



International Civil Aviation Organization

**Aerodrome operational Planning
Sub-Group (AOP-SG)**

**Ninth Meeting
(Cairo, Egypt, 23 –25 September 2013)**

Agenda Item 3: Global and Regional Development related to AOP

OUTCOME OF MSG/3 MEETING

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of Third Meeting of the MIDANPIRG Steering Group (MSG/3).

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/13 Report
- MSG/3 Report

1. INTRODUCTION

1.1 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 MSG/3 meeting was apprised of the global developments related to air navigation, in particular the outcomes of the Twelfth Air Navigation Conference (AN-Conf/12) and the Second Meeting of the Directors General of Civil Aviation in the Middle East Region (DGCA-MID/2) in addition to the latest progress achieved in the development of new Air Navigation Plan (eANP).

2.2 The meeting recalled that the GANP establishes a framework for incremental implementations based on the specific operational profiles and traffic densities of each Region and State, which is accomplished through the evaluation of the ASBU modules to identify which of those modules best provide the needed operational improvements. In this respect, it was highlighted that Recommendation 6/1 of the AN-Conf/12 calls upon States and PIRGs to finalize the alignment of Regional Air Navigation Plans with the Fourth Edition of the GANP by May 2014.

2.3 The MSG/3 meeting was apprised of the outcome of the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) Global Coordination Meeting (GCM) that was held in Montreal on 19 March 2013 under the Chairmanship of the President of the ICAO Council. It was highlighted that the outcome of the meeting includes:

- a) agreement on establishing regional priorities and targets for air navigation by May 2014 consistent with the GANP/ASBU framework;
- b) agreement on the need to measure performance improvements to help demonstrate their positive impact on the environment; and
- c) endorsement of the envisioned regional performance dashboard prototype and envisioned determination of an initial set of indicators and metrics for air navigation.

2.4 The meeting noted that, in accordance with Recommendation 6/1 of the AN-Conf/12 and the outcome of the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) Global Coordination Meeting (GCM) held in Montreal on 19 March 2013, the DGCA-MID/2 meeting reiterated the need for the establishment of regional priorities and targets for air navigation by May 2014 consistent with the GANP and ASBU framework. Accordingly, the DGCA-MID/2 meeting:

- a) urged States to:
 - i. establish a performance measurement strategy for their air navigation system;
 - ii. share successful initiatives among each other; and
 - iii. support the ICAO MID Regional Office by providing the requisite information to demonstrate operational improvements; and
- b) tasked MIDANPIRG and its Steering Group (MSG) with:
 - i. the establishment of priorities and targets for air navigation by May 2014, in accordance with Recommendation 6/1 of the Twelfth Air Navigation Conference (AN Conf/12);
 - ii. the monitoring and measurement of the agreed air navigation Metrics and indicators, at regional level; and
 - iii. the identification of necessary measures/action plans to reach the agreed air navigation targets.

2.5 Based on the outcome of the ANP WG/1 meeting, the MSG/3 meeting agreed that the following ASBU Block 0 Modules be included in the MID Region Air Navigation Strategy, pending final endorsement by MIDANPIRG/14:

- 1) B0 – APTA: Optimization of Approach Procedures including vertical guidance
- 2) B0 – SURF: Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)

- 3) B0 – FICE: Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration
- 4) B0 – DATM: Service Improvement through Digital Aeronautical Information Management
- 5) B0 – AMET: Meteorological information supporting enhanced operational efficiency and safety
- 6) B0 – FRTO: Improved Operations through Enhanced En-Route Trajectories
- 7) B0 – CDO: Improved Flexibility and Efficiency in Descent Profiles (CDO)
- 8) B0 – CCO: Improved Flexibility and Efficiency Departure Profiles - Continuous Climb Operations (CCO)

2.6 The MSG/3 meeting endorsed the draft MID Air Navigation Strategy at **Appendix A** to this working paper and urged all States and stakeholders to provide comments/inputs for further completion/improvement of the Strategy. A revised/improved version of the Strategy will be presented to and reviewed by the CNS/ATM/IC SG/7 meeting (Cairo, 7-9 October 2013) before presentation of the final version for Endorsement by MIDANPIRG/14 meeting (Jeddah, Saudi Arabia, 15-19 December 2013).

