REPORTS FROM REGIONS

CIVIL/MILITARY COORDINATION IN THE MIDDLE EAST (MID) REGION

Presented by

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Civil/Military Coordination in the Middle East (MID) Region

Body of Presentation:

- The Middle East (MID) Region FIRS.

- Military Danger, Prohibited and Restricted Areas.

- The MID Region Problems.

- Role of ICAO MID Regional Office.

- Conclusions and Recommendations.

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MID Region FIRS:

- 13 Flight Information Regions (*FIRs*).

- Majority of FIRS cover international waters.

- Large number of reserved military Airspace (*Danger, Prohibited and Restricted Areas*).

- Well developed Communication, Navigation, Surveillance/Air Traffic Management (*CNS/ATM*) infrastructure in most FIRs.

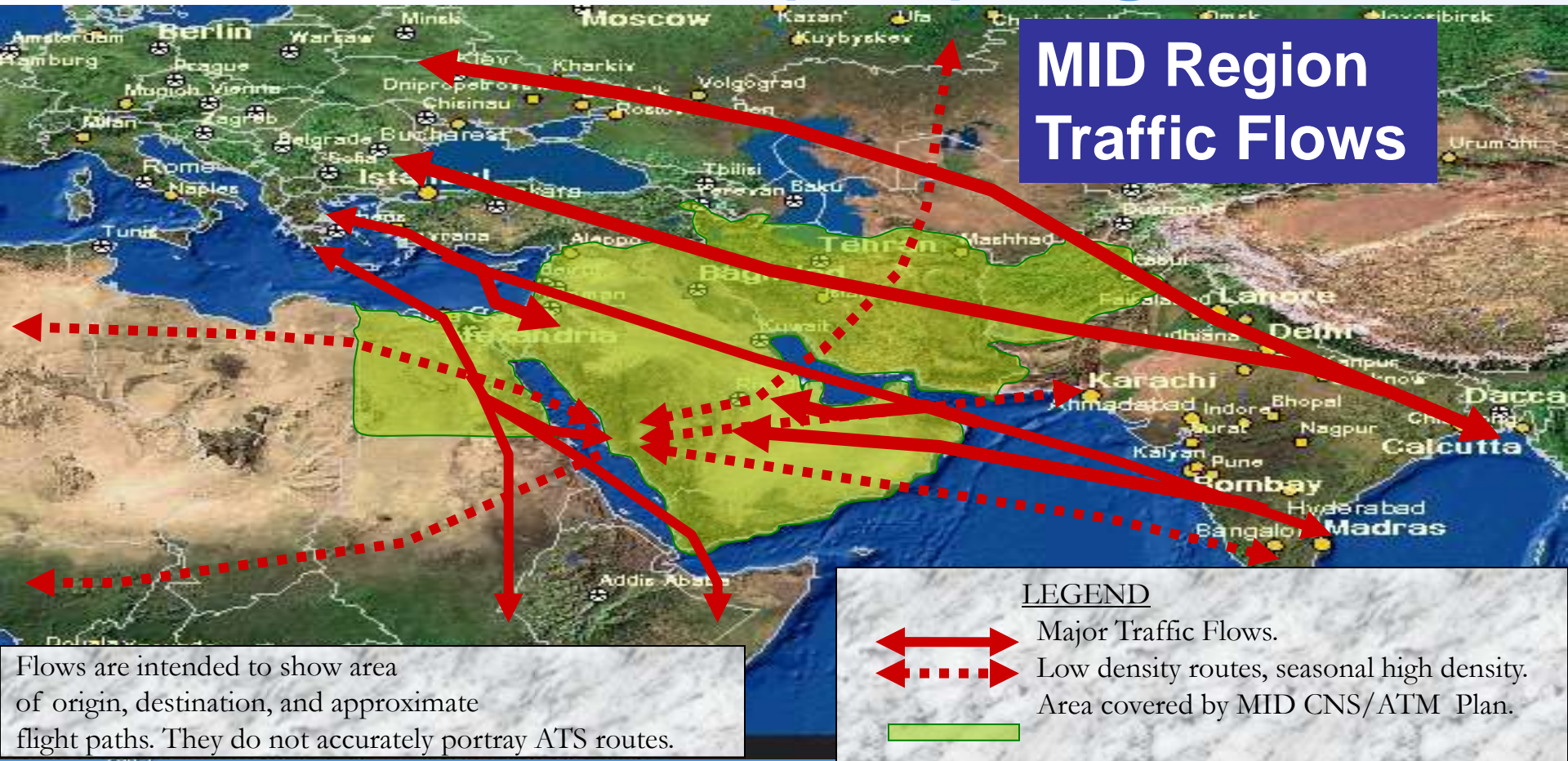- Mixture of aircraft separation (*5 NM to 10 minutes*).
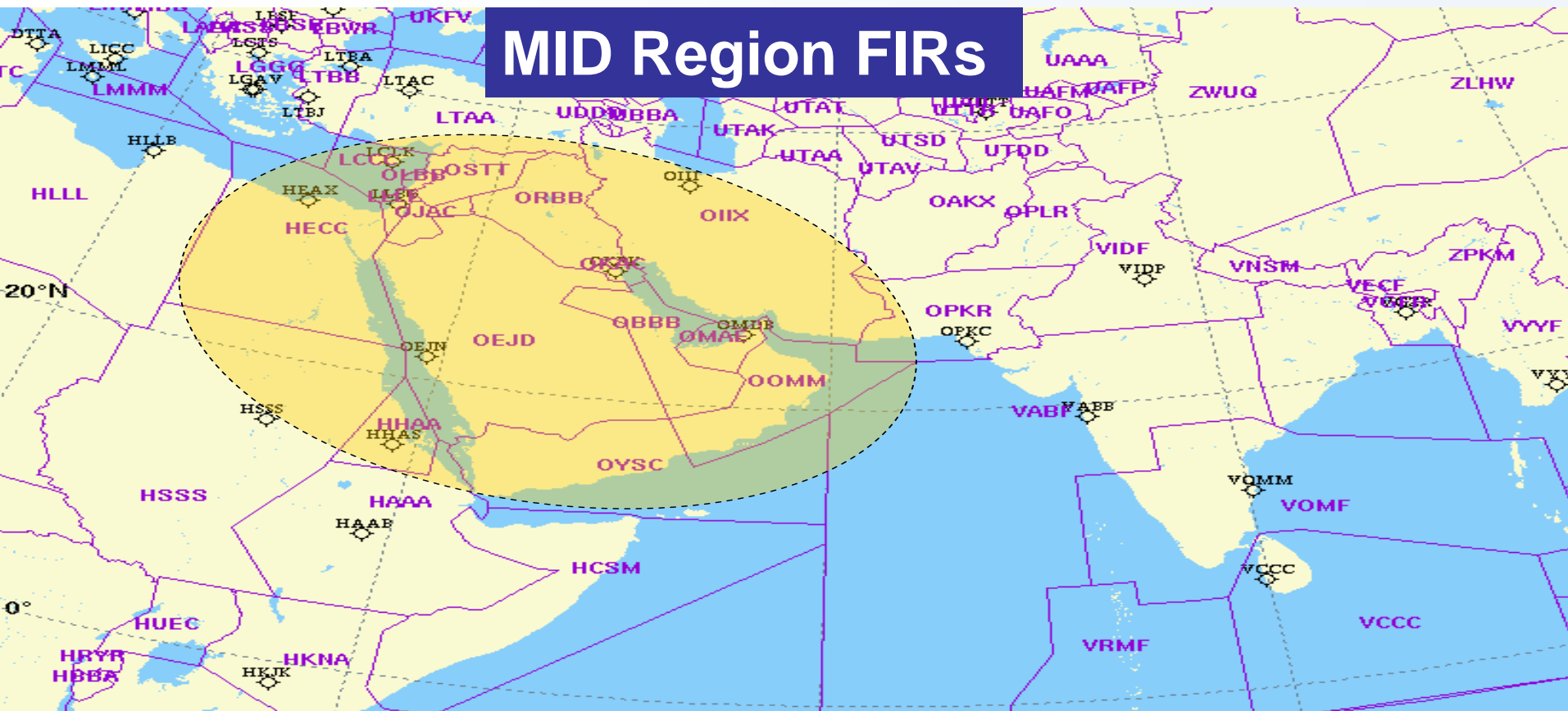
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MID Region Traffic Flows

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

LEGEND

Major Traffic Flows.

Low density routes, seasonal high density.

Area covered by MID CNS/ATM Plan.

