

SUMMARY OF DISCUSSIONS OF THE SOUTH CAUCASUS AND MIDDLE EAST SUB-REGIONAL MEETING (SCA-MID/08)

(Tbilisi, Georgia, 9 - 11 June 2008)

1. Introduction

1.1 The South Caucasus and Middle East Sub-Regional Meeting (SCA-MID/08) was held, at the kind invitation of Georgia, at the Tbilisi Marriot Hotel in Tbilisi, Georgia, from 9 to 10 June 2008.

1.2 Mr Irakili Davitadze, Director of SAKAERONAVIGATSIA Ltd and Mr Georgi KARBELASHVILI, Chairman of the Supervisory Board of SAKAERONAVIGATSIA Ltd, welcomed the participants of the meeting to Georgia. Mr Davitadze wished the Meeting fruitful and smooth workings. The meeting was also attended by Mr Archil KHOJELANI, Head of Civil Aviation Department, United Transport Administration of Georgia.

1.3 Mr George Firican, Deputy Regional Director, ICAO European and North Atlantic Office, chaired the Meeting and Mrs Patricia Cuff, also from the EUR/NAT Office, served as Secretary.

1.4 In his opening remarks, Mr Firican outlined that the objective of the Meeting was to review the current ATS route network, including proposals put forward by States and to agree on improvements to the ATS route network in the South Caucasus and Middle East interface area. As inter-regional coordination has been complex and slow over the past few years, and the circumstances of the individual States in this area were not well understood simultaneously by all of the States and ICAO Regional Offices, the effectiveness of the respective Regional Offices to provide harmonized support to affected States was limited.

1.5 The meeting was thus seen as the best means to bring as many of the States in the interface area as possible to a face-to-face meeting forum at which topics of mutual interest could be discussed and progressed. He also invited the participants to use the opportunity of the meeting to conduct multi-lateral discussions on issues that affected the provision of air traffic services in the interface area between the South Caucasus and the Middle East.

1.6 The meeting was conducted in English.

1.7 32 participants attended the meeting from 6 States and 2 international organizations.

1.8 A list of participants is at **Appendix A**. The List of Contacts will be sent to all participants as a separate attachment.

2. Adoption of the Agenda

2.1 The following Agenda was adopted:

Agenda Item 1: Report on significant international aviation developments

Agenda Item 2: Review and harmonization of the Air Traffic Services (ATS) route network

Agenda Item 3: Any other business

3. Report on significant international aviation developments

8th Meeting of the Route Development Group - Eastern Part of the ICAO EUR Region (RDGE/8)

3.1 The Meeting was briefed on the working methods of the route planning groups in the ICAO European Region and the cooperation between the EUROCONTROL ANT Route Network Development Sub-Group (RNDSG) and the EANPG Route Development Group - Eastern Part of the ICAO EUR Region (RDGE). Updates on the outcome of the 8th Meeting (RDGE/8), which was held in the ICAO European and North Atlantic Office in Paris from 8 to 11 April 2008, was provided.

3.2 It was noted that the need for a sub-regional coordination meeting to discuss harmonisation of the ATS route network in the interface area of the Black Sea and the South Caucasus area with the Middle East had been highlighted at several RDGE meetings. It was noted that the RDGE placed very high priority on this issue and that several proposals had been developed at the RDGE/8 meeting specifically for the discussions at the SCA-MID/08 meeting. It was hoped that positive solutions could be reached at the present meeting.

Special Baghdad Flight Information Region (FIR) Coordination Meeting

3.3 The Meeting was presented with a verbal report on the outcome of the Special Baghdad Flight Information Region (FIR) Coordination Meeting which took place at the ICAO Middle East Regional Office in Cairo, from 28 to 29 May 2008. It was noted that 46 participants from 8 States and 4 international organisations attended the meeting.

3.4 The Meeting reviewed issues covering, *inter alia*, Communication, Navigation and Surveillance, Air Traffic Management, Coordination with Adjacent FIRs, Contingency Planning, Search and Rescue and Training of Aviation Personnel.

3.5 It was noted in the CNS part that installation of VSAT stations, VOR/DME and surveillance equipment were in progress throughout Iraq and in adjacent States. A small working group reviewed the requirements for regional CNS activities and developed an action plan for the technical issues to be resolved. The action plan would be updated in September and December 2008 and presented to the MIDANPIRG/11 Meeting in January-February 2009.

3.6 Regarding ATS routes, the Meeting reviewed a number of ATS routes which were part of the MID Basic ANP, Table ATS 1, and either not been implemented or suspended for various reasons. Several actions were agreed concerning these routes and the meeting agreed that updates on progress would be provided to facilitate follow-up and for presentation to the MIDANPIRG/11 Meeting in January-February 2009. It was also noted that Iraq would consider the extension of G665, which currently starts/ends at Abadan in the Tehran FIR, to Basrah in the Baghdad FIR.

