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MIDANPIRG/20 & RASG-MID/10



MID Air Navigation Report for 2022

Presented by ICAO MID





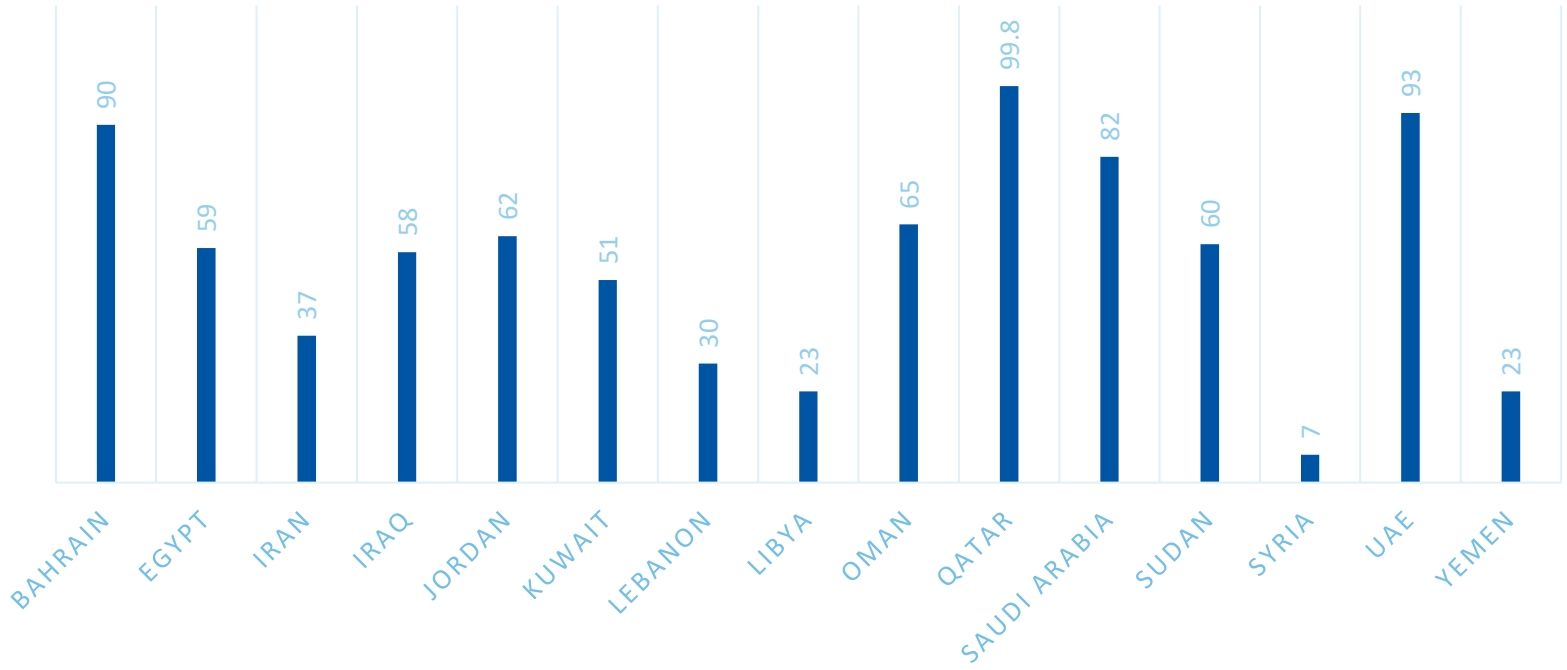
- Web-based report is <https://www.icao.int/MIDANReport/Pages/ANReport2022-Main.aspx>
 - ✓ increase users engagement;
 - ✓ improve information accessibility; and
 - ✓ increase visibility

- The MID Air Navigation Report – 2021 has been developed based on:
 - ✓ States' replies
 - ✓ Outcome of relevant Sub-Groups
 - ✓ MID AN Report 2020
 - ✓ Regional Guidance materials/Doc



