



SUPPORTING
EUROPEAN
AVIATION

ICAO EUR (NM AoR) - ICAO MID Region Interface

Progress Report and Developments

EUROCONTROL NMD/ACD/OPL Section Airspace Design
1 FEB 2026



ICAO EUR Region - EUROCONTROL EANPG - EU REG

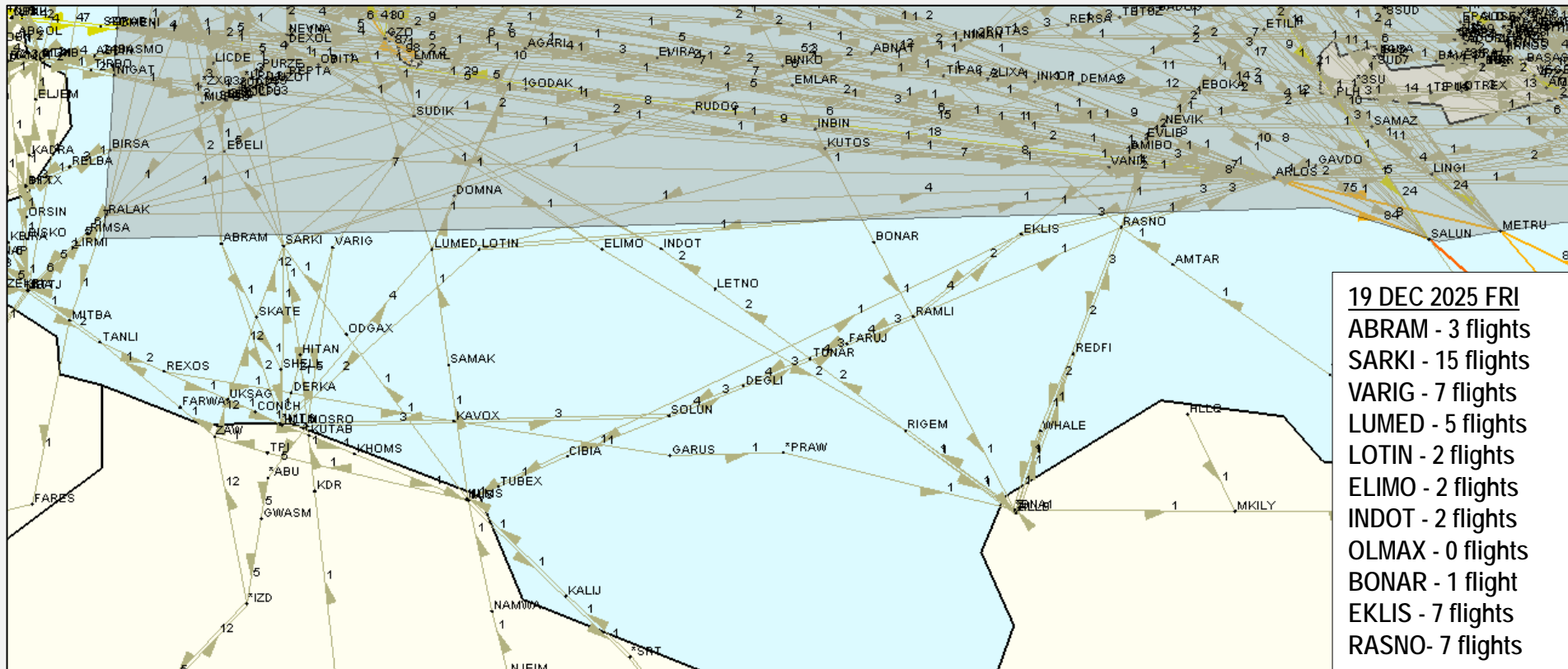
- The European Air Navigation Planning Group (EANPG), in Conclusion 35/2, subsequently superseded by Conclusion 36/2 (in 1994), decided that EUROCONTROL:
 - Be invited to organise and carry out the necessary coordination of planning and implementation activities for improving and upgrading the ATS route network in the ECAC area of the European Region;
 - Invite all European provider States concerned to actively participate in this work;
 - Present the results of these activities to the EANPG and/or the ICAO Secretariat for further processing in accordance with established procedures.
- EUROPEAN COMMISSION IMPLEMENTING REGULATION (EU) 2019/123 laying down detailed rules for the implementation of air traffic management (ATM) network functions, Annex I - The European Route Network Design (ERND) Function, Part A - Objective 1(c) this function is to ensure regional connectivity and interoperability of the European route network within the ICAO EUR Region and with adjacent ICAO Regions.

ICAO EUR (NM AoR) - ICAO MID South Interface

Malta FIR - Tripoli FIR

Current Status

- ICAO State Letter on Libya exists.
- ARR/DEP HL.. operating, while overflying traffic restored via SARKI, VARIG and LUMED despite the ICAO State Letter.
- Currently no interface airspace developments planned or proposed.



Athinaï FIR/Hellas UIR - Cairo FIR (1)

