



International Civil Aviation Organization

MID Region ATM Enhancement Programme Board

Third Meeting (MAEP Board/3)
(Cairo, Egypt, 16-18 January 2017)

Agenda Item 3: MAEP Projects

MID ATS ROUTE NETWORK OPTIMIZATION PROJECT (ARNOP)

(Presented by the Secretariat)

SUMMARY
This paper presents an update on the MID ATS Route Network Optimization Project (ARNOP). Action by the meeting is at paragraph 3.
REFERENCES
– MAEP Board/2 Report

1. INTRODUCTION

2.1 The ARNOP was endorsed by the MID Region ATM Enhancement Programme (MAEP) Board as one of the highest priorities in the MID Region. The main objective of the project is to better use the region's airspace to support the current and future increase in traffic, and to enhance regional and inter-regional traffic flows. The project was initiated to rectify mainly the following identified issues:

- regional Route Network is based on conventional structure with continuous patching and crossing/merging points along main routes close to FIR boundaries which makes it very complex and presents safety and efficiency challenges.
- manifestation of bottlenecks and choke points in the Region.
- increased safety risks through the existence of highly congested bottlenecks.
- overload on Air Traffic Controllers which leads to less efficient use of controller resources.
- very limited Route Options to support contingency planning and/or emergency situations.
- longer routes mean higher fuel burn which increases the amount of aircraft emissions as well as costs on air operators.

2. DISCUSSION

2.2 The meeting may wish to recall that ARNOP is composed of two Phases; Study and Implementation.

2.3 Phase one (the Study) was carried out by Airbus ProSky (Navblue currently) under the framework of ACAC. The final draft of the CNS/ATM study was circulated by ACAC and presented to the ACAC Executive Council (Muscat, Oman, 20 December 2016). The Council agreed that workshop(s) should be conducted to present and emphasize on the outcome of the study.

2.4 It is to be highlighted that Phase two (implementation) could not be initiated without analysis of the CNS/ATM study outcomes, including the identification of the CNS infrastructure requirements (VHF and Surveillance coverages, etc) and agreement on the way forward.

2.5 The meeting may wish to recall that the Global Ministerial Aviation (GMA) Summit, supported ARNOP (WP/3 refers) and agreed to the following Recommendation:

States and Stakeholders are encouraged to support ARNOP and provide political and financial commitment, required to initiate the implementation phase of the project.

3. ACTION BY THE MEETING

3.1 The meeting is invited to agree on the way forward for the implementation of ARNOP.