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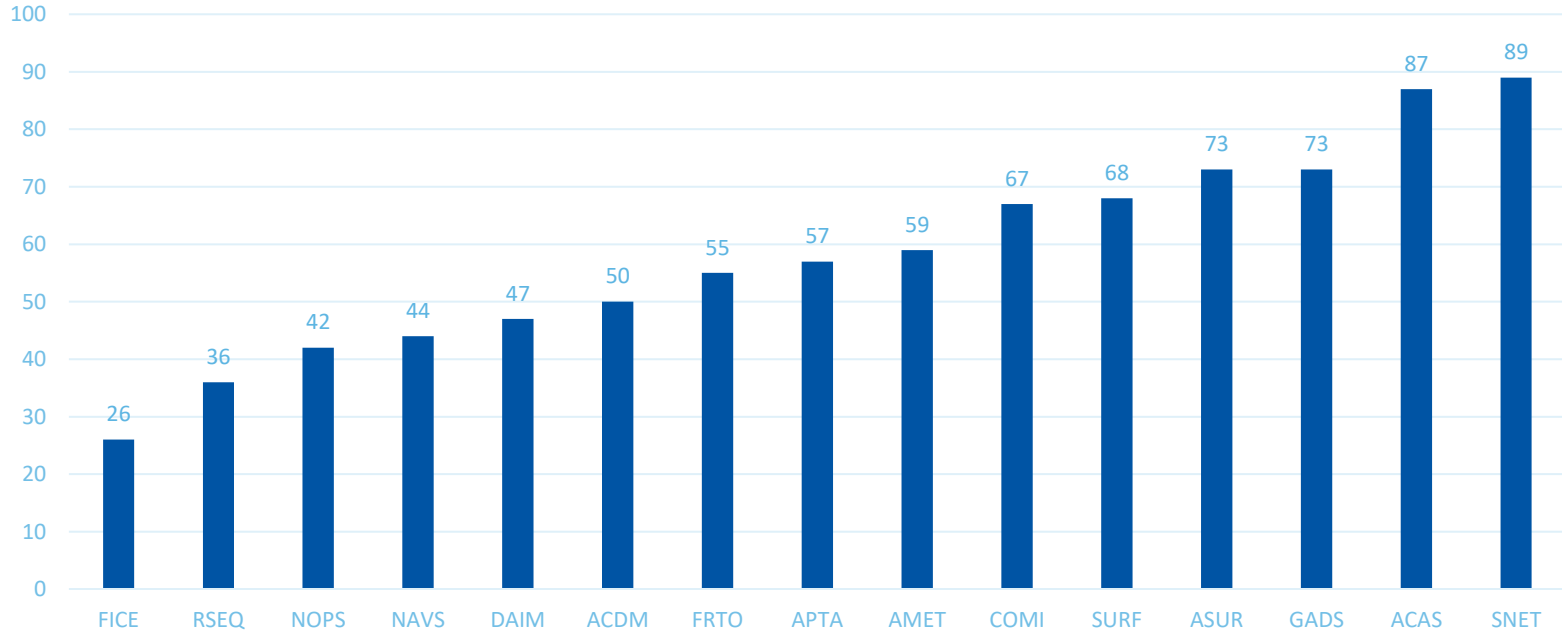


Status of Priority 1 ASBU Threads/Elements for 2022 –per State



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Status of Priority 1 ASBU Threads/Elements for 2022 –Per Thread



1) ACAS

	Bahrain	Egypt	Iran	Iraq	Jordan	Kuwait	Lebanon	Libya	Oman	Qatar	Saudi Arabia	Sudan	Syria	UAE	Yemen
B1/1	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green	Green	Red	Green	Green

Average Regional Implementation is 86.7%



2) ASUR

	Bahrain	Egypt	Iran	Iraq	Jordan	Kuwait	Lebanon	Libya	Oman	Qatar	Saudi Arabia	Sudan	Syria	UAE	Yemen	average
B0/1	Green	Green	Red	Green	Green	Green	Red	Grey	Red	Green	Green	Green	Grey	Green	Grey	60%
B0/2	Green	Green	Grey	Grey	Red	Red	Grey	Grey	Green	Green	Green	Green	Green	Red	Grey	63%
B0/3	Green	Red	Green	Green	Green	Green	Grey	Grey	Green	Green	Green	Green	Green	Green	Grey	83%
Average Impl.	Green	Light Green	Light Green	Green	Light Green	Light Green	Red	Grey	Grey	Green	Green	Green	Green	Light Green	Grey	

