International Civil Aviation Organization

MID Region ATM Enhancement Programme
Special Coordination Meeting (MAEP SCM)

(Cairo, Egypt, 18-20 February 2014)

Agenda Item 2:   **Introduction**

REVIEW THE OUTCOME OF THE DGCA-MID/2 AND MIDANPIRG/14 MEETINGS
RELATED TO MAEP

(Presented by Secretariat)

SUMMARY
This paper presents the outcome of the DGCA-MID/2 and MIDANPIRG meetings related to the establishment of the MID Region ATM Enhancement programme (MAEP). Action by the meeting is at paragraph 3.
REFERENCES
-    DGCA-MID/2 Final Report -   MIDANPIRG/14 Final Report -   MSG/3 Final Report

1.   INTRODUCTION

1.1   The Second Meeting of the Directors General of Civil Aviation for Middle East Region (DGCA-MID/2) was held in Jeddah, Saudi Arabia, 20 - 22 May 2013. The 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).

1.2   The Third meeting of the MIDANPIRG Steering Group (MSG/3) was held in Cairo, Egypt, 17 - 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).

1.3   The Fourteenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/14) was held in Jeddah, Saudi Arabia, 15 - 19 December 2013. The meeting was attended by a total of Eighty five (85) participants, which included experts from fourteen (14) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Libya, Qatar, Saudi Arabia, Sudan, UAE, USA and Yemen) and six (6) International Organizations/Agencies (ACAC, EUROCONTROL, GCC, IATA, IFALPA and MIDRMA).

2.   DISCUSSION

2.1   The meeting may wish to note that the MID Region Air Traffic Management Enhancement Programme (MAEP) was addressed during the DGCA MID/2 meeting in four working papers (WP/8, WP/11, WP/12 and WP/45) presented by IATA, the Secretariat, CANSO and UAE, respectively. It was highlighted that the subject has been addressed from different angles with different perspectives.

2.2   The DGCA MID/2 meeting noted that there is an increasing need 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.

2.3   The DGCA MID/2 meeting recognized that, while individual States have introduced measures to improve their own efficiency, airspace capacity is unlikely to meet the growing demand of airspace users without better cooperation and the development of a regional approach.

2.4   The DGCA MID/2 meeting was apprised of the activities and progress of the Middle East Regional Airspace Review (MIDRAR) initiative. In this respect, it was highlighted that although initiated by CANSO, MIDRAR was a regional initiative involving stakeholders from States, ANSPs, airports, airspace users, ACI, IATA and ICAO.

2.5   MIDRAR was planned in 3 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; and

- Phase 3 - Strategic plan to prepare the region for future challenges.

2.6   The meeting noted that Phase 1 has been completed.

2.7   The DGCA MID/2 meeting was apprised of the UAE proposal to oversee and coordinate the development of an evolutionary and seamless ATM plan for the MID Region that is aligned with the ICAO Global Air Navigation Plan (GANP) and supported by the Aviation System Block Upgrades framework (ASBU). In this respect, it was highlighted that the planning and implementation of future ATM upgrades, as recommended in the GANP and ASBUs will require a regional solution implemented across a number of States and managed cooperatively between the participating States.

2.8   Based on all of the foregoing, the DGCA MID/2 meeting agreed in principle on the necessity for a MID Region ATM Enhancement Programme to be established within the framework of MIDANPIRG (under the ICAO umbrella). In this respect, it was agreed that the ICAO MID Regional Office organise a Special Coordination Meeting, to be attended by all concerned parties in order to agree on the best mechanism to achieve the expected goals, taking into consideration all the proposals and initiatives (eg. MIDRAR Phase 1).

2.9   In order to expedite the process and avoid that the legal and funding issues delay the implementation of the Programme, the DGCA MID/2 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, accordingly the DGCA MID/2 meeting agreed to the following Conclusions:

DGCA-MID/2 CONCLUSION 2/3 − MID REGION ATM ENHANCEMENT PROGRAMME (MAEP) – SPECIAL COORDINATION MEETING

That, the ICAO MID Regional Office organise a Special Coordination Meeting in September 2013 in order to agree on the best mechanism to establish a MID Region ATM Enhancement Programme, taking into consideration all initiatives.

