PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1:   **ADOPTION OF THE PROVISIONAL**

1.1   The meeting reviewed and adopted the Provisional Agenda as at Para 6 of the History of the Meeting.

1.2   The meeting noted that Mr. Achim Bauman left IATA MENA for personal reasons, and thanked him for his support to MAEP and his contribution to the MID Region.

1.3   Based on the above, Mr. George Rhodes, Assistant Director Infrastructure, IATA, MENA, was elected unanimously as Co-Chairperson of the MAEP SC, to replace Mr. Bauman.

REPORT ON AGENDA ITEM 2:   MAEP PROJECTS/WORKING PACKAGES

MID Region ATM Enhancement Programme (MAEP) Establishment

2.1   The subject was addressed in WP/3 presented by the Secretariat. The meeting was apprised of the latest developments related to the establishment of MAEP.

2.2   The meeting recalled that the MAEP Memorandum of Agreement (MOA) was endorsed by the Third Meeting of the Directors General-Middle East (DGCA-MID/3), Doha, Qatar, 27-29 April 2015.

2.3   The meeting noted with appreciation that Egypt, Jordan, Kuwait, Sudan and UAE signed the MAEP MOA. After reaching five (5) States with the signature of Jordan, the formal process for the recruitment of a Manager for the MAEP Project Management Office (PMO) could be initiated. The meeting encouraged the remaining States to join MAEP as soon as possible taking into consideration the benefits and significant importance of the MAEP projects.

2.4   The meeting noted that in order to complete the establishment of MAEP as an ICAO Technical Cooperation Bureau (TCB) project, the following documents should be finalized and signed by States individually with ICAO TCB:

> a)   MAEP Management Service Agreement (MSA); and
> b)   MAEP Project Document (ProDoc).

2.5   The MAEP MSA reflects the agreement between States and ICAO TCB regarding the management and other support services to be provided by or through ICAO. It is to be highlighted that States that have already signed an MSA with ICAO TCB, do not need to sign another MSA for MAEP, if the same authorities will be signing the MAEP ProDoc. The meeting noted that the ICAO MID Regional Office will follow-up with the States who need to sign an MSA with TCB.

2.6   The MAEP ProDoc provides the project details such as, project objectives, outputs, activities, inputs to be delivered by ICAO, States, and other Stakeholders, project monitoring, communication procedures; budget, job description of the MAEP PMO personnel, etc. Accordingly, the meeting agreed that the Secretariat finalize as soon practicable the MAEP ProDoc in consultation with the States who already signed the MAEP MOA and ICAO TCB.

2.7   The meeting noted with appreciation that UAE will support the Programme with in-kind contribution. Moreover, ICAO offered to cover the salaries of the MAEP PMO Manager for the first six months.

2.8   Based on the above, it was highlighted that the MAEP member States (signatories of the MAEP MOA), should assign member/alternate to the MAEP Board. Accordingly, the meeting agreed to the following Draft Conclusion:

> ### DRAFT CONCLUSION 2/1:   MAEP BOARD MEMBERS
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> *That, the MAEP member States be urged to assign member/alternate and advisor(s) to the MEAP Board.*

Update on the MAEP Interim PMO Activities

2.9   The subject was addressed in WP/9 presented by AACO on behalf of the MAEP IPMO. The meeting commended the work of the MAEP IPMO and agreed that the group continue to work on voluntary basis until the recruitment of the PMO Manager. The meeting reviewed and

endorsed the MAEP Overview Document, developed by the MAEP IPMO. The Overview Document is available on the ICAO MID Regional Office website (https://portal.icao.int/RO_MID/Pages/eDocs.aspx).

2.10   The meeting was presented with a progress report on the implementation of the call sign initiative as at **Appendix 2A**. The meeting noted that the initiative is expected to be concluded by end of 2015 with a final report detailing the outcome and recommendations.