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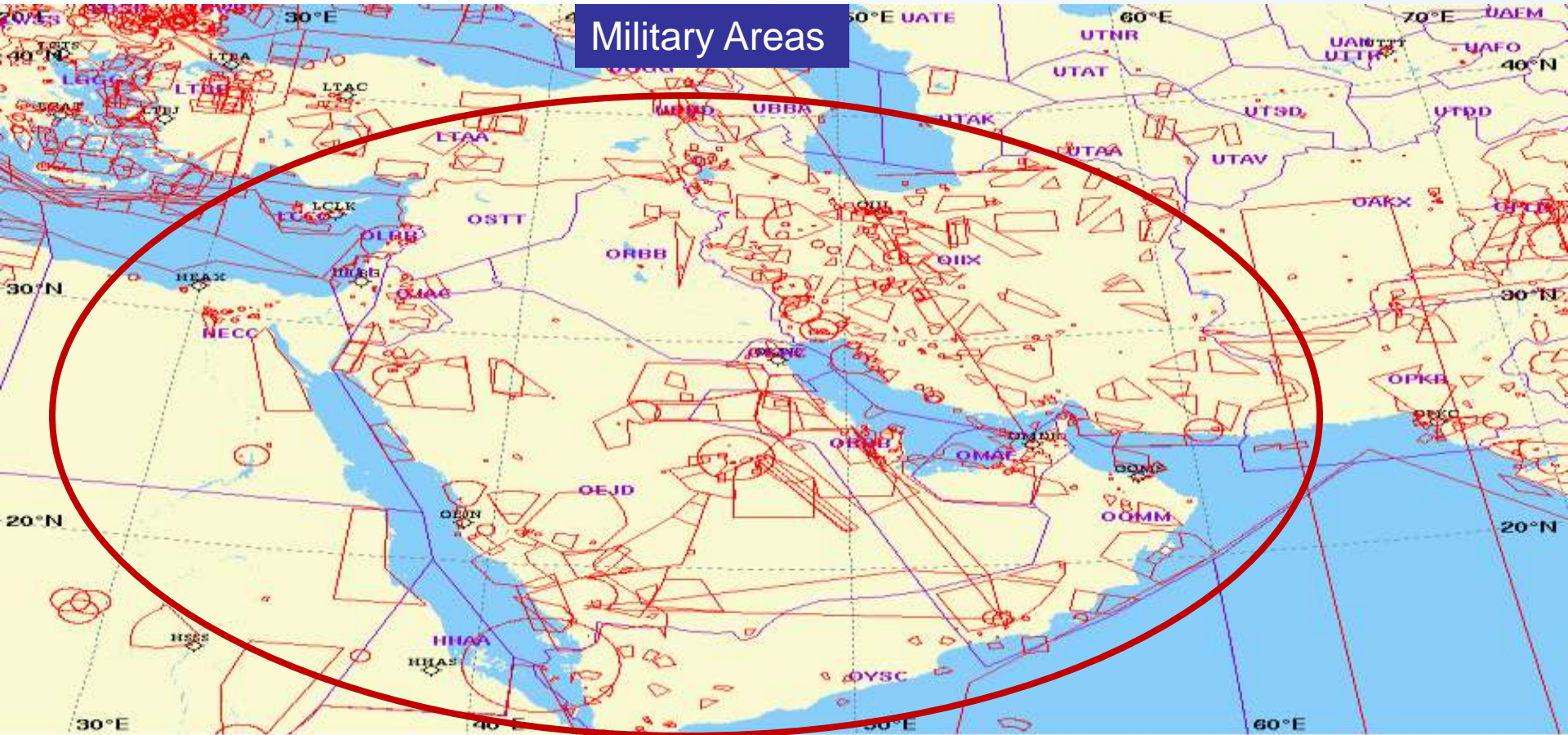

Military Areas

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States	Danger	Prohibited	Restricted	Total
Bahrain	2	1	3	6
Egypt	18	6	1	25
Iran [1]	102	12	69	183
Iraq [2]	5	6	4	15
Israel	3	2	3	8
Jordan	7	4	-	11
Kuwait	3	1	-	4
Lebanon	4	1	5	10
Total	**144**	**33**	**85**	**262**

Notes :

(1)   Iran has also 102 areas called "Caution Areas"

(2)   All Iraqi Airspace outside Airways and Terminal Areas is to be regarded as restricted areas.
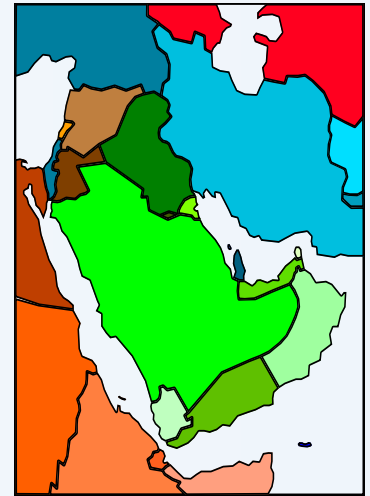   Iraq has published also 4 Military Operating Areas (MOAs).

