



International Civil Aviation Organization

**The Eleventh Meeting of the MIDANPIRG AIM Sub-Group
(AIM SG/11)**

(Amman, Jordan, 22 – 23 January 2025)

Agenda Item 4: AIM Planning and Implementation in the MID Region

**CROSS-BORDER COORDINATION AND EXCHANGE OF AERONAUTICAL DATA AND
INFORMATION**

(Presented by secretariat)

SUMMARY

This paper presents a framework for cross-border coordination and collaboration between States in the exchange of aeronautical data and information.

Action by the meeting is at paragraph 3.

REFERENCES

- The Convention on International Civil Aviation
- Annex 11 Air Traffic Services
- Annex 15 Aeronautical Information Services
- AIM SG/10 Report

1. INTRODUCTION

1.1 The meeting may wish to recall that the Tenth Meeting of the MIDANPIRG AIM Sub-Group (AIM SG/10) held in Egypt, Cairo at ICAO MID Office from 28 to 29 February 2024, discussed cross-border coordination and exchange of aeronautical data and information centred on enhancing collaboration and harmonization among States across MID Region.

1.2 The AIM SG/10 meeting acknowledged the importance of establishing standardized procedures and protocols to facilitate seamless data exchange, ensuring accuracy, consistency, and timeliness of aeronautical information shared between States. The meeting emphasized the significance of effective communication channels, data sharing agreements, and interoperable systems to support efficient cross-border operations and enhance safety and efficiency of international flight operations. Overall, the discussions underscored the need for collaborative efforts and coordinated actions to optimize cross-border coordination and enhance the exchange of aeronautical data and information between States.

1.3 The meeting tasked the secretariat to develop a template of Cross-Border Formal Agreement which aims at facilitating cross-border coordination and collaboration among aviation authorities and stakeholders. This agreement will serve as a framework for establishing harmonized procedures and protocols for the exchange of aeronautical data and information across international borders within MID member states.

1.4 This paper presents a framework for cross-border coordination and collaboration between States in the exchange of aeronautical data and information.

2. DISCUSSION

2.1 It should be noted that according to Annex 11 to the Chicago Convention, a Flight Information Region (FIR) is defined as an airspace of specific dimensions within which flight information services (FIS) and alerting services (ALRS) are provided. FIRs are zones of responsibility allocated to states under the framework of the International Civil Aviation Organization (ICAO) and are integral to the regulation of civil aviation. Notably, an FIR may extend beyond a country's national airspace, encompassing areas over high seas or, in certain cases, even the airspace of another State.

2.2 Moreover, the concept of flight information regions (FIRs) is provided in Annex 11 . Their establishment is to identify homogenous regions of regulated airspace, which should efficiently cover air route structures. So far, the identification of the lateral limits of FIRs has been usually driven by operational and sovereign considerations and the need to cover portions of airspace of undetermined sovereignty, such as those over the high seas.

2.3 Situations related to the establishment and provision of air traffic services (ATS) for international flights, whether in part or in full, within the context of a Flight Information Region (FIR) are as follows:

Situation 1: A route, or portion of a route, that lies within the airspace of a State's territory, where the State establishes and provides its own air traffic services within its FIR.

Situation 2: A route, or portion of a route, that lies within the airspace of a State's territory but falls under the FIR of another State.

Situation 3: A portion of a route that lies within airspace over the high seas or in airspace of undetermined territory, where a State has assumed responsibility for establishing and providing air traffic services within its FIR.

2.4 In the event of Situation 2, both States must mutually agree on all relevant information pertaining to the portion of airspace in question.

2.5 The meeting may wish to recall that Annex 15 states that " Each Contracting State shall ensure that the provision of aeronautical data and aeronautical information covers its own territory and those areas over the high seas for which it is responsible for the provision of air traffic services (ATS)." (A15, STD 2.1.2)

2.6 Furthermore, Annex 15 emphasizes that: "The State concerned shall remain responsible for the aeronautical data and aeronautical information provided in accordance with 2.1.2. Aeronautical data and aeronautical information provided for and on behalf of a State shall clearly indicate that they are provided under the authority of that State, irrespective of the format in which they are provided." (A15,STD 2.1.3).