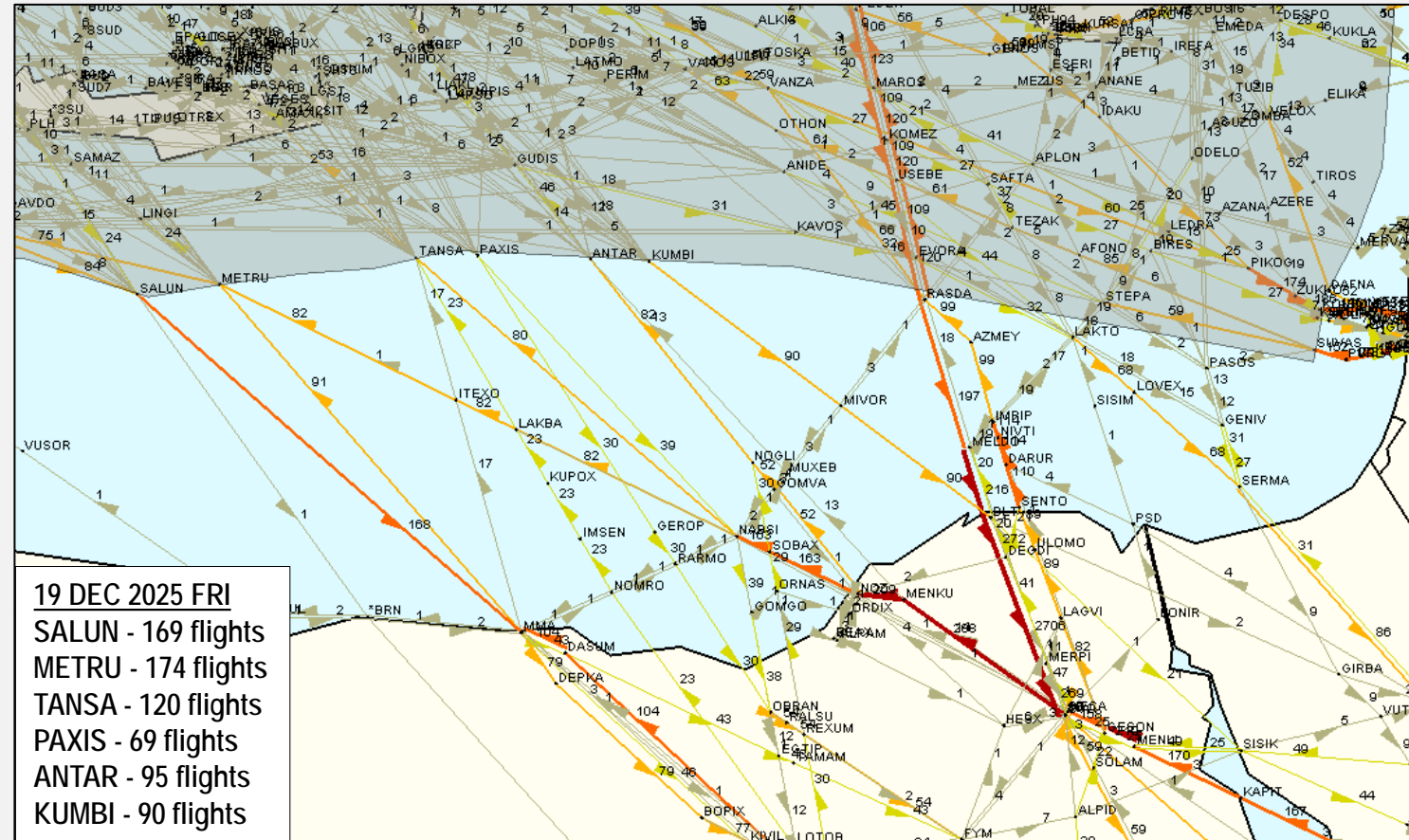
Current Status

- Hellas FRA (FL305 - FL660), H24.
- One traffic flow rule (RAD LGHE1005) exists over KUMBI.

ONLY AVAILABLE FOR TRAFFIC:

1. ARR (CAIRO_GROUP, HESH)
2. ARR OJ..
3. FLT-TYPE (M)

- Interface airspace developments proposed are part of Cairo FIR Optimization Plan - Phase 3 - see next slides.



Athinai FIR/Hellas UIR - Cairo FIR (2)

Proposal: New ATS routes and traffic flows

EUROCONTROL Database: Winter 2026/27

- **SALUN** traffic allowed only via DEDLI, no changes on eastbound.
- **TANSA** will be implemented westbound in KUNKI - ELODA - TANSA.
- **PAXIS** will be implemented eastbound in PAXIS - OBRAN.
- **ANTAR** will be implemented westbound MENKU - ANTAR. It will not be available for traffic via LGGGW.
- **KUMBI** will be implemented eastbound in KUMBI - CVO.
- **METRU** change of direction from westbound to bidirectional. Eastbound traffic will only be available via SILKA.
 - Cairo FIR: New connection METRU - CVO - SILKA (instead of SALUN - CVO - SILKA).
 - Hellas UIR: ATS routes P/UP868 (METRO - ARLOS) and M/UM872 (METRU - PLH) are changed to be bidirectional.
 - FRA relevance set to EX instead of current E.
- New ATS route H24 for overflights **N137 TAKSU - CCCCC - PSD - MELDO - AAAAA - KABEZ - KPC** westbound.

Comments:

- *TANSA, PAXIS changes will be implemented as H24 in Cairo FIR.*
- *ANTAR, KUMBI changes will be implemented during the Night in Cairo FIR.*
- *KUMBI existing RAD restriction will be valid H24 and is under assessment for possible relaxation allowing the use of KUMBI for other traffic flows.*
- *CCCCC new point in Cairo FIR at crossing with ATS route L550 with aim to catch both traffic flows via ULINA and KITOT.*
- **AAAAA (333741N 0291854) new boundary point.**
- *N137 and AAAAA shall be located around 15 NM East of KUMBI and existing ATS route L612.*
- *KABEZ (341409N 0283715E) new point in Hellas UIR/Athinai FIR at crossing with ATS route UM1 and UN129.*
- **Implementation of boundary point AAAAA and ATS route N137 will be done by both States, but with no use until proper solution for traffic orientation and distribution is found.**

EGY PPT: ATM-SG/11 (Ongoing)

- **SALUN - CVO - SILKA eastbound.**
- SISIK - NABSI westbound.
- **KUMBI - CVO eastbound (Along Sector 1 and 2 boundary?).**
- METRU - REXUM - FYM (No description in PPT and direction unknown)
- **DATOK - PSD - MELDO - NEW POINT (Greece) westbound.**

Athinai FIR/Hellas UIR - Cairo FIR (3)

