



International Civil Aviation Organization

MIDANPIRG/21 & RASG-MID/11 Meetings

(Abu Dhabi, UAE, 4 – 8 March 2024)

Agenda Item 5.2: MID region Air Navigation priorities and targets

OUTCOMES OF THE RANP/NANP TF/1

(Presented by the Secretariat)

SUMMARY
<p>This paper presents the outcome of the first meeting of RANP/NAPT task force.</p> <p>Action by the meeting is at paragraph 3.</p>
Reference
<ul style="list-style-type: none">- MIDANPIRG/20 and RASG-MID/10 Meetings Report (Muscat, Oman, 14 – 17 May 2023)- RANP/NANP TF/1 Meeting Report (Cairo, Egypt, 19-22 February 2024)

1. INTRODUCTION

1.1 The Global Air Navigation Plan (Doc 9750) is the ICAO's highest air navigation strategic document and the plan to drive the evolution of the global air navigation system, in line with the Global Air Traffic Management Operational Concept (GATMOC, Doc 9854) and the Manual on Air Traffic Management System Requirements (Doc 9882). Developed in collaboration with and for the benefit of stakeholders, the GANP is a key contributor to the achievement of ICAO's Strategic Objectives and has an important role to play in supporting the United Nations 2030 Agenda for Sustainable Development.

1.2 The content of the GANP is organized into a multilayer structure with each layer tailored to different audiences. This allows for better communication with both high-level and technical managers with the objective that no State or stakeholder is left behind. The four-layer structure is made up of global (strategic and technical), regional and national levels, and provides a framework for alignment of regional, sub-regional and national plans.

1.3 The meeting may wish to note that minor changes are introduced in the GANP every three (3) years and major changes every six (6) years. Therefore, reviewing and updating the MID Region Air Navigation Strategy and MID ANP, Vol III, would be required to be done regularly by experts' group.

1.4 Based on the above, MIDANPIRG/20, through Decision 20/12 established the RANP/NANP Task Force to ensure alignment of the MID Region Air Navigation Strategy and MID ANP Vol III with the latest edition of the GANP and assist States developing NANPs:

MIDANPIRG DECISION 20/12: RANP/NANP TASK FORCE

That,

- a) *RANP/NANP Task Force be established to ensure alignment of the MID Region Air Navigation Strategy and MID ANP Vol III with the latest edition of the GANP and assist States developing NANPs;*
- b) *the terms of reference of the RANP/NANP Task Force be developed during the first meeting of RANP/NANP Task Force; and*
- c) *States support the RANP/NANP Task Force through:*
 - i. *assignment of Focal Point to contribute to the work of the Task Force; and*
 - ii. *sharing states' experience and provision of required data in timely manner.*

2. DISCUSSION

2.1 The first meeting of the RANP/NANP TF/1 was held in Cairo, Egypt, 19-22 February 2024. 55 participants from 10 States and 2 international organizations have attended this meeting with the following outcomes:

Election of Chairperson

2.2 The RANP/NANP TF/1 meeting unanimously elected Mr. Nasser Al-Khalaf, Air Traffic Controller & ANS Advisor, Qatar Civil Aviation Authority (QCAA) as the Chairperson and Mr. Abdullah M. Albathi, Director of Air Navigation Safety Systems, Saudi Arabia General Authority of Civil Aviation (GACA), as the Vice Chairperson of the RANP/NANP TF.

Terms of Reference

2.3 The meeting may wish to note that the draft Terms of Reference was developed by the RANP/NANP TF/1 meeting at **Appendix A**.

MID Air Navigation Report 2023

2.4 The MIDANPIRG meeting, through Conclusions 20/9 and 20/11 respectively urged States to implement performance-based approach and provide the ICAO MID Office, with relevant data necessary for the development of the MID Region Air Navigation Report – 2023.

2.5 As of 25 February 2024, 7 MID States (Bahrain, Egypt, Jordan, Kuwait, Oman, Saudi Arabia and UAE) out of 15 States have provided updated data and information to ICAO. Accordingly, the RANP/NANP TF/1 tasked the Secretariat to consolidate the MID Air Navigation Report-2023 based on the preliminary results reported to the Task Force as well as the last update provided by remaining States in the previous year for presentation to and endorsement by MIDANPIRG/21.

MID Region Air Navigation Strategy

2.6 The meeting may wish to note that the MID Region Air Navigation Strategy (ICAO MID Doc 002) was reviewed and updated by the RANP/NANP TF/1 meeting as at **Appendix B**.

2.7 The meeting underlined the need for the MIDANPIRG Sub Groups to allocate enough

time in their agenda for the detailed discussion of the ASBU Threads relevant to their technical areas, including the identification of priorities, definition of applicability areas, performance indicators, metrics, targets, etc.

MID ANP Volume III

2.8 The meeting may wish to note the RANP/NANP TF/1 meeting recalled that the latest version of the MID Air Navigation Plan Volume III was endorsed by MIDANPIRG through Conclusion 20/8. The meeting reviewed the MID Air Navigation Plan Volume III and agreed that it is still current.

