



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**THE MIDDLE EAST AIR NAVIGATION PLANNING
AND IMPLEMENTATION REGIONAL GROUP
(MIDANPIRG)**

**REPORT OF THE FOURTH MEETING OF
AIR TRAFFIC SERVICES ROUTE NETWORK
TASK FORCE**

ARN TF/4

(Amman, Jordan, 16 – 18 May 2011)

The views expressed in this Report should be taken as those of the MIDANPIRG ARN Task-Force and not of the Organization. This Report will, however, be submitted to the MIDANPIRG and any formal action taken will be published in due course as a Supplement to the Report.

Approved by the Meeting
and published by authority of the Secretary General

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History of the Meeting

PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The fourth meeting of ARN TF/4 was held at the Imperial Palace Hotel, Amman, Jordan, 16-18 May 2011.

2. OPENING

2.1 The Meeting was opened by Capt. Mohammad Amin AL- Quran Chief Commissioner and Chief Executive Officer, CARC, Jordan, who extended a warm welcome to all participants to the Fourth ATS Route Network Task Force (ARN TF/4) and wished them a pleasant stay in Jordan. He thanked ICAO for its efforts in fostering the Fourth ATS Route Network Task Force and arranging this meeting in Jordan and reiterated Jordan's commitment to support the ICAO MID Regional Office and MIDANPIRG and its subsidiary bodies activities.

2.2 Capt. Mohammad mentioned that the MID Region is becoming one of the fastest growing aviation markets in the world, making its airspace one of the busiest and most complex. The increase in air traffic, appears to be a challenge for air traffic controllers, and thus for the ARN Task Force. He added that, ATC should cope with the increasing challenges, resolving the region's airspace safety, security, capacity, efficiency and environmental challenges. Captain Mohammad, further highlighted that challenges poses greater needs for maintaining the continuous improvement of the MID Air Navigation Plan, facilitating the implementation of safety standards of air navigation systems and services, he also encouraged States to work together in a cooperative manner and bring along with them their Military counter parts to these meetings especially the ARN TF meetings in which the coordination of ATS Route requirements between Civil and Military can be met in a harmonized manner. In conclusion he indicated that the outcome of the ARN TF/4 meeting will contribute to the seamless development of CNS/ATM in the region and sustain the advancement of a more coherent, efficient, harmonized and safer ATM services.

2.3 Mr. Jehad Faqir, ICAO Deputy Regional Director, Middle East Office, welcomed all the participants to Amman. He expressed ICAO's sincere gratitude and appreciation to the, the Civil Aviation Regulatory Commission (CARC), Jordan and especially to Capt. Mohammed Amin M. Al-Quran, Chief Commissioner and Chief Executive Officer, CARC and also Capt. Diab H. Abu Zaid, Air Navigation Services Commissioner for hosting this important meeting in Amman and for the generous hospitality and for all the arrangements made for the ICAO staff and all participants. He pointed out that CARC Jordan had hosted also the MSG/2 meeting last March 2010 and MIDANPIRG/12 meeting in Amman last October 2010; that Jordan has always being supporting the ICAO MID Regional Office and MIDANPIRG activities and played an important and positive role in the MID Region.

2.4 Mr. Faqir recalled that the role of the Task Force was twofold, to update the existing ATS route network and to undertake a complete revision of the MID ATS route catalogue, the latter being the primary objective for the establishment of the Task Force. He acknowledged the valuable contributions from the airspace users and from States in the ARN TF activities.

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3. ATTENDANCE

3.1 The meeting was attended by a total of thirty (30) participants, including experts from nine (9) States (Bahrain, Egypt, Jordan, Kuwait, Oman, Qatar, Saudi Arabia, United Arab Emirates and Yemen) and (3) three International Organizations (CANSO, IACA and IATA). The list of participants is at the **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

4.1 The meeting was chaired by Mr. Mr. Nayef Al- Marshoud, Director ATM Civil Aviation Regulatory Commission (CARC), Jordan. Mr. Saud Al- Adhoobi, Regional Officer ATM/SAR was the Secretary of the meeting, and Mr. Jehad Faqir, Deputy Regional Director MID Regional Office supported the meeting.

5. LANGUAGE

5.1 Discussions were conducted in English and documentation was issued in English.

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda and Election of Chairperson

Agenda Item 2: Follow-up on MIDANPIRG and other meetings Conclusions and Decisions relevant to ATS Route Network

Agenda Item 3: Review ATS Route Network

Agenda Item 4: Amendments to the ATS Route Network Catalogue

Agenda Item 5: Review/update the deficiencies in the ATS Routes Network

Agenda Item 6: Future Work Programme

Agenda Item 7: Any Other Business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 All MIDANPIRG Sub-Groups and Task Forces record their actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with the matters which, in accordance with the Group's terms of reference, merit directly the attention of States on which further action will be initiated by ICAO in accordance with established procedures; and

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- b) **Decisions** deal with matters of concern only to the MIDANPIRG and its contributory bodies.

8. LIST OF CONCLUSIONS AND DECISIONS

DRAFT CONC.4/1: THE DEVELOPMENT OF MID REGIONAL CONTINGENCY PLAN

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA AND ELECTION OF CHAIRPERSON

1.1 The meeting was presented with the Provisional Agenda, which after review, was adopted by the Meeting.

1.2 The meeting noted that Mr. Mohsen El Agaty has been Chairperson for the task force for the last 3 cycles, however, Mr. Mohsen El Agaty, Director General of Research and Development, National Air Navigation Services Company (NANSC), Egypt, will be retiring soon and was unable to attend the meeting.

1.3 In light of the above, the Representative from Bahrain nominated Mr. Nayef Al-Marshoud, Director ATM Civil Aviation Regulatory Commission (CARC) Amman, Jordan, who was unanimously elected as the chairperson for the ARN TF, as part of its working arrangements to facilitate its proceedings for the ARN TF Meetings.

1.4 In accepting the election, Mr. Nayef Al- Marshoud thanked the participants for their confidence in him, and assured them that he will do his best to serve the Task Force in order to achieve its mandate.

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Report on Agenda Item 2

**REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG AND OTHER MEETINGS
CONCLUSIONS AND DECISIONS RELEVANT TO ATS ROUTE
NETWORK**

2.1 The meeting noted the status of relevant MIDANPIRG/12 and DGCA – MID/1 Conclusions and Decisions related to the work programme of the ARN TF and the follow-up actions taken by States, the secretariat and other parties concerned as at **Appendix 2A** to the Report on Agenda Item 2.

2.2 The meeting agreed in its deliberation to review the Conclusions and Decisions which are still current under the relevant Agenda Item.

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Appendix 2A to the Report on Agenda Item 2

**MIDANPIRG and other meetings Conclusions and Decisions pertinent to the work of the ARN Task Force
for consideration by the ARN TF/4 meeting**

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/9: RNAV 5 IMPLEMENTATION IN THE MID REGION</p> <p>That, States that have not yet done so, be urged to:</p> <p>a) update their AIP to change RNP 5 to RNAV 5; and</p> <p>b) take necessary measures to implement RNAV 5 area in the level band FL 160 - FL460 (inclusive).</p>	<p>Implementation of the Conclusion</p>	<p>ICAO States</p>	<p>State Letter update AIP Implement RNAV 5 (FL 160-FL460)</p>	<p>January 2011</p>	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/10: ALLOCATION OF FIVE-LETTER-NAME CODES IN THE MID REGION</p> <p>That, prior to 31 March 2011, States that have not yet done so:</p> <ul style="list-style-type: none"> a) assign ICARD ATS Route Planners, in order to make use of the ICARD system and improve the process of allocation of 5LNCs; b) take necessary action in order for their designated ICARD Route Planner(s) to register to the ICAO ICARD 5LNC web-based System; c) review their list of allocated 5LNCs and identify the non-used, duplicate and non-ICAO 5LNCs, and inform the ICAO MID Regional Office accordingly for necessary action; d) release those allocated 5LNCs which were replaced and/or are no longer used; and e) update the ICARD database by adding the missing information (missing latitude and longitude coordinates, etc). 	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter Assign ATS Route Planner. Register to ICAO ICARD Update ICARD</p>	<p>January 2011 March 2011</p>	<p>submitted</p>
<p>CONC. 12/25: CIVIL/MILITARY COOPERATION</p> <p>That, in order to facilitate effective civil/military cooperation and joint use of airspace in accordance with ICAO provisions, and in support of the ICAO's vision for an integrated, harmonized and globally interoperable air traffic management system as laid out in the ATM Operational Concept and in the Global Air Navigation Plan, MID States that have not yet done so, be urged to:</p> <ul style="list-style-type: none"> a) manage the airspace in a flexible manner with an equitable balance between civil and military users through strategic coordination and dynamic interaction, in order to open up segregated airspace when it is not being used for its originally-intended purpose and allow for better airspace management and access for all users according to their needs; b) develop necessary institutional arrangements to foster civil/military cooperation; and 	<p>Follow-up Conclusion Implementation</p>	<p>States</p>	<p>Input from States Involvement of military in civil airspace management processes Civil/military coordination and cooperation</p>	<p>November 2011 Ongoing Ongoing</p>	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>c) take steps and arrange as necessary for the Military authorities to be:</p> <p>i) fully involved in the airspace planning and management process;</p> <p>ii) aware of the new developments in civil aviation; and</p> <p>iii) involved in national, regional and international aviation meetings, workshops, seminars and training sessions, as appropriate.</p>					
<p>CONC. 12/26: UNCOORDINATED FLIGHTS OVER THE RED SEA AREA</p> <p>That, the ICAO MID Regional Office process a Proposal for Amendment to the Supplementary Procedures (Doc 7030) in order to include the procedures to be followed by all civil uncoordinated flights and, to the extent practicable, by military aircraft operating over the Red Sea Area, as shown at Appendix 5.2L to the Report on Agenda Item 5.2</p>	Implement the Conclusion	ICAO	Amendment of Doc 7030	January 2011	Submitted waiting for final approval from HQ
<p>CONC. 12/27: IMPROVEMENT OF THE ADHERENCE TO THE AIRAC SYSTEM</p> <p>That, in order to improve the adherence to the AIRAC System, States, that have not yet done so, be urged to:</p> <p>a) fully comply with the AIRAC procedures, in accordance with the provisions of Annex 15 and the MID Basic ANP Chapter VIII;</p> <p>a) organize awareness campaigns involving AIS and all technical Departments providing the raw data to the AIS for promulgation; and</p> <p>c) arrange for the signature of Service Level Agreements (SLA) between AIS and the data originators.</p>	Implement the Conclusion	ICAO States	State Letter Feedback from States	February 2011 June 2011	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/47: MID REGION PERFORMANCE METRICS</p> <p>That:</p> <p>a) the following MID Region Metrics be adopted for performance monitoring of the air navigation systems:</p> <p>MID Metric 1: Number of accidents per 1,000 000 departures; MID Metric 2: Percentage of certified international aerodromes; MID Metric 3: Number of Runway incursions and excursions per year; MID Metric 4: Number of States reporting necessary data to the MIDRMA on regular basis and in a timely manner; MID Metric 5: The overall collision risk in MID RVSM airspace; MID Metric 6: Percentage of air navigation deficiencies priority “U” eliminated; MID Metric 7: Percentage of instrument Runway ends with RNP/RNAV approach procedure; and MID Metric 8: Percentage of en-route PBN routes implemented in accordance with the regional PBN plan.</p> <p>b) the MIDANPIRG subsidiary bodies monitor the Metrics related to their work programmes; develop associated performance targets and provide feed-back to MIDANPIRG.</p>	<p>Monitor performance of ANS using the endorsed metrics</p>	<p>MIDANPIRG & subsidiary bodies</p>	<p>Develop performance targets</p>	<p>2011</p>	
<p>CONC. 12/48: DATA COLLECTION FOR MID REGION PERFORMANCE METRICS</p> <p>That, States be invited to:</p> <p>a) incorporate the agreed MID Region Performance Metrics into their National performance monitoring process;</p>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter Include metrics into national performance monitoring</p>	<p>January 2011</p>	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>b) collect and process relevant data necessary for performance monitoring of the air navigation systems to support the regional Metrics adopted by MIDANPIRG; and</p> <p>c) submit this data to the ICAO MID Regional Office on a regular basis.</p>			Submit data to ICAO		
<p>DEC. 12/49: REVIEW OF THE MID AIR NAVIGATION PLAN (ANP)</p> <p>That, in support to ICAO efforts to improve regional ANPs, the MIDANPIRG subsidiary bodies:</p> <p>a) carry out a complete review of the MID Basic ANP and FASID parts related to their Terms of Reference (TOR) and Work Programme;</p> <p>b) develop revised draft structure and content of the Basic ANP in order to reconcile it with the ATM Operational Concept, the Global Plan provisions and the performance based approach;</p> <p>c) identify the need for and development of those FASID Tables necessary to support the implementation of a performance-based global air navigation systems; and</p> <p>d) report progress to MIDANPIRG/13.</p>	Implement the Decision	ICAO States Users	New structure, format & content of ANP/FASID	2012	
<p>CONC. 12/61: IMPLEMENTATION OF CONTINUOUS DESCENT OPERATIONS</p> <p>That, recognizing the efficiency and environmental benefits of Continuous Descent Operations (CDO), and the need to harmonize these operations in the interest of safety, MID States be encouraged to include implementation of CDO as part of their PBN implementation plans and to implement CDO in accordance with the ICAO CDO Manual Doc 9931.</p>	Follow up development in MID Region/States	States	Progressive introduction of CDO operations in TMAs	2012	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/63: ADOPTION OF GOLD</p> <p>That, MID States be urged to:</p> <ul style="list-style-type: none"> a) adopt Global Operational Data Link Document (GOLD) for data link operations; and b) contribute in future amendments to the GOLD as required. 	<p>Implement the Conclusion</p>	<p>MIDANPIRG States</p>	<p>Adopted GOLD</p>	<p>October 2010</p>	
<p>CONC.12/75: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION</p> <p>That, MID States be urged to:</p> <ul style="list-style-type: none"> a) review their respective lists of identified deficiencies, define their root causes and forward an action plan for rectification of outstanding deficiencies to the ICAO MID Regional Office prior to 31 March 2011; b) use the online facility offered by the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update, and elimination of air navigation deficiencies; c) accord high priority to eliminate all air navigation deficiencies with emphasis on those with priority “U”; in particular by allocating the necessary budget to ensure that their Civil Aviation Authorities have and retain a sufficient number of qualified technical personnel, who are provided with appropriate initial, on-the-job and recurrent training; and d) seek support from regional and international organizations (i.e. ACAC, GCC, etc.) for the elimination of identified air navigation deficiencies. 	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter Feedback from States</p>	<p>January 2011</p>	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 12/77: ATS SAFETY MANAGEMENT</p> <p>That, MID States that have not yet done so, be urged to:</p> <ul style="list-style-type: none"> a) establish a State Safety Programme (SSP) and ensure the implementation of Safety Management Systems (SMS) by their ATS service providers, in accordance with Annex 11 provisions; b) promulgate a national safety legislative framework and specific regulations in compliance with international and national standards that define how the State will conduct the management of safety, including the collection and protection of safety information and improvement of accident prevention, in compliance with relevant provisions contained at Chapter 2 of Annex 11 and Chapter 8 of Annex 13; c) share safety information including information on ATS incidents and accidents; and d) take advantage of the ICAO guidance material related to safety management as well as the training events offered by ICAO (SMS, SSP and ECCAIRS training courses seminars and workshops). 	<p>The ATM/SAR/AIS SG to follow up the implementation of the Conclusion</p>	<p>ICAO States</p>	<p>State Letter Feedback from States</p>	<p>February 2011</p>	
<p><u>DGCA-MID/1</u></p> <p>CONC. 1/2: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION</p> <p>That, States:</p> <ul style="list-style-type: none"> a) accord high priority to the elimination of air navigation deficiencies; in particular by allocating the necessary budget to ensure that their Civil Aviation Authorities have and retain a sufficient number of qualified technical personnel, and provide appropriate initial, on-the-job and recurrent training; b) work cooperatively towards the elimination of common deficiencies; and 					

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>c) consider the use of the Regional Safety Oversight Organizations (RSOOs) as an efficient mechanism for, inter-alia, the provision of appropriate training to technical staff and elimination of common deficiencies.</p>					
<p>CONC. 1/3: MIDDLE EAST REGIONAL AIRSPACE REVIEW (MIDRAR) That,</p> <p>a) States committed to the UAE declaration are encouraged to:</p> <p>I. support CANSO efforts to carry out a Middle East Regional Airspace Review (MIDRAR), in close coordination with ICAO and all concerned parties/stakeholders;</p> <p>II. support the creation of the MIDRAR Team; and</p> <p>III. provide necessary information, data and other resources, including Specialist input, as required</p> <p>b) CANSO or one of its Members present the outcome of the MIDRAR to the appropriate MIDANPIRG subsidiary bodies (ARN TF and ATM/SAR/AIS SG) to initiate necessary amendments to the Air Navigation Plan(s), as appropriate.</p>					
<p>CONC. 1/6: CONTINGENCY PLANS That, for the interest of ensuring safety and continuity of civil aviation, MID States:</p> <p>a) accord high priority and secure necessary resources to update, complete and promulgate their contingency plans; and</p> <p>b) send copies of their contingency plans (even those which are still in draft format) to the ICAO MID Regional Office as soon as possible.</p>					

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 1/8: REGIONAL STRATEGY FOR COLLECTION OF SAFETY DATA</p> <p>That, recognizing the importance of safety data for SMS and SSP programmes, MID States to implement ECCAIRS for collecting safety data; and attend ECCAIRS training courses organized by the ICAO MID Regional Office.</p>					
<p>CONC. 1/12: ESTABLISHMENT OF HIGH LEVEL ENVIRONMENTAL REGIONAL GROUP</p> <p>That, in order to address the identified environmental concerns/challenges, States cooperate towards establishment of a High Level Environmental Regional Group.</p>					

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REPORT ON AGENDA ITEM 3: REVIEW ATS ROUTE NETWORK

3.1 The meeting recalled that during the review of the Table ATS 1- ATS Route in the ARN TF/3 meeting it was agreed that in order to facilitate the amendment proposal to the Basic ANP Table ATS 1- ATS routes, an additional explanatory *Note 8* be added to Table ATS 1- ATS routes to indicate that an ATS route or part thereof is an RNAV 1 route.

3.2 The meeting noted the outcome of MIDANPIRG/12 meeting that there are a number of States that are not complying with the established procedures for the amendment of the ATS route Network, including the compliance with the AIRAC procedures. The meeting urged those States to adhere to the established ICAO procedures for amendments and establishment of ATS routes that form part of the Regional ATS route network.

3.3 The meeting recalled that Bahrain, Oman and UAE have established RNAV 1 Routes in their FIRs (A419, B457, B505, N563, N571, P307, Q111, Q112, Q114 and Q300). Further the meeting may wish to note that these routes have already been included in the MID Basic ANP Table ATS 1- ATS Routes and that appropriate route designators are assigned to these routes.

3.4 The meeting noted that the accreditation and the Air Navigation Plan of Israel has been transferred to EUR/NAT Office and agreed to amend the MID Basic ANP Table ATS 1- ATS routes, to remove all references of Israel from the MID Basic ANP.

3.5 The meeting reviewed the outcome of the First meeting of Baghdad FIR RVSM Implementation Working Group (BFRI WG/1) and proposals submitted during the ARN TF/3 meeting to relieve congestion and increase capacity, in Baghdad FIR and requested concerned States to review and agree on a reasonable time frame to implement these routes. The results of discussions are summarized as at **Appendix 3A** to the Report on Agenda Item 3.

3.6 With regards to the ATS Route proposals submitted by Iran during the ARN TF/3 meeting Bahrain presented a working paper providing solutions to the proposals that require the establishment of two parallel Air Ways and two Boundary points parallel to Positions ALSER and MIDSJ. This solution needs further discussion and agreement by both States. The results of discussions are summarized as at **Appendix 3B** to the Report on Agenda Item 3.

3.7 The meeting recalled the amendment proposal to the MID BASIC ANP DOC 9708, and the response received from Egypt advising their disapproval for the implementation of the following ATS routes:

- a) **UP 555** (NWB – RASDA)
- b) **L315** (CAIRO – HURGADA)
- c) **G183** (NWB – TBA should be removed from the ATS Route as this route has been established as **L550**)

3.8 However, Egypt informed the meeting that the Military approval has been received for the implementation of ATS Route **L315 (CAIRO – HURGADA)** further coordination is planned with Saudi Arabia for the extension of the Route to **GIBAL**. The meeting noted with appreciation the initiative taken by Egypt for the establishment of a temporary Contingency Route Q680 between **SALUN** and position **DBA** in order to avoid difficulties that may be faced during the activation of the no-fly zone over an adjacent FIR to overcome any problems that may arise without hindering Air Traffic in the Region.

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3.9 The meeting noted with appreciation that 20 NM longitudinal separation has been implemented between Bahrain, Jordan, Saudi Arabia and Syria since 29 July 2010 and recently between Bahrain, Kuwait, Iraq and Turkey. Bahrain requested that further reduction in longitudinal separation to 10 NM would be required in order to cater for the projected increase of Traffic.

3.10 The meeting noted with satisfaction and thanked Iraq, CAA for the successful implementation of RVSM in the Baghdad FIR and that the MID Region's airspace is now fully RVSM airspace which enhanced the ATS route structure.

3.11 The meeting reviewed the Table ATS 1 - ATS Routes and introduced changes to ATS Table 1 – ATS and agreed that there is a need to submit an Amendment proposal to the Basic ANP Doc 9708, the results of changes are summarised as at **Appendices 3C** and **3D** to the Report on Agenda Item 3.

3.12 A side meeting was held between Bahrain, Saudi Arabia, Yemen and IATA, where the following ATS Route proposals were discussed:

- a) New Route DUDRI to TANSU to serve traffic from (Mukallah to Abu – Dhabi and Dubai) where Bahrain will study the proposal and provide feedback to Yemen.
- b) Bahrain and Saudi Arabia briefly discussed some changes to the direction of ATS routes A145, A791 UL768 and UP559, both States further discussed the establishment of new ATS routes between their FIR's.
- c) Based on (b) above it was agreed that Bahrain will submit to GACA ATM a detailed description of the ATS routes at their planned meeting in Jeddah end of May 2011 for further studies by Saudi Arabia.
- d) IATA discussed ATS route UB411 with Saudi Arabia and will provide their input on benefits and savings. Further discussions with Egypt will be required to enable the shortening of ATS route for East bound traffic.
- e) Yemen discussed with Saudi Arabia to establish the following routes:
 - 1) **Mukallah** (RIN) to **Sharurah** (SHA) or **Sayun** (SYN) to **Sharurah** (SHA);
 - 2) **Mukallah** (RIN) to **Riyadh** (KIA) or **THAMD** to **ASTIN**; and
 - 3) to re-align UP323 from **THAMD** to **BISHA** instead of **ALNES-WDR** detailed proposal will be submitted to GACA ATM by Yemen.

The outcome of the DGCA-MID/1 Meeting

3.13 The meeting noted the outcome of the DGCA-MID/1 meeting related to ATS Route structure in the MID Region and recognised the need for rationalization of the ATS route in the Region and that a radical review of the ATS route network had to be carried out based on the definition of City Pairs, Flexible Use of Airspace (FUA) and Performance Based Navigation (PBN) concepts to address Airspace capacity limitation; as the current constraints limit capacity and force inefficient routings. In addition, civil and military airspace sharing agreements are needed to better balance airspace distribution.

3.14 The meeting noted that CANSO conducted a study aiming to undertake a Middle East Regional Airspace Review (MIDRAR) in coordination with, and with the support of ICAO and Member States of the Middle East Region, in accordance with the "UAE Declaration" signed during the CANSO High Level Meeting in Abu Dhabi on 17 January 2011. It was highlighted that the scope of MIDRAR will include the researching, planning, developing and implementing measurable airspace capacity enhancements. The meeting further noted that MIDRAR will identify Quick-Wins as well as long-term aspirations for improved operating efficiencies within the homogenous ATM area of the MID Region.

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3.15 The meeting further noted that the MIDRAR builds on the valuable work already undertaken by ICAO and ANSPs by taking a collaborative regional approach.

3.16 The meeting recognised MIDRAR as a key project of the CANSO Middle East Region aiming to deliver the short, medium and long term recommendations for the implementation of Regional solutions through the conduct of an airspace review, gap analysis, recommendations, opportunities and solutions for remedial action in close cooperation between all Stakeholders involved. The meeting acknowledge that all concerned fully contribute to this study through the provision of data, information, resources and MID States assistance in the implementation phase.

3.17 The meeting agreed that MID States designate MIDRAR focal points. Additionally the meeting agreed to designate the ARN TF chairperson to act as a focal point for MIDRAR who will address all collaborative actions that should be taken at MID network level (Concerned ANSPs) to enhance and make the best use of the ATM capacity, in a cost-effective manner. It will also address the capacity enhancement actions at State and Regional levels with a phased approach covering short, medium and long terms.

3.18 The meeting supported the DGCA – MID/1 conclusion 1/3 and requested States to work according to its context to achieve the MIDRAR goals.

3.19 The meeting re-iterated that the formal approval of the amendments to the ATS Route Network is the responsibility of ICAO and accordingly, the procedure for amendment of the Basic Air Navigation Plan, as approved by the ICAO Council, should be respected.

3.20 Taking into consideration the current events in the MID Region and for the interest of ensuring safety and continuity of civil aviation, the meeting reiterated the DGCA – MID/1 call for the development and promulgation of contingency plans which remains as one of the long standing deficiency in the MID Region and recognizing that it is becoming more imperative and pressing that all MID States take necessary measures to sign the pending agreements with adjacent FIRs/States and expedite the promulgation of their contingency plans. The meeting further stressed that MID States forward copies of their contingency plans including the signed agreements to the ICAO MID Regional Office as required by Annex 11. Accordingly the meeting agreed to the following draft conclusion:

Why	To develop a harmonized States Contingency Plan.
What	The development of a harmonized MID Regional Contingency Plan.
Who	(ICAO/States)
When	ARN TF/5 Meeting

DRAFT CONCLUSION 4/1: THE DEVELOPMENT OF MID REGIONAL CONTINGENCY PLAN

That, ICAO MID Regional Office:

- a) compile States Contingency plans:and*
- b) develop MID Regional Contingency plan in coordination with MID States.*

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3.21 The meeting reviewed and updated the status of implementation of the contingency plans in the MID Region as at **Appendix 3E** to Report on Agenda Item 3.

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ATS ROUTE PROPOSALS MADE BY IRAQ DURING THE BFRI WG AND ARN TF/3 MEETINGS

DESCRIPTION OF ATS ROUTE PROPOSAL	DECISION	REMARKS
M320 (KUWAIT – MOBIS - RAPLU)	<ul style="list-style-type: none"> - Not supported by Kuwait at present - Needs further studies - Route was further discussed in the ARN TF/3, and - Kuwait requested additional time to examine the proposal for the establishment of the ATS route. 	<ul style="list-style-type: none"> - Still not supported by Kuwait
W3 (MUTEN-SODUG)	<ul style="list-style-type: none"> - Not supported by Turkey - Iraq to withdraw this route from the AIP - Iraq to further coordinate with Turkey and Iran - Was referred to the ARN TF/3; and - Route was removed from Iraq AIP 	<ul style="list-style-type: none"> - Differed for the future.
A424 (LOTAN-LOVEK)	<ul style="list-style-type: none"> - Saudi Arabia has no objections to extend the route in Baghdad FIR - Proposed AIRAC date 1 July 2010 	<ul style="list-style-type: none"> - Saudi Arabia still has no objections to check with Iraq for new implementation and coordination dates
G665 (ABADAN-ARAR)	<ul style="list-style-type: none"> - To be referred to the ARN TF/3 meeting for further discussions 	<ul style="list-style-type: none"> - Not discussed as both Iran and Iraq were not present in the meeting
UT888 (NINVA-SIDAD)	<ul style="list-style-type: none"> - Route was established as UM688 after ANP approval to be closed 	<ul style="list-style-type: none"> - To be removed from ATS Route Catalogue
R784 (KABAN-MOBIS)	<ul style="list-style-type: none"> - Route was established as UM860 after ANP approval to be closed 	<ul style="list-style-type: none"> - To be removed from ATS Route Catalogue
G669 (NISER - SOLAT)	<ul style="list-style-type: none"> - Not supported by Kuwait at present - Kuwait will carry out further study - Was referred to the ARN TF/3 meeting and discussed - Kuwait requested additional time. - Saudi Arabia has no objection to open the Route G669) as proposed by Iraq as the segment in Jeddah FIR is already implemented. 	<ul style="list-style-type: none"> - Still not supported by Kuwait due Military restrictions - Proposed to delete segment in Saudi Arabia ; - Saudi Arabia Objected to the proposal; - Kuwait was requested to expedite approval request to implement route

<p>J222 (ALSOX - SOKAD)</p>	<ul style="list-style-type: none"> - Not supported by Syria - ATS route J222 is in close proximity with ATS route UR785 that would cause traffic conflict - Iraq was asked to reconsider to join the ATS route with G202 and change the route designator. - Was referred to the ARN TF/3 meeting and discussed - Syria to review the proposal and will inform ICAO. 	<ul style="list-style-type: none"> - Not discussed as both Iraq and Syria were not present in the meeting.
<p>W8 (DEIR - ZZOR - SANANDAJ)</p>	<ul style="list-style-type: none"> - Syria to discuss proposal with Military - Was referred to the ARN TF/3 meeting, and - Syria requested additional time to examine the proposal for the establishment of the ATS route. - Route was removed from Iraq AIP 	<ul style="list-style-type: none"> - Not discussed as both Iraq and Syria were not present in the meeting.
<p>UL602 (ELEXI – DEIR - ZZOR)</p>	<ul style="list-style-type: none"> - Syria requested additional time to examine the communication requirements by concerned FIR's. - Once the communication issues are resolved it is expected that the ATS route will be implemented. 	<ul style="list-style-type: none"> - Not discussed as both Iraq and Syria were not present in the meeting.
<p>G667 (ABADAN - ALSAN)</p>	<ul style="list-style-type: none"> - Not supported by Kuwait at present. - Kuwait requested additional time to examine the proposal. - Iraq requested that Airway be suspended until adequate radar coverage exists and RVSM has been implemented in the Baghdad (FIR). 	<ul style="list-style-type: none"> - Still not supported by Kuwait due Military restrictions - Kuwait was requested to expedite approval request to implement route.
<p>R652 (OVANO - DAXAN)</p>	<ul style="list-style-type: none"> - Not supported by Jordan and Saudi Arabia. - Refer the ATS route to the MID/RMA for further studies and analysis of passing frequency. - ATS route R652 is in close proximity with ATS route UR785 and fix (OTILA) that would cause traffic conflict. 	<ul style="list-style-type: none"> - Jordan and Saudi Arabia requested that Iraq to drop the proposal - The discussion was to be deferred for the future to have Iraq's Agreement.

ARN TF/4
Appendix 3B to the Report on Agenda Item 3

ATS ROUTE PROPOSALS MADE BY IRAN DURING THE ARN TF/3 AND AS UPDATED BY THE ARN TF/4 MEETING

DESCRIPTION OF ATS ROUTE PROPOSAL	DECISION	REMARKS
MIDSI - IMDAT	<ul style="list-style-type: none"> - Bahrain requested additional information regarding the connection of (MIDSI - IMDAT) before considering the proposal. - Bahrain presented a working paper providing solutions to the proposals that require the establishment of two parallel Air Ways and two Boundary points parallel to Positions ALSER and MIDSI 	<ul style="list-style-type: none"> - This solution needs further discussion and agreement by both States. - Bahrain to advise ICAO MID Regional Office of the outcome since Iran was not available in the meeting.
MIDSI - DASDO	<ul style="list-style-type: none"> - Bahrain informed the meeting that they had discussed (MIDSI - DASDO) with Iran. The volume of traffic at MIDSI has exceeded the passing frequency limits. Bahrain proposed a second boundary point to create a uni-directional route. The proposal is to be subject to bi-lateral discussions between Bahrain and Iran - Bahrain presented a working paper providing solutions to the proposals that require the establishment of two parallel Air Ways and two Boundary points parallel to Positions ALSER and MIDSI 	<ul style="list-style-type: none"> - This solution needs further discussion and agreement by both States. - Bahrain to advise ICAO MID Regional Office of the outcome since Iran was not available in the meeting..
KUMUN – PAPAR with DAPER – SYZ	<ul style="list-style-type: none"> - The UAE registered its disagreement on the proposal of Iran to amend the replacement of points KUMUN – PAPAR with DAPER – SYZ for the following reasons: <ul style="list-style-type: none"> • KUMUN - PAPAR has been unavailable since December 2006 as a result of a unilateral decision by Iran, in contravention of the LOA. • The route remains a UAE requirement to permit safe traffic handling without a substantial detour via DARAX. 	<ul style="list-style-type: none"> - No change to status

DESCRIPTION OF ATS ROUTE PROPOSAL	DECISION	REMARKS
	<ul style="list-style-type: none"> • Contradictory coordinates have been stated for position DAPER – one of them being in Jeddah (FIR) and another would result in a head-on flow for inbound traffic to Dubai/Sharjah. • Rather than being deleted, A418/UA418/UP574 should be reinstated in accordance with the LOA 	
<p>KANAS - GOKSO to PG) and (BND - ORBIX</p>	<ul style="list-style-type: none"> - Consideration of the route proposals (KANAS - GOKSO to PG) and (BND - ORBIX) did not take place. - State letter was sent to Oman seeking approval for the two proposed Route and a no objection was received. - Both Routes have been added to the Basic ANP Doc 9708. - For KANAS – GOSKO ATS route designator M316 was issued. - For BND – ORBIX, ATS route designator L430 was issued. 	<ul style="list-style-type: none"> - Waiting for Iran to establish the routes
<p>PEKES - ANK) and (GIBAB - UMH</p>	<ul style="list-style-type: none"> - Consideration of the route proposals (PEKES - ANK) and (GIBAB - UMH) did not take place 	<ul style="list-style-type: none"> - No change in status

ARN TF/4
Appendix 3C to the Report on Agenda Item 3

Table ATS 1 – ATS Routes Notes

DESCRIPTION OF ATS ROUTE PROPOSAL	DECISION
Israel	- To be removed from the MID ANP Doc 9708
A412	- <i>Remove Note 4</i> from ANP
A413	- Delete from ANP
A414	- To be deleted
A791	- Bahrain and Saudi Arabia briefly discussed some changes to the direction of ATS routes A145, A791 UL768 and UP559, both States further discussed the establishment of new ATS routes between their FIR's. - Based on the above it was agreed that Bahrain will submit to GACA ATM a detailed description of the ATS routes at their planned meeting in Jeddah end of May 2011 for further studies by Saudi Arabia
B406	- To be deleted
B412	- Segment DAM – ASH – HLF not achievable agreed to be moved to ATS Route Catalogue.
B505	- To be extended from EGATL to PASNI
G183	- Delete NWB from route
G662	- BUSRA – GURAIT implementation date 2-June-2011, Jordan. - Remove DAM and Note 1 and 3 from ANP
G663	- Optimization of ATS route between Riyadh SILNO and King Fahad is required.
G799	- Same route designator as UL573 Saudi Arabia to review and advice which route designator to keep.
L200	- Re-alignment 2- June- 2011 Jordan - Iraq changed location of FIX PASIP without coordination follow up required.
L315	- Approved for implementation June 2011 Egypt, - To discuss with Saudi Arabia on the route direction
L443	- RNAV 1 Route not Implemented Qatar
L513	- Amend ANP by removing KAD/CAK and extend LEBOR to MURAK. Due duplication of N1 in EUR/NAT Region.
M425	- Implemented by Lebanon upon request from ICAO MID due duplication of M4 in EUR/NAT Region - To be added to ANP Amendment.
UM690	- Planned Implementation date 2 – June 2011

DESCRIPTION OF ATS ROUTE PROPOSAL	DECISION
P/UP302	- To be removed from ANP
P/UP425	- Not implemented Bahrain
UP555	- To be removed from the ANP and to be added to the ATS Route Catalogue
P693	- Used as Contingency route during Gulf War delete the route
R219	- To be removed re-designated as UM691
UR219	- Proposed to rename to UL768 from OTILA to FIRAS to avoid ambiguity, duplication and to harmonize the route - Syria not present
R652	- METZA QATRINA remove AQABA from ANP
R659	- DOH BAT planned for implementation as a timed out route Qatar; - Portion PURDA – SHA – ATBOT not implemented by Saudi Arabia; - Requested support of Saudi Arabia to look into implementing the route from BAT direct to RAGNI.

ARN TF/4
Appendix 3D to the Report on Agenda Item 3

TABLE ATS 1 – ATS ROUTES
TABLEAU ATS 1 – ROUTES ATS
TABLA ATS 1 – RUTAS ATS

EXPLANATION OF THE TABLE

Column

1 Designator of ATS route.

2 Significant points defining the ATS routes. Only prominent locations have been listed. Additional points where facilities are provided to complete navigational guidance along a route, but not otherwise marking significant characteristics of the route (change of heading of centre line, intersection with other routes, etc.) have normally not been included. Locations shown in parentheses indicate significant points outside the Region.

Note 1. Not representing the operator's requirements. Operator's required route and/or nav aids are shown in square brackets ([]).

Note 2. Subject to further study. Including the associated navigation aid coverage.

Note 3 Subject to military agreement.

Note 4. Not acceptable at present.

Note 5. At present, implementation possible only during specific periods (e.g. weekends, nights, etc., as published).

Note 6. At present, implementation of the RNAV route only possible above FL 300, or as published.

Note 7. Unidirectional use.

Note 8. For ATS route or part thereof is RNAV 1

Whenever reference to name States is made in Table ATS 1 in connection with the above notes, the following abbreviations, based on those indicated in Location Indicators (Doc 7910), are used:

HE	Egypt	OK	Kuwait
HL	Libyan Arab Jamahiriya	OL	Lebanon
HS	Sudan	OM	United Arab Emirates
IL	Israel	OO	Oman
OB	Bahrain	OR	Iraq
OE	Saudi Arabia	OS	Syrian Arab Republic
OI	Iran, Islamic Republic of	OT	Qatar
OJ	Jordan	OY	Yemen

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

A1	METRU 340000N 0250900E		UA1	METRU 340000N 0250900E
	SOKAL 323601N 0273706E			SOKAL 323601N 0273706E
	KATEX 320701N 0282436E			KATEX 320701N 0282436E
	BOPED 312939N 0292655E			BOPED 312939N 0292655E
	ALEXANDRIA (AXD) 311113N 0295701E			ALEXANDRIA (AXD) 311113N 0295701E
	MENKU 310531N 0301806E			MENKU 310531N 0301806E
	CAIRO (CVO) 300532N 0312318E			CAIRO (CVO) 300532N 0312318E
A16	RASDA 330600N 0305700E		UA16	RASDA 330600N 0305700E
	MILAD 320201N 03104406E			MILAD 320201N 03104406E
	BALTIM (BLT) 313144N 0311035E			BALTIM (BLT) 313144N 0311035E
	DEGDI 311429N 0311035E			DEGDI 311429N 0311035E
	CAIRO (CVO) 300532N 0312318E			CAIRO (CVO) 300532N 0312318E
A145	PLH 3513.7N 02340.9E		UA145	PLH 3513.7N 02340.9E
	SALUN 340000N 0242700E *			SALUN 340000N 0242700E *
	BRN 3134.5N 02600.3E			BRN 3134.5N 02600.3E
	KHG 2526.9N 03035.4E			KHG 2526.9N 03035.4E
	(LUXOR) 2445.0N 03246.1E			(LUXOR) 2445.0N 03246.1E
	IMRAD 260500N 0354400E			IMRAD 260500N 0354400E
	WEJH 2610.8N 03629.3E			WEJH 2610.8N 03629.3E
	HLF 262600N 03916.1E			HLF 262600N 03916.1E
	GASSIM 2617.9N 04346.8E			GASSIM 2617.9N 04346.8E
	MGA 2617.3N 04712.4E			MGA 2617.3N 04712.4E
	ALMAL 2615.9N 04821.1E			ALMAL 2615.9N 04821.1E
	KING FAHD 2621.9N 04949.2E			KING FAHD 2621.9N 04949.2E
A408	(ADDIS ABABA) GWZ		UA408	(ADDIS ABABA) GWZ
	SALEH 140000N 0420000E			SALEH 140000N 0420000E
	ORNIS 1416.2N04236.9E			ORNIS 1416.2N04236.9E
	HODEIDAH 1446.4N 04259.2E			HODEIDAH 1446.4N 04259.2E
A411	(CAIRO) 3005.5N 03123.3E		UA411	(CAIRO) 3005.5N 03123.3E
	MENLI 2947.0N 03152.1E			MENLI 2947.0N 03152.1E
	KAMIS 2917.0N 03236.1E			KAMIS 2917.0N 03236.1E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	SHARM EL SHEIKH		SHARM EL SHEIKH
	PASAM 2730.8N 03455.7E		PASAM 2730.8N 03455.7E
	*Note 7(OE)		*Note 7(OE)
	WEJH 2610.8N 03629.3E		WEJH 2610.8N 03629.3E
	MUVAT 2537.9N 03654.8E		MUVAT 2537.9N 03654.8E
	YEN 2409.0N 03802.3E		YEN 2409.0N 03802.3E
	PURGA 2336.3N 03817.4E		PURGA 2336.3N 03817.4E
	MOSIM 2236.2N 03844.9E		MOSIM 2236.2N 03844.9E
	JDW 2140.7N 03910.0E		JDW 2140.7N 03910.0E
	GINDI 2053.4N 03949.6E		GINDI 2053.4N 03949.6E
	NABEL 2001.9N 04032.1E		NABEL 2001.9N 04032.1E
	QUN 1922.2N 04104.5E		QUN 1922.2N 04104.5E
	TALIB 1838.9N 04131.2E		TALIB 1838.9N 04131.2E
	GIZ 1654.5N 04234.7E		GIZ 1654.5N 04234.7E
	NABAN 1631.4N 04301.8E		NABAN 1631.4N 04301.8E
	IMSIL 1557.6N 04313.2E		IMSIL 1557.6N 04313.2E
	SAA 1530.0N 04413.2E		SAA 1530.0N 04413.2E
A412	TANF	UA412	TANF
	* Note 4(OJ)		* Note 4(OJ)
	ZELAF 325656N 0371121E		ZELAF 325656N 0371121E
	DAXEN 324444N 0374105E		DAXEN 324444N 0374105E
	ASLON 321211N 0365111E		ASLON 321211N 0365111E
	NADEK 322728N 0371429E		NADEK 322728N 0371429E
	KUPRI 320825N 0364530E		KUPRI 320825N 0364530E
	LUDAN 320256N 0363713E		LUDAN 320256N 0363713E
	QAA 314423N 0360926E		QAA 314423N 0360926E
A413	TESSO 2828.9N 04927.4E	UA413	TESSO 2828.9N 04927.4E
	VUXAL 2835.5N 04946.1E		VUXAL 2835.5N 04946.1E
A414	GITLA 3219.1N 03402.8E	UA414	GITLA 3219.1N 03402.8E
	(SIFIA)		(SIFIA)
A415	KING KHALID	UA415	KING KHALID
	HSA 2516.7N 04929.0E		HSA 2516.7N 04929.0E
	DOHA		DOHA
	* Note 5(OE,OB)		* Note 5(OE,OB)
	SHARJAH		SHARJAH

