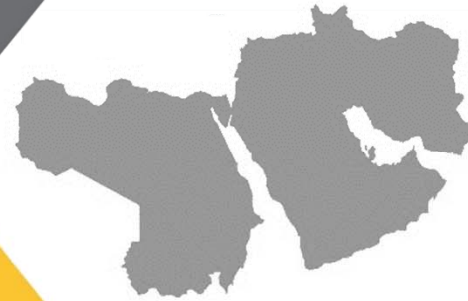


→  MIDANPIRG/18

→  RASG-MID/8

VIRTUAL MEETINGS



15-22 February 2021

MIDANPIRG/18 and RASG-MID/8 Virtual Meetings

(15 - 22 February 2020)



ICAOMID

MIDANPIRG/18, Agenda item 5.2.6: Specific Air Navigation issues

Other ATM Issues

Presented by the secretariat



Civil/Military Cooperation and FUA Concept

- Reference to MIDANPIRG/17, Conclusion 17/21: **MID REGION GUIDANCE MATERIAL ON CIVIL/MILITARY COOPERATION AND IMPLEMENTATION OF FUA CONCEPT**

That,

the ATM SG/5 develop draft guidance material related to Civil/Military Cooperation and implementation of FUA Concept, including State aircraft operations under Due Regard in particular over the high seas, to be coordinated with States before presentation to MIDANPIRG for endorsement.

- The ATM SG/5 through Draft Decision 5/3, established an Action Group in composition of expert from volunteering States and ICAO MID; and started drafting the MID CMC/FUA material.
- On the development at Global level, regarding the CMC/FUA guidance material, ICAO has published Doc 10088, that covers many topics on January 2021.
- The Action Group members are evaluating the document to ensure that the Regional requirements are covered, and if the need still exists to develop separate Regional document.

Civil/Military Cooperation and FUA Concept

Why	To provide guidance for the implementation of FUA and State aircraft operations under Due Regard in particular over the high seas
What	MID Guidance Material
Who	ATM SG/7
When	Nov 2021

DRAFT MIDANPIRG DECISION 18/XX: ESTABLISHMENT OF ACTION GROUP FOR THE DEVELOPMENT OF GUIDANCE MATERIAL ON CIVIL/MILITARY COOPERATION AND IMPLEMENTATION OF FUA CONCEPT

That, the Action Group composed of experts from Bahrain, Egypt, Iraq, Jordan, Oman, Qatar, Saudi Arabia, UAE and ICAO be established to draft, by 30 April 2021, guidance material related to Civil/Military Cooperation and implementation of FUA Concept, including State aircraft operations under Due Regard in particular over the high seas to be reviewed by ATM SG/7 and presented to MIDANPIRG/19 for endorsement.

MID Doc 004: High level Airspace concept

- The objective of the High level Airspace Concept is 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.
- Reference to MIDANPIRG/17, Conclusion 17/25: **Amendment of the MID Region High Level Airspace Concept (MID Doc 004):**

That,

the ATM SG/5 review and prepare a revised version of the MID Region High level Airspace Concept (MID Doc 004) taking into consideration the latest developments, in particular the outcome of MSG/6 and MIDANPIRG/16 and 17 meetings, for presentation to MIDANPIRG/18.

- The ATM SG/6 established an Action Group by Draft a Decision 6/2 in composition of expert from volunteering States, IATA and ICAO MID; and started reviewing and preparing a revised version of the document, as at **Appendix A**.
- The document will be further reviewed by the ATM SG/7 (planned on 15-18 Nov 2021) and the final draft version will be presented to MIDANPIRG/19 for endorsement.