Average Regional Implementation is 69%



3) FICE

	Bahrain	Egypt	Iran	Iraq	Jordan	Kuwait	Lebanon	Libya	Oman	Qatar	Saudi Arabia	Sudan	Syria	UAE	Yemen
B1/1	Yellow	Yellow	Red	Red	Red	Red	Red	Grey	Yellow	Green	Yellow	Red	Grey	Light Green	Grey

Average Regional Implementation is 26%



4) APTA

	Bahrain	Egypt	Iran	Iraq	Jordan	Kuwait	Lebanon	Libya	Oman	Qatar	Saudi Arabia	Sudan	Syria	UAE	Yemen
B0/1	Green	Yellow	Yellow	Yellow	Light Green	Green	Red	Red	Green	Green	Green	Green	Yellow	Green	Yellow
B0/2	Yellow	Yellow	Yellow	Yellow	Green	Green	Light Green	Red	Green	Green	Green	Light Green	Red	Green	Yellow
B0/4	Green	Grey	Red	Grey	Red	Grey	Red	Grey	Red	Green	Green	Red	Grey	Green	Grey
B0/5	Green	Grey	Red	Grey	Red	Grey	Red	Grey	Red	Green	Green	Red	Grey	Green	Grey
B0/7	Green	Green	Green	Red	Green	Red	Green	Green	Green	Green	Green	Red	Red	Green	Green
Average Impl.	Light Green	Light Green	Yellow	Yellow	Light Green	Light Green	Yellow	Yellow	Light Green	Green	Green	Yellow	Yellow	Green	Yellow

Average Regional Implementation is 74%



5) NOPS

	Bahrain	Egypt	Iran	Iraq	Jordan	Kuwait	Lebanon	Libya	Oman	Qatar	Saudi Arabia	Sudan	Syria	UAE	Yemen
B0/1	Green	Red	Grey	Red	Red	Red	Grey	Grey	Green	Green	Green	Red	Grey	Green	Grey

Average Regional Implementation is 42%



6) ACDM

	Bahrain	Egypt	Iran	Iraq	Jordan	Kuwait	Lebanon	Libya	Oman	Qatar	Saudi Arabia	Sudan	Syria	UAE	Yemen
B0/1	Green	Green	Red	Grey	Grey	Red	Grey	Grey	Green	Green	Green	Grey	Grey	Green	Grey
B0/2	Red	Red	Red	Grey	Grey	Red	Grey	Grey	Red	Green	Red	Grey	Grey	Light Green	Grey
Average implem.	Light Green	Light Green	Red	Grey	Grey	Red	Grey	Grey	Light Green	Green	Light Green	Grey	Grey	Light Green	Grey

Average Regional Implementation is 42%



selected KPIs

MIDANPIRG CONCLUSION 18/11: ANS PERFORMANCE MONITORING

For the **first time**, an initial list of Key Performance Indicators (**KPIs**) to be used for the monitoring of the air navigation system performance.

The meeting agreed that for the MID Air Navigation **Report – 2021**, the month of **June and July** 2021 will be used for the collection of required data for measuring the selected KPIs.

Selected KPIs

MIDANPIRG CONCLUSION 19/6: MID REGION ANR 2022

For the **second year**, an initial list of **KPIs** to be used for the monitoring of the air navigation system performance.

MIDANPIRG 19 meeting agreed that for the MID Air Navigation **Report – 2022**, the month of **June and July** 2022 will be used for the collection of required data for measuring the selected KPIs

