



International Civil Aviation Organization

Middle East Region (MID) Civil/Military Cooperation Seminar Setting The Scene for Civil Military Cooperation

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Overview



- The Middle East Regional Office
- The Middle East (MID) Region FIRS.
- Traffic Flows
- Military Danger, Restricted and Prohibited Areas
- Middle East Basic Air Navigation Plan (ANP)
- The MID Region Issues.
- Role of ICAO MID Regional Office.
- Conclusions and Recommendations.

ICAO Middle East Regional Office, Cairo



- Established in Cairo in 1953.
- Accreditation 15 States
- Maintains continuous liaison with the MID States and with appropriate organizations, regional civil aviation bodies and UN Agencies and programmes;
- Ensures interregional coordination and promote the timely and harmonized implementation of ICAO policies, decisions, Standards and Recommended Practices and **air navigation plans**;
- Foster international civil aviation safety, security and provide technical guidance and assist States with implementation.
- Assist States to resolve deficiencies through regional remedial plans
- Act as Secretariat of Middle East Air Navigation Planning and Implementation Group (MIDANPIRG) and its subsidiary bodies and the Regional Aviation Safety Group for the MID Region (RASG-MID).

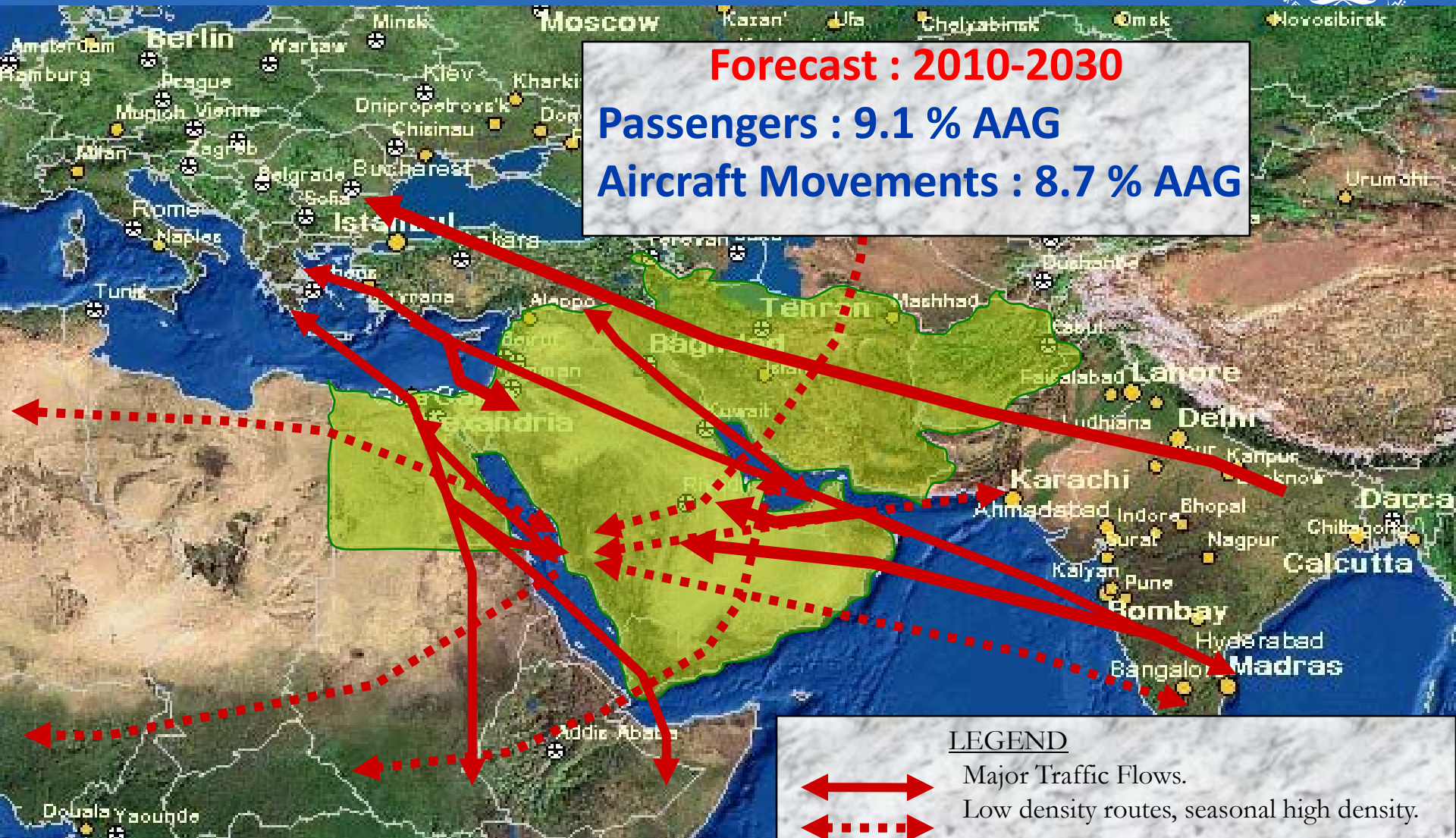
MID Region Traffic Flows



Forecast : 2010-2030

Passengers : 9.1 % AAG

Aircraft Movements : 8.7 % AAG



LEGEND



Major Traffic Flows.



Low density routes, seasonal high density.



Area covered by MID CNS/ATM Plan.

Flows are intended to show area of origin, destination, and approximate flight paths. They do not accurately portray ATS routes.

Prohibited, Restricted ,Danger Areas



States	Prohibited	Restricted	Danger	Total
Bahrain ⁽¹⁾	5	9	6	20
Egypt	6	1	19	26
Iran	19	46	101	166
Iraq ⁽²⁾	6	4	5	15
Jordan	5	0	7	12
Kuwait	1	0	3	4
Lebanon	1	5	8	14
Oman	2	19	54	75
Saudi Arabia	12	55	53	120
