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MIDANPIRG/17
& RASG-MID/7

Cairo, Egypt, 15-18 April 2019



MID Regional Projects

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Seventeenth Meeting of the Middle East Air Navigation
Planning and Implementation Regional Group
Seventh Meeting of the Regional Aviation Safety Group

الإجتماع السابع عشر للمجموعة الإقليمية لتخطيط وتنفيذ الملاحة الجوية
في الشرق الأوسط
الإجتماع السابع للمجموعة الإقليمية لسلامة الطيران بالشرق الأوسط



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Outline

- MENA RSOO
- MID FPP
- ATFM
- MIDAD
- CRV





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MENA RSOO

- Primary Objective is to assist Member States to develop and implement State Safety Programme (SSP), as well as to improve States' safety oversight capabilities.
- Hosted in Riyadh, Saud Arabia.
- Saudi Arabia provides financial and technical support for the operations.
- First MENA RSOO Steering Committee (DGs Level) was held on 1 October 2018, in Riyadh, Saudi Arabia, back-to-back with the Fourth MID Region Safety Summit.
- Revised Letter of Intent (LoI) was signed by 15 States, which should lead to signing the Memorandum of Agreement (MoA) for the MENA RSOO as a legal entity.
- First MENA RSOO Technical meeting was held at the MENA RSOO premises (Riyadh, Saudi Arabia, 2-4 February 2019) with the objective to review and finalize the draft MOA and Project Document.
- The MoA was circulated to the States.
- Second MENA RSOO Steering Committee meeting (TBD) in order to sign the MoA and launch the operations.



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MID Flight Procedure Programme (MID FPP)

- The MID FPP main objective is to assist States to develop sustainable capability in the instrument flight procedure (IFP) design, Performance Based Navigation (PBN) airspace design and PBN OPS approval, including regulatory oversight, so as to comply with the global and regional requirements related to PANS-OPS.
- The MID FPP will be established as an ICAO TCB project
- It will be hosted by Lebanon in Beirut.
- The MID FPP Project Document (ProDOC) was circulated to States on 9 May 2018.
- Only Jordan, Lebanon and Sudan replied.



MID Flight Procedure Programme (MID FPP) Cont'd Organizational Structure



The MID FPP is the optimal solution for States: supporting them with all aspects related to PANS-OPS (regulatory and service provision)



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MID Flight Procedure Programme (MID FPP) Cont'd

Prerequisite before start of operations:

- *Five (5) States should sign the MID FPP ProDOC*
- *The amount of USD 300,000 should be secured*

Current status:

- *Lebanon will sign as the Host State, Jordan and Sudan most probably as Users States*
- *Saudi Arabia and UAE provided voluntary financial contribution USD50,000 each*
- *ICAO allocated CAD 100,000 to the MID FPP from Qatar's financial contribution to ICAO*
- *Majority of the States indicated their willingness to join and benefit for the MID FPP services but no formal written response was yet received by ICAO MID Office.*

Note. Only the MID FPP Steering Committee, composed of States that signed the ProDoc, will decide on the financial mechanism and the work programme of the MID FPP.



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MID Region ATFM Project

- MID ATFM project was considered as one of the MAEP Project
- MIDANPIRG/16 established the ATFM Task to develop a Concept of Operation for the Implementation of ATFM in the MID Region taking into consideration previous initiatives and other regions experiences.
- The ATFM Task Force is composed of the 15 MID States as well as India, USA, AACO, ACAO, AEROTHAI, CANSO, EUROCONTROL, IATA and ICAO.
- The ATF TF held 2 meetings and 1 meeting for the ATFM Core TEAM. It was recommended as a first phase to apply the Multi-Nodal Concept in the MID Region based on APAC Region experience, despite that a centralized ATFM Solution is optimum.
- The ATFM TF agreed to a roadmap for the development of the ATFM CONOPS
- More details on the developments related to ATFM in the MID Region are presented in WP/28



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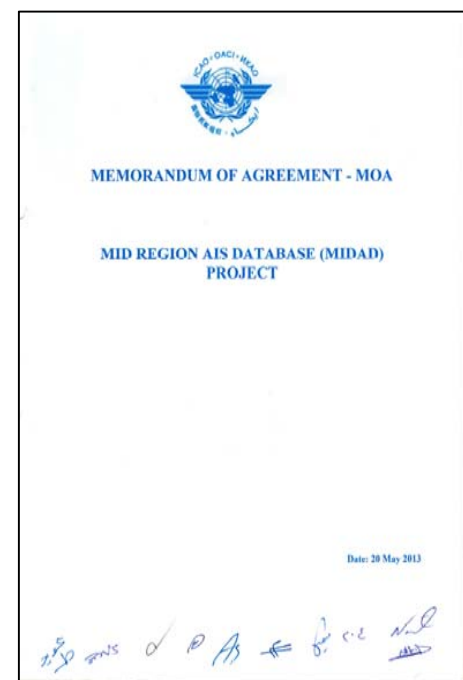
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MID Region AIS Database (MIDAD)

- Memorandum of Agreement (MOA) reflecting commitment to the MIDAD Project was signed by Bahrain, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, UAE and Yemen in May 2013
- *Development of the specifications of the MIDAD Detailed Study (completed in November 2014) and Call for Tender for the MIDAD Detailed Study (Phase 2): 25 November 2014*
- *MAEP SC/2 meeting (Cairo, Egypt, 20- 22 October 2015): to explore an alternative efficient way for the MIDAD implementation.*
- *MAEP Board/2 meeting (Cairo, Egypt, 11 - 13 April 2016) received a proposal from EUROCONTROL with phased approach:*
- *Migration of the MID States to EAD (European AIS Database).*
- *Establishment of MIDAD System.*
- *MIDANPIRG/16 meeting (Kuwait, 13-16 February 2017) agreed that based on the EUROCONTROL proposal, the MIDAD TF should propose a new action plan for the implementation of the MIDAD project.*





