



Global and Regional Developments

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Dubai, UAE, 13 December 2016





Outline

- ICAO Planning process
- Regional Implementation
- GANP
- MID Region working arrangements
- Regional Priorities and targets
- Monitoring and reporting mechanism
- Conclusion



Integrated Planning for Implementation



Using the point of view of the implementer

Provision of a singular package for implementation



Global Plans

“What”

Compliance & Verification
USOAP Protocol Questions
(if needed)

SARPs & PANS

Annex 1 Annex 6 Annex 8

Implementation Planning

DOC 9735 DOC 9946

Seminars and Symposia

Computer-Based Training

Assess & Measure

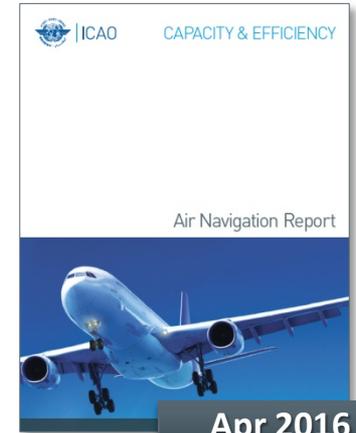
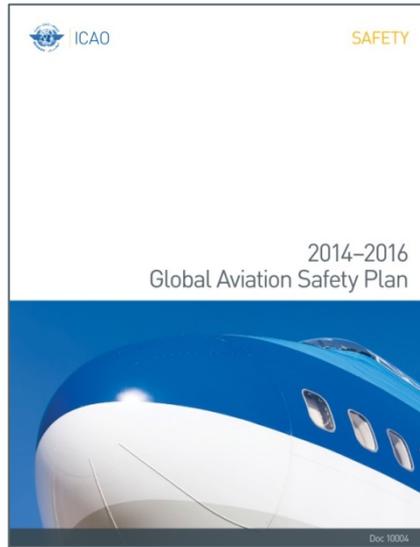
“When”



Reporting against the Current Global Plans



Apr 2016

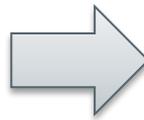


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Regional Implementation – Safety



