DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Fourth Meeting (DGCA-MID/4)
(Muscat, Oman, 17-19 October 2017)

Agenda Item 4:   Air Navigation

MID REGION AIR NAVIGATION PROJECTS/INITIATIVES

(Presented by the Secretariat)

| SUMMARY |
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| This paper presents an update regarding the MID Region ATM Enhancement Programme. |
| Action by the meeting is at paragraph 3. |

REFERENCES
− MAEP Board/3 Report
− MIDANPIRG/16 Report
− ATM SG/3 Report

1.   **INTRODUCTION**

1.1   The MIDANPIRG/16 meeting (Kuwait, 13-16 February 2017) was apprised of the outcome of the MAEP Board/3 meeting (Cairo, Egypt, 16-18 January 2017) and the Global Ministerial Aviation (GMA) Summit (Riyadh, Saudi Arabia, 29 - 31 August 2016) related to MAEP.

2.   **DISCUSSION**

2.1   Considering the challenges faced for the establishment of MAEP with a centralized approach for the implementation of air navigation regional projects, the MIDANPIRG/16 meeting agreed that each MAEP project would be implemented as a standalone project. Nevertheless, the meeting agreed that the MAEP Board would continue to provide a platform for regional collaboration towards a prioritized, coordinated and harmonized projects implementation. Accordingly, the meeting dissolved the MAEP Project Coordination Team (MPCT) through Decision 16/13 and agreed to a revised MAEP Organizational Structure, as follows:
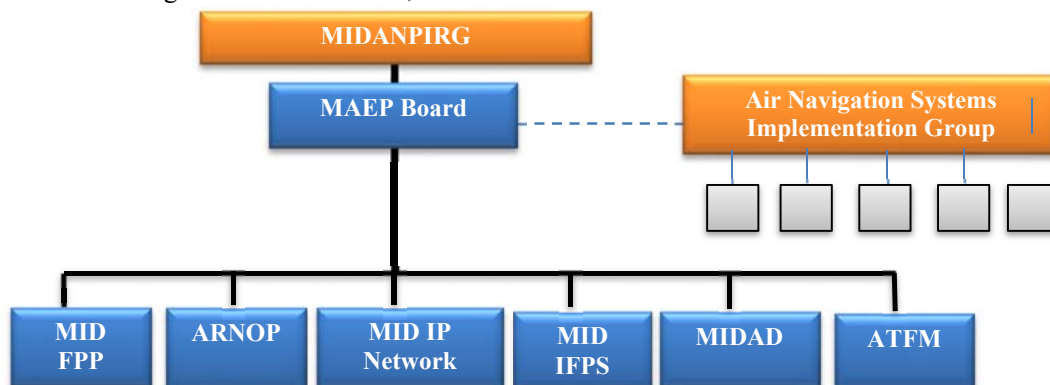
MID Flight Procedure Programme (MID FPP)

2.2   The subject is addressed in WP/7.

MID ATS Route Network Optimization Project (ARNOP)

2.3   The MIDANPIRG/16 meeting recalled that ARNOP is composed of two Phases; Study and Implementation.

2.4   Phase one (the Study): ACAC through WP/18 provided an overview of the CNS/ATM Study highlighting the recommendations that would mitigate the identified findings. The meeting noted with appreciation that the CNS/ATM Study was carried out by Navblue (former Airbus ProSky) free of charge under the framework of ACAC. The draft version of the Study was circulated to States by ACAC and presented to the ACAC Executive Council (Muscat, Oman, 20 December 2016). The ACAC Executive Council tasked ACAC to organize a dedicated Workshop for the States to present the CNS/ATM Study in order to agree on the way forward for the implementation of its recommendations. The Workshop was held in Rabat, Morocco, 11 April 2017.

2.5   The MIDANPIRG/16 meeting agreed that the relevant MIDANPIRG Sub-Groups review and take advantage of the outcome of the Study. The meeting invited ACAC to share the data collected for the preparation of the Study with the ICAO MID Office and to present the outcome of the Workshop on the CNS/ATM Study to the upcoming ATM SG/3 meeting (Cairo, Egypt, 22-25 May 2017).

2.6   Phase two (implementation): the MIDANPIRG/16 meeting emphasized that this phase could not be initiated without analysis of the CNS/ATM study outcomes, including the identification of the CNS infrastructure requirements (VHF and Surveillance coverages, etc.) and agreement on the way forward.