2.7 It should be highlighted that in relation to the Coordination between States, Doc 8126 AIS Manual indicates that:

2.7.2.1 Some aeronautical data may require coordination with one or more neighbouring States to ensure data consistency. Specifically, changes to aeronautical data adjacent to borders of neighbouring States, or even cross border data (e.g. common airspace boundaries, significant points, navigational aids, route segment information, aerodrome information or ATS unit communications (COM) frequencies), require coordination between States.

2.7.2.2 As the AIS collects data from data originators, it also acts as the focal point for the coordination and harmonization of aeronautical data between States. It is therefore recommended that States establish formal bilateral or multilateral working arrangements with neighbouring States for aeronautical data requiring coordination in order to avoid data inconsistencies.

2.7.2.3 When inconsistencies are detected, the receiving (neighbouring) State must inform the originating State, who must resolve the issues with the data originator. If, at the publication date, data inconsistencies continue to exist, the publication should be postponed.

2.7.2.4 The establishment of bilateral or multilateral working arrangements between one or more neighbouring States offers an effective safety net for ensuring the consistency of aeronautical data across borders and facilitates the identification of possible data inconsistencies due to insufficient communication between States (e.g. concerning common airspace boundaries or cross-border routes).

2.8 Considering the above and as requested by the AIM SG/10 meeting, the Sample Model Agreement has been drafted as **at Appendix A**. The agreement may be used separately or incorporated within the Common Format, Letter of Agreement (LoA) between Air Traffic Services Units (ATSU).

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and discuss the content of the working paper;
- b) provide feedback or propose amendments to the draft Sample agreement, if necessary; and
- c) agree on the next steps for endorsement/dissemination of the agreement.

CROSS-BORDER MODEL AGREEMENT
***Between [State A] and [State B] For the Facilitation of Cross-Border Coordination and
Collaboration in Aviation in the exchange of aeronautical data and information***

Preamble:

Recognizing the importance of safe, efficient, and harmonized air traffic management across international borders, the undersigned parties agree to establish a framework for cross-border coordination and collaboration in the exchange of aeronautical data and information.

Article 1: Objectives

The objectives of this Agreement are to:

- a) Facilitate seamless cross-border air traffic management within the FIRs of the participating states.
- b) Establish harmonized procedures for the exchange of aeronautical data and information.

Article 2: Scope of Application

This Agreement applies to the exchange of aeronautical data and information, including NOTAMs, AIP (Aeronautical Information Publication), and other relevant data.

Coordination of airspace management activities, including temporary restricted areas, military exercises, and other special activities.

Article 3: Responsibilities of the Parties**3.1 State A Responsibilities:**

Ensure timely and accurate provision of aeronautical data and information relevant to the shared FIR.

Notify State B of any planned activities (e.g., NOTAMs, airspace restrictions) that may affect State B's airspace.

3.2 State B Responsibilities:

Provide reciprocal notification of aeronautical data and information relevant to the portion of airspace in question.

Collaborate with State A to resolve any operational or technical issues arising from cross-border activities.

3.3 Joint Responsibilities:

Develop and maintain harmonized procedures for the exchange of aeronautical data and information.

Conduct regular reviews of the Agreement to ensure its continued relevance and effectiveness.

Article 4: Exchange of Aeronautical Data and Information

- Both States must mutually agree on the content before publishing all relevant information related to the portion of airspace in question.
- NOTAMs: Each state shall notify the other of any NOTAMs affecting the shared FIR at least [X] days in advance. NOTAMs shall be issued in accordance with ICAO Annex 15 standards and in a mutually agreed format.
- AIP Amendments: Changes to AIPs affecting the shared FIR shall be communicated to the other state at least [X] days in advance.

Article 5: Coordination of Special Activities**Military Exercises and Temporary Restricted Areas:**

Any planned military exercises or temporary restricted areas affecting the portion of airspace in question shall be communicated to the other state at least [X] days in advance.

Article 6: Amendments and Review

This Agreement may be amended by mutual consent of the parties.

A review of the Agreement shall be conducted every [X] years to ensure its continued relevance and effectiveness.

Article 7: Entry into Force

This Agreement shall enter into force upon signature by both parties.

Signatures

For _____ [State _____ A]:

Name: _____

Title: _____

Date: _____

For _____ [State _____ B]:

Name: _____

Title: _____

Date: _____
