Progress Report
on the Air Navigation
Priorities and Targets

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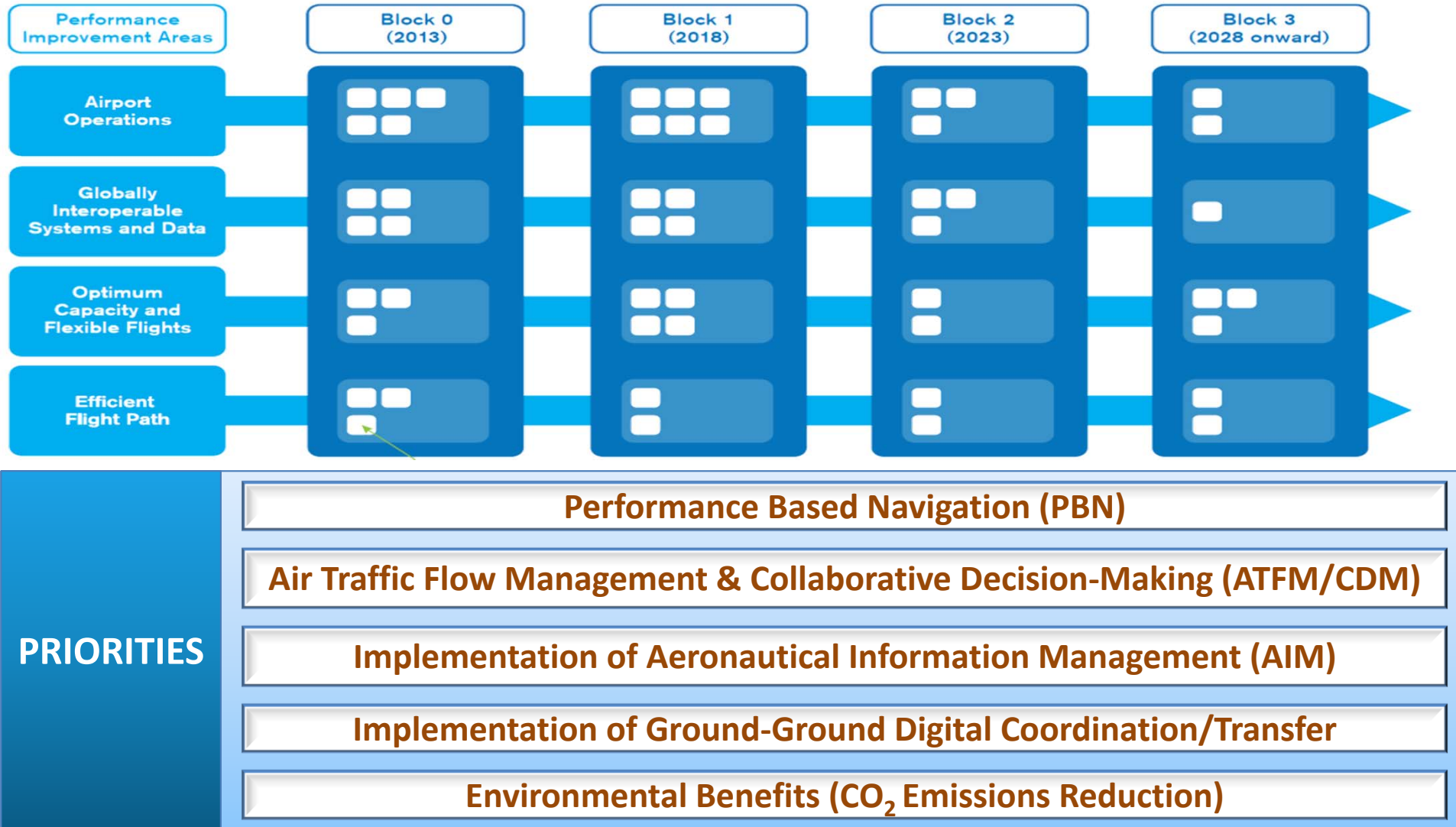
Outline