2.7 Taking into consideration the global developments related to Air Navigation Planning and implementation and performance monitoring of the air navigation systems, and in order to increase the efficiency of MIDANPIRG, the MSG/3 meeting reviewed several proposals related to a new MIDANPIRG Organizational Structure and agreed that the proposals at **Appendices B and C** to this working paper, be further reviewed and considered. The meeting agreed that new Terms of Reference of the different MIDANPIRG subsidiary bodies should be developed and necessary amendments should be reflected in the MIDANPIRG Procedural Handbook. Accordingly, the meeting invited States to inform the ICAO MID Regional Office on the preferred MIDANPIRG Organizational Structure and provide inputs related to the Terms of Reference of the different MIDANPIRG subsidiary bodies, which will be presented to MIDANPIRG/14 for final endorsement.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this working paper; and
- b) provide inputs/comments for development of the metrics and KPIs for ASBU Module B0 – SURF: Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2).

APPENDIX A

MID Region Air Navigation Strategy



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DRAFT

MID Region Air Navigation Strategy

Strategic Air Navigation Capacity and Efficiency Objective:

To realize sound and economically-viable civil aviation system in the MID Region that continuously increases in capacity and improves in efficiency with enhanced safety, security and facilitation while minimizing the adverse environmental effects of civil aviation activities.

Air Navigation Objectives:

States must focus on their Air Navigation Capacity and Efficiency priorities as they continue to foster expansion of the air transport sectors.

The ICAO Global Air Navigation Plan (GANP) represents a rolling strategic methodology which leverages existing technologies and anticipates future developments based on State/industry agreed operational objectives. The Block Upgrades are organized in five-year time increments starting in 2013 and continuing through 2028 and beyond. This structured approach provides a basis for sound investment strategies and will generate commitment from States, equipment manufacturers, operators and service providers.

The Global Plan offers a long-term vision that will assist ICAO, States and industry to ensure continuity and harmonization among their modernization programmes. It also explores the need for more integrated aviation planning at both the regional and State level and addresses required solutions by introducing Aviation System Block Upgrade (ASBU) methodology.

The MID Region air navigation objectives are in line with the global air navigation objectives and address specific air navigation operational improvements identified within the framework of the Middle East Regional Planning and Implementation Group (MIDANPIRG).

The enhancement of communication and information exchange between aviation Stakeholders and their active collaboration under the framework of MIDANPIRG would help achieving the MID Region Air Navigation objectives in an expeditious manner.

Near-term Objective (2013 - 2018): ASBU Block 0

(TBD)

Mid-term Objective (2018 - 2023): ASBU Block 1

(TBD)

Long-term Objective (2023 - 2028): ASBU Block 2

(TBD)

Measuring and monitoring air navigation Performance:

The monitoring of air navigation performance and its enhancement is achieved through identification of relevant air navigation Metrics and Indicators as well as the adoption and attainment of air navigation system Targets.

The following are the MID Region air navigation Metrics endorsed for the monitoring of air navigation system performance, based on the ASBU Block 0 Modules:

- 1) B0 – APTA: Optimization of Approach Procedures including vertical guidance
- 2) B0 – SURF: Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)
- 3) B0 – FICE: Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration
- 4) B0 – DATM: Service Improvement through Digital Aeronautical Information Management
- 5) B0 – AMET: Meteorological information supporting enhanced operational efficiency and safety
- 6) B0 – FRTO: Improved Operations through Enhanced En-Route Trajectories
- 7) B0 – CDO: Improved Flexibility and Efficiency in Descent Profiles (CDO)
- 8) B0 – CCO: Improved Flexibility and Efficiency Departure Profiles - Continuous Climb Operations (CCO)

The MID Region air navigation Key Performance Indicators, Targets and Action Plans are detailed in the Table below:

DRAFT

MONITORING OF THE AVIATION SYSTEM BLOCK UPGRADES (ASBUS) IMPLEMENTATION IN THE MID REGION

B0 – APTA: Optimization of Approach Procedures including vertical guidance

Applicability: *Aerodromes (TBD)*

Metrics	Key Performance Indicators (KPIs)	Targets	Action Plan	Remarks
<i>LNAV approaches</i>				
<i>LNAV/VNAV approaches</i>				
<i>Precision approaches</i>				