2.7   In addition to the above and considering that, a number of States in the MID Region have initiated airspace redesign projects, constraints impeding the implementation of Flexible Use of Airspace Concept, activities carried out by the ATM and PBN SGs, and the recently established Advanced Inter-regional ATS Routes Development Task Force (AIRARD TF) and MID Region Route Development Working Group (RDWG), the MIDANPIRG/16 meeting agreed that ARNOP implementation should be addressed/managed by the ATM SG.

MID IP Network (Common Aeronautical VPN Network-CRV)

2.8   The MIDANPIRG/16 meeting agreed that the procurement framework of the APAC CRV be used for the implementation of the MID IP Network Project; and the MID IP Network be renamed as Common aeRonautical VPN (CRV) in order to represent both Regions. In this respect, it was highlighted that the CRV procurement includes all ICAO MID States as potential users.

2.9   The CRV Framework accommodates the necessary legal framework for all States, where it is possible to adapt the individual service contract between States and the selected common service provider to the national laws and regulations. Furthermore, the selected common service provider will be responsible for dealing with the national telecommunication service providers in the States and may require standard support letter from the State.

2.10   The MIDANPIRG/16 meeting noted that six (6) States (Bahrain, Iran, Jordan, Kuwait, Lebanon and Sudan) confirmed their commitment and three (3) States (Oman, Saudi Arabia and UAE) confirmed provisional commitment to the project. The meeting urged the above mentioned States to engage with the recommended supplier to establish individual service contracts.

2.11   The MIDANPIRG/16 meeting noted that the challenges related to the implementation of the IP Network Project include the cost-benefit analysis (CBA) and preliminary safety analysis. It was confirmed that the CBAs would help States to decide on the implementation plan of the IP network based on the CRV framework and further negotiate the contract with the selected supplier. The meeting noted that seven (7) States (Bahrain, Egypt, Jordan, Kuwait, Lebanon, Saudi Arabia and UAE) conducted an initial basic local CBA.

2.12   The MIDANPIRG/16 meeting reviewed and endorsed the MID IP Network (CRV) Implementation Process, developed by the Secretariat based on the APAC CRV Implementation Plan, which might be helpful for States in case they decide to join the CRV.

2.13   Based on all of the above, the MIDANPIRG/16 meeting through Conclusion 16/15 invited committed States to engage with the recommended supplier to establish individual service contracts, and urged the remaining States to carry out a comprehensive CBA related to the implementation of an IP Network under the CRV framework.

2.14   The meeting may wish to note that the draft CRV common provisions are available on the ICAO Secure portal at: **https://portal.icao.int/CRV/pages/default.aspx** (State Letter Ref: AN 6/31.4-17/160 refers). The final version of the CRV common provisions is expected to be available after the CRV Steering Committee meeting that will be held in December 2017 at the ICAO APAC Office, Bangkok, Thailand.

MID Integrated Flight Plan Processing System (MID IFPS) Project

2.15   The MIDANPIRG/16 meeting noted that after the successful completion of Bahrain IFPS, the GCC States have agreed on the implementation of the GCC IFPS Zone sub-regional project, as an extension of Bahrain IFPS (ref. the outcome of the GCC ANC/9). The meeting noted that Bahrain proposed a three-year action plan for the establishment of the MID Region IFPS project starting with the implementation of the GCC IFPS Zone.

2.16   The establishment of the GCC IFPS Zone will be implemented in two phases as follows:

> **Phase One**: flight plan validation; and
>
> **Phase Two**: the system is capable of additional functions, required routes validation, level restrictions, airspace timing restrictions, black list and billing restrictions can be developed subject to individual State requirements.

2.17   Following the above project phases, the best practices and the outcomes of the GCC IFPS Zone project will be outlined and incorporated in the MID Region IFPS project plan. The plan will be prepared and presented within 18 months to the MAEP Board and/or ATM SG.

2.18   The MIDANPIRG/16 meeting agreed that Bahrain communicate to the GCC States the required documentation (Concept of Operation, Interface Control Documents, etc.). GCC States should agree with Bahrain on the mechanism to be used for the provision of inputs/data related to the GCC IFPS Zone project. Accordingly, the meeting urged GCC States to provide their inputs and comments to Bahrain in a timely manner in order to expedite the implementation of the project.

