



International Civil Aviation Organization

**Middle East Air Navigation Planning and
Implementation Regional Group (MIDANPIRG)**

Fourteenth Meeting
(Jeddah, Saudi Arabia, 15-19 December 2013)

**Agenda Item 4: Performance Framework for Regional Air Navigation Planning and
Implementation:**

4.3 ATM/SAR

CIVIL/MILITARY COORDINATION

(Presented by the Secretariat)

SUMMARY

This paper presents the developments related to Civil/Military coordination in the MID Region.

Action by the meeting is at paragraph 3.

REFERENCES

- ARN TF/6 Report
- ATM/SAR/AIS/13 Report
- MIDANPIRG/13 Report

1. INTRODUCTION

1.1 The provisions related to Civil-Military coordination are covered in a number of ICAO documents, in particular: the Convention (Article 3), Annexes 2, 11 and 15, PANS ATM (Doc 4444), Air Traffic Services Planning Manual (Doc 9426), Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations (Doc 9554), Manual concerning Interception of Civil Aircraft (Doc 9433) and Circular on Civil/Military Cooperation in Air Traffic Management (Cir 330).

1.2 The Thirteenth meeting of the MIDANPIRG ATM/AIM/SAR Sub-Group (ATM/AIM/SAR SG/13) held in Cairo, Egypt, 30 September to 3 October 2013, was attended by a total of forty seven (47) participants from twelve (12) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Libya, Qatar, Saudi Arabia Sudan, UAE and Yemen) and one (1) International Organization/Agency (MIDRMA).

2. DISCUSSION

2.1 The ATM/AIM/SAR SG/13 meeting recalled that MIDANPIRG/13 emphasized on the need of sharing airspace between civil and military. Accordingly, the meeting urged MID States to manage the airspace flexibly with an equitable balance between civil and military users through strategic coordination and dynamic interaction, which should lead to the implementation of the Flexible Use of Airspace (FUA).

2.2 The ATM/AIM/SAR SG/13 meeting was further apprised of the outcome of the Middle East Civil/Military Cooperation Seminar held in Jeddah, Saudi Arabia, 16-19 September 2012 and of the latest global development related to Civil/Military Cooperation, including the AN-Conf/12 Recommendation 4/5:

Recommendation 4/5 – Civil/military coordination/cooperation and sharing of airspace

That:

- a) *States, planning and implementation regional group and ICAO to analyse the benefits that could be achieved through improved civil/military cooperation and sharing of the airspace serving international traffic flows and express the results of this analysis in terms of:*
 - 1) *capacity increases and reduction in routine delays as measured by traffic volumes on major traffic flows;*
 - 2) *document fuel savings and emission reductions through the use of the fuel savings estimation tools; and*
 - 3) *other additional benefits;*
- b) *based on the analysis made by States, planning and implementation regional groups, and ICAO, urge States to develop plans to implement improvements for the cooperative use of airspace related to the top areas of opportunity and establish concrete targets using tools already available for this purpose;*
- c) *in relation to international traffic flows, for each ICAO region urge the planning and implementation regional groups and their associated States to identify the top areas of opportunity that could benefit the most from improvements in civil/military cooperation and sharing of the airspace and develop concrete targets for improvement;*

That ICAO:

- a) *develop a set of criteria or metrics to enable objective measurement of progress in civil/military cooperation; and*
- b) *continue to develop guidance material for States on the flexible use of their airspace, airspace design, interoperability and integration of humanitarian assistance flights in crisis response scenarios in their airspaces to facilitate integrated use of the airspace.*

2.3 The meeting may wish to note that the Aviation System Block Upgrades (ASBU) Block 0 Module–FRTO: *Improved Operations through Enhanced En-Route Trajectories*, is considered as a priority for the MID Region. Accordingly, the Third meeting of the MIDANPIRG Steering Group (MSG/3) agreed to include the B0-FRTO in the Draft MID AIR Navigation Strategy.

2.4 In order to relief the traffic congestion North of Bahrain FIR, the ATM/AIM/SAR SG/13 meeting noted with appreciation that Qatar and Saudi Arabia implemented the ATS Routes UM430 and UL681 as Conditional Routes (available for civil traffic from 1900 to 0300 UTC) and they are working with their Military Authorities to extend the availability of these Routes from 1500 to 0300 UTC.

2.5 Based on all the foregoing, the ATM/AIM/SAR SG/13 meeting agreed to the following Draft Conclusions to replace and supersede the MIDANPIRG/12 Conclusion 12/25:

Why	To foster civil/military cooperation
What	State Letter / develop necessary institutional arrangements
Who	ICAO MID Regional Office / States
When	February 2014 / June 2015

DRAFT CONCLUSION 13/3: CIVIL/MILITARY COOPERATION

That, States be urged to

- a) *develop necessary institutional arrangements to foster civil/military cooperation; and*
- b) *arrange as necessary for the Military authorities to be:*
 - i) *fully involved in the airspace planning and management process;*
 - ii) *aware of the new developments in civil aviation; and*
 - iii) *involved in national, regional and international aviation meetings, workshops, seminars, etc., related to Air Traffic Management and Search and Rescue.*

Why	To improve the implementation of FUA concept
What	State Letter / Implementation of FUA
Who	ICAO MID Regional Office / States
When	February 2014 / June 2015

DRAFT CONCLUSION 13/4: FLEXIBLE USE OF AIRSPACE

That, States be urged to:

- a) *take necessary follow-up actions to implement the provisions of Recommendation 4/5 of the AN-Conf/12; and*
- b) *take necessary measures to implement the Flexible Use of Airspace (FUA) Concept through strategic Civil/Military coordination 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.*

2.6 The meeting may wish to note that establishment of Civil/Military Go-Teams was discussed during the ATM/AIM/SAR SG/13 meeting. It was highlighted that, the mechanism of Civil/Military Go-Teams could improve Civil/Military cooperation in the MID Region. The main objective of the Civil/Military Go-Teams will be the enhancement of the Flexible Use of Airspace (FUA) implementation through visits to selected States to highlight the benefits that could be achieved

through improved Civil/Military cooperation and sharing of the airspace serving international traffic flows, expressed in term of increased capacity and efficiency and reduced CO₂ emissions.

2.7 The ATM/AIM/SAR SG/13 meeting agreed to defer the discussions on the details related to the scope, tasks, Pre-Go-Team Visit arrangements, on-site activities, and outcomes of the Civil/Military Go-Teams to the next ATM Sub-Group meeting. Accordingly, the meeting agreed to the following Draft Conclusion:

Why	To improve civil/military cooperation
What	Endorsement of Civil/Military Go-Teams mechanism
Who	MIDANPIRG/14
When	December 2013

DRAFT CONCLUSION 13/5: CIVIL/MILITARY GO-TEAMS

That,

a) the mechanism of Civil/Military Go-Teams be endorsed to expedite the implementation of the Flexible Use of Airspace (FUA) Concept in the MID Region; and

b) the details related to the scope, Tasks, Pre-Go-Team Visit arrangements, on-site activities, and outcomes of the Civil/military Go-Teams to be discussed during the next ATM Sub-Group meeting.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) urge States to implement the provisions of Recommendation 4/5 of the AN-Conf/12; and
- b) endorse the Draft Conclusions at para. 2.5 and 2.7.