B0 – SURF: Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)

Applicability: *Aerodromes (TBD)*

Metrics	Key Performance Indicators (KPIs)	Targets	Action Plan	Remarks
<i>Surveillance</i>				
<i>Visual Aids</i>				

B0 – FICE: Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration

Applicability: *States/ACCs (TBD)*

Metrics	Key Performance Indicators (KPIs)	Targets	Action Plan	Remarks
<i>AIDC/OLDI</i>				

B0 – DATM: Service Improvement through Digital Aeronautical Information Management

Applicability: States

Metrics	Key Performance Indicators (KPIs)	Targets	Action Plan	Remarks
<i>1- AIXM based AIS database</i>				
<i>2- eAIP</i>				
<i>3- WGS-84</i>				
<i>4-eTOD</i>				
<i>5- Aeronautical data quality</i>				

B0 – AMET: Meteorological information supporting enhanced operational efficiency and safety

Applicability: States

Metrics	Key Performance Indicators (KPIs)	Targets	Action Plan	Remarks

B0 – FRTO: Improved Operations through Enhanced En-Route Trajectories

Applicability: States

Metrics	Key Performance Indicators (KPIs)	Targets	Action Plan	Remarks
<i>Airspace under full control of Civil Authority</i>				
<i>Airspace under full control of</i>				

<i>Military Authority</i>				
<i>Jointly used Airspace (Civil/Military)</i>				

<i>B0 – CDO: Improved Flexibility and Efficiency in Descent Profiles (CDO)</i>				
<i>Applicability: Aerodromes</i>				
<i>Metrics</i>	<i>Key Performance Indicators (KPIs)</i>	<i>Targets</i>	<i>Action Plan</i>	<i>Remarks</i>
<i>International aerodromes/TMAs with CDO</i>				

<i>B0 – CCO: Improved Flexibility and Efficiency Departure Profiles - Continuous Climb Operations (CCO)</i>				
<i>Applicability: Aerodromes</i>				
<i>Metrics</i>	<i>Key Performance Indicators (KPIs)</i>	<i>Targets</i>	<i>Action Plan</i>	<i>Remarks</i>
<i>International aerodromes/TMAs with CCO</i>				

Note: The different elements supporting the implementation are explained in the ASBU Document, and Global Plan (Doc 9750)

Action Plans:

MIDANPIRG through its activities under the various subsidiary bodies will continue to develop, update and monitor the implementation of Action Plans to achieve the air navigation targets.

A progress report on the implementation of the Action Plans and achieved targets will be developed by the Air Navigation System Implementation Group (ANSIG) and presented to MIDANPIRG.

Governance:

The MID Region Air Navigation Strategy is to be endorsed by MIDANPIRG.

