International Civil Aviation Organization

MIDANPIRG ATM Sub Group

First Meeting (ATM SG/1)
(Cairo, Egypt, 9 - 12 June 2014)

Agenda Item 4:   **Airspace Management Issues**

MID REGION ATM ENHANCEMENT PRPGRAMME (MAEP)

(Presented by the Secretariat)

SUMMARY
This paper presents the outcome of the MID Region ATM Enhancement Programme Special Coordination Meeting (MAEP SCM).
Action by the meeting is at paragraph 3.
REFERENCES
− DGCA-MID /2 Report − MAEP SCM Report

1.   INTRODUCTION

1.1   The meeting may wish to recall that the Second meeting of the Directors General of Civil Aviation for Middle East Region (DGCA-MID/2), held in Jeddah, Saudi Arabia, 20-22 May 2013, recognized that there is an increasing need for cooperation between the different ATM stakeholders for the enhancement of ATM capacity and efficiency in the MID Region.

1.2   The DGCA MID/2 meeting agreed in principle on the necessity for a MID Region ATM Enhancement Programme (MAEP) to be established within the framework of MIDANPIRG (under the ICAO umbrella).

2.   DISCUSSION

2.1   The meeting may wish to note that the MAEP Special Coordination Meeting (MAEP SCM) held at the ICAO MID Regional Office, Cairo, Egypt, 18-20 February 2014, agreed to the following Draft Scope and Strategic Objective of the MAEP:
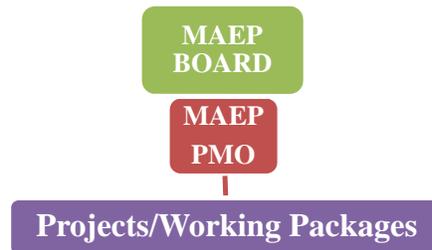
> *The MID Region ATM Enhancement Programme (MAEP) is a Regional platform that provides the basis for a collaborative approach towards planning and implementing projects in support of the MID Air Navigation Strategy, taking into consideration previous initiatives. This includes the following:*
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> *1) Maximize Air Traffic Management performance in the MID Region through project management and within the time frame (2014-2028).*

2) Improve efficiency and increase capacity to safely accommodate air traffic growth.

3) Support the implementation of ATM projects in the MID Region in a harmonized and collaborative manner in line with the MID AN Strategy and GANP, taking into consideration the users' requirements.

4) Addresses ATM community expectations in a cost-effective and environmentally sustainable manner.

2.2   Taking into consideration the agreed Draft Scope and Strategic Objective and the DGCA-MID/2 Conclusion 2/4 related to the establishment of a MAEP Board, the MAEP SCM agreed to the following MAEP Organizational Structure:

- Strategic level: MAEP Board;
- Tactical level: MAEP Project Management Office (PMO); and
- Operational/implementation level: Projects/Working Packages.

MAEP BOARD

MAEP PMO

Projects/Working Packages

2.3   The meeting emphasized that the MAEP Board should be composed of high level representatives (Decision makers), authorized to facilitate decision-making related to the legal, institutional and financial issues pertaining to MAEP. The MAEP SCM developed the initial draft Terms of Reference (ToR) for the MAEP Board and an initial draft MAEP Memorandum of Agreement (MOA), for review, amendment, as deemed necessary, and endorsement by the MAEP Board. It was highlighted that the MAEP Board should address the following:

a) the duties and responsibilities of the different MAEP Board Members/Observers;

b) the complete list of objectives (major outcomes) to be achieved;

c) the functions and responsibilities of the MAEP PMO; and

d) the legal, institutional and financial issues

2.1   Based on the above, the MAEP SCM agreed that the First meeting of the MAEP Board be convened at the ICAO MID Regional Office, Cairo, Egypt, 23-25 June 2014.

2.2   The meeting may wish to note that the ICAO MID Regional Office issued State Letter Ref: AN 6/31 – 14/142 dated 21 May 2014, requesting States and International/Regional Organizations to provide a Focal Point for MAEP to coordinate with him/her the preparation for the MAEP Board/1 meeting.

3. **ACTION BY THE MEETING**

3.1   The meeting is invited to:

a)   encourage States to actively participate in the MAEP Board/1 meeting; and

b)   provide the ICAO MID Regional Office with their MAEP Focal Point, if not yet done.

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