



International Civil Aviation Organization

**The Third Meeting of the Ad Hoc Afghanistan Contingency Group Meeting
(AHACG/3)**

Muscat, Oman, 11 – 14 May 2015

Agenda Item 3: Europe- Southeast/South Asia Contingency Planning (scenarios, procedures)

EUROPE-ASIA MAJOR TRAFFIC FLOW CONTINGENCY PLANNING

(Presented by the I. R. of Iran)

SUMMARY

This paper presents the implementation plan of Islamic Republic of Iran regarding scenario C (presented in the first (11-12 Sep 2014) & second meeting (17-19 Nov 2014)) for the establishment of Europe – Asia Major Traffic Flow Contingency Planning arrangement.

1. INTRODUCTION

1.1 Working Paper 04 (WP04) of the First Meeting of the Ad Hoc Afghanistan Contingency Group Meeting (AHACG/1) and Working Paper 05 (WP05) of the Second Meeting of the Ad Hoc Afghanistan Contingency Group Meeting (AHACG/2) provides information on certain aspects of the transition from military to civil control of Afghanistan's airspace, and suggests considerations for sub-regional airspace contingency planning, should the Kabul Flight Information Region (FIR) become restricted, either in part or as a whole.

1.2 Since it is necessary for adjacent FIRs to support Kabul FIR during contingency situation, the capacity of the airspace regarding current and demand situation of traffic in Tehran FIR was reviewed and updated (especially at north, east and south east) to adopt Tehran FIR contingency schemes.

2. DISCUSSION

Iranian Airspace Routes

2.1 As mentioned in final report of the first meeting, scenario C appears to be used by traffic from South and Southeast Asian to European airspace and vice versa. According this proposal, the agreed Roya Road Organised Track System (OTS) within Tehran FIR is as follows:

- a) From DERBO (Tehran/Karachi FIR) G452 ZDN UN319 ULDUS (Tehran/Baku FIR) as a bidirectional scheme (available right now).
- b) From ASVIB (Tehran/Karachi FIR) PEKES T215 ANK RUS R661 TBZ UL333 DASIS (Tehran/Ankara FIR) as a bidirectional scheme (going to finalize).
- c) From KEBUD (Tehran/Karachi FIR) DANOV DHN RST B121 MAGRI (Tehran/Yerevan FIR) as a bidirectional scheme (negotiating).

*Note: the routes with a pink color in **Figure 1** are available currently and the blue color is our desired track which is being negotiated with relevant authority to be established in the future (currently not available).*