MID Flight Procedure Programme (MID FPP)

2.11   The subject was addressed in WP/3 and Flimsy/1 presented by the Secretariat. The meeting was apprised of the outcome of the MID FPP Workshop held at the ICAO MID Regional Office, Cairo, Egypt, 18-19 October 2015. The Workshop outcome is available on the ICAO MID Regional Office website (http://www.icao.int/MID/Pages/meetings.aspx).

2.12   The meeting reviewed the Initial Draft MID FPP ProDoc developed by the MID FPP Workshop. It was highlighted that the document requires some essential inputs and further enhancements. Accordingly, the meeting agreed that the Secretariat in coordination with the MID Region PBN Focal Points and the MAEP SC/2 meeting participants review and update the MID FPP ProDoc before formal circulation to States for their inputs and comments. The final version of the ProDoc should be signed by States with ICAO TCB.

2.13   The meeting agreed that any State willing to join the MID FPP should first join MAEP through the signature of the MAEP Memorandum of Agreement (MOA) and the MAEP ProDoc.

2.14   Regarding the MID FPP personnel, the meeting agreed that initially a full time Programme Coordinator with Flight Procedure Design experience could be recruited, taking into consideration that the Manager of the MAEP Project Management Office (PMO) will be responsible for the management and supervision of the MID FPP.

2.15   The meeting noted with appreciation Sudan's offer to host the MID FPP. However, it was highlighted that the decision related to the location of the MID FPP should be left to the MAEP Board, taking into consideration the results of the evaluation process.

2.16   The meeting received with appreciation the offer from Jeppesen to support the MID FPP in performing its services. Jeppesen would support the MID FPP with the PBN procedures coding/data checking and ground validation, but this requires a formal process once the MID FPP is established.

2.17   In the same vein, the meeting appreciated United ATS willingness to support the MID FPP through the provision of the services/activities listed at **Appendix 2B**.

2.18   In connection with the above, IATA and AACO reassured their commitment to support the MID FPP, as required (with in-kind contributions).

2.19   The meeting emphasized the need for a survey to identify the States' capabilities related to flight procedure design. The meeting agreed that the ICAO MID Regional Office circulate a Questionnaire to seek States' willingness to join the MID FPP and/or provide in-kind contributions, and their views regarding the hosting, identify the States' needs and determine the flight procedures design capabilities in the MID Region. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 2/2:   *MID FPP SURVEY*

That, the ICAO MID Regional Office carry out a survey related to the MID FPP establishment and the identification of flight procedures design capabilities in the MID Region.

MID ATS Route Network Optimization Project (ARNOP)

2.20   The subject was addressed in WP/4 presented by the secretariat. The meeting noted with appreciation that Phase I of the project, the CNS/ATM study, being carried out by Airbus ProSky for the Arab Civil Aviation Commission (ACAC), has been extended to cover Kuwait and Tehran FIRs.

2.21   The study is expected to be completed by June 2016. The meeting recognized that the results of the study are enablers for other projects. Accordingly, the meeting urged States to support ARNOP and provide the required data to Airbus ProSky in a timely manner.

MID Region AIM Database (MIDAD) Project

2.22   The meeting was apprised of the status of the MIDAD Project, through the review of the outcome of the MIDAD TF/3 meeting (Kish Island, Iran, 29-30 August 2015). The meeting recalled that the DGCA-MID/3 meeting, through DGCA Conclusion 3/4, agreed that the MIDAD Project (Detailed Study, implementation, operation, etc.) be managed as a TCB project under the MAEP framework and the final decision on the funding mechanism of the MIDAD Project be addressed by the MIDAD TF and MAEP SC/Board.

2.23   The meeting recalled that, based on the Specifications of the Detailed Study, a Call for Tender (CfT) for the MIDAD Detailed Study was published by UAE on 25 November 2014 and offers were received from Two (2) Companies only. The meeting noted that the evaluation of the tenders was carried out by Bahrain, Qatar, Saudi Arabia, UAE and the MIDAD ST and reviewed by the MIDAD TF/3.