MID Region AIM Database (MIDAD)

2.19   The subject is addressed in WP/8.

MID Region Air Traffic Flow Management (ATFM) Project

2.20   The MIDANPIRG/16 meeting was apprised of the outcome of the ICAO ATFM Seminar (Dubai, UAE, 13-15 December 2016). It was highlighted that the third day of the Seminar was dedicated to the ICAO MID Region to address the challenges facing the MID States related to air traffic flows and agree on the way forward for Collaborative ATFM implementation in the MID Region, taking into consideration the lessons learned and best practices presented during the first two days of the Seminar. The Seminar recognized the need for a collaborative phased approach toward the implementation of a regional ATFM system in accordance with the region requirements.

2.21   The main recommendations of the Seminar are as follows:

- establishment of a ATFM TF/WG under the ATM SG;

- development of ATFM Concept of Operations taking into consideration Asia Pacific and Europe experiences;

- need to raise awareness about ATFM;

- conduct training courses related to ATFM;

- States to consider the establishment of ATFM Cell or National Operation Centre composed of all concerned Stakeholders;

- carry out a survey to determine airspace and sector capacity, hotspots, ATFM systems/measures, etc.;

- expedite MID IFPS project implementation; and

- continue working on airspace improvements.

2.22   The MIDANPIRG/16 meeting encouraged States and Stakeholders to implement the Recommendations emanating from the ATFM Seminar and agreed through Decision 16/16 on the establishment of the ATFM Task Force mainly to develop an ATFM Concept of Operations for the MID Region.

2.23   As a follow-up action to the MIDANPIRG Decision 16/16, the ATM SG/3 meeting (Cairo, Egypt, 22-25 May 2017) developed the Terms of Reference (TORs) of the ATFM Task Force.

2.24   The ATM SG/3 meeting was apprised of the developments related to ATFM carried out by ACAC. The meeting agreed that the ATFM Task Force should take into consideration all previous initiatives related to ATFM implementation; and invited ACAC to present the ACAC ATFM Strategy and Documents to the ATFM Task Force for consideration during the development of the ATFM Concept of Operations.

2.25   The first meeting of the ATFM TF is planned to be held at the ICAO MID Office from 18 to 22 February 2018.

Call Sign Confusion Initiative

2.26   The ATM SG/3 meeting was provided with a progress report on the implementation of the MAEP Call Sign Confusion (CSC) Initiative. The meeting noted with appreciation the progress achieved. The meeting commended the work and efforts of the CSC Initiative Team, lead by Etihad Airways, and the support provided by EUROCONTROL.

2.27   The ICAO MID Office issued the RASG-MID Safety Advisory (RSA-04) related to CSC, to provide a clear set of guidelines and call sign similarity rules for Aircraft Operators (AOs) and Air Traffic Controllers (ATC) that could reduce the probability of call sign similarity/confusion occurrence.

2.28   The ATM SG/3 meeting agreed that IATA will take the lead in the coordination with air operators in order to de-conflict their call sign similarities. The meeting encouraged States to:

        a)   assign focal points for Call Confusion;

        b)   support the CSC initiatives ensuring effective cooperation during the implementation phase;

        c)   follow-up with their operators to implement the procedures for the de-conflicting of call sign similarities in coordination with the CSC Initiative Team; and

        d)   report call similarity to the following email addresses: **MIDCSC@icao.int** and **MENACSSU@iata.org**.

MAEP Projects Time frames

2.29   Taking into consideration the latest developments, the MIDANPIRG/16 meeting reviewed and updated the prioritization and the associated implementation time frame of the MAEP projects as follows:

Project	Implementation Time frame	Project Manager
MID Flight Procedure Programme (MID FPP)	September 2017- September 2020	Manager
MID ATS Route Network Optimization Project (ARNOP)	Continuous	ATM SG
MID IP Network (CRV)	2017 and beyond	CNS SG
MID Integrated Flight Plan Processing System (MID IFPS)	2017-2020	Bahrain
MIDAD	2017 and beyond	MIDAD TF
MID Region ATFM project	2017 and beyond	ATM SG

3.   ACTION BY THE MEETING

3.1   The meeting is invited to explore ways and means to support and foster the implementation of the MAEP projects.

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