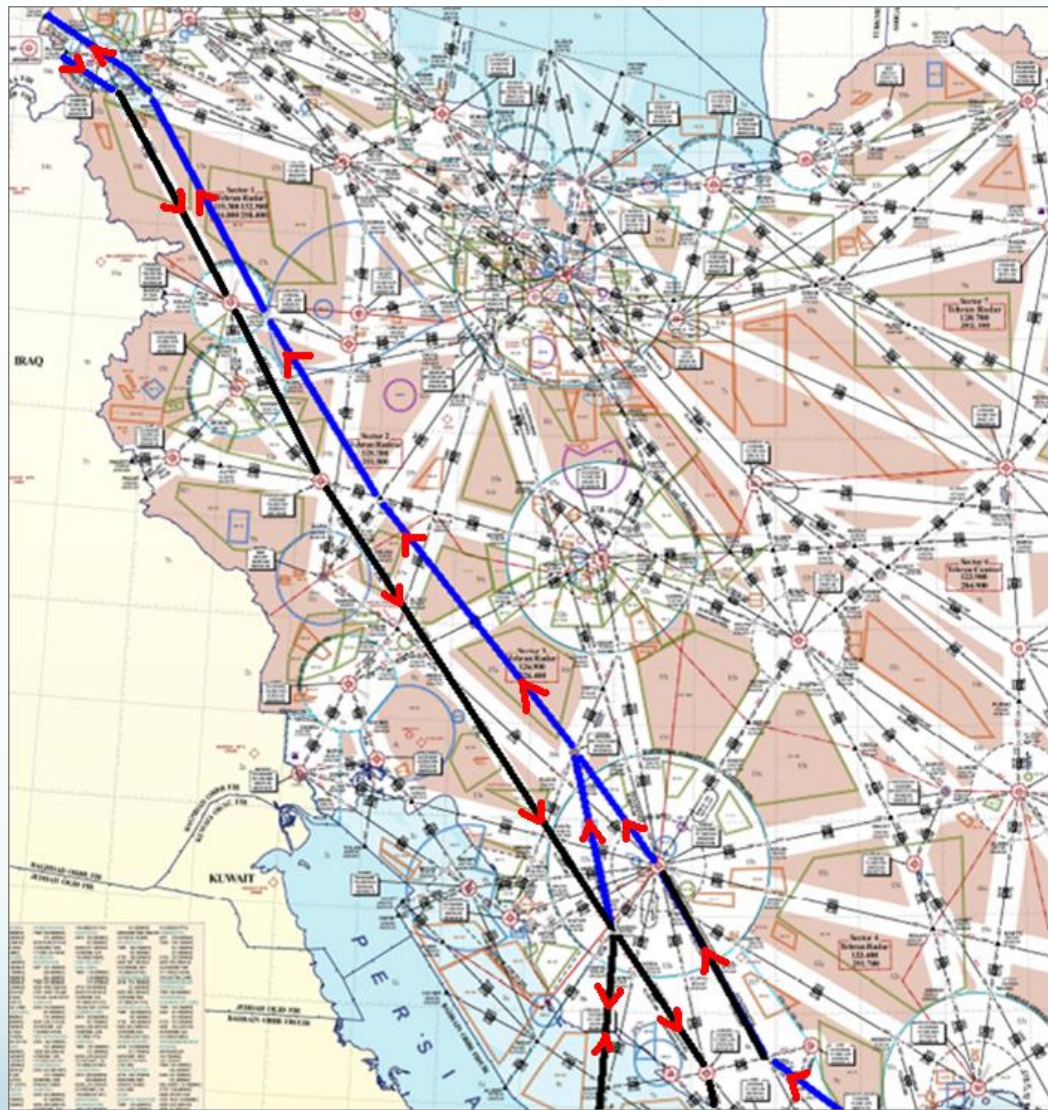


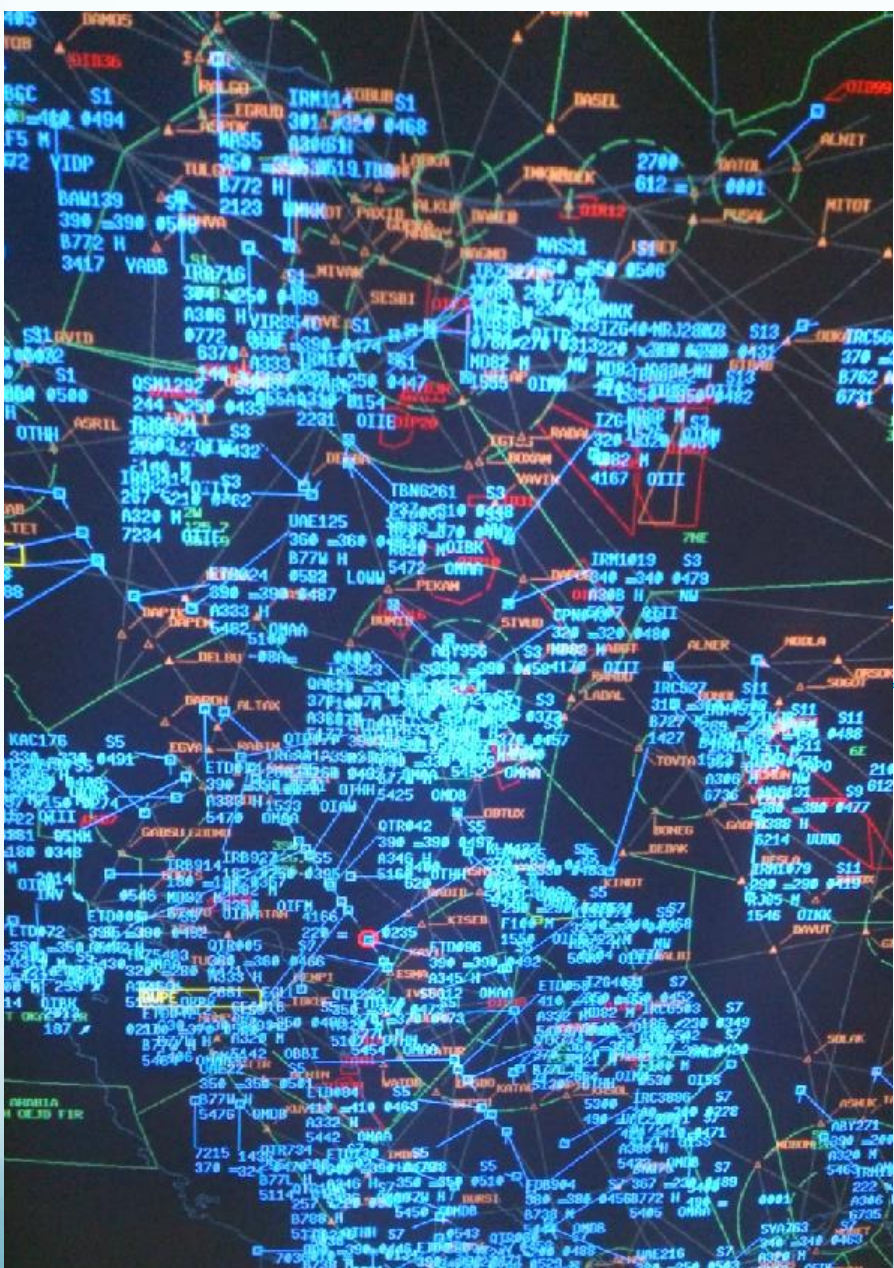
Actions by Tehran

Q1: UAE FIR to