3.7 Concerning coordination with adjacent FIRs, the meeting agreed that the CNS issues identified in the action plan needed to be resolved in order to improve coordination. The coordination problems were related to the communications infrastructure, availability and training of air traffic controllers and uncoordinated military activities.

3.8 A copy of the report is also posted on the ICAO MID Website at www.icao.int/mid.

3.9 The SCA-MID/08 noted that two route proposals (ELEXI-DRZ and LESRI-KANOK) that were to be discussed had been covered during the Special Baghdad Flight Information Region (FIR) Coordination Meeting. Details of further discussions are shown in the relevant parts of **Appendix B**.

4. Review and harmonization of the Air Traffic Services (ATS) route network

SAAM Evaluations of Proposals made by EUROCONTROL

4.1 EUROCONTROL presented the Group with the "System for traffic Assignment and Analysis at a Microscopic level" software tool (SAAM) evaluations and presented several SAAM-based analysis and theoretical findings. This was to give all users an idea of the feasibility of the route proposals that had been submitted for consideration by the meeting.

4.2 The model included all flights through the ECAC airspace for the busiest days of May 2008. The model also included European ATS route network model VST08_4. The model included current ATS route network/sectorisation and all airspace changes confirmed for implementation until Summer 2008, as well as the ATS route network adjacent to the ECAC airspace of Belarus, the Russian Federation, Kazakhstan, Turkmenistan, Iran, Iraq and North Africa. For the Assignment Method, the aircraft were assigned on the shortest available ATS routes. The model also provided "Flight Economy Indicators" which were values on distance (NM), fuel (kg), time (min) and CO2 emissions (kg) savings which were calculated using the EUROCONTROL ANCAT model.

4.3 Evaluations of the following interfaces were presented:

1. ARI - NT bidirectional (Turkey/Iran/Azerbaijan)
2. LESRI - KANOK eastbound (Turkey/Syria/Iraq)
3. ELEXI - DRZ westbound (Iraq/Syria)
4. ELEXI - DRZ - GAZ westbound (Iraq/Syria/Turkey)
5. MODIK - ALPET bidirectional and ALPET - SIDAD eastbound (Iraq)
6. IBERI - TETRO - TUNIS bidirectional (Georgia)
7. BANUT - BARUS bidirectional (Georgia)
8. Use of point IRLAN for ARR/DEP UBBN (Azerbaijan/Armenia)
9. Common alignment of ATS routes B706/UL125 (Azerbaijan/Armenia)
10. AND - SVN - GIDLA northbound (Armenia)
11. CRM - BKZ - EKI bidirectional (Turkey)
12. Use of ATS route UT34 CRM - SRT as bidirectional (Turkey)
13. KABAN - MUS bidirectional (Turkey)
14. KABAN - DYB bidirectional (Turkey)
15. Improvement of ARR/DEP UGTB via KABAN (Turkey) (finding by EUROCONTROL)
16. Use of ATS route UN644 LAGAS - ADEKI - RODAR as bidirectional (Georgia/Azerbaijan)

4.4 The impact on the interface areas were presented in detail taking into account the traffic data available for the busiest day of May 2008 (30 May 2008). A significant increase in flights would be recorded in the South Caucasus interface area should proposed routes be implemented as these were the shortest routings assigned by the SAAM tool. Details on the results of the SAAM analysis can be found in the Powerpoint presentation posted on the ICAO EUR/NAT Website (www.paris.icao.int under "Other Meetings, Seminars & Workshops - Inter-regional Meetings - SCA-MID/08".)

4.5 A total of 20 proposals were discussed. Detailed comments and actions are recorded in **Appendix B**. The ICAO Secretariat informed the meeting that the RDGE ATS Route Catalogue (Part 2 – Black Sea and South Caucasus Area and its Interface) would be updated with all proposals discussed at this meeting.

4.6 The Meeting expressed its appreciation to EUROCONTROL for its valuable support and provision of the SAAM evaluations. It was recognised that the tool greatly assisted route planners in their discussions with their neighbours and within their own States by providing information on advantages and disadvantages of each proposal.

4.7 The representative from the United States thanked the Meeting for the creativeness and friendly atmosphere in which proposals were discussed aiming at the normalisation of operations in Iraq airspace. He expressed his hope for future cooperation and improvements in this respect.

4.8 The Meeting expressed its disappointment at the absence of representatives of the aircraft operators and requested the ICAO Secretariat to convey a message to IACA and IATA on the necessity of their full involvement in future similar activities.