Proposal: New ATS routes inside Cairo FIR

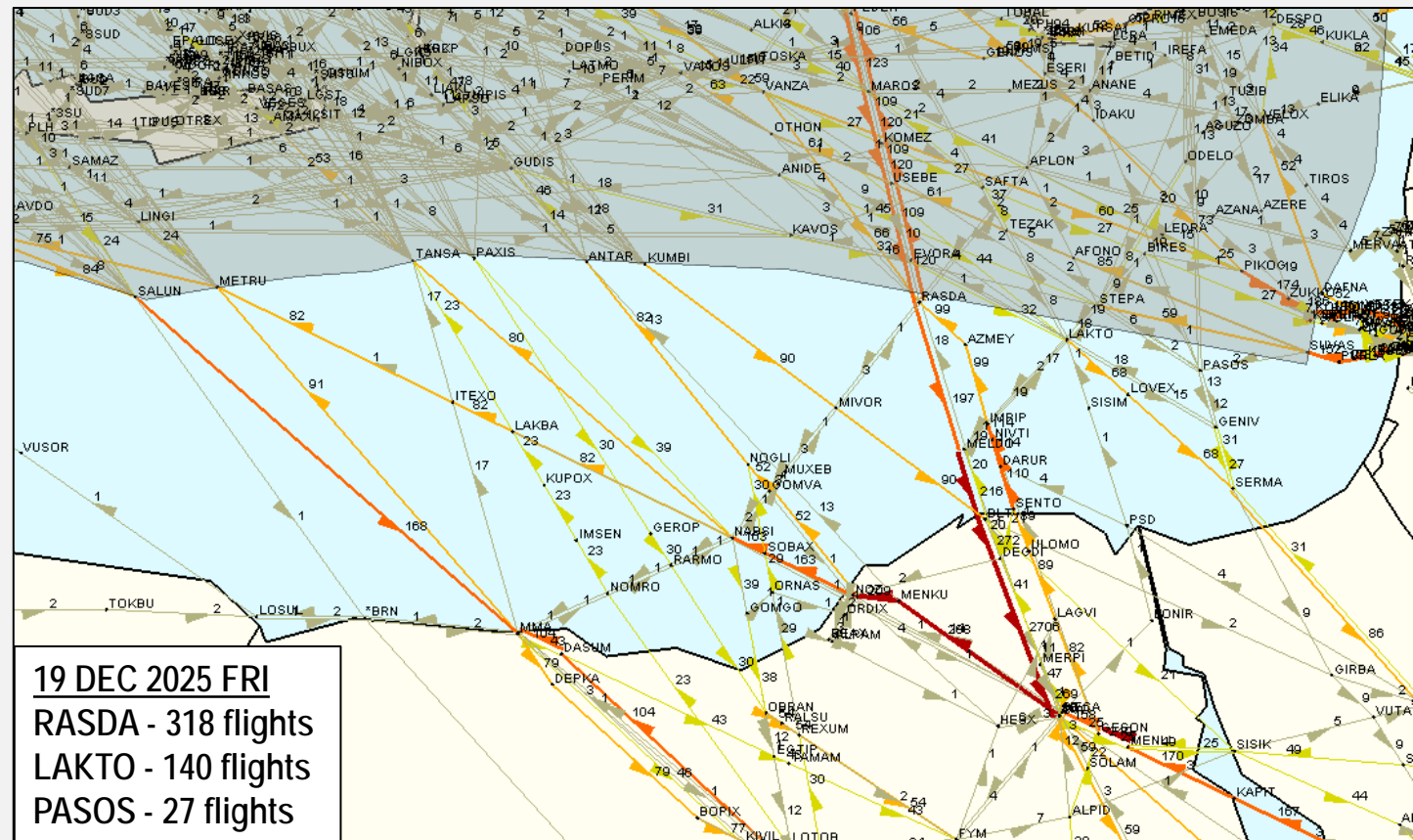
EUROCONTROL Database: Autumn 2026

- To implement the following ATS routes and ATS route segment:
 - SISIK - MENKU - NABSI bidirectional.
 - KUMBI - CVO eastbound, Night.
 - Dualization of M872 from SILKA to FYM - ABEAM FYM - METRU, Night.
 - MMA - FYM eastbound, H24.
 - Dualization of L315 CVO - DEDLI - JDW.
 - APLAM - OBRAN bidirectional, H24.
 - GIDID - New point on L677, northbound, H24.
 - NUBAR - SML - MMA northbound, H24.

Nicosia FIR - Cairo FIR

Current Status

- NICFRA (FL205 - FL660), H24.
- Egypt AIP SUP 30/25 (1 JUN 2025) imposes traffic flow organisation rules via PASOS and LAKTO but with no impact to Nicosia ACC.
- One traffic flow rule (RAD LC2129) exists over LAKTO: N307 MELDO - LAKTO is:
NOT AVBL FOR TFC
XNG OE - HE BDRY
- Interface airspace developments proposed are presented at meeting with Egypt in 2024 - see next slide.



Nicosia FIR - Cairo FIR (2)

Proposal: New ATS route connection

EUROCONTROL Database: Autumn 2026

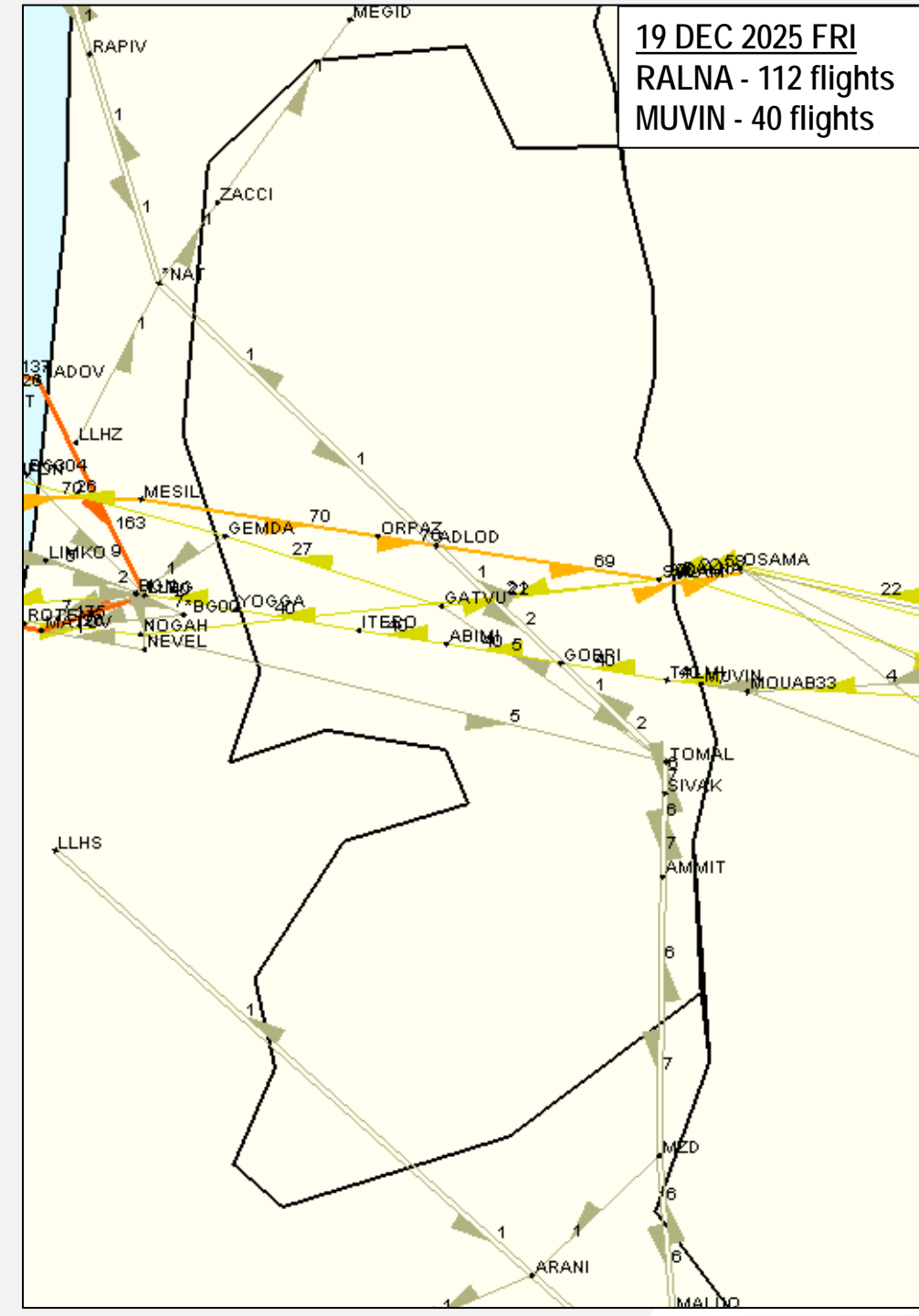
- To dualise point RASDA and adapt ATS route network and FRA procedures accordingly.

