



International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Third Meeting (ATM SG/3)
(Cairo, Egypt, 22 – 25 May 2017)

Agenda Item 4: MID Region ATS Route Network

MID ATS ROUTE CATALOGUE

(Presented by IATA)

SUMMARY

This working paper addresses the current issues pertaining to ATS Routes that need an urgent action from concerned States in order to achieve and maintain an efficient route network in the MID Region.

Action by the meeting is at paragraph 3.

REFERENCES

- MID Route Catalogue

1. INTRODUCTION

1.1 Due to ever increasing in volume of traffic and cost of flight operations; and improvement of flight efficiency within the MID Region; further developments and improvements in ATS route network are required.

2. DISCUSSION

2.1 The current MID Region Route Catalogue defined by airlines are critical elements to meet the demand of traffic growth and efficiency needs of operators in the region but are slow in implantation.

2.2 IATA supports the development of a MID Route Development Working Group (RDWG) that will review the current route proposals to identify challenges, solutions and options to enhance the MID Region route structure currently utilized. It is understood that constraints such as military and ATS infrastructure can hinder some development and implementation but it is felt that acceptable solutions can be utilized until such time.

2.3 Utilizing a Group tasked solely to identify such development of ATS with possible solutions such as:

- MID/RC-046, MID/RC-047 and MID/RC-059 are not allowed due current handover issues, the only way flying east to the Gulf is either from DEESA in Jordan or 178NM to the south via SILKA.
- For now there are no capacity problems via KARIK-DEESA but we might end up in the near future with an overloaded segment, then the only available option is via SILKA which is as mentioned 178NM to the south.

Therefore, the Group could propose one of the following options:

- a) Coordination between Cairo and Jeddah ACC to reopen KITOT.
- b) New boundary point as shown in **Appendix A**.
- c) DCT between DBA – CVO, savings shown in **Appendix A**.
- d) DCT between NWB – DATOK, savings shown in **Appendix A**.
- MID/RC-001, AWY renamed to UM430, currently this routing is not available for DXB/DWC traffic.
- The following route proposals were considered valid and it is proposed to be addressed by the RDWG for further review: RC-002, RC-035, RC-044, RC-045, RC-046, RC-047, RC-053, RC-055, RC-056, RC-057, RC-058, RC-059, RC-070, RC-081, RC-082, RC-083 and RC-084.

2.4 IATA under the framework of the RDWG is willing to cooperate and conduct a series of bilateral engagement meetings with all concerned including the military and States' ANSP with the aim of accelerating the implementation process of above proposed routes. Operators are willing to assist with route studies with ANSPs that wants to test feasibility of a new route prior to implantation.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

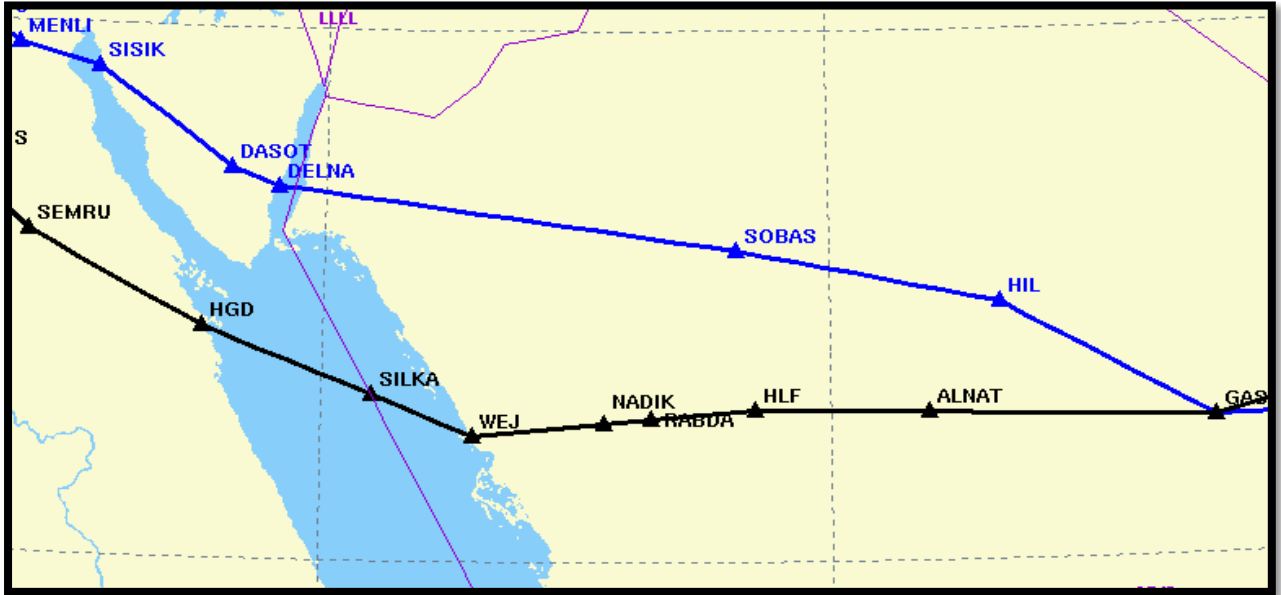
- a) discuss and take actions related to the proposed options at para 2.3; and note the information contained in this paper; and
- b) encourage States to support the work of the Mid Route Development Working Group.