5. Any other business

5.1 The Meeting was informed of the following planned ICAO meetings:

- Combined ATFM/TF/12 and Inter Regional Afghanistan Interface (IRAI) meeting, Cairo, Sunday 13th - Thursday 17th July 2008.
- ATS Route Network (ARN) TF/1 meeting, Cairo, 28-30 July 2008
- Ninth meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/9), Paris, 29 September - 3 October 2008.

5.2 The participants expressed their sincere gratitude to the hosts, SAKAERONAVIGATSIA Ltd, for the excellent meeting arrangements and support provided by their staff to the successful outcome of the meeting.

APPENDIX A - LIST OF PARTICIPANTS

(Paragraph 1.3 refers)

ARMENIA

Garush NIKOGHOSYAN
Aram TUNYAN

AZERBAIJAN

Bala MIRZAYEV

GEORGIA

Archil KHOJELANI
George KARBELASHVILI
Irakli DAVITADZE
Merab ASLAMADZE
Yuri TRUBITSIN
Igor GORDIENKO
Evgeni TAVADZE
Levan MESERIDZE
Dimitri ONIANI
Lance MILLAR
Dimitar DOBREV
Irakli KVELIDZE
Eugenia MIRIANASHVILI
Nino KVASKHVADZE
Ketevan ZUMBULIDZE
Natali ASLAMADZE
Lasha MATIASHVILI
Nino VAKHANIA

IRAQ

Kareem Abed RABEEA
Najah Ali RAHEEM
Ali Hussain JASSIM
Abdulsattar Salman TAHA

TURKEY

Sıtkı Kağan ERTAŞ
Taylan YEĞENOĞLU

UNITED STATES

Kurt GRABEY
Joseph FETSCH

EUROCONTROL

Tihomir TODOROV

ICAO

George FIRICAN
Patricia CUFF

APPENDIX B - ATS ROUTE PROPOSALS FOR COORDINATION*(Paragraph 3.9 and 4.5 refers)*

Reference	Objective and Proposal	State(s) concerned
Proposal 1 <i>(References RDGE BLK/23 - RND SG List B, Proposal: 52_39)</i>	<i>Objective: To further improve the ATS route network at the South Eastern interface between Ankara FIR, Tehran FIR and Baku FIR.</i> To create bi-directional ATS route segment ARI - NT.	Turkey Azerbaijan Iran
Remarks: 1. Purpose of this ATS route should be discussed in detail. In case of planned use only for ARR/DEP UBBN (no continuation after NT) all operational difficulties should be taken into account as well as the existing mountainous area along this ATS route segment. 2. Non use of ATS route G96/UN996 for ARR/DEP UBBN should also be discussed. (SCA-MID/08 - WP/4 refers).		
Discussion at SCA-MID/08 Flight Economy Indicators values – saving distance (30.5 NM per flight), fuel (123 kg), time (7.87 min) and CO ₂ emissions (389 kg). Turkey agreed that benefits for this route were significant. Azerbaijan stated that as originator of this proposal, they considered that the future economical benefits would be important for the airport of Nakhchivan. Turkey and Azerbaijan would negotiate with Iran for further improvements and the design and implementation of SIDs/STARs. The meeting agreed to include it as a short / medium-term improvement. Azerbaijan agreed to investigate the feasibility of the alternative route UP146 to connect NT with AGINA (Turkey/Iran).		
Proposal 4	<i>Objective: To further improve the connection from the South Eastern interface to Basrah and the Gulf region.</i> To implement westbound ATS route BASRAH - LOVEK - ELEXI - DRZ - ALE. <i>Remarks: This route proposal for connection to Basrah and the Gulf region had been discussed at regional coordination meetings held in Syria in 2004 and 2006. The following route segment, although had been agreed, has not been implemented.</i> ELEXI - DRZ	Iraq Syria
Remarks: 1. This proposal is main prerequisite for implementation of Proposal 2 DRZ - GAZ. It could be discussed individually due to the existence of alternative dog-leg option DRZ UB402 ALE NISAP UM861 BUK within Damascus FIR and Ankara FIR. 2. During last two years initially discussed proposal was modified and implemented within Iraq and Turkey as westbound UL602 starting in Gulf region at BAH - TASMI - LOVEK - ELEXI route break GAZ - BUK. Required implementation by Syria and Turkey ELEXI - DRZ - GAZ westbound should be discussed together with real opening of UL602 within Baghdad FIR.		
Discussion at SCA-MID/08 (SAME AS PER PROPOSAL 2 BELOW) Flight Economy Indicators values – average saving distance (52 NM per city pair), fuel (80,152 kg for all flights concerned), time (725 min for all flights concerned) and CO ₂ emissions (252,400 kg for all flights concerned). Proposals discussed at Special Baghdad Flight Information Region (FIR) Coordination Meeting. Its implementation was conditional on the resolution of pending communication issues. The proposed target date was 25 September 2008. The meeting requested ICAO Secretariat to urge all parties concerned to observe the agreed implementation date. Feedback on progress expected from Iraqi and Syrian Authorities not later than beginning August 2008.		

