



International Civil Aviation Organization

MIDANPIRG ATM Sub-Group

Second Meeting (ATM SG/2)
(Cairo, Egypt, 30 November - 03 December 2015)

Agenda Item 5: Airspace Management Issues

CIVIL/MILITARY COOPERATION AND FLEXIBLE USE OF AIRSPACE

(Presented by the Secretariat)

SUMMARY
This paper presents the developments related to Civil/Military Cooperation and Flexible Use of Airspace in the MID Region.
Action by the meeting is at paragraph 3.
REFERENCES
- MIDANPIRG/15 Report

1. INTRODUCTION

1.1 The flexible use of airspace by both civil and military air traffic may be regarded as the ultimate goal, improvement in civil/military coordination and cooperation offers an immediate approach towards more effective airspace management.

2. DISCUSSION

2.1 The meeting may wish to note that the MIDANPIRG/15 meeting (Bahrain, 8-11 June 2015) recognized that the monitoring of the implementation of B0-FRTO has been a difficult task, which requires effective cooperation and contribution from all concerned stakeholders. In this regard, the meeting reviewed and updated the MID eANP Volume III Monitoring and Reporting Table for the implementation of B0-FRTO.

2.2 The MIDANPIRG/15 meeting recalled that the 38th ICAO General Assembly, through Resolution A38-12, emphasized that the airspace is a resource common to both Civil and Military Aviation.

2.3 The MIDANPIRG/15 meeting recalled that MIDANPIRG/14, through Conclusions 14/12 and 14/13, urged States to take necessary measures to foster the implementation of Civil/Military Cooperation and to implement the FUA concept through strategic Civil/Military Coordination and dynamic interaction, in order to open up segregated airspace when it is not being used for its originally-intended purpose and allow for better airspace management and access for all users.

2.4 Based on the above, the MIDANPIRG/15 meeting urged States to take necessary measures to implement the provisions of the Resolution A38-12 and MIDANPIRG/14 Conclusions 14/12 and 14/13 and provide the ICAO MID Regional Office with an update on the action(s) undertaken before 1 October 2015. It is to be underlined that no update has been provided to the MID Office.

2.5 The MIDANPIRG/15 meeting recalled that MIDANPIRG/14, through Conclusion 14/14, established the MID Civil/Military Go-Team. The meeting agreed that “Support Team” is more appropriate than “Go-Team”. The meeting reviewed and endorsed the Objective and Working Arrangements of the MID Civil/Military Support Team at **Appendix A**.

2.6 Based on the above, the meeting agreed to the following Conclusion which replaces and supersedes the MIDANPIRG/14 Conclusion 14/14:

CONCLUSION 15/15: MID CIVIL/MILITARY SUPPORT TEAM

That, a MID Civil/Military Support Team be established with a view to expedite the implementation of the Flexible Use of Airspace (FUA) Concept in the MID Region.

2.7 The MIDANPIRG/15 meeting recognized the need for an awareness campaign to promote the implementation of the FUA Concept in the MID Region. Accordingly, the meeting encouraged States to request the ICAO MID Regional Office to arrange for a Civil/Military Support Team visit, whose programme would include a Workshop on Civil/Military Cooperation and FUA.

2.8 The meeting may wish to recall that the ATM SG in accordance with its Terms of Reference is tasked with the monitoring of the implementation status of the ASBU B0-FRTO. In accordance with the MID Region Air Navigation Strategy, the following are the B0-FRTO elements, performance indicators/supporting metrics, targets, and the status of their implementation:

<i>B0 – FRTO: Improved Operations through Enhanced En-Route Trajectories</i>				
Elements	Applicability	Performance Indicators/Supporting Metrics	Targets	Status
Flexible use of airspace (FUA)	<i>All States</i>	Indicator: % of States that have implemented FUA Supporting metric*: number of States that have implemented FUA	40% by Dec. 2017	To be determined by ATM SG/2 Dec. 2015
Flexible routing	<i>All States</i>	Indicator: % of required Routes that are not implemented due military restrictions (segregated areas) Supporting metric 1: total number of ATS Routes in the Mid Region Supporting metric 2*: number of required Routes that are not implemented due military restrictions (segregated areas)	60% by Dec. 2017	To be determined by ATM SG/2 Dec. 2015

2.9 The Secretariat is proposing the following revised Table for the collection of the necessary data for the monitoring of the B0-FRTO to be included in Volume III of the MID eANP:

B0 – FRTO: Improved Operations through Enhanced Enroute Trajectories Monitoring and Reporting

