International Civil Aviation Organization

**Aeronautical Telecommunication Network/Internet
Protocol Suite Working Group**

Fourth Meeting (ATN/IPS WG/4)
(Cairo, Egypt, 21 - 23 May 2012)

Agenda Item 3: **Review and update of MID ATN plans and Implementation issues**

MID REGION OPERATIONAL IMPROVEMENTS

(Presented by the Secretariat)

SUMMARY
This paper presents amendment to the Global Air Navigation Plan (Doc 9750). It also presents the CNS/ATM/IC SG/6 results related to the MID Region operational improvements.   Action by the meeting is at paragraph 3.
REFERENCES
- Global Plan Doc 9750   - CNS/ATM/IC SG/6 Report   - MIDANPIRG/13 Report

1. INTRODUCTION

1.1   The Sixth Meeting of the MIDANPIRG CNS/ATM/IC SG was held at the ICAO MID Regional Office in Cairo, Egypt, 31 January – 02 February 2012. The meeting was attended by a total of thirty four 34 participants, which included delegates from seven (7) States (Bahrain, Egypt, Iran, Jordan, Oman, Saudi Arabia and UAE) and three International Organizations (CANSO, IATA and IFALPA).

1.2   The Twelfth Air Navigation Conference (AN-Conf/12) will be held in Montreal from 19 to 30 November 2012. The purpose of the AN-Conf/12 is to gain consensus, obtain commitments and formulate recommendations to achieve a harmonized global air navigation system for international civil aviation. The objective is to optimize the opportunities in technology and maturing work programmes toward common global objectives. The Conference will consider proposed Aviation System Block Upgrades (ASBUs) and the Communications, Navigation, Surveillance (CNS), Aeronautical Information Management (AIM) and avionics roadmaps for inclusion in the Global Air Navigation Plan. The Conference would also provide stakeholders with an opportunity to coalesce around major themes, set priorities and refine the way forward.

1.3   The MIDANPIRG/13 meeting was held in Abu-Dhabi, UAE 22-26 April 2012. The meeting adopted 71 Conclusions and Decisions of which six (6) Conclusions and two (2) Decisions are considered relevant to the work of the ATN-IPS Working Group.

2. DISCUSSION

2.1   It was highlighted that ICAO is addressing the challenge of the integration, interoperability and harmonization of the systems leading to the concept of "One Sky" which if the theme of AN-Conf/12. The One Sky concept revolves around conceiving the notion globally, developing the implementation plans regionally, and implementing the infrastructure locally. It addresses international traffic flows from end to end with the purpose of increasing overall capacity, efficiency and improving safety, while also reducing the impact on the environment.

2.2   The AN-Conf/12 will allow to work together toward establishment of a global strategy for air navigation planning and implementation. Furthermore, it would set priorities, coalesce around major operational objectives to bring the global aviation community into agreement on an agenda to drive the next ten years of air navigation planning and implementation. It would allow ICAO to plan work programmes of panels and Planning and Implementation Regional Groups (PIRGs) toward finalization of operational improvements objectives and provide a stimulus to air navigation planning and implementation.

2.3   The 37th Session of the Assembly resolutions in particular A37/4 and A37/12 requested ICAO to review the GANP since GANP was last updated in 2005. The Assembly also requested to update the GANP to reflect harmonized series of operational upgrades. The intended timeframe to deliver the revised GANP, with the roadmaps incorporated, is AN-Conf/12.

2.4   MIDANPIRG/13 meeting noted that Aviation System Block Upgrades (ASBUs) comprise a suite of modules, each having the following essential qualities:

- a clearly-defined measurable operational improvement and success metric;
- necessary equipment and/or systems in aircraft and on ground along, with an operational approval or certification plan;
- standards and procedures for both airborne and ground systems; and
- a positive business case over a clearly defined period of time.

2.5   The meeting may wish to recall that a high-level briefing on ASBUs was held in Cairo on 30 January 2012. Furthermore, the meeting may wish to note that CNS/ATM/IC SG/6 reviewed the operational improvements contained in the current version of ASBU Working Document and agreed to the need of identification of those operational improvements which are of relevance to the MID Region. However, it was highlighted that the whole concept of ASBU will be finalized by the AN-Conf/12 and accordingly the MIDANPIRG/13 meeting supported the following operational improvement identified and agreed that the CNS/ATM/IC SG further review them taking into consideration the outcome of both the ASBU workshop to be held in Cairo 30 September–04 October 2012 and the AN-Conf/12:

a) Improved Airport Accessibility
b) Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration -AIDC-
c) Service Improvement through Digital Aeronautical Information Management
d) Improved Operations through Enhanced En-Route Trajectories
e) Improved Flexibility and Efficiency in Descent Profiles (CDOs)
f) Improved Flexibility and Efficiency in Departure Profiles
g) Improved Runway Safety (A-SMGCS)
h) Improved Airport Operations through A-CDM
i) Improved access to Optimum Flight Levels through Climb/Descent Procedures using ADS-B.

3. ACTION BY THE MEETING

3.1   The meeting is invited to define tasks that support MID Regional improvements agreed by MIDANPIRG/13.

- END -