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

A416	TABRIZ (TBZ)		UA416	TABRIZ (TBZ)
	ARDABIL (ARB)			ARDABIL (ARB)
	RASHT (RST)			RASHT (RST)
	RAMSAR (RSR)			RAMSAR (RSR)
	NOSHAHR (RSR)			NOSHAHR (RSR)
	DASHTE NAZ (DNZ)			DASHTE NAZ (DNZ)
	SABZEVAR (SBZ)			SABZEVAR (SBZ)
	MASHHAD (MSD)			MASHHAD (MSD)
	SOKAM 331316N 0603754E			SOKAM 331316N 0603754E
A417	PUTRA 165432N 0525631E		UA417	PUTRA 165432N 0525631E
	LOTEL 180926N0514103E			LOTEL 180926N0514103E
	IMPOS 183136N 0511848E			IMPOS 183136N 0511848E
	SILPA 184953N 0510158E			SILPA 184953N 0510158E
	ASTIN 200410N 0495320E			ASTIN 200410N 0495320E
	NONGA 205048N 0492014E			NONGA 205048N 0492014E
	ALRIK 220631N 0482535E			ALRIK 220631N 0482535E
	AMBAG 230529N 0474611E			AMBAG 230529N 0474611E
	RESAL 240649N 0470427E			RESAL 240649N 0470427E
	KIA 245310N 0464534E			KIA 245310N 0464534E
A418	KUMUN 254000N 0551515E		UA418	KUMUN 254000N 0551515E
	PAPAR 2640N 05427E			PAPAR 2640N 05427E
	* Note 7			* Note 7
	Segment KUMUN-PAPAR			Segment KUMUN-PAPAR
	(OI and OM)			(OI and OM)
	SHIRAZ (SYZ)			SHIRAZ (SYZ)
A419	(ASHGABAT)		UA419	(ASHGABAT)
	RIKOP 3740.0N 05814.8E			RIKOP 3740.0N 05814.8E
	SABZEVAR (SBZ)			SABZEVAR (SBZ)
	TABAS (TBS)			TABAS (TBS)
	DARBAND (DAR)			DARBAND (DAR)
	KERMAN (KER)			KERMAN (KER)
	BANDAR ABBAS (BND)			BANDAR ABBAS (BND)
	DARAX 260942N 0555300E			DARAX 260942N 0555300E
	SHARJAH			SHARJAH
	MIADA 245112N 0545736E			MIADA 245112N 0545736E
	ADV 2425.1N 05440.4E			ADV 2425.1N 05440.4E
	MUSEN 2414.6N 05432.6E			MUSEN 2414.6N 05432.6E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	GOLGU 231051N 0523109E			GOLGU 231051N 0523109E
	KITAP 224928N 0522923E			KITAP 224928N 0522923E
	PURDA 210805N 0510329E			PURDA 210805N 0510329E
	ASTIN 200410N 0495320E			ASTIN 200410N 0495320E
	KUTMA 182927N 0481202E			KUTMA 182927N 0481202E
	SHARURAH (SHA)			SHARURAH (SHA)
	SANA'A			SANA'A
	HODEIDA			HODEIDA
A422	UROMIYEH (UMH)		UA422	UROMIYEH (UMH)
	SETNA 3756.3N 04555.4E			SETNA 3756.3N 04555.4E
	TABRIZ			TABRIZ
	PARSABAD (PAD)			PARSABAD (PAD)
	PARSU 3937.8N 04804.8E			PARSU 3937.8N 04804.8E
	KARAD 4014.3N 04929.5E			KARAD 4014.3N 04929.5E
	(BAKU)			(BAKU)
A424	LOVEK 322208N 04440 01E		UA424	LOVEK 322208N 04440 01E
	LOTAN 2959.7N 04338.8E			LOTAN 2959.7N 04338.8E
	RAFHA			RAFHA
	HAIL			HAIL
	MADINAH (PMA)			MADINAH (PMA)
	ASTOL 2255.0N 03935.2E			ASTOL 2255.0N 03935.2E
	KING ABDULAZIZ (JDW)			KING ABDULAZIZ (JDW)
A453	PIRAN 2934.1N 06128.1E		UA453	PIRAN 2934.1N 06128.1E
	ZAHEDAN (ZDN)			ZAHEDAN (ZDN)
	BANDAR ABBAS (BND)			BANDAR ABBAS (BND)
	GHESHM (KHM)			GHESHM (KHM)
	BANDAR LENGEH (LEN)			BANDAR LENGEH (LEN)
	KISH			KISH
	MIDSI 2641.7N05152.5E			MIDSI 2641.7N05152.5E
	TOBLI 262134N0512301E			TOBLI 262134N0512301E
	OTATA 261843N0510052E			OTATA 261843N0510052E
	BAHRAIN			BAHRAIN
	* Note 7 (OB, OI)			* Note 7 (OB, OI)
	PEBOS 262722N0503043E			PEBOS 262722N0503043E
	RULEX 264529N0501745E			RULEX 264529N0501745E
	ALVUN 271028N0494455E			ALVUN 271028N0494455E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	SOLEM 275229N0491136E			SOLEM 275229N0491136E
	KUMBO 281705N0495526E			KUMBO 281705N0495526E
	AWADI 2834.5N 04843.9E			AWADI 2834.5N 04843.9E
	DEBTI 2844.1N 04829.4E			DEBTI 2844.1N 04829.4E
	KUA 2913.1N 04759.1E			KUA 2913.1N 04759.1E
A454	(KC) 2454.6N 06710.6E		UA454	(KC) 2454.6N 06710.6E
	BEGIM 2443.0N 06700.0E			BEGIM 2443.0N 06700.0E
	* Note 7 (OO, OP)			* Note 7 (OO, OP)
	MELOM 2505.0N 06632.0E			MELOM 2505.0N 06632.0E
	PUNEL 2520.0N 06523.0E			PUNEL 2520.0N 06523.0E
	PARET 2527.2N 06451.5E			PARET 2527.2N 06451.5E
	TAPDO 242400N 0612000E			TAPDO 242400N 0612000E
	VUSET 235540N 0590812E			VUSET 235540N 0590812E
	PASOV 243841N 0565037E			PASOV 243841N 0565037E
A727	(PAXIS 3357.1N 02720.0E		UA727	(PAXIS 3357.1N 02720.0E
	OTIKO 3134.3N 02936.6E			OTIKO 3134.3N 02936.6E
	ALEXANDRIA (AXD)			ALEXANDRIA (AXD)
	MENKU 3105.5N 03018.1E			MENKU 3105.5N 03018.1E
	CAIRO (CVO)			CAIRO (CVO)
	LUXOR (LXR)			LUXOR (LXR)
	ABU SIMBLE (SML)			ABU SIMBLE (SML)
	NUBAR 220000N 03118.1E			NUBAR 220000N 03118.1E
	MEROWE (MRW)			MEROWE (MRW)
	KHARTOUM (KTM)			KHARTOUM (KTM)
	KENANA (KNA)			KENANA (KNA)
	LODWAR (LOV)			LODWAR (LOV)
	NAKURU (NAK)			NAKURU (NAK)
	NAIROBI (NV)			NAIROBI (NV)
	KILIMANJARO (KV)			KILIMANJARO (KV)
			UA775	REXOD 211230N 0613830E
				TUMET 222307N 0595702E
				IMDEK 224647N 0592217E
				OBTIN 230216N 0585920E
				KUSRA 231726N 0585102E
A777	TONVO 250500N 0563200E			
	BUBAS 245938N 05700 03E			
	* Note 7 (OO)			

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	NADSO 244957N 0574926E			
	MUNGA 242516N 0584533E			
	MIXOL 240618N 0592739E			
	VAXIM 231900N 0611100E			
A788	HALAIFAH		UA788	HALAIFAH
	HAIL			HAIL
	HAFR AL BATIN (HFR)			HAFR AL BATIN (HFR)
	*Note 7			*Note 7
	WAFRA 2837. 3N 04757. 5E			WAFRA 2837. 3N 04757. 5E
	PATIR 285606N 0492923E			PATIR 285606N 0492923E
	KHARK (KHG)			KHARK (KHG)
	SHIRAZ			SHIRAZ
A791	MENLI 2947.0N 03152.1E		UA791	MENLI 2947.0N 03152.1E
	SISIK 2936.0N 03241.E			SISIK 2936.0N 03241.E
	NUWEIBAA			NUWEIBAA
	KITOT 2902.1N 03450.8E			KITOT 2902.1N 03450.8E
	*Note 7 (OE)			*Note 7 (OE)
	SOBAS 2756.0N 03904.9E			SOBAS 2756.0N 03904.9E
	HAIL			HAIL
	BPN 2703.2N 04526.7E			BPN 2703.2N 04526.7E
	KING FAHD			KING FAHD
	BAHRAIN			BAHRAIN
	*Note 7 Bahrain-			*Note 7 Bahrain-
	LOTIT 264856N0511237E			LOTIT 264856N0511237E
	NADAM 255854N 0533933E			NADAM 255854N 0533933E
	SHARJAH (SHJ) 2519.7N 05531.3E			SHARJAH (SHJ) 2519.7N 05531.3E
	IMLOT 2517.1N 05708.1E			IMLOT 2517.1N 05708.1E
	KANAS 2515.9N 05747.0E			KANAS 2515.9N 05747.0E
	DIVAB 2510.7N 05952.1E			DIVAB 2510.7N 05952.1E
	EGPIC 2508.6N 06029.5E			EGPIC 2508.6N 06029.5E
	(JIWANI)			(JIWANI)
	LATEM 2431.7N 06449.7E			LATEM 2431.7N 06449.7E
B12	TANSA 340000N 0264900E		UB12	TANSA 340000N 0264900E
	SOKAL 323601N 0273706E			SOKAL 323601N 0273706E
	EL DABA (DBA) 310041N			EL DABA (DBA) 310041N

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	0282801E			0282801E
	KATAB 292501N 0290506E			KATAB 292501N 0290506E
	BOPOS 264318N 0300722E			BOPOS 264318N 0300722E
	DEPNO 262438N 0301413E			DEPNO 262438N 0301413E
	EL KHARGA (KHG) 252654N 0303527E			EL KHARGA (KHG) 252654N 0303527E
	ABU SIMBEL (SML) 222118N 0313719E			ABU SIMBEL (SML) 222118N 0313719E
B121	RUDESHUR (RUS)		UB121	RUDESHUR (RUS)
	RASHT (RST)			RASHT (RST)
	MAGRI 385408N 0462300E			MAGRI 385408N 0462300E
B400	MUSCAT (MCT)		UB400	MUSCAT (MCT)
	ITURA 232351N 0580720E			ITURA 232351N 0580720E
	IZKI (IZK)			IZKI (IZK)
	HAIMA (HAI)			HAIMA (HAI)
	ASTUN 180832N0551040E			ASTUN 180832N0551040E
	DAXAM 171612N 0544715E			DAXAM 171612N 0544715E
	MUTVA 165325N 0543201E			MUTVA 165325N 0543201E
	IMKAD 155245N 0535147E			IMKAD 155245N 0535147E
	NODMA 152603N 0533358E			NODMA 152603N 0533358E
	RIGAM 143932N 0530414E			RIGAM 143932N 0530414E
	RAPDO 132317N 0521532E			RAPDO 132317N 0521532E
	VEDET 120134N 0512410E			VEDET 120134N 0512410E
	(MOGADISHU)			(MOGADISHU)
			UB403	MANDERA
				BOMIX 121002N 0502757E
				ODBEN 123747N 0505648E
				KAVAN 133250N 0515431E
				RIGAM 143932N 0530414E
B404	HARGA (HARGEISA)		UB404	HARGA (HARGEISA)
	DEMGO 120258N 0483040E			DEMGO 120258N 0483040E
	PURKA 131208N 0503042E			PURKA 131208N 0503042E
	GESIX 134440N 0512823E			GESIX 134440N 0512823E
	RIGAM 143932N 0530414E			RIGAM 143932N 0530414E
B406	BEN GURION (BGN)		UB406	BEN GURION (BGN)
	(LARNACA)			(LARNACA)

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

B407	KING ABDULAZIZ (JDW)	UB407	KING ABDULAZIZ (JDW)
	KAROX 205717N 0381547E		KAROX 205717N 0381547E
	MAHDI 2026.0N 03739.3E		MAHDI 2026.0N 03739.3E
	(PORT SUDAN) PSD		(PORT SUDAN) PSD
B411	METSA 2930.0N 03500.0E	UB411	METSA 2930.0N 03500.0E
	AL SHIGAR (ASH)		AL SHIGAR (ASH)
	ARAR (AAR)		ARAR (AAR)
	LOVEK 3222.1N 04440.0E		LOVEK 3222.1N 04440.0E
	NOLDO 3249.5N 04521.5E		NOLDO 3249.5N 04521.5E
	PAXAT 332056N 0460519E		PAXAT 332056N 0460519E
	ILAM (ILM)		ILAM (ILM)
	KERMANSHAH(KMS)		KERMANSHAH(KMS)
	SAVEH (SAV)		SAVEH (SAV)
	[TEHRAN] (TRN)		[TEHRAN] (TRN)
	* Note 1		* Note 1
	DEHNAMAK (DHN)		DEHNAMAK (DHN)
	SABZEVAR (SBZ)		SABZEVAR (SBZ)
	MASHHAD (MSD)		MASHHAD (MSD)
B412	DAMASCUS (DAM)	UB412	DAMASCUS (DAM)
	* Note 4(OS, OJ)		* Note 4(OS, OJ)
	[AMMAN]		[AMMAN]
	AL SHIGAR (ASH)		AL SHIGAR (ASH)
	HALAIFA (HLF)		HALAIFA (HLF)
	RABIGH (RBG)		RABIGH (RBG)
	[KING ABDULAZIZ] (JDW)		[KING ABDULAZIZ] (JDW)
B413	LADEN 1853.7N 03805.1E	UB413	LADEN 1853.7N 03805.1E
	DANAK 1608.0N 04129.0E		DANAK 1608.0N 04129.0E
	HODEIDAH		HODEIDAH
	TAIZ		TAIZ
	ADEN		ADEN
	ZIZAN 1151.6N 04539.2E		ZIZAN 1151.6N 04539.2E
	AVIMO 0332.9N 05052.6E		AVIMO 0332.9N 05052.6E
B415	DOHA (DOH)	UB415	DOHA (DOH)
	AFNAN 2508.9N 05155.9E		AFNAN 2508.9N 05155.9E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	BUNDU 2500.4N 05229.4E			BUNDU 2500.4N 05229.4E
	GADVO 2441.4N 05343.0E			GADVO 2441.4N 05343.0E
	KUNGU 2437.9N 05356.4E			KUNGU 2437.9N 05356.4E
	ABU DHABI			ABU DHABI
	ADV 2425.1N 05440.4E			ADV 2425.1N 05440.4E
B416	KUWAIT (KUA)		UB416	KUWAIT (KUA)
	TESSO 282852N0492723E			TESSO 282852N0492723E
	GEVAL 283625N0492722E			GEVAL 283625N0492722E
	KUVER 280924N0500600E			KUVER 280924N0500600E
	IMDAT 2741.0N 05111.0E			IMDAT 2741.0N 05111.0E
	ORSAR 2604.5N 05357.5E			ORSAR 2604.5N 05357.5E
	PEBAT 2551.9N 05423.9E			PEBAT 2551.9N 05423.9E
	DESDI 2536.0N 05442.5E			DESDI 2536.0N 05442.5E
B417	MAHSHAHR (MAH)		UB417	MAHSHAHR (MAH)
	TULAX 2938 53N 04903 01E			TULAX 2938 53N 04903 01E
	DESLU 2928.0N 04901.8E			DESLU 2928.0N 04901.8E
	ALVIX 2919.3N04824.2E			ALVIX 2919.3N04824.2E
	KUWAIT (KUA)			KUWAIT (KUA)
	*See Note 3			*See Note 3
	HAFR AL BATIN (HFR)			HAFR AL BATIN (HFR)
	KMC			KMC
	GASSIM (GAS)			GASSIM (GAS)
	BIR-DARB (BDB)			BIR-DARB (BDB)
	TANGA TAGNA 231652N 0403851E			TANGA TAGNA 231652N 0403851E
	KING ABDULAZIZ (JDW)			KING ABDULAZIZ (JDW)
B418	SEMRU 280200N 0320306E		UB418	SEMRU 280200N 0320306E
	HURGHADA (HGD)			HURGHADA (HGD)
	SILKA 263400N 0352900E			SILKA 263400N 0352900E
	WEJH (WEJ)			WEJH (WEJ)
	KODIN 2517.9N 03836.2E			KODIN 2517.9N 03836.2E
	MADINAH(PMA)			MADINAH(PMA)
	BIR DARB (BDB)			BIR DARB (BDB)
	AL DAWADMI (DAW)			AL DAWADMI (DAW)
	KING KHALID (KIA)			KING KHALID (KIA)
	ALMAL 2615.9N 04821.1E			ALMAL 2615.9N 04821.1E
	LOTIT 264856N0511237E			LOTIT 264856N0511237E
	MIDSI 264142N0515442E			MIDSI 264142N0515442E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

B419	(DHA) 261538N 0500824E	UB419	(DHA) 261538N 0500824E
	KING FAHD (KFA)		KING FAHD (KFA)
	RAMSI 270249N 0500714E		RAMSI 270249N 0500714E
B424	ITOLI 152825N 0450927E	UB424	ITOLI 152825N 0450927E
	SABEL 185200N 05203.7E		SABEL 185200N 05203.7E
	OTISA 201000N 0554556E		OTISA 201000N 0554556E
	GISKA 213503N 0574014E		GISKA 213503N 0574014E
B441	MASHHAD (MSD)	UB441	MASHHAD (MSD)
	OTRUZ 363108N 0610956E		OTRUZ 363108N 0610956E
	MARAD 3637.6N 06127.8E		MARAD 3637.6N 06127.8E
	ASHGABAT (FIR)		ASHGABAT (FIR)
B451	DEHNAMAK (DHN)	UB451	DEHNAMAK (DHN)
	BOJNORD (BRD)		BOJNORD (BRD)
	DOLOS 375006N 0580200E		DOLOS 375006N 0580200E
	(ASHGABAT) (ASB)		(ASHGABAT) (ASB)
B457	BAHRAIN (BAH)	UB457	BAHRAIN (BAH)
	* Note7		* Note7
	ELOSA 2548.8N 05142.6E		ELOSA 2548.8N 05142.6E
B505	LALDO 251806N 0563600E *		
	Note 7/8 (OO)		
	NADSO 244957N 0574926E		
	ITLOB 244325N 0590701E		
	EGTAL 2434 58N 06037 24E		
	APELO 2434.9N 0612000E		
	PASNI (PI) 2517.3N 06320.9E		
B524	NADSO 244957N 0574926E		
	* Note 7		
	DAMUM 243236N 0591307E		
	VEKAN 241235N 0604454E		
	ALPOR 2404 42N 06120E		
B526	(ASMARA) ASM	UB526	(ASMARA) ASM

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	HODEIDAH (HDH)		HODEIDAH (HDH)
	MUKALLA (RIN)		MUKALLA (RIN)
	RIGAM 143932N 0530414E		RIGAM 143932N 0530414E
B535	(DJIBOUTI) DTI	UB535	(DJIBOUTI) DTI
	ADEN (KRA)		ADEN (KRA)
	MUKALLA (RIN)		MUKALLA (RIN)
	KAPET 1633 22N 0530614E		KAPET 1633 22N 0530614E
	SALALAH (SLL)		SALALAH (SLL)
	ASTUN 180832N0551040E		ASTUN 180832N0551040E
B538	ALEPPO	UB538	ALEPPO
	KARIATAIN		KARIATAIN
B540	GERAR 240600N 0573616		
	PASOV 243841N 0565037E		
	KUPMA 245148N 0562648E		
	BUBIN 245742N 0560642E		
B544	(GAZIANTEP) GAZ	UB544	(GAZIANTEP) GAZ
	ALEPPO (ALE)		ALEPPO (ALE)
	TANF (TAN)		TANF (TAN)
	TURAIIF (TRF)		TURAIIF (TRF)
	AL SHIGAR (ASH)		AL SHIGAR (ASH)
	HALAIFA (HLF)		HALAIFA (HLF)
	MADINAH (PMA)		MADINAH (PMA)
	RABIGH (RBG)		RABIGH (RBG)
	KING ABDULAZIZ (JDW)		KING ABDULAZIZ (JDW)
	QUNFIDAH (QUN)		QUNFIDAH (QUN)
	ABHA (ABH)		ABHA (ABH)
	NOBSU		NOBSU
	KRA		KRA
B549	THAMUD 171700N 0495500E	UB549	THAMUD 171700N 0495500E
	ITELI 171310N 0502605E		ITELI 171310N 0502605E
	GOGRI 170752N 0510857E		GOGRI 170752N 0510857E
	TONRO 165850N 0522235E		TONRO 165850N 0522235E
	PUTRA 165432N 0525631E		PUTRA 165432N 0525631E
	LADAR 165324N 0534655E		LADAR 165324N 0534655E
	MUTVA 165325N 0543201E		MUTVA 165325N 0543201E
	KIVEL 165306N 0553633E		KIVEL 165306N 0553633E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

G183	(KAROL 3252.0N 03229.0E)		
	PASOS		
	EL ARISH (ARH)		
	TABA (TBA)		
	NUWEIBAA (NWB)		
G202	(VELOX 3349.0N 03405.0E)	UG202	(VELOX 3349.0N 03405.0E)
	SILKO 3347.9N 03435.0E		SILKO 3347.9N 03435.0E
	KHALDEH (KAD)		KHALDEH (KAD)
	* Note 4 (OS)		* Note 4 (OS)
	DAKWE 3338.9N 03555.0E		DAKWE 3338.9N 03555.0E
	DAMASCUS (DAM)		DAMASCUS (DAM)
	TANF (TAN)		TANF (TAN)
	MODIK 3328.1N 03901.0E		MODIK 3328.1N 03901.0E
	RAPLU 3323.0N 04145.5E		RAPLU 3323.0N 04145.5E
	PUSTO 3321.0N 04245.0E		PUSTO 3321.0N 04245.0E
	DELM I 331918.31N 0431327.59E		DELM I 331918.31N 0431327.59E
	LAGLO 331538N 0441457E		LAGLO 331538N 0441457E
	ITOVA 331950.91N 0444128.97E		ITOVA 331950.91N 0444128.97E
	RAGET 3330.8N 04553.8E		RAGET 3330.8N 04553.8E
	ILAM (ILM)		ILAM (ILM)
	KHORAM ABAD (KRD)		KHORAM ABAD (KRD)
	ESFAHAN (ISN)		ESFAHAN (ISN)
	NODLA		NODLA
	BIRJAND (BJD)		BIRJAND (BJD)
	(KAMAR 3239.0N 06044.0E)		(KAMAR 3239.0N 06044.0E)
G208	(PANJGUR) PG		
	KEBUD 2735.9N 06250.4E		
	ZAHEDAN (ZDN)		
	DARBAND (DAR)		
	NODLA 325330N 0545850E		
	ANARAK (ANK)		
	TEHRAN (TRN)		
	ZANJAN (ZAJ)		
	UROMIYEH (UMH)		
	ALRAM 3743.0N 04437.0E		
	(SIIRT)		

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

G216	LAKLU 232235N 0570401E	UG216	LAKLU 232235N 0570401E
	*Note 7 (OO/OP)		*Note 7 (OO/OP)
	Muscat (MCT)		Muscat (MCT)
	ITILA 234055N 0584817E		ITILA 234055N 0584817E
	SODEB 234747N 0593023E		SODEB 234747N 0593023E
	DORAB 235033N 0594746E		DORAB 235033N 0594746E
	ALPOR 240441N 0612000E		ALPOR 240441N 0612000E
	LATEM		LATEM
	(KC)		(KC)
G400	KUMBI 334250N 0284500E	UG400	KUMBI 334250N 0284500E
	LABNA 321956N 0301612E		LABNA 321956N 0301612E
	BALTIM (BLT) 313144N 0310721E		BALTIM (BLT) 313144N 0310721E
G452	SHIRAZ (SYZ)	UG452	SHIRAZ (SYZ)
	KERMAN (KER)		KERMAN (KER)
	ZAHEDAN (ZDN)		ZAHEDAN (ZDN)
	DERBO 2925.7N 06117.0E		DERBO 2925.7N 06117.0E
	(RAHIMYAR KHAN) RK		(RAHIMYAR KHAN) RK
G462	* Note 7 between ROVOS and BALUS	UG462	* Note 7 between ROVOS and BALUS
	BALUS 2545.9N 05304.4E		BALUS 2545.9N 05304.4E
	ROVOS 241825N 0552143E		ROVOS 241825N 0552143E
G650	KING ABDULAZIZ (JDW)	UG650	KING ABDULAZIZ (JDW)
	RASKA 190732N 0390329E		RASKA 190732N 0390329E
	ASMARA (ASM)		ASMARA (ASM)
G652	ADEN (KRA)	UG652	ADEN (KRA)
	IMPOS 183136N 0511848E		IMPOS 183136N 0511848E
	DUDRI 190000N 0520000E		DUDRI 190000N 0520000E
	TOKRA 220925N 0553350E		TOKRA 220925N 0553350E
	TAPDO 2424N 06120 E		TAPDO 2424N 06120 E
G660	(PORT SUDAN) PSD	UG660	(PORT SUDAN) PSD
	BOGUM 2006.6N 03803.0E		BOGUM 2006.6N 03803.0E
	MIPOL 203322N 0382145E		MIPOL 203322N 0382145E
	KING ABDULAZIZ (JDW)		KING ABDULAZIZ (JDW)

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

G662	DAMASCUS (DAM)	UG662	DAMASCUS (DAM)
	* Notes 1 and 3 (OS, OJ)		* Notes 1 and 3 (OS, OJ)
	BUSRA 322000N 0363700E		BUSRA 322000N 0363700E
	KUPRI 320825.87N 0364530.21E		KUPRI 320825.87N 0364530.21E
	ALKOT 313254.22N 0371121.51E		ALKOT 313254.22N 0371121.51E
	GRY 3124.8N 3717.2E		GRY 3124.8N 3717.2E
	AL SHIGAR (ASH)		AL SHIGAR (ASH)
	HAIL (HIL)		HAIL (HIL)
	GASSIM (GAS)		GASSIM (GAS)
	KING KHALID (KIA)		KING KHALID (KIA)
G663	KING KHALID (KIA)	UG663	KING KHALID (KIA)
	SILNO 2640.4N 04757.7E		SILNO 2640.4N 04757.7E
	KING FAHD (KFA)		KING FAHD (KFA)
	ALSER 2710.8 05049.5E		ALSER 2710.8 05049.5E
	SHIRAZ (SYZ)		SHIRAZ (SYZ)
	YAZD (YZD)		YAZD (YZD)
	NODLA 3253.3N 05458.8E		NODLA 3253.3N 05458.8E
	TABAS (TBS)		TABAS (TBS)
	MASHAD (MSD)		MASHAD (MSD)
G665	ARAR (AAR)	UG665	ARAR (AAR)
	ABADAN (ABD)		ABADAN (ABD)
	SHIRAZ (SYZ)		SHIRAZ (SYZ)
	* Note 5 (OI)		* Note 5 (OI)
	NABOD 2816.1N 05825.8E		NABOD 2816.1N 05825.8E
	LOXOL 2745.9N 06045.6E		LOXOL 2745.9N 06045.6E
	ASVIB 265724N 0631812E		ASVIB 265724N 0631812E
	(PANJGUR) PG		(PANJGUR) PG
G666	SHIRAZ (SYZ)	UG666	SHIRAZ (SYZ)
	LAMERD (LAM)		LAMERD (LAM)
	LAVAN (LVA)		LAVAN (LVA)
	* Note 7 (OI)		* Note 7 (OI)
	ORSAR 2604 .5N 05357.5E		ORSAR 2604 .5N 05357.5E
	ITITA 254410N 0541839E		ITITA 254410N 0541839E
	SINBI 250842N 0543741E		SINBI 250842N 0543741E
	ABU DHABI (ADV)		ABU DHABI (ADV)

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

G667	PUTMA 3748.0N 05157.6E	UG667	PUTMA 3748.0N 05157.6E
	NOSHAHR (NSR)		NOSHAHR (NSR)
	TEHRAN (TRN)		TEHRAN (TRN)
	SAVEH (SAV)		SAVEH (SAV)
	MIS		MIS
	AHWAZ (AWZ)		AHWAZ (AWZ)
	ABADAN (ABD)		ABADAN (ABD)
	ALSAN 295707N 0481456E		ALSAN 295707N 0481456E
	FALKA		FALKA
	KUWAIT (KUA)		KUWAIT (KUA)
	WAFRA (KFR)		WAFRA (KFR)
	MAGALA (MGA)		MAGALA (MGA)
	KING KHALID (KIA)		KING KHALID (KIA)
	WADI AL DAWASIR (WDR)		WADI AL DAWASIR (WDR)
	NEJРАН (NEJ)		NEJРАН (NEJ)
	SANA'A (SAA)		SANA'A (SAA)
	PARIM 123142.7N 0432712E		PARIM 123142.7N 0432712E
	DJIBOUTI (DTI)		DJIBOUTI (DTI)
G669	AL SHIGAR (ASH)	UG669	AL SHIGAR (ASH)
	AL JOU (AJF)		AL JOU (AJF)
	RAFHA (RAF)		RAFHA (RAF)
	NISER 2930.5N 04418.4E		NISER 2930.5N 04418.4E
	*Note 3 (OK)		*Note 3 (OK)
	SOLAT 290942N 0463810E		SOLAT 290942N 0463810E
	KUWAIT (KUA)		KUWAIT (KUA)
	SESRA 290803N 0485453E		SESRA 290803N 0485453E
	NANPI 290457N 0493157E		NANPI 290457N 0493157E
	KHARK(KHG)		KHARK(KHG)
	SHIRAZ (SYZ)		SHIRAZ (SYZ)
G670	RASHT (RST)	UG670	RASHT (RST)
	LALDA 3817.1N 04943.0E		LALDA 3817.1N 04943.0E
	(BAKU) GYD		(BAKU) GYD
G674	MADINAH (PMA)	UG674	MADINAH (PMA)
	GASSIM (GAS) 2617.9N 04346.8E		GASSIM (GAS) 2617.9N 04346.8E
	BOPAN (BPN)		BOPAN (BPN)

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

G775	(ASHGHABAT) (ASB)		UG775	(ASHGHABAT) (ASB)
	ORPAB 3742N 05834.5E			ORPAB 3742N 05834.5E
	MASHHAD (MSD)			MASHHAD (MSD)
	[BIRJAND] (BJD)			[BIRJAND] (BJD)
	* Note 1			* Note 1
	ZAHEDAN (ZDN)			ZAHEDAN (ZDN)
G781	(VAN)		UG781	(VAN)
	BONAM 3802.9N 04418.0E			BONAM 3802.9N 04418.0E
	UROMIYEH (UMH)			UROMIYEH (UMH)
	ROVON 3716 01N 0455322E			ROVON 3716 01N 0455322E
	ZANJAN (ZAJ)			ZANJAN (ZAJ)
	NOSHAHR(NSR)			NOSHAHR(NSR)
G782	KING ABDULAZIZ (JDW)		UG782	KING ABDULAZIZ (JDW)
	DAFINAH (DFN)			DAFINAH (DFN)
	RAGA\HBA (RGB)			RAGA\HBA (RGB)
	KING KHALID (KIA)			KING KHALID (KIA)
	MAGALA (MGA)			MAGALA (MGA)
	WAFRA (KFR) 283715N 0475729E			WAFRA (KFR) 283715N 0475729E
	KUWAIT (KUA)			KUWAIT (KUA)
G783	PURDA 210805N 0510329E		UG783	PURDA 210805N 0510329E
	TANSU 224136N 0542828E			TANSU 224136N 0542828E
	NIGEL RIGIL 230146N 0551430E			NIGEL RIGIL 230146N 0551430E
	ELUDA 235107N 0552905E			ELUDA 235107N 0552905E
	ALN 241535N 0553623E			ALN 241535N 0553623E
	GIDIS 243600N 055600E			GIDIS 243600N 055600E
	BUBIN 245742N 0560642E			BUBIN 245742N 0560642E
G792	BODKA 3939.0N 05130.0E		UG792	BODKA 3939.0N 05130.0E
	GIRUN 3806.2N 05620.3E			GIRUN 3806.2N 05620.3E
	BOJNORD (BRD)			BOJNORD (BRD)
	MASHAD (MSD)			MASHAD (MSD)
G795	FALKA 2926.2N 04818.3E		UG795	FALKA 2926.2N 04818.3E
	TASMI 300120N 0475505E			TASMI 300120N 0475505E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	BSR 303132.4N 0472112E		BSR 303132.4N 0472112E
	RAFHA (RAF)		RAFHA (RAF)
G799	PMA	UG799	PMA
	DAFINAH (DFN)		DAFINAH (DFN)
		UL124	(VAN)
			BONAM
			URUMIYEH (UMH)
			ZANJAN (ZAJ)
			SAVEH (SAV)
			DISEL 332904N 0510118E
			YAZD (YZD) (R654)
			KERMAN (KER)
			KEBUD 273558N 0625028E
			(PANJGUR) PG
		UL125	DULAV 3857N 04537.9E
			TABRIZ (TBZ) (R661)
			ZANJAN (ZAJ)
			PAROT 360940N 0495756E
			TEHRAN (TRN)
			ANARAK (ANK)
			DARBAND (DAR) (G208)
			ZAHEDAN (ZDN)
			DANIB 290706N 0611717E
			KEBUD 273558N 0625028E
L126	PUSTO 3321.0N 04245.0E	UL126	PUSTO 3321.0N 04245.0E
	SOGUM 3412.2N 04354.9E		SOGUM 3412.2N 04354.9E
	SIGNI 3400.1N 04442.2E		SIGNI 3400.1N 04442.2E
	MIGMI 3345.9N 04527.4E		MIGMI 3345.9N 04527.4E
	ILAM (ILM)		ILAM (ILM)
L200	AMMAN	UL200	AMMAN
	*Notes 2 and 3 (OJ)		*Notes 2 and 3 (OJ)
	LOXER 320256N 362500E		LOXER 320256N 362500E
	LUDAN 320256N 0363713 E		LUDAN 320256N 0363713 E
	KUPRI 320825N 0364530 E		KUPRI 320825N 0364530 E
	ASLON 321211N 0365111E		ASLON 321211N 0365111E
	NADEK 322728N 0371429E		NADEK 322728N 0371429E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	DAXEN 324444N 0374105E		DAXEN 324444N 0374105E
	KAREM 325110N 0380324 E		KAREM 325110N 0380324 E
	KUMLO 325811N 0382807 E		KUMLO 325811N 0382807 E
	DAPUK 330139N 0384026 E		DAPUK 330139N 0384026 E
	PASIP 330600N 0385600E		PASIP 330600N 0385600E
	GIBUX 330715N 0411625E		GIBUX 330715N 0411625E
	SUTRI 330701.47N 0421128.15E		SUTRI 330701.47N 0421128.15E
	SIGBI 330200N 0422000E		SIGBI 330200N 0422000E
	SILSO 330600N 0431500E		SILSO 330600N 0431500E
	SILBO 325900N 0432900E		SILBO 325900N 0432900E
L223	SIRRI (SIR)	UL223	DASIS 385430N 0441230E
	NALTA 250242N 0553955E		UROMIYEH (UMH)
	* Note 7 (OI-OM-OO)		SANANDAJ (SNJ)
	TARDI 243418N 0560915E		KHORAM ABAD (KRD)
	LAKLU 232235N 05704 01E		MESVI 312920N 0495701E
			LAMERD (LAM)
			SIRRI (SIR)
			* Note 7 (OI-OM-OO)
			NALTA 250242N 0553955E
			TARDI 243418N 0560915E
			LAKLU 232235N 05704 01E
L300	LUXOR (LXR)	UL300	LUXOR (LXR)
	MEMPO 252518N 0335457E		MEMPO 252518N 0335457E
	GIBAL2437.2N03634.7E		GIBAL2437.2N03634.7E
	YENBO (YEN) 2408.8N 03803.9E		YENBO (YEN) 2408.8N 03803.9E
L301	RASKI 230330N 0635200E	UL301	AAU 5153N 07523 38.6E
	VAXIM 231900N 0611100E		NOBAT 210902.5N 0880000.1E
	RAGMA 232301N 0603846E		LADOT 220502N 0660001
			RASKI 230330N 0635200E
			VAXIM 231900N 0611100E
			RAGMA 232301N 0603846E
L305	DOHA (DOH)		
	ITITA 2544.2N 05418.7E		
L306	TOKRA 220925N 0553350E	UL306	TOKRA 220925N 0553350E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	* Note- 7 (OO)			* Note- 7 (OO)
	DEMKI 224941N 0562308E			DEMKI 224941N 0562308E
	LAKLU 232235N 0570401E			LAKLU 232235N 0570401E
L308	EGNOV 270301N 0474713E (JBL) 270220N 0492427E		UL308	EGNOV 270301N 0474713E (JBL) 270220N 0492427E
L310	BOXAK 244536N 0540032E SIGBO 2455.4N 05456.9E MIADA 245112N 0545736E NALTA 2502.7N 05539.8E AVAMI 2505.9N 05556.8E LALDO 251806N 0563600E		UL310	BOXAK 244536N 0540032E SIGBO 2455.4N 05456.9E MIADA 245112N 0545736E NALTA 2502.7N 05539.8E AVAMI 2505.9N 05556.8E LALDO 251806N 0563600E
L314	NABAN 163124N 0430148E GOMRI 131816N 0443224E		UL314	NABAN 163124N 0430148E GOMRI 131816N 0443224E
L315	CAIRO(CVO) * Note 3 (HE) HURGHADA (HGD) GIBAL 2437.2N 03634.7E		UL315	CAIRO(CVO) * Note 3 (HE) HURGHADA (HGD) GIBAL 2437.2N 03634.7E
L317	LOPAS 343003N 0433834E ALVIS 343004N 0435518E DASUR 343006N 0442417E DENKI 322228N 0455122E MUTLO 321019N 0445703E GETID 351551N 0425559E NADID 352611N E0460145E		UL317	LOPAS 343003N 0433834E ALVIS 343004N 0435518E DASUR 343006N 0442417E DENKI 322228N 0455122E MUTLO 321019N 0445703E GETID 351551N 0425559E NADID 352611N E0460145E
L321	KATAB 292501N 0290506E KUNKI 290726N 0291949E KUNAK 2527.7N 03041.2E LUGAV 224205N 0313722E SML 222118N 0313719E		UL321	KATAB 292501N 0290506E KUNKI 290726N 0291949E KUNAK 2527.7N 03041.2E LUGAV 224205N 0313722E SML 222118N 0313719E
			UL322	MUMBAI (BBB) * Note 7&1 SUGID 1933.1N 06921.0E BOLIS 2033.5N 065 00.0E REXOD 2112.5N 06138.5E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

		UL333	DASIS
			TABRIZ (TBZ)
			RASHT (RST)
			GIBAB 3537.0N 05430.9E
			ALRAS 3511.3N 05541.6E
			AMBEG 351737N 0553059E
			TASLU 342632N 0574234E
			SOKAM 331316N 0603752E
L417	VUSEB 361637N 0434800E	UL417	VUSEB 361637N 0434800E
	UMESA 351741N 0434307E		UMESA 351741N 0434307E
	MUTAG 343003N 0433834 E		MUTAG 343003N 0433834 E
	LAGLO 3515.6 04414.0E		LAGLO 3515.6 04414.0E
	ELOSI 330800N 0441800E		ELOSI 330800N 0441800E
	LOVEK 3222.1N 04440.0E		LOVEK 3222.1N 04440.0E
	ELIBA 320915N 0444645E		ELIBA 320915N 0444645E
	NADOX 310505N 0451851E		NADOX 310505N 0451851E
		UL425	KING ABDULAZIZ (JDW)
			TONBO 205502N 0394911E
			AL BAHA (BHA)
			BISHA (BSH)
			WADI AL DAWASIR (WDR)
			EGREN 202236N 0464422E
			ASTIN 200410N 0495320E
			DIRAS 195235N 0513704E
			GOBRO 193622N 0534741E
			NOVNO 193313N 0535858E
			ITUVO 190315N 0554328E
			DEDSO 185811N 0560041E
			BOVOS 182230N 0575844E
			ASPUX 174406N 0600006E
			(TRIVANDRUM)
L430	BND 271149N 0562200E	UL430	BND 271149N 0562200E
	DIVAB 251042N 0595206E		DIVAB 251042N 0595206E
	ORBIX 2444300N 0603511E		ORBIX 2444300N 0603511E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

L440	KANIP 2410.7N 05520.7E	UL440	KANIP 2410.7N 05520.7E
	RETAS 235754N 0553423E		RETAS 235754N 0553423E
L443	EMILA KUPSA 250445N 0521151E	UL443	EMILA KUPSA 250445N 0521151E
	* Note 7/8 (OB)		* Note 7/8 (OB)
	AMBEK 250109N 0521809E		AMBEK 250109N 0521809E
	LAGVA 245009N 0521733E		LAGVA 245009N 0521733E
	LOPOK 243527N 0520413E		LOPOK 243527N 0520413E
	TAMRI 245430N 0522506E		TAMRI 245430N 0522506E
L444	KIPOL 230410N 0612903E	UL444	KIPOL 230410N 0612903E
	*Note 7 (OO)		*Note 7 (OO)
	VUSIN 225940N 0605510E		VUSIN 225940N 0605510E
	MIBSMA 225400N 0601338E		MIBSMA 225400N 0601338E
	KAXEM 225103N 0595243E		KAXEM 225103N 0595243E
	IMDEK 224647N 0592217E		IMDEK 224647N 0592217E
	TOLDA 224008N 0583624E		TOLDA 224008N 0583624E
L513	MURAK 3459.4N 03642.1E	UL513	MURAK 3459.4N 03642.1E
	KALDE (KAD)		KALDE (KAD)
	CHEKA (CAK)		CHEKA (CAK)
	LEBOR 3415.9N 03635.0E		LEBOR 3415.9N 03635.0E
	DAMASCUS (DAM)		DAMASCUS (DAM)
	* Note 3 (OS)		* Note 3 (OS)
	BUSRA 3220.0 N 03637.0 E		BUSRA 3220.0 N 03637.0 E
	QUEEN ALIA (QAA)		QUEEN ALIA (QAA)
	QATRANEH (QTR)		QATRANEH (QTR)
	MAZAR 3048.0N 03610.0E		MAZAR 3048.0N 03610.0E
		UL516	KITAL 2003.0N 06018.0E
			ELKEL 0149.0N 06911.0E
			DIEGO GARCIA (NDG)
L519	ABU DHABI (ADV)	UL519	ABU DHABI (ADV)
	*Note 7 (OM)		*Note 7 (OM)
	NAMSI 2437.5N 05456.8E		NAMSI 2437.5N 05456.8E
	EMERU 244829N 0550303		EMERU 244829N 0550303
	LUDER 2457.5N 05505.2E		LUDER 2457.5N 05505.2E
		UL550	WAFRA (KFR)

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

				NIDAP 283850N 0473656E
				BOSID 2842.4N 04652.6E
				VATIM 2851.6N 04444.7E
				RASMO 2857.2N 04331.3E
				ORSAL2902.8N 04210.8E
				NIMAR 2906.6N 03954.4E
				KITOT 2902.1N 03450.8E
				NUWEIBAA (NWB)
				TABA (TBA)
				EL ARISH (ARH)
				PASOS
				(KAROL 3252.0N 03229.0E)
L551	ANTAR 334800N 0281600E		UL551	ANTAR 334800N 0281600E
	EL DABA (DBA) 310041N			EL DABA (DBA) 310041N
	0282801E			0282801E
L555	TOTOX 215030N 0622230E		UL555	TOTOX 215030N 0622230E
	TUMET 222307N 0595702E			TUMET 222307N 0595702E
	TOLDA 224008N 0583624E			TOLDA 224008N 0583624E
			UL556	EGREN 202236N 0464422E
				NONGA 205048N 0492014E
				PURDA 210805N 0510329E
				Note:- 7 (OO, OB)
				IMDAM 202416N 0550801E
				OTISA 201000N 0554556E
				HAIMA (HAI) 195813N 0561651E
				GIVNO 195011N 0563059E
				KUTVI 184306N 0582642E
			UL560	ARDABIL (ARB) 3819.9N
				04824.9E
				* Note 3&4 (OI)
				SEVAN (SVN) 4032.0N 04456.9E
			UL566	ASMAK 162327N 0524634E
				UKNEN 160542N 0522012E
				PURUG 151204N 0510142E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

				KUSOL 144009N 0501534E
				NOTBO 142609N 0495530E
				EMABI 141627N 0494139E
				SOKEM 134235N 0485329E
				DATEG 123549N 0471627E
			UL572	KAMISHLY (KML)
				LESRI 3704.3N 04113.8E
			UL573	DAFINAH (DFN) 231658N
				0414310E
				PMA
				WEJH (WEJ) 261045N 0362917E
			UL601	BAGLUM (BAG) 04004.2 03248.6)
				* Note 7
				ADANA 3656.4N 03512.6E (ADA)
				TUNLA 3553.0N 0360200E)
				KARIATAIN 3412.8N 03715.9E
			UL602	BAHRAIN (BAH)
				*Note 7
				PEBOS 262722N0503043E
				RULEX 264529N 0501745E
				RAMSI 270249N 0500714E
				IVONI 275911N 0492131E
				DAVUS 282346N 0490622
				DARVA 284814N 0484734E
				ALVIX 2919.3N04824.2E
				FALKA 292611N 0481819E
				TASMI 300120N 0475505E
				LOVEK322206N 0444000E
				DELMI331911N 0431731E
				ELEXI 344237N 0411054E
				DRZ 351724N 0401124E
				KUKSI 364508N 0374910E
				GAZ 365701N 0372824E
			UL607	SITIA (SIT)
				* Note 7
				PAXIS 3357.1N02720.0E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

