



International Civil Aviation Organization

MIDANPIRG ATM Sub Group

First Meeting (ATM SG/1)
(Cairo, Egypt, 9 - 12 June 2014)

Agenda Item 5: Airspace Management Issues

MID REGION'S HIGH LEVEL AIRSPACE CONCEPT

(Presented by the Secretariat)

SUMMARY

This paper presents a proposal for a MID Region High Level Airspace Concept.

Action by the meeting is at paragraph 3.

REFERENCES

– MIDANPIRG Reports

1. INTRODUCTION

1.1 An airspace concept provides the outline and intended framework of operations within an airspace. Airspace concepts are developed to satisfy explicit strategic objectives such as improved safety, increased air traffic capacity and mitigation of environmental impact, etc. Airspace concepts can include details of the practical organization of the airspace and its users based on particular CNS/ATM assumptions, e.g. ATS route structure, separation minima, route spacing and obstacle clearance.

2. DISCUSSION

2.1 The meeting may wish to note that the objective of the High level Airspace Concept is to consolidate the ATM operational requirements agreed on by MIDANPIRG, in order to provide a generic set of characteristics to be applied by States, which would support the harmonization of the ATM operations in the MID Region.

2.2 The following are the initial proposed characteristics of the MID Region High level Airspace Concept prepared by the secretariat, for the meeting review and amendment:

MID Region High Level Airspace Concept

- a) To the most extent possible implementation of parallel ATS route network, based on RNAV 5 or RNAV 1, across the Region.
- b) Implementation of RNAV 5 area in the level band FL160 - FL460 (inclusive).
- c) A system of linked routes based mainly on RNAV connected to RNAV or Conventional SIDs and STARs starting at the nominal TMA boundary.

- d) Route spacing used for RNAV 5 routes should not be less than 16.5 NM for unidirectional and 18 NM for bi-direction tracks.
- e) The use of Reduced Vertical Separation Minima (RVSM) between FLs 290 and 410.
- f) Implementation of 20 NM Reduced radar longitudinal separation, which could be further reduced to 10 NM where appropriate.
- g) Implementation of the “Flexible Use of Airspace” concept.
- h) Implementation of ASBU Modules in accordance with the Air Navigation Strategy.
- i) Implementation of AIDC/OLDI between all ACCs.
- j) Implementation of Continuous Climb Operations (CCO) and Continuous Descent Operations CDO, where appropriate.
- k) Implementation of Bilateral, Sub-regional or regional ATFM services.

3. ACTION BY THE MEETING

3.1 The meeting is invited to review and amend as deemed necessary the proposed MID Region High level Airspace Concept at para. 2.2, in order to present a final version to MSG/4 for endorsement.