MID Doc 004: High level Airspace concept

Why	To amend the MID Region High level Airspace Concept (MID Doc 004) to include the latest developments.
What	Amendment of MID Doc 004
Who	ATM SG/7
When	Nov 2021

MIDANPIRG DRAFT DECISION 18/xx: ESTABLISHMENT OF ACTION GROUP TO REVIEW AND PREPARE A REVISED VERSION OF THE MID REGION HIGH LEVEL AIRSPACE CONCEPT (MID Doc 004)

That, The action Group composed of experts from Bahrain, Egypt, Jordan, Oman, Saudi Arabia, UAE IATA and ICAO be established to review and prepare a revised version of the MID Region high level airspace concept (MID Doc 004), by 30 April 2021, to be reviewed by ATM SG/7 and presented to MIDANPIRG/19 for endorsement.



ACTION BY THE MEETING

The meeting is invited to:

- a) notice the progress made regarding the development of CMC/FUA and High-level airspace concept documents;
- b) endorse Draft MIDANPIRG Decision 18/xx: Establishment of Action Group for the Development of Guidance Material on Civil/Military Cooperation and Implementation of FUA Concept; and
- c) endorse Draft MIDANPIRG Decision 18/xx: Establishment of Action Group to Review and Prepare a Revised Version of the MID Region High Level Airspace Concept (MID Doc 004).

