



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

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

ARN TF/5

(Amman, Jordan, 5 – 7 February 2012)

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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TABLE OF CONTENTS

Page

PART I - HISTORY OF THE MEETING

1.	Place and Duration.....	1
2.	Opening.....	1
3.	Attendance	1
4.	Officers and Secretariat.....	1
5.	Language.....	1
6.	Agenda.....	2
7.	Conclusions and Decisions - Definition.....	2/3

PART II - REPORT ON AGENDA ITEMS

Report on Agenda Item 1	1-1
Report on Agenda Item 2	2-1
Appendices 2A	
Report on Agenda Item 3	3-1/3-5
Appendices 3A – 3E	
Report on Agenda Item 4	4-1/4-2
Appendices 4A – 4C	
Report on Agenda Item 5	5-1/5-2
Appendix 5A	
Report on Agenda Item 6	6-1
Appendix 6A	
Report on Agenda Item 7	7-1
Appendix 7A	
Report on Agenda Item 8	8-1
List of Participants	Attachment A

ARN TF/5
History of the Meeting

PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The fifth meeting of ARN TF/5 was held at the Kempenski Hotel, Amman, Jordan, 5 – 7 February 2012.

2. OPENING

2.1 The Meeting was opened by Captain. Diab Abu Zaid, Air Navigation Services Commissioner-CARC Jordan, who welcomed all participants to the Fifth ATS Route Network Task Force (ARN TF/5) and wished them a pleasant stay in Jordan. He thanked ICAO for its efforts in fostering the Fifth 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 Captain. Diab Abu Zaid 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. Diab Abu Zaid, 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/5 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 in March 2010, MIDANPIRG/12 meeting in Amman in October 2010; and the ARN TF/4 meeting last May 2011 and that Jordan has always been supporting the ICAO MID Regional Office and MIDANPIRG activities and played an important and positive role in the improvement of Civil Aviation 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.

ARN TF/5
History of the Meeting

3. ATTENDANCE

3.1 The meeting was attended by a total of Twenty Six (26) participants, including experts from seven (7) States (Bahrain, Egypt, Iran, Jordan, Oman, Saudi Arabia and United Arab Emirates) and (4) four International Organizations/Industries (CANSO, IACA, IATA and MIDRMA). The list of participants is at the **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

4.1 The meeting was chaired by 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

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 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. 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

ARN TF/5
History of the Meeting

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

8. LIST OF CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 5/1: PROPOSAL FOR AMENDMENT TO THE MID BASIC ANP ATS-1 TABLE

DRAFT CONCLUSION 5/2: IMPROVEMENT OF THE ATS ROUTE STRUCTURE IN THE MID REGION

ARN TF/5
Report on Agenda Item 1

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

1.1 The meeting reviewed and adopted the Provisional Agenda as at Para 6 of the History of the Meeting.

ARN TF/5
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.

ARN TF/5
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>	<p>Actioned</p> <p>SL Ref.: AN 6/29 – 10/432 dated 16 December 2010</p> <p>AN 6/29 – 11/141 7 June 2011 (re-iterated)</p>
<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> <p>a) assign ICARD ATS Route Planners, in order to make use of the ICARD system and improve the process of allocation of 5LNCs;</p> <p>b) take necessary action in order for their designated ICARD Route Planner(s) to register to the ICAO ICARD 5LNC web-based System;</p> <p>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;</p> <p>d) release those allocated 5LNCs which were replaced and/or are no longer used; and</p> <p>e) update the ICARD database by adding the missing information (missing latitude and longitude coordinates, etc).</p>	<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>Actioned</p> <p>SL Ref.: AN 8/15.2 – 10/444 dated 22 December 2010</p> <p>(To be closed)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<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> <p>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;</p> <p>b) develop necessary institutional arrangements to foster civil/military cooperation; and</p> <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>Follow-up Conclusion Implementation</p>	<p>States</p>	<p>Input from States</p> <p>Involvement of military in civil airspace management processes</p> <p>Civil/military coordination and cooperation</p>	<p>November 2011</p> <p>Ongoing</p> <p>Ongoing</p>	<p>Actioned</p> <p>SL AN6/13-11/137 Dated 2 June 2011</p> <p>(Re-iterated)</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>	<p>Implement the Conclusion</p>	<p>ICAO</p>	<p>Amendment of Doc 7030</p>	<p>January 2011</p>	<p>Completed</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<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> <ul style="list-style-type: none"> a) fully comply with the AIRAC procedures, in accordance with the provisions of Annex 15 and the MID Basic ANP Chapter VIII; a) organize awareness campaigns involving AIS and all technical Departments providing the raw data to the AIS for promulgation; and c) arrange for the signature of Service Level Agreements (SLA) between AIS and the data originators. 	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter Feedback from States</p>	<p>February 2011 June 2011</p>	<p>Actioned</p> <p>SL dated 12 April 2011</p> <p>(To be closed)</p>
<p>CONC. 12/47: MID REGION PERFORMANCE METRICS</p> <p>That:</p> <ul style="list-style-type: none"> a) the following MID Region Metrics be adopted for performance monitoring of the air navigation systems: <ul style="list-style-type: none"> 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 	<p>Monitor performance of ANS using the endorsed metrics</p>	<p>MIDANPIRG & subsidiary bodies</p>	<p>Develop performance targets</p>	<p>2011</p>	<p>Ongoing</p> <p>SL Ref.: AN 7/26.1-11/121 dated 24 May 2011</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>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>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>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>	Implement the Conclusion	ICAO States	State Letter Include metrics into national performance monitoring Submit data to ICAO	January 2011	Ongoing SL Ref.: AN 7/26.1-11/121 dated 24 May 2011
<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	Ongoing

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<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>	<p>Follow up development in MID Region/States</p>	<p>States</p>	<p>Progressive introduction of CDO operations in TMAs</p>	<p>2012</p>	<p>Actioned</p> <p>SL dated 16 February 2011</p>
<p>CONC. 12/63: ADOPTION OF GOLD</p> <p>That, MID States be urged to:</p> <p>a) adopt Global Operational Data Link Document (GOLD) for data link operations; and</p> <p>b) contribute in future amendments to the GOLD as required.</p>	<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> <p>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;</p> <p>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;</p> <p>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</p>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter</p> <p>Feedback from States</p>	<p>January 2011</p>	<p>Actioned</p> <p>SL Ref.: AN2/2 – 11/123 dated 25 May 2011</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>d) seek support from regional and international organizations (i.e. ACAC, GCC, etc.) for the elimination of identified air navigation deficiencies.</p>					
<p>CONC. 12/77: ATS SAFETY MANAGEMENT</p> <p>That, MID States that have not yet done so, be urged to:</p> <p>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;</p> <p>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;</p> <p>c) share safety information including information on ATS incidents and accidents; and</p> <p>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>	<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>Actioned SL dated 2 June 2011 (Re-iterated)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<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> <p>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;</p> <p>b) work cooperatively towards the elimination of common deficiencies; and</p> <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)</p> <p>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>					

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 1/6: CONTINGENCY PLANS</p> <p>That, for the interest of ensuring safety and continuity of civil aviation, MID States:</p> <ul style="list-style-type: none"> a) accord high priority and secure necessary resources to update, complete and promulgate their contingency plans; and 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>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>					

ARN TF/5
Report on Agenda Item 3

REPORT ON AGENDA ITEM 3: REVIEW ATS ROUTE NETWORK

3.1 The meeting recalled that MIDANPIRG/12 recognized the need to harmonize the implementation of RNAV 5 in the MID Region. Accordingly, MIDANPIRG/12, through Conclusion 12/9, urged States, that have not yet done so to take necessary measures to implement RNAV 5 area in the level band FL 160 - FL460. Accordingly ICAO MID Regional Office urged MID States to take necessary action and promulgate changes to their AIPs by the AIRAC date 7 April 2011.

3.2 The meeting noted that Bahrain, Egypt, Kuwait, Jordan, Oman and UAE had implemented the changes to their AIPs. However, a number of States have not updated their AIPs to change RNP 5 to RNAV 5. The RNAV 5 area in the MID Region is still being implemented with different base Flight Levels (FL150, FL195, FL245, FL280). Accordingly, the meeting re-iterated the MIDANPIRG 12 Conclusion 12/9:

CONCLUSION 12/9: RNAV 5 IMPLEMENTATION IN THE MID REGION

That, States that have not yet done so, be urged to:

- a) update their AIP to change RNP 5 to RNAV 5; and*
- b) take necessary measures to implement RNAV 5 area in the level band FL 160 - FL460 (inclusive).*

3.3 The meeting noted 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 re-iterated the statement of ATM/SAR/AIS SG/12 meeting that urge 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.

3.4 The meeting reviewed the outcome of the First meeting of Baghdad FIR RVSM Implementation Working Group (BFRI WG/1) and the proposal submitted by Iran. In this respect Bahrain presented solutions to the proposals that require establishment of two parallel Air Ways and two Boundary points parallel to Positions ALSER and MIDSI. This solution needs further discussion and agreement by both States. The results of discussions are summarized as at **Appendix 3A** to the Report on Agenda Item 3.

3.5 Based on the above a side meeting was convened between Bahrain and Iran to discuss the solutions presented by Bahrain for the establishment of parallel Air Ways and two Boundary points parallel to Positions ALSER and MIDSI. The outcome of the meeting is as follows;

- a) Both parties agreed to implement:
 - i) two new uni- directional ATS routes one Northbound, and the other Southbound;
 - ii) implement parallel ATS routes East/Westbound with two boundary points parallel to position ALSER and MIDSI; and
- b) request ATS route designators from the ICAO MID Regional Office and the addition of the ATS routes to the MID ANP Table ATS 1 – ATS Routes.

ARN TF/5
Report on Agenda Item 3

3.6 A side meeting was convened between UAE, Iran and IATA to discuss A/UA418 and P/UP574 **KUMUN/PAPAR**, to resume operation via PAPAR using the old agreed procedures. The outcome of the meeting is as follows:

- a) Parties did not reach any agreement with regards to **PAPAR-KUMUN** issues due to military and political issues;
- b) a suggestion was made to implement two airway over **DARAX** to increase capacity;
- c) New way point on FIR boundary between Abu Musa and **DARAX** will be established. This new way point will be assessed for usability by the Etihad Airways. Only after this has been completed, the way point will be considered and studied by UAE.
- d) a direct ATS route to **DASDO** in the OIIX FIR was discussed. It was agreed that a direct route is operationally not feasible. Further discussions on possible alternatives require the involvement of Bahrain. Discussions will be carried out independently; and
- e) a coordination meeting will be arranged in due time - pending the management approval for para b) or c) above.

3.7 With regards to ATS Route L/UL315 recently established from **CAIRO – HURGADA – GIBAL**, a side meeting between Egypt and Saudi Arabia took place to carry out further coordination to assess reversing the direction of the route segment **HURGADA GIBAL JDW** to allow Eastbound flights. Both States agreed to study the proposal pending final agreement by June 2012.

3.8 The meeting recognised the need for a complete review of ATS Route network and FLAS in the Empty Quarters in order to increase efficiency in the ATS route network considering the previous request from IATA. IATA is to submit their requirements by the next ARN TF meeting along with supporting traffic data.

3.9 The meeting further considered the proposals made by IATA for the re-designation and the extension of domestic ATS route CVO W8/W601 to **ATMUL** and the extension of the route to **ASKOL** including ATS Route Segment from point **ATMUL** to **OBD** in the Khartoum FIR.

3.10 Egypt agreed in principal to the re-designation of domestic ATS route W8 and W601 to an RNAV route designator and will confirm agreement after consultation with management. Further coordination for the segments falling in Khartoum FIR would be required with ICAO Nairobi Office.

3.11 The meeting noted that ATS Route A/UA 411 is split into two (2) Segments in the Cairo FIR. The First Segment Starts from Rabat (Morocco) and passes through Algiers, Tunis, Tripoli FIRS and stops at SIDI Barrani (BRN) in Cairo FIR; the second Segment Start from Cairo (CVO) Jeddah and stops at SAA in Sana'a FIR. The meeting agreed that Egypt, Saudi Arabia and Sana'a change the ATS route designator A/UA411 to the proposed ATS Designator **L/UL677**, the designation will avoid confusion to operators, increase safety and harmonize the ATS route.

3.12 The meeting reviewed several proposals that were received from States, EUROCONTROL and IATA. Accordingly, the meeting agreed to process the agreed proposals and included them in **Appendix 3B** to the Report on Agenda Item 3.

3.13 The meeting noted that ATS Route **P/UP 559** has been established from **TRF** (Jeddah FIR) extending to **VUXOR** (Bahrain Emirates FIR). However in the MID ANP the above ATS Route has

ARN TF/5
Report on Agenda Item 3

been planned to start from (LCA KUKLA KAD *Note 4 (OS) DAM * Notes 3 (OS,OJ) TRF all the way to fix VUXOR. The remaining segment of the route that passes through Jordan, Syria and Lebanon is not implemented and will take a long time to implement. The concerned States were included in the list of deficiencies for the above route. The meeting agreed to amend the MID ANP by deleting the segment (LCA, KUKLA, KAD, DAM and TRF) and add it to the ATS Route Catalogue. Accordingly, the meeting agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 5/1: PROPOSAL FOR AMENDMENT TO THE MID BASIC
ANP ATS-1 TABLE**

*That, the ICAO MID Regional Office issues a proposal for amendment to the MID Basic ANP Doc 9708 in order to update the ATS-1 Table as at **Appendix 3B** to the Report on Agenda Item 3.*

3.14 In relation to ATS Route structure in the MID Region, the DGCA-MID/1 meeting recognized 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.

3.15 The meeting recalled the DGCA-MID/1 Conclusion 1/3 related to the Middle East Regional Airspace Review (MIDRAR) lead by CANSO, as well as the follow-up action taken by the ARN TF/4 meeting. In this respect, the meeting noted that the ARN TF Chairperson will act as a focal point for MIDRAR.

3.16 Based on the above, the meeting urged MID States to identify ATS routes within their airspace that are not economically feasible and to coordinate with their appropriate authorities to agree to align and shorten the ATS routes in order to enhance Safety, efficiency and increase environmental sustainability. Accordingly, the meeting agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 5/2: IMPROVEMENT OF THE ATS ROUTE STRUCTURE IN THE
MID REGION**

That, as a first step towards the rationalization of the ATS route network in the MID Region;

- a) *MID States be urged to;*
 - i) *identify those ATS Routes that are not economically structured within their airspaces;*
 - ii) *coordinate and agree with appropriate authorities on the priority of action to replace the identified routes with more economical routes based on the definition of City Pairs, the PBN and FUA concepts;*
- b) *Users to;*
 - i) *identify those ATS Routes that are not economically structured in the MID Region;*
 - ii) *provide priority of action; and*
- c) *MID States and Users; provide feedback to the ARN TF/6 meeting.*

ARN TF/5
Report on Agenda Item 3

3.17 The meeting was apprised to the request from Kuwait related to the available Flight levels for the westbound traffic in Kuwait FIR, especially during the Hajj season, Bahrain and Saudi Arabia agreed to allocate FL300 for use by Kuwait on temporary basis during Hajj season. Furthermore, Iran and Kuwait agreed that the traffic from Iran should be transferred at FL340 (i.e. FL360 and FL380 are not to be used for the transfer of traffic to Kuwait). The meeting could not reach a solution due to the absence of Kuwait and agreed to differ this issue for future meetings.

3.18 The meeting noted the proposal presented by Jordan calling for the split of departure routes from arrivals between Amman and Baghdad FIRs, due to the complexity of handling the arrivals and departures via ATS Route L200 where many constraints impact the traffic flow in that route such as difficulties in communication, Lack of Direct speech lines, Proximity of FIX PASIP to Damascus FIR boundary and exchange of flight plan data.

3.19 In order to enhance safety and facilitate traffic flow between the two FIRs, and alleviate the difficulties that Amman is facing at the FIR boundary. Jordan proposed to use and implement ATS Route R652 as a departure route from Amman to Baghdad and ATS Route L200 as an Arrival route from Baghdad to Amman.

3.20 MIDRMA indicated that it has no reservation on Jordan's proposal as long as this route is used only for departures. Further discussion would be required between Jordan, Iraq and Saudi Arabia to finalize the proposal.

3.21 The meeting recalled that one of the challenges contributing to the low pace in implementation of contingency plans was the process of consultation and agreements with adjacent FIRs/States. However, it was noted that progress has been achieved in this regard, since a number of States have signed contingency planning agreements with adjacent FIRs/States, and some agreements are pending signatures.

3.22 The meeting noted that the DGCA-MID/1 meeting noted with concern that the development and promulgation of contingency plans remains one of the long standing deficiencies in the MID Region. Taking into consideration the current events in the MID Region and for ensuring safety and continuity of civil aviation, the DGCA-MID/1 meeting recognized that it's becoming more imperative and pressing that all MID States take necessary measures to sign the pending Contingency agreements with adjacent FIRs/States and expedite the promulgation of their contingency plans. Accordingly, the DGCA-MID/1 meeting agreed to Conclusion: *DGCA-MID/1 CONCLUSION 1/6 – CONTINGENCY PLANS*.

3.23 Based on the above, the meeting was presented with a draft MID Regional Contingency Plan, including the Contingency Routing Scheme for Asia/Middle East/Europe (**CRAME**) as at **Appendix 3C** to the Report on Agenda Item 3 and noted the ATM/SAR/AIS SG/12 meeting Draft Conclusion:

DRAFT CONCLUSION 12/8: MID REGIONAL CONTINGENCY PLAN

That, MID States:

ARN TF/5
Report on Agenda Item 3

- a) *review the MID Regional Contingency Plan at **Appendix 3C** to the Report on Agenda Item 8; and*
- b) *provide updates and comments on the MID Regional Contingency Plan to the ICAO MID Regional Office before **31 January 2012**, for presentation of an updated version to MIDANPIRG/13 for endorsement.*

3.24 The meeting noted that a State Letter: AN 6/17 – 11/325 dated 20 December 2011 was sent to States urging them to provide updates and comments to the MID Regional Contingency plan. Only Bahrain Replied informing that they had completed the signing of the contingency agreements with neighbouring States, and provided contact details. The meeting agreed to extend the period in which MID States provide their comments to 28 February 2012.

3.25 The meeting reviewed and updated the status of implementation of the contingency plans in the MID Region and contact details as at **Appendices 3D** and **3E** to Report on Agenda Item 3.

ARN TF/5
Appendix 3A to the Report on Agenda Item 3

ATS ROUTE PROPOSALS MADE BY IRAQ DURING THE BFRI WG AND THE PROPOSALS SUBMITTED BY IRAN AS UPDATED BY ARN TF/5 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 - Not discussed as both Iraq and Kuwait were not present in the ARN TF/5 meeting
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 - Not discussed as both Iraq was not present in the ARN TF/5 meeting
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
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 ; - Kuwait was requested to expedite approval request to implement route - Not discussed as both Iraq and Kuwait were not present in the meeting

DESCRIPTION OF ATS ROUTE PROPOSAL	DECISION	REMARKS
UL602 (ELEXI – DEIR - ZZOR)	<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.
G667 (ABADAN - ALSAN)	<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.
R652 (OVANO - DAXAN)	<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. - A proposal was presented by Jordan to use R652 as Departure Route from Amman in to Iraq to alleviate conflict issue on L200. - MIDRMA indicated that it has no reservation on Jordan's proposal as long as this route is used only for departures. Further discussion would be required between Jordan, Iraq and Saudi Arabia to finalize the proposal.
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 - Bahrain informed the meeting that they had discussed 	<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. - This solution needs further discussion and agreement by both States. - Bahrain to advise ICAO MID Regional Office

3A-3

DESCRIPTION OF ATS ROUTE PROPOSAL	DECISION	REMARKS
<p>MIDSI - DASDO</p>	<p>(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</p> <ul style="list-style-type: none"> - 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 	<p>of the outcome since Iran was not available in the meeting.</p> <ul style="list-style-type: none"> - a side meeting was convened between Bahrain and Iran to discuss the solutions presented by Bahrain for the establishment of parallel Air Ways and two Boundary points parallel to Positions ALSER and MIDSI. The outcome of the meeting is as follows <p><i>Both parties agreed to implement:</i></p> <p><i>two new uni- directional ATS routes one Northbound, and the other Southbound;</i></p> <p><i>implement parallel ATS routes East/Westbound with two boundary points parallel to position ALSER and MIDSI; and</i></p> <p><i>request ATS route designators from the ICAO MID Regional Office for the addition of the ATS routes to the MID ANP prior implementation.</i></p> <p>-</p>
<p>KUMUN – PAPAR with DAPER – SYZ</p>	<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. 	<ul style="list-style-type: none"> - No change to status - A side meeting was convened between UAE, Iran and IATA to discuss A/UA418 and P/UP574 KUMUN/PAPAR, to resume operation via PAPAR using the old agreed procedures. - Parties did not reach any agreement with regards to PAPAR-KUMUN issues due to

DESCRIPTION OF ATS ROUTE PROPOSAL	DECISION	REMARKS
	<ul style="list-style-type: none"> • The route remains a UAE requirement to permit safe traffic handling without a substantial detour via DARAX. • 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>military and political issues</p>
<p>KATUS - 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. 	<p>— Waiting for Iran to establish the routes.</p> <ul style="list-style-type: none"> - KANAS fix Changed to KATUS ATS Route designator in MID ANP is M316, added to deficiency list as not implemented. Need to Amend MID ANP to reflect change. - BND – ORBIX implemented

ARN TF/5
Appendix 3B to the Report on Agenda Item 3

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)

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

	Remove requirement for ATS route A/UA145 as follows		
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 (LXR) 254458 N 0324607E		LUXOR (LXR) 254458 N 0324607E
	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
	Amend requirement for ATS routes A/UA411 as follows		
A411	BNA 3207.5N 2015.2E	UA411	BNA 3207.5N 2015.2E
	NASER 3151.2N 2355.3E		NASER 3151.2N 2355.3E
	LOSUL 314100N 250800E		LOSUL 314100N 250800E
	BRN 3134.5N 2600.3E		BRN 3134.5N 2600.3E
	(CAIRO) 3005.5N 03123.3E		(CAIRO) 3005.5N 03123.3E
	MENLI 2947.0N 03152.1E		MENLI 2947.0N 03152.1E
	KAPIT 2917.0N 03236.1E		KAPIT 2917.0N 03236.1E
	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
	JDW 2140.7N 03910.0E		JDW 2140.7N 03910.0E
	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

	Remove requirement for ATS route A/UA415 as follows		
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
	Remove requirement for ATS route A/UA417 as follows		
A417	PUTRA 165432N 0525631E	UA417	PUTRA 165432N 0525631E
	LOTEL 180926N 0514103E		LOTEL 180926N 0514103E
	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
	Remove requirement for ATS route A/UA419 as follows		
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
	* Note 8 (OM)		* Note 8 (OM)
	MUSEN 2414.6N 05432.6E		MUSEN 2414.6N 05432.6E
	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
	Remove requirement for ATS route A/UA791 as follows		
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
	KATUS 2515.9N 05747.0E			KATUS 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
	Remove requirement for ATS route B/UB418 as follows			
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
	MDSI 264142N0515442E			MDSI 264142N0515442E
	Remove requirement for ATS route G/UG400 as follows			
G400	KUMBI 334250N 0284500E		UG400	KUMBI 334250N 0284500E
	LABNA 321956N 0301612E			LABNA 321956N 0301612E
	BALTIM (BLT) 313144N 0310721E			BALTIM (BLT) 313144N 0310721E
	Amend requirement for ATS routes L/UL308 as follows			
L308	EGNOV 270301N 0474713E		UL308	EGNOV 270301N 0474713E
	(JBL) 270220N 0492427E			(JBL) 270220N 0492427E
	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
	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
	KATUS 2515.9N 05747.0E			KATUS 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
	Amend requirement for ATS routes			

	L/UL430 as follows		
L430	BND 271149N 0562200E	UL430	BND 271149N 0562200E
	DIVAB 251042N 0595206E		DIVAB 251042N 0595206E
	ORBIX 2444300N 0603511E		ORBIX 2444300N 0603511E
	VAXIM 231900N 0611100E		VAXIM 231900N 0611100E
	MESPO 244936N 0593411E		MESPO 244936N 0593411E
	MELMI 264625N 0572300E		MELMI 264625N 0572300E
	TAVNO 281112N 0563252E		TAVNO 281112N 0563252E
	ASMET 284827N 0560806E		ASMET 284827N 0560806E
	SRJ 2933.4N 05539.6E		SRJ 2933.4N 05539.6E
	Add requirement for ATS routes L/UL569 as follows		
L564	DOHA (DOH)	UL564	DOHA (DOH)
	BATHA (BAT) 241257N 0512707E		BATHA (BAT) 241257N 0512707E
	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
	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
	Add requirement for ATS routes L/UL604 as follows		
L604	PLH 3513.7N 02340.9E	UL604	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 (LXR) 254458 N 0324607E		LUXOR (LXR) 254458 N 0324607E
	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
	Amend requirement for ATS routes L/UL612 as follows		
		UL612	METRU 340000N 0250900E
			KANAR 322727N 0265330E
			EL DABA (DBA) 310041N 0282801E
L612	KUMBI 334250N 0284500E		KUMBI 334250N 0284500E
	LABNA 321956N 0301612E		LABNA 321956N 0301612E
	BALTIM (BLT) 313144N 0310721E		BALTIM (BLT) 313144N 0310721E

	Add requirement for ATS routes L/UL677 as follows		
L677	(CAIRO) 3005.5N 03123.3E	UL677	(CAIRO) 3005.5N 03123.3E
	MENLI 2947.0N 03152.1E		MENLI 2947.0N 03152.1E
	KAPIT 2917.0N 03236.1E		KAPIT 2917.0N 03236.1E
	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
	JDW 2140.7N 03910.0E		JDW 2140.7N 03910.0E
	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
	Add requirement for ATS routes M/UM309 as follows		
M309	KING KHALID	UM309	KING KHALID
	HSA 2516.7N 04929.0E		HSA 2516.7N 04929.0E
	DOHA		DOHA
	* Note 5(OE,OB)		* Note 5(OE,OB)
	SHARJAH		SHARJAH
	Add requirement for ATS routes M/UM318 as follows		
M318	(ASHGABAT)	UM318	(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
	* Note 8 (OM)		* Note 8 (OM)
	MUSEN 2414.6N 05432.6E		MUSEN 2414.6N 05432.6E
	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
	Amend requirement for ATS routes M/UM321 as follows		
M321	HALAIFA 262602N 0391609E	UM321	HALAIFA 262602N 0391609E

	(HLF)			(HLF)
	ROSUL 2539.7N 04215.3E			ROSUL 2539.7N 04215.3E
	OVEKU 2509.9 04457.0E			OVEKU 2509.9 04457.0E
	KING KHALED (KIA)			KING KHALED (KIA)
	RESAL 240649N 0470427E			RESAL 240649N 0470427E
	AMBAG 230529N 0474611E			AMBAG 230529N 0474611E
	ALRIK 220631N 0482535E			ALRIK 220631N 0482535E
	NONGA 205048N 0492014E			NONGA 205048N 0492014E
	ASTIN 200410N 0495320E			ASTIN 200410N 0495320E
	SILPA 184953N 0510158E			SILPA 184953N 0510158E
	IMPOS 183136N 0511848E			IMPOS 183136N 0511848E
	LOTEL 180926N0514103E			LOTEL 180926N0514103E
	PUTRA 165432N 0525631E			PUTRA 165432N 0525631E
	Add requirement for ATS routes M/UM872 as follows			
M872	PLH 3513.7N 02340.9E	UM872		PLH 3513.7N 02340.9E
	METRU 340000N 0250900E			METRU 340000N 0250900E
	KANAR 322727N 0265330E			KANAR 322727N 0265330E
	EL DABA (DBA) 310041N 0282801E			EL DABA (DBA) 310041N 0282801E
	FYM 2923.8N 03023.6E			FYM 2923.8N 03023.6E
	SEMUR 280200N 0320306E			SEMUR 280200N 0320306E
	HURGHADA (HGD)			HURGHADA (HGD)
	SILKA 263400N 0352900E			SILKA 263400N 0352900E
	WEJH (WEJ) 261046N 0362917E			WEJH (WEJ) 261046N 0362917E
	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 261553N 0482108E			ALMAL 261553N 0482108E
	LOTIT 264856N0511237E			LOTIT 264856N0511237E
	MIDSI 264142N0515442E			MIDSI 264142N0515442E
	Amend requirement for ATS routes M/UM999 as follows			
M999	GS	UM999		GS
	DITAR 265903N 0250000E			DITAR 265903N 0250000E
	KHG			KHG
	KUNAK			KUNAK
	(LUXOR) LXR			(LUXOR) LXR
	DEDLI 2242 32N 03737 19E			DEDLI 2242 32N 03737 19E
	IMLER 221706N 0381653E			IMLER 221706N 0381653E
	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
	Add requirement for ATS routes N/UN697 as			
N697	MENLI 2947.0N 03152.1E	UN697		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
	Amend requirement for ATS routes P/UP559 as follows			
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)
	TURAIIF (TRF)			TURAIIF (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
	Amend requirement for ATS routes R/UR654 as follows			
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)
	EGPIC 2508.6N 06029.5E			EGPIC 2508.6N 06029.5E
	VAXIM 231900N 0611100E			EGTAL 243458N 0603724E
				VAXIM 231900N 0611100E
	Amend requirement for ATS routes R/UR659 as follows			
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 0512707E			BATHA (BAT) 241257N 0512707E
	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
	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
	Remove requirement for ATS route R/UR775 as follows			
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

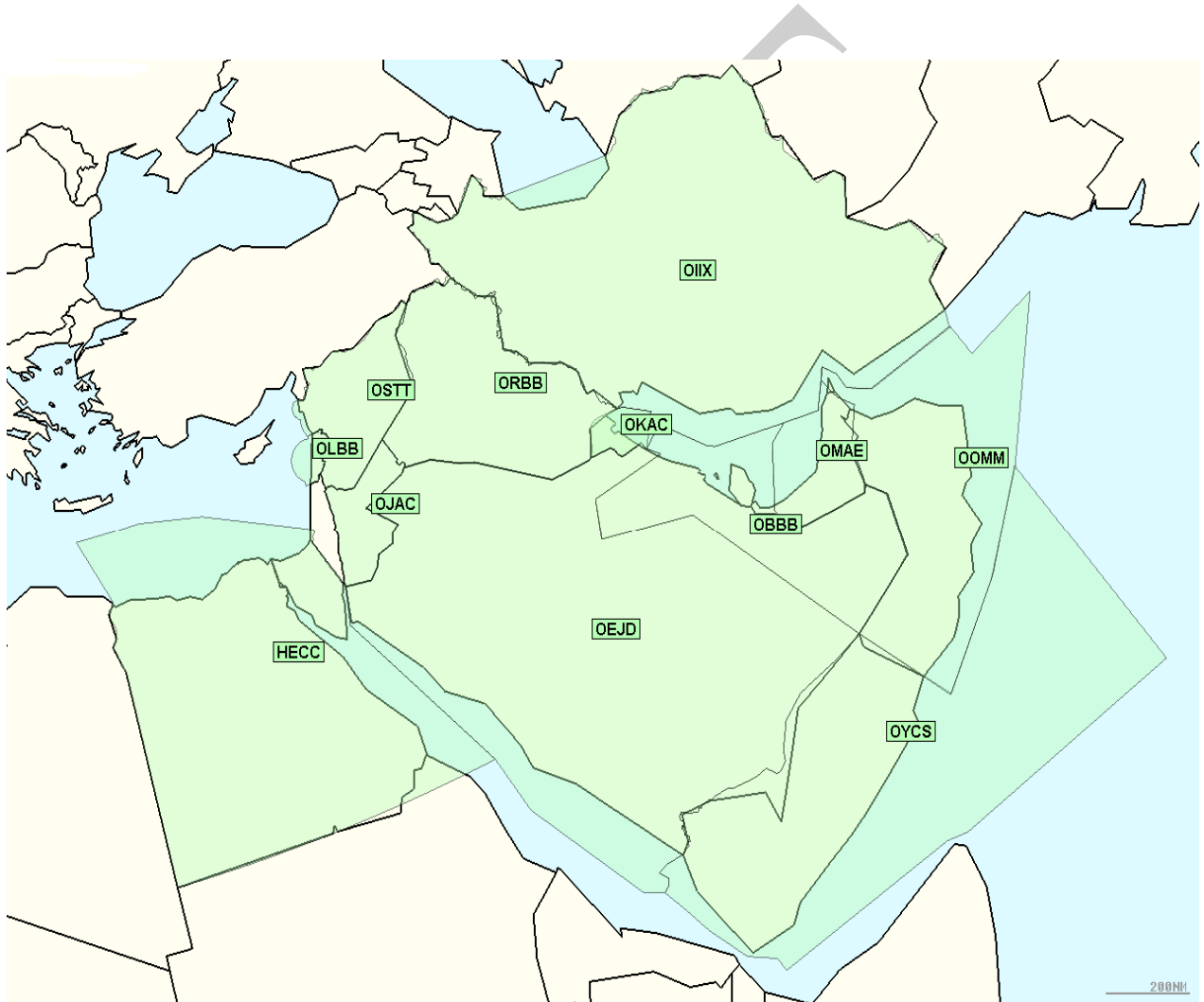
- c) **Originated by:** ATS Route Network Task Force/5 (ARN TF/5) meeting
- d) **Originator's reasons for amendment:** As a result of a review of the ATS route requirements for the MID Region by ARN Task Force and concerned MID States, to improve the route structure and efficiency and to meet user requirements.
- e) **Intended date of implementation:** as soon as practicable after approval
- f) **Proposal circulated to following States and organizations:**
- | | |
|---------------------------|----------------------|
| Antanarivo | Mogadishu |
| Bahrain | Oman |
| Cyprus | Qatar |
| Djibouti | Saudi Arabia |
| Egypt | Sudan |
| Eritrea | Syrian Arab Republic |
| Ethiopia | United Arab Emirates |
| Greece | Yemen |
| Iran, Islamic Republic of | Seychelles |
| Iraq | ASECNA |
| Jordan | CANSO |
| Kuwait | IACA |
| Lebanon | IATA |
| Libya | IFALPA |
- g) **Secretariat's comments:** The changes proposed herein are the result of work undertaken by the MIDANPIRG Subsidiary Bodies (ARN TF); the Middle East Offices of ICAO and individual States in the Region to enhance traffic flows and ATS route efficiencies.

ARN TF/5
Appendix 3C to the Report on Agenda Item 3

MID Doc ----

AIR TRAFFIC MANAGEMENT OPERATIONAL CONTINGENCY PLAN

MID REGION



First Edition: 22 May 2011

**Published on behalf of the ATS Route Network Task Force (ARN TF)
by the MID Regional Office of ICAO**

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TABLE OF CONTENTS

EXCLUSION OF LIABILITY.....	
FOREWORD.....	
RECORD OF AMENDMENTS.....	
ATM CONTINGENCY PLAN FOR FLIGHTS OPERATING WITHIN THE MID REGION CONTROL AREAS.....	
PART 1 - CONTINGENCY SITUATIONS AFFECTING ATC FACILITIES.....	
SCOPE OF THE PLAN.....	
COMMON PROCEDURES.....	
Implementation of the plan.....	
Traffic Information Broadcast by Aircraft (TIBA) procedures.....	
CHAPTER 1: DETAILED PROCEDURES – BAHRAIN ACC.....	
1.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES.....	
1.2 FIRS WITH SUPPORTING PROCEDURES.....	
1.3 NOTIFICATION PROCEDURES.....	
1.4 LIMITED SERVICE - PROCEDURES.....	
1.4.1 Disruption of ground/air communication capability.....	
Effect on flights.....	
1.4.2 Disruption of ability to provide control services.....	
Separation standards.....	
Contingency tracks.....	
Air Traffic Flow Management.....	
Responsibilities of adjacent ANSPs.....	
1.5 NO SERVICE - PROCEDURES.....	
1.5.1 Loss of ground/air communication capability.....	
Effect on flights.....	
1.5.2 Loss of ability to provide control services.....	
1.6 FLIGHT CREW AND OPERATOR PROCEDURES.....	
1.6.1 for flights within the Bahrain FIR – General.....	
1.6.2 for flights within the Bahrain FIR – Westbound.....	
1.6.3 for flights within the Bahrain FIR – Eastbound.....	
1.6.4 for flights approaching the Bahrain FIR when the contingency is activated.....	
Not in Receipt of an ATC Clearance.....	
In receipt of an acknowledged ATC Clearance outside Bahrain FIR.....	
In receipt of an acknowledged ATC Clearance within Bahrain FIR.....	
1.6.5 Entering from another FIR.....	

1.7	BAHRAIN ACC – CONTINGENCY ROUTE STRUCTURE.....
1.7.1	For activation within Bahrain FIR.....
1.7.2	for activation within adjacent FIR’s.....
	Emirates FIR.....
	Jeddah FIR.....
	Kuwait FIR.....
	Muscat FIR.....
	Tehran FIR.....
	Sana’a FIR.....
1.8	QATAR TMA – CONTINGENCY ROUTE STRUCTURE.....
1.8.1	For activation within Bahrain FIR.....
1.8.2	for activation within adjacent FIR’s.....
	Emirates FIR.....
	Jeddah FIR.....
	Kuwait FIR.....
	Muscat FIR.....
	Tehran FIR.....
	Sana’a FIR.....
1.9	LONG TERM CONTINGENCY ARRANGEMENTS.....
	APPENDIX -- STATES PROCEDURES IN EVENT OF BAHRAIN ACC EVACUATION.....
	APPENDIX -- CONTACT DETAILS – BAHRAIN ACC.....
	APPENDIX -- EVACUATION MESSAGES – BAHRAIN ACC.....
	CHAPTER 2: DETAILED PROCEDURES - CAIRO ACC.....
2.1	FIR FOR WHICH THE CONTINGENCY PLAN APPLIES.....
2.2	FIRS WITH SUPPORTING PROCEDURES.....
2.3	NOTIFICATION PROCEDURES.....
2.4	LIMITED SERVICE - PROCEDURES.....
2.4.1	Disruption of ground/air communication capability.....
	Effect on flights.....
2.4.2	Disruption of ability to provide control services.....
	Separation standards.....
	Contingency tracks.....
	Air Traffic Flow Management.....
	Responsibilities of adjacent ANSPs.....
2.5	NO SERVICE - PROCEDURES.....
2.5.1	Loss of ground/air communication capability.....
	Effect on flights.....
2.5.2	Loss of ability to provide control services.....
2.6	FLIGHT CREW AND OPERATOR PROCEDURES.....
2.6.1	for flights within the Cairo FIR – General.....
2.6.2	for flights within the Cairo FIR – Westbound.....
2.6.3	for flights within the Cairo FIR – Eastbound.....

2.6.4	for flights approaching the Cairo FIR when the contingency is activated.....	
	Not in Receipt of an ATC Clearance.....	
	In receipt of an acknowledged ATC Clearance outside Cairo FIR.....	
	In receipt of an acknowledged ATC Clearance within Cairo FIR.....	
2.6.5	Entering from another FIR.....	
2.7	CAIRO ACC – CONTINGENCY ROUTE STRUCTURE.....	
2.7.1	For activation within Cairo FIR.....	
2.7.2	for activation within adjacent FIR’s.....	
	Amman FIR.....	
	Athens FIR.....	
	Jeddah FIR.....	
	Khartoum FIR.....	
	Nicosia FIR.....	
	Riyadh ACC.....	
	Tripoli FIR.....	
2.8	LONG TERM CONTINGENCY ARRANGEMENTS.....	
	APPENDIX - STATES PROCEDURES IN EVENT OF CAIRO ACC EVACUATION.....	
	APPENDIX - - CONTACT DETAILS – CAIRO ACC.....	
	APPENDIX - - EVACUATION MESSAGES – CAIRO ACC.....	
	CHAPTER 3: DETAILED PROCEDURES - IRAN ACC.....	
3.1	FIR FOR WHICH THE CONTINGENCY PLAN APPLIES.....	
3.2	FIRS WITH SUPPORTING PROCEDURES.....	
3.3	NOTIFICATION PROCEDURES.....	
3.4	LIMITED SERVICE - PROCEDURES.....	
	3.4.1 Disruption of ground/air communication capability.....	
	Effect on flights.....	
	3.4.2 Disruption of ability to provide control services.....	
	Separation standards.....	
	Contingency tracks.....	
	Air Traffic Flow Management.....	
	Responsibilities of adjacent ANSPs.....	
3.5	NO SERVICE - PROCEDURES.....	
	3.5.1 Loss of ground/air communication capability.....	
	Effect on flights.....	
	3.5.2 Loss of ability to provide control services.....	
3.6	FLIGHT CREW AND OPERATOR PROCEDURES.....	
	3.6.1 for flights within the Tehran FIR – General.....	
	3.6.2 for flights within the Tehran FIR – Westbound.....	
	3.6.3 for flights within the Tehran FIR – Eastbound.....	
	3.6.4 for flights approaching the Tehran FIR when the contingency is activated.....	
	Not in Receipt of an ATC Clearance.....	
	In receipt of an acknowledged ATC Clearance outside Tehran FIR.....	
	In receipt of an acknowledged ATC Clearance within Tehran FIR.....	