Reference	Objective and Proposal	State(s) concerned
Proposal 2 <i>(References RDGE BLK/59 - RND SG List B, Proposal: 60_24)</i>	<i>Objective: To further improve the ATS route network at the South Eastern interface between Damascus FIR and Ankara FIR.</i> To implement new westbound ATS route UL602 DRZ - GAZ.	Syria Turkey
Remarks: 1. Main prerequisite for this Proposal is implementation of Proposal 4 ELEXI - DRZ. Individual discussion should be avoided. Both segments are one single part of traffic flow between the Gulf region and Turkey. Additional explanation is in remarks under Proposal 4.		
Discussion at SCA-MID/08 (SAME AS PER PROPOSAL 4 ABOVE) Flight Economy Indicators values – average saving distance (52 NM per city pair), fuel (80,152 kg for all flights concerned), time (725 min for all flights concerned) and CO ₂ emissions (252,400 kg for all flights concerned). Proposals discussed at Special Baghdad Flight Information Region (FIR) Coordination Meeting. Its implementation was conditional on the resolution of pending communication issues. The proposed target date was 25 September 2008. The meeting requested ICAO Secretariat to urge all parties concerned to observe the agreed implementation date. It was recognised that the implementation of this proposal is dependent on the progress on implementing Proposal 4 above. Feedback on progress on Proposals 2 and 4 are expected from Iraqi, Syrian and Turkish Authorities not later than beginning August 2008. Note: Turkey will inform the ICAO Secretariat not later than 20 June 2008 of their readiness to implement the segment by 25 September 2008.		
Proposal 3 <i>(References RDGE BLK/21)</i>	<i>Objective: To further improve the connection from the South Eastern interface to Basrah and the Gulf region.</i> To implement UP975 EZS - DYB - LESRI - KANOK - BGD - BSR. <i>Remarks: This route proposal for connection to Basrah and the Gulf region had been discussed at regional coordination meetings held in Syria in 2004 and 2006. The following route segment, although had been agreed, has not been implemented.</i> LESRI - KANOK	(Turkey) Syria Iraq
Remarks: 1. During last two years initially discussed proposal was modified and implemented within Turkey and Iraq as eastbound UP975 EZS - DYB - LESRI route break KANOK - NOLDO - SIDAD with continuation in Gulf region up to BAH. Required implementation within Damascus FIR LESRI - KANOK eastbound should be discussed together with real opening of UP975 within Baghdad FIR.		
Discussion at SCA-MID/08 Flight Economy Indicators values – average saving distance (30 NM), fuel (26,950 kg for all flights concerned), time (254 min for all flights concerned) and CO ₂ emissions (84,856 kg for all flights concerned). Proposals discussed at Special Baghdad Flight Information Region (FIR) Coordination Meeting. Its implementation was conditional on the resolution of pending communication issues. The proposed target date was 25 September 2008. The meeting requested ICAO Secretariat to urge all parties concerned to observe the agreed implementation date. Iraq and Turkey expressed their readiness to implement. Feedback on progress is expected from Iraqi and Syrian Authorities not later than beginning August 2008.		
Proposal 5	<i>Objective: To further improve the connection from the South Eastern interface to Basrah and the Gulf region.</i> To implement TUNLA - KTN - TAN - MODIK - BASRAH (eastbound). <i>Remarks: This route proposal for connection to Basrah and the Gulf region had been discussed at regional coordination meetings held in Syria in 2004 and 2006. The following route segment, although had been agreed, has not been implemented.</i> MODIK – BASRAH	Iraq