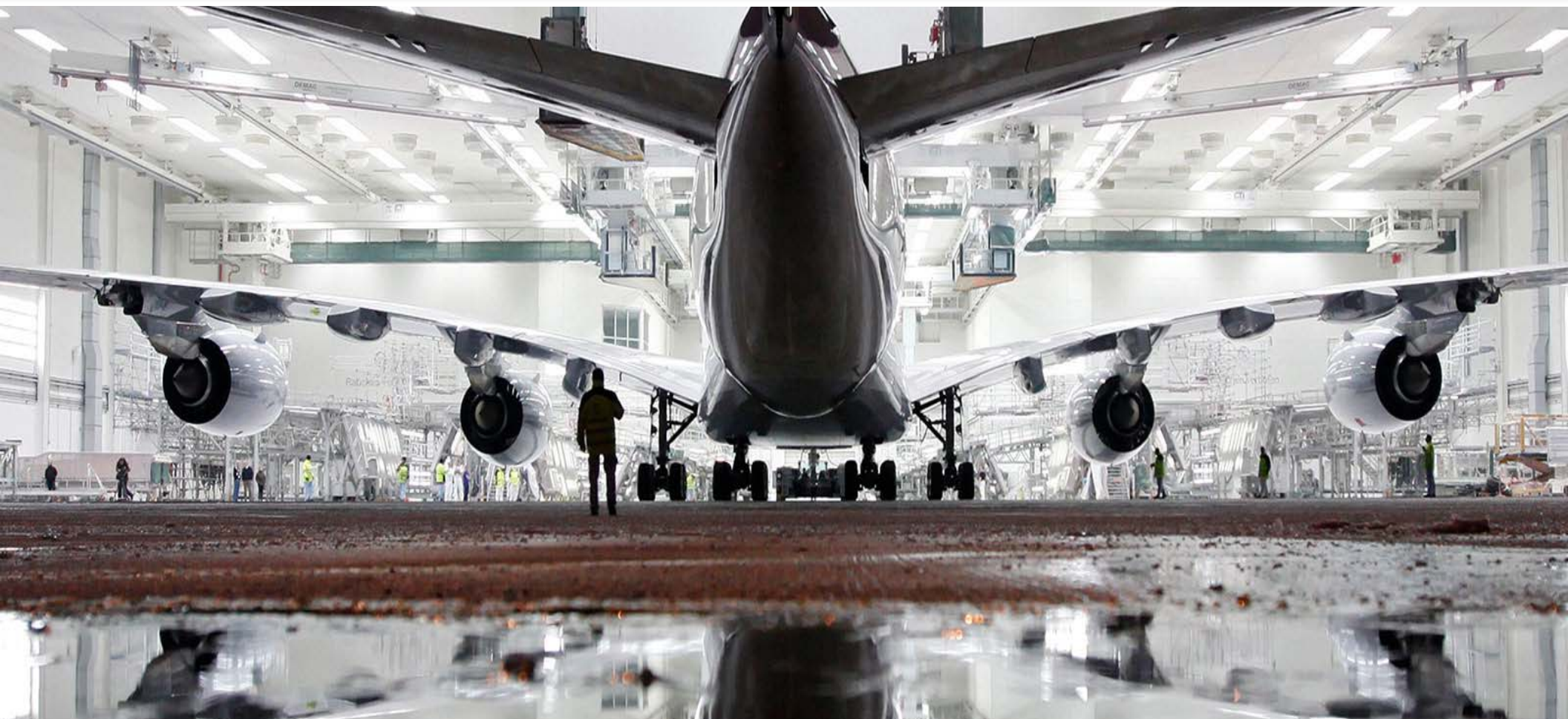


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VIRTUAL MEETINGS




15-22 February 2021





INTERNATIONAL CIVIL AVIATION ORGANIZATION

**MIDDLE EAST AIR NAVIGATION PLANNING
AND IMPLEMENTATION REGIONAL GROUP
(MIDANPIRG)**

**MID REGION
HIGH LEVEL AIRSPACE CONCEPT**

EDITION ~~JUNE, 2015~~ 2020/2021

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The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontier or boundaries.

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CHAPTER 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 and implicit 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-operations based on particular CNS/ATM assumptions, e.g. ATS route structure, separation minima, route spacing and obstacle clearance.

1.2 The airspace concept constitutes a master plan of the intended airspace design and its operations. It should satisfy the following:

- provides a detailed description of the planned airspace organization and its operations.
- addresses all the strategic objectives identified for the airspace project.
- addresses all CNS/ATM enablers.
- identifies operational and technical assumptions.

~~1.1.3~~ 1.1.3 The objective of the High level Airspace Concept is to consolidate the requirements on airspace operations, navigation applications and CNS/ATM operational requirements enablers 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 airspace operations ~~the ATM operations~~ in the MID Region.

~~1.2.1.4~~ 1.2.1.4 The fundamentals of the MID Region High Level Airspace Concept are as follows:

- ~~The use of~~ Implementation of Reduced Vertical Separation Minima (RVSM) between FLs 290 and FL410 inclusive.
- ~~To the most extent possible~~ Implementation of parallel ATS route network, when possible, based on two navigation applications RNAV-5 or RNAV-1, across the MID Region.
- ~~Implementation of RNAV-5 area application in the level band between FL160–FL460 (inclusive) for en-route navigation.~~
- A system of linked-ATS route network supported by routes based mainly on RNAV applications and connected to RNAV or Conventional SIDs and STARs starting at the nominal TMA boundary.
- ~~RRoute~~ route spacing ~~used for~~ used for RNAV-5 ATS routes based on a standard of 16.5 NM for same-direction traffic and 18 NM for opposite-direction traffic in a radar environment should not be less than 16.5 NM for unidirectional and 18 NM for bi-direction tracks.
- Route spacing used for RNAV-1 ATS routes based on a standard should not be less than a 7-NM in a high density demand en-route system environment network providing that required CNS infrastructure is available.
- Implementation of 20-NM Reduced radar surveillance longitudinal separation, which could be further reduced to 10 NM, where appropriate.
- Implementation of ASBU ~~Modules~~ threads/elements as enablers in accordance with the MID Region Air Navigation Strategy (ICAO MID DOC 002), where applicable.
- Implementation of the “Flexible Use of Airspace” concept.
- Implementation of AIDC/OLDI between ~~all~~ ACCs, according to applicability table (reference to MID ANP VOL IIDoc xxx).
- Implementation of Continuous Climb Operations (CCO) and Continuous Descent Operations CDO, where appropriate as basis for the operations within TMAs in accordance with the MID Region Air Navigation Strategy (ICAO MID DOC 002) ASBU elements priority 1 applicability areas.
~~Implementation of Bilateral, Sub-regional or regional ATFM services~~

4.3.1.5 The MID Region High Level Airspace Concept will be evolving in accordance with the global and regional developments/requirements to include use of RNP specifications such as, such as, to include the use of Advanced RNP in enroute and terminal operations, and RNP APCH on for the instrument Approachapproach.