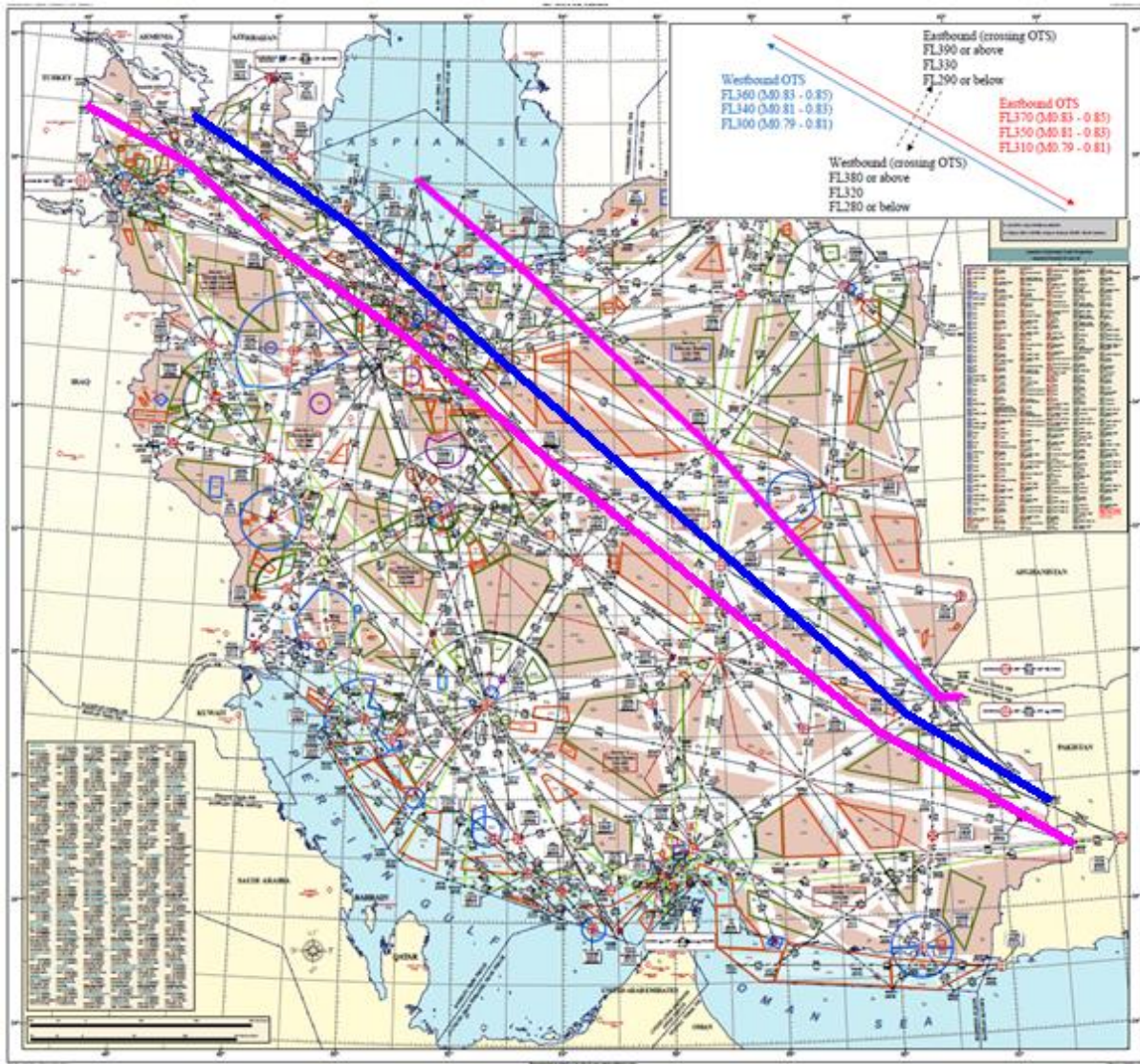


Figure 1: Royal Road OTS

Iranian Airspace flight level allocation scheme (FLAS)

2.2 As mentioned in final report of the first meeting, the following procedure for level and speed are acceptable by Tehran:

- a) FLAS for westbound traffic FL300, FL340 & FL360
- b) FLAS for eastbound traffic FL310, FL350 & FL370

Note: recommended (not mandatory) speed controls of Mach 0.79-0.81 for FL300/FL310, Mach 0.81-0.83 for FL340/FL350 and Mach 0.83-0.85 for FL360/FL370.

Tehran FIR traffic sample data:

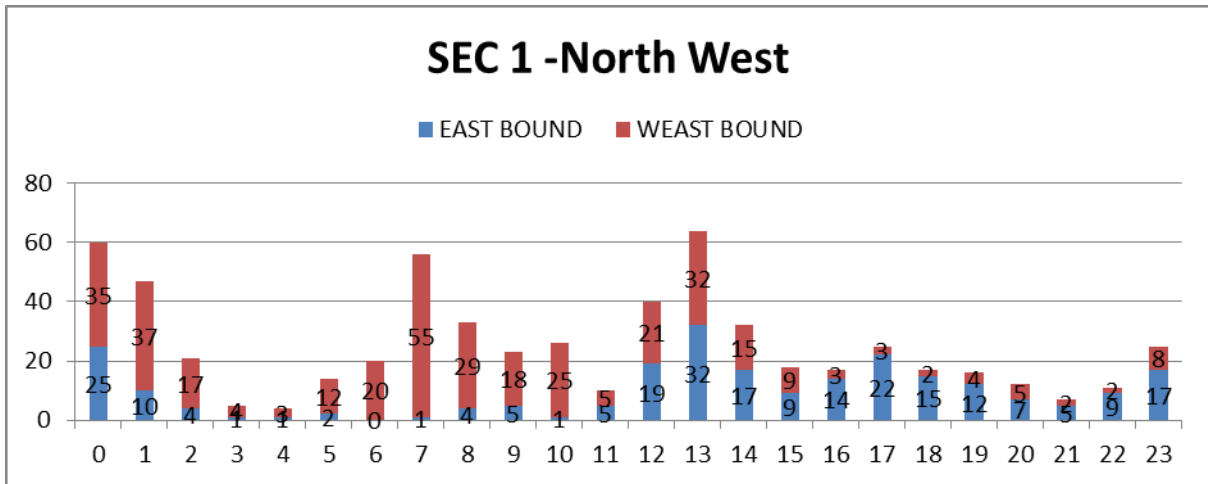


Figure 2: Sector 1 Traffic Data

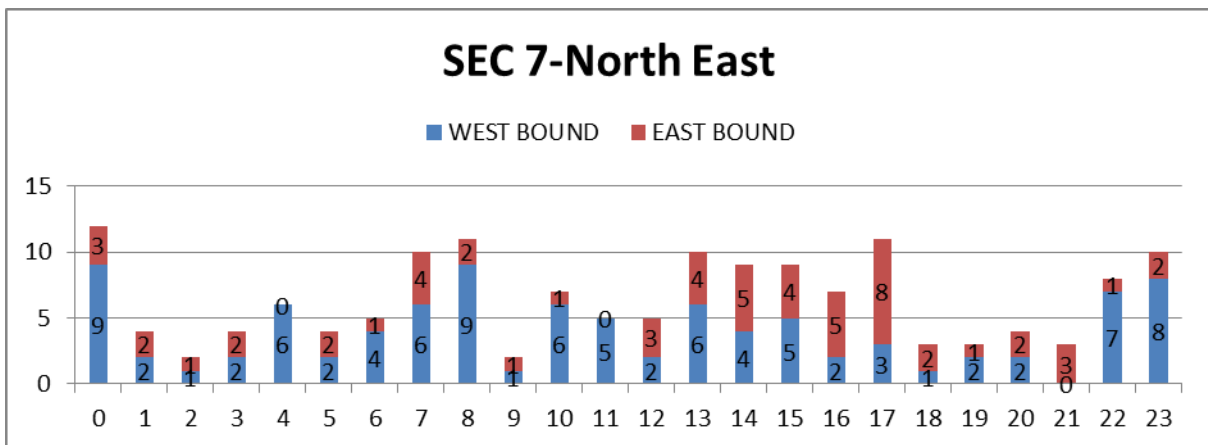


Figure 3: Sector 7 Traffic Data

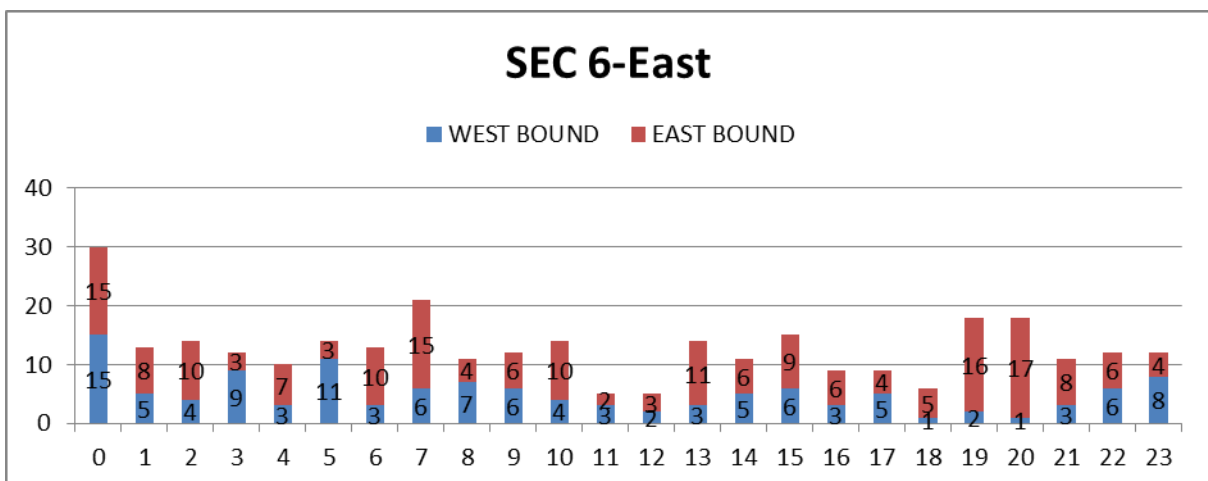


Figure 4: Sector 6 Traffic Data

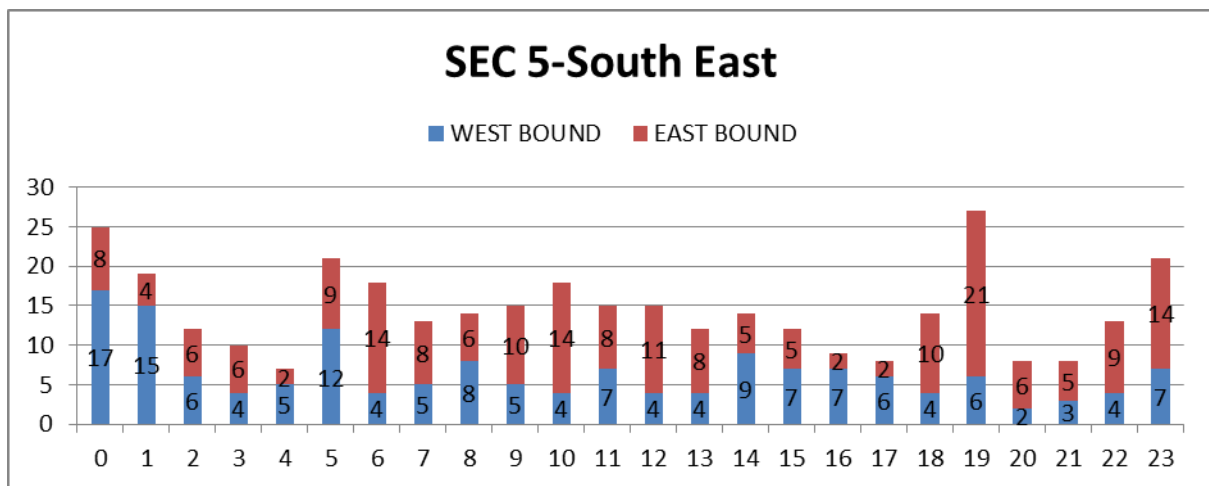


Figure 5: Sector 5 Traffic Data

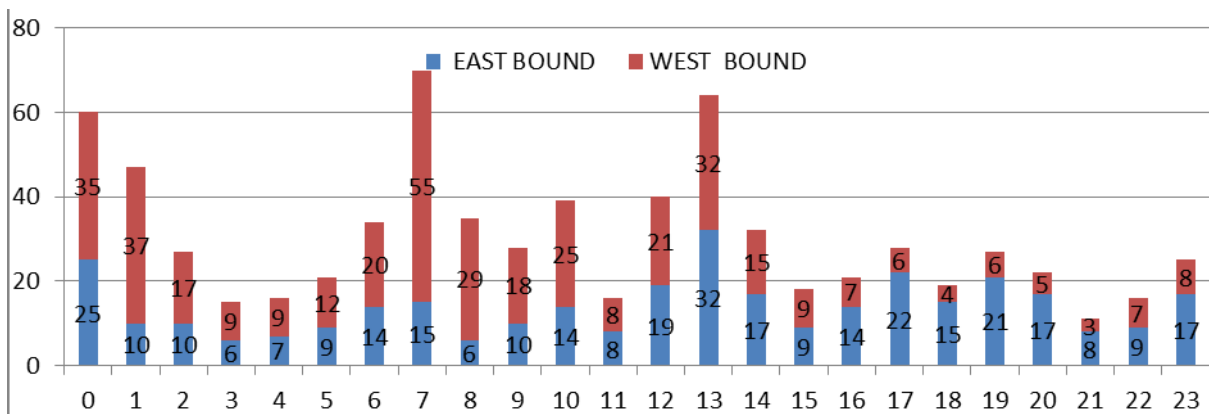


Figure 6: Sector Traffic Data Totals

2.3 Based on statistics (March and April 2015) and traffic analysis, the declared capacity of Tehran FIR is about **35** aircraft per hour in each sector.

2.4 For east bound traffic between 0200-0500 and 1100, Tehran has extra capacity to accept traffic from European airspace to south and southeast of Asia.

Note: the removal of current restrictions over Karachi FIR including level and separation restrictions is of paramount importance

2.5 For west bound traffic between 1500 UTC and 2300, Tehran has extra capacity to accept traffic from south and southeast of Asia to European airspace.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) implement the agreed procedure between Tehran and Karachi to apply RHS 50 NM RNAV separation and remove level restriction at FL410.

Note: In Istanbul, Tehran & Karachi was agreed to revised letter of agreement to implement RHS 50NM RNAV separation, but before effective date (15 MAR 2015) and upon notification received from India, RHS procedure was suspended by Karachi accordingly. In addition, based on valid NOTAM, FL410 is not available in Karachi FIR at least for three month later.

- c) Encourage the deployment of BOBCAT or alternative traffic metering system to provide slots seven minutes apart, with a requirement for entry timing of plus or minus one minute from the allocated entry slot time in both sides (this would set an approximate 55NM spacing);
- d) Mandatory carriage of ACAS and possibly ADS-B IN;
- e) Certain key components of Iranian ATM systems need improvement or renewal which call for committed cooperation countries possessing relevant technologies; and
- f) discuss any relevant matters as appropriate.

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