Reference	Objective and Proposal	State(s) concerned
<p>Remarks:</p> <p>1. During last two years initially discussed proposal was modified and implemented within Turkey and Syria as eastbound UL601 ADA - TUNLA - KTN and bidirectional A21/G202 KTN - TAN - MODIK. Required implementation within Baghdad FIR should be modified to be coherent with existing ATS route network. BSR is not connected to the main traffic flows and new proposal could be MODIK - LOVEK bidirectional or MODIK - ALPET bidirectional and ALPET - SIDAD eastbound.</p>		
<p>Discussion at SCA-MID/08</p> <p>Proposals reviewed were : MODIK - ALPET bidirectional and ALPET - SIDAD eastbound.</p> <p>Flight Economy Indicators values - saving distance (between 7 and 64 NM per city pair concerned), fuel (5,496 kg for all flights concerned), time (60 min for all flights concerned) and CO₂ emissions (17,306 kg for all flights concerned).</p> <p>Iraq informed that meeting that due to current communication limitations, all new routes implementation would be affected. It was also stated that due to military activities, many of the overflying aircraft would not receive the cruising levels they required and therefore the expected benefits should be measured against the penalties imposed by the potential restrictions. The forecasted traffic figures were considered not sufficient to expedite the implementation of this route.</p> <p>The ICAO Secretariat will convey this proposal to the ICAO MID Office in order for it to be included in the MID ATS Route Catalogue which would be used in the MID ATS Route Network Task Force Meetings.</p> <p>ICAO proposed and the meeting agreed to retain the proposal as a medium to long-term implementation plan.</p>		

CAT/#	BLK/1	Name/ Designator	UA277	Operator priority	A-High	Proposal Originator	IATA
RNDSG List # (if any)	No reference (Reason: Note 4 - Long standing non operational issues).					Proposal Date	2002
Description	States concerned	Planned implementation	Implementation status	ANP status	PFA Procedure number	Action required	Deadline for each action
...							
IBERI. WPT.UG	GEO	LT: 2009+	Georgia: Subject to further study.			Georgia to report progress at RDGE/9	RDGE/8
Note 23 (GEO)							
TETRO. WPT.UG	GEO						
Note 23 (GEO)			Armenia: TUNIS - SVN implemented but only as A277. Implementation of Upper ATS route is required. SVN - TIDRA ready to implement.				
TUNIS. WPT.UD	ARM/GEO						
SVN. NDB.UD	ARM						
TIDRA 3930N 04630E	ARM/AZE			Azerbaijan: Not possible at present between TIDRA and GELKO.			
Note 4 (AZE)							
GELKO 3910N 04702E	AZE/IRN		Iran: Agree to implement.				
ARB. VOR.OI	IRN						

Orientation	Bi-directional			Flight Level Band			
Objective							
Estimate Mileage Savings	Average 5 NM	Estimate Fuel Savings	566 kg for all flights concerned	Aircraft Type		Estimate Emissions savings	1787 kg for all flights concerned
Remarks	IATA confirmed necessity of having direct route TUNIS - TETRO - IBERI. Turkey has no objections against the route passing via point TETRO. SAAM evaluation will be presented by EUROCONTROL including Flight Economy Indicators values - saving distance (NM), fuel (kg), time (min) and CO ₂ emissions (kg). Two proposals will be evaluated with SAAM: long-term IBERI - TETRO - TUNIS - SVN - ARB and short-term IBERI - TETRO - TUNIS.				Last update	RDGE/8, April 2007	

Discussion at SCA-MID/08

Georgia updated the status of the proposal from Note 2 to Note 3 (subject to military agreement). EUROCONTROL suggested that studies of this route should be made together with BLK/2 as it would provide for a very good parallel system if both routes were implemented that would offer benefits for operators as well as ATCOs in Georgia.

Georgia stated that discussions with their military were still taking place and a progress report would be presented at RDGE/9.

For the continuation of the route SVN-TIDRA-GELKO-ARB, this was considered to be a long-term implementation plan. The meeting requested that discussions between Armenia and Azerbaijan take place and invited Azerbaijan to contact Iran on the feasibility of this extension.

Azerbaijan stated that the main issue was the provision of search and rescue services over a segment of the proposed route making it difficult for an early implementation.

CAT/#	BLK/2	Name/ Designator	UP567 / R230 for LAMET-OLENA	Operator priority	A-High	Proposal Originator	IATA
RNDSG List # (if any)	No reference (Reason: Note 4 - Long standing non operational issues).					Proposal Date	2002
Description	States concerned	Planned implementation	Implementation status	ANP status	PFA Procedure number	Action required	Deadline for each action
...							
ULDUS. WPT.UB	IRN/AZE	LT: 2009+	Azerbaijan: Implemented			Georgia to report progress at RDGE/9	RDGE/8
NETON. WPT.UB	AZE						
MATAL. WPT.UB	AZE/ARM						
ALETI. WPT.UG	ARM/GEO		Armenia: Implemented				
BARUS. WPT.UG	GEO		Georgia: ALETI - BARUS implemented				
Note 34 (GEO)			BARUS - BANUT				
BANUT. WPT.UG	GEO/RUS		Provide progress report before RDGE/9				
LAMET. WPT.UR	RUS		Russia Federation: Implemented				
OLENA. WPT.UR	RUS/UKR						
ODS. VOR.UK	UKR			UKR: Implemented.			