Established Regional Priorities, Indicators & Targets

RSOs

In progress

COSCAPs

Alignment of Regional Bodies

GASP



Annual Global Aviation Safety Report



Annual Regional Aviation Safety Report



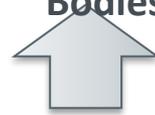
Regional Dashboards



Revised RASG Work Programme

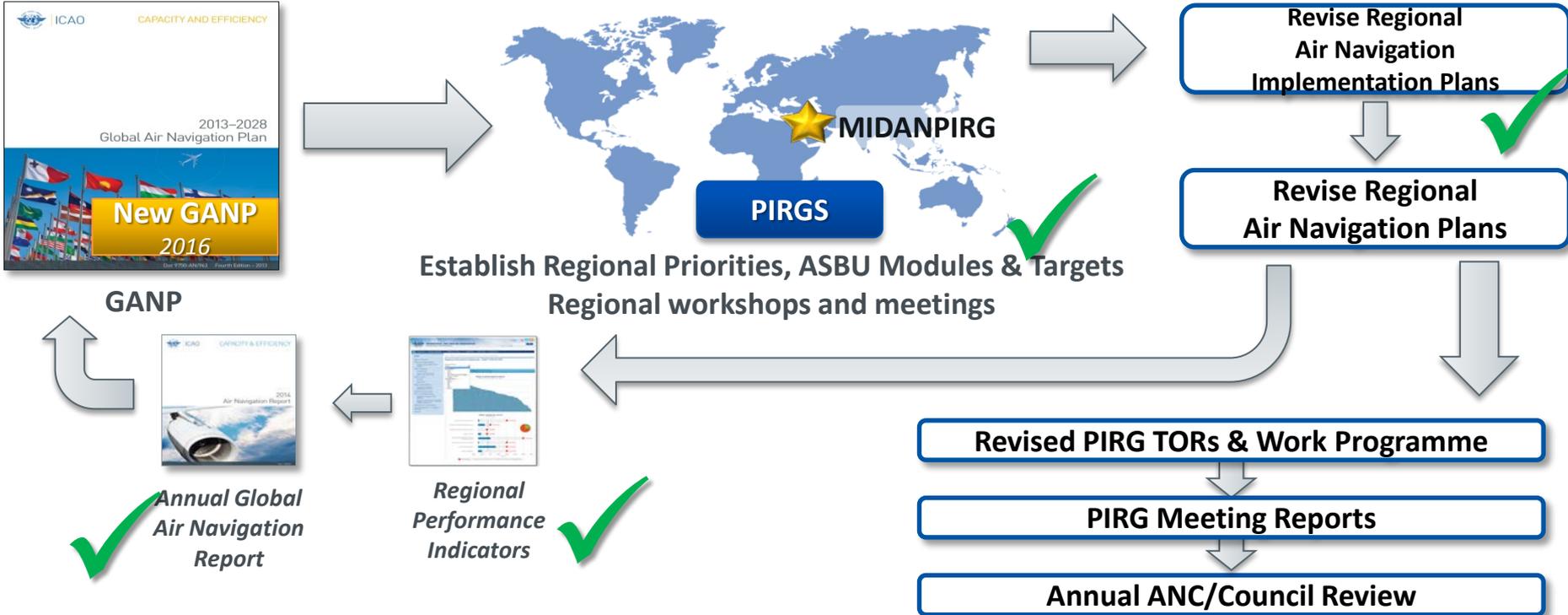
Annual RASG Meeting Reports

Annual ANC/Council Review





Regional Implementation – Air Navigation





GANP Update

- **Objectives**

- **International and overarching framework** of a global investment plan: make it more usable towards implementation
- Keep it **stable** while making the necessary updates/additions
- Adjust the **periodicity** to the Assembly and ICAO editing cycles

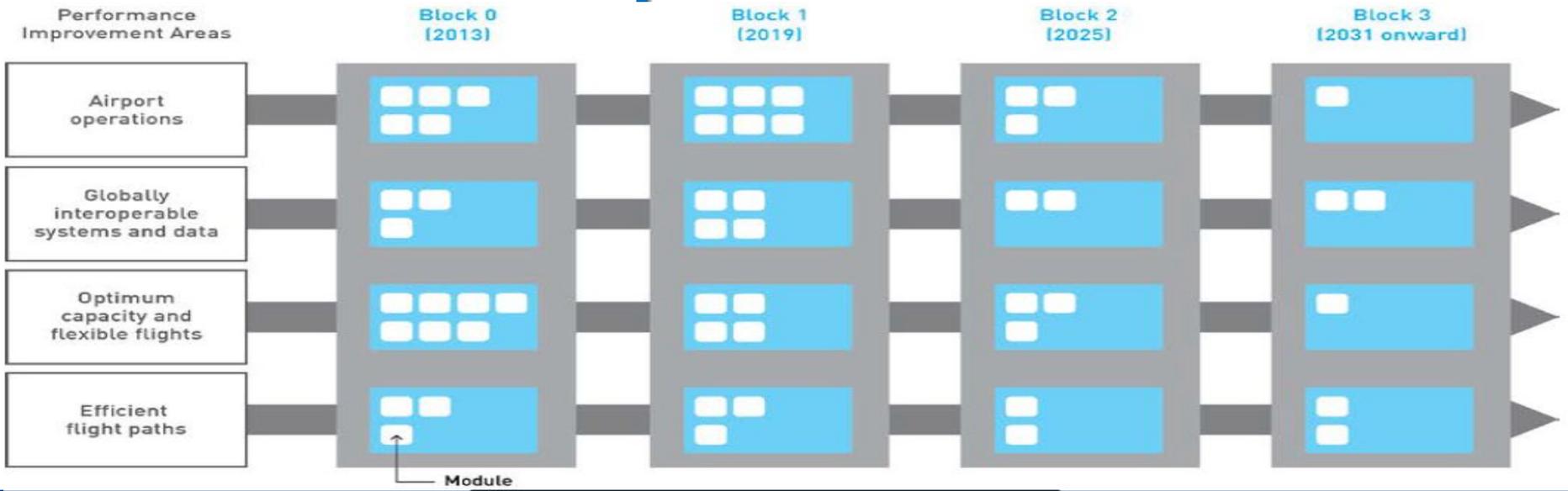
- **A Planning Document for Implementation**

- GANP should be comprehensive planning tool to **support the development and implementation** of a harmonized global air navigation system





GANP Objectives and Priorities



PRIORITIES

- Performance Based Navigation (PBN)
- Air Traffic Flow Management & Collaborative Decision-Making (ATFM/CDM)
- Implementation of Aeronautical Information Management (AIM)



ICAO MID REGION



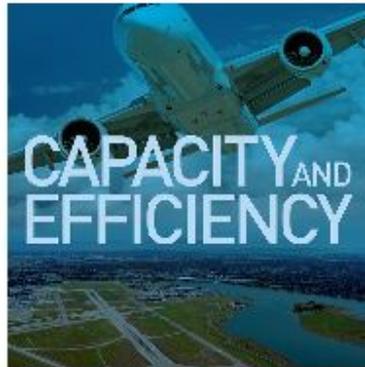
- Located in Cairo, Egypt
- Established in 1953
- Accredited to 15 States
- English is the working Language, however some States correspond in Arabic