CHAPTER 2

FUNDAMENTALS OF THE MID REGION HIGH LEVEL AIRSPACE CONCEPT

I. The Use of Reduced Vertical Separation Minima (RVSM) between ~~Flight Levels FL-290 and FL-410~~, inclusive

2.1 The provisions for RVSM approval and the monitoring of the height keeping performance are contained in Annex 6. The general requirements for RVSM implementation are contained in the *Manual on a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive* (ICAO, Doc 9754) ~~However,~~ and the Operating Procedures and Practices for Regional Monitoring Agencies in relation to the use of a 300 m (1 000 ft) Vertical Separation Minimum between FL-290 and FL-410 inclusive, are provided in ICAO₅ Doc 9937.

2.2 Monitoring of aircraft height-keeping performance was one of the underlying assumptions of the safety studies on which RVSM was based. In all regions where RVSM has been implemented, Regional Monitoring Agencies (RMAs) have been established by the appropriate Planning and Implementation Regional Groups (PIRGs) to carry out this function. The RVSM safety objectives for the implementation of RVSM in the MID Region are set out by MIDANPIRG through MIDANPIRG/12 Conclusion, as follows:

CONCLUSION 12/16: MID RVSM SAFETY OBJECTIVES

That, the safety assessment of RVSM operations in the MID Region be based on the following safety objectives:

- a) **Safety Objective 1:** *The risk of collision in the MID RVSM airspace due solely to technical height-keeping performance meets the ICAO Target Level of Safety (TLS) of 2.5×10^{-9} fatal accidents per flight hour;*
- b) **Safety Objective 2:** *The overall risk of collision due to all causes which includes the technical risk and all risk due to operational errors and in-flight contingencies in MID RVSM airspace meets the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour; and*
- c) **Safety Objective 3:** *address any safety-related issues raised in the SMR by recommending improved procedures and practices; and propose safety level improvements to ensure that any identified serious or risk-bearing situations do not increase and, where possible, that they decrease. This should set the basis for a continuous assurance that the operation of RVSM will not adversely affect the risk of en-route mid-air collision over the years.*

2.3 The implementation of RVSM in the MID Region started on 27 November 2003. Currently RVSM is successfully implemented in all the MID Region Flight Information Regions (FIRs) and the ICAO TLS for technical, and overall risks are met.

2.4 The MIDRMA and the ICAO Secretariat developed the MIDRMA Manual to provide, for easy reference of interested parties, a consolidation of material related to the administrative management, membership, funding mechanism of the MIDRMA, as well as its activities related to the sustained RVSM safety assessment and associated requirements for the provision of data. It contains the Terms of Reference (~~FOR~~ToR) of the MIDRMA Board and a number of other provisions approved

by the MIDRMA Board and MIDANPIRG.

2.5 The MIDRMA Manual, in addition to the reports and information related to RVSM implementation in the MID Region are available on the MIDRMA website (<http://midrma.com>).

2.6 In order to standardize and improve the reporting of required data to the MIDRMA, the MIDANPIRG/14 meeting agreed to the following Conclusion which replaces and supersedes the MIDANPIRG/13 Conclusion 13/65:

CONCLUSION 14/35: PROVISION OF REQUIRED DATA TO THE MIDRMA

That, considering the on-going requirement for RVSM safety monitoring in the MID Region:

- a) *States provide the required data to the MIDRMA on a regular basis and in a timely manner. The data is to include, but is not necessarily limited to:*
 - i) *approval of operators and aircraft for RVSM operations (on monthly basis or whenever there's a change);*
 - ii) *Large Height Deviations (LHD) (on monthly basis);*
 - iii) *traffic data (as requested by the MIDRMA Board);*
 - iv) *radar data as, when and where required; and*
 - v) *airway structure (above FL 290) and waypoints.*
- b) *States not providing the required data to the MIDRMA on a regular basis and in a timely manner:*
 - i) *be included in the MIDANPIRG list of air navigation deficiencies; and*
 - ii) *might not be covered by the MID RVSM Safety Monitoring Report (SMR).*

2.7 The MIDRMA developed the LHD Online Reporting Tool to be used by the States, as the only mean, for the submission of their LHD reports to the MIDRMA.

