed of:

- Mrs. Hanan, Qabartai from Jordan;
- Mr. Salah Al-Humood from Bahrain;
- Mr. Mohamed Smaoui, RO/ANS/AIM, ICAO MID Regional Office; and
- Mr. Peter Rudolph from Avitech AG, Germany (Consultant).

2.5 Missions were conducted to Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia and Syria. The Missions to Iraq, UAE and Yemen could not be conducted; however, information has been provided by these States through emails.

2.6 MIDANPIRG/13 reviewed the analysis of the information gathered from States and consolidated in the Report of the Initial MIDAD Study (First Phase), which provides a general analysis of the States' replies to the MIDAD Questionnaire. 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. In particular, it was noted with appreciation that:

- a) 10 out of 13 States plan to include MIDAD into their national planning for AIS/AIM;
- b) 10 out of 13 States are committed to MIDAD;
- c) 10 out of 13 States believe that MIDAD has a realistic chance to be realized. The overall success probability of MIDAD is around 70%;
- d) 9 out of 13 States like to play an active role in the MIDAD project;
- e) 7 out of 13 States like to provide contributions to the MIDAD set-up;
- f) 8 out of 13 States like to participate in the operation of MIDAD;
- g) 9 to 10 States believe that MIDAD would improve safety and efficiency and bring environmental benefits; and
- h) currently 7 States have no preferred method of funding of the MIDAD project, and no preferred legal framework/institutional scenario or option.

2.7 MIDANPIRG/13 agreed that the first phase of the MIDAD Study was considered completed and achieved the expected goals. Based on the Recommendations contained in the Initial MIDAD Study Report, the meeting agreed to move ahead with the Project.

2.8 The meeting acknowledged the challenges associated with the implementation of an important project such as MIDAD. In this respect, it was recognized that the legal, institutional and human resources (training) issues are the most challenging.

2.9 Based on the above, the meeting agreed that the commitment of States to the MIDAD Project should be officially recorded in a legal document. This would be part of the second phase of the Study. Accordingly, the meeting agreed to the following Conclusions:

CONCLUSION 13/19: MIDAD PROJECT SECOND PHASE

That, taking into consideration the results of the first phase of the MIDAD Study, States, Users and all concerned stakeholders be invited to provide all necessary support for the achievement of the second phase of the MIDAD Project.

CONCLUSION 13/20: COMMITMENT TO THE MIDAD PROJECT

That, as part of the Second Phase of the MIDAD Project:

- a) a Memorandum of Agreement (MOA) be signed by Bahrain, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria and Yemen in order to legally reflect their commitment to the MIDAD Project; and*
- b) other States from within and outside the MID Region, interested to participate in the MIDAD Project, be invited to sign the MOA.*

2.10 In addition to the above, the meeting noted that the MIDAD STG/1 meeting initiated discussions on the MIDAD Purpose and Scope, the technical, operational, financial, legal and institutional issues related to MIDAD. In particular, it was agreed that:

- it's necessary to reach first an agreement on the MIDAD legal framework and then the funding of the second phase of the MIDAD project, which will include, inter-alia, the development of the Financial Plan/Model for the whole MIDAD Project phases (set-up, operations, maintenance, etc); and
- starting from phase 2 of the project (detailed study) and taking into consideration the huge amount of work to be done and Documents to be developed, it's not realistic that this task be achieved on a voluntary basis and accordingly, the outsourcing is necessary, which raises legal, institutional and financial implications.

2.11 MIDANPIRG/13 agreed that the only viable options for the MIDAD legal framework are:

1. a volunteer State/Group of States provides the legal framework by hosting the project; or
2. an ICAO TCB Project for the implementation of MIDAD, including the establishment of a MIDAD legal entity or agency (similar to the MIDRMA).

2.12 Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 13/21: MIDAD LEGAL FRAMEWORK

That, the following options be considered for the endorsement of the MIDAD legal framework by the DGCA-MID/2 meeting:

- a) a volunteer State/Group of States provides the legal framework by hosting the project; or*

- b) *an ICAO TCB Project for the implementation of MIDAD, including the establishment of a MIDAD legal entity or agency (similar to the MIDRMA).*

2.13

It was also agreed that:

- depending on the chosen option, the funding mechanism should be agreed upon by the member States and the users and has to be clearly documented in the financial model;
- the establishment of a MIDAD Supervisory Management Board might be necessary. This Board would be composed of Representatives appointed by the Directors General of Civil Aviation and should be empowered to take decisions. Another Alternative is to leave the task of supervision of the MIDAD Project to the DGCA's themselves through direct correspondence and/or through the DGCA-MID meetings;
- as part of the legal and institutional issues, it was highlighted that the MIDAD Supervisory Management Board should agree on the MIDAD Centres/Sub-Centres location(s), based on agreed criteria (geographical location, communication infrastructure, political stability, human resources availability, etc). Other institutional issues such as, States sovereignty, responsibility and accountability, intellectual property rights should be addressed; and
- a MIDAD Agency/Service Provider could be responsible for the development, establishment and operation of MIDAD.

