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**CANSO**

الهيئة العامة للطيران المدني  
GENERAL CIVIL AVIATION AUTHORITY

A black and white aerial photograph of a large commercial airplane on a runway, viewed from the front. The runway has white dashed lines leading towards the plane. The sky is filled with scattered clouds. A large, semi-transparent teal hexagon is overlaid on the right side of the image.

# MIDANPIRG Enhancement Program (MEP) Agenda Item x

16 MAY 2023

# Overview

MIDANPIRG wants to help MID states improve their air navigation plans and make air travel safer.

This goal is in alignment with the Global Air Navigation Plan (GANP), Global Aviation Safety Plan (GASP), and ICAO No Country Left Behind (NCLB)

MIDANPIRG aims to achieve this by assisting MID states in implementing regional air navigation plans (ANPs) and eliminating air navigation deficiencies.

To achieve this goal, MIDANPIRG has established a program called the MIDANPIRG Enhancement Program (MEP).



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**01.**  
Challenges

**02.**  
Initiative

**03.**  
Methodology &  
Output

**04.**  
Progress

**05.**  
Measuring  
effectiveness &  
efficiency



# 01. MIDANPIRG Challenges

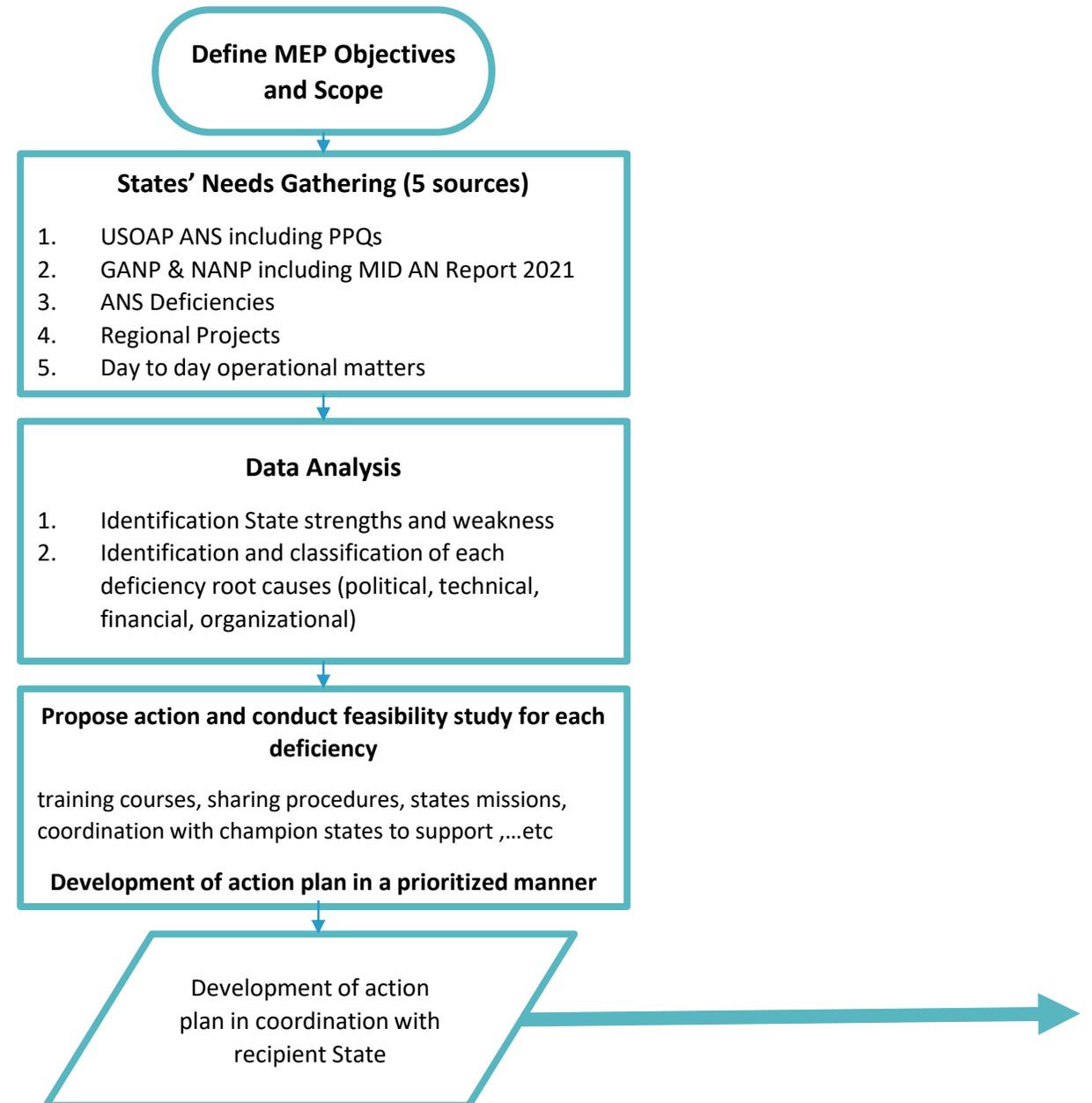
- A. Low implementation level of several priority 1 ASBU elements/ threads
- B. Slow resolution of ANS deficiencies and development of associated corrective action plan (CAPs)
- C. Low implementation of some MIDANPIRG Conclusions and Decisions
- D. Low reporting level by States
- E. Difficulties in implementing regional projects/ initiatives
- F. Response to day to day operational matters in a timely manner.

