



*International Civil Aviation Organization*

**The Third Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/3) and the Twentieth Meeting of the South East Asian ATM Coordination Group (SEACG/20)**

Bangkok, Thailand, 18 – 22 February 2013

**Agenda Item 5: ATS Route Development**

**MID-EUR/NAT INTER REGIONAL ATS ROUTE NETWORK**

(Presented by the Islamic Republic of Iran)

**SUMMARY**

This paper discusses the development of the South-east to MID to EUR/NAT region (and vice versa) ATS Route Network and issues pertaining to the changes on ATS routes that form part of inter regional network.

This paper relates to –

**Strategic Objectives:**

- A: *Safety – Enhance global civil aviation safety*
- C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

**Global Plan Initiatives:**

- GPI-1 Flexible use of airspace
- GPI-5 RNAV and RNP (Performance-based navigation)
- GPI-6 Air traffic flow management
- GPI-7 Dynamic and flexible ATS route management
- GPI-8 Collaborative airspace design and management

**1. INTRODUCTION**

1.1 This WP presented by Iran for the purpose of proposing new direct and economic ATS route network for the flow of traffic between South east to Tehran FIR routed to EUR/NAT inter regional network and vice versa.

2. DISCUSSION

Current Routes

2.1 Airways **UL333**, **G792** and **G202** are the most direct and economic ATS routes which can be used by traffic transiting from Kabul FIR towards Ankara, Baku and Ashgabat FIRs and vice versa. So, according to the Asia Pacific ATFM (BOBCAT), Tehran ACC is ready to accept traffic from Kabul FIR via CHARN (on G792), SOKAM (on UL333) and KAMAR (on G202), based on RNAV separation (50 NM). To enhance the level of safety, Tehran request to establish new route of flight from KAMAR to SERKA within Kabul FIR as an eastbound unidirectional airway. In this case, airway UL333 within Kabul FIR and some part of this airway within Tehran FIR (SOKAM-ALROT) will be westbound unidirectional airway (**Figure 1**).

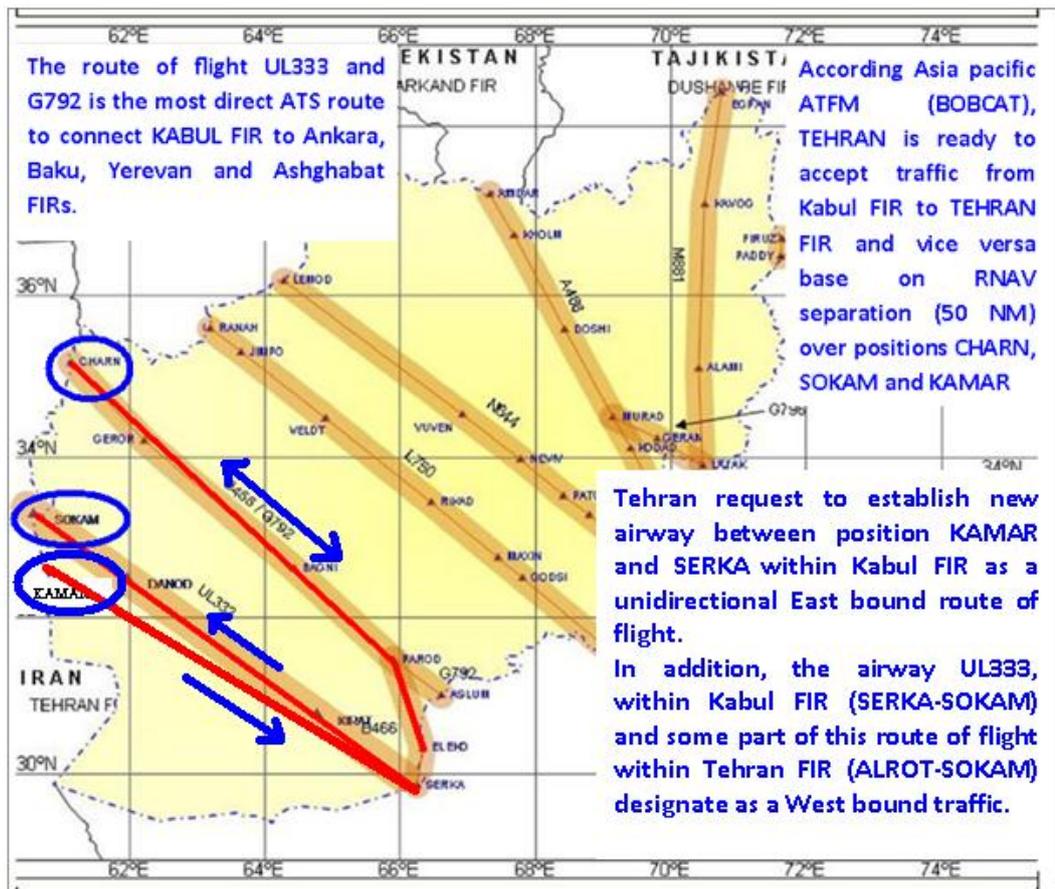
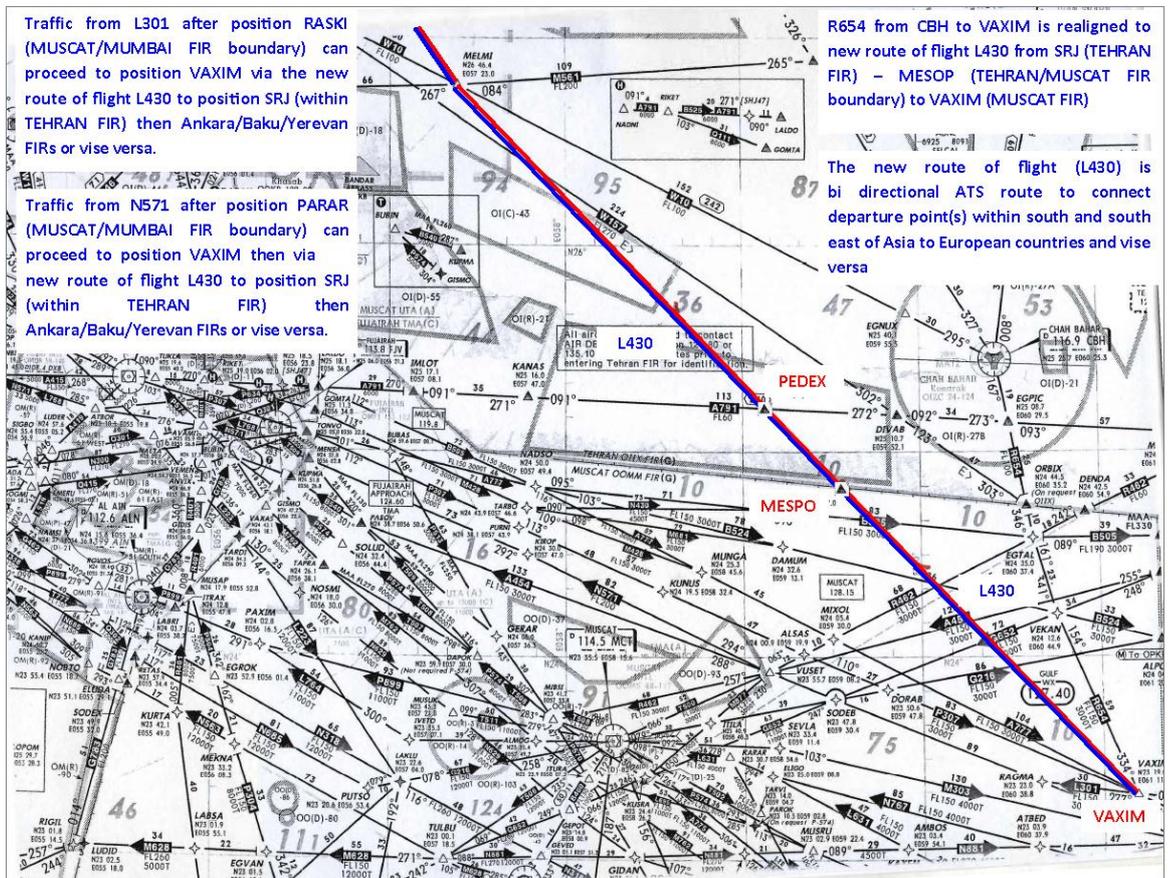