ICAO EUR (NM AoR) - ICAO MID North East Interface

Tel Aviv FIR - Amman FIR

Current Status

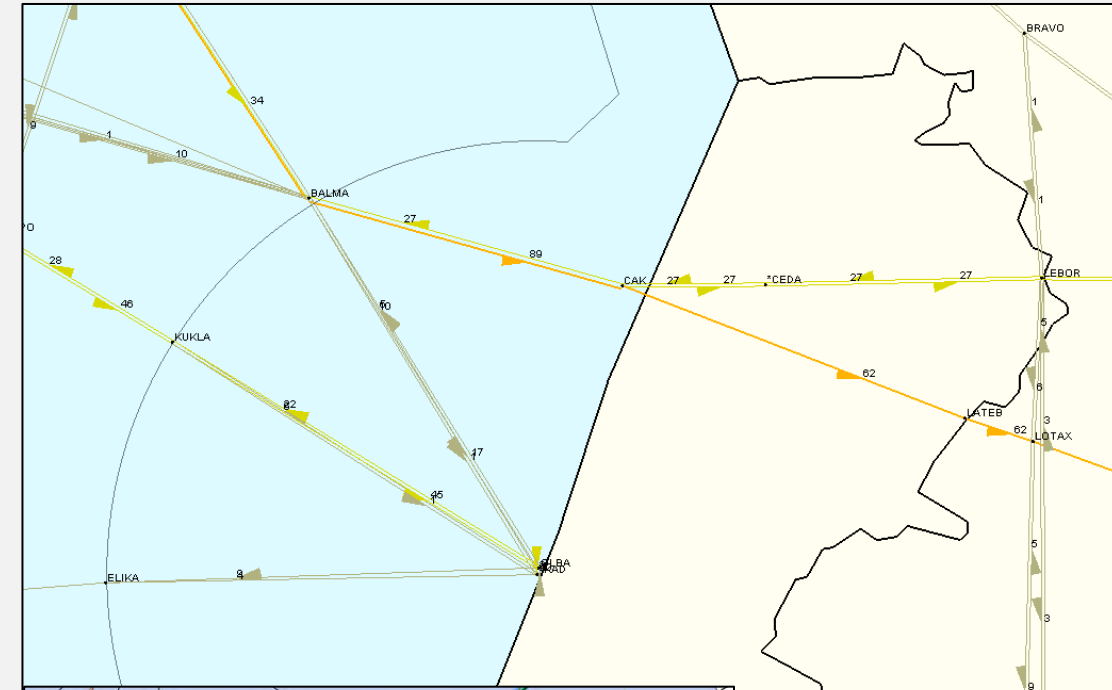
- Proper options and procedures for overflying traffic and ARR/DEP LL.. and OJ..
- Currently no interface airspace developments planned or proposed.



Nicosia FIR - Beirut FIR

Current Status

- Proper options and procedures for ARR/DEP OL..
- Overflying traffic via Damascus FIR restored on BALMA - LATEB/LEBOR despite existing ICAO State Letter on Syria.
- Currently no interface airspace developments planned or proposed.
- *The following airspace issues to be raised:*
 - *Status of point DIRRE connected to TUZIB in Nicosia FIR as part of P21, published in AIP Cyprus but with no connection in Beirut FIR.*
 - *Status of point LITAN connected to KAD in Beirut FIR as part of UN438, published in AIP Cyprus but with no connection in Nicosia FIR.*



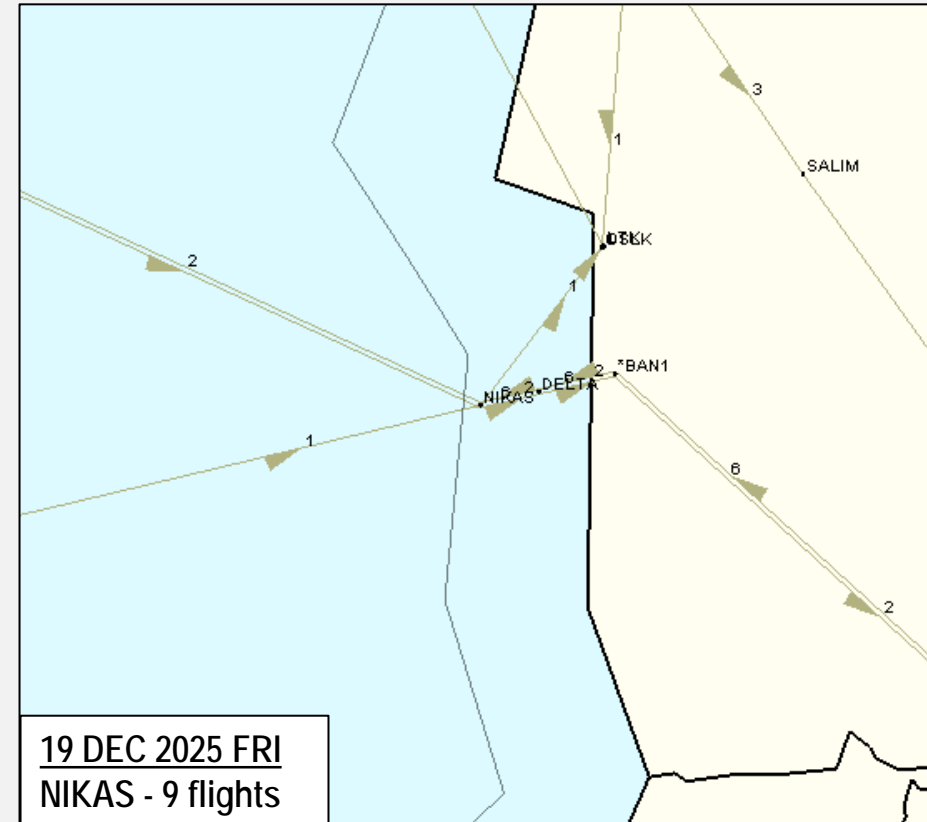
19 DEC 2025 FRI
BALMA - 149 flights
KUKLA - 74 flights
ELIKA - 13 flights

LATEB - 62 flights
LEBOR - 54 flights

Nicosia FIR - Damascus FIR

Current Status

- ICAO State Letter on Syria exists.
- Overflying traffic and ARR/DEP OS.. restored via NIKAS despite the State Letter.
- Currently no interface airspace developments planned or proposed.