KPI (KPA's)	Title / Definition	Measurement Units	Variants	Data Requirement	Formula / Algorithm	Data collection Timeframe
KPI 01 (predictability)	Departure punctuality Percentage of flights departing from the gate on-time (compared to schedule).	% of flights	Variant 2A – % of departures within ± 15 minutes of scheduled time of departure	For each departing scheduled flight: - List of all IFR scheduled departure for each international aerodrome - Scheduled time of departure (STD) or Scheduled off-block time (SOBT) - Actual off-block time (AOBT)	At the level of individual flights: 1. Exclude non-scheduled departures 2. Categorize each scheduled departure as on-time or not At aggregated/National level: 3. Compute the KPI: number of on-time departures divided by total number of IFR scheduled departures	1 month {June 2021}
KPI 02 (Efficiency, Environmental Impact)	Taxi-out additional time Actual taxi-out time compared to an unimpeded/reference taxi-out time.	Excess taxi-out time in Minutes/flight	Variant 1 – basic (computed without departure gate and runway data)	For each departing flight: -List of all IFR departures for each international aerodrome - Actual off-block time (AOBT) - Actual take-off time (ATOT)	At the level of individual flights: 1. Select departing flights, exclude helicopters 2. Compute actual taxi-out duration: ATOT minus AOBT 3. Compute additional taxi-out time: actual taxi-out duration minus unimpeded/reference taxi-out time At aggregated/National level: 4. Compute the KPI: sum of additional taxi-out times divided by number of IFR departures	1 month (June 2021)
KPI 13 (Efficiency, Environmental Impact)	Taxi-in additional time Actual taxi-in time compared to an unimpeded/reference taxi-in time	Excess taxi-in time in Minutes/flight	Variant 1 – basic (computed without landing runway and arrival gate data)	For each arriving flight: - List of all IFR scheduled Arrivals for each international aerodrome - Actual landing time (ALDT) - Actual in-block time (AIBT)	At the level of individual flights: 1. Select arriving flights, exclude helicopters 2. Compute actual taxi-in duration: AIBT minus ALDT 3. Compute additional taxi-in time: actual taxi-in duration minus unimpeded/reference taxi-in time At aggregated/National level: 4. Compute the KPI: sum of additional taxi-in times divided by number of IFR arrivals	1 month (July 2021)
KPI 14 (predictability)	Arrival punctuality Percentage of flights arriving at the gate on-time (compared to schedule)	% of flights	Variant 2A – % of arrivals within ± 15 minutes of scheduled time of arrival	For each arriving scheduled flight: - List of all IFR scheduled arrival for each international aerodrome - Scheduled time of arrival (STA) or Scheduled in-block time (SIBT) - Actual in-block time (AIBT)	At the level of individual flights: 1. Exclude non-scheduled arrivals 2. Categorize each scheduled arrival as on-time or not At aggregated/National level: 3. Compute the KPI: number of on-time arrivals divided by total number of scheduled arrivals	1 month (July 2021)

State	Airport	2021	2022	State	Airport	2021	2022	State	Airport	2021	2022	State	Airport	2021	2022
Bahrain	OBBI			Iraq	ORBI			Saudi Arabia	OEDF			Yemen	OYAA		
					ORMM				OEJN				OYHD		
Egypt	HECA				ORER				OEMA				OYRN		
	HEBA				ORSU				OERK				OYSN		
	HESH				ORNI			Sudan	HSNN				OYTZ		
	HEGN				ORBM				HSSS						
	HELX						HSPN								
	HESN			Jordan	OJAI			Syria	OSAP						
	HEMA				OJAQ				OSLK						
Iran	OIKB			Kuwait	OKBK				OSDI						
	OIFM			Lebanon	OLBA			UAE	OMAA						
	OIMM			Libya	HLLB				OMAD						
	OISS				HLLS				OMAL						
	OITT				HLLT				OMDB						
	OIIE			Oman	OOMS				OMDW						
	OIII				OOSA				OMFJ						
	OIZH			Qatar	OTBD				OMRK						
	OIYY				OTHH				OMSJ						

2021
7 States out of 15 represent 46.7%

17 Airports out of 57 represent 29.9%

2022
8 States out of 15 represent 53.3%

15 Airports out of 57 represent 26.3%



KPI 01: Departure punctuality

Departure punctuality: Percentage of flights departing from the gate on-time (compared to schedule).

Variant 2A: % of departures within ± 15 minutes of scheduled time of departure.

