



International Civil Aviation Organization

**Middle East Air Navigation Planning and
Implementation Regional Group**

Fifteenth Meeting (MIDANPIRG/15)
(Bahrain, 8 – 11 June 2015)

Agenda Item 5.2.1: MID Region air navigation priorities and target (ASBU Implementation)

CIVIL/MILITARY COOPERATION (B0-FRTO)

(Presented by the Secretariat)

<p style="text-align: center;">SUMMARY</p> <p>This paper presents the outcome of the ANSIG/1 meeting related to civil/military cooperation and the status of implementation of the B0-FRTO elements in the MID Region.</p> <p>Action by the meeting is at paragraph 3.</p>
<p style="text-align: center;">REFERENCES</p> <p>– ANSIG/1 Report</p>

1. INTRODUCTION

1.1 The First meeting of the Air navigation Systems Implementation Group (ANSIG/1) was held in Cairo, Egypt, 10-12 February 2015. The ANSIG/1 meeting reviewed and updated the status of implementation of the different ASBU Module elements included in the MID Air Navigation Plan/Strategy.

2. DISCUSSION

2.1 In accordance with the MID Region Air Navigation Strategy, the following are the B0-FRTO elements, performance indicators/supporting metrics, and targets:

<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	60% by Dec. 2017	To be determined by ATM SG/2 Dec. 2015

		Supporting metric 2*: number of required Routes that are not implemented due military restrictions (segregated areas)		
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** Implementation should be based on the published aeronautical information*

2.2 The ANSIG/1 meeting 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 the Draft Monitoring and Reporting Table for the implementation of B0-FRTO at **Appendix A**, which was developed by the ANP WG/2 meeting. Accordingly, the meeting agreed that the Table be included in Volume III of the MID eANP. The meeting encouraged States to provide their inputs to the Table. Accordingly, the ICAO MID Regional Office received inputs from Bahrain, Lebanon, Saudi Arabia, Sudan, Syria and UAE.

2.3 The ANSIG/1 meeting reviewed the outcome of the ATM SG/1 meeting (Cairo, Egypt, 9-12 June 2014) related to Civil/Military Cooperation and Flexible Use of Airspace (FUA). The 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. Moreover, the 38th Assembly recalled that the ICAO Global ATM Operational Concept States that all airspace should be a usable resource, any restriction on the use of any particular volume of airspace should be considered transitory, and all airspace should be managed flexibly.

2.4 The ANSIG/1 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.

2.5 Based on the above, the ANSIG/1 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 May 2015**. Accordingly, Saudi Arabia and Sudan provided an update on the actions undertaken.

2.6 The ANSIG/1 meeting recalled that MIDANPIRG/14, through Conclusion 14/14, established the MID Civil/Military Go-Team. Based on the outcome of the ATM SG/1 meeting, it was agreed that “Support Team” is more appropriate than “Go-Team”. The meeting reviewed the Draft Objective and Working Arrangements for the MID Civil/Military Support Team at **Appendix B**.

2.7 Based on the above, the ANSIG/1 meeting agreed to the following Draft Conclusion which is proposed to replace and supersede the MIDANPIRG/14 Conclusion 14/14:

Why	To expedite the implementation of the Flexible Use of Airspace (FUA) Concept in the MID Region
What	MID Civil/Military Support Team
Who	MIDANPIRG/15
When	June 2015

DRAFT CONCLUSION 15/X: 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.

2.8 The ANSIG/1 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. The meeting may wish to note that Sudan requested a Support Team visit. However, the formal coordination was not initiated pending MIDANPIRG/15 decision on the establishment of the MID Civil/Military Support Team.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and amend as deemed necessary the monitoring and reporting Table of the B0-FRTO at **Appendix A**;
- b) provide the required inputs for the monitoring of the B0-FRTO elements implementation;
- c) urge States to take necessary measures to implement the provisions of the A38-12 Resolution and MIDANPIRG Conclusions 14/12 and 14/13, and provide feedback to the ICAO MID Regional Office related to the actions undertaken, by **30 September 2015**;
- d) review and update, as deemed necessary, the Draft Objective and Working Arrangements, of the MID Civil/Military Support Team at **Appendix B**;
- e) agree on the Draft Conclusion at para 2.7 emanating from the ANSIG/1 meeting; and
- f) encourage States to coordinate with the ICAO MID Regional Office for the conduct of a MID Civil/Military Support Team visit in order to foster the implementation of the FUA Concept.

APPENDIX A

**B0 – FRT0: 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 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 to military restrictions (segregated areas)	Remarks
1	2	3	4	5	6
Bahrain	FI	78	1 (UM430)	0	Time route
Egypt					
Iran					
Iraq					
Jordan					
Lebanon	PI	9	1 (M1)	M1 (KAD-LATEB)	
Libya					
Kuwait					
Oman					
Qatar					
Saudi Arabia	PI	153	1 (RC 083)	0	
Sudan	PI	16	4	2	
Syria	PI	19	0	0	
Unite Arab Emirates	PI	41	3	4	
Yemen					
Total for the Region					
Percentage					

APPENDIX B

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.

a)

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).

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