



International Civil Aviation Organization

MID Region ATM Enhancement Programme Board

First Meeting (MAEP Board/1)

(Cairo, Egypt, 23 - 25 June 2014)

Agenda Item 2: MID Region ATM Enhancement Programme (MAEP) Establishment

**OUTCOME OF THE MID REGION ATM ENHANCEMENT PROGRAMME SPECIAL
COORDINATION MEETING (MAEP SCM)**

(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 MID Region Air Traffic Management Enhancement Programme – Special Coordination Meeting (MAEP SCM) was held at the ICAO Middle East Regional Office Cairo, Egypt, from 18 to 20 February. The meeting was attended by a total of thirty (30) participants from eight (8) States (Bahrain, Egypt, Jordan, Kuwait, Qatar, Saudi Arabia, Sudan and United Arab Emirates) and four International Organizations (AACO, ACAC, CANSO and IATA).

2. DISCUSSION

2.1 The meeting may wish to note that the MAEP SCM agreed to the following Draft Scope and Strategic Objective of the MAEP:

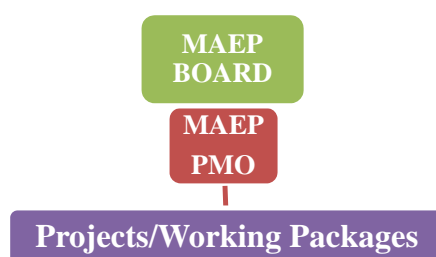
The MID Region ATM Enhancement Programme (MAEP) is a Regional platform that provides the basis for a collaborative approach towards planning and implementing projects in support of the MID Air Navigation Strategy, taking into consideration previous initiatives. This includes the following:

- 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.



2.3 The MAEP SCM 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 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. Replies were received from Bahrain, Jordan, Kuwait, Saudi Arabia, Sudan, UAE, AACO, CANSO, Airbus and Boeing.

2.2 The meeting may wish to recall that MIDANPIRG/14 underlined that the lack of procedure designers in the MID Region is one of the PBN implementation challenges. It was emphasized that cooperative efforts were necessary to overcome this challenge. In this respect, DGCA-MID/2 meeting, through Conclusion 2/5 agreed that a study related to the establishment of a MID Region Flight Procedure Programme (FPP) be carried out within the framework of the PBN Sub-group, taking into consideration similar programmes in other ICAO Regions.

2.3 Based on the above, the PBN SG/1 meeting, Cairo, Egypt, 1-3 April 2014, initiated the discussions related to the establishment of the MID FPP taking into consideration the experience of the Asia-Pacific (APAC) and AFI FPPs.

2.4 The PBN SG/1 meeting was apprised of the MAEP, accordingly the meeting agreed to propose to the MAEP Board the establishment of the MID FPP as a project/working package of MAEP.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) discuss and agree on the following:
 - i. MAEP scope and strategic objective;
 - ii. best mechanism to establish the MAEP:
 - Standalone Programme hosted, supported and managed by a State or Group of States;
 - Standalone Programme managed by ICAO Technical Cooperation Bureau (TCB); or
 - Standalone Programme managed by a MAEP Project Management Office (PMO) and the TCB will act as the custodian of the funds only.
 - iii. the duties and responsibilities of the different MAEP Board Members/Observers; and
 - iv. include the MID FPP as a project/working package of MAEP.
- b) initiate discussion on the following:
 - i. the complete list of objectives (major outcomes) to be achieved;
 - ii. the functions and responsibilities of the MAEP PMO; and
 - iii. the legal, institutional and financial issues.