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States	Danger	Prohibited	Restricted	Total
Total From Previous Slide	**144**	**33**	**85**	**262**
Oman	54	2	22	78
Qatar	5	4	6	15
Saudi Arabia	59	10	35	104
Syria [3]	-	-	-	-
United Arab Emirates	16	9	21	46
Yemen	28	-	3	31
Total	**162**	**25**	**87**	**274**
Grand Total	**306**	**58**	**172**	**536**

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

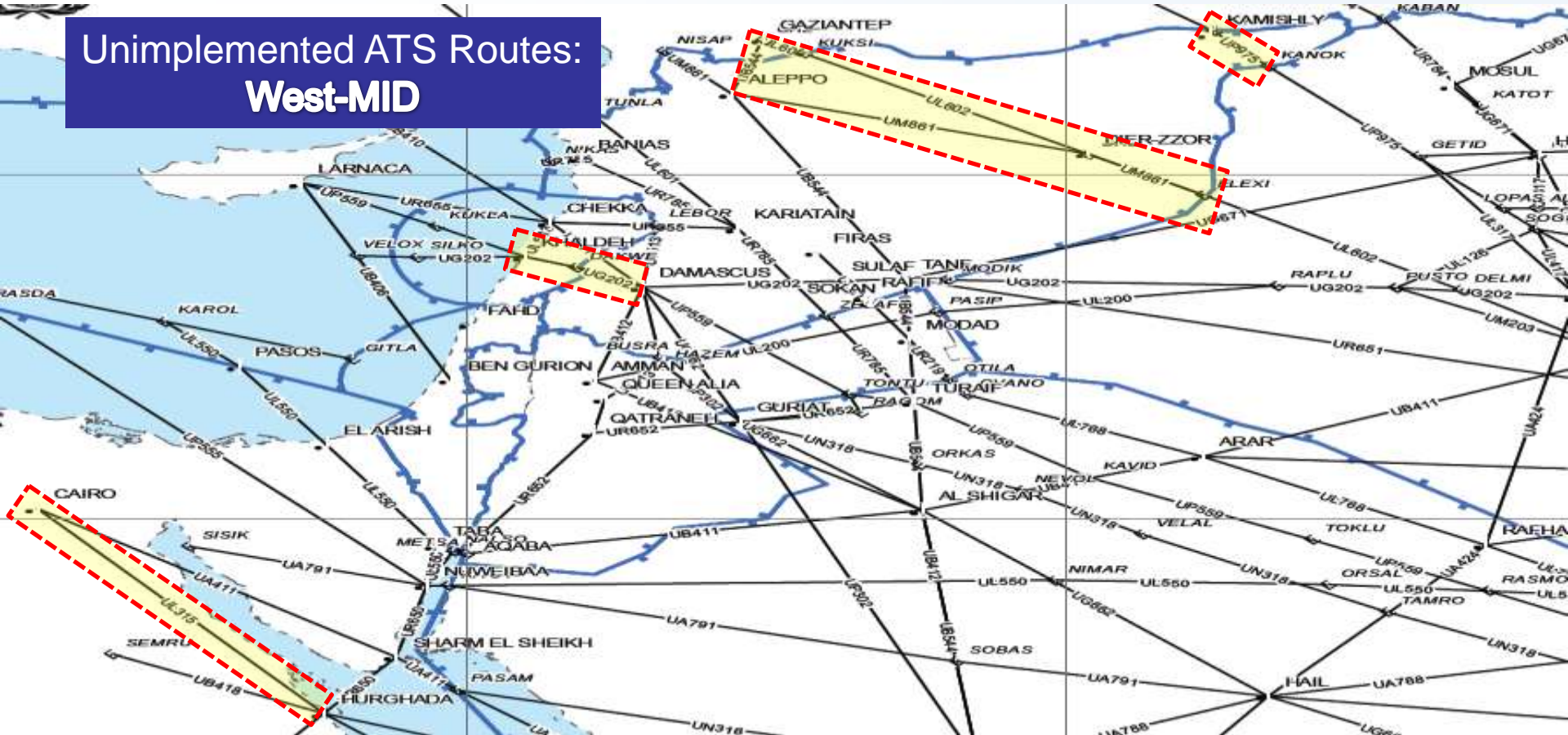# Civil/Military Coordination in the Middle East (MID) Region

The Middle East (MID) Problems:

- Military restrictions/political considerations *(delays, extra track miles consequently, increased costs to civil airspace users).*

- Fragmentation of Airspace.

