



International Civil Aviation Organization

MIDANPIRG/17 and RASG-MID/7 Meeting

(Cairo, Egypt, 15 – 18 April 2019)

Agenda Item 6.2: Air Navigation Planning and Implementation

AIRSPACE MANAGEMENT ISSUES

(Presented by the Secretariat)

SUMMARY

The paper addresses some airspace management matters in the MID Region for the meeting appropriate actions.

Action by the meeting is at paragraph 3.

REFERENCES

- ATM SG/4 Report
- MSG/6 Report

1. INTRODUCTION

1.1 The meeting may wish to note that the MSG/6 meeting (Cairo, Egypt, 3 – 5 December 2018) reviewed the outcome of the ATM SG/ 4 meeting (Amman, Jordan, 29 April – 2 May 2018) related to ATS Routes, ICARD, Contingency Planning, AIDC/OLDI, SSR Codes, ATFM, PBN and Search and Rescue.

2. DISCUSSION

ATS ROUTE NETWORK

2.1 The MSG/6 meeting reviewed and endorsed the Terms of Reference (TORs) of the RDWG at **Appendix A**, as well as the MID Region ATS Route Catalogue at **Appendix B** through Decision 6/12 and MSG Conclusion 6/13, respectively.

2.2 The use of MID RDWG as a platform to facilitate bilateral and multilateral coordination related to the improvement of the ATS Route Network and airspace management in the MID Region. The MID RDWG main objective is to enhance the cooperative approach between States and stakeholders to avoid duplication of efforts related to the improvement of the ATS Route Network at National and cross-border levels.

2.3 The MID Region ATS Route Catalogue includes the Airlines' ATS route proposals presented, in a prioritized manner with their associated benefits, for consideration by States to enhance the ATS Route Network.

2.4 The meeting may wish to note that the Fourth meeting of the Advanced Inter-Regional ATS Route Development Task Force (AIRARD TF/4) will be held concurrently with the Asia/Pacific (APAC) ATM SG/7 meeting at the ICAO APAC Regional Office in Bangkok, Thailand from **05 to 07 August 2019**. The meeting may wish to recall that the AIRARD TF was established by the ICAO APAC, EUR/NAT and MID Regions to discuss, coordinate and improve the inter-regional aspects of the ATS route network and ATM issues at the interfaces of the three ICAO Regions. The invitation Letter to the APAC ATM SG/7 and AIRARD TF/4 meetings is at **Appendix C**.

Radar Longitudinal Separation

2.5 The ATM SG/4 meeting recalled the following MIDANPIRG/16 Conclusion:

CONCLUSION 16/19: IMPLEMENTATION OF REDUCED RADAR LONGITUDINAL SEPARATION

That,

- a) States, that have not yet done so:*
 - i) be urged to implement 20 NM radar longitudinal separation; and*
 - ii) be encouraged to further reduce the radar longitudinal separation within the MID Region to 10 NM; and*
- b) the ATM SG monitor the status of implementation and take appropriate actions to foster the implementation.*

2.6 The ATM SG/4 meeting reviewed and updated the implementation status of radar longitudinal separation in the MID Region as at **Appendix D**. The meeting urged States to take necessary measures to expedite the implementation of 20 NM radar longitudinal separation to be further reduced to 10 NM and provide feedback to the ICAO MID Office.

SIDs and STARs New Phraseologies

2.7 The meeting may wish to note that the amendment to phraseology related to SIDs and STARs has been included in the latest version of ICAO Doc 4444 (PANS-ATM) with applicability date 10 November 2016. In this respect, the meeting urged States to take necessary measures for the implementation of the SIDs and STARs new phraseologies, using the guidance material available on the ICAO website: http://www.icao.int/airnavigation/sidstar/pages/changes-to-sid_star-phraseologies.aspx.

2.8 The ATM SG/4 meeting reiterated MIDANPIRG Conclusion 16/20 and urged States, if not yet done so, to implement the provisions of amendment 7 to ICAO Doc 4444, in particular those related to the SIDs and STARs new phraseologies; and provide the ICAO MID Office with their implementation plan by 1 June 2018.

2.9 The ATM SG/4 meeting was apprised of UAE's experience related to the implementation of SIDs and STARs new phraseologies within Emirates FIR. The UAE successfully implemented the new phraseologies on 1 February 2018 following a successful nation-wide route restructure in December 2017. There have been no major issues identified with the implementation of the new phraseology.

2.10 The ATM SG/4 meeting recognized that the new phraseologies have particular benefit as mitigation for inconsistent compliance with vertical profiles on SID/STAR and also supports effective and efficient use of PBN airspace and support the CCO/CDO concepts. Moreover, the continued global implementation would support further harmonization and ease transition for States.

2.11 The ATM SG/4 meeting reviewed and updated the status of implementation of SIDs and STARs new phraseologies, which was later updated by the Secretariat based on the inputs received as at **Appendix E**.

Civil/Military Cooperation and Flexible Use of Airspace

2.12 The ATM SG/4 meeting was apprised of the latest developments in the European Region related to Civil/Military cooperation and the implementation of the Flexible Use of Airspace (FUA) Concept. An update was provided on the Baltic Sea Project Team and the ICAO EUR Doc 032 (Interim Guidance material on Civil/Military Cooperation in ATM) in particular the guidance related to FUA over the high seas and the example for State aircraft operations under Due-Regard.

2.13 The ATM SG/4 meeting noted that a project had been initiated in Europe for the re-categorization of Conditional Routes (CDRs) and publication of a single category (CDR1).

2.14 The ATM SG/4 meeting was apprised of the outcome of the ACAC/ICAO Civil/Military Workshop (Algiers, Algeria, 26-28 March 2018) organized jointly by ACAC and ICAO (EUR/NAT and MID Regional Offices). The meeting encouraged States to implement the recommendations at **Appendix F** emanating from the Workshop. The Workshop documentation is available on the ICAO MID Website: <https://www.icao.int/MID/Pages/2018/ACAC-ICAO%20Civ-Mil%20WS.aspx>

2.15 The ATM SG/4 meeting noted that ICAO in collaboration with all Stakeholders upgraded the CIR 330 to a new ICAO Manual on Civil/Military Cooperation to provide more guidance on the implementation of Civil/Military cooperation and FUA Concept. The FUA in accordance with the ICAO provisions should be implemented into three Levels:

- Strategic level – Level 1
- Pre-tactical level – Level 2
- Tactical level – Level 3

2.16 Based on the above, the ATM SG/4 meeting reviewed and agreed to a revised version of the ASBU B0-FRTO to include elements addressing the three (3) Levels of FUA with their associated indicators and targets.

2.17 The ATM SG/4 meeting agreed to the development of MID Guidance Material related to Civil/Military cooperation and implementation of FUA Concept, including State aircraft operations under Due Regard in particular over the high seas, based on the new ICAO Doc on CIV/MIL Cooperation and EUR Doc 032. Accordingly, the ATM SG/4 meeting agreed to the following Draft Conclusion:

Why	To provide guidance for the implementation of FUA and State aircraft operations under Due Regard in particular over the high seas
What	MID Guidance Material
Who	ATM SG/5
When	September 2019

DRAFT CONCLUSION 4/5: MID REGION GUIDANCE MATERIAL ON CIVIL/MILITARY COOPERATION AND IMPLEMENTATION OF FUA CONCEPT

That, the ATM SG/5 develop draft guidance material related to Civil/Military Cooperation and implementation of FUA Concept, including State aircraft operations under Due Regard in particular over the high seas, to be coordinated with States before presentation to MIDANPIRG for endorsement.

MID Region High Level Airspace Concept

2.18 The meeting may wish to recall that the MID Region High Level Airspace Concept was endorsed by MIDANPIRG/15 as MID Doc 004. The objective of the High Level Airspace Concept is to consolidate the ATM operational requirements agreed upon by MIDANPIRG, in order to provide a generic set of characteristics to be applied by States, which would support the harmonization of the ATM operations in the MID Region.

2.19 The MID Region High Level Airspace Concept includes currently the following MID Region High Level Airspace Concept fundamentals:

- a) The use of Reduced Vertical Separation Minima (RVSM) between FLs 290 and 410.
- b) To the most extent possible implementation of parallel ATS route network, based on RNAV 5 or RNAV 1, across the Region.
- c) Implementation of RNAV 5 area in the level band FL160 - FL460 (inclusive).
- d) A system of linked routes based mainly on RNAV connected to RNAV or Conventional SIDs and STARs starting at the nominal TMA boundary.
- e) Route spacing used for RNAV 5 routes should not be less than 16.5 NM for unidirectional and 18 NM for bi-direction tracks.
- f) Route spacing used for RNAV 1 routes should not be less than 7 NM providing that required CNS infrastructure is available.
- g) Implementation of 20 NM Reduced radar longitudinal separation, which could be further reduced to 10 NM where appropriate.
- h) Implementation of the “Flexible Use of Airspace” concept.
- i) Implementation of ASBU Modules in accordance with the Air Navigation Strategy.
- j) Implementation of AIDC/OLDI between all ACCs.
- k) Implementation of Continuous Climb Operations (CCO) and Continuous Descent Operations CDO, where appropriate.
- l) Consider the implementation of Bilateral, Sub-regional or regional ATFM services.

2.20 The meeting may wish to note that the MID Doc 004 needs amendment to reflect the latest developments, in particular the outcome of MSG/6 and MIDANPIRG/16 and 17 meetings. Accordingly, the following Draft Decision is proposed for the meeting consideration:

Why	To amendment the MID Region High level Airspace Concept (MID Doc 004) to reflect the latest developments, in particular the outcome of MSG/6 and MIDANPIRG/16 and 17 meetings.
What	Amendment of MID Doc 004
Who	ATM SG/5
When	September 2019

DRAFT MIDANPIRG DECISION 17/XX: AMENDMENT OF THE MID REGION HIGH LEVEL AIRSPACE CONCEPT (MID DOC 004)

That, the ATM SG/5 review and prepare a revised version of the MID Region High level Airspace Concept (MID Doc 004) taking into consideration the latest developments, in particular the outcome of MSG/6 and MIDANPIRG/16 and 17 meetings, for presentation to MIDANPIRG/18.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and update the status of implementation of SIDs and STARs new phraseologies in the MID Region at **Appendix E**;
- b) discuss and take action with respect to the proposed Draft Conclusion and Decision related to the development of CIV/MIL Guidance Material and Amendment of the MID Region High Level Airspace Concept; and
- c) encourage States to:
 - i. use the MID RDWG as a platform to facilitate bilateral and multilateral coordination related to the improvement of the ATS Route Network and airspace management;
 - ii. take necessary actions and coordinate with the ICAO MID Office for the implementation of the ATS route proposals contained in the MID Region ATS Route Catalogue relevant to their FIRs; and
 - iii. attend the Fourth Meeting of the Advanced Inter-Regional ATS Route Development Task Force (AIRARD TF/4) Bangkok, Thailand from **05 to 07 August 2019**;
 - iv. implement the recommendations of the ACAO/ICAO Civil/Military Workshop (Algiers, Algeria, 26-28 March 2018) at **Appendix F**.

MID RDWG Scope, Terms of Reference, Composition, and Working Procedures

SCOPE:

The MID Route Development Working Group (RDWG) works on matters related to ATS route planning and implementation in the Middle East Region.

In order to achieve its mandate, The RDWG builds on previous work aiming at enhancing the regional ATS route network, including but not limited to: MIDRAR, CNS/ATM study, work of the Advanced Inter-regional ATS Routes Development Task Force (AIRARD TF), work of the Middle East ATM Enhancement Programme (MAEP), work of ICAO ARN Task Force, etc.

TERMS OF REFERENCE:

1. Based on airspace users' needs and in coordination with stakeholders (States, Regional and International Organizations, and other ICAO Regions), identify requirements and improvements for achieving and maintaining an efficient ATS route network in the MID Region.
2. Recommend measures and support the ATM SG in the development and maintenance of working procedures to plan and implement requirements/improvements to the MID ATS route network.
3. Facilitate the implementation of agreed ATS routes by engaging concerned parties including the Military Authorities.
4. In coordination with the MIDRMA, carry out safety assessment of the proposed changes to the ATS route network.
5. Support the implementation of the approved amendments to the ATS route network and MID ANP;
6. Coordinate and support implementation of the ATS routes over the high seas;
7. Address inter-regional ATS routes improvements with adjacent ICAO Regions, through the AIRARD Task Force, RDGE, AAMA SCM etc.
8. Report, regularly, to the ATM Sub Group and to MAEP Board the work progress of the RDWG.

COMPOSITION:

The RDWG will be composed of:

- a) experts nominated by Middle East States from both Civil Aviation and Military Authorities;
- b) Concerned Regional and International Organizations; and
- c) Other representatives from adjacent States and Organizations as required.

In addition, the RDWG will have a core team composed of AACO, IATA and ICAO. The core team will be responsible for developing the activities of the RDWG through effective coordination between airspace users and RDWG members.

WORKING PROCEDURES:

The RDWG will meet as required and under the format of Task Forces gathering concerned States and stakeholders to carry its work, with the following work procedures:

- The Core Team will coordinate users' requirements based on trunk routes and city-pair priorities.
- For each set of requirements, concerned airspace users will submit proposals which will be communicated to the concerned States for review.
- Coordination will be carried out with concerned State(s) through correspondence and teleconferences and, if required, face-to-face meetings with stakeholders on case-by-case basis.
- The Core Team will continue to follow up with concerned States to ensure implementation of the agreed proposals and their migration to the MID ANP.
- The Core Team will follow-up with the concerned State(s) and air operators the conduct of post implementation review of the implemented ATS route improvements, to assess the impact and estimate the benefit accrued from the implementation.