DGCA-MID/2 CONCLUSION 2/4 – MID REGION ATM ENHANCEMENT PROGRAMME (MAEP) BOARD

That, a MID Region ATM Enhancement Programme Board composed of high level representatives from concerned States and Organizations, be established for overall supervision, direction, and management of the Programme.

2.10   Based on the above, the MSG/3 meeting initiated discussion on the scope, objectives and framework of the MAEP. In this respect, it was highlighted that the following should be considered during the development of the programme:

-   Human Resources;
-   MAEP Board composed of high level representatives (Decision makers);
-   Programme/project management;
-   Legal, institutional and funding issues;
-   States' commitment and ownership;
-   coordination and communication; and
-   implementation support (i.e. Go Teams).

2.11   The meeting may wish to note that based on the outcome of the MSG/3 and the ATM/AIM/SAR SG/13 meetings, States, Users and International/Regional Organizations were urged to provide the ICAO MID Regional Office with their proposals related to MAEP for consideration by MIDANPIRG/14. It is to be underlined that only CANSO presented a working paper to the MIDANPIRG/14 meeting related to the MAEP Board, MAEP Implementation Team and MAEP Programme Management Office. MIDANPIRG/14 meeting deferred this proposal to the MAEP-SCM for consideration and agreed to the following Conclusion:

CONCLUSION 14/17: MID REGION ATM ENHANCEMENT PROGRAMME (MAEP) – SPECIAL COORDINATION MEETING

*That, States and Users be urged to provide the ICAO MID Regional Office with their proposals related to MAEP by **25 January 2014**, for presentation to the MAEP-SCM scheduled for 18-20 February 2014.*

2.12   Based on the above the ICAO MID Regional Office issued State Letters Ref.: AN 6/31.1-14/012 dated 15 January 2014, as a follow up action to the above MIDANPIRG/14 Conclusion. Accordingly, Bahrain, Jordan, UAE, CANSO and AACO/IATA provided their proposals which will be presented to the meeting in separate working papers.

2.13   In order to guide the discussions, the meeting may wish to agree first on the scope and strategic objective of MAEP, then define the complete list of objectives (major outcomes) to be achieved; and agree on the MAEP organizational structure with clearly defined roles and responsibilities of the different MAEP key players. In this discussion, the following three levels: Strategic, Tactical and Operational should be considered:

a) Strategic level: (composed of high level representatives)
- review MAEP objectives, develop the policies and the strategic plans to achieve these objectives including those related to the legal, financial and institutional arrangements;
- take responsibility for the leadership, supervision and management of the programme;
- work to build commitment of all the involved Stakeholders;
- approve the implementation plans set out at the tactical level;
- review the work of MAEP and ensure the alignment of the vision with the scope and strategic objective of the programme; and
- report to MIDANPIRG.

b) Tactical level:
- develop the implementation plans to achieve the objectives defined at the strategic level, which include projects duration, costs, resources, etc. (based on the project management concept);
- monitor the activities carried out at the operational level;
- review the outcome of the operational level and take actions as appropriate; and
- report to the strategic level the outcome and results of its work programme.

c) Operational Level:
- implement the plans defined at the tactical level;
- run the agreed projects , within the time frame and the allocated resources as set out in the implementation plans;
- provide support to States as appropriate; and
- report to the tactical level.

2.14   The meeting may wish to note that MIDANPIRG/14 agreed to the new MIDANPIRG Organizational Structure at **Appendix A** to this working paper, which includes the MAEP Board.

3.   ACTION BY THE MEETING

3.1   The meeting, taking into considerations the past initiatives and the presented proposals, is invited to:

a) agree on the scope and the strategic objective of MAEP;

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

c) agree on the MAEP organizational structure; and

d) define the roles and responsibilities of the different MAEP key players.