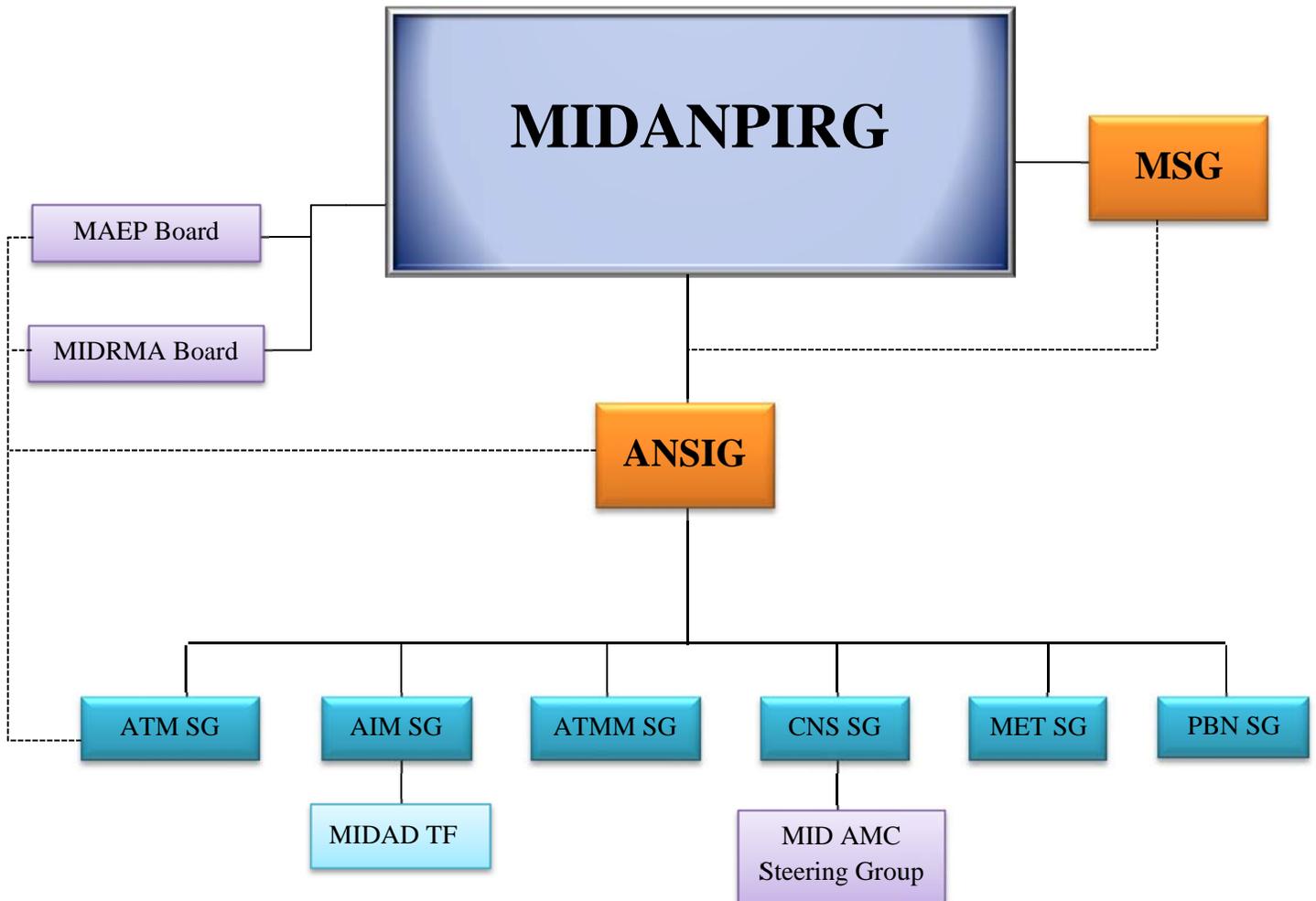
The MID Region Air Navigation Strategy will guide the work of MIDANPIRG and all its member States and partners.

The MIDANPIRG will be the governing body responsible for the review and update of the Strategy, as deemed necessary.

Progress on the implementation of the MID Region Air Navigation Strategy and the achievement of the agreed air navigation Targets will be reported to the ICAO Air navigation Commission (ANC), through the review of the MIDANPIRG reports; and to the stakeholders in the Region within the framework of MIDANPIRG.