Data collection Timeframe: June 2022

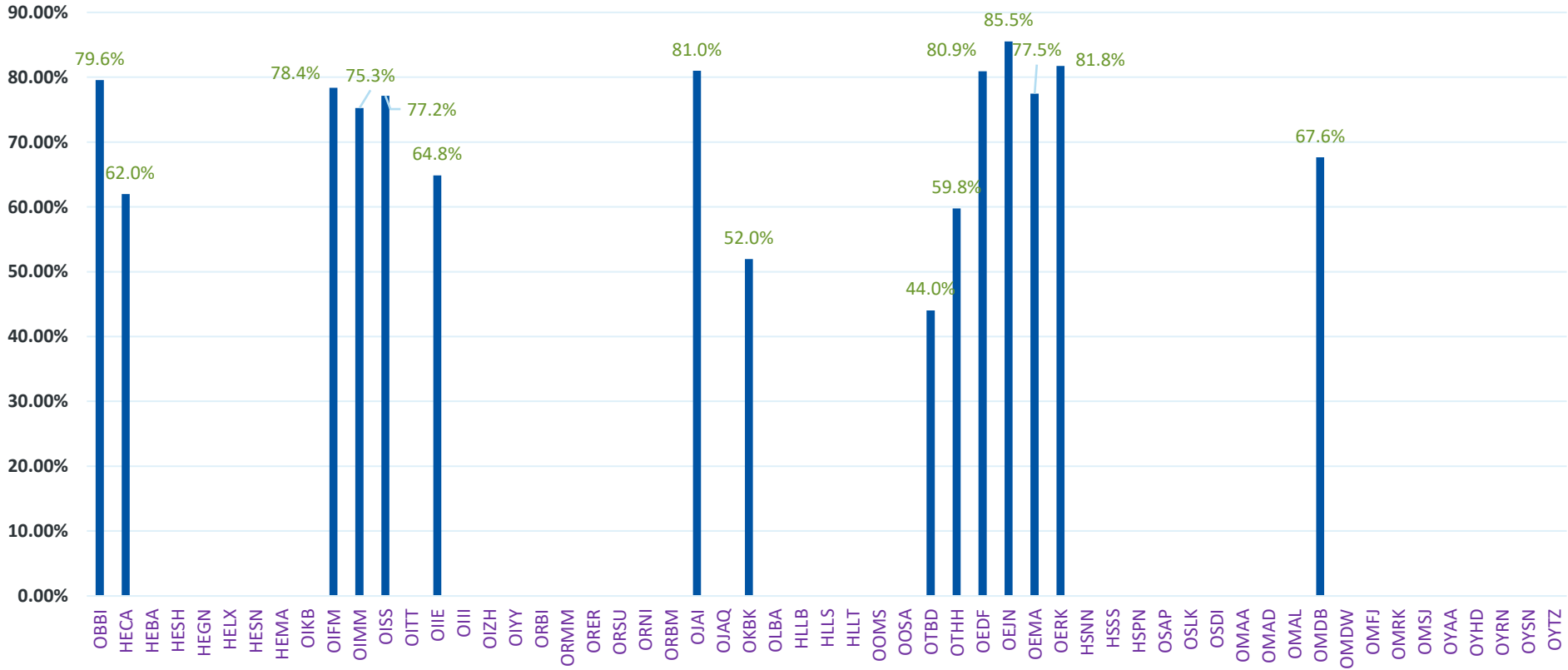
KPI 01 = **Number of on-time departures** (within ± 15 minutes of scheduled time of departure)/**total number of IFR scheduled departures** x **100**

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KPI 01 Departure punctuality - Airports





KPI 14: Arrival punctuality

Arrival punctuality: Percentage of flights arriving at the gate on-time (compared to schedule).

Variant 2A: % of arrivals within \pm 15 minutes of scheduled time of arrival.

