



Fifth Meeting of the Directors General of Civil Aviation- Middle East Region

الاجتماع الخامس للمدراء العاميين للطيران المدني في منطقة الشرق الأوسط

DGCA-MID/5

Kuwait 4-6 Nov 2019



ATM/SAR achievements and challenges in the MID Region



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٧٥ عاماً
من الزحف بين أرجاء العالم



Outline

- Airspace Management Challenges
- Search and Rescue Challenges
- Action by the meeting

Airspace Management Challenges



- Non- optimized ATS Route Network
- Airspace Capacity
- Significant unused airspace
- Contingency
- No regional ATFM solution
- Traffic flow measures
- Civil/Military Cooperation
- GNSS Interference
- Outdated ATS LoAs



Points for consideration

- To achieve the vision of **optimized** ATS Route Network (**User Preferred Routes, Unidirectional Parallel Routes, Free Route Concept**); national and bilateral efforts should be incorporated into a regional framework.
- **Civil/Military Cooperation** will lead to a better approach in **sharing the airspace** supported by the implementation of the **Flexible Use of Airspace (FUA)** Concept, which would **increase** significantly capacity
- **ATFM** will be the optimal solution for **balancing Demand** and **Capacity, which** supports enhancing **efficiency and maximizing** the use of the available airspace



The proposed solution was through ARNOP

The ATS Route Network Optimization Project (**ARNOP**), endorsed by the General Ministerial Aviation Summit (Riyadh, Saudi Arabia, 29-31 August 2016) as one of the air navigation priority **project**, had not been initiated due to many challenges such as:

- ❖ No **Budget** allocation
- ❖ Current focus on **local solutions** and **quick wins**
- ❖ No **vision** for long term **optimum** solution
- ❖ Difficulties affecting cross border solutions
- ❖ Etc.





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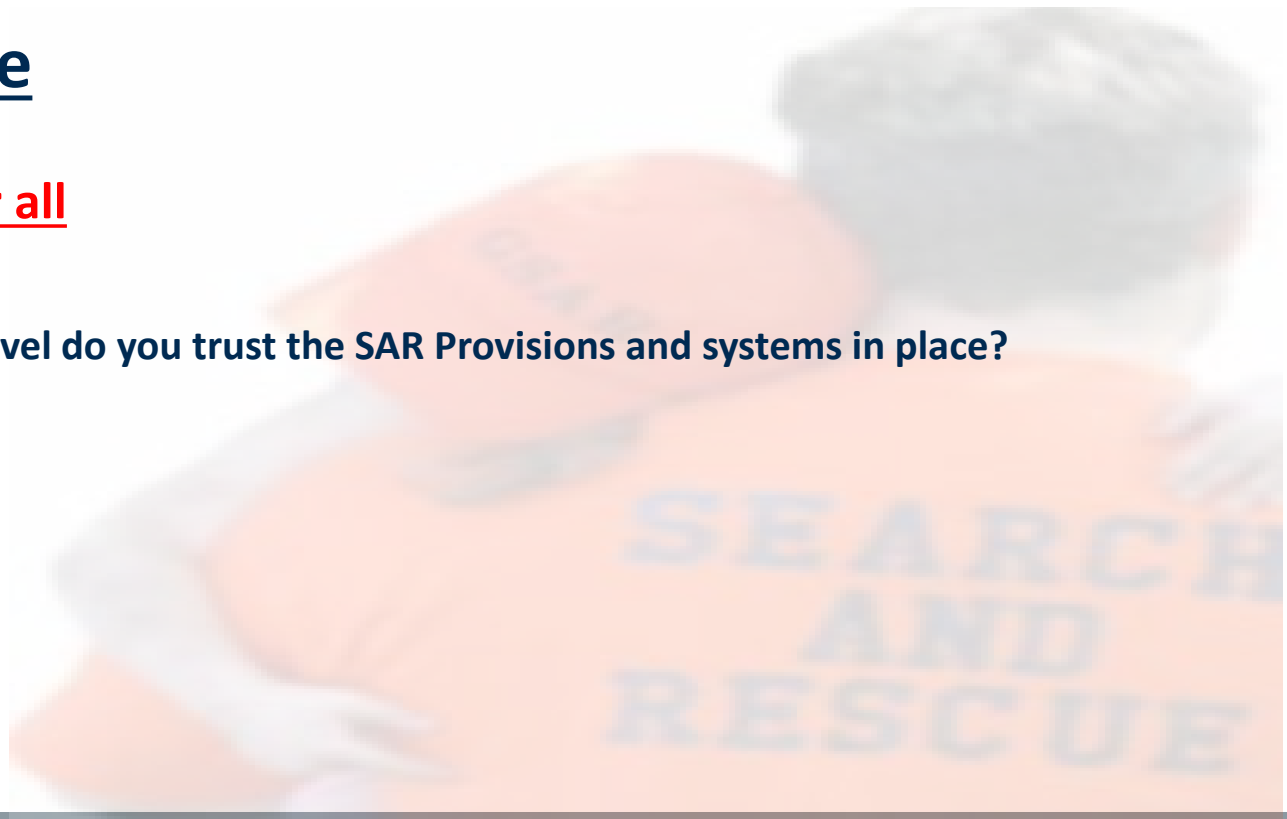
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من التأسيس إلى آراء العالم



