



International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Ninth Meeting (ATM SG/9)

(Sharm El Sheikh, Egypt, 14 – 16 November 2023)

Agenda Item 4: Planning and Implementation issues related to ATM/SAR

ESTABLISHMENT OF MID REGION FREE ROUTE AIRSPACE (FRA) PROJECT MANAGEMENT TEAM (PMT)

(Presented by IATA)

SUMMARY	
This working paper is intended to introduce and discuss the benefits of adopting a regional approach to FRA implementation in support of safe, secure, economically and environmentally sustainable flight operations, through the establishment of an FRA PMT for the MID region.	
REFERENCE(S)	<ul style="list-style-type: none"> • Doc 9750, Global Air Navigation Plan • ICAO Global Air Traffic Management Operational Concept (Doc 9854)
Strategic Objectives	A – Safety, B – Air Navigation Capacity and Efficiency, and E – Environmental Protection.

1 INTRODUCTION

1.1 Free Route Airspace implementation is an incremental process starting at the State/ANSP level and extending over a cluster of States/ANSPs in a region.

1.2 The benefit of Free Route Airspace (FRA) is widely known, removing the constraints where a flight would be confined to segments of a published ATS route network, therefore offering several benefits to the airspace users, including reduced track miles, saving flight time, fuel, and reducing CO₂ emission, and payload optimization.

1.3 Based on States CNS/ATM infrastructure, different levels of FRA implementation can be considered, commencing with published (DCTs) and concluding with Cross border FRA implementation.

1.4 Whilst individual State/FIR implementation can achieve tangible efficiencies, the greatest benefits can only be realized if FRA is deployed over a wide area extending beyond individual States FIR boundaries.

1.5 Coordination with neighboring States is key, not only to reduce the risks associated with the change of the airspace design (as a result of implementing of FRA) and update of LoAs,

but also to ensure a smooth transition from a local FRA (State) to cross boarder FRA (over many States), where airspace users can flight plan longer route segments across many FIRs.

1.6 To facilitate the development of FRA in the MID Region, it is beneficial to establish a regional coordination platform in the form of a Project Management Team (PMT) to support the safe, secure, and sustainable FRA implementation across the region.

2. DISCUSSION

2.1 Consideration for the establishment of a MID FRA PMT to ensure a coordinated FRA implementation plan across the region, through the application of the same basic rules concerning publication, design principles and constraints, structural elements, and hence flight planning requirements.

2.2 The establishment of a MID FRA PMT is intended to:

- Allow the development of a MID FRA Concept of Operations (CONOPS) and a common regional implementation roadmap.
- Ensure the same rules are applied with regard to airspace design, Aeronautical Information Publication, and validation of FRA environments in order to ensure seamless ATM regardless of FIR boundaries.
- Allow sharing of knowledge, expertise, and lessons learnt among MID States.
- Ensure FRA implementation in MID is harmonized with other regions (e.g., AFI, EUR) and meets suitably the needs of both airspace user and provider.

3 ACTION BY THE MEETING

3.1 The meeting is invited to **consider the establishment of a multi-stakeholders MID FRA PMT**, under the ICAO MIDANPIRG umbrella, to allow coordinated and harmonized FRA implementation across the MID region in **support of Seamless ATM**.