Development of National Air Navigation Plan (NANP)

2.9 The RANP/NANP TF/1 meeting thanked Kuwait, Saudi Arabia and UAE for sharing their experience in the development of National Air Navigation Plan (NANP).

2.10 The meeting noted that, although Kuwait, Saudi Arabia and UAE have used the recommended ICAO 6 step approach for the development of their NANP, they used different methodologies for the implementation of the PBA and they endorsed different structures/layouts and content of the NANP.

2.11 The meeting noted that the NANP is dynamic; it could be structured as a combination of multiple Documents, a web portal, a phone application, etc. The meeting agreed on the importance of automated processes/tools for the development and implementation of NANP; and monitoring and reporting purpose.

2.12 The meeting recalled that the GANP & NANP Workshop (Cairo, Egypt, 5-8 March 2023) identified the following challenges related to the implementation of PBA:

- a) Lack of understanding of the performance based approach and its benefits and necessary coordination between all stakeholders at National level;
- b) Lack of automated tools to collect the data necessary for the measurement of the ANS Performance (KPIs);
- c) Lack of historical data in some States;
- d) Lack of human and financial resources in some States;
- e) Lack of guidance related to the implementation of the 6 step approach and development of the NANP.

2.13 The meeting underlined the importance of alignment of the different plans of the service providers and operators at National Level (Airport Operators, ANSPs and Airlines) and the need for cooperation and collaboration at National Level for a successful development and implementation of NANP. The meeting highlighted also the importance of consultation with the users and concerned States and stakeholders, as appropriate, during the development of NANP (the 6 Steps).

2.14 The meeting recalled that MIDANPIRG, through Conclusion 20/9, tasked the ICAO MID Office to conduct assistance missions/Workshops at National level on GANP/NANP in 2023-2024. The meeting noted that the ICAO MID Office conducted an assistance mission/Workshop to Kuwait (28 May – 1 June 2023) to support the development of NANP. The meeting encouraged States that need assistance for the development of NANP, to request assistance from the ICAO MID Office.

2.15 The meeting invited States to take into consideration the experiences of Kuwait, Saudi Arabia and UAE in the development of NANP; and share their experiences in this endeavor with the upcoming RANP/NANP TF/2 meeting, highlighting the best practices, lessons learned and challenges.

RANP/NANP TF Focal Points

2.16 The meeting underlined the importance of designation of Focal Points and Alternates for the RANP/NANP Task Force, to facilitate coordination within State and with ICAO related to collection of data and reporting on the status of implementation of the priority1 ASBU Elements as well as on the progress achieved in the implementation of the performance based approach and development of NANP. The list of RANP/NANP TF Focal Points is at **Appendix C**.

2.17 Based on the above, the meeting is invited to review and agree on the following Draft Conclusion and Decision:

Why	MIDANPIRG through Decision 20/12 established the RANP/NANP TF and tasked it to develop draft of Terms of Reference (ToR).
What	RANP/NANP TF Terms of Reference (ToR)
Who	MIDANPIRG/21
When	March 2024

DRAFT MIDANPIRG DESION 21/X: RANP/NAP TASK FORCE TOR

That, the RANP/NANP Task Force Terms of Reference (ToR) at Appendix A are endorsed.

Why	To identify priority 1 ASBU threads/elements, their baseline and linked KPA/KPI, to be monitored and reported at Regional level.
What	MID Air Navigation Strategy, Edition February 2024 (ICAO MID DOC 002)
Who	ICAO MID Office
When	March 2024

DRAFT MIDANPIRG CONCLUSION 21/X: MID REGION AIR NAVIGATION STRATEGY, EDITION, FEBRUARY 2024

That, the MID Region Air Navigation Strategy, Edition February 2024 (ICAO MID DOC 002), is endorsed and be published by the ICAO MID Office.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the outcomes of the RANP/NANP TF/1 meeting;
- b) urge States to
 - i. nominate required Focal Points (main and alternates) to ICAO MID Office;
 - ii. provide required data and information to ICAO MID in a timely manner; and
- c) review and endorse the Draft Decision and Conclusion at para 2.17.