3.6.5	Entering from another FIR.....	
3.7	TEHRAN ACC – CONTINGENCY ROUTE STRUCTURE.....	
3.7.1	For activation within Tehran FIR.....	
3.7.2	for activation within adjacent FIR’s.....	
	Ankara FIR.....	
	Baghdad FIR.....	
	Bahrain FIR.....	
	Baku FIR.....	
	Emirates FIR.....	
	Kabul FIR.....	
	Karachi FIR.....	
	Kuwait FIR.....	
	Muscat FIR.....	
	Turkmenbashi FIR.....	
	Yerevan FIR.....	
3.8	LONG TERM CONTINGENCY ARRANGEMENTS.....	
	APPENDIX - STATES PROCEDURES IN EVENT OF TEHRAN ACC EVACUATION.....	
	APPENDIX - - CONTACT DETAILS – TEHRAN ACC.....	
	APPENDIX - - EVACUATION MESSAGES – TEHRAN ACC.....	
	CHAPTER 4: DETAILED PROCEDURES - IRAQ ACC.....	
4.1	FIR FOR WHICH THE CONTINGENCY PLAN APPLIES.....	
4.2	FIRS WITH SUPPORTING PROCEDURES.....	
4.3	NOTIFICATION PROCEDURES.....	
4.4	LIMITED SERVICE - PROCEDURES.....	
4.4.1	Disruption of ground/air communication capability.....	
	Effect on flights.....	
4.4.2	Disruption of ability to provide control services.....	
	Separation standards.....	
	Contingency tracks.....	
	Air Traffic Flow Management.....	
	Responsibilities of adjacent ANSPs.....	
4.5	NO SERVICE - PROCEDURES.....	
4.5.1	Loss of ground/air communication capability.....	
	Effect on flights.....	
4.5.2	Loss of ability to provide control services.....	
4.6	FLIGHT CREW AND OPERATOR PROCEDURES.....	
4.6.1	for flights within the Baghdad FIR – General.....	
4.6.2	for flights within the Baghdad FIR – Westbound.....	
4.6.3	for flights within the Baghdad FIR – Eastbound.....	
4.6.4	for flights approaching the Baghdad FIR when the contingency is activated.....	
	Not in Receipt of an ATC Clearance.....	
	In receipt of an acknowledged ATC Clearance outside Baghdad FIR.....	
	In receipt of an acknowledged ATC Clearance within Baghdad FIR.....	

4.6.5	Entering from another FIR.....	
4.7	BAGHDAD ACC – CONTINGENCY ROUTE STRUCTURE.....	
4.7.1	For activation within Baghdad FIR.....	
4.7.2	for activation within adjacent FIR’s.....	
	Amman FIR.....	
	Ankara FIR.....	
	Damascus FIR.....	
	Jeddah FIR.....	
	Kuwait FIR.....	
	Tehran FIR.....	
4.8	LONG TERM CONTINGENCY ARRANGEMENTS.....	
	APPENDIX - STATES PROCEDURES IN EVENT OF BAGHDAD ACC EVACUATION.....	
	APPENDIX - - CONTACT DETAILS – BAGHDAD ACC.....	
	APPENDIX - - EVACUATION MESSAGES – BAGHDAD ACC.....	
	CHAPTER 5: DETAILED PROCEDURES - AMMAN ACC.....	
5.1	FIR FOR WHICH THE CONTINGENCY PLAN APPLIES.....	
5.2	FIRS WITH SUPPORTING PROCEDURES.....	
5.3	NOTIFICATION PROCEDURES.....	
5.4	LIMITED SERVICE - PROCEDURES.....	
5.4.1	Disruption of ground/air communication capability.....	
	Effect on flights.....	
5.4.2	Disruption of ability to provide control services.....	
	Separation standards.....	
	Contingency tracks.....	
	Air Traffic Flow Management.....	
	Responsibilities of adjacent ANSPs.....	
5.5	NO SERVICE - PROCEDURES.....	
5.5.1	Loss of ground/air communication capability.....	
	Effect on flights.....	
5.5.2	Loss of ability to provide control services.....	
5.6	FLIGHT CREW AND OPERATOR PROCEDURES.....	
5.6.1	for flights within the Amman FIR – General.....	
5.6.2	for flights within the Amman FIR – Westbound.....	
5.6.3	for flights within the Amman FIR – Eastbound.....	
5.6.4	for flights approaching the Amman FIR when the contingency is activated.....	
	Not in Receipt of an ATC Clearance.....	
	In receipt of an acknowledged ATC Clearance outside Amman FIR.....	
	In receipt of an acknowledged ATC Clearance within Amman FIR.....	
5.6.5	Entering from another FIR.....	
5.7	AMMAN ACC – CONTINGENCY ROUTE STRUCTURE.....	
5.7.1	For activation within Amman FIR.....	
5.7.2	for activation within adjacent FIR’s.....	

	Baghdad FIR.....	.....
	Cairo FIR.....	.....
	Damascus FIR.....	.....
	Jeddah FIR.....	.....
	Tel Aviv FIR.....	.....
5.8	LONG TERM CONTINGENCY ARRANGEMENTS.....	.....
	APPENDIX - STATES PROCEDURES IN EVENT OF AMMAN ACC EVACUATION.....	.....
	APPENDIX - - CONTACT DETAILS – AMMAN ACC.....	.....
	APPENDIX - - EVACUATION MESSAGES – AMMAN ACC.....	.....
	CHAPTER 6: DETAILED PROCEDURES - KUWAIT ACC.....	.....
6.1	FIR FOR WHICH THE CONTINGENCY PLAN APPLIES.....	.....
6.2	FIRS WITH SUPPORTING PROCEDURES.....	.....
6.3	NOTIFICATION PROCEDURES.....	.....
6.4	LIMITED SERVICE - PROCEDURES.....	.....
	6.4.1 Disruption of ground/air communication capability.....	.....
	Effect on flights.....	.....
	6.4.2 Disruption of ability to provide control services.....	.....
	Separation standards.....	.....
	Contingency tracks.....	.....
	Air Traffic Flow Management.....	.....
	Responsibilities of adjacent ANSPs.....	.....
6.5	NO SERVICE - PROCEDURES.....	.....
	6.5.1 Loss of ground/air communication capability.....	.....
	Effect on flights.....	.....
	6.5.2 Loss of ability to provide control services.....	.....
6.6	FLIGHT CREW AND OPERATOR PROCEDURES.....	.....
	6.6.1 for flights within the Kuwait FIR – General.....	.....
	6.6.2 for flights within the Kuwait FIR – Westbound.....	.....
	6.6.3 for flights within the Kuwait FIR – Eastbound.....	.....
	6.6.4 for flights approaching the Kuwait FIR when the contingency is activated.....	.....
	Not in Receipt of an ATC Clearance.....	.....
	In receipt of an acknowledged ATC Clearance outside Kuwait FIR.....	.....
	In receipt of an acknowledged ATC Clearance within Kuwait FIR.....	.....
	6.6.5 Entering from another FIR.....	.....
6.7	KUWAIT ACC – CONTINGENCY ROUTE STRUCTURE.....	.....
	6.7.1 For activation within Kuwait FIR.....	.....
	6.7.2 for activation within adjacent FIR’s.....	.....
	Baghdad FIR.....	.....
	Bahrain FIR.....	.....
	Jeddah FIR.....	.....
	Tehran FIR.....	.....

6.8	LONG TERM CONTINGENCY ARRANGEMENTS.....
	APPENDIX - STATES PROCEDURES IN EVENT OF KUWAIT ACC EVACUATION.....
	APPENDIX - - CONTACT DETAILS – KUWAIT ACC.....
	APPENDIX -- EVACUATION MESSAGES – KUWAIT ACC.....
	CHAPTER 7: DETAILED PROCEDURES - BEIRUT ACC.....
7.1	FIR FOR WHICH THE CONTINGENCY PLAN APPLIES.....
7.2	FIRS WITH SUPPORTING PROCEDURES.....
7.3	NOTIFICATION PROCEDURES.....
7.4	LIMITED SERVICE - PROCEDURES.....
7.4.1	Disruption of ground/air communication capability.....
	Effect on flights.....
7.4.2	Disruption of ability to provide control services.....
	Separation standards.....
	Contingency tracks.....
	Air Traffic Flow Management.....
	Responsibilities of adjacent ANSPs.....
7.5	NO SERVICE - PROCEDURES.....
7.5.1	Loss of ground/air communication capability.....
	Effect on flights.....
7.5.2	Loss of ability to provide control services.....
7.6	FLIGHT CREW AND OPERATOR PROCEDURES.....
7.6.1	for flights within the Beirut FIR – General.....
7.6.2	for flights within the Beirut FIR – Westbound.....
7.6.3	for flights within the Beirut FIR – Eastbound.....
7.6.4	for flights approaching the Beirut FIR when the contingency is activated.....
	Not in Receipt of an ATC Clearance.....
	In receipt of an acknowledged ATC Clearance outside Beirut FIR.....
	In receipt of an acknowledged ATC Clearance within Beirut FIR.....
7.6.5	Entering from another FIR.....
7.7	BEIRUT ACC – CONTINGENCY ROUTE STRUCTURE.....
7.7.1	For activation within Beirut FIR.....
7.7.2	for activation within adjacent FIR’s.....
	Damascus FIR.....
	Nicosia FIR.....
7.8	LONG TERM CONTINGENCY ARRANGEMENTS.....
	APPENDIX - STATES PROCEDURES IN EVENT OF BEIRUT ACC EVACUATION.....
	APPENDIX - - CONTACT DETAILS – BEIRUT ACC.....
	APPENDIX - - EVACUATION MESSAGES – BEIRUT ACC.....

CHAPTER 8: DETAILED PROCEDURES - TRIPOLI ACC.....

8.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES.....

8.2 FIRS WITH SUPPORTING PROCEDURES.....

8.3 NOTIFICATION PROCEDURES.....

8.4 LIMITED SERVICE - PROCEDURES.....

 8.4.1 Disruption of ground/air communication capability.....
 Effect on flights.....

 8.4.2 Disruption of ability to provide control services.....
 Separation standards.....
 Contingency tracks.....
 Air Traffic Flow Management.....
 Responsibilities of adjacent ANSPs.....

8.5 NO SERVICE - PROCEDURES.....

 8.5.1 Loss of ground/air communication capability.....
 Effect on flights.....

 8.5.2 Loss of ability to provide control services.....

8.6 FLIGHT CREW AND OPERATOR PROCEDURES.....

 8.6.1 for flights within the Tripoli FIR – General.....

 8.6.2 for flights within the Tripoli FIR – Westbound.....

 8.6.3 for flights within the Tripoli FIR – Eastbound.....

 8.6.4 for flights approaching the Tripoli FIR when the contingency is activated.....
 Not in Receipt of an ATC Clearance.....
 In receipt of an acknowledged ATC Clearance outside Tripoli FIR.....
 In receipt of an acknowledged ATC Clearance within Tripoli FIR.....

 8.6.5 Entering from another FIR.....

8.7 TRIPOLI ACC – CONTINGENCY ROUTE STRUCTURE.....

 8.7.1 For activation within Tripoli FIR.....

 8.7.2 for activation within adjacent FIR’s.....
 Algiers FIR.....
 Cairo FIR.....
 Khartoum FIR.....
 Malta FIR.....
 N’Djamena FIR.....
 Niamey UIR.....
 Nicosia FIR.....
 Tunis FIR.....

8.8 LONG TERM CONTINGENCY ARRANGEMENTS.....

APPENDIX - STATES PROCEDURES IN EVENT OF TRIPOLI ACC EVACUATION.....

APPENDIX - - CONTACT DETAILS – TRIPOLI ACC.....

APPENDIX - - EVACUATION MESSAGES – TRIPOLI ACC.....

CHAPTER9: DETAILED PROCEDURES - MUSCAT ACC.....

9.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES.....

9.2 FIRS WITH SUPPORTING PROCEDURES.....

9.3 NOTIFICATION PROCEDURES.....

9.4 LIMITED SERVICE - PROCEDURES.....

 9.4.1 Disruption of ground/air communication capability.....
 Effect on flights.....

 9.4.2 Disruption of ability to provide control services.....
 Separation standards.....
 Contingency tracks.....
 Air Traffic Flow Management.....
 Responsibilities of adjacent ANSPs.....

9.5 NO SERVICE - PROCEDURES.....

 9.5.1 Loss of ground/air communication capability.....
 Effect on flights.....

 9.5.2 Loss of ability to provide control services.....

9.6 FLIGHT CREW AND OPERATOR PROCEDURES.....

 9.6.1 for flights within the Muscat FIR – General.....

 9.6.2 for flights within the Muscat FIR – Westbound.....

 9.6.3 for flights within the Muscat FIR – Eastbound.....

 9.6.4 for flights approaching the Muscat FIR when the contingency is activated.....
 Not in Receipt of an ATC Clearance.....
 In receipt of an acknowledged ATC Clearance outside Muscat FIR.....
 In receipt of an acknowledged ATC Clearance within Muscat FIR.....

 9.6.5 Entering from another FIR.....

9.7 MUSCAT ACC – CONTINGENCY ROUTE STRUCTURE.....

 9.7.1 For activation within Muscat FIR.....

 9.7.2 for activation within adjacent FIR’s.....
 Bahrain FIR.....
 Emirates FIR.....
 Karachi FIR.....
 Mumbai FIR.....
 Tehran FIR.....
 Sana’a FIR.....

9.8 LONG TERM CONTINGENCY ARRANGEMENTS.....

APPENDIX -- STATES PROCEDURES IN EVENT OF MUSCAT ACC EVACUATION.....

APPENDIX -- CONTACT DETAILS – MUSCAT ACC.....

APPENDIX -- EVACUATION MESSAGES – MUSCAT ACC.....

CHAPTER 10: DETAILED PROCEDURES – JEDDAH ACC.....

10.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES.....

10.2 FIRS WITH SUPPORTING PROCEDURES.....

10.3	NOTIFICATION PROCEDURES.....
10.4	LIMITED SERVICE - PROCEDURES.....
10.4.1	Disruption of ground/air communication capability.....
	Effect on flights.....
10.4.2	Disruption of ability to provide control services.....
	Separation standards.....
	Contingency tracks.....
	Air Traffic Flow Management.....
	Responsibilities of adjacent ANSPs.....
10.5	NO SERVICE - PROCEDURES.....
10.5.1	Loss of ground/air communication capability.....
	Effect on flights.....
10.5.2	Loss of ability to provide control services.....
10.6	FLIGHT CREW AND OPERATOR PROCEDURES.....
10.6.1	for flights within the Jeddah FIR – General.....
10.6.2	for flights within the Jeddah FIR – Westbound.....
10.6.3	for flights within the Jeddah FIR – Eastbound.....
10.6.4	for flights approaching the Jeddah FIR when the contingency is activated.....
	Not in Receipt of an ATC Clearance.....
	In receipt of an acknowledged ATC Clearance outside Jeddah FIR.....
	In receipt of an acknowledged ATC Clearance within Jeddah FIR.....
10.6.5	Entering from another FIR.....
10.7	JEDDAH ACC – CONTINGENCY ROUTE STRUCTURE.....
10.7.1	for activation within Jeddah FIR.....
10.7.2	for activation within adjacent FIR’s.....
	Amman FIR.....
	Asmara FIR.....
	Bahrain FIR.....
	Baghdad FIR.....
	Cairo FIR.....
	Khartoum FIR.....
	Kuwait FIR.....
	Sana’a FIR.....
10.8	RIYADH ACC – CONTINGENCY ROUTE STRUCTURE.....
10.8.1	for activation within Jeddah FIR.....
10.8.2	for activation within adjacent FIR’s.....
	Amman FIR.....
	Asmara FIR.....
	Bahrain FIR.....
	Baghdad FIR.....
	Cairo FIR.....
	Khartoum FIR.....
	Kuwait FIR.....
	Sana’a FIR.....

10.9	LONG TERM CONTINGENCY ARRANGEMENTS.....	
	APPENDIX - STATES PROCEDURES IN EVENT OF JEDDAH ACC EVACUATION.....	
	APPENDIX - - CONTACT DETAILS – RIYADH AND JEDDAH ACC.....	
	APPENDIX - - EVACUATION MESSAGES – RIYADH AND JEDDAH ACC.....	
	CHAPTER 11: DETAILED PROCEDURES – KHARTOUM ACC.....	
11.1	FIR FOR WHICH THE CONTINGENCY PLAN APPLIES.....	
11.2	FIRS WITH SUPPORTING PROCEDURES.....	
11.3	NOTIFICATION PROCEDURES.....	
11.4	LIMITED SERVICE - PROCEDURES.....	
11.4.1	Disruption of ground/air communication capability.....	
	Effect on flights.....	
11.4.2	Disruption of ability to provide control services.....	
	Separation standards.....	
	Contingency tracks.....	
	Air Traffic Flow Management.....	
	Responsibilities of adjacent ANSPs.....	
11.5	NO SERVICE - PROCEDURES.....	
11.5.1	Loss of ground/air communication capability.....	
	Effect on flights.....	
11.5.2	Loss of ability to provide control services.....	
11.6	FLIGHT CREW AND OPERATOR PROCEDURES.....	
11.6.1	for flights within the Khartoum FIR – General.....	
11.6.2	for flights within the Khartoum FIR – Westbound.....	
11.6.3	for flights within the Khartoum FIR – Eastbound.....	
11.6.4	for flights approaching the Khartoum FIR when the contingency is activated.....	
	Not in Receipt of an ATC Clearance.....	
	In receipt of an acknowledged ATC Clearance outside Khartoum FIR.....	
	In receipt of an acknowledged ATC Clearance within Khartoum FIR.....	
11.6.5	Entering from another FIR.....	
11.7	KHARTOUM ACC – CONTINGENCY ROUTE STRUCTURE.....	
11.7.1	for activation within Khartoum FIR.....	
11.7.2	for activation within adjacent FIR’s.....	
	Addis Abeba FIR.....	
	Asmara FIR.....	
	Brazzaville FIR.....	
	Cairo FIR.....	
	Entebbe FIR.....	
	Jeddah FIR.....	
	Nairobi FIR.....	
	N’Djamena FIR.....	
	Tripoli FIR.....	

11.8	LONG TERM CONTINGENCY ARRANGEMENTS.....	
	APPENDIX - STATES PROCEDURES IN EVENT OF KHARTOUM ACC EVACUATION.....	
	APPENDIX - - CONTACT DETAILS – RIYADH AND KHARTOUM ACC.....	
	APPENDIX - - EVACUATION MESSAGES – KHARTOUM ACC.....	
	CHAPTER 12: DETAILED PROCEDURES - DAMASCUS ACC.....	
12.1	FIR FOR WHICH THE CONTINGENCY PLAN APPLIES.....	
12.2	FIRS WITH SUPPORTING PROCEDURES.....	
12.3	NOTIFICATION PROCEDURES.....	
12.4	LIMITED SERVICE - PROCEDURES.....	
12.4.1	Disruption of ground/air communication capability.....	
	Effect on flights.....	
12.4.2	Disruption of ability to provide control services.....	
	Separation standards.....	
	Contingency tracks.....	
	Air Traffic Flow Management.....	
	Responsibilities of adjacent ANSPs.....	
12.5	NO SERVICE - PROCEDURES.....	
12.5.1	Loss of ground/air communication capability.....	
	Effect on flights.....	
12.5.2	Loss of ability to provide control services.....	
12.6	FLIGHT CREW AND OPERATOR PROCEDURES.....	
12.6.1	for flights within the Damascus FIR – General.....	
12.6.2	for flights within the Damascus FIR – Westbound.....	
12.6.3	for flights within the Damascus FIR – Eastbound.....	
12.6.4	for flights approaching the Damascus FIR when the contingency is activated.....	
	Not in Receipt of an ATC Clearance.....	
	In receipt of an acknowledged ATC Clearance outside Damascus FIR.....	
	In receipt of an acknowledged ATC Clearance within Damascus FIR.....	
12.6.5	Entering from another FIR.....	
12.7	DAMASCUS ACC – CONTINGENCY ROUTE STRUCTURE.....	
12.7.1	For activation within Damascus FIR.....	
12.7.2	for activation within adjacent FIR’s.....	
	Amman FIR.....	
	Ankara FIR.....	
	Baghdad FIR.....	
	Beirut FIR.....	
	Nicosia FIR.....	
12.8	LONG TERM CONTINGENCY ARRANGEMENTS.....	
	APPENDIX - STATES PROCEDURES IN EVENT OF DAMASCU ACC EVACUATION.....	
	APPENDIX - - CONTACT DETAILS – DAMASCUS ACC.....	
	APPENDIX - - EVACUATION MESSAGES – DAMASCUS ACC.....	

CHAPTER 13: DETAILED PROCEDURES – EMIRATES ACC.....

13.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES.....

13.2 FIRS WITH SUPPORTING PROCEDURES.....

13.3 NOTIFICATION PROCEDURES.....

13.4 LIMITED SERVICE - PROCEDURES.....

 13.4.1 Disruption of ground/air communication capability.....
 Effect on flights.....

 13.4.2 Disruption of ability to provide control services.....
 Separation standards.....
 Contingency tracks.....
 Air Traffic Flow Management.....
 Responsibilities of adjacent ANSPs.....

13.5 NO SERVICE - PROCEDURES.....

 13.5.1 Loss of ground/air communication capability.....
 Effect on flights.....

 13.5.2 Loss of ability to provide control services.....

13.6 FLIGHT CREW AND OPERATOR PROCEDURES.....

 13.6.1 for flights within the Emirates FIR – General.....

 13.6.2 for flights within the Emirates s FIR – Westbound.....

 13.6.3 for flights within the Emirates FIR – Eastbound.....

 13.6.4 for flights approaching the Emirates FIR when the contingency is activated.....
 Not in Receipt of an ATC Clearance.....
 In receipt of an acknowledged ATC Clearance outside Emirates FIR.....
 In receipt of an acknowledged ATC Clearance within Emirates FIR.....

 13.6.5 Entering from another FIR.....

13.7 EMIRATES ACC – CONTINGENCY ROUTE STRUCTURE.....

 13.7.1 For activation within Emirates FIR.....

 13.7.2 for activation within adjacent FIR’s.....
 Bahrain FIR.....
 Muscat FIR.....
 Qatar.....
 Tehran FIR.....

13.8 LONG TERM CONTINGENCY ARRANGEMENTS.....

APPENDIX - STATES PROCEDURES IN EVENT OF EMIRATES ACC EVACUATION.....

APPENDIX - - CONTACT DETAILS – EMIRATES ACC.....

APPENDIX - - EVACUATION MESSAGES – EMIRATES ACC.....

CHAPTER 14: DETAILED PROCEDURES – YEMEN ACC.....

14.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES.....

14.2 FIRS WITH SUPPORTING PROCEDURES.....

14.3 NOTIFICATION PROCEDURES.....

14.4	LIMITED SERVICE - PROCEDURES.....	
14.4.1	Disruption of ground/air communication capability.....	
	Effect on flights.....	
14.4.2	Disruption of ability to provide control services.....	
	Separation standards.....	
	Contingency tracks.....	
	Air Traffic Flow Management.....	
	Responsibilities of adjacent ANSPs.....	
14.5	NO SERVICE - PROCEDURES.....	
14.5.1	Loss of ground/air communication capability.....	
	Effect on flights.....	
14.5.2	Loss of ability to provide control services.....	
14.6	FLIGHT CREW AND OPERATOR PROCEDURES.....	
14.6.1	for flights within the Sana'a FIR – General.....	
14.6.2	for flights within the Sana'a FIR – Westbound.....	
14.6.3	for flights within the Sana'a FIR – Eastbound.....	
14.6.4	for flights approaching the Sana'a FIR when the contingency is activated.....	
	Not in Receipt of an ATC Clearance.....	
	In receipt of an acknowledged ATC Clearance outside Sana'a FIR.....	
	In receipt of an acknowledged ATC Clearance within Sana'a FIR.....	
14.6.5	Entering from another FIR.....	
14.7	SANA'A ACC – CONTINGENCY ROUTE STRUCTURE.....	
14.7.1	for activation within Sana'a FIR.....	
14.7.2	for activation within adjacent FIR's.....	
	Addis Ababa FIR.....	
	Asmara FIR.....	
	Bahrain FIR.....	
	Jeddah FIR.....	
	Mogadishu FIR.....	
	Mumbai FIR.....	
	Muscat FIR.....	
14.8	LONG TERM CONTINGENCY ARRANGEMENTS.....	
	APPENDIX - STATES PROCEDURES IN EVENT OF SANA'A ACC EVACUATION.....	
	APPENDIX - - CONTACT DETAILS – SANA'A ACC.....	
	APPENDIX - - EVACUATION MESSAGES – SANA'A ACC.....	
	PART II - CONTINGENCY SITUATIONS AFFECTING MULTIPLE FIRS	
	SCOPE OF THE PLAN	
	MID REGIONAL VOLCANIC ASH CONTINGENCY PLAN - TABLE OF CONTENTS	
	FOREWORD	
	ALERTING PHASE	
	Originating ACC actions (eruption in its own flight information region).....	

Adjacent ACC actions

Flow management units' action

REACTIVE PHASE

Originating ACC actions (eruption in its own FIR).....

120 NM temporary danger area.

Contaminated area based on SIGMET.

Contaminated area based on VAA.

Adjacent ACC actions

ATFM unit actions

PROACTIVE PHASE

ATFM PROCEDURES

AIR TRAFFIC CONTROL PROCEDURES

Air traffic control procedures for ACCs

GENERAL GUIDANCE FOR THE DEVELOPMENT OF ATS CONTINGENCY PLANS FOR VOLCANIC ASH CLOUDS

APPENDIX - ANTICIPATED PILOT ISSUES WHEN ENCOUNTERING VOLCANIC ASH CLOUDS

PPENDIX - ACTION TAKEN BY METEOROLOGICAL WATCH OFFICES IN THE EVENT OF A VOLCANIC ERUPTION.....

APPENDIX - ACTION TO BE TAKEN BY THE VAAC IN THE EVENT OF A VOLCANIC ERUPTION

MID REGIONAL DIVERSION AND MASS TURNBACK PLAN

FOREWORD

This Document is for guidance only. Regulatory material relating to the MID Regional aircraft operations is contained in relevant ICAO Annexes, PANS/ATM (Doc.4444), Regional Supplementary Procedures (Doc.7030), State AIPs and current NOTAMs, which should be read in conjunction with the material contained in this Document.

The MID Region is fast growing continental airspace in the world, and is strategically situated between EUR/NAT Region to the North, WACAF Region to the west ESAF Region to the South East and APAC Region to the East. In 2010 in excess of ----- flights transited the airspace. The ATS Route accommodates a high concentration of traffic which regularly sees traffic flows in excess of 100 flights per hour. Control of traffic in this vast and complex airspace is delegated to a number of states, with their Continental Control facilities geographically dispersed.

The MID Regional Air Traffic Management Operational Contingency Plan is primarily for the information of operators and pilots planning and conducting operations in MID Region. The intent is to provide a description of the arrangements in place to deal with a range of contingency situations.

The Manual has been produced with the approval and on behalf of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG); a MID Regional planning body established under the auspices of the International Civil Aviation Organisation (ICAO). This Group is responsible for developing the required operational procedures; specifying the necessary services and facilities and; defining the aircraft and operator approval standards employed in the MID Region.

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This Document will be made available to users from a number of web sites including the ICAO MID website [http:// www.icao.int/mid/](http://www.icao.int/mid/)

To assist with the editing of this Manual and to ensure the currency and accuracy of future editions it would be appreciated if readers would submit their comments/suggestions for possible amendments/additions, to the ICAO MID Regional Office at the above Email address.

RECORD OF AMENDMENTS

Amendment Number	Effective Date	Initiated by	Paragraph/ Reference	Remarks

ATM CONTINGENCY PLAN

FOR FLIGHTS OPERATING

WITHIN THE MID REGIONAL CONTINENTAL CONTROL AREAS

Objective

The Air Traffic Management (ATM) Contingency Plan contains details of the arrangements in place to ensure, as far as possible, the continued safety of air navigation in the event of partial or total disruption of Air Traffic Services within the MID region. This document is produced in accordance with the requirement of ICAO Annex 11 – Air Traffic Services, Chapter 2, paragraph 2.30.

This plan details both common procedures throughout the NAT region and the procedures specific to the individual ANSPs within the MID region. The plan is presented in two parts:

Part 1 – Contingency Situations Affecting ATC Facilities

ATC services within the MID region are provided from a number of geographical locations and this plan details the contingency arrangements at each of these facilities. It is considered unlikely that any physical contingency at one particular facility will affect another directly, hence in Part 1 of this document the procedures for each ACC are considered independently.

Part 2 – Contingency Situations Affecting Multiple FIRs

This part of the plan considers events which are likely to affect more than one facility within the MID region. In particular these include the contingency arrangements in place to deal with;

- the airspace suffering contamination by volcanic ash.
- the steps taken to deal with a mass turn back of traffic over the MID region.

States and FIRs affected

This document contains contingency procedures for those Air Navigation Service Providers (ANSPs) who provide an ATC service within the MID region, and those ANSPs whose airspace has a common boundary with the MID region for which supporting procedures are published.

The states, FIRs and ACCs affected by this contingency plan and for which procedures are promulgated are as follows:

Bahrain

- Bahrain FIR

Egypt

- Cairo FIR

Iran, Islamic Republic of

- Tehran Control

Iraq

- Baghdad Control

Jordan

- Amman Control

Kuwait

- Kuwait Control

Lebanon

- Beirut Control

Libya

- Tripoli Control

Oman

- Muscat Control

Qatar

- Bahrain Control

Saudi Arabia

- Jeddah Control
- Riyadh Control

Sudan

- Khartoum Control

Syrian Arab Republic

- Damascus Control

United Arab Emirates

- Emirates Control

Yemen

- Sana'a Control

DRAFT

PART 1 –

CONTINGENCY SITUATIONS AFFECTING ATC FACILITIES

SCOPE OF THE PLAN

This part of the Contingency Plan considers:

- Common procedures adopted by ATC facilities in the event of contingency situations.
- Detailed procedures adopted by individual ATC facilities in the event of contingency situations. The plan considers contingency situations which may result in a degradation of the ATC service provided (limited service) as well as situations where there is a total loss of the ability to provide ATC services (no service).

Where available, information is also provided outlining the steps taken by ANSPs to deal with a long term unavailability of an ATC facility. In particular the procedures detailed by each ATC facility will, insofar as possible, comprise the following:

- FIRs for which the Contingency Plan applies
- FIRs with supporting procedures
- Notification procedures
- Implementation of the plan
- Limited service
 - disruption of ground/air communication capability
 - disruption of ability to provide control services
- No service
 - loss of ground/air communication capability
 - loss of ability to provide control services
- Contingency Route Structure:
 - for activation within that FIR
 - for activation within adjacent FIR
- Long term contingency arrangements
- Contact details

COMMON PROCEDURES

Implementation of the plan

In the event of adoption of contingency procedures ANSPs will notify all affected agencies and operators appropriately.

In **Limited Service** situations the individual ANSP will decide upon the level of notification necessary and take action as required to cascade the information.

In **No Service** situations it is likely that the ATC facility involved will be subject to evacuation. In this instance the ANSP will issue NOTAMs and broadcast on appropriate frequencies that contingency procedures have been initiated. The notification process employed by individual ANSPs is detailed in their respective entries in this plan, however the general format will be as follows:

Issue a NOTAM advising operators of the evacuation. The following is an example of the type of information which may be promulgated:

“Due to emergency evacuation of (States ACC) all ATC services are terminated. Flights within (States ACC) FIR should continue as cleared and contact the next ATC agency as soon as possible. Flights not in receipt of an ATC clearance should land at an appropriate airfield or request clearance to avoid (State) FIR. Flights should monitor (defined frequencies).”

Broadcast an evacuation message on appropriate frequencies:

“Emergency evacuation of (States ACC) is in progress. No air traffic control service will be provided by (States ACC). Use extreme caution and monitor (control frequencies), emergency frequencies and air to air frequencies. Contact the next air traffic control unit as soon as possible”.

Traffic Information Broadcast by Aircraft (TIBA) procedures

The following communications procedures have been developed in accordance with the Traffic Information Broadcast by Aircraft (TIBA) procedures recommended by ICAO (Annex 11 – Air Traffic Services, Attachment C). These procedures should be applied when completing an altitude change to comply with the ATC clearance.

At least 3 minutes prior to the commencement of a climb or descent the flight should broadcast on the last assigned frequency, 121.5, 243.0 and 123.45 the following:

“ALL STATION (callsign) (direction) DIRECT FROM (landfall fix) TO (oceanic entry point) LEAVING FLIGHT LEVEL (number) FOR FLIGHT LEVEL (number) AT (distance)(direction) FROM (oceanic entry point) AT (time).”

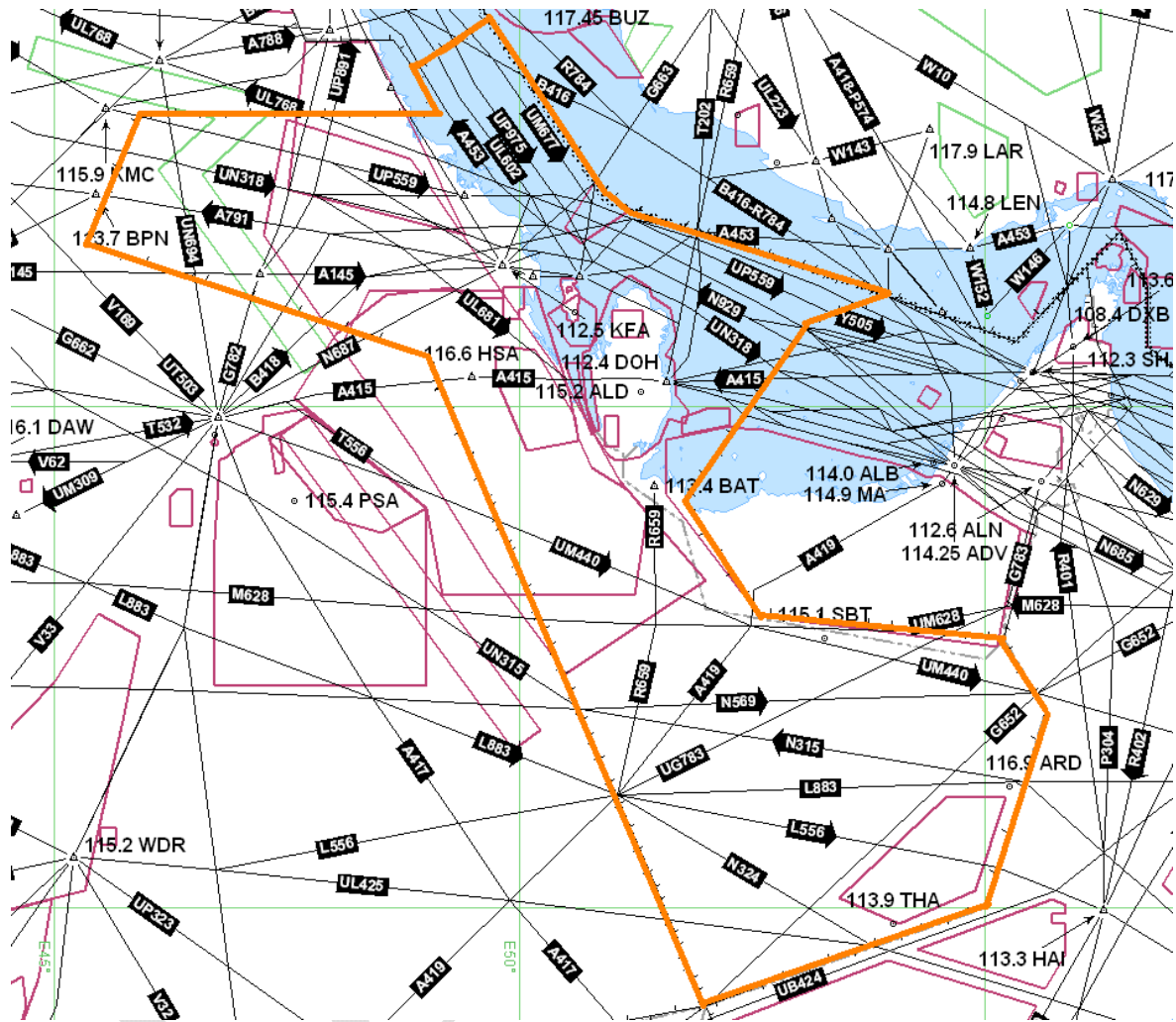
When the level change begins, the flight should make the following broadcast:

“ALL STATIONS (callsign) (direction) DIRECTION FROM (landfall fix) TO (oceanic entry point) LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number).”

When level, the flight should make the following broadcast:

“ALL STATIONS (callsign) MAINTAINING FLIGHT LEVEL (number).”

CHAPTER 1: DETAILED PROCEDURES – BAHRAIN FIR



1.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES

Bahrain FIR

1.2 FIRs WITH SUPPORTING PROCEDURES

Emirates FIR
Jeddah FIR
Riyadh ACC
Kuwait FIR
Muscat FIR
Tehran FIR

1.3 NOTIFICATION PROCEDURES

In a limited service situation notification of any service limitations and traffic management measures will be promulgated to operators and adjacent ANSPs via AFTN.

In a no service situation the ACC is likely to have been evacuated. As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators. An evacuation message will be broadcast on appropriate frequencies and operators in receipt of the contingency message are asked to forward this information to affected flights wherever possible.

1.4 LIMITED SERVICE – PROCEDURES

1.4.1 Disruption of ground/air communication capability

A limited communication service will be maintained with the assistance of adjacent Aerodromes. VHF services on the Bahrain frequency normally provided by Bahrain Control will be delegated as appropriate to the other ATS units namely Doha, Riyadh and Dhahran. Appropriate frequencies will be advised by Bahrain and the assisting ATS units.

Situations which could result in a Limited Service are:

Equipment Failure

- a) Transmitters (Loss of a number of Transmitters)
- b) Receivers (Loss of a number of Receivers)
- c) Aerials (Loss of a number of Aerials)
- d) Data Lines (Loss of data lines between Bahrain Communications center and Bahrain ACC)

Propagation

Radio Propagation resulting in partial fade-out can be affected by many factors including Solar Flares and Geomagnetic Storms.

Staffing

Reduced Staffing
Illness
Weather (Severe Weather i.e. Storm, Snow, Flooding)

Security Threat

Depending on the level of the Security threat and if essential staff are allowed to remain on Station

In the event that the operation is degraded substantially, ATFM measures may be imposed as necessary.

1.4.2 Disruption of ability to provide control services

Bahrain ACC shall determine, co-ordinate and promulgate any necessary restrictions to meet the service limitation. Traffic in possession of a valid ATC clearance shall have priority over any other traffic. En-route re-clearance of such traffic shall not be permitted except in emergency.

Traffic without a valid clearance may be subject to tactical traffic management measurements to meet the requirements of the service limitation.

Separation standards

Bahrain ACC will be responsible for ensuring the co-ordination and implementation of any additional separation requirements.

Contingency tracks

Dependant on the nature of the service limitation, Bahrain may promulgate and activate contingency tracks for use in addition to the normal ATS Routes available.

Air Traffic Flow Management

Bahrain ACC shall co-ordinate any necessary traffic management measures where necessary. Such measures may include, but are not limited to, temporary capacity restrictions and tactical rerouting measures.

Bahrain ACC shall co-ordinate these restrictions where necessary with adjacent ANSPs where they may affect the flow of traffic through these units airspace.