## 02. MEP Initiative

- A. Objective: Improvement of aviation safety standards, together with making the airspace more efficient and increasing air navigation capacity – building capacity and making the region sustainable.
- B. Scope: covers all ANS areas (ATM, AIM, CNS, MET, PANS-OPS, SAR) and AGA, the MEP targets the ICAO MID accredited States (15 States)
- C. Value: Better resource utilization, exchange knowledge and experience, access to international resources, support operational improvements, maximizing safety, capacity and overall system efficiency, establishment of operational and economic incentives.
- D. Partners: MIDANPIRG, ICAO, IATA, CANSO

# 03. MEP Methodology

To develop an action plan in a prioritized manner.





# 04. Progress

01

July -  
August 22

## Data Collection, In-depth Analysis and setting of Methodology

Three meetings conducted with the ICAO MID Office, to establish a plan of action (6 action items closed)

02

Sept 22 –  
Feb 23

## Approaching Member States

Three member states, Sudan, Yemen and Iraq have been approached, and several one on one meetings are being provided.

A total of 14 action items have been identified, out of which 4 have been closed, and the others are in progress.

Extension of support activities have been 66, that includes trainings, technical consultations, training documentations/guidance and technical information.

Developed training need template suitable to understand states training needs

03

Mar 23  
and  
ongoing

## Pending action items and support activities

Consideration reaching more member states .

Benchmarking activities.

Work on the items and activities, and support successful closure.

# 05. Measuring the effectiveness and efficiency of the MEP (KPIs)

- A. Increase the level of ASBU implementation (baseline is **58%**) *Increased to **61.4%***
- B. Increase the level of implementation of MIDANPIRG Conclusions and Decisions
- C. Decrease the number of identified ANS deficiencies through mitigating the root causes to the extent possible (baseline: **105** deficiencies exist, majority of them has no CAPs) *decreased to **101** deficiencies, additional State "Iraq" submitted CAPs*
- D. Respond to operational matters in a timely manner.

# ICAO DGCA-MID/6 meeting

## *DGCA-MID/6 CONCLUSION 6/4: MIDANPIRG ENHANCEMENT PROGRAMME*

*That,*

- a) the MIDANPIRG Enhancement Programme (MEP) is established to improve the level of implementation of the MID Air Navigation Plan (ANP) provisions and eliminate the reported Air Navigation deficiencies, through the collaboration of States and stakeholders for the provision of necessary assistance to the States in need.*
- b) States provide the ICAO MID Office with the contact details of their nominated MEP Focal Point; and*
- c) States and stakeholders support the achievement of the MEP objectives.*

# ICAO DGCA-MID/6 meeting

- *Follow-up State Letter sent (ME 6 - 22/301 dated 8 December 2022)*
- *Replies received from six (6) States (Bahrain, Egypt, Jordan, Saudi Arabia, Syria and UAE)*
- *The meeting is invited to urge States, have not yet done so, to nominate MEP focal point(s).*

# MIDANPIRG Chairman Award

- Annual competition to recognize excellent work and outstanding efforts exerted by MIDANPIRG Task force/ action groups/ Working groups.
- MIDANPIRG Chairman will reward MIDANPIRG Chairman Award to members of winning groups based on selection process and criteria during MIDANPIRG meeting.
- The public recognition aims to express appreciation by MIDANPIRG Chairman, recognize the outstanding work, motivate groups' members and increase engagement and productivity.





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Thank You