2.24   The meeting agreed that it would not be possible to pursue the current Call for Tender process and that in accordance with the timeframe agreed by the MAEP SC/Board for the implementation of the MIDAD project, a new Call for Tender for the development of the MIDAD Detailed Study would be issued by the ICAO TCB.

MID Integrated Flight Plan Processing System (MID IFPS) Project

2.25   The subject was addressed in WP/6 presented by Bahrain. The meeting noted that the system is designed and developed to improve the quality of flight plan messages in accordance with ICAO standards by processing and validating the flight plans. The format of acknowledgement and rejection of the messages is based on EUROCONTROL defined messages.

2.26   The meeting noted that Bahrain IFPS has been implemented in two (2) phases as follows:

- Initial phase of the IFPS was a proof of concept; managed the flight plans through validations, format checks and internal configuration requirements without reply messages.

- Transition phase (second phase) which is currently on live operational trials with selected originators, flight plan messages are now being processed and selected originators are automatically addressed/replied to.

2.27   Upon successful completion of the second phase, Bahrain will be ready to extend the IFPS to other participating States. Accordingly, the milestones for the extension of Bahrain IFPS will be developed in consultation with the concerned States.

2.28   Based on the above the meeting encouraged States to coordinate with Bahrain all matters related to the extension of Bahrain IFPS and the development of the necessary milestones, as appropriate.

MID IP Network Project

2.29   The subject was addressed in WP/7 and WP/11 presented by the Secretariat. The meeting was apprised of the developments related to the implementation of IP Networks in the different ICAO Regions. The meeting reviewed the MID IP Network Project Proposal Document.

2.30   The meeting was apprised of the progress made in the implementation of the Common Regional Virtual Private Network Programme (CRV) in the APAC Region. In this respect, it was highlighted that CRV is a Task Force that was created end 2013 under the APANPIRG framework. It has become a programme conducted by the Task Force, and will expectedly become a safe and secured IP-based transportation service offered to CRV users from 2017 onwards through a common contractual framework. This common contractual framework will be established in 2016 if the ongoing sealed Tender process successfully selects a best and final offer. The ongoing sealed tender process makes it possible for all MID States, and more users, to join this initiative.

2.31   The meeting noted the challenges related to the implementation of the IP Network Project, the cost-benefit analysis and preliminary safety analysis carried out in the APAC Region. With regard to the procurement process, the meeting noted that, through an ICAO TCB project, an Expert was appointed to support the Call for Tender Process for the selection of the telecommunication service provider (CRV supplier). It was highlighted that the CRV users will have to sign individual service contract (based on a template) with the CRV supplier. The meeting further noted that the CRV procurement includes all ICAO MID States as potential users.

2.32   The meeting discussed three scenarios for the implementation of the MID IP Network:

1.   MID Region drives its own IP-based network project and uses CRV procurement framework for all regional and interregional connections.

2.   MID Region drives its own IP-based network project and uses CRV procurement framework only for interregional connections along the major traffic flows.

3.   MID Region drives its own IP-based network project and does not use at all the CRV procurement framework.

2.33   The meeting agreed that scenario 1 is the best scenario for the implementation of the MID IP Network and that close coordination with APAC through the Bangkok Regional Office should be carried out in order to use the CRV procurement framework for the implementation of the MID IP Network. In this respect, the meeting agreed that a joint APAC/MID IP Network Workshop be organized as soon as possible (early 2016) to address all issues related to the implementation of the MID IP Network using the CRV procurement framework.

2.34   In connection with the above, it was highlighted that a structure for managing the network once commissioned will need to be established (governing body). In this respect, the meeting noted that in APAC a CRV Operations Group (CRV-OG) will be established and States/Administrations will have to join the CRV-OG before signing an individual service contract with the selected supplier. Furthermore, before starting the operations, CRV users will have to nominate their operations Point of Contact.