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 to military restrictions (segregated areas)
- 6 Total Number of implemented Unidirectional Routes within the FIR
- 7 Remarks

Applicability State	FUA Implemented	Total number of ATS Routes	Total number of required routes to be implemented through segregated areas	Number of routes that are NOT implemented due military restrictions (segregated areas)	Number of Unidirectional Routes	Remarks
1	2	3	4	5	6	7
Bahrain	FI	78	1 (UM430)	0		Time route
Egypt						
Iran						
Iraq	PI	15	0	2		P/UP975 closed btw SIDNA & MUTAG
Jordan	PI	12	1 (UM690)	1 (G662)		
Lebanon	PI	9	1 (M1)	M1 (KAD-LATEB)		
Libya						
Kuwait						
Oman						
Qatar						
Saudi Arabia	PI	153	1 (RC083)	0		

Applicability State	FUA Implemented	Total number of ATS Routes	Total number of required routes to be implemented through segregated areas	Number of routes that are NOT implemented due military restrictions (segregated areas)	Number of Unidirectional Routes	Remarks
1	2	3	4	5	6	7
Sudan	PI	16	4	2		
Syria	PI	19	0	0		
Unite Arab Emirates	PI	41	3	4		
Yemen						
Total						
Percentage						

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review, amend and agree to the Reporting and Monitoring Table for the ABU B0-FRTO at para 2.9;
- b) urge States to take necessary measures to implement the provisions of the Resolution A38-12 and MIDANPIRG Conclusions 14/12 and 14/13, respectively, and provide feedback to the ICAO MID Regional Office related to the actions undertaken, by **15 July 2016**; and
- c) identify candidate States for the MID Civil/Military Support Team visits.

APPENDIX A

MID CIVIL/MILITARY SUPPORT TEAM

Objective and Working Arrangements

I. Objective

The overall objective of the MID Civil/Military Support Team is to provide States with high-level guidance and recommendations to enhance the civil/military cooperation and expedite the implementation of the Flexible Use of Airspace (FUA) Concept.

II. MID Civil/Military Support Team Composition

The MID Civil/Military Support Team will be composed of experts from ICAO, IATA and other representatives/subject matter experts from States and Stakeholders, as appropriate.

III. State Civil Aviation Authority Responsibilities

- Provide facilities and all kind of support for a successful conduct of the visit.
- Ensure that all stakeholders (civil and military) involved in the FUA implementation are represented during the visit.
- Provide required information and documentation.

IV. Working Arrangements

Phase 1 – Coordination for the Visit

- Identification of the candidate States in need of a MID Civil/Military Support Team by IATA, ICAO, or through the relevant MIDANPIRG subsidiary bodies.
- ICAO to coordinate with the candidate State the dates and pre-acceptance of the visits.
- Hosting State to formally confirm, to the ICAO MID Regional Office, the acceptance of the MID Civil/Military Support Team visit.
- Hosting State to appoint a Point of Contact (POC).
- Agenda, Work Programme, activities and expected outcomes of the visit to be communicated with the State.
- Teleconference(s) to be conducted with the POC jointly by IATA and ICAO to ensure good preparation for the visit.

PHASE III – Team Coordination

- IATA and ICAO to coordinate the establishment of the Team (call for experts).
- Team members to agree on the States to be visited.
- The team should prepare the Work Programme for the visit with the assigned tasks for each member.
- Priority work areas to be identified by the Team.
- The Team members should share the required information.
- The coordination between the Team members will be mainly through emails and teleconferences.

PHASE IV – Support Team Tasks

Utilizing best practices and available ICAO provisions, the MID Civil/Military Support Team will assist States through the following process:

- Assessment of the existing ATS route network.
- Assessment of the existing airspace structure.
- Review the status of CNS infrastructure.
- Identify potential gaps and develop a list of recommended actions.
- Assist States in the development of measures to implement the FUA through strategic Civil/Military coordination and dynamic interaction, in order to open up segregated airspace when it is not being used for its originally-intended purpose and allow for better airspace management and access for all users.
- Address with the relevant authorities the ICAO provisions related to civil/military cooperation and FUA, as well as the recommendations emanating from the ICAO General Assembly, DGCA-MID and MIDANPIRG.
- Organize Workshop(s) as deemed necessary.

PHASE IV – Follow-up Activities.

- The MID Civil/Military Support Team will provide a report with a list of Recommendations/Action Plan, which would foster the FUA Implementation, within 30 days after the completion of the visit.
- State visited is requested to provide the ICAO MID Regional Office with a periodic update on the implementation of the Recommendations (Action Plan).