				OTIKO 3134.4N 02936.6E
				ALEXANDRIA (AXD)
		UL612		METRU 340000N 0250900E
				KANAR 322727N 0265330E
				EL DABA (DBA) 310041N
				0282801E
		UL613		EL – DABA (DBA)
				* Note 7
				SOKAL 3236.0N 02720.0E
				TANSA 3400.0N 02649.0E
L617	AXD		UL617	AXD
	IMRUT 313259N 0293346E			IMRUT 313259N 0293346E
	ASNIR 323849N 0282144E			ASNIR 323849N 0282144E
	TANSA 340000N 0264900E			TANSA 340000N 0264900E
L631	TOTOX 215030N0622230E		UL631	TOTOX 215030N0622230E
	IVOMA 223408N 0605430E			IVOMA 223408N 0605430E
	* Note 7 (OO)			* Note 7 (OO)
	MIBSA 225400N 0601338E			MIBSA 225400N 0601338E
	AMBOS 230324N 0595405E			AMBOS 230324N 0595405E
	ELIGO 232458N 0590848E			ELIGO 232458N 0590848E
	KARAR 233042N 0585438E			KARAR 233042N 0585438E
	MCT 233528.01N 0581536.47			MCT 233528.01N 0581536.47
L681	EGNOV 270301N 0474713E		UL681	EGNOV 270301N 0474713E
	GEPAKC 2633.0N 04843.5E			GEPAKC 2633.0N 04843.5E
	RADMA 2623.0N 04857.5E			RADMA 2623.0N 04857.5E
	DELMU 2618.9N 04903.4E			DELMU 2618.9N 04903.4E
	ROSEM 2607.7N 04919.0E			ROSEM 2607.7N 04919.0E
	SALWA 251538N 0503048E			SALWA 251538N 0503048E
L695	PAROK 231030N 0590245E		UL695	PAROK 231030N 0590245E
	*Note 7 (OO)			*Note 7 (OO)
	ITURA 232351N 0580720E			ITURA 232351N 0580720E
L764	MUSCAT (MCT)		UL764	MUSCAT (MCT)

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	ALMOG 233524N 0574940E			ALMOG 233524N 0574940E
	IVETO 233520N 0570704E			IVETO 233520N 0570704E
	PAXIM 240245N 0561631E			PAXIM 240245N 0561631E
			UL768	MENSA 245750N 0563249E
				AVAMI 2505.9N 05556.8E
				*Note 7
				ATBOR 2510.1N 05519.8E
				RANBI 251908N 0544500E
				DUVGA 2530.3N 05403.5E
				BALUS 254554N 0530424E
				ELAXI 260000N 0523500E
				IMTAS 281800N 0515700E
				DAXAS 2621.3N 0515000E
				ASMOR 2636.7 0511700E
				TOLMO 265504N 0502927E
				RAMSI 270249N 0500714E
				ALVUN 271028N 0494455E
				KISAB 272335N 0490606E
				COPPI 2750.6N 04744.0E
				HFR
				VATIM 2851.6N 04444.7E
				RAFHA (RAF)
				ARAR (AAR)
				OVANO3148.0N 03909.9E
				OTILA 3201.5N 03901.9E
			UL883	REXOD 211230N 0613830E
				GADMA 211439N 0600938E
				TAVKO 211519N 0593147E
				UMILA 211555N 0584738E
				MEVLI 211632N 0565606E
				KUROV 211627N 0561853E
				ALNUN 211625N 0561041E
				SITOL 211604N 0552514E
				PURDA 210805N 0510329E
				ALRIK 220631N 0482535E
				UMRAN 2315.1N 04520.4E
				TUKVU 2346.4N 04353.3E
				BIR DARB (BDB)
				PMA N243251N 0394219E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

			UL894	KITAL 2003.0N 06018.0E
				(MALE (MLE)
				(SUNAN 0028.7N 07800.0E)
				(DADAR 0200.0S 07927.1E)
				(PERTH (PH)
M203	PUSTO 3321.0N 04245.0E		UM203	PUSTO 3321.0N 04245.0E
	LOVEK 3222.1N 04440.0E			LOVEK 3222.1N 04440.0E
	ILMAP 312133N 0465702E			ILMAP 312133N 0465702E
M300	LOTAV 2037N 0605700E		UM300	(CALICUT) CLC
	EMURU 221535N 0584950E			LOTAV 2037N 0605700E
				EMURU 221535N 0584950E
M301	PURAD 145500N 0415354E		M301	PURAD 145500N 0415354E
	SANA'A (SAA)			SANA'A (SAA)
	ITOLI 152825N 0450927E			ITOLI 152825N 0450927E
	ASMAK162327N 0524634E			ASMAK162327N 0524634E
M303	MCT 233528.01N 0581536.47E		UM303	MCT 233528.01N 0581536.47E
	*Note 7 (OO)			*Note 7 (OO)
	SEVLA 233321N 0591122E			SEVLA 233321N 0591122E
	KIPOL230410N 0612903E			KIPOL230410N 0612903E
			UM309	KIND KHALED (KIA)
				RAGHBA (RGB)
				RABTO 221608N 0400326E
M316	KANAS 251552N 0574700E		UM316	KANAS 251552N 0574700E
	GOKSO 265542N 0604012E			GOKSO 265542N 0604012E
M320	KING FAHD (KFA)		UM320	KING FAHD (KFA)
	KODAG 2703.3N 04920.4E			KODAG 2703.3N 04920.4E
	RAS			RAS
	ASVIR 283220N 0482220E			ASVIR 283220N 0482220E
	KUWAIT (KUA)			KUWAIT (KUA)
			UM321	HALAIFA 262602N 0391609E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

				(HLF)
				ROSUL 2539.7N 04215.3E
				OVEKU 2509.9 04457.0E
				KING KHALED (KIA)
M425	SILKO 3347.9N 03435.0E		UM425	SILKO 3347.9N 03435.0E
	CAK			CAK
M428	RIKET 251859N 0560200E		UM428	RIKET 251859N 0560200E
	*Note 7/8 (OO/OM)			*Note 7/8 (OO/OM)
	GOMTA 251115N 0563447E			GOMTA 251115N 0563447E
	TARBO 244351N 0574637E			TARBO 244351N 0574637E
	MUNGA 242516N 0584533E			MUNGA 242516N 0584533E
			UM440	KING KHALED (KIA)
				OTAMA 235148N 0494707E
				KUTNA 231341N 0512730E
				KITAP 224928N 0522923E
				TOKRA 220925N 0553350E
M449	BUSRA 322000N 0363700E		UM449	BUSRA 322000N 0363700E
	HAZEM 3214.0N 03638.0E			HAZEM 3214.0N 03638.0E
	MAZAR 3048.0N 03610.0E			MAZAR 3048.0N 03610.0E
	GIBET 2926.3N 03625.0E			GIBET 2926.3N 03625.0E
	TABUK (TBK)			TABUK (TBK)
	WEJH (WEJ)			WEJH (WEJ)
M551	KIVEL 165306N 0553633E		UM551	DONSA1435.3N06344.0E
	DAXAM 171612N 0544715E			ANGAL1614.1N 06000.1E
				OTOTO 164004N 0570435E
				KIVEL 165306N 0553633E
				DAXAM 171612N 0544715E
M559	LABNI 165620N 0410921E		UM559	LABNI 165620N 0410921E
	NISMI 162415N 0421838E			NISMI 162415N 0421838E
	ITOLI 152825N 0450927E			ITOLI 152825N 0450927E
	MUKALLA (RIN)			MUKALLA (RIN)
	VEDET 120134N 0512410E			VEDET 120134N 0512410E
M561	KISH (KIS)		UM561	KISH (KIS)

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	MOBET 2645.3N 05609.8E		MOBET 2645.3N 05609.8E
	ASVIB 265724N 0631812E		ASVIB 265724N 0631812E
	PANJGUR (PG)		PANJGUR (PG)
		UM573	TEHERAN (TRN)
			TABRIZ (TBZ) 3808.3N 04613.9E
		UM574	MALE) (MLE)
			(POPET) 0713.7N06813.6E
			NABIL 1222.0E0600.0E
			RIGAM 143932N 0530414E
			NOBSU 171554N 0431318E
M600	RANBI 251908N 0544500E	UM600	RANBI 251908N 0544500E
	KISAG 251834N 0541408E		KISAG 251834N 0541408E
	SINGU 253706N 052570E		SINGU 253706N 052570E
	NOBLA 255111N 0522740E		NOBLA 255111N 0522740E
	TOBLI 262134N 0512301E		TOBLI 262134N 0512301E
	RULEX 264529N 0501745E		RULEX 264529N 0501745E
M628	LUDID 230227N 0551800E	UM628	DAFINAH (DFN) 231700N
	LABSA 230153N 0555505E		0414312E
	EGVAN 230127N 0561907E		KIPOM 225316N 0501518E
	TULBU 230005N 0571827E		MIGMA 225035N 0512749E
	IZK 225318.60N 0574542.73E		KITAP 224928N 0522923E
	TOLDA 224008N 0583624E		ALPEK 224648N 0535942E
	LOXOP 223722N 0594548E		LUDID 230227N 0551800E
	LADAP 223513N 0603238E		LABSA 230153N 0555505E
	IVOMA 223408N 0605430E		EGVAN 230127N 0561907E
	PARAR 222630N 0630700E		TULBU 230005N 0571827E
			IZK 225318.60N 0574542.73E
			TOLDA 224008N 0583624E
			LOXOP 223722N 0594548E
			LOSIM LADAP 223513N
			0603238E
			IVOMA 223408N 0605430E
			PARAR 222630N 0630700E
M634	ANGAL 161406N 0600006E	UM634	ANGAL 161406N 0600006E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	VEDET 120134N 0512410E		VEDET 120134N 0512410E
	DAROT 0911.4N 04721.2E		DAROT 0911.4N 04721.2E
M651	ATBOT 171418N 0464706E	UM651	ATBOT 171418N 0464706E
	ADEN (KRA)		ADEN (KRA)
	(HARGEISA) HARGA		(HARGEISA) HARGA
M677	SESRA 2908.0N 04854.9E	UM677	SESRA 2908.0N 04854.9E
	RABAP 283625N 0492722E		RABAP 283625N 0492722E
	(BAH/KWT FIR BOUNDRY)		(BAH/KWT FIR BOUNDRY)
	GEVAL 282101N 0494300E		GEVAL 282101N 0494300E
	UMAMA 265831N 0504648E		UMAMA 265831N 0504648E
M681	TARBO 244351N 0574637E	UM681	TARBO 244351N 0574637E
	*Note 7/8 (OO)		*Note 7/8 (OO)
	DAMUM 243236N 0591307E		DAMUM 243236N 0591307E
M686	LUXOR (LXR)	UM686	LUXOR (LXR)
	MEMPO 252518N 0335457E		MEMPO 252518N 0335457E
	GIBAL 243712N 0363442E		GIBAL 243712N 0363442E
	KING ABDULAZIZ (JDW)		KING ABDULAZIZ (JDW)
		UM688	CRM
			GULRA
			ERN
			EVSAS
			BAYIR 383541N 0412414 E
			ULTED
			OTKEP
			NINVA 372100N 0431300E
			ROXOP 364917N 0433100E
			VUSEB 3616 37N E0434800E
			OTALO 351700N 0441900E
			RIDIP 343012N 0444027E
			UKMUG 334300N 0450329E
			VAXEN 3318 00N 0451500E
			PAPUS 325334N 0452706E
			KATUT 323737N 0453439E
			DENKI 322228.46N 0455121.58E
			ILMAP 31 21 33N 0465702E
			PEBAD 305023.09N 0472958.49E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

			SIDAD 295231N 0482944E
		UM690	ZELAF 325656N 0371121E
			DESLI 314921N 0365909E
			ELOXI 313359N 0364536E
			KULDI 311847 0363214E
			MAZAR 3048N 3610E
			METSA 2927N 3459E
M691	DEDAS 2630.2N 05014.4E	UM691	DEDAS 2630.2N 05014.4E
	KING FAHAD		KING FAHAD
	KUSAR 264741N 0490218E		KUSAR 264741N 0490218E
	KEDAT 2721.8N 04759.0E		KEDAT 2721.8N 04759.0E
	ITIXI 275031N 0470435E		ITIXI 275031N 0470435E
M762	REXOD 211230N 0613830E		
	SUR 223159N 0592829E		
	ITURA 232351N 0580720E		
	ALMOG 233524N0574940E		
	TAPRA 242607N 0563803E		
	VAXAS 244308N 0561807E		
	* Note 7 (OM, OO)		
	BUBIN 245742N 0560642E		
M860	KUGOS 4246.8N 03405.3E	UM860	KUGOS 4246.8N 03405.3E
	SINOP (SIN)		SINOP (SIN)
	CARSAMBA (CRM)		CARSAMBA (CRM)
	SRT 3754.6N 04152.9E		SRT 3754.6N 04152.9E
	KABAN N371456N 0423859E		KABAN N371456N 0423859E
	EMIDO 364411.33N 042 56 00E		EMIDO 364411.33N 042 56 00E
	SEVKU 360548.02N 0431715.84E		SEVKU 360548.02N 0431715.84E
	UMESA 351741.49N 0434306.89E		UMESA 351741.49N 0434306.89E
	TAGRU 342958.95N 0440816.67E		TAGRU 342958.95N 0440816.67E
	PUTSI 333200N E044 3700E		PUTSI 333200N E044 3700E
	ITOVA 331950.91N 0444 28.97E		ITOVA 331950.91N 0444 28.97E
	SEPTU 331300N 0444400E		SEPTU 331300N 0444400E
	LONOR 323838.63N 0450458.48E		LONOR 323838.63N 0450458.48E
	ULIMA 321500N 0451600E		ULIMA 321500N 0451600E
	ITBIT 314735.20N 045 2916.57E		ITBIT 314735.20N 045 2916.57E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	RUGIR 303219.06N 046 0618.20E		RUGIR 303219.06N 046 0618.20E
	MOBIS 295108.84N 047 0457.39E		MOBIS 295108.84N 047 0457.39E
		UM861	ELEXI 3441.5N 04109.0E
			DIER-ZZOR (DRZ)
			ALEPPO (ALE)
			NISAP 364724N 0363830E
M863	KING ABDUL AZIZ (JDW 214237N 0390948E	UM863	KING ABDUL AZIZ (JDW 214237N 0390948E
	GIBAP 212218N 0380931E		GIBAP 212218N 0380931E
	TOMRU 204411N 0361950E		TOMRU 204411N 0361950E
	ASKOL 1548.9N 02400.1E		ASKOL 1548.9N 02400.1E
	KITOB 1521.7N 02258.8E		KITOB 1521.7N 02258.8E
	IPONO 150621 8.4N 0222436 50.0 E		IPONO 150621 8.4N 0222436 50.0 E
	N'DJAMENA (FL) 1208.5N 01502.3E		N'DJAMENA (FL) 1208.5N 01502.3E
		UM877	VUSET 235540N 0590812E
			ITILA 234015N 0584817E
			KUSRA 232426N 0582611E
		UM999	GS
			DITAR 265903N 0250000E
			KHG
			KUNAK
			(LUXOR) LXR
			DEDLI 2242 32N 03737 19E
			IMLER RAMSO 221706N 0381653E
			KING ABDULAZIZ (JDW)
N300	DOH 2514.0N 05134.6E	UN300	DOH 2514.0N 05134.6E
	NAMLA 2505.5N 05233.3E		NAMLA 2505.5N 05233.3E
	KIRUM 250309N 0523132E		KIRUM 250309N 0523132E
	*Note 7/8 (OM)		*Note 7/8 (OM)
	BOXAK 244536N 0540032E		BOXAK 244536N 0540032E
	MIADA 245112N 0545736E		MIADA 245112N 0545736E
	TONVO 250500N 0563200E		TONVO 250500N 0563200E
N302	SIDAD 295231N 0482944E	UN302	SIDAD 295231N 0482944E
	ALVIX 291915N 0482944E		ALVIX 291915N 0482944E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

N303	(HARGEISA) HARGA	UN303	(HARGEISA) HARGA
	PARIM 1231.7N 04327.2E		PARIM 1231.7N 04327.2E
	RIBOK1547N 04152.5E		RIBOK1547N 04152.5E
	LABNI 1656.3N 04109.4E		LABNI 1656.3N 04109.4E
N307	MILAD 320201N 0310406E	UN307	MILAD 320201N 0310406E
	LAKTO 323800N 0320500E		LAKTO 323800N 0320500E
		UN315	ASPUX 174406N 0600006E
			KUTVI 184306N 0582642E
			Note:- 7 (OO/OB)
			SITOL 211604N 0552514E
			LOTOS 220000N 0503912E
			RAPMA 232256N 0482028E
			RESAL 240649N 0470427E
			KING KHALED (KIA)
		UN316	HALAIFA (HLF) 262603N 0391609E
			PASAM 273045N 0345542E
N318	QAA 314423N 0360926E	UN318	QAA 314423N 0360926E
	ALNOR 313955N 0362507E		ALNOR 313955N 0362507E
	ELOXI 313359N 0364536E		ELOXI 313359N 0364536E
	GENEX 3129.6N 3700.9E		GENEX 3129.6N 3700.9E
	GURIAT (GRY)		GURIAT (GRY)
	ORKAS 3047.4N 03846.3 E		ORKAS 3047.4N 03846.3 E
	NEVOL 3024.7N 03938.6E		NEVOL 3024.7N 03938.6E
	VELAL2946.0N 04038.4E		VELAL2946.0N 04038.4E
	TAMRO 2838.6N 04240.8E		TAMRO 2838.6N 04240.8E
	* Note7 (OE, OB, OM, OO)		* Note7 (OE, OB, OM, OO)
	MOGON 2738.8N 04445.9E		MOGON 2738.8N 04445.9E
	TAGSO 272744N 0454510E		TAGSO 272744N 0454510E
	EGNOV 270301N 0474713E		EGNOV 270301N 0474713E
	KUSAR 264741N 0490218E		KUSAR 264741N 0490218E
	ASPAN 263255N 0494903E		ASPAN 263255N 0494903E
	MEMBO 262425N 0504737E		MEMBO 262425N 0504737E
	VATEL 255520N 0515353E		VATEL 255520N 0515353E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	LOXAT 252140N 0524523E			LOXAT 252140N 0524523E
	* Note7 (OM/OO) (segment LOXAT - REXOD			* Note7 (OM/OO) (segment LOXAT-REXOD)
	GITEX 252609N 0523832E			GITEX 252609N 0523832E
	KATIK 2517.1N 05315.2E			KATIK 2517.1N 05315.2E
	ABU DHABI (ADV)			ABU DHABI (ADV)
	KANIP 2410.7N 05520.7E			KANIP 2410.7N 05520.7E
	LABRI 240344N 0553842E			LABRI 240344N 0553842E
	* Note 8 (OO)			* Note 8 (OO)
	EGROK 235253N 0560126E			EGROK 235253N 0560126E
	LAKLU 232235N 0570401E			LAKLU 232235N 0570401E
	GEVED 230105N 0575111E			GEVED 230105N 0575111E
	TOLDA 223720N 0583503E			TOLDA 223720N 0583503E
	REXOD211230N 0613830E			REXOD211230N 0613830E
			UN319	ZAHEDAN (ZDN)
				TABAS (TBS)
				DASHT-E-NAZ (DNZ)
				ULDUS- 3800.0N 05101.0E
				LUSAL 4035.0N 04757.0E
				ADEKI 4117.8N 04645.0E
				TBILIS (TBS)
				MUKHARANI (DF)
				ALI (BT)
				LOBIN 4210.9N 04306.4E
				IBERI 4209.6N 04143.3E
N324	PURDA 210805N 0510329E		UN324	PURDA 210805N 0510329E
	GOBRO 193622N 0534741E			GOBRO 193622N 0534741E
	ASTUN 180832N 0551040E			ASTUN 180832N 0551040E
N430	TARBO 244351N 0574637E		UN430	TARBO 244351N 0574637E
	*Note 7/8 (OO)			*Note 7/8 (OO)
	ITLOB 244325N 0590701E			ITLOB 244325N 0590701E
N440	MOBON 274414N 0552513E		UN440	MOBON 274414N 0552513E
	DARAX 260916N 0555307E			DARAX 260916N 0555307E
			UN555	BELGAUM (BBM)
				BISET 1823.4N 06918.1E
				KATBI 1931.6N 06500.0E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

				LOTAV 2037.0N 06057.0E
N563	REXOD 211230N 0613830E		UN563	(BANGALORE) BBG
	*Note 7 (OO.OM)			REXOD 211230N 0613830E
	EMURU 221357N 0585338E			*Note 7 (OO.OM)
	TULBU 230005N 0571827E			EMURU 221357N 0585338E
	MEKNA 223309N 0560815E			TULBU 230005N 0571827E
	*Note 8 (OO)			MEKNA 223309N 0560815E
	SODEX 234954N 0553202E			*Note 8 (OO)
	NOBTO 235525N 0551840E			SODEX 234954N 0553202E
	ADV			NOBTO 235525N 0551840E
	BALUS 254554N 0530424E			BALUS 254554N 0530424E
			UN569	BONUM 221252N 0393805E
				RABTO 221608N 0400326E
				LOTOS
				Note:- 7 (OB/OO)
				TOKRA 220925N 0553350E
				TOPSO 215653N 0562043E
				MOGOK 215057N 0564236E
				KEBAS 214330N 0570948E
				GISKA 213503N 0574014E
				UMILA 211555N 0584738E
				GOLNI 210014N 0594130E
				LOTAV 203700N 0605700E
N571	PARAR 2226.5 N 06307E		UN571	(GUNPI 0429.9N 09931.8E)
	KIPOL 230410N 0612903E			(VAMPI 0610.9N 09735.1E)
	RAGMA 230600N 0610539E			(MEKAR 0630.2N 06929.5E)
	SODEB 234747N 0593023E			(SUGID- 1933.1 N 06921.0E)
	VUSET 235540N 0590812E			PARAR 2226.5 N 06307E
	KIROP 243000N 0574700E			KIPOL 230410N 0612903E
	*Note 8 (OO)			RAGMA 230600N 0610539E
	MENSA 245750N 0563249E			SODEB 234747N 0593023E
	* Note 7 (OO OM)			VUSET 235540N 0590812E
	ATBOR 251007N 0551947E			KIROP 243000N 0574700E
	RANBI 251908N 0544500E			*Note 8 (OO)
	SENTO 251908N 0544500E			MENSA 245750N 0563249E
	BALUS 254554N 0530424E			* Note 7 (OO OM)

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

				ATBOR 251007N 0551947E
				RANBI 251908N 0544500E
				SENTO 251908N 0544500E
				BALUS 254554N 0530424E
N629	TARDI 243418N 0560915E		UN629	TARDI 243418N 0560915E
	*Note 7 (OO)			*Note 7 (OO)
	NOSMI 241757N 0563002E			NOSMI 241757N 0563002E
	MUSUK 234320N 0572148E			MUSUK 234320N 0572148E
	GEPOT 231446N 0580053E			GEPOT 231446N 0580053E
	GIDAN 230104N 0582232E			GIDAN 230104N 0582232E
	TOTOX 215030N 0622230E			TOTOX 215030N 0622230E
N638	KING KHALED (KIA)		UN638	KING KHALED (KIA)
	OVEKU 250955N 0445701E			OVEKU 250955N 0445701E
	MADINAH (PMA)			MADINAH (PMA)
N685	LOXAT 252140N 0524523E		UN685	LOXAT 252140N 0524523E
	BOXAK 244536N 0540032E			BOXAK 244536N 0540032E
	ADV 242508N 0544024			ADV 242508N 0544024
	*Note 7/8 (OO/OM)			*Note 7/8 (OO/OM)
	RETAS 235754N 0553423E			RETAS 235754N 0553423E
	PUTSO 232037N 0565322E			PUTSO 232037N 0565322E
	LAKLU 232235N 0570401E			LAKLU 232235N 0570401E
N687	KING KHALID (KIA)		UN687	KING KHALID (KIA)
	KINIB 254108N 0482317E			KINIB 254108N 0482317E
	KING FAHAD (KFA)			KING FAHAD (KFA)
N694	KING KHALD (KIA)		UN694	KING KHALD (KIA)
	TORKI 261400N 0463103E			TORKI 261400N 0463103E
	SIBLI 265459N 0462334E			SIBLI 265459N 0462334E
	AKODI 275012N 0461320E			AKODI 275012N 0461320E
	HAFR AL BATIN 281949N 0460746E (HFR)			HAFR AL BATIN 281949N 0460746E (HFR)
N764	NOBSU 171554N 0431318E		UN764	NOBSU 171554N 0431318E
	MUKALLAH (RIN) 144015N 0492329E			MUKALLAH (RIN) 144015N 0492329E
	SOCOTRA (SOC) 123749N 0535429E			SOCOTRA (SOC) 123749N 0535429E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	SUHIL 120000N 0550000E			SUHIL 120000N 0550000E
	NABAM 101112N 0581424E			NABAM 101112N 0581424E
N767	PARAR 222630N 0630700E		UN767	PARAR 222630N 0630700E
	VUSIN 225940N 0605510E			VUSIN 225940N 0605510E
	* Note 7 (OO)			* Note 7 (OO)
	ATBED 230352N 0603752E			ATBED 230352N 0603752E
	ELIGO 232458N 0590848			ELIGO 232458N 0590848
			UN881	RASKI 230330N 0635200E
				SETSI 230412N 0614410E
				KIPOL 230410N 0612903E
				ATBED 230352N 0603752E
				AMBOS 230324N 0595405
				MUSRU 230256N 0592223E
				*Note 7 (OO)
				OBTIN 230216N 0585920E
				GIDAN 230104N 0582232E
				GEVED 230105N 0575111E
				TULBU 230005N 0571827E
N929	BALUS 254554N 0530424E		UN929	BALUS 254554N 0530424E
	NOBLA 255111N 0522740E			NOBLA 255111N 0522740E
	BOSIX 260633N 05155554E			BOSIX 260633N 05155554E
	TOBLI 262134N 0512301E			TOBLI 262134N 0512301E
	SIKTA 263232N 0505552E			SIKTA 263232N 0505552E
	RULEX 264529N 0501745E			RULEX 264529N 0501745E
	SILNO 264026N 0475745E			SILNO 264026N 0475745E
			UP146	RASHT (RST)
				AGINA 3919.4N 04405.2E
				(AGRI) (ARI)
				(YAVUZ 4002.7N 04226.0E)
				(TRABZON (TBN)
P302	HALAIFA (HLF)		UP302	HALAIFA (HLF)
	*Note 3(OE,OJ)			*Note 3(OE,OJ)
	GURIAT (GRY)			GURIAT (GRY)
	HAZEM			HAZEM

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

P307	(SHJ) 251944.9N 0553118.1E	UP307	(SHJ) 251944.9N 0553118.1E
	Note 7 (OM,OO)		Note 7 (OM,OO)
	TONVO 250500N 0563200E		TONVO 250500N 0563200E
	PURNI 243804N 0574354E		PURNI 243804N 0574354E
	*Note 8 (OO)		*Note 8 (OO)
	KUNUS 241927N 0583226E		KUNUS 241927N 0583226E
	ALSAS 240054N 0591955E		ALSAS 240054N 0591955E
	DORAB 235033N 0594746E		DORAB 235033N 0594746E
	VAXIM 231900N 0611100E		VAXIM 231900N 0611100E
	SETSI 230412N 0614410E		SETSI 230412N 0614410E
	PARAR 222630N 0630700E		PARAR 222630N 0630700E
P312	MUKALLA (RIN)	UP312	MUKALLA (RIN)
	PAKER 1155.0N0463500E		PAKER 1155.0N0463500E
	(HARGEISA) HARGA		(HARGEISA) HARGA
P316	SALALLAH (SLL)	UP316	SALALLAH (SLL)
	* Note 7 (OO)		* Note 7 (OO)
	DAXAM 171612N 0544715E		DAXAM 171612N 0544715E
	GAGLA 180505N 0552410E		GAGLA 180505N 0552410E
	GIVNO 195011N 0563059E		GIVNO 195011N 0563059E
	MOBAB 201032N 0564415E		MOBAB 201032N 0564415E
	GISKA 213503N 0574014E		GISKA 213503N 0574014E
	RADAX 220809N 0580230E		RADAX 220809N 0580230E
	MUSCAT (MCT)		MUSCAT (MCT)
		UP323	DONSA 1435.3N06511.6E
			GIDAS 142004N0600000E
			NODMA 1526.0N05334.0E
			THAMUD 1717.0N 04955.0E
			WDR
P425	DAHRAN (DHA)	UP425	DAHRAN (DHA)
	BAHRAIN (BAH)		BAHRAIN (BAH)
	TORNA 263336N 0504212E		TORNA 263336N 0504212E
	ALSER 271100N 0504900E		ALSER 271100N 0504900E
P430	DOHA (DOH)	UP430	DOHA (DOH)
	BAYAN 252926N 0514849E		BAYAN 252926N 0514849E
	MIDSI 264142N 05155442E		MIDSI 264142N 05155442E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

P513	BUBAS 245938N 0570003E			
	GERAR 240600N 0573616E			
	MIBSI 234139N 0575523E			
	* Note 7 (OO)			
	MUSCAT (MCT)			
			UP517	WAFRA (KFR)
				GOVAL
				KMC
			UP552	DATEG 123549N 0471627E
				ULAXI 141524N 0482317E
				GINBO 160349N 0494017E
				IMPOS 183137N 0511848E
			UP555	NUWEIBAA (NWB)
				*See Note 3
				RASDA 3306.0N 03057.0E
				(KAVOS)
P557	NUBAR 220000N 0313806E		UP557	NUBAR 220000N 0313806E
	*See Note 6&7			*See Note 6&7
	MISUK 290507N 0290621E			MISUK 290507N 0290621E
	KATAB 292501N0290506E			KATAB 292501N0290506E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

P559	(LARNACA) LCA		UP559	(LARNACA) LCA
	KUKLA 3414.6N 3444.8E			KUKLA 3414.6N 3444.8E
	KHALDEH (KAD)			KHALDEH (KAD)
	DAKWE 3338.9N 03555.0E			DAKWE 3338.9N 03555.0E
	* Note 4 (OS)			DAMASCUS (DAM)
	DAMASCUS			ROSLI 3154.3N 03836.8E
	* Note 3(OS,OJ)			* Note 3 (OS,OJ)
	TURAIF (TRF)			TURAIF (TRF)
	KAVID 3035.9N 04011.8E			KAVID 3035.9N 04011.8E
	TOKLU 2942.1N 04202.4E			TOKLU 2942.1N 04202.4E
	RASMO 2857.2N 04331.3E			RASMO 2857.2N 04331.3E
	KMC			KMC
	MUSKO 2726.7N 04737.1E			MUSKO 2726.7N 04737.1E
	KEDAT 2721.8N 04759.0E			KEDAT 2721.8N 04759.0E
	JUBAIL (JBL)			JUBAIL (JBL)
	GASSI 2702.9N 05022.5E			GASSI 2702.9N 05022.5E
	UMAMA 2658.5N 05046.8E			UMAMA 2658.5N 05046.8E
	LOTIT 2648.9N 05112.6E			LOTIT 2648.9N 05112.6E
	VUXOR 2553.7N 05322.0E			VUXOR 2553.7N 05322.0E
			UP567	BIRJAND (BJD)
				ODKAT 3540.6N 05457.2E
				DASHT-E-NAZ (DNZ) 3638.7N 05311.4E
				(ULDUS -3800.0N 05101.0E)
				NETON 3945.7N 04811.7E
				BARUS 4154.2N 04250.5E
P570	KITAL 2003N 06018E		UP570	TRIVENDRUM (TVM)
	MIBSI 234139N 0575523E			POMAN 1156.1N 07200.0E
				LATEB 1717.1N 06422.0E
				KITAL 2003N 06018E
				MIBSI 234139N 0575523E
			UP574	(BELGAUM) BBM
				(BISET- 1823.4N 06918.1E)
				TOTOX 215030N 0622230E
				* Note 7 (OO)
				KUSRA 231726N 0585102E
				MIBSI 234138N 0575525E
				SOLUD 243223N 0564421E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

				GISMO 244743N 0562236E
				BUBIN 245742N 0560642E
				TUKLA 2519.6N 05540.2E
				KUMUN 254000N 0551512E
				* Note 7 (KUMUN-PAPAR)
				PAPAR 264000N 0542700E
				SHIRAZ
				SAVEH (SAV)
				ULDUS
			UP634	LALDO 251806N 0563600E
				ATBOR 251007N 0551947E
P693	BUNDU 250024N 0522924E		UP693	BUNDU 250024N 0522924E
	BATHA 241257N 0512707E			BATHA 241257N 0512707E
	ALAHSA 251645N 0492903E			ALAHSA 251645N 0492903E
P751	BRN 3134.5N 02600.3E		UP751	BRN 3134.5N 02600.3E
	KATAB 2925.0N 2905.1E			KATAB 2925.0N 2905.1E
	AST 2701.9N 03101.9E			AST 2701.9N 03101.9E
	LUXOR (LXR)			LUXOR (LXR)
	ALEBA 2200.0N 03527.0E			ALEBA 2200.0N 03527.0E
	PORT SUDAN			PORT SUDAN
	[ASMARA] * Note 1			[ASMARA] * Note 1
	ASSAB 1304.0N 04238.8E			ASSAB 1304.0N 04238.8E
	PARIM 1231.7N 04327.2E			PARIM 1231.7N 04327.2E
	ADEN			ADEN
	ANGAL 1614.0N 06000.0E			ANGAL 1614.0N 06000.0E
	(MUMBAI) BBB			(MUMBAI) BBB
			UP891	MAGALA (MGA)
				EGNOV
				EMILU
				KUNRU 283220N 0481050E
				KUWAIT (KUA)
P899	*Note 7 (OO,OM/OB)		UP899	*Note 7 (OO,OM/OB)
	MIBSI 234139N 0575523E			MIBSI 234139N 0575523E
	PAXIM 240245N 05617631E			PAXIM 240245N 05617631E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	ITRAX 241248N 0554749E			ITRAX 241248N 0554749E
	AL AIN (ALN)			AL AIN (ALN)
	ABU DHABI			ABU DHABI
	DASLA N2437.8 E05332.8			DASLA N2437.8 E05332.8
	VEBAT N2448.5 E05251.0			VEBAT N2448.5 E05251.0
	MEKMA N245430 E0522506			MEKMA N245430 E0522506
	*Note 8 (OB)			*Note 8 (OB)
	KUPSA N250445 E0521151			KUPSA N250445 E0521151
P975	NOLDO 324932N 0452129E		UP975	(ELAZIG) EZS
	*Note7			*Note7
	KATUT 323737N 0453439E			(DYB) 384225N 0391328E
	DENKI 322228N 0455122E			LESRI 370420N 0411348E
	ILMAP 312133N 0465702E			SIDNA 3634.0N 04141.0E
	PEBAD 305023N 0472958E			KANOK 363358N 0414059E
	SIDAD 295231N 0482944E			TUBEN 351724N 0425434E
	LOVAR 2924.4N 04846.1E			MUTAG 343003N 0433834E
	SESRA 2908000N 004854.9E			SOGUM 341212N 0435454E
	DANAL 2851.5N 04904.8E			SINKA ETBOM 332137N 0444753E
	IMDOX 2834.9N 04914.6E			NOLDO 324932N 0452129E
	LONOS 283027N 0491713E			KATUT 323737N 0453439E
	DETKO 280550N 0493130E			DENKI 322228N 0455122E
	TOLMO 2655.1N 05029.4E			ILMAP 312133N 0465702E
	TORNA 2633.6N 05042.2E			PEBAD 305023N 0472958E
	MEMBO 262425N 0504737E			SIDAD 295231N 0482944E
				LOVAR 2924.4N 04846.1E
				SESRA 2908000N 004854.9E
				DANAL 2851.5N 04904.8E
				IMDOX 2834.9N 04914.6E
				LONOS 283027N 0491713E
				DETKO 280550N 0493130E
				TOLMO 2655.1N 05029.4E
				TORNA 2633.6N 05042.2E
				MEMBO 262425N 0504737E
R2	ATMUL 220000N 0290527E		UR2	ATMUL 220000N 0290527E
	TULOP 252209N 0262226E			TULOP 252209N 0262226E
	DITAR 265903N 0250000E			DITAR 265903N 0250000E
R205	ANARAK (ANK)		UR205	ANARAK (ANK)

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	BIRJAND (BJD)		BIRJAND (BJD)
R219	SHARJAH (SHJ)	UR219	OTILA 3201.5N 03901.9E
	* Note 7 (OB, OM)		*Note 7
	RATUN 2646.2N 05108.0E		MODAD
	DEDAS 2630.2N 05014.4E		SOKAN
	KING FAHD (KFA)		RAFIF
	* Note 7 (OB)		SULAF
	BOROP 2653 17 N 04852 03E		FIRAS
	KEDAT 2721 49N 04759 01E		
R401	AMPEX 08 10.0N 055 00.0E	UR401	AMPEX 08 10.0N 055 00.0E
	SUHIL 1200.0N 05500.0E		SUHIL 1200.0N 05500.0E
	DAPAP 151115N 0552354E		DAPAP 151115N 0552354E
	KIVEL 165306N 0553633E		KIVEL 165306N 0553633E
	ERDAX 175903N 0554458E		ERDAX 175903N 0554458E
	HAIMA (HAI)		HAIMA (HAI)
	DEMKI 224941N 0562308E		DEMKI 224941N 0562308E
	MUSAP 241754N 0555245E		MUSAP 241754N 0555245E
	GIDIS 243600N 0555600E		GIDIS 243600N 0555600E
	RAS AL KHAIMAH (RAK)		RAS AL KHAIMAH (RAK)
	DARAX		DARAX
	GHESHM (KHM)		GHESHM (KHM)
R402	LAKLU 232235N 0570401E	UR402	LAKLU 232235N 0570401E
	*Note 7 (OO)		*Note 7 (OO)
	HAIMA (HAI)		HAIMA (HAI)
R462	(JIWANI) JI	UR462	(JIWANI) JI
	DENDA 2442.5N 06054.8E		DENDA 2442.5N 06054.8E
	VUSET 235540N 0590812E		VUSET 235540N 0590812E
	*Note 7 (OO)		*Note 7 (OO)
	MIBSI 234139N 0575523E		MIBSI 234139N 0575523E
R650	ASRAB 2547.4N 03306.3E	UR650	ASRAB 2547.4N 03306.3E
	HURGHADA (HGD)		HURGHADA (HGD)
	SHARM EL SHEIKH (SHM)		SHARM EL SHEIKH (SHM)
	NUWEIBAA (NWB)		NUWEIBAA (NWB)
	NALSO 2932.0N 03453.0E		NALSO 2932.0N 03453.0E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

R652	OVANO 3148.0N 03909.8E	UR652	OVANO 3148.0N 03909.8E
	TURAI (TRF)		TURAI (TRF)
	*Note 7(OE)		*Note 7(OE)
	GURIAT (GRY)		GURIAT (GRY)
	QATRANEH (QTR)		QATRANEH (QTR)
	AQABA		AQABA
	METSA 2930.0N 03500.0E		METSA 2930.0N 03500.0E
R654	ZANJAN (ZAJ)	UR654	MAGRI 385408N 0462300E
	SAVEH (SAV)		ZANJAN (ZAJ)
	ESFAHAN (ISN)		SAVEH (SAV)
	YAZD (YZD)		ESFAHAN (ISN)
	KERMAN (KER)		YAZD (YZD)
	NABOD 2816.1N 05825.3E		KERMAN (KER)
	CHAH BAHAR (CBH)		NABOD 2816.1N 05825.3E
	EGTAL 243458N 0603724E		CHAH BAHAR (CBH)
	VAXIM 231900N 0611100E		EGTAL 243458N 0603724E
			VAXIM 231900N 0611100E
R655	(LARNACA) LCA	UR655	(LARNACA)
	CHEKA (CAK)		CHEKA (CAK)
	KARIATAIN (KTN)		KARIATAIN (KTN)
R659	TEHRAN(TRN)	UR659	TEHRAN(TRN)
	*Note 7 (ISN-TRN)		*Note 7 (ISN-TRN)
	BOXAM 343749N 0515147E		BOXAM 343749N 0515147E
	DAPOG 333744N 0522331E		DAPOG 333744N 0522331E
	SHIRAZ (SYZ)		SHIRAZ (SYZ)
	DOHA (DOH)		DOHA (DOH)
	BATHA (BAT) 241257N 051270E		BATHA (BAT) 241257N 051270E
	MIGMA 225035N 0512749E		MIGMA 225035N 0512749E
	PURDA 210805N 0510329E		PURDA 210805N 0510329E
	ASTIN 200410N 0495320E		ASTIN 200410N 0495320E
	SHARURAH (SHA)		SHARURAH (SHA)
	ATBOT 171418N 0464706E		ATBOT 171418N 0464706E
	RAGNI 163454N 0454815E		RAGNI 163454N 0454815E
	LOPAD 161651N 0453738E		LOPAD 161651N 0453738E
	ITOLI 152825N 0450927E		ITOLI 152825N 0450927E
	OBNAM 144541N 0444448E		OBNAM 144541N 0444448E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	GEVEL 141229N 0442547E			GEVEL 141229N 0442547E
	NOPVO 135436N 0441536E			NOPVO 135436N 0441536E
	TAZ 134149.53N 0440818.98E			TAZ 134149.53N 0440818.98E
	PARIM 123142N 0432712E			PARIM 123142N 0432712E
R660	(ERZURUM) (ERZ)		UR660	(ERZURUM) (ERZ)
	DASIS 38 54.5N 044 12.5E			RASHT (RST)
	TABRIZ (TBZ)			TEHRAN (TRN)
	RASHT (RST)			
	TEHRAN (TRN)			
R661	DULAV 3857.0N 04537.9E		UR661	DULAV 3857.0N 04537.9E
	TABRIZ (TBZ)			TABRIZ (TBZ)
	ZANJAN (ZAJ)			ZANJAN (ZAJ)
	RUDESHUR (RUS)			RUDESHUR (RUS)
	VARAMIN (VR)			VARAMIN (VR)
	DEHNAMAK (DHN)			DEHNAMAK (DHN)
			UR674	SABEL 185158N 0520339E
				LOTEL 180926N 0514103E
				PASUL 180341N 0513803E
				GOGRI 170752N 0510857E
				OBTAS 164633N 0505756E
				RARBA 161021N 0503920E
				UKORA 152407N 0501547E
				NAKAD 150056N 0500402E
				DANAN 144010N 0495334E
				XABIL 142924N 0494809E
				EMABI 141627N 0494139E
				PAXED 135027N 0492759E
				DEMGO 120258N 0483040E
R775	LUXOR (LXR) 254458N 0324607E		UR775	LUXOR (LXR) 254458N 0324607E
	DEDLI 2242 32N 03737 19E			DEDLI 2242 32N 03737 19E
	KING ABDULAZIZ (JDW)			KING ABDULAZIZ (JDW)
	TOKTO 194421N 00395945E			TOKTO 194421N 00395945E
	DANAK 1608.0N 04129.0E			DANAK 1608.0N 04129.0E
	(ASSAB) SB			(ASSAB) SB

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

R777	DANAK 1608.0N 04129.0E	UR777	DANAK 1608.0N 04129.0E
	SANA'A		SANA'A
	TAIZ		TAIZ
	ARABO 1238.8N 04404.0E		ARABO 1238.8N 04404.0E
	TORBA 1210.6N 04402.1E		TORBA 1210.6N 04402.1E
R784	SHARJAH (SHJ)	UR784	SHARJAH (SHJ)
	ORSAR 2604.5N 05357.5E		ORSAR 2604.5N 05357.5E
	DURSI 2712.3N 05201.7 E		DURSI 2712.3N 05201.7 E
	IMDAT 2740.0N 05113.0E		IMDAT 2740.0N 05113.0E
	ALNIN 2840.9N 05001.6E		ALNIN 2840.9N 05001.6E
	NANPI 290457N 0493157E		NANPI 290457N 0493157E
	SIDAD 295231N 0482944E		SIDAD 295231N 0482944E
R785	TURAI (TRF)	UR785	TURAI (TRF)
	ZELAF 3257.0N 03800.0E		ZELAF 3257.0N 03800.0E
	KARIATAIN (KTN)		KARIATAIN (KTN)
	BANIAS (BAN)		BANIAS (BAN)
	NIKAS 3511.6N 03543.0E		NIKAS 3511.6N 03543.0E
R794	ULDUS 3810.0N 05020.0E	UR794	ULDUS 3810.0N 05020.0E
	NOSHAHR (NSR)		NOSHAHR (NSR)
	DEHNAMAK (DHN)		DEHNAMAK (DHN)
	TABAS (TBS)		TABAS (TBS)
	BIRJAND (BJD) * Note 5 (OI)		BIRJAND (BJD) * Note 5 (OI)
R799	IMPOS 183136N 0511848 E	UR799	IMPOS 183136N 0511848 E
	PASUL 180341N 0513803E		PASUL 180341N 0513803E
	TONRO 165850N 0522235E		TONRO 165850N 0522235E
	ASMAK 162327N 0524634E		ASMAK 162327N 0524634E
	ENADO 153333N 0532015E		ENADO 153333N 0532015E

ARN TF/4
Appendix 3E to the Report on Agenda Item 3

CONTINGENCY AGREEMENT STATUS

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 11 Para. 2.30		Development of contingency plan	Nov, 2006	Under development Or Completed : signed with	S	A. Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services B.		Dec, 2011	A

STATE	CORRESPONDING STATES	STATUS	SOFT COPIES SENT TO ICAO
BAHRAIN	IRAN KUWAIT OMAN QATAR SAUDI ARABIA UAE	Signed Signed Signed Signed Signed	
EGYPT	GREECE ISRAEL JORDAN LYBIA CYPRUS SAUDI ARABIA SUDAN		
IRAN	ARMENIA AZERBAIJAN TURKMANISTAN AFGHANISTAN BAHRAIN IRAQ KUWAIT OMAN PAKISTAN TURKEY UAE		
IRAQ	IRAN JORDAN KUWAIT SAUDI ARABIA SYRIA TURKEY		
JORDAN	EGYPT IRAQ ISRAEL SAUDI ARABIA SYRIA		Sent

3E-3

STATE	CORRESPONDING STATES	STATUS	SOFT COPIES SENT TO ICAO
KUWAIT	BAHRAIN IRAN IRAQ SAUDI ARABIA	Signed Signed	
LEBANON	ISRAEL CYPRUS SYRIA		
OMAN	BAHRAIN INDIA IRAN PAKISTAN SAUDI ARABIA UAE YEMEN	Signed Signed Signed	Sent
QATAR	BAHRAIN	Signed	
SAUDI ARABIA	BAHRAIN EGYPT ERITREA IRAQ JORDAN KUWAIT OMAN SUDAN YEMEN	Signed	
SYRIA	IRAQ JORDAN LEBANON CYPRUS TURKEY		
UAE	BAHRAIN IRAN OMAN SAUDI ARABIA	Signed Signed	

ARN TF/4-REPORT
APPENDIX 3E

3E-4

STATE	CORRESPONDING STATES	STATUS	SOFT COPIES SENT TO ICAO
YEMEN	DJIBOUTI ERITREA ETHIOPIA INDIA OMAN SAUDI ARABIA SOMALIA	Signed	

ARN TF/4
Report on Agenda Item 4

REPORT ON AGENDA ITEM 4: AMENDMENTS TO THE ATS ROUTE NETWORK CATALOGUE

4.1 The meeting recalled that MIDANPIRG/11 meeting held in Cairo, 9-13 February 2009 approved the MID ATS Route Catalogue developed within the context of the ARN TF, as an ATS route development/planning tool and agreed that the Catalogue will contain a list of ATS route proposals that have been agreed within the framework of the ARN TF and ATM/SAR/AIS SG.