Bahrain	Egypt	I.R. Iran	Iraq	Jordan	Kuwait	Lebanon	Libya
Oman	Qatar	Saudi Arabia	Sudan	Syria	UAE	Yemen	



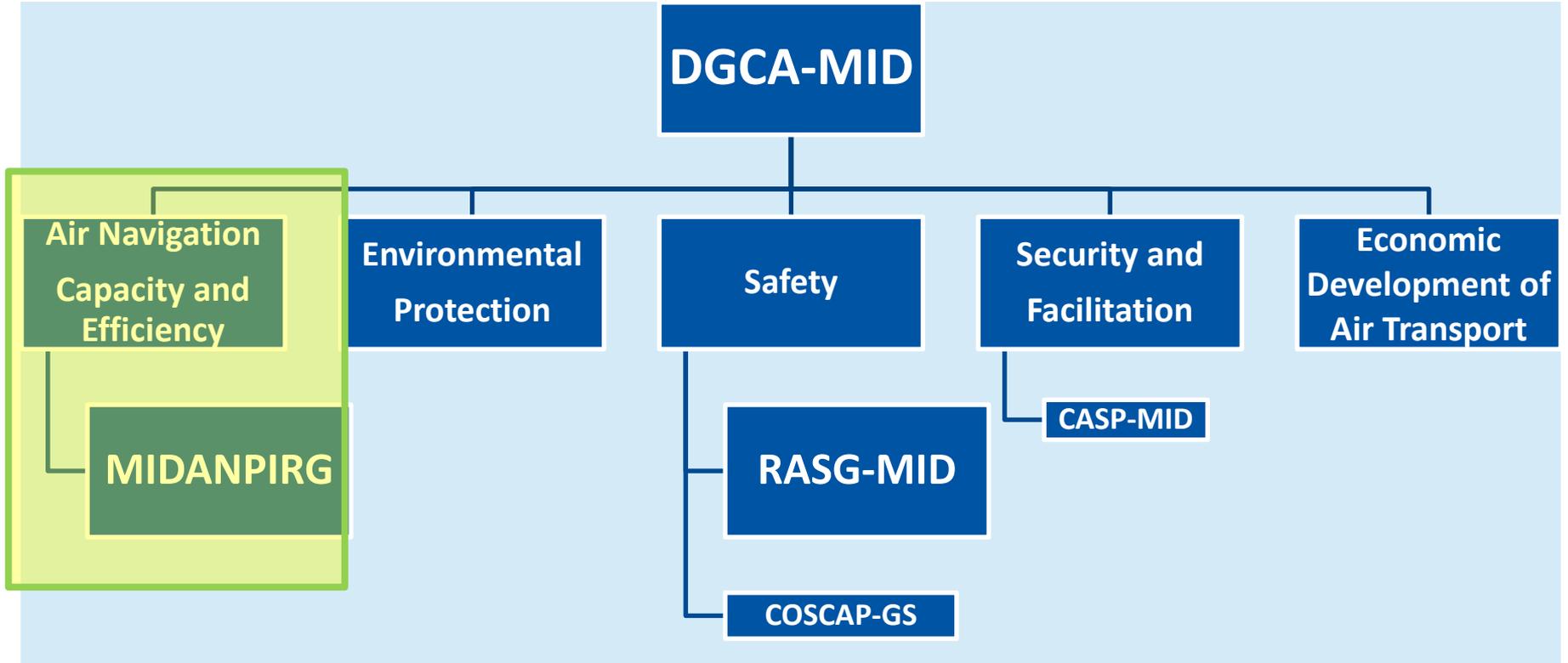
MID Office activities

The ICAO MID Office is supporting States to meet their obligations set out through the five strategic objectives:



