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WORKING PAPER

THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE A

Agenda Item 4: Implementing the global air navigation system and the role of planning and implementation regional groups (PIRGs)
4.3: Implementing ASBUs for performance improvement

HARMONISATION OF NATIONAL, REGIONAL & GLOBAL AIR NAVIGATION PLANS

(Presented by the United Arab Emirates)

EXECUTIVE SUMMARY

This paper presents the United Arab Emirates proposal towards enhancing commitment from ICAO and Member States in maintaining harmonisation of national/regional and Global Air Navigation Plans with respect to the inclusion of new entrants and the principles of ICAO's No Country Left Behind (NCLB) initiative.

Action: The Conference is invited to agree to the recommendations presented in paragraph 3.1

1. INTRODUCTION

1.1 The Middle East is continuing to play an important role in global aviation due to its strategic location connecting Europe, Asia, Africa and both North and South America. With over 1.7 million movements per year either overflying or feeding an ever increasing number of international airfields in the region.

1.2 Although the majority of the Middle East (MID) air navigation services providers (ANSPs) are operating with some of the latest technology, the region's airspace remains fragmented on an operational level. This fragmentation limits: the ability to respond to airspace or airport capacity constraints, regional collaborative decision making and air traffic management (ATM) resilience. Fragmentation is common, not just within the MID Region, but globally.

1.3 The fundamental element behind a successful harmonised global enhancement programme is the alignment between global, regional and national plans.

1.4 The *Global Air Navigation Plan* (GANP, Doc 9750) effectively lays down a framework for global harmonisation through the aviation system block upgrades (ASBUs). The Middle East further

supports this framework through the ICAO Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG) within the ICAO MID Region Air Navigation Strategy.

1.5 The ATM strategic plan of the United Arab Emirates has been developed to articulate national air navigation strategies that are aligned with the ICAO MID Region air navigation strategy, which further supports the nations commitment to the evolution of a future ATM system that is performance-based, addresses the ATM community expectations, and is cost-efficient, environmentally sustainable and globally harmonised.

2. DISCUSSION

2.1 The economic significance of aviation to Member States varies and does not always deliver harmonised financial and political commitment towards priorities within the GANP. This imbalance restricts capability progression of neighbouring States towards their own national, regional and global commitments leading to the maintenance of a fragmented network.

2.2 With the rapid immergence of significant new entrants into the aviation system, such as unmanned aircraft systems (UAS), operations above FL600, super/hypersonic aircraft and commercial space travel, coupled with the rapid introduction of modern technologies, including artificial intelligence and machine learning capabilities, an immediate refocus is required to ensure that the differences between State's capabilities does not grow exponentially. Collaborative commitment and planning through the principles of ICAO's 'No County Left Behind' (NCLB) initiative is required in supporting member states enhance beyond the basic services through the promotion of greater cross-border collaboration.

2.3 Through national and regional collaboration and appropriate platform such as a committee or working group both regions and States should fully support ICAO in delivering regional and global performance based priorities under the principles within NCLB. Facilitated through the use of cross-border, inter-regional and intra-regional collaboration, ICAO and States should ensure that commitment and alignment through national/regional and global air navigation plans are maintained, whilst facilitating adaptability for the immergence of new entrants.

3. CONCLUSION

3.1 The Conference is invited to agree to the following recommendations:

That the Conference:

a) encourage States, regions and international organisations to support cross-border, inter-regional and intra-regional collaborative planning, activities and projects, supporting effective, efficient and expeditious harmonisation; and

b) support ICAO to promote NCLB principles which supports all States in ensuring commitment and development of timely and accurate National Air Navigation Plans aligned with Regional and Global Plans.

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