Search and Rescue

Question for all

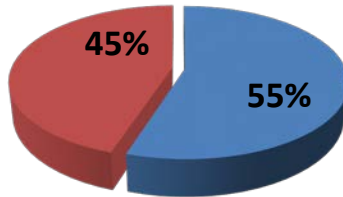
As frequent flyers to which level do you trust the SAR Provisions and systems in place?



SAR Status in the MID Region

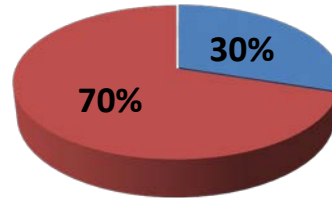
Lack of Provisions

■ Implemented ■ N/A



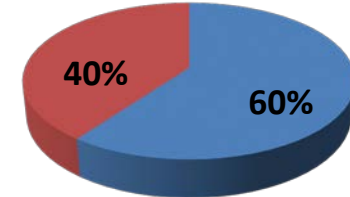
SAREX

■ Compliant ■ No SAREX

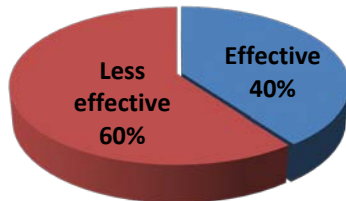


ELTs

■ Compliant ■ Non compliance



Effective SAR Oversight



Signatures of States SAR Agreements



SPOC





The main Challenges are related to lack of:

- **Implementation** of the Regional **SAR Plan** and
- Lack of Comprehensive **National SAR Plans**
- **Local cooperation** among stakeholders involved in SAR
- SAR is more **retro-active** rather than pro-active approach
- **English** Language Proficiency for RCC radio operators;
- Appropriate **training** programmes/plans of SAR experts;
- Lack of formalized **cross-border SAR Cooperation** (States' SAR Agreements)
- lack of **plans of operations** for the conduct of SAR operations and SAR exercises;
- lack of **provision** of required SAR services; and
- non-compliance with the carriage of Emergency Locator Transmitter (**ELT**) requirements.



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Actions Taken

DGCA-MID and MIDANPIRG meetings have been encouraging MID States to:

- take necessary measures to **foster** their SAR services;
- enter into **agreements** with their adjacent States;
- organize **joint SAREX**;
- conduct SAR **Workshops** and **Seminars** at the national level;
- support the **coordination** and **collaboration** with the **adjacent** ICAO Regions and all SAR Stakeholders to ensure harmonization in the SAR developments; and
- **implement** the **global** and **regional** SAR requirements.



- ✓ A simplified template for SAR Bi-Lateral arrangements that addresses the RCC and ATS responsibilities was developed and being used by States.
- ✓ The MID Regional SAR implementation Plan was developed
- ✓ MID SAR issues were addressed in global, regional and inter-regional events such as the:
 - ICAO/IMO Search and Rescue-Global Maritime Distress and Safety System (ICAO/IMO SAR GMDSS Conference, Bahrain 21-22 October 2014)
 - General Ministerial Aviation Summit (Riyadh, 29-31 August 2016);
 - Inter-regional SAR Workshop (Seychelles, 19 - 22 July 2016); and
 - Inter-regional SAR Workshop (Salalah, Oman, 26 – 29 August 2019)
 - etc,.





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Key Points

SAR main objective is saving lives and support in preventing future accidents through lessons learned. Accordingly SAR should be given high priority through the allocation of adequate resources.

States should ensure:

- a. effective and efficient cooperation between all concerned authorities within at national level (SAR Plan); and with their Adjacent and neighboring States;
- b. support that ICAO Regional SAR Plans are harmonized;
- c. that SAR provisions are provided dedicated, qualified and well trained SAR experts;
- d. incorporating new technology into SAR; and
- e. cross-border collaboration for sharing of resources through bilateral or multilateral agreements.

High level commitment and support is vital

**Together
Everyone
Achieves
More**



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SAR should be based on cross-border collaborative TEAM WORK





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Action by the meeting

The meeting is invited to consider the challenges related to airspace management and search and rescue and take actions as appropriate.

ICAO2019



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OF CONNECTING THE WORLD

CELEBRATE



Thank You