



International Civil Aviation Organization

Air Traffic Services Route Network Task Force (ARN TF)

Sixth Meeting
(Cairo, Egypt, 22 -24 April 2013)

Agenda Item 3: Review ATS Route Network

MIDRAR ACTIVITY

(Presented by CANSO ME)

SUMMARY

The purpose of this working paper is to provide a brief update on the progress and activities carried out by Middle East Regional Airspace Review (MIDRAR) Project and discuss the findings presented. The results of the discussions will be incorporated in the further work of MIDRAR.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The Middle East remains one of the fastest growing regions in terms of air transport. Investment in developing new and expanding existing airports to meet the demands of the regions fast growing airlines has resulted in airspace capacity becoming an emerging issue as current constraints limit capacity and force inefficient routings. Whilst individual States have introduced measures to improve their own efficiency, CANSO recognized that without better cooperation and the development of a regional approach, airspace capacity is unlikely to meet the growing demand of airspace users.

2. DISCUSSION

2.1 The Middle East Regional Airspace Review (MIDRAR) initiative was established in 2011 as the key programme of the CANSO Middle East region to conduct a top-down review of the current and likely future regional airspace challenges and to identify opportunities that could be implemented at a regional level.

2.2 MIDRAR will support the implementation of policy and regional plans developed by ICAO in coordination with individual stakeholders (ANSPs, airports airlines etc.) to leverage additional benefits to help overcome some of the key regional airspace challenges.



2.3 Although initiated by CANSO, MIDRAR is not just a CANSO programme. Stakeholders include focal points in all States, organisations including ICAO, IATA and ACI and representatives from regional ANSPs, airports and airspace users. The programme also covers a geographical area beyond the existing CANSO membership and includes the Bahrain, Cairo, Amman, Muscat, Jeddah, Damascus, Emirates, Kuwait, Tehran and Baghdad FIRs.

2.4 MIDRAR was planned in three phases:

- Phase 1 - Review of the existing situation, identification of high level challenges and outlining a framework to overcome the challenges.
- Phase 2 - Implementation of Phase 1 activities.
- Phase 3 - Strategic plan to prepare the region for future challenges.