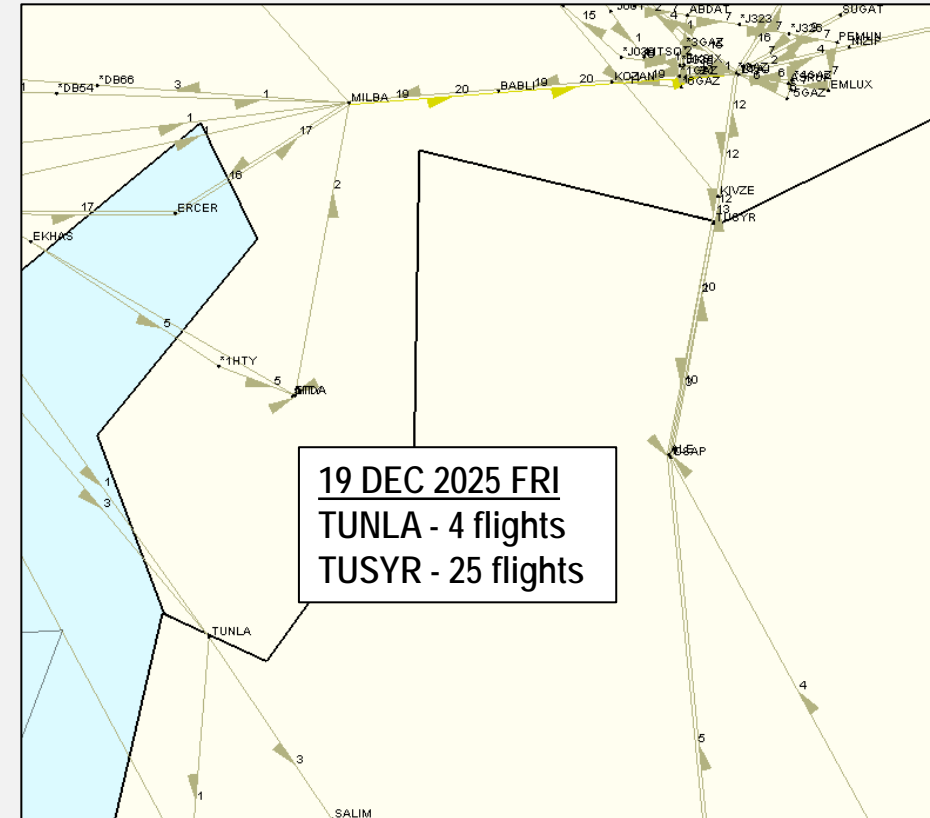


Ankara FIR - Damascus FIR (1)

Current Status

- FRA TURK (FL305 - FL660), 20:00 - 02:00.
- ICAO State Letter on Syria exists.
- Overflying traffic and ARR/DEP OS.. restored via TUNLA and TUSYR despite the State Letter.
- No flights via NISAP.
- No flights via LESRI as ATS route UP975 is unavailable in Ankara FIR in accordance with LT AIP SUP 12 (7 AUG 2025).

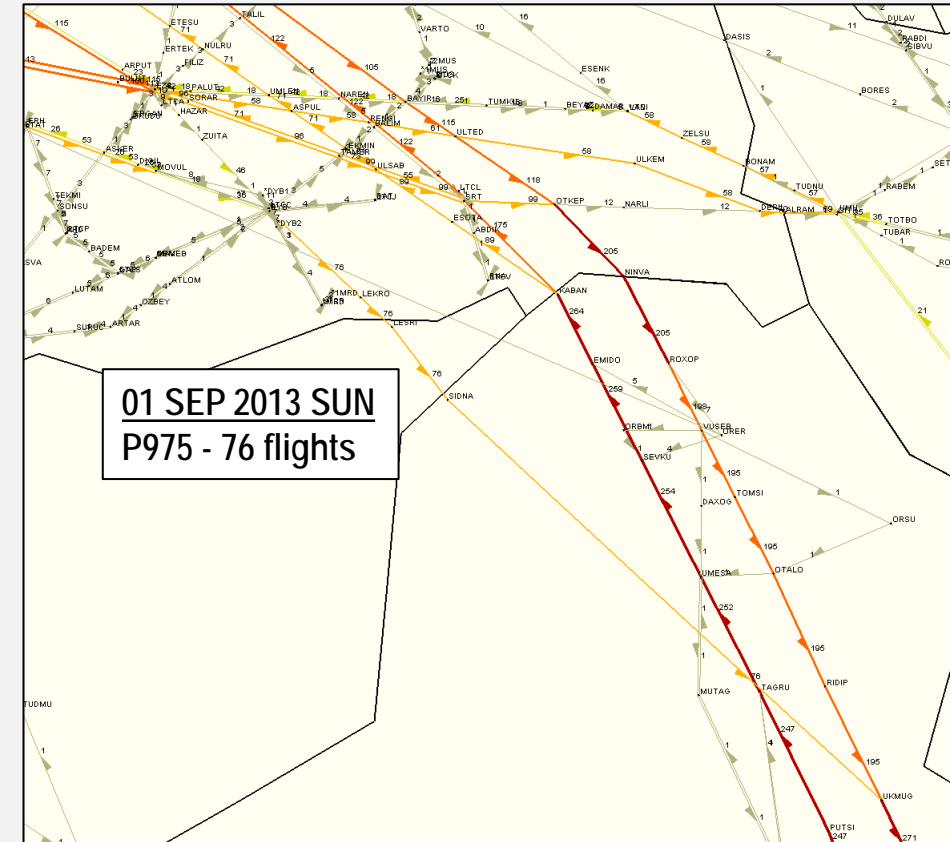
Due to technical difficulties and in order to provide better regional interface all southbound traffic intended to fly via P/UP975-LESRI shall flight plan via M/UM688-RATVO.