ANKARA FIR

Q2: BAHRAIN FIR
to join Q1

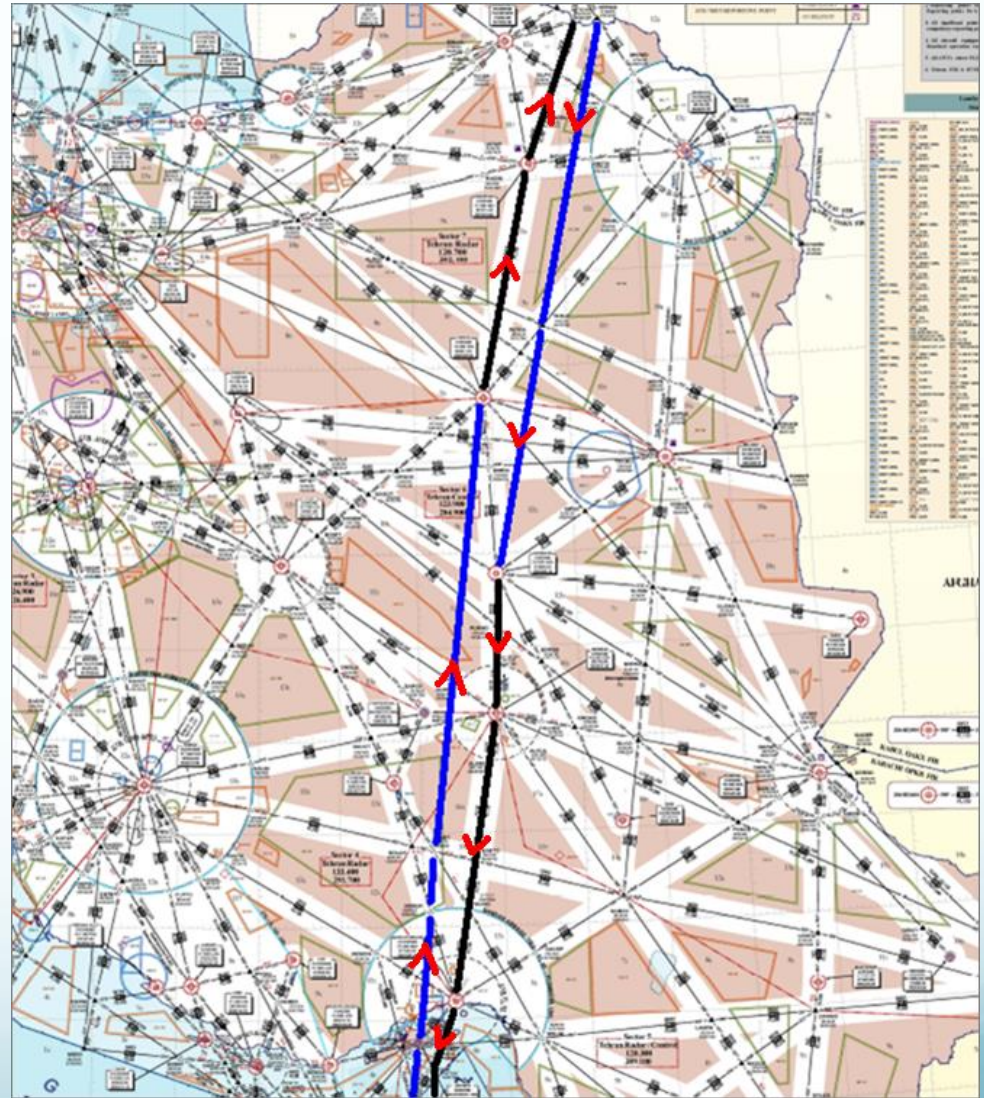
Q3: ANKARA FIR to
join UL223 to
BAHRAIN, UAE

