



*International Civil Aviation Organization*

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

*(Cairo, Egypt, 18-20 February 2014)*

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**Agenda Item 3: MID Region ATM Enhancement Programme (MAEP) Establishment**

**MAEP SCOPE AND WORKING ARRANGEMENTS**

*(Presented by AACO/IATA)*

**SUMMARY**

The aim of this paper is to suggest definition for roles of the stakeholders in the MID Region as well as a draft scope of the MAEP.

Requested action by the meeting is at paragraph 3.

**1. INTRODUCTION**

1.1 Several working papers previously presented to ICAO bodies such as the DGCA and MIDANPIRG meetings emphasized the need for a single regional platform to work on improving ATM and airspace capacity in this region which is witnessing the fastest air transport growth rate in the world. This platform should ensure that additional capacity gained from fleet and airports expansion is complemented by an adequate reform in ATM and an increase in airspace to allow for effective and efficient use of that capacity.

1.2 Whilst ICAO is responsible for setting standards, monitoring and overseeing the implementation plans that reflect those standards with States, aviation stakeholders and their respective regional and/or global associations such as AACO, IATA, CANSO, ACI and others are responsible to implement and/or contribute towards the implementation of those plans.

1.3 It is recognised by the above organizations that coordination and collaboration is key to achieve results which will lead to a safer, environmentally friendlier, sustainable, efficient, effective and harmonized aviation sector in line with existing regional and global plans and developments.

1.4 In line with the above, this WP suggests the role and scope of stakeholders in MAEP in order to ensure building a result-oriented initiative that involves all stakeholders in decision making and implementation.

**2. DISCUSSION**

2.1 The crucial role of MAEP is derived from the agreement from all stakeholders that there is a need for a single platform that gathers all previous work achieved in ATM and airspace capacity, builds on that work and develops and oversees implementation plans with clear regional priorities in line with ICAO GANP and related ASBUs.

2.2 Based on the agreement to cooperate and collaborate in enhancing ATM and airspace capacity in the region, each stakeholder will have a specific role to contribute to the planning and implementation process:

- Airspace users will define the operational requirements they need in the air and on the ground to achieve a safe, sustainable and environmentally cautious growth. In addition, they would be involved in the implementation process in order to measure and provide feedback during and after implementation on the gains scooped from the implemented improvements.
- Air Navigation Service providers and airports will provide the above functionalities with the technology they wish to use to implement the plans. They will implement airspace changes, technology and operational upgrades in close cooperation and collaboration with the airspace users.
- States and Regulators will ensure adherence to standards and best practices by adopting and overseeing the implementation of targets. In addition, and due to the close relationship between states and ANSPs, states will support the local implementation on the regulatory and financial levels whenever applicable.

2.3 In order to achieve the above, all regional and international associations will collaborate in exchanging information and best practices, defining regional priorities and harmonizing local plans in line with the defined priorities.

2.4 Accordingly, it is imperative that all stakeholders are equally represented at the decision making level of MAEP through their associations. On the other hand, associations will ensure that resources are allocated on for implementation either from their own pool, or through their constituency according to the required expertise.

2.5 On the other hand, and following the agreement amongst all associations on the importance of eliminating duplication of efforts, it is paramount that the meeting discusses the relationship between MAEP and MIDANPIRG, and between MAEP and MIDANPIRG subsidiary bodies working on ATM and airspace capacity. In addition, the meeting is invited to discuss the scope of those subsidiary bodies in light of the agreement that MAEP will be the single regional platform for planning and implementing ATM enhancements.

2.6 The scope suggested for the MAEP should allow for the following:

- On the decision making level (Board level): The Board would comprise representatives of states and regional and international organizations representing their respective stakeholders:
- The Board's scope of work would be as follows:
  - Prioritize activities while eyeing the existing ICAO plans on the global level.
  - Define regional projects according to agreed priorities.
  - Establish Task Forces and implementation bodies.
  - Monitor and maintain implementation according to agreed priorities, plans and timelines.
  - Promote MAEP, and advocate on all levels across the region
- On the implementation level:
  - Track the progress of projects on a local level,
  - Provide feedback to the Board and MIDANPIRG if and when require.
  - Ensure distribution of information, best practices and lessons learned.
  - Provide advice and suggested actions via special project groups/task forces.
  - Manage regional projects contracted on the board level and break those projects to local projects for implementation.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) discuss and agree on the roles of the different partners in MAEP in para 2.2 & 2.5;
- b) discuss and agree on the relationship between MAEP and MIDANPIRG in para 2.5; and
- c) discuss and agree on the scope and working arrangements of MAEP in para 2.6.

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