2.35   Based on the above, the meeting agreed that as a follow-up action to the MAEP SC/2 meeting related to the MID IP Network, the ICAO MID Regional Office issue a State Letter to seek States commitment to the MID IP Network and request them to provide necessary information for onward transmission to APAC (point of contact (name/email/telephone), exact address including the

building and technical room, latitude/longitude, etc). Accordingly, the meeting agreed to the following Draft Conclusion:

>*DRAFT CONCLUSION 2/3:* *MID IP NETWORK PROJECT*
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>*That,*
>
>a) *the MID IP Network Project use the procurement framework of the APAC Common Regional Virtual Private Network Programme (CRV);*
>
>b) *States be urged to confirm their commitment to go ahead with the implementation of the MID IP Network using the APAC CRV procurement framework, and provide necessary information; and*
>
>c) *a joint APAC/MID IP Network Workshop be organized as soon as possible (early 2016) to address all issues related to the implementation of the MID IP Network.*

MID Regional/Sub-Regional ATFM System

2.36   The subject was addressed in WP/8 presented by the secretariat. The meeting noted that Air Traffic Flow Management (ATFM)/Collaborative Decision Making (CDM) is used to manage the flow of traffic in a way that minimizes delays and maximizes the use of the entire airspace.

2.37   The meeting emphasized the importance of the project. However, it was agreed that the project implementation could be initiated after 2017, providing that all the enablers/prerequisite are implemented and taking into consideration the initiatives carried out by States.

Cooperation Council for the Arab States of the Gulf (GCC) Upper FIR Project

2.38   The subject was addressed in WP/12 presented by Bahrain. The meeting noted that the GCC ANC has initiated a project to establish a single Upper Flight Information Region (UFIR) in the airspace of participating GCC Member States. The main objectives of the project are as follows:

- develop a fully integrated Air Traffic Management (ATM) system in the GCC States;
- enhance aviation safety and expand airspace capacity in the GCC States;
- accommodate high growth in air traffic movements in the region; and
- standardise Air Traffic Services (ATS) operation in the participating GCC Member States.

2.39   The meeting noted that the GCC UFIR Task Force is seeking support from ICAO MID Regional Office, GCC Member States, airspace users and industry to develop the requirements for the UFIR and to baseline current arrangements.

2.40   Based on the above, the meeting encouraged all concerned stakeholders to support the GCC UFIR project throughout the project life cycle.

Prioritization of the MAEP Projects

2.41   The meeting emphasized that the six (6) projects under MAEP are important for the MID Region. However, the implementation of some projects might be less complicated than other projects, taking into consideration the institutional and financial issues. Accordingly, the meeting agreed to prioritize the projects in accordance with their implementation time frame as follows:

Project	Implementation Time frame
MID Flight Procedure Programme (MID FPP)	July 2016- June 2019
ARNOP	Phase I ends June 2016
MID IP Network	January 2016
MID IFPS	2016
MIDAD	2017 and beyond
Regional/sub-regional ATFM system	2017 and beyond

Funding of the MAEP projects

2.42   The meeting agreed to defer the discussions on the funding of the MAEP projects to a later stage (MAEP Board, establishment of the MAEP PMO, development of business plans for the MAEP projects by the PMO Manager and MAEP SC, etc.).

REPORT ON AGENDA ITEM 3:   FUTURE WORK PROGRAMME

3.1　　　　　Taking into consideration that the MAEP Board/2 meeting is planned to be held from 12 to 14 April 2016 and that the CNS/ATM study is expected to be completed by June 2016, the meeting agreed that the MAEP SC/3 meeting be convened during the second half of 2016; the venue to be decided in due course.

REPORT ON AGENDA ITEM 4:   ANY OTHER BUSINESS

4.1   Nothing has been discussed under this Agenda Item.