❑ **Global Priorities**

❑ **MID Region Air Navigation Strategy**

❑ **MID ASBU Block 0 Modules Prioritization**

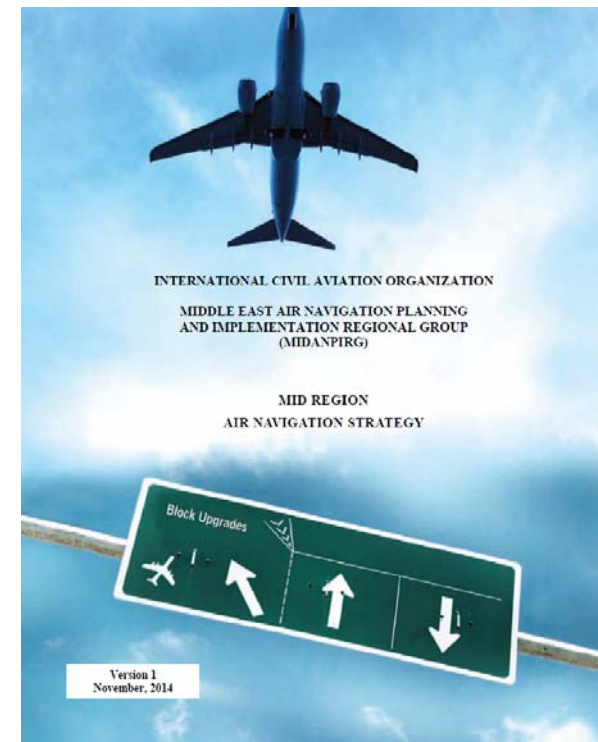❑ **Status of Implementation of the MID Air Navigation Priorities**

GANP Objectives and Priorities

MID REGION
AIR NAVIGATION STRATEGY

➢ **The Strategy was endorsed by MSG/4 meeting (Cairo, 24-26 November 2014), based on the outcome of the relevant MIDANPIRG subsidiary bodies and inputs received from stakeholders.**

➢ **The MID Region Air Navigation Strategy includes 12 ASBU Block 0 Modules identified as priority for implementation in the MID Region.**

INTERNATIONAL CIVIL AVIATION ORGANIZATION

MIDDLE EAST AIR NAVIGATION PLANNING
AND IMPLEMENTATION REGIONAL GROUP
(MIDANPIRG)

MID REGION
AIR NAVIGATION STRATEGY

Block Upgrades

Version 1
November, 2014

MID Region ASBU Block 0 Modules Prioritization

ICAO | CAPACITY & EFFICIENCY

Performance Improvement Areas (PIA)	Module	Priority	Module Name
PIA 1: **Airport Operations**	APTA	1	Optimization of Approach Procedures including vertical guidance
	WAKE	2	Increased Runway Throughput through Optimized Wake Turbulence Separation
	RSEQ	2	Improved Traffic Flow through Sequencing (AMAN/DMAN)
	SURF	1	Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)
	ACDM	1	Improved Airport Operations through Airport-CDM
PIA 2: **Globally Interoperable Systems and Data - Through Globally Interoperable System Wide Information Management**	FICE	1	Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration
	DATM	1	Service Improvement through Digital Aeronautical Information Management
	AMET	1	Meteorological information supporting enhanced operational efficiency and safety
PIA 3: **Optimum Capacity and Flexible Flights – Through Global Collaborative ATM**	FRTO	1	Improved Operations through Enhanced En-Route Trajectories
	NOPS	1	Improved Flow Performance through Planning based on a Network-Wide view
	ASUR	2	Initial Capability for Ground Surveillance
	ASEP	2	Air Traffic Situational Awareness (ATSA)
	OPFL	2	Improved access to Optimum Flight Levels through Climb/Descent Procedures using ADS-B
	ACAS	1	ACAS Improvements
	SNET	2	Increased Effectiveness of Ground-based Safety Nets
PIA 4: **Efficient Flight Path – Through Trajectory-based Operations**	CDO	1	Improved Flexibility and Efficiency in Descent Profiles (CDO)
	TBO	1	Improved Safety and Efficiency through the initial application of Data Link En-Route
	CCO	1	Improved Flexibility and Efficiency Departure Profiles - Continuous Climb Operations (CCO)