APPENDIX A

Route	Time	Fuel
Current "Black"	06:04	38,300 Kgs
Proposed 'Blue'	05:56	37,200 kgs

*8 minutes shorter and 1200 kgs less fuel burn.

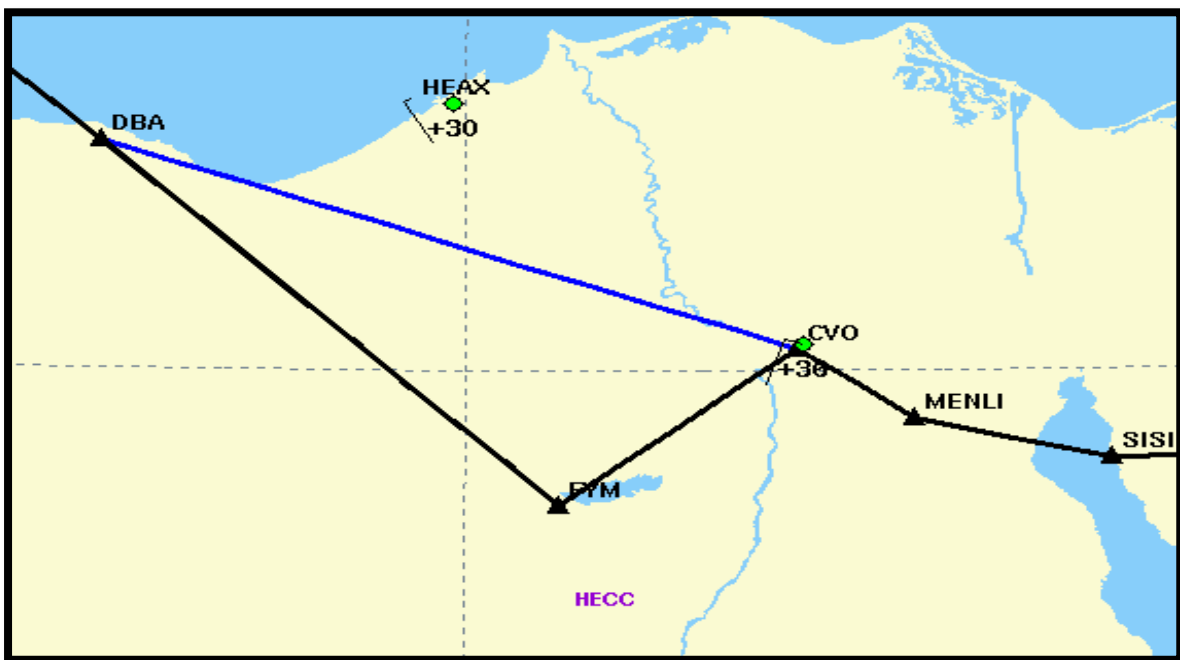
*Potential city pairs: North Africa and South Europe to DXB/DWC



Route	Time	Fuel
Current "Black"	06:01	37,900 kgs
Proposed 'Blue'	05:55	37,100 kgs

*6 minutes shorter and 800 kgs less fuel burn.

*Potential city pairs: North Africa and South Europe to DXB/DWC



Route	Time	Fuel
Current "Black"	03:44	23,200 kgs
Proposed "Blue"	03:41	22,900 kgs

*3 minutes shorter and 300 kgs less fuel burn

*Potential city pairs: DXB/DWC to EU and North Africa.