Ankara FIR - Damascus FIR - Baghdad FIR (1)

The Past: P975 LESRI - SIDNA

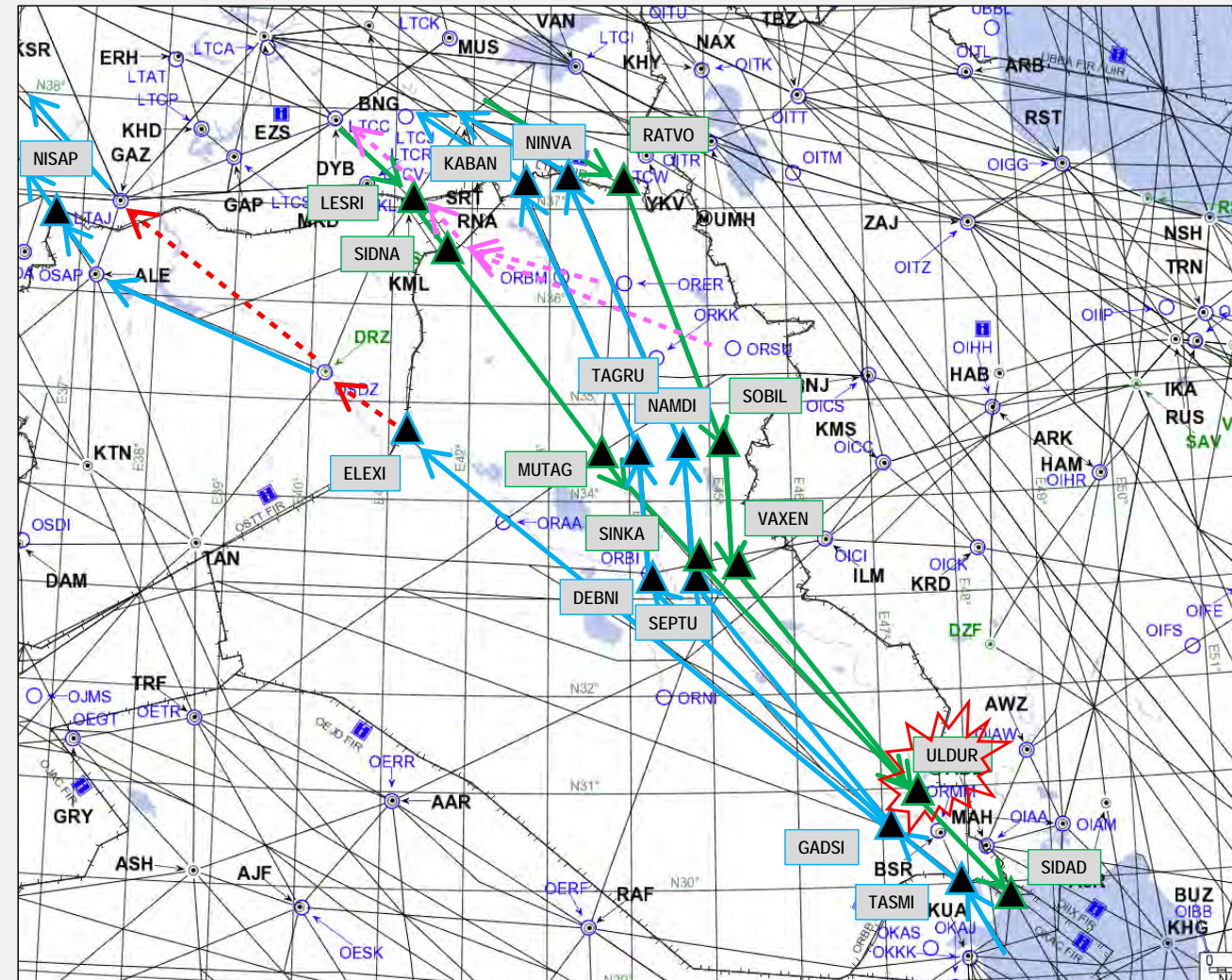
- P975 used as Eastbound till late 2013.
- ATC service on P975 within Damascus FIR was provided by Ankara ACC.
- No airspace limitations in Europe on that axis, meaning Black Sea area was fully available.
- Interface Ankara FIR - Baghdad FIR included only two points: KABAN as Northbound and NINVA as Southbound.
- Traffic flows merge inside Baghdad FIR done over UKMUG by Baghdad ACC.



Ankara FIR - Damascus FIR - Baghdad FIR (3)