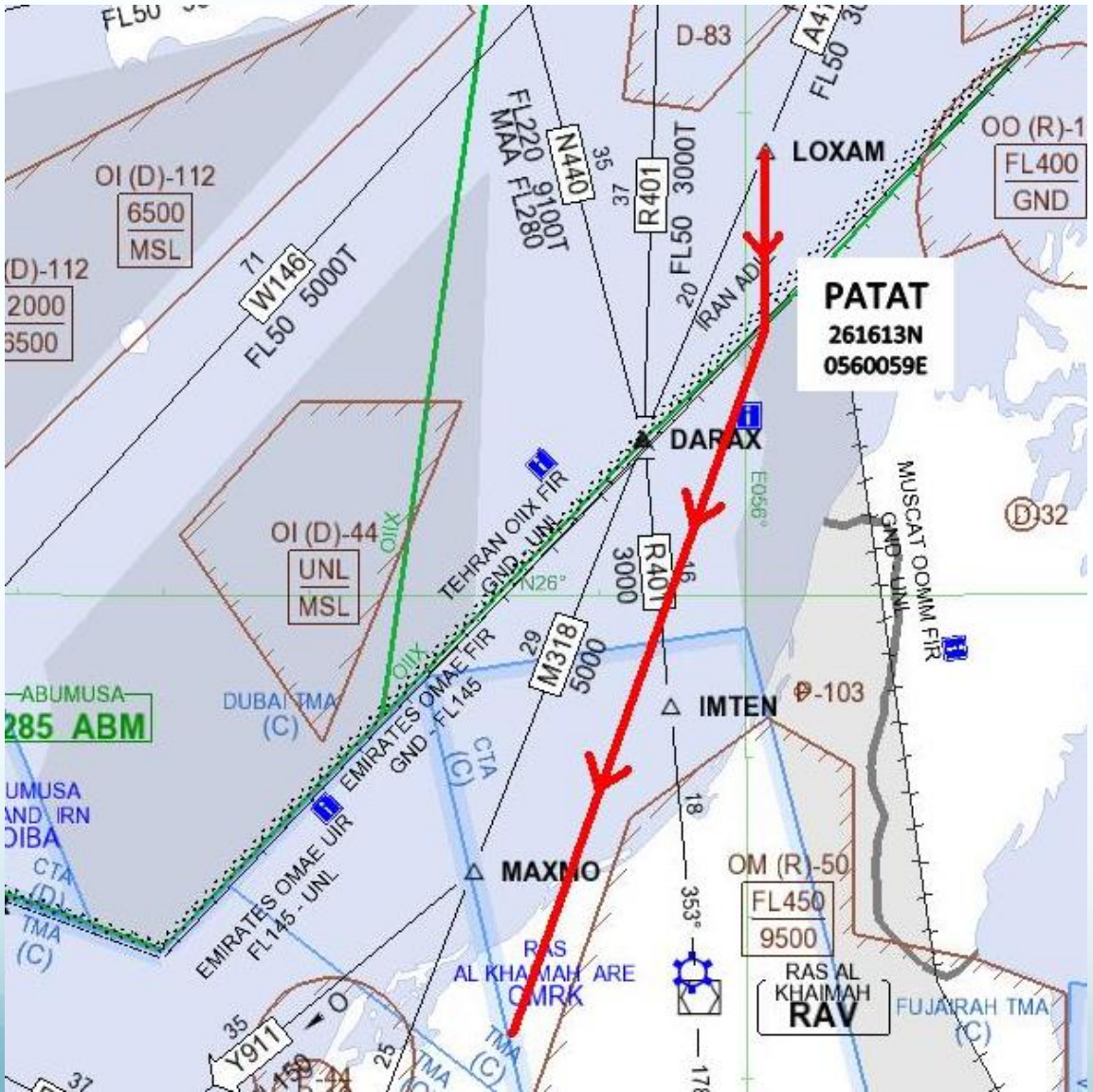




Q4: FROM
UAE TO
ASHGABAT

Q5: FROM
ASHGABAT
TO UAE





UAE:

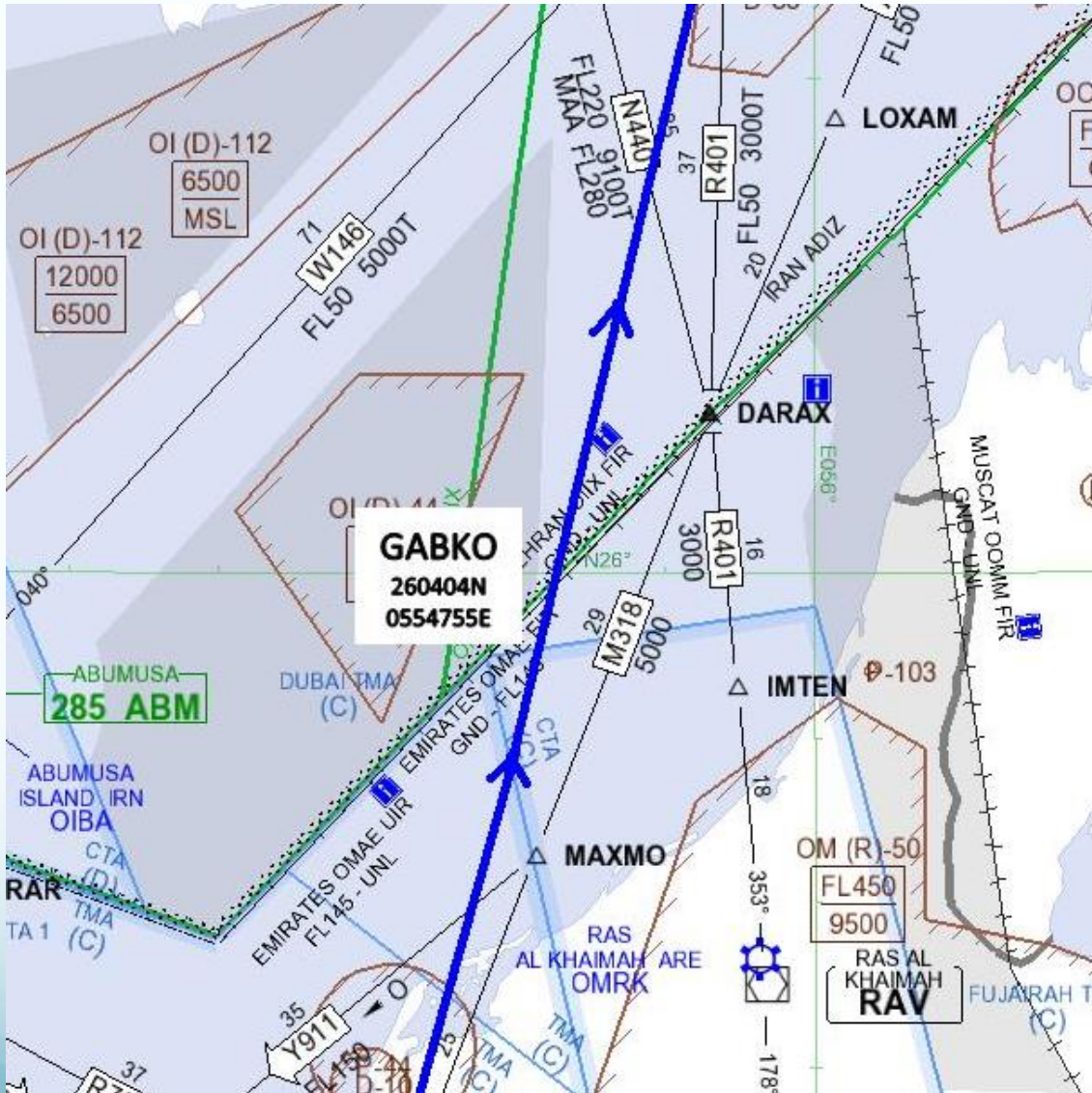
NEW WPT (East of DARAX):

Flights from Tehran ACC to Emirates ACC :

- **FL80**, For traffic departing from OIKB & OIKQ to UAE airports
- **FL200 & Above** For traffic inbound **UAE FIR**