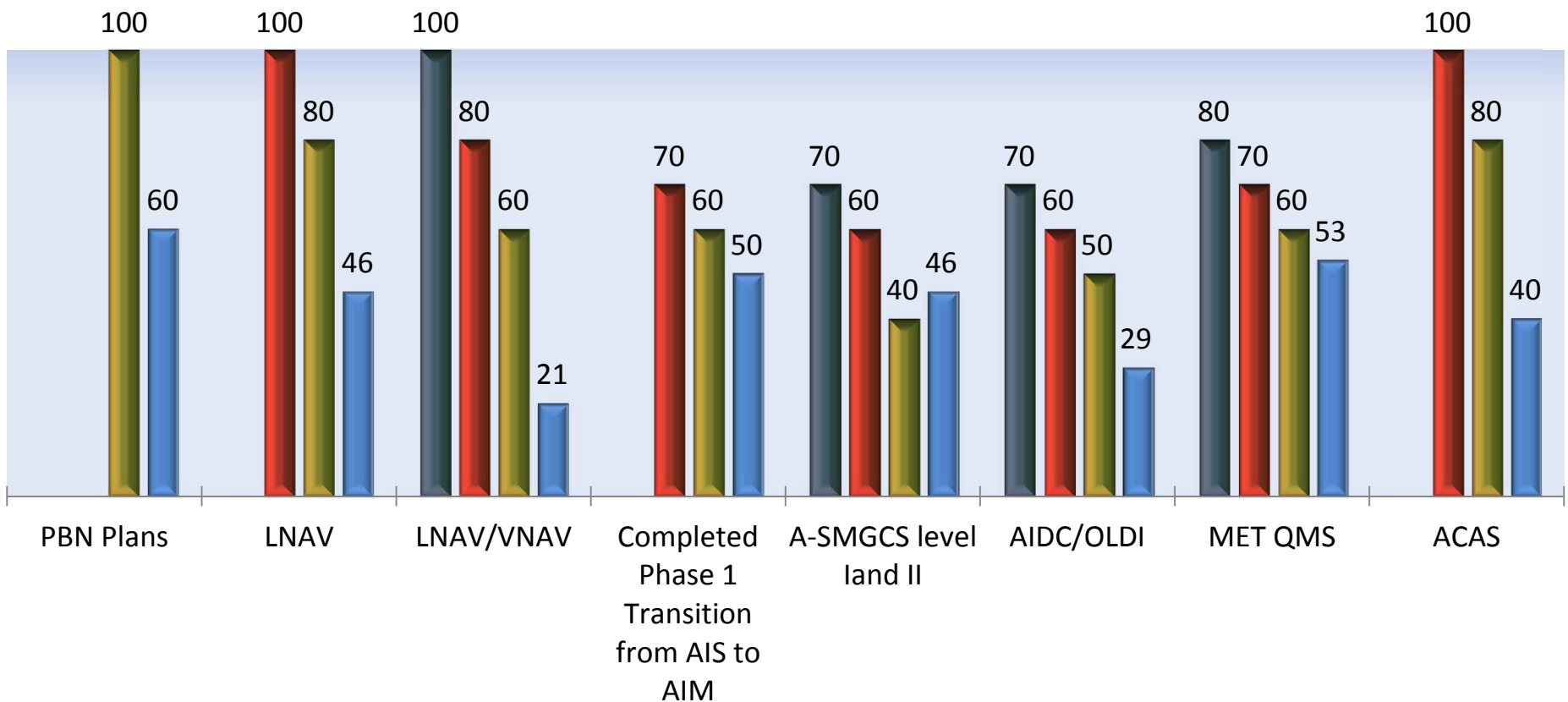| Performance Improvement Areas (PIA)	Module	Priority	Module Name
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Results as of February 2015

Monitoring of the following ASBU Block 0 Modules will be performed by the relevant MIDANPIRG subsidiaries bodies:

❖ **B0-A-CDM**
❖ **B0-FRTO**
❖ **B0-NOPS**
❖ **B0-CDO**
❖ **B0-TBO**
❖ **B0-CCO**

It is to be highlighted that only Qatar implemented CCO and CDO