**TERMS OF REFERENCE (TOR) OF THE
MIDANPIRG RANP/NANP TASK FORCE
(RANP/NANP TF)**

I. TERMS OF REFERENCE

1.1 The terms of reference of the RANP/NANP Task Force are:

- a) monitor the status of implementation of the priority 1 ASBU Threads/Elements included in the MID Region Air Navigation Strategy;
- b) identify the difficulties and challenges associated with the implementation of the MID Region priority 1 ASBU Threads/Elements and provide progress reports, as required;
- c) consolidate the MID Region Annual Air Navigation Report prior to its submission to MIDANPIRG for endorsement;
- d) keep under review the MID Region Air Navigation Strategy, and considering global and regional developments and the inputs from States and the MIDANPIRG Sub-Groups, propose changes to the MID Region Air Navigation Strategy for final review and endorsement by MIDANPIRG;
- e) support the implementation of the GANP, its framework and timelines ensuring harmonization and coordination of efforts aimed at improving international civil aviation capacity and efficiency including establishment of priorities, targets and indicators consistent with globally-harmonized objectives, taking into account operational needs;
- f) provide a forum for discussion, coordination, cooperation and sharing of experiences and best practices amongst States and stakeholders, of subjects related to GANP implementation and development of National Air Navigation Plans (NANP);
- g) promote the implementation of the Performance Based Approach (PBA) and the six-step performance management process described in the Manual on Global Performance of the Air Navigation System (Doc 9883);
- h) support MID States in the development and maintenance of their National Air Navigation Plans (NANP) based on a Performance Based Approach (PBA) as described in the Manual on Global Performance of the Air Navigation System (Doc 9883) and the MID Air Navigation Plan (Volume III);
- i) promote the need for automated processes/tools for the collection of data and reporting related to the implementation of the Performance Based Approach (PBA), including the status of ASBU implementation by each member State;
- j) consolidate all feedback and proposed amendments/improvements received from MIDANPIRG Sub-Groups on the GANP implementation;
- k) report its activities/outcomes directly to MIDANPIRG; and
- l) review periodically its Terms of Reference and propose amendments, as necessary.

II. COMPOSITION

- 2.1 The Task Force is composed of:
- a) ANS regulatory, technical and operational experts from MIDANPIRG Member States;
 - b) concerned International and Regional Organizations, as observers; and
 - c) other representatives from provider States and Industry may be invited on ad hoc basis, as observers, when required.

III. WORKING ARRANGEMENTS

- 3.1 The Chairperson, in close coordination with the Secretariat, shall make all necessary arrangements for the most efficient working of the Task Force. The Task Force shall at all times conduct its activities in the most efficient manner possible with a minimum of formality and paperwork (paperless meetings). Permanent contact shall be maintained between the Chairpersons, Secretary and Members of the Task Force to advance the work. Best advantage should be taken of modern communications facilities, particularly videoconferencing (Virtual Meetings) and e-mails.
- 3.2 Face-to-face meetings for the review and coordination of deliverables will be conducted on annual basis.

- END -



MID Doc 002

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**MIDDLE EAST AIR NAVIGATION PLANNING
AND IMPLEMENTATION REGIONAL GROUP
(MIDANPIRG)**

**MID REGION
AIR NAVIGATION STRATEGY**

EDITION ~~FEBRUARY MARCH, 2023~~ 2024

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AIR NAVIGATION PRIORITIES AND MONITORING OF THE STATUS OF IMPLEMENTATION

1. Introduction

1.1 As traffic volume increases throughout the world, the demands on air navigation service providers in a given airspace increase, and air traffic management becomes more complex.

1.2 It is foreseen that the implementation of the components of the ATM operational concept will provide sufficient capacity to meet the growing demand, generating additional benefits in terms of more efficient flights and higher levels of safety. Nevertheless, the potential of new technologies to significantly reduce the cost of services will require the establishment of clear operational requirements.

1.3 Taking into account the benefits of the ATM operational concept, it is necessary to make many timely decisions for its implementation. An unprecedented cooperation and harmonization will be required at both global and regional level.

1.4 ICAO introduced the Aviation System Block Upgrades (ASBU) framework as a systemic manner to achieve a harmonized implementation of the air navigation services. An ASBU designates a set of improvements that can be implemented globally from a defined point in time to enhance the performance of the ATM system.

1.5 In accordance, with the Resolutions of the 40th Session of the ICAO Assembly, particularly Resolution A40-1 "ICAO global planning for safety and air navigation", the ICAO Assembly urged States and PIRGs to utilize the guidance provided in the GANP for planning and implementation activities which establish priorities, targets and indicators consistent with globally-harmonized objectives, taking into account operational needs. In response to this, the MID Region developed the MID Region Air Navigation Strategy – Part 1, which is aligned with the GANP 6th Edition and ASBU Framework.

1.6 Stakeholders including service providers, regulators, airspace users and manufacturers are facing increased levels of interaction as new, modernized ATM operations are implemented. The highly integrated nature of capabilities covered by the block upgrades requires a significant level of coordination and cooperation among all stakeholders. Working together is essential for achieving global harmonization and interoperability.

2. Strategic Air Navigation Capacity and Efficiency Objective

2.1 The Strategic Objective related to Air Navigation Capacity and Efficiency is to realize sound and economically-viable civil aviation system in the MID Region that continuously increases in capacity and improves in efficiency with enhanced safety while minimizing the adverse environmental effects of civil aviation activities.

3. MID Air Navigation Objectives

3.1 The MID Region air navigation objectives are set in line with the global air navigation objectives and address specific air navigation operational improvements identified within the framework of the Middle East Regional Planning and Implementation Group (MIDANPIRG).

3.2 Blocks '0' and '1' feature Elements are characterized by operational improvements, which have already been developed and implemented in many parts of the world. The MID Region priority 1 Block 0 & 1 Elements are reflected in **Table 1** below.

3.3 The MID Region Air Navigation Strategy aims to maintain regional harmonisation. The States should develop their National Air Navigation Plan (NANP), including action plans for the implementation of relevant priority 1 ASBU Elements and other ASBU elements or non ASBU solutions based on the States' operational requirements and cost benefits analysis.

