



International Civil Aviation Organization

MIDANPIRG MIDAD Task Force

Third Meeting (MIDAD TF/3)
(Kish Island, Iran, 29-30 August 2015)

Agenda Item 3: MIDAD Project Phase 2 - Detailed Study

**MID REGION ATM ENHANCEMENT PROGRAMME
(MAEP)**

(Presented by the Secretariat)

SUMMARY

This paper presents an overview on the establishment of the MID Region ATM Enhancement Programme (MAEP).

Action by the meeting is at paragraph 3.

REFERENCES

- ANSIG/1 Report
- DGCA-MID/3 Report
- MAEP SCM Report
- MAEP Board/1 Report
- MSG/4 Report
- MAEP SC/1 Report
- MIDANPIRG/15 Report

1. INTRODUCTION

1.1 The meeting may wish to recall that the Second meeting of the Directors General of Civil Aviation for Middle East Region (DGCA-MID/2) (Jeddah, Saudi Arabia, 20-22 May 2013), recognized that there is an increasing need for cooperation between the different ATM stakeholders for the enhancement of ATM capacity and efficiency in the MID Region.

1.2 The DGCA MID/2 meeting agreed in principle on the necessity for a MID Region ATM Enhancement Programme (MAEP) to be established within the framework of MIDANPIRG (under the ICAO umbrella). The DGCA MID/2 meeting, through DGCA Conclusion 2/4, agreed that a MAEP Board composed of high level representatives from concerned States and Organizations, be established to be responsible for overall supervision, direction, and management of the Programme.

1.3 The meeting may wish to note that the ICAO MID Regional Office convened a MAEP Special Coordination Meeting (MAEP-SCM) (Cairo, Egypt, 18-20 February 2014) to discuss and agree on the scope, strategic objective, the list of objectives to be achieved, in addition to the organizational structure of the MAEP, taking into consideration all the previous successful initiatives. The outcome of the MAEP-SCM was presented and reviewed by the MAEP Board/1 meeting (Cairo, Egypt, 23-25 June 2014), which was further reviewed by the Fourth Meeting of the MIDANPIRG Steering Group (MSG/4) (Cairo, Egypt, 24-26 November 2014).

1.4 The meeting may wish to note that a progress report related to the establishment of MAEP was provided to the DGCA-MID/3 meeting (Doha, Qatar, 27-29 April 2015) and MIDANPIRG/15 meeting (Bahrain, 8-11 June 2015).

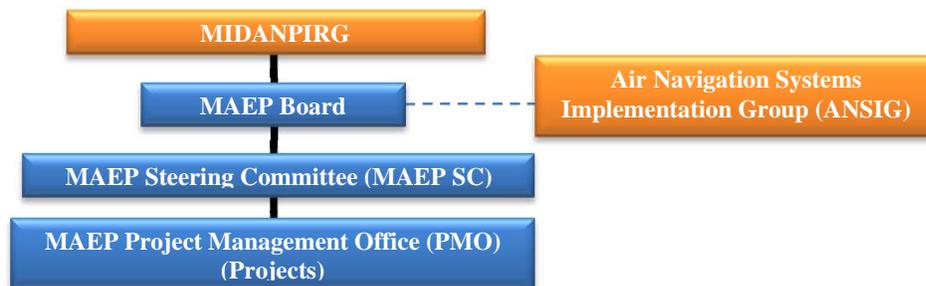
2. DISCUSSION

2.1 The final Scope and Strategic Objective of MAEP are as follows:

The MID Region ATM Enhancement Programme (MAEP) is a Regional platform that provides the basis for a collaborative approach towards planning and implementing air navigation projects in support of the MID Air Navigation Strategy, taking into consideration previous initiatives. This includes the following:

- 1) *Maximize Air Traffic Management performance in the MID Region through project management and within the time frame (2016-2028).*
- 2) *Improve efficiency and increase capacity to safely accommodate air traffic growth.*
- 3) *Support the implementation of air navigation projects in the MID Region in a harmonized and collaborative manner in line with the MID Air Navigation Strategy and Global Air navigation Plan (GANP), taking into consideration the users' requirements.*
- 4) *Addresses ATM community expectations in a cost-effective and environmentally sustainable manner.*

2.2 The agreed MAEP Organizational Structure is as follows:



- a) MAEP Board: composed of members from States;
- b) MAEP Steering Committee (MSC): composed of all stakeholders and co-chaired by States and Organizations; and
- c) MAEP Project Management Office (PMO): co-located in the ICAO MID Regional Office.

2.3 The meeting may wish to note that in order to complete the establishment of MAEP and to start the process for the recruitment of a manager for the MAEP Project Management Office (PMO), the following documents should be finalized and signed by States:

- a) MAEP Memorandum of Agreement (MOA),
- b) MAEP Management Service Agreement (MSA); and
- c) MAEP Project Document (ProDoc).

2.4 The DGCA-MID/3 meeting reviewed and endorsed the MAEP Memorandum of Agreement (MOA), which was consolidated by the Secretariat based on the inputs received from States. The meeting agreed that the MAEP MOA shall come into effect on the date it is signed by at least five (05) States. In this respect, the meeting urged States to join the Programme through the signature of the MAEP MOA. As of today, Egypt, Sudan and UAE signed the MAEP MOA. However, the ICAO MID Regional Office is following up with the remaining States the signature of the MOA. It is to be highlighted that the majority of States are supporting the Programme in principal; however, they need more time in order to finalize their internal approval process before signature.

