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THIRTEENTH AIR NAVIGATION CONFERENCE

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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

UAE ATM STRATEGIC PLAN

(Presented by the United Arab Emirates)

EXECUTIVE SUMMARY

The paper provides an overview of the United Arab Emirates' (UAE) air traffic management (ATM) strategic plan.

1. INTRODUCTION

1.1 The continuing growth of air traffic in the region has placed increased demand on airspace capacity, which necessitates an optimum utilization of the available airspace and airports. The ICAO Aviation System Block Upgrade (ASBUs) framework provides an evolutionary sequence of improved capabilities that are well-defined, scalable and cost effective.

1.2 Accordingly, the purpose of the UAE ATM strategic plan is to articulate air navigation strategies that are aligned with the ICAO Middle East (MID) Region air navigation priorities and based on the ASBU methodology.

1.3 The UAE ATM Strategic Plan facilitates the evolution to a future ATM system in the UAE that is performance-based, addresses ATM community expectations, is cost-efficient, environmentally sustainable and is globally harmonized. This ensures that the UAE continues to maintain an ATM system that can safely accommodate demand, is globally interoperable, environmentally sustainable and satisfies national interests, including defense and security.

2. DISCUSSION

2.1 The General Civil Aviation Authority (GCAA) will continue to reform the UAE's airspace and move towards closer alignment with the ICAO system and adoption of proven international best practice with the intent of contributing to the economic wellbeing of the UAE.

2.2 The Government has identified four specific airspace policy objectives in relation to the administration and use of UAE-administered airspace which are as follows:

- a) effective cooperation and collaboration between the ATM community members to achieve agreed expectations in the key performance areas (KPAs);
- b) support for ICAO's Global ATM operational concept and Global Air Navigation Plan (GANP);
- c) the adoption of the ICAO ASBU programme; and
- d) enhanced ATM services for UAE aerodromes served by air services, as determined by GCAA.

2.3 The priorities also include achieving the key attributes of the 2030 UAE airspace and ATM system which include:

- a) fair and equitable access to all airspace, airports and ATM services based on best capable – best served;
- b) UAE airspace considered as a “National Asset” with the implementation of flexible use airspace for civil and military operations based on real-time needs;
- c) seamless air navigation service provision throughout the UAE;
- d) PBN route structure throughout UAE;
- e) flight procedures tailored for optimum climb and descent to runways in use;
- f) airport infrastructures that maximize throughput and minimize congestion;
- g) balancing traffic demands and capacities in a collaborative manner; and
- h) interoperability of ATM systems within the UAE and with neighbouring FIRs.

3. THE NATIONAL AIRSPACE ADVISORY COMMITTEE (NASAC)

3.1 A collaborative approach is an essential element of the operational concept. It enables all members of the ATM community, especially airspace users, to participate in the ATM decision making that affects them. The level of participation will reflect the level to which a decision will affect them.

3.2 The NASAC provides an industry-wide representation forum for developing the industry position on airspace matters as the basis for strategic advice to the GCAA, regarding the development and implementation of the GCAA approved integrated airspace plan.

3.3 A primary function of the NASAC is to recommend initiatives to provide a high quality service to airspace users and air navigation service providers through the safe, accurate and timely planning of the national airspace, utilising a performance based approach, measuring safety, capacity, cost effectiveness, efficiency and environmental impact.

3.4 The UAE ATM Strategic Plan has been developed in collaboration with the ATM Community through the UAE National Airspace Advisory Committee (NASAC).

4. SUPPORTING STRATEGIES

4.1 The following supporting strategies were determined by the NASAC after taking into account the views of airspace users and industry stakeholders.

4.2 Civil/Military Cooperation Strategy

4.2.1 Airspace is recognised as a national asset, which should, except in times of national emergency, be available to all users in an organized and equitable manner. Almost half (47 per cent) of the UAE FIR is currently reserved for military use needs to be made available in periods of little or no military activity to enable civil access thus reducing delays, fuel use and congestion currently affecting civil aviation.

4.3 CNS Strategy

4.3.1 The capabilities of the infrastructure enabling the delivery of services from the ATM system in particular those relating to communication, navigation, and surveillance and its development, is an essential pre-requisite for the introduction of any new ATM initiative.

4.4 Aerodromes (ATM) Strategy

4.4.1 The aerodrome strategy should meet the aerodrome operations concept under which an aerodrome operator optimizes the ground infrastructure including, airfield lighting, taxiways, runways, runway exits and precise surface guidance to improve safety and maximize capacity in all weather conditions for which the airport is required to operate through customer demand.

4.5 Aeronautical Information Management (AIM) Strategy – From AIS to AIM

4.5.1 The purpose of the AIM Strategy is: “To achieve a uniform and efficient aeronautical information management structure, based on system wide information management, to support all phases of flight, by providing quality assured digital aeronautical data and aeronautical information in a timely manner.”

4.6 MET Strategy

4.6.1 The meteorological strategy is to comply with ICAO Annex 3 — *Meteorological Service for International Air Navigation* requirements to contribute to the safety, efficiency and regularity of international air navigation. This shall be achieved by supplying all stakeholders with the meteorological information required for the performance of their various functions.

5. CONCLUSION

5.1 The meeting is invited to note the UAE’s collaborative approach to ATM through NASAC and the UAE ATM Strategic plan.