3.4 The implementation of the ASBU Block 0 Elements in the MID Region started before 2013 and is continuing. For the short and medium term, the MID Region priorities include identified ASBU Elements from Block 0 and Block 1.

4. MID Region ASBU Threads/Elements Prioritization and Monitoring

4.1 On the basis of operational requirements and taking into consideration the associated benefits, **Table 1** below shows the priority associated for each ASBU element from Block 0 and Block 1, as well as the MIDANPIRG subsidiary bodies that will be monitoring and supporting the implementation of these Threads/Elements:

Priority 1 ASBU Element: Elements that have the highest contribution to the improvement of air navigation safety and/or efficiency in the MID Region. These Elements should be implemented where applicable and will be used for the purpose of regional air navigation monitoring and reporting.

Priority 2 ASBU Element: Elements recommended for implementation based on identified operational needs and benefits by States.

Priority 1 Thread: Any Thread with at least one priority 1 element

Table 1. MID REGION ASBU THREADS & ELEMENTS (BLOCK 0 & 1) PRIORITIZATION AND MONITORING

Thread	Element code	Title	Priority	Start Date	Monitoring		Remarks
					Main	Supporting	
Information Threads							
DAIM							
DAIM	B1/1	Provision of quality-assured aeronautical data and information	1	2021	AIM SG	RANP/NA NP TF	
	B1/2	Provision of digital Aeronautical Information Publication (AIP) data sets	2				
	B1/3	Provision of digital terrain data sets	1	2021	AIM SG	RANP/NA NP TF	
	B1/4	Provision of digital obstacle data sets	1	2021	AIM SG	RANP/NA NP TF	
	B1/5	Provision of digital aerodrome mapping data sets	2				
	B1/6	Provision of digital instrument flight procedure data sets	2				
	B1/7	NOTAM improvements	2				
AMET							
AMET	B0/1	Meteorological observations products	1	2014	MET SG	RANP/NA NP TF	
	B0/2	Meteorological forecast and warning products	1	2014	MET SG	RANP/NA NP TF	
	B0/3	Climatological and historical meteorological products	1	2014	MET SG	RANP/NA NP TF	

Thread	Element code	Title	Priority	Start Date	Monitoring		Remarks
					Main	Supporting	
GADS	B1/1	Aircraft Tracking	2				
	B1/2	Operational Control Directory	1	2021	ATM SG	RANP/NA NP TF	
RSEQ							
RSEQ	B0/1	Arrival Management	1	2021	ATM SG	CNS SG ASPIG RANP/NA NP TF	
	B0/2	Departure Management	2				
	B0/3	Point merge	2				
	B1/1	Extended arrival metering	2				
SURF							
SURF	B0/1	Basic ATCO tools to manage traffic during ground operations	1	2014	ASPIG	ATM SG CNS SG RANP/NA NP TF	
	B0/2	Comprehensive situational awareness of surface operations	1	2014	ASPIG	ATM SG CNS SG RANP/NA NP TF	
	B0/3	Initial ATCO alerting service for surface operations	1	2021	ASPIG	ATM SG CNS SG RANP/NA NP TF	
	B1/1	Advanced features using visual aids to support traffic management during ground operations	2		ASPIG	ATM SG CNS SG	
	B1/2	Comprehensive pilot situational awareness on the airport surface	2		ASPIG	ATM SG CNS SG	
	B1/3	Enhanced ATCO alerting service for surface operations	2		ASPIG	ATM SG CNS SG	
	B1/4	Routing service to support ATCO surface operations management	2		ASPIG	ATM SG CNS SG	
	B1/5	Enhanced vision systems for taxi operations	2		ASPIG	ATM SG CNS SG	
	ACDM						
ACDM	B0/1	Airport CDM Information Sharing (ACIS)	1	2014	ASPIG	CNS SG, AIM SG, ATM SG, RANP/NA NP TF	
	B0/2	Integration with ATM Network function	1	2014	ASPIG	CNS SG, AIM SG, ATM SG, RANP/NA NP TF	

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Thread	Element code	Title	Priority	Start Date	Monitoring		Remarks
					Main	Supporting	
CSEP	B1/1	Basic airborne situational awareness during flight operations (AIRB)	2				
	B1/2	Visual Separation on Approach (VSA)	2				
	B1/3	Performance Based Longitudinal Separation Minima	2				
	B1/4	Performance Based Lateral Separation Minima	2				
DATS	B1/1	Remotely Operated Aerodrome Air Traffic Services	2				
OPFL	B0/1	In Trail Procedure (ITP)	2				
	B1/1	Climb and Descend Procedure (CDP)	2				
TBO	B0/1	Introduction of time-based management within a flow centric approach	2				
	B1/1	Initial Integration of time-based decision making processes	2				
Technology Threads							
ASUR							
ASUR	B0/1	Automatic Dependent Surveillance – Broadcast (ADS-B)ADS-B	1	2021	CNS SG	ATM SG ₁ ASPIG ₂ RANP/NA NP TF	
	B0/2	Multilateration cooperative surveillance systems (MLAT)MLAT	1	2021	CNS SG	ATM SG ₁ ASPIG ₂ RANP/NA NP TF	
	B0/3	Cooperative Surveillance Radar Downlink of Aircraft Parameters (SSR-DAPS)SSR-DAPS	1	2021	CNS SG	ATM SG ₁ ASPIG ₂ RANP/NA NP TF	
	B1/1	Reception of aircraft ADS-B signals from space (SB ADS-B)SB ADS-B	2				
NAVS							
NAVS	B0/1	Ground Based Augmentation Systems (GBAS)	2				
	B0/2	Satellite Based Augmentation Systems (SBAS)	2				