Note:

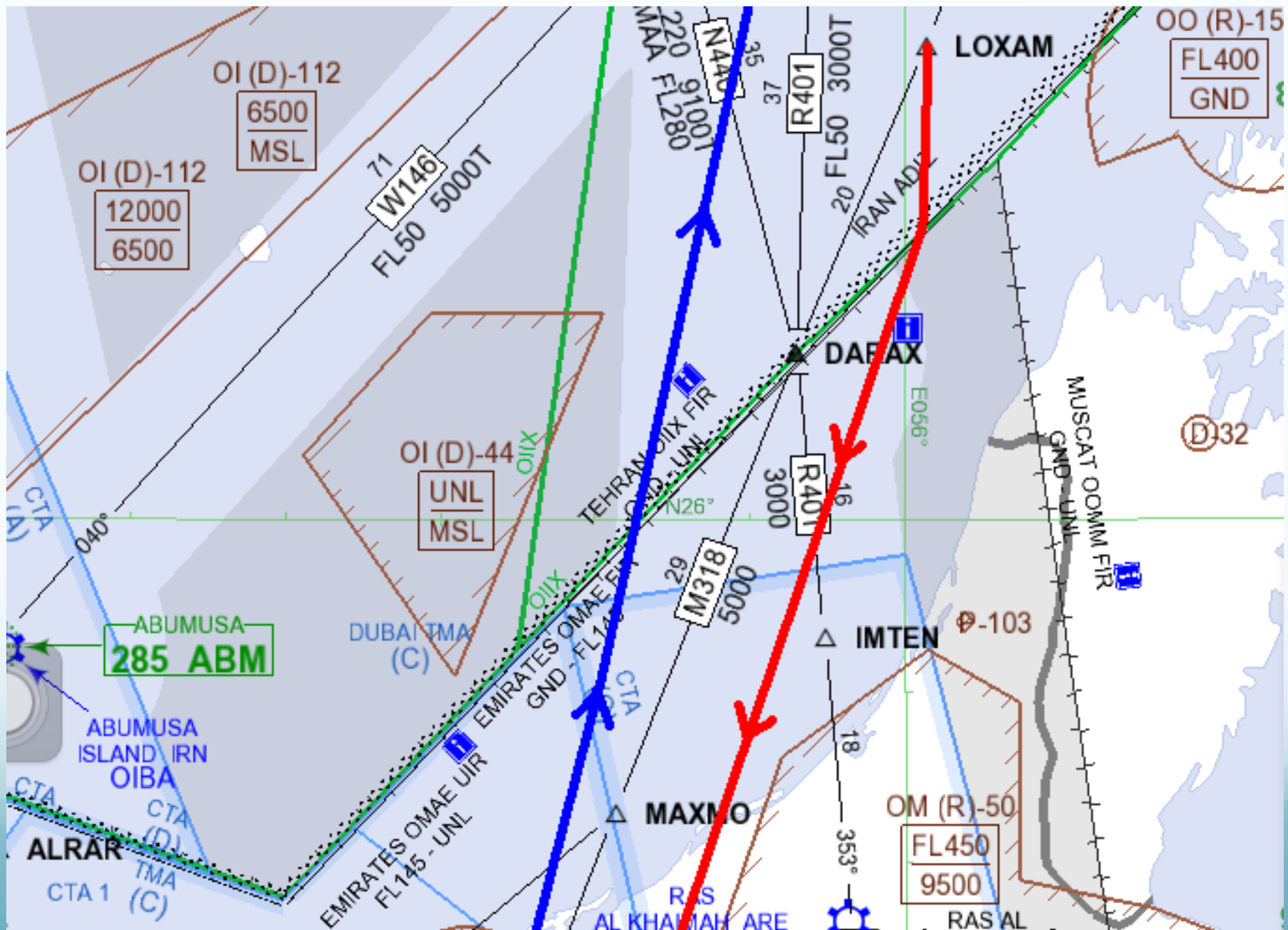
upon coordination with Tehran ACC's ATCO, traffic inbound **OMRK** is required to be at lowest agreed flight level



NEW WPT (West of DARAX):

Flights from Emirates ACC to Tehran ACC:

- Climbing to FL130 for traffic departing the Northern Emirates destined for OIKB & OIKQ airports
- For all traffic departing from UAE FIR FL150, FL170, FL190, FL210, FL230, FL250, FL270 & FL290



ORSAR

- Traffic inbound OMAA & OMDW at FL270, FL290 & FL310
- Traffic overflying UAE FIR
- Traffic departing OIBK to UAE airports FL90
- Traffic departing UAE airports to OIBK at FL120

New WPT (West of SIR):

- Other Traffic inbound UAE airports at FL210, FL230, FL250, FL270 & FL290
- Traffic overflying UAE FIR



Ankara

regarding flow of the traffic over position **BONAM** and converging traffic over **UMH**, So we requested from Ankara to **shift** flow of west bound traffic from south east of Asia and international **departure from OIIE** to European Countries via position **DASIS** (accepted by Ankara)



Bahrain

According **proposal** from Bahrain regarding establishment of new **parallel** airways between Tehran & Bahrain over position **KUVER** to transfer all departure & arrival traffic to/from OTBD, OEDF & OBBI airports.