Orientation				Flight Level Band			
Objective							
Estimate Mileage Savings	Average 4 NM	Estimate Fuel Savings	1,276 kg for all flights concerned	Aircraft Type		Estimate Emissions savings	4,017 kg for all flights concerned
Remarks	IATA confirmed necessity of having direct route between BARUS and BANUT. SAAM evaluation will be presented by EUROCONTROL including Flight Economy Indicators values - saving distance (NM), fuel (kg), time (min) and CO ₂ emissions (kg).					Last update	RDGE/8, April 2007
Discussion at SCA-MID/08							
Georgia changed the status of Note 3 between BANUS and BANUT to Note 4 as it would cross a restricted area over the Abkhazia area.							

Reference	Objective and Proposal	State(s) concerned
New Proposal 1	Objective: To further improve the ATS route options between Yerevan FIR and Baku FIR for flights to/from Nakhchivan (UBBN) airport. To use point IRLAN on ATS route G96/UN996 for ARR/DEP UBBN and to introduce proper SIDs/STARs.	Azerbaijan Armenia
Remarks:		
<ol style="list-style-type: none"> Currently all ARR/DEP UBBN are flying via AND - NEGAN which is more suitable for flights from the North. Currently, in accordance with AIP Azerbaijan, pages UBBN AD 2.24, only IRLAN STARs are published. IRLAN SIDs are not published. Solution with common alignment of ATS routes B706/R661/UL125 in AND area should also be found. 		
Discussion at SCA-MID/08		
Flight Economy Indicators values - saving distance (50.3 NM), fuel (1,299 kg for all flights concerned), time (30 min for all flights concerned) and CO ₂ emissions (4,093 kg for all flights concerned). Note: existing required turn was 15 NM for each flight, equivalent to 30 min of flying time for all flights concerned. Azerbaijan stated that SIDs to use IRLAN would be published in the near future. Progress expected at RDGE/9. Armenia felt that the proposal was economically and operationally well justified. The meeting agreed that upon implementation of SIDs/STARs in NT, the rationalisation of the ATS routes B706/UL125 in AND area would be considered. That would include a decision regarding the future use of NEGAN and ASGIR reporting points. Further developments expected to be discussed at RDGE/9 by all parties concerned.		

Reference	Objective and Proposal	State(s) concerned
New Proposal 2	<p><i>Objective: To further improve the ATS route options within Yerevan FIR for flights from Nakhchivan (UBBN) airport (if option via IRLAN will not be usable).</i></p> <ul style="list-style-type: none"> ▪ To introduce new crossing point XXXXX between ATS routes B706/UT919 and G482/UN82. <p>OR</p> <ul style="list-style-type: none"> ▪ To implement new northbound ATS route AND - SVN - GIDLA. 	Armenia
<p>Remarks:</p> <ol style="list-style-type: none"> 1. Currently all DEP UBBN to the Russian Federation and beyond are flying on an illogical dog-leg option via TUNIS - BT - DF - LAPTO. 2. ATS route segment SVN - GIDLA is currently implemented as B140. 3. This is a temporary solution to further improve the ATS route options within Yerevan FIR for flights from Nakhchivan (UBBN) airport, if option via IRLAN is not usable. 		
<p>Discussion at SCA-MID/08</p> <p>Flight Economy Indicators values - saving distance (64.5 NM). Armenia recommended that SID/STAR procedures be developed using IRLAN point; that would avoid a need for an additional crossing point. Nevertheless, they expressed their readiness to discuss and consider any beneficial solution. Azerbaijan stated that they hope to publish SIDs for IRLAN before RDGE/9 (September 2008) and hoped that Armenia would improve the airspace structure for flights to Moscow. The ICAO Secretariat informed the meeting that this proposal would not be included in the RDGE ATS Route Catalogue but be presented as a working paper at RDGE/9. The final decision to include it in the Catalogue would be taken at RDGE/9. Progress report was expected at RDGE/9.</p>		
New Proposal 3	<p><i>Objective: To further improve the ATS route network within Ankara FIR and Istanbul FIR for flights to/from Middle Asia.</i></p> <p>To implement new bidirectional ATS route CRM - BKZ - EKI.</p>	Turkey
<p>Remarks:</p> <p>This ATS route would allow shorter option also for ARR/DEP LTBA and LTFJ airports via BKZ and move of traffic to south in Ankara ACC Sector East-1 allowing proper crossing with flights via Black Sea.</p>		
<p>Discussion at SCA-MID/08</p> <p>Flight Economy Indicators values - saving distance (45 NM), fuel (3525 kg for all flights concerned), time (59 min for all flights concerned) and CO₂ emissions (11,100 kg for all flights concerned). Turkey agreed to evaluate the proposal and report back to the next RNDSG and RDGE meetings. For the EKI-BKZ segment, Turkey foresaw a strong possibility of implementation, however, with regard to the BKZ-CRM segment, it would require more investigations as it would cross a significant number of ATS routes and therefore increase the workload of ATCOs. If savings would be considered as worthwhile, a feasibility study on the affected ATC sectors would be triggered. In this respect, they requested that the number of expected flights be provided. Turkey stated that another complicating factor was the existence of several military areas East and North-east of Istanbul TMA which could prevent the use of this segment for ARR/DEP LTBA/LTFJ.</p>		
New Proposal 4	<p style="text-align: center;">KABAN AREA DEVELOPMENTS</p> <p><i>Objective: To further improve the ATS route options within Ankara FIR for westbound traffic via KABAN overflying Black Sea area (Option 1).</i></p> <p>To change from eastbound to bidirectional the existing ATS route UT34 CRM - SRT.</p>	Turkey
<p>Remarks:</p> <ol style="list-style-type: none"> 1. This ATS route would allow shorter option within Ankara ACC Sectors East-1 and East-2 instead via SRT - EZS - SIV - CRM. No significant changes in westbound traffic merging within Ankara ACC. The responsibility is again in Ankara ACC Sectors East-1 over CRM. 2. SAAM evaluation will be presented by EUROCONTROL including Flight Economy Indicators values - saving distance (NM), fuel (kg), time (min) and CO₂ emissions (kg). 		