4.2 The meeting stressed on the importance of the ATS Route Catalogue where proposals are included for further consideration/processing, in the near term or future, until such time these proposals have been processed as amendments to Table ATS-1 and approved by the ICAO Council, or agreed to be removed from the Catalogue for such reasons as being improbable, overtaken by events, or replaced by an agreed alternative. The Catalogue will be used to record and track the routes' development, and will as such be a living document updated at relevant meetings by the Secretariat as requested. It shall not be the purpose or intention of the *MID ATS Route Catalogue*, to duplicate the ANP Table ATS-1 or its purpose.

4.3 The meeting reiterated the need for following ICAO established procedures and format for the amendment of the MID Basic ANP by States for their required ATS route changes, as at **Appendix 4A** to the Report on Agenda Item 4.

4.4 The meeting noted that the MID ATS Route Catalogue has been revised and established with one numbering system for future ease of reference.

4.5 The meeting reviewed, updated and discussed the information in the MID ATS Route Catalogue as at **Appendices 4B** and **4C** to the Report on Agenda Item 4.

4.6 The meeting reviewed the information contained in the outcome of the iFLEX Workshop, and requested that routes relating to the MID Region be added to the ATS Route Catalogue.

AMENDMENT PROPOSAL

**PROPOSAL FOR AMENDMENT OF THE ICAO
MID AIR NAVIGATION PLAN (DOC 9708), VOLUME I BASIC ANP**

(Serial No. MID Basic ANP Year/XX - ATM) (For ICAO Secretariat)

Name of proponent State.....XXXXXXXXX.....

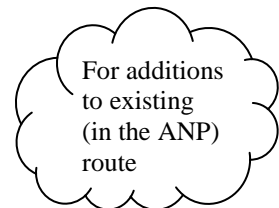
Name of focal point (Drafter)Mr B. Yyyyyyyyyyy.....

- a) **Plan:** MID Basic Air Navigation Plan
- b) **Proposed amendment:** Editorial note: Amendments are arranged to show “deleted text” using strikeout (~~text to be deleted~~), and “added text” with grey shading (text to be inserted).

1) **Add** requirements for ATS routes B419 and UB419 as follows:

B419

KING FAHD
ALVON 2700.2N 05007.2E
KURSI 275742N 0491918E
KUWAIT



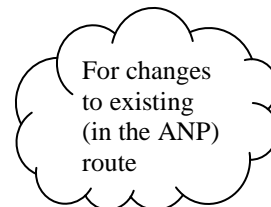
UB419

KING FAHD
ALVON 2700.2N 05007.2E
KURSI 275742N 0491918E
KUWAIT

2) **Amend** requirement for ATS routes G665 and UG665 as follows:

G665

BASRAH
ABADAN
SHIRAZ * Note 5 (OI)
NABOD 2816.1N 05825.8E
EGSAL 2716.8N 06249.0E
(PANJGUR)



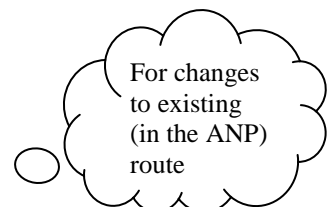
UG665

BASRAH
ABADAN
SHIRAZ * Note 5 (OI)
NABOD 2816.1N 05825.8E
EGSAL 2716.8N 06249.0E
(PANJGUR)

3) **Amend** requirement for ATS route UL602 as follows:

UL602

BAHRAIN
ALVON 270009N 0500711E*Note 7
~~SELEG 280130N 0492212E~~



~~RAPSI 282326N 0490551E~~
~~DARVA 284814N 0484734E~~
~~KURSI 275742N 0491918E~~
~~DASTI 282141N 0490259E~~
ALVIX 2919.3N04824.2E
FALKA 292611N 0481819E
TASMI 300120N 0475505E
BASRAH
LOVEK 322206N 0444000E
DELM1 331911N 0431731E
ELEXI 344237N 0411054E
DRZ 351724N 0401124E
KUKSI 364508N 0374910E
GAZ 365701N 0372824E

- 4) **Add** the requirement for ATS route B650 as follows:

~~B650~~

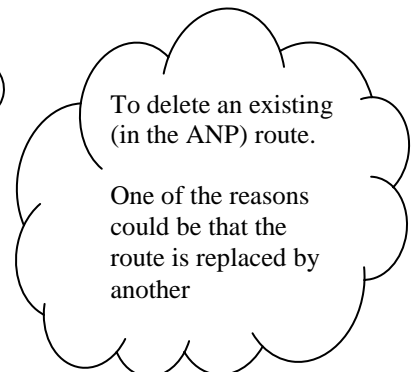
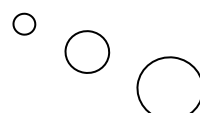
~~BUNDU~~
~~BATHA~~



- 5) **Delete** the requirement for ATS routes G### as follows:

~~G###~~

~~SAMPL~~
~~OTHER~~
~~CROSS * Note 5 (OI)~~
~~ROAMS 2916.1N 05825.8E~~
~~GOING 2916.8N 06249.0E~~
~~(DESTINATION)~~



(cf. Table ATS 1, Chart ATS 1/2)

- c) **Originated by:** MIDANPIRG ATM/SAR/AIS/9, Special Baghdad FIR Coordination Meeting (SBFCM) (Cairo, 28-29 May 2008) and ATS Route Network Task Force/1 (ARN TF/1); Bahrain, Kuwait and Qatar.

- d) **Originator's reasons for amendment:** As a result of a review of the ATS route requirements for the MID Region, the ATM/SAR/AIS/9 and ARN TF/1 agreed that ATS route G669 which had been removed from the requirements as an editorial error, should be restored. However, the requirement has been modified by removal of segment KARIATAIN-TONTU-AL SHIGAR, which had been found not to be practical. The ARN TF/1 agreed to the proposal by Bahrain and Qatar for the establishment of an ATS route BUNDU-BATHA (B650) to provide a link from Doha to the South into R659 at BATHA, to address immediate user

needs. This provides an alternative to the segment Doha-MIGMA on ATS route R659/UR659, which remains unimplemented. The distance saving from currently available routing Doha to North and Southern Africa is about 204 nm per flight. Significant point MIGMA on ATS routes R659/UR659 in Bahrain FIR is to be replaced by BATHA at which a VOR (BAT) is located. The ARN TF/1 also endorsed the SBFCM proposal to extend G665 from Abadan to Basrah to make it accessible to route network in the Baghdad FIR.

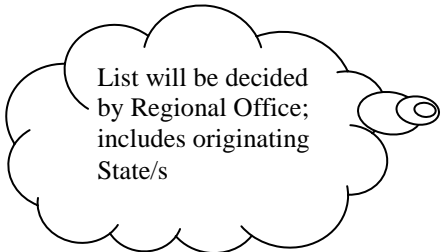
Kuwait has proposed addition of ATS route B419 to the requirement. B419 had been removed from requirements in 2007 for future consideration. Kuwait has also proposed changes in trajectories of ATS routes UL602 and UP975 in order to achieve airspace efficiencies.

e) Intended date of implementation:

As soon as practicable after approval.

f) Proposal circulated to following States and organizations:

- | | |
|---------------------------|--------------------------|
| Afghanistan | Oman |
| Bahrain | Pakistan |
| Cyprus | Qatar |
| Egypt | Saudi Arabia |
| Iran, Islamic Republic of | Sudan |
| Iraq | Syrian Arab Republic |
| Israel | United Arab Emirates |
| Jordan | United States of America |
| Kuwait | Yemen |
| Lebanon | IATA |
| Libyan Arab Jamahiriya | IFALPA |



g) Originator' Comments:

The changes proposed herein are the result of work undertaken by the MIDANPIRG Subsidiary Bodies the Middle East Offices of ICAO and individual States in the Region to enhance traffic flows and ATS route efficiencies.

ARN TF/4
Appendix 4B to the Report on Agenda Item 4

**RESULT OF DISCUSSIONS OF THE MID ATS ROUTE CATALOGUE DURING THE
ARN TF/4 MEETING**

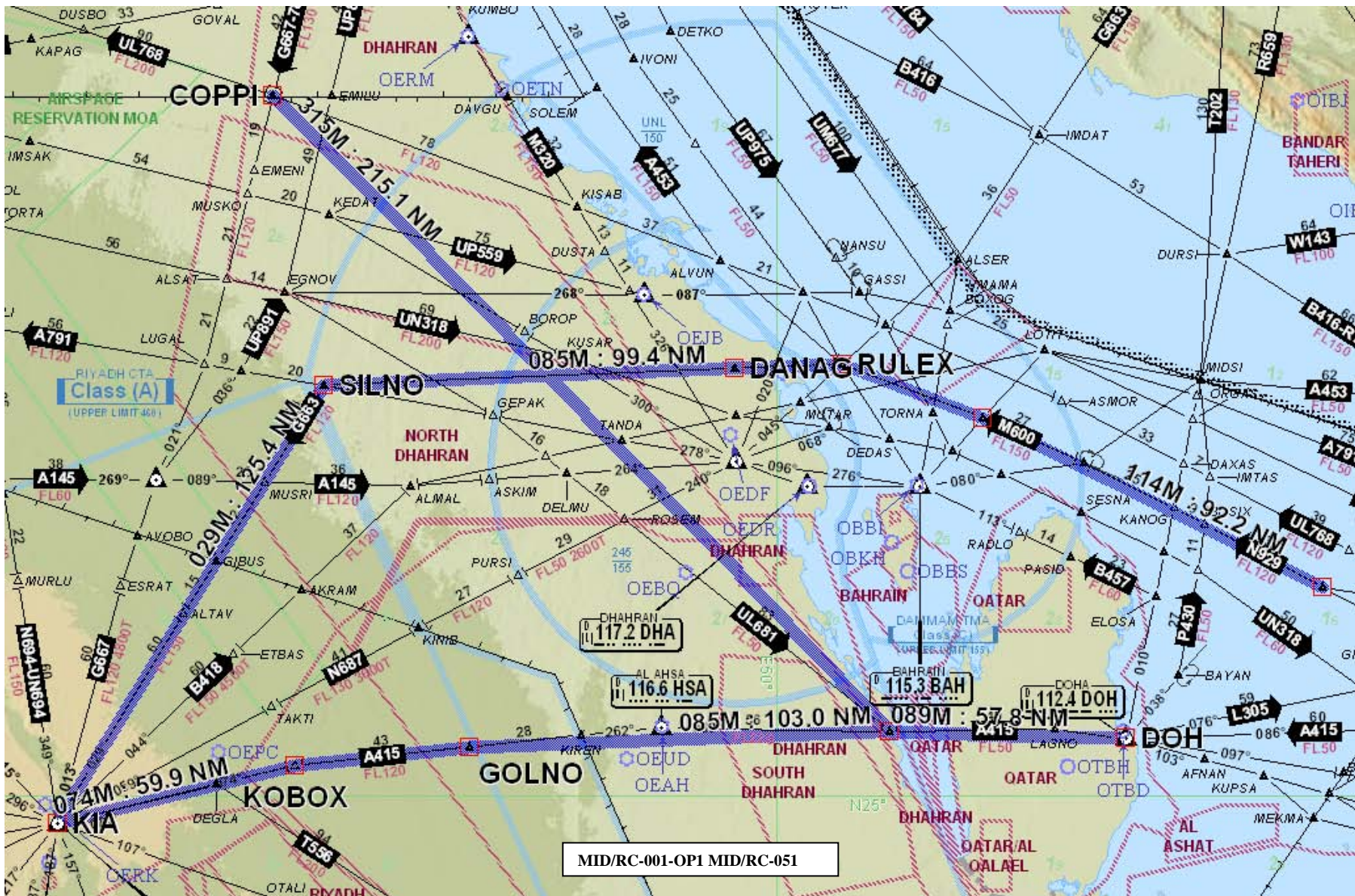
MID/RC NUMBER	ATS ROUTE NAME	ENTRY-EXIT	DECISION
RC-001	SALWA – COPPI	SALWA – COPPI	Saudi Arabia to investigate a timed route option.
RC-001 Option 2	EGNOV- HFR	EGNOV- HFR	To be removed from Catalogue
RC-002 Option 1,2 and 3	TONBA – KHG	TONBA – KHG	Egypt unable to accept route due to safety issues.
RC-003	VUSET – ITRAX	VUSET – ITRAX	Not feasible as the route crosses other Climb out and decent ATS route and further goes through a Danger Area. Differed for the future
RC-004	Q707-UL681	EGNOV – SALWA	Implemented timed route.
RC-005	SALWA – LOTOS – ASTIN	SALWA – LOTOS – ASTIN	An alternate RNAV1 route was proposed, and awaiting UAE response. No change
RC-006	A415	DOH – SALWA – KIREN	Implemented timed route.
RC-008/11	New parallel A/Way to UL550	UAE, Egypt and beyond	Combine both proposals. -Egypt restudy the route and to provide an update next ARN TF
RC-013	UAE to Pakistan, India, and beyond to Asia/Pacific	UAE to Pakistan, India, and beyond to Asia/Pacific	Iran has recently developed M561 which might provide interim relief. This is similar routing as MID/RC-020 Iran put further proposal from KANAS to GOKSO which covers UAE Pakistan to be removed from Catalogue. A letter to be sent to Oman requesting comments on the revised proposal to the Northern portion on RC-13. Not acceptable due to dense traffic crossings and goes through Danger Areas climbing descending traffic. To be differed indefinitely -Similar to RC-003

MID/RC NUMBER	ATS ROUTE NAME	ENTRY-EXIT	DECISION
RC-018	New Route	Jordan to Cairo via DATOK TBA - W976	State and Military issues. Pending discussion between Egypt and Jordan
RC-019	DENDA R462 MIBSI P899 BUNDU	DENDA R462 MIBSI P899 BUNDU	Not feasible due to congestion (safety reasons) Differed for the future
RC-020	SODEB to/from MINAR	SODEB to/from MINAR	-Route was not supported by India. -Differed for the future
RC-025	R652	METSA- ZAJ	-Saudi Arabia and Jordan do not approve for the extension of Route in Iraq suggested removal waiting for Iraq feed back
RC-026	W3	DZF – VAN	Turkey urged Iraq to remove the data from their AIP, and is to be moved to the deferred Category. Differed for the future.
RC-027	M320	KUA-RAPLU	- Not supported by Kuwait at present. - Needs further studies - Differed for the future
RC-037/038	MIDSI – DASDO IMDAT - MIDSI	MIDSI – DASDO IMDAT - MIDSI	- Another proposal put in by Bahrain and submitted to Iran
RC-049	R659	DOH-BAT	- Expected implementation September 2011 as a timed out route
RC-051	A415	DOH-KIA	- Still timed out route Same as RC 001 Whatever is related to A415 should be combined
RC-053	New Route	BALTIM – SHM	Penetrates military airspace. No updates
RC-055	New Route	MAK CVO	L315 to be discussed with Saudi Arabia for direction of route

ARN TF/4
Appendix 4C to the Report on Agenda Item 4

MID ATS ROUTES CATALOGUE

MID/RC-001 (Option 1) MID/RC-051	ATS Route Name: New AWY between SALWA-COPPI A415	Entry-Exit: SALWA-COPPI DOH - KIA	Inter-Regional Cross Reference if any		Users Priority	High URGENT	Originator of Proposal	IATA				
Route Description							States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action
SALWA (N25 15.6 E050.30.8) – COPPI (N27 50.6 E047 44.0) This route is proposed as a one way northbound to cater for departure from Doha intersection point on “A791/G663”, maybe “TANDA N26 27.1 E049 18.2” to allow traffic to transit for North African destinations		Qatar Bahrain Saudi Arabia		New ATS route.			<ul style="list-style-type: none"> - Bahrain has no objection . - Qatar has no objection however will have time restriction of 15:00 to 03:00 UTC subject to concurrence with Saudi Arabia. - Saudi Arabia needs to study the proposal further and will advise by 31 October 2008. - Still under consideration by Saudi Arabia Pending Saudi Arabia response Secretariat will make Amendment Proposal. - Re submitted by Bahrain with indication of safety priority need. - Saudi Arabia to investigate a timed route option. 	As soon as practical				
Flight Level Band: FL200 – FL410												
Potential City Pairs: DOH to Western Europe/USA DOH to BEY, DAM, AMM DOH to North-Africa OMAA to GMMN, HECA, HSSS, OEJN, OERK												
Conclusions/Remarks		Saving 88 miles, 10 daily flts, 34650 Kg of CO2 Daily					Last updated	ARN TF/4 May 2011				

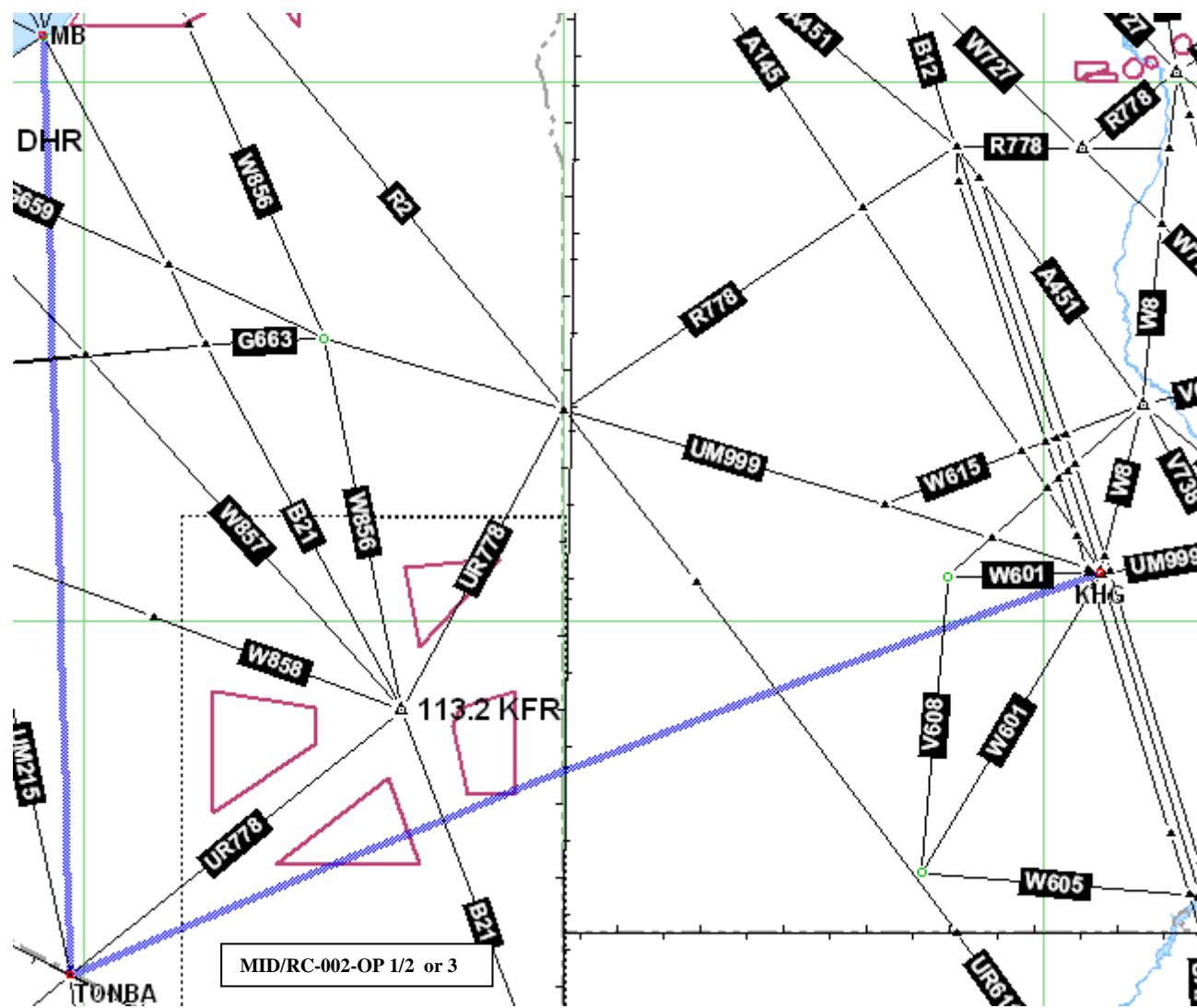


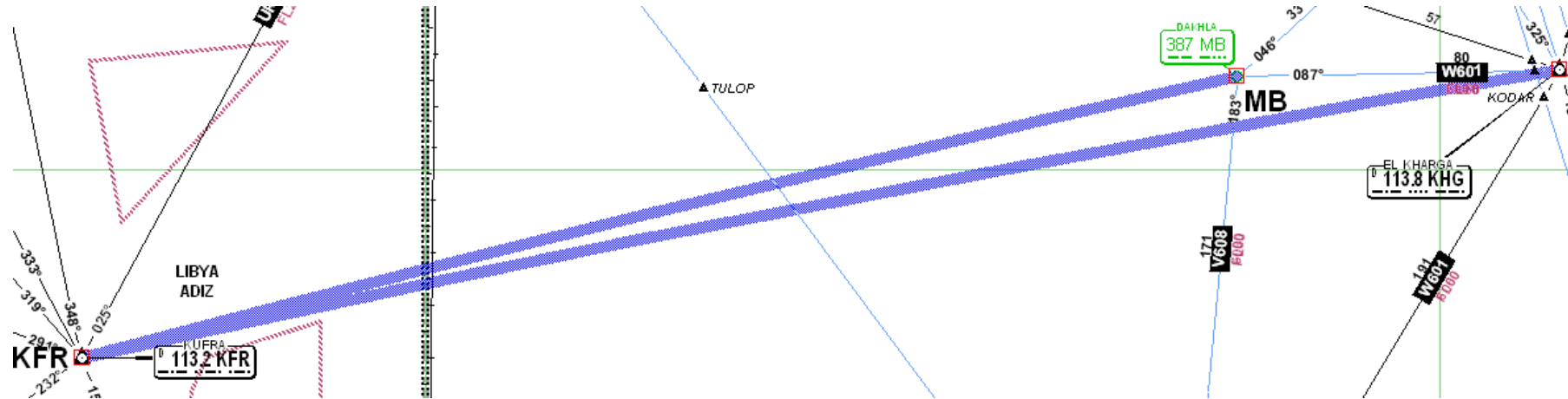
ARN TF/4-REPORT
APPENDIX 4C

4C-4

MID/RC-002 (Option 1, 2, 3 and 4)	ATS Route Name:	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
	New AWY Proposed between TONBA-KHG and KFR to MB (Dakhla) Or KHG	TONBA to KHG (Dakhla) Libya to Egypt FIR					Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
(Opt 1) TONBA (N21 35.3 E 0-19 51.2) KHG (N25 26.9 E030 35.4) (Opt 2) TONBA (N21 35.3 E 0-19 51.2) MB (N25 25.2 E029 00.1) (Opt 3) KFR (N24 09.2 E023 18.5) MB (N25 25.2 E029 00.1) Or KHG (N25 26.9 E030 35.4)		Lybia Egypt		New ATS route.		<ul style="list-style-type: none"> - Egypt highlighted that UM999 already exists and is used by 3 to 5 flights a day also that communication is being upgraded with a new station at Dakhla. - To be considered with and similarly to Proposal 2 & 4. - Egypt will coordinate with Military and Libya to establish boundary point. Route will be considered based on (traffic) demand. - Egypt unable to accept route due to safety issues. <ul style="list-style-type: none"> - Differed for the future 	TBD	
Flight Level Band: FL290 – FL410								
Potential City Pairs: West Africa airports-Doha								
Expect 50 eastbound wkly flights, saving 91000Kg of fuel and 282T of CO2 wkly. The number may double if used westbound.								
Conclusions/Remarks	Proposals 2, 4 and 5 are options to each other					Last updated	ARN TF/4 May 2011	

4C-5

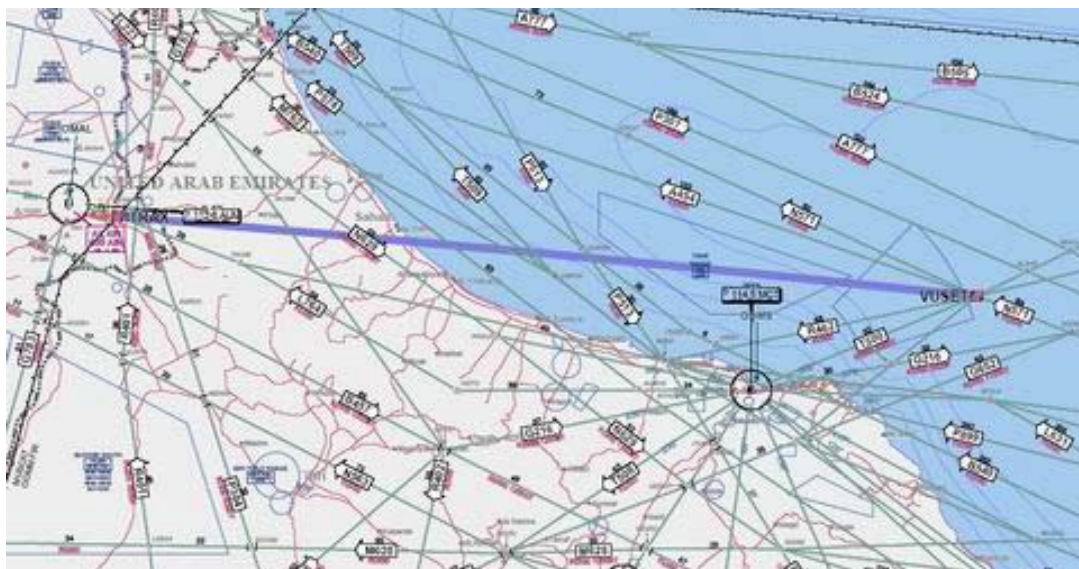




MID RC 002/OPT 3/4

MID/RC-003	ATS Route Name: New AWY – VUSET to ITRAX	Entry-Exit: VUSET – ITRAX Muscat FIR	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
VUSET – “N23 55.7 E059 08.2 ITRAX – N24 12.8 E055 47.8		Oman		New ATS route.	Not in the ANP	Not acceptable due to dense traffic crossings and goes through Danger Areas climbing descending traffic. To be differed indefinitely Differed for the future Similar to RC-013	TBD	
Flight Level Band: FL290 – FL410								
Potential City Pairs: SGN, PEK, HKG, PVG, DEL, AMD, KHI, KIX, DAC, KTM - Doha								
Conclusions/Remarks						Last updated	ARN TF/4 – May 2011	

4C-7



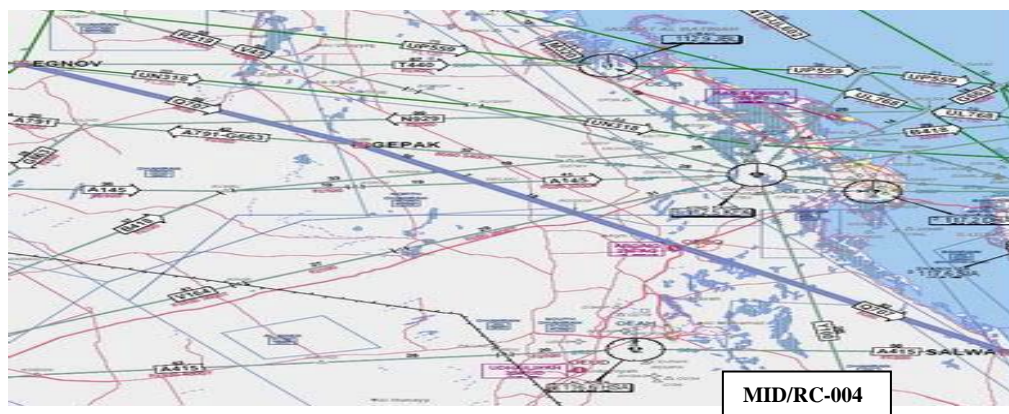
MID/RC-003

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APPENDIX 4C

4C-8

MID/RC-004	ATS Route Name: Q707 L681	Entry-Exit: EGNOV – SALWA	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
EGNOV (N27 03.0 E047 47.2) – SALWA (N25 15.6 E050.30.8)		Qatar Bahrain Saudi Arabia		Opening hours to be extended. Suggested from 1430 – 0300UTC Weekends H24 To change current AWY Q707 from one-way to two way between points EGNOV – SALWA North Africa traffic – If Q707 is made a two way AWY, then traffic can route from point “GEPAK (N26 33.0 E048 43.5) on AWY A791/G663		<ul style="list-style-type: none"> - Bahrain has no objection. - Qatar can extend hours from 15:00 to 03:00 UTC provided Saudi Arabia concurs. - Saudi Arabia will study the proposal and revert to the Secretariat by 31 October 2008. 	31 Oct. 2008	
Flight Level Band: GND - UNL						Still under consideration by Saudi Arabia		
Potential City Pairs: Doha – Western Europe/USA – Doha Doha – BEY, DAM, AMM – Doha Doha – North Africa dest. - Doha						MID Office to communicate high priority need to Saudi Arabia Implemented as a timed-out route		
						Keep as is		
Conclusions/Remarks		Urgent implementation necessary due rapidly building congestion in the Bahrain FIR					Last updated	ARN TF/4 May 2011

4C-9

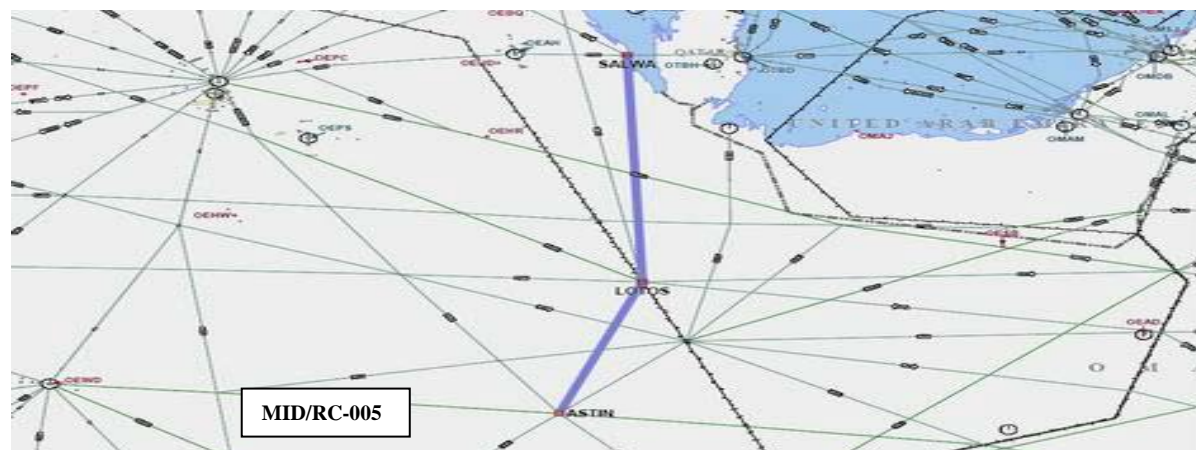


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APPENDIX 4C

4C-10

MID/RC-005	ATS Route Name: New AWY between SALWA-LOTUS-ASTIN	Entry-Exit: SALWA-LOTUS- ASTIN	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
Proposed new AWY would be two way. Alternatively, IATA would accept Salwa – (intersection point on Y100) – Y100 – LOTUS – New AWY – PURDA (N21 08.1 E051 03.5) – join with A419 SALWA (N25 15.6 E050.30.8) LOTUS (N22 00.0 E050 39.2) ASTIN (N20 04.2 E049 53.3)		Bahrain Saudi Arabia		New ATS route.		<ul style="list-style-type: none"> - Proposal replace by the following agreed option: Doha to Bundu than via V997 to R659. - Bahrain will issue NOTAM for activation on the next AIRAC date. - MID Regional Office to circulate Amendment Proposal to change V997 to Regional route. - Amendment to be re-circulated after collection of updates from States - An alternate RNAV1 route was proposed waiting for UAE response. 1. - No change 	Immediate Sept. 2008 June. 2009	
Flight Level Band: FL180 – FL410								
Potential City Pairs: Doha – Eastern/ South Africa - Doha								
Conclusions/Remarks		Replacement proposal (Doha-Bundu-U997-R659). Approved for immediate implementation.				Last updated	ARN TF/4 May 2011	

4C-11



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4C-12

MID/RC-006	ATS Route Name: A415-DOH(VOR)-SALWA-KIREN	Entry-Exit: DOHA-SALWA-KIREN	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
A415-DOH(VOR)-SALWA-KIREN		Qatar Bahrain Saudi Arabia		Implemented with time restrictions		<ul style="list-style-type: none"> - Bahrain has no objection. - Qatar can extend hours from 15:00 to 03:00 UTC provided Saudi Arabia concurs. - Saudi Arabia will study the proposal and revert to the Secretariat by 31 October 2008. - Still under consideration by Saudi Arabia - MID Office to communicate high priority need to Saudi Arabia - Implemented as a timed out route - No change 	<p>31 Oct. 2008 Further Update to be provided by October 2009 March 2010</p> <p>Mar 09</p>	
Flight Level Band: GND-FL410								
Potential City Pairs: Doha-Western Europe/USA-Doha Doha-North Africa-Doha Doha-Africa-Doha								
Conclusions/Remarks		IATA requests to change opening hours H24. Urgent implementation necessary due rapidly building congestion in Bahrain FIR				Last updated	ARN TF/4 May 2011	

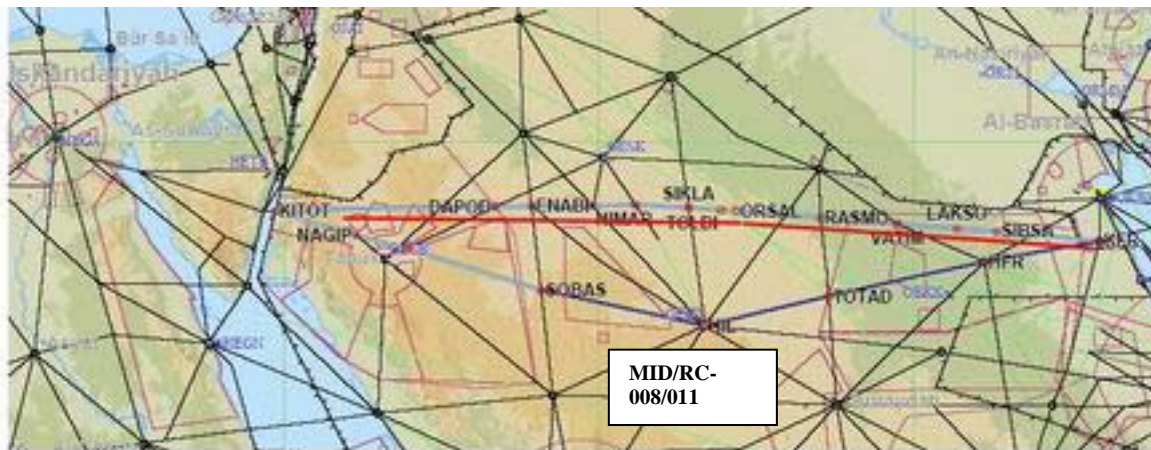
4C-13



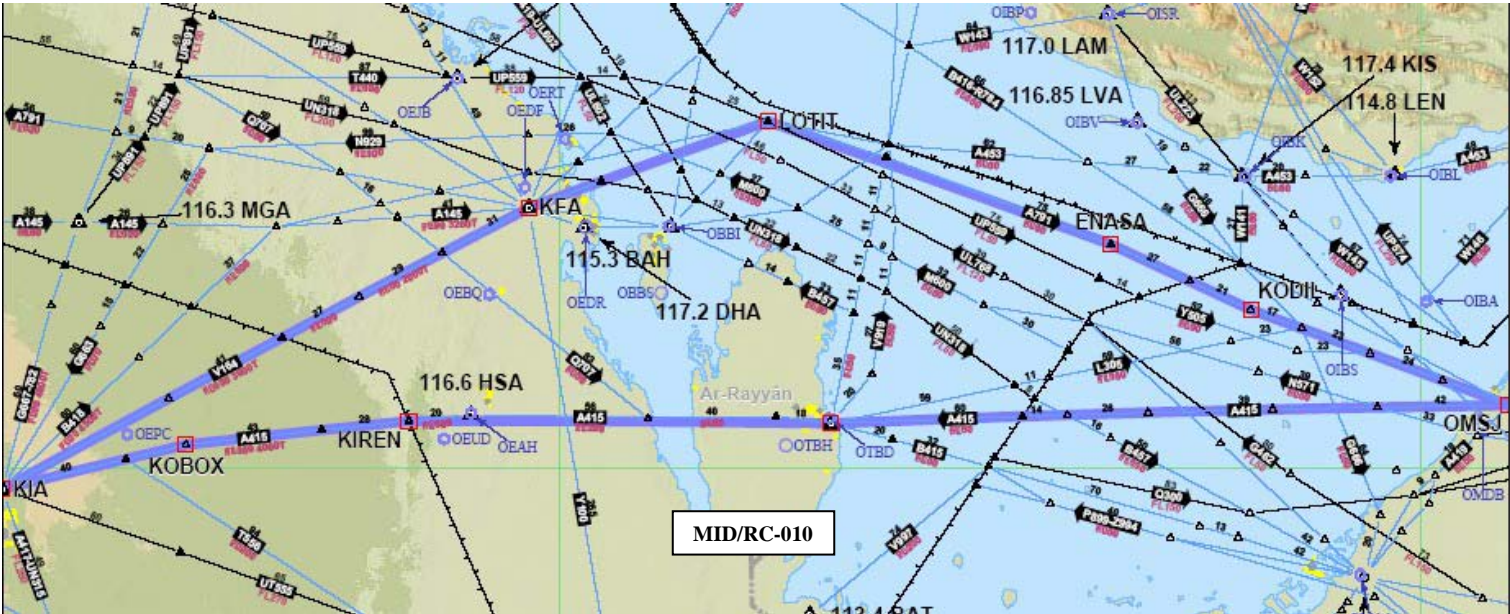
ARN TF/4-REPORT
APPENDIX 4C

4C-14

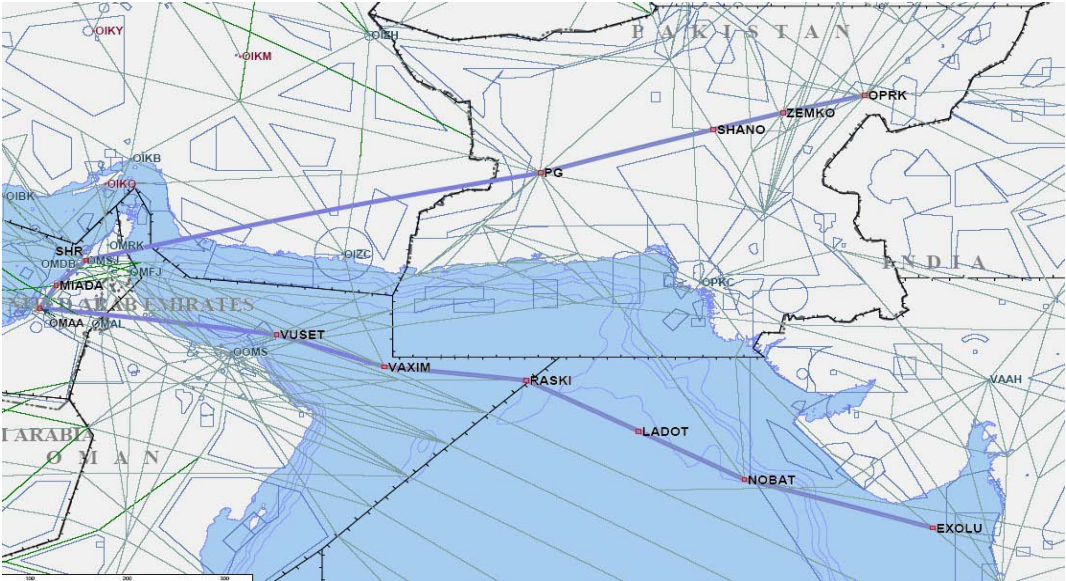
MID/RC-008-011	ATS Route Name: New Parallel AWY to UL 550		Entry-Exit: Parallel AWY to UL550	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken/Required		Deadline for each Action	
New Parallel AWY to UL 550		Egypt Saudi Arabia Iraq Kuwait		New ATS route.		<ul style="list-style-type: none"> - Egypt will continue to study how to address issue of east bound traffic for reduced traffic (Egypt Air and Kuwait Airways). - The Segment in Jeddah FIR is used bidirectionally already. - Egypt will review the route feasibility on completing of the ACC sectorization process underway - Egypt restudy the route and to provide an update next ARN TF 		Update will be provided October 2009 March 2010	
Flight Level Band: 6000ft TO FL 250									
Potential City Pairs: Cairo-Kuwait									
Conclusions/Remarks		Egypt highlighted similar proposal has been studied before and not found acceptable due to military restrictions and uncoordinated flights over the red sea area. This is similar routing as MID/RC-011				Last updated		ARN TF/4 May 2011	



MID/RC-010	ATS Route Name: V164	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
V164-N687 King Khaled (KIA). King Fahd (KFA) change from uni- direction eastbound to bi-direction.		Bahrain Saudi Arabia				<ul style="list-style-type: none"> - Bahrain has no objection for FL250 and below between KIA and KFA. - Bahrain will study feasibility of traffic volume that can be permitted to descend below FL250. - Not feasible at the moment - Differed for the future. - Saudi Arabia agrees. - Timed route - No change 		
Flight Level Band:								
Potential City Pairs: For traffic from airports in Gulf region to Riyadh and beyond								
Conclusions/Remarks						Last updated	ARN TF/4 – May 2011	