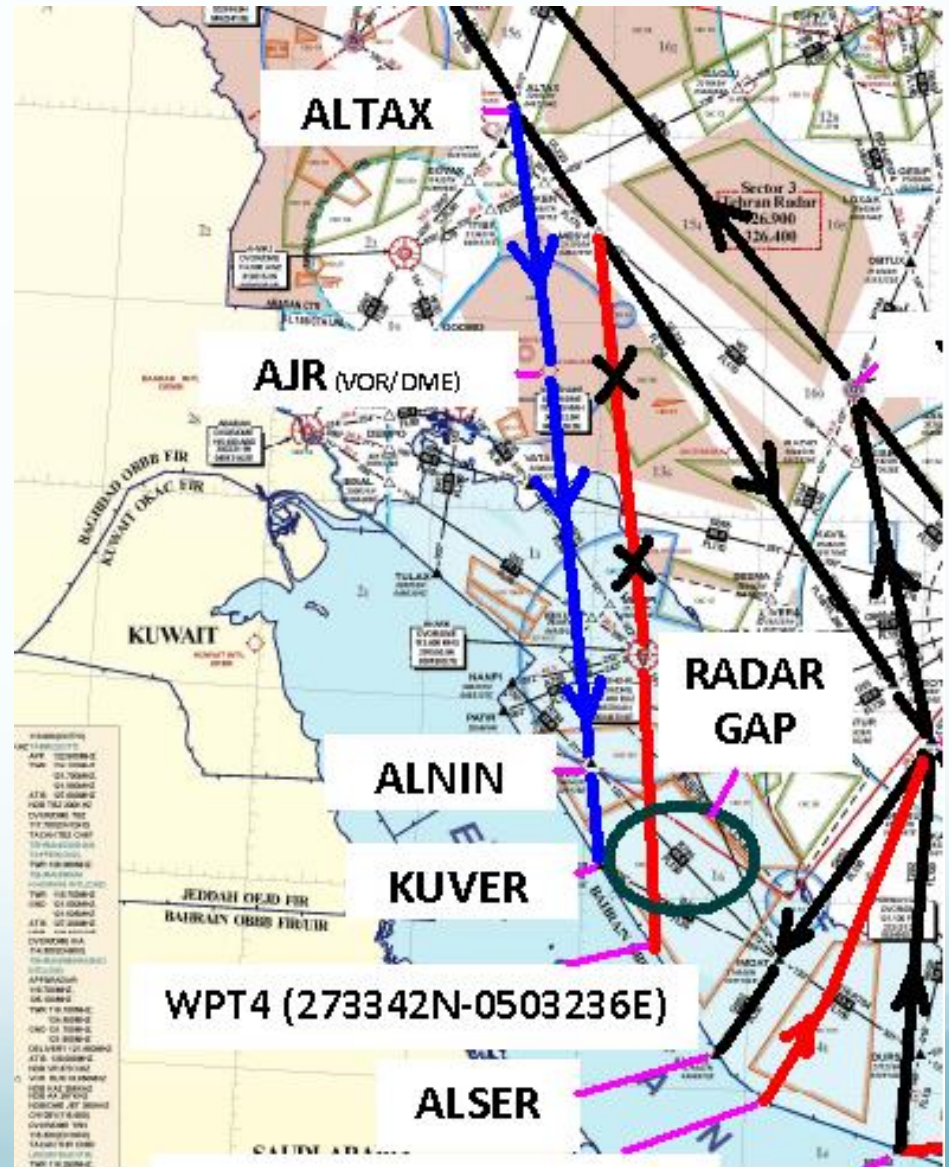
traffic from Bahrain to Tehran:

RAMSI (within BAH FIR)-KUVER-ALNIN-AJR-ALTAX-NOTSA (then via Q1)

traffic from Tehran to Bahrain,:

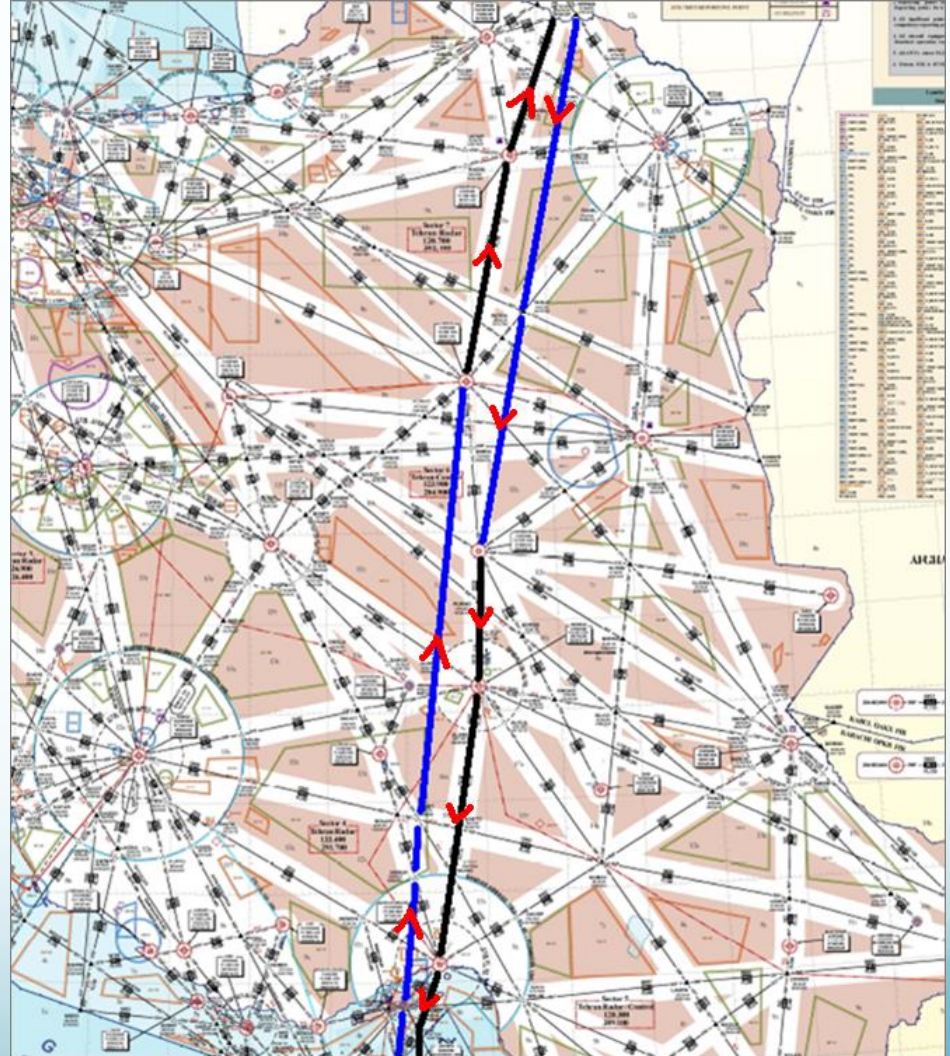
MESVI-KHG-new FIR boundary (273342N-0503236E)-KOBOK (within BAH FIR)

Note : if we agreed with our military units to establish only one airway, preferably we will establish a route over KUVER as a bidirectional airway (we have already agreed upon with Bahrain).



Ashgabat

We made some modification on airway **A419** to establish parallel & unidirectional airway from UAE FIR to Ashgabat FIR. We have sent our proposal to Ashgabat (Mr. Batyer) via fax to specify position **RIKOP** & **ORPAB** as a unidirectional transfer points.



Kabul

over position GADER,

- has to descend all traffic entering Kabul FIR **at or below FL290**
- Between the time **2000 and 2400** this restriction is **FL270 and below**.
- **10 min time separation** is only acceptable at that point
- There is **no suitable line** for coordination
- However we agreed with Karachi regarding traffic entering Kabul FIR via A453 to pass the relevant INFO via AFTN, but Karachi requests to **receive relevant INFO verbally**.