**International Civil Aviation Organization
Middle East Region**

Route Catalogue

Edition May 2018

I. Introduction

1. The Middle East Route Catalogue was approved by MIDANPIRG/11 meeting (Cairo, Egypt 9-13 February 2009) developed within the context of the ARN TF, as an ATS route development/planning tool. It was agreed that the Catalogue should contain a list of ATS route proposals that have been agreed within the framework of the ATM SG that did not reach a level of maturity to be moved to the MID Air Navigation Plan.
2. The sixteenth meeting of the MID Air Navigation Planning and Implementation Regional Group (MIDANPIRG/16, Kuwait, 13-16 February 2016), under decision 16/17, established the ICAO MID ATS Route Development Working Group (RDWG) under the ICAO ATM Sub-Group. The RDWG mandate is to be a platform for all stakeholders to discuss and implement enhancements to the MID ATS Route Network.
3. Recognizing the value of a consolidated reference document for the regional ATS routes, the RDWG decided to maintain the Middle East Route Catalogue as the primary repository for proposals emanating from States and/or airspace users. The Route Catalogue will be maintained by IATA MENA in close collaboration with the RDWG Core Team.
4. Any State or airspace user which identifies a need for a new route requirement to be included in the catalogue or to change an existing route contained in the catalogue, may submit respectively an amendment proposal to the ICAO MID Office or IATA MENA. The RDWG will periodically survey concerned stakeholders for new/amended requirements to be added/amended in the Route Catalogue.
5. IATA MENA, will keep the Route Catalogue up-to date as proposals are added or amended. The Route Catalogue will be posted on IATA MENA and ICAO MID websites and presented to the ATM SG meeting or other relevant meetings.

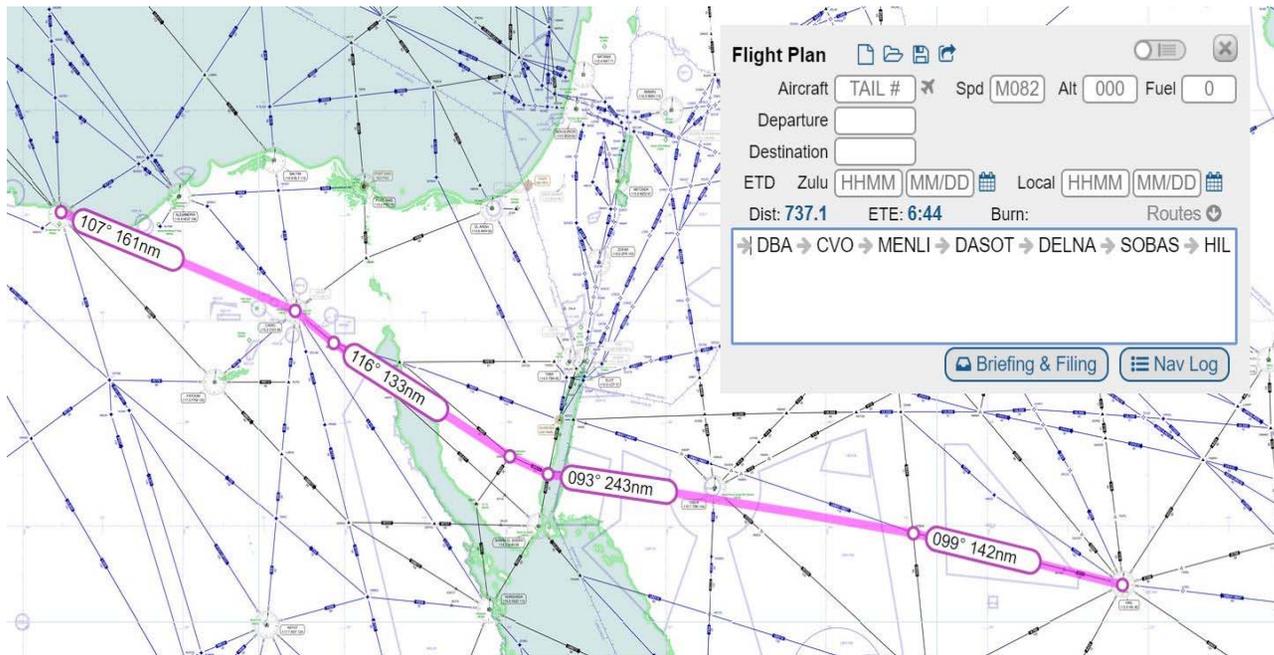
II. Structure

6. The Catalogue is divided into 2 elements:
 1. Current proposals for implementation
 2. Proposals on hold due to regional limitations on implementation

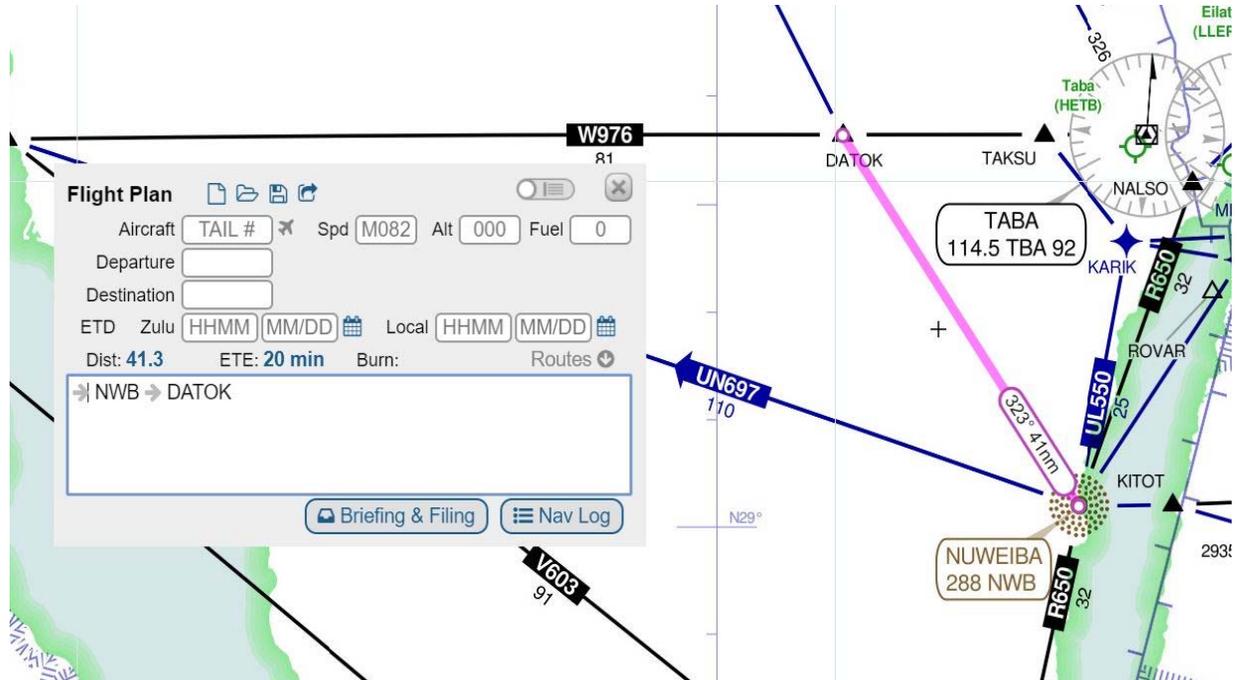
III. Processes

7. ICAO MID Office will send proposals included in the Catalogue to concerned States for their input:
 - If a proposal is accepted by all concerned States, it shall be moved to the MID ANP for implementation through the processing of Proposal for Amendment.
 - If any State has any comment on the proposal, a conference call or meeting (depending on the comments received) will be held with the concerned States and airspace users to reach a consensus on the proposal:
 - If a compromise is reached, the amended proposal will be moved to the ANP for implementation.
 - If a compromise was not possible, the proposal is returned to its originator for further study and removed from the Route Catalogue. The originator would then be able to review the proposal and submit a new one taking into consideration the limitations restricting the proposal from being implemented.

MID/RC-1	ATS Route Name: New Route	Inter-Regional Cross Reference if any	N/A	Users Priority	High	Originator/Date	RDWG/1	Last updated	New Proposal
Route Description		States Concerned	Implementation Status		MID ANP Status		Action Taken / Required		Expected time frame for each Action
DBA-CVO-MENLI-DASOT-DELNA-SOBAS		Egypt Saudi Arabia	Not Implemented		Not in the Plan		To be addressed with Egypt and Saudi Arabia		- Quarter 4-2017
Flight Level Band: Eastbound Potential traffic flow: North Africa and South Europe to MID Region and beyond									
Justification									
Benefits									
Remarks									

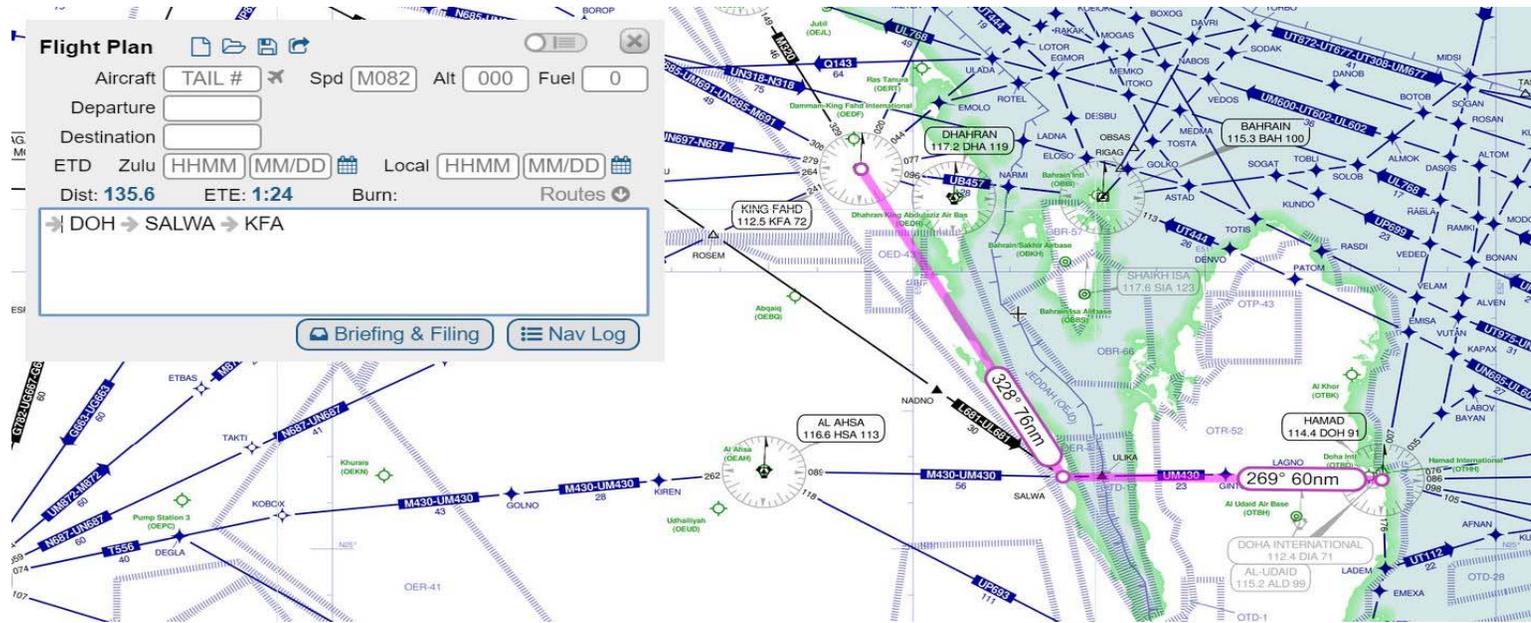


MID/RC-2	ATS Route Name: New Route	Inter-Regional Cross Reference if any	N/A	Users Priority	High	Originator/Date	RDWG/1	Last updated	New Proposal
Route Description		States Concerned	Implementation Status	MID ANP Status		Action Taken / Required		Expected time frame for each Action	
NWB-DATOK		Egypt	Not Implemented	Not in the Plan		To be addressed with Egypt		- Quarter 4-2017	
Flight Level Band: Westbound									
Potential traffic flow: Asia and Middle East traffic to Europe									
Justification									
Benefits									
Remarks									