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Thread	Element code	Title	Priority	Start Date	Monitoring		Remarks
					Main	Supporting	
	B0/2	ADS-C (FANS 1/A) for procedural airspace	2				
	B1/1	PBCS approved CPDLC (FANS 1/A+) for domestic and procedural airspace	2				
	B1/2	PBCS approved ADS-C (FANS 1/A+) for procedural airspace	2				
	B1/3	SATVOICE (incl. routine communications) for procedural airspace	2				

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5. Implementation and Monitoring of the priority 1 ASBU Elements

5.1 The monitoring of air navigation performance and its enhancement is achieved, inter-alia, through identification of relevant air navigation Metrics and Indicators as well as the adoption and attainment of air navigation system Targets. The monitoring of the priority 1 ASBU Threads/Elements is carried out through the MID eANP Volume III.

5.2 MIDANPIRG through its activities under the various subsidiary bodies will continue to update and monitor the implementation of the ASBU Threads and elements to achieve the air navigation targets.

5.3 The priority 1 Threads/Elements along with the associated elements, applicability, performance Indicators, supporting Metrics, and performance Targets are shown in the **Table 2** below.

Note: Further details on the ASBU elements objectives, description, implementation requirements and performance impact assessment can be found on the ICAO GANP Portal <https://www4.icao.int/ganportal/ASBU>

6. Governance

6.1 Progress report on the status of implementation of the different priority 1 Threads/Elements should be developed by MIDANPIRG Subsidiary bodies. A consolidated MID Air Navigation Report showing the status of implementation of the different priority 1 ASBU Elements by Thread will be developed by the **RANP/NANP TF** on annual basis and presented to MIDANPIRG for endorsement.

6.2 The MIDANPIRG will be the governing body responsible for the review and update of the MID Region Air Navigation Strategy.

6.3 The MID Region Air Navigation Strategy will guide the work of MIDANPIRG and its subsidiary bodies and all its member States and partners.

6.4 Progress on the implementation of the MID Region Air Navigation Strategy and the achievement of the agreed air navigation targets will be reported to the ICAO Air Navigation Commission (ANC), through the review of the MIDANPIRG Reports, MID Air Navigation Reports, etc.; and to the stakeholders in the Region within the framework of MIDANPIRG.

Table 2. MONITORING THE IMPLEMENTATION OF THE PRIORITY 1 ASBU THREADS/ELEMENTS (Block 0 & 1) IN THE MID REGION

Element	Applicability	Performance Indicators/ Supporting Metrics	Baseline (2022/2023)	Target	Timeline	KPA/ KPI	
Information Threads							
DAIM							
DAIM B1/1	Provision of quality-assured aeronautical data and information	All States	Indicator*: Regional average implementation status of DAIM B1/1 (provision of quality-assured aeronautical data and information). Supporting Metrics: 1. Number of States that have implemented an AIXM-based AIS database (AIXM V5.1+) 2. Number of States that have established formal arrangements with at least 50% of their AIS data originators.	55.53%	80%	Dec 2021	N/A
DAIM B1/3	Provision of digital terrain data sets	All States	Indicator*: Regional average implementation status of DAIM B1/3(Provision of Terrain digital datasets). Supporting Metric: Number of States that provide required Terrain digital datasets	35%	60%	Dec 2021	N/A
DAIM B1/4	Provision of digital obstacle data sets	All States	Indicator*: Regional average implementation status of DAIM B1/4(Provision of obstacle digital datasets). Supporting Metric: Number of States that provide required obstacle digital datasets	35%	60 %	Dec 2021	N/A
AMET							
AMET B0/1	Meteorological observations products	All states	Indicator*: Regional average implementation status of B0/1 (Meteorological observations products). Supporting Metrics: Number of States that provide the following Meteorological observations products, as required: 1. Automatic Weather Observation System (AWOS) information	65%	80%	Dec 2021	N/A