~~2.8 States are requested to comply with the above provisions.~~

~~2.92.8~~ States are ~~requested~~ encouraged to consult to provide the required data and to ~~consult~~ liaise with the MIDRMA when carrying safety assessment for the implementation of ATS Routes in the MID RVSM Airspace.

II. ~~To the most extent possible~~ implementation of parallel ATS route network, based on RNAV-5 or RNAV-1, across in the MID Region

~~2.102.9~~ Based on operational requirements, States may ~~choose to~~ implement RNAV-1 routes to enhance efficiency, ~~and capacity~~ of airspace usages and support closer ~~route~~-spacing ~~and parallel route~~, providing that appropriate communication and surveillance coverages are available. Details of these requirements are provided in the PBN manual (Doc 9613) and PANS-ATM (Doc 4444) ~~reference to parallel xxx.~~

~~2.11~~ The MID Region PBN Implementation Plan ([ICAO MID DOC 007](#)) and the [Guidance on GNSS Implementation in The MID Region \(ICAO MID DOC 011\)](#) -offers appropriate guidance for air navigation service providers, airspace operators and users, ~~regulating agencies~~, and international/[regional](#) organizations, on the evolution of navigation ~~applications~~, as one of the key ~~systems-enablers~~ supporting air traffic management, and which describes the RNAV and RNP ~~navigation application types~~ that should be implemented in the short, medium and long term in the MID

Region. The Plan is endorsed by MIDANPIRG and available on the ICAO MID Regional Office Website (<http://icao.int/mid>) under eDocuments [tabg](#).

III. ~~Implementation of RNAV 5 area in the level band between FL160 – FL460 (inclusive)~~

~~2.12~~ MIDANPIRG/12 meeting, Amman, Jordan 17-21 October 2010, noted that a number of States have not yet updated their AIPs to change RNP 5 to RNAV 5 and that the RNAV 5 area application is implemented in MID FIR's/States with a different base Flight Level (FL150, FL195, FL245, FL280). Accordingly, the meeting agreed to the following Conclusion:

~~CONCLUSION 12/9: RNAV 5 IMPLEMENTATION IN THE MID REGION~~

That, States that have not yet done so, be urged to:

a) update their AIP to change RNP 5 to RNAV 5; and

b) take necessary measures to implement RNAV 5 area in the level band FL 160 – FL460 (inclusive).

IV.III. ~~A system of ATS route network supported linked routes based mainly onby RNAV applications and connected to RNAV or Conventional terminal procedures (SIDs and STARs) starting at the nominal TMA boundary~~

~~2.132.10~~ As part of the implementation of an airspace concept, ~~Sates~~ States in consultation with the Airspace users should establish an efficient ATS route structure and/ network at in the upper airspace connected in an efficient manner to the lower-terminal airspace structure, preferably, starting at the nominal Terminal Control Area (TMA) boundary.

~~2.142.11~~ The ICAO Manual, Doc 9992, provides step-by-step guidance on the Use of Performance-based Navigation (PBN) in Airspace Design covering the structure, ATS routes and Instrument Flight Procedures.

V.IV. ~~Route spacing used for RNAV-5 ATS routes based on a standard of 16.5 NM for same-direction traffic and 18 NM for opposite direction traffic with appropriate ATS surveillance. should not be less than 16.5 NM for unidirectional and 18 NM for bi-direction tracks~~

~~2.152.12~~ In the MID Region RNAV-5 ATS Routes should be spaced at least by a lateral distance of 16.5NM for unidirectional and 18NM for bi-directional tracks with appropriate ATS surveillance, to be considered as independant from each other.