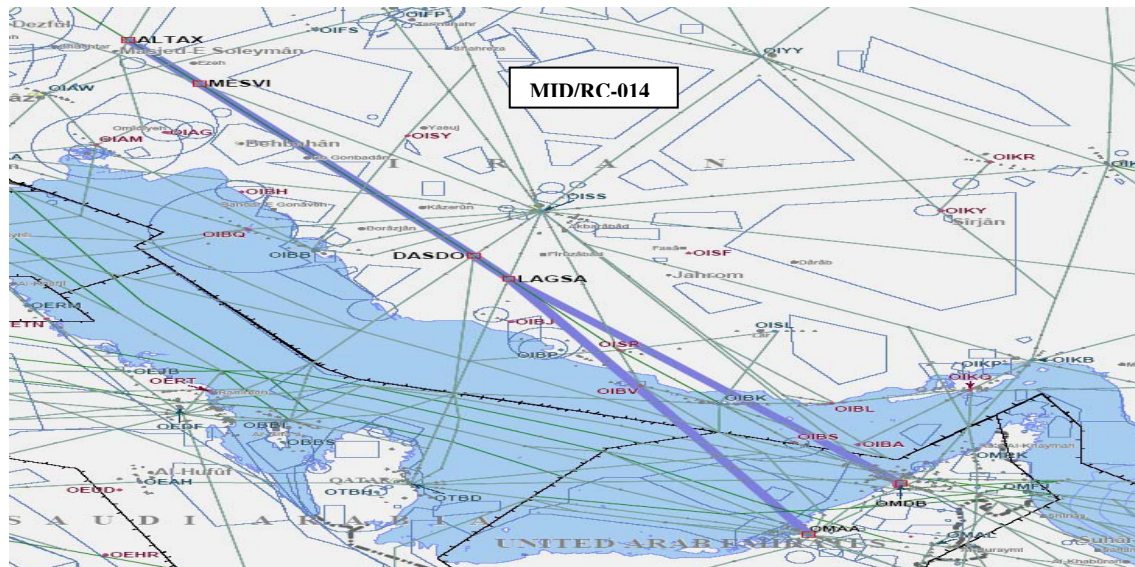


MID/RC-013	ATS Route Name: Gulf Region Eastbound	Entry-Exit: UAE to Pakistan, India, and beyond to Asia/Pacific	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	
							IATA	Date of Proposal
						ARN TF/1		
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
New, bi-directional route segments UAE to Pakistan, India, and beyond to Asia/Pacific		UAE Oman Iran Pakistan Mumbai				<ul style="list-style-type: none"> - To be submitted to Oman and APAC Office. - To be considered by ARN TF/2. 	Aug. 2008	
Flight Level Band: Upper Airspace						To be combined with proposal MID/RC-020 <ul style="list-style-type: none"> - A letter to be sent to Oman requesting comments on the revised proposal to the Northern portion on RC-13. Not acceptable due to dense traffic crossings and goes through Danger Areas climbing descending traffic. To be differed indefinitely - Similar to RC-003 		
Potential City Pairs: UAE to Pakistan, Indian & beyond to Asia/Pacific (unlimited)								
Conclusions/Remarks	Iran has recently developed M561 which might provide interim relief. This is similar routing as MID/RC-020 Iran put further proposal from KANAS to GOKSO which covers UAE Pakistan to be removed from Catalogue					Last updated	ARN TF/4 May 2011	



MID/RC-013

MID/RC-014	ATS Route Name: New Route	Entry-Exit: UAE to Iran and beyond	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implementation date	Implementation Status		ANP Status	Action Taken/Required	Deadline for each Action
New, bi-directional route segments		Iran UAE					- Under consideration by Iran and UAE.	TBD
Flight Level Band: Upper Airspace								
Potential City Pairs: UAE to Iran and beyond (unlimited)								
Conclusions/Remarks						Last updated	ARN TF/4 – May 2011	



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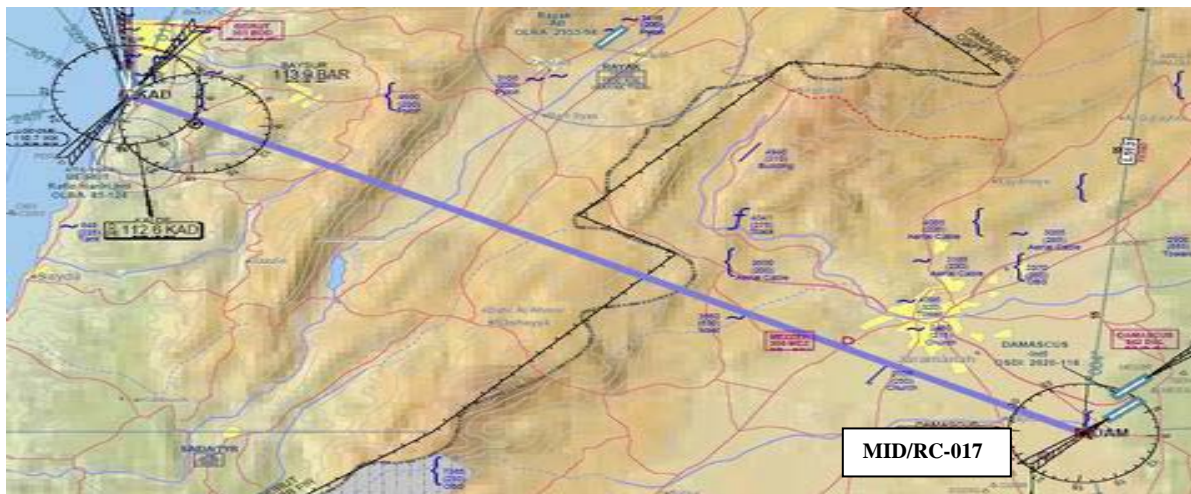
4C-20

MID/RC-015	ATS Route Name: New airways between Sharjah and Tehran		Entry-Exit: LOPEG- DEBES	Inter-Regional Cross Reference if any	Users Priority	High	Originator of Proposal IATA
							Date of Proposal ARN TF/1
Route Description		States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
<p>A new waypoint XXXXX to be created half way between KUMUN and PAPAR i.e. 37 NMs from either point.</p> <p>The old SIDs through LOPEG and DEBES will be re-instated with the difference that alter either point, traffic will proceed to XXXXX instead of PAPAR, distance LOPEG-XXXXX 23 NMs and DEBES-XXXXX 40 NMs</p>						<p>- Already under consideration by Iran and UAE.</p> <p>States have no plan to implement. Differed for the future.</p>	TBD
Flight Level Band:							
Potential City Pairs: Sharjah-Tehran							
Conclusions/Remarks						Last updated	ARN TF/4 – May 2011



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MID/RC-017	ATS Route Name:	Entry-Exit: Route from Jordan or Syria to BEY via DAM-DAKWE-KAD	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
	New Route						Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
Route from Jordan or Syria to BEY via DAM-DAKWE-KAD		Syria Beirut		New ATS route.		- Syria will study the request and provide update after internal consultations. - ICAO MID Region to follow-up with SCAA. No updates	TBD 30-Sept-08 June 2009	
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/4- May 2011	

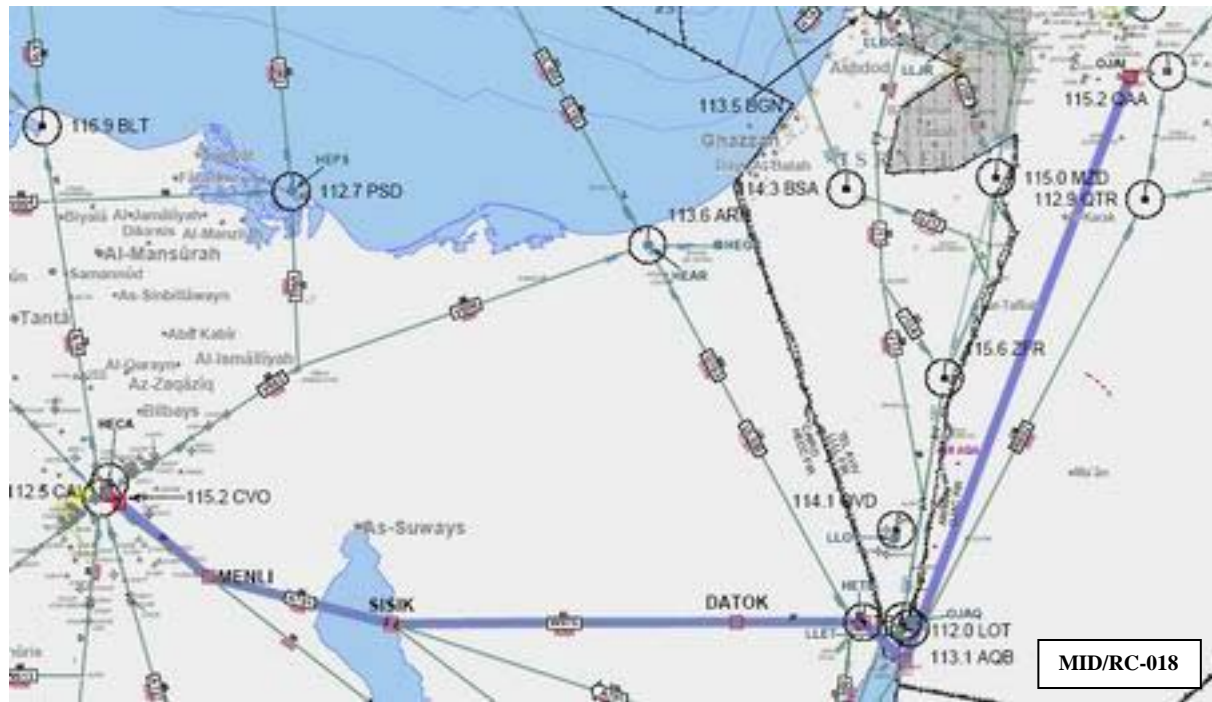


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MID/RC-018	ATS Route Name:	Entry-Exit: Route from Jordan to CAI via TBA-W976	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
	New Route						Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
Route from Jordan to CAI via DATOK TBA-W976		Jordan Egypt		New ATS route.		<ul style="list-style-type: none"> - Egypt will require more time to study and initiate proposal to Jordan to establish a point 5 to 7 NM South of METSA in order to facilitate direct routing to DATOK. - State and Military issues Pending discussion between Egypt and Jordan	TBD	
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks					Last updated		ARN TF/4 May 2011	

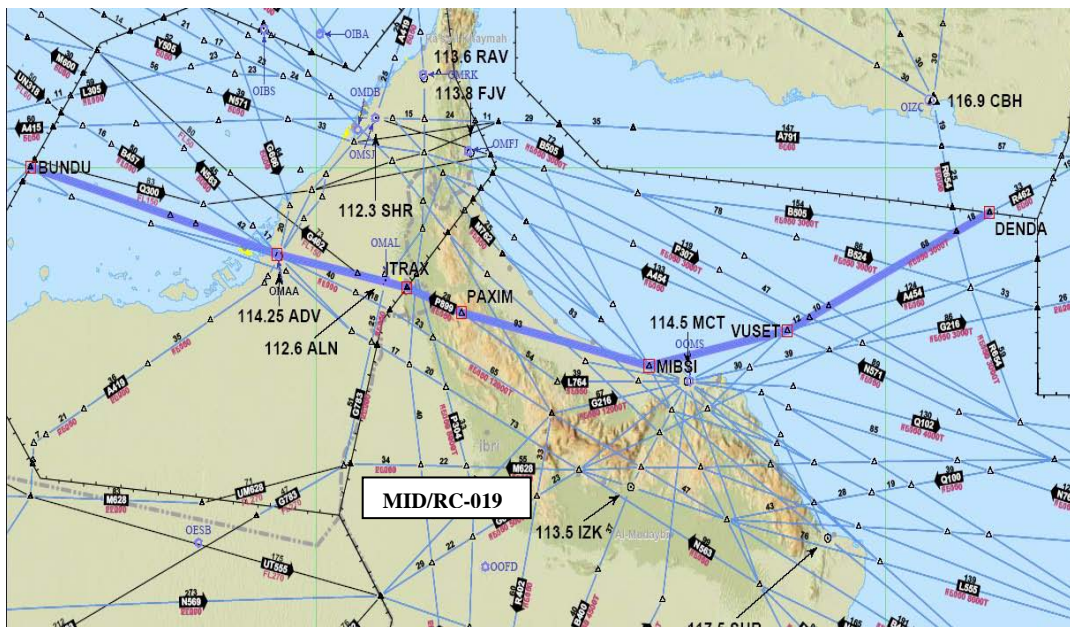
4C-23



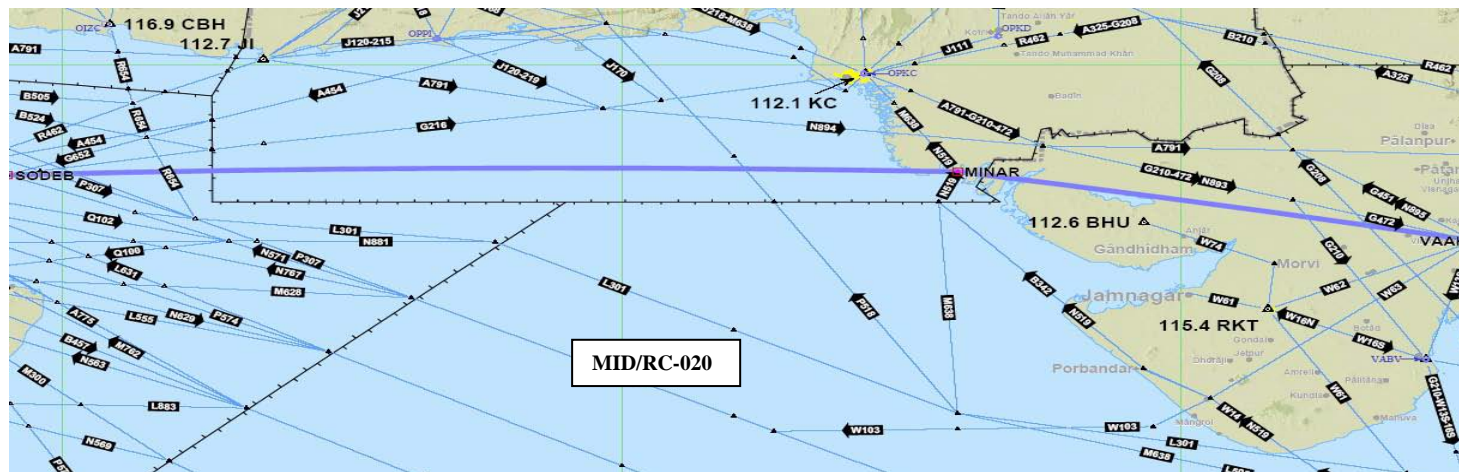
ARN TF/4-REPORT
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4C-24

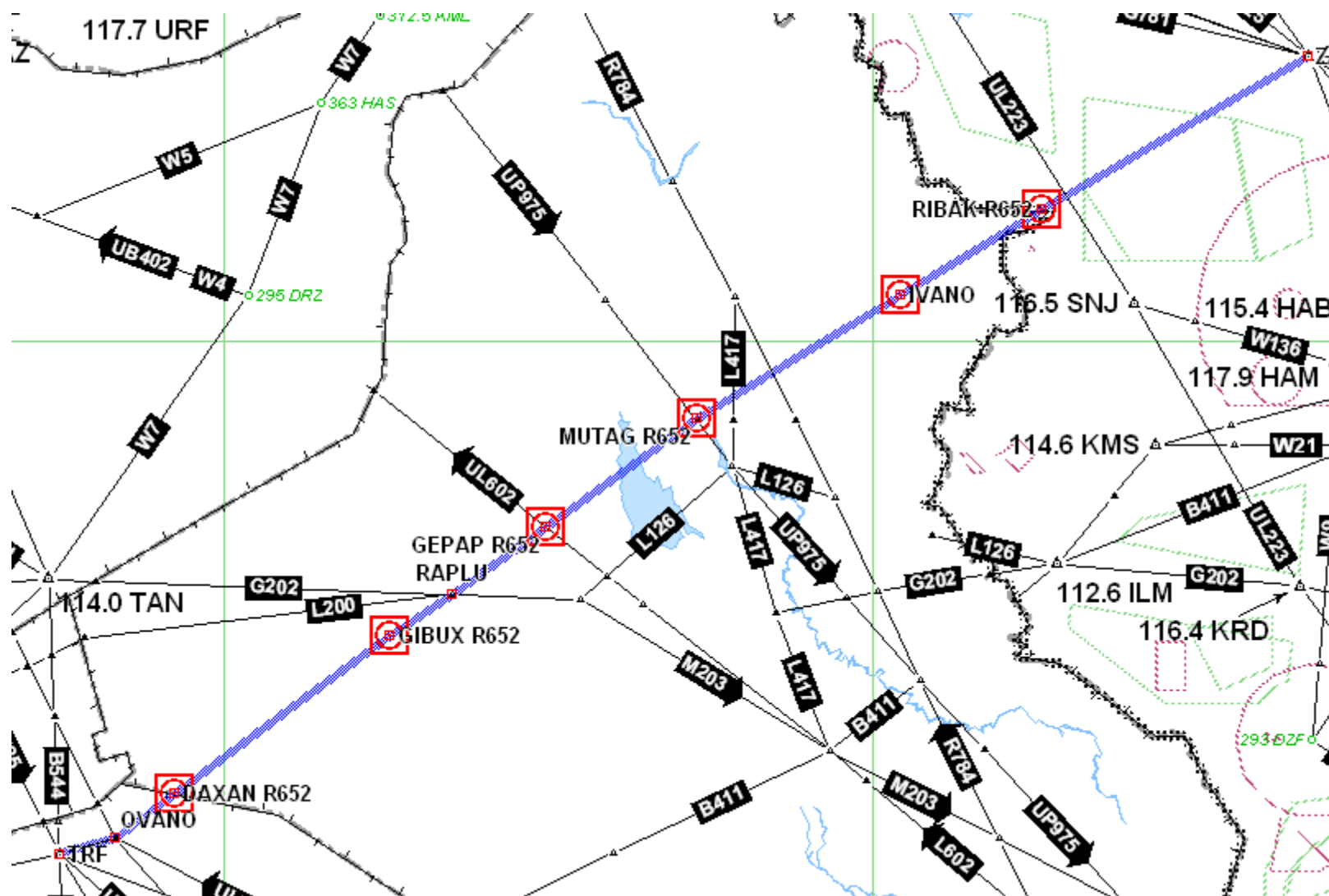
MID/RC-019	ATS Route Name: R462	Entry-Exit: DENDA-MIBSI	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
Request permission to use this AWY for traffic with destination DOHA DENBA DENDA R462 MIBSI P899 BUNDU						- UAE has no objection if Oman agrees. - ICAO will send proposal to Oman.		
Flight Level Band: FL290 to FL410						Not feasible due to congestion (safety reasons)		
Potential City Pairs: SGN, PEK, HKG, PVG, DEL, AMD, KHI, KIX, DAC, KTM-Doha						Differed for the future.		
Conclusions/Remarks		Proposal to be send to Oman for response				Last updated	ARN TF/2 – March 09	



MID/RC-020	ATS Route Name: Replacement of IATA Proposals (3) and (9).	Entry-Exit: TELEM-VAXIM and PRA-TELEM	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
SODEB to/from MINAR with 24 hours availability; thence MINAR to Ahmedabad or Pratapgarh (PRA)		Oman Pakistan Mumbai				<ul style="list-style-type: none"> - SODEB to/from MINAR with 24 hours availability. - MINAR to Ahmedabad or Pratapgarh (PRA). - To be relayed to Oman and APAC Regional Office, Bangkok. Under consideration as unidirectional only Also being coordinated with APAC - Route was not supported by India . - Differed for the future.	Update October 2009- March 2010 Route expected implementati on date Jun2010	
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks	Proposed by Pakistan to replace IATA Original proposals (3) and (9) which have been removed from this Appendix				Last updated	ARN TF/4 May 2011		



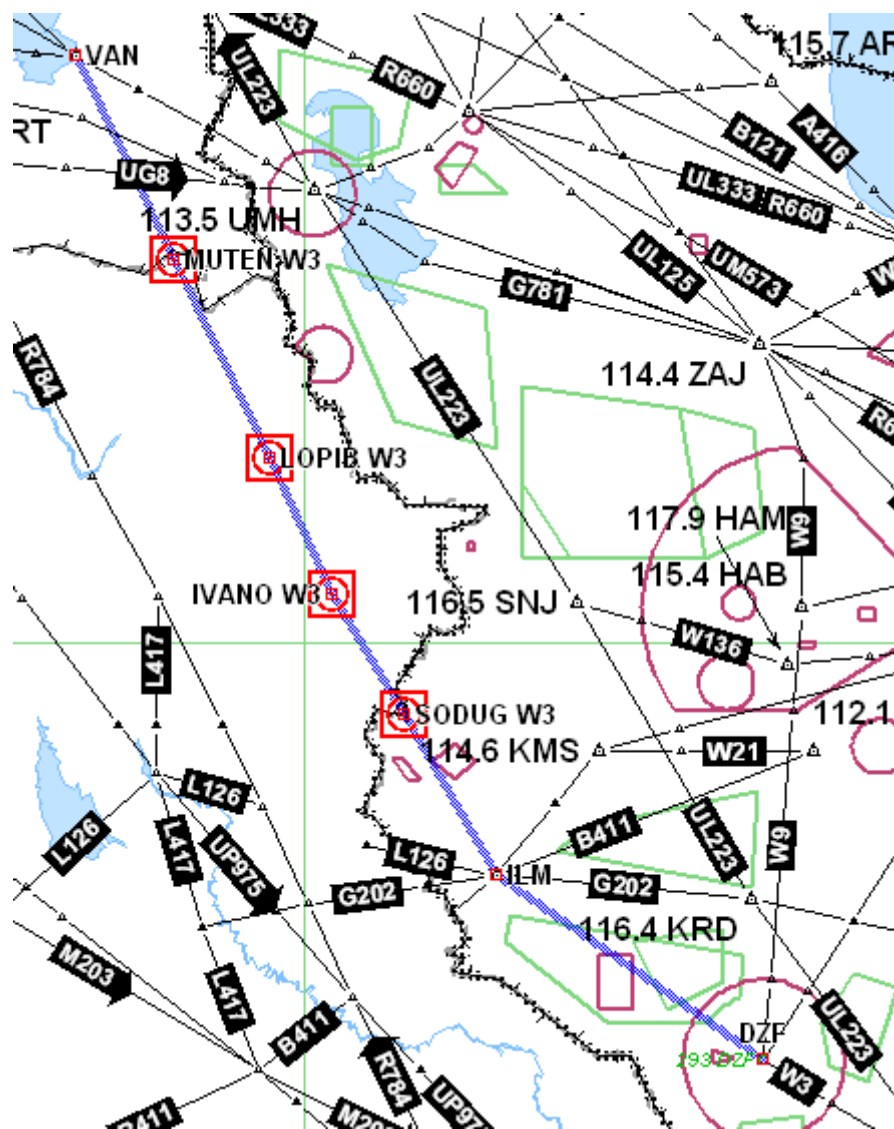
4C-27



MID/RC-025

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MID/RC-026	ATS Route Name: W3	Entry-Exit: DZF-VAN	Inter-Regional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	Iraq
							Date of Proposal	RDGE/11 (Oct 2009)
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required		Deadline for each Action
DZF DEZFUL SODUG 343312.57N 0454417E IVANO 351724N 0451235E LOPIB 3 0633N 0444500E MUTEN 371700N 0440300E VAN FERIT MELEN		Iran Iraq Turkey		1. Change route designator to regional RNAV route designator (L, M, N or P designator needed). 2. Points highlighted in yellow are new. 3. Coordination with Iran is required 4. Coordination with Ankara is required to continue the route within their airspace as new regional RNAV route.		1) Not supported by Turkey. 2) Iraq to withdraw this route from the AIP. 3) Iraq to further coordinate with Turkey and Iran. 4) To be referred to ARN TF/3 for further discussions. 5) Differed for the future.	March 2010	
Flight Level Band: FL200-FL410								
Potential City Pairs:								
Conclusions/Remarks							Last updated	ARN TF4 May2011



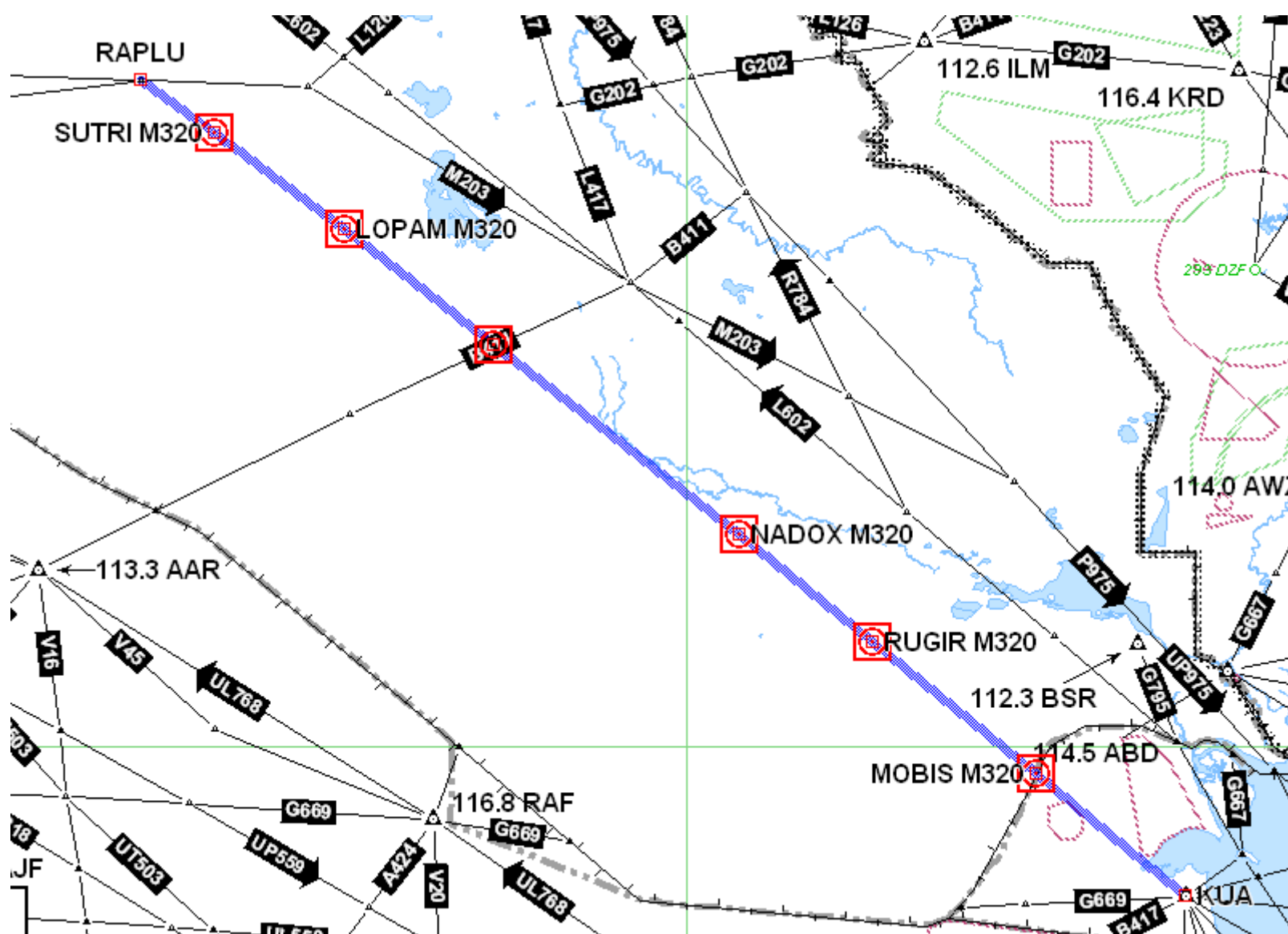
MID/RC-026

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4C-30

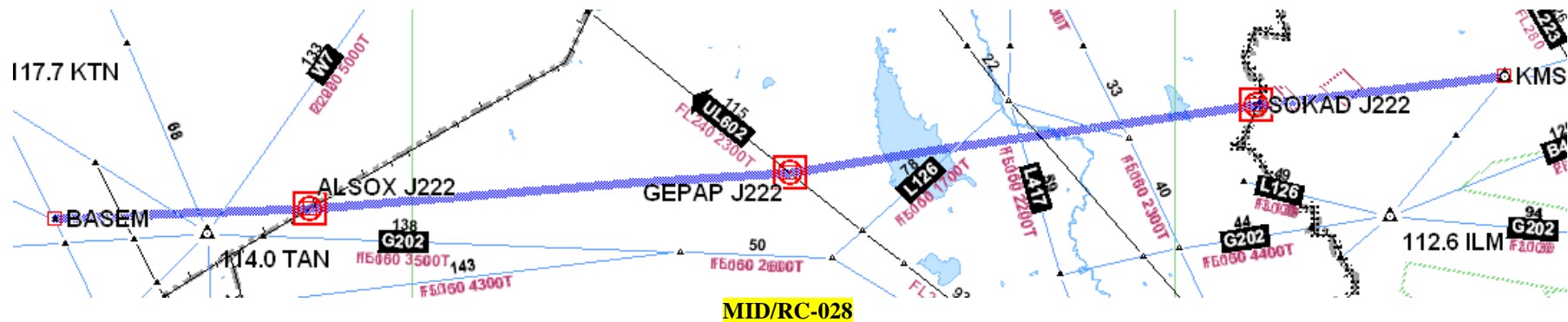
MID/RC-027	ATS Route Name: M320	Entry-Exit: KUA-RAPLU	Inter-Regional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	Iraq
							Date of Proposal	RDGE/11 (Oct 2009)
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required		Deadline for each Action
KUA MOBIS 295109N 0470457E RUGIR 303219N 0460618E NADOX 310505N 0451851E ELODI 320256N 0435126E LOPAM 323757N 0425806E SUTRI 330701N 0421128E RAPLU 332300N 0414530E		Kuwait Iraq		1. Existing RNAV designator M320 from Kuwait proposed). 2. Points highlighted in yellow are new. 3. Coordination with Kuwait required of continuation of route within their airspace.	Available in ATS.1 Table In Kuwait FIR	1) Not supported by Kuwait at present. 2) Needs further studies. 3) To be discussed further in the ARN TF/4 meeting 4) differed for the future	March 2010	
Flight Level Band: FL200-FL410								
Potential City Pairs:								
Conclusions/Remarks							Last updated	ARN TF/4 May 2011

4C-31

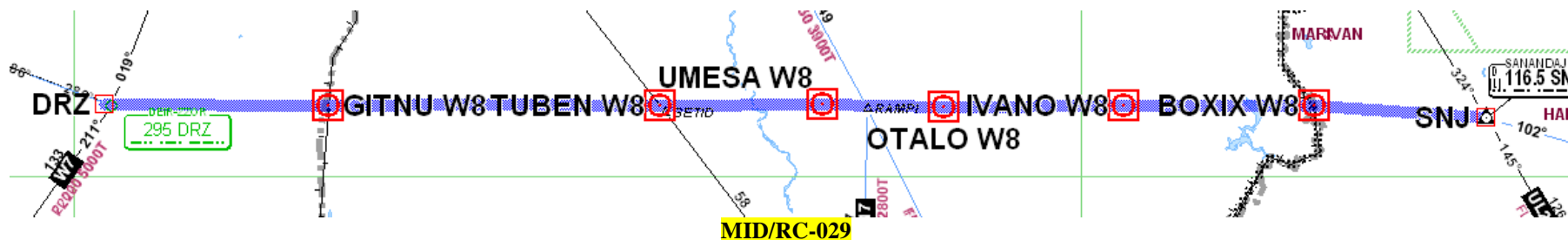


MID/RC-027

MID/RC-028	ATS Route Name: J222	Entry-Exit: BASEM-KMS	Inter-Regional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	Iraq
							Date of Proposal	RDGE/11 (Oct 2009)
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required		Deadline for each Action
BASEM 333318N 0373906E ALSOX 333700N 0392000N GEPAP 334906N 0422851E SOKAD 341051N 0453226E KMS KERMANSHAH		Syria Iraq Iran		1. Points highlighted in yellow are new. 2. Coordination with Syria and Iran required for the continuation of route within their airspace. 3. New route in the Baghdad (FIR)	Not available in ATS.1 Table. Implemented in Syria Change of Route Designator Required	Points highlighted in yellow are new. - Not supported by Syria - ATS route J222 is in close proximity with ATS route UR785 that would cause traffic conflict - Iraq was asked to reconsider to join the ATS route with G202 and change the route designator. - To be referred to the ARN TF/3 meeting for further discussions - Syria to review the proposal and will inform ICAO.		TBD
Flight Level Band: FL200-FL410								
Potential City Pairs:								
Conclusions/Remarks							Last updated	ARN TF/3 March 2010

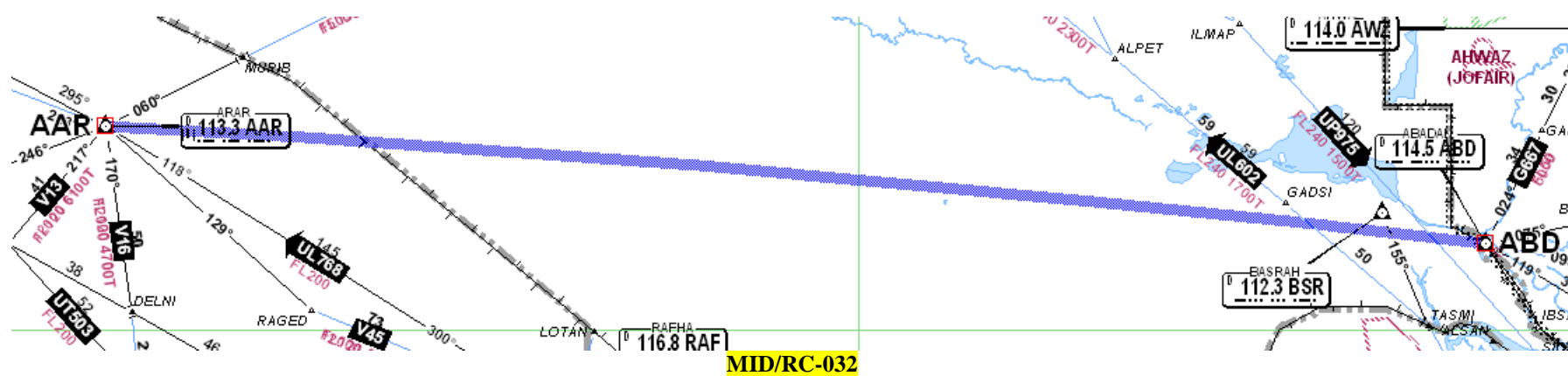


MID/RC-029	ATS Route Name: W8	Entry-Exit: GITNU-HAB	Inter-Regional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	Iraq
							Date of Proposal	RDGE/11 (Oct 2009)
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
DRZ GITNU 351724N 0411553E TUBEN 351724N 0425434E UMESA 351741N 0434307E OTALO 351700N 0441900E IVANO 351724N 0451235E BOXIX 351724N 0460921E SNJ		Syria Iraq Iran		1. Change route designator to regional RNAV route designator (L, M, N or P requested). 2. Points highlighted in yellow are new. 3. Coordination with Syria and Iran required for the continuation of route within their airspace. 4. New route in the Baghdad (FIR)		Points highlighted in yellow are new. - Syria to discuss proposal with Military - To be referred to the ARN TF/3 meeting for further discussions - Syria requested additional time to examine the proposal for the establishment of the ATS route.	TBD	
Flight Level Band: FL200-FL410								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/3 March 2010	



MID/RC-032	ATS Route Name: G665	Entry-Exit: ABD/AAR	Inter-Regional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	Iran
							Date of Proposal	RDGE/11 (Oct 2009)
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
ABADAN (ABD) ARAR (AAR)		Iran Iraq Saudi Arabia	No implementa- tion date yet.	<ol style="list-style-type: none"> 1) Iraq to establish new boundary point at Jeddah & Baghdad FIR boundary. 2) Iran and Iraq agreed that all east/west routes would be implemented after implementation of RVSM and military approval. 3) Coordination Between Iraq and Saudi Arabia Required. 	<p>Available in ATS.1 Table Panjgur-Abadan</p> <p>New Route in Baghdad FIR..</p>	<p>Points highlighted in yellow are new.</p> <p>To be referred to the ARN TF/3 meeting for further discussions</p> <p>MID RMA advised the meeting that the proposals submitted by Iraq require assessment by RMA to ensure the passing frequencies are within the specified limits. An estimate of expected traffic volume would be required to conduct the assessment of passing frequencies.</p>	TBD	
Flight Level Band: FL240-FL460								
Potential City Pairs:								
Conclusions/Remarks		To further improve the ATS network within Gulf Area.			Last updated		ARN TF/3 March 2010	

4C-35

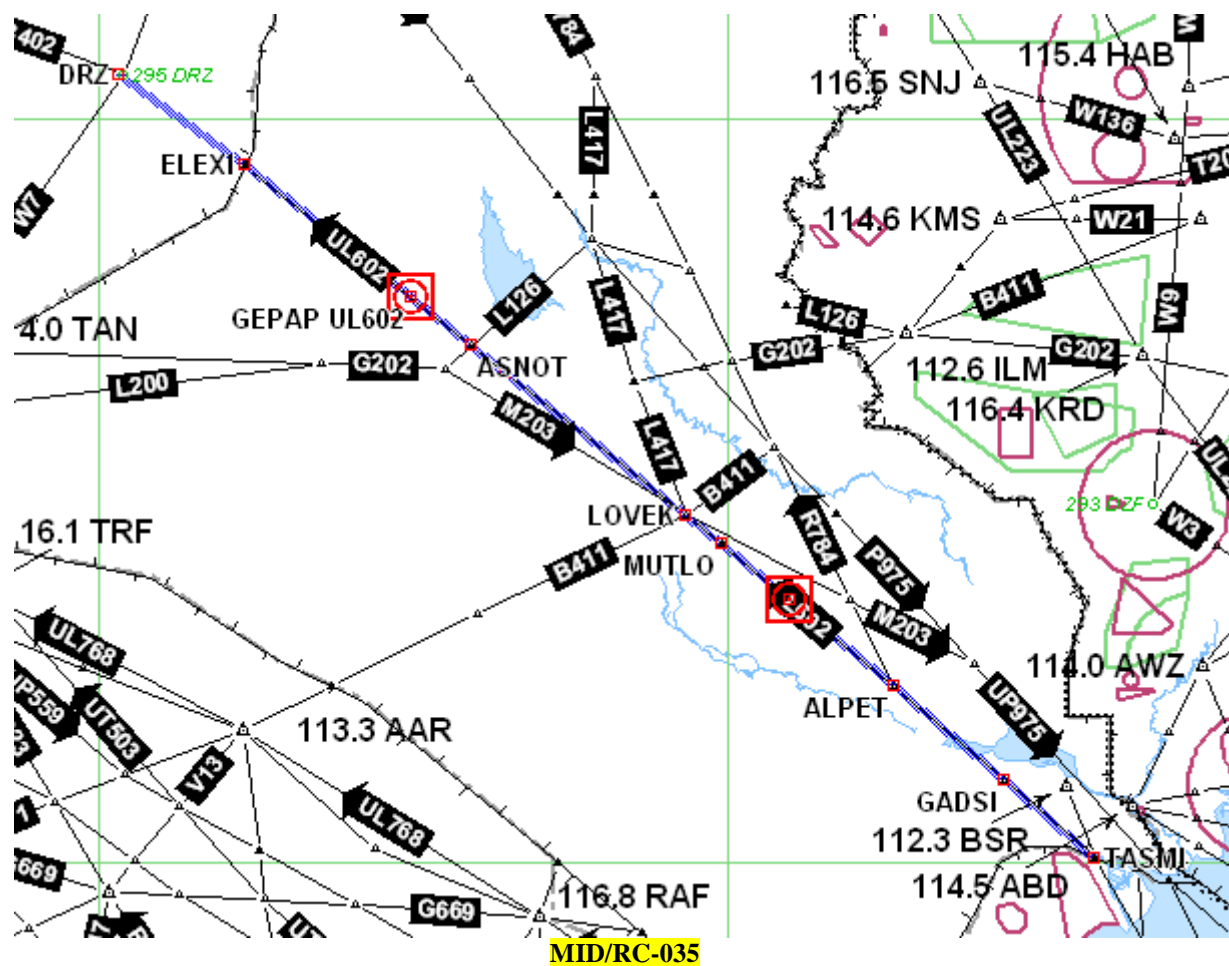


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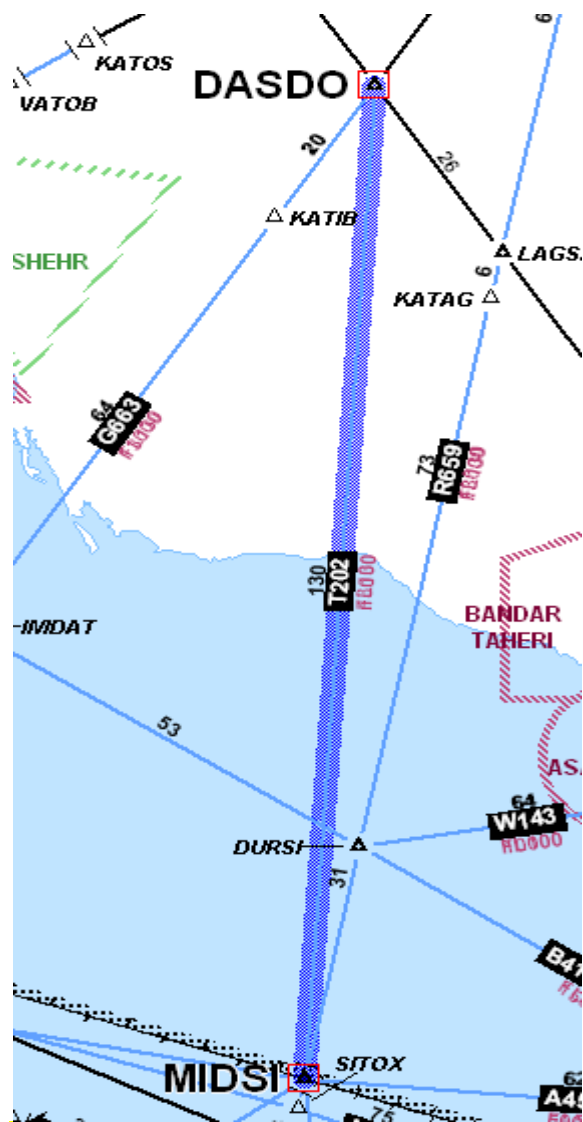
MID/RC-035	ATS Route Name: UL602	Entry-Exit: TASMI - ELEXI	Inter-Rgional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	Iraq
							Date of Proposal	RDGE/11 (Oct 2009)
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
TASMI 300120N 0475505E GADSI 303358.08N 0471115.73E ALPET 311219N 0461 44E ITBIT 314735.20N 0452916.57E MUTLO 321018.98N 0445702.83E LOVEK 322 08.40N 044400.20E DELMI 331918.31N 0431327.59E ASNOT 332959.55N 0425716.62E GEPAP 334905.80N 0422850.64E ELEXI 344130N 0410900E		Iraq Syria		Entire route Westbound	Suspended in the Damascus FIR	Will be opened once comm. & coordination issues in Baghdad FIR are resolved. Iraq considers Points highlighted in yellow are new. Syria requested additional time to examine the communication requirements by concerned FIR's. Once the communication issues are resolved it is expected that the ATS route will be implemented.	Conditional on Communication AIRAC date (25 Sept.2008) Pending acceptance by Syria, of status of communication infrastructure	
Flight Level Band: FL240-FL460								
Potential City Pairs:								
Conclusions/Remarks							Last updated	ARN TF/3 March 2010

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MID/RC-037	ATS Route Name: New Route	Entry-Exit: MIDSI - DASDO	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	Iran
							Date of Proposal	15 March 2010
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
MIDSI 264142N 0515442E DASDO 285118N 0500347E		Bahrain Iran		MIDSI - DASDO	<p>Not in the ANP.</p> <p>Iran is requesting an RNAV Route Designator for the route to be included in the ANP</p>	<p>Bahrain informed the meeting that they had discussed (MIDSI-DASDO) with Iran. The high volume of traffic at MIDSI has exceeded the passing frequency limits. Bahrain proposed a second boundary point to create uni-directional routes. The proposal is to be the subject of bi-lateral discussions between Bahrain and Iran.</p> <p>Another proposal put in by Bahrain and submitted to Iran</p>	Published by Iran as T202	
Flight Level Band: FL 130 - UNL								
Potential City Pairs:								
Conclusions/Remarks					Last updated		ARN TF/4 May 2011	