Element		Applicability	Performance Indicators/ Supporting Metrics	Baseline (2022/2023)	Target	Timeline	KPA/ KPI
			<p>(including real-time exchange of wind and RVR data)</p> <ol style="list-style-type: none"> 2. Local reports (MET REPORT/SPECIAL) 3. Aerodrome reports (METAR/SPECI) 4. Lightning Information 5. Ground-based weather radar information 6. Meteorological satellite imagery 7. Aircraft meteorological report (ie. ADS-B, AIREP, etc.) 8. Vertical wind and temperature profiles 9. Wind shear alerts 				
AMET B0/2	Meteorological forecast and warning products	All states	<p>Indicator*: Regional average implementation status of B0/2 (Meteorological forecasts and warning products)</p> <p>Supporting Metrics: Number of States that provides the following Meteorological forecast and warning products, as required:</p> <ol style="list-style-type: none"> 1. World Area Forecast System (WAFS) gridded products 2. Significant Weather (SIGWX) 3. Aerodrome Forecast (TAF) 4. Trend Forecast (TREND) 5. Take-off Forecast 6. SIGMET 7. Aerodrome Warning 8. Wind Shear Warning 	60%	90%	Dec 2021	N/A
AMET B0/3	Climatological and historical meteorological products	All states	<p>Indicator: % of States that provide Climatological and historical meteorological products, as required.</p> <p>Supporting Metric: Number of States that provide Climatological and historical meteorological products, as required</p>	60%	85%	Dec 2021	N/A
AMET B0/4	Dissemination of meteorological products	All states	<p>Indicator: % of States disseminating Meteorological products using a variety of formats and means (TAC, Gridded, Graphical, BUFR code, IWXXM)</p>	60%	85%	Dec 2021	N/A

Element		Applicability	Performance Indicators/ Supporting Metrics	Baseline (2022/2023)	Target	Timeline	KPA/ KPI
			Supporting Metric: Number of States disseminating Meteorological products using a variety of formats and means (TAC, Gridded, Graphical, BUFR code, IWXXM)				
FICE							
FICE B0/1	Automated basic inter facility data exchange (AIDC)	According to the MID Region AIDC/OLDI Priority 1 Applicability Area	Indicator*: % of priority 1 AIDC/OLDI Interconnection have been implemented Supporting metric: Number of AIDC/OLDI interconnections implemented between adjacent ACCs	26%	70%	Dec 2020	N/A
Operational Threads							
APTA							
APTA B0/1	PBN Approaches (with basic capabilities)	All RWYs ENDS at International Aerodromes	Indicator: % of Runway ends at international aerodromes provided with Baro-VNAV approach procedures (LNAV/VNAV) served by PBN approach procedures with basic functionalities - down to LNAV or LNAV/VNAV minima Supporting metric: Number of Runways ends at international aerodromes provided with Baro-VNAV approach procedures (LNAV/VNAV) served by PBN approach procedures with basic functionalities - down to LNAV or LNAV/VNAV minima	55 2%	100%	Dec 2017	Capacity/ KPI 10
APTA B0/2	PBN SID and STAR procedures (with basic capabilities)	All RWYs ENDS at International Aerodromes	Indicator: % of Runway ends at international aerodromes provided with PBN SID and STAR (basic capabilities). Supporting Metric: Number of Runway ends at international aerodromes provided with PBN SID and STAR (basic capabilities).	55%	70%	Dec 2022	Efficiency Capacity/ KPI 10 KPI 11 KPI 17 KPI 19/
APTA B0/4	CDO (Basic)	OBBI, OIIE, OIKB, OIFM, OJAI,	Indicator*: % of International Aerodromes with CDO implemented and published as required.	65%	100%	Dec 2021	Efficiency/ KPI 19

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Element		Applicability	Performance Indicators/ Supporting Metrics	Baseline (2022/2023)	Target	Timeline	KPA/ KPI
		OLBA, -OOMS, OTHH, OTBD, OEJN, OEMA, OEDF, OERK, HSSSHSSK , HSPN, OMAA, OMAL, OMAD, OMDW, OMDB, OMSJ, OMRK and OMFJ	Supporting Metric: Number of International Aerodromes with CDO implemented and published as required. *As per the applicability area				
APTA B0/5	CCO (Basic)	OBBI, OIIE, OIKB, OIFM, OJAI, OLBA, -OOMS, OTHH, OTBD, OEJN, OEMA, OEDF, OERK, HSSSHSSK , HSPN, OMAA, OMAL, OMAD, OMDW, OMDB, OMSJ, OMRK and OMFJ	Indicator*: % of International Aerodromes with CCO implemented and published as required. Supporting Metric: Number of International Aerodromes with CCO implemented and published as required. *As per the applicability area	65%	100%	Dec 2021	Efficiency/ KPI 17
APTA B0/7	Performance based aerodrome operating minima – Advanced aircraft	All States	Indicator: % of States authorizing Performance- based Aerodrome Operating Minima for Air operators operating Advanced aircraft. Supporting Metric: Number of States authorizing Performance-based Aerodrome Operating Minima for Air operators operating Advanced aircraft- 1- having provisions for operational credits to enable lower minima based on advanced aircraft capabilities. (Reference: Annex 6 Part I para. 4.2.8.2.1) 2- Number of States Putting in place an approval process for the operational credit to Aircraft operator conducting PBAOM operations for low visibility	85 50%	100 80%	Dec 2021 2025	Capacity/ KPI 10

