CNS/ATM/IC/SG/1
Report on Agenda Item 3

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REPORT ON AGENDA ITEM 3: REVIEW THE OUTCOMES OF THE FOLLOWING MEETINGS RELEVANT TO CNS/ATM IMPLEMENTATION:
– **AFS/ATN TF/7;**
MER TFG/4 AND TRAFFIC FORECASTS UP TO YEAR 2015;
RNP/RNAV TF/5; AND

REVIEW OF THE AFS/ATN TF7 REPORT

3.1   The meeting noted that the CNS tables at **Appendix 3A** to the report on Agenda Item 3 of the MIDANPIRG/6 meeting Conclusion 6/13 relating to the Initial Plan for the Ground Portion of the ATN in the MID Region were appropriate as reference documents to be used for technical and operational purposes within the framework of the planning/implementation sub-groups.

3.2   The meeting was informed that since these tables are now incorporated in the MID ANP/FASID document, there is a need for harmonization with those of other Regions. The meeting agreed that the new table as indicated in **Appendix 3B** to the report on Agenda Item 3 would be more suitable for incorporation in the MID ANP/FASID document.

3.3   Based on the above, the meeting formulated the following conclusion:

CONCLUSION 1/1-   INITIAL PLAN FOR THE GROUND PORTION OF THE ATN IN THE MID REGION

That, the current tables CNS1B and the explanatory note be deleted from the MID ANP/FASID document and replaced by the new table and explanatory note as shown in **Appendix 3B** to the report on Agenda Item 3.

3.4   In reviewing the outcome of the Ground-to-Ground ATN Study Group, the meeting noted the interest of a number of States to introduce OLDI (On Line Data Interchange) as intermediate system until the availability of AIDC (ATS Interchange Data Communications). It was however recalled that although OLDI is not an ICAO system, it is already operational in Europe.

3.5   The meeting agreed that since the implementation of AIDC is only planned for a relatively undetermined date, the need arises to find a mechanism capable of covering the transition period and to consider other alternatives (OLDI etc.).

MATTERS RELATED TO TRAFFIC FORECASTING ACTIVITIES

3.6   The Secretariat presented the meeting with a report on the activities undertaken by the Middle East Regional Traffic Forecasting Group (MER TFG) since CNS/ATM SG/4. The meeting was also presented with an outcome of the of MER TFG/4 meeting which included preliminary aircraft movement forecasts for the MID region up to the year 2015 attached as **Appendix 3C** to the report on Agenda Item 3.

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(Table 10 of the Preliminary Forecast) included States that, although accredited to the MID Region, were not part of the Middle East Regional Air Navigation Plan. It was agreed that city-pair forecasts be limited to States, which are included in the MID Regional Air Navigation Plan. The Secretariat would refer the matter to MER TFG/5 meeting, which shall meet from 15 to 18 January 2002 in Cairo to review the Preliminary Aircraft Movement Forecast.

3.8   IATA informed the meeting that they have global and regional numbers of aircraft which are RNAV capable and which were equipped with ADS and CPDLC, by type but not related to specific route groups.

3.9   The meeting reviewed MIDANPIRG/6 meeting Conclusion 6/22 (*TRAFFIC FORECASTING REQUIREMENTS FOR CNS/ATM PLANNING)* and agreed to request the MER TFG to provide the required data since that the Group has been re-constituted to include both ATC and Air Transport experts

IMPLEMENTATION OF RNP/RNAV IN THE MID REGION

3.10   Under this agenda item the CNS/ATM/IC/SG/1 was apprised of the implementation strategy which has been developed for the evolutionary introduction of RNP/RNAV in the MID Region. The meeting recalled that pursuant to MIDANPIRG/6 meeting Conclusion 6/17 a) the Phase1 Implementation Strategy, which consisted of the implementation of RNP 5 on selected priority routes, has been successfully implemented with effect from 14 June 2001. It was noted that the implementation process was instrumental in assisting States and service providers to gain experience in the establishment of a safety case and the monitoring of navigational errors through the Middle East Central Monitoring Agency (MECMA), which is hosted by the United Arab Emirates.

3.11   The Sub-Group was informed that the Fifth Meeting of the RNP/RNAV Task Force (RNP/RNAV TF/5), which was held in Cairo from 10 13 June 2001, noting the conclusive results of Phase1 implementation, accordingly established the second implementation phase which is based on the establishment of RNP/RNAV areas instead of RNP/RNAV routes. The meeting also noted with appreciation that although the tentative date for the implementation of RNP/RNAV areas is 28 November 2002, many States in the Region have already adopted this new approach. The meeting also noted the need for ensuring interregional co-ordination with a view to harmonize the implementation process with adjacent ICAO Regions.

3.12   The meeting was accordingly informed that the conclusions emanating from the RNP/RNAV TF/5 meeting, which was reviewed by the ATM/SAR/AIS SG/5 meeting (Cairo, 30 October to 2 November 2001), would be presented to the MIDANPIRG/7 meeting (21 25 January 2002) for endorsement.

3.13   Concerns were raised on the rationale for the use of GNSS as a supplemental means of navigation as proposed by the Task Force. It was pointed out that taking into account the experiences gained with the implementation of GNSS in other parts of the world, the Region should instead plan for the use of GNSS as a primary means of navigation. It was indicated that this issue would be further discussed at the next GNSS Task Force meeting (9-11 January 2002).

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IMPLEMENTATION OF RVSM IN THE MID REGION

3.14   The Sub-Group noted that the MIDANPIRG/6 meeting under conclusion 6/8 recognized that the implementation of RVSM would contribute towards the reduction of congestion problems in the region. The MIDANPIRG/6 accordingly established the RVSM Task Force (Conclusion 6/9) with a view to plan for the evolutionary implementation of RVSM in the MID Region as from 2003.

3.15   The sub-Group was accordingly apprised of the outcome of the three RVSM Task Force meetings which have been organized pursuant to MIDANPIRG/6 meeting Conclusion 6/9. It was pointed out that the conclusions emanating from the Task Force meetings were reviewed by the ATM/SAR/AIS SG/5 meeting, which was held in Cairo from 30 October to 2 November 2001 and would be presented to the MIDANPIRG/7 Meeting for endorsement.

3.16   The important developments which have been noted within the framework of the RVSM Task Force are summarized as follows:

–   The tentative date for the implementation of RVSM in the whole of the MID Region is 27 November 2003 from FL 290 to FL 410 inclusive;

–   A Middle East Central Monitoring Agency (MECMA), hosted by the United Arab Emirates, has been established with a view to ensure the safe implementation of RVSM in the MID Region.

–   The firm commitments of all States of the MID Region and stakeholders is a pre-condition for ensuring the safe implementation of RVSM.

–   With a view to assist States in the airworthiness and operational approval of aircraft, the FAA Interim Guidance 91-RVSM and the JAA Temporary Guidance Leaflet TGL No.6 have been endorsed for applicability in the MID Region.

–   With a view to facilitate the integration of earlier generation aircraft not approved for RVSM operations, non-exclusion areas will be established.