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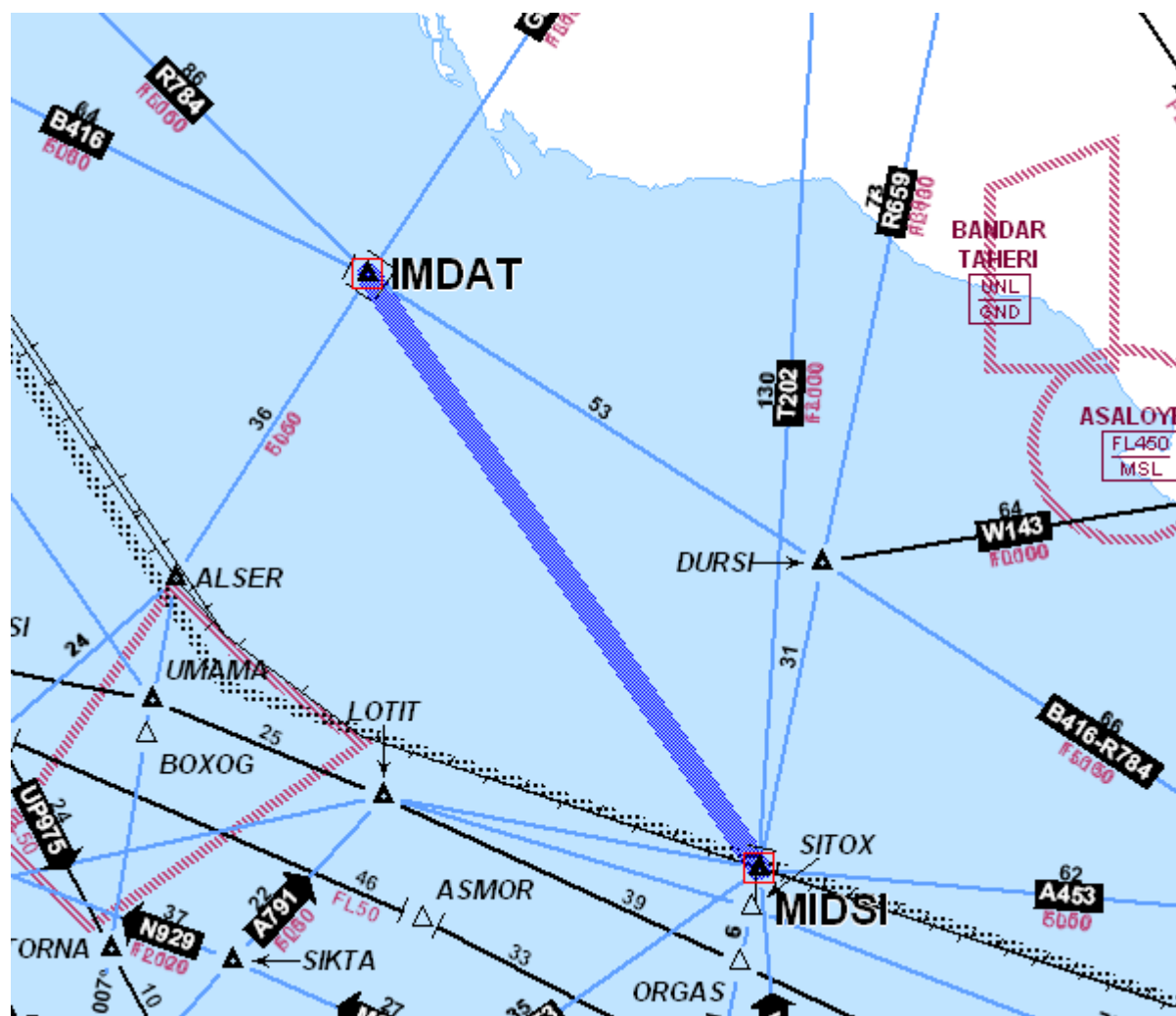
MID/RC - 037

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MID/RC-038	ATS Route Name: New Route	Entry-Exit: IMDAT - MIDS	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	Iran
								Date of Proposal
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
IMDAT 274100N 0511100E MIDS 264142N 0515442E		Bahrain Iran		IMDAT - MIDS Not implemented	Not in the ANP. Iran is requesting an RNAV Route Designator for the route to be included in the ANP	Bahrain requested additional information regarding the connection of (MIDS—IMDAT) before considering the proposal. Another proposal put in by Bahrain and submitted to Iran	(TBD)	
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/4 May 2011	

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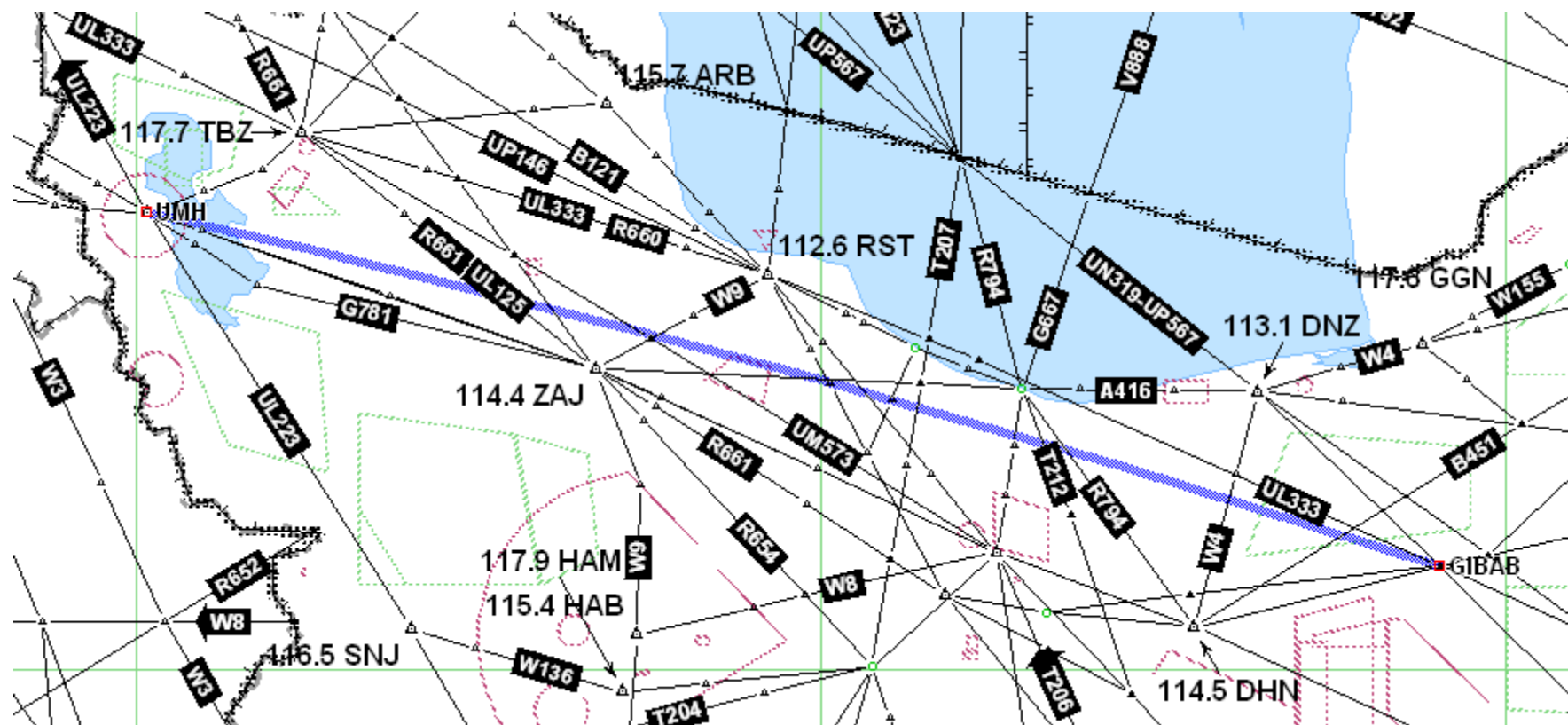
MID/RC-040	ATS Route Name: New Route		Entry-Exit: PEKES - ANK	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	Iran
								Date of Proposal	15 March 2010
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status		Action Taken/Required	Deadline for each Action
PEKES 285929N 0595221E ANK 333215.1N 0534346.8E		Iran		PEKES - ANK Not implemented		Not in the ANP. Iran is requesting an RNAV Route Designator for the route to be included in the ANP		Consideration of the route proposals (PEKES - ANK) did not take place. No change	(TBD)
Flight Level Band:									
Potential City Pairs:									
Conclusions/Remarks								Last updated	ARN TF/4 May 2011

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MID/RC-041	ATS Route Name: New Route	Entry-Exit: GIBAB - UMH	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	Iran
							Date of Proposal	15 March 2010
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
GIBAB 353659N 0543055E UMH 374113.9N 0450503.6E		Iran		East bound overflying traffic Not implemented	Not in the ANP. Iran is requesting an RNAV Route Designator for the route to be included in the ANP	Consideration of the route proposals (GIBAB - UMH) did not take place. No change	(TBD)	
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/4 May 2011	

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MID/RC-042 ATS Table 1 G667	ATS Route Name: G667	Entry-Exit: Abadan-ALSAN- KUA	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
PUTMA 3748.0N 05157.6E NOSHAHR (NSR) TEHRAN (TRN) SAVEH (SAV) MIS AHWAZ (AWZ) ABADAN ALSAN 295707N 0481456E FALKA KUWAIT (KUA) WAFRA (KFR) MAGALA (MGA) KING KHALID (KIA) WADIAL DAWASIR (WDR) NEJHRAN (NEJ) SANA'A (SAA) PARIM 123142.7N 0432712E (DJIBOUTI) DTI		Iran Iraq Kuwait		Abadan – Kuwait Closed	Available in ATS.1 Table	Kuwait has objection to opening the segment. Proposes closure of segment ALSAN to Kuwait as well. Rational – Proximity of ALSAN to release points SIDAD and TASMI - Not supported by Kuwait at present - Kuwait will carry out further study - To be referred to the ARN TF/3 meeting for further discussions - Not supported by Kuwait at present. - Kuwait requested additional time to examine the proposal. Iraq requested that Airway be suspended until adequate radar coverage exists and RVSM has been implemented in the Baghdad (FIR). No change.	TBD March 2010	
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks							Last updated	ARN TF/4 May 2011

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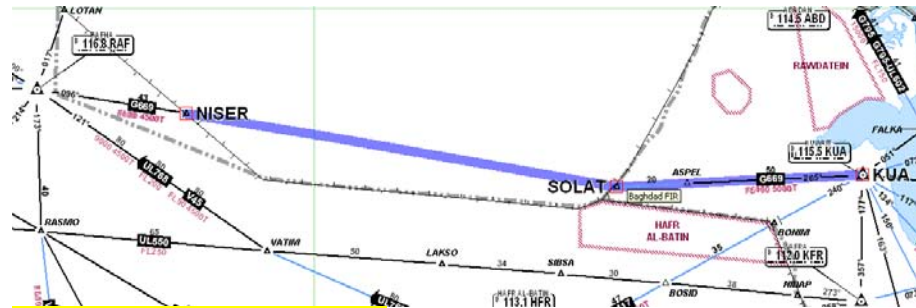
MID/RC-042 ATS Table 1 G667

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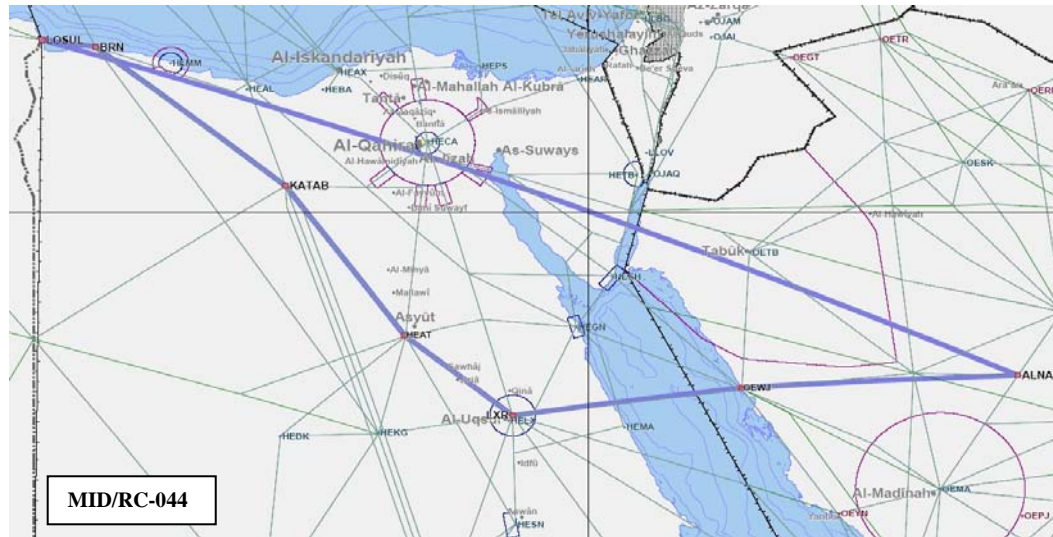
MID/RC-043 ATS Table 1 G669	ATS Route Name: G669	Entry-Exit: NISER-SOLAT	Inter-Regional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
AL SHIGAR (ASH) AL JOU (AJF) RAFHA (RAF) NISER 2930.5N 04418.4E SOLAT 290942N 0463810E *Note 3 (OK) KUWAIT (KUA) SESRA 290803N 0485453E NANPI 290457N 0493157E BUSHEHR (BUZ) VATOB 2851.4N 05116.6E SHIRAZ (SYZ)		Kuwait Iraq Saudi Arabia		Segment Rafha – SOLAT - Kuwait not implemented	Available in ATS.1 Table	Kuwait advised not possible at this time due to military restrictions. - Not supported by Kuwait at present - Kuwait will carry out further study —To be referred to the ARN TF/3 meeting for further discussions - Kuwait requested additional time to examine the proposal for the establishment of ATS route G669. Saudi Arabia has no objection to open the Route G669) as proposed by Iraq as the segment in Jeddah FIR is already implemented.	TBD March 2010	
Flight Level Band: FL240-FL460								
Potential City Pairs:								
Conclusions/Remarks		To further improve the ATS network within Gulf Area.					Last updated	ARN TF/4 May 2011

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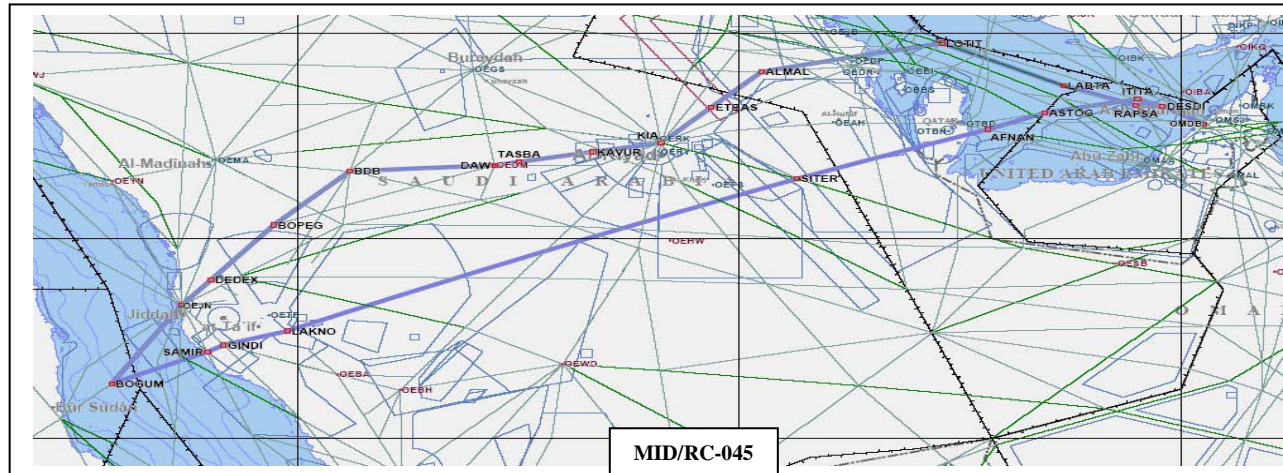
MID/RC- 043 ATS Table 1 G669

MID/RC-044	ATS Route Name: New Route	Entry-Exit: LOSUL-ALNAT		Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
		Date of Proposal	ARN TF/2						
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status		Action Taken / Required	Deadline for each Action
		Egypt Saudi Arabia						Military reasons not possible at this time	
Flight Level Band:									
Potential City Pairs: DAAG, DTTA, GMMN, HLLT, DTTA to OBBI, OMAA, OMDB, OTBD (Central and Eastern Arabian Peninsula and Maghreb area)									
Conclusions/Remarks		Saving 104 miles, 5051 Kg Co2 per flight.						Last updated	ARN TF/4 May 2011

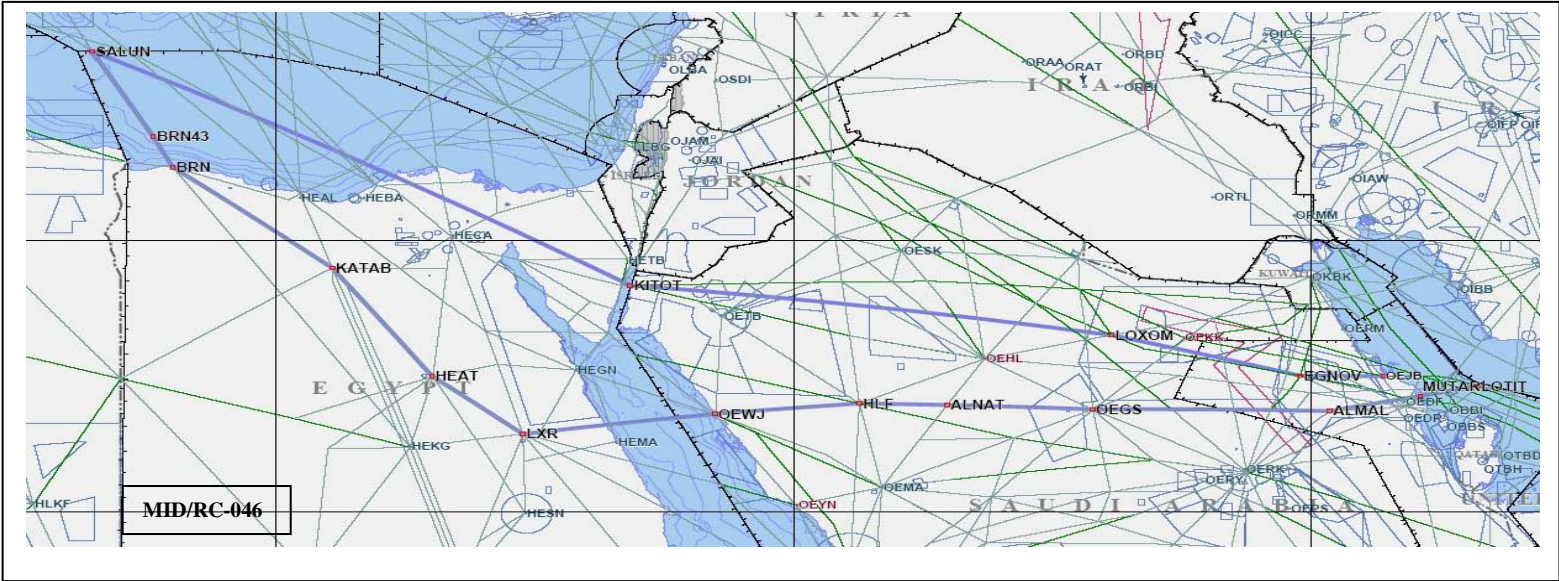


MID/RC-045	ATS Route Name: New Route	Entry-Exit: BOGUM-ASTOG		Inter-Regional Cross Reference if any	Users Priority	Originator of Proposal	IATA	
		Date of Proposal	ARN TF/2					
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
		Bahrain, Qatar, Saudi Araiba, Sudan, United Arab Emirates				Keep it IATA to provide further details		
Flight Level Band:								
Potential City Pairs: DGAA, DNMM, HSSS, OEJN, SBGR to OBBI, OMAA, OMDB, OTBD (Central and Eastern Arabian Peninsula to Sudan, West Africa, South America)								
Conclusions/Remarks		Saves 58 miles and 3196 Kg of CO2				Last updated	ARN TF/4 May 2011	

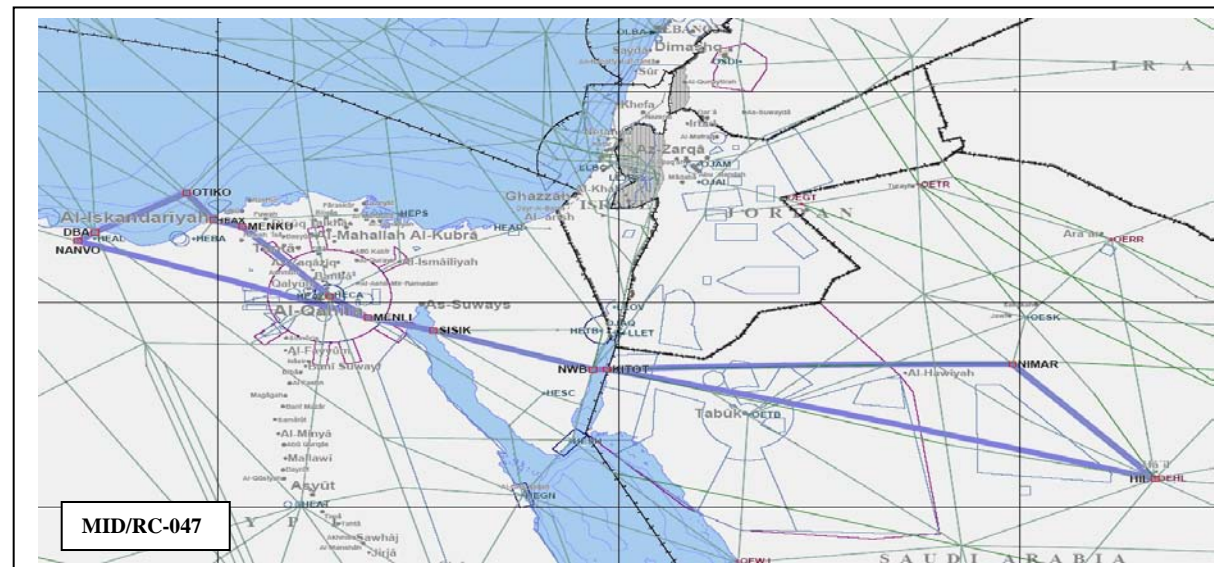
4C-51



MID/RC-046	ATS Route Name: New Route	Entry-Exit: SALUN-EGNOV		Inter-Regional Cross Reference if any	Users Priority	Originator of Proposal	IATA
		Date of Proposal				ARN TF/2	
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action
		Bahrain, Egypt, Saudi Arabia				IATA to provide further details	
Flight Level Band:							
Potential City Pairs: DAAG, DTTA, GMMN, HECA, LIRF, LFMN to OBBI, OMAA, OMDA, OTBD (Eastern Arabian Peninsula to Egypt, Maghreb and Mediterranean areas)							
Conclusions/Remarks		Saves 275 miles and 8267 kg of CO2 per flight			Last updated		ARN TF/4 May 2011



MID/RC-047	ATS Route Name: New Route	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	Originator of Proposal	IATA
		HIL-NANVO				Date of Proposal	ARN TF/2
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action
		Egypt Saudi Arabia				IATA to provide further details	
Flight Level Band:							
Potential City Pairs: DAAG, DTTA, GMMN, HECA, HLLT, to OBBI, OERK, OMAA, OMDB, OTBD (Central and Eastern Arabian Peninsula to Egypt, Libya and Maghreb area)							
Conclusions/Remarks	Saves 73 miles and 3900 Kg of CO2					Last updated	ARN TF/4 May 2011



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MID/RC-048	ATS Route Name: New Route	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
		MUT in Turkey to BAN in Syria					Date of Proposal	ARN TF/2
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
		Cyprus, Syria, Turkey				IATA to provide further details		
Flight Level Band:								
Potential City Pairs: OBBI, OERK, OMAA, OMDB, OSDI, OTBD to LBSF, LGAV, LROP, LTAC, LTBA (Arabian Peninsula and Syria to Greece, Turkey, Black Sea area)								
Conclusions/Remarks	Saves 10NM per flight					Last updated	ARN TF/4 May2011	



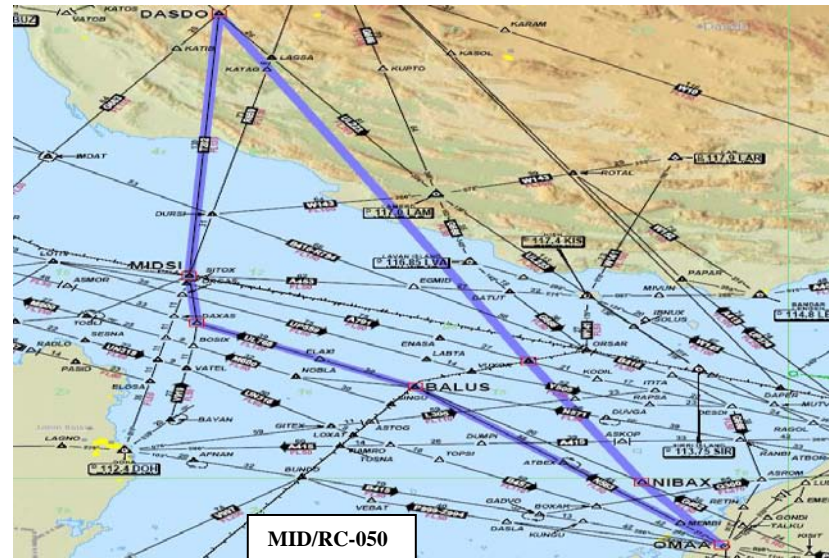
MID/RC-049	ATS Route Name: Establishing a missing segment on R659	Entry-Exit: DOH-BAT	Inter-Regional Cross Reference if any		Users Priority	Originator of Proposal IATA	
						Date of Proposal ARN TF/2	
Route Description A direct segment on an airway that was compensated for by a dog leg B415 BUNDU V997 BAT		States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action
		Bahrain, Qatar, United Arab Emirates	ASAP			Expected implementation September 2011 as a timed out route	
Flight Level Band:							
Potential City Pairs: OTBD to HSSS, OEJN, OYSN (Qatar to Southern and Western Arabian Peninsula, Sudan, West Africa, South America)							
Conclusions/Remarks	Saving 62 miles per flight					Last updated	ARN TF/4 May2011



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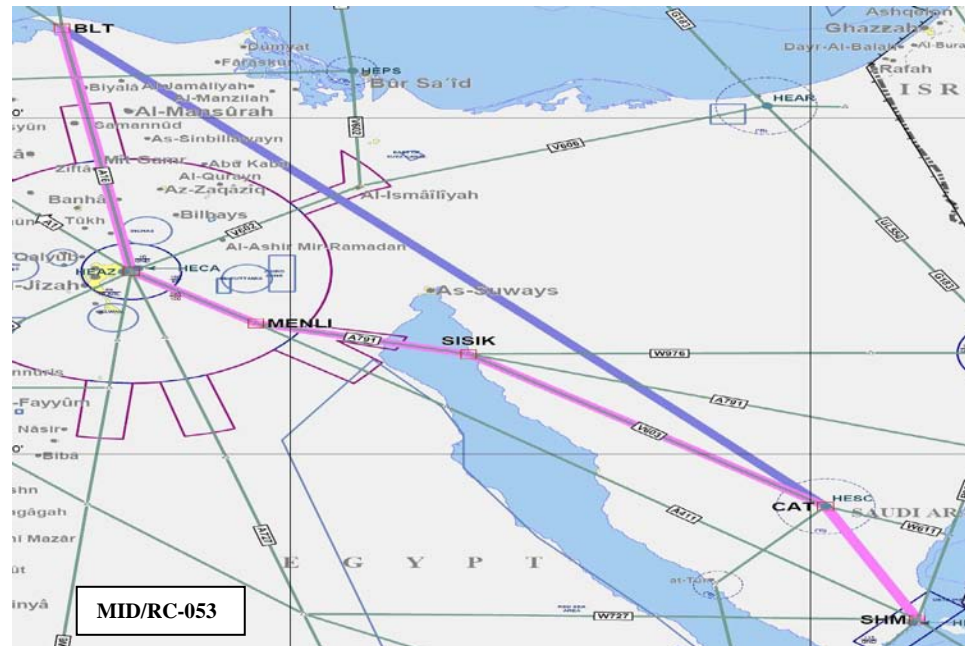
4C-56

MID/RC-050	ATS Route Name: New Route	Entry-Exit: ADV / DASDO	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description A northbound airway that will avoid a dog leg via DARAX or MIDSI.		States Concerned Bahrain Iran UAE	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required IATA to provide further details	Deadline for each Action	
Flight Level Band: Upper								
Potential City Pairs: OMAA to Iran, Europe & North America								
Conclusions/Remarks		Saving 39 miles, 20 fts/day, 48 Tons of CO2 daily				Last updated	ARN TF/4 May 2011	



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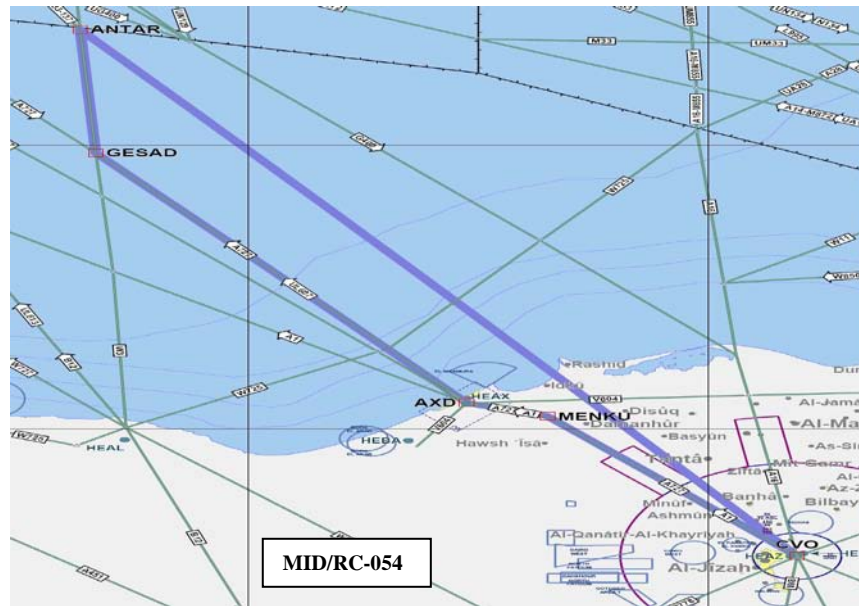
MID/RC-053 Ex RC-513	ATS Route Name: New Route	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	Originator of Proposal	IATA
		BALTIM-SHM				Date of Proposal	ARN TF/2
Route Description New Route BALTIM to SHM		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action
Flight Level Band: Upper		Egypt				Possible Night rules by IAC Also to be provided to RMA Penetrates military airspace.	
Potential City Pairs: Arabian Peninsula to Europe							
Conclusions/Remarks		Saves 24 miles / Flt			Last updated		ARN TF/4 May 2011



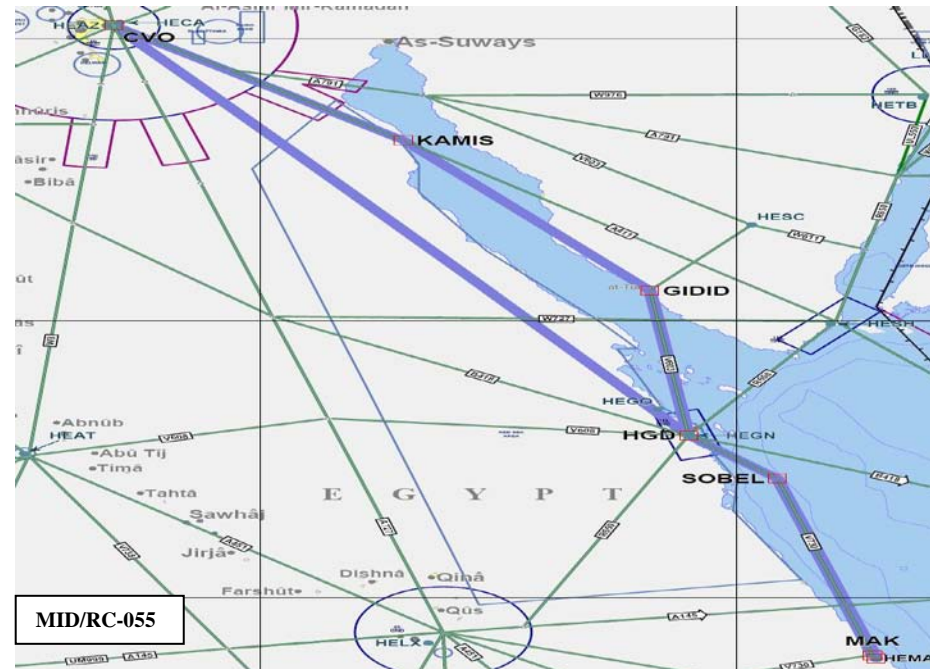
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MID/RC-054	ATS Route Name: New Route	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
		CVO-ANTAR					Date of Proposal	ARN TF/2
Route Description Cairo TO ANTAR		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
Flight Level Band: Upper		Egypt				Not much Traffic on this route Military issues		
Potential City Pairs: HECA and Arabian Peninsula to Europe						Differed for the future		
Conclusions/Remarks		Saves 13 minutes				Last updated	ARN TF/4 May 2011	



MID/RC-055	ATS Route Name: New Route L315	Entry-Exit: HEMA-CVO	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description MAK-CVO		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
Flight Level Band: Upper		Egypt				L315 to be discussed with Saudi Arabia for direction of route		
Potential City Pairs: Northwestern Red Sea to HECA and Europe								
Conclusions/Remarks		Saves 9 miles				Last updated	ARN TF/4 May 2011	



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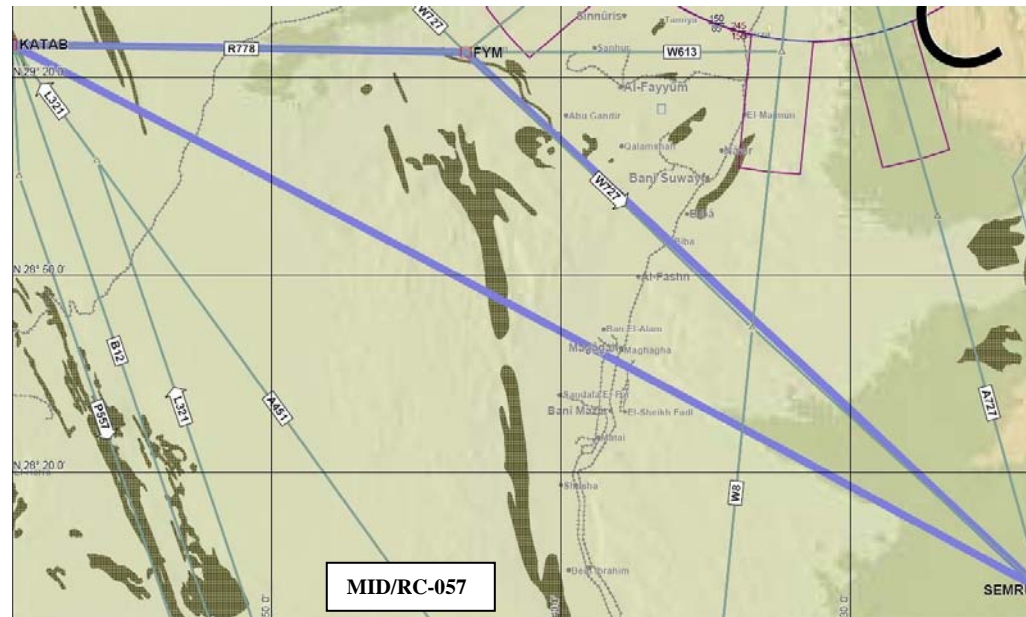
4C-60

MID/RC-056	ATS Route Name: New Route	Entry-Exit: HEMA-SHM	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description HEMA-SHM		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
Flight Level Band: Upper		Egypt				IATA to provide further details		
Potential City Pairs: HESH, Eastern Mediterranean, Europe to Western Red Sea Coast								
Conclusions/Remarks	Saves 17 miles					Last updated	ARN TF/4 May 2011	



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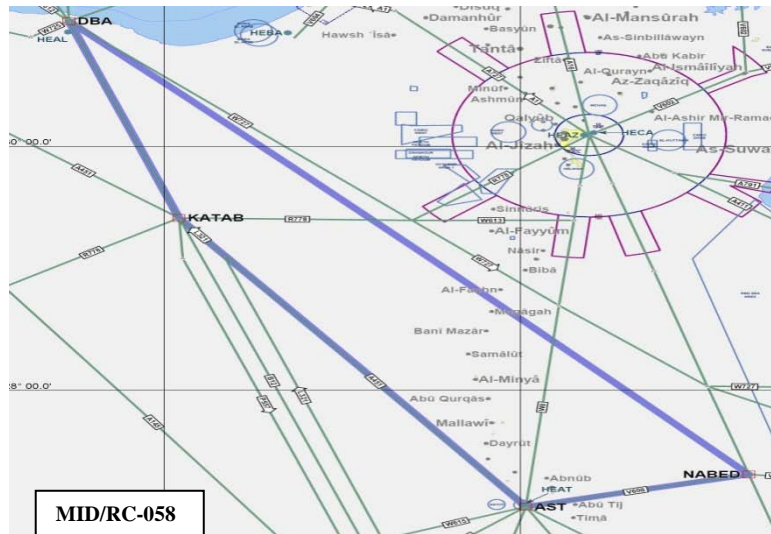
MID/RC-057	ATS Route Name: New Route	Entry-Exit: KHATAB-SEMURU	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description KATAB-SEMURU		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
Flight Level Band: Upper		Egypt				IATA to provide further details		
Potential City Pairs: Arabian Peninsula to North Africa								
Conclusions/Remarks	Saves 11 Miles					Last updated	ARN TF/4 May 2011	



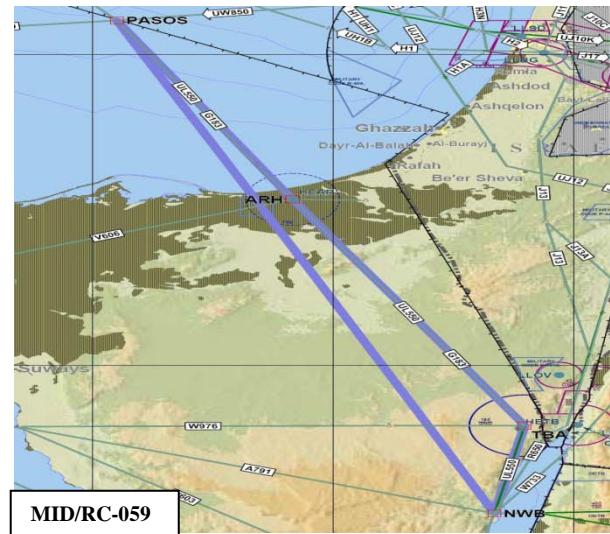
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MID/RC-058	ATS Route Name: New Route	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
		NADEB-DBA					Date of Proposal	ARN TF/2
Route Description NADEB-DBA		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
Flight Level Band: Upper		Egypt				IATA to provide further details		
Potential City Pairs: Arabian Peninsula to Europe								
Conclusions/Remarks		Saves 47 Miles				Last updated	ARN TF/4 May 2011	



MID/RC-059	ATS Route Name: New Route	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
		PASOS-NWB					Date of Proposal	ARN TF/2
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
		Egypt				IATA to provide further details		
Flight Level Band: Upper								
Potential City Pairs: Arabian Peninsula to Egypt								
Conclusions/Remarks		Saves 7 Miles					Last updated	ARN TF4 May 2011



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MID/RC-062 (ex B538)	ATS Route Name: New Route	Entry-Exit: GAZIANTEP DAMASCUS	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	MIDANPIRG/10
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
(GAZIANTEP) ALEPPO KARIATAIN DAMASCUS		Syria		GAZIANTEP – ALEPPO Established as (B544) ALEPPO – KARIATAIN Established as (B538) KARIATAIN – DAMASCUS not established		No updates		
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks		Segment GAZIANTEP-ALEPPO implemented (B544)				Last updated	ARN TF/4 May 2011	

4C-65

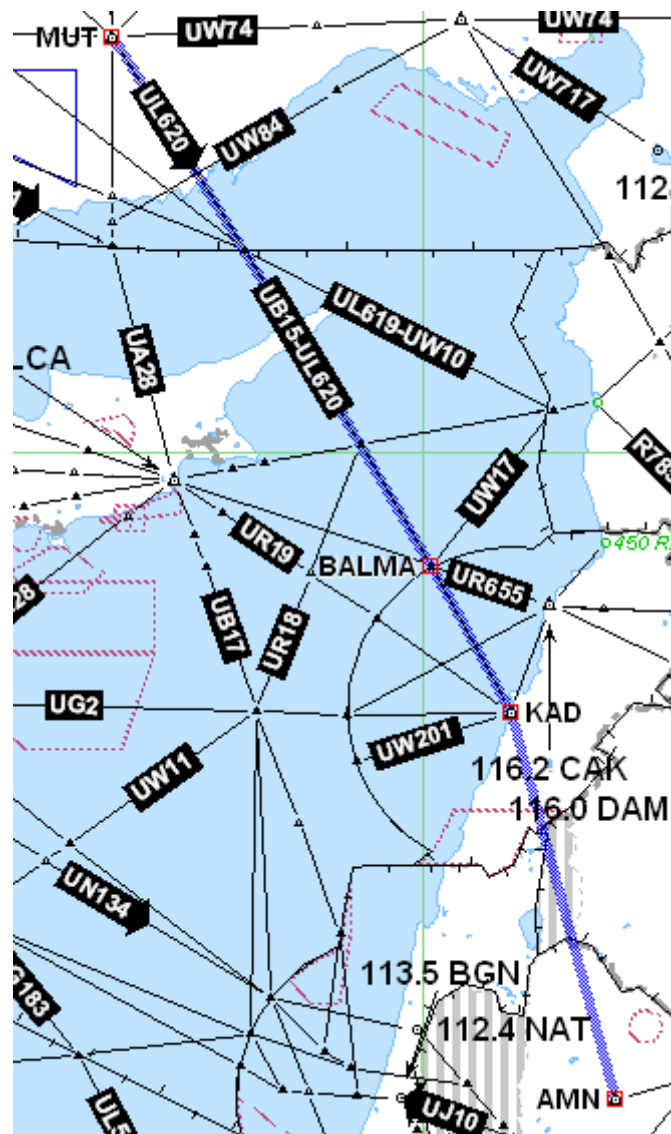


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4C-66

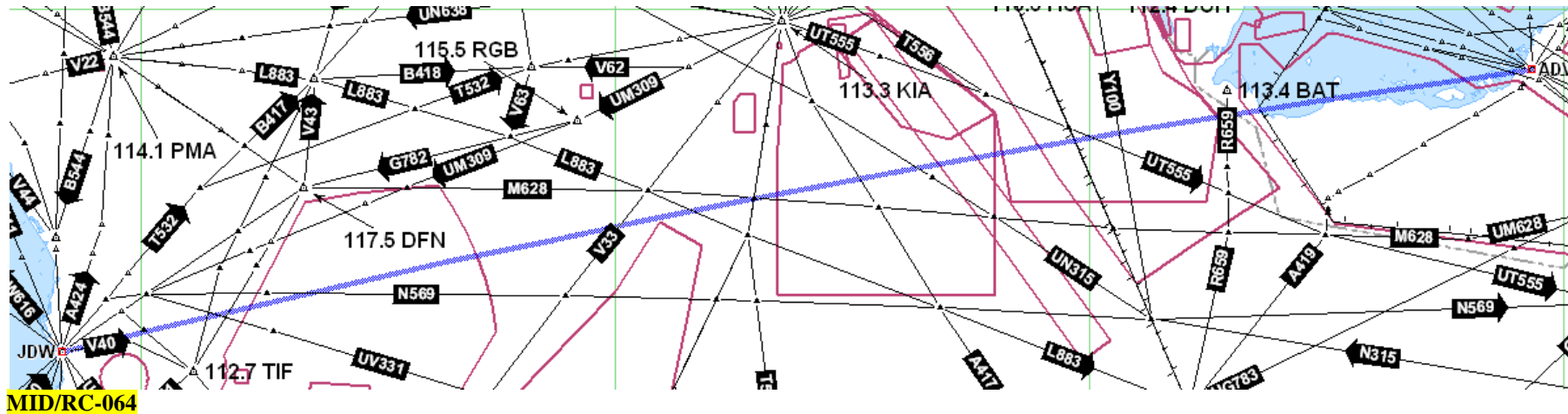
MID/RC-063 (ex B545)	ATS Route Name: New Route	Entry-Exit: BALMA-AMMAN	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	MIDANPIRG/10
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
(MUT) BALMA 3428.9N 035 3.0E KHALDEH AMMAN		Amman Beirut Ankara		MUT – BALMA – KHALDE Implemented as (UB15/UL620) KHALDE – AMMAN not implemented		No update		
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks					Last updated		ARN TF/4 May 2011	

