International Civil Aviation Organization

The second meeting of the RANP/NANP Task Force

(RANP/NANP TF/2)
(Cairo, Egypt, 17 – 19 February 2025)

Agenda Item 2:   **MID Air Navigation Report 2024**

ATM SG MONITORING DASHBOARD

(Presented by Saudi Arabia)

SUMMARY
This paper presents a proposal from Saudi Arabia for the development of the Dashboard tool that can be used for the monitoring of ANS matters assigned to the MIDANPIRG Sub-groups.
Action by the meeting is at paragraph 3.

REFERENCES
- MIDANPIRG/20 & RASG-MID/10 Report (Muscat, Oman, 14 – 17 May 2023)

1.   INTRODUCTION

1.1   The ICAO MID Regional Office monitors the progress related to the implementation of the ASBU elements described in ICAO MID ANP Vol III and the Air Navigation Strategy (ICAO MID Doc 002), covering mainly Priority 1 elements adopted for the MID Region.

1.2   The ICAO MIDANPIRG sub-groups were tasked to monitor the implementation of these elements, along with other topics of interest of each group, such as reduced longitudinal separation, the measurement of KPIs, Air Navigation deficiencies, management of SSR Codes, route designators and many ANS-related matters.

1.3   On regular basis, the ICAO MID invites the States to provide data by the end of each year; to monitor the progress made in the deployment of ASBU elements and to support the development of the MID Air Navigation Report that should be presented to MIDANPIRG for endorsement.

1.4   The ATM SG/9 meeting noted a proposal from GACA and SANS to develop a monitoring dashboard to support the activities of the ATM SG and its outcomes.

2.   DISCUSSION

2.1   The meeting may wish to note, that the collection and analyzing of the data and information included in the ICAO ANP Vol III and the Air Navigation Strategy (ICAO Doc 002) and the additional agreed items/topics within each MIDANPIRG SG are substantial and complex, given the information provided by the ICAO MID States, considering the applicability areas and the implementation level. This generates challenges in presenting the information with potential risks of incorrect information, errors during the submission, collection, and analysis.

2.2   The use of automation systems and modern tools to support monitoring tasks makes it more flexible and presents it in an easy-to-read visualization, which allows better understanding, optimizes the processing time, saves efforts, and keeps track of history.

2.3   The proposal from GACA/SANS to develop a modern and smart dashboard to support the activities of the ICAO MID Office, will include monitoring of topics considered by the ATM Sub group, including but not limited to the elements of the ANP, Air Navigation Strategy and all the other matters reviewed by the ATM SG. The ATM Dashboard could be used either offline, internal network or published under the ICAO MID website with secure access.

2.4   GACA/SANS stresses that the development of the dashboard as a monitoring tool is separate from the population of the information and data provided by the MID States and ANSPs, which will be the sole responsibility of the ICAO MID Office.

2.5   GACA/SANS wish to extend the initial proposal related to the dashboard to all other MIDANPIRG SGs, to include the monitoring of all ASBU elements and ANS matters under one platform, to support the development of modern Air Navigation report that meeting the expectation of the MID States and MIDANPIRG.

3.   **ACTION BY THE MEETING**

3.1   The meeting is invited to:

a) note of the information provided in this WP;

b) encourage the GACA/SANS offer for the development of the ATM Dashboard, and

c) support the proposal of extending the use cases of the dashboard to include the monitoring of ANS-matters assigned to all subsidiary bodies of MIDANPIRG

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