



## DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

### First Meeting (DGCA MID/1) (Abu Dhabi, UAE, 22-24 March 2011)

#### Agenda Item 4: Air Navigation Issues

##### AIR TRANSPORT MANAGEMENT AND AIR ROUTES RATIONALIZATION

*(Presented by the Arab Air Carriers Organization)*

#### SUMMARY

This paper calls for all aviation stakeholders in the region to support the UAE declaration resulting from the latest CANSO high level meeting and calls for the consideration and implementation of previously conducted studies in the region on ATM and air routes.

#### 1. INTRODUCTION

1.1 Air transport is an essential catalyst of economic growth in the region, and therefore must be a priority on national agendas.

1.2 The Arab air transport sector is growing at fast pace, fuelled by the growth of Arab airlines, especially GCC based airlines, which traffic is increasing at double digits yearly.

1.3 Governments acknowledged the need to provide infrastructure to support the growth in aviation, and therefore provided the required development in airports, terminals and runways in order to provide passengers with best services on ground as in aircraft.

1.4 However, governments are giving less attention to an important issue that might become problematic in the near future: Air Transport Management System and the Lack of Adequate Air space to support the growth in civil aviation

#### 2. DEFICIENCIES IN CURRENT ATM

2.1 The current ATM in the Arab world suffers from several gaps that exist from the stagnation of development in this area throughout the last two decades. Among those deficiencies, we note the following crucial areas that need to be addressed urgently:

- a) Fragmentation of air space caused by the multitude of military restricted no fly zones.
- b) Lack of civil/military air traffic cooperation and collaboration.

- c) Almost no consideration for new traffic flows that did not exist a decade ago, and concentration of traffic on the few existing ATS routes.
- d) Missing route options with regards to regional traffic flows.
- e) Upgrading and developing infrastructure requires investments in capital and human resources and thus needs time to take place. Therefore, waiting until the current air space becomes saturated is not an option.

### **3. SOME PREVIOUS EFFORTS**

3.1 Eying the potential problem, AACO, ICAO and IATA developed a study on regional air routes. AACO suggested six new regional air routes that resulted from that study to ACAC Executive Council in 2008; however, those routes were not implemented. Those routes would have contributed to lower airlines' operational costs and to contribute to alleviation of bottlenecks in the region. In addition, it would have contributed to the environment by saving more than 12,000 tons of Jet Fuel per year, which translates to saving more than 38,000 tons of yearly CO<sub>2</sub> emissions.

3.2 During the latest CANSO High Level meeting in early 2011, the meeting resulted in the UAE Declaration, in which "the participants declared their intention to undertake a joint Middle East Airspace Study to address "...the..." capacity challenges, and optimize the region's airspace structure".

### **4. RECOMMENDATIONS**

4.1 AACO extends its full support to the latest UAE declaration.

4.2 AACO calls for the meeting to consider previous efforts accomplished in this area, and to implement previously conducted studies on ATM deficiencies in the region, namely ACAC CNS-ATM study, the study jointly developed by AACO, ICAO and IATA, and IATA Route Efficiency Project.

4.3 Moreover, AACO calls for the civil aviation authorities to begin/continue with their discussions with their military counterparts on a national level, in order to reach solutions that would support the growth of civil air transport, while at the same time protect the interests of national military bodies.