



International Civil Aviation Organization

**Middle East Air Navigation Planning and
Implementation Regional Group**

**Fifteenth Meeting (MIDANPIRG/15)
(Bahrain, 8 – 11 June 2015)**

Agenda Item 5.2.2: Specific Air Navigation issues

MAEP INTERIM PMO PROGRESS REPORT

(Presented by IATA)

SUMMARY

The aim of this paper is provide a progress report on the activities carried out under the MAEP IPMO.

Requested action by the meeting is at paragraph 3.

REFERENCES

- (MAEP SC/1)
DRAFT DECISION 1/3: MAEP INTERIM PMO

1. INTRODUCTION

1.1 The First meeting of the MID Region ATM Enhancement Programme Steering Committee (MAEP SC/1) was successfully held from 20 to 22 January 2015. The meeting noted with appreciation that AACO, CANSO and IATA are willing to support the Interim PMO. Accordingly, the meeting agreed to the Draft Decision 1/3:

DRAFT DECISION 1/3: MAEP INTERIM PMO

That, until the formal establishment of the MAEP PMO:

- a) the MAEP Core Team composed of IATA, AACO, CANSO, ICAO, the MAEP Board Chairperson and MAEP SC Co-Chairpersons, act as an Interim PMO;*
- b) the MAEP Core Team composed of IATA, AACO, CANSO, ICAO, the MAEP Board Chairperson and MAEP SC Co-Chairpersons, act as an Interim PMO;
and*
- c) IATA is designated as the Team Leader of the MAEP Core Team*

1.2 In addition the meeting agreed on a set of initial task for the MAEP interim PMO (MIPMO), which includes mainly:

- development of an initial version of the MAEP Master Plan, for presentation to the DGCA-MID/3 meeting;
- identification of additional quick-wins initiatives;
- exploration of viable options for the funding of MAEP and its projects;
- support and monitor the implementation of the call sign initiative; and
- coordination with all concerned stakeholders to initiate Phase 1 of the ARNOP project.

2. DISCUSSION

2.1 The first working meeting of the MAEP PMO took place in Amman, 11 February 2015. This meeting identified the basic working arrangements, communication processes and priorities of the MAEP IPMO until the final PMO will be in place.

2.2 Initial version of the MAEP Master Plan

2.2.1 The basic structure of the MAEP Master Plan was agreed during the meeting 11 February and a first draft produced and circulated for comments. It will include the project objectives and describe the focus areas (Efficiency, Capacity, Systems, Regulation, Contingency) as well as an outline of the projects under MAEP.

2.2.2 Given the complexity of the MAEP and the progress of establishing the full governing entities the MAEP Core Team decided to first have the MAEP Master Plan presented at the next MAEP Steering Committee meeting.

2.3 Additional Quick Wins

2.3.1 Additional Quick Wins have been discussed throughout the existence of the MAEP IPMO. At this point in time the following were identified:

- Bagdad FIR: Review current avoidance requirements for Baghdad FIR and the development and implementation of procedures to better utilize airspace whilst ensuring avoidance of conflict zones.
- RNAV 1: Implementation of RNAV1 in CTAs and/or TMAs that are in IATA's 'top 10' list of priority airports.

2.3.2 A list of quick wins will be presented to the next MAEP Steering Committee meeting.

2.4 MAEP Funding Options

2.4.1 Funding options for MAEP regional projects have been discussed in several meetings. It has been decided by the MAEP Core Team to prioritise the development of funding options and present a draft set of options to the next MAEP Steering Committee meeting.

2.5 Call Sign initiative

2.5.1 The Call Sign Initiative under the MAEP is based on voluntary work of the aviation industry. At this point in time progress is within the planned timeframe. A more detailed progress report will be presented in a separate paper.

2.5.2 Two project reports are planned to be presented to the MAEP

- Intermediate Report – July 2015
- Final Report – September 2015

2.5.3 Both reports depend on the progress of the different phases and steps of the initiative.

2.6 Coordination with all concerned stakeholders to initiate Phase 1 of the ARNOP project.

2.6.1 This initial task of the has been suggested by the MAEP Core Team to only be started in later 2015 depending on the progress on the above listed tasks.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information in this paper.