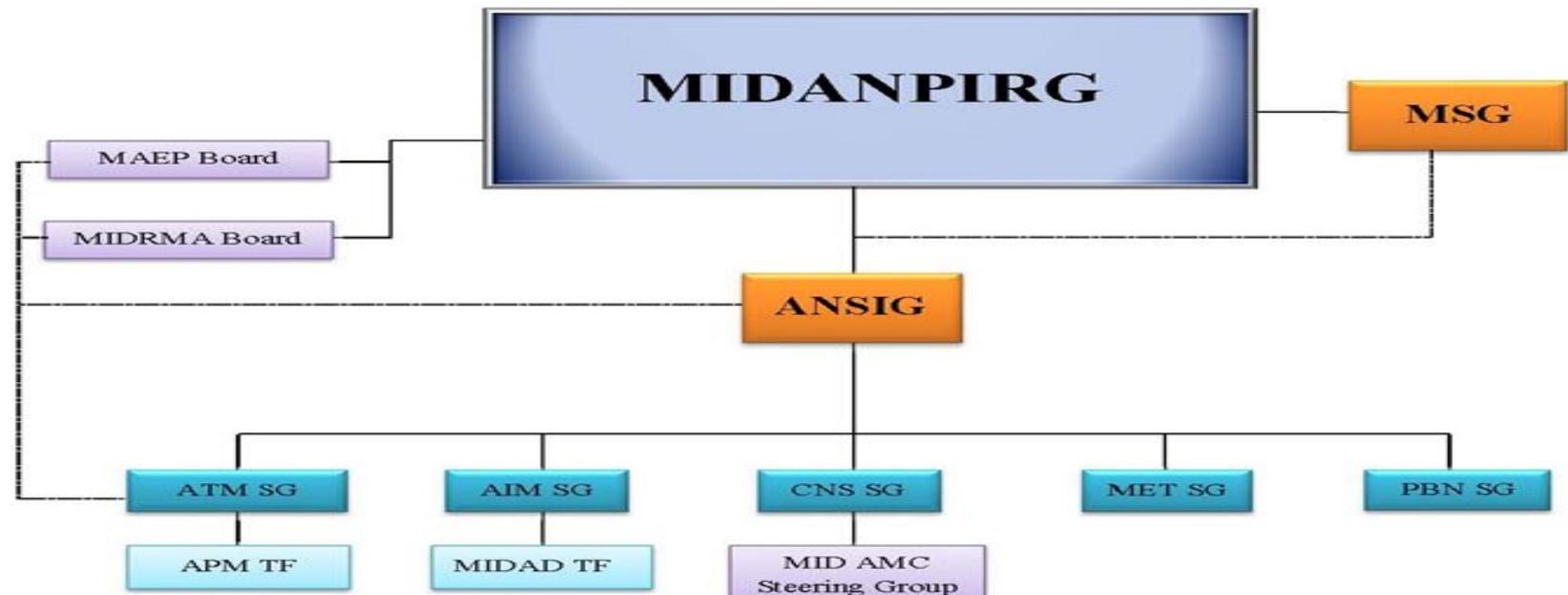


Regional Working Arrangements





MIDANPIRG Organizational Structure



MSG	MIDANPIRG Steering Group	PBN SG	Performance Based Navigation Sub-Group
ANSIG	Air Navigation Systems Implementation Group	APM TF	ATM Performance Measurement Task Force
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
CNS SG	Communication Navigation Surveillance Sub-Group	MIDRMA Board	Middle East Regional Monitoring Agency Board
MET SG	Metecrology Sub-Group	MID AMC Steering Group	MID Region ATS Message Management Centre Steering Group



MIDANPIRG is held each 18 months and endorse the outcome of its subsidiary bodies
Several documents are available on the ICAO MID Website to support States meeting their obligations such as:

- MID Doc 001: MIDANPIRG Handbook (includes the working arrangements and the terms of reference of all the Groups and Sub-groups)
- MID Doc 002: Air Navigation Strategy
- MID Doc 003: MID Region ATM Contingency Plan
- MID Doc 004: MID High Level Airspace Concept
- MID Doc 005: MID SSR Codes Management Plan
- MID Doc 006: MID Region AIDC/OLDI implementation
- MID Doc 007: MID Region PBN Implementation Plan
- MID Air Navigation Plan (MID eANP, Doc 7908)
- Other documents



Identification of priorities and performance targets

Safety:

- *in line with the GASP*
- *Priorities identified by RASG-MID (Focus Areas and emerging risks)*
- *MID Region Safety Strategy and Doha Declaration (safety targets)*

