



International Civil Aviation Organization

**MID Region ATM Enhancement Programme
Special Coordination Meeting (MAEP SCM)**

(Cairo, Egypt, 18-20 February 2014)

Agenda Item 3: MID Region ATM Enhancement Programme (MAEP) Establishment

MAEP ESTABLISHMENT - ACAC PROPOSAL

(Presented by ACAC)

SUMMARY

The aim of this paper is to share the point of view of ACAC relating to the MAEP.

Requested action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The Middle East remains one of the fastest growing regions in terms of air transport. Air traffic growth in this region has recovered to two digit growth figure. Investment in developing new and expanding existing airports to meet the demands of the regions fast growing airlines has resulted in airspace capacity becoming an emerging issue as current constraints limit capacity and force inefficient routings. Whilst individual states have introduced measures to improve their own efficiency, all stakeholders and global/ regional Organizations (ICAO, IATA, CANSO, ACAC, AACO) recognized that without better cooperation and the development of a regional approach, airspace is unlikely to meet the growing demand of airspace users.

1.2 In line with above, this WP suggests a process to conduct safely and efficiently some project essential for the MENA region.

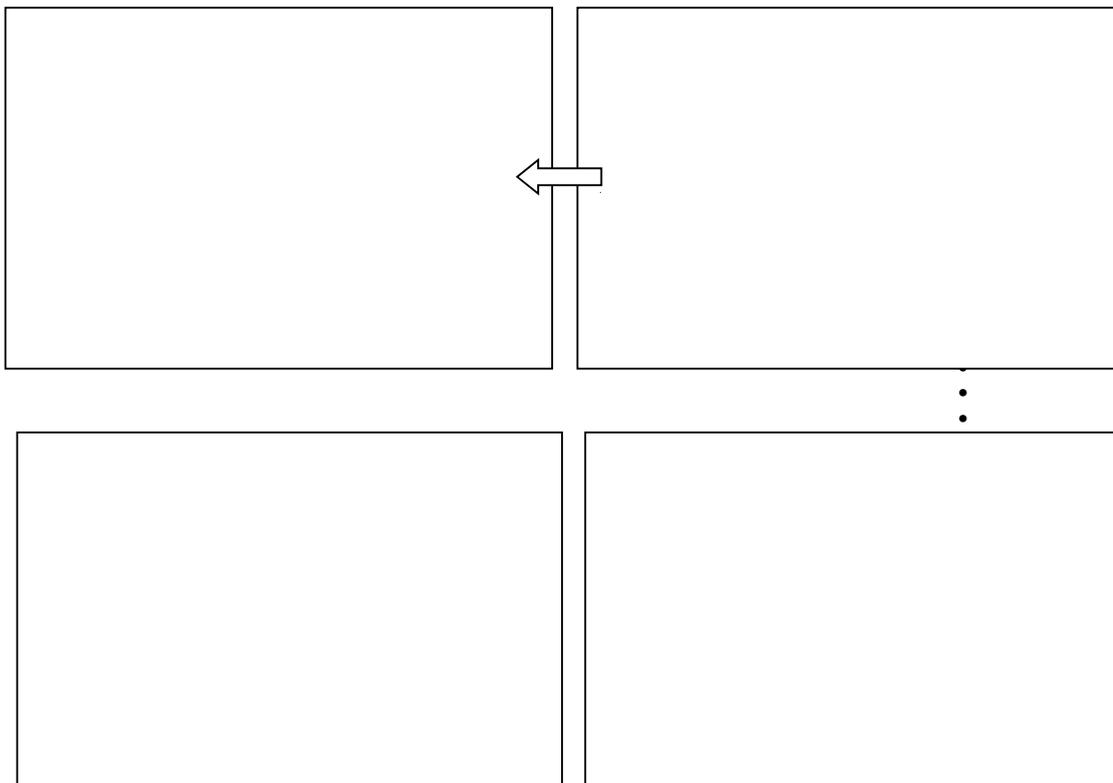
2. DISCUSSION

2.1. The There is an increasing tendency for cooperation between the different ATM stakeholders (States, ANSPs, airlines and airports) over the last period for the enhancement of ATM capacity and efficiency in the MENA Region.

Notwithstanding the individual and collective efforts by States and Organizations, the airspace is still characterized by:

- high-levels of tactical intervention by ATC;
- Choke Points; traffic bunching; and queuing; and
- The rapid growth of the bottlenecks
- Congestion and high air traffic density in the upper airspace
- Reliance on conventional technologies

- Poor civil-military coordination
- No harmonized transfer between FIRs.



2.2. Given the situation in the airspace and ATM environment and the economic and ecological consequences airlines see an urgent need to identify a process or a place allowing an efficient way of coordination between ATM stakeholders and providing a platform to effectively cooperate in different projects and activities.

Several projects have been unsuccessfully achieved, those project have been facing to the following obstacles:

- Institutional framework.
- Lack of human resources and financial support to the project.

We fully support the CANSO proposal on the structure and objectives for the MAEP with some observations as follows (and will be discussed during the meeting):

The **MAEP Board** shall provide oversight, strategic advice and direction to the MAEP programme. It shall report to **the DGCA meeting (ICAO MID DGCA meeting and/or ACAC Executive council meeting)**. Members shall comprise representatives from States and organizations (ICAO, IATA, CANSO, ACAC, AACO).

MAEP Implementation Team: The MAEP Implementation Team shall comprise representatives from Middle East/MENA ANSPs, airspace users and other stakeholders. It shall also comprise representatives from CANSO, IATA, ACI and other relevant stakeholder organizations as appropriate.

MAEP Programme Management Office: If agreed by the MAEP Implementation Team and supported by the MAEP Board, the MAEP shall be supported by a Programme Management Office (PMO). It is envisaged that the PMO would be hosted by a MAEP stakeholder (which provide the funding of project establishment). It is envisaged that if any funding is required (e.g. for the PMO), it shall be agreed and shared by the participating members of the MAEP Board.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the information includes in this paper, and endorse the proposed structure and objectives of the MAEP.
- b) **Support the decision that MAEP Board shall report to the DGCA meeting.**

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