



International Civil Aviation Organization

AIR NAVIGATION SYSTEMS IMPLEMENTATION GROUP

First Meeting (ANSIG/1)
(Cairo, Egypt, 10 – 12 February 2015)

Agenda Item 4: Performance Framework for Regional Air Navigation Implementation

IMPLEMENTATION OF B0-FRTO

(Presented by the Secretariat)

SUMMARY

The aim of this paper is to review and update the status of implementation of the B0-FRTO elements in the MID Region and explore ways and means to expedite the implementation in order to meet the agreed performance targets.

Action by the meeting is at paragraph 3.

REFERENCES

- ATM SG/1 Report
- ANP WG/2 Report
- MID Region Air Navigation Strategy
- MSG/4 Report

1. INTRODUCTION

1.1 In accordance with its Terms of Reference (TORs), the ANSIG is required to monitor the status of implementation of the different ASBU Module elements included in the MID Air Navigation Plan/Strategy and ensure that the associated performance targets are met.

2. DISCUSSION

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

B0 – FRTO: Improved Operations through Enhanced En-Route Trajectories				
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 Supporting metric 2*: number of required Routes that are not implemented due military restrictions (segregated areas)	60% by Dec. 2017	To be determined by ATM SG/2 Dec. 2015
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** Implementation should be based on the published aeronautical information*

2.2 The meeting may wish to note that the ANP G/2 meeting (Cairo, Egypt, 16-18 December 2014) agreed to the following draft monitoring and reporting Table for the B0-FRTO to be included in Volume III of the MID eANP:

B0 – FRTO: 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					
Egypt					
Iran					
Iraq					
Jordan					
Lebanon					
Libya					
Kuwait					

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
Oman					
Qatar					
Saudi Arabia					
Sudan					
Syria					
Unite Arab Emirates					
Yemen					
Total for the Region					
Percentage					

2.3 The meeting may wish to note that the ATM SG/1 meeting (Cairo, Egypt, 9-12 June 2014) was apprised of the outcome of the ICAO 38th General Assembly related to civil/military cooperation. The 38th 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 ATM SG/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 Flexible Use of Airspace (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 The ATM SG/1 meeting noted with concern that Bahrain, Egypt, Jordan, Qatar and Sudan replied to the ICAO MID Regional Office State letter Ref: AN 6/13-14/105 dated 16 April 2014, related to the actions undertaken for the implementation of the Civil/Military Cooperation and FUA.

2.6 Based on the above, the ATM SG/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 **30 August 2014**. It is to be highlighted that the ICAO MID Regional Office has not received any reply.

2.7 The ATM SG/1 meeting re-iterated MIDANPIRG/14 Conclusion 14/14 related to the Civil/Military Go-Team. The meeting agreed that the use of “Support Team” is more appropriate in order to avoid any interference with the Go-Teams established at the global level. Accordingly, the meeting agreed to the following Draft Conclusion that replaces and supersedes MIDANPIRG/14 Conclusion 14/14:

DRAFT CONCLUSION 1/5: MID CIVIL/MILITARY SUPPORT TEAM

That,

- a) a MID Civil/Military Support Team be established to expedite the implementation of the Flexible Use of Airspace (FUA) Concept in the MID Region; and*
- b) ICAO and IATA to develop the scope, Tasks, Pre-Visit arrangements, on-site activities of the Civil/Military Support Team, which shall be presented to the next ANSIG meeting for review and endorsement.*

2.8 The ATM SG/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.

2.9 The meeting may wish to note that the Secretariat in coordination with IATA developed the Draft Objective and Working Arrangements for the MID Civil/Military Support Team as at **Appendix A**.

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 para 2.2;
- 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 **10 May 2015**; and
- d) review and update as appropriate the Draft Objective and Working Arrangements, of the MID Civil/Military Support Team at **Appendix A**.

APPENDIX A

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).