Data collection Timeframe: July 2022

KPI 14 = **Number of on-time arrival** (within \pm 15 minutes of scheduled time of arrival)/**total number of IFR scheduled arrivals** x **100**

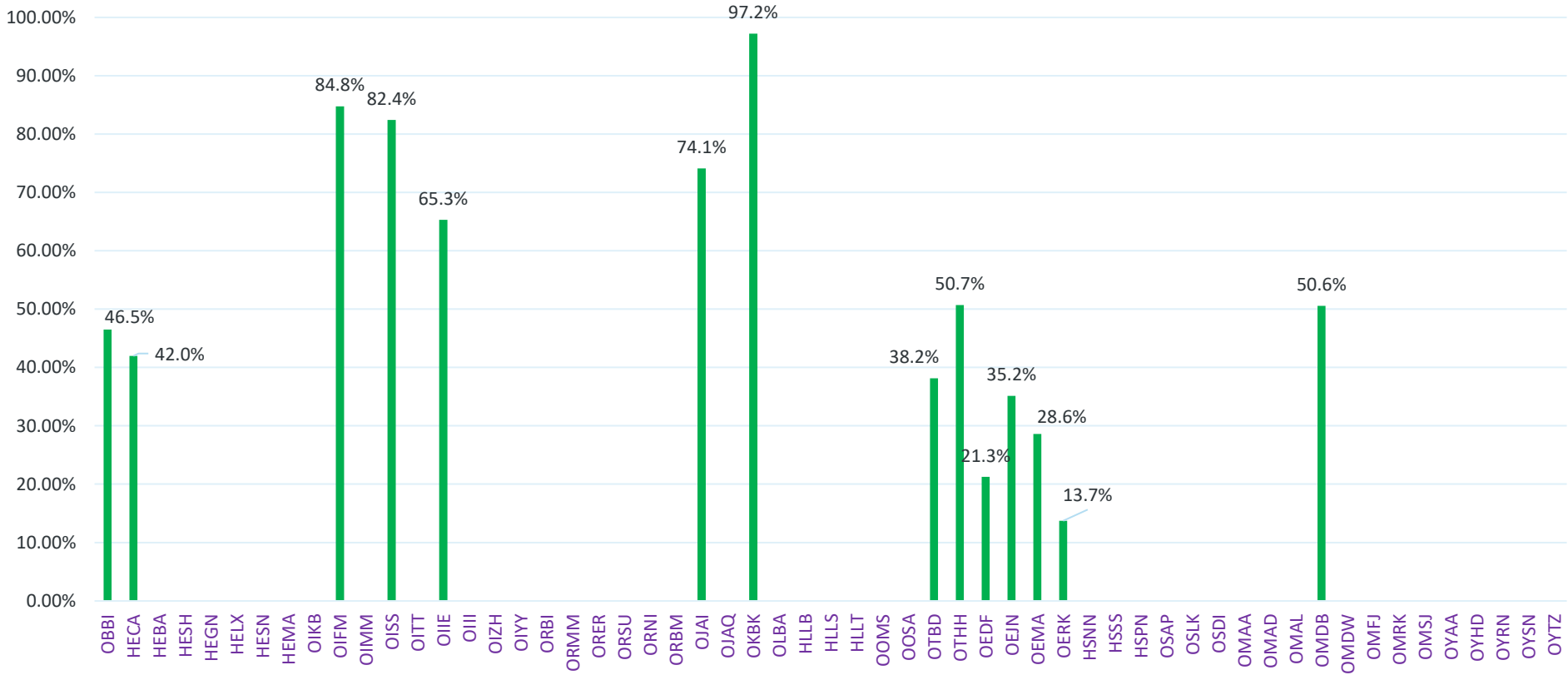


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KPI 14 Arrival punctuality - Airports





KPI 02: Taxi-out additional time

Taxi-out additional time: Actual taxi-out time compared to an unimpeded/reference taxi-out time.

Variant 1: basic (computed without departure gate and runway data)

Data collection Timeframe: June 2022

KPI 02 = **Sum of additional taxi-out times in minutes** (taxi time-out which is more than reference time calculated by state)/**total number of IFR departures**