Responsibilities of adjacent ANSPs

The action required of adjacent ANSPs will vary dependant on the nature of the service limitation. Where such action is not contained within the inter-centre Letters of Agreement (LOAs) the requirement will be promulgated within the initial failure and restrictions message.

1.5 NO SERVICE – PROCEDURES

1.5.1 Loss of ground/air communication capability

In the event of Bahrain ACC being unable to provide ground/air communications for Bahrain FIR **Bahrain and Qatar APP Units** will coordinate with adjacent FIR's to provide ground/communications to the best of their ability.

Situations which could result in No Service being provided are:

a) Equipment Failure;

- Transmitters (Loss of all Transmitters)
- Receivers (Loss of all Receivers)
- Aerials (Loss of all Aerials)
- Data Lines (Loss of data lines)

b) Propagation;

- Radio Propagation resulting in total fade-out which can be caused by many factors including Solar Flares and Geomagnetic Storms.

c) Staffing

- No Staff
- Illness (Seasonal Influenza)
- Weather
- Industrial Relations issues

d) Evacuation of Bahrain ACC

- Fire
- Bomb threat

Effect on flights

In the event of Bahrain ACC being unable to provide ground/air communications for a sustained period of time **Bahrain CAA** in coordination with adjacent FIR's could provide a limited communications facility to flights in the Bahrain FIR.

ATFM measures may be imposed as necessary.

1.5.2 Loss of ability to provide control services

Should Bahrain ACC be evacuated the potential would exist for a major disruption to Air Traffic Control (ATC) within the Bahrain FIR.

In the event that Bahrain ACC is evacuated, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication. The procedures to be adopted are detailed in the Bahrain Contingency plan.

The Plan will be activated by promulgation of a NOTAM issued by (CAA) as far in advance as is practicable. However, when such prior notification is Impracticable for any reason, the Plan will be put into effect on notification by (CAA) and/or ICAO MID office.

As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators as, detailed in the Bahrain Contingency Procedures – Appendix xx.' In turn they are expected to advise the affected traffic.

Other ATSUs will provide guidance as far as possible in the circumstances.

Contact information that may be used in the event of an emergency evacuation is provided in Appendix XX.

1.6 FLIGHT CREW AND OPERATOR PROCEDURES

1.6.1 For flights within the Bahrain FIR – General

The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.

On receipt of the contingency message pilots are requested to broadcast to other flights on 121.5 **and 123.45** and the assigned Unit frequency. A listening watch on these frequencies must be maintained.

1.6.2

For flights within the Bahrain FIR – Westbound

Emirates ACC will endeavour to provide an ATC service throughout the Bahrain FIR as soon as evacuation commences. These procedures are detailed at Bahrain Contingency Procedures – Appendix x

Flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate and subsequent position.

Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

UNIT	TEL. No	FAX No	EMAIL	AFTN
Tehran ACC	00982144544116 or 44554060 or 44544133 (Sector Controller)	00982144544117	maj.alireza@yahoo.com alireza.majzoubi@gmail.com	OIIIZGZX
Muscat ACC	00968 24 519 550	00968 24519 930		OOMMZQZX
Riyadh ACC	+966 1 221 1121	00966	atskia@gmail.com	
Jeddah ACC	+9662685 5764/5	+9662 685 54021	atcfahad@hotmail.com	
Sana'a ACC	00967 1345402/3	00967 1344047	atccns@gmail.com	OYSNZQZX OYSNZQZA
Bahrain ACC	009731732 1080/1081	0097317321029	bahatc@caa.gov.bh	OB BBZQZX OB BBZQZA
Emirates ACC	0097125996969	0097125996850 0097125996852	atc@szc.gcaa.ae mdolbey@szc.gcaa.ae	OMAEZQZX OMAEYAYH
Kuwait ACC	+96524346220 / 24710268	+965 24346221	baracoda99@hotmail.com q8dgca_danoff@hotmail.com	
Qatar APP	+974 4462 2300	+974 4465 6554	ahmed@caa.gov.qa	

ICAO MID	0020 2 2267 4845/46/41	0020 2 2267 4843	
IATA	OO962 6 569 8728	OO962 6 560 4548	saidh@iata.org

Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

1.6.3

For flights within the Bahrain FIR – Eastbound

Jeddah ACC, Riyadh ACC and Kuwait ACC will endeavour to provide an ATC service throughout the Bahrain FIR as soon as evacuation commences. These procedures are detailed at Bahrain Contingency Procedures – Appendix x

Flights operating with a received and acknowledged ATC clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

Communications with the next ATSU should be established at the earliest opportunity.

1.6.4

For flights approaching the Bahrain FIR when the contingency is activated.

Not in Receipt of an ATC Clearance

In the event that Bahrain ACC must be evacuated, only aircraft with received and acknowledged ATC clearances shall be permitted to transit Bahrain FIR.

If unable to obtain or acknowledge an ATC clearance, flights should plan to re-route around the Bahrain FIR or to land at an appropriate airfield.

In receipt of an acknowledged ATC Clearance outside Bahrain FIR

Aircraft operating with a received and acknowledged ATC clearance can, at pilot's discretion, continue, but must expect a limited ATC service or no service within the Bahrain FIR.

However, due to the uncertainty surrounding the contingency situation pilots are strongly advised to comply with the procedures detailed above for flights not in receipt of an ATC clearance even if they are in receipt of an acknowledged ATC clearance.

1.7 BAHRAIN FIR – CONTINGENCY ROUTE STRUCTURE

1.7.1 For activation within Bahrain FIR

In a **limited service** contingency situation Bahrain ACC may promulgate additional contingency tracks in addition to the published ATS Routes. Any contingency track design within the Bahrain FIR will be effected at the time of the event and be dependent on the nature of the service limitation. Promulgation will be via AFTN

1.7.2 For activation within adjacent FIR

Unless instructed otherwise, flights entering the Bahrain FIR should use the following contingency routes:

CONTINGENCY ROUTE STRUCTURE FOR BAHRAIN FIR

ROUTE NAME	ENTRY FIX	AIRWAY ROUTING	EXIT FIX	ALTITUDES
BAHCR1WB	BALUS	UL768 RAMSI UL602	DAVUS	FL260+ EXCEPT FL340
BAHCR2WB	BALUS	UL768	COPPI	FL260+ EXCEPT FL340
BAHCR3WB	BALUS	N929 SILNO A791	BPN	FL260+ EXCEPT FL340
BAHCR4WB	BALUS	N929 SILNO G663	GIBUS	FL260+ EXCEPT FL340
BAHCR5WB	ALSER	G663 SILNO G663	GIBUS	FL340 ONLY
BAHCR6WB	ALSER	G663 SILNO A791	BPN	FL340 ONLY
BAHCR7WB	COPPI	G667	AVOBO	FL240 ONLY
BAHCR8EB	AKRAM	B418 MUTAR G663	ALSER	FL270, FL350
BAHCR9EB	AKRAM	B41B ASPAN UN318	OXAT	FL270, 290, 350
BAHCR10EB	MGA	UP891	EMILU	FL250
BAHCR11EB	TAGSO	UN318	LOXAT	FL310, FL370
BAHCR12EB	ULOVO	UP559 KEDAT UM691 KUSAR UN318	LOXAT	FL330, FL390+
BAHCR13EB	RABAP	UM667 UMAMA UP559 LOTIT A791	NADAM	FL250, 290, 330, 370+

BAHCRE14B	AMBIK	→GEVAL →	KUVER	FL270, FL350
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CONDITIONS

1. all aircraft to be level prior to entry fix
2. mach speeds assigned to all aircraft
3. no altitude changes in Bahrain fir
4. all aircraft will correct altitude for direction of flight

SEPARATION

1. all inbound aircraft to be separated by **minimum 15 minutes** longitudinally at entry fix. separation shall be **constant or increasing** as per assigned speeds/mach numbers;
2. all inbound aircraft to be separated by **minimum 20 minutes** longitudinally at entry fix **if faster aircraft behind; maximum overtake speed difference of m.04 or 25KTS IAS.**

Communications with the next ATSU should be established at the earliest opportunity.

CONTINGENCY FREQUENCIES FOR CONTROL AND/OR FLIGHT MONITORING SERVICES

CONTINGENCY ROUTE	ROUTE	MANDATORY REPORT	MANDATORY REPORT	EXIT FREQUENCY
BAHCR1WB	BALUS UL768 RAMSI UL602 DAVUS	BALUS 132.12MHZ B/U 121.1 DOHA	RAMSI 132.45MHZ B/U 127.85	IVONI KUW 125.3MHZ
BAHCR2WB	BALUS UL768 COPPI	BALUS 132.12MHZ B/U 121.1 DOHA	RAMSI 132.45MHZ B/U 127.85	COPPI JED 134.4 FL340 and Below RIY 132.5 FL360 and above
BAHCR3WB	BALUS N929 SILNO A791 BPN	BALUS 132.12MHZ B/U 121.1 DOHA	RULEX 132.45MHZ B/U 127.85	BPN JED 134.3 FL340 and Below RIY 125.9 FL360 and above
BAHCR4WB	BALUS N929 SILNO G663 GIBUS	BALUS 132.12MHZ B/U 121.1 DOHA	RULEX 132.45MHZ B/U 127.85	GIBUS RIY 126.0MHZ
BAHCR5WB	ALSER G663 GIBUS	ALSER 132.45MHZ B/U 127.85	SILNO 125.05MHZ B/U 126.3 DAM	GIBUS RIY 126.0MHZ
BAHCR6WB	ALSER G663 SILNO A791 BPN	ALSER 132.45MHZ B/U 127.85	SILNO 125.05MHZ B/U 126.3 DAM	BPN JED 134.3MHZ
BAHCR7WB	COPPI G667 AVOBO	COPPI 132.45MHZ B/U 126.3 DAM		MGA RIY 126.0MHZ
BAHCR8EB	B418 NUTAR G663	AKRAM 126.7MHZ B/U 126.3 DAM	MUTAR 132.45 MHZ B/U 126.3 DAM	ALSER TEH 133.4 MHZ

BAHCR9EB	B418 ASPAN UN318	AKRAM 126.7MHZ B/U 126.3 DAM	ASPAN 132.45MHZ B/U 126.3DAM	LOXAT UAE 128.25MHZ
BAHCR10EB	UP891	MGA 126.7MHZ B/U 126.3 DAM		EMILU KUW 125.3MHZ
BAHCR11EB	UN318	EGNOV 126.7MHZ B/U 126.3DAM	ASPAN 132.45MHZ B/U 126.3 DAM	LOXAT UAE 128.25MHZ
BAHCR12EB	UP559 KEDAT KUSAR UN318	KEDAT 126.7 MHZ B/U 126.3 DAM	ASPAN 132.45 MHZ B/U 126.3	LOXAT UAE 128.25MHZ
BAHCR13EB	UM667 UMAMA UP559 LOTIT A791	GEVAL 132.45 MHZ B/U 126.3 DAM	LOTIT 132.12 MZH B/U 126.3 DAM	NADAM UAE 132.15 MHZ
BAHCR14EB	AMBIK → GEVAL → KUIVER	GEVAL 132.45 MHZ B/U 126.3 DAM		KUIVER TEH 133.4 MHZ

Note: Any Aircraft with HF capabilities can make position reports on BAH HF frequencies 8910KHZ 5667KHZ 2992KHZ

1.8 LONG TERM CONTINGENCY ARRANGEMENTS

In the event that Bahrain loses the ability to provide an ATC service in the FIR for an extended period, and contingency plans are in place to provide the service from an alternate location.

The facility will be or is established at another location but will take some time to put in place as equipment and communication links have to be brought into operation and staff relocated. The nature of the loss of the Bahrain facility may influence the time required to bring the contingency facility into service, but it is expected that under most circumstances an ATC service will be available in the Bahrain FIR after several days. In the interim period, flight operations in Bahrain would be severely restricted and all flights will be required to route clear of the Bahrain FIR.

When established, the contingency facility will comprise a slightly reduced complement of control and support workstations, but with the existing range of communication facilities for clearance delivery.

Operators can expect that ATFM regulations will be in place throughout the period of the transition, with a gradual build up to near normal operating levels.

APPENDIX XX

SAMPLE NOTAMS

a) Avoidance of airspace

NOTAM.....DUE TO DISRUPTION OF ATS IN THE BAHRAIN FIR ALL ACFT ARE ADVISED TO AVOID BAHRAIN FIR.

b) Airspace available with limited ATS

NOTAMDUE TO ANTICIPATED DISRUPTION OF ATS IN THE BAHRAIN FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DELAY AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

c) Contingency plan activated

NOTAMDUE TO DISRUPTION OF ATS IN BAHRAIN FIR ALL ACFT ARE ADVISED THAT THE BAHRAIN AIR TRAFFIC SERVICES CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY BAHRAIN FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE CONTINGENCY ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY BAHRAIN AIRSPACE.

d) Non adherence to the Contingency Plan

NOTAM.....OPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE BAHRAIN FIR.

CHAPTER 2: DETAILED PROCEDURES – CAIRO FIR

2.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES

Cairo FIR

2.2 FIRs WITH SUPPORTING PROCEDURES

Athens FIR
Nicosia FIR
Amman FIR
Tel Aviv FIR
Jeddah FIR
Riyadh ACC,
Khartoum FIR
Tripoli FIR

2.3 NOTIFICATION PROCEDURES

In a limited service situation notification of any service limitations and traffic management measures will be promulgated to operators and adjacent ANSPs via AFTN.

In a no service situation the ACC is likely to have been evacuated. As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators. An evacuation message will be broadcast on appropriate frequencies and operators in receipt of the contingency message are asked to forward this information to affected flights wherever possible.

2.4 LIMITED SERVICE – PROCEDURES

2.4.1 Disruption of ground/air communication capability

A limited communication service will be maintained with the assistance of adjacent Aerodromes. VHF services on the Cairo frequency normally provided by Cairo Control will be delegated as appropriate to the other ATS units namely ----- . Appropriate frequencies will be advised by Cairo and the assisting stations.

Situations which could result in a Limited Service are:

Equipment Failure

- a) Transmitters (Loss of a number of Transmitters)
- b) Receivers (Loss of a number of Receivers)
- c) Aerials (Loss of a number of Aerials)
- d) Data Lines (Loss of data lines between Cairo Communications center and Cairo ACC)

Propagation

Radio Propagation resulting in partial fade-out can be affected by many factors including Solar Flares and Geomagnetic Storms.

Staffing

Reduced Staffing
Illness
Weather (Severe Weather i.e. Storm, Snow, Flooding)

Security Threat

Depending on the level of the Security threat and if essential staff are allowed to remain on Station

In the event that the operation is degraded substantially, ATFM measures may be imposed as necessary.

2.4.2 Disruption of ability to provide control services

Cairo ACC shall determine, co-ordinate and promulgate any necessary restrictions to meet the service limitation. Traffic in possession of a valid ATC clearance shall have priority over any other traffic. En-route re-clearance of such traffic shall not be permitted except in emergency.

Traffic without a valid clearance may be subject to tactical traffic management measurements to meet the requirements of the service limitation.

Separation standards

Cairo ACC will be responsible for ensuring the co-ordination and implementation of any additional separation requirements.

Contingency tracks

Dependant on the nature of the service limitation, Cairo may promulgate and activate contingency tracks for use in addition to the normal ATS Routes available.

Air Traffic Flow Management

Cairo ACC shall co-ordinate any necessary traffic management measures where necessary. Such measures may include, but are not limited to, temporary capacity restrictions and tactical rerouting measures.

Cairo ACC shall co-ordinate these restrictions where necessary with adjacent ANSPs where they may affect the flow of traffic through these units airspace.

Responsibilities of adjacent ANSPs

The action required of adjacent ANSPs will vary dependant on the nature of the service limitation. Where such action is not contained within the inter-centre Letters of Agreement (LOAs) the requirement will be promulgated within the initial failure and restrictions message.

2.5 NO SERVICE – PROCEDURES

2.5.1 Loss of ground/air communication capability

In the event of Cairo ACC being unable to provide ground/air communications for Cairo FIR ----- ATC Unit will coordinate with adjacent FIR's to provide ground/communications to the best of their ability.

Situations which could result in No Service being provided are:

- a) Equipment Failure;
 - Transmitters (Loss of all Transmitters)
 - Receivers (Loss of all Receivers)
 - Aerials (Loss of all Aerials)
 - Data Lines (Loss of data lines)
- b) Propagation;
 - Radio Propagation resulting in total fade-out which can be caused by many factors including Solar Flares and Geomagnetic Storms.
- c) Staffing
 - No Staff
 - Illness (Seasonal Influenza)
 - Weather
 - Industrial Relations issues
- d) Evacuation of Cairo ACC
 - Fire
 - Bomb threat

Effect on flights

In the event of Cairo ACC being unable to provide ground/air communications for a sustained period of time ----- ATC Unit in coordination with adjacent FIR's could provide a limited communications facility to flights in the Cairo FIR.

ATFM measures may be imposed as necessary.

2.5.2 Loss of ability to provide control services

Should Cairo ACC be evacuated the potential would exist for a major disruption to Air Traffic Control (ATC) within the Cairo FIR.

In the event that Cairo ACC is evacuated, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication. The procedures to be adopted are detailed in the Egypt Contingency Plan.

The Plan will be activated by promulgation of a NOTAM issued by (ECAA) as far in advance as is practicable. However, when such prior notification is Impracticable for any reason, the Plan will be put into effect on notification by (ECAA) and/or ICAO MID office.

As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators as, detailed in the Cairo Contingency Procedures – Appendix xx. In turn they are expected to advise the affected traffic.

Other ATSU's will provide guidance as far as possible in the circumstances.

Contact information that may be used in the event of an emergency evacuation is provided in Appendix XX.

2.6 FLIGHT CREW AND OPERATOR PROCEDURES

2.6.1 For flights within the Cairo FIR – General

The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.

On receipt of the contingency message pilots are requested to broadcast to other flights on 121.5 and 123.45 and the assigned Unit frequency. A listening watch on these frequencies must be maintained.

2.6.2 For flights within the Cairo FIR – Westbound

Jeddah ACC, Riyadh ACC, Amman and Tel Aviv ACC will endeavour to provide an ATC service throughout the Cairo FIR as soon as evacuation commences. These procedures are detailed at Cairo Contingency Procedures – Appendix x

Flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate and subsequent position.

Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

UNIT	TEL. No	FAX No	EMAIL	AFTN
Athens ACC				
Nicosia ACC				
Amman ACC				
Jeddah ACC	00966	00966		
Riyadh ACC	00966	00966		
Khartoum ACC				
Tripoli ACC				

ICAO MID	0020 2 2267 4845/46/41	0020 2 2267 4843	
IATA	00962 6 569 8728	00962 6 560 4548	saidh@iata.org

Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

2.6.3 For flights within the Cairo FIR – Eastbound

Athens ACC, Nicosia ACC and Tripoli ACC will endeavour to provide an ATC service throughout the Cairo FIR as soon as evacuation commences. These procedures are detailed at Bahrain Contingency Procedures – Appendix x

Flights operating with a received and acknowledged ATC clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

Communications with the next ATSU should be established at the earliest opportunity.

2.6.4 For flights approaching the Cairo FIR when the contingency is activated.

Not in Receipt of an ATC Clearance

In the event that Cairo ACC must be evacuated, only aircraft with received and acknowledged ATC clearances shall be permitted to transit Cairo FIR.

If unable to obtain or acknowledge an ATC clearance, flights should plan to re-route around the Cairo FIR or to land at an appropriate airfield.

In receipt of an acknowledged ATC Clearance outside Cairo FIR

Aircraft operating with a received and acknowledged ATC clearance can, at pilot's discretion, continue, but must expect a limited ATC service or no service within the Cairo FIR.

However, due to the uncertainty surrounding the contingency situation pilots are strongly advised to comply with the procedures detailed above for flights not in receipt of an ATC clearance even if they are in receipt of an acknowledged ATC clearance.

2.7 CAIRO FIR – CONTINGENCY ROUTE STRUCTURE

2.7.1 For activation within Cairo FIR

In a **limited service** contingency situation Cairo ACC may promulgate additional contingency tracks in addition to the published ATS Routes. Any contingency track design within the Cairo FIR will be effected at the time of the event and be dependent on the nature of the service limitation. Promulgation will be via AFTN

2.7.2 For activation within adjacent FIR

Unless instructed otherwise, flights entering the Cairo FIR should use the following contingency routes:

CONTINGENCY ROUTE STRUCTURE AND FREQUENCIES FOR FLIGHT MONITORING SERVICES CAIRO FIR

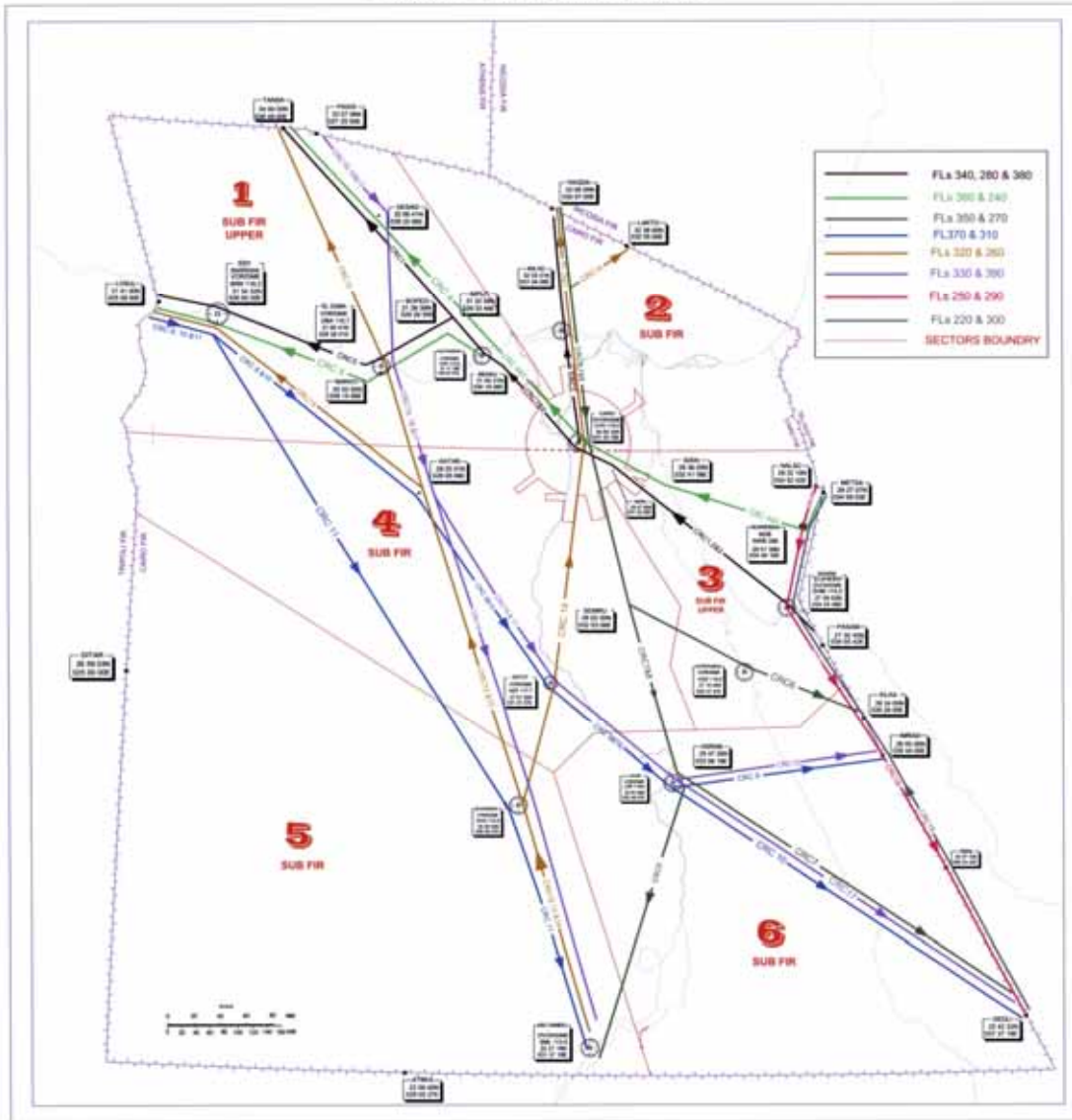
CONTINGENCY ROUTES IN CAIRO (CRC)	ATS ROUTES	FREQUENCIES	FL ASSIGNMENT
CRC1	PASAM-A411-CVO-IMRUT-UL617-TANSA	126.6Mhz CVO 127.7Mhz	FLs 380, 340 and 280
CRC 2	PASAM-A411-CVO-A16-RASDA	126.6Mhz CVO 124.7Mhz	FLs 380,340 and 280
CRC 3	PASAM-A411-CVO-A727-OTIKO- W725-BRN-A411-LOSUL	126.6Mhz CVO 127.7Mhz	FLs 380,340 and 280
CRC 4	METSA-W733-NWB-A791-MENLI-A411-CVO-A727-IMRUT- L617/UL617-TANSA	126.6Mhz CVO 127.7Mhz	FLs 360 and 240
CRC 5	METSA-W733-NWB-A791-MENLI-A411-CVO-A1-BOPED- W725-BRN- A411-LOSUL	126.6Mhz CVO 127.7Mhz	FLs 360 and 240
CRC 6	RASDA-A16-CVO-A727-SEMRU-B418-SILKA	124.7Mhz CVO 132.2Mhz SEMRU 126.6Mhz	FLs 350 and 270
CRC 7	RASDA-A16-CVO-A727-LXR-R775-DEDLI	124.7Mhz CVO 132.2Mhz SEMRU 129.4Mhz	FLs 350 and 270
CRC 8	RASDA-A16-CVO-A727-SML	124.7Mhz CVO 132.2Mhz SEMRU 129.4Mhz	FLs 350 and 270
CRC 9	LOSUL-A411-BRN-UP751-LXR-A145-IMRAD	127.7Mhz KATAB 132.2Mhz AST 129.4Mhz	FLs 370 and 310
CRC 10	LOSUL-A411-BRN-UP751-LXR-R775-DEDLI	127.7Mhz KATAB 132.2Mhz AST 129.4Mhz	FLs 370 and 310
CRC 11	LOSUL-A411-BRN-A145-KHG-B12-SML	127.7Mhz DANAD 132.2Mhz/ ABM AST 129.4Mhz	FLs 370 and 310
CRC 12	SML-B12-DBA-UL613-TANSA	129.4Mhz ABM AST 132.2Mhz KATAB 127.7Mhz	FLs 320 and 260
CRC 13	SML-B12-KATAB-UP751-BRN-A411-LOSUL	129.4Mhz ABM AST 132.2Mhz KATAB 127.7Mhz	FLs 320 and 260
CRC14	SML-B12-KHG-W8-CVO-A16-MILAD-A16-RASDA OR N307-LAKTO	129.4Mhz AST 132.2mhz CVO 124.7Mhz	FLs 320 and 260
CRC15	PAXIS-UL607-GESAD-L551-DBA-B12-KATAB-UP751-LXR-A145-IMRAD	127.7Mhz KATAB 132.2Mhz AST 129.4Mhz	FLs 330 and 390
CRC16	PAXIS-UL607-GESAD-L551-DBA-B12-SML	127.7Mhz KATAB 132.2Mhz ABM AST 129.4Mhz	FLs 330 and 390
CRC17	PAXIS-UL607-GESAD-L551-DBA-B12-KATAB-UP751-LXR-R775-DEDLI	127.7Mhz KATAB 132.2Mhz AST 129.4Mhz	FLs 330 and 390
CRC18	NALSO-NWB-SHM-IMRAD-GIBAL-DEDLI	126.6Mhz SILKA 129.4Mhz	FLs 290 and 250
CRC19	DEDLI-GIBAL-IMRAD-SHM-NWB-NALSO	129.4Mhz SILKA 126.6Mhz	FLs 300 and 220

This CRCs table does not include any eastbound routes to AMMAN FIR.

Note; Cairo FIR served as well by HF Frequency 11300 KHz

APPENDIX 1E

CONTINGENCY ROUTES WITHIN CAIRO FIR



Communications with the next ATSU should be established at the earliest opportunity.

2.8 LONG TERM CONTINGENCY ARRANGEMENTS

In the event that Egypt loses the ability to provide an ATC service in the Cairo FIR for an extended period, and contingency plans are in place to provide the service from an alternate location.

The facility will be or is established at another location but will take some time to put in place as equipment and communication links have to be brought into operation and staff relocated. The nature of the loss of the Cairo facility may influence the time required to bring the contingency facility into service, but it is expected that under most circumstances an ATC service will be available in the Cairo FIR after several days. In the interim period no ATC service will be available and all flights will be required to route clear of the Cairo FIR.

When established, the contingency facility will comprise a slightly reduced complement of control and support workstations, but with the existing range of communication facilities for clearance delivery.

Operators can expect that ATFM regulations will be in place throughout the period of the transition, with a gradual build up to near normal operating levels.

APPENDIX XX

SAMPLE NOTAMS

a) Avoidance of airspace

NOTAM.....DUE TO DISRUPTION OF ATS IN THE CAIRO FIR ALL ACFT ARE ADVISED TO AVOID THE CAIRO FIR.

b) Airspace available with limited ATS

NOTAMDUE TO ANTICIPATED DISRUPTION OF ATS IN THE CAIRO FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

c) Contingency plan activated

NOTAMDUE TO DISRUPTION OF ATS IN CAIRO FIR ALL ACFT ARE ADVISED THAT THE Cairo FIR INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THE FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY CAIRO AIRSPACE.

d) Non adherence to the Contingency Plan

NOTAMOPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE CAIRO FIR

CHAPTER 3: DETAILED PROCEDURES – TEHRAN FIR

3.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES

Tehran FIR

3.2 FIRs WITH SUPPORTING PROCEDURES

Ankara FIR
Baghdad FIR
Bahrain FIR
Baku FIR
Emirates FIR
Kabul FIR
Karachi FIR
Kuwait FIR
Muscat FIR
Turkmenbashi FIR
Yerevan FIR

3.3 NOTIFICATION PROCEDURES

In a limited service situation notification of any service limitations and traffic management measures will be promulgated to operators and adjacent ANSPs via AFTN.

In a no service situation the ACC is likely to have been evacuated. As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators. An evacuation message will be broadcast on appropriate frequencies and operators in receipt of the contingency message are asked to forward this information to affected flights wherever possible.

3.4 LIMITED SERVICE – PROCEDURES

3.4.1 Disruption of ground/air communication capability

A limited communication service will be maintained with the assistance of adjacent Aerodromes. VHF services on the Tehran frequency normally provided by Tehran Control will be delegated as appropriate to the other ATS units namely ----- Appropriate frequencies will be advised by Tehran and the assisting ATS units.

Situations which could result in a Limited Service are:

Equipment Failure

- a) Transmitters (Loss of a number of Transmitters)
- b) Receivers (Loss of a number of Receivers)
- c) Aerials (Loss of a number of Aerials)
- d) Data Lines (Loss of data lines between Tehran Communications center and Tehran ACC)

Propagation

Radio Propagation resulting in partial fade-out can be affected by many factors including Solar Flares and Geomagnetic Storms.

Staffing

Reduced Staffing
Illness
Weather (Severe Weather i.e. Storm, Snow, Flooding)

Security Threat

Depending on the level of the Security threat and if essential staff are allowed to remain on Station

In the event that the operation is degraded substantially, ATFM measures may be imposed as necessary.

3.4.2 Disruption of ability to provide control services

Tehran ACC shall determine, co-ordinate and promulgate any necessary restrictions to meet the service limitation. Traffic in possession of a valid ATC clearance shall have priority over any other traffic. En-route re-clearance of such traffic shall not be permitted except in emergency.

Traffic without a valid clearance may be subject to tactical traffic management measurements to meet the requirements of the service limitation.

Separation standards

Tehran ACC will be responsible for ensuring the co-ordination and implementation of any additional separation requirements.

Contingency tracks

Dependant on the nature of the service limitation, Tehran may promulgate and activate contingency tracks for use in addition to the normal ATS Routes available.

Air Traffic Flow Management

Tehran ACC shall co-ordinate any necessary traffic management measures where necessary. Such measures may include, but are not limited to, temporary capacity restrictions and tactical rerouting measures.

Tehran ACC shall co-ordinate these restrictions where necessary with adjacent ANSPs where they may affect the flow of traffic through these units airspace.

Responsibilities of adjacent ANSPs

The action required of adjacent ANSPs will vary dependant on the nature of the service limitation. Where such action is not contained within the inter-centre Letters of Agreement (LOAs) the requirement will be promulgated within the initial failure and restrictions message.

3.5 NO SERVICE – PROCEDURES

3.5.1 Loss of ground/air communication capability

In the event of Tehran ACC being unable to provide ground/air communications for Tehran FIR ----- ATC Unit will coordinate with adjacent FIR's to provide ground/communications to the best of their ability.

Situations which could result in No Service being provided are:

- a) Equipment Failure;
 - Transmitters (Loss of all Transmitters)
 - Receivers (Loss of all Receivers)
 - Aerials (Loss of all Aerials)
 - Data Lines (Loss of data lines)
- b) Propagation;
 - Radio Propagation resulting in total fade-out which can be caused by many factors including Solar Flares and Geomagnetic Storms.
- c) Staffing
 - No Staff
 - Illness (Seasonal Influenza)
 - Weather
 - Industrial Relations issues
- d) Evacuation of Tehran ACC
 - Fire
 - Bomb threat

Effect on flights

In the event of Tehran ACC being unable to provide ground/air communications for a sustained period of time ----- ATC Unit in coordination with adjacent FIR's could provide a limited communications facility to flights in the Tehran FIR.

ATFM measures may be imposed as necessary.

3.5.2 Loss of ability to provide control services

Should Tehran ACC be evacuated the potential would exist for a major disruption to Air Traffic Control (ATC) within the Tehran FIR.

In the event that Tehran ACC is evacuated, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication. The procedures to be adopted are detailed in the Tehran Contingency plan.

The Plan will be activated by promulgation of a NOTAM issued by (IRCAO) as far in advance as is practicable. However, when such prior notification is Impracticable for any reason, the Plan will be put into effect on notification by (IRCAO) and/or ICAO MID office

As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators as, detailed in the Tehran Contingency Procedures – Appendix xx. In turn they are expected to advise the affected traffic.

Other ATSU's will provide guidance as far as possible in the circumstances.

Contact information that may be used in the event of an emergency evacuation is provided in Appendix XX.

3.6 FLIGHT CREW AND OPERATOR PROCEDURES

3.6.1 For flights within the Tehran FIR – General

The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.

On receipt of the contingency message pilots are requested to broadcast to other flights on 121.5 and 123.45. A listening watch on these frequencies must be maintained.

3.6.2 For flights within the Tehran FIR – Westbound

----- ACC's will endeavour to provide an ATC service throughout the Tehran FIR as soon as evacuation commences. These procedures are detailed at Tehran Contingency Procedures – Appendix x

Flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate and subsequent position.

Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

UNIT	TEL. No	FAX No	EMAIL	AFTN
Ankara FIR	+903123980000 +903123981153 +903123981614 +903123980296	+903123980961		LTAZRZX LTAZQZX
Baghdad FIR	+9647901655461			
Bahrain ACC	+97317321080 +97317321081 +97317320486	+97317321029	bahatc@caa.gov.bh	OBZZQZX OBZZQZA
Baku FIR	+994124971673			UBZZRZX UBZZQZX
NAKHCEVAN ACC	+994136446950			UBBNZPX UBBNZQZX
UAE ACC	00971	00971		OMAEZQZX OMAEYAYH
Kabul FIR	+873781338375			
Karachi FIR	+922199248038 +922199071953 +922199242148	+922134604322		OPKZRZX OPKZRZA
Kuwait FIR	+9654762994 +9654342476	+9654310096		

	+9654760763			
Muscat ACC	+96824519550 +96824519507	+96824519939		OOMMZQZX
Turkmenbashi FIR	+99312396664 +99312510162 +99312377750	+99312331352		
Yerevan FIR	+37410593479 +37410593260 +37410593304	+37410593304		

ICAO MID	0020 2 2267 4845/46/41	0020 2 2267 4843	
IATA	OO962 6 569 8728	OO962 6 560 4548	saidh@iata.org

Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

3.6.3 For flights within the Tehran FIR – Eastbound

----- ACC will endeavour to provide an ATC service throughout the Bahrain FIR as soon as evacuation commences. These procedures are detailed at Bahrain Contingency Procedures – Appendix x

Flights operating with a received and acknowledged ATC clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

Communications with the next ATSU should be established at the earliest opportunity.

3.6.4 For flights approaching the Tehran FIR when the contingency is activated.

Not in Receipt of an ATC Clearance

In the event that Tehran ACC must be evacuated, only aircraft with received and acknowledged ATC clearances shall be permitted to transit Tehran FIR.

If unable to obtain or acknowledge an ATC clearance, flights should plan to re-route around the Tehran FIR or to land at an appropriate airfield.

In receipt of an acknowledged ATC Clearance outside Tehran FIR

Aircraft operating with a received and acknowledged ATC clearance can, at pilot's discretion, continue, but must expect a limited ATC service or no service within the Tehran FIR.

However, due to the uncertainty surrounding the contingency situation pilots are strongly advised to comply with the procedures detailed above for flights not in receipt of an ATC clearance even if they are in receipt of an acknowledged ATC clearance.

3.7 TEHRAN FIR – CONTINGENCY ROUTE STRUCTURE

3.7.1 For activation within Tehran FIR

In a **limited service** contingency situation Tehran ACC may promulgate additional contingency tracks in addition to the published ATS Routes. Any contingency track design within the

Tehran FIR will be effected at the time of the event and be dependent on the nature of the service limitation. Promulgation will be via AFTN

3.7.2 For activation within adjacent FIR

Unless instructed otherwise, flights entering the Tehran FIR should use the following contingency routes:

Communications with the next ATSU should be established at the earliest opportunity.