4C-67

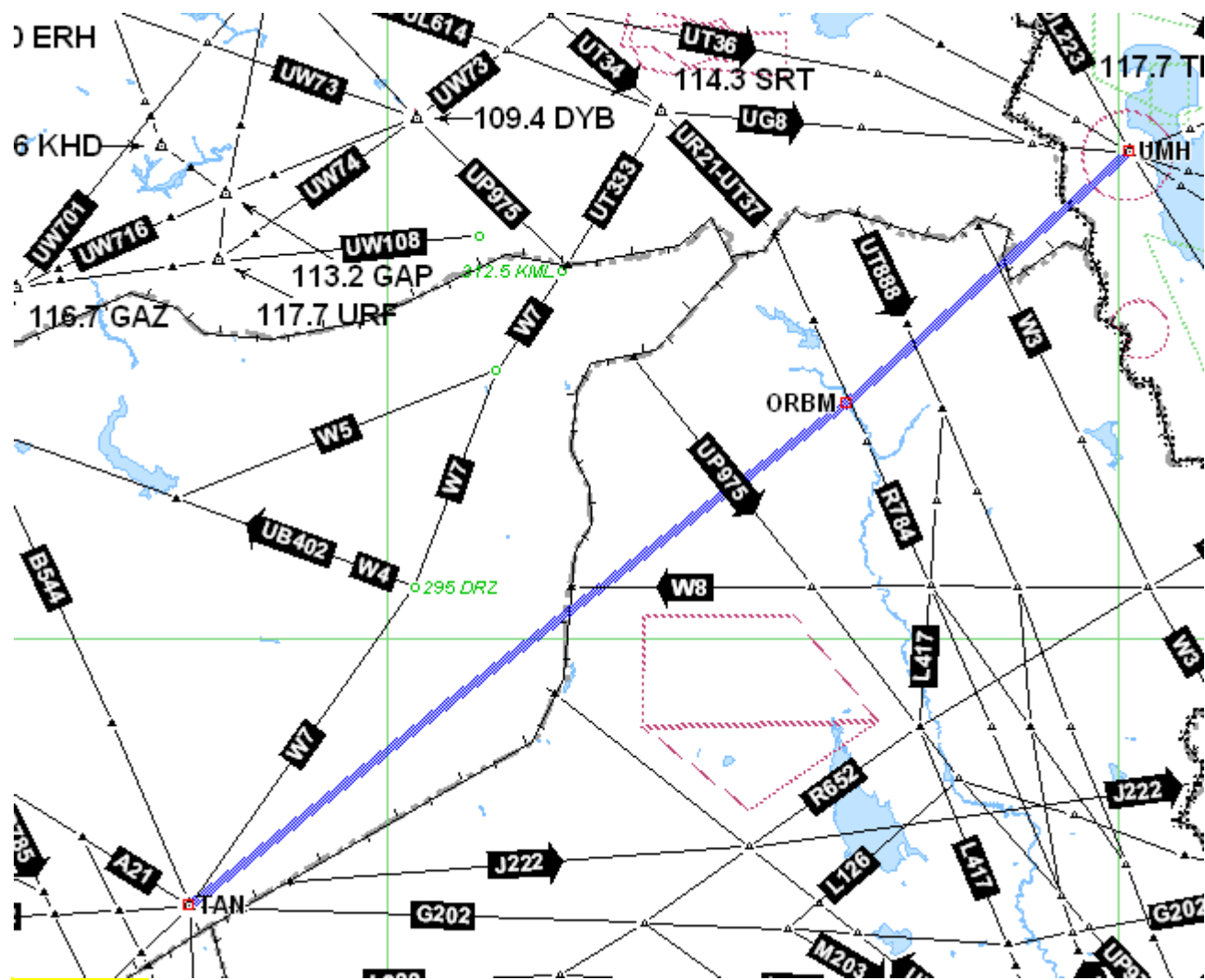


MID/RC-063

MID/RC-064 (ex G660)	ATS Route Name:	Entry-Exit: JDW-ADV	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
	New Route				Date of Proposal	MIDANPIRG/10		
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
KING ABDULAZIZ ABU DHABI * Note3 (OE, OM)		Saudi Arabia Bahrain UAE				No change to status		
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks		Military restrictions				Last updated	ARN TF/4 May 2011	



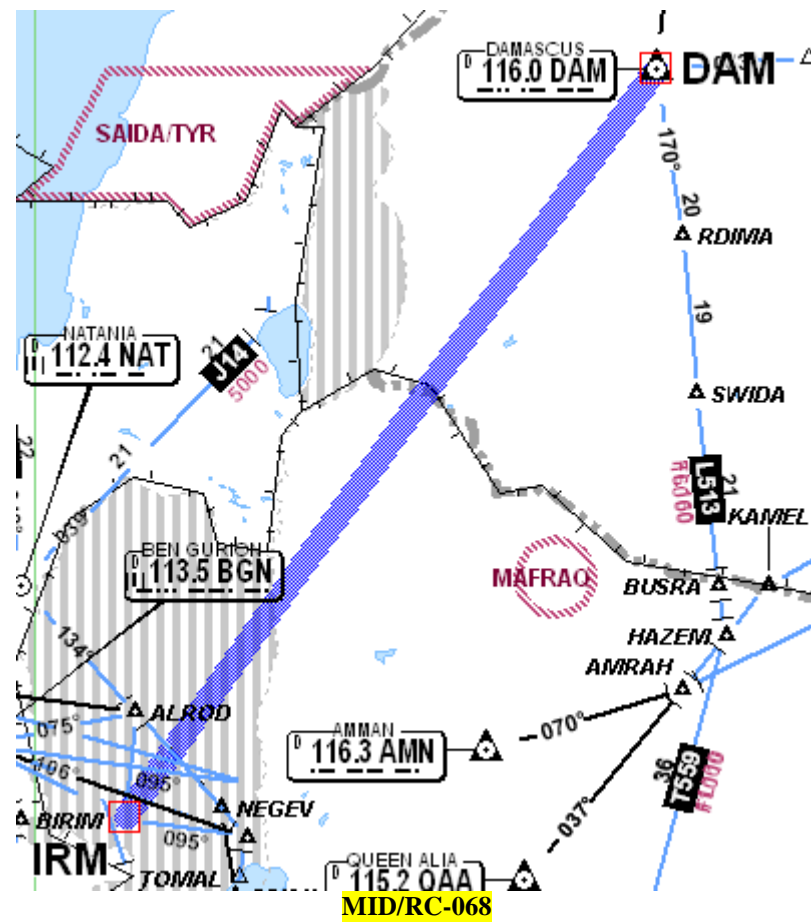
MID/RC-067 <i>(ex G671)</i>	ATS Route Name:	Entry-Exit: TANF-UMH	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	MIDANPIRG/10
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
TANF MOSUL UMH		Syria Iraq Iran				No update		
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks							Last updated	ARN TF/4 May 2011



MID/RC-067

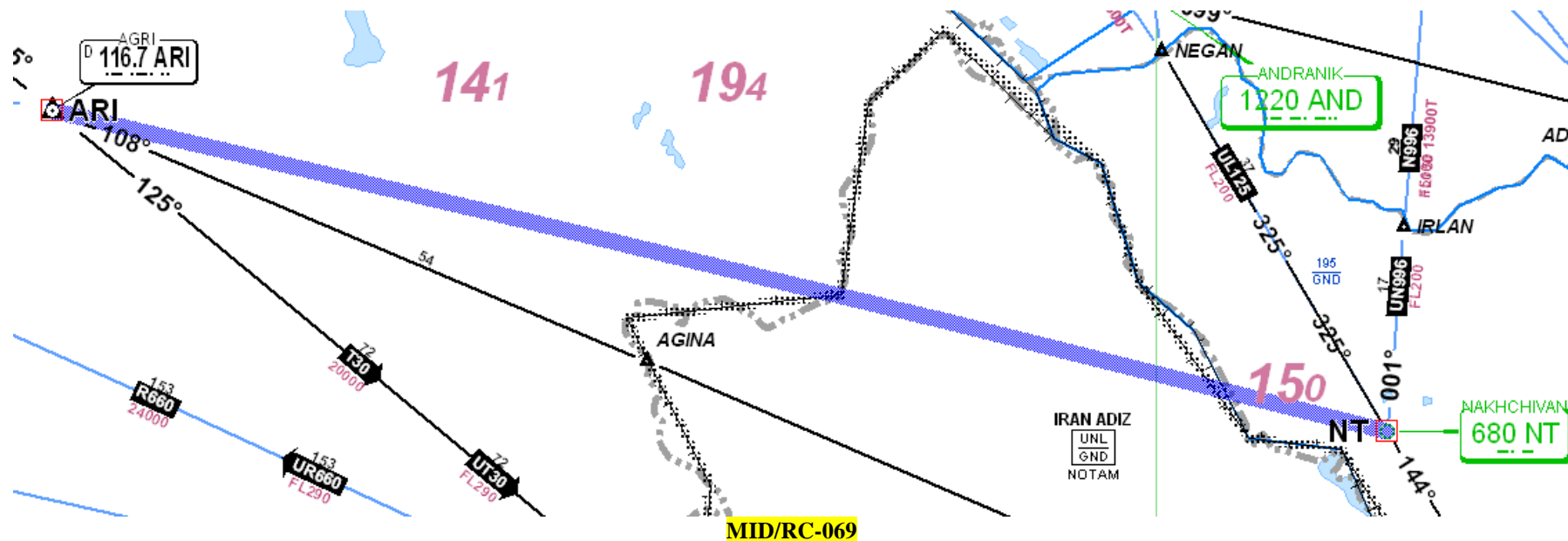
4C-71

MID/RC-068 <i>(ex R653)</i>	ATS Route Name: New Route	Entry-Exit: JERUSALEM DAMASCUS	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	MIDANPIRG/10
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
JERUSALEM RAMTHA DAMASCUS		Damascus Tel-Aviv				No update		
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/4 May 2011	



4C-73

MID/RC-069	ATS Route Name: New Route	Entry-Exit: ARI (Agri) NT (Nakhchivan)	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	Turkey (2002)
							Date of Proposal	MIDANPIRG/10
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
ARI (Agri) AAAAA (TUR/IRN BDRY) BBBBB (IRN/AZE BDRY) NT (Nakhchivan)		Turkia Iran Yerevan (AZE)				No update		
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF4 May 2011	

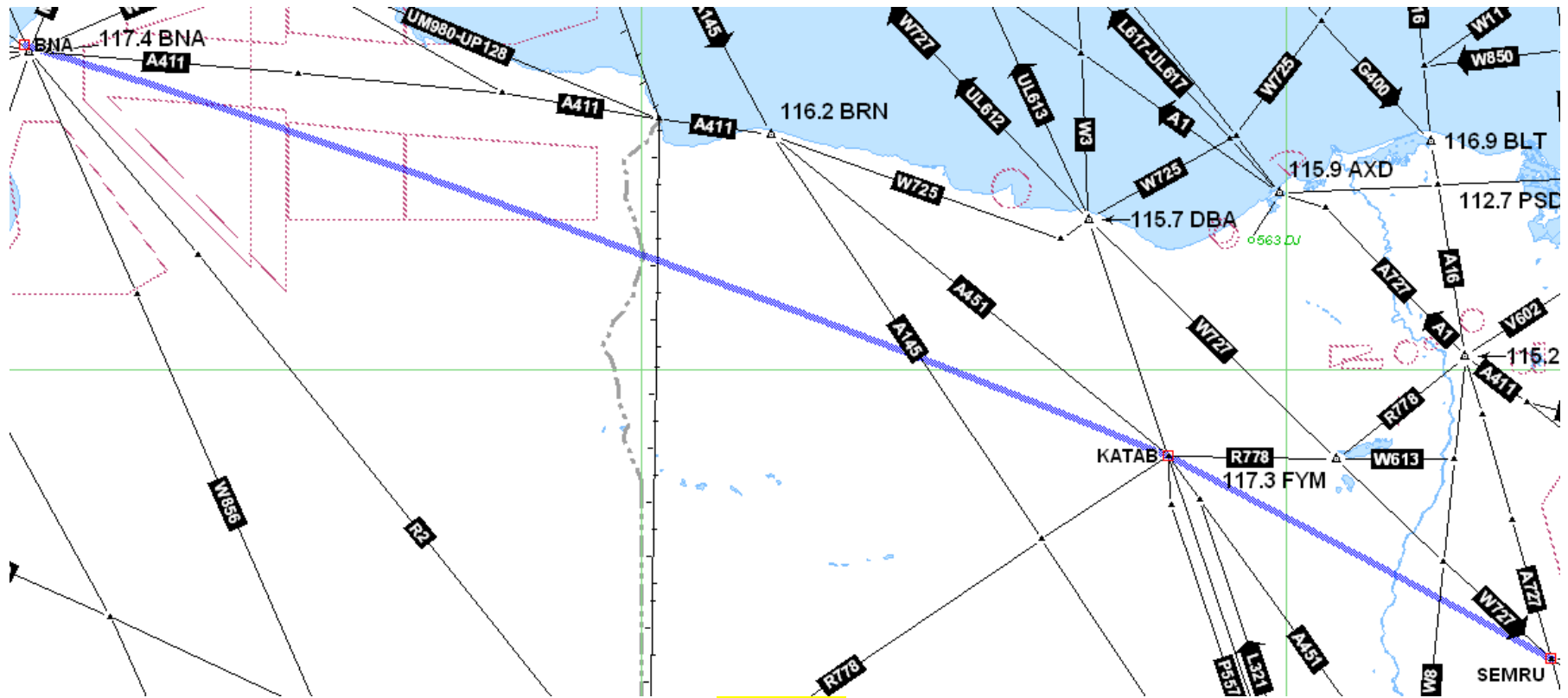


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MID/RC-070	ATS Route Name: New Route		Entry-Exit: BNA-KATAB- SEMURU		Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
									Date of Proposal	ARN TF/1
Route Description			States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required	Deadline for each Action	
BNA (N32 07.5 E020 15.2) – KATAB (N29 25.0 E029 05.1) – SEMURU (N28 02.0 E032 03.1)					New ATS route.			Differed for the future		
Flight Level Band: FL290 – FL410										
Potential City Pairs: CMN/ALG/TUN/TIP-DOH										
Conclusions/Remarks		This AWY would save considerable track miles BNA – KATAB – SEMURU Libya FIR to Egypt FIR						Last updated	ARN TF/4, May 2011	

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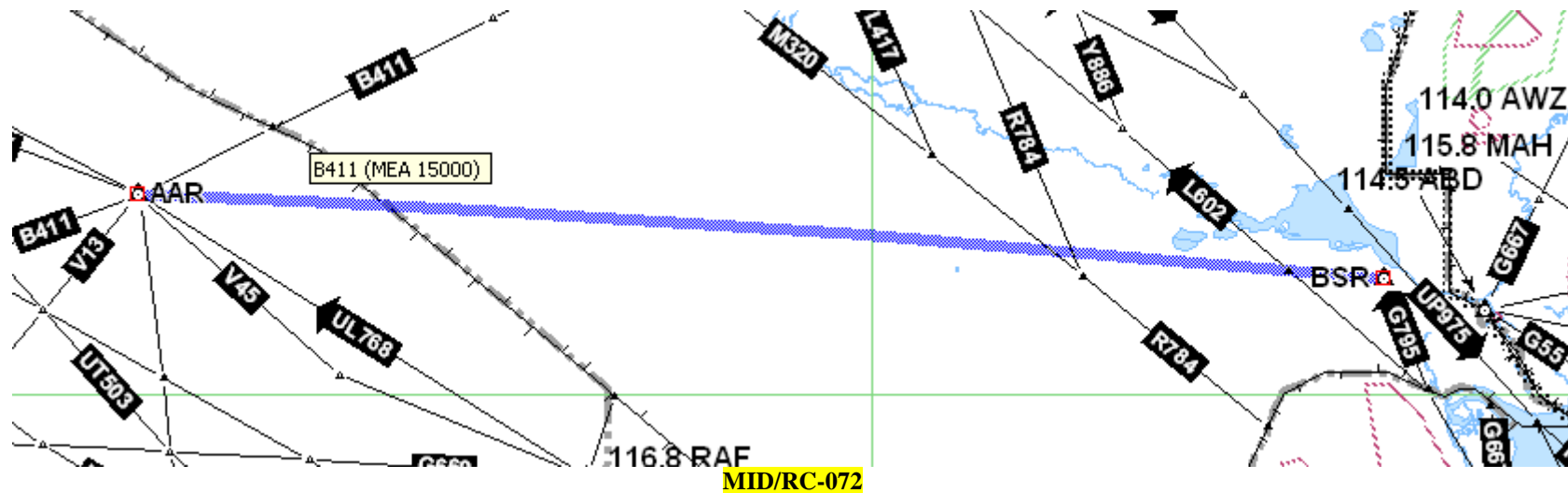
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MID/RC-071	ATS Route Name:	Entry-Exit:	Inter-Regional Cross Reference if any	Users Priority	High	Originator of Proposal	IATA
	New route	DELMA-A145				Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
<p>From DELMA in the CAI FIR a route to point DDDDD on B544 18NMs south of UA791 (SOBAS) and crosses: CAI-JED FIR Boundary at AAAAA, 33 NMs south of KITOT V54 at BBBBB, 13 NMs south of TBK, W334 at CCCCC, 31 NMs south-east of TBK from DDDDD to FFFFF on A424 18 NMs south of UA791(HIL) and crosses: A788 at EEEEE 31 NMs south-west of HIL from FFFFFto MGA on A145 ad crosses: G662 at GGGGG, 47 NMs south-east of HIL V20 at HHHHH, 24 NMs south of NALBU B417 at IIIII, 20 NMs south-west of RARLO W333 at JJJJJ, 10 NMs south-west of SERPU UT503 at KKKKK, 9 NMs south-east of SERPU, and W23 at LLLLL, 36 NMs south of SIBLI from MGA, the route continues normally on A145.</p>		Egypt				<p>- Egypt and Saudi Arabia will consider the proposal for future.</p> <p>Parallel to A791/A145</p> <p>No updates</p>	
Flight Level Band: Upper Airspace							
Potential City Pairs:							
Conclusions/Remarks					Last updated		ARN TF/4, May 2011

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MID/RC-072 (ex B401)	ATS Route Name: New route	Entry-Exit: ARRAR – BASRAH (BSR)	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
ARAR (AAR) BASRAH (BSR)		Saudi Arabia Iraq				- Not feasible at present. No updates		
Flight Level Band: Upper Airspace								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/4 May 2011	



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MID/RC-073 <i>(ex B410)</i>	ATS Route Name: New route	Entry-Exit: MUT – DAMASCUS	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
MUT CHEKA (CAK) * Note 3 (OS) DAMASCUS (DAM)		Turkey Syria		Not implemented		No change		
Flight Level Band: Upper Airspace								
Potential City Pairs:								
Conclusions/Remarks							Last updated	ARN TF/4 May 2011

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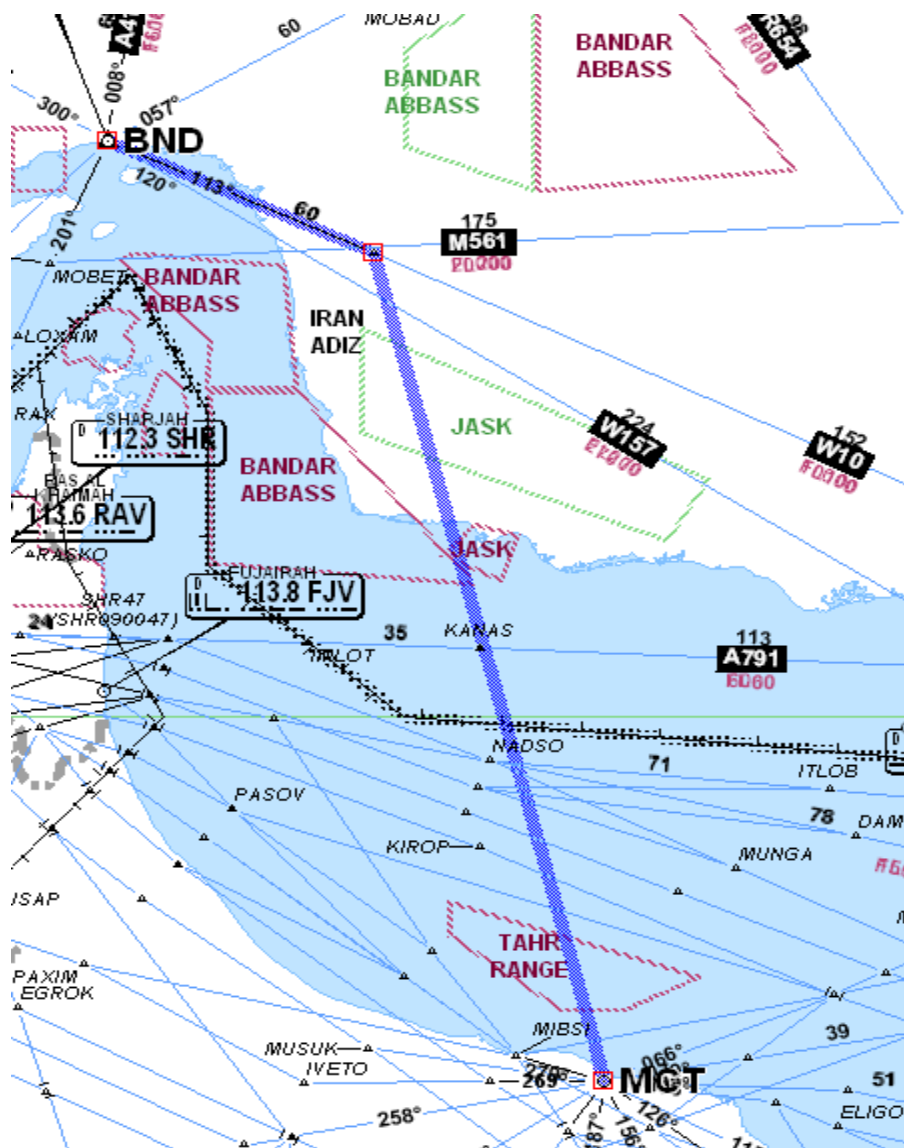
MID/RC-073

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MID/RC-074 (ex R658)	ATS Route Name: New route	Entry-Exit: MUSCAT - BANDAR ABBAS	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
SEEB Muscat (MCT) MELMI 2647.0N 05723.0E BANDAR ABBAS (BND)		Iran Oman		Not implemented.		Differed for the future		
Flight Level Band: Upper Airspace								
Potential City Pairs:								
Conclusions/Remarks							Last updated	ARN TF/4 May 2011

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MID/RC-074

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MID/RC-075	ATS Route Name: New route	Entry-Exit: ORTAP - BRN	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
ORTAP BRN		Egypt Lybia Malta		Not implemented.		Egypt has no objection to establish the route as Uni- directional Under study		
Flight Level Band: Upper Airspace								
Potential City Pairs:								
Conclusions/Remarks							Last updated	ARN TF/4 May 2011

MID/RC-076	ATS Route Name: New route	Entry-Exit: AMIBO – DBA	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
AMIBO DBA		Egypt Lybia Malta		Not implemented.		No updates		
Flight Level Band: Upper Airspace								
Potential City Pairs:								
Conclusions/Remarks							Last updated	ARN TF/4 May 2011

MID/RC-077	ATS Route Name: New route	Entry-Exit: BINKO - RASNO - LOSUL	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
BINKO RASNO LOSUL		Egypt Lybia Malta		Not implemented.		Egypt has no objection to establish the route as Uni- directional No change		
Flight Level Band: Upper Airspace								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/4 May 2011	

MID/RC-078	ATS Route Name: B412	Entry-Exit: DAM - ASH	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	ANP
							Date of Proposal	17/May/2011
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
DAMASCUS (DAM) * Note 4(OS, OJ) [AMMAN] AL SHIGAR (ASH)		Syria Jordan Saudi Arabia		- Segment DAM – ASH – HLF not achievable agreed to be moved to ATS Route Catalogue	Removed from the ANP	Differed for the future	TBD	
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/4 May 2011	

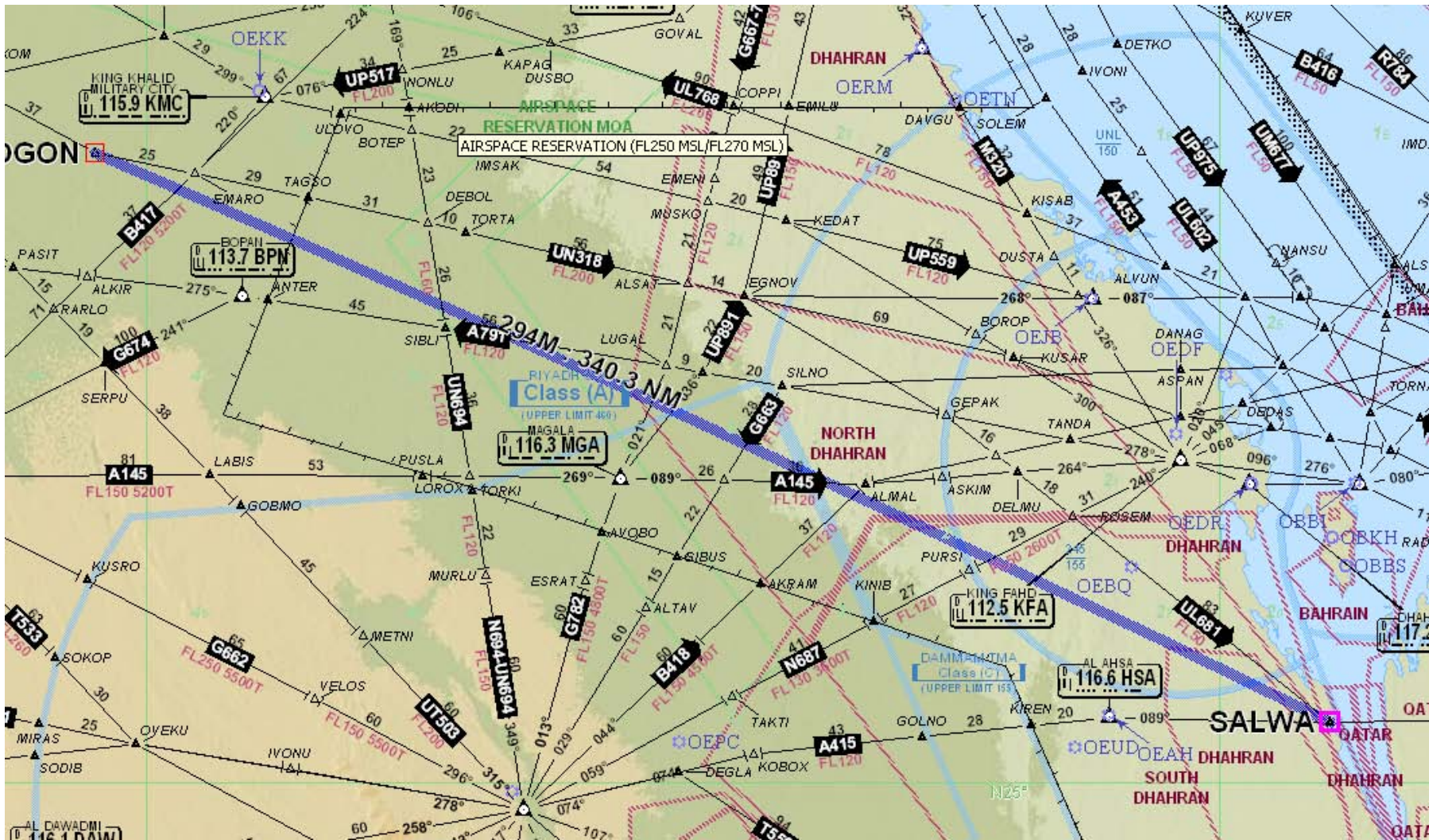
Figure 1MID/RC-078



MID/RC-078

4C-85

MID/RC-079	ATS Route Name: New Route	Entry-Exit: SALWA - MOGON	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	Qatar Airways
								Date of Proposal
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
SALWA 2515.6N 05030.8E MOGON 2738.8N 04445.9E		Bahrain Saudi Arabia				- To cater for arrival traffic from the West - which would also allow A145 traffic to use this proposed segment		
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks	Saves 11NM					Last updated	ARN TF/4 May 2011	



MID/RC-079

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MID/RC-080	ATS Route Name: New Route	Entry-Exit: BUSRA - KTN	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	ICAO EUR/NAT
								Date of Proposal
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
BUSRA 322000N 0363700E KARIATAIN (KTN)		Syria			Not in ANP	State letter to be sent to Syria for input.		
Flight Level Band:								
Potential City Pairs: HEGN - UUDD								
Conclusions/Remarks	Shortens the distance by 85NM.					Last updated	ARN TF/4 May 2011	

MID/RC-081	ATS Route Name: New Route UQ596	Entry-Exit: DAYFA – DANAD – IMRAD then A145 Eastbound Only	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA iFLEX Proposal
							Date of Proposal	17 May 2011
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
SEB HORUJ DAYFA DANAD IMRAD ALMAL		Libya Egypt Saudi Arabia			Not in the ANP	- Needs to be discussed with Libya - Needs to be discussed with Egypt - Needs to be discussed with Jeddah FIR if A145 can be bidirectional East of LXR	TBD	
Flight Level Band:								
Potential City Pairs: Dakar FIR, Algiers FIR, Tripoli FIR, Cairo FIR, Jeddah FIR								
Conclusions/Remarks	Proposals agreed to by some State during the iFLEX workshop Dubai					Last updated	ARN TF/4 May 2011	



MID/RC-082	ATS Route Name: New Route UQ597 Eastbound	Entry-Exit: DANAD - METSA - ASH - ULOVO	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA iFLEX Proposal
							Date of Proposal	17 May 2011
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
DANAD 28 51 06N 028 06 09E METSA 29 27 07N 034 59 03E ASH ULOVO 27 48 30N 045 54 20E		Egypt Jordan Saudi Arabia			Not in the ANP	- connecting to proposed route MID/RC-081 via UP559.	TBD	
Flight Level Band:								
Potential City Pairs: Dakar FIR, Algiers FIR, Tripoli FIR, Cairo FIR, Jeddah FIR								
Conclusions/Remarks	Proposals agreed to by some State during the iFLEX workshop Dubai					Last updated	ARN TF/4 May 2011	



MID/RC - 082

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4C-92

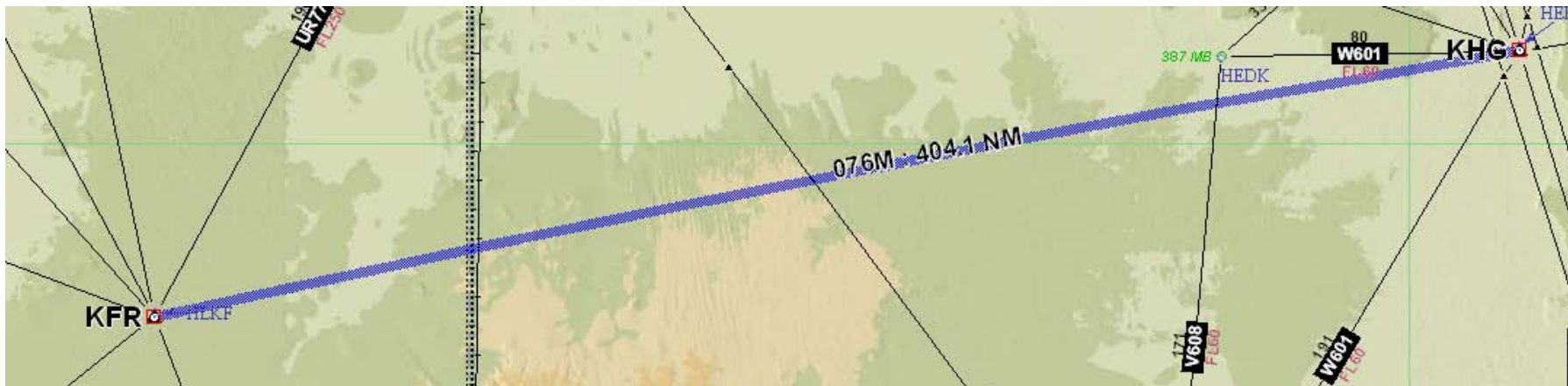
MID/RC-083	ATS Route Name: New Route UQ598 Westbound		Entry-Exit: DITAR – NABED – PASAM – HIL - ANTER - KUTEM		Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA iFLEX Proposal
									Date of Proposal	17 May 2011
Route Description			States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action		
DITAR 26 59 03N 025 00 00E AST NABED 27 18 01 032 17 06E PASAM 27 30 45N 034 55 42E HIL Via A791 KUTEM			Libya Egypt Saudi Arabia				- Needs to be discussed with Egypt if A145 can be bidirectional East of LXR	TBD		
Flight Level Band:										
Potential City Pairs:										
Conclusions/Remarks							Last updated	ARN TF/4 May 2011		



MID/RC - 083

4C-93

MID/RC-084	ATS Route Name: New Route UQ599; Bidirectional	Entry-Exit: KFR - KHG	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA iFLEX Proposal
								Date of Proposal
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
KFR KHG		Libya Egypt				- Needs to be discussed with Libya - Needs to be discussed with Egypt	TBD	
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/4 May 2011	



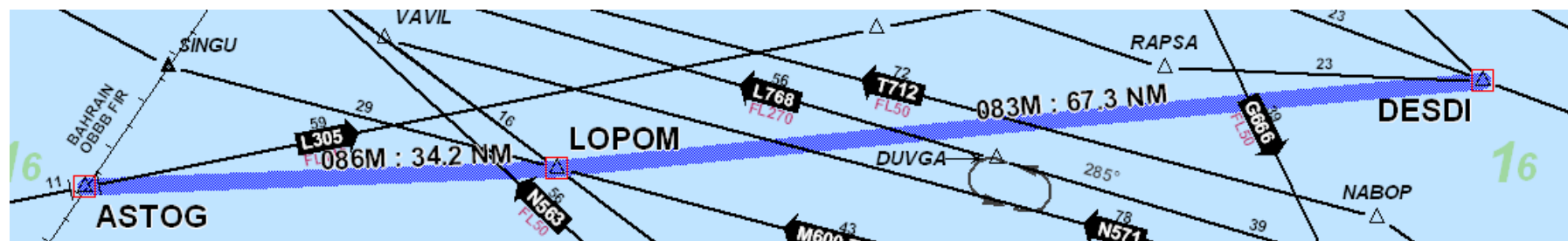
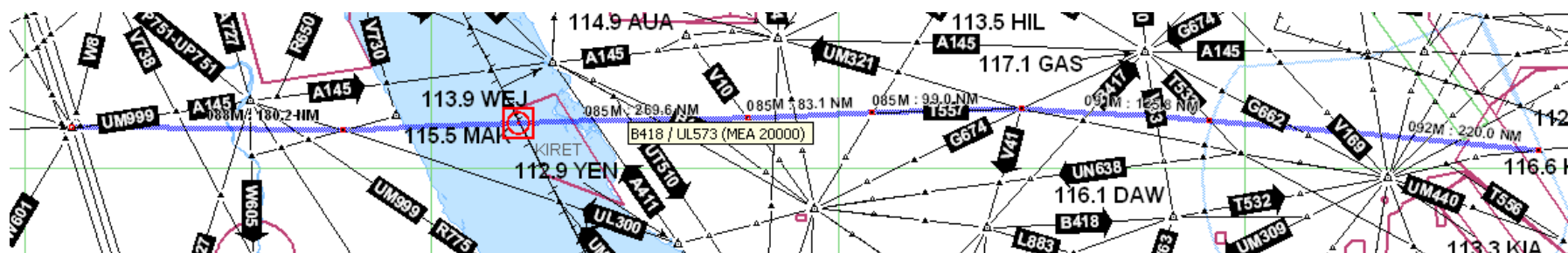
MID/RC - 084

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APPENDIX 4C

4C-94

MID/RC-085	ATS Route Name:	Entry-Exit:	Inter-Regional Cross Reference if any	Users Priority	High	Originator of Proposal	IATA iFLEX Proposal
	New Route UQ595; East bound	KHG - ASTOG				Date of Proposal	17 May 2011
Route Description		States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
KHG MEMPO 252518N 0335457E SENBU 253331N 0385328E GOMRA 253656N 0402534N ROSUL 253945N 042 1519E SOKOP 253155N 0443429E TAKTI 252153N 0474340E GOLNO 251155N 0483658E KIREN 251447N 0490724E HSA SALWA 251538N 0503048E LAGNO 251613N 0511518E DOH GITEX 252609N 0523832E ASTOG 252822N 0525025E LOPOM 252941N 0532817E DESDI 253603N 0544230E		Egypt Saudi Arabia Bahrain Qatar UAE				- Needs to be discussed with Egypt <i>Note 1 :- portion GOLNO DOH ATS route A415is to be used</i> <i>Note 2:- DOH ASTOG L305 is to be used.</i> <i>Note 3:- Check lower chart of MID/RC - 085</i>	TBD
Flight Level Band:							
Potential City Pairs:							
Conclusions/Remarks					Last updated		ARN TF/4 May 2011

4C-95



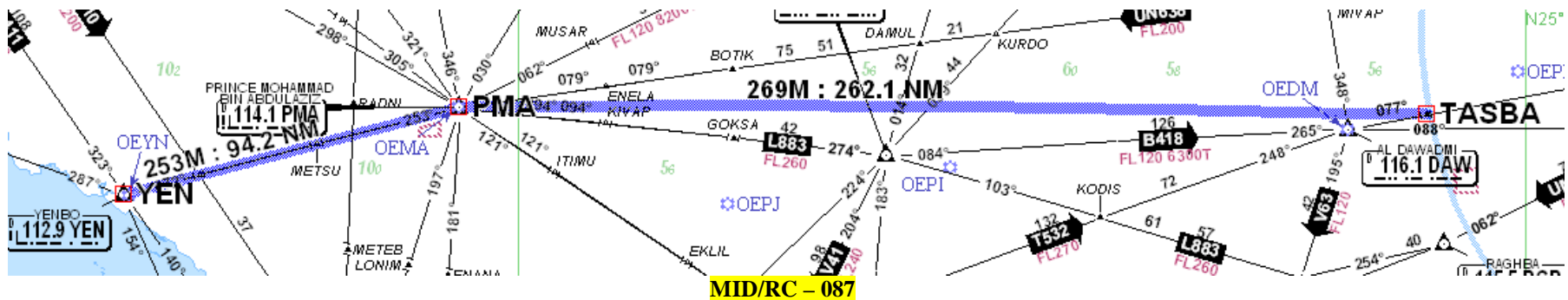
MID/RC - 085

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 APPENDIX 4C

4C-96

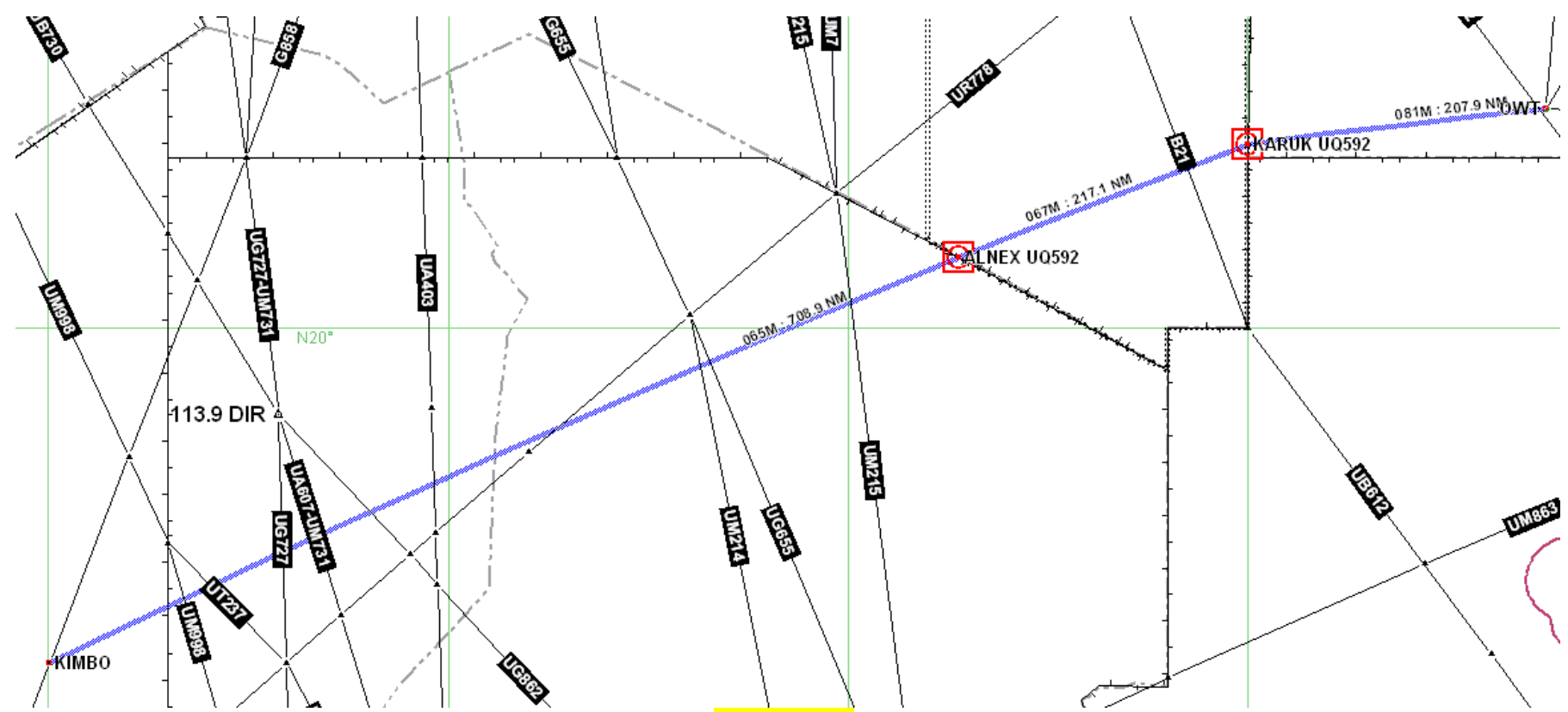
MID/RC-086	ATS Route Name: New Route UQ594; Bidirectional	Entry-Exit: ROB – OWT - YEN	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA iFLEX Proposal
								Date of Proposal
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
ILDOR 20 09 37N 018 01 19E KARUK 221002.11N 0250000E OWT YEN		Libya Egypt Saudi Arabia				- Needs to be discussed with Libya; - Needs to be discussed with Egypt; - FIR crossing in Khartoum depending on flow? - FIR crossing at TONBA to support Westbound infrastructure t	TBD	
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/4 May 2011	

MID/RC-087	ATS Route Name: New Route UQ593; Eastbound		Entry-Exit: TASBA – YEN	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA iFLEX Proposal
								Date of Proposal	17 May 2011
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status		Action Taken/Required	Deadline for each Action
TASBA 24 30 59N 044 30 28E PMA YEN		Saudi Arabia						- Connect TASBA via B148 to PMA	TBD
Flight Level Band:									
Potential City Pairs:									
Conclusions/Remarks								Last updated	ARN TF/4 May 2011