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Element	Applicability	Performance Indicators/ Supporting Metrics	Baseline (2022/2023)	Target	Timeline	KPA/ KPI	
		operations (Reference: Doc 9365 (AWO Manual)), as applicable.					
FRTO							
FRTO B0/2	Airspace planning and Flexible Use of Airspace (FUA)	Bahrain, Egypt, Jordan, Qatar, Saudi Arabia (2 ACCs), Sudan, UAE	Indicator*: % of ACCs using and implementing appropriate means (procedures and tools (automation)) to support Airspace planning and FUA and improve data exchange between Civil and Military to improve efficiency of Airspace. Supporting metric: Number of ACCs using and implementing appropriate means (procedures and tools (automation)) to support Airspace planning and FUA and improve data exchange between Civil and Military to improve efficiency of Airspace. * As per the applicability area	63%	70%	Dec 2022	Efficiency Access and equity/ KPI 04 KPI 05 KPI 17 KPI 18/ KPI 19
FRTO B0/4	Basic conflict detection and conformance monitoring	Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia (2 ACCs), Sudan, UAE	Indicator*: % States that implemented MTCD and MONA, for ACCs, as required. Supporting metric: The number of States that implemented MTCD and MONA for ACCs, as required. * As per the applicability area	63%	100%	Dec 2021	Capacity/ KPI 06 Safety/ KPI 20 KPI 23
NOPS							
NOPS B0/1	Initial integration of collaborative airspace management with air traffic flow management	Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, UAE	Indicator*: % of States implementing ASM/ATFM techniques, procedures and tools for the initial establishment of an integrated collaborative airspace management and air traffic flow and capacity management process Supporting metric: number of States implementing ASM/ATFM techniques, procedures and tools for the initial establishment of an integrated collaborative airspace management and air traffic flow and capacity management process.	42%	70%	Dec 2022	Efficiency Capacity/ KPI 04 KPI 05 KPI 17 KPI 18 KPI 19/

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Element		Applicability	Performance Indicators/ Supporting Metrics	Baseline (2022/2023)	Target	Timeline	KPA/ KPI
			* As per the applicability area				
ACAS							
ACAS B1/1	ACAS Improvements Operational	All States	Indicator: % of States requiring carriage of ACAS (TCAS v 7.1) for aircraft with a max certificated take-off mass greater than 5.7 tons Supporting metric: Number of States requiring carriage of ACAS (TCAS v 7.1) for aircraft with a max certificated take-off mass greater than 5.7 tons	87%	100%	Dec 2024	Safety/ KPI 20 KPI 23
SNET							
SNET B0/1	Short Term Conflict Alert (STCA)	Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Libya , Lebanon, Oman, Qatar, Saudi Arabia, Sudan, UAE	Indicator*: % of States that have implemented Short-term conflict alert (STCA) Supporting metric: number of States that have implemented Short-term conflict alert (STCA) * As per the applicability area	100%	100%	Dec 2018	Safety/ KPI 20 KPI 23
SNET B0/2	Minimum Safe Altitude Warning (MSAW)	Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Libya , Lebanon, Oman, Qatar, Saudi Arabia, Sudan, UAE	Indicator*: % of States that have implemented Minimum safe altitude warning (MSAW) Supporting metric: number of States that have implemented Minimum safe altitude warning (MSAW) * As per the applicability area	100%	100%	Dec 2018	Safety/ KPI 20
SNET B0/3	Area Proximity Warning (APW)	Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Libya , Lebanon, Oman, Qatar, Saudi Arabia, Sudan, UAE	Indicator*: % of States that have implemented Area Proximity Warning (APW) for ACCs, as required Supporting metric: number of States that have Implemented Area Proximity Warning (APW) for ACCs, as required * As per the applicability area	67%	100%	Dec 2021	Safety/ KPI 20
GADS							
GADS B1/2	Operational Control Directory	All States	Indicator: % of States that provided GADSS Point of Contact (PoC) information Supporting Metric: Number of States that provided GADSS Point of Contact (PoC) information	73%	100%	Dec 2021	N/A

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Element	Applicability	Performance Indicators/ Supporting Metrics	Baseline (2022/2023)	Target	Timeline	KPA/ KPI	
RSEQ							
RSEQ B0/1	Arrival Management	OBBI, HECA, HEBA, HELX, HESN, HESH, OTBD, OTHH, OEJN, OEDF, OEMA, OERK, OMDB, OMAA	Indicator*: % of Aerodromes that have implemented arrival manager (AMAN), where required/applicable Supporting Metric: Number of Aerodrome that have implemented arrival manager (AMAN), where required/ applicable * As per the applicability area	36%	80%	Dec 2024	Capacity Efficiency/ KPI 08 KPI 10 KPI 11 KPI 14/
SURF							
SURF-B0/1	Basic ATCO tools to manage traffic during ground operations	All International Aerodromes	Indicator: % of Aerodromes having implemented Basic ATCO tools to manage traffic during ground operations Supporting metric: Number of Aerodromes having implemented Basic ATCO tools to manage traffic during ground operations	90%	100%	Dec 2021	Efficiency/ KPI 02 KPI 13 Safety/ KPI 20 KPI 21
SURF-B0/2	Comprehensive situational awareness of surface operations	OBBI, HECA, OIII, OOMS, OTBD, OTHH, OEDF, OEJN, OERK, OEMA, OMDB, OMAA.	Indicator*: % of Airports having implemented the surveillance service of A-SMGCS Supporting metric: Number of Airports having implemented the surveillance service of A-SMGCS * As per the applicability area	61%	80%	Dec 2021	Safety/ KPI 20 KPI 21
SURF-B0/3	Initial ATCO alerting service for surface operations	OBBI, HECA, OIII, OOMS, OTBD, OTHH, OEDF, OEJN, OERK, OEMA, OMDB, OMAA.	Indicator*: % of Airports having implemented the A-SMGCS alerting service. Supporting metric: Number of Airports having implemented the A-SMGCS alerting service * As per the applicability area	74%	80%	Dec 2021	Safety/ KPI 20
ACDM							
ACDM B0/1	Airport CDM Information Sharing (ACIS)	HECA, OBBI, OIII, OKBKOKKK , OOMS, OTHH,	Indicator*: % of Airports having implemented ACIS Supporting metric: number of Airports having implemented ACIS	75%	90%	Dec 2024	N/A

