



International Civil Aviation Organization

Special Coordination Meeting on the Implementation of ATM Contingency Arrangements (SCM-IACA)

(Cairo, Egypt, 24-25 September 2014)

Agenda Item 2: Presentation of States and Users Concerns and Challenges

IRAN CONCERNS AND CHALLENGES

(Presented by Islamic Republic of Iran)

SUMMARY

The purpose of this working paper is to discuss short and medium term challenges and needs of Iran Airports Company to cope with future increase in traffic demand and required support from ICAO and other ATM Stakeholders (i.e. IATA, neighboring States, etc.)

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The rapid growth of air traffic in Tehran FIR has made it necessary for immediate action to implement additional measures in order to manage the traffic flow more efficiently and to improve level of safety of traffic in its airspace.

1.2 Tehran FIR has experienced a raise in air traffic over recent months. Based on FAA NOTAM, traffic has been increased over Tehran FIR from August. Iranian Airports Company (IAC), as ANSP, has provided its best efforts to conduct of traffic in a safe manner.

1.3 The total Daily Average of Air Traffic Movements for Tehran ACC in Tehran FIR in June had been 460 overflight traffic which has been increased to 750 in August and then raised to 900 in September (approximately doubled).

2. DISCUSSION

2.1 Short and medium term challenges and needs of Iran Airports Company as Iran Air Navigation Service Provider (ANSP) to cope with future increase in traffic demand, are as follows:

- There are four main traffic flows:
 - 1- Traffic flow from Ankara FIR
 - 2- Traffic Flow from DARAX (UAE)
 - 3- Traffic Flow from MIDSJ (Bahrain)
 - 4- Traffic Flow from Karachi FIR

- We are encountering a heavy flow of traffic within short period of time at MIDSI, DARAX and ALRAM.
- We need Synchronization and harmonization of traffic flow coming from UAE (DARAX) and Bahrain (MIDSI) on Q1 (YSJ or NOTSA point) and UP574 (SYZ point) according the requested flight level of traffic and 20NM separation.
- To handle converging traffic flow of 2 (DARAX) and 3 (MIDSI) with 4 (Karachi FIR) over UMH (critical point) we will plan mandatory route scheme to be used by all Traffic entering Tehran FIR from Karachi FIR to exit via DASIS, therefore kindly request from IATA to advise aircraft operators to change their route scheme for flights from Karachi FIR bound to Ankara FIR via DASIS.
- Acceptance of traffic to and from Karachi and Kabul FIR by 50NM separation and without level restrictions. If it is not possible we need synchronization and harmonization of traffic flow from UAE and Bahrain on M561 (MELMI point) according the requested flight level of traffic and accepted separation by Karachi FIR also on A453 (BND point) according the requested flight level of traffic and accepted separation by Kabul and Karachi FIR.
- Our infrastructures suffer from serious problems and issues due to sanctions:
 - New communication equipment must be acquired to enhance the overall quality.
 - To improve the quality of surveillance system by acquiring new surveillance sensors (PSR/SSR, ADS-B and WAM) in Bandar Abbass and Jiroft as well as new automation system to support ATFM.
- Facing with various problem/issues concerning direct speech circuit (DSC) with neighbouring states including Turkmenistan, Afghanistan, Iraq, Azerbaijan, Turkey and Pakistan, a multilateral agreement between three Regions (European, Asia Pacific and Middle East) is required.
- However, according to multilateral agreement between three Regions (European, Asia Pacific and Middle East) the application of an efficient ATFM in Tehran FIR is desired, at the moment, we need urgent Synchronization and Harmonization of traffic flow coming from UAE, Bahrain, Turkey and Pakistan.
- The new Letter of Agreement (LOA) with UAE should become effective as soon as possible.
- Ankara Letter of Agreement (LOA) should be renewed. New transferring points and conditions are required to cope with present traffic flow.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) discuss needs and challenges; and
- b) urge ICAO, IATA and States to provide their full support in solving and facilitating the Iranian challenges.

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