International Civil Aviation Organization

MIDANPIRG Communication, Navigation and Surveillance Sub-Group

Eighth Meeting (CNS SG/8)
(Cairo, Egypt, 26 - 28 February 2018)

Agenda Item 4:   **CNS Planning and Implementation in the MID Region**

MID AIR NAVIGATION PLAN (MID eANP)

(Presented by the Secretariat)

SUMMARY
This paper presents the MID Air Navigation plan (MID eANP) to be reviewed and updated by the meeting. Action by the meeting is at paragraph 3.
REFERENCES
- MID eANP - MIDANPIRG/16 Report

1.   **INTRODUCTION**

1.1   The meeting may wish to recall that the notification of approval of the MID eANP Volume III was issued on 15 February 2016.

2.   **DISCUSSION**

2.1   The MIDANPIRG/16 meeting reviewed and approved updates on B0-APTA, B0-SURF, B-ACDM, B0-FICE, B0-DATM and B0-AMET to the MID eANP Vol III. The updated version of the MID eANP Volume I, II and III are available on the ICAO MID website at: http://www.icao.int/MID/Pages/MIDeANP.aspx.

3.   **ACTION BY THE MEETING**

3.1   The meeting is invited to review and update, as necessary, the eANP Vol III parts related to CNS, at **Appendix A**.

B0 – FICE: Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration

Description and purpose

To improve coordination between air traffic service units (ATSUs) by using ATS Interfacility Data Communication (AIDC) defined by the ICAO *Manual of Air Traffic Services Data Link Applications* (Doc 9694). The transfer of communication in a data link environment improves the efficiency of this process particularly for oceanic ATSUs.

Main performance impact:

KPA- 01 – Access and Equity	KPA-02 – Capacity	KPA-04 – Efficiency	KPA-05 – Environment	KPA-10 – Safety
N	Y	Y	N	Y

Applicability consideration:

Applicable to at least two area control centres (ACCs) dealing with enroute and/or terminal control area (TMA) airspace. A greater number of consecutive participating ACCs will increase the benefits.

B0 – FICE: Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration			
Elements	**Applicability**	**Performance Indicators/Supporting Metrics**	**Targets**
AMHS capability	All States	Indicator: % of States with AMHS capability Supporting metric: Number of States with AMHS capability	70% of States with AMHS capability by Dec. 2017
AMHS implementation /interconnection	All States	Indicator: % of States with AMHS implemented (interconnected with other States AMHS) Supporting metric: Number of States with AMHS implemented (interconnections with other States AMHS)	60% of States with AMHS interconnected by Dec. 2017
Implementation of AIDC/OLDI between adjacent ACCs	All ACCs	Indicator: % of FIRs within which all applicable ACCs have implemented at least one interface to use AIDC/OLDI with neighboring ACCs Supporting metric: Number of AIDC/OLDI interconnections implemented between adjacent ACCs	70% by Dec. 2017

TABLE B0-FICE

EXPLANATION OF THE TABLE

Column	
1	Name of the State
2, 3, 4	Status of AMHS Capability and Interconnection and AIDC/OLDI Capability, where:
	Y – Fully Implemented
	N – Not Implemented
5	Status of AIDC/OLDI Implementation, where:
	Y – If AIDC/OLDI is implemented at least with one neighbouring ACC
	N – Not Implemented
6	Action plan — short description of the State's Action Plan with regard to implementation of B0-FICE.
7	Remarks

State	AMHS Capability	AMHS Interconnection	FTBP Capability	AIDC/OLDI Capability	AIDC/OLDI Implementation	Action Plan	Remarks
1	*2*	*3*	*4*	*45*	*56*	*67*	*78*
Bahrain	Y	Y		Y	N		
Egypt	Y	Y		Y	Y		
Iran	N	N		Y	N		Contract s... for AMHS
Iraq	N	N		N	N		
Jordan	Y	Y		Y	N		
Kuwait	Y	Y		Y	N		
Lebanon	Y	N		Y	Y		
Libya	Y	N		Y	N		
Oman	Y	Y		Y	N		
Qatar	Y	Y		Y	Y		local implementation for OLDI
Saudi Arabia	Y	Y		Y	Y		local implementation for AIDC
Sudan	Y	Y		Y	N		AMHS Int 2015
Syria	N	N		N	N		
UAE	Y	Y		Y	Y		Local implementation for OLDI
Yemen	N	N		N	N		Contract s... for AMHS
Total Percentage	**73%**	**60%**		**80%**	**33%**		