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Element		Applicability	Performance Indicators/ Supporting Metrics	Baseline (2022/2023)	Target	Timeline	KPA/ KPI
		OEJN, OERK, OMDB, OMAA	* As per the applicability area				
ACDM B0/2	Integration with ATM Network function	HECA, OBBI, OIII, OKBK OKKK, OOMS, OTHH, OEJN, OERK, OMDB, OMAA.	Indicator*: % of Airports having integrated ACDM with the ATM Network function. Supporting metric: Number of Airports having integrated ACDM with the ATM Network function * As per the applicability area	25%	50%	Dec 2024	N/A
Technology Threads							
ASUR							
ASUR B0/1	Automatic Dependent Surveillance – Broadcast (ADS-B)	(Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Qatar, Sudan, UAE)	Indicator*: % of States that have implemented ADS-B to improve surveillance coverage/capabilities for provision of ATS Supporting Metric: Number of States that have implemented ADS-B to improve surveillance coverage/capabilities for provision of ATS * As per the applicability area	60%	80%	Dec 2022	N/A
ASUR B0/2	Multilateration cooperative surveillance systems (MLAT)	Bahrain, Egypt, Jordan, Kuwait, Oman, Qatar, Saudi Arabia, Qatar, UAE	Indicator*: % of States that have implemented Multi- lateration (M-LAT) for provision of ATS Supporting Metric: Number of States that have implemented Multi-lateration (M-LAT) for provision of ATS Indicator*: % of States that have implemented ADS-B to improve surveillance coverage/capabilities for provision of ATS Supporting Metric: Number of States that have implemented ADS-B to improve surveillance coverage/capabilities for provision of ATS * As per the applicability area	63%	80%	Dec 2022	N/A
ASUR B0/3	Cooperative Surveillance Radar	Bahrain, Egypt, Iran,	Indicator*: % of States that have implemented Downlink	83%	90%	Dec 2023	N/A

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Element		Applicability	Performance Indicators/ Supporting Metrics	Baseline (2022/2023)	Target	Timeline	KPA/ KPI
	Downlink of Aircraft Parameters (SSR-DAPS)	Iraq, Kuwait, Lebanon, Jordan, Oman, Qatar, Saudi Arabia, Sudan and UAE	of Aircraft Parameters (SSR-DAPS) Supporting Metric: Number of States that have implemented Downlink of Aircraft Parameters (SSR-DAPS) * As per the applicability area				
NAVS							
NAVS B0/3	Aircraft Based Augmentation Systems (ABAS)	All States	Indicator: % of States requiring Aircraft Based Augmentation System (ABAS) equipage for aircraft with a max certificated take-off mass greater than 5,700 Kg to enable PBN Operations Supporting metric: Number of States requiring Aircraft Based Augmentation System (ABAS) equipage for aircraft with a max certificated take-off mass greater than 5,700 Kg to enable PBN Operations	40%	70%	Dec 2021	N/A
NAVS B0/4	Navigation Minimal Operating Networks (Nav. MON)	All States	Indicator: % of States that have developed a plan of rationalized conventional NAVAIDS network to ensure the necessary levels of resilience for navigation Supporting metric: Number of States that have developed a plan of rationalized conventional NAVAIDS network to ensure the necessary levels of resilience for navigation	47%	70%	Dec 2022	N/A
COMI							
COMI B0/7	ATS Message Handling System (AMHS)	All States	Indicator: % of States that have established AMHS interconnections with adjacent COM Centres Supporting metric: Number of States that have established AMHS interconnections with adjacent COM Centres	73%	90%	Dec 2020	N/A
COMI B1/1	Ground-Ground Aeronautical Telecommunication Network/Internet Protocol Suite (ATN/IPS)	All States	Indicator: % of States that have established National IP Network for voice and data communication	60%	80%	Dec 2021	N/A

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Element		Applicability	Performance Indicators/ Supporting Metrics	Baseline (2022 2023)	Target	Timeline	KPA/ KPI
			Supporting metric: Number of States that have established National IP Network for voice and data communication				

RANP/NANP Task Force

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