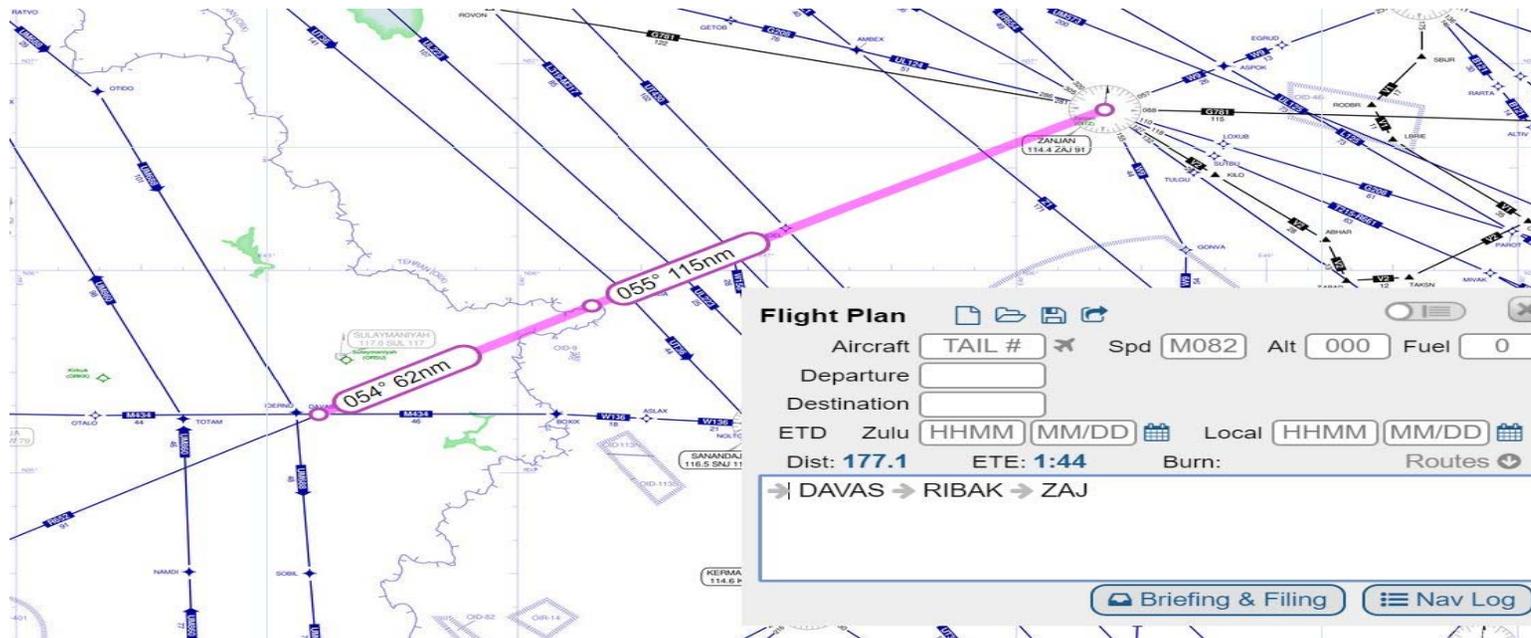


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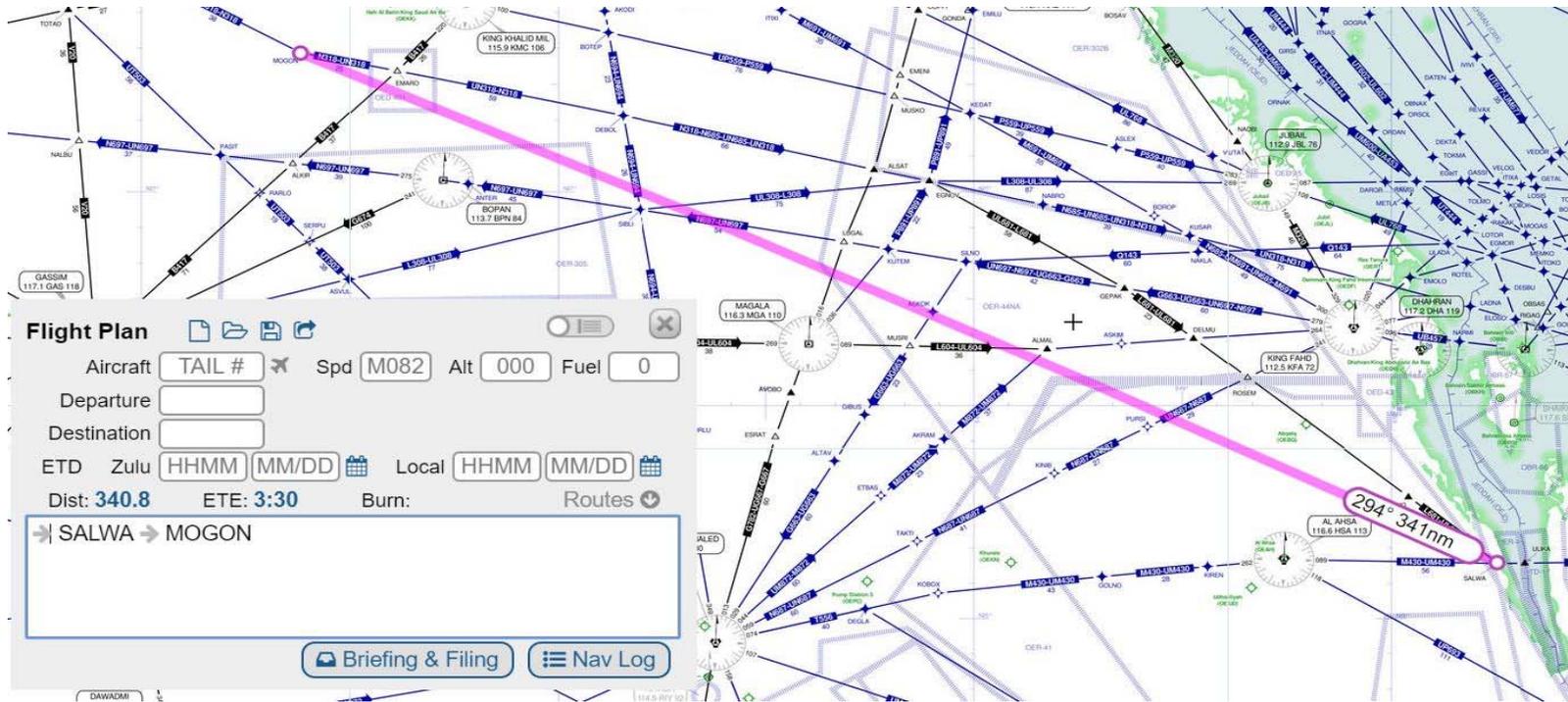
MID/RC-3	ATS Route Name: New Route	Inter-Regional Cross Reference if any	N/A	Users Priority	High	Originator/Date	RDWG/1	Last updated	New Proposal
Route Description		States Concerned	Implementation Status	MID ANP Status		Action Taken / Required		Expected time frame for each Action	
DOH-SALWA (M430)-KFA		Bahrain Qatar Saudi Arabia	Not Implemented	Not in the Plan		To be addressed with Bahrain, Qatar and Saudi Arabia		- Quarter 4-2017	
Flight Level Band: Westbound									
Potential traffic flow: Doha Departures to North Africa and West Europe									
Justification									
Benefits									
Remarks		ON HOLD							



MID/RC-4	ATS Route Name: New Route	Inter-Regional Cross Reference if any	N/A	Users Priority	High	Originator/Date	RDWG/1	Last updated	New Proposal
Route Description		States Concerned	Implementation Status		MID ANP Status		Action Taken / Required		Expected time frame for each Action
DAVAS-RIBAK-ZANJAN (ZAJ) extension to R652 Flight Level Band: Westbound		Iran Iraq	Not Implemented		Not in the Plan		To be addressed with Iran and Iraq		- Quarter 4-2017
Potential traffic flow: traffic to/from Tehran FIR through Amman and Baghdad FIRs									
Justification									
Benefits									
Remarks									



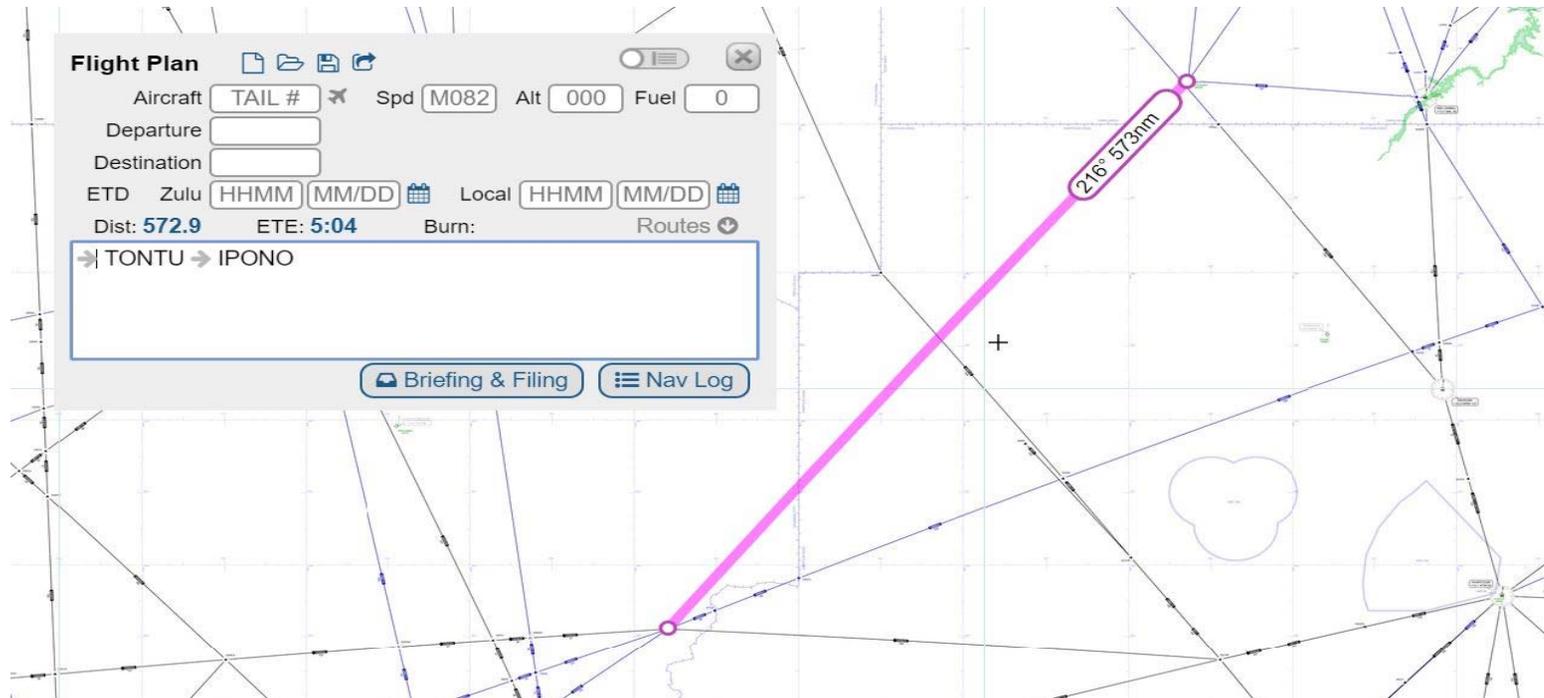
MID/RC-5	ATS Route Name: New Route	Inter-Regional Cross Reference if any	N/A	Users Priority	High	Originator/Date	RDWG/1	Last updated	New Proposal
Route Description		States Concerned	Implementation Status	MID ANP Status		Action Taken / Required		Expected time frame for each Action	
SALWA-MOGON		Bahrain Qatar Saudi Arabia	Not Implemented	Not in the Plan		To be addressed with Bahrain, Qatar and Saudi Arabia		- Quarter 4-2017	
Flight Level Band: Westbound									
Potential traffic flow:									
Justification									
Benefits									
Remarks									
ON HOLD									



MID/RC-6	ATS Route Name: New Route	Inter-Regional Cross Reference if any	N/A	Users Priority	High	Originator/Date	RDWG/1	Last updated	New Proposal
Route Description		States Concerned	Implementation Status	MID ANP Status		Action Taken / Required		Expected time frame for each Action	
TOKAR-ABKAR-QUN-BSH-DEGNO		Eretria Saudi Arabia	Not Implemented	Not in the Plan		To be addressed with Eretria and Saudi Arabia		- Quarter 4-2017	
Flight Level Band: Bidirectional									
Potential traffic flow:									
Justification									
Benefits									
Remarks									

