



MID REGION ATM ENHANCEMENT PROGRAMME (MAEP)

Presented by

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MAEP Board Chairman**



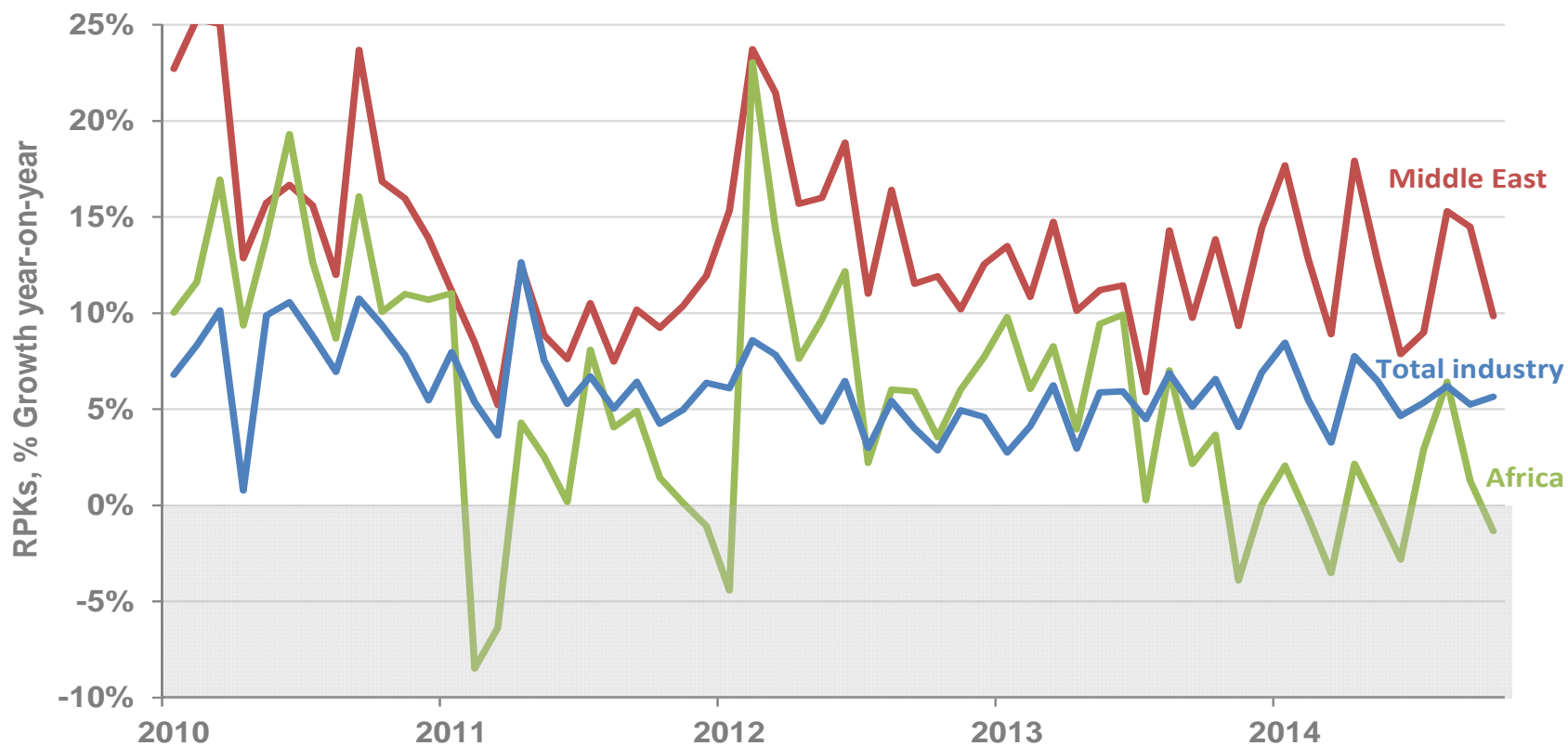
What is MAEP?

- **MAEP is an ATM enhancement programme that would provide the basis for a collaborative planning and implementation strategy that takes into account current and forecasted traffic levels for major airports and major traffic flows in the region.**
- **As well as designating regional priorities and mechanisms so that ATM planning and implementation efforts by individual States can be harmonized and coordinated in a timely manner at the regional level.**



Why MAEP?

Growth in air passenger volumes





Background

- **The DGCA-MID/2 meeting:**
 - agreed to establish the Middle East ATM Enhancement Programme (MAEP)
 - through DGCA Conclusion 2/4, 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
- MAEP objective was to promote and manage regional projects to harmonize the MID air traffic operations



MAEP Convened meetings

- ❖ **MAEP Special Coordination Meeting (MAEP-SCM) (Cairo, Egypt, 18-20 February 2014)**
- ❖ **MAEP Board/1 meeting (Cairo, Egypt, 23-25 June 2014).** The outcome of the MAEP Board/1 meeting was further reviewed by the Fourth meeting of the MIDANPIRG Steering Group (MSG/4)
- ❖ **First meeting of the MAEP Steering Committee (MAEP SC/1) (Dubai, UAE, 20-22 January 2015)**