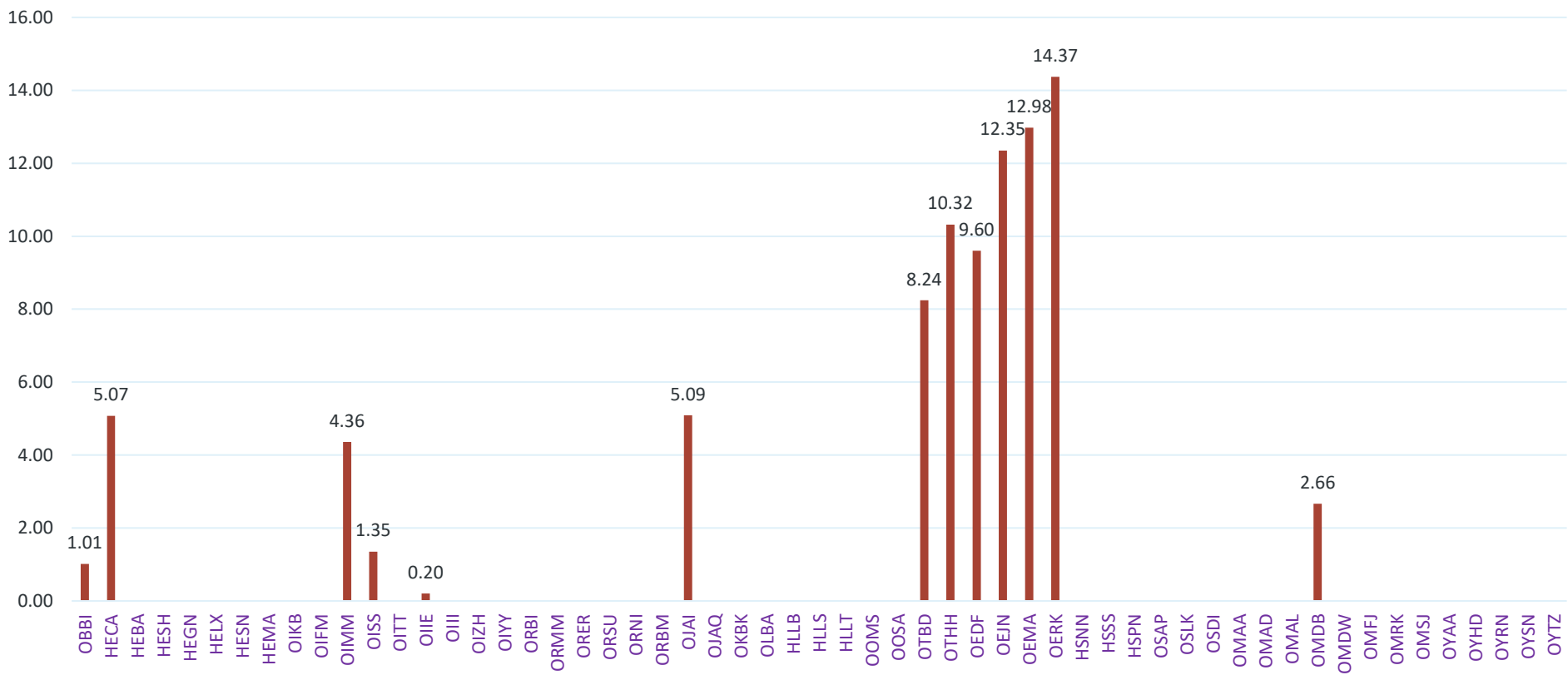


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KPI 02 Taxi-out additional time





KPI 13: Taxi-in additional time

Taxi-in additional time: Actual taxi-in time compared to an unimpeded/reference taxi-in time.

Variant 1: basic (computed without departure gate and runway data)

Data collection Timeframe: July 2022

KPI 13 = **Sum of additional taxi-in times in minutes** (taxi time-in which is more than reference time calculated by state)/**total number of IFR arrivals**