Syria ⁽³⁾	-	-	-	-
UAE	10	22	14	46
Yemen	0	3	28	31
Total	<u>67</u>	<u>164</u>	<u>298</u>	<u>529</u>

(1) Bahrain & Qatar airspace

(2) All Iraqi Airspace outside Airways and TMA areas is to be regarded as restricted areas

(3) Flying outside ATS routes within Syria is prohibited.

Middle East Basic Air Navigation Plan (ANP)



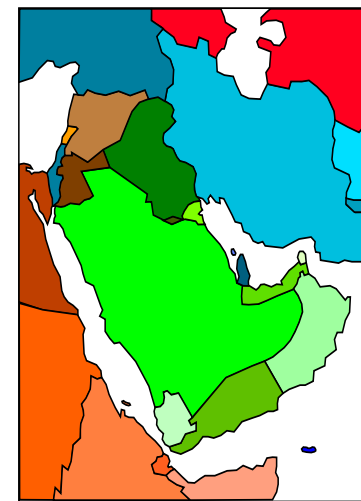
- Contains elements of the existing planning system and introduces the basic planning principles, operational requirements and planning criteria related to air traffic management (ATM) as developed for the MID region.

States should:

- establish appropriate civil/military coordination bodies to ensure, at all levels, the coordination of decisions relating to civil and military problems of Air Space Management (ASM) and ATC
 - make known to military authorities the existing ICAO provisions and guidance material
 - arrange permanent liaison and close coordination between civil ATS units and relevant military operational control/ air defense units.
- No of upper airspace routes **212**
 - No of lower airspace routes **174**

The MID Region Issues

- Military restrictions/political considerations
(delays, extra track miles consequently, increased costs to civil airspace users).
- Fragmentation of Airspace.
- Congested airspace in certain FIRs.
- Lack of flexible use of Airspace.
- Aircraft carriers *(in some areas/high seas).*



The Role ICAO MID Regional Office



- Encourage States civil aviation to establish dialogue between their national and also foreign military authorities (when operating in their area).
- Provide assistance to States :
 - convening joint civil/military meetings; and
 - convening joint civil/military seminars.
- Encourages States to include, where necessary, representatives from their military authorities in all delegations to regional meetings, especially where there are civil/military co-ordination implications in the topic to be discussed.