- Non implementation of ATS Routes.

- Congested airspace in certain FIRs.

- Lack of flexible use of Airspace.

- Aircraft carriers *(in some areas/high seas).*

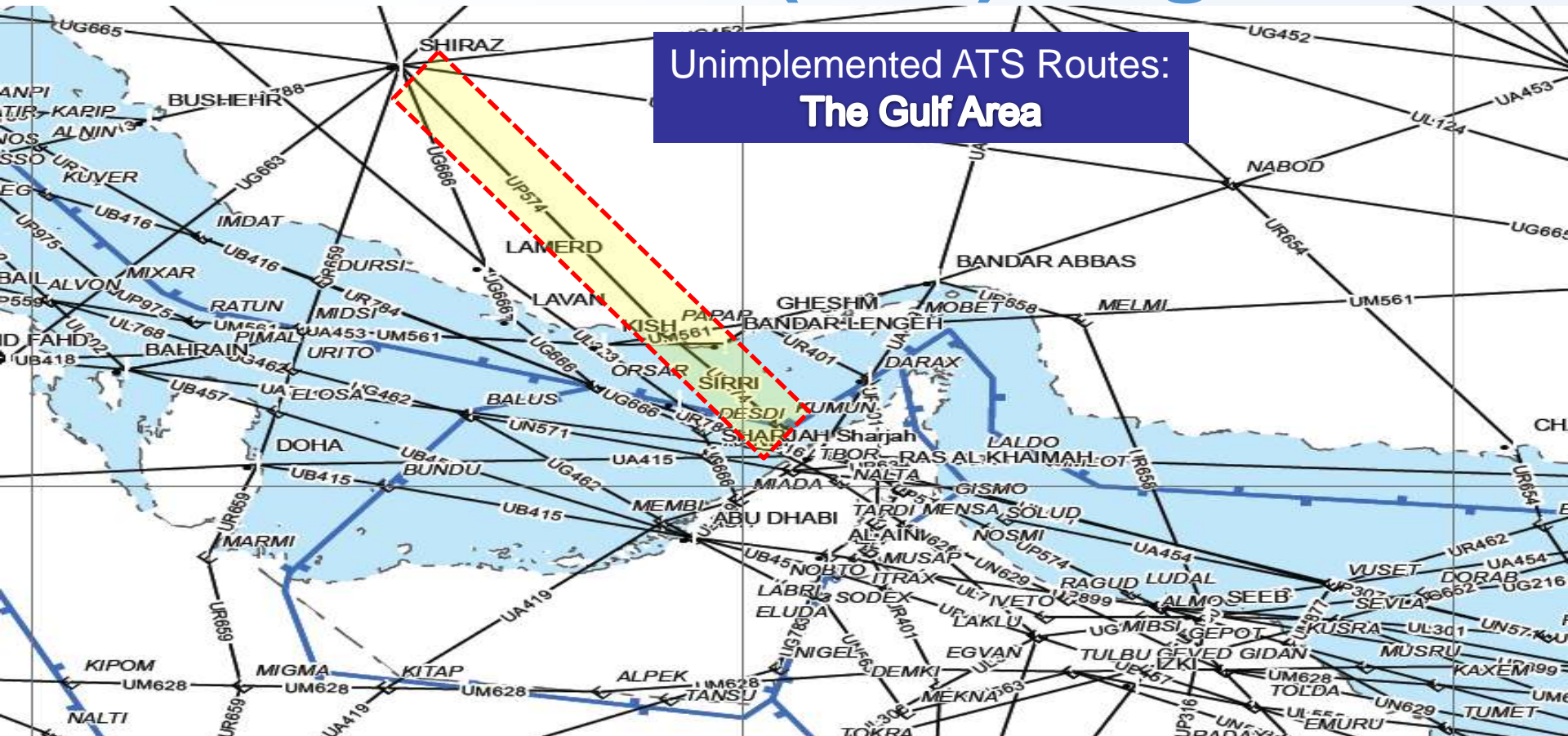# Civil/Military Coordination in the Middle East (MID) Region

Unimplemented ATS Routes: **West-MID**

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Unimplemented ATS Routes:
The Gulf Area

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The Role of the 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 by:
  - convening joint civil/military meetings; and
  - convening joint civil/military seminars.