Reference	Objective and Proposal	State(s) concerned
<p>Discussion at SCA-MID/08 Flight Economy Indicators values - saving distance (29 NM), fuel (24,710 kg for all flights concerned), time (213 min for all flights concerned) and CO₂ emissions (77,810 kg for all flights concerned). Turkey acknowledged that this interesting proposal would have a significant impact on the number of aircraft. Therefore, they agreed to make an assessment on future loading of their ATC sectors with the support of EUROCONTROL. Turkey agreed to evaluate the proposal and report back to the next RDGE meeting.</p>		
<p>New Proposal 5</p>	<p style="text-align: center;">KABAN AREA DEVELOPMENTS</p> <p><i>Objective: To further improve the ATS route options within Ankara FIR for westbound traffic via KABAN overflying Black Sea area (Option 2).</i></p> <p>To implement new bidirectional ATS route KABAN - MUS or SRT - MUS.</p>	<p>Turkey</p>
<p>Remarks:</p> <ol style="list-style-type: none"> This ATS route together with existing crossing point KESIR (UL852/UW71) <u>could</u> allow shorter option within Ankara ACC Sectors East-1 and East-2 instead via SRT - EZS - SIV - CRM. Possible change in westbound traffic merging within Ankara ACC and transfer of responsibility from Ankara ACC Sectors East-1 to East-2 over KESIR should be considered by Turkey. This ATS route would allow shorter option within Ankara ACC Sectors East-2 for traffic to the eastern part of Black Sea area instead via SRT - TAMER - MUS - ERZ. 		
<p>Discussion at SCA-MID/08 Flight Economy Indicators values - saving distance (40 NM), fuel (3943 kg for all flights concerned), time (41 min for all flights concerned) and CO₂ emissions (12,413 kg for all flights concerned). Turkey agreed to evaluate the proposal and report back to the next RDGE meeting.</p>		
<p>New Proposal 6</p>	<p style="text-align: center;">KABAN AREA DEVELOPMENTS</p> <p><i>Objective: To further improve the ATS route options within Ankara FIR for westbound traffic via KABAN overflying BAG/BUK area.</i></p> <p>To implement new bidirectional ATS route KABAN - DYB.</p>	<p>Turkey</p>
<p>Remarks:</p> <ol style="list-style-type: none"> This ATS route would allow shorter option within Ankara ACC Sectors East-2 instead via SRT - EZS - GEM. No significant changes in westbound traffic merging within Ankara ACC. The responsibility is again in Ankara ACC Sectors East-2 over GEM. This option would off-load SRT area from westbound flow and allow easy merging of eastbound flows. 		
<p>Discussion at SCA-MID/08 Flight Economy Indicators values - saving distance (13 NM), fuel (8,473 kg for all flights concerned), time (96 min for all flights concerned) and CO₂ emissions (26,673 kg for all flights concerned). Turkey agreed to evaluate the proposal and report back to the next RDGE meeting.</p>		
<p>New Proposal 7</p>	<p style="text-align: center;">DIRECT CONNECTION NORTH-SOUTH FLIGHTS BTW KABAN AND NOLGA</p>	<p>Armenia Georgia Turkey</p>
<p>Discussion at SCA-MID/08 Flight Economy Indicators values - saving distance (200 NM depending on city pairs).</p> <p>The meeting invited Armenia, Georgia and Turkey to study the possibility of establishing direct connections for North-South traffic flows, expected to increase in the near future. That would allow significantly shorter routes for traffic flows linking North European cities to the Middle East via Ankara, Tbilisi, Yerevan and Baghdad FIRs.</p> <p>Armenia, Georgia and Turkey were requested to provide input at RDGE/9 and RNDSDG meetings. EUROCONTROL was also requested to provide simulations of possible traffic flows in order show interesting</p>		