The Future: L602

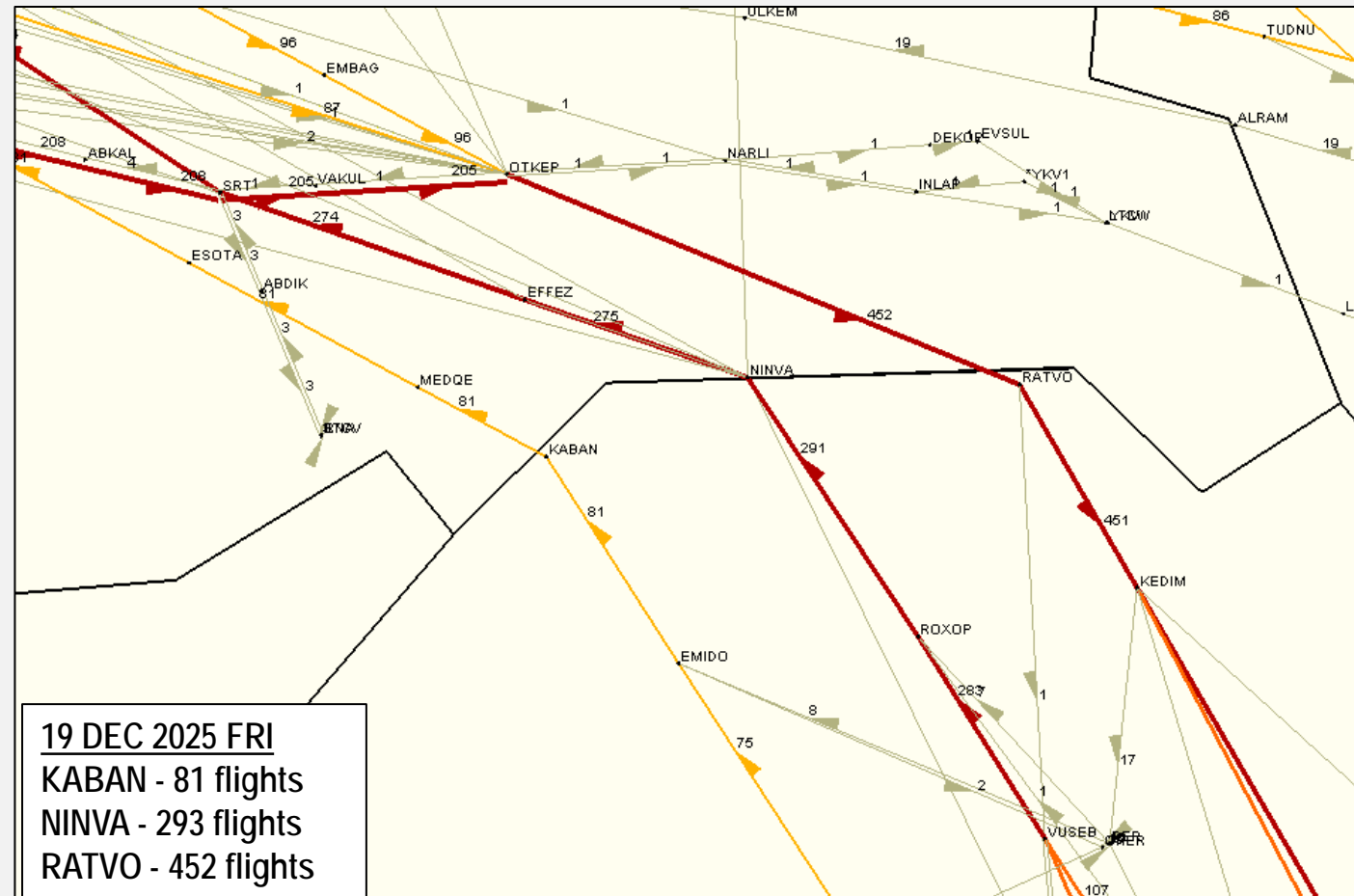
- L602 exists and published in AIPs Türkiye and Iraq.
- Implementation of ATS route L602 ELEXI - DRZ within Damascus FIR will allow proper Eastbound connection via NISAP.
- Further shortening as DRZ - GAZ might be considered between Syria and Türkiye (exists since decades as option in interface developments).



Ankara FIR - Baghdad FIR

Current Status

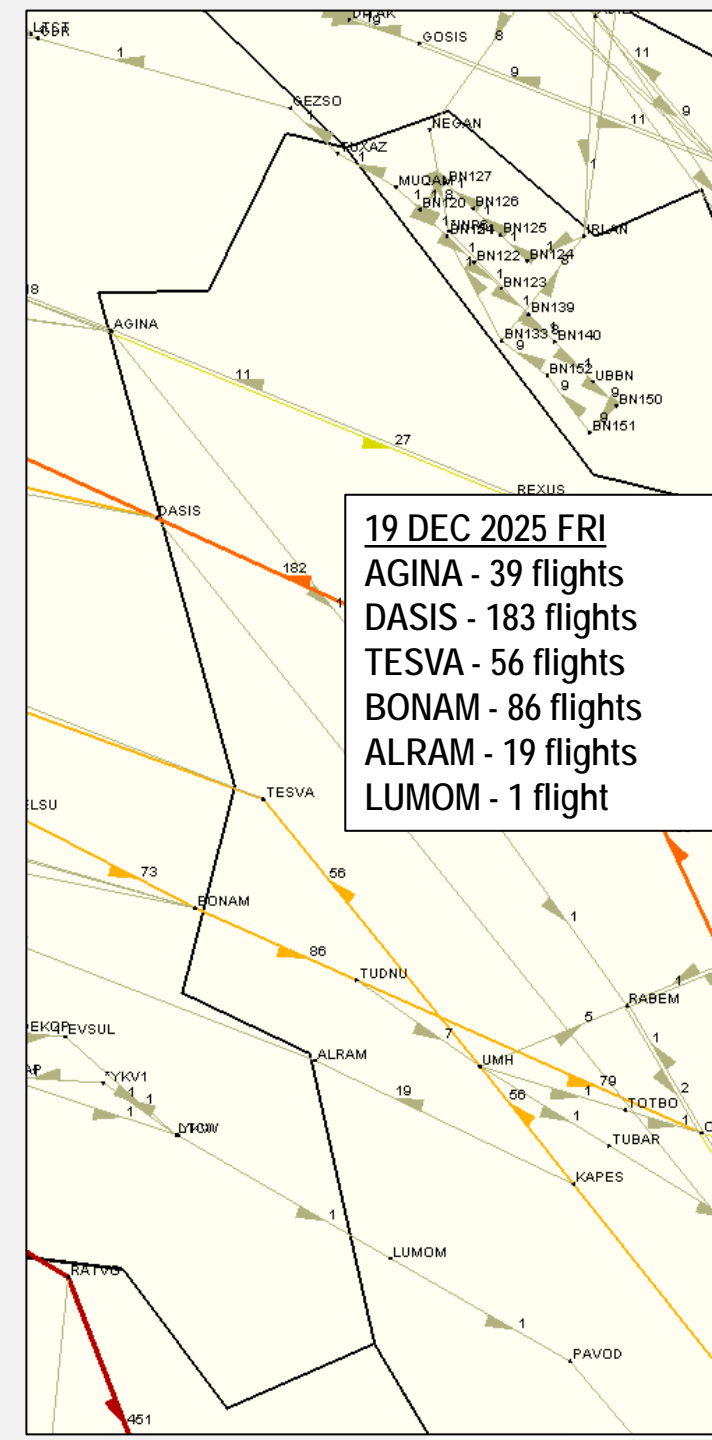
- FRA TURK (FL305 - FL660), 20:00 - 02:00.
- LT NOTAM A5747/25 and A5889/25 due to exercises in the area makes unavailable up to and including **FL330** ATS routes via KABAN, NINVA and RATVO.
- Better and equal traffic distribution over KABAN and NINVA can be achieved following possible re-opening of P975.
- Currently traffic flow rules are imposed inside Ankara FIR via the RAD for traffic via KABAN and NINVA.



Ankara FIR - Tehran FIR (1)

Current Status

- LT NOTAM A5747/25 - 31 DEC 2025 till 31 MAR 2025 due to exercises in the area makes unavailable up to and including **FL310** ATS route LUMOM.
- Reported issue relates to traffic flows organisation (see next slide).
- No interface airspace developments planned or proposed requiring changes in Ankara FIR.
- Currently traffic flow rules are imposed inside Ankara FIR via the RAD.