~~2.162.13~~ The provisions for ATS Routes spacing are provided mainly in PANS-ATM Doc 4444, and the PBN Manual 9613.

Note: ~~route~~ Route spacing needs to be increased at turning points in turns because of the variability/spread of aircraft turn performance. The extent of the increase depends the track change (on the turn angle).

VI.V. ~~Route spacing used for RNAV-1 ATS routes based on a standard a should not be less than 7 NM in a high density en-route system providing should not be less than 7 NM providing that required CNS infrastructure is available and minimum separation applicable permit~~

2.172.14 In the MID Region RNAV-1 ATS Routes should be spaced at least by a lateral distance of 7NM in a high density en-route system, to be considered as independent from each other, providing that required CNS infrastructure is available and minimum separation applicable permit.

2.182.15 Route spacing of 7-NM for straight and turning tracks (with turns not exceeding 90 degrees) in a high density ~~continental~~ en-route system, using ATS ~~radar~~ surveillance, has been derived by independent collision risk analyses undertaken by Eurocontrol. (Ref: ICAO PBN manual Volume II. Implementing RNAV and RNP Operations – Attachment B – page 8).

VII.VI. Implementation of 20-NM Reduced Radar Longitudinal Separation, which could be further reduced to 10-NM, where appropriate applicable

2.192.16 MIDANPIRG/13 meeting, through Conclusion 13/5 below, encouraged MID States to implement 20-NM longitudinal separation and develop plans for further reduction of longitudinal separation from 20-NM to 10-NM:

**CONCLUSION 13/5: IMPLEMENTATION OF REDUCED RADAR
LONGITUDINAL SEPARATION IN THE MID REGION**

That,

- a) *States, that have not yet done so;*
 - i) *be urged to implement the 20 NM radar longitudinal separation;*
 - ii) *be encouraged to further reduce the radar longitudinal separation within the MID Region to 10 NM, where appropriate; and*
 - iii) *be invited to agree with their neighbouring FIRs/States on the date of implementation and updating of the LoAs;*

VII.VII. Implementation of ASBU ~~Modules~~ threads & elements as enablers in accordance with the MID Region Air Navigation Strategy

2.202.17 The MID Region air navigation objectives are set in line with the Global Air Navigation objectives as described in the Global Air Navigation Plan (GANP) and address specific air navigation operational improvements identified within the framework of the MIDANPIRG.

2.212.18 The MID Region Air Navigation Strategy, endorsed by MIDANPIRG, includes the ASBU ~~Modules~~ threads with their associated Elements, Area of Applicability, Performance Indicators and Targets, considered as priority for implementation in the MID Region. The ASBU threads and elements are considered enablers for the implementation of airspace concept.

2.222.19 States are urged to take into consideration the guidelines/requirements of the GANP, the MID Region Air Navigation Strategy and the MID ANP while planning for the improvement of their CNS/ATM systems, and provide on periodical basis the National Air Navigation Plan to the MID Office.

2.232.20 The monitoring of the implementation of the agreed ASBU ~~Modules~~ threads and elements will be performed through the MID ANP, Volume III, and reflected on the Annual MID Air Navigation Report.

IX.VIII. Implementation of the “Flexible Use of Airspace” concept

2.242.21 The airspace is a ~~resource~~ common resource to both civil and military aviation activities. The growing civil air traffic and mission-oriented military air traffic would benefit greatly from a more flexible use of airspace used for military purposes and that satisfactory solutions to the problem of

cooperative access to airspace have not evolved in all areas.

2.252.22 The ICAO Global ATM Operational Concept emphasized 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.

2.262.23 The flexible use of airspace by both civil and military air traffic may be regarded as the ultimate goal, improvement in civil/military coordination and cooperation offers an immediate approach towards more effective airspace management.

