



*International Civil Aviation Organization*

**Middle East Air Navigation Planning and  
Implementation Regional Group**

**Fifteenth Meeting (MIDANPIRG/15)**  
**(Bahrain, 8 – 11 June 2015)**

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**Agenda Item 5.2.1: MID Region air navigation priorities and target (ASBU Implementation)**

**AIR TRAFFIC FLOW MANAGEMENT (B0-NOPS)**

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents the outcome of the MSG/4 and ANSIG/1 meetings related to Air Traffic Flow Management and the B0-NOPS element in the MID Region, for the meeting review and comments/inputs.

Action by the meeting is at paragraph 3.

**REFERENCES**

- ANSIG/1 Report
- MID Region Air Navigation Strategy
- MSG/4 Report

**1. INTRODUCTION**

1.1 The First meeting of the Air navigation Systems Implementation Group (ANSIG/1) was held in Cairo, Egypt, 10-12 February 2015. The ANSIG/1 meeting reviewed and updated the status of implementation of the different ASBU Module elements included in the MID Air Navigation Plan/Strategy.

**2. DISCUSSION**

2.1 The meeting may wish to note that Air Traffic Flow Management (ATFM) is used to manage the flow of traffic in a way that minimizes delays and maximizes the use of the entire airspace. ATFM can regulate traffic flows involving departure slots, smooth flows and manage rates of entry into airspace along traffic axes, manage arrival time at waypoints or Flight Information Region (FIR)/sector boundaries and re-route traffic to avoid saturated areas. ATFM may also be used to address system disruptions including a crisis caused by human or natural phenomena.

2.2 It is to be highlighted that ATFM and its applications should not be restricted to one State or FIR because of their far-reaching effects on the flow of traffic elsewhere. The *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) recognizes this important fact, stating that ATFM should be implemented on the basis of a Regional Air Navigation Agreement or, when appropriate, a Multilateral Agreement.

2.3 The meeting may wish to note that in accordance with the Questionnaire circulated to States on 7 March 2014, related to the application of ATFM in the MID Region, the majority of the MID States indicated willingness to participate in a regional ATFM service/system.

2.4 The ANISIG/1 meeting noted that the MSG/4 meeting recalled that ATFM has been identified as one of the global air navigation priorities and agreed that the ASBU Block 0-NOPS be added to the list of priority 1 ASBU Block 0 Modules in the MID Region Air Navigation Strategy. The meeting agreed also that the subject be further addressed by the ATM Sub Group with a view to reach a final decision with regard to the necessity, feasibility, cost benefit analysis and timelines related to the eventual implementation of a regional/sub-regional ATFM system, which might be considered by the MAEP Board.

2.5 Accordingly, the MSG/4 meeting agreed to the following Draft Decision to be endorsed by MIDANPIRG/15:

<b>Why</b>	To address the necessity, feasibility, cost benefit analysis and timelines related to the eventual implementation of a regional/sub-regional ATFM system
<b>What</b>	Draft Project Proposal for regional/sub-regional ATFM system
<b>Who</b>	ATM SG/2 meeting
<b>When</b>	December 2015

**DRAFT DECISION 15/X: AIR TRAFFIC FLOW MANAGEMENT**

*That, the ATM Sub-Group develop a Draft Project Proposal addressing the necessity, feasibility, cost benefit analysis and timelines related to the eventual implementation of a regional/sub-regional ATFM system, to the MAEP SC meeting for consideration.*

2.6 In connection with the above the B0-NOPS element, performance indicator/supporting metric, target have been included in the MID Region Air Navigation Strategy, as follows:

<b>B0 – NOPS: Improved Flow Performance through Planning based on a Network-Wide view</b>				
<b>Elements</b>	<b>Applicability</b>	<b>Performance Indicators/Supporting Metrics</b>	<b>Targets</b>	<b>Status</b>
ATFM Measures implemented in collaborative manner	<i>All States</i>	Indicator: % of States that have established a mechanism for the implementation of ATFM Measures based on collaborative decision  Supporting metric: number of States that have established a mechanism for the implementation of ATFM Measures based on collaborative decision	100% by Dec. 2017	To be determined by the ATM SG/2 Dec. 2015

2.7 The ANSIG/1 meeting agreed that the ATM SG develop a Table for the reporting and monitoring of the implementation of the B0-NOPS element, for inclusion in Volume III of the MID eANP.

2.8 Based on the above, the ANSIG/1 meeting urged States to provide the ICAO MID Regional Office with their plans related to the implementation of the B0-NOPS.

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2.9 The meeting may wish to note that the First meeting of the MAEP Steering Committee (MAEP SC/1) (Dubai, UAE, 20-22 January 2015) agreed to include in the MAEP Master Plan a project related to a regional/sub-regional ATFM system.

2.10 The meeting may wish to note that ICAO will be organizing an ATFM Global Conference in 2016, which will be thankfully hosted by UAE. In this respect, all stakeholders are strongly encouraged to participate in the Conference and share their thoughts and experience.

2.11 It is to be highlighted that Sudan informed the ICAO MID Regional Office that ATFM system is planned to be implemented in 2017 for Khartoum FIR. In this respect, Sudan will coordinate with the ICAO MID Regional Office for a support mission/training in due course.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) urge States to provide the ICAO MID Regional Office with their inputs/plans related to the implementation of the B0-NOPS;
- b) task the ATM SG/2 meeting with the development of the Reporting and Monitoring Table for the B0-NOPS, which will be included in Volume III of the MID eANP;
- c) agree to the Draft Decision emanating from the MSG/4 meeting at para 2.5; and
- d) encourage all stakeholders to participate in the ICAO Global ATFM Conference that will be hosted by UAE in 2016.

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