International Civil Aviation Organization

MIDANPIRG/20 and RASG-MID/10 Meetings

(Muscat, Oman, 14 - 17 May 2023)

Agenda Item 6.1:   **MID Regiona Air Navigation priorities and targets**

STANDARDIZING NATIONAL AIR NAVIGATION PLANS IN THE MID REGION: A FRAMEWORK FOR SEAMLESS AIR TRAFFIC MANAGEMENT

(Presented by the United Arab Emirates)

SUMMARY

The working paper emphasizes the need for a standardized State Air Navigation Plan (NANP) in the MID Region to improve harmonization and interoperability among states and achieve a seamless air traffic management plan. The paper recommends aligning NANP with international efforts and creating a task force to facilitate regular exchange on a regional level. The NANP should be a rolling plan spanning 15 years with five implementation phases covering six interconnected subject areas. The paper suggests establishing a task force for the development of a Regional Air Navigation Plan and its associated template at the regional level.

Action by the meeting is at paragraph 3.

REFERENCES

MID eANP- MID Regional Air Navigation Plan, Vol I, VII, VIII
MID Doc 002- MID Air Navigation Strategy
MID Doc 004- MID High Level Airspce Concept
Doc 9750 - Global Air Navigation Plan
Doc 9854 - Global ATM operational Concept
Doc 9882 - Manual on ATM System Requirements
Doc 9883 - Global Performance of the Air Navigation System
Doc 10004 - Global Aviation Safety Plan (GASP)
Resolution A41-6: ICAO global planning for safety and air navigation

1.   INTRODUCTION

1.1   A State Air Navigation Plan (NANP) describes a State's planning arrangements to align with regional and global goals. Standardizing a common NANP template and approach will ensure the greatest degree of harmonization and interoperability among MID region States, while supporting the implementation of a seamless air traffic management plan for the region.

1.2   While there have been significant improvements and developments in air navigation over time, much of the global air navigation system still relies on a conceptual framework developed in the

twentieth century. Legacy air navigation capabilities have constrained air traffic capacity enhancements and growth, resulting in inefficiencies across the aviation system

1.3   The ICAO Global Air Navigation Plan (GANP) provides a framework for a harmonized global air navigation system that identifies all potential performance improvements required, while taking into account current and future ground navigation infrastructure and avionics technologies. The GANP aims to increase capacity and efficiency in the global civil aviation system while improving or maintaining safety

1.4   It is crucial to acknowledge the importance of aviation system development in the MID region and commit to implementing a seamless air traffic management plan through a national planning frameworks supported by a national air navigation plans

2.   DISCUSSION

2.1   The NANP should align with international efforts described in the ICAO Aviation System Block Upgrade (ASBU) and the MID region Air Aavigation Plan (ANP), which is proposed to be developed under six interconnected areas: airport operations, communication navigation and surveillance, air traffic management, aeronautical information management, meteorology, and integration of future aviation systems. These efforts will modernize the MID region aviation system for the 21st century

2.2   The NANP should include a detailed description of the roadmap for increasing airspace and aerodrome capacity. Regulatory decisions and key policies on future projects and investments in air navigation should be based on the NANP

2.3   States should aim to achieve the NANP in a realistic time frame that is directly correlated with the growth of the aviation industry, in collaboration with their aviation stakeholders

2.4   Therefore, the NANP should be a rolling plan that spans at least 15 years, with five implementation phases of three years each, covering the six interconnected subject areas of air traffic management (ATM), communication, navigation, and surveillance technology and services (CNS), aeronautical information management (AIM), airport operations (AOP), meteorology (MET), and integration of future aviation systems that form part of the entire National aviation system.

2.5   This may be challenging for some States due to their limited experience. Therefore, a qualified level of collaboration is beneficial. MIDANPIRG should consider creating a task force to facilitate regular exchange on a regional level concerning the planning, writing, and implementation of NANP.

2.6   The NANP task force will provide a platform for States' specialists to promote plan development and share best practices and lessons learned in order to expedite NANPs in a coordinated manner. The task force's primary responsibility is to track the progress of NANP implementation in the States and ensure harmonization of the process.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

    a) take note of the Working Paper;

    b) discuss the importance of developing a standardized regional template for establishing NANPs, and to consider the benefits that can be gained from forming a task force to achieve this milestone;

c) encourage States to share their experiences and best practices; and

d) consider establishing a task force for the development of a National Air Navigation Plan (NANP) and its associated template at the regional level.

Why	The meeting acknowledges the need for a standardized NANP template and/or a standardized approach in order to achieve the highest level of harmonization and interoperability among the states in the MID Region.
What	The meeting agrees to form a regional NANP task force under MIDANPIRG to collaborate on the development of a harmonized NANP
Who	MID States/MIDANPIRG
When	The timing of the task force meetings and activities will be at the convenience of MIDANPIRG

DRAFT MIDANPIRG CONCLUSION XX/XX: …

That, the meeting has discussed, determined and agreed that a standardized, common approach to developing NANPs is needed to ensure harmonization and interoperability throughout the MID Region. To achieve this, collaboration among the States will be necessary to establish a mature and agreeable approach for all stakeholders involved. To expedite the process, a dedicated regional NANP Task Force/Expert Group will be established to promote cooperation and collaboration between the States and stakeholders. The Task Force/Expert Group will work together to develop a unified harmonized and interoperable NANP template, helping to ensure that ANPs in the MID Region are developed efficiently and consistently inline with ICAO requirements.

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