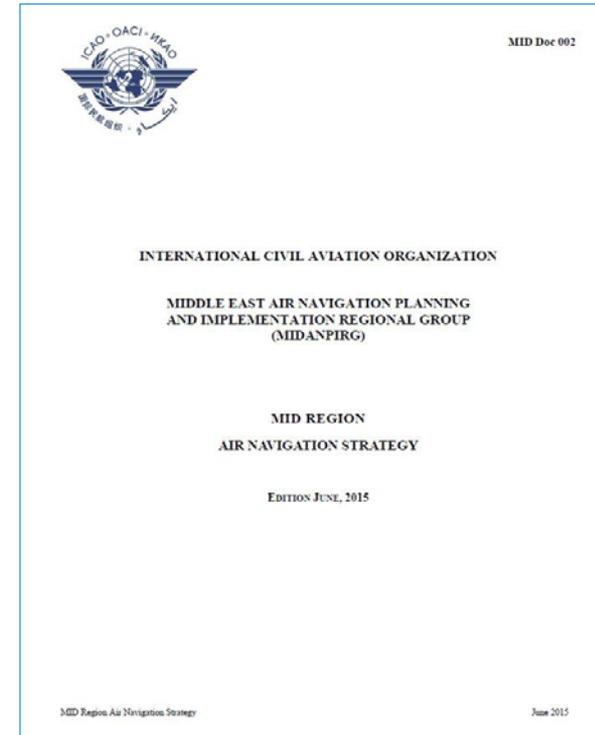
Air Navigation:

- *in line with the GANP*
- *Priorities identified by MIDANPIRG (Priority 1 ASBU Block 0 Modules)*
- *MID Region Air Navigation Strategy and Doha Declaration (air navigation targets)*



MID REGION AIR NAVIGATION STRATEGY

- The Strategy was endorsed by MSG/4 meeting (Cairo, 24-26 November 2014), based on the outcome of the relevant MIDANPIRG subsidiary bodies and inputs received from stakeholders.
- The MID Region Air Navigation Strategy includes 11 ASBU Block 0 Modules identified as priority for implementation in the MID Region.





Performance Improvement Areas (PIA)	Module	Priority	Module Name
PIA 1: Airport Operations	APTA	1	Optimization of Approach Procedures including vertical guidance
	WAKE	2	Increased Runway Throughput through Optimized Wake Turbulence Separation
	RSEQ	2	Improved Traffic Flow through Sequencing (AMAN/DMAN)
	SURF	1	Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)
	ACDM	1	Improved Airport Operations through Airport-CDM
PIA 2: Globally Interoperable Systems and Data - Through Globally Interoperable System Wide Information Management	FICE	1	Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration
	DATM	1	Service Improvement through Digital Aeronautical Information Management
	AMET	1	Meteorological information supporting enhanced operational efficiency and safety
PIA 3: Optimum Capacity and Flexible Flights – Through Global Collaborative ATM	FRT0	1	Improved Operations through Enhanced En-Route Trajectories
	NOPS	1	Improved Flow Performance through Planning based on a Network-Wide view
	ASUR	2	Initial Capability for Ground Surveillance
	ASEP	2	Air Traffic Situational Awareness (ATSA)
	OPFL	2	Improved access to Optimum Flight Levels through Climb/Descent Procedures using ADS-B
	ACAS	1	ACAS Improvements
	SNET	2	Increased Effectiveness of Ground-based Safety Nets
PIA 4: Efficient Flight Path – Through Trajectory-based Operations	CDO	1	Improved Flexibility and Efficiency in Descent Profiles (CDO)
	TBO	1	Improved Safety and Efficiency through the initial application of Data Link En-Route
	CCO	1	Improved Flexibility and Efficiency Departure Profiles - Continuous Climb Operations (CCO)



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Doha Declaration

- **Accident and fatal accident:** regional average rate to be in line with the global average rate by 2016 (In 2014: 4.4 vs. 3.1)
- **USOAP-CMA:** regional average EI to be above 70% by 2020; and 11 States to have at least 60% EI by 2020 (Average EI:66.1 and 8 States)
- **SSC** (if identified): to be resolved within 12 months from their identification (**0 SSC**)
- **Aerodrome certification:** 80% of the Intl aerodromes certified by 2020 (Status 54%)
- **SSP:** All MID States with EI>60% to complete implementation of SSP by 2020 (Status 0%)

- **PBN:** Approach with vertical guidance for all RWY ends by 2017 (Status 29% PBN only and ILS+PBN 69%)
- **AIDC/OLDI:** 11 States to implement AIDC/OLDI between their ACCs and at least one adjacent ACC by 2017 (Status 4 States)
- **AIM:** complete implementation of Phase I of the transition from AIS to AIM by 2017 (Status 70%)
- **MET:** 12 States to complete implementation of QMS for MET by 2017 (Status 8 States)
- **ACAS:** carriage of (TCAS v 7.1) for aircraft with a max certificated take-off mass greater than 5.7 tons by 2017 (Status 53%)



