



International Civil Aviation Organization

**AIR NAVIGATION SYSTEMS IMPLEMENTATION GROUP**

**First Meeting (ANSIG/1)**  
*(Cairo, Egypt, 10 – 12 February 2015)*

---

**Agenda Item 4: Performance Framework for Regional Air Navigation Implementation**

**IMPLEMENTATION OF B0-NOPS**

*(Presented by the Secretariat)*

<p><b>SUMMARY</b></p> <p>This paper presents the B0-NOPS element in the MID Region, for the meeting review and comments/inputs.</p> <p>Action by the meeting is at paragraph 3.</p>
<p><b>REFERENCES</b></p> <ul style="list-style-type: none"><li>– MID Region Air Navigation Strategy</li><li>– MSG/4 Report</li></ul>



**1. INTRODUCTION**

1.1 In accordance with its Terms of Reference (TORs), the ANISIG is required to monitor the status of implementation of the different ASBU Module elements included in the MID Air Navigation Plan/Strategy and ensure that the associated performance targets are met.

**2. DISCUSSION**

2.1 The meeting may wish to note that the MSG/4 meeting recalled that Performance-Based Navigation (PBN), Continuous Descent Operations (CDO), Continuous Climb Operations (CCO), Aeronautical Information Management (AIM), Air Traffic Flow Management (ATFM) and estimated environmental benefits accrued from operational improvements have been identified as the global air navigation priorities. In this respect, it was highlighted that ATFM (ASBU B0-NOPS) was not endorsed by MIDANPIRG/14 as a regional priority.

2.2 The MSG/4 meeting recognized 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.

2.3 It was 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.

2.4 The MSG/4 meeting noted 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.

2.5 Based on the above, the MSG/4 meeting 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. Accordingly, the meeting agreed to the following Draft Decision:

*DRAFT DECISION 4/2: 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 MSC/2 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 meeting may wish to note that the ANP WG/2 meeting (Cairo, Egypt, 16-18 December 2014) agreed that the Reporting and Monitoring Table for the B0-NOPS would be developed by the ATM SG/2 meeting, for inclusion in Volume III of the MID eANP.

2.8 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.

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

3.1 The meeting is invited to:

- a) provide inputs related to the status of implementation of the B0-NOPS;
- b) urge States to provide the ICAO MID Regional Office with their plans related to the implementation of the B0-NOPS; and
- c) task the ATM SG/2 meeting to develop the Reporting and Monitoring Table for the B0-NOPS, which will be included in Volume III of the MID eANP.