*International Civil Aviation Organization*

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

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

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

EN-ROUTE DATA LINK (B0-TBO)

*(Presented by the Secretariat)*

**SUMMARY**

The aim of this paper is to highlight the elements of the B0-TBO and their eventual implementation in the MID Region.

Action by the meeting is at paragraph 3.

**REFERENCES**

- MID Region Air Navigation Strategy
- MSG/4 Report

## 1. INTRODUCTION

1.1 The First meeting of the Air navigation Systems Implementation Group (ANISIG/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 Air-ground data exchanges have been the subject of decades of research and standardization work and are an essential ingredient of the future operational concepts since they can carry reliably richer information than what can be exchanged over radio.

2.2 The first element of the B0-TBO Module is the transmission of aircraft position information, forming the automatic dependent surveillance contract (ADS-C), principally for use over oceanic and remote areas where radar cannot be deployed.

2.3 The second element is Controller Pilot Data Link Communications (CPDLC) comprising a first set of data link applications allowing pilots and controllers to exchange ATC messages concerning communications management, ATC clearances and stuck microphones. CPDLC reduces misunderstandings and controller workload giving increased safety and efficiency whilst providing extra capacity in the ATM system.

2.4 The B0-TBO concerns the implementation of a first package of data link applications, covering ADS-C, CPDLC and other applications for ATC. These applications provide significant improvement in the way ATS is provided as described in the next section.

2.5 The meeting may wish to note that the ANSIG/1 meeting reiterated that the implementation of the B0-TBO concerns initially Muscat and Sana'a Flight Information Regions (FIRs) to enhance the exchange of information and communications between air traffic controllers and pilots over the Indian Ocean.

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

| ***B0 –TBO: Improved Safety and Efficiency through the initial application of Data Link En-Route*** | | | | |
|---|---|---|---|---|
| **Elements** | **Applicability** | **Performance Indicators/Supporting Metrics** | **Targets** | **Status** |
| ADS-C and CPDLC | Muscat and Sana'a FIRs | Indicator: % of FIRs having implemented data link en-route, as and where required<br><br>Supporting Metric: Number of FIRs having implemented data link en-route, as and where required | 50% by Dec. 2017 | To be determined by the ATM SG/2 meeting |

2.7 The ANSIG/1 meeting was expected to update the status of implementation of the B0-TBO, but due to the absence of Oman and Yemen, the meeting agreed that the ICAO MID Regional Office to follow-up with the concerned States the provision of their plans related to the implementation of the B0-TBO.

2.8 Oman informally advised the ICAO MID Regional Office that their FIR including the area over the Indian Ocean is fully covered by Radar Surveillance and VHF Communication capabilities. Accordingly, Oman is not planning to implement the B0-TBO elements in the short term (i.e. by 2018). The meeting may wish to note that the subject could not be addressed with Yemen.

2.9 It is to be highlighted that Saudi Arabia reported to the ICAO MID Regional Office that CPDLC implementation will start end of 2015.

## 3. ACTION BY THE MEETING

3.1 The meeting is invited to reconsider the applicability area and priority of implementation of the B0-TBO, and take action, as appropriate.

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