APPENDIX A

MIDANPIRG ORGANIZATIONAL STRUCTURE
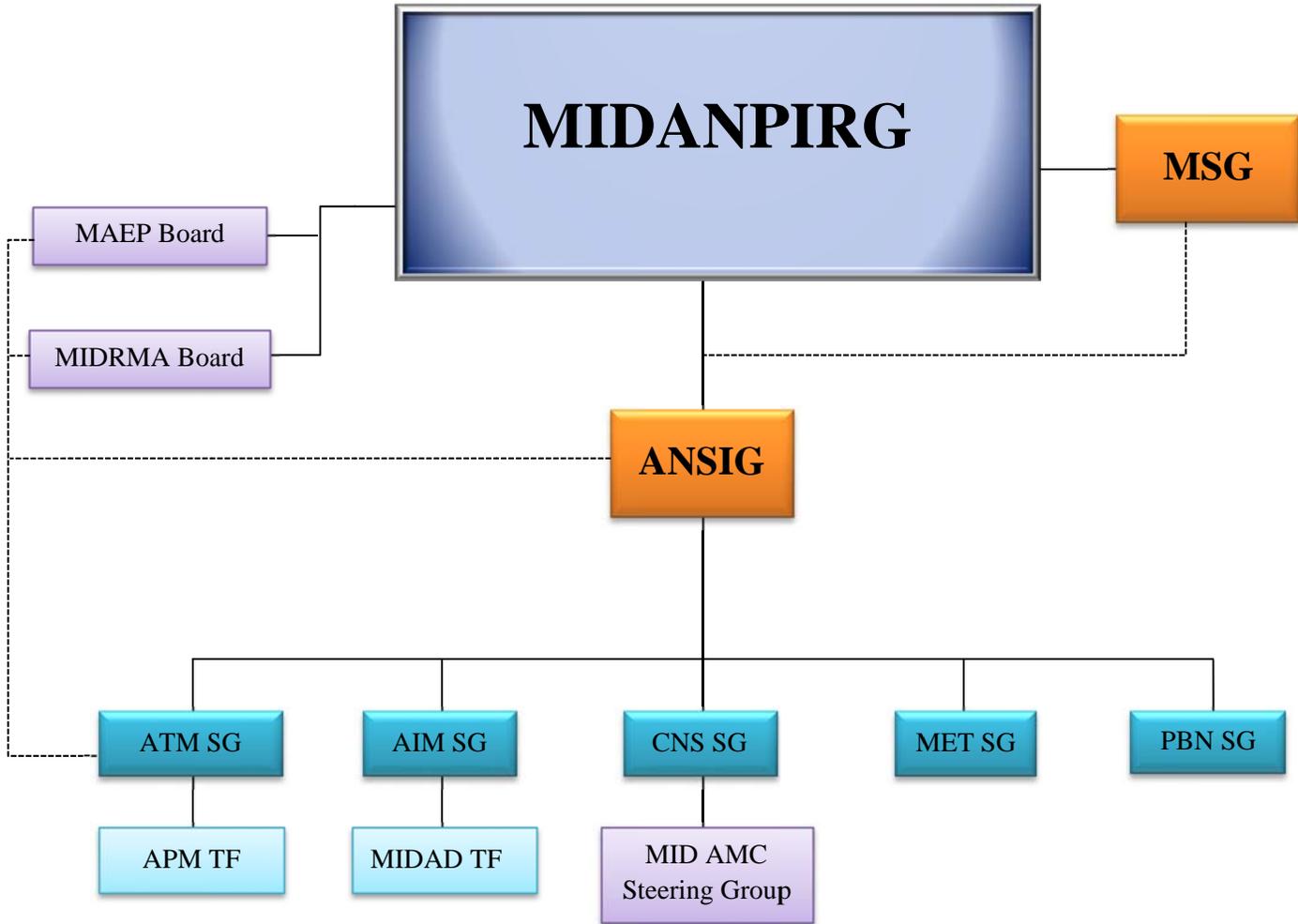
MSG	MIDANPIRG Steering Group	PBN SG	Performance Based Navigation Sub-Group
ANSIG	Air Navigation Systems Implementation Group	APM TF	ATM Performance Measurement Task Force
AIM SG	Aeronautical Information Management Sub-Group	MIDAD TF	MID Region AIS Database Task-Force
ATM SG	Air Traffic Management Sub-Group	MAEP Board	MID Region ATM Enhancement Programme Board
CNS SG	Communication Navigation Surveillance Sub-Group	MIDRMA Board	Middle East Regional Monitoring Agency Board
MET SG	Meteorology Sub-Group	MID AMC Steering Group	MID Region ATS Message Management Centre Steering Group

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