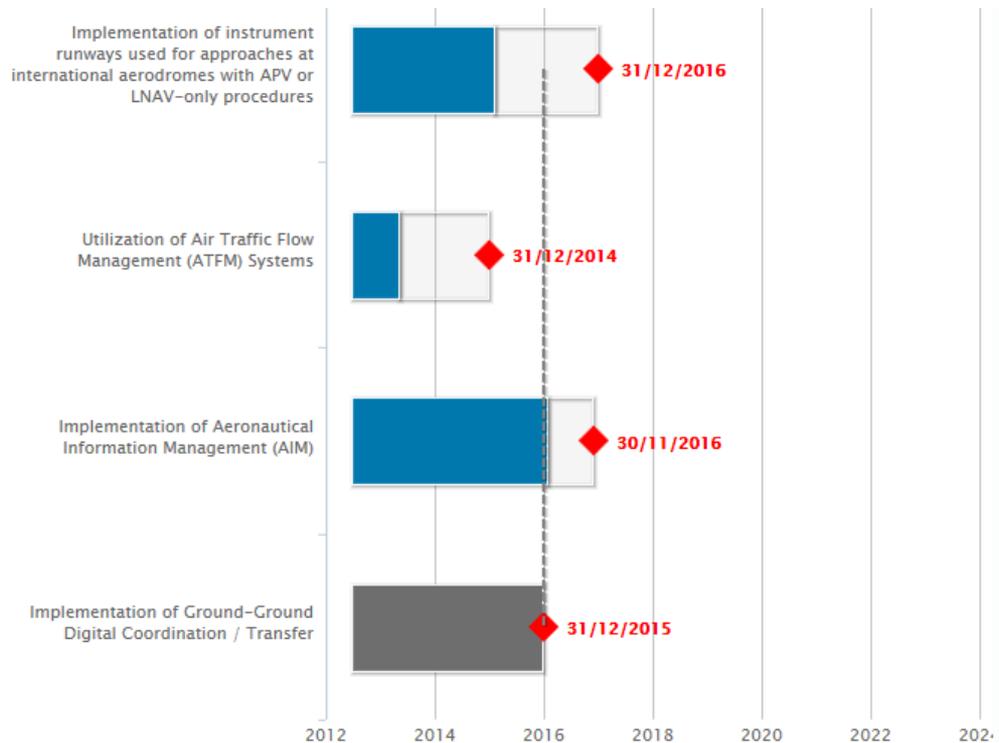
MID Air Navigation Plan (MID eANP)

- Bridge between the SARPs/GANP and the States' air navigation plans and implementation status
- To meet those needs of specific areas not covered in the worldwide provisions
- New MID eANP approved on (VOL I: 21 Dec 2015; VOL II: 14 Feb 2016; VOL III: 15 Feb 2016)
- MID eANP
 - VOL I: Stable plan elements
 - VOL II: Dynamic plan elements
 - VOL III: Dynamic/Flexible plan elements, ASBUs, guidance and status
- Available at:
<http://www2010.icao.int/MID/Pages/MIDeANP.aspx>