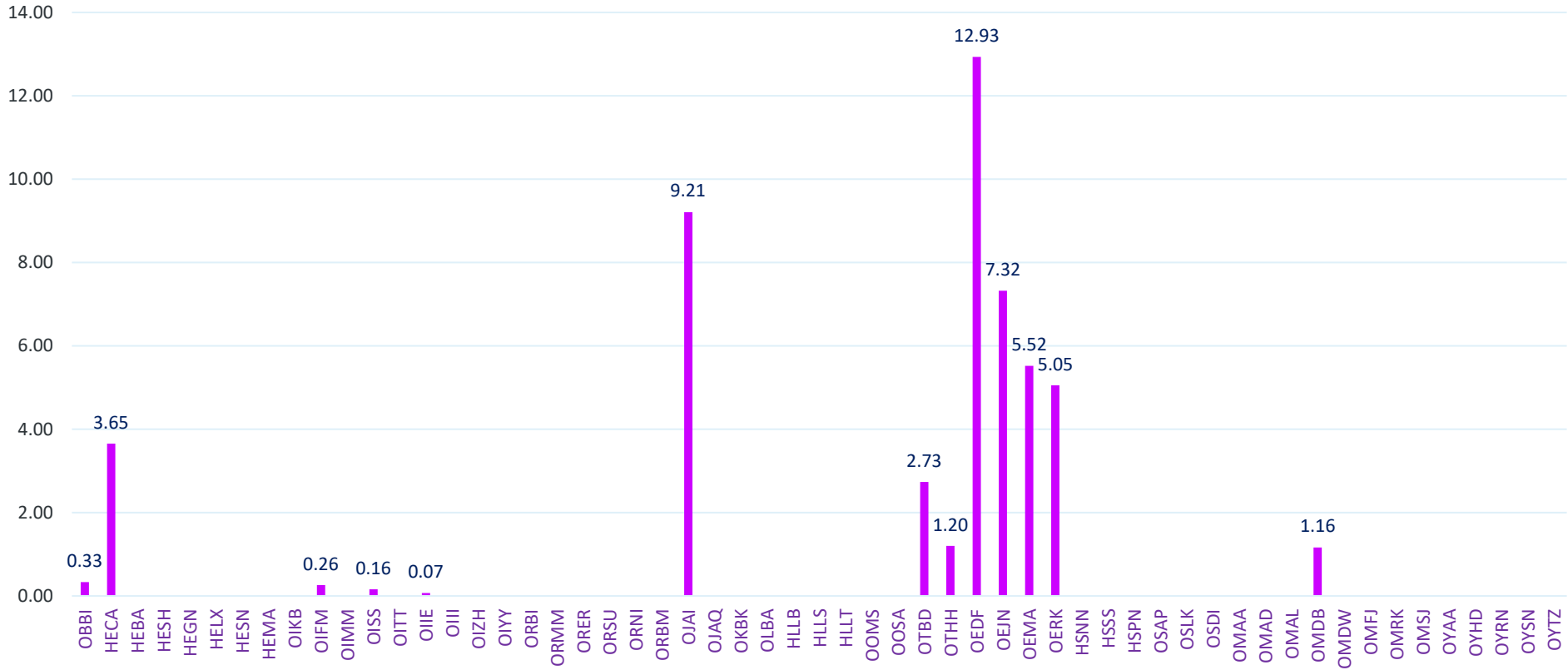


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KPI 13 Time-in additional time





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ACTIONS BY THE MEETING:

***THE MEETING IS INVITED TO AGREE TO THE FOLLOWING DRAFT
CONCLUSIONS:***



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Why	To present the status of implementation of the priority 1 ASBU Threads/Elements and associated indicators and targets (Reporting period 2022) and measure the ANS performance baseline in the MID Region
What	Web-based MID Air Navigation Report (2022)
Who	MIDANPIRG/20
When	May 2023



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***DRAFT MIDANPIRG CONCLUSION 20/XX: WEB- BASED MID
AIR NAVIGATION REPORT (2022)***

That, the Web-based MID Air Navigation Report (2022) is endorsed.



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Why	To present the status of implementation of the priority 1 ASBU Threads/Elements and associated indicators and targets (Reporting period 2023) and measure the ANS performance progress compared to 2022 in the MID Region
What	MID Air Navigation Report (2023)
Who	MIDANPIRG/21
When	2024



DRAFT MIDANPIRG CONCLUSION 20/XX: WEB-BASED MID REGION AIR NAVIGATION REPORT (2023)

That,

- a) *States be urged to provide the ICAO MID Office with:*
 - i) *relevant data necessary for the development of the MID Region Air Navigation Report (2023), by 1 December 2023; and*
 - a) *the MID Air Navigation Report (2023) be presented to the MIDANPIRG/21 for endorsement.*



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Thank you for your Attention