



International Civil Aviation Organization

Safety Enhancement Implementation Group

Sixth Meeting (SEIG/6)
(Kuwait, 13-14 October 2024)

Agenda Item 2: Regional Performance Framework for Safety

The necessity of establishing a working committee for AAM in the MID region

(Presented by the UAE)

SUMMARY

This document presents the grounds for the formation of an AAM (Advanced Air Mobility) working group in the Middle East region. It contends that the industry is still in its development stage, with rapidly evolving regulations and technologies. In light of the work being conducted by the AAM Study Group, which is well-represented by the MID Region, the paper suggests that the formation of a working group at this juncture could be counterproductive, as it would consume valuable resources without providing noteworthy advantages. In lieu of this, it advocates for a more gradual approach that emphasizes on individual national development plans.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

Advanced Air Mobility (AAM) represents a paradigm shift in transportation, promising to revolutionize urban mobility. As the Middle East region seeks to enhance connectivity and diversify the means of transportation, AAM emerges as a promising avenue. However, the establishment of an AAM working group at this early stage raises several pertinent questions.

2. DISCUSSION

2.1 The AAM Industry is currently in a developmental stage.

The AAM industry is still in its early stages, with limited operational experience and a rapidly evolving regulatory landscape in addition to numerous technological challenges, remain to be addressed. Given the industry's early stage, forming a working group at this time may be premature.

2.2 Dynamic Regulatory Environment

Civil aviation Authorities in the Middle East region are actively developing AAM regulations, which are subject to frequent updates and revisions. A working group established at this stage may find itself grappling with outdated information and struggling to keep pace with regulatory changes. The dynamic nature of the regulatory environment could hinder the group's effectiveness.

2.3 Resource Allocation and Efficiency

Setting up a working group necessitates a substantial investment of time, financial resources, and human capital. Given the AAM industry being still in its initial phase, it is uncertain whether the advantages of establishing a working group will outweigh the benefits.

2.4 Focus on National Development Plans

Each country in the Middle East region has its unique AAM development priorities and challenges. Prioritizing national-level planning, creating a framework and implementation can ensure a more targeted and effective approach. By focusing on their individual development plans, States can modify their strategies to their specific needs and circumstances.

2.4 Study For The Mid-Region

Given the reasons outlined, conducting a study on the establishment of a working group for Advanced Air Mobility (AAM) at this stage is not required. The developmental stage of the AAM industry, coupled with its rapidly evolving regulatory landscape and the substantial resource allocation needed, presents significant challenges. The industry's early stage of development means there is limited operational experience and numerous technological hurdles that still need to be addressed. Additionally, the dynamic nature of regulations in the Middle East region means that any working group formed now could struggle to stay relevant amidst constantly changing guidelines. Furthermore, with each country in the region focusing on its unique AAM development priorities, a national-level approach is currently more effective. Allocating resources to support individual national development plans allows for tailored strategies that address specific needs and challenges, making a broader study on a regional working group less critical at this point.

3. ACTION BY THE MEETING

3.1 The meeting is inviting MID region States to:

focus on developing a National AAM regulatory Guidance, be up to date on the work being done by AAM Study Group, and monitoring the evolving regulatory landscape on the regional and global scale. By extracting best practices and standards from the mentioned areas, the MID region will lay a solid foundation for the future of AAM. Meanwhile, as the industry matures and regulatory frameworks become more established, the need for a formal working group may become more apparent.