The Role ICAO MID Regional Office



Special Civil/Military Coordination Meeting (SCMCM), Sana'a 2006

- Total of 72 participants, 9 States and 2 Organizations
- Adopted 3 Conclusions (*approved by MIDANPIRG/10, April 2007*).
- Focus in civil/military coordination issues
 - Coordination between Military Authorities and ATS Authorities;
 - Military activities over the high seas; and
 - Uncoordinated flights over the Red Sea Area.

The Role ICAO MID Regional Office



(SCMCM), Sana'a 2006

Cont.

Outcome:

- give due consideration to the urgent establishment of civil/military coordination bodies for airspace management and air traffic control;
- arrange for Letters of Agreement (LOAs) to be signed between ATS authorities and Military authorities in order to establish coordination procedures for the exchange of information; and
- ensure that the Military authorities are:
 - *fully involved in the airspace planning and management process;*
 - *aware of the new developments in civil aviation; and*
 - *involved in national, regional and international aviation meetings, workshops, seminars and training sessions, as appropriate.*



MID Region Strategy for the Implementation of GPIs

➤ MIDANPIRG/10 adopted “Global Plan initiative (GPI) 1- Flexible Use of Airspace (FUA) “ under conclusion 10/13

- ***Conduct Regional review of special use of airspace;***
- ***Remove large tracts of permanent restricted airspace;***
- ***Establish civil/military coordination bodies at national level;***
- ***Implement collaborative civil/military airspace planning at national level;***
- ***Increase role of civil/military coordination forums;***
- ***Implement dynamic and flexible ATS routes structure concept.***
- ***Monitor implementation***

The Role ICAO MID Regional Office

SAR and Civil Military Seminar Cairo, 26-27 May 2008

- Total of 55 participants from 12 States and 4 Organizations
- Provide and share information with participants, on ICAO provisions and guidance material, experiences and practices in MID States and other ICAO Regions, as well as views, ways and means on implementation.
- Main Outcome:
 - ICAO to develop global guidance material for civil/military cooperation to assist States to implement the Flexible Use of Airspace (FUA) concept as indicated by the Global Plan Initiative 1 (GPI-1)
 - MID States should explore means of using other Regions' experiences in the implementation of FUA;

The Role ICAO MID Regional Office



ATS Route Network (ARN) Task Force:

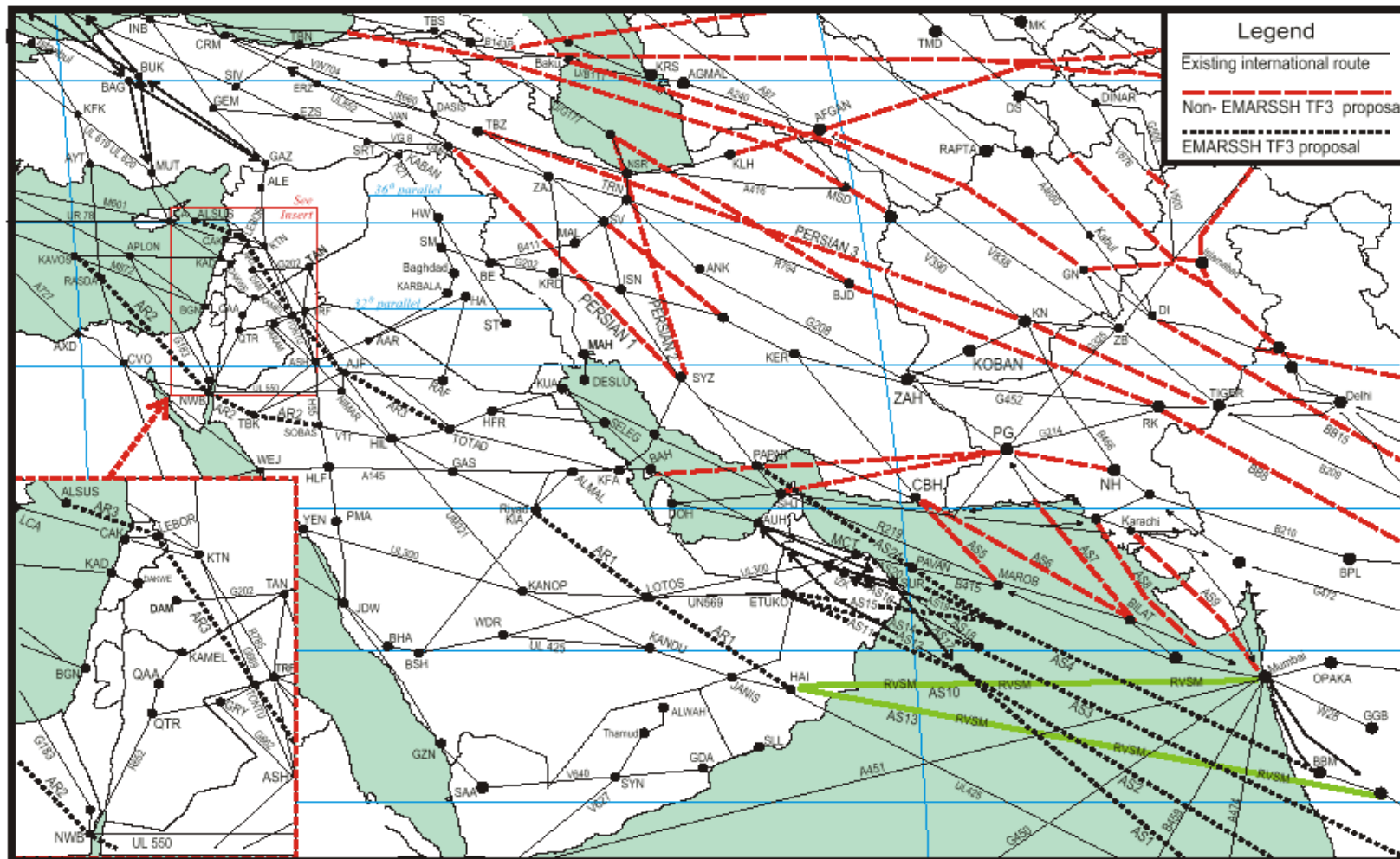
- ATM/SAR/AIS SG/9 (*December 2007*) **DECISION 9/2: ESTABLISHMENT OF THE MID ATS ROUTE NETWORK TASK FORCE (ARN TF)**
- Review the MID ATS route network in order to assess its capacity and constraints
- identify requirements and improvements for achieving and maintaining an efficient route network in the MID Region
- Develop a working depository (**Catalogue**) for route proposals for use as a dynamic reference document for ongoing discussions on routes under development
- Engage the necessary parties regarding routes under consideration, especially the **Military Authorities**.

The Role ICAO MID Regional Office



- First meeting of the *ATS Route Network Task Force* ARN TF/1 held in July 2008
- Held 5 meetings /last ARN TF 5 in February 2012
- Route Catalogue: **70 Route proposals**

EMARSSH



Revised ATS Route Structure-Asia to Middle East/Europe, South of the Himalayas

Conclusion & Recommendations

- Discourage the establishment of new military areas for non-operational reasons.
- Signature of letters of agreements (LOAs) between civil/military authorities.
- **Encourage** Joint Use (sharing) of Airspace.
Example: 1st MID Region RNAV 1 route established in UAE, in December 2008.
- Improve inter State cooperation and coordination with regards to FUA and
- Include, representatives from Military authorities in delegations to Regional meetings and inclusion of military representatives in ACCs



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Thank You

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<http://www.icao.int/mid>