2.24 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, collaboration 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.

2.272.25 ASBU ~~xxx~~B0-FRTO, B0/2 element ~~are~~is considered as priority 1 for implementation in the MID Region and ~~are~~is included in the MID Region Air Navigation Strategy.

~~X.IX.~~ **Implementation of AIDC/OLDI between ~~all~~ ACCs**

~~2.26~~ The use of ATS Inter-~~facility~~ Facility Data Communication (AIDC), as defined in the ICAO, Doc 9694, *Manual of Air Traffic Services Data Link Applications* improves the coordination between air traffic service units (ATSUs). The transfer of communication in a data link environment improves the efficiency of this process and the overall air traffic coordination management. States are encouraged to refer to the MID Region Guidance for The Implementation of AIDC/OLDI (ICAO DOC 006)

~~2.28~~2.27

~~2.28~~ In accordance with the MID Region Air Navigation Strategy AIDC/OLDI should be implemented between ~~all~~ Applicable adjacent ACCs. This consider as one of the main enabler for airspace concept according to the applicability table (ref. ICAO MID Doc ~~xxx~~002).

~~2.29~~

~~XI.X.~~ **Implementation of Continuous Climb Operations (CCO) and Continuous Descent Operations CDO, as basis for the operations within TMAs~~where appropriate~~**

~~2.30~~2.29 Continuous climb operation (CCO) is an operation, enabled by airspace design, procedure design and ATC operational procedures, in which a departing aircraft climbs continuously, to the greatest possible extent, by employing optimum climb engine thrust and climb speeds until reaching the cruise flight level.

~~2.31~~2.30 Continuous descent operation (CDO) is an operation, enabled by airspace design, procedure design and ATC operational procedures, in which an arriving aircraft descends continuously, to the greatest possible extent, by employing minimum engine thrust, ideally in a low drag configuration, prior to the final approach fix/final approach point.

~~2.32~~2.31 ASBU APTA-B0/4 CDO (Basic) and APTA-B0/5 (CCO basic) ~~B0 Modules CCO and CDO~~ are considered as priority 1 for implementation in the MID Region and are included in the MID Region Air Navigation Strategy.

~~2.33~~2.32 States are encouraged to implement CCO and CDO, where applicable.

~~XII.XI.~~ **Consider the implementation of Bilateral, Sub-regional or regional Multi-Nodal ATFM services~~concept~~.**

~~2.34~~2.33 Air Traffic Flow Management (ATFM) is used to manage the flow of traffic in a way that minimizes delays and maximizes the use of the entire airspace. ATFM can regulate traffic flows involving departure slots, smooth flows and manage rates of entry into airspace along traffic axes, manage arrival time at waypoints or Flight Information Region (FIR)/sector boundaries and re-route traffic to avoid saturated areas. ATFM may also be used to address system disruptions including a crisis caused by human or natural phenomena constrained airspace, severe meteorological conditions or any other phenomena or event affecting the flights.

~~2.35~~2.34 ATFM and its applications should not be restricted to one State or FIR because of their far-reaching effects on the flow of traffic elsewhere. Doc 4444 - *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM) recognizes this important fact, stating that ATFM should be implemented on the basis of a Regional Air Navigation Agreement or, when appropriate, a Multilateral Agreement.

~~2.35~~ A MID Region ATFM service/system should be implemented to manage efficiently the traffic flows within and across the Region. Nevertheless, all initiatives to improve traffic flows should

be exhausted before implementation of any ATFM measures in the MID Region. This approach should be capture as part of the airspace concept to be developed by ICAO MID States.

2.36 _____ The MID ATFM CONOPS was developed considering many international experiences and current Regional capabilities, in order to provide a regional framework to MID States, and could be evolved in the future to a centralized ATFM solution.

~~2.36~~2.37 _____ MID ATM/CDM data exchange process will also foster the exchange of operational data with the basic available tools, in order to support States and ANSPs to improved Airspace capacity/demand management.

- END -