MIDAD (Cont'd)

EAD-MIDAD Workshop

(EUROCONTROL, Brussels, Belgium, 5-6 October 2017)

Implementation phases	Phase Description	Responsible
Phase A	Individual migration of MID States to EAD	MID States
Phase B	Set-up of MIDAD Manager	MIDAD States, ICAO MID, EUROCONTROL (as advisor)
Phase C	Implementation of MIDAD system and service	MID States



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MIDAD (Cont'd)

Phase A Action Plan (Individual migration to EAD)

EAD – MIDAD Action No.	Responsible	Action Description	Due date
EAD-MIDAD/A-01	MIDAD States	Provide EUROCONTROL with en-route ATS services (en-route air navigation charges), preferably for the year 2015 (2016 or 2014 would also be accepted).	End of 2017
EAD-MIDAD/A-02	EUROCONTROL	Finalise individual offers to MIDAD States.	End of January 2018
EAD-MIDAD/A-03	EUROCONTROL	Inform EAD SSG that MIDAD Task Force Chairman may participate as an observer to the 27 th Meeting of the EAD Service Steering Group in May 2018.	21-22 November 2017
EAD-MIDAD/A-04	EUROCONTROL EAD Customer Manager	Participate to MIDAD meeting	Meeting of MIDAD TF/4: February 2018
EAD-MIDAD/A-05	EUROCONTROL	Evaluate from a legal perspective if a single Data Provider agreement can be made for a single entity regrouping several States.	February 2018
EAD-MIDAD/A-06	EUROCONTROL	Provide answers to all MIDAD questions provided so far. Include these Questions & Answers in a configured document to be shared between EUROCONTROL, ICAO and MID States.	End of January 2018
EAD-MIDAD/A-07	MIDAD TF	Develop a detailed way forward based upon the agreed steps forward (please refer to Agenda Item 4 above).	End of 2018
EAD-MIDAD/A-08	MIDAD/ EUROCONTROL	Plan second EAD – MIDAD workshop in +/- 1 year time – if possible back to back with AIM/SWIM Team meeting.	September 2018
EAD-MIDAD/A-09	EUROCONTROL	Enquire with CARC Jordan whether it would be possible to host a live EAD system/services demonstration for the benefit of MID States.	February 2018
EAD-MIDAD/A-10	EURCONTROL	Organise a live demonstration (half day) of the EAD system/services.	TBD



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Advantages of Phase A

- ✓ Cost effectiveness including shared investments and resources;
- ✓ Data Quality and Integrity;
- ✓ Training;
- ✓ Compliance with ICAO requirements, including for an expeditious transition from AIS to AIM;
- ✓ Technical solutions including system upgrades;
- ✓ Interoperability;
- ✓ System and Service security;
- ✓ Back-up and Contingency.



MIDAD (Cont'd) Phase B Action Plan (Set up of MIDAD Manager)

EAD – MIDAD Action No.	Responsible	Action Description	Due date
EAD-MIDAD/B-01	MID States	Decision to go ahead to Phase B	
EAD-MIDAD/B-02	DGCA-MID	<p>Address the following:</p> <ul style="list-style-type: none"> • Set-up the MIDAD programme governance & organisational structure • Create the MIDAD service provision governance • Develop a financing mechanism for the programme & the resulting MIDAD service • Develop the legal framework for the service provision • Capture all customer requirements • Initial risk assessment and mitigations 	

Phase C: To be developed



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MIDAD (Cont'd)

AIM SG/4 meeting

DRAFT CONCLUSION 4/1: MID REGION AIM DATABASE (MIDAD)

That:

- a) *the status of individual migration by MID States to EAD (MIDAD Project Phase A) be monitored by the AIM Sub-Group; and*
- a) *the development of a detailed action plan for the implementation of the MIDAD Project Phase B (set-up of MIDAD Manager) be initiated when at least 7 States complete their migration to EAD.*





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Common aeRonautical VPN (CRV)

- CRV is a cross-border, cost-effective, and common IP based communication network for the ICAO APAC and MID Regions.
- provided by a common network service provider (PCCW Global limited).





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CRV Benefits

- Provides a robust IP-based infrastructure for exchanging critical information reliably and securely;
- Rationalize coordination for network management and enhancement;
- Reduce telecommunication costs;
- Solves current limitations (obsolescence, lack of standardization, poor escalation processes) and aeronautical communication deficiencies;
- Respond to Air Traffic requirements in a timely and standardized manner; and
- Enables or facilitates a number of ASBU modules, including B1-SWIM, B1-FICE, B1-DATM, B1-NOPS and B1-AMET.





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Services carried by CRV

- Ground-ground voice communications
- Ground-ground ATS surveillance data
- Ground-ground AIDC/OLDI data
- Ground-ground COM data
- Ground-ground ATFM data
- Ground-ground SWIM data
- Miscellaneous data: *other data not pertaining to the categories above*





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Current Status

The CNS SG/9 meeting agreed to conduct a special meeting on CRV project with SMEs from the MID States (MIDAMC STG/5) in the fourth quarter of 2019. The meeting will address only CRV project and will involve CRV service provider (PCCW Global), to consider the following:

- Technical requirements
- detailed proposal for appropriate CRV Packages for States
- Network security issues
- System Design Document (SDD) and Implementation Plan.
- negotiate the pricelist as a team in order to get better offer.





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The meeting is invited to

- agree on the Draft Conclusion emanating from the AIM SG/4 meeting related to Phase B of MIDAD;
- encourage States to support and join the regional Projects



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٧٥ عاماً
من الزيت بين أرجاء العالم

THANK YOU