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The Role of the ICAO MID Regional Office:

- 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 by the meeting.

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Civ/Mil Meeting Sana'a, Yemen June 2006:

- Total of 72 participants, 9 States and 2 Organizations.

- The meeting adopted 3 Conclusions (*approved by MIDANPIRG/10, Doha, Qatar   15-19 April 2007*).

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Civ/Mil Meeting Sana'a, Yemen June 2006:

- Arrange for letters of agreement (LOAs) to be signed between civil ATS 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;

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<u>Civ/Mil Meeting Sana'a, Yemen June 2006:</u>

- aware of the new developments in civil aviation; and

- involved in national, regional and international aviation meetings, workshops, seminars and training sessions, as appropriate.

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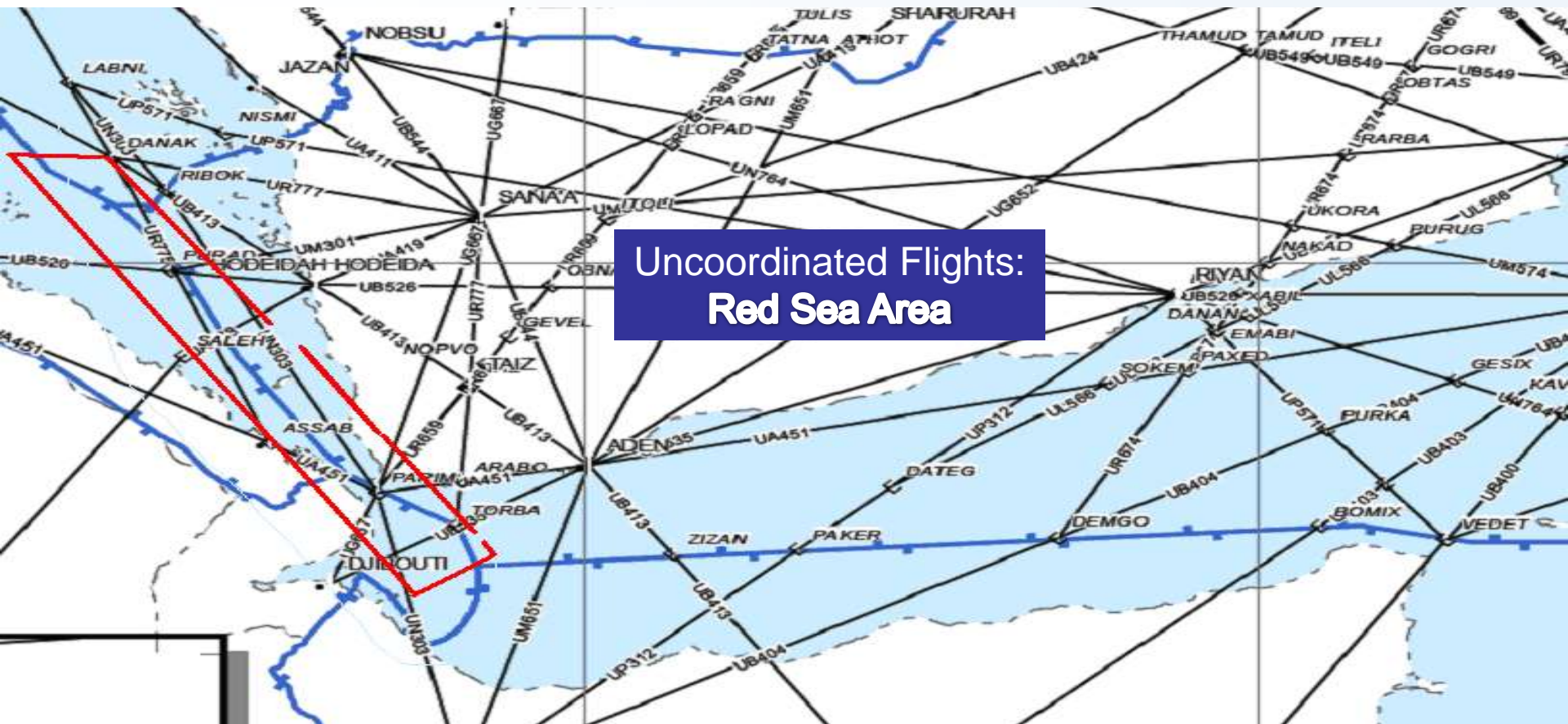
Uncoordinated Flights:
Red Sea Area