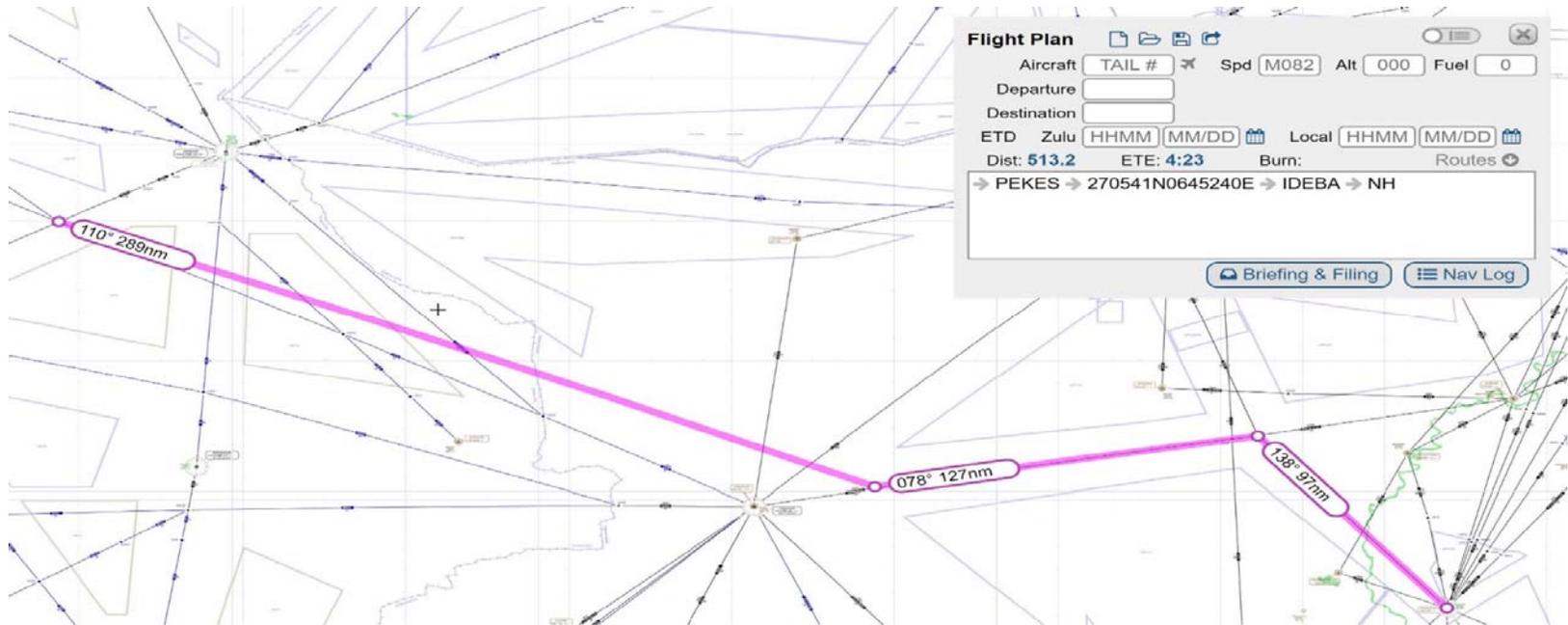


MID/RC-7	ATS Route Name: New Route	Inter-Regional Cross Reference if any	N/A	Users Priority	High	Originator/Date	RDWG/1	Last updated	New Proposal
Route Description		States Concerned	Implementation Status	MID ANP Status		Action Taken / Required		Expected time frame for each Action	
TONTU-IPONO		Egypt Sudan	Not Implemented	Not in the Plan		To be addressed with Egypt and Sudan		- Quarter 4-2017	
Flight Level Band: Bidirectional									
Potential traffic flow: from Egypt, Jordan and Lebanon, etc. to Chad and west/south Africa									
Justification									
Benefits									
Remarks									



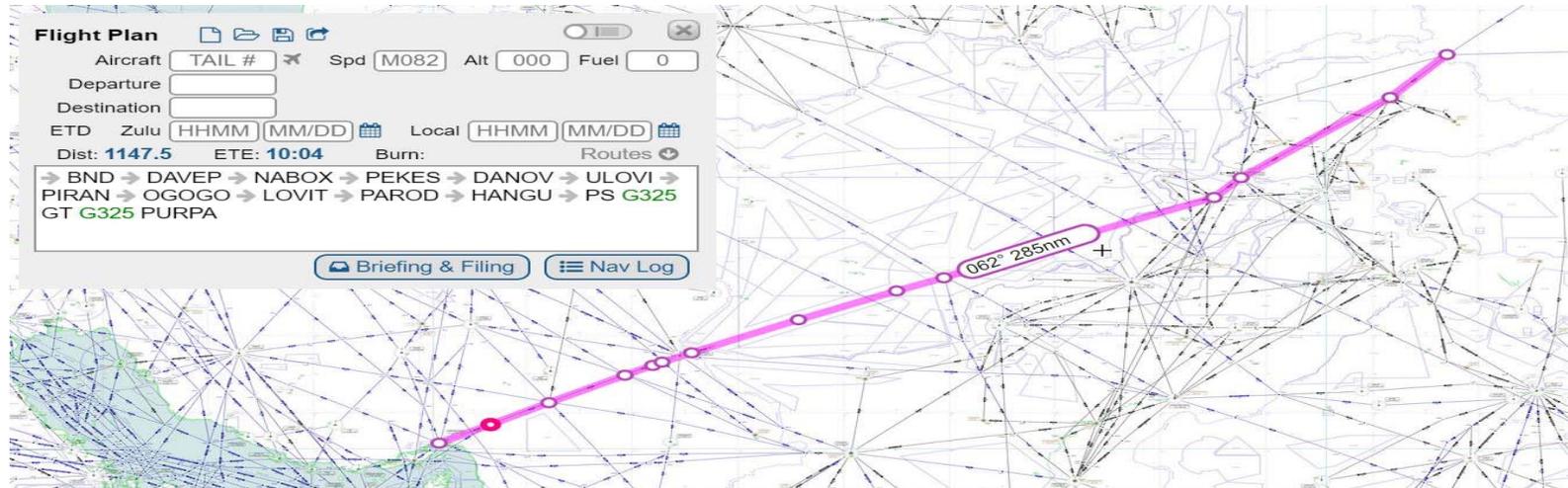
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MID/RC-8	ATS Route Name: New Route	Inter-Regional Cross Reference if any	APAC	Users Priority	High	Originator/Date	RDWG/1	Last updated	New Proposal
Route Description		States Concerned	Implementation Status		MID ANP Status		Action Taken / Required		Expected time frame for each Action
PEKES-NH		Iran Pakistan	Not Implemented		Not in the Plan		To be addressed with Iran and Pakistan To be addressed to the AIRARD TF/2 meeting		- Quarter 4-2017
Flight Level Band: Bidirectional									
Potential traffic flow: Europe to East through Tehran FIR.									
Justification	Agreed upon during the Afghanistan Contingency Coordination meeting								
Benefits									
Remarks									

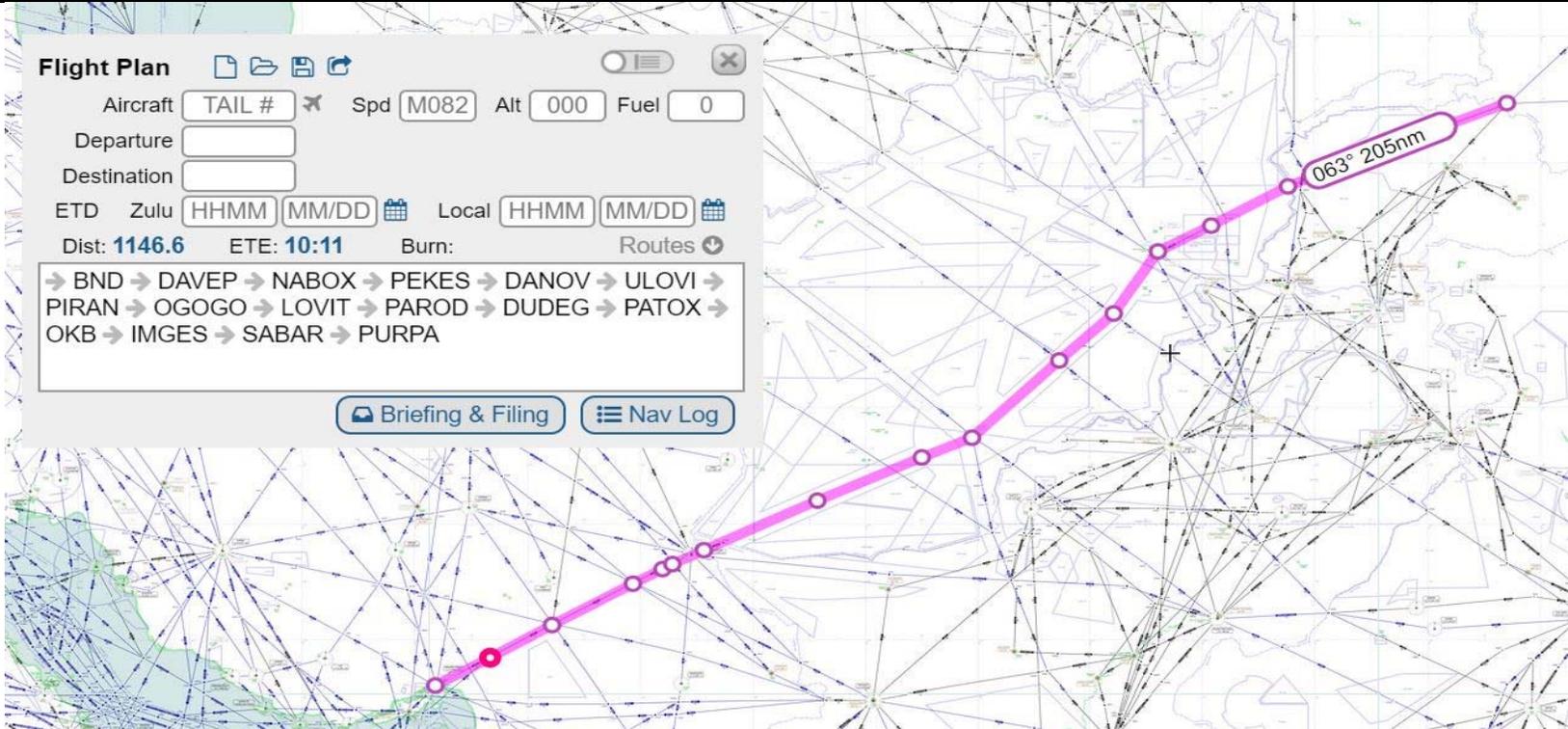


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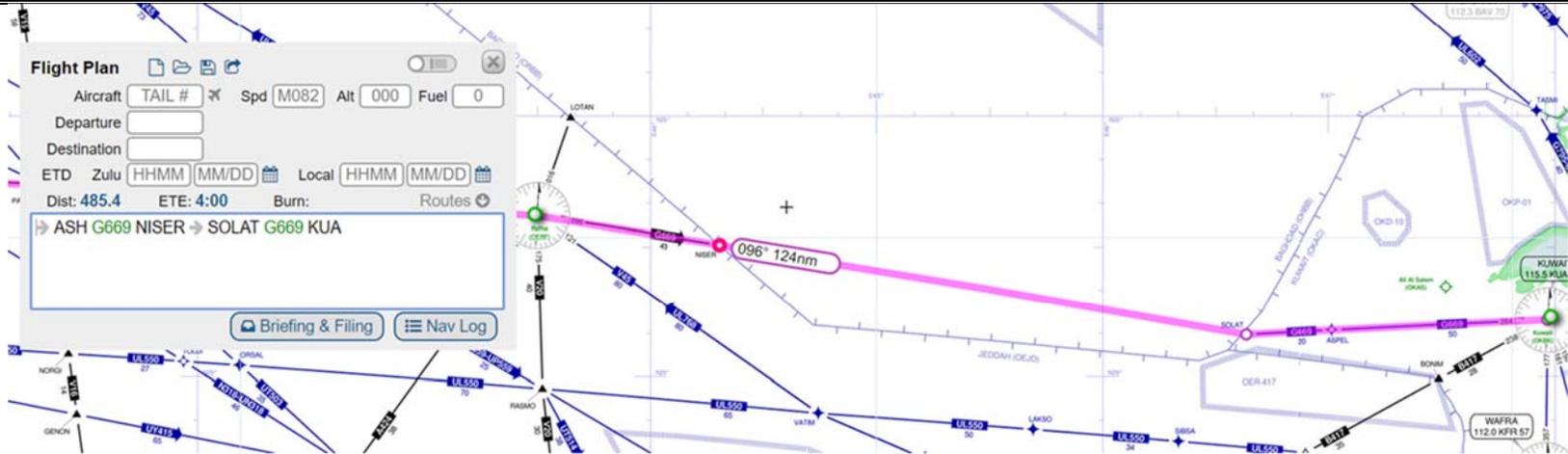
MID/RC-9a	ATS Route Name: New Route	Inter-Regional Cross Reference if any	APAC	Users Priority	High	Originator/Date	RDWG/1	Last updated	New Proposal
Route Description		States Concerned	Implementation Status		MID ANP Status		Action Taken / Required		Expected time frame for each Action
A453-PAROD-HANGU-G325-PURPA		Afghanistan	Not Implemented		Not in the Plan		To be addressed with Afghanistan. To be addressed to AIRARD TF/2 meeting		- Quarter 4-2017
Flight Level Band: FLAS TBD									
Potential traffic flow: Gulf Traffic from/to Forecast									
Justification									
Benefits									
Remarks		9a and 9b are high priority. However, in case only one option could be implemented 9a has preference							



MID/RC-9b	ATS Route Name: New Route	Inter-Regional Cross Reference if any	APAC	Users Priority	High	Originator/Date	RDWG/1	Last updated	New Proposal
Route Description		States Concerned	Implementation Status		MID ANP Status		Action Taken / Required		Expected time frame for each Action
A453-PAROD-DUDEG-PATOX-OKB-IMGES-SABAR then G206 to PURPA		Afghanistan	Not Implemented		Not in the Plan		To be addressed with Afghanistan. To be addressed to the AIRARD TF/2 meeting		- Quarter 4-2017
Flight Level Band: FLAS TBD									
Potential traffic flow: Gulf Traffic from/to Fareast									
Justification									
Benefits									
Remarks									



MID/RC-11	ATS Route Name: G669 New Route	Inter-Regional Cross Reference if any	Users Priority	MID	Originator/Date	Last updated	New Proposal
Route Description		States Concerned	Implementation Status	MID ANP Status		Action Taken / Required	Expected time frame for each Action
G669 between NISER and SOLAT		Saudi Arabia Iraq and Kuwait	Not Implemented	Not in the Plan		To be addressed with Saudi, Iraq and Kuwait	- Quarter 2-2018
Flight Level Band: FLAS TBD							
Potential traffic flow: Levant to/from North Gulf Levant to/from Iran/Far East							
Justification	Re-instate G669 as it used to be active for certain flows in certain periods of the year						
Benefits	Reduce track miles and air miles due to avoidance of seasonal jet-stream Enable optimum descents in Kuwait						
Remarks							