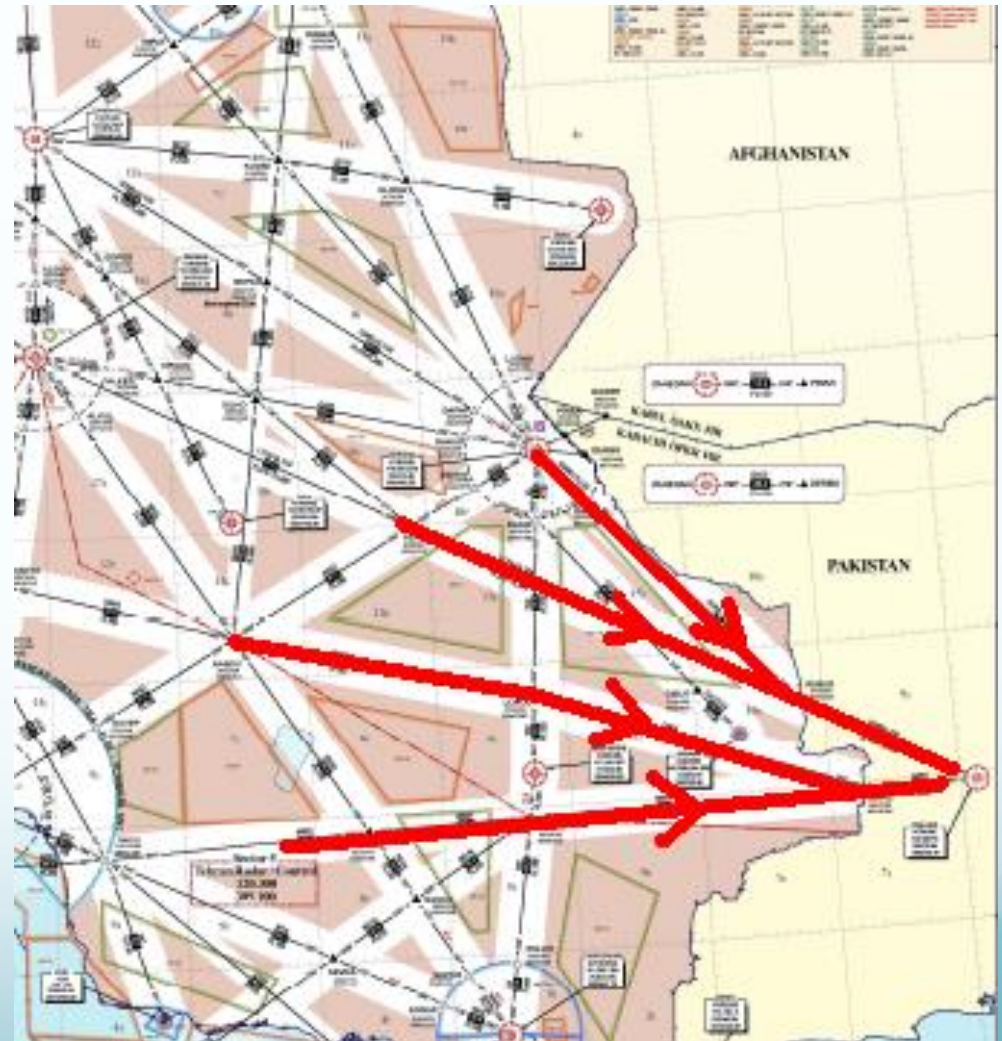
over other transfer point,

- Based on **level restriction by Lahoo ACC** (Changeable), Kabul ACC applies the **same restriction for Tehran**.
- For traffic inbound Afghanistan airports; **to be at FL290 or below**.
- Traffic inbounds Afghanistan airports; between **2000 and 2400 have to be at FL270 or below**.

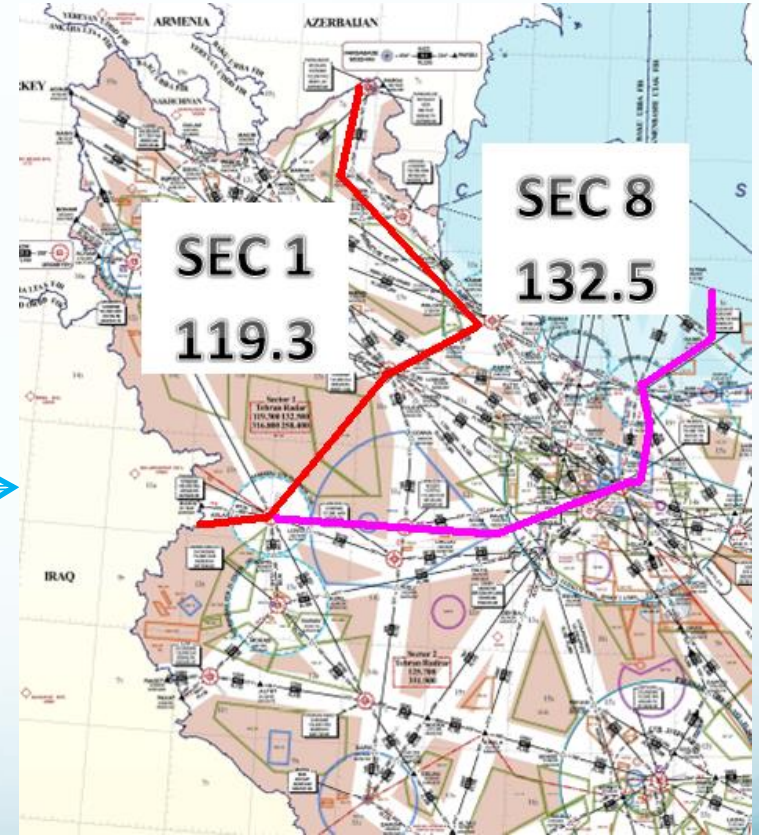
Karachi

- We have to **apply 10 MIN** separation over PG (however **PG** is located within Karachi FIR, it is our responsibility to apply 10 MIN separation between **four ATS** route converging over PG (for example we accept traffic from Bahrain & UAE based on radar separation then we have to apply 10 min separation regarding other converging ATS route over PG).

- **FL410 and above are not available** due to Karachi restrictions.



SEC 1



SEC 4