Reference	Objective and Proposal	State(s) concerned
alternatives for operators. The meeting considered these proposals as interesting long-term perspectives.		
New Proposal 8	USE OF ATS ROUTE UN644 - ADEKI-RODAR AS BI-DIRECTIONAL ROUTE	Azerbaijan Georgia (Afghanistan, Turkmenistan)
<p>Discussion at SCA-MID/08 Flight Economy Indicators values - saving distance (13 NM for several routes). This will offer additional flexibility to operators. The meeting was informed that during CORVSM meetings in 2004, this route was agreed for implementation as uni-directional due to the RVSM transition procedures that Azerbaijan was required to carry out. With over three years of experience of RVSM operation, it was proposed to re-establish the bi-directional use of ADEKI – RODAR segment. Azerbaijan expressed their readiness to discuss with Georgia. However, they considered that this proposal would only become viable upon RVSM implementation in Turkmenistan. ICAO informed the meeting on the current activities meant to ensure the RVSM implementation in Turkmenistan and reminded the meeting that this implementation depended on several airspace improvements in Afghanistan. The meeting was informed on an inter-regional coordination meeting focussed on Afghanistan interface that would take place from 13 to 17 July 2008 in Cairo. A progress report would be provided at the RDGE/9 meeting.</p>		
New Proposal 9	NEED FOR B140 SVN-KOTAN-LEGVI-UGTB TO BE RE-CONSIDERED	Armenia Georgia
<p>Discussion at SCA-MID/08 Georgia stated that upon the expected installation of a DVOR at UGTB, the SID/STAR would be re-designed and therefore enable an evaluation of maintaining this route. Georgia was invited to consider the use of BEDNI point when designing SIDs/STARs. The meeting requested Armenia requested to reconsider the bidirectional use of the northbound segment G482/UN82 BEDNI-ADILA. Feedback from Armenia and Georgia was expected at the next RDGE.</p>		
New Proposal 10	IMPROVEMENT OF ATS ROUTE CONNECTIONS TO/FROM GYANJDA AIRPORT (UBBG)	Georgia Azerbaijan
<p>Discussion at SCA-MID/08 Azerbaijan proposed Georgia to consider the establishment of a bidirectional link ZW-TBS. It was agreed that this proposal be discussed at the RDGE/9 meeting.</p>		
New Proposal 11	N644 – KADER-ROLIN - CHANGE OF LOWER VERTICAL LIMIT FROM FL250 TO FL90	Turkey Georgia
<p>Discussion at SCA-MID/08 Georgia requested Turkey to reconsider the use of the point ROLIN for SIDs/STARs. It was agreed that progress report would be provided by Turkey at RDGE/9.</p>		
New Proposal 12	REDESIGNATION OF ATS ROUTE DESIGNATORS WITHIN ANKARA FIR AT INTERFACE WITH TBILISI AND YEREVAN FIRS	Turkey Georgia
<p>Discussion at SCA-MID/08 Georgia invited Turkey to reconsider the use of the following route designators:</p> <ul style="list-style-type: none"> • UG67 TBN-SARPI to be changed to UN37 or double designated • UG261 TBN-NOLGA to be changed to UN61 or double designated • UR317 TBN-REBLO to be changed to UM11 or double designated • UB374 ERZ-INDUR to be changed to UN161 or double designated <p>Progress on this issue is expected at RDGE/9.</p>		

Reference	Objective and Proposal	State(s) concerned
New Proposal 13	LOWERING OF LIMIT OF B374 YAVUZ-INDUR	Turkey Armenia
Discussion at SCA-MID/08 Armenia requested Turkey to investigate the possibility to lower the limit of segment YAVUZ-INDUR to ensure appropriate ARR/DEP from Yerevan airport (UDYZ) to point INDUR. Progress on this issue is expected at RDGE/9.		

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