



International Civil Aviation Organization

MIDANPIRG/20 and RASG-MID/10 Meetings

(Muscat, Oman, 14 – 17 May 2023)

Agenda Item 6.5: 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 to 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 a 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) to the airspace user 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 for example the introduction of Flight Plannable Direct Routes (FPL DCTs) 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 FIRs 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 maximum (DCT) length regardless of FIRs boundaries.

1.6 To facilitate the development of FRA in the MID Region, it is considered there could be benefit for the establishment of a regional coordination platform in the form of a Project Management Team (PMT) to support the safe, secure, and suitable, and stainable FRA implementation across the MID region.

2. DISCUSSION

2.1 The establishment of a MID FRA PMT would ensure coordinated FRA implementation 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 FIRs 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 take into consideration 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.