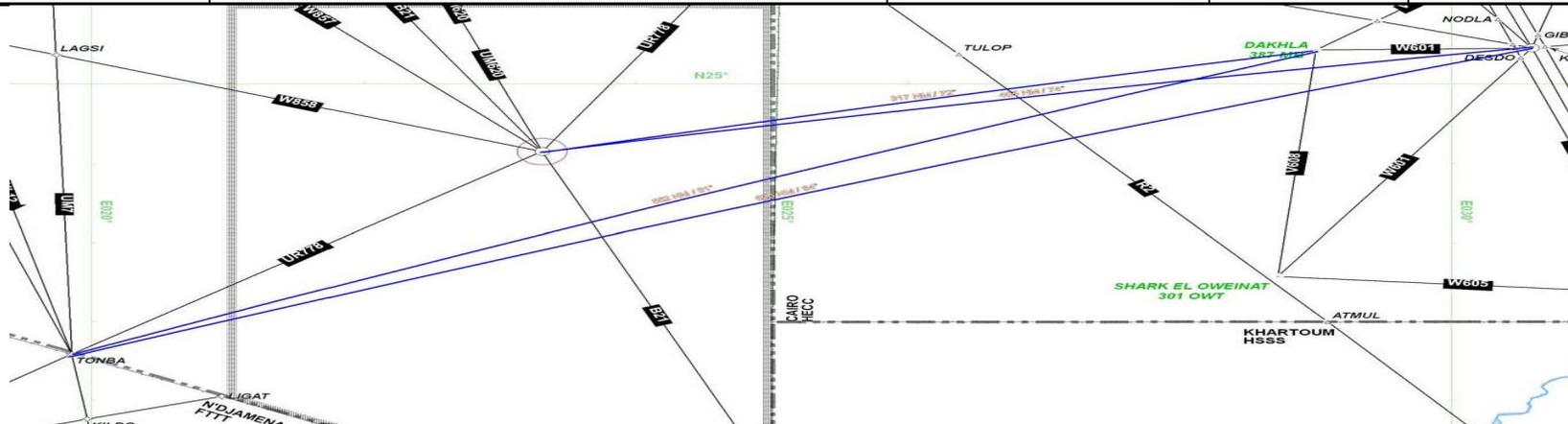
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MID/RC-xx	ATS Route Name: New Route	Inter-Regional Cross Reference if any	APAC	Users Priority	High	Originator/Date	RDWG/1	Last updated	New Proposal
Route Description		States Concerned	Implementation Status		MID ANP Status		Action Taken / Required		Expected time frame for each Action
Flight Level Band: FLAS TBD			Not Implemented		Not in the Plan		To be addressed with		- Quarter 4-2017
Potential traffic flow: Gulf Traffic from/to Forecast									
Justification									
Benefits									
Remarks									

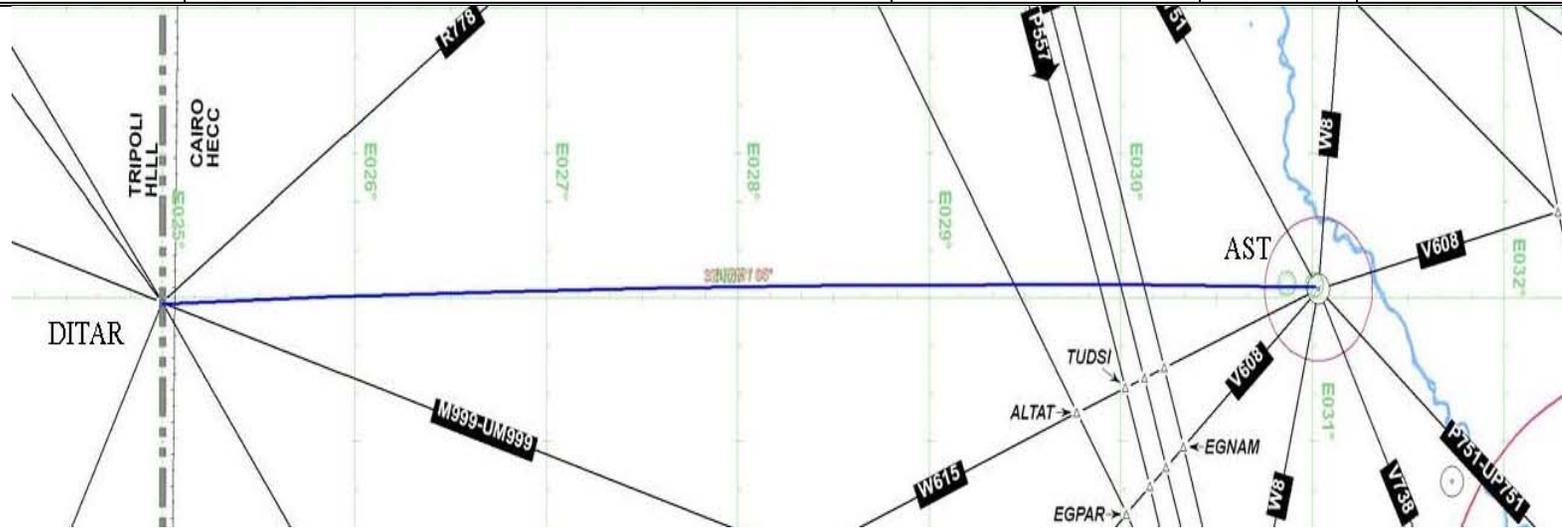
ATS Route proposals on hold

MID ATS ROUTES CATALOGUE

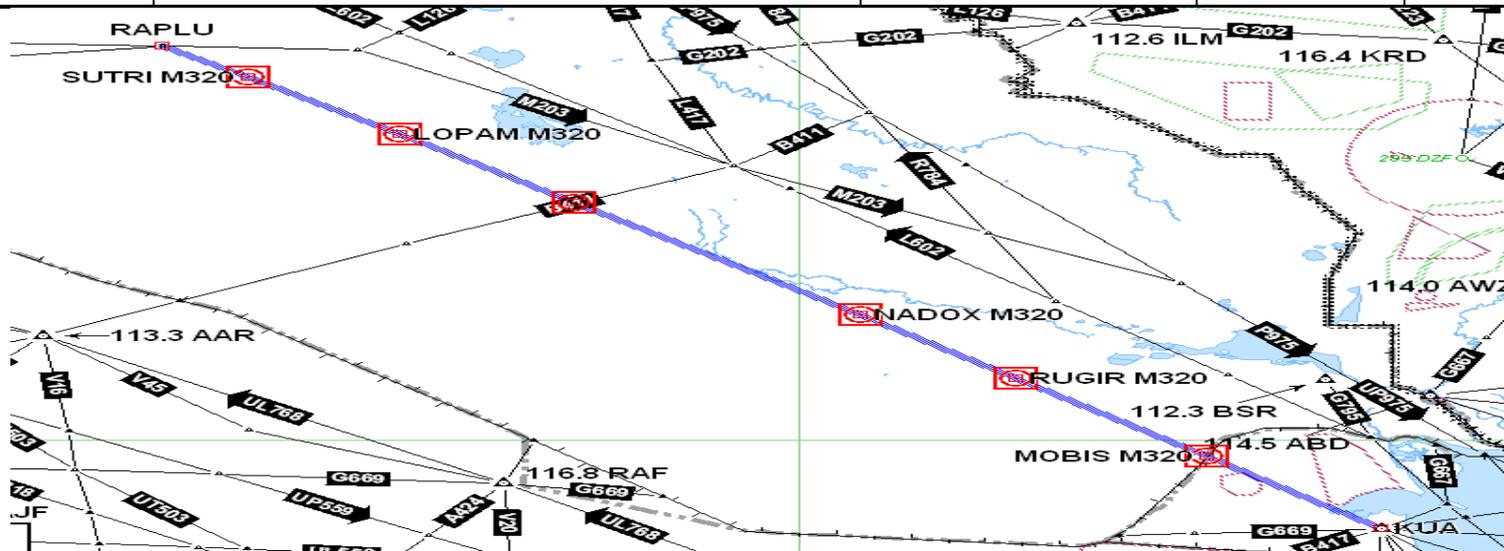
MID/RC-002 <i>(Option 1,2,3)</i>	ATS Route Name: New AWY Proposed between TONBA-KHG and KFR to MB (Dakhla) Or KHG	Entry-Exit: TONBA to KHG (Dakhla) Libya to Egypt FIR	Inter-Regional Cross Reference if any		Users Priority	Hold	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Impl. date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
(Opt 1) TONBA N2135.3 E01951.2 KHG (N2526.9 E03035.4) (Opt 2) TONBA (N21 35.3 E 0-19 51.2) MB (N25 25.2 E029 00.1) (Opt 3) KFR (N24 09.2 E023 18.5) MB (N25 25.2 E029 00.1) Or KHG (N25 26.9 E030 35.4)		Libya Egypt		No Progress reported.		<ul style="list-style-type: none"> - Egypt highlighted that UM999 already exists and is used by 3 to 5 flights a day also that communication is being upgraded with a new station at Dakhla. - To be considered with and similarly to Proposal 2 & 4. - Egypt unable to accept route due to safety issues. - Differed for the future 	TBD	
Flight Level Band: FL290 – FL410								
Potential City Pairs: West Africa airports-Doha								
Expect 50 eastbound wkly flights, saving 91000Kg of fuel and 282T of CO2 wkly. The number may double if used westbound.								
Conclusions/Remarks	ON HOLD-RDWG-1					Last updated	ATM SG/1 June 2014	



ID/RC-083	ATS Route Name: New Route UQ598 Westbound		Entry-Exit: DITAR – AST	Inter-Regional Cross Reference if any	TOP TEN	Users Priority	High	Originator of Proposal	IATA iFLEX Proposal
	Date of Proposal								17 May 2011
Route Description		States Concerned	Expected Impl. date	Implementation Status		ANP Status		Action Taken/Required	Deadline for each Action
AST DITAR 26 59 03N 025 00 00E		Libya Egypt						Important Segment HGD-PASAM move d to ANP	TBD
Flight Level Band:								Egypt advised that DITAR-AST not possible currently.	
Potential City Pairs:									
Conclusions/Remarks		ON HOLD-RDWG-1				Last updated		ATM SG/1 June 2014	

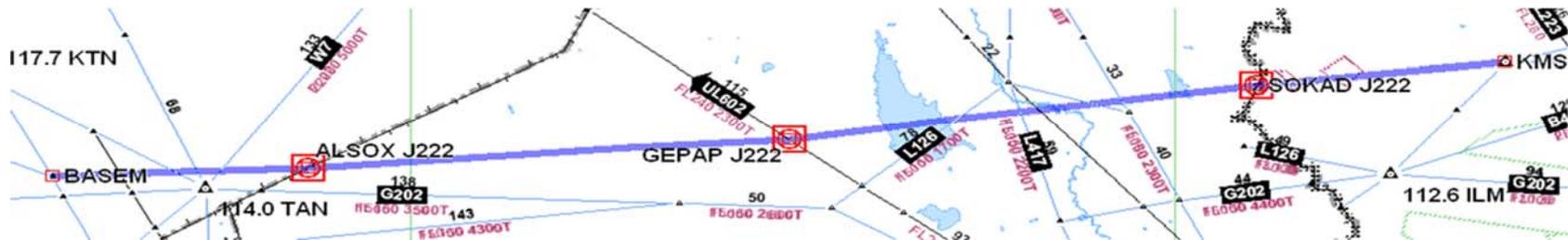


MID/RC-027	ATS Route Name: M320	Entry-Exit: KUA-RAPLU		Inter-Regional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	Iraq
		Date of Proposal	RDGE/11 (Oct 2009)						
Route Description		States Concerned	Expected Impl. date	Implementation Status		ANP Status	Action Taken / Required		Deadline for each Action
KUA MOBIS 295109N 0470457E RUGIR 303219N 0460618E NADOX 310505N 0451851E ELODI 320256N 0435126E LOPAM 323757N 0425806E SUTRI 330701N 0421128E RAPLU 332300N 0414530E Flight Level Band: FL200-FL410 Potential City Pairs:		Kuwait Iraq		1. Existing RNAV designator M320 from Kuwait proposed). 2. Points highlighted in yellow are new. 3. Coordination with Kuwait required of continuation of route within their airspace.		Available in ATS.1 Table In Kuwait FIR	Not supported by Kuwait at present. Needs further studies. differed for the future KUA – RAPLU needs to be implemented		March 2010
Conclusions/Remarks		ON HOLD-RDWG-1				Last updated		ATM SG/1 June 2014	