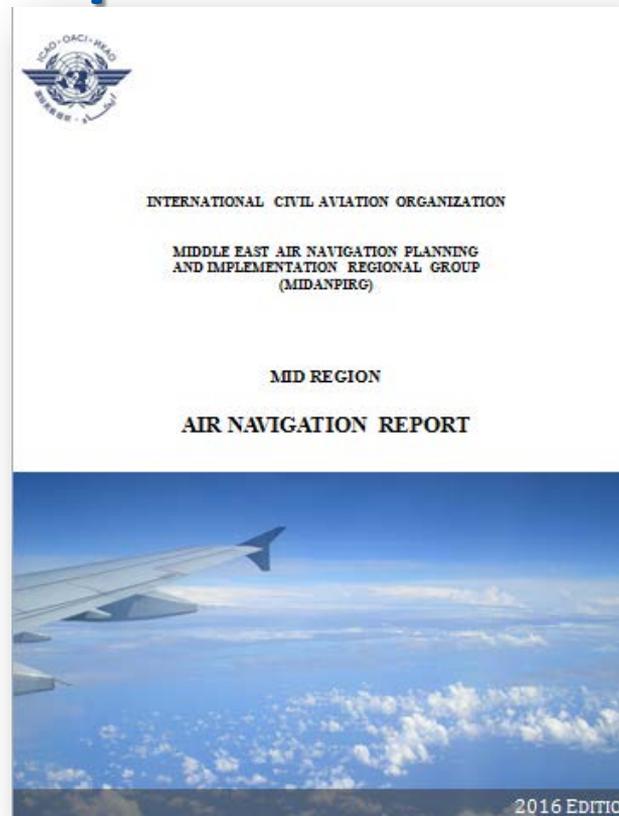
Regional Performance Dashboards





MID Air Navigation Report

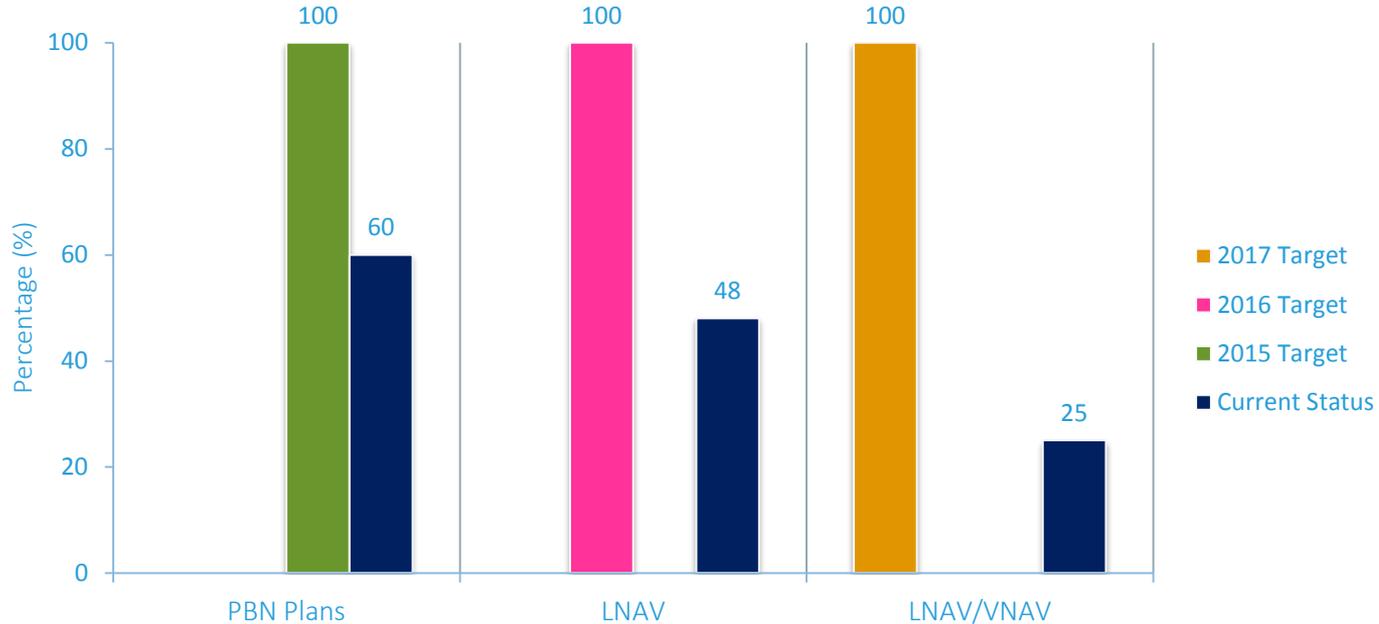
- An integral part of the air navigation planning and implementation process in the MID Region
- Monitors planning and implementation progress for the Priority 1 ASBU Block 0 Modules
- Provides outlook 2020