Ankara FIR - Tehran FIR (2)

Traffic flow organisation issues

- Via Iranian AIP SUP 4/25 (06 MAR 2025) a Traffic Orientation Scheme (TOS) within Tehran FIR exists from 17 APR 2025 till 16 APR 2026. This standard and mandatory TOS is published to enable all aircraft operators, planning to fly within the OIIX FIR (including transit, domestic and international departure and arrival) to file flight plans as required by Tehran ATS.
- Coordination for resolving the discrepancies (see table below) was initiated in April 2023 via ICAO MID Office but with no result.
- It is still believed that TOS might be reconsidered due to not so high traffic demand at that interface and when impacting adjoined ICAO regions shall be coordinated at that level.

POINT	Ankara FIR	Tehran FIR
AGINA	Eastbound ATS routes	Eastbound via TOS
DASIS	Bi-directional ATS routes	Westbound via TOS
TESVA	Westbound ATS routes	Westbound via TOS
BONAM	Bi-directional ATS routes	Eastbound via TOS
ALRAM	Bi-directional ATS routes	Westbound via TOS
LUMOM	Eastbound ATS routes	Eastbound via TOS

Yerevan FIR - Tehran FIR

Current Status

- FRASC (LAL/FL195 - FL660).
- Currently no interface airspace developments planned or proposed.

Meeting discussions and decisions

Ankara FIR - Damascus FIR - Baghdad FIR

P975 LESRI - SIDNA

- *Possible removal of ICAO State Letter on Syria allowing officially flights to/from/via Damascus FIR.*
- Agreement for re-opening of P975 by Türkiye, Syria and Iraq (*Türkiye hold a meeting with Iraq (CAA) and reached an agreement*).
- Confirmation by Türkiye and Syria that the provision of ATC service will be provided by Ankara ACC.
- Deletion of LT AIP SUP.
- Adaptation of relevant Annex from LoA between Ankara ACC and Damascus ACC (*Proposal and draft LoA has been sent by Türkiye to Syria (CAA) with the proposal to negotiate during this meeting*).
- Publication by Iraq of proper ATS route connections to SIDNA from/to SIDs/STARs of relevant aerodromes.
- Proposed Implementation: **14 MAY 2026**.

Damascus FIR

ATS Route Network

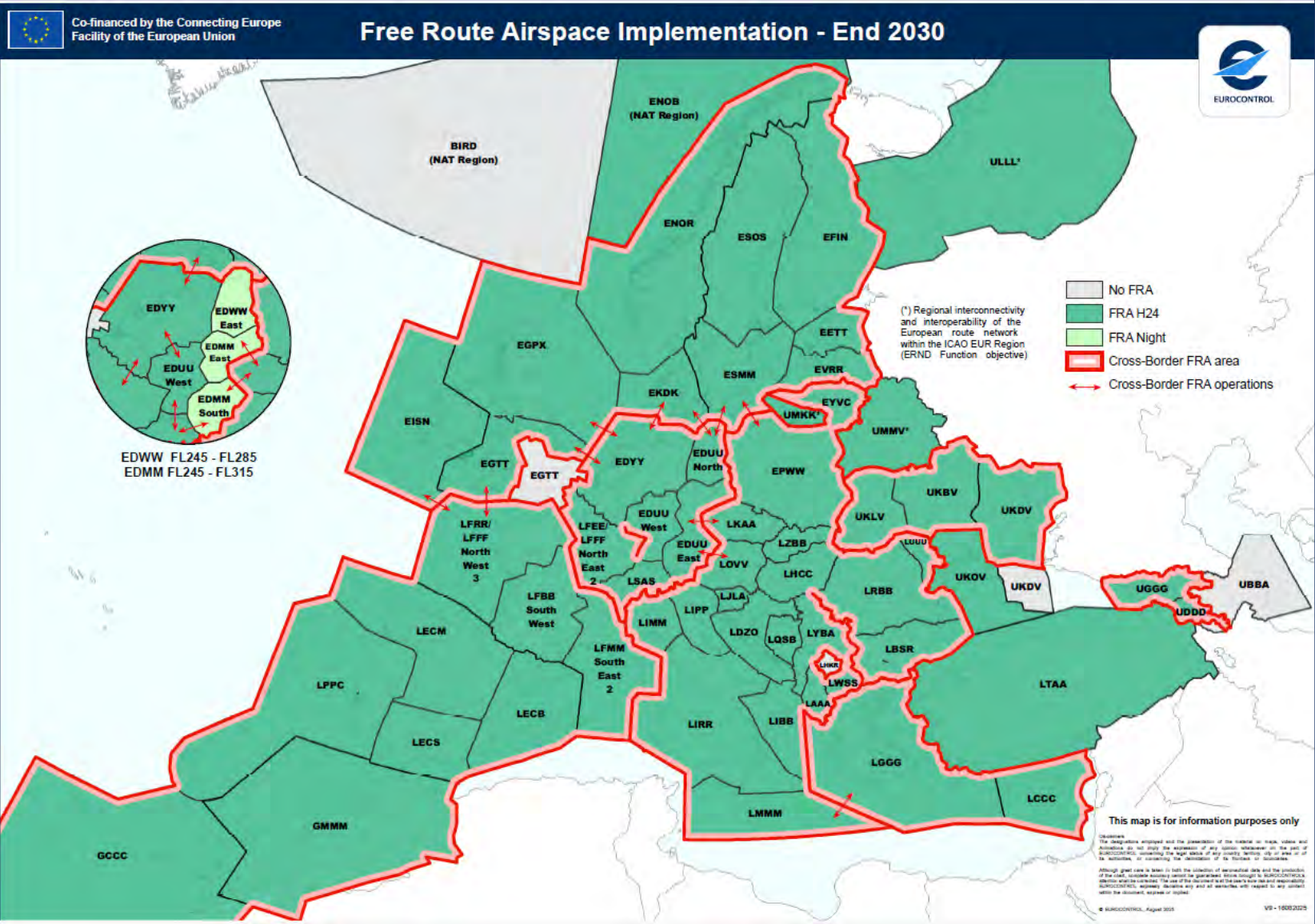
- *Possible removal of ICAO State Letter on Syria allowing officially flights to/from/via Damascus FIR.*
- Further optimisation of ATS route network e.g. L602 ELEXI - DRZ, new short-cuts, etc.
- Further optimisation of terminal procedures for Syrian airports.

Malta FIR - Tripoli FIR

- *Possible removal of ICAO State Letter on Libya allowing officially flights to/from/via Tripoli FIR.*
- Expected impact on traffic flows distribution within Malta FIR.

ICAO EUR Region

FRA end of 2030





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Thank you!

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