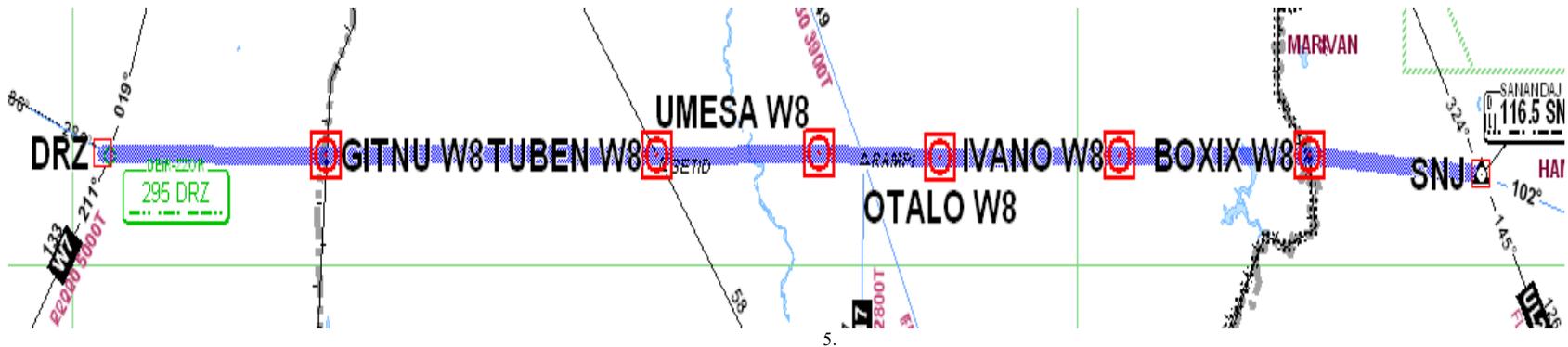


4. MID/RC-027-hold

MID/RC-028	ATS Route Name: J222	Entry-Exit: BASEM-KMS	Inter-Regional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	Iraq
							Date of Proposal	RDGE/11 (Oct 2009)
Route Description		States Concerned	Expected Impl, date	Implementation Status	ANP Status		Action Taken / Required	Deadline for each Action
BASEM 333318N 0373906E ALSOX 333700N 0392000N GEPAP 334906N 0422851E SOKAD 341051N 0453226E KMS KERMANSHAH		Syria Iraq Iran		1. Points highlighted in yellow are new. 2. Coordination with Syria and Iran required for the continuation of route within their airspace. 3. New route in the Baghdad (FIR)	Not available in ATS.1 Table. Implemented in Syria Change of Route Designator Required		Points highlighted in yellow are new. - Not supported by Syria - ATS route J222 is in close proximity with ATS route UR785 that would cause traffic conflict - Iraq was asked to reconsider to join the ATS route with G202 and change the route designator. - Syria to review the proposal and will inform ICAO.	TBD
Flight Level Band: FL200-FL410				No progress reported				
Potential City Pairs:								
Conclusions/Remarks		ON HOLD-RDWG-1				Last updated		ATM SG/1 June 2014

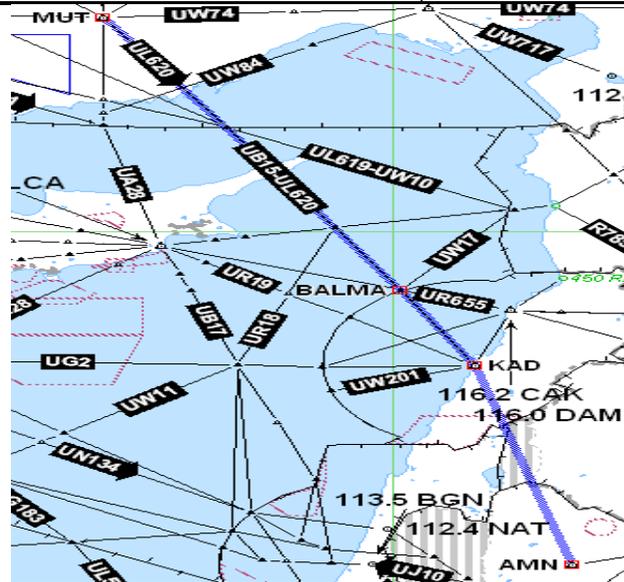


MID/RC-029	ATS Route Name: W8	Entry-Exit: GITNU-HAB	Inter-Regional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	Iraq
							Date of Proposal	RDGE/11 (Oct 2009)
Route Description		States Concerned	Expected Impl. date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
DRZ GITNU 351724N 0411553E TUBEN 351724N 0425434E UMESA 351741N 0434307E OTALO 351700N 0441900E DAVAS 351724N 0451235E BOXIX 351724N 0460921E SNJ		Syria Iraq Iran		1. Change route designator to regional RNAV route designator (L, M, N or P requested). 2. Points highlighted in yellow are new. 3. Coordination with Syria and Iran required for the continuation of route within their airspace. 4. New route in the Baghdad (FIR)		Points highlighted in yellow are new. - Syria requested additional time to examine the proposal for the establishment of the ATS route.	TBD	
Flight Level Band: FL200-FL410				No progress reported				
Potential City Pairs:								
Conclusions/Remarks	ON HOLD-RDWG-1					Last updated	ATM SG/1 June 2014	



MID/RC-062 (ex B538)	ATS Route Name:	Entry-Exit:	Inter-Regional Cross Reference		Users Priority	High	Originator of Proposal	IATA
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New Route		BALMA-AMMAN	if any			Date of Proposal	MIDANPIRG/10
Route Description		States Concerned	Expected Impl. date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
KHALDEH AMMAN		Jordan Lebanon Syria		MUT – BALMA – KHALDE Implemented as (UB15/UL620) KHALDE – AMMAN not implemented No progress reported		Not feasible currently	
Flight Level Band:							
Potential City Pairs:							
Conclusions/Remarks		ON HOLD-RDWG-1				Last updated	ATM SG/1 June 2014



MID/RC-077	ATS Route Name: New route	Entry-Exit: BINKO - RASNO - LOSUL	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description		States Concerned	Expected Impl. date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
BINKO RASNO LOSUL		Egypt Lybia Malta				Egypt has no objection to establish the route as Uni- directional		
Flight Level Band: Upper Airspace				No progress reported				
Potential City Pairs:								
Conclusions/Remarks	ON HOLD-RDWG-1					Last updated	ATM SG/1 June 2014	

MID/RC-080	ATS Route Name: New Route	Entry-Exit: BUSRA - KTN	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	ICAO EUR/NAT
							Date of Proposal	17 May 2011
Route Description		States Concerned	Expected Implement- ation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
BUSRA 322000N 0363700E KARIATAIN (KTN)		Syria		No progress reported	Not in ANP	State letter to be sent to Syria for input. Awaiting final approval for implementation		
Flight Level Band:								
Potential City Pairs: HEGN - UUDD								
Conclusions/Remarks	Shortens the distance by 85NM. ON HOLD-RDWG-1					Last updated	ATM SG/1 June 2014	

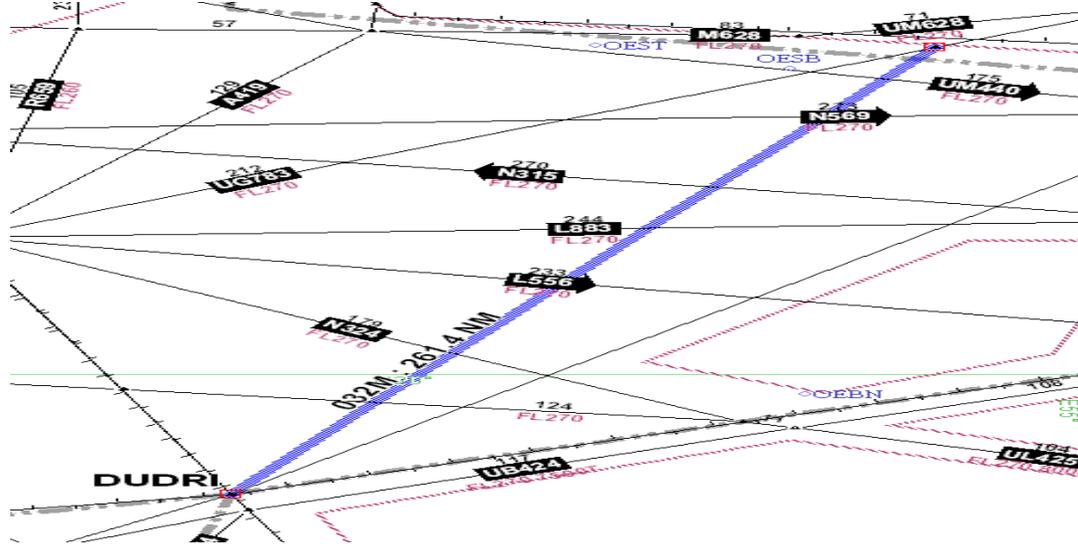


7.

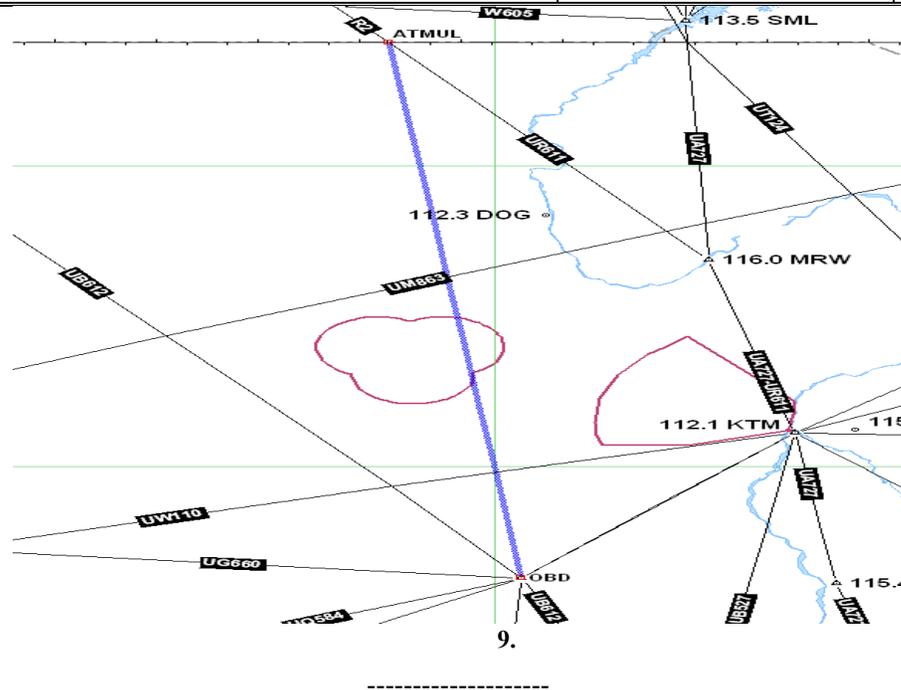
8.

MID/RC-096	ATS Route Name: New Route UQ578; Bidirectional	Entry-Exit: DUDRI - TANSU	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA iFLEX Proposal
							Date of Proposal	17 May 2011

Route Description		States Concerned	Expected Impl. date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
DUDRI 190000N 0520000E TANSU 224136N 0542828E	Bahrain UAE			No progress reported		Level Restriction FL300/320	TBD
Flight Level Band:							
Potential City Pairs:							
Conclusions/Remarks	ON HOLD-RDWG-1					Last updated	ATM SG/1 June 2014



MID/RC-099	ATS Route Name: New Route ATMUL-OBD		Entry-Exit: ATMUL-OBD	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status		Action Taken/Required	Deadline for each Action
ATMUL OBD		Egypt Sudan		No progress reported				ATS Route Segment from point ATMUL to OBD in the Khartoum FIR Sudan has no objection	TBD
Flight Level Band:									
Potential City Pairs:									
Conclusions/Remarks		ON HOLD-RDWG-1						Last updated	ATM SG/1 June 2014





International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Ref.: T 3/10.1, T 3/10.7 – AP140/18 (ATM)

09 November 2018

Subject: Seventh Meeting of the Air Traffic Management Sub-Group (ATM/SG/7) of APANPIRG (Bangkok, Thailand, 05 – 09 August 2019) and Fourth Meeting of the Advanced Inter-Regional ATS Route Development Task Force (AIRARD TF/4) (Bangkok, Thailand, 05 – 7 August 2019)

Action required: To reply by **12 July 2019**

Dear Sir/Madam,

I am pleased to invite your State/Administration to participate in the Seventh Meeting of the Air Traffic Management Sub-Group (ATM/SG/7) of APANPIRG which will be held at the ICAO Asia/Pacific Regional Office, Bangkok, Thailand from 05 to 09 August 2019.

To improve meeting efficiencies, I am also pleased to invite your State/Administration to the Fourth Meeting of the Advanced Inter-Regional ATS Route Development Task Force (AIRARD TF/4) which will be held in association with the ATM/SG/7 at the ICAO Asia/Pacific Regional Office, Bangkok, Thailand from 05 to 07 August 2019.

Please refer to the Provisional Meeting Agendas at **Attachment A** for more information on how the meetings will be conducted.

The ATM/SG/7 will continue to address regional matters in the ATM, AIS and SAR fields to support Asia/Pacific States/Administrations and APANPIRG. The AIRARD TF/4 meeting will discuss/coordinate the inter-regional aspects of the ATS route network and ATM issues at the interfaces of the three ICAO Regions (ICAO APAC, EUR/NAT and MID), and work on actions to enhance the airspace management issues at the relevant interfaces.

Enclosed herewith are the Registration Form (**Attachment B**), and Meeting Bulletin (**Attachment C**). I am requesting that you kindly provide the name(s), of the delegate(s) from your Administration who will be attending the meetings by **Friday 12 July 2019**.

In order to make the meeting more productive and effective, it is strongly urged that States/International Organizations submit papers to the meeting **no later than two weeks prior to the meeting date**, via email to the Regional Office. In the event that papers are received after **Wednesday 17 July 2019**, these will normally be treated as a flimsy. Participants should obtain meeting materials from the ICAO Regional Office website at <http://www.icao.int/APAC/Meetings/Pages/default.aspx> prior to the commencement of the meeting.