Main outcomes of the meetings related to MAEP

❖ Scope and Strategic Objective of MAEP

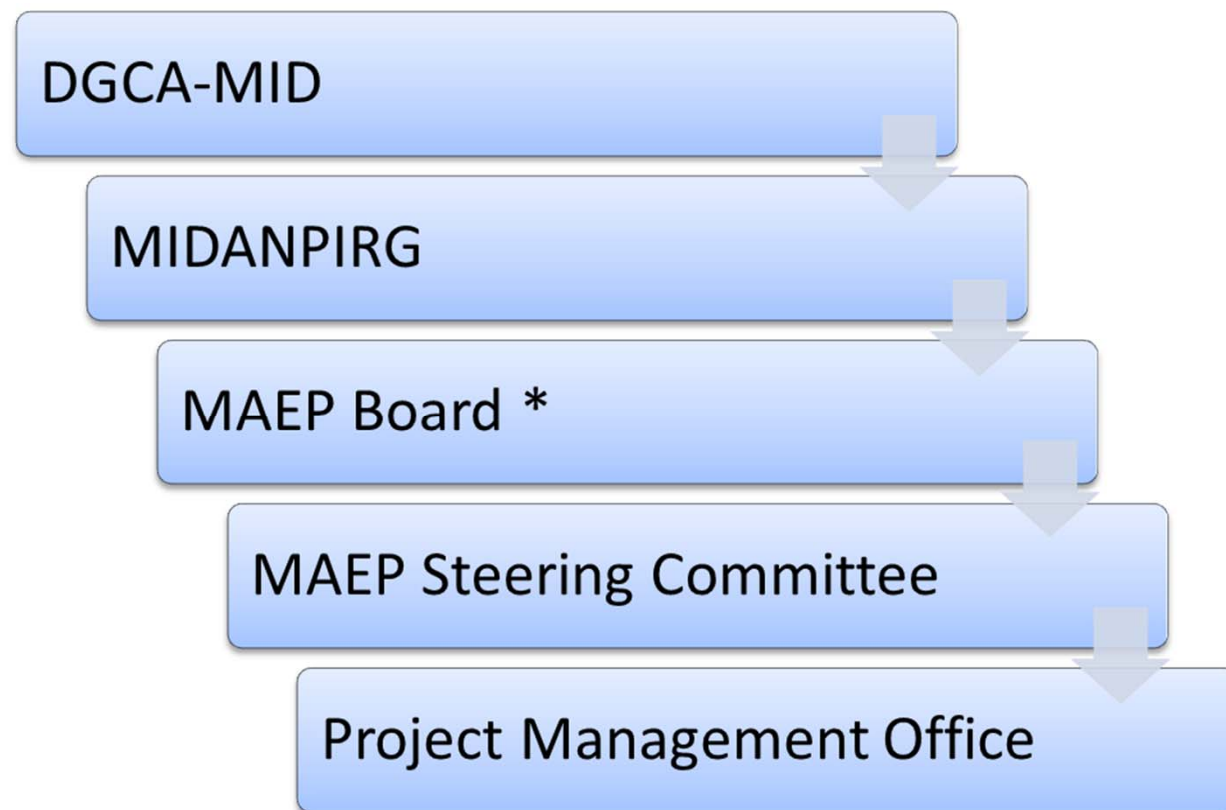
The MID Region ATM Enhancement Programme (MAEP) is a Regional platform that provides the basis for a collaborative approach towards planning and implementing air navigation projects in support of the MID Air Navigation Strategy, taking into consideration previous initiatives. This includes the following:

- 1. Maximize Air Traffic Management performance in the MID Region through project management and within the time frame (2016-2028).*
- 2. Improve efficiency and increase capacity to safely accommodate air traffic growth.*
- 3. Support the implementation of air navigation projects in the MID Region in a harmonized and collaborative manner in line with the MID Air Navigation Strategy and Global Air navigation Plan (GANP), taking into consideration the users' requirements.*
- 4. Addresses ATM community expectations in a cost-effective and environmentally sustainable manner*



Main outcomes of the meetings related to MAEP (cont'd)

❖ MAEP Organizational Structure



* MAEP MOA empowers the board to manage the agreed projects



Main outcomes of the meetings related to MAEP (cont'd)

- ❖ **Draft MAEP Memorandum of Agreement (MOA)**
- ❖ **Draft MAEP Documentation to be signed with ICAO Technical Cooperation Bureau (TCB)**
- ❖ **Funding Mechanism**
- ❖ **Agreement on several Regional Projects to be implemented under the framework of MAEP**

More details will be provided in WP/6.



Funding & Management

- **The interim PMO is currently investigating some funding options such as:**
 - **States contribution**
 - **Airlines & Stakeholders contribution**
 - **An extra fee (i.e .5 \$) added to MID airlines tickets issued from MID states**
- **The administrative and financial management of the Projects will be undertaken by the ICAO TCB**



Way Forward...

- **Sign the MAEP MOA**
- **Agree on Funding mechanism for the implementation of the MAEP projects**
- **Sign with ICAO TCB the necessary Documentation**
- **Fully activate the PMO**
- **Initiate the projects based on the Steering Committee and Board directions**



Recommendations

- 1. MID States sign the MAEP MOA**
- 2. Provide guidance on the preferred funding options**
- 3. Promote MAEP as the future MID Region ATM Enhancement Programme**
- 4. Empower the MAEP Board members to timely take states' decision**



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THANK YOU