Progress to date

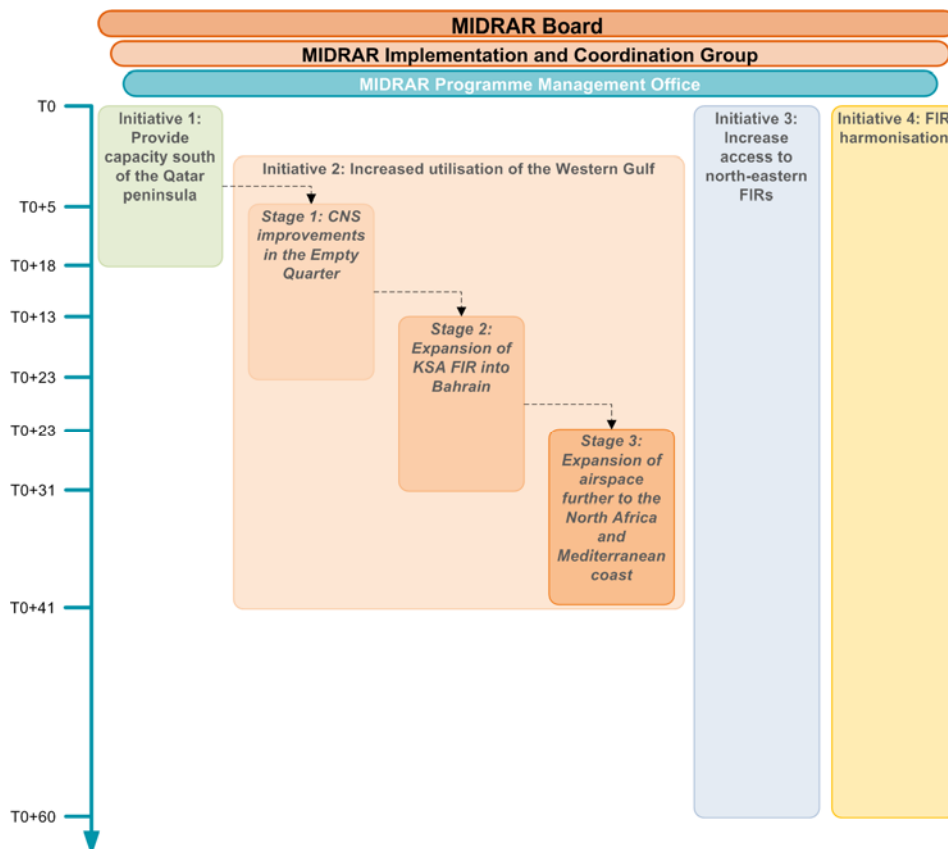
Phase 1

2.5 Phase 1 identified the key challenges affecting the region. It was expected that specific opportunities would be developed to address individual challenges. However, having identified and prioritised the challenges, it was clear that most were inter-related and that effort to address one would also have an impact on another.

2.6 As a result, the potential opportunities were combined and developed into a number of MIDRAR initiatives:

- Initiative 1: South Qatar Peninsular: The aim is to reduce congestion in the Muscat, Bahrain and Emirates FIRs to the north of the Qatar peninsula (or the 'Bahrain hotspot') by relocating some of the traffic (through new/additional routes) to the south of the peninsula and into the north-eastern part of the 'Empty Quarter'.
- Initiative 2: Western Gulf: The second initiative builds on the 'limited' new route structure proposed in the first initiative and make further use of the 'Empty Quarter'. It aims at optimising some of the NW-SE routes potentially utilising airspace in the Muscat, Bahrain, Emirates, Jeddah, and even up to the Amman and Cairo FIRs if necessary.
- Initiative 3: Access to NE FIRs: The third initiative aims to open up and make use of airspace in the north-east of the Middle East region to further increase capacity and provide more optimum routings. Furthermore, it aims to equip the region with the necessary operational concepts if this airspace becomes available and make use of it as soon as possible.
- Initiative 4: FIR harmonisation: This initiative is intended as an overarching action that seeks to coordinate and, where possible, prioritise national projects to ensure that there is an overall gain to the region.
- Initiative 5: Programme oversight and management: This initiative will provide the appropriate oversight and programme management functions to ensure the effective implementation of the MIDRAR programme.

The initiatives are summarised in the context of the overall MIDRAR programme in the diagram below.



The MIDRAR Phase 1 report has now been completed and approved by the CANSO MESCC and MEC3. The report is being finalised by the CANSO communications team prior to being published.

Phase 2

2.7 The MIDRAR Working Group has now initiated Phase 2. It is implementing a simple governance and organizational structure to support the programme and has already had success in persuading ICAO, IATA and ACI to join CANSO as members of the MIDRAR Board. The group is also working with individual stakeholders of three industry groups: CANSO-member ANSPs, non-CANSO member ANSPs and non-IATA airlines to ensure they are appropriately represented on the Board and in the programme as a whole. It is also intended to establish a fulltime Programme Management Office (PMO). A number of potential resourcing/funding solutions are being explored. The promotion of the MIDRAR programme continues in parallel. Most ANSPs and major airspace users within the region have either been contacted and/or engaged. Subject to the agreement of the MIDRAR Board and establishment of the PMO, MIDRAR expects to start delivering tangible benefits to airspace users within one year.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) support the outcomes of the Phase 1 report and, in particular, the proposed MIDRAR initiatives;
- b) agree that the MIDRAR programme could be an effective regional vehicle for stakeholders to work together to implement policy and plans developed by ICAO; address key airspace challenges and to best meet the requirements of airspace users; and
- c) agree that the MIDANPIRG ARN TF work closely with the MIDRAR programme to develop and implement regional solutions to overcome the most challenging airspace capacity issues.