4C-99

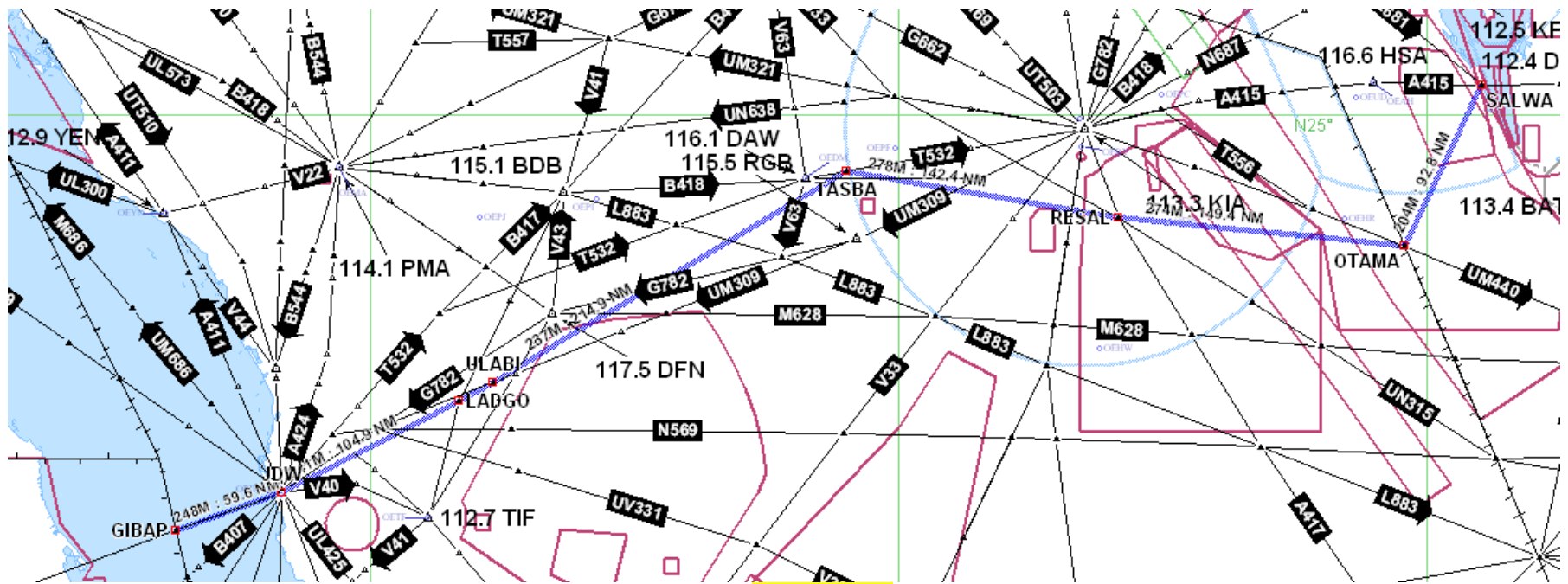
MID/RC-088	ATS Route Name: New Route UQ592; Bidirectional		Entry-Exit: URUBI – ALNEX - KARUK		Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA iFLEX Proposal	
									Date of Proposal	17 May 2011	
Route Description			States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required	Deadline for each Action		
KIMBO 160000N 01 0100E ALNEX 205007.80N 0212303.94E KARUK 221002.11N 0250 00E OWT			Libya Egypt					- Needs to be discussed with Libya; - Needs to be discussed with Egypt; - FIR crossing in Khartoum depending on flow? - FIR crossing at TONBA to support Westbound infrastructure. Similar to MID/RC - 086	TBD		
Flight Level Band:											
Potential City Pairs:											
Conclusions/Remarks								Last updated	ARN TF/4 May 2011		



MID/RC - 088

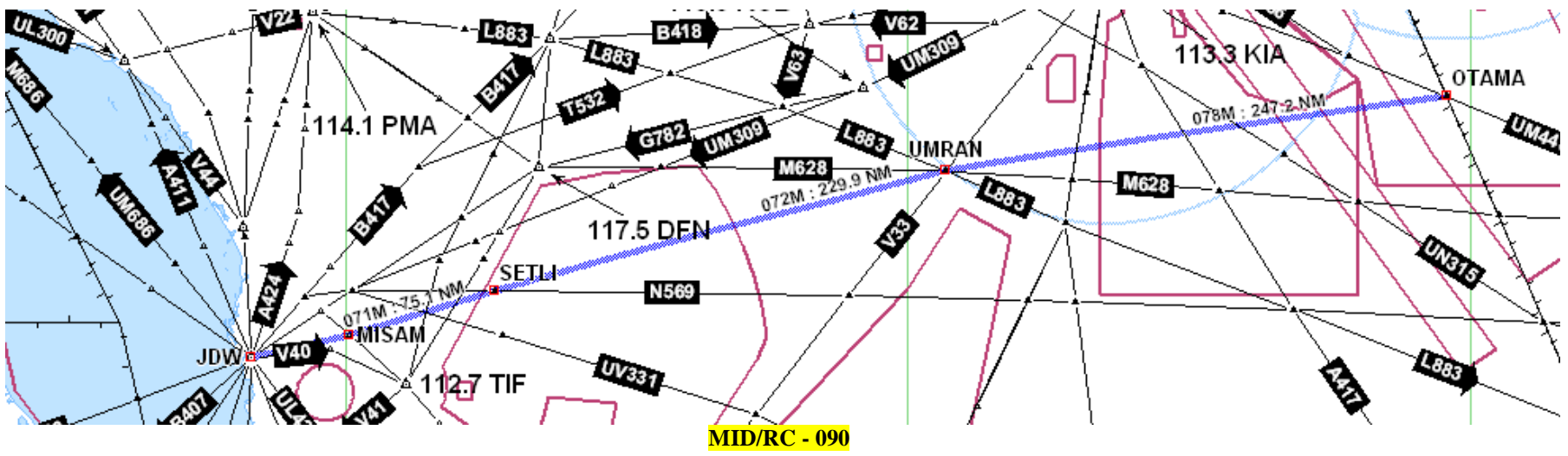
4C-101

MID/RC-089	ATS Route Name: New Route UQ591; Eastbound	Entry-Exit: SALWA – OTAMA – TASBA – ULABI - GIPAB	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA iFLEX Proposal
							Date of Proposal	17 May 2011
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
SALWA 251538N 0503048E OTAMA 2351 47N 0494707E RESAL 240649N 0470427E TASBA 24 30 59N 044 30 28E ULABI 224022N 0410922E JDW GIBAP 353659N 0543055E		Bahrain Saudi Arabia				- Timed Route	TBD	
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks							Last updated	ARN TF/4 May 2011



4C-103

MID/RC-090	ATS Route Name: New Route UQ588; Eastbound		Entry-Exit: JDW - UMRAN OTAMA		Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal		IATA iFLEX Proposal	
									Date of Proposal		17 May 2011	
Route Description			States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status		Action Taken/Required		Deadline for each Action	
JDW MISAM 215415N 0400153E SETLI 221608N 0411924E UMRAN 0411924N 0452023E OTAMA 2351 47N 0494707E		Saudi Arabia							- Timed Route		TBD	
Flight Level Band:												
Potential City Pairs:												
Conclusions/Remarks								Last updated		ARN TF/4 May 2011		

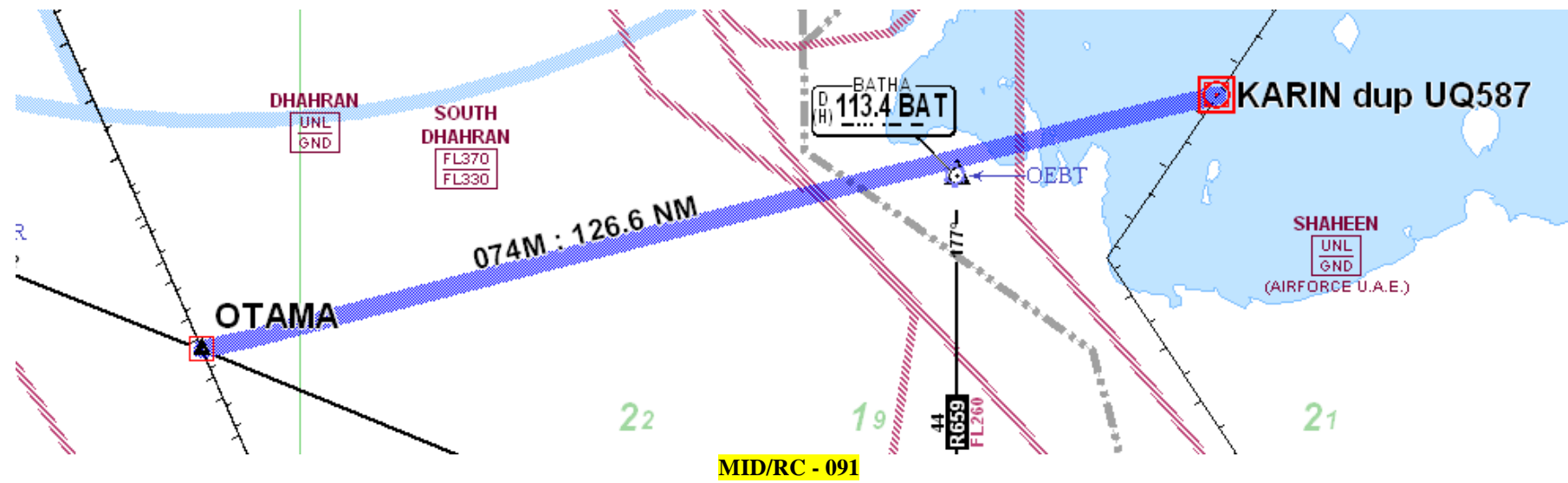


4C-105

MID/RC-091	ATS Route Name: New Route UQ587; Bidirectional		Entry-Exit: OTAMA – KARIN	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA iFLEX Proposal	
									Date of Proposal	17 May 2011
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status		Action Taken/Required		Deadline for each Action
OTAMA 2351 47N 0494707E KARIN 2422.7N 05201.6E		Saudi Arabia Bahrain						- Note Point KARIN is duplicate 5LNC		TBD
Flight Level Band:										
Potential City Pairs:										
Conclusions/Remarks								Last updated	ARN TF/4 May 2011	

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APPENDIX 4C

4C-106



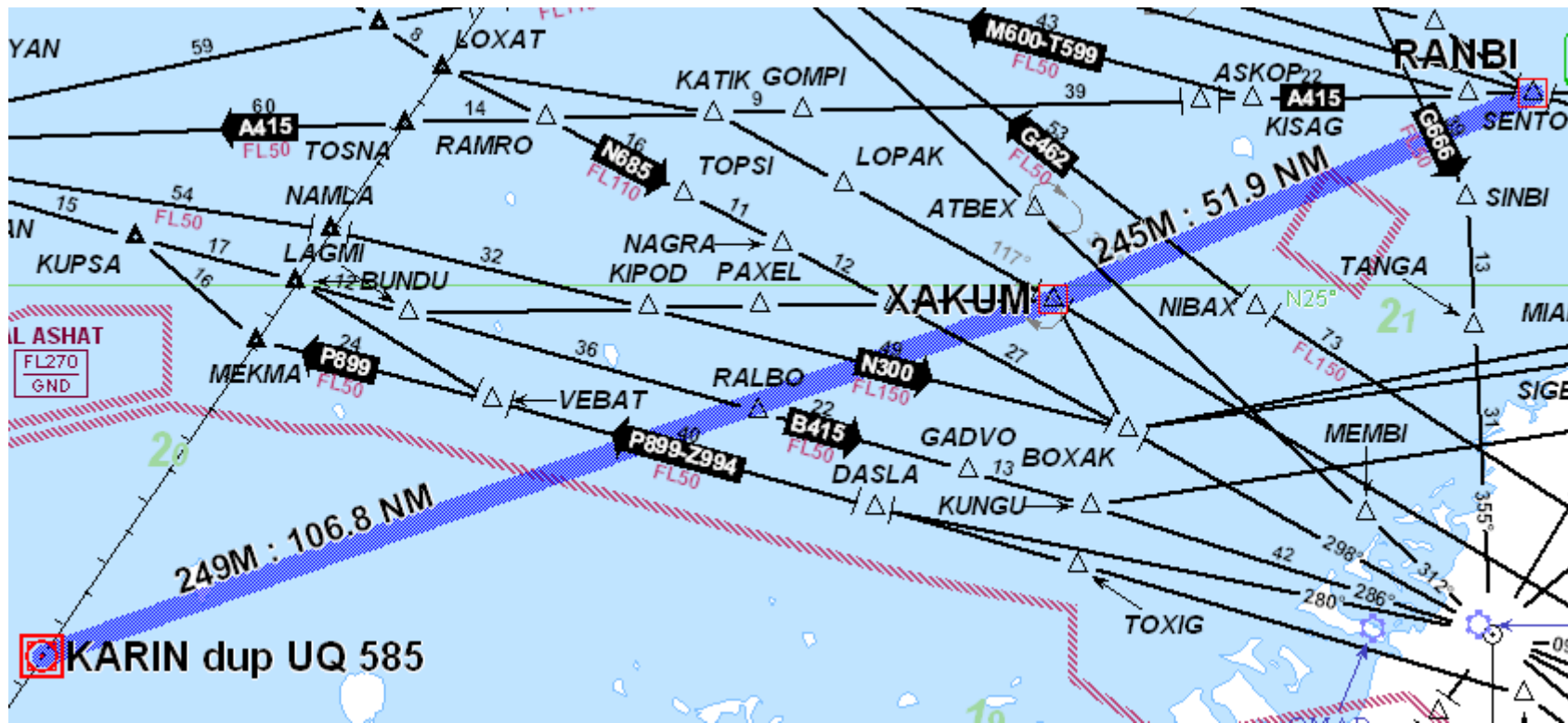
4C-107

MID/RC-092	ATS Route Name: New Route UQ586; Eastbound		Entry-Exit: KARIN - DESDI		Inter-Regional Cross Reference if any		Users Priority High	Originator of Proposal IATA iFLEX Proposal	
								Date of Proposal 17 May 2011	
Route Description			States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken/Required		Deadline for each Action
KARIN 2422.7N 05201.6E VEBAT 244830N 0525100E KIPOD 245744N 0530756E NAGRA 250407N 0532246E DESDI 253603N 0544230E			Bahrain UAE				- Note Point KARIN is duplicate 5LNC		TBD
Flight Level Band:									
Potential City Pairs:									
Conclusions/Remarks							Last updated		ARN TF/4 May 2011



4C-109

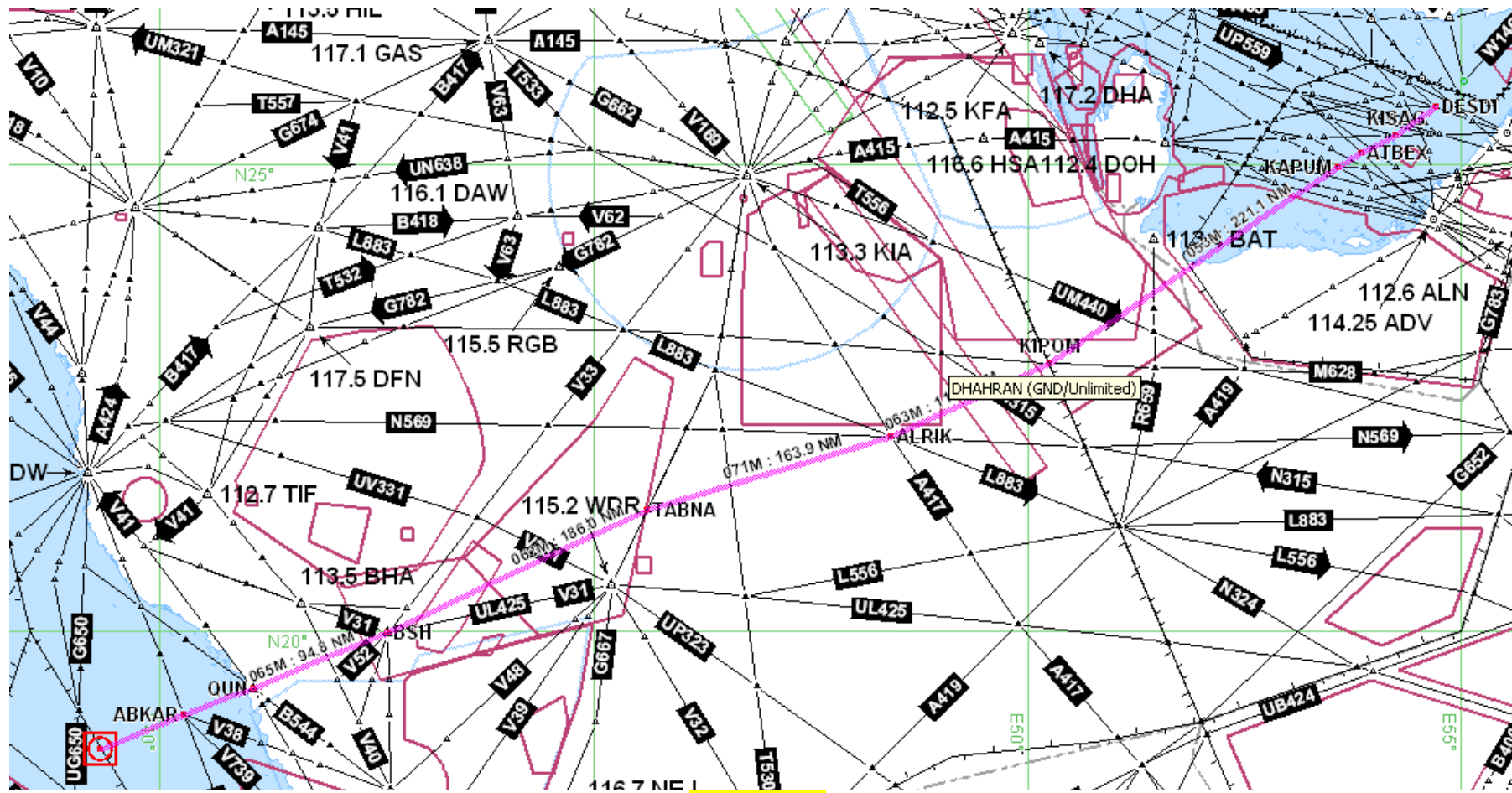
MID/RC-093	ATS Route Name: New Route UQ585; Westbound		Entry-Exit: RANBI - KARIN	Inter-Regional Cross Reference if any		Users Priority High	Originator of Proposal IATA iFLEX Proposal
							Date of Proposal 17 May 2011
Route Description		States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
RANBI 251908N 0544500E XAKUM 245833N 0535222E KARIN 2422.7N 05201.6E		Bahrain UAE				- Note Point KARIN is duplicate 5LNC	TBD
Flight Level Band:							
Potential City Pairs:							
Conclusions/Remarks						Last updated	ARN TF/4 May 2011



MID/RC - 093

4C-111

MID/RC-094	ATS Route Name: New Route proposed Eastbound	Entry-Exit: TOKAR - DESDI	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA iFLEX Proposal
							Date of Proposal	17 May 2011
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
TOKAR 180624N 0374812E OTEMA 184200N 0391900E ABKAR 190511N 0401612E QUN BSH TABNA 211842.3N 0453652.6E ALRIK 220631N 0482535E KIPOM 225316N 0501518E KAPUM 245815N 0533450E KISAG 251834N 0541408E DESDI 253603N 0544230E		Saudi Arabia Bahrain UAE				- This route was initially agreed to as Eastbound - it was deleted afterwards; and - is to be discussed separately	TBD	
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/4 May 2011	

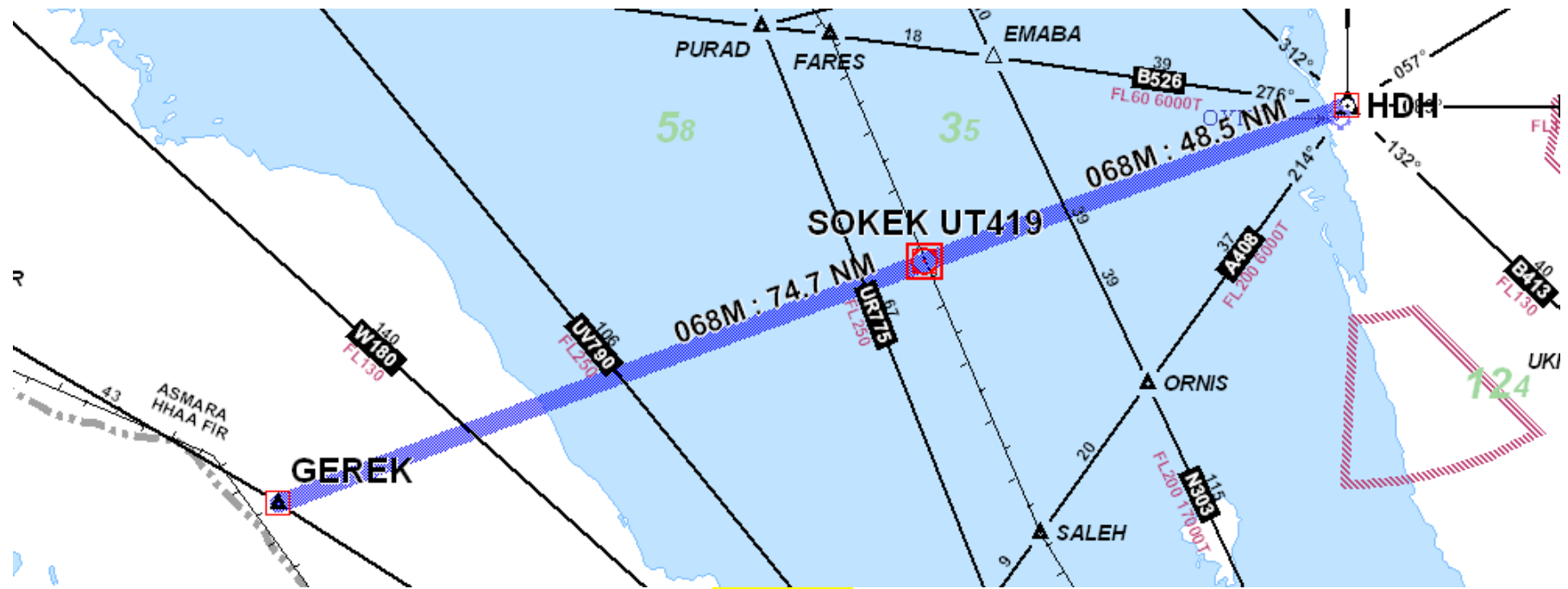


MID/RC - 094

4C-113

MID/RC-095	ATS Route Name: New Route UT419; Bidirectional		Entry-Exit: GEREK – HDT – A419		Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal		IATA iFLEX Proposal	
									Date of Proposal		17 May 2011	
Route Description			States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status		Action Taken/Required		Deadline for each Action	
GEREK 140318N 0410000 E SOKEK 142932.45N 0421211.63E HDH		Yemen							- Needs to be coordinated with Yemen		TBD	
Flight Level Band:												
Potential City Pairs:												
Conclusions/Remarks									Last updated		ARN TF/4 May 2011	

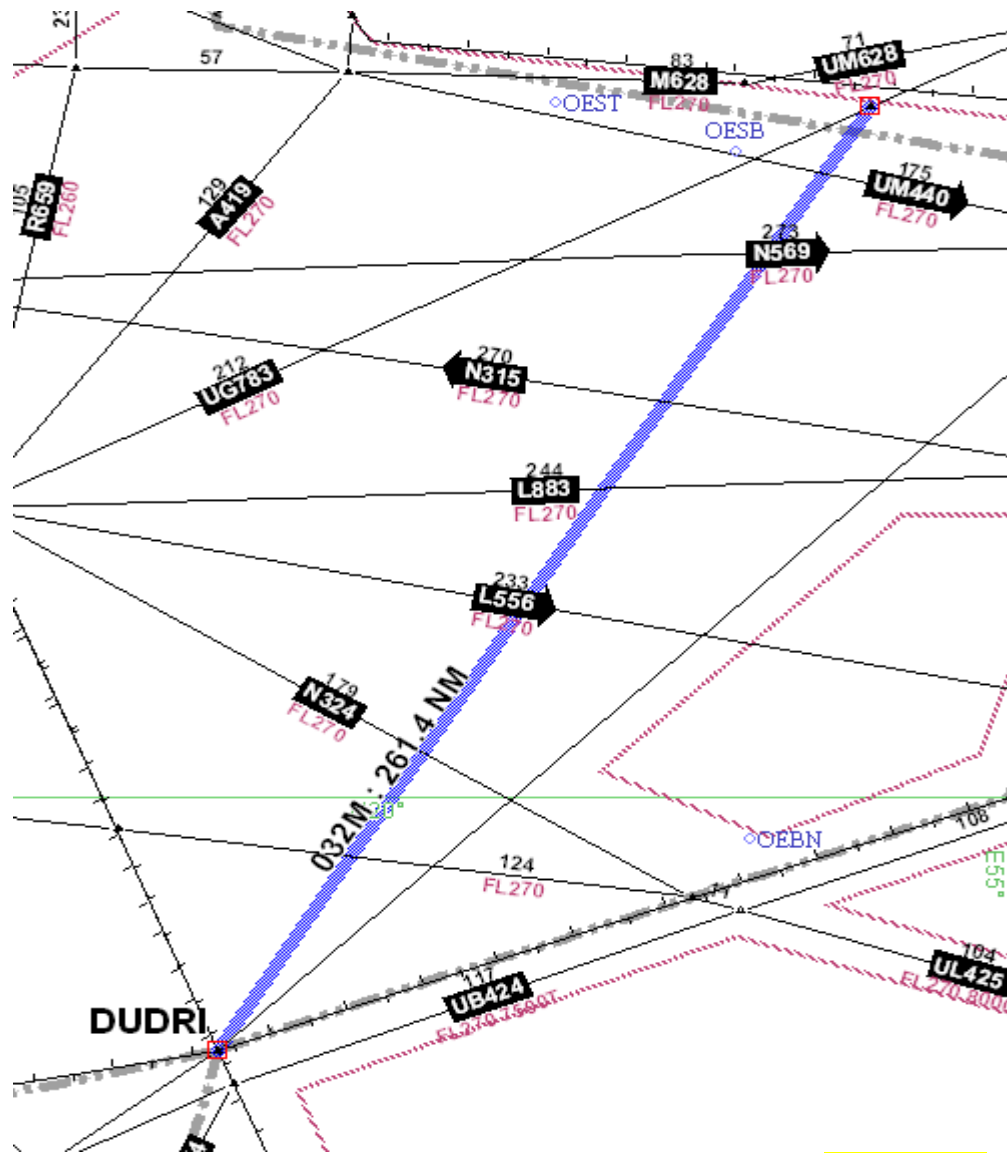
4C-114



MID/RC - 095

4C-115

MID/RC-096	ATS Route Name: New Route UQ578; Bidirectional	Entry-Exit: DUDRI - TANSU	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA iFLEX Proposal	
								Date of Proposal	17 May 2011
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action		
DUDRI 190000N 0520000E TANSU 224136N 0542828E		Bahrain UAE				- Level Restriction FL300/320	TBD		
Flight Level Band:									
Potential City Pairs:									
Conclusions/Remarks							Last updated	ARN TF/4 May 2011	



MID/RC - 096

4C-117

MID/RC-.....	ATS Route Name:	Entry-Exit:	Inter-Regional Cross Reference if any	Users Priority	High	Originator of Proposal		
						Date of Proposal		
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required	Deadline for each Action
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks						Last updated		

ARN TF/4
Report on Agenda Item 5

REPORT ON AGENDA ITEM 5: REVIEW AND UPDATE THE DEFICIENCIES IN THE ATS ROUTES NETWORK

5.1 The meeting noted that the majority of the deficiencies are related to the elimination of portions/segments of ATS routes that are of variance to the ANP ATS route Table 1.

5.2 The meeting recalled the MIDANPIRG/12 Conclusion 12/75 and the DGCA-MID/1 Conclusion 1/2 – related to the elimination of Air Navigation deficiencies in the MID Region which require that MID States accord high priority to eliminate deficiencies with emphasis to those with priority (U) by allocating the necessary resources.

5.3 The follow-up on the updating of the list of deficiencies, which is considered as a living document, is an on-going process within the MIDANPIRG framework and the Secretariat is to reflect these identified/reported air navigation deficiencies in the MID Region. The meeting reviewed and updated the list of deficiencies as at **Appendix 5A** to the Report on Agenda Item 5.

ARN TF/4
Appendix 5A to the Report on Agenda Item 5

Deficiencies in the ATM/SAR Field

BAHRAIN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Bahrain with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Bahrain	Dec, 2011	A
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Under development : signed with Saudi Arabia, Qatar, Kuwait, Iran and Oman. Pending : Agreement yet to be signed with UAE	O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Bahrain	Dec, 2011	A

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR Field

EGYPT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Egypt has promulgated regulations and started development of SAR agreement with Cyprus and other States	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Egypt with neighboring States	Dec, 2011	A
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	-	H	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Egypt ICAO	Dec, 2011	A
3	MID ANP Table ATS-1	-	ATS Route L/UL315 not implemented	Mar, 2007	The segments CAIRO-HURGHADA-GIBAL are not implemented (Alternative A727)	S	-	Egypt	Dec, 2011	B

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR Field

IRAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Iran with neighboring States	Dec, 2011	A
2	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	Ongoing	H O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Iran	Dec, 2011	A
3	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Ongoing	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Iran	Dec, 2011	U
4	MID ANP Table ATS-1 Plan of ATS routes	Iran / UAE	ATS routes A418/UP574 not implemented KUMUN – PAPAR	Dec, 2006	KUMUN-PAPAR segment not implemented	S	States to continue negotiations with one another. Iran has no plan to implement the route segment	Iran and UAE	Dec, 2011	B

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
5	MID ANP Table ATS - 1 extension of ATS route through the Unilateral Air Space Change of the Iran FIR	-	ATS route UP574 was extended beyond Iran FIR during the Unilateral Change of the Iran FIR	Jun, 2011	The segment ULDUS (380000N 0510100E) to DODAG (390956N 0510137E) was extended by Iran through NOTAM without prior coordination.	O	Iran is required to revert back to the Original Exit point on ATS route UP574 until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U
6	MID ANP Table ATS - 1 extension of ATS route through the Unilateral Air Space Change of the Iran FIR	-	ATS route R794 was extended beyond Iran FIR during the Unilateral Change of the Iran FIR	Jun, 2011	The segment ULDUS (380000N 0510100E) to EGMIS (390153N 0503704E) was extended by Iran through NOTAM without prior coordination.	O	Iran is required to revert back to the Original Exit point on ATS route R794 until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U
7	MID ANP Table ATS - 1 extension of ATS route through the Unilateral Air Space Change of the Iran FIR	.	ATS route UN319 was extended beyond Iran FIR during the Unilateral Change of the Iran FIR	Jun, 2011	The segment ULDUS (380000N 0510100E) to OTUNA (385037N 0500309E) was extended by Iran through NOTAM without prior coordination.	O	Iran is required to revert back to the Original Exit point on ATS route UN319 until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
8	MID ANP Table ATS - 1 extension of ATS route through the Unilateral Air Space Change of the Iran FIR	-	ATS route UP567 was extended beyond Iran FIR during the Unilateral Change of the Iran FIR	Jun, 2011	The segment ULDUS (380000N 0510100E) to PAVUR (384506N 0494854E) was extended by Iran through NOTAM without prior coordination.	O	Iran is required to revert back to the Original Exit point on ATS route UP567 until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U
9	MID ANP Table ATS - 1 establishment of ATS route through the Unilateral Air Space Change of the Iran FIR	-	ATS route UN39 was established beyond Iran FIR during the Unilateral Change of the Iran FIR. This designator is not from the MID ATS Route designator list.	Jun, 2011	The segment ULDUS (380000N 0510100E) to EGMIS (390153N 0503704E) was established by Iran through NOTAM without prior coordination.	O	Iran is required to revert back to the Original Exit point on ATS route UN39 until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U
10	MID ANP Table ATS - 1 establishment of ATS route through the Unilateral Air Space Change of the Iran FIR	-	ATS route UN23 was established beyond Iran FIR during the Unilateral Change of the Iran FIR	Jun, 2011	The segment ULDUS (380000N 0510100E) to ORMUN(385733N 0502357E) was extended by Iran through NOTAM without prior coordination.	O	Iran is required to revert back to the Original Exit point on ATS route UN23 until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
11	MID ANP Table ATS - 1 establishment of ATS route through the Unilateral Air Space Change of the Iran FIR	-	ATS route G177 was ESTABLISHED beyond Iran FIR during the Unilateral Change of the Iran FIR	Jun, 2011	The segment ULDUS (380000N 0510100E) to OTUNA (385037N 0500309E) was extended by Iran through NOTAM without prior coordination. The designator does not from part of the MID ATS Route designator list.	O	Iran is required to delete and revert back to the Original FIR boundary point until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U
12	MID ANP Table ATS - 1 extension of ATS route through the Unilateral Air Space Change of the Iran FIR	-	ATS route UN60 was extended beyond Iran FIR during the Unilateral Change of the Iran FIR	Jun, 2011	The segment LALDA (380000N 0510100E) to PAVUR (381615N 0494511E) was established by Iran through NOTAM without prior coordination. The designator is not from the MID ATS Route designator list.	O	Iran is required to revert back to the Original Exit point on ATS route UN60 until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
13	MID ANP Table ATS - 1 extension of ATS route through the Unilateral Air Space Change of the Iran FIR	-	ATS route A357 was established beyond Iran FIR during the Unilateral Change of the Iran FIR	Jun, 2011	The segment LALDA (381615N 0494511E) to PAVUR (384506N 0494511E) was extended by Iran through NOTAM without prior coordination. The designator is not from the MID ATS Route designator list.	O	Iran is required to delete and revert back to the Original FIR boundary until coordination with ICAO and concerned States is completed	Iran	Dec, 2011	U
14	MID ANP Table ATS - 1 extension of ATS route through the Unilateral Air Space Change of the Iran FIR	-	ATS route UN25 was established beyond Iran FIR during the Unilateral Change of the Iran FIR	Jun, 2011	The segment LALDA (381615N 0494511E) to PUXOT(384125N 0493553E) was extended by Iran through NOTAM without prior coordination. The designator is not from the MID ATS Route designator list.	O	Iran is required to revert back to the Original Exit point on ATS route UN25 until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
15	MID ANP extension of FIR through the Unilateral Change of the Iran FIR	Change of the FIR Boundary	FIR was extended beyond the normal Iran FIR boundary during the Unilateral Change from those shown in the ANP Chart ATS 1	January, 2011	The Iran FIR boundary was extended by Iran through NOTAM without prior coordination from those of the FIRs comprising the MID region in the Basic ANP as shown in Chart ATS 1	O	Iran is required to revert back to the Original FIR Boundary until coordination with ICAO and concerned States is completed	Iran	Dec, 2011	U

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR Field

IRAQ

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Iraq with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Iraq with neighboring States	Dec, 2011	A
2	MID ANP Table ATS-1 Plan of ATS Routes	-	ATS route G667 not implemented	Sep, 2006	Iraq has no plan to open the route	S	-	Iraq Iran Kuwait	Dec, 2011	B
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	-	S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Iraq ICAO	Dec, 2011	A
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	-	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Iraq	Dec, 2011	U

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
5	MID ANP Table ATS-1 Plan of ATS routes	Iraq and Syria	ATS route UP975 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria. Notam issued opening route in Baghdad FIR	S	States to negotiate with one another and coordinate opening of the route	Iraq/Syria	Dec, 2011	B
6	MID ANP Table ATS-1 Plan of ATS routes	Iraq and Syria	ATS route UL602 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria. Notam issued opening route in Baghdad FIR	S	States to negotiate with one another and coordinate opening of the route	Iraq/Syria	Dec, 2011	B
7	MID ANP Table ATS-1 Plan of ATS routes	-	ATS route G795 Rafha- Basrah segment not implemented	May, 2008	Coordination between Iraq and Saudi Arabia.	S	States to negotiate coordination issues between the two FIRs, update LoA and coordinate opening of the route	Iraq and Saudi Arabia	Dec, 2011	B
8	MID ANP Table ATS-1 Plan of ATS routes	-	ATS route A424 LOTAN - LOVEK segment (Baghdad FIR) not implemented	May, 2008	Communication problems between concerned FIRs	O	No plan to open the route.	Iraq	Dec, 2011	B

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR Field

JORDAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	MID ANP Table ATS-1 Plan of ATS routes	Jordan, Syria	ATS route G662 not implemented -- Negotiations with military ongoing, in advanced stage	Dec, 1997	Not implemented Damascus to Guriat	S	States to continue coordination to achieve implementation	Jordan, Syria 2 June 2011	Dec, 2011	B
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	National Contingency plan developed	H S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Jordan	Dec, 2011	A
3	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Work in progress -- SMS developed and details will be forwarded to ICAO	F H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Jordan	Dec, 2011	U
4	MID ANP Table ATS-1	-	ATS Route UP559 not implemented	Mar, 2007	The segments TURAIF-TONTU-DAMASCUS-DAKWE-KHALDEH-KUKLA-LARNACA are not implemented. Jordan Has no plans to implement	S	-The segments TURAIF-TONTU-DAMASCUS-DAKWE-KHALDEH-KUKLA-LARNACA are not implemented	Jordan-Lebanon and Syria	Dec, 2011	B

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR Field

KUWAIT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Kuwait with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Kuwait with neighboring States	Dec, 2011	A
2	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Implementation of SMS is expected to start in April 2007	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Kuwait	Dec, 2011	U
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Contingency Plan was signed with Bahrain and Iran. Work is progressing for the coordination with other neighboring States	H S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Kuwait	Dec, 2011	A
4	MID ANP Table ATS-1 Plan of ATS routes	-	ATS route G669 segment Rafha SOLAT not implemented	May, 2008	Airspace restrictions	S	- Airspace restrictions to be addressed -- Kuwait has no plan to activate the route segment. - Iraq ready to implement segment Rafha - SOLAT	Kuwait	Dec, 2011	B

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR Field

LEBANON

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Lebanon with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements. Agreement signed with Cyprus.	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Lebanon with neighboring States	Dec, 2011	A
2	MID ANP Table ATS-1 Plan of ATS routes	Lebanon Syria	ATS route G202 not implemented	Dec, 1997	Not implemented DAKWE - Damascus Economic impact- alternative routes available but longer- Not affecting safety	S	ICAO to follow-up. Lebanon intends to discuss realignment with Syria	Lebanon Syria	Dec, 2011	B
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	A plan has been developed and will be forwarded to the MID Regional Office	H O	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Lebanon ICAO	Dec, 2011	A
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	-	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Lebanon	Dec, 2011	U

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
5	MID ANP Table ATS-1	-	ATS Route UP559 not implemented	Mar, 2007	The segments TURAIF-TONTU-DAMASCUS-DAKWE-KHALDEH-KUKLA-LARNACA are not implemented	S	-	Jordan-Lebanon and Syria	Dec, 2011	B

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR Field

OMAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Oman with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Oman with neighboring States	Jun, 2012	A
2	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	Under development : signed with Bahrain, Iran AND Yemen pending : Agreement yet to be signed with UAE, Pakistan and India	H O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Oman	Dec, 2011	A

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR Field

QATAR

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Qatar and Bahrain with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved- ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Qatar and Bahrain	Dec, 2011	A
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Work in progress; agreement signed with Bahrain	S	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Qatar Bahrain ICAO	Dec, 2011	A

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR Field

SAUDI ARABIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Saudi Arabia with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements. Ready to sign agreement as per drafted (model) agreement presented at ATM/SAR/AIS SG/10 SAR National Board established	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Saudi Arabia with neighboring States	Dec, 2011	A
2	MID ANP Table ATS-1 Plan of ATS routes	Qatar Saudi Arabia	ATS route A415 implemented with variance to Table ATS 1	Dec, 1997	Doha to King Khalid implemented at variance with the Plan . slightly longer-Military restrictions Economic impact- Not affecting safety. Negotiations with military ongoing	S	-	Saudi Arabia Qatar	Dec, 2011	B

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	A draft contingency plan not fully compliant with the agreed template has been developed. Further work being done in coordination with adjacent States.	H O	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Saudi Arabia	Dec, 2011	A
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	QMS Department established. SMS development plan adopted in November 2007	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Saudi Arabia	Dec, 2011	U

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR Field

SYRIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Syria with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements. Agreement with Turkey and Cyprus completed. Agreement with Iraq, Jordan and Lebanon pending	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Syria with neighboring States	Dec, 2011	A
2	MID ANP Table ATS-1 Plan of ATS routes	Lebanon Syria	ATS route G202 not implemented	Dec, 1997	Not implemented DAKWE - Damascus Economic impact-alternative routes available but longer- Not affecting safety	S	ICAO to follow-up -- Syria has no plan to implement the route	Lebanon Syria	Dec, 2011	B
3	MID ANP Table ATS-1 Plan of ATS routes	Iraq Syria	ATS route UL602 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria	S	States to negotiate with one another and coordinate opening of the routes	Iraq and Syria	Dec, 2011	B
4	MID ANP Table ATS-1 Plan of ATS routes	Iraq Syria	ATS route UP975 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria	S	States to negotiate with one another and coordinate opening of the routes	Iraq and Syria	Dec, 2011	B
5	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	Draft available	H O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Syria	Dec, 2011	A

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
6	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Committee established	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Syria	Dec, 2011	U
7	MID ANP Table ATS-1	-	ATS Route UP559 not implemented	Mar, 2007	The segments TURAIF-TONTU-DAMASCUS-DAKWE-KHALDEH-KUKLA-LARNACA are not implemented	S	Syria has no plan to implement the route.	Jordan-Lebanon and Syria	Dec, 2011	B

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR Field

UAE

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	UAE with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing. The agreement with Bahrain and Oman to be updated and the one with Iran has to be developed/coordinated.	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	UAE with neighboring States	Dec, 2012	A
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Plan completed and Agreements signed with Bahrain and Oman. Others pending	O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	UAE	Dec, 2011	A
3	MID ANP Table ATS-1 Plan of ATS routes	Iran / UAE	ATS routes A418/UP574 not implemented KUMUN – PAPAR	Dec, 2006	KUMUN-PAPAR segment not implemented	S	States to continue negotiations with one another The UAE considers options for a resolution to be exhausted	Iran and UAE	Dec, 2011	B

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the ATM/SAR Field

YEMEN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Yemen with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Ongoing	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Yemen with neighboring States	Dec, 2011	A
2	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	-	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Yemen	Dec, 2011	U
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Ongoing	H O	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Yemen	Dec, 2011	A
4	Annex 11 Para. 3.3.4.1	-	Non-provision of required data to the MID RMA on regular basis and in a timely manner	Oct, 2010	-	O	Need to provide the MID RMA with required data on regular basis, in order to enable it to discharge its functions and responsibilities -- Completion date not given	Yemen, MID RMA, ICAO	Dec, 2011	A

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Note:* Priority for action to remedy a deficiency is based on the following safety assessments:

'U' priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.

Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.

'A' priority = Top priority requirements necessary for air navigation safety.

Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

'B' priority = Intermediate requirements necessary for air navigation regularity and efficiency.

Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.

Definition:

A deficiency is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

ARN TF/4
Report on Agenda Item 6

REPORT ON AGENDA ITEM 6: FUTURE WORK PROGRAMME

6.1 The meeting agreed that, in accordance with the MIDANPIRG Procedural Handbook, and based on Terms of Reference (TOR) and Action Plan of the Task Force, the ARN TF/5 meeting could be tentatively scheduled for the first quarter of 2012. The actual dates however, would depend on MID Regional Office workload/activities and would thus be confirmed in due course. The duration would be three (3) working days. The venue would be in Amman, Jordan according to the announcement made by the ANS Commissioner that the Civil Aviation Regulatory Commission (CARC) will be hosting the meeting in 2012.

6.2 Accordingly, the meeting developed the action plan as at **Appendix 6A** to the Report on Agenda Item 6.

6.3 The meeting agreed to the updated Provisional Agenda for the ARN TF/5 meeting, as at **Appendix 6B** to the Report on Agenda Item 6.

ARN TF/4
Appendix 6A to the Report on Agenda Item 6

FOLLOW-UP ACTION PLAN ON ARN TF/4 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>DRAFT CONC. 4/1: THE DEVELOPMENT OF MID REGIONAL CONTINGENCY PLAN</p> <p>That, ICAO MID Regional Office:</p> <p>a) compile States Contingency plans: and b) Develop MID Regional Contingency plan in coordination with MID States.</p>	<p>Implementation of the Conclusion</p>	<p>ICAO</p>	<p>Develop MID Regional Contingency</p>	<p>2012</p>	

ARN TF/4
Appendix 6B to the Report on Agenda Item 6

FIFTH MEETING OF THE ATS ROUTES NETWORK TASK FORCE

(ARN TF/5)

PROVISIONAL AGENDA

- Agenda Item 1: Adoption of the Provisional Agenda and election of vice chairperson
- Agenda Item 2: Follow-up on MIDANPIRG and other meetings Conclusions and Decisions relevant to ATS Route Network
- Agenda Item 3: Review ATS Routes Network
- Agenda Item 4: Amendments to the ATS Routes Network Catalogue
- Agenda Item 5: Review/update of Regional Activities carried out by CANSO
- Agenda Item 6: Review/update the deficiencies in the ATS Routes Network
- Agenda Item 7: Future Work Programme
- Agenda Item 8: Any other business

7-1

ARN TF/4
Report on Agenda Item 7

REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS

7.1 Nothing has been discussed under this Agenda Item.

ARN TF/4
Attachment A to the Report

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