Asia and Pacific Office
252/1 Vibhavadi Rangsit Road
Chatuchak
Bangkok 10900
Thailand

Postal Address:
P.O. Box 11
Samyae Ladprao
Bangkok 10901
Thailand

Tel.: +66 (2) 537-8189
Fax: +66 (2) 537-8199

www.icao.int/apac
E-mail: apac@icao.int

If your State/Administration is concerned with both meetings, then a minimum of two delegation members should attend, so that active participation can be assured at both the ATM/SG/7 and AIRARD/TF/4. However, due to the limited meeting room space, delegations should be limited to a total of five persons. In exceptional cases, ICAO may approve larger delegations on request.

States and Administrations should come prepared to the meeting to provide a documented status report on the implementation of the following matters, which will require internal research and the readiness of the meeting participants:

1. (for ATM/SG/7 and AIRARD/TF participants) *Asia/Pacific ATS Route Catalogue* – ATS route proposals relevant to the meeting – each route proposal to be updated, especially in terms of priority; for reference, please see the Asia/Pacific Region ATS Route Catalogue version 17 at <https://www.icao.int/APAC/Pages/edocs.aspx>; and
2. (for ATM/SG/7 participants) *Regional ATFM Framework* reporting elements;
3. (for ATM/SG/7 participants) *Regional ATM Contingency Plan* monitoring elements;
4. (for ATM/SG/7 participants) *Asia/Pacific Regional Plan for Collaborative AIM* monitoring elements;
5. (for ATM/SG/7 participants) *Asia/Pacific SAR Plan* (41 element) monitoring system;
6. (for ATM/SG/7 participants) ANS Deficiencies – each deficiency relevant to the meeting to have an update on the implementation of any corrective actions; and
7. (for ATM/SG/7 participants) State Seamless ATM Plan status – whether the State/Administration has such planning in place (related to APANPIRG Conclusion 24/55 a), copied below for ease of reference).

C 24/55	State Seamless ATM Planning	<p>That, given the urgency and priority of Seamless ATM planning for the Asia/Pacific as acknowledged by the 46th Conference of Directors General of Civil Aviation (DGCA, Osaka, Japan, 12-16 October 2009) and APANPIRG/22 (05-09 September 2011), States should be urged to:</p> <p>a) review Version 1.0 of the Asia/Pacific Seamless ATM Plan and utilise the Plan to develop planning for State implementation of applicable Seamless ATM elements;</p> <p>b) ensure relevant decision-makers are briefed on the Seamless ATM Plan;</p> <p>c) submit the first Regional Seamless ATM Reporting Form to the ICAO Regional Office by 01 March 2014; and</p> <p>d) where possible, participate and contribute to Seamless ATM system collaborative training and research initiatives.</p>	
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Please note that the status updates should not be provided by ad hoc working or information papers, but will be requested State-by-State when the meeting reaches the relevant agenda item. However, if the status report is available well before the Wednesday 17 July 2019 Working Paper cut-off date, then States and Administrations are encouraged to send this data to the meeting Secretariat so this can be included in the relevant ICAO Working Paper.

Yours sincerely,



Arun Mishra
Regional Director

Enclosures:

- A – Provisional Agenda
- B – Registration Form
- C – Meeting Bulletin

ICAO EUR/NAT Office: please forward to the following States – Armenia, Azerbaijan, Bulgaria, Cyprus, Kazakhstan, Kyrgyzstan, Russian Federation, Turkmenistan, Tajikistan, Turkey, Ukraine, Uzbekistan.

ICAO MID Office: please forward to the following States – Bahrain, Egypt, Iraq, I. R. Iran, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria, UAE, Yemen.

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
ASIA AND PACIFIC OFFICE**

**SEVENTH MEETING OF THE AIR TRAFFIC MANAGEMENT SUB-GROUP
(ATM/SG/7) OF APANPIRG**

(Bangkok, Thailand, 05 - 09 August 2019)

PROVISIONAL AGENDA

- Agenda Item 1: Adoption of Provisional Agendas - ATM/SG/7 and AIRARD/TF/4 (plenary*)
- Agenda Item 2: Review of Related High Level Meetings
- Agenda Item 3: Performance Frameworks and Metrics
- Agenda Item 4: Air Navigation Service Deficiencies
- Agenda Item 5: ATM Systems (Modernisation, Seamless ATM, CNS, ATFM)
- Agenda Item 6: ATM Coordination (Meetings, Route Development, Contingency Planning*)
- Agenda Item 7: AOP, MET, AIM, SAR*
- Agenda Item 8: ATM/SG and AIRARD/TF/ Task Lists Updates*
- Agenda Item 9: Any other business*
- Agenda Item 10: Date and venue for next meetings*

*These items are expected to be held as joint plenary sessions of the meeting participants together

**FOURTH MEETING OF THE ADVANCED INTER-REGIONAL ATS ROUTE
DEVELOPMENT TASK FORCE (AIRARD TF/4)**

(Bangkok, Thailand, 05 - 07 August 2019)

PROVISIONAL AGENDA

- Agenda Item 2: Background, Concept and Drivers
- Agenda Item 3: Short/Medium Term Inter-Regional Route Developments
- Agenda Item 4: ANS and Aircraft Capability and Performance Expectations
- Agenda Item 5: Identification of Key Stakeholders and Actions (Gap Analysis, etc.)
- Agenda Item 6: Free Route Airspace Concept Implementations
- Agenda Item 7: Aeronautical Data and Other Relevant ATM Safety Issues

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**INTERNATIONAL CIVIL AVIATION ORGANIZATION
ASIA AND PACIFIC OFFICE**

**SEVENTH MEETING OF THE AIR TRAFFIC MANAGEMENT SUB-GROUP
(ATM/SG/7) OF APANPIRG AND
FOURTH MEETING OF THE ADVANCED INTER-REGIONAL ATS ROUTE DEVELOPMENT
TASK FORCE (AIRARD TF/4)**

(Bangkok, Thailand, 05 - 09 August 2019 and 05 - 07 August 2019)

REGISTRATION FORM

Reply by 12 July 2019

Please indicate by ticking whether you are attending one or both events:

ATM/SG/7

AIRARD TF/4

PLEASE PRINT OR TYPE CLEARLY

1. Name in full :

Mr.	Mrs.	Ms.	Dr.	Capt.
-----	------	-----	-----	-------

_____ (as should appear in the official listing and name tag)

2. Title or Official Position:

3. State/Organization:

4. Mailing Address:

5. Telephone Number:

Fax Number:

E-mail:

6. Hotel

Note 1: Participants are expected to make their own hotel/visa arrangements

**Note 2: Participants may download meeting materials from the ICAO Asia/Pacific website
(<http://www.icao.int/APAC>) prior to the meeting.**

Date Signature

After completing, please send to: ICAO Regional Office for Asia and Pacific, 252/1, Vibhavadi Rangsit Rd., Bangkok 10900, Thailand, Fax: 66 (2) 537 8199 or E-mail: apac@icao.int

INTERNATIONAL CIVIL AVIATION ORGANIZATION
ASIA AND PACIFIC OFFICE (ICAO APAC)

SEVENTH MEETING OF THE AIR TRAFFIC MANAGEMENT SUB-GROUP
(ATM/SG/7) OF APANPIRG AND
FOURTH MEETING OF THE ADVANCED INTER-REGIONAL ATS ROUTE
DEVELOPMENT TASK FORCE (AIRARD TF/4)

(Bangkok, Thailand, 05 - 09 August 2019 and 05 - 07 August 2019)

MEETING BULLETIN

1. **Dates and Venue**

1.1 The Meetings will be held at the Kotaite Wing of the ICAO Asia and Pacific Office from Monday 05 August to Friday 09 August 2019 and Monday 05 August to Wednesday 07 August 2019 respectively. The meeting will start at 09:00 hours each day. The ICAO Regional Office is located at at:

ICAO Building
252/1 Vibhavadi Rangsit Road
Chatuchak, Bangkok 10900
Tel: +66-2-537-8189
Fax: +66-2-537-8199
E-mail: APAC@icao.int
Website: <http://www.icao.int/APAC/Pages/default.aspx>

1.2 Participants are required to carry a valid government issued identity card or passport for verification of their identify prior to entering ICAO facilities. All participants are required to follow ICAO visitor security screening procedure and must comply with security instructions when inside the ICAO premises.

1.3 Participants are requested to register at the Registration Desk in the reception area of Kotaite Wing between 0830 and 0900 hours on the opening day of the meeting and obtain a meeting identification badge. Participants shall wear the identification badge at all the time when inside the ICAO premises.

1.4 Additional House Keeping information is available on the at the ICAO APAC Office website through the link 'About APAC Region' [ICAO APAC House Keeping Video](#)

2. **Officers and Secretariat**

2.1 Mr. Len Wicks, Regional Officer, Air Traffic Management ATM/SAR (email: LWicks@icao.int) will act as the Secretaries of the ATM/SG/7 and AIRARD TF/4 meetings.

3. **Meeting Documents, Papers for Distribution etc.**

3.1 Participants are requested to note that working or information papers for the meetings **must reach this office at least two weeks before the commencement of the meeting.** Meeting documents will be available on ICAO APAC website prior to the meeting. Paper documents on hardcopy will not be available.

3.2 Wi-Fi connection to the Internet is available in the premise of the ICAO APAC to allow viewing papers online. Access information to Wi-Fi will be available at the Registration Desk.

4. **Visa, Insurance and Customs**

4.1 Participants must possess the documentation required to enter and stay in Thailand. Participants may wish to obtain information on Thailand entry requirements by accessing the Ministry of Foreign Affairs, Thailand [website](#)

4.2 Application for visa is the responsibility of the State or delegate concerned, and should be requested well in advance as for certain countries visa processing may require additional security screening time. In case if a visa support letter is required, the appropriate authority, administration or State in question should send a request, on official letterhead, to the ICAO APAC Office, at least 6 weeks before the start of the meeting. No personal invitations can be issued by ICAO.

4.3 Participants must be medically fit and in possession of insurance coverage to meet expenses for any unexpected event, including illness or medical emergency during the meeting. ICAO will not take responsibility for any expenses incurred concerning participation to its meetings/events. Information for vaccination shall be obtained from local Thailand embassy or Thailand immigration website.

4.5 Currently, there is no restrictions on import of foreign currency. However, if the amount exceeds US\$20,000 it must be declared on entry. Foreign currencies may be taken out of the country up to the amount imported and declared. Up to date information is available at the Thailand Customs [website](#)

5. **Hotel Reservations, Transportation and Parking**

5.1 Participants are required to make their own accommodation arrangement. a list of hotels in vicinity of ICAO APAC and hotels in the city with UN special rates is available in ICAO APAC website [[Hotels List](#)] Participants should contact the hotel directly for a reservation. The hotels list is provided for convenience of the participants only. ICAO APAC does not take responsibility for any incident arising from stay of the participant in any of the listed hotels. Most hotels add a 10% service charge to the room rate in addition to the government tax of 7%. Baggage boys at hotel expect at least Baht 20. At restaurants, a tip of about 10% is expected unless a service charge has been added to the bill.

5.2 Participants are required to make their own transportation arrangement from the airport to the city. When departing, the hotel can arrange for transportation to the airport. Taxis, which are less expensive than hotel taxis, are also available. Most taxis have a fare meter. [Grab](#) is an App used for taxi services in Bangkok.

5.3 Participants are required to make their own transportation arrangements from their place of residence to ICAO APAC office for attending the meetings.

5.3.1 The nearest BTS (Skytrain) station to the ICAO Bangkok Office is *Mo Chit*. From *Mo Chit* Station, a taxi to the Office will cost approximately Baht 45.00. An instruction to be given to the taxi driver in Thai language is provided on the ICAO APAC website.

5.3.2 The nearest MRT sub-way station to ICAO Asia and Pacific Office is *Phahon Yothin*. At the station, take Exit No. 3 and walk over the Vibhavadi Rangsit road through the pedestrian overpass.

5.4 Limited parking space is available for Diplomatic, United Nations and Government vehicles with official registration only. Vehicle information must be sent to ICAO APAC 72 hours prior to access. Parking at the ICAO facility is at the drivers' own risk. ICAO APAC will not be responsible for any incident concerning parking of vehicle in ICAO facilities.

5.4.1 Parking of private vehicle or taxi is not permitted inside the ICAO facilities. Paid parking is available at the Central Plaza Ladprao Shopping Mall across the Vibhavadi Rangsit road. Limited street public parking is available near ICAO APAC.

6. **Food and Catering Arrangements**

6.1 Tea and Coffee will be provided for morning and (where programmed) afternoon breaks.

6.2 Use of plastic bottles are discouraged in the ICAO facilities. Water dispensers are available in the common meeting area.

6.3 Lunch will not be provided during the meeting. Participants are required to make their own arrangements. Meals for purchase is available in the vicinity of the ICAO APAC office and is marked on the map below.

6.4 Participants should note that the meeting Order of Business will resume promptly at the programmed time following the lunch break (normally 1 – 1.5 hours).

7. **Further Information**

7.1 Smoking is prohibited in ICAO APAC building. Participants wishing to smoke are invited to use the designated smoking areas.

7.2 Information about weather condition may be found on the website of Thai Meteorological Department at <http://www.tmd.go.th>. Tropical or light weight and washable cottons will suffice and woollens are not necessary.

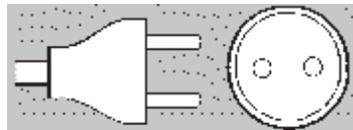
7.3 Dress code for the meeting is formal. Casual clothing is not suitable for the meeting.

