International Civil Aviation Organization

**Middle East Air Navigation Planning and
Implementation Regional Group (MIDANPIRG)**

Fourteenth Meeting
(Jeddah, Saudi Arabia 15-19 December 2013)

Agenda Item 4: **Performance Framework for Regional Air Navigation Planning and
Implementation**
4.3 ATM/SAR

MID REGION ATM ENHANCEMENT PROGRAMME (MAEP)

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the DGCA-MID/2 and MSG/3 meetings related to
the establishment of the MID Region ATM Enhancement programme (MAEP).

Action by the meeting is at paragraph 3.

REFERENCES

- ATM/AIM/SAR SG/13 Report
- DGCA MID/2 Report
- MSG/3 Report

1.   INTRODUCTION

1.1   The Second Meeting of the Directors General of Civil Aviation for Middle East
Region (DGCA-MID/2) held in Saudi Arabia, Jeddah, 20 - 22 May 2013, was attended by a total of
Sixty Four (64) participants, which included experts from Fifteen (15) MID and non-MID States
(Bahrain, Egypt, Iraq, Jordan, Kuwait, Lebanon, Oman, Palestine, Qatar, Saudi Arabia, Sudan,
Tunisia, United Arab Emirates, United States and Yemen) and Five (5) International/Regional
Organizations (AACO, ACAC, CANSO, IATA and IFALPA).

1.2   The Third meeting of the MIDANPIRG Steering Group (MSG/3) was held in Cairo,
Egypt, from 17 to 19 June 2013. The meeting was attended by a total of twenty two (22) participants
from seven (7) MID Region States (Bahrain, Egypt, Iran, Jordan, Lebanon, Saudi Arabia and United
Arab Emirates), two (2) Organisations and one (1) Agency (MIDRMA).

2.   DISCUSSION

2.1   The meeting may wish to note that the MID Region Air Traffic Management
Enhancement Programme (MAEP) was addressed during the DGCA MID/2 meeting in four working
papers (WP/8, WP/11, WP/12 and WP/45) presented by IATA, the Secretariat, CANSO and UAE,
respectively. It was highlighted that the subject has been addressed from different angles with
different perspectives.

2.2   The DGCA MID/2 meeting noted that 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 MID Region.

2.3   Notwithstanding the individual and collective efforts by States and Organisations, the MID Region airspace is still characterized by:

    a) high-levels of tactical intervention by ATC;

    b) choke Points; traffic bunching; and queuing; and

    c) reliance on conventional technologies.

2.4   The meeting may wish to recall that the ARN TF/6 meeting (Cairo, Egypt, 22-24 April 2013) reiterated MIDANPIRG/13 Conclusion 13/3 that urged MID States to identify ATS routes within their airspace that are not economically structured and to coordinate with their appropriate authorities to align and shorten the ATS routes in order to enhance safety, efficiency and increase environmental sustainability, based on the definition of City Pairs, the Performance Based Navigation (PBN), Flexible Use of Airspace (FUA) concepts and the major air traffic flows. However, it was noted that little progress has been achieved in the implementation of the MIDANPIRG/13 Conclusion 13/3, due mainly to military and political constraints.

2.5   The DGCA MID/2 meeting recognized that, while individual States have introduced measures to improve their own efficiency, airspace capacity is unlikely to meet the growing demand of airspace users without better cooperation and the development of a regional approach.

2.6   The DGCA MID/2 meeting was apprised of the activities and progress of the Middle East Regional Airspace Review (MIDRAR) initiative. In this respect, it was highlighted that although initiated by CANSO, MIDRAR was a regional initiative involving stakeholders from States, ANSPs, airports, airspace users, ACI, IATA and ICAO.

2.7   MIDRAR was planned in 3 phases:

    -   Phase 1 - Review of the existing situation, identification of high level challenges and outlining a framework to overcome the challenges;

    -   Phase 2 - Implementation of Phase 1 activities; and

    -   Phase 3 - Strategic plan to prepare the region for future challenges.

2.8   The meeting noted that Phase 1 has been completed.

2.9   The DGCA MID/2 meeting was apprised of the UAE proposal to oversee and coordinate the development of an evolutionary and seamless ATM plan for the MID Region that is aligned with the ICAO Global Air Navigation Plan (GANP) and supported by the Aviation System Block Upgrades framework (ASBU). In this respect, it was highlighted that the planning and implementation of future ATM upgrades, as recommended in the GANP and ASBUs will require a regional solution implemented across a number of States and managed cooperatively between the participating States.

2.10   Based on all of the foregoing, the DGCA MID/2 meeting agreed in principle on the necessity for a MID Region ATM Enhancement Programme to be established within the framework of MIDANPIRG (under the ICAO umbrella). In this respect, it was agreed that the ICAO MID Regional Office organise a Special Coordination Meeting, to be attended by all concerned parties in order to agree on the best mechanism to achieve the expected goals, taking into consideration all the proposals and initiatives (i.e. MIDRAR Phase 1).

2.11   In order to expedite the process and avoid the legal and funding issues delay the implementation of the Programme, the DGCA MID/2 meeting 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, accordingly the DGCA MID/2 meeting agreed to the following Conclusions:

> *DGCA-MID/2 CONCLUSION 2/3 −   MID REGION ATM ENHANCEMENT PROGRAMME (MAEP) – SPECIAL COORDINATION MEETING*
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> *That, the ICAO MID Regional Office organise a Special Coordination Meeting in September 2013 in order to agree on the best mechanism to establish a MID Region ATM Enhancement Programme, taking into consideration all initiatives.*
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> *DGCA-MID/2 CONCLUSION 2/4 −   MID REGION ATM ENHANCEMENT PROGRAMME (MAEP) BOARD*
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> *That, a MID Region ATM Enhancement Programme Board composed of high level representatives from concerned States and Organizations, be established for overall supervision, direction, and management of the Programme.*

2.12   Based on the above, the MSG/3 meeting initiated discussion on the scope, objectives and framework of the MAEP. In this respect, it was highlighted that the following should be considered during the development of the programme:

-    Human Resources;
-    MAEP Board composed of high level representatives (Decision makers);
-    Programme/project management;
-    Legal, institutional and funding issues;
-    States' commitment and ownership;
-    coordination and communication; and
-    implementation support (i.e. Go Teams).

2.13   The MSG/3 meeting stressed on the importance of the MAEP Special Coordination Meeting (MAEP-SCM) that was planned to be held in Cairo, 4 - 5 September 2013. Accordingly, the meeting urged all stakeholders (States, Users and International/Regional Organizations) to actively support the MAEP-SCM by submitting proposals to the ICAO MID Regional Office by 15 August 2013, related to the best mechanism to establish the MID Region ATM Enhancement Programme, taking into consideration all the past initiatives.

2.14   The meeting may wish to note that the MAEP Special Coordination meeting is tentatively scheduled to be held in Cairo, 18-20 February 2014. Accordingly, the ATM/AIM/SAR SG/13 meeting urged States, Users and International/Regional Organizations to provide the ICAO MID Regional Office with their proposals related to MAEP by **15 November 2013** for consideration by MIDANPIRG/14. The meeting may wish to note that no inputs/proposals have been received by the ICAO MID Regional Office.

3. **ACTION BY THE MEETING**

3.1   The meeting is invited to:

a) urge States, Users and International/Regional Organizations to provide the ICAO MID Regional Office with their proposals related to MAEP by **15 January 2014** for presentation to the MAEP-SCM; and

b) encourage States, Users and International/Regional Organizations to participate in the MAEP-SCM, Cairo, Egypt, 18-20 February 2014.

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