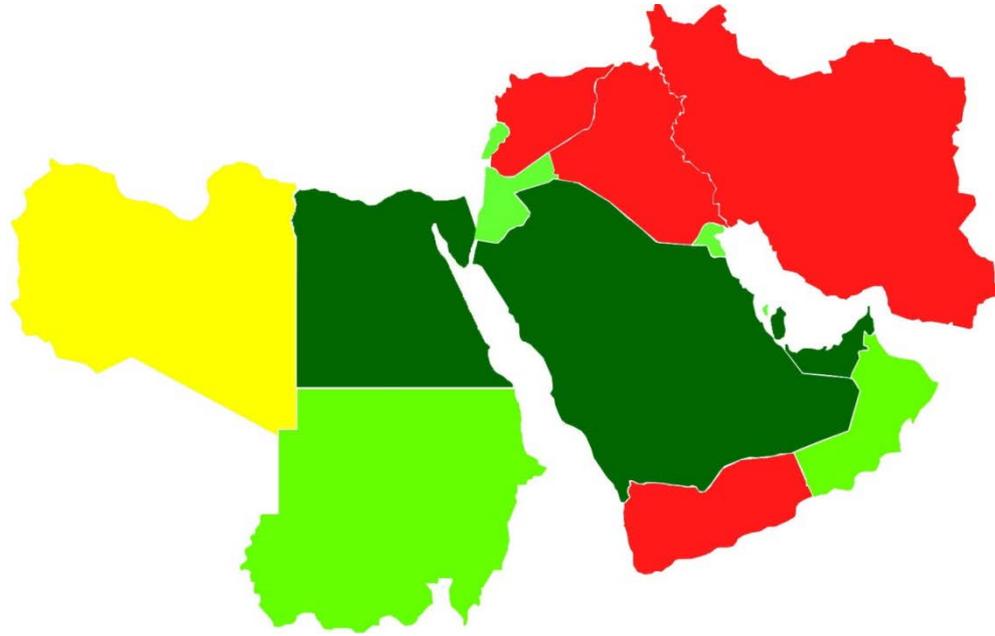
MID Air Navigation Report

B0-APTA Status of implementation in the MID Region





Module	Elements	Bahrain	Egypt	Iran	Iraq	Jordan	Kuwait	Lebanon	Libya	Oman	Qatar	Saudi Arabia	Sudan	Syria	UAE	Yemen
BO-FICE	AMHS capability	Green	Green	Red	Red	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Red
	AMHS impl. /interconnection	Green	Green	Red	Red	Green	Green	Red	Red	Green	Green	Green	Green	Red	Green	Red
	Implementation of AIDC/OLDI between adjacent ACCs	Red	Green	Red	Red	Red	Red	Green	Red	Red	Green	Green	Red	Red	Green	Red





Status of Implementation

State	B0-APTA				B0-SURF				B0-ALTM	B0-FICE				B0-DATM							B0-AMET			B0-FRTO		B0-MOPS	B0-ACAS		B0-CDO			B0-CCO						
	PER Plan	LMW	LMW/NAV	TOTAL	A-SMGCS 1	A-SMGCS 2	TOTAL	TOTAL	AMHS Cap	AMHS Imp	AIDC/ZLDI	TOTAL	AIM Plans	AIM	eAIP	OMS	WGS 84 H	WGS 84 V	eT00 area 1 T	eT00 area 1 O	eT00 area 4 T	eT00 area 4 O	TOTAL	SOPS 26/ATP	OMS	TOTAL	FUA	Flex Routing	TOTAL	TOTAL	TOTAL	PER STAIRS	CDO	TOTAL	PER SIDS	CCO	TOTAL	
Bahrain																																						
Egypt																																						
Iran																																						
Iraq																																						
Jordan																																						
Kuwait																																						
Lebanon																																						
Libya																																						
Oman																																						
Qatar																																						
Saudi Arabia																																						
Sudan																																						
Syria																																						
UAE																																						
Yemen																																						

Outlook 2020

Module	Current Status of implementation (approximate rate)	Projected Status of implementation by 2020 (approximate rate)
B0-APTA	33%	
B0-WAKE	(Priority 2)	
B0-RSEQ	(Priority 2)	
B0-SURF	46%	
B0-ACDM	0%	
B0-FICE	55%	
B0-DATM	61%	
B0-AMET	70%	
B0-FRTO	7%	
B0-NOPS	(Priority 2)	
B0-ASUR	(Priority 2)	
B0-ASEP	(Priority 2)	
B0-OPFL	(Priority 2)	
B0-ACAS	67%	
B0-SNET	(Priority 2)	
B0-CDO	10%	
B0-TBO	(Priority 2)	
B0-CCO	19%	



Some Challenges

- **Political/security situation in some MID States and conflict zones.**
- **Implementation of PBN and FUA/Civil/Military Cooperation**
- **Lack of resources for the provisions of support to States in a timely manner**
- **Implementation/joining of the agreed regional/sub-regional projects**
- **Low level of financial or in-kind contribution from States to regional activities**



GMA Riyadh

- ❑ **Supported the following projects/initiatives:**
 - ➔ **ARNOP, MID FPP, MENA RSOO, ICAO MID NCLB Activities for 2017, Flight Check and Air Navigation Charges Collection Agency; and ACAC Regional Training Cooperation Initiative.**
- ❑ **Supported the establishment of a MID Implementation Plan (MIDIP), which was supported also by A39**
- ❑ **Endorsed the Riyadh Declaration, which was supported also by A39**
 - ➔ **Development of a Regional Roadmap to enhance Aviation Security and Facilitation**
 - ➔ **Development of a MID SEC/FAL Plan**
 - ➔ **Establishment of a MID RASFALG**



Conclusion

- The priorities identified by MIDANPIRG and the RASG-MID helped all stakeholders to work towards the achievement of the agreed performance targets (Doha Declaration).
- Good progress has been recorded. But still targets not achieved.
- There is still room for improvement, but we need to address the main challenges; and develop plan of action for “each” State
- Leadership/Commitment/Political will/Accountability
- Collaboration of all stakeholders to provide required assistance and implement the regional/sub-regional projects
- MID NCLB Strategy/Plan
- MIDIP



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THANK YOU