Figure 1: Trans-Regional Routes

Establishment of ATS Route L430 between SRJ and VAXIM

2.2 The new bidirectional airway L430 (**Figure 2**) was intended to be an efficient ATS route connecting traffic departing from south and southwest of Asia to European countries, and vice versa.

- a) For any traffic on airway L301(within Mumbai FIR) which is going to proceed through Muscat FIR, after position RASKI continue towards position VAXIM, MESPO (FIR boundary point between Tehran and Muscat FIRs) then SRJ (within Tehran FIR) and continue to Ankara, Baku and Yerevan FIRs.
- b) Aircraft transiting from Mumbai to Muscat FIR via N571, after passing position PARAR (FIR boundary point between Mumbai and Muscat) continue towards position VAXIM, MESPO (FIR boundary point between Tehran and Muscat FIRs) then SRJ (within Tehran FIR) and continue to Ankara, Baku and Yerevan FIRs.



**Figure 2: Proposed ATS Route L430**

2.3 Airway B441 was a regional route; unfortunately a segment of B441 between OTRUZ (FIR boundary point between Tehran and Ashgabat FIRs) and MARAD (a significant point within Ashgabat FIR) had been withdrawn by Ashgabat ACC without any coordination with Tehran ACC, so the nature of this airway had been changed (**Figure 3**). Moreover, any aircraft which was going to depart from Mashhad (OIMM) airport (northeast Tehran FIR) destined to Bishkek, Tashkent and Dushanbe airports had to use an alternative route which was indirect. As a result, the distance of these flights would be increased.

The segment of B441 between OTRUZ and MARAD has been withdrawn by Ashgabat.



Figure 3: ATS Route B441

2.4 According to the IATA proposal in RDGE/17, Tehran agreed to establish a new bidirectional route of flight between MSD and UTAM (Mary).

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information in the working paper;
- b) request Afghanistan to-
  - i. establish new unidirectional eastbound airway between KAMAR to SERKA;
  - ii. designate UL333 as an unidirectional Westbound airway;
  - iii. modify the letter of agreement between Tehran and Kabul ACCs;
- c) note that Turkmenistan would be requested to reestablish the extension of AWY B411 between OTRUZ and MARAD or alternatively, establish new bidirectional airway between MSD and UTAM; and
- d) Note that IATA was requested to coordinate with airspace users for arrangement of the flow of traffic to use new proposed ATS route network.

*Note: If Turkmenistan agrees to establish the new airway, modification of the letter of agreement between Tehran and Ashgabat ACCs would be required accordingly.*

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