B0 – ACAS: ACAS Improvements

Description and purpose:

To provide short-term improvements to existing airborne collision avoidance systems (ACAS) to reduce nuisance alerts while maintaining existing levels of safety. This will reduce trajectory deviations and increase safety in cases where there is a breakdown of separation

Main performance impact:

KPA- 01 – Access and Equity	KPA-02 – Capacity	KPA-04 – Efficiency	KPA-05 – Environment	KPA-10 – Safety
N/A	N/A	Y	N/A	Y

Applicability consideration:

Safety and operational benefits increase with the proportion of equipped aircraft.

B0 – ACAS: ACAS Improvements			
Elements	**Applicability**	**Performance Indicators/Supporting Metrics**	**Targets**
Avionics (TCAS V7.1)	All States	Indicator: % of States requiring carriage of ACAS (TCAS v 7.1) for aircraft with a max certificated take-off mass greater than 5.7 tons Supporting metric: Number of States requiring carriage of ACAS (TCAS v 7.1) for aircraft with a max certificated take-off mass greater than 5.7 tons	100% by Dec. 2017

Table B0-ACAS

EXPLANATION OF THE TABLE

Column

1	Name of the State
2	Status of implementation of Flexible Use of Airspace (FUA). The Implementation should be based on the published aeronautical information:

        FI – Fully Implemented

        PI – Partially Implemented

        NI – Not Implemented

3	Total Number of ATS Routes in the State.
4	Total number of required routes (through Regional Agreement) to be implemented through segregated areas
5	Number of routes that are NOT implemented in the State due military restrictions (segregated areas)
6	Remarks

State	Status	Regulation Reference	Remarks
1	2	3	4
Bahrain	Y	Aeronautical Circular AC/OPS/05/2015 dated 10th of March 2015	Air Navigation Technical Regulations (ANTR) updated to reflect Annex 10 (Volume IV) Reference needs to be provided http://www.mtt.gov.bh/content/caa-laws-and-regulations
Egypt	Y	ECAR Part 121.356 & ECAR Part 91.221	Egyptian Civil Aviation Regulation (ECAR) Parts 121 and 91 have been updated in accordance with the relevant provisions of ICAO Annex 10, Volume IV, Ch.4 http://www.civilaviation.gov.eg/Regulations/regulation.html
Iran	Y	Aeronautical Telecommunications by law, articles 3 & 4	According to articles 3 and 4 of Iran aeronautical telecommunications by law, ratified by board of ministers, Airborne collision avoidance systems are categorized as aeronautical telecommunications systems and should be manufactured, installed and maintained according to standards of Annex 10. -Since no difference to ICAO annex 10 is notified, ACAS V 7.1 is mandatory according to provisions of annex 10 amendment 85. -Airworthiness directives issued by FAA and EASA shall to be implemented by Iranian AOC holders.
Iraq	N		
Jordan	Y	JCAR-OPS.1 (1.668 airborne collision avoidance system)	
Kuwait	Y	Kuwait Civil Aviation Safety Regulations – Part 6 – Operation of Aircraft, Para. 6.20.4	
Lebanon	Y		Regulation reference needs to be provided

State	Status	Regulation Reference	Remarks
1	2	3	4
Libya	N		
Oman	Y		Regulation reference needs to be provided
Qatar	Y	QCAR – OPS 1, Subpart K, QCAR – OPS 1.668 – Airborne collision avoidance system QCAR Part 10 - Volume4 Chapter 4 Airborne Collision Avoidance System	References: http://www.caa.gov.qa/en/safety_regulations
Saudi Arabia	Y	GACAR PART 91 – Appendix C	
Sudan	Y	Amended ANNEX 10 (V4)- ANNESX 6 (V2)	According to adopted ANNEXEX TO SUDAN REGULATION (SUCAR 10 V4 Par. 4.3.5.3.1 AND SUCAR 6 V2 par 2.05.15)
Syria	N		
Unite Arab Emirates	Y	CAR-OPS 1.668 Airborne Collision Avoidance System (See IEM OPS 1.668) and CAAP 29 And AIP 1.5.6.6	https://www.gcaa.gov.ae/en/ePublication/Pages/CARs.aspx?CertID=CARs
Yemen	Y		Regulation reference needs to be provided

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