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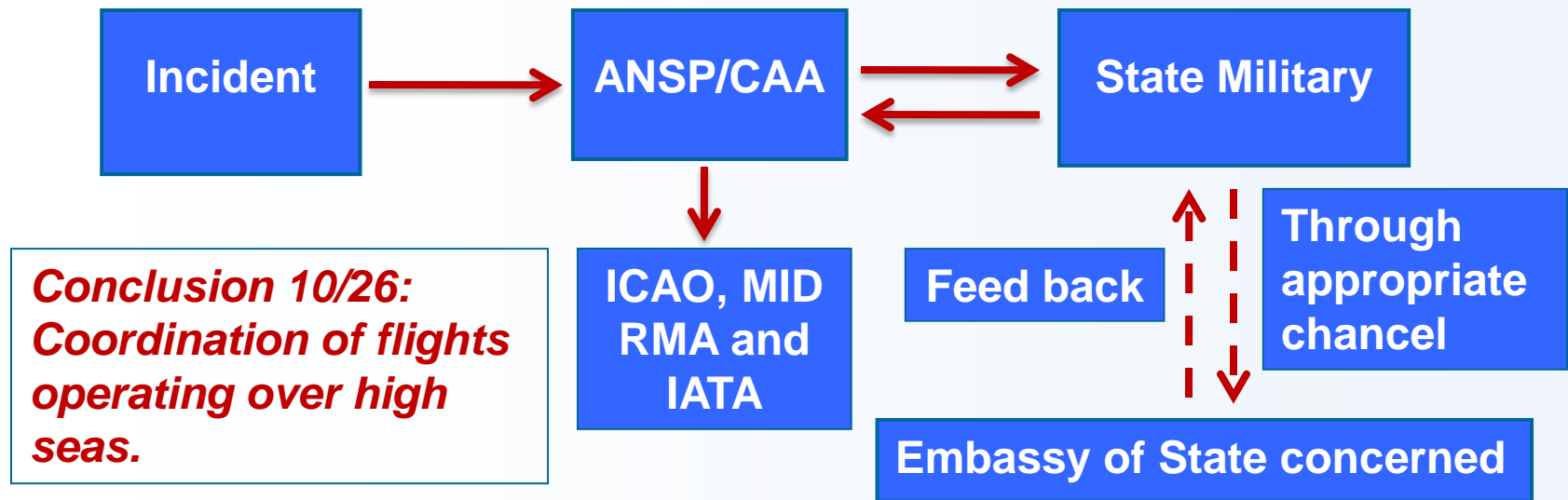**<u>Uncoordinated Flights Over the Red Sea Area:</u>**

- Established procedures be followed by all civil uncoordinated flights and, to the extent practicable, military aircraft operating over the Red Sea area.

- Procedures published in AIP Supplement by concerned States.

- IATA provided support to ensure airspace users are informed and follow the agreed procedures.

- States reporting all incidents relating to civil uncoordinated flights over the Red Sea Area.

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Incidents Data Reporting Mechanism:

Taking into consideration the deficiencies noted in the reporting process of incidents involving State aircraft, as an interim measure, the following flow chart process may facilitate feedback on State aircraft incidents:

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Incident  ──►  ANSP/CAA  ⇄  State Military
                   │
                   ▼
               ICAO, MID     Feed back      Through
               RMA and                      appropriate
               IATA                          chancel

                          Embassy of State concerned
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Conclusion 10/26: Coordination of flights operating over high seas.

Civil/Military Coordination in the Middle East (MID) Region

Search & Rescue and Civ/Mil Seminar (SIP), Cairo, 26-27 May 2008

- Total of 55 participants from 12 States and 4 Organizations.

- The objective was to 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.

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Conclusion & Recommendations:
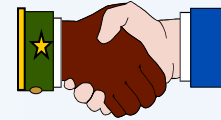
- Discourage the establishment of new military areas for non-operational reasons.

