



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

**DECLARATION ON CONTINUOUS IMPROVEMENT OF ANS PROVISION
IN THE MID REGION**

(Presented by UAE)

SUMMARY

This paper is to request the meeting to discuss and endorse the Abu Dhabi ANS declaration that is calling States and International Organization to adapt proposed key principles to ensure continuous ANS Provision improvements in the Middle East Region

Action by the meeting is at paragraph 3.

Reference

- ICAO MID Air Navigation Strategy Doc 002
- Doc 9750: GANP: Global Air Navigation Plan
- PPT 3 Air Navigation & Safety Global Developments
- Air Navigation World 2023

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 Global Air Traffic trends, Growth Forecast, announced regional airlines growth plans and regional airports developments and expansions, indicating the urgent need for modernization and agile improvements in the air navigation services provision in the Middle East. (Source: Air Transport Action Group Facts and Figures)

1.3 The current regional crisis and capacity limitations will always constrain and hinder the demands of the aviation industry in the region. A fresh and revamped approach supported by industry collaboration and innovative solutions is vitally needed to address the current and future concerns and propose joint and consolidated regional projects and initiatives.

2. DISCUSSION

2.1 The growing volume of global air traffic necessitates advanced air traffic management (ATM) solutions. The implementation of the ATM operational concept, supported by the introduction of new technologies and the Aviation System Block Upgrades (ASBU) framework, promises to enhance capacity, efficiency, and safety in air navigation services. This approach requires clear operational requirements to fully leverage technological advancements for cost reduction.

2.2 Harmonized global and regional cooperation is critical for the successful implementation of ATM improvements. The 40th Session of the ICAO Assembly's resolutions underscore the importance of aligning national and regional air navigation strategies with the Global Air Navigation Plan (GANP) and ASBU framework to achieve a globally coordinated air traffic management system. This necessitates unprecedented levels of collaboration among all aviation stakeholders, including service providers, regulators, airspace users, and manufacturers, to meet the operational needs and objectives set forth by ICAO.

2.3 The Air Navigation World 2023 sessions highlighted global performance improvement areas:

- Better Safety Measures
- More Cost-Effective Operations
- Passenger Travel time savings
- Fuel savings
- CO2 emissions reductions

2.4 The Global Air Navigation Plan (Doc 9750) and the ICAO MID Air Navigation Strategy MID 002 provide guidance and support to the States in the development of their National Air Navigation Plan (NANP).

2.5 The air navigation system's performance has historically been compromised by unrecognized interdependencies among various perspectives, including policy-making, planning, and operational management. Distinct performance-based approaches have evolved with differing terminologies and practices, leading to challenges in managing these interdependencies and integrating results effectively. Insufficient coordination among states, air navigation service providers (ANSPs), airports, airspace users, manufacturers, regulators, and ICAO has resulted in a fragmented air navigation system, characterized by varying levels of interoperability, performance, and maturity across geographic and operational boundaries.

2.6 To overcome these challenges and enhance the system's overall efficiency, there is a critical need for comprehensive collaboration among all members of the air traffic management (ATM) community. This collaboration must transcend geographic, operational, and planning boundaries in a performance-based manner to achieve optimal flight efficiency and airport operations.

2.7 The MID Region is in an urgent need to regional measures to accommodate regional projects and initiatives in an expeditions and harmonized manner. Such approach will be vital to take in consideration all stakeholders requirements, capabilities and resources to achieve global accomplishments and joint success stories. Therefore, a need to renew States commitment toward the improvement of ANS in the MID Region is vital.

2.8 Based on the above, the meeting is invited to review and agree on to the Declaration as amended by the meeting in **Appendix A** to be endorsed through the following Draft Conclusion:

***MIDANPIRG DRAFT CONCLUSION X: ABU DHABI DECLARATION ON
CONTINUOUS IMPROVEMENT OF ANS
PROVISION IN THE MID REGION***

That, the Abu Dhabi Declaration on Continuous Improvement of air navigation services provision in the MID Region in Appendix A, is endorsed.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the content of the paper, and
- b) review and agree on the Draft Conclusion in para 2.8.

Abu Dhabi Declaration on Continuous Improvements of Air Navigation Services Provision in the MID Region

This non-binding declaration recognizes our commitment to collaborative air navigation planning and implementation, fostering seamless coordination among MIDANPIRG members. The objective of the declaration is to facilitate continuous and agile ANS Provision Improvements in the MID Region and ensure safe, efficient, sustainable and cost-effective air travel across borders. The Key Principles are:

1. **Collaborative Framework:** Establish a collaborative framework to facilitate effective communication and coordination among MIDANPIRG members, promoting shared resources and expertise in air navigation services.
2. **Safety Enhancement:** Prioritize safety standards and best practices, emphasizing continuous improvement in air navigation systems to ensure the highest level of safety for both passengers and aviation stakeholders.
3. **Efficiency Optimization:** Strive for efficiency through strategic airspace utilization and leveraging technological advancements, aiming to significantly enhance the efficiency and reduce delays within the Airspace of the MID Region, increase capacity and reduce complexity.
4. **Sustainability Integration:** Integrate sustainable practices into air navigation planning and implementation, considering environmental impact, resource conservation, and the development of eco-friendly technologies to contribute to a greener aviation industry; minimize the operation impact on environment, targeting 3% reduction of operational CO₂ emission over a duration of 5 year.
5. **Capacity Building and Resilience:** Focus on capacity building initiatives to enhance the resilience of air navigation systems, ensuring they can adapt to evolving challenges, technological advancements, and increased demand for air travel, thereby maintaining operational robustness and reliability.
6. **Stakeholder Engagement and Inclusivity:** Emphasize active engagement with diverse stakeholders, including governments, aviation authorities, industry representatives, and local communities, fostering inclusivity to identify challenges and concerns, propose mitigations, and collectively initiate comprehensive projects and initiatives shaping the future of the MID region air navigation system.

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