Contingency Route Scheme

Entry FIR	Exit FIR	Entry FIX	Route Designator	Exit FIX	Flight Levels	Remarks
Ankara	Nakhchivan	DASIS	UL333 R661	DULAV	FL330	
		ALRAM	G208 A422 R661	DULAV	FL310, FL410	ALRAM-UMH Eastbound (one way) then two way
Ankara	Yerevan	ALRAM	UL333 G482	MAGRI	FL330	
		ALRAM	G208 A422 G482	MAGRI	FL310, FL410	ALRAM-UMH Eastbound then two way
Ankara	Ashgabat	ALRAM	-G208-G781-A416-W4	RIKOP	FL310, FL410	
		DASIS	UL333-A416-W4	RIKOP	FL330	ALRAM-UMH Eastbound then two way
Ankara	Karachi bound to Delhi and beyond	DASIS	R660-A416-N39-G208 G452	DERBO	FL330	
		ALRAM	G208-G208 UL124 - R661- T210-G208 UL125-G452	DERBO	FL310, FL410	ALRAM-UMH Eastbound then two way
Ankara	Karachi Bound to Mumbai and beyond	ALRAM	G208-UL124 R661 -T210- G208 UL125	KEBUD	FL310, FL410	ALRAM-UMH Eastbound then two way
		DASIS	G208-R654-G665	ASVIB		
		DASIS		ASVIB	FL330	
Ankara	Bahrain	ALRAM	G208-UL223-G667- W31- B417	TULAX	FL310, FL410	ALRAM-UMH Eastbound then two way
			G208-UL223-W3-R659	MIDSI		
			G208 - UL223 W3 -G663	ALSER		
			G208-R654-R659	MIDSI		
			G208-R654-R659-G663	ALSER		
		DASIS	UL333 R660-R661-R654- R659	MIDSI			FL330
DASIS	UL333 R660-R661-R654- R659-G663	ALSER				
Ankara	Kuwait	ALRAM	G208-UL223-G667- W31- B417	TULAX	FL310, FL410	ALRAM-UMH Eastbound then two way
		DASIS	UL333 R660-R661-R654- G667-W31-B417	TULAX	FL330	
Ankara	Emirates	ALRAM	G208-R654-R659-G666- UL223	SIR	FL310, FL410	ALRAM-UMH Eastbound then two way
		DASIS	UL333 R660-R661-R654- R659-G666- UL223	SIR	FL330	
	Landing UAE	ALRAM	G208-UL223-W3-G666 G208-R654-R659-G666	ORSAR	FL310, FL410	ALRAM-UMH Eastbound then two way
		DASIS	UL333 R660-R661-R654- R659-G666-		FL330	
Ankara	Kabul	DASIS	R660-B121-T210-G208- R205-G202	KAMAR	FL330	
			R660-A416-or MSD-G792	SOKAM CHARN		
		ALRAM	G208-G208/UL124-T210- G208- R205-G202	KAMAR	FL310, FL410	ALRAM-UMH Eastbound then two way
			G208-G208/UL124-G781- A416-or G792	SOKAM CHARN		

Ankara	Muscat	DASIS	R660-B121-T210-G208-W32-R654-	ORBIX	FL330	
		ALRAM	G208-R661-T210-G208-W32-R654	ORBIX	FL310, FL410	ALRAM-UMH Eastbound then two way
Yerevan	Bahrain	MAGRI	G482-R661-R654-R659-G663	ALSER	FL390	
			G482-R661-R654-R659	MIDSI		
Yerevan	Kuwait	MAGRI	G482-R661-R654-G667-W30-B417	TULAX	FL390	
Yerevan	Emirates	MAGRI	G482-R661-R654-R659-G666-W147 UL223	SIR	FL390	
	Landing UAE	MAGRI	G482-R661-R654-R659-G666	ORSAR		
Yerevan	Karachi bound to Delhi and beyond	MAGRI	-B121-UL333-UN319-G452	DERBO	FL390	
			Karachi Bound to Mumbai and beyond	B121-A416-N39-G208/UL125-W32-UL124-UL124		KEBUD
Yerevan	Kabul	MAGRI	B121-UL333-UN319-R794-G202-	KAMAR	FL390	
			B121-A416-or G792	SOKAM CHARN		
Yerevan	Muscat	MAGRI	B121-A416-T212 G208 UL125-W32-R654	ORBIX	FL390	
Baku Nakhchivan	Emirates	ULDUS	P574-R654-R659-G666-UL223	SIR	FL370	
		DULAV	R661 UL125-R654-R659-G666-UL223		FL290	
		LALDA	G670-B121-G667-R654-R659-G666-UL223		FL250	
	Landing UAE	ULDUS	P574-R659-G666	ORSAR	FL370	
		DULAV	R661 UL125-R654-R659-G666		FL290	
		LALDA	G670-B121-G667-R654-R659-G666		FL250	
Baku Nakhchivan	Bahrain	ULDUS	P574-R659-G663	ALSER	FL370	
		P574-R659	MIDSI			
		DULAV	R661 UL125-R654-R659-G663	MIDSI	FL290	
		LALDA	G670-B121-G667-R654-R659-G663	ALSER	FL250	
		G670-B121-G667-R654-R659	MIDSI	FL250		
Baku Nakhchivan	Kuwait	ULDUS	P574-SAV-G667-AWZ-W30-MAH-B417	TULAX	FL370	
		DULAV	R661 UL125-R654-G667-W30-B417		FL290	
Baku Nakhchivan	Baghdad	ULDUS	P574-B411	PAXAT	FL370	
		DULAV	R661 UL125-R654-B411		FL290	
		LALDA	G670-B121-G667-B411		FL250	
Baku Nakhchivan	Muscat	ULDUS	UN319-A419-R654	ORBIX	FL370	
		DULAV	R661-R660-A416-N39-G208-W32-R654		FL290	
		LALDA	G670-A416-N39-G208-W32-R654-		FL250	
Baku Nakhchivan	Kabul	ULDUS	UN319-R794-G202	KAMAR	FL370	
		UN319-A416-or G792	SOKAM CHARN			
		DULAV	UL125-UP146-UL333-UN319-R794-G202-	KAMAR	FL290	
		DULAV	R661-R660-B121		FL290	
Baku Nakhchivan	Karachi bound to Delhi and beyond	DULAV	UL125 -UL333 - UN319 - G452	DERBO	FL290	
		ULDUS	UN319-G452		FL370	
		LALDA	G670-A416-N39-G208-G452		FL250	
	Karachi Bound to Mumbai and beyond	DULAV	R661-R660-A416-N39-G208-	KEBUD	FL290	
		ULDUS	UN319-UL125 G208		FL370	
		LALDA	G670-A416-N39-G208		FL250	
		ORPAB	G775-G208 UL125-PG or		FL270	

Ashgabat	Karachi		G452	KEBUD DERBO	FL310	
		GIRUN	G792-G775-G208 UL125-or G452			
Ashgabat	Kabul	ORPAB	G775-G792- or A416	SOKAM	FL270	
		GIRUN	G792 or A416	CHARN	FL310	
Ashgabat	Muscat	ORPAB	G775-W2-R654	ORBIX	FL270	
		GIRUN	G775-W2-R654		FL310	
Ashgabat	Emirates	RIKOP	A419	DARAX	FL280	
Ashgabat	Bahrain	RIKOP	A419-G663	ALSER	FL280	
			A419-G663-R659	MIDS		
Ashgabat	Kuwait	RIKOP	A419-G663-G669	NANPI	FL280	
Ashgabat	Baghdad	RIKOP	W4-A416-R660	DASIS	FL280	
Ashgabat	Ankara	RIKOP	W4-A416-G781-G208-G781	BONAM	FL280	BONAM-UMH West bound then two way
Emirates	Nakhchivan	DARAX	A419-W10-R659-R654-R661	DULAV	FL240, FL300, FL400	
	Baku		W32-G208-N39-R794	ULDUS		
Emirates	Yerevan	DARAX	A419-W10-R659-R654- R661-G482	MAGRI	FL240, FL300, FL400	
Emirates	Ashgabat	DARAX	A419	RIKOP	FL270	
Emirates	Kabul	DARAX	A419-A453	PIRAN	FL270	
Emirates	Baghdad	DARAX	A419-W10-R659-G202-B411	PAXAT	FL240,FL300, FL400	
Emirates	Ankara	DARAX	A419-W10-R659-R654- R661-R660-	DASIS	FL240,FL300, FL400	BONAM-UMH West bound then two way
			A419-W10-R659-R654- G208-G781-	BONAM		
			A419-W10-W3-UL223-G781			
Kuwait	Baku	TULAX	B417-W30-G667-P574	ULDUS	FL250	
	Nakhchivan		B417-W30-G667-R654-R661	DULAV		
Kuwait	Yerevan	TULAX	B417-W30-G667-R654- R661-G482	MAGRI	FL250	
Kuwait	Ashgabat	NANPI	G669-G663-A419	RIKOP	FL350	
Kuwait	Kabul	NANPI	G669-G452-A453	PIRAN	FL350	
Kuwait	Karachi	NANPI	G669-G452	DERBO	FL350	
			G669-G452-UL124	KEBUD		
			G669-G452-R654-G665	ASVIB		
Kuwait	Muscat	NANPI	G669-W10-R654	ORBIX	FL350	
Kuwait	Landing UAE	NANPI	R784-W143-G666	ORSAR	FL350	
	UAE		R784-W143-G666-UL223	SIR		
Bahrain	Karachi	MIDS	A453-G452	DERBO	FL190	
			A453-M561	ASVIB		
Bahrain	Baku	MIDS	R659-R654-P574	ULDUS	FL200,FL340	
		ALSER	G663-R659-R654-P574		FL220,FL380	
	Nakhchivan	MIDS	R659-R654-R661	DULAV	FL200,FL340	
		ALSER	G663-R659-R654- R661		FL220,FL380	
Bahrain	Yerevan	MIDS	R659-R654-R661-G482	MAGRI	FL200,FL340	
		ALSER	G663-R659-R654- R661- G482		FL220,FL380	
Bahrain	Ashgabat	MIDS	R659-G663-A419	RIKOP	FL190	
		ALSER	G663-A419		FL250	
Bahrain	Kabul	MIDS	A453	PIRAN	FL190	
Bahrain	Landing UAE	KUVER	B416-R784-W143-G666	ORSAR	FL270	
	UAE		B416-R784-W143-G666- UL223			
Bahrain	Ankara	MIDS	R659-R654-R661-R660	DASIS	FL200,FL340	BONAM-UMH West bound then two way
		MIDS	R659-R654-G208-G781	BONAM		
		MIDS	R659-W3-UL223-G781			
		ALSER	G663-R659-R654-R661-R660	DASIS	FL220,FL380	BONAM-UMH West bound then two way
		ALSER	G663-R659-R654-G208- G781	BONAM		
ALSER	G663-W3-UL223-G781					
Muscat	Karachi	IMLOT	A791	JI	FL270, FL370, FL390	
		DENDA	R462		FL290, FL310, FL350	
	Baku		R654-W32-G208-N39-R794	ULDUS		

Muscat	Nakhchivan	ORBIX	R654-W32-G208-N39-A416-R661	DULAV	FL360	
Muscat	Yerevan	ORBIX	R654-W32-G208-N39-A416-B121	MAGRI	FL360	
Muscat	Ashgabat	ORBIX	R654-W2-G775	ORPAB	FL360	
Muscat	Kabul	ORBIX	R654-W2-A453	PIRAN	FL360	
Muscat	Baghdad	ORBIX	-R654-G202-B411	PAXAT	FL360	
Muscat	Ankara	ORBIX	R654-W32-G208-N39-A416-R660-	DASIS	FL360	BONAM-UMH West bound then two way
			R654-W32-G208-T210-R661-G208-G781	BONAM		
Baghdad	Baku	PAXAT	B411-G202-G667-P574	ULDUS	FL270	
Baghdad	Yerevan	PAXAT	B411-G202-G667-R654-R661-G482	MAGRI	FL270	
Baghdad	Ashgabat	PAXAT	B411-G202-G663-A419	RIKOP	FL270	
Baghdad	Kabul	PAXAT	B411-G202	KAMAR	FL270	
Baghdad	Karachi	PAXAT	B411-G202-R654-G452-	DERBO	FL270	
			B411-G202-R654-UL124	KEBUD		
			B411-G202-R654-G665	ASVIB		
Baghdad	Muscat	PAXAT	B411-G202-R654	ORBIX	FL270	
Baghdad	Landing UAE	PAXAT	B411-G202-R659-G666	ORSAR	FL270	
	UAE		B411-G202-R659-G666-UL223-	SIR		
Kabul	Ankara	KAMAR	G202-R794-UN319-A416-R660	DASIS	FL380	
		SOKAM	A416-R660		FL340	
		CHARN	G792-B411-A416-RR660		FL360	
Kabul	Baku	KAMAR	G202-R794-UN319	ULDUS	FL380	
		SOKAM	A416-UN319		FL340	
		CHARN	G792-B411-A416-UN319		FL360	
Kabul	Nakhchivan	KAMAR	G202-R794-UN319-A416-R660-R661	DULAV	FL380	
		SOKAM	A416-R660-R661		FL340	
		CHARN	G792-B411-A416-R660-R661		FL360	
Kabul	Yerevan	KAMAR	G202-R794-UN319-A416-R660-G482	MAGRI	FL380	
		SOKAM	A416-R660-G482		FL340	
		CHARN	G792-B411-A416-R660-G482-		FL360	
Kabul	Ashgabat	SOKAM	A416-G775	ORPAB	FL340	
		CHARN	A416-G792	GIRUN	FL360	
		CHARN	G792	ORPAB		
Kabul	Muscat	PIRAN	A453-W2-R654	ORBIX	FL200	
Kabul	UAE	PIRAN	A453-A419	DARAX	FL200	
Kabul	Bahrain	PIRAN	A453	MIDSI	FL200	
Kabul	Kuwait	PIRAN	A453-G452-G669	NANPI	FL200	
		KAMAR	G202-W6-W30-B417	TULAX	FL380	
Kabul	Baghdad	PIRAN	A453-G452-R654-G202-B411	PAXAT	FL200	
		KAMAR	G202-B411		FL380	
Karachi	Baku	ASVIB	G665-R654-W32-G208-N39-R794	ULDUS	FL260	
		KEBUD	UL124-R654-W32-G208-N39-R794-		FL360	
		DERBO	G452-G208-N39-R794		FL320	
	Nakhchivan	ASVIB	G665-R654-W32-G208-N39-A416-R660-R661	DULAV	FL260	
		KEBUD	UL124-R654-W32-G208-N39-A416-R660-R661		FL360	
DERBO	G452-G208-N39-A416-R660-R661		FL320			
Karachi	Yerevan	ASVIB	G665-R654-W32-G208-N39-A416-B121	MAGRI	FL260	
		KEBUD	UL124-R654-W32-G208-N39-A416-B121		FL360	
		DERBO	G452-G208-N39-A416-B121		FL320	
Karachi	Ashgabat	DERBO	G452-G775	ORPAB	FL320	
		KEBUD	G208-G775		FL360	
Karachi	Muscat	DERBO	G452-W2-R654	ORBIX	FL320	
		ASVIB	M561-W2-R654		FL260	
Karachi	UAE	DERBO	G452-A453-A419	DARAX	FL320	

Karachi	Bahrain	ASVIB	M561-A419	MIDSI	FL260
		DERBO	G452-A453		FL320
Karachi	Kuwait	ASVIB	M561-A453	NANPI	FL260
		ASVIB	G665-R654-G452-G669		FL260
		KEBUD	UL124-R654-G452-G669		FL360
Karachi	Baghdad	DERBO	G452-G669	PAXAT	FL320
		ASVIB	G665-R654-G202-B411		FL260
		KEBUD	UL124-R654-G202-B411		FL360
Karachi	Ankara	DERBO	G452-R654-G202-B411	DASIS	FL320
		ASVIB	G665-R654-W32-G208-N39-A416-R660		FL260
		KEBUD	UL124-R654-W32-G208-N39-A416-R660		FL360
		DERBO	G452-G208-N39-A416-R660-	BONAM	FL320
		ASVIB	G665-R654-W32-G208-T210-R661-G208-G781		FL260
		KEBUD	UL124-R654-W32-G208-T210-R661-G208-G781		FL360
DERBO	G452-G208-T210-R661-G208-G781	FL320			

ADJACENT FIR FREQUENCIES AND TELEPHONE NUMBERS

ATS UNIT	RTF Call Sign	Frequency		Telephone NO
Baku	Baku RADAR	Main	133.100	+994124971673
		Stand by	133.300, 129.000, 135.100	
Yerevan	Yerevan RADAR	Main	128.800	+37410593304
		Stand by	124.000	
Nakhchivan	Nakhchivan RADAR	Main	127.900	+994136446950
		Stand by	118.200	
Ankara	Ankara RADAR	Main	127.300	+903123980000 ext. 1153 or 1614 +903123980961
	Via DASIS	Stand by	129.300, 122.275	
	Ankara RADAR	Main	128.100	
	Via BONAM, ALRAM	Stand by	132.900, 129.450	
Baghdad	Tehran Control	Main	123.000	+9647901655461
		Stand by	123.525	
Kuwait	Kuwait RADAR	Main	125.300	+9654762994 +9654342476 +9654760763
		Stand by	124.800, 132.100	
Bahrain	Bahrain RADAR	Main	132.120	+97317321080 +97317321081 +97317320486
		Stand by	125.700	
UAE	UAE RADAR	Main	132.150, 124.850	+97317321080 +97317321081 +97317320486
		Stand by		
Muscat	Muscat CONTROL	Main	128.150, 119.800	+96824519550 +96824519507
		Stand by		
Kabul	Kabul Information	Main	120.900, 128.500	+873761336375
		Stand by		
Karachi	Karachi Control	Main	128.300	+922199248038 +922199071953 +922199242148
		Stand by		
Ashgabat	Ashgabat RADAR	Main	135.200	
		Stand by	135.800	
Turkmenbashi	Turkmenbashi RADAR	Main		
		Stand by		

3.8 LONG TERM CONTINGENCY ARRANGEMENTS

In the event that Tehran loses the ability to provide an ATC service in the FIR for an extended period, and contingency plans are in place to provide the service from an alternate location to backup ACC (located in IKIA).

The facility is established at another location IKIA but will take some time to put in place as equipment and communication links have to be brought into operation and staff relocated. The nature of the loss of the Tehran facility may influence the time required to bring the contingency facility into service, but it is expected that under most circumstances an ATC service will be available in the Tehran FIR after several days. In the interim period no ATC service will be available and all flights will be required to route clear of the Tehran FIR.

When established, the contingency facility will comprise a slightly reduced complement of control and support workstations, but with the existing range of communication facilities for clearance delivery.

Operators can expect that ATFM regulations will be in place throughout the period of the transition, with a gradual build up to near normal operating levels.

APPENDIX XX

SAMPLE NOTAMS

a) Avoidance of airspace

NOTAM.....DUE TO DISRUPTION OF ATS IN THE TEHRAN FIR ALL ACFT ARE ADVISED TO AVOID THE FIR.

b) Airspace available with limited ATS

NOTAMDUE TO ANTICIPATED DISRUPTION OF ATS IN THE TEHRAN FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

c) Contingency plan activated

NOTAMDUE TO DISRUPTION OF ATS IN TEHRAN FIR ALL ACFT ARE ADVISED THAT THE Tehran FIR INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THE FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY TEHRAN AIRSPACE.

d) Non adherence to the Contingency Plan

NOTAMOPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE TEHRAN FIR.

e) Avoidance of airspace

NOTAM.....DUE TO TEHRAN ACC BUILDING EVACUATION ALL ACFT SHALL BE ADVISED TO AVOID TEHRAN FIR

CHAPTER 4: DETAILED PROCEDURES – BAGHDAD FIR

4.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES

Baghdad FIR

4.2 FIRs WITH SUPPORTING PROCEDURES

Amman FIR
Ankara FIR
Damascus FIR
Jeddah FIR
Kuwait FIR
Tehran FIR

4.3 NOTIFICATION PROCEDURES

In a limited service situation notification of any service limitations and traffic management measures will be promulgated to operators and adjacent ANSPs via AFTN.

In a no service situation the ACC is likely to have been evacuated. As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators. An evacuation message will be broadcast on appropriate frequencies and operators in receipt of the contingency message are asked to forward this information to affected flights wherever possible.

Note:- In the event of an evacuation, we must assume that the Tower at ORBI is also evacuated. There needs to be a system in place where we can initiate the evacuation messages via cell phone (we call Erbil tower, Najaf Tower and Basra Tower and they broadcast the evacuation message and implement the contingency routes, they will also need to issue the NOTAM and contact adjacent FIRs).

4.4 LIMITED SERVICE – PROCEDURES

4.4.1 Disruption of ground/air communication capability

A limited communication service will be maintained with the assistance of adjacent Aerodromes. VHF services on the Baghdad frequency normally provided by Baghdad Control will be

delegated as appropriate to the other ATS units namely *Erbil, Najaf and Basra Towers*. Appropriate frequencies will be advised by Baghdad and the assisting ATS units.

Situations which could result in a Limited Service are:

Equipment Failure

- a) Transmitters (Loss of a number of Transmitters)
- b) Receivers (Loss of a number of Receivers)
- c) Aerials (Loss of a number of Aerials)
- d) Data Lines (Loss of data lines between Baghdad Communications center and Baghdad ACC)

Propagation

Radio Propagation resulting in partial fade-out can be affected by many factors including Solar Flares and Geomagnetic Storms.

Staffing

Reduced Staffing
Illness
Weather (Severe Weather i.e. Storm, Snow, Flooding)

Security Threat

Depending on the level of the Security threat and if essential staff are allowed to remain on Station

In the event that the operation is degraded substantially, ATFM measures may be imposed as necessary.

4.4.2 Disruption of ability to provide control services

Baghdad ACC shall determine, co-ordinate and promulgate any necessary restrictions to meet the service limitation. Traffic in possession of a valid ATC clearance shall have priority over any other traffic. En-route re-clearance of such traffic shall not be permitted except in emergency.

Traffic without a valid clearance may be subject to tactical traffic management measurements to meet the requirements of the service limitation.

Separation standards

Baghdad ACC will be responsible for ensuring the co-ordination and implementation of any additional separation requirements.

Contingency tracks

Dependant on the nature of the service limitation, Baghdad may promulgate and activate contingency tracks for use in addition to the normal ATS Routes available.

Air Traffic Flow Management

Baghdad ACC shall co-ordinate any necessary traffic management measures where necessary. Such measures may include, but are not limited to, temporary capacity restrictions and tactical rerouting measures.

Baghdad ACC shall co-ordinate these restrictions where necessary with adjacent ANSPs where they may affect the flow of traffic through these units airspace.

Responsibilities of adjacent ANSPs

The action required of adjacent ANSPs will vary dependant on the nature of the service limitation. Where such action is not contained within the inter-centre Letters of Agreement (LOAs) the requirement will be promulgated within the initial failure and restrictions message.

4.5 NO SERVICE – PROCEDURES

4.5.1 Loss of ground/air communication capability

In the event of Baghdad ACC being unable to provide ground/air communications for Baghdad FIR *Erbil, Najaf and Basra Towers* will coordinate with adjacent FIR's to provide ground/communications to the best of their ability.

Situations which could result in No Service being provided are:

- a) Equipment Failure;
 - Transmitters (Loss of all Transmitters)
 - Receivers (Loss of all Receivers)
 - Aerials (Loss of all Aerials)
 - Data Lines (Loss of data lines)
- b) Propagation;
 - Radio Propagation resulting in total fade-out which can be caused by many factors including Solar Flares and Geomagnetic Storms.
- c) Staffing
 - No Staff
 - Illness (Seasonal Influenza)
 - Weather
 - Industrial Relations issues
- d) Evacuation of Baghdad ACC
 - Fire
 - Bomb threat

Effect on flights

In the event of Baghdad ACC being unable to provide ground/air communications for a sustained period of time *Erbil, Najaf and Basrah Towers* in coordination with adjacent FIR's could provide a limited communications facility to flights in the Baghdad FIR.

ATFM measures may be imposed as necessary.

4.5.2 Loss of ability to provide control services

Should Baghdad ACC be evacuated the potential would exist for a major disruption to Air Traffic Control (ATC) within the Baghdad FIR.

In the event that Baghdad ACC is evacuated, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication. The procedures to be adopted are detailed in the Baghdad Contingency plan.

The Plan will be activated by promulgation of a NOTAM issued by (ICAA) as far in advance as is practicable. However, when such prior notification is Impracticable for any reason, the Plan will be put into effect on notification by (ICAA) and/or ICAO MID office, as authorized by Head of ICAA. It is expected that the civil aviation authorities concerned and the airline operators will fully cooperate to implement the Plan as soon as possible.

As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators as, detailed in the Baghdad Contingency Procedures – Appendix xx. In turn they are expected to advise the affected traffic.

Other ATSU's will provide guidance as far as possible in the circumstances.

Contact information that may be used in the event of an emergency evacuation is provided in Appendix XX.

4.6 FLIGHT CREW AND OPERATOR PROCEDURES

4.6.1 For flights within the Baghdad FIR – General

The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.

On receipt of the contingency message pilots are requested to broadcast to other flights on 121.5,123.45 and the assigned Unit frequency. A listening watch on these frequencies must be maintained.

4.6.2 For flights within the Baghdad FIR – Westbound

Kuwait ACC will endeavour to provide an ATC service throughout the Baghdad FIR as soon as evacuation commences. These procedures are detailed at Baghdad Contingency Procedures – Appendix x

Flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate and subsequent position.

Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

UNIT	TEL. No	FAX No	EMAIL	AFTN
Amman FIR	+ 962 64			

	451672			
Ankara FIR	+903123 980290	+903 12 398 0961	cellatin.brozokurt@dhmi.gov.tr	
Damascus FIR	+963 115 400164	+963 11 540 0312		
Jeddah FIR	+966 26 8550067			
Kuwait FIR	+965 43432476 or +965 4760463			
Tehran FIR	+982 144 544116			

ICAO MID	0020 2 2267 4845/46/41	0020 2 2267 4843	
IATA	OO962 6 569 8728	OO962 6 560 4548	saidh@iata.org

Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

4.6.3 For flights within the Baghdad FIR – Eastbound

Ankara ACC will endeavour to provide an ATC service throughout the Baghdad FIR as soon as evacuation commences. These procedures are detailed at Baghdad Contingency Procedures – Appendix x

Flights operating with a received and acknowledged ATC clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

Communications with the next ATSU should be established at the earliest opportunity.

4.6.4 For flights approaching the Baghdad FIR when the contingency is activated.

Not in Receipt of an ATC Clearance

In the event that Baghdad ACC must be evacuated, only aircraft with received and acknowledged ATC clearances shall be permitted to transit Baghdad FIR.

If unable to obtain or acknowledge an ATC clearance, flights should plan to re-route around the Baghdad FIR or to land at an appropriate airfield.

In receipt of an acknowledged ATC Clearance outside Baghdad FIR

Aircraft operating with a received and acknowledged ATC clearance can, at pilot's discretion, continue, but must expect a limited ATC service or no service within the Baghdad FIR.

However, due to the uncertainty surrounding the contingency situation pilots are strongly advised to comply with the procedures detailed above for flights not in receipt of an ATC clearance even if they are in receipt of an acknowledged ATC clearance.

4.7 BAGHDAD FIR – CONTINGENCY ROUTE STRUCTURE

4.7.1 For activation within Baghdad FIR

In a **limited service** contingency situation Baghdad ACC may promulgate additional contingency tracks in addition to the published ATS Routes. Any contingency track design within the Baghdad FIR will be effected at the time of the event and be dependent on the nature of the service limitation. Promulgation will be via AFTN

4.7.2 For activation within adjacent FIR

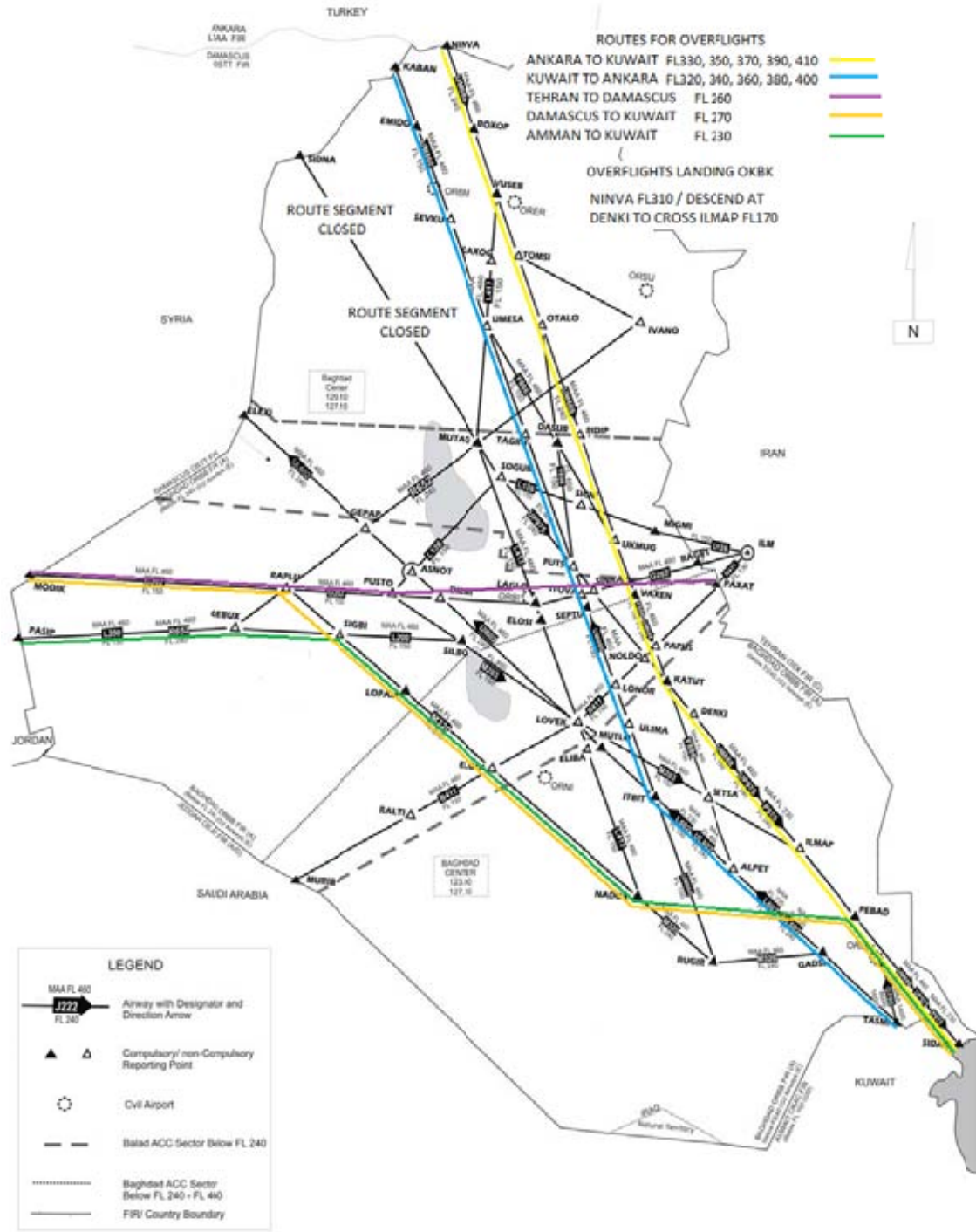
Unless instructed otherwise, flights entering the Baghdad FIR should use the following contingency routes:

Communications with the next ATSU should be established at the earliest opportunity.

For Transit Flights South North Except traffic Landing Kuwait

Entry FIR	Exit FIR	Entry FIX	Route Designator	Exit FIX	Flight Levels	Frequencies
Ankara	Kuwait	NINVA	UM688	SIDAD	FL330, FL350, FL370, FL390, FL410	NINVA 129.10 VAXEN 123.0 PEBAD 125.3
Damascus	Kuwait	MODIK	G202 M320 UM688	SIDAD	FL 270	MODIK 121.3 RAPLU 129.10 LOPAM 123.0 PEBAD 125.3
Amman	Kuwait	PASIP	L200 M320 UM688	SIDAD	FL 230	PASIP 128.5 GIBUX 129.10 LOPAM 123.0 PEBAD 125.3
Kuwait	Ankara	TASMI	UL602	KABAN	FL320, FL340, FL360, FL380, FL400	TASMI 123.0 SEPTU 129.10 UMESA 132.9
Kuwait	Damascus	TASMI	UL602 M320 G202	MODIK	FL280	TASMI 123.0 ELODI 129.10 MODIK 121.3
Kuwait	Amman	TASMI	UL602 M320 L200	PASIP	FL240	TASMI 123.0 ELODI 129.10 PASIP 128.5
Tehran	Damascus	PAXAT	DCT G202	MODIK	FL 260	PAXAT 129.1 MODIK 121.3

- 1) Note No ATC Service provided to any flight Departing from within the Baghdad FIR;
- 2) Adjacent FIRs to provide 10Minutes Longitudinal Separation between Aircraft at the same Flight Level, with similar or faster performance Aircraft proceeding; and
- 3) UP975 from **SIDAD** to **UKMUGNOT** USABLE Air Route Segment.



4.8 LONG TERM CONTINGENCY ARRANGEMENTS

In the event that Baghdad loses the ability to provide an ATC service in the FIR for an extended period, and contingency plans are in place to provide the service from an alternate location.

The facility will be or is established at another location but will take some time to put in place as equipment and communication links have to be brought into operation and staff relocated. The nature of the loss of the Baghdad facility may influence the time required to bring the contingency facility into service, but it is expected that under most circumstances an ATC service will be available in the Baghdad FIR after several days. In the interim period no ATC service will be available and all flights will be required to route clear of the Baghdad FIR.

When established, the contingency facility will comprise a slightly reduced complement of control and support workstations, but with the existing range of communication facilities for clearance delivery.

Operators can expect that ATFM regulations will be in place throughout the period of the transition, with a gradual build up to near normal operating levels.

APPENDIX XX

SAMPLE NOTAMS

a) Avoidance of airspace

NOTAM.....DUE TO DISRUPTION OF ATS IN THE BAGHDAD FIR ALL ACFT ARE ADVISED TO AVOID THE FIR.

b) Airspace available with limited ATS

NOTAMDUE TO ANTICIPATED DISRUPTION OF ATS IN THE BAGHDAD FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

c) Contingency plan activated

NOTAMDUE TO DISRUPTION OF ATS IN BAGHDAD FIR ALL ACFT ARE ADVISED THAT THE Baghdad FIR INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THE FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY TEHRAN AIRSPACE.

d) Non adherence to the Contingency Plan

NOTAMOPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE BAGHDAD FIR.

CHAPTER 5: DETAILED PROCEDURES – AMMAN FIR

5.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES

Amman FIR

5.2 FIRs WITH SUPPORTING PROCEDURES

Jeddah FIR
Riyadh ACC
Baghdad FIR
Damascus FIR
Tel Aviv FIR
Cairo FIR

5.3 NOTIFICATION PROCEDURES

In a limited service situation notification of any service limitations and traffic management measures will be promulgated to operators and adjacent ANSPs via AFTN.

In a no service situation the ACC is likely to have been evacuated. As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators. An evacuation message will be broadcast on appropriate frequencies and operators in receipt of the contingency message are asked to forward this information to affected flights wherever possible.

5.4 LIMITED SERVICE – PROCEDURES

5.4.1 Disruption of ground/air communication capability

A limited communication service will be maintained with the assistance of adjacent Aerodromes. VHF services on the Amman frequency normally provided by Amman Control will be delegated as appropriate to the other ATS units namely ----- . Appropriate frequencies will be advised by Amman and the assisting stations.

Situations which could result in a Limited Service are:

Equipment Failure

- a) Transmitters (Loss of a number of Transmitters)
- b) Receivers (Loss of a number of Receivers)
- c) Aerials (Loss of a number of Aerials)
- d) Data Lines (Loss of data lines between Amman Communications center and Amman ACC)

Propagation

Radio Propagation resulting in partial fade-out can be affected by many factors including Solar Flares and Geomagnetic Storms.

Staffing

Reduced Staffing
Illness
Weather (Severe Weather i.e. Storm, Snow, Flooding)

Security Threat

Depending on the level of the Security threat and if essential staff are allowed to remain on Station

In the event that the operation is degraded substantially, ATFM measures may be imposed as necessary.

5.4.2 Disruption of ability to provide control services

Amman ACC shall determine, co-ordinate and promulgate any necessary restrictions to meet the service limitation. Traffic in possession of a valid ATC clearance shall have priority over any other traffic. En-route re-clearance of such traffic shall not be permitted except in emergency.

Traffic without a valid clearance may be subject to tactical traffic management measurements to meet the requirements of the service limitation.

Separation standards

Amman ACC will be responsible for ensuring the co-ordination and implementation of any additional separation requirements.

Contingency tracks

Dependant on the nature of the service limitation, Amman may promulgate and activate contingency tracks for use in addition to the normal ATS Routes available.

Air Traffic Flow Management

Amman ACC shall co-ordinate any necessary traffic management measures where necessary. Such measures may include, but are not limited to, temporary capacity restrictions and tactical rerouting measures.

Amman ACC shall co-ordinate these restrictions where necessary with adjacent ANSPs where they may affect the flow of traffic through these units airspace.

Responsibilities of adjacent ANSPs

The action required of adjacent ANSPs will vary dependant on the nature of the service limitation. Where such action is not contained within the inter-centre Letters of Agreement (LOAs) the requirement will be promulgated within the initial failure and restrictions message.

5.5 NO SERVICE – PROCEDURES

5.5.1 Loss of ground/air communication capability

In the event of Amman ACC being unable to provide ground/air communications for Amman FIR ----- ATC Unit will coordinate with adjacent FIR's to provide ground/communications to the best of their ability.

Situations which could result in No Service being provided are:

- a) Equipment Failure;
 - Transmitters (Loss of all Transmitters)
 - Receivers (Loss of all Receivers)
 - Aerials (Loss of all Aerials)
 - Data Lines (Loss of data lines)
- b) Propagation;
 - Radio Propagation resulting in total fade-out which can be caused by many factors including Solar Flares and Geomagnetic Storms.
- c) Staffing
 - No Staff
 - Illness (Seasonal Influenza)
 - Weather
 - Industrial Relations issues
- d) Evacuation of Amman ACC
 - Fire
 - Bomb threat

Effect on flights

In the event of Amman ACC being unable to provide ground/air communications for a sustained period of time ----- ATC Unit in coordination with adjacent FIR's could provide a limited communications facility to flights in the Amman FIR.

ATFM measures may be imposed as necessary.

5.5.2 Loss of ability to provide control services

Should Amman ACC be evacuated the potential would exist for a major disruption to Air Traffic Control (ATC) within the Amman FIR.

In the event that Amman ACC is evacuated, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication. The procedures to be adopted are detailed in the Jordan Contingency Plan.

The Plan will be activated by promulgation of a NOTAM issued by (CARC) as far in advance as is practicable. However, when such prior notification is Impracticable for any reason, the Plan will be put into effect on notification by (CARC) and/or ICAO MID office

As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators as, detailed in the Amman Contingency Procedures – Appendix xx.' In turn they are expected to advise the affected traffic.

Other ATSU's will provide guidance as far as possible in the circumstances.

Contact information that may be used in the event of an emergency evacuation is provided in Appendix XX.

5.6 FLIGHT CREW AND OPERATOR PROCEDURES

5.6.1 For flights within the Amman FIR – General

The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.

On receipt of the contingency message pilots are requested to broadcast to other flights on 121.5 and 123.45. A listening watch on these frequencies must be maintained.

5.6.2 For flights within the Amman FIR – Westbound

Cairo, Damascus, Jeddah ACC and Tel Aviv ACC will endeavour to provide an ATC service throughout the Amman FIR as soon as evacuation commences. These procedures are detailed at Amman Contingency Procedures – Appendix x

Flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate and subsequent position.

Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

UNIT	TEL. No	FAX No	EMAIL	AFTN
Jeddah ACC	00966	00966		
Riyadh ACC	00966	00966		
Baghdad ACC				
Damascus ACC				
Tel Aviv ACC				
Cairo ACC				

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ICAO MID	0020 2 2267 4845/46/41	0020 2 2267 4843	
IATA	OO962 6 569 8728	OO962 6 560 4548	saidh@iata.org

Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

5.6.3 For flights within the Amman FIR – Eastbound

Cairo, Damascus, Jeddah ACC and Tel Aviv ACC will endeavour to provide an ATC service throughout the Amman FIR as soon as evacuation commences. These procedures are detailed at Amman Contingency Procedures – **Appendix x**

Flights operating with a received and acknowledged ATC clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

Communications with the next ATSU should be established at the earliest opportunity.

5.6.4 For flights approaching the Amman FIR when the contingency is activated.

Not in Receipt of an ATC Clearance

In the event that Amman ACC must be evacuated, only aircraft with received and acknowledged ATC clearances shall be permitted to transit Amman FIR.

If unable to obtain or acknowledge an ATC clearance, flights should plan to re-route around the Amman FIR or to land at an appropriate airfield.

In receipt of an acknowledged ATC Clearance outside Amman FIR

Aircraft operating with a received and acknowledged ATC clearance can, at pilot's discretion, continue, but must expect a limited ATC service or no service within the Amman FIR.

However, due to the uncertainty surrounding the contingency situation pilots are strongly advised to comply with the procedures detailed above for flights not in receipt of an ATC clearance even if they are in receipt of an acknowledged ATC clearance.