- Signature of letters of agreement (*LOAs*) between civil/military authorities.
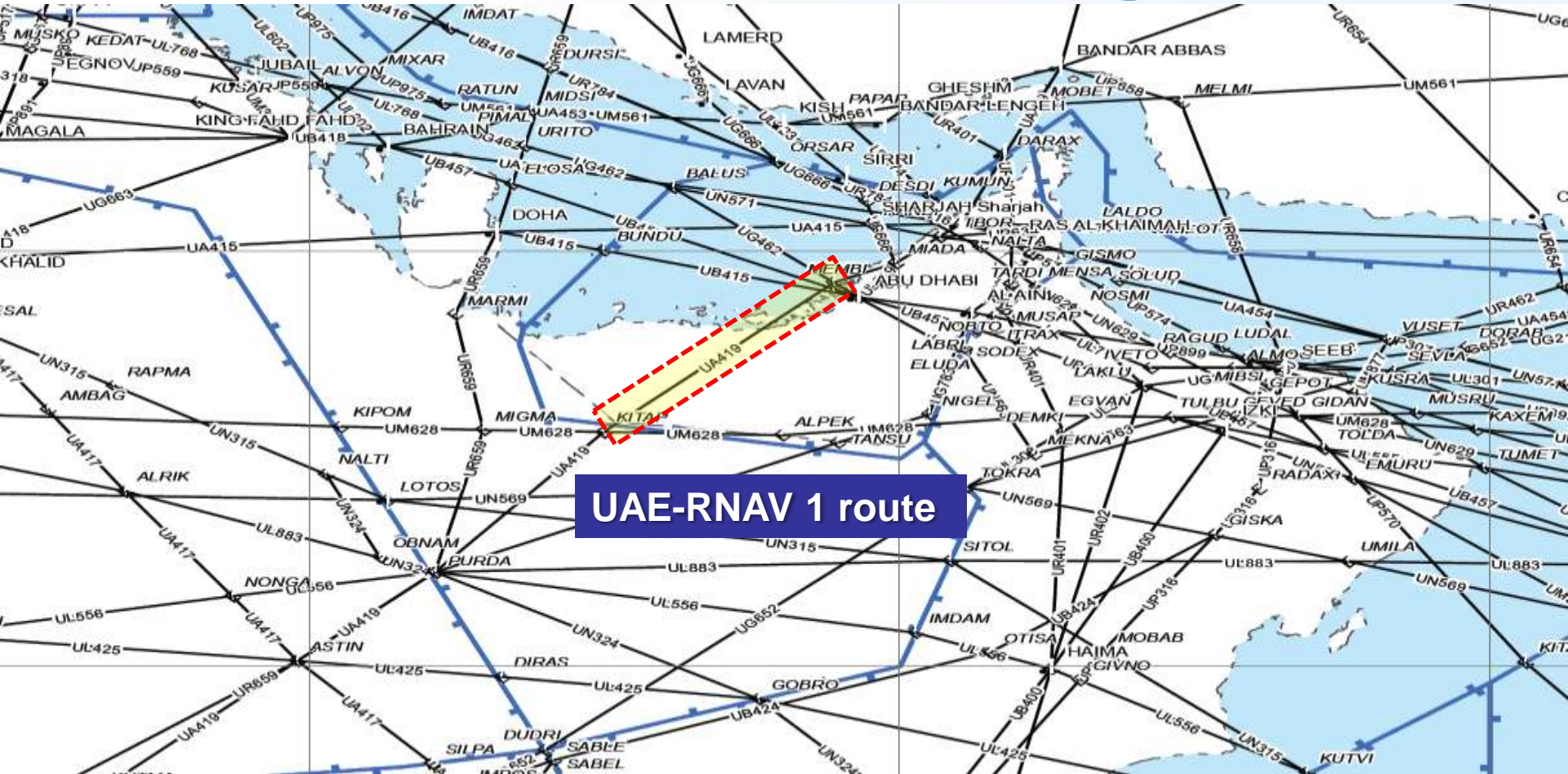
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Conclusion & Recommendations:

- Encourage Joint Use (sharing) of Airspace.
  (*1st MID Region RNAV 1 route was established by UAE, in December 2008, inter alia to facilitate ATS route through Military airspace, with significant fuel savings*).

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UAE-RNAV 1 route

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Conclusion & Recommendations:

- Improve inter-State cooperation and coordination with regards to FUA by:

  - promoting commonly agreed principles for establishment of FUA; and

  - insuring interoperability of ATM systems and equipments i.e. Ground-Air, Ground-Ground.

- Include, representatives from Military authorities in delegations to Regional meetings and inclusion of military representatives in ACCs.

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Thank you for Your Attention

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