2.14

The meeting may wish to note that the AN-Conf/12 (Montreal, Canada) agreed to the following Recommendation:

Recommendation 3/7 – State actions relating to service improvement through aeronautical information management as well as digital air traffic management information

That States

- a) accelerate transition from aeronautical information service to aeronautical information management by implementing a fully automated digital aeronautical data chain;
- b) implement necessary processes to ensure the quality of aeronautical data and information from the origin to the end users;
- c) **engage in intraregional and interregional cooperation** for an expeditious transition from aeronautical information service (AIS) to aeronautical information management (AIM) in a harmonized manner and digital data exchange and **consider regional or sub-regional AIS databases as an enabler for the transition from AIS to AIM;** and
- d) review their NOTAM publication procedures, provide appropriate guidance to NOTAM originators and ensure adequate oversight of the NOTAM publication process is conducted.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) agree on the preferred option for the MIDAD legal framework; and
- b) encourage States to sign the Memorandum of Agreement (MOA) at **Appendix A** to this working paper to legally reflect their commitment to the MIDAD Project, and agree to the initiation of its second phase.

APPENDIX A



MEMORANDUM OF AGREEMENT - MOA

**MID REGION AIS DATABASE (MIDAD)
PROJECT**

Date: 20 May 2013

**MEMORANDUM OF AGREEMENT
FOR THE DEVELOPMENT OF A MID REGION AIS DATABASE
(MIDAD)**

1. PURPOSE:

- Considering that the implementation of a Regional/Sub-Regional AIS Database in the MID Region would improve the quality, availability and timeliness of aeronautical information provided to users and pave the way for the transition from AIS to AIM, in accordance with the ICAO Roadmap from AIS to AIM;
- Considering the limitations and drawbacks related to the current operational structure and provision of AIS/AIM services in the MID Region;
- Considering the experience of adjacent regions in the implementation of Regional AIS databases and the associated benefits;
- Considering the agreement made by the DGCA-MID/1 meeting held in Abu Dhabi, UAE from 22 to 24 March 2011, through DGCA-MID/1 Conclusion 1/5, to carry out a study/business case pertaining to the establishment of a MID Region AIS Database (MIDAD);
- Considering that a MIDAD Study Group (MIDAD STG) has been established by the Middle East Planning and Implementation Regional Group (MIDANPIRG) to monitor the MIDAD Project and address all associated technical, operational, financial, legal and institutional issues;
- Considering the outcome of the initial MIDAD Study (First phase) and the support expressed by the majority of the MID States;
- Considering the outcome of the MIDANPIRG/13 meeting related to the MIDAD Project, which considered that the first phase of the MIDAD Study is completed and has achieved the expected goals; and invited States and all concerned stakeholders to provide necessary support for the achievement of the second phase of the MIDAD Project;
- Considering that through MIDANPIRG/13 Conclusion 13/20, Bahrain, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria and Yemen confirmed their commitments to the MIDAD Project;
- Considering the agreement of the MIDAD STG, endorsed by MIDANPIRG/13 that:
 - it's necessary to reach first an agreement on the MIDAD legal framework and then the funding of the second phase of the MIDAD project, which will include, inter-alia, the development of the Financial Plan/Model for the whole MIDAD Project phases (set-up, operations, maintenance, etc); and
 - starting from phase 2 of the project (detailed study) and taking into consideration the huge amount of work to be done and Documents to be developed, it's not realistic that this task be achieved on a

voluntary basis and accordingly, the outsourcing is necessary, which raises legal, institutional and financial implications; and

- Considering MIDANPIRG/13 Conclusion 13/21 related to MIDAD Legal framework:

2. AGREEMENT

2.1 The Parties to this agreement, referred to hereunder as Participating States, agreed to the following:

- a. to reflect their commitment to the MIDAD Project, through the signature of this Memorandum;
- b. to provide all necessary support for the achievement of the second phase of the MIDAD Project, based on the agreed legal framework;
- c. other States from within and outside the MID Region, interested to participate in the MIDAD Project, be invited to sign this MOA;
- d. the MIDAD STG monitor the developments of all phases of the MIDAD Project and report progress to MIDANPIRG and its relevant subsidiary bodies; and
- e. a MIDAD Supervisory Management Board composed of Representatives from each Participating State empowered to take decisions should be established to take the strategic decisions related to the MIDAD Project, on behalf of the DGCA's of participating States.

3. LANGUAGE OF CORRESPONDENCE

- a. All correspondences and other information shall be in English;
- b. All correspondence relating to this Agreement, shall be addressed to:

The ICAO Regional Director

ICAO Middle East Regional Office
Egyptian Civil Aviation Complex, Airport Road
P.O Box 85, Airport Post office, Terminal One
11776, Cairo, Egypt

4. AMENDMENT TO THE AGREEMENT

- a. This agreement may be amended by an instrument in writing signed by each of the parties.

5. ENTRY IN FORCE

- a. This agreement shall come into force on the date it has been signed by the participating States.

6. SIGNATURES

State	Signature	Name/Title	Date
Bahrain			
Egypt			
Iran			
Iraq			
Jordan			
Kuwait			
Lebanon			
Libya			
Oman			
Qatar			
Saudi			

Arabia			
Sudan			
Syria			
UAE			
Yemen			

-END-