



International Civil Aviation Organization

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

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

Agenda Item 5.2.2: Specific Air Navigation issues

CNS RELATED IMPLEMENTATION ISSUES IN THE MID REGION

(Presented by the Secretariat)

SUMMARY

This paper presents information on the progress of upgrading the FDPS for the INFPL, IFPS and the MID IP Network Projects.

Action by the meeting is at paragraph 3.

REFERENCES

- ANSIG/1 Report
- CNS SG/6 Report
- MIDANPIRG/14 Report
- MSG/4 Report

1. INTRODUCTION

1.1 The Sixth meeting of the MIDANPIRG Communication, Navigation and Surveillance Sub-Group (CNS SG/6) was held in Tehran, Iran, from 9 to 11 September 2014. The meeting was attended by thirty four (34) participants, from five (5) States (Bahrain, Iran, Kuwait, Oman and United Arab Emirates) and two (2) Organizations (IATA and SITA).

1.2 The Fourth meeting of the MIDANPIRG Steering Group (MSG/4) was held in Cairo, Egypt, from 24 to 26 November 2014. The meeting was attended by thirty one (31) participants from nine (9) States (Bahrain, Egypt, Iran, Jordan, Kuwait, Oman, Qatar, Saudi Arabia and United Arab Emirates) and two (2) Organizations (IATA and IFALPA).

1.3 The First meeting of the Air Navigation Systems Implementation Group (ANSIG/1) was held in Cairo, Egypt, from 10 – 12 February 2015. The meeting was attended by thirty two (32) participants from seven (7) States (Bahrain, Egypt, Iran, Kuwait, Qatar, Saudi Arabia and United Arab Emirates) and two (2) Organizations/Industries (IATA and MIDRMA)

2. DISCUSSION

Use of Flight Plan “Converters” to Process the ICAO New FPL

2.1 The meeting may wish to recall that MIDANPIRG/14 meeting Conclusion 14/25, and ICAO MID Regional Office State Letter Ref.: AN 6/2B –14/122 dated 4 May 2014 called upon concerned States to take necessary measures to upgrade their systems and provide the ICAO MID Regional Office with an update on the action(s) undertaken not later than 30 June 2014. In this respect, the ANSIG/1 meeting noted with concern that the following States (Egypt, Iran, Iraq, Libya, Saudi Arabia, Syria and Yemen) were still using converters.

2.2 The CNS SG/6 meeting agreed that the ICAO MID Regional Office send reminder letter to concerned States and request them to send their action plan for upgrading the system. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 6/10: ACTION PLANS FOR INFPL SYSTEM UPGRADE

That, concerned States be urged to provide the ICAO MID Regional Office with their action plan for the upgrade of their systems to ensure full handling of the ICAO New Flight Plan format before 30 November 2014.

2.3 The ANSIG/1 meeting noted that, as a follow-up action to the CNS SG/6 Draft Conclusion 6/10, the ICAO MID Regional Office issued a second follow-up State Letter Ref.: AN 6/2B – 15/039 dated 3 February 2015 requesting the concerned States to provide their action plans. The ANSIG/1 meeting reiterated the importance of upgrading the Flight Data Processing Systems (FDPS) to take full benefit from the information included in the INFPL and urged the concerned States to take necessary actions.

Integrated Flight Plan Processing System (IFPS)

2.4 The CNS SG/6 meeting noted that Bahrain introduced an IFPS System for the Bahrain FIR/UIR in 2013, which is the entry system for all Bahrain FIR/UIR FPLs in order to:

- improve the quality of FPL before distributing them to ACC, TWR, and ARO;
- prevent double distribution to ACC, TWR and ARO;
- reject FPLs in case of major errors; and
- send Rejection Messages (RJE) or Acknowledge Messages (ACK) to the originator of the FPL according to the system configuration based on individual configurations for each FPL originator; and

2.5 The meeting may wish to note that the implemented functions of the Bahrain FIR/UIR IFPS are of general nature and could support the needs of other FIRs/UIRs as well as regional or sub-regional needs in the ICAO MID Region, as the system is expandable.

2.6 The CNS SG/6 meeting agreed that the IFPS initiative should be revived. However, it was highlighted that in order to reach a decision regarding the operational requirements, the inputs from the ATM experts in the Region are needed. Furthermore, the CNS SG should address the system from the technical point of view, in terms of infrastructure, equipment, cost, human resources, etc.

2.7 The CNS SG/6 meeting agreed that the IFPS could be a good candidate for a working package under the MAEP framework. Accordingly, initial draft project proposal for the MID-IFPS was developed and presented to the MSG/4. The MSG/4 meeting encouraged States to provide the Flight Plan Data/Difficulties to Bahrain in order to carry out analyses for the Region and was of the view that the draft proposal needs further improvement; based on inputs from States and airspace users. Accordingly, MSG/4 agreed to the following MSG conclusion:

MSG CONCLUSION 4/8: REGIONAL IFPS STUDY

That, States be urged to provide the Flight Plan Data/Difficulties to the ICAO MID Regional Office before 31 December 2014, in order for Bahrain to carry out further analyses for the Region, necessary for the IFPS project

2.8 Based on the above, ICAO MID Regional Office issued State Letter AN 8/4.2.1-14/344 dated 29 December 2014, requesting States to provide Flight Plan Data/Difficulties, only Saudi Arabia provided the flight plan data, and no difficulties were provided.

MID IP Network

2.9 The meeting may wish to note that the requirement of Regional Telecommunication Network is essential for all Aeronautical Fixed Services (AFTN, AMHS, AIDC/OLDI, surveillance data sharing etc.). MIDANPRG/14 meeting reiterated that the MID ATN implementation and MID IP Network should take place on the basis of regionally agreed requirements, taking into consideration, the System Wide Information Management (SWIM) concept and any other new developments.

2.10 The CNS SG/6 meeting agreed that a MID IP Network needs to be established to cope with the current and future requirements. In this respect, the meeting considered the following two options:

- a) Private Network MENS i.e. similar to the European Network (PENS); or
- b) join the APAC CRV Network

2.11 Based on the CNS SG/6 meeting conclusion a team was established and developed a complete MID IP Network Project Proposal which was reviewed by the MSG/4 meeting. The meeting supported the establishment of MID IP Network as one of the MAEP projects/Working Packages and urged States to provide comments/inputs on the Draft Project Proposal before 15 December 2014 for presentation to and consideration by the MAEP SC/1 meeting. The meeting may wish to note that no comments/inputs were received by the ICAO MID Regional Office, and the project was presented to MAEP SC/1 meeting.

2.12 The meeting may wish to note that the APAC States funded an ICAO TCB project for the evaluation of the CRV Network, and they are now in stage 2 (implementation) and they welcome interested MID States to join the procurement framework as the requirements are generic enough for the MID Region to be onboard for the procurement and in the management of the project if we require. However, APAC advised that this option is open until July 2015, provided that the MID Region provides the list of States and addresses.

2.13 The meeting may wish to note that MSG/4, MAEP SC/1 meetings agreed to include the "MID Integrated Flight Plan Processing System (MID IFPS) and MID IP Network in the MAEP Master Plan.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) urge concerned States to upgrade their FDPS to meet the INFPL requirements;
- b) urge States to support the MAEP projects and expedite the MID IP Network implementation.