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.

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.

2.7 The MAEP MSA and ProDoc should be signed with the ICAO Technical Cooperation Bureau (TCB), in order to establish MAEP as a TC project.

2.8 The meeting may wish to note 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.

2.9 The meeting may wish to recall that the, DGCA-MID/3 and MIDANPIRG/15 meetings, supported the decision to implement the following regional projects under the framework of MAEP, with the following priority:

- MID Flight Procedure Programme (MID FPP)
- MID Integrated Flight Plan Processing System (MID IFPS)
- MID Region AIM Database (MIDAD)
- MID ATS Route Network Optimization project (ARNOP)
- MID IP Network
- Regional/sub-regional ATFM system

2.10 The DGCA-MID/3 meeting recalled that based on the outcome of the MAEP Board/1 meeting, the MAEP funding mechanism was endorsed by the MSG/4 meeting through MSG/4 Conclusion 4/7 meeting as follows:

MSG CONCLUSION 4/7: MAEP FUNDING MECHANISM

That,

- a) the running cost of the MAEP PMO be ensured through contributions from all MAEP Member States;*
- b) the annual amounts to be paid by the MAEP Member States are, as follows:*
 - i. Bahrain, Iran, Oman, Qatar, Saudi Arabia and UAE annual contribution is US\$ 30,000 each;*
 - ii. Egypt, Iraq, Kuwait and Libya annual contribution is US\$ 20,000 each; and*

- iii. *Jordan, Lebanon, Sudan, Syria and Yemen annual contribution is US\$ 10,000 each.*
- c) *the funding of the projects/working packages:*
 - i. *be addressed by the Board, on case-by-case basis; and*
 - ii. *be ensured through contribution (cash or in-kind) by concerned States, stakeholders and sponsors/donors.*
- d) *the MAEP funding mechanism be revised by the MAEP Board, when necessary.*

2.11 It was agreed that in order to ensure the sustainability of the Programme, the running cost of the PMO should be covered through annual contribution from the Member States. It was also agreed that the funding of the projects/working packages should be addressed case-by-case by the MAEP SC for endorsement by the MAEP Board.

2.12 It is to be highlighted that the States have been divided in three groups based on the volume of traffic and the Gross Domestic Product per capita (GDP).

2.13 The DGCA-MID/3 meeting noted the concern raised by some States related to the payment of the MAEP annual contribution, and eventually the funding of the projects that will be implemented under the framework of MAEP. Accordingly, the meeting tasked the MAEP SC to explore several options for the funding of MAEP and delegated the authority to the MAEP Board to agree on the appropriate funding mechanism.

2.14 Based on the above, the DGCA-MID/3 meeting agreed to the following Conclusion:

*DGCA-MID/3 CONCLUSION 3/3 – MID REGION ATM ENHANCEMENT PROGRAMME
FUNDING MECHANISM*

That,

- a) *the MID Region ATM Enhancement Programme (MAEP) Steering Committee be tasked to explore options for the funding of MAEP; and*
- b) *the MAEP Board is delegated the authority to endorse the final funding mechanism for MAEP.*

2.15 In connection with the above, the DGCA-MID/3 meeting recognized the need for the development of a MAEP Master Plan to drive the modernization and enhancement of the ATM operations in the MID Region for the period 2016-2028. The MAEP Master Plan will be a high level document providing essential information on the programme including the identified/agreed projects and associated outcomes, benefits, timelines, etc.

2.16 The DGCA-MID/3 meeting noted that the MAEP SC/1 meeting agreed that in order to move forward with the agreed projects, detailed business plans should be developed by the MAEP PMO.

2.17 The MAEP SC/1 meeting recognized that the process of establishment of the MAEP PMO might take long time. In order not to lose momentum the meeting agreed that, until the formal establishment of the MAEP PMO, a MAEP Core Team should be established to act as an Interim PMO. The MAEP IPMO is composed of AACO, CANSO, IATA and ICAO and working on voluntary basis on the development of the MAEP Master Plan and the exploration of options for the funding of MAEP projects, for presentation to the MAEP SC/2 meeting (Cairo 20-22 October 2015).

2.18 The meeting may wish to note that a meeting of the MAEP IPMO was held at IATA premises in Amman on 30 July 2015. The meeting agreed to the final draft version of the MAEP overview document (previously called MAEP Master Plan). However, for the funding options there was no definite proposal for each project. Accordingly, it was agreed that the rationale used for the MSG/4 Conclusion 4/7 continues to apply, and the funding of each project should be agreed upon on case-by-case basis by the MAEP Board. The following might be considered for the funding of the projects:

- 100% Funded by States;
- Funded by States or Group of States with contribution in-kind from the airspace users
- Also some funds could be provided by Donors.

2.19 In order to initiate the project, a State or group of States might bear the cost of the project(s), with a clear re-imbursement plan(s).

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) take into consideration the developments related to MAEP during the discussions on MIDAD funding mechanism; and
- b) agree on some proposals for the funding of MIDAD to be presented to the MAEP SC/2 meeting.