7.4 Bangkok time is 7 hours ahead of Co-ordinated Universal Time (UTC+7).

7.5 International credit cards such as American Express, Diners Club, Visa, Master Card, etc. are normally accepted at major hotels and department stores.

7.6 All commercial banks exchange major foreign currencies and are open from 0830 to 1530 hours from Monday through Friday and some keep the foreign exchange counter open until 2000 hours during weekdays. Foreign exchange counters operated by various commercial banks are located at several places in the city and are also open during Saturdays and Sundays and on public holidays from 1000 to 2000 hours. To change travellers' cheques, you are required to show your passport.

7.7 The type of electrical plug and socket typically used in Thailand is two parallel prongs:



Plug Type C



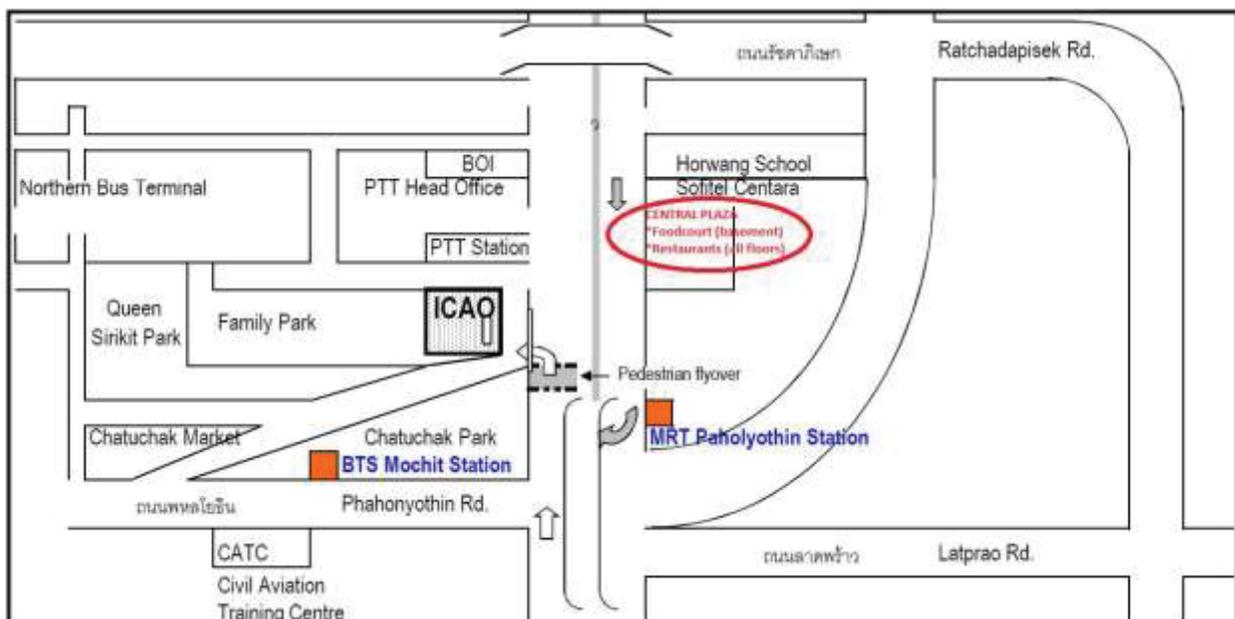
7.8 For further information, please contact the Secretariat at:

Tel: +66-2-537 8189

Fax: +66-2-537 8199

E-mail: apac@icao.int

Office location and Public Transport Stations

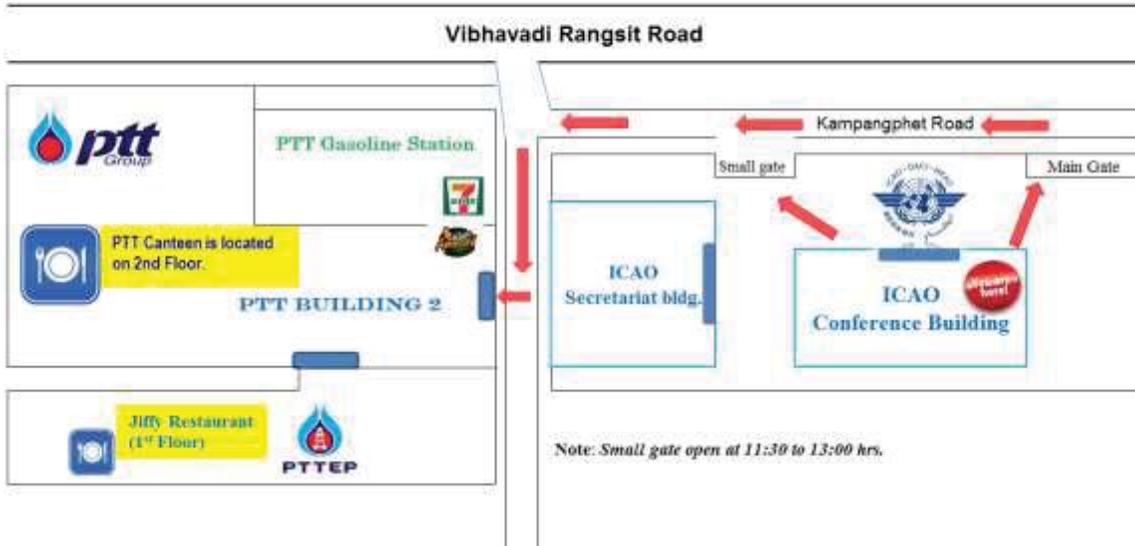




Food Services Direction



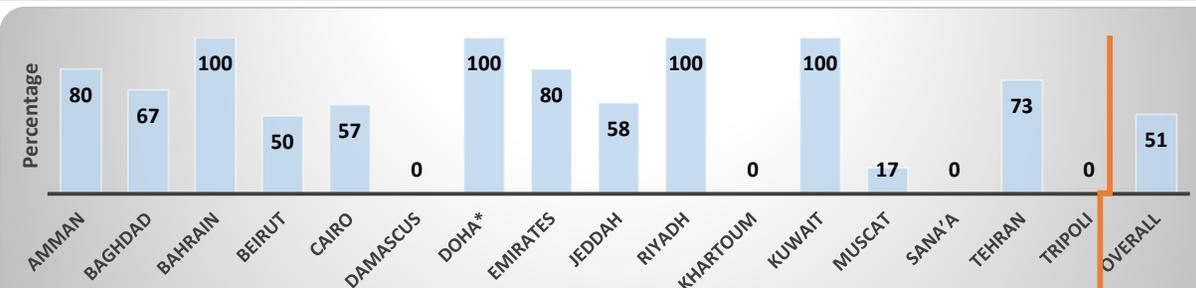
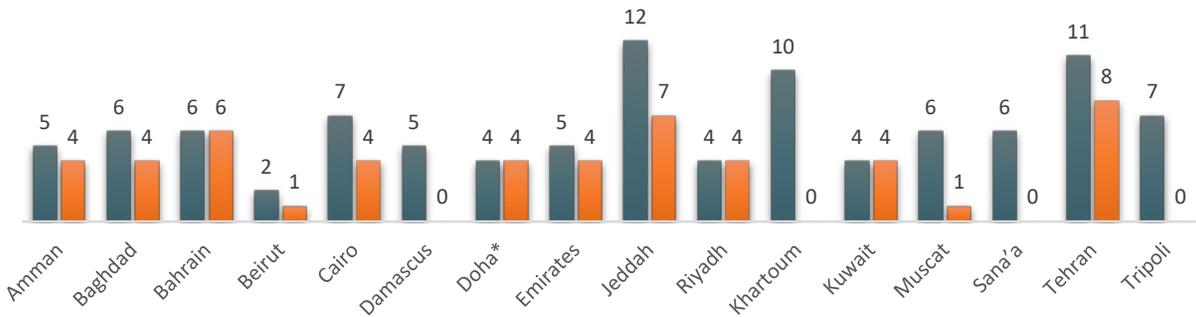
**CENTARA
GRAND**
AT CENTRAL PLAZA
LADPRAO BANGKOK



MID REGION Status of 20 NM Longitudinal Separation Implementation

As of April 2019

ACC	Adjacent ACCs (Longitudinal Separation in (NM) or Minutes "mn")						
Amman	Cairo (20)	Bagdad 10mn	Damascus (20)	Jeddah (20)	Tel Aviv (10)		
Baghdad	Amman 10mn	Ankara (20)	Damascus 10mn	Jeddah (20)	Tehran (20)	Kuwait (20)	
Bahrain	Doha (10)	Emirates (10)	Jeddah (10)	Kuwait (10)	Riyadh (10)	Tehran (20)	
Beirut	Damascus 10mn		Nicosia (20)				
Cairo	Amman (20)	Athena (20)	Jeddah (20) DEDLI 10mn	Khartoum 10mn	Nicosia (30)	Tel Aviv (20)	Tripoli 10&15mn
Damascus	Amman 10mn	Ankara 10mn	Bagdad 10mn	Beirut 10mn	Nicosia 10mn		
Doha*	Bahrain (10)	Emirates (10)	Jeddah (10)	Riyadh (10)			
Emirates	Bahrain (10)	Doha (10)	Jeddah 30	Muscat (10)	Tehran (20)		
Jeddah	Amman (20)	Asmara 10mn	Bagdad (20)	Bahrain (10)	Cairo (20) DEDLI 10mn	Doha (10)	Emirates 30
	Khartoum 10mn	20 Kuwait	Muscat 5mn	Riyadh (10)		Sana'a 10mn	
Riyadh	Bahrain (10)	Doha (10)	Kuwait (20)	Jeddah (10)			
Khartoum	Addis Ababa 10mn	Asmara 10mn	Brazzaville 10mn	Cairo 10mn	Entebbe 10mn	Jeddah 10mn	Kinshasa 10mn
	N'Djamena 10mn		Nairobi 10mn	Tripoli 10mn			
Kuwait	Bagdad (20)	Bahrain (10)	Jeddah (20)	Tehran (20)			
Muscat	Emirates (10)	Jeddah 5mn	Karachi 5mn	Mumbai 10mn	Sana'a 10mn	Tehran (50)	
Sana'a	Djibouti (Addis Ababa) 10mn	Asmara 10mn	Jeddah 10mn	Mogadishu 10mn	Mumbai 10mn	Muscat 10mn	
Tehran	Ankara (20)	Ashgabat (50)	Bagdad (20)	Bahrain (20)	Baku (20)	Emirates (20) URSAL&MIDSI (10)	Kabul (50) bl FL290 10mn
	Karachi (50)	Kuwait (20)	Muscat (50)	Yerevan (20)			
Tripoli	Algiers 10mn	Cairo 10 & 15mn	Khartoum 10mn	Malta 10mn	N'Djamena 10mn	Niamey 10mn	Tunis 10mn



Status of SIDs and STARS New Phraseology Implementation in the MID Region

As of April 2019

State	Implementation date	Planned Implementation Date	Remarks
Bahrain	16 Mar. 2017		
Egypt	23 May 2017		
Iran	Nov. 2018		
Iraq	June 2018		
Jordan	Aug. 2017		
Kuwait			
Lebanon			
Libya			
Oman	Oct. 2018		
Qatar	Dec. 2017		
Saudi Arabia	Jul 2017		
Sudan	Jul 2017		
Syria			
UAE	Feb. 2018		
Yemen		Dec 2018	
Status	10/15 = 67%		

**ACAC/ICAO CIVIL/MILITARY Workshop
(Algiers, Algeria, 26-28 March 2018)**

Recommendations

The Workshop emphasized the need to manage the airspace in a flexible and dynamic manner that should be shared between civil and military airspace users to cope with economic development as well as security and air defence aspects.

The Workshop encouraged States to take necessary measures to implement the ICAO provisions related to civil/military cooperation ensuring the effective implementation of the flexible use of airspace concept.

States were encouraged to:

- a) establish necessary national legislative/regulatory framework for civil/military cooperation at the highest level;
- b) develop National civil/military cooperation policy/principles and practices supported by national high-level commitment;
- c) establish a high-level policy body, and the necessary civil/military committees and working groups of subject matters experts to address, among other things: identification of shared goals, airspace management principles, collaboration processes and procedures, technical considerations, sharing of information, and human factors, etc.;
- d) review national provisions related to airspace management to accommodate the requirements of all airspace users (civil and military) to enhance major traffic flows and accommodate expected future growth of traffic;
- e) develop/update and implement a National FUA Plan with clear procedures related to the application of the three FUA levels (strategic, pre-tactical and tactical) with due consideration to mutual understanding, trust and communication;
- f) develop integrated plan for the use of technology in support of civil/military cooperation ensuring systems interoperability, effective data exchange, while addressing associated cyber security issues in a proactive manner;
- g) establish key performance indicators to measure the performance/efficiency of the FUA implementation, where applicable;
- h) organize workshops, seminars, meetings at national level related to civil/military cooperation and FUA (with the support of ICAO, ACAC and International Organizations);
- i) share experience and best practices related to civil/military cooperation and FUA implementation;
- j) participate in cross border initiatives to enhance the regional ATS route network, airspace management and Search and Rescue at regional and inter-regional levels; and
- k) use the ICAO EUR Doc 032 (Interim Guidance material on Civil/Military Cooperation In ATM) in particular the guidance related to FUA over the high seas and the example for State aircraft operations under Due-Regard.