5.7 AMMAN FIR – CONTINGENCY ROUTE STRUCTURE

5.7.1 For activation within Amman FIR

In a **limited service** contingency situation Amman ACC may promulgate additional contingency tracks in addition to the published ATS Routes. Any contingency track design within the Amman FIR will be effected at the time of the event and be dependent on the nature of the service limitation. Promulgation will be via AFTN

5.7.2 For activation within adjacent FIR

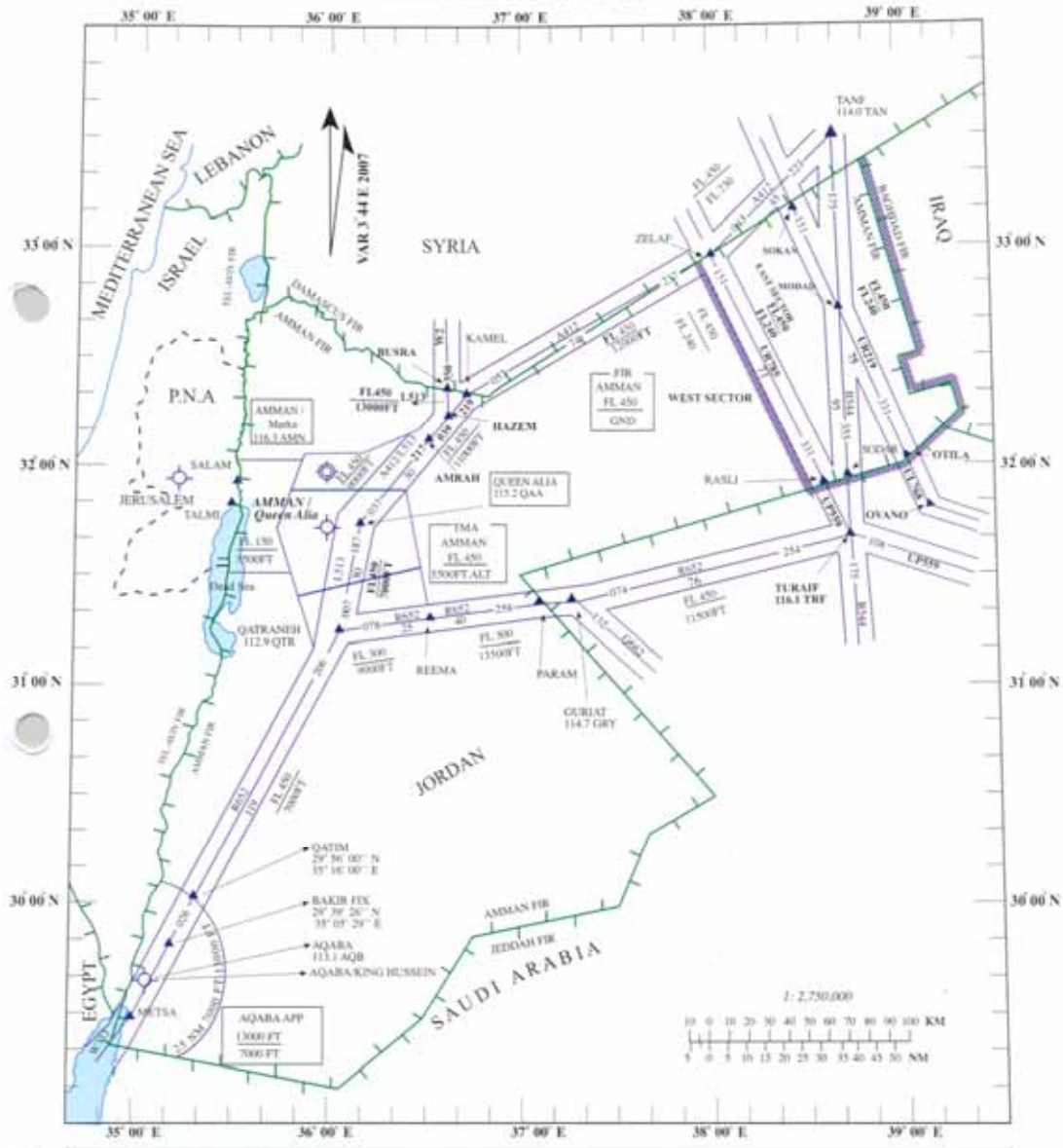
Unless instructed otherwise, flights entering the Amman FIR should use the following contingency routes:

CONTINGENCY ROUTE STRUCTURE FOR AMMAN FIR

Present ATS Route	Contingency Routings	FIRs Involved
<p>EAST SECTOR: ATS routes B544, UR219, UR785 In case of closure: these routes, all traffic will have to be re routed as follows:</p>	<p>a) East Bound Traffic: all traffic has to follow the routes: L513 to BUSRA and HAZEM, A412/L513 to QAA–GRY, W333/R652 in JEDDAH FIR. Other traffic coming from the north through ZELAF or TANF will have to continue on A412/L513 to QAA–GRY, W333/R652 in JEDDAH FIR.</p> <p>b) West Bound Traffic: all traffic has to come through GRY/ ATS route R652 then on W333/A412/L513, GRY – QAA then L513 HAZEM to BUSRA and DAMASCUS FIR.</p>	<ul style="list-style-type: none"> • Damascus FIR • Jeddah FIR
<p>WEST SECTOR : this sector has four outlets: North Border: ATS route A412/L513 and W2 with DAMASCUS in case of closure</p>	<p>a) All west bound traffic has to go through TALMI. Or ATS route A412/L513 – QTR then ATS route R652 to METSA and CAIRO FIR. As for the east bound traffic it will, be through SALAM or METSA on route R652 - QTR, thereafter to QAA or to continue to GRY in JEDDAH.FIR.</p>	<ul style="list-style-type: none"> • Tel Aviv FIR • CAIRO FIR • JEDDAH FIR
<p>West Border Air Corridors with TELAVIV FIR: in case of being closed, east bound traffic has to follow:</p>	<p>b) A412/L513 to HAZEM then L513 to BUSRA and DAMASCUS or to continue on A412/L513 to ZELAF or TANF in DAMASCUS FIR. West bound traffic will use A412/L513 to QTR then R652 to METSA and CAIRO FIR. Arrivals have to come through A412/L513 or L513 - BUSRA and QAA or on R652 from CAIRO FIR through METSA.</p>	<ul style="list-style-type: none"> • Damascus FIR • Cairo FIR
<p>South border METSA and R652 to and from CAIRO FIR: in case of closure</p>	<p>Departures or arrivals have to use W2 to BUSRA – HAZEM – A412/L513 to QAA and vice versa. OR via TELAVIV FIR instead of L513 or A412</p>	<ul style="list-style-type: none"> • Damascus FIR • Tel Aviv FIR
<p>East border ATS route R652 QTR – PARAM – GRY in case of closure</p>	<p>c) East bound traffic has to use A412/L513 to ZELAF then UR785 to JEDDAH FIR. West bound traffic will proceed through OTILA to SOKAN UR219 to ZELAF then A412 to QAAVOR.</p>	<ul style="list-style-type: none"> • DAMASCUS FIR • Jeddah FIR

Communications with the next ATSU should be established at the earliest opportunity.

Appendix



Within East Sector, Non Rnav equipped ACFT may operate only along Airway B544.

APPENDIX

CONTINGENCY FREQUENCIES FOR CONTROL AND/OR FLIGHT MONITORING SERVICES

CONTINGENCY ROUTES IN AMMAN (CRJ)	ATS ROUTES	COM

5.8 LONG TERM CONTINGENCY ARRANGEMENTS

In the event that Jordan loses the ability to provide an ATC service in the Amman FIR for an extended period, and contingency plans are in place to provide the service from an alternate location.

The facility will be or is established at another location but will take some time to put in place as equipment and communication links have to be brought into operation and staff relocated. The nature of the loss of the Amman facility may influence the time required to bring the contingency facility into service, but it is expected that under most circumstances an ATC service will be available in the Amman FIR within 48 hours. In the interim period no ATC service will be available and all flights will be required to route clear of the Amman FIR.

When established, the contingency facility will comprise a slightly reduced complement of control and support workstations, but with the existing range of communication facilities for clearance delivery.

Operators can expect that ATFM regulations will be in place throughout the period of the transition, with a gradual build up to near normal operating levels.

APPENDIX XX

SAMPLE NOTAMS

a) Avoidance of airspace

NOTAM.....DUE TO DISRUPTION OF ATS IN THE AMMAN FIR ALL ACFT ARE ADVISED TO AVOID THE FIR.

b) Airspace available with limited ATS

NOTAMDUE TO ANTICIPATED DISRUPTION OF ATS IN THE AMMAN FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

c) Contingency plan activated

NOTAMDUE TO DISRUPTION OF ATS IN AMMAN FIR ALL ACFT ARE ADVISED THAT THE AMMAN FIR INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THE FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY AMMAN AIRSPACE.

d) Non adherence to the Contingency Plan

NOTAMOPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE AMMAN FIR

CHAPTER 6: DETAILED PROCEDURES – KUWAIT FIR

6.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES

Kuwait FIR

6.2 FIRs WITH SUPPORTING PROCEDURES

Baghdad FIR
Bahrain FIR
Jeddah FIR
Tehran FIR

6.3 NOTIFICATION PROCEDURES

In a limited service situation notification of any service limitations and traffic management measures will be promulgated to operators and adjacent ANSPs via AFTN.

In a no service situation the ACC is likely to have been evacuated. As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators. An evacuation message will be broadcast on appropriate frequencies and operators in receipt of the contingency message are asked to forward this information to affected flights wherever possible.

6.4 LIMITED SERVICE – PROCEDURES

6.4.1 Disruption of ground/air communication capability

A limited communication service will be maintained with the assistance of adjacent Aerodromes. VHF services on the Kuwait frequency normally provided by Kuwait Control will be delegated as appropriate to the other ATS units namely -----, Appropriate frequencies will be advised by Kuwait and the assisting ATS units.

Situations which could result in a Limited Service are:

Equipment Failure

- a) Transmitters (Loss of a number of Transmitters)
- b) Receivers (Loss of a number of Receivers)
- c) Aerials (Loss of a number of Aerials)
- d) Data Lines (Loss of data lines between Kuwait Communications center and Kuwait ACC)

Propagation

Radio Propagation resulting in partial fade-out can be affected by many factors including Solar Flares and Geomagnetic Storms.

Staffing

Reduced Staffing
Illness
Weather (Severe Weather i.e. Storm, Snow, Flooding)

Security Threat

Depending on the level of the Security threat and if essential staff are allowed to remain on Station

In the event that the operation is degraded substantially, ATFM measures may be imposed as necessary.

6.4.2 Disruption of ability to provide control services

Kuwait ACC shall determine, co-ordinate and promulgate any necessary restrictions to meet the service limitation. Traffic in possession of a valid ATC clearance shall have priority over any other traffic. En-route re-clearance of such traffic shall not be permitted except in emergency.

Traffic without a valid clearance may be subject to tactical traffic management measurements to meet the requirements of the service limitation.

Separation standards

Kuwait ACC will be responsible for ensuring the co-ordination and implementation of any additional separation requirements.

Contingency tracks

Dependant on the nature of the service limitation, Kuwait may promulgate and activate contingency tracks for use in addition to the normal ATS Routes available.

Air Traffic Flow Management

Kuwait ACC shall co-ordinate any necessary traffic management measures where necessary. Such measures may include, but are not limited to, temporary capacity restrictions and tactical rerouting measures.

Kuwait ACC shall co-ordinate these restrictions where necessary with adjacent ANSPs where they may affect the flow of traffic through these units airspace.

Responsibilities of adjacent ANSPs

The action required of adjacent ANSPs will vary dependant on the nature of the service limitation. Where such action is not contained within the inter-centre Letters of Agreement (LOAs) the requirement will be promulgated within the initial failure and restrictions message.

6.5 NO SERVICE – PROCEDURES

6.5.1 Loss of ground/air communication capability

In the event of Kuwait ACC being unable to provide ground/air communications for Kuwait FIR ----- ATC Unit will coordinate with adjacent FIR's to provide ground/communications to the best of their ability.

Situations which could result in No Service being provided are:

- a) Equipment Failure;
 - Transmitters (Loss of all Transmitters)
 - Receivers (Loss of all Receivers)

- Aerials (Loss of all Aerials)
 - Data Lines (Loss of data lines)
- b) Propagation;
- Radio Propagation resulting in total fade-out which can be caused by many factors including Solar Flares and Geomagnetic Storms.
- c) Staffing
- No Staff
 - Illness (Seasonal Influenza)
 - Weather
 - Industrial Relations issues
- d) Evacuation of Kuwait ACC
- Fire
 - Bomb threat

Effect on flights

In the event of Kuwait ACC being unable to provide ground/air communications for a sustained period of time ----- ATC Unit in coordination with adjacent FIR's could provide a limited communications facility to flights in the Kuwait FIR.

ATFM measures may be imposed as necessary.

6.5.2 Loss of ability to provide control services

Should Kuwait ACC be evacuated the potential would exist for a major disruption to Air Traffic Control (ATC) within the Kuwait FIR.

In the event that Kuwait ACC is evacuated, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication. The procedures to be adopted are detailed in the Kuwait Contingency plan.

As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators as, detailed in the Kuwait Contingency Procedures – Appendix xx.' In turn they are expected to advise the affected traffic.

Other ATSU's will provide guidance as far as possible in the circumstances.

Contact information that may be used in the event of an emergency evacuation is provided in Appendix XX.

6.6 FLIGHT CREW AND OPERATOR PROCEDURES

6.6.1 For flights within the Kuwait FIR – General

The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.

On receipt of the contingency message pilots are requested to broadcast to other flights on 121.5 and 123.45. A listening watch on these frequencies must be maintained.

6.6.2 For flights within the Kuwait FIR – Westbound

----- ACC's will endeavour to provide an ATC service throughout the Kuwait FIR as soon as evacuation commences. These procedures are detailed at Kuwait Contingency Procedures – Appendix x

Flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate and subsequent position.

Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

UNIT	TEL. No	FAX No	EMAIL	AFTN
Baghdad FIR				
Bahrain FIR				
Jeddah FIR				
Tehran FIR				

ICAO MID	0020 2 2267 4845/46/41	0020 2 2267 4843	
IATA	OO962 6 569 8728	OO962 6 560 4548	saidh@iata.org

Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

6.6.3 For flights within the Kuwait FIR – Eastbound

----- ACC's will endeavour to provide an ATC service throughout the Kuwait FIR as soon as evacuation commences. These procedures are detailed at Kuwait Contingency Procedures – Appendix x

Flights operating with a received and acknowledged ATC clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

Communications with the next ATSU should be established at the earliest opportunity.

6.6.4 For flights approaching the Kuwait FIR when the contingency is activated.

Not in Receipt of an ATC Clearance

In the event that Kuwait ACC must be evacuated, only aircraft with received and acknowledged ATC clearances shall be permitted to transit Kuwait FIR.

If unable to obtain or acknowledge an ATC clearance, flights should plan to re-route around the Kuwait FIR or to land at an appropriate airfield.

In receipt of an acknowledged ATC Clearance outside Kuwait FIR

Aircraft operating with a received and acknowledged ATC clearance can, at pilot's discretion, continue, but must expect a limited ATC service or no service within the Kuwait FIR.

However, due to the uncertainty surrounding the contingency situation pilots are strongly advised to comply with the procedures detailed above for flights not in receipt of an ATC clearance even if they are in receipt of an acknowledged ATC clearance.

6.7 KUWAIT FIR – CONTINGENCY ROUTE STRUCTURE

6.7.1 For activation within Kuwait FIR

In a **limited service** contingency situation Kuwait ACC may promulgate additional contingency tracks in addition to the published ATS Routes. Any contingency track design within the Kuwait FIR will be effected at the time of the event and be dependent on the nature of the service limitation. Promulgation will be via AFTN

6.7.2 For activation within adjacent FIR

Unless instructed otherwise, flights entering the Kuwait FIR should use the following contingency routes:

Communications with the next ATSU should be established at the earliest opportunity.

6.8 LONG TERM CONTINGENCY ARRANGEMENTS

In the event that Kuwait loses the ability to provide an ATC service in the FIR for an extended period, and contingency plans are in place to provide the service from an alternate location.

The facility will be or is established at another location but will take some time to put in place as equipment and communication links have to be brought into operation and staff relocated. The nature of the loss of the Kuwait facility may influence the time required to bring the contingency facility into service, but it is expected that under most circumstances an ATC service will be available in the Kuwait FIR within 48 hours. In the interim period no ATC service will be available and all flights will be required to route clear of the Baghdad FIR.

When established, the contingency facility will comprise a slightly reduced complement of control and support workstations, but with the existing range of communication facilities for clearance delivery.

Operators can expect that ATFM regulations will be in place throughout the period of the transition, with a gradual build up to near normal operating levels.

APPENDIX XX

SAMPLE NOTAMS

a) Avoidance of airspace

NOTAM.....DUE TO DISRUPTION OF ATS IN THE KUWAIT FIR ALL ACFT ARE ADVISED TO AVOID THE FIR.

b) Airspace available with limited ATS

NOTAMDUE TO ANTICIPATED DISRUPTION OF ATS IN THE KUWAIT FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

c) Contingency plan activated

NOTAMDUE TO DISRUPTION OF ATS IN KUWAIT FIR ALL ACFT ARE ADVISED THAT THE Kuwait FIR INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THE FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY KUWAIT AIRSPACE.

d) Non adherence to the Contingency Plan

NOTAMOPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE KUWAIT FIR

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CHAPTER 7: DETAILED PROCEDURES – BEIRUT FIR

7.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES

Beirut FIR

7.2 FIRs WITH SUPPORTING PROCEDURES

Damascus FIR
Nicosia FIR

7.3 NOTIFICATION PROCEDURES

In a limited service situation notification of any service limitations and traffic management measures will be promulgated to operators and adjacent ANSPs via AFTN.

In a no service situation the ACC is likely to have been evacuated. As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators. An evacuation message will be broadcast on appropriate frequencies and operators in receipt of the contingency message are asked to forward this information to affected flights wherever possible.

7.4 LIMITED SERVICE – PROCEDURES

7.4.1 Disruption of ground/air communication capability

A limited communication service will be maintained with the assistance of adjacent Aerodromes. VHF services on the Beirut frequency normally provided by Beirut Control will be delegated as appropriate to the other ATS units namely -----, Appropriate frequencies will be advised by Beirut and the assisting ATS units.

Situations which could result in a Limited Service are:

Equipment Failure

- a) Transmitters (Loss of a number of Transmitters)
- b) Receivers (Loss of a number of Receivers)
- c) Aerials (Loss of a number of Aerials)
- d) Data Lines (Loss of data lines between Beirut Communications center and Beirut ACC)

Propagation

Radio Propagation resulting in partial fade-out can be affected by many factors including Solar Flares and Geomagnetic Storms.

Staffing

Reduced Staffing
Illness
Weather (Severe Weather i.e. Storm, Snow, Flooding)

Security Threat

Depending on the level of the Security threat and if essential staff are allowed to remain on Station

In the event that the operation is degraded substantially, ATFM measures may be imposed as necessary.

7.4.2 Disruption of ability to provide control services

Beirut ACC shall determine, co-ordinate and promulgate any necessary restrictions to meet the service limitation. Traffic in possession of a valid ATC clearance shall have priority over any other traffic. En-route re-clearance of such traffic shall not be permitted except in emergency.

Traffic without a valid clearance may be subject to tactical traffic management measurements to meet the requirements of the service limitation.

Separation standards

Beirut ACC will be responsible for ensuring the co-ordination and implementation of any additional separation requirements.

Contingency tracks

Dependant on the nature of the service limitation, Beirut may promulgate and activate contingency tracks for use in addition to the normal ATS Routes available.

Air Traffic Flow Management

Beirut ACC shall co-ordinate any necessary traffic management measures where necessary. Such measures may include, but are not limited to, temporary capacity restrictions and tactical rerouting measures.

Beirut ACC shall co-ordinate these restrictions where necessary with adjacent ANSPs where they may affect the flow of traffic through these units airspace.

Responsibilities of adjacent ANSPs

The action required of adjacent ANSPs will vary dependant on the nature of the service limitation. Where such action is not contained within the inter-centre Letters of Agreement (LOAs) the requirement will be promulgated within the initial failure and restrictions message.

7.5 NO SERVICE – PROCEDURES

7.5.1 Loss of ground/air communication capability

In the event of Beirut ACC being unable to provide ground/air communications for Beirut FIR ----- ATC Unit will coordinate with adjacent FIR's to provide ground/communications to the best of their ability.

Situations which could result in No Service being provided are:

- a) Equipment Failure;
 - Transmitters (Loss of all Transmitters)
 - Receivers (Loss of all Receivers)
 - Aerials (Loss of all Aerials)
 - Data Lines (Loss of data lines)

b) Propagation;

- Radio Propagation resulting in total fade-out which can be caused by many factors including Solar Flares and Geomagnetic Storms.

c) Staffing

- No Staff
- Illness (Seasonal Influenza)
- Weather
- Industrial Relations issues

d) Evacuation of Beirut ACC

- Fire
- Bomb threat

Effect on flights

In the event of Beirut ACC being unable to provide ground/air communications for a sustained period of time ----- ATC Unit in coordination with adjacent FIR's could provide a limited communications facility to flights in the Beirut FIR.

ATFM measures may be imposed as necessary.

7.5.2 Loss of ability to provide control services

Should Beirut ACC be evacuated the potential would exist for a major disruption to Air Traffic Control (ATC) within the Beirut FIR.

In the event that Beirut ACC is evacuated, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication. The procedures to be adopted are detailed in the Beirut Contingency plan.

As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators as, detailed in the Beirut Contingency Procedures – Appendix xx.' In turn they are expected to advise the affected traffic.

Other ATSUs will provide guidance as far as possible in the circumstances.

Contact information that may be used in the event of an emergency evacuation is provided in Appendix XX.

7.6 FLIGHT CREW AND OPERATOR PROCEDURES

7.6.1 For flights within the Beirut FIR – General

The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.

On receipt of the contingency message pilots are requested to broadcast to other flights on 121.5 and 123.45. A listening watch on these frequencies must be maintained.

7.6.2 For flights within the Beirut FIR – Westbound

----- ACC's will endeavour to provide an ATC service throughout the Beirut FIR as soon as evacuation commences. These procedures are detailed at Beirut Contingency Procedures – Appendix x

Flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate and subsequent position.

Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

UNIT	TEL. No	FAX No	EMAIL	AFTN
Damascus FIR				
Nicosia FIR				

ICAO MID	0020 2 2267 4845/46/41	0020 2 2267 4843	
IATA	OO962 6 569 8728	OO962 6 560 4548	saidh@iata.org

Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

7.6.3 For flights within the Beirut FIR – Eastbound

----- ACC's will endeavour to provide an ATC service throughout the Beirut FIR as soon as evacuation commences. These procedures are detailed at Beirut Contingency Procedures – Appendix x

Flights operating with a received and acknowledged ATC clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

Communications with the next ATSU should be established at the earliest opportunity.

7.6.4 For flights approaching the Beirut FIR when the contingency is activated.

Not in Receipt of an ATC Clearance

In the event that Beirut ACC must be evacuated, only aircraft with received and acknowledged ATC clearances shall be permitted to transit Beirut FIR.

If unable to obtain or acknowledge an ATC clearance, flights should plan to re-route around the Beirut FIR or to land at an appropriate airfield.

In receipt of an acknowledged ATC Clearance outside Beirut FIR

Aircraft operating with a received and acknowledged ATC clearance can, at pilot's discretion, continue, but must expect a limited ATC service or no service within the Beirut FIR.

However, due to the uncertainty surrounding the contingency situation pilots are strongly advised to comply with the procedures detailed above for flights not in receipt of an ATC clearance even if they are in receipt of an acknowledged ATC clearance.

7.7 BEIRUT FIR – CONTINGENCY ROUTE STRUCTURE

7.7.1 For activation within Beirut FIR

In a **limited service** contingency situation Beirut ACC may promulgate additional contingency tracks in addition to the published ATS Routes. Any contingency track design within the Beirut FIR will be effected at the time of the event and be dependent on the nature of the service limitation. Promulgation will be via AFTN

7.7.2 For activation within adjacent FIR

Unless instructed otherwise, flights entering the Beirut FIR should use the following contingency routes:

Communications with the next ATSU should be established at the earliest opportunity.

7.8 LONG TERM CONTINGENCY ARRANGEMENTS

In the event that Beirut loses the ability to provide an ATC service in the FIR for an extended period, and contingency plans are in place to provide the service from an alternate location.

The facility will be or is established at another location but will take some time to put in place as equipment and communication links have to be brought into operation and staff relocated. The nature of the loss of the Beirut facility may influence the time required to bring the contingency facility into service, but it is expected that under most circumstances an ATC service will be available in the Beirut FIR within 48 hours. In the interim period no ATC service will be available and all flights will be required to route clear of the Beirut FIR.

When established, the contingency facility will comprise a slightly reduced complement of control and support workstations, but with the existing range of communication facilities for clearance delivery.

Operators can expect that ATFM regulations will be in place throughout the period of the transition, with a gradual build up to near normal operating levels.

APPENDIX XX

SAMPLE NOTAMS

a) Avoidance of airspace

NOTAM.....DUE TO DISRUPTION OF ATS IN THE BEIRUT FIR ALL ACFT ARE ADVISED TO AVOID THE FIR.

b) Airspace available with limited ATS

NOTAMDUE TO ANTICIPATED DISRUPTION OF ATS IN THE BEIRUT FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

c) Contingency plan activated

NOTAMDUE TO DISRUPTION OF ATS IN BEIRUT FIR ALL ACFT ARE ADVISED THAT THE Beirut FIR INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THE FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY BEIRUT AIRSPACE.

d) Non adherence to the Contingency Plan

NOTAMOPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE BEIRUT FIR

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CHAPTER 8: DETAILED PROCEDURES – TRIPOLI FIR

8.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES

Tripoli FIR

8.2 FIRs WITH SUPPORTING PROCEDURES

Algiers FIR
Cairo FIR
Khartoum FIR
Malta FIR
N'Djamena FIR
Niamey UIR
Nicosia FIR
Tunis FIR

8.3 NOTIFICATION PROCEDURES

In a limited service situation notification of any service limitations and traffic management measures will be promulgated to operators and adjacent ANSPs via AFTN.

In a no service situation the ACC is likely to have been evacuated. As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators. An evacuation message will be broadcast on appropriate frequencies and operators in receipt of the contingency message are asked to forward this information to affected flights wherever possible.

8.4 LIMITED SERVICE – PROCEDURES

8.4.1 Disruption of ground/air communication capability

A limited communication service will be maintained with the assistance of adjacent Aerodromes. VHF services on the Tripoli frequency normally provided by Tripoli Control will be delegated as appropriate to the other ATS units namely -----, Appropriate frequencies will be advised by Tripoli and the assisting ATS units.

Situations which could result in a Limited Service are:

Equipment Failure

- a) Transmitters (Loss of a number of Transmitters)
- b) Receivers (Loss of a number of Receivers)
- c) Aerials (Loss of a number of Aerials)
- d) Data Lines (Loss of data lines between Tripoli Communications center and Tripoli ACC)

Propagation

Radio Propagation resulting in partial fade-out can be affected by many factors including Solar Flares and Geomagnetic Storms.

Staffing

Reduced Staffing

Illness
Weather (Severe Weather i.e. Storm, Snow, Flooding)

Security Threat

Depending on the level of the Security threat and if essential staff are allowed to remain on Station

In the event that the operation is degraded substantially, ATFM measures may be imposed as necessary.

8.4.2 Disruption of ability to provide control services

Tripoli ACC shall determine, co-ordinate and promulgate any necessary restrictions to meet the service limitation. Traffic in possession of a valid ATC clearance shall have priority over any other traffic. En-route re-clearance of such traffic shall not be permitted except in emergency.

Traffic without a valid clearance may be subject to tactical traffic management measurements to meet the requirements of the service limitation.

Separation standards

Tripoli ACC will be responsible for ensuring the co-ordination and implementation of any additional separation requirements.

Contingency tracks

Dependant on the nature of the service limitation, Tripoli may promulgate and activate contingency tracks for use in addition to the normal ATS Routes available.

Air Traffic Flow Management

Tripoli ACC shall co-ordinate any necessary traffic management measures where necessary. Such measures may include, but are not limited to, temporary capacity restrictions and tactical rerouting measures.

Tripoli ACC shall co-ordinate these restrictions where necessary with adjacent ANSPs where they may affect the flow of traffic through these units airspace.

Responsibilities of adjacent ANSPs

The action required of adjacent ANSPs will vary dependant on the nature of the service limitation. Where such action is not contained within the inter-centre Letters of Agreement (LOAs) the requirement will be promulgated within the initial failure and restrictions message.

8.5 NO SERVICE – PROCEDURES

8.5.1 Loss of ground/air communication capability

In the event of Tripoli ACC being unable to provide ground/air communications for Tripoli FIR ----- ATC Unit will coordinate with adjacent FIR's to provide ground/communications to the best of their ability.

Situations which could result in No Service being provided are:

- a) Equipment Failure;
 - Transmitters (Loss of all Transmitters)
 - Receivers (Loss of all Receivers)
 - Aerials (Loss of all Aerials)
 - Data Lines (Loss of data lines)
- b) Propagation;
 - Radio Propagation resulting in total fade-out which can be caused by many factors including Solar Flares and Geomagnetic Storms.
- c) Staffing
 - No Staff
 - Illness (Seasonal Influenza)
 - Weather
 - Industrial Relations issues
- d) Evacuation of Tripoli ACC
 - Fire
 - Bomb threat

Effect on flights

In the event of Tripoli ACC being unable to provide ground/air communications for a sustained period of time ----- ATC Unit in coordination with adjacent FIR's could provide a limited communications facility to flights in the Tripoli FIR.

ATFM measures may be imposed as necessary.

8.5.2 Loss of ability to provide control services

Should Tripoli ACC be evacuated the potential would exist for a major disruption to Air Traffic Control (ATC) within the Tripoli FIR.

In the event that Tripoli ACC is evacuated, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication. The procedures to be adopted are detailed in the Tripoli Contingency plan.

As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators as, detailed in the Tripoli Contingency Procedures – Appendix xx.' In turn they are expected to advise the affected traffic.

Other ATSU's will provide guidance as far as possible in the circumstances.

Contact information that may be used in the event of an emergency evacuation is provided in Appendix XX.

8.6 FLIGHT CREW AND OPERATOR PROCEDURES

8.6.1 For flights within the Tripoli FIR – General

The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.

On receipt of the contingency message pilots are requested to broadcast to other flights on 121.5 and 123.45. A listening watch on these frequencies must be maintained.

8.6.2 For flights within the Tripoli FIR – Westbound

----- ACC's will endeavour to provide an ATC service throughout the Tripoli FIR as soon as evacuation commences. These procedures are detailed at Tripoli Contingency Procedures – Appendix x

Flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate and subsequent position.

Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

UNIT	TEL. No	FAX No	EMAIL	AFTN
Algiers FIR				
Cairo FIR				
Khartoum FIR				
Malta FIR				
N'Djamena FIR				
Niamey UIR				
Nicosia FIR				
Tunis FIR				

ICAO MID	0020 2 2267 4845/46/41	0020 2 2267 4843	
IATA	OO962 6 569 8728	OO962 6 560 4548	saidh@iata.org

Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

8.6.3 For flights within the Tripoli FIR – Eastbound

----- ACC's will endeavour to provide an ATC service throughout the Tripoli FIR as soon as evacuation commences. These procedures are detailed at Tripoli Contingency Procedures – Appendix x

Flights operating with a received and acknowledged ATC clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

Communications with the next ATSU should be established at the earliest opportunity.

8.6.4 For flights approaching the Tripoli FIR when the contingency is activated.

Not in Receipt of an ATC Clearance

In the event that Tripoli ACC must be evacuated, only aircraft with received and acknowledged ATC clearances shall be permitted to transit Tripoli FIR.

If unable to obtain or acknowledge an ATC clearance, flights should plan to re-route around the Tripoli FIR or to land at an appropriate airfield.

In receipt of an acknowledged ATC Clearance outside Tripoli FIR

Aircraft operating with a received and acknowledged ATC clearance can, at pilot's discretion, continue, but must expect a limited ATC service or no service within the Tripoli FIR.

However, due to the uncertainty surrounding the contingency situation pilots are strongly advised to comply with the procedures detailed above for flights not in receipt of an ATC clearance even if they are in receipt of an acknowledged ATC clearance.

8.7 TRIPOLI FIR – CONTINGENCY ROUTE STRUCTURE

8.7.1 For activation within Tripoli FIR

In a **limited service** contingency situation Tripoli ACC may promulgate additional contingency tracks in addition to the published ATS Routes. Any contingency track design within the Tripoli FIR will be effected at the time of the event and be dependent on the nature of the service limitation. Promulgation will be via AFTN

8.7.2 For activation within adjacent FIR

Unless instructed otherwise, flights entering the Tripoli FIR should use the following contingency routes:

Communications with the next ATSU should be established at the earliest opportunity.

8.8 LONG TERM CONTINGENCY ARRANGEMENTS

In the event that Tripoli loses the ability to provide an ATC service in the FIR for an extended period, and contingency plans are in place to provide the service from an alternate location.

The facility will be or is established at another location but will take some time to put in place as equipment and communication links have to be brought into operation and staff relocated. The nature of the loss of the Tripoli facility may influence the time required to bring the contingency facility into service, but it is expected that under most circumstances an ATC service will be available in the Tripoli FIR within 48 hours. In the interim period no ATC service will be available and all flights will be required to route clear of the Tripoli FIR.

When established, the contingency facility will comprise a slightly reduced complement of control and support workstations, but with the existing range of communication facilities for clearance delivery.

Operators can expect that ATFM regulations will be in place throughout the period of the transition, with a gradual build up to near normal operating levels.

APPENDIX XX

SAMPLE NOTAMS

a) Avoidance of airspace

NOTAM.....DUE TO DISRUPTION OF ATS IN THE TRIPOLI FIR ALL ACFT ARE ADVISED TO AVOID THE FIR.

b) Airspace available with limited ATS

NOTAMDUE TO ANTICIPATED DISRUPTION OF ATS IN THE TRIPOLI FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

c) Contingency plan activated

NOTAMDUE TO DISRUPTION OF ATS IN TRIPOLI FIR ALL ACFT ARE ADVISED THAT THE Tripoli FIR INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THE FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY TRIPOLI AIRSPACE.

d) Non adherence to the Contingency Plan

NOTAMOPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE TRIPOLI FIR

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CHAPTER 9: DETAILED PROCEDURES – MUSCAT FIR

9.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES

Muscat FIR

9.2 FIRs WITH SUPPORTING PROCEDURES

Bahrain FIR
Emirates FIR
Jeddah FIR
Karachi FIR
Mumbai FIR
Tehran FIR
Sana'a FIR

9.3 NOTIFICATION PROCEDURES

In a limited service situation notification of any service limitations and traffic management measures will be promulgated to operators and adjacent ANSPs via AFTN.

In a no service situation the ACC is likely to have been evacuated. As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators. An evacuation message will be broadcast on appropriate frequencies and operators in receipt of the contingency message are asked to forward this information to affected flights wherever possible.

9.4 LIMITED SERVICE – PROCEDURES

9.4.1 Disruption of ground/air communication capability

A limited communication service will be maintained with the assistance of adjacent Aerodromes. VHF services on the Muscat frequency normally provided by Muscat Control will be delegated as appropriate to the other ATS units namely ----- . Appropriate frequencies will be advised by Muscat and the assisting stations.

Situations which could result in a Limited Service are:

Equipment Failure

- a) Transmitters (Loss of a number of Transmitters)
- b) Receivers (Loss of a number of Receivers)
- c) Aerials (Loss of a number of Aerials)
- d) Data Lines (Loss of data lines between Muscat Communications center and Muscat ACC)

Propagation

Radio Propagation resulting in partial fade-out can be affected by many factors including Solar Flares and Geomagnetic Storms.

Staffing

Reduced Staffing
Illness
Weather (Severe Weather i.e. Storm, Snow, Flooding)

Security Threat

Depending on the level of the Security threat and if essential staff are allowed to remain on Station

In the event that the operation is degraded substantially, ATFM measures may be imposed as necessary.

9.4.2 Disruption of ability to provide control services

Muscat ACC shall determine, co-ordinate and promulgate any necessary restrictions to meet the service limitation. Traffic in possession of a valid ATC clearance shall have priority over any other traffic. En-route re-clearance of such traffic shall not be permitted except in emergency.

Traffic without a valid clearance may be subject to tactical traffic management measurements to meet the requirements of the service limitation.

Separation standards

Muscat ACC will be responsible for ensuring the co-ordination and implementation of any additional separation requirements.

Contingency tracks

Dependant on the nature of the service limitation, Muscat may promulgate and activate contingency tracks for use in addition to the normal ATS Routes available.

Air Traffic Flow Management

Muscat ACC shall co-ordinate any necessary traffic management measures where necessary. Such measures may include, but are not limited to, temporary capacity restrictions and tactical rerouting measures.

Muscat ACC shall co-ordinate these restrictions where necessary with adjacent ANSPs where they may affect the flow of traffic through these units airspace.

Responsibilities of adjacent ANSPs

The action required of adjacent ANSPs will vary dependant on the nature of the service limitation. Where such action is not contained within the inter-centre Letters of Agreement (LOAs) the requirement will be promulgated within the initial failure and restrictions message.

9.5 NO SERVICE – PROCEDURES

9.5.1 Loss of ground/air communication capability

In the event of Muscat ACC being unable to provide ground/air communications for Muscat FIR ----- ATC Unit will coordinate with adjacent FIR's to provide ground/communications to the best of their ability.

Situations which could result in No Service being provided are:

- a) Equipment Failure;
 - Transmitters (Loss of all Transmitters)
 - Receivers (Loss of all Receivers)
 - Aerials (Loss of all Aerials)
 - Data Lines (Loss of data lines)
- b) Propagation;
 - Radio Propagation resulting in total fade-out which can be caused by many factors including Solar Flares and Geomagnetic Storms.
- c) Staffing
 - No Staff
 - Illness (Seasonal Influenza)
 - Weather
 - Industrial Relations issues
- d) Evacuation of Muscat ACC
 - Fire
 - Bomb threat

Effect on flights

In the event of Muscat ACC being unable to provide ground/air communications for a sustained period of time ----- ATC Unit in coordination with adjacent FIR's could provide a limited communications facility to flights in the Cairo FIR.

ATFM measures may be imposed as necessary.

9.5.2 Loss of ability to provide control services

Should Muscat ACC be evacuated the potential would exist for a major disruption to Air Traffic Control (ATC) within the Muscat FIR.

In the event that Muscat ACC is evacuated, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication. The procedures to be adopted are detailed in the Oman Contingency Plan.

The Plan will be activated by promulgation of a NOTAM issued by the Sultanate of Oman International NOTAM Office (NOF) as far in advance as is practicable. However, when such prior notification is impracticable for any reason, the Plan will be put into effect on notification by the designated authority, as authorized by the DGMAN. It is expected that the civil aviation authorities concerned, and the airline operators will fully cooperate to implement the Plan as soon as possible.

As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators as, detailed in the Muscat Contingency Procedures – Appendix xx.' In turn they are expected to advise the affected traffic.

Other ATSU's will provide guidance as far as possible in the circumstances.

Contact information that may be used in the event of an emergency evacuation is provided in Appendix **XX**.

9.6 FLIGHT CREW AND OPERATOR PROCEDURES

9.6.1 For flights within the Muscat FIR – General

The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.

On receipt of the contingency message pilots are requested to broadcast to other flights on 121.5 and 123.45. A listening watch on these frequencies must be maintained.

9.6.2 For flights within the Muscat FIR – Westbound

Mumbai ACC, Karachi ACC, Sana'a ACC and Tehran ACC will endeavour to provide an ATC service throughout the Muscat FIR as soon as evacuation commences. These procedures are detailed at Muscat Contingency Procedures – Appendix x

Flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate and subsequent position.

Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

UNIT	TEL. No	FAX No	EMAIL	AFTN
Tehran ACC	0098 21 44544116 or 44554060 44544133 (Sector Controller)	0098 21 44544117	maj.alireza@yahoo.com alireza.majzoubi@gmail.com	OIIHZGZX
Karachi ACC	0092 21 9248 756	0092 21 9248 758	gmats@cyber.net.pk	OPKCZQZX OPKCZQZA
Mumbai ACC	0091 22 26828088	0091 22 26828066	WSOMUM@AAI.AERO	VABFZQZX VABFZQZA
Sana'a ACC	00967 1345402/3	00967 1344047	atccns@gmail.com	OYSNZQZX OYSNZQZA
Bahrain ACC	00973 1732 1080/1081	00973 1732 1029	bahatc@caa.gov.bh	OB BBZQZX OB BBZQZA
Emirates ACC	0097125996969	0097125996850 0097125996852	atc@szc.gcaa.ae mdolbey@szc.gcaa.ae	OMAEZQZX OMAEYAYH
Jeddah ACC				

ICAO MID	0020 2 2267	0020 2 2267 4843	
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	4845/46/41		
IATA	OO962 6 569 8728	OO962 6 560 4548	saidh@iata.org

Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

9.6.3 For flights within the Muscat FIR – Eastbound

Bahrain ACC, Emirates ACC and Sana'a ACC will endeavour to provide an ATC service throughout the Muscat FIR as soon as evacuation commences. These procedures are detailed at Bahrain Contingency Procedures – **Appendix x**

Flights operating with a received and acknowledged ATC clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

Communications with the next ATSU should be established at the earliest opportunity.

9.6.4 For flights approaching the Muscat FIR when the contingency is activated.

Not in Receipt of an ATC Clearance

In the event that Cairo ACC must be evacuated, only aircraft with received and acknowledged ATC clearances shall be permitted to transit Muscat FIR.

If unable to obtain or acknowledge an ATC clearance, flights should plan to re-route around the Muscat FIR or to land at an appropriate airfield.

In receipt of an acknowledged ATC Clearance outside Muscat FIR

Aircraft operating with a received and acknowledged ATC clearance can, at pilot's discretion, continue, but must expect a limited ATC service or no service within the Muscat FIR.

However, due to the uncertainty surrounding the contingency situation pilots are strongly advised to comply with the procedures detailed above for flights not in receipt of an ATC clearance even if they are in receipt of an acknowledged ATC clearance.

9.7 MUSCAT FIR – CONTINGENCY ROUTE STRUCTURE

9.7.1 For activation within Muscat FIR

In a **limited service** contingency situation Muscat ACC may promulgate additional contingency tracks in addition to the published ATS Routes. Any contingency track design within the Muscat FIR will be effected at the time of the event and be dependent on the nature of the service limitation. Promulgation will be via AFTN

9.7.2 For activation within adjacent FIR

Unless instructed otherwise, flights entering the Muscat FIR should use the following contingency routes:

CONTINGENCY ROUTE STRUCTURE FOR MUSCAT FIR

ATS	DIRECTION	FL	NEXT ACC	COM
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WAYPOINT		ASSIGNMENT		
RASKI/PARAR	WESTBOUND	240 (Muscat arrivals only) 300 and 380	UAE	
TOTOX REXOD LOTAV KITAL	WESTBOUND	220 (Muscat arrivals only) 320 and 400	UAE	
TAPDO	WESTBOUND	200 (Muscat arrivals only) 260 and 340	UAE	
DENDA	WESTBOUND	180 (Muscat arrivals only) 280 and 360	UAE	
IMLOT	WESTBOUND (NOT FOR UAE ARRIVALS)	ALL LEVELS	UAE	
SOUTHBOUND TRAFFIC TO HAI VOR (ONLY FROM LABRI P304)	WESTBOUND	180 AND 280	SANA'A	
NORTHBOUND TRAFFIC TO MUSAP/SODEX	WESTBOUND	160/260	UAE	
DEPARTURES FROM MUSCAT VIA B400	WESTBOUND	240 and 300 cross 20nm south of IZXI 200 or below and to be level 20nm before KEBAS	SALALAH APP OR SANA'A	
ASPUX	WESTBOUND	340 AND ABOVE	BAHRAIN	

Communications with the next ATSU should be established at the earliest opportunity.

APPENDIX

CONTINGENCY FREQUENCIES FOR CONTROL AND/OR FLIGHT MONITORING SERVICES

ATS WAYPOINT	DIRECTION	FL ASSIGNMENT	NEXT ACC	COM
RASKI/PARAR	EASTBOUND		MUMBAI	
TOTOX REXOD LOTAV KITAL	EASTBOUND		MUMBAI	
ALPOR	EASTBOUND	330 AND 370	KARACHI	128.3, 123.7
DENDA	EASTBOUND		TEHRAN	
IMLOT	EASTBOUND		TEHRAN	
ASPUX	EASTBOUND		MUMBAI	

9.8 LONG TERM CONTINGENCY ARRANGEMENTS

In the event that Muscat loses the ability to provide an ATC service in the Muscat FIR for an extended period, and contingency plans are in place to provide the service from an alternate location.

The facility will be or is established at another location but will take some time to put in place as equipment and communication links have to be brought into operation and staff relocated. The nature of the loss of the Muscat facility may influence the time required to bring the contingency facility into service, but it is expected that under most circumstances an ATC service will be available in the Muscat FIR within 48 hours. In the interim period no ATC service will be available and all flights will be required to route clear of the Muscat FIR.

When established, the contingency facility will comprise a slightly reduced complement of control and support workstations, but with the existing range of communication facilities for clearance delivery.

Operators can expect that ATFM regulations will be in place throughout the period of the transition, with a gradual build up to near normal operating levels.

APPENDIX XX

SAMPLE NOTAMS

a) Avoidance of airspace

NOTAM.....DUE TO DISRUPTION OF ATS IN THE MUSCAT FIR ALL ACFT ARE ADVISED TO AVOID THE FIR.

b) Airspace available with limited ATS

NOTAMDUE TO ANTICIPATED DISRUPTION OF ATS IN THE MUSCAT FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

c) Contingency plan activated

NOTAMDUE TO DISRUPTION OF ATS IN MUSCAT FIR ALL ACFT ARE ADVISED THAT THE Cairo FIR INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THE FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY MUSCAT AIRSPACE.

d) Non adherence to the Contingency Plan

NOTAMOPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE MUSCAT FIR.

CHAPTER 10: DETAILED PROCEDURES – JEDDAH FIR

10.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES

Jeddah FIR

10.2 FIRs WITH SUPPORTING PROCEDURES

Amman FIR
Asmara FIR
Bahrain FIR
Baghdad FIR
Cairo FIR
Khartoum FIR
Kuwait FIR
Sana'a FIR

10.3 NOTIFICATION PROCEDURES

In a limited service situation notification of any service limitations and traffic management measures will be promulgated to operators and adjacent ANSPs via AFTN.

In a no service situation the ACC is likely to have been evacuated. As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators. An evacuation message will be broadcast on appropriate frequencies and operators in receipt of the contingency message are asked to forward this information to affected flights wherever possible.

10.4 LIMITED SERVICE – PROCEDURES

10.4.1 Disruption of ground/air communication capability

A limited communication service will be maintained with the assistance of adjacent Aerodromes. VHF services on the Jeddah frequency normally provided by Jeddah Control will be delegated as appropriate to the other ATS units namely -----, Appropriate frequencies will be advised by Jeddah and the assisting ATS units.

Situations which could result in a Limited Service are:

Equipment Failure

- a) Transmitters (Loss of a number of Transmitters)
- b) Receivers (Loss of a number of Receivers)
- c) Aerials (Loss of a number of Aerials)
- d) Data Lines (Loss of data lines between Jeddah Communications center and Jeddah ACC)

Propagation

Radio Propagation resulting in partial fade-out can be affected by many factors including Solar Flares and Geomagnetic Storms.

Staffing

Reduced Staffing
Illness
Weather (Severe Weather i.e. Storm, Snow, Flooding)

Security Threat

Depending on the level of the Security threat and if essential staff are allowed to remain on Station

In the event that the operation is degraded substantially, ATFM measures may be imposed as necessary.

10.4.2 Disruption of ability to provide control services

Jeddah ACC shall determine, co-ordinate and promulgate any necessary restrictions to meet the service limitation. Traffic in possession of a valid ATC clearance shall have priority over any other traffic. En-route re-clearance of such traffic shall not be permitted except in emergency.

Traffic without a valid clearance may be subject to tactical traffic management measurements to meet the requirements of the service limitation.

Separation standards

Jeddah ACC will be responsible for ensuring the co-ordination and implementation of any additional separation requirements.

Contingency tracks

Dependant on the nature of the service limitation, Jeddah may promulgate and activate contingency tracks for use in addition to the normal ATS Routes available.

Air Traffic Flow Management

Jeddah ACC shall co-ordinate any necessary traffic management measures where necessary. Such measures may include, but are not limited to, temporary capacity restrictions and tactical rerouting measures.

Jeddah ACC shall co-ordinate these restrictions where necessary with adjacent ANSPs where they may affect the flow of traffic through these units airspace.

Responsibilities of adjacent ANSPs

The action required of adjacent ANSPs will vary dependant on the nature of the service limitation. Where such action is not contained within the inter-centre Letters of Agreement (LOAs) the requirement will be promulgated within the initial failure and restrictions message.

10.5 NO SERVICE – PROCEDURES

10.5.1 Loss of ground/air communication capability

In the event of Tripoli ACC being unable to provide ground/air communications for Jeddah FIR ----- ATC Unit will coordinate with adjacent FIR's to provide ground/communications to the best of their ability.

Situations which could result in No Service being provided are:

- a) Equipment Failure;
 - Transmitters (Loss of all Transmitters)
 - Receivers (Loss of all Receivers)
 - Aerials (Loss of all Aerials)
 - Data Lines (Loss of data lines)
- b) Propagation;
 - Radio Propagation resulting in total fade-out which can be caused by many factors including Solar Flares and Geomagnetic Storms.
- c) Staffing
 - No Staff
 - Illness (Seasonal Influenza)
 - Weather
 - Industrial Relations issues
- d) Evacuation of Jeddah ACC
 - Fire
 - Bomb threat

Effect on flights

In the event of Jeddah ACC being unable to provide ground/air communications for a sustained period of time ----- ATC Unit in coordination with adjacent FIR's could provide a limited communications facility to flights in the Jeddah FIR.

ATFM measures may be imposed as necessary.

10.5.2 Loss of ability to provide control services

Should Jeddah ACC be evacuated the potential would exist for a major disruption to Air Traffic Control (ATC) within the Jeddah FIR.

In the event that Jeddah ACC are evacuated, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication. The procedures to be adopted are detailed in the Jeddah Contingency plan.

As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators as, detailed in the Jeddah Contingency Procedures – Appendix xx.' In turn they are expected to advise the affected traffic.

Other ATSUs will provide guidance as far as possible in the circumstances.

Contact information that may be used in the event of an emergency evacuation is provided in Appendix XX.

10.6 FLIGHT CREW AND OPERATOR PROCEDURES

10.6.1 For flights within the Jeddah FIR – General

The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.

On receipt of the contingency message pilots are requested to broadcast to other flights on 121.5 and 123.45. A listening watch on these frequencies must be maintained.

10.6.2 For flights within the Jeddah FIR – Westbound

----- ACC's will endeavour to provide an ATC service throughout the Jeddah FIR as soon as evacuation commences. These procedures are detailed at Jeddah Contingency Procedures – Appendix x

Flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate and subsequent position.

Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

UNIT	TEL. No	FAX No	EMAIL	AFTN
Amman FIR				
Asmara FIR				
Bahrain FIR				
Baghdad FIR				
Cairo FIR				
Khartoum FIR				
Kuwait FIR				
Sana'a FIR				

ICAO MID	0020 2 2267 4845/46/41	0020 2 2267 4843	
IATA	OO962 6 569 8728	OO962 6 560 4548	saidh@iata.org

Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

10.6.3 For flights within the Jeddah FIR – Eastbound

----- ACC's will endeavour to provide an ATC service throughout the Jeddah FIR as soon as evacuation commences. These procedures are detailed at Jeddah Contingency Procedures – Appendix x

Flights operating with a received and acknowledged ATC clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

Communications with the next ATSU should be established at the earliest opportunity.

10.6.4 For flights approaching the Jeddah FIR when the contingency is activated.

Not in Receipt of an ATC Clearance

In the event that Jeddah ACC must be evacuated, only aircraft with received and acknowledged ATC clearances shall be permitted to transit Jeddah FIR.

If unable to obtain or acknowledge an ATC clearance, flights should plan to re-route around the Jeddah FIR or to land at an appropriate airfield.

In receipt of an acknowledged ATC Clearance outside Jeddah FIR

Aircraft operating with a received and acknowledged ATC clearance can, at pilot's discretion, continue, but must expect a limited ATC service or no service within the Jeddah FIR.

However, due to the uncertainty surrounding the contingency situation pilots are strongly advised to comply with the procedures detailed above for flights not in receipt of an ATC clearance even if they are in receipt of an acknowledged ATC clearance.

10.7 JEDDAH FIR – CONTINGENCY ROUTE STRUCTURE

10.7.1 For activation within Jeddah FIR

In a **limited service** contingency situation Jeddah ACC may promulgate additional contingency tracks in addition to the published ATS Routes. Any contingency track design within the Jeddah FIR will be effected at the time of the event and be dependent on the nature of the service limitation. Promulgation will be via AFTN

10.7.2 For activation within adjacent FIR

Unless instructed otherwise, flights entering the Jeddah FIR should use the following contingency routes:

Communications with the next ATSU should be established at the earliest opportunity.

10.8 LONG TERM CONTINGENCY ARRANGEMENTS

In the event that Jeddah loses the ability to provide an ATC service in the FIR for an extended period, and contingency plans are in place to provide the service from an alternate location.

The facility will be or is established at another location but will take some time to put in place as equipment and communication links have to be brought into operation and staff relocated. The nature of the loss of the Jeddah facility may influence the time required to bring the contingency facility into service, but it is expected that under most circumstances an ATC service will be available in the Jeddah FIR within 48 hours. In the interim period no ATC service will be available and all flights will be required to route clear of the Jeddah FIR.

When established, the contingency facility will comprise a slightly reduced complement of control and support workstations, but with the existing range of communication facilities for clearance delivery.

Operators can expect that ATFM regulations will be in place throughout the period of the transition, with a gradual build up to near normal operating levels.

APPENDIX XX

SAMPLE NOTAMS

a) Avoidance of airspace

NOTAM.....DUE TO DISRUPTION OF ATS IN THE JEDDAH FIR ALL ACFT ARE ADVISED TO AVOID THE FIR.

b) Airspace available with limited ATS

NOTAMDUE TO ANTICIPATED DISRUPTION OF ATS IN THE JEDDAH FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

c) Contingency plan activated

NOTAMDUE TO DISRUPTION OF ATS IN JEDDAH FIR ALL ACFT ARE ADVISED THAT THE Tripoli FIR INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THE FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY JEDDAH AIRSPACE.

d) Non adherence to the Contingency Plan

NOTAMOPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE JEDDAH FIR

CHAPTER 11: DETAILED PROCEDURES – KHARTOUM FIR

11.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES

Khartoum FIR

11.2 FIRs WITH SUPPORTING PROCEDURES

Cairo FIR
Jeddah FIR
Ndjamena FIR
Tripoli FIR
Asmara FIR
Addis Ababa FIR
Nairobi FIR
Entebbe FIR
Kinshasa FIR
Brazzaville ACC

11.3 NOTIFICATION PROCEDURES

In a limited service situation notification of any service limitations and traffic management measures will be promulgated to operators and adjacent ANSPs via AFTN.

In a no service situation the ACC is likely to have been evacuated. As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators. An evacuation message will be broadcast on appropriate frequencies and operators in receipt of the contingency message are asked to forward this information to affected flights wherever possible.

11.4 LIMITED SERVICE – PROCEDURES

11.4.1 Disruption of ground/air communication capability

A limited communication service will be maintained with the assistance of adjacent Aerodromes. VHF services on the Khartoum frequency normally provided by Khartoum Control will be delegated as appropriate to the other ATS units namely ----- . Appropriate frequencies will be advised by Cairo and the assisting stations.

Situations which could result in a Limited Service are:

Equipment Failure

- a) Transmitters (Loss of a number of Transmitters)
- b) Receivers (Loss of a number of Receivers)
- c) Aerials (Loss of a number of Aerials)
- d) Data Lines (Loss of data lines between Khartoum Communications center and Khartoum ACC)

Propagation

Radio Propagation resulting in partial fade-out can be affected by many factors including Solar Flares and Geomagnetic Storms.

Staffing

Reduced Staffing

Illness

Weather (Severe Weather i.e. Storm, Snow, Flooding)

Security Threat

Depending on the level of the Security threat and if essential staff are allowed to remain on Station

In the event that the operation is degraded substantially, ATFM measures may be imposed as necessary.

11.4.2 Disruption of ability to provide control services

Khartoum ACC shall determine, co-ordinate and promulgate any necessary restrictions to meet the service limitation. Traffic in possession of a valid ATC clearance shall have priority over any other traffic. En-route re-clearance of such traffic shall not be permitted except in emergency.

Traffic without a valid clearance may be subject to tactical traffic management measurements to meet the requirements of the service limitation.

Separation standards

Khartoum ACC will be responsible for ensuring the co-ordination and implementation of any additional separation requirements.

Contingency tracks

Dependant on the nature of the service limitation, Khartoum may promulgate and activate contingency tracks for use in addition to the normal ATS Routes available.

Air Traffic Flow Management

Khartoum ACC shall co-ordinate any necessary traffic management measures where necessary. Such measures may include, but are not limited to, temporary capacity restrictions and tactical rerouting measures.

Khartoum ACC shall co-ordinate these restrictions where necessary with adjacent ANSPs where they may affect the flow of traffic through these units airspace.

Responsibilities of adjacent ANSPs

The action required of adjacent ANSPs will vary dependant on the nature of the service limitation. Where such action is not contained within the inter-centre Letters of Agreement (LOAs) the requirement will be promulgated within the initial failure and restrictions message.

11.5 NO SERVICE – PROCEDURES

11.5.1 Loss of ground/air communication capability

In the event of Khartoum ACC being unable to provide ground/air communications for Khartoum FIR ----- ATC Unit will coordinate with adjacent FIR's to provide ground/communications to the best of their ability.

Situations which could result in No Service being provided are:

- a) Equipment Failure;
 - Transmitters (Loss of all Transmitters)
 - Receivers (Loss of all Receivers)
 - Aerials (Loss of all Aerials)
 - Data Lines (Loss of data lines)
- b) Propagation;
 - Radio Propagation resulting in total fade-out which can be caused by many factors including Solar Flares and Geomagnetic Storms.
- c) Staffing
 - No Staff
 - Illness (Seasonal Influenza)
 - Weather
 - Industrial Relations issues
- d) Evacuation of Khartoum ACC
 - Fire
 - Bomb threat

Effect on flights

In the event of Khartoum ACC being unable to provide ground/air communications for a sustained period of time ----- ATC Unit in coordination with adjacent FIR's could provide a limited communications facility to flights in the Cairo FIR.

ATFM measures may be imposed as necessary.

11.5.2 Loss of ability to provide control services

Should Khartoum ACC be evacuated the potential would exist for a major disruption to Air Traffic Control (ATC) within the Khartoum FIR.

In the event that Khartoum ACC is evacuated, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication. The procedures to be adopted are detailed in the Sudan Contingency Plan.

The Plan will be activated by promulgation of a NOTAM issued by the Sudanese International NOTAM Office (NOF) as far in advance as is practicable. However, when such prior notification is impracticable for any reason, the Plan will be put into effect on notification by the designated authority, as authorized by the DGCA. It is expected that the civil aviation authorities concerned, and the airline operators will fully cooperate to implement the Plan as soon as possible.

As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators as, detailed in the Khartoum Contingency Procedures – Appendix xx. In turn they are expected to advise the affected traffic.

Other ATSU's will provide guidance as far as possible in the circumstances.

Contact information that may be used in the event of an emergency evacuation is provided in Appendix XX.

11.6 FLIGHT CREW AND OPERATOR PROCEDURES

11.6.1 For flights within the Khartoum FIR – General

The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.

On receipt of the contingency message pilots are requested to broadcast to other flights on 121.5 and 123.45. A listening watch on these frequencies must be maintained.

11.6.2 For flights within the Khartoum FIR – Westbound

Jeddah ACC, Asmara ACC, Addis Ababa ACC, Nairobi ACC and Entebbe ACC will endeavour to provide an ATC service throughout the Khartoum FIR as soon as evacuation commences. These procedures are detailed at Cairo Contingency Procedures – Appendix x

Flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate and subsequent position.

Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

UNIT	TEL. No	FAX No	EMAIL	AFTN
Cairo ACC	TBN	Fax: (20) 2-2665435	E-mail: egoca@idsc.gov.eg	HECAYAYX
Tripoli ACC	TBN	Fax: (218) 37454	TBN	HLLTYAYX
Jeddah ACC	TBN	Fax: (966) 2-6401477	TBN	OEJDYAYX
Ndjamena ACC	+253522520830	+253522526231	TBN	TBN
Asmara ACC	(291) 1-124334	Fax: (291) 1-181255	TBN	HHAAYAYX
Addis Ababa ACC	TBN	Fax: (251) 1-612533	E-mail: civil-aviation@telecom.net.et	HAAAYAYX
Nairobi ACC	TBN	Fax: (254) 20-	E-mail: info@kcaa.or.ke	HKNCYAYD

		822300		
Entebbe ACC				
Kinshasa ACC				
Brazzaville ACC	+242055478182	+242069920433	TBN	FCCCCZRZX

ICAO MID	0020 2 2267 4845/46/41	0020 2 2267 4843	
IATA	OO962 6 569 8728	OO962 6 560 4548	saidh@iata.org

Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

11.6.3 For flights within the Khartoum FIR – Eastbound

Tripoli ACC, Ndjamena ACC, Kinshasa and Brazzaville ACC will endeavour to provide an ATC service throughout the Khartoum FIR as soon as evacuation commences. These procedures are detailed at Bahrain Contingency Procedures – Appendix x

Flights operating with a received and acknowledged ATC clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

Communications with the next ATSU should be established at the earliest opportunity.

11.6.4 For flights approaching the Khartoum FIR when the contingency is activated.

Not in Receipt of an ATC Clearance

In the event that Khartoum ACC must be evacuated, only aircraft with received and acknowledged ATC clearances shall be permitted to transit Cairo FIR.

If unable to obtain or acknowledge an ATC clearance, flights should plan to re-route around the Khartoum FIR or to land at an appropriate airfield.

In receipt of an acknowledged ATC Clearance outside Khartoum FIR

Aircraft operating with a received and acknowledged ATC clearance can, at pilot's discretion, continue, but must expect a limited ATC service or no service within the Khartoum FIR.

However, due to the uncertainty surrounding the contingency situation pilots are strongly advised to comply with the procedures detailed above for flights not in receipt of an ATC clearance even if they are in receipt of an acknowledged ATC clearance.

11.7 Khartoum FIR – CONTINGENCY ROUTE STRUCTURE

11.7.1 For activation within Khartoum FIR

In a **limited service** contingency situation Khartoum ACC may promulgate additional contingency tracks in addition to the published ATS Routes. Any contingency track design within the Khartoum FIR will be effected at the time of the event and be dependent on the nature of the service limitation. Promulgation will be via AFTN

11.7.2 For activation within adjacent FIR

Unless instructed otherwise, flights entering the Khartoum FIR should use the following contingency routes:

INTERNATIONAL ROUTE STRUCTURE AND COMMUNICATIONS FOR TRANSIT OF THE KHARTOUM FIR WHEN NO ATS AVAILABLE IN SUDAN AIRSPACE

Contingency Routes Khartoum (CRK)	ATS Route	Direction	FL Assignment (FLAS)	ACCs	COM (Frequency Details in Appendix X)
CRK	UR611	N/S One way	Odd F370 ,F350 ,F330	CAIRO	HF, VHF
CRK	UB612	N/S Two ways	Odd F330 ,F350 Even F320,F360	CAIRO	HF, VHF
CRK	UA451	N/S Two ways	Odd F370 ,F350 ,F330 Even F300	CAIRO	HF, VHF
CRK	UG660	E/W Two ways	Even F400 ,F340 ,F280 Odd F290,F310	CAIRO	HF, VHF
CRK	UB736	E/W Two ways	Even F340 ,F260 Odd F390,F410	NIROBI	HF, VHF
CRK	UB527	N/S Two ways	Odd F370 Even F380	NIROBI	HF, VHF
CRK	UT267	E/W One way	Even F400,F340,F280	CAIRO	HF, VHF
CRK	UT124	E/W One way	Even F320, F360	NIROBI	HF, VHF

Communications with the next ATSU should be established at the earliest opportunity.

APPENDIX

CONTINGENCY FREQUENCIES FOR CONTROL AND/OR FLIGHT MONITORING SERVICES

CONTINGENCY ROUTE KHARTOUM (CRK)	ATS ROUTE	ACC	COM
CRK	UR611	CAIRO	HF, VHF HF 11300, VHF: Primary 129.4 MHz Secondary 130.9 MHz

CRK	UB612	CAIRO	HF, VHF HF 11300, VHF: Primary 129.4 MHz Secondary 130.9 MHz
CRK	UB612 SOUTH SECTOR	NAIROBI	HF, VHF HF 11300, VHF: Primary 121.3 MHz
CRK	UB736	NAIROBI	HF, VHF HF 11300, VHF: Primary 129.4 MHz Secondary 130.9 MHz,
CRK	UA451	CAIRO	HF, VHF HF 11300, VHF: Primary 129.4 MHz Secondary 130.9 MHz,
CRK	UG660	CAIRO	HF, VHF HF 11300, VHF: Primary 129.4 MHz/ Secondary 130.9 MHz
CRK	UB736	NAIROBI	HF, VHF HF 11300, VHF: Primary 121.3 MHz
CRK	UB527	NAIROBI	HF, VHF HF 11300, VHF: Primary 121.3 MHz
CRK	UT124	CAIRO	HF, VHF HF 11300, VHF: Primary 121.3 MHz/ Secondary 130.9 MHz
CRK	UM863	CAIRO	HF, VHF HF 11300, VHF: Primary 121.3 MHz Secondary 130.9 MHz

11.8 LONG TERM CONTINGENCY ARRANGEMENTS

In the event that Sudan loses the ability to provide an ATC service in the Khartoum FIR for an extended period, and contingency plans are in place to provide the service from an alternate location.

The facility will be or is established at another location but will take some time to put in place as equipment and communication links have to be brought into operation and staff relocated. The nature of the loss of the Khartoum facility may influence the time required to bring the contingency facility into service, but it is expected that under most circumstances an ATC service will

be available in the Khartoum FIR within 48 hours. In the interim period no ATC service will be available and all flights will be required to route clear of the Cairo FIR.

When established, the contingency facility will comprise a slightly reduced complement of control and support workstations, but with the existing range of communication facilities for clearance delivery.

Operators can expect that ATFM regulations will be in place throughout the period of the transition, with a gradual build up to near normal operating levels.

APPENDIX XX

SAMPLE NOTAMS

a) Avoidance of airspace

NOTAM.....DUE TO DISRUPTION OF ATS IN THE KHARTOUM FIR ALL ACFT ARE ADVISED TO AVOID THE FIR.

b) Airspace available with limited ATS

NOTAMDUE TO ANTICIPATED DISRUPTION OF ATS IN THE KHARTOUM FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

c) Contingency plan activated

NOTAMDUE TO DISRUPTION OF ATS IN KHARTOUM FIR ALL ACFT ARE ADVISED THAT THE SUDANESE INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THE FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY SUDANESE AIRSPACE.

d) Non adherence to the Contingency Plan

NOTAMOPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE KHARTOUM FIR

CHAPTER 8: DETAILED PROCEDURES – DAMASCUS FIR

12.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES

Damascus FIR

12.2 FIRs WITH SUPPORTING PROCEDURES

Amman FIR
Ankara FIR
Baghdad FIR
Beirut FIR
Nicosia FIR

12.3 NOTIFICATION PROCEDURES

In a limited service situation notification of any service limitations and traffic management measures will be promulgated to operators and adjacent ANSPs via AFTN.

In a no service situation the ACC is likely to have been evacuated. As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators. An evacuation message will be broadcast on appropriate frequencies and operators in receipt of the contingency message are asked to forward this information to affected flights wherever possible.

12.4 LIMITED SERVICE – PROCEDURES

12.4.1 Disruption of ground/air communication capability

A limited communication service will be maintained with the assistance of adjacent Aerodromes. VHF services on the Damascus frequency normally provided by Damascus Control will be delegated as appropriate to the other ATS units namely ----- Appropriate frequencies will be advised by Damascus and the assisting ATS units.

Situations which could result in a Limited Service are:

Equipment Failure

- a) Transmitters (Loss of a number of Transmitters)
- b) Receivers (Loss of a number of Receivers)
- c) Aerials (Loss of a number of Aerials)
- d) Data Lines (Loss of data lines between Damascus Communications center and Damascus ACC)

Propagation

Radio Propagation resulting in partial fade-out can be affected by many factors including Solar Flares and Geomagnetic Storms.

Staffing

Reduced Staffing
Illness
Weather (Severe Weather i.e. Storm, Snow, Flooding)

Security Threat

Depending on the level of the Security threat and if essential staff are allowed to remain on Station

In the event that the operation is degraded substantially, ATFM measures may be imposed as necessary.

12.4.2 Disruption of ability to provide control services

Damascus ACC shall determine, co-ordinate and promulgate any necessary restrictions to meet the service limitation. Traffic in possession of a valid ATC clearance shall have priority over any other traffic. Enroute reclearance of such traffic shall not be permitted except in emergency.

Traffic without a valid clearance may be subject to tactical traffic management measurements to meet the requirements of the service limitation.

Separation standards

Damascus ACC will be responsible for ensuring the co-ordination and implementation of any additional separation requirements.

Contingency tracks

Dependant on the nature of the service limitation, Damascus may promulgate and activate contingency tracks for use in addition to the normal ATS Routes available.

Air Traffic Flow Management

Damascus ACC shall co-ordinate any necessary traffic management measures where necessary. Such measures may include, but are not limited to, temporary capacity restrictions and tactical rerouting measures.

Damascus ACC shall co-ordinate these restrictions where necessary with adjacent ANSPs where they may affect the flow of traffic through these units airspace.

Responsibilities of adjacent ANSPs

The action required of adjacent ANSPs will vary dependant on the nature of the service limitation. Where such action is not contained within the inter-centre Letters of Agreement (LOAs) the requirement will be promulgated within the initial failure and restrictions message.

12.5 NO SERVICE – PROCEDURES

12.5.1 Loss of ground/air communication capability

In the event of Damascus ACC being unable to provide ground/air communications for Damascus FIR ----- ATC Unit will coordinate with adjacent FIR's to provide ground/communications to the best of their ability.

Situations which could result in No Service being provided are:

- a) Equipment Failure;
 - Transmitters (Loss of all Transmitters)
 - Receivers (Loss of all Receivers)
 - Aerials (Loss of all Aerials)
 - Data Lines (Loss of data lines)
- b) Propagation;
 - Radio Propagation resulting in total fade-out which can be caused by many factors including Solar Flares and Geomagnetic Storms.
- c) Staffing
 - No Staff
 - Illness (Seasonal Influenza)
 - Weather
 - Industrial Relations issues
- d) Evacuation of Damascus ACC
 - Fire
 - Bomb threat

Effect on flights

In the event of Damascus ACC being unable to provide ground/air communications for a sustained period of time ----- ATC Unit in coordination with adjacent FIR's could provide a limited communications facility to flights in the Damascus FIR.

ATFM measures may be imposed as necessary.

12.5.2 Loss of ability to provide control services

Should Damascus ACC be evacuated the potential would exist for a major disruption to Air Traffic Control (ATC) within the Damascus FIR.

In the event that Damascus ACC is evacuated, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication. The procedures to be adopted are detailed in the Damascus Contingency plan.

As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators as, detailed in the Damascus Contingency Procedures – Appendix xx. In turn they are expected to advise the affected traffic.

Other ATSU's will provide guidance as far as possible in the circumstances.

Contact information that may be used in the event of an emergency evacuation is provided in Appendix XX.

12.6 FLIGHT CREW AND OPERATOR PROCEDURES

12.6.1 For flights within the Damascus FIR – General

The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.

On receipt of the contingency message pilots are requested to broadcast to other flights on 121.5 and 123.45. A listening watch on these frequencies must be maintained.

12.6.2 For flights within the Damascus FIR – Westbound

----- ACC's will endeavour to provide an ATC service throughout the Damascus FIR as soon as evacuation commences. These procedures are detailed at Damascus Contingency Procedures – Appendix x

Flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate and subsequent position.

Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

UNIT	TEL. No	FAX No	EMAIL	AFTN
Amman FIR				
Ankara FIR				
Baghdad FIR				
Beirut FIR				
Nicosia FIR				

ICAO MID	0020 2 2267 4845/46/41	0020 2 2267 4843	
IATA	OO962 6 569 8728	OO962 6 560 4548	saidh@iata.org

Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

12.6.3 For flights within the Damascus FIR – Eastbound

----- ACC's will endeavour to provide an ATC service throughout the Damascus FIR as soon as evacuation commences. These procedures are detailed at Damascus Contingency Procedures – Appendix x

Flights operating with a received and acknowledged ATC clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

Communications with the next ATSU should be established at the earliest opportunity.

12.6.4 For flights approaching the Damascus FIR when the contingency is activated.

Not in Receipt of an ATC Clearance

In the event that Damascus ACC must be evacuated, only aircraft with received and acknowledged ATC clearances shall be permitted to transit Damascus FIR.

If unable to obtain or acknowledge an ATC clearance, flights should plan to re-route around the Damascus FIR or to land at an appropriate airfield.

In receipt of an acknowledged ATC Clearance outside Damascus FIR

Aircraft operating with a received and acknowledged ATC clearance can, at pilot's discretion, continue, but must expect a limited ATC service or no service within the Damascus FIR.

However, due to the uncertainty surrounding the contingency situation pilots are strongly advised to comply with the procedures detailed above for flights not in receipt of an ATC clearance even if they are in receipt of an acknowledged ATC clearance.

12.7 DAMASCUS FIR – CONTINGENCY ROUTE STRUCTURE

12.7.1 For activation within Damascus FIR

In a **limited service** contingency situation Damascus ACC may promulgate additional contingency tracks in addition to the published ATS Routes. Any contingency track design within the Damascus FIR will be effected at the time of the event and be dependent on the nature of the service limitation. Promulgation will be via AFTN

12.7.2 For activation within adjacent FIR

Unless instructed otherwise, flights entering the Damascus FIR should use the following contingency routes:

Communications with the next ATSU should be established at the earliest opportunity.

12.8 LONG TERM CONTINGENCY ARRANGEMENTS

In the event that Damascus loses the ability to provide an ATC service in the FIR for an extended period, and contingency plans are in place to provide the service from an alternate location.

The facility will be or is established at another location but will take some time to put in place as equipment and communication links have to be brought into operation and staff relocated. The nature of the loss of the Damascus facility may influence the time required to bring the contingency facility into service, but it is expected that under most circumstances an ATC service will be available in the Damascus FIR within 48 hours. In the interim period no ATC service will be available and all flights will be required to route clear of the Damascus FIR.

When established, the contingency facility will comprise a slightly reduced complement of control and support workstations, but with the existing range of communication facilities for clearance delivery.

Operators can expect that ATFM regulations will be in place throughout the period of the transition, with a gradual build up to near normal operating levels.

APPENDIX XX

SAMPLE NOTAMS

a) Avoidance of airspace

NOTAM.....DUE TO DISRUPTION OF ATS IN THE DAMASCUS FIR ALL ACFT ARE ADVISED TO AVOID THE FIR.

b) Airspace available with limited ATS

NOTAMDUE TO ANTICIPATED DISRUPTION OF ATS IN THE DAMASCUS FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

c) Contingency plan activated

NOTAMDUE TO DISRUPTION OF ATS IN DAMASCUS FIR ALL ACFT ARE ADVISED THAT THE Damascus FIR INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THE FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY DAMASCUS AIRSPACE.

d) Non adherence to the Contingency Plan

NOTAMOPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE DAMASCUS FIR

CHAPTER 13: DETAILED PROCEDURES – EMIRATES FIR

13.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES

Emirates FIR

13.2 FIRs WITH SUPPORTING PROCEDURES

Bahrain FIR
Muscat FIR
Qatar TMA
Tehran FIR

13.3 NOTIFICATION PROCEDURES

In a limited service situation notification of any service limitations and traffic management measures will be promulgated to operators and adjacent ANSPs via AFTN.

In a no service situation the Emirates ACC is likely to have been evacuated. As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators. An evacuation message will be broadcast on appropriate frequencies and operators in receipt of the contingency message are asked to forward this information to affected flights wherever possible.

13.4 LIMITED SERVICE – PROCEDURES

13.4.1 Disruption of ground/air communication capability

A limited communication service will be maintained with the assistance of adjacent Aerodromes. VHF services on the Emirates frequency normally provided by Emirates Control will be delegated as appropriate to Muscat ACC and Bahrain ACC. The Appropriate frequencies will be advised by Emirates ACC and the assisting ATSUs.

Situations which could result in a Limited Service are:

Equipment Failure

- a) Transmitters (Loss of a number of Transmitters)
- b) Receivers (Loss of a number of Receivers)
- c) Aerials (Loss of a number of Aerials)

- d) Data Lines (Loss of data lines between Emirates Communications center and Emirates ACC)

Propagation

Radio Propagation resulting in partial fade-out can be affected by many factors including Solar Flares and Geomagnetic Storms.

Staffing

Reduced Staffing
Illness
Weather (Severe Weather i.e. Storm, Snow, Flooding)

Security Threat

Depending on the level of the Security threat and if essential staff are allowed to remain on Station

In the event that the operation is degraded substantially, ATFM measures may be imposed as necessary.

13.4.2 Disruption of the ability to provide control services

Emirates ACC shall determine, co-ordinate and promulgate any necessary restrictions to meet the service limitation. Traffic in possession of a valid ATC clearance shall have priority over any other traffic. En-route re-clearance of such traffic shall not be permitted except in an emergency.

Traffic without a valid clearance may be subject to tactical traffic management measures to meet the requirements of the service limitation.

Separation standards

Emirates ACC will be responsible for ensuring the co-ordination and implementation of any additional separation requirements.

Contingency tracks

Dependant on the nature of the service limitation, Emirates ACC may promulgate and activate contingency tracks for use in addition to the normal ATS Routes available..

Air Traffic Flow Management

Emirates ACC shall co-ordinate any necessary traffic management measures where necessary. Such measures may include, but are not limited to, temporary capacity restrictions and tactical rerouting measures.

Emirates ACC shall co-ordinate these restrictions where necessary with adjacent ANSPs where they may affect the flow of traffic through these units' airspace.

Responsibilities of adjacent ANSPs

The action required of adjacent ANSPs will vary dependant on the nature of the service limitation. Where such action is not contained within the inter-centre Letters of Agreement (LOAs) the requirement will be promulgated within the initial failure and restrictions message.

13.5 NO SERVICE – PROCEDURES

13.5.1 Loss of ground/air communication capability

In the event of Emirates ACC being unable to provide ground/air communications for the Emirates FIR, Emirates ACC will coordinate with adjacent FIR's to provide ground/communications to the best of their ability.

Situations which could result in No Service being provided are:

- a) Equipment Failure;
 - Transmitters (Loss of all Transmitters)
 - Receivers (Loss of all Receivers)
 - Aerials (Loss of all Aerials)
 - Data Lines (Loss of data lines)
- b) Propagation;
 - Radio Propagation resulting in total fade-out which can be caused by many factors including Solar Flares and Geomagnetic Storms.
- c) Staffing
 - No Staff
 - Illness (Seasonal Influenza)
 - Weather
 - Industrial Relations issues
- d) Evacuation of Emirates ACC
 - Fire
 - Bomb threat

Effect on flights

In the event of Emirates ACC being unable to provide ground/air communications for a sustained period of time, Muscat ACC and Bahrain ACC, in coordination with adjacent FIR's, could provide a limited communications facility to flights in the Emirates FIR.

ATFM measures may be imposed as necessary.

13.5.2 Loss of ability to provide control services

Should Emirates ACC be evacuated, the potential would exist for a major disruption to Air Traffic Control (ATC) within the Emirates FIR.

In the event of Emirates ACC being evacuated, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the

radio frequency in use providing pilots with an alternate means of communication. The procedures to be adopted are detailed in the Emirates Contingency plan.

As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators as detailed in the Emirates Contingency Procedures – Muscat ACC and Bahrain ACC, Appendix E. In turn they are expected to advise the affected traffic.

Other ATSU's will provide guidance as far as possible in the circumstances.

Contact information that may be used in the event of an emergency evacuation is provided in Appendix E.

13.6 FLIGHT CREW AND OPERATOR PROCEDURES

13.6.1 For flights within the Emirates FIR – General

The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.

On receipt of the contingency message pilots are requested to broadcast to other flights on 121.5 and 123.45. A listening watch on these frequencies must be maintained.

13.6.1.1 For flights within the Emirates FIR – Westbound

Muscat ACC will endeavour to provide an ATC service throughout the Emirates FIR as soon as evacuation commences. These procedures are detailed at Emirates Contingency Procedures – Appendix E.

Flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate and subsequent position.

Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

ADJACENT ATSU CONTACT DETAILS:

UNIT	TEL. No	FAX No	EMAIL	AFTN
Bahrain FIR	9731 7321080 9731 7321081	9731 7321029	bahatc@caa.gov.bh catco@caa.gov.bh	OBBBZQZX OBBBZQZA
Muscat FIR	9682 4519550 96824519507	9682 4519932	n.almazroui@caa.gov.om	OOMMZQZX
Qatar TMA	9744 4622515 9744 4656561 9744 4656562	9744 4621765	doha.ais@caa.gov.qa ahmed@caa.gov.qa	OTBDZTZX
Tehran FIR	9821 44544116 9821 44544060	9821 44544117	Maj.alireza@yahoo.com	OIIIZGZX OIIIZQZX

ICAO MID	0020 2 2267 4845/46/41	0020 2 2267 4843	
IATA	OO962 6 569 8728	OO962 6 560 4548	saidh@iata.org

Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

13.6.2 For flights within the Emirates FIR – Eastbound

Bahrain ACC will endeavour to provide an ATC service throughout the Emirates FIR as soon as evacuation commences. These procedures are detailed at Emirates Contingency Procedures – Appendix E.

Flights operating with a received and acknowledged ATC clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

Communications with the next ATSU should be established at the earliest opportunity.

13.6.3 For flights approaching the Emirates FIR when the contingency is activated.

Not in Receipt of an ATC Clearance

In the event that Emirates ACC must be evacuated, only aircraft with received and acknowledged ATC clearances shall be permitted to transit Emirates FIR.

If unable to obtain or acknowledge an ATC clearance, flights should plan to re-route around the Emirates FIR or to land at an appropriate airfield.

In receipt of an acknowledged ATC Clearance outside Emirates FIR

Aircraft operating with a received and acknowledged ATC clearance can, at pilot's discretion, continue, but must expect a limited ATC service or no service within the Emirates FIR.

However, due to the uncertainty surrounding the contingency situation pilots are strongly advised to comply with the procedures detailed above for flights not in receipt of an ATC clearance even if they are in receipt of an acknowledged ATC clearance.

13.7 EMIRATES FIR – CONTINGENCY ROUTE STRUCTURE

13.7.1 For activation within Emirates FIR

In a **limited service** contingency situation Emirates ACC may promulgate additional contingency tracks in addition to the published ATS Routes. Any contingency track design within the Emirates FIR will be effected at the time of the event and be dependent on the nature of the service limitation. Promulgation will be via AFTN.

13.7.2 For activation within an adjacent FIR

Unless instructed otherwise, flights entering the Emirates FIR should use the following contingency routes:

- All routes which are not mentioned will be not available;
- Ten minutes longitudinal separation from OBBB, OIII, OOMM and OTDB;
- All traffic transiting UAE FIR shall be maintaining flight level:

WESTBOUND

OVERFLYING AND LANDING TRAFFIC

ATS Waypoint	ATS Route	ATSU Frequency	Transfer Waypoint	Available Flight Level	EXIT ATS Waypoint	NEXT ATSU Frequency	REMARKS
MENSA	N571	MUSCAT	ATBOR	FL320, FL340,	BALUS	BAHRAIN	

		ACC 119.8		FL380 and Above		132.125	
MENSA	N571	MUSCAT ACC 119.8	ATBOR	FL 260, FL300	TONSA	BAHRAIN 132.125	
SODEX	N563	MUSCAT ACC 124.7	ADV	FL280, FL360	BALUS	BAHRAIN 132.125	
	Z994	MUSCAT ACC 124.7	MISOD	FL300, FL320,	MEKMA	BAHRAIN 132.125	Available only for Traffic Landing Doha
TAPRA	M762	MUSCAT ACC 119.8	TAPRA	FL180	TAPRA	DUBAI APP 124.9	Available only for Traffic Landing within Dubai CTA
ITRAX	P899	MUSCAT ACC 124.7	ITRAX	FL160		ABU DHABI APP 124.4	Available only for Traffic Landing within Abu Dhabi CTA
LUDID	M628	MUSCAT ACC 124.7	LUDID	FL340 and Above		BAHRAIN ACC 2992 8918 5667 (HF)	-----

EASTBOUND

ATS Waypoint	ATS Route	ATSU Frequency	Transfer Waypoint	Available Flight Level	EXIT ATS Waypoint	NEXT ATSU Frequency	REMARKS
NADAM	A791	BAHRAIN 132.125	SHJ	FL390	LALDO	MUSCAT ACC 119.8	
			SHJ	FL250, FL290, FL330, FL370	TONVO	MUSCAT ACC 119.8	
SIR	L223	TEHRAN/ 133.4	RAGOL	FL350	TARDI	MUSCAT ACC/124.7	
LABTA	Y505	BAHRAIN /132.125	80NM FROM SHJ	FL190/FL170	-----	DUBAI APP/124.9	Available only for Traffic Landing Northern Emirates
ORSAR	G666/ B416	THRAN/13 3.4	80NM FROM SHJ	A090/FL210	-----	DUBAI APP/124.9	Available only for Traffic Landing Northern Emirates
GITEX	N685	BAHRAIN 132.125	ADV	FL270, FL310, FL390	LABRI	MUSCAT ACC 124.7	-----
			60NM FROM ADV	FL190	-----	ABU DHABI APP/124.4	Available only for Traffic Landing Southern Emirates

DEPARTING TRAFFIC

WESTBOUND:

ATS Route	ATSU Frequency	Transfer Waypoint	Available Flight Level	NEXT ATSU Frequency	REMARKS
N571	DUBAI APP/124.9	60NM FROM SHJ	FL200	BAHRAIN 132.125	Dubai APP Shall Climb Traffic to FL180 then to be Transferred to Bahrain ACC
G462	ABU DHABI APP/124.4	60NM FROM ADV	FL180	BAHRAIN 132.125	Abu-Dhabi Shall Climb Traffic to FL160 then to be Transferred to Bahrain ACC
Z994	ABU DHABI APP/124.4	60NM FROM ADV	FL200	BAHRAIN 132.125	Available for Traffic Landing Doha Traffic Departing Dubai CTA Shall be transferred Locally by Dubai APP to Abu-Dhabi APP then to be Routed via TAS Route Z994

EASTBOUND

ATS Route	ATSU Frequency	Transfer Waypoint	Available Flight Level	NEXT ATSU Frequency	REMARKS
A791	DUBAI APP 124.9	LALDO	FL230	MUSCAT ACC 119.8	Dubai APP Shall Climb Traffic to FL230 then to be Transferred to Muscat ACC
L223	DUBAI APP 124.9	TARDI	FL210	MUSCAT ACC 124.7	Abu-Dhabi Shall Climb Traffic to FL210 then to be Transferred to MUSCAT ACC
N318	ABU DHABI APP 124.4	LABRI	FL230	MUSCAT ACC 124.7	Abu-Dhabi Shall Climb Traffic to FL230 then to be Transferred to MUSCAT ACC

Communications with the next ATSU should be established at the earliest opportunity.

13.8 LONG TERM CONTINGENCY ARRANGEMENTS

In the event that Emirates ACC loses the ability to provide an ATC service in the Emirates FIR for an extended period, and contingency plans are in place to provide the service from an alternate location.

The facility will be or is established at another location but will take some time to put in place as equipment and communication links have to be brought into operation and staff relocated. The nature of the loss of the main facility may influence the time required to bring the contingency facility into service, but it is expected that under most circumstances an ATC service will be available in the Emirates FIR within 48 hours. In the interim period no ATC service will be available and all flights will be required to route clear of the Emirates FIR.

When established, the contingency facility will comprise a slightly reduced complement of control and support workstations, but with the existing range of communication facilities for clearance delivery.

Operators can expect that ATFM regulations will be in place throughout the period of the transition, with a gradual build up to near normal operating levels.

APPENDIX XX

SAMPLE NOTAMS

a) Avoidance of airspace

NOTAM.....DUE TO DISRUPTION OF ATS IN THE EMIRATES FIR ALL ACFT ARE ADVISED TO AVOID THE FIR.

b) Airspace available with limited ATS

NOTAMDUE TO ANTICIPATED DISRUPTION OF ATS IN THE EMIRATES FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

e) Contingency plan activated

NOTAMDUE TO DISRUPTION OF ATS IN EMIRATES FIR ALL ACFT ARE ADVISED THAT THE Emirates FIR INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THE FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY EMIRATES AIRSPACE.

d) Non adherence to the Contingency Plan

NOTAMOPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE EMIRATES FIR

CHAPTER 14: DETAILED PROCEDURES – SANA’A FIR

14.1 FIR FOR WHICH THE CONTINGENCY PLAN APPLIES

Sana’a FIR

14.2 FIRs WITH SUPPORTING PROCEDURES

Addis Ababa FIR
Asmara FIR
Bahrain FIR
Jeddah FIR
Mogadishu FIR
Mumbai FIR
Muscat FIR

14.3 NOTIFICATION PROCEDURES

In a limited service situation notification of any service limitations and traffic management measures will be promulgated to operators and adjacent ANSPs via AFTN.

In a no service situation the ACC is likely to have been evacuated. As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP’s and operators. An evacuation message will be broadcast on appropriate frequencies and operators in receipt of the contingency message are asked to forward this information to affected flights wherever possible.

14.4 LIMITED SERVICE – PROCEDURES

14.4.1 Disruption of ground/air communication capability

A limited communication service will be maintained with the assistance of adjacent Aerodromes. VHF services on the Sana'a frequency normally provided by Sana'a Control will be delegated as appropriate to the other ATS units namely -----, Appropriate frequencies will be advised by Sana'a and the assisting ATS units.

Situations which could result in a Limited Service are:

Equipment Failure

- a) Transmitters (Loss of a number of Transmitters)
- b) Receivers (Loss of a number of Receivers)
- c) Aerials (Loss of a number of Aerials)
- d) Data Lines (Loss of data lines between Sana'a Communications center and Sana'a ACC)

Propagation

Radio Propagation resulting in partial fade-out can be affected by many factors including Solar Flares and Geomagnetic Storms.

Staffing

Reduced Staffing
Illness
Weather (Severe Weather i.e. Storm, Snow, Flooding)

Security Threat

Depending on the level of the Security threat and if essential staff are allowed to remain on Station

In the event that the operation is degraded substantially, ATFM measures may be imposed as necessary.

14.4.2 Disruption of ability to provide control services

Sana'a ACC shall determine, co-ordinate and promulgate any necessary restrictions to meet the service limitation. Traffic in possession of a valid ATC clearance shall have priority over any other traffic. En-route re-clearance of such traffic shall not be permitted except in emergency.

Traffic without a valid clearance may be subject to tactical traffic management measurements to meet the requirements of the service limitation.

Separation standards

Sana'a ACC will be responsible for ensuring the co-ordination and implementation of any additional separation requirements.

Contingency tracks

Dependant on the nature of the service limitation, Sana'a may promulgate and activate contingency tracks for use in addition to the normal ATS Routes available.

Air Traffic Flow Management

Sana'a ACC shall co-ordinate any necessary traffic management measures where necessary. Such measures may include, but are not limited to, temporary capacity restrictions and tactical rerouting measures.

Sana'a ACC shall co-ordinate these restrictions where necessary with adjacent ANSPs where they may affect the flow of traffic through these units airspace.

Responsibilities of adjacent ANSPs

The action required of adjacent ANSPs will vary dependant on the nature of the service limitation. Where such action is not contained within the inter-centre Letters of Agreement (LOAs) the requirement will be promulgated within the initial failure and restrictions message.

14.5 NO SERVICE – PROCEDURES

14.5.1 Loss of ground/air communication capability

In the event of Sana'a ACC being unable to provide ground/air communications for Sana'a FIR ----- ATC Unit will coordinate with adjacent FIR's to provide ground/communications to the best of their ability.

Situations which could result in No Service being provided are:

- a) Equipment Failure;
 - Transmitters (Loss of all Transmitters)
 - Receivers (Loss of all Receivers)
 - Aerials (Loss of all Aerials)
 - Data Lines (Loss of data lines)
- b) Propagation;
 - Radio Propagation resulting in total fade-out which can be caused by many factors including Solar Flares and Geomagnetic Storms.
- c) Staffing
 - No Staff
 - Illness (Seasonal Influenza)
 - Weather
 - Industrial Relations issues
- d) Evacuation of Sana'a ACC
 - Fire
 - Bomb threat

Effect on flights

In the event of Sana'a ACC being unable to provide ground/air communications for a sustained period of time ----- ATC Unit in coordination with adjacent FIR's could provide a limited communications facility to flights in the Sana'a FIR.

ATFM measures may be imposed as necessary.

14.5.2 Loss of ability to provide control services

Should Sana'a ACC be evacuated the potential would exist for a major disruption to Air Traffic Control (ATC) within the Sana'a FIR.

In the event that Sana'a ACC is evacuated, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication. The procedures to be adopted are detailed in the Sana'a Contingency plan.

As soon as possible after evacuation a contingency message will be sent to all adjacent ANSP's and operators as, detailed in the Sana'a Contingency Procedures – Appendix xx.' In turn they are expected to advise the affected traffic.

Other ATSU's will provide guidance as far as possible in the circumstances.

Contact information that may be used in the event of an emergency evacuation is provided in Appendix XX.

14.6 FLIGHT CREW AND OPERATOR PROCEDURES

14.6.1 For flights within the Sana'a FIR – General

The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.

On receipt of the contingency message pilots are requested to broadcast to other flights on 121.5 and 123.45. A listening watch on these frequencies must be maintained.

14.6.2 For flights within the Sana'a FIR – Westbound

----- ACC's will endeavour to provide an ATC service throughout the Sana'a FIR as soon as evacuation commences. These procedures are detailed at Sana'a Contingency Procedures – Appendix x

Flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate and subsequent position.

Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

UNIT	TEL. No	FAX No	EMAIL	AFTN
Addis Ababa FIR				
Asmara FIR				
Bahrain FIR				
Jeddah FIR				
Mogadishu FIR				
Mumbai FIR				
Muscat FIR				

ICAO MID	0020 2 2267 4845/46/41	0020 2 2267 4843	
IATA	OO962 6 569 8728	OO962 6 560 4548	saidh@iata.org

Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

14.6.3 For flights within the Sana'a FIR – Eastbound

----- ACC's will endeavour to provide an ATC service throughout the Sana'a FIR as soon as evacuation commences. These procedures are detailed at Sana'a Contingency Procedures – Appendix x

Flights operating with a received and acknowledged ATC clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

Communications with the next ATSU should be established at the earliest opportunity.

14.6.4 For flights approaching the Sana'a FIR when the contingency is activated.

Not in Receipt of an ATC Clearance

In the event that Sana'a ACC must be evacuated, only aircraft with received and acknowledged ATC clearances shall be permitted to transit Sana'a FIR.

If unable to obtain or acknowledge an ATC clearance, flights should plan to re-route around the Sana'a FIR or to land at an appropriate airfield.

In receipt of an acknowledged ATC Clearance outside Sana'a FIR

Aircraft operating with a received and acknowledged ATC clearance can, at pilot's discretion, continue, but must expect a limited ATC service or no service within the Sana'a FIR.

However, due to the uncertainty surrounding the contingency situation pilots are strongly advised to comply with the procedures detailed above for flights not in receipt of an ATC clearance even if they are in receipt of an acknowledged ATC clearance.

14.7 SANA'A FIR – CONTINGENCY ROUTE STRUCTURE

14.7.1 For activation within Sana'a FIR

In a **limited service** contingency situation Sana'a ACC may promulgate additional contingency tracks in addition to the published ATS Routes. Any contingency track design within the Sana'a FIR will be effected at the time of the event and be dependent on the nature of the service limitation. Promulgation will be via AFTN

14.7.2 For activation within adjacent FIR

Unless instructed otherwise, flights entering the Sana'a FIR should use the following contingency routes:

Communications with the next ATSU should be established at the earliest opportunity.

14.8 LONG TERM CONTINGENCY ARRANGEMENTS

In the event that Sana'a loses the ability to provide an ATC service in the FIR for an extended period, and contingency plans are in place to provide the service from an alternate location.

The facility will be or is established at another location but will take some time to put in place as equipment and communication links have to be brought into operation and staff relocated. The nature of the loss of the Sana'a facility may influence the time required to bring the contingency facility into service, but it is expected that under most circumstances an ATC service will be available in the Sana'a FIR within 48 hours. In the interim period no ATC service will be available and all flights will be required to route clear of the Sana'a FIR.

When established, the contingency facility will comprise a slightly reduced complement of control and support workstations, but with the existing range of communication facilities for clearance delivery.

Operators can expect that ATFM regulations will be in place throughout the period of the transition, with a gradual build up to near normal operating levels.

APPENDIX XX

SAMPLE NOTAMS

a) Avoidance of airspace

NOTAM.....DUE TO DISRUPTION OF ATS IN THE SANA'A FIR ALL ACFT ARE ADVISED TO AVOID THE FIR.

b) Airspace available with limited ATS

NOTAMDUE TO ANTICIPATED DISRUPTION OF ATS IN THE SANA'A FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.

c) Contingency plan activated

NOTAMDUE TO DISRUPTION OF ATS IN SANA'A FIR ALL ACFT ARE ADVISED THAT THE Sana'a FIR INTERNATIONAL CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THE FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY SANA'A AIRSPACE.

d) Non adherence to the Contingency Plan

NOTAMOPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE SANA'A FIR

DRAFT



**CONTINGENCY ROUTING SCHEME FOR
ASIA/MIDDLE EAST/EUROPE – 2003
(CRAME-03)**

Version II

Approved by the President on behalf of the ICAO Council

DRAFT

Introduction

The Contingency Routing Scheme for Asia/Middle East/Europe – 2003 (CRAME-03) has the objectives of ensuring continued safety of air navigation within FIRs affected by airspace closures and minimising effects on international civil air transportation in the event of military action occurring in the Middle East area. The procedures contained in this document supplements or details, where so required, those actions and procedures prescribed in State specific contingency plans.

The contingency routing scheme is designed to provide alternative routes to/from Asia, Middle East, and Europe, which will allow aircraft operators to avoid airspace in the Middle East, as necessary, with a minimum of disruption to flight operations.

It is not possible to predict with certainty what airspace will remain open or closed to civil aviation and for what period of time. Experience from operating similar contingency plans under similar conditions shows that a flexible approach to airspace management is required. Frequent changes in military objectives and concentrations of military activities will affect the airspace available for civil operations. In this regard, the contingency routing scheme takes into account that States may need to modify the extent to which they can support the contingency arrangements. Accordingly, this contingency scheme has been designed to contain a variety of options, which can be used for varying scenarios.

It is recognized that operators may incur economic penalties during application of the contingency scenarios. Therefore, air traffic flow control measures will be implemented as required.

Airspace Definition

The contingency routing scenarios are designed for air traffic operating through the following flight information regions (FIRs) south and north of the Himalayas (see charts in **Appendix B**): Addis Ababa, Alma Ata, Asmara, Bahrain, Bangkok, Cairo, Colombo, Delhi, Emirates, Frunze, Jeddah, Kabul, Karachi, Khartoum, Kunming, Lahore, Lanzhou, Madras, Male, Mogadishu, Mumbai, Muscat, Sana'a, Semipalatinsk, Seychelles, Tehran, Ulaan Baatar, Urumqi and Vientiane.

Contingency Situation

These procedures have been developed to provide alternative routings for various scenarios in the event that military activity in the Middle East closes airspace to international civil aviation or where operators wish to avoid airspace due to a perceived risk to the safety of flight.

Responsibilities

Elements of this contingency scheme may be activated by NOTAM or Aeronautical Information Publication (AIP) Supplement as required and issued by the air traffic services (ATS) authorities responsible for the FIRs concerned. ATS authorities will notify by NOTAM any closures of ATS routes and airspace that become potentially hazardous to air traffic. The NOTAM should give information on any degradation of communications, navigation and surveillance services. The affected ATS unit should activate its contingency scheme by the most direct means possible (direct speech, AFTN (SS priority) or any other means of priority message) to the following:

- a) all airborne aircraft potentially affected by such closures or degradation of services
 - b) adjacent FIRs and air traffic control (ATC) Centres;
 - c) to the following ICAO Regional Offices:
 - 1) Bangkok (AFTN: VTBBICOX);
 - 2) Cairo (SITA: CAICAYA);
 - 3) Nairobi (SITA: NBOCAYA.); and
 - 4) Paris (SITA: PAREUYA); and
 - d) and to the following IATA Regional Offices:
 - 1) Singapore (WSSSIATA);
 - 2) Amman;
 - 3) Nairobi; and
 - 4) Brussels.
-

ICAO Approval

Approval

By agreement of States and international organizations through the ICAO Regional Offices of Asia/Pacific, Middle East and European and North Atlantic, this contingency scheme is approved by the President on behalf of the ICAO Council.

Coordination

The appropriate ICAO Regional Office will distribute this contingency scheme to all relevant States and international organisations within their regions.

Amendment and Review

This contingency scheme should be reviewed regularly and amended as appropriate. In addition, States should periodically review their own national contingency plan and coordinate any amendments with neighbouring States and ICAO.

Revision Conditions

Amendments and revisions are to be coordinated with affected States, organisations and ICAO. Proposed amendments to the contingency scheme should be forwarded to the relevant ICAO Regional Office for action.

Contact Names and Telephone Numbers

To be provided by State ATS Providers and international organizations to the relevant ICAO Regional Office for distribution. A list of contact details is contained in **Appendix A**.

Contingency Scenarios

Description

This contingency scheme provides a series of options for alternative routings where ATS routes and airspace are closed or operators choose to avoid airspace, which could pose a risk to the safety of flight.

Airspace and Routes

Contingency routing scheme

This contingency scheme has been developed based on existing ATS routes and making use of appropriate contingency routes in the Contingency Routing Plan for Asia/Middle East/Europe (CRAME). Priority has been given to safety considerations and to ensuring that as far as possible, ATC operations are not complicated. Temporary routes are also established where necessary.

The contingency routings are designed to take into consideration that disruptions to normal traffic flows have the potential to create an additional burden and complexity to ATC. Therefore, temporary contingency routes have been designed to be safe and instantly manageable by ATC. This may require additional track miles to be flown by the aircraft operator.

The contingency schemes were given CRAME designators based on various scenarios that may take place, which are:

Scenario 1 (Yellow routes): Flights planning to operate on existing routes to and from Gulf States aerodromes that are open to civil flights, and overflights are permitted over portions of the Arabian Peninsular.

Scenario 2 (Pink routes): Flights planning to avoid the Persian Gulf by operating on existing routes through Pakistan and Iran via the Arabian Sea.

Scenario 3 (Blue routes): Flights planning to avoid the Persian Gulf by operating through Pakistan, Iran and Turkey.

Scenario 4 (Orange routes): Flights planning to avoid the Persian Gulf, Iran and Turkey by operating through Afghanistan and India.

Scenario 5 (Red routes): Flights planning to avoid the Persian Gulf, Iran, Turkey and Afghanistan by operating across the Arabian Sea and Indian Ocean.

Scenario 6 (Green routes): Flights planning to avoid the Middle East entirely by operating north of the Himalayas or east and north of Afghanistan (Kabul FIR).

The scenarios above are further delineated in terms of alternative routes that are available to meet each scenario's stated objective. This will normally be in the form of a contingency route designator (e.g. *CS Green 6.4*) or an existing code where the route is already specified as a part of CRAME or the ATS route designator for established ATS routes. Details of these alternative routes that apply to each scenario are contained in the charts at **Appendix B**. Except for Scenarios 5 and 6, which are limited to existing route structures, the route details and procedures associated with each contingency route is at **Appendix C**.

Special Note:

Under Scenarios 1 to 5 above, airline company policy may dictate that their aircraft avoid the Middle East area completely as well as operations over Afghanistan, which may require them to plan via China, North of the Himalayas in accordance with Scenario 6.

Air Traffic Management

ATS Responsibilities

Normal communications, navigation and surveillance (CNS) and air traffic management (ATM) are expected to be provided for the FIRs concerned.

It should be noted that tactical air traffic control considerations during periods of over-loading may require re-assignment of routes or portions thereof. Where possible, the designated alternative routes have been designed to maximize the use of existing ATS route structures and communication services.

The State ATS provider should issue NOTAMs detailing the services and facilities not available, including where known, an expected date of restoration, and giving information on the arrangements for the provision of alternative services where appropriate. In addition, if a disruption to service is anticipated, the State ATS provider should publish a NOTAM that alerts the operator to the possible disruption and what actions are expected to take place. This will allow both operators and affected State ATS providers to prepare in advance of any such occurrence.

Separation

Separation criteria will be applied in accordance with the *Procedures for Air Navigation Services—Air Traffic Management* (PANS-ATM, Doc 4444) and the Regional Supplementary Procedures (Doc 7030).

**Level Restrictions:
Regional Route
Structure**

Wherever possible, aircraft on long-haul international flights shall be given priority and cleared to optimum cruising levels, i.e. at FL 280 and above.

Air Traffic Flow Management

Air traffic flow management (ATFM) measures will be introduced as required to ensure an optimum flow of air traffic to and through areas during times when demand exceeds or is expected to exceed the available capacity. ATFM also should ensure that safety is not compromised by the development of unacceptable levels of traffic congestion. During the implementation of this contingency scheme there could be periods of traffic build up that would require implementation of ATFM.

ATS providers with responsibility for contingency routes should coordinate in advance appropriate ATFM arrangements that include setting acceptable traffic flow rates for the various routing scenarios. An example of traffic flow rates based on applying 10 minute and 15 minute longitudinal separation is provided in **Appendix F**. Flow rates would need to be established for each contingency route by States concerned.

In order to regulate and maximise the airspace capacity and make use of available flight levels, it may be necessary to impose speed restrictions/requirements on some routes for specific time periods.

Tactical flow management measures which monitor the progress of individual aircraft will intervene when required to meet ATM constraints.

States should review the airport traffic movement curfew hours, with a view to providing leniency during the critical period when the contingency routes are activated so as to allow for late arrivals or departures as a result of flow control measures.

Transition to contingency scheme the event of airspace closure

During times of uncertainty when airspace closures seem possible, aircraft operators should be prepared for a possible change in routing while en-route. This would require familiarization of the alternative routes outlined in this contingency scheme as well as what may be promulgated by a State via NOTAM or AIP.

In the event of an airspace closure that has not been promulgated, ATC should if possible broadcast to all aircraft in their airspace what airspace is being closed and to stand by for further ATC instructions.

ATS providers should recognize that when closure of airspace or airports are promulgated, individual airlines may have different company requirements as to their alternative routings. ATC should be alert to respond to any request by aircraft and react commensurate with safety.

Transfer of Control and Co-ordination

Transfer of Control The transfer of control and communication should be at the common FIR boundary unless there is mutual agreement between the adjacent ATS units. State ATS providers should also review current co-ordination requirements in light of contingency operations or short notice airspace closures.

Communications

Flight Monitoring In areas where a control service is not available, a flight monitoring and broadcast procedure should be used. The ICAO Traffic Information Broadcast by Aircraft (TIBA) procedure as shown in **Appendix D** should be used for flights in the Asia Pacific and Middle East Regions on VHF 128.95 MHz and the IATA In-flight Broadcast Procedure (IFBP) is used for flights in African/Indian Ocean FIRs as specified in **Appendix E**, Paragraph 6.1 on VHF 126.9 MHz.

Pilot and Operator Procedures

Intercept Operations Pilots need to be aware that a contingency situation involving military activity carries the possibility of being intercepted by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in Annex 2 to the Chicago Convention, paragraph 3.8 and Appendix 2, Sections 2 and 3 as shown in **Appendix G**, as well as specific intercept procedures that may be contained in a State AIP.

Pilots need to continuously guard the VHF emergency frequency 121.5 MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discrete code assigned by ATC or select code 2000 if ATC has not assigned a code.

If an aircraft is intercepted by another aircraft, the pilot shall immediately:

- a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures;
- b) notify, if possible, the appropriate air traffic services unit;
- c) attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency

121.5 MHz and 243 MHz if equipped; and

- d) set transponder to Code 7700, unless otherwise instructed by the appropriate ATS unit.

If any instructions received by radio from any sources conflict with those given by the intercepting aircraft, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

Overflight Approval

Overflight approval requirements Aircraft operators are to obtain overflight approval from States for flights operating through their FIRs, where required. In a contingency situation, flights may be rerouted at short notice and it may not be possible for operators to give the required notice to obtain approval. This would be a particular problem when airspace is closed at short notice. States responsible for the FIRs in which contingency routes are established should consider making special arrangements to expedite flight approvals in these contingency situations.

States should facilitate the entry/overflight of humanitarian flights within their territorial airspace/FIRs in case be requested by Humanitarian Agencies.

Appendices

Appendix A	<i>List of contact persons and details</i>
Appendix B	Chart(s) of Contingency routes
Appendix C	Matrix containing details of contingency routes
Appendix D	ICAO Contingency TIBA Procedures
Appendix E	IATA In-flight Broadcasting Procedures
Appendix F	ATFM air traffic flow rates

Appendix G

ICAO Interception Procedures

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Appendix A

List of Contacts

NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE	FAX	E-MAIL	OTHER CONTACT DETAILS
ARMENIA						
Arthur Gasparyan (Focal Point – H24)	3741 59 33 04		3741 47 71 90	3749 59 33 04	arthur.gasparyan@armats.am	UGEEADXX
Avag Poghosyan (Alternate – H24)	3741 59 30 76		3749 40 15 82	3741 28 70 02		UGEEADXX
AZERBAIJAN						
Bala Mirzoev	99412 971 604 (0500 – 1400)		99450 326 2863 (H24)	99412 972 733 (0500 – 1400)	Direct address: balamirzoev@azans.az Official address: office@azans.az atm@azans.az	UBBBADXX
ATC Supervisor (on duty)	99412 971 673					
BAHRAIN						
Mr. Mohamed Ahmed Juman	973 321 031/80 INMARSAT: 873 763 688 478 (H24)			973 321 029 INMARSAT: 873 763 688 479	cmcan@bahrain.gov.bh	Air Navigation Crisis Management Centre Operational on H24
BANGLADESH						
Chairman CAA of Bangladesh	880-2-8911122			880-2-8913322	caab@nsl.bangla.net	
CHINA						
Mr. Liu Zhonghua	86-10-6401 2907			86-10-6513 5983		AFTN: ZBBBZGZX

Appendix A

List of Contacts

NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE	FAX	E-MAIL	OTHER CONTACT DETAILS
Mr. Zhang Tongguo	86-10-6401 2907					
EGYPT						
Mr. Mohamed Alkady	202 265 7849	202 639 1792	202 417 8460	202 268 0627	elkady@nansceg.org mielkady@hotmail.com	
Mr. Aly Hussien Aly	202 637 3950	202 417 8460	201 01609 760	202 268 0627		
GEORGIA						
Vladimir Gogashvili	995 32 947 326 (0500-1400 UTC)		995 77 411 125	995 32 947326 (0500-1400UTC)	atc@airnav.com.ge atc@caucasus.net	UGGGADXX
HONG KONG, CHINA						
Mr. Norman Lo Deputy Director General Civil Aviation	(852) 2867 4202	(852) 2504 4299	(852) 9038 0695	(852) 2910-1177 (VHHH ATCC-H24)	nsmlo@cad.gov.hk	
Mr. John Lau	(852) 2910-6402	(852) 2341-1928	(852) 9022-8422	(852) 2910-1177	jtclau@cad.gov.hk	
INDIA						
H.S. Chawla	91-11-2463 1684		981-0016-825	91-11-2461 1078	edatmchqnad@airportsindia.org .in	
DGCA India	91-11-2462 7830	91-11-2467 1272		91-11-2462 9221		
AAI				91-11-2463 2990		
INDONESIA						
DGAC – Indonesia				62-21-424 6703		
Director of Aviation Safety				62-21-350 7569		
IRAN						

Appendix A

List of Contacts

NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE	FAX	E-MAIL	OTHER CONTACT DETAILS
Mr. A. Golmohammadi DG of Operations	982 1452 5493					<i>Note.- During New Year Holidays in Iran (20 March – 5 April) Contact the Dep. Of CAO in Operation or in the Dept. of ATS</i>
Mr. Momenirokh Deputy of CAO in Operation		21 440 0753	98 913 227 4798	98 214 527 194		
Mr. E. Shoushtari Deputy of ATS Dept.		21 601 4235	98 911 286 100			
Mr. Khodakarami Deputy of ATS Dept.		21 408 7386	98 913 284 3796			
JORDAN						
Mr. Majed Yousef Aqeel Director, ATM	9626 489 7729		079 502 0100	9626 4891 266	majedaqeel@yahoo.com	
KAZAKHSTAN						
Amantai B. Zholdybayev	7 3172 328 688		7 300 533 6583	7 3172 324 225	tokbakhbayev@mtc.gov.kz	
KYRGYZSTAN						
Georgy Sitnikov (Focal Point – Day only)	996 312 542 142			996 312 542 140 996 312 542 141	Parc2@mail.elcat.kg	UAFMYAYX
Civil Sector ATFM (H24)	996 312 603 552			996 312 603 573 996 312 313 573		UAFMZDZX

Appendix A

List of Contacts

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KUWAIT						
Eng. Fozan M. Al-Fozan	965 476 0421			965 431 9232	cvnedd@qualitynet.net	
LEBANON						
Mr. Khaled Chamieh Chief, Air Navigation Department	9611 628 178		9613 837 833	9611 629 023	chamiehk@beirutairport.gov.lb	
MALAYSIA						
Mr. Maniam Appadurai Deputy Director ATS (Operations)	007-603-7846 5233 007-603-7846 9428	603-7980 0870		603-7847 2997	accwmfc@tm.net.my	
MALDIVES						
Mr. Mohamed Solih Chief Air Traffic Services	960-313308		960-774154	960-323039	msolih@airports.com.mv	
MYANMAR						
DCA Myanmar				95-1-665124	dca.myanmar@mptmail.net.m m	
U. Yoa Shu	951-663-838	951-642-223		951-665-124	dca.myanmar@mptmail.net.m m	
NEPAL						
				977-1-262516		
OMAN						
Mr. Abdullah Nasser Al-Harthy	968 519 201		968 947 6806	968 519 939/ 519 930	Abdullah_Nasser@dgcam.com. om	
Mr. Saud Al-Adhoobi	968 519 305		968 932 1664	968 519 939/ 519 930	saud@dgcam.com.om	

Appendix A

List of Contacts

NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE	FAX	E-MAIL	OTHER CONTACT DETAILS
PAKISTAN						
Mr. Zahid H. Khan	922 1924 8134				gmats@cyber.net.pk	
PHILIPPINES						
Mr. Anacleto V. Venturina Director, Air Traffic Service	63-2-8320906	63-2-8729416		63-2-7592742	avv@ats.ato.gov.ph	
Mr. Salvador G. Rafael Chief, Air Traffic Control Division	63-2-7592742	63-46-4171281		63-2-7592742	srafael@atmd.ats.ato.gov.ph	
RUSSIAN FEDERATION						
Yury Meleshko (Focal Point – CAA)	7 095 155 5931		7 095 961 5680 (H24)	7 095 151 3335	Scherbakov_lk@scaa.civilavia.ru	
Watch Supervisors (H24)	7 095 155 5693 7 095 155 9659			7 095 155 5217		UUUVYVYX
Senior Controllers (H24)	7 095 155 8572 7 095 155 5515					UUUVZDZX
SAUDI ARABIA						
Mr. Mohammad Al Alawi	9662 640 1005		9665 562 1582	9662 640 1005	alalawi_m@yahoo.com	
SINGAPORE						
Mr. Mervyn Fernando	65-6541 2420	65-6783 8544	65-9616 4300	65-6545 6224	mervyn_fernando@caas.gov.sg	
Mr. Kuah Kong Beng	65-6541 2457			65-6545 6516	Kuah_kong_beng@caas.gov.sg	
SRI LANKA						

Appendix A

List of Contacts

NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE	FAX	E-MAIL	OTHER CONTACT DETAILS
Ranjith M. Silva	94-1-251621	94-1-862-454	94-777-71 2770	94-1-253187	rmsaasl@slt.lk	
SYRIA						
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TAJIKISTAN						
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A.A. Amanov (Working Hours)	993 1235 5534			993 1235 4402		

Appendix A

List of Contacts

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Appendix A

List of Contacts

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Appendix A

List of Contacts

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Appendix B

Contingency Routes

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CONTINGENCY SCHEME ROUTE DETAILS

1. INTRODUCTION

1.1 The following scenarios provide aircraft operators with alternative routings to their normal routes that may be affected by airspace closures.

ROUTES — DESCRIPTION

Scenario 1 (Yellow routes): Flights planning to operate on existing routes to and from Gulf State aerodromes that are open to civil flights, and overflights are permitted over portions of the Arabian Peninsular

Scenario 2 (Pink routes): Flights planning to avoid the Gulf area on existing routes through Pakistan and Iran via the Arabian Sea

Scenario 3 (Blue routes): Flights planned to avoid the Gulf area by operating through Pakistan, Iran and Turkey

3.1	TIGER/G452	TIGER-G452-RK-ZAHEDAN
3.2	P628/ZAHEDAN	P628-ASOPO-A791-BHOPAL-'PRA' VOR-A791/R462-CHOR-B210-NAWABSHAH-PG-G208-ZAHEDAN
3.3	AAE/ZAHEDAN	AAE-N895W-SASRO-G208(W)-CHOR-KC-PARET-PG-ZAH
3.4	ZAHEDAN/AAE	ZAH-G208-PG-P318 (S)-DOSTI-M638-KC-G208(E)-AAE
3.5	KC/JI	KC-A791(W)-PARET-JI
3.6	JI/KC	JI-A791(E)-LATEN-KC

Appendix C

Contingency Scheme Route Details

Scenario 4 (Orange routes): Flights planned to avoid the Gulf area, Iran and Turkey by operating through India, Pakistan and Afghanistan

4.1	G500	DELHI–A466–LAHORE–A466–DERA ISMAIL KHAN (DI)–P500–PADDY–FIRUZ–P500/G500 <i>Note:— Contingency levels FL310-FL390 within Kabul FIR.</i>
4.2	M881	DELHI–A466–LAHORE–A466–DERA ISMAIL KHAN (DI)–P500–BANNU (BN)–M881–GARRI <i>Note 1:— Contingency levels FL280-FL290 within Kabul FIR.</i> <i>Note 2:— M881 conflicts laterally with ATS route P500.</i>
4.3	A466	DELHIA–466–LAHORE–A466–DI–AMDAR–TERMEZ <i>Note:— Contingency flight levels FL290–FL390.</i>
4.4	N644	DERA ISMAIL KHAN (DI)–N644–PAVLO–LEMOD <i>Note:— Contingency levels FL310-FL390.</i> <i>RNP 10 approved aircraft only</i>
4.5	L750	TIGER–G202N–ZHOB–L750–ROSIE–RANAH <i>Note:— Contingency levels FL310-FL390</i> <i>RNP 10 approved aircraft only</i>
4.6	B466/V390	NAWABSHAR–B466–KANDAHAR–V390–CHARN–G792–MASHHAD–GIRUN or MASHHAD–G775–ASHGABAT <i>Note:— Contingency levels FL310-FL350.</i> <i>RNP 10 approved aircraft only</i>
4.7	P628/B466/V390	P628–ASOPO–A791–BHOPAL–‘PRA’ VOR–A791W–CHOR–B210–NAWABSHARB–B466–KANDAHAR–V390–CHARN–G792–MASHHAD–GIRUN or MASHHAD–G775–ASHGABAT <i>Note 1:— Contingency levels FL310-FL350 within Kabul FIR.</i> <i>Note 2:— Within Tehran FIR G792 minimum enroute altitude FL310.</i>

Appendix C

Contingency Scheme Route Details

Scenario 5 (Red routes): Flights planned to avoid the Persian Gulf, Iran, Turkey, and Afghanistan by operating across the Arabian Sea and the Indian Ocean

<p>CRAME 3A and 2C — as amended</p>	<p>Mumbai (BBB)–A451–BOLUR (1700.7N 063 07.4E)–ASPUX (1744.1N 06000.1E)–UN315–Haima (HAI)–LOTOS (N22 00.0 E050 39.2)</p> <p><i>Note 1:— CRAME 3A is identical to CRAME 2C.</i></p> <p><i>Note 2:— Traffic may route beyond LOTOS (N22:00.0 E050:39.2) via:</i></p> <ul style="list-style-type: none"> i) LOTOS–UL300–Luxor (LXR)–A727–Cairo (CAI). <i>Westbound routing only;</i> ii) LOTOS–UL300–Yenbo (YEN)–A411–WEJ–A411–Sharm el Sheikh (SHM)–A411–Cairo (CAI). <i>Westbound routing only;</i> iii) Cairo (CAI)–A727–SEMUR (N28:02.0 E032:03.1)–B418–WEJH (WEJ)–UL573–Dafinah (DFN)–UL300–LOTOS (N22 12.7 E045 48.0). <i>Eastbound routing only;</i> iv) LOTOS–UL300–KANOP (N22 12.7 E045 48.0)–Dafinah (DFN)–G782–Jeddah (JDW). <i>Westbound routing only;</i> v) Jeddah (JDW)–B417–TALMA (N2329.6 E04052.0)–UL300–LOTOS. <i>Eastbound routing only;</i> and vi) LOTOS–Y100–KFA for flights to/from Bahrain, Dammam and Doha airports (consult local NOTAMs).
<p>CRAME 3B</p>	<p>Katunayake (KAT)–G462–TVM– UL425–ASPUX (1744.1N 06000.1E)–UN315–HAI–LOTOS (N22 00.0 E050 39.2) then flight plan route to destination (consult local NOTAMs).</p> <p><i>Note:— This is the most northerly route available. Traffic may route beyond LOTOS (N22:00.0 E050:39.2) via:</i></p> <ul style="list-style-type: none"> i) LOTOS–UL300–Luxor (LXR)–A727–Cairo (CAI). <i>Westbound routing only;</i> ii) LOTOS–UL300–Yenbo (YEN)–A411–WEJ–A411–Sharm el Sheikh (SHM)–A411–Cairo (CAI). <i>Westbound routing only;</i> iii) Cairo (CAI)–A727–SEMUR (N28:02.0 E032:03.1)–B418–WEJH (WEJ)–UL573–Dafinah (DFN) –UL300–LOTOS (N22 12.7 E045 48.0). <i>Eastbound routing only;</i> iv) LOTOS–UL300–KANOP (N22 12.7 E045 48.0)–UL300–Dafinah (DFN)–G782–Jeddah (JDW). <i>Westbound routing only;</i> v) Jeddah (JDW)–B417–TALMA (N2329.6 E04052.0)–UL300–LOTOS. <i>Eastbound routing only;</i> and

Appendix C

Contingency Scheme Route Details

	vi) LOTOS–Y100–KFA for flights to/from Doha (consult local NOTAMs).
CRAME 4A	<p>Mumbai (BBB)–A451–ODAKA (N14:40.6 E052:34.0)–B526–RIYAN (RIN)–SAA–UR777–DANAK–UB413/R776–Port Sudan then flight plan route to destination (consult local NOTAMs).</p> <p><i>Note:— CRAME 4A assumes that the Sanaa and Jeddah FIRs are available. Traffic may also route beyond ODAKA (N14:40.6 E052:34.0) as follows:</i></p> <ul style="list-style-type: none"> - ODAKA–A451–Aden (KRA)–B413– DANAK–B413/R776–Port Sudan then flight plan route to destination (consult local NOTAMs).
CRAME 4 B	<p>Katunayake (KAT)–G462–Trivandrum (TVM) –UL425–DONSA (N14:35.2 E065:11.6)–UP323– DCT–MOORI (Socotra) (approximately N12 38.47 E54 01.07)–V629F– RASEM (N14:11.5 E0050:28.6) –V629F–RIN–B526–SAA–UR777–DANAK–UB413/R776–Port Sudan then flight plan route to destination (consult local NOTAMs).</p> <p><i>Note: — CRAME 4B assumes the Sanaa and Jeddah FIRs are open. Traffic may also route beyond RASEM (N14:11.5 E0050:28.6) as follows:</i></p> <ul style="list-style-type: none"> - RASEM– A451–Aden (KRA) – B413/R776–Port Sudan then flight plan route to destination (consult local NOTAMs).
Flights departing/arriving/overflying from/to Hong Kong, Thailand and northern India.	
CRAME 5A	Mumbai (BBB)–G450–ORLID (N11 17.1 E060 00.1)–T930–DCT–Hargeisa (HG) then flight plan route to destination (consult local NOTAMs).
CRAME 5B	<p>Male (MLE)–DCT–GAGDO (N08 00.0 E048 45.0)–Hargeisa (HG) then flight plan route to destination (consult local NOTAMs).</p> <p><i>Note:— Traffic may route beyond Hargeisa via–DCT–Dire–Dawa (DWA) – W886–Addis Ababa (ADS)–UR2–TIKAT (N12:24.3 E035:38.2) then flight plan route to destination (consult local NOTAMs).</i></p>

Appendix C

Contingency Scheme Route Details

Scenario 6 (Green routes): Flights planned to avoid the Middle East entirely by flying north of the Himalayas or east and north of Afghanistan (Kabul FIR)

6.1	L888/A360	BANGKOK (BKK)-B346-LUANG PRABANG (LPB)-B218-SAGAG-A581-BIDRU-L888-KUQA-A460-REVKI-A360
6.2	B330/A368	BANGKOK (BKK)-B346-LUANG PRABANG (LPB)-B218-SAGAG-BIDRU-A581-KUNMING (KMG)-G212-JINTANG-B330-YABRAI-B215-FUKANG-A368-SARIN
6.3	B330	BANGKOK (BKK)-B346-LUANG PRABANG (LPB)-B218-SAGAG-BIDRU-A581-KUNMING (KMG)-G212-JINTANG-B330-YABRAI-MORIT
6.4	B215/A364	DELHI-A466-LAHORE-J121-BATAL-J131-GILGIT-G325-PURPA-B215-SACHE-A364-KURUM-R/UR356
6.5	B215/A360	DELHI-A466-LAHORE-J121-BATAL-J131-GILGIT-G325-PURPA-B215-KUQA-A460-REVKI-A360
6.6	B215/A368	DELHI-A466-LAHORE-J121-BATAL-J131-GILGIT-G325-PURPA-B215-FUKANG-A368-SARIN
6.7	B215/B206	DELHI-A466-LAHORE-J121-BATAL-J131-GILGIT-G325-PURPA-B215-FUKANG-B206-ALTAY

**TRAFFIC INFORMATION BROADCASTS BY
AIRCRAFT (TIBA) AND RELATED OPERATING PROCEDURES**

(See Annex 11, Chapter 4, 4.2.2, Note 2)

**1. Introduction and applicability
of broadcasts**

1.1 Traffic information broadcasts by aircraft are intended to permit reports and relevant supplementary information of an advisory nature to be transmitted by pilots on a designated VHF radiotelephone (RTF) frequency for the information of pilots of other aircraft in the vicinity.

1.2 TIBAs should be introduced only when necessary and as a temporary measure.

1.3 The broadcast procedures should be applied in designated airspace where:

- a) there is a need to supplement collision hazard information provided by air traffic services outside controlled airspace; or
- b) there is a temporary disruption of normal air traffic services.

1.4 Such airspaces should be identified by the States responsible for provision of air traffic services within these airspaces, if necessary with the assistance of the appropriate ICAO Regional Office(s), and duly promulgated in aero-nautical information publications or NOTAM, together with the VHF RTF frequency, the message formats and the procedures to be used. Where, in the case of 1.3 a), more than one State is involved, the airspace should be designated on the basis of regional air navigation agreements and promulgated in Doc 7030.

1.5 When establishing a designated airspace, dates for the review of its applicability at intervals not exceeding 12 months should be agreed by the appropriate ATS authority(ies).

2. Details of broadcasts

2.1 VHF RTF frequency to be used

2.1.1 The VHF RTF frequency to be used should be determined and promulgated on a regional basis. However, in the case of temporary disruption occurring in controlled airspace, the States responsible may promulgate, as the VHF RTF frequency to be used within the limits of that airspace, a frequency used normally for the provision of air traffic control service within that airspace. (For the purpose of this contingency scheme, broadcasts shall be made on 128.95 MHz).

2.1.2 Where VHF is used for air-ground communications with ATS and an aircraft has only two serviceable VHF sets, one should be tuned to the appropriate ATS frequency and the other to the TIBA frequency.

2.2 Listening watch

A listening watch should be maintained on the TIBA frequency 10 minutes before entering the designated airspace until leaving this airspace. For an aircraft taking off from an aerodrome located within the lateral limits of the designated airspace listening watch should start as soon as appropriate after take-off and be maintained until leaving the airspace.

2.3 Time of broadcasts

2.3.1 A broadcast should be made:

- a) 10 minutes before entering the designated airspace or, for a pilot taking off from an aerodrome located within the lateral limits of the designated airspace, as soon as appropriate after take-off;
- b) 10 minutes prior to crossing a reporting point;
- c) 10 minutes prior to crossing or joining an ATS route;
- d) at 20-minute intervals between distant reporting points;
- e) 2 to 5 minutes, where possible, before a change in flight level;
- f) at the time of a change in flight level; and
- g) at any other time considered necessary by the pilot.

2.4 Forms of broadcast

2.4.1 The broadcasts other than those indicating changes in flight level, i.e. the broadcasts referred to in 2.3 a), b), c), d) and g), should be in the following form:

ALL STATIONS (necessary to identify a traffic information broadcast)

(call sign)

FLIGHT LEVEL (number) (or CLIMBING* TO FLIGHT LEVEL (number))

(direction)

(ATS route) (or DIRECT FROM (position) TO (position))

POSITION (position**) AT (time)

ESTIMATING (next reporting point, or the point of crossing or joining a designated ATS route) AT (time)

Appendix D

ICAO Traffic Information Broadcasts by Aircraft

(call sign)

FLIGHT LEVEL (number)

(direction)

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Fictitious example:

“ALL STATIONS WINDAR 671 FLIGHT LEVEL 350 NORTHWEST BOUND DIRECT FROM PUNTA SAGA TO PAMPA POSITION 5040 SOUTH 2010 EAST AT 2358 ESTIMATING CROSSING ROUTE LIMA THREE ONE AT 4930 SOUTH 1920 EAST AT 0012 WINDAR 671 FLIGHT LEVEL 350 NORTHWEST BOUND OUT”

2.4.2 Before a change in flight level, the broadcast (referred to in 2.3 e)) should be in the following form:

ALL STATIONS

(call sign)

(direction)

(ATS route) (or DIRECT FROM (position) TO (position))

LEAVING FLIGHT LEVEL (number) FOR FLIGHT LEVEL (number) AT (position and time)

2.4.3 Except as provided in 2.4.4, the broadcast at the time of a change in flight level (referred to in 2.3 f)) should be in the following form:

ALL STATIONS

(call sign)

(direction)

(ATS route) (or DIRECT FROM (position) TO (position))

LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number)

followed by:

ALL STATIONS

(call sign)

MAINTAINING FLIGHT LEVEL (number)

2.4.4 Broadcasts reporting a temporary flight level change to avoid an imminent collision risk should be in the following form:

ALL STATIONS

(call sign)

LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number)

followed as soon as practicable by:

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ALL STATIONS

(call sign)

RETURNING TO FLIGHT LEVEL (number) NOW

2.5 Acknowledgement of the broadcasts

The broadcasts should not be acknowledged unless a potential collision risk is perceived.

3. Related operating procedures

3.1 Changes of cruising level

3.1.1 Cruising level changes should not be made within the designated airspace, unless considered necessary by pilots to avoid traffic conflicts, for weather avoidance or for other valid operational reasons.

3.1.2 When cruising level changes are unavoidable, all available aircraft lighting which would improve the visual detection of the aircraft should be displayed while changing levels.

3.2 Collision avoidance

If, on receipt of a traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk, and this cannot be achieved in accordance with the right-of-way provisions of Annex 2, the pilot should:

- a) unless an alternative manoeuvre appears more appropriate, immediately descend 150 m (500 ft), or 300m (1 000 ft) if above FL 290 in an area where a vertical separation minimum of 600 m (2 000 ft) is applied;
- b) display all available aircraft lighting which would improve the visual detection of the aircraft;
- c) as soon as possible, reply to the broadcast advising action being taken;
- d) notify the action taken on the appropriate ATS frequency; and
- e) as soon as practicable, resume normal flight level, notifying the action on the appropriate ATS frequency.

3.3 Normal position reporting procedures

Normal position reporting procedures should be continued at all times, regardless of any action taken to initiate or acknowledge a traffic information broadcast.

Appendix D

ICAO Traffic Information Broadcasts by Aircraft

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IATA IN-FLIGHT BROADCAST PROCEDURE (IFBP) AFI REGION

1. LISTENING WATCH

1.1 A listening watch should be maintained on the designated frequency (126.9MHz in AFI Region), 10 minutes before entering the designated airspace until leaving this airspace. For an aircraft taking-off from an aerodrome located within the lateral limits of the designated airspace, listening watch should start as soon as appropriate and be maintained until leaving the airspace.

2. TIME OF BROADCAST

2.1 A broadcast should be made in English:

- a) 10 minutes before entering the designated airspace or, for a pilot taking-off from an aerodrome located within the lateral limits of the designated airspace, as soon as appropriate;
- b) 5 minutes prior to crossing a reporting point;
- c) 5 minutes prior to crossing or joining an ATS route;
- d) at 20 minute intervals between distant reporting points;
- e) 2 to 5 minutes, where possible, before a change in flight level;
- f) at the time of a change in flight level; and
- g) at any other time considered necessary by the pilot.

3. OPERATING PROCEDURES

3.1 Changes of Cruising Level

3.1.1 Cruising level change should not be made within the designated airspace unless considered necessary by pilots to avoid traffic conflicts, for weather avoidance, or for other valid operational reasons.

3.1.2 When cruising level changes are unavoidable, all available aircraft lighting which would improve the visual detection of the aircraft should be displayed while changing levels.

3.2 Collision Avoidance

3.2.1 If, on receipt a traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk to his aircraft, and this cannot be achieved in accordance with the right-of-way provisions of Annex 2, he should:

- a) unless an alternative manoeuvre appears more appropriate descend immediately 1000 ft if above FL290 or 500 ft if at or below FL290;
- b) display all available aircraft lighting which would improve the visual detection of the aircraft;
- c) as soon as possible reply to the broadcast advising action being taken;
- d) notify the action taken on the appropriate ATS frequency; and
- e) as soon as situation has been rectified, resume normal flight level, notifying the action on the appropriate ATS frequency.

3.3 Normal Position Reporting Procedures

3.3.1 Normal position reporting procedures should be continued at all times, regardless of any action taken to initiate or acknowledge a traffic information broadcast.

3.4 Operation of Transponders

3.4.1 Pilots should ensure that transponder procedures as contained in ICAO PANS OPS Doc 8168 are complied with and in the absence of other directions from ATC, operate the transponder on Mode A and C Code 2000¹.

3.5 Use of TCAS

3.5.1 TCAS equipped aircraft should have TA/RA mode selected at maximum range.

4. **THE IFBP IN AFI**

4.1 In many FIRs in the AFI Region communications both fixed and mobile have either not been implemented or operate well below the required reliability. This has an impact on the proper provision of Air Traffic Services, especially flight information service. Consequently, the AFI Regional Technical Conference has decided that the IATA In-Flight Broadcast Procedure (IFBP) should be used within designated FIRs in the region as an interim measure until such time as communications facilities affecting the FIR in question have been improved.

5. **DESIGNATED FREQUENCY IN AFI**

5.1 In the AFI Region the designated frequency for the IFBP is 126.9 MHz.

¹ Pilots are advised to ensure operation of transponders even when outside radar coverage in order to enable TCAS equipped aircraft to identify conflicting traffic.

6. AREA OF APPLICATION

6.1 In the AFI Region the IFBP should be applied in the following FIRs and airspaces:

Accra	Beira	Entebbe	Lilongwe	N'Djamena
Addis Ababa	Brazzaville	Kano	Luanda	Nairobi
Alger	Bujumbura	Khartoum	Lusaka	Niamey
Antananarivo	Dakar	Kigali	Mauritius	Roberts
Asmara	Dar es Salaam	Kinshasa	Mogadishu	Tripoli

6.2 The In-Flight Broadcast Procedure need not be applied in the following FIRs:

Bloemfontein	Casablanca	Harare	Port Elizabeth	Tunis
Canaries	Dakar Oceanic	Johannesburg	Sal Oceanic	Windhoek
Cape Town	Durban			

7. ENFORCEMENT

7.1 All airlines operating in the AFI region are requested to:

- a) ensure that their air crews are fully briefed on the procedure and area of application described;
- b) ensure that their charts and flight documentation are fully amended to reflect the foregoing;

7.2 Any operator reported to IATA as not applying the procedure shall be contacted immediately, informed of the procedure, and requested to apply it.

7.3 Attention is drawn to the fact that during the Haj Pilgrimage period the number of east-west flights in the North-Central part of the AFI Region increases dramatically and with it the risk of ATS incidents and the importance of the In-Flight Broadcast Procedure.

8. REVIEW

8.1 The procedure and its area of applicability shall be reviewed by the AFI Regional Coordination Group from time to time and FIRs in which the procedure is to be applied may be added or excluded as necessary.

9. **DISTRIBUTION**

9.1 To assist in ensuring its widest possible applicability the procedure is distributed to all known operators in the AFI Region, as well as to the following agencies/organizations:

ATLAS	KSS (Chart department)	IBAA	Jeppesen
IAOPA	FAA	IACA	NATO

EXAMPLE OF A BROADCAST

- a) "ALL STATIONS" *given only once to attract attention*;
 - b) "THIS IS AZ....." (*callsign*);
 - c) "FL.....";
 - d) "NORTHEASTBOUND LAGOS-ROME VIA UA400";
 - e) "POSITION.....AT.....(UTC)";
 - f) "ESTIMATING POSITION.....AT.....(UTC)";
 - g) "AZ...." (*callsign*);
 - h) "FL.....";
 - i) "NORTHEASTBOUND" (*direction of flight through the area*).
-

Appendix F
Traffic Acceptance Rates

DRAFT

ICAO INTERCEPTION PROCEDURES

Article 3 bis*

- a) The contracting States recognize that every State must refrain from resorting to the use of weapons against civil aircraft in flight and that, in case of interception, the lives of persons on board and the safety of aircraft must not be endangered. This provision shall not be interpreted as modifying in any way the rights and obligations of States set forth in the Charter of the United Nations.

(Extract from ICAO Annex 2 — *Rules of the Air*)

3.8 Interception

Note.— The word “interception” in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with Volumes II and III of the International Aeronautical and Maritime Search and Rescue Manual (Doc 9731).

3.8.1 Interception of civil aircraft shall be governed by appropriate regulations and administrative directives issued by Contracting States in compliance with the Convention on International Civil Aviation, and in particular Article 3(d) under which Contracting States undertake, when issuing regulations for their State aircraft, to have due regard for the safety of navigation of civil aircraft. Accordingly, in drafting appropriate regulations and administrative directives due regard shall be had to the provisions of Appendix 1, Section 2 and Appendix 2, Section 1.

Note.— Recognizing that it is essential for the safety of flight that any visual signals employed in the event of an interception which should be undertaken only as a last resort be correctly employed and understood by civil and military aircraft throughout the world, the Council of the International Civil Aviation Organization, when adopting the visual signals in Appendix 1 to this Annex, urged Contracting States to ensure that they be strictly adhered to by their State aircraft. As interceptions of civil aircraft are, in all cases, potentially hazardous, the Council has also formulated special recommendations which Contracting States are urged to apply in a uniform manner. These special recommendations are contained in Attachment A.

3.8.2 The pilot-in-command of a civil aircraft, when intercepted, shall comply with the Standards in Appendix 2, Sections 2 and 3, interpreting and responding to visual signals as specified in Appendix 1, Section 2.

Note.— See also 2.1.1 and 3.4.

* On 10 May 1984 the Assembly amended the Convention by adopting the Protocol introducing Article 3 bis. **Under Article 94 a) of the Convention, the amendment came into force on 1 October 1998 in respect of States which have ratified it.**

INTERCEPTION OF CIVIL AIRCRAFT

(Appendix 2 of ICAO Annex 2 — *Rules of the Air*)

(*Note.*— See Chapter 3, 3.8 of the Annex)

1. Principles to be observed by States

1.1 To achieve the uniformity in regulations which is necessary for the safety of navigation of civil aircraft due regard shall be had by Contracting States to the following principles when developing regulations and administrative directives:

- a) interception of civil aircraft will be undertaken only as a last resort;
- b) if undertaken, an interception will be limited to determining the identity of the aircraft, unless it is necessary to return the aircraft to its planned track, direct it beyond the boundaries of national airspace, guide it away from a prohibited, restricted or danger area or instruct it to effect a landing at a designated aerodrome;
- c) practice interception of civil aircraft will not be undertaken;
- d) navigational guidance and related information will be given to an intercepted aircraft by radiotelephony, whenever radio contact can be established; and
- e) in the case where an intercepted civil aircraft is required to land in the territory overflown, the aerodrome designated for the landing is to be suitable for the safe landing of the aircraft type concerned.

Note.— In the unanimous adoption by the 25th Session (Extraordinary) of the ICAO Assembly on 10 May 1984 of Article 3 bis to the Convention on International Civil Aviation, the Contracting States have recognized that “every State must refrain from resorting to the use of weapons against civil aircraft in flight.”

1.2 Contracting States shall publish a standard method that has been established for the manoeuvring of aircraft intercepting a civil aircraft. Such method shall be designed to avoid any hazard for the intercepted aircraft.

Note.— Special recommendations regarding a method for the manoeuvring are contained in Attachment A, Section 3.

1.3 Contracting States shall ensure that provision is made for the use of secondary surveillance radar, where available, to identify civil aircraft in areas where they may be subject to interception.

2. Action by intercepted aircraft

2.1 An aircraft which is intercepted by another aircraft shall immediately:

- a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1;

Appendix F
Traffic Acceptance Rates

- b) notify, if possible, the appropriate air traffic services unit;
- c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz; and
- d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

2.2 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

2.3 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

3. Radio communication during interception

If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in Table 2.1 and transmitting each phrase twice:

Table 2.1

<i>Phrases for use by INTERCEPTING aircraft</i>			<i>Phrases for use by INTERCEPTED aircraft</i>		
<i>Phrase</i>	<i>Pronunciation¹</i>	<i>Meaning</i>	<i>Phrase</i>	<i>Pronunciation¹</i>	<i>Meaning</i>
CALL SIGN	<u>KOL</u> SA-IN	What is your call sign?	CALL SIGN (call sign) ²	<u>KOL</u> SA-IN (call sign)	My call sign is (call sign)
FOLLOW	<u>FOL</u> -LO	Follow me	WILCO	<u>VILL</u> -KO	Understood Will comply
DESCEND	DEE- <u>SEND</u>	Descend for landing	CAN NOT	<u>KANN</u> NOTT	Unable to comply
YOU LAND	<u>YOU</u> LAAND	Land at this aerodrome	REPEAT	REE- <u>PEET</u>	Repeat your instruction
PROCEED	PRO- <u>SEED</u>	You may proceed	AM LOST	<u>AM</u> LOSST	Position unknown
			MAYDAY	<u>MAYDAY</u>	I am in distress
			HIJACK ³	<u>HI</u> -JACK	I have been hijacked
			LAND (place name)	LAAND (place name)	I request to land at (place name)
			DESCEND	DEE- <u>SEND</u>	I require descent

.In the second column, syllables to be emphasized are underlined.

2.The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.

3. *Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".*

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Appendix F
Traffic Acceptance Rates

CONTINGENCY CONTACT DETAILS

NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE	FAX	E-MAIL	OTHER CONTACT DETAILS
BAHRAIN						
Mr. Mohamed Ahmed Juman	973 321031/80 INMARSAT: 873 763688478 (H24)			973 321029 INMARSAT: 873 763688 479	cmcan@bahrain.gov.bh	Air Navigation Crisis Management Centre Operational on H24
Ali Ahmed Mohammed	+ 973 17321116		+ 973 39969399	+ 973 17329977	aliahmed@caa.gov.bh	
Sleem Mohammed Hasan	+ 973 17321117		+ 973 39608860	+ 973 17329977	sleemmh@caa.gov.bh	
Air Traffic Duty Supervisor	+ 973 17321081 + 973 17321082			+ 973 17329966		
EGYPT						
Mr. Mohamed Alkady	2022657849	202 6391792	20 106504438	202 2680627	elkady@nansceg.org mielkady@hotmail.com	
Mr. Aly Hussien Aly	202 6373950	202 4178460	20101609760	202 2680627		
IRAN Mr. M. Rasouli Nejad Deputy of IAC in Operations	+98214454435		+989123874921			
Mr. E. Shoustari General Director Of ATS	+982144544101		+989121861900	+982144544102		
Mr. A. Majzoubi Chief of ACC	+982144544114		+989123053095			
Mr. A. Golmohammadi DG of Operations	98214525493					Note during New Year Holidays in Iran (20 March – 5 April) Contact the Dep. of CAO in Operation or the Deps. of ATS
Mr. Momenirokh		21 4400753	98 9132274798	98214527194		

Appendix F
Traffic Acceptance Rates

NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE	FAX	E-MAIL	OTHER CONTACT DETAILS
Deputy of CAO in Operation						
Mr. E.Shoushtari Deputy of ATS Dept.		21 6014235	98 911286100			
Mr. Khodakarami Deputy of ATS Dept.		21 4087386	98 9132843796			
JORDAN						
Mr. Majed Yousef Aqeel Director, ATM	9626 4897729		0795020100	9626 4891266	majedaqeel@yahoo.com	
KUWAIT						
Eng. Fozan M. Al-Fozan	9654760421			9654319232	evnedd@qualitynet.net	
Mr. Mukhled Kh. Al-Sawagh	+ 965 24346220		+ 965 97666979	+ 965 24346221	q8dgca_danoff@hotmail.com	
LEBANON						
Walid Al Hassanieh Chief Air Navigation Dept.	+ 961 1 628178		+961 70474517	+961 1 629023	hassaniehw@beirutairport.gov.lb	AFTN olbapzxx
OMAN						
Mr. Abdullah Nasser Al-Harthy	968519201		9689476806	968519939 /519930	Abdullah_nasser@dgcam.com.om	
Mr. Saud Al-Adhoobi	968519305		9689321664	968519939/519930	saud@dgcam.com.om	
SAUDI ARABIA						
Mr. Mohammad Al Alawi	96626401005		96655621582	9662 6401005	alalawi_m@yahoo.com	
SYRIA						
Mr.Hussein. Mahfoud Director General of Civil Aviation	963 113333815		093222553		dgca@net.sy	
UNITED ARAB EMIRATES (UAE)						
Mr. Riis Johansen Director, Air Navigation Services	9712 4054216			9712 4054316	atmuae@emirates.net.ae	

Appendix F
Traffic Acceptance Rates

NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE	FAX	E-MAIL	OTHER CONTACT DETAILS
YEMEN						
Mr. Saleh A. Al-Theeb	9671 345402	9671 344048	73715516	9671 345403	Sanlans@hotmail.com	
IATA – MID						
Faqir Jihad	962 6 5698728	962 6 5811 994	962 79 5966559	962 6 5604548	Faqirj@iata.org	
ICAO Cairo						
S. Al Adhoobi (RO/ATM)	202 267 4845 ext 104		201 113910327	202 267 4843	sadhoobi@cairo.icao.int	
M.R. Khonji (DRD)	202 267 4841 ext. 116/115	202 415 2073	201 232 14946	202 267 4843	mkhonji@cairo.icao.int mkhonji@hotmail.com	
ICAO Headquarters – Montreal						
Vince Galotti (C/ATM)	1 514 954-6711	1 514 281-0731	1 514 951-0283	1-514-954 8197	vgalotti@icao.int	
Chris Dalton (TO/ATM)	1 514 954-8219 ext. 6710	1 514 485-3635		1-514-954 8197	cdalton@icao.int	
Gustavo De Leon (TO/ATM)	1 514 954-8219 ext. 6199	1 514 482-7182	1 514 883-4847	1-514-954 8197	gdeleon@icao.int g_deleon_p@hotmail.com	
Aleksandar Pavlovic (C/AIS/MAP)	1-514 954 8162	1-514 932 7632		1-514-954 6077	apavlovic@icao.int	
Hindupur Sudarshan (TO/RAO)	1-514 954 8219 ext 8190	1-514 486 4041		1-514-954 6077	hsudarshan@icao.int	

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 Appendix 3D to the Report on Agenda Item 3

CONTINGENCY AGREEMENT STATUS

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

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APPENDIX 3D

3D-2

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

3D-3

STATE	CORRESPONDING STATES	STATUS	SOFT COPIES SENT TO ICAO
UAE	BAHRAIN IRAN OMAN QATAR	Signed Signed	Sent
YEMEN	DJIBOUTI ERITREA ETHIOPIA INDIA OMAN SAUDI ARABIA SOMALIA	Signed	

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Appendix 3E to the Report on Agenda Item 3

CONTINGENCY CONTACT DETAILS

NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE	FAX	E-MAIL	OTHER CONTACT DETAILS
BAHRAIN						
Mr. Mohamed Ahmed Juman	973 321031/80 INMARSAT: 873 763688478 (H24)			973 321029 INMARSAT: 873 763688 479	emcan@bahrain.gov.bh	Air Navigation Crisis Management Centre Operational on H24
Ali Ahmed Mohammed	+ 973 17321116		+ 973 39969399	+ 973 17329977	aliahmed@caa.gov.bh	
Sleem Mohammed Hasan	+ 973 17321117		+ 973 39608860	+ 973 17329977	sleemmh@caa.gov.bh	
Air Traffic Duty Supervisor	+ 973 17321081 + 973 17321082			+ 973 17321029		
EGYPT						
Mr. Mohamed Alkady	2022657849	202 6391792	20 106504438	202 2680627	elkady@nansceg.org mielkady@hotmail.com	
Mr. Aly Hussien Aly	202 6373950	202 4178460	20101609760	202 2680627		
IRAN Mr. M. Rasouli Nejad Deputy of IAC in Operations	+98214454435		+989123874921			
Mr. E. Shoustari General Director Of ATS	+982144544101		+989121861900	+982144544102		
Mr. A. Majzoubi Chief of ACC	+982144544114		+989123053095			
Mr. A. Golmohammadi DG of Operations	98214525493					Note during New Year Holidays in Iran (20 March – 5 April) Contact the Dep. of CAO in Operation or

NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE	FAX	E-MAIL	OTHER CONTACT DETAILS
						<i>the Deps. of ATS</i>
Mr. Momeni-rokh Deputy of CAO in Operation		21 4400753	98 9132274798	98214527194		
Mr. E.Shoushtari Deputy of ATS Dept.		21 6014235	98 911286100			
Mr. Khodakarami Deputy of ATS Dept.	21 4087386		98 9132843796			
JORDAN						
Mr. Khalaf Al- Showbaki	+ 962 6 4451 672 + 962 6 4451 607		+962777904724	+962 4452 312	kshowbki@yahoo.co.nz	
Mr. Majed Yousef Aqeel Director, ATM	9626 4897729		0795020100	9626 4891266	majedaqeel@yahoo.com	
KUWAIT						
Eng. Fozan M. Al- Fozan	9654760424			9654319232	evnedd@qualitynet.net	
Mr. Mukhled Kh. Al- Sawagh	+ 965 24346220		+ 965 97666979	+ 965 24346221	q8dgca_danoff@hotmail.com	
LEBANON						
Walid Al Hassanieh Chief Air Navigation Dept.	+ 961 1 628178		+961 70474517	+961 1 629023	hassaniehw@beirutairport.gov.lb	AFTN olbazpzx
OMAN						
Mr. Abdullah Nasser Al-Harthy	968519201		9689476806	968519939 /519930	Abdullah_nasser@dgcam.com.om	
Mr. Saud Al-Adhoobi	968519305		9689321664	968519939/519930	saud@dgcam.com.om	
SAUDI ARABIA						
Mr. Mohammad Al Alawi	96626401005		96655621582	9662 6401005	alalawi_m@yahoo.com	
SYRIA						
Mr.Hussein. Mahfoud Director General of Civil Aviation	963 113333815		093222553		dgca@net.sy	
UNITED ARAB EMIRATES (UAE)						

3E-3

NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE	FAX	E-MAIL	OTHER CONTACT DETAILS
Mr. Ahmed Al Jallaf Executive Director ANS	971 2 599 6888		971 50 614 9065	971 2 599 5883	aljallaf@szc.gcaa.ae	AFTN: OMAEZQZX OMAEYAYH
Mr. Riis Johansen Director, Air Navigation Services YEMEN	9712 4054216			9712 4054316	atmuac@emirates.net.ae	
Mr. Saleh A. Al-Theeb IATA – MID Faqir Jehad	9671 345402	9671 344048	73715516	9671 345403	San1ans@hotmail.com	
ICAO Cairo S. Al Adhoobi (RO/ATM)	202 267 4845 ext 104		201 113910327	202 267 4843	sadhoobi@cairo.icao.int	
M.R. Khonji (DRD)	202 267 4841 ext. 116/115	202 415 2073	201 232 14946	202 267 4843	mkhonji@cairo.icao.int mkhonji@hotmail.com	
ICAO Headquarters – Montreal Vince Galotti (C/ATM)	1 514 954-6711	1 514 281-0731	1 514 951-0283	1-514-954 8197	vgalotti@icao.int	
Chris Dalton (TO/ATM)	1 514 954-8219 ext. 6710	1 514 485-3635		1-514-954 8197	cdalton@icao.int	
Gustavo De Leon (TO/ATM)	1 514 954-8219 ext. 6199	1 514 482-7182	1 514 883-4847	1-514-954 8197	gdeleon@icao.int g_deleon_p@hotmail.com	
Aleksandar Pavlovic (C/AIS/MAP)	1-514 954 8162	1-514 932 7632		1-514-954 6077	apavlovic@icao.int	
Hindupur Sudarshan (TO/RAO)	1-514 954 8219 ext 8190	1-514 486 4041		1-514-954 6077	hsudarshan@icao.int	

ARN TF/5
Report on Agenda Item 4

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

4.1 The MID ATS Route Catalogue developed within the context of the ARN TF, is used as ATS route development/planning tool. It contains 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 ATS Route Catalogue has been developed mainly to include proposals for further consideration/processing until such time a consensus is reached regarding the proposal(s) to be included in the MID Basic ANP and implemented by concerned States

4.3 The meeting recalled that the ARN TF/4 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. Furthermore the States should follow ICAO established procedures and format for the amendment of the MID Basic ANP for their required ATS route changes, as at **Appendix 4A** to the Report on Agenda Item 4, as endorsed by MIDANPIRG/12.

4.4 The meeting reviewed and updated the information in the MID ATS Route Catalogue to include the comments from the participating States and iFLEX ATS Route proposals relating to the MID Region where an extract of the discussions and updates are as at **Appendices 4B** and **4C** to the Report on Agenda Item 4.

4.5 IATA proposed to the meeting to address the following routes for implementation according to priority, taking into consideration the eminent benefits in terms of flight efficiency:

No	ATS Route Catalogue Reference	Remarks
1	Route reference RC-002	
2	Route reference RC-035	
3	Route reference RC-044	
4	Route reference RC-045	
5	Route reference RC-046	
6	Route reference RC-047	
7	Route reference RC-053	
8	Route reference RC-055	
9	Route reference RC-056	
10	Route reference RC-057	
11	Route reference RC-058	
12	Route reference RC-059	
13	Route reference RC-070	
14	Route reference RC-081	
15	Route reference RC-082	
16	Route reference RC-083	
17	Route reference RC-084	

ARN TF/5
Report on Agenda Item 4

4.6 IATA further recommended that the following routes may be deleted from the route catalogue provided that the indicated conditions are met:

No	ATS Route Catalogue Reference	Remarks
1	Route reference RC-005, provided that route R659 is implemented	
2	Route reference RC-006	
3	Route reference RC-007, provided that route A791 is implemented as a bi-directional route	
4	Route reference RC-018, should DATOK-MITSA be used as an alternative	
5	Route reference RC-068	
6	Route reference RC-085	

4.7 IATA informed the meeting that it is conducting a series of bilateral meetings with stakeholders in the region in order to facilitate the implementation of ATS routes on a regional level, and to accelerate the availability of efficient routing for airline operators, and , for the purpose of:

- a) engaging civil/military coordination in order agree to implement efficient routings in a flexible manner;
- b) engage State and ANSP to provide their views and identify ATS routes and agree to align and shorten such routes; and
- c) involve the airline operators in discussion to ensure operational requirements are met.

4.8 The meeting agreed to amend the ATS route catalogue according to the above priorities proposed by IATA.

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

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.....

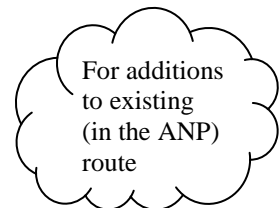
Name of focal point (Drafter)Mr B. Yyyyyyyyyyy.....

- 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



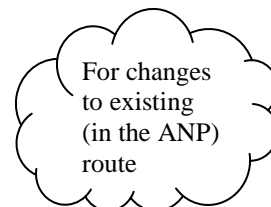
UB419

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)



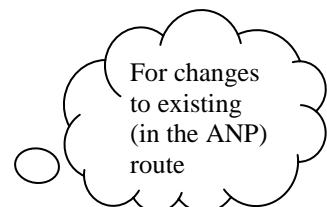
UG665

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

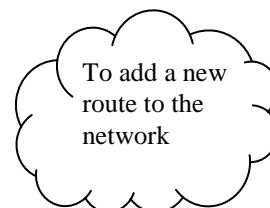


RAPSI 282326N 0490551E
DARVA 284814N 0484734E
KURSI 275742N 0491918E
DASTI 282141N 0490259E
ALVIX 2919.3N04824.2E
FALKA 292611N 0481819E
TASMI 300120N 0475505E
BASRAH
LOVEK 322206N 0444000E
DELM I 331911N 0431731E
ELEXI 344237N 0411054E
DRZ 351724N 0401124E
KUKSI 364508N 0374910E
GAZ 365701N 0372824E

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

B650

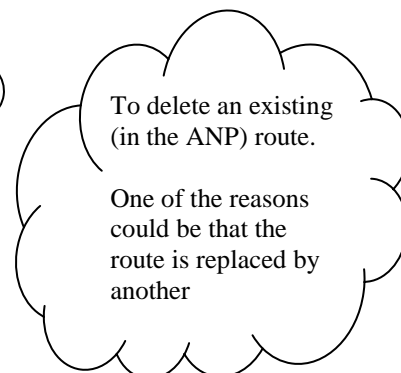
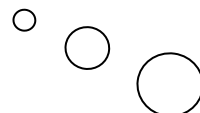
BUNDU
BATHA



- 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.

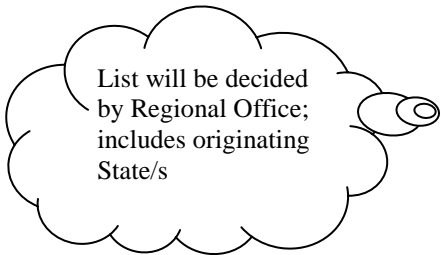
Kuwait has proposed addition of ATS route B419 to the requirement. B419 had been removed from requirements in 2007 for future consideration. Kuwait has also proposed changes in trajectories of ATS routes UL602 and UP975 in order to achieve airspace efficiencies.

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/5
Appendix 4B to the Report on Agenda Item 4

**RESULT OF DISCUSSIONS OF THE MID ATS ROUTE CATALOGUE DURING THE
ARN TF/5 MEETING**

MID/RC NUMBER	ATS ROUTE NAME	ENTRY-EXIT	DECISION
RC-001	SALWA – COPPI	SALWA – COPPI	Saudi Arabia to investigate a timed route option Still timed out route Same as RC 001 Whatever is related to A415 should be combined no change
RC-002 Option 1,2 and 3	TONBA – KHG	TONBA – KHG	Egypt unable to accept route due to safety issues -Differed for the future
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 No change
RC-004	Q707 UL681	EGNOV – SALWA	Implemented timed route Keep as is in the route Catalogue.
RC-005 RC-049	SALWA – LOTOS – ASTIN R659	SALWA – LOTOS – ASTIN DOH-BAT	An alternate RNAV1 route was proposed, and awaiting UAE response. No change Expected implementation September 2011 as a timed out route Provided R659 implemented between DOH and BAT and RC049 MID RC-005 / MID RC-049, UAE requested that due military issue to remove this route Doha will be addressed during the next meeting reference removing this route. Keep as is, until Qatar is present in the meeting for discussions route No change
RC-006	A415	DOH – SALWA – KIREN	Implemented timed route To be deleted Action completed
RC-008/11	New parallel A/Way to UL550	UAE, Egypt and beyond	Combine both proposals. - Egypt restudy the route and to