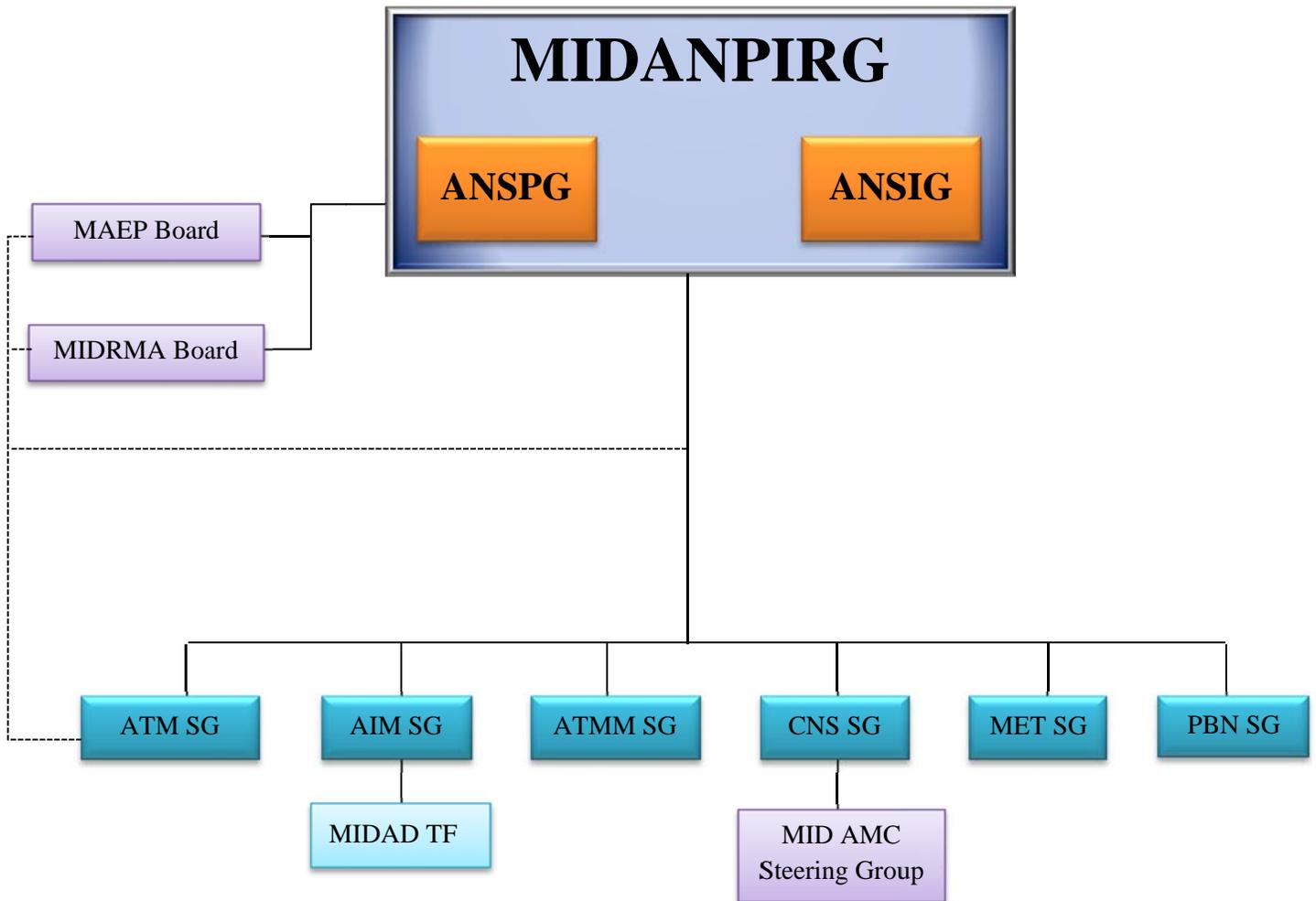
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APPENDIX B



MSG	MIDANPIRG Steering Group	MET SG	Meteorology Sub-Group
ANSIG	Air Navigation Systems Implementation Group	PBN SG	Performance Based Navigation Sub-Group
AIM SG	Aeronautical Information Management Sub-Group	MIDAD TF	MID Region AIS Database Task-Force
ATM SG	Air Traffic Management Sub-Group	MAEP Board	MID Region ATM Enhancement Programme Board
ATMM SG	Air Traffic Management Measurement Sub-Group	MIDRMA Board	Middle East Regional Monitoring Agency Board
CNS SG	Communication Navigation Surveillance Sub-Group	MID AMC Steering Group	MID Region ATS Message Management Centre Steering Group

APPENDIX C



ANSIG	Air Navigation Systems Implementation Group	MET SG	Meteorology Sub-Group
ANSPG	Air Navigation Systems Planning Group	PBN SG	Performance Based Navigation Sub-Group
AIM SG	Aeronautical Information Management Sub-Group	MIDAD TF	MID Region AIS Database Task-Force
ATM SG	Air Traffic Management Sub-Group	MAEP Board	MID Region ATM Enhancement Programme Board
ATMM SG	Air Traffic Management Measurement Sub-Group	MIDRMA Board	Middle East Regional Monitoring Agency Board
CNS SG	Communication Navigation Surveillance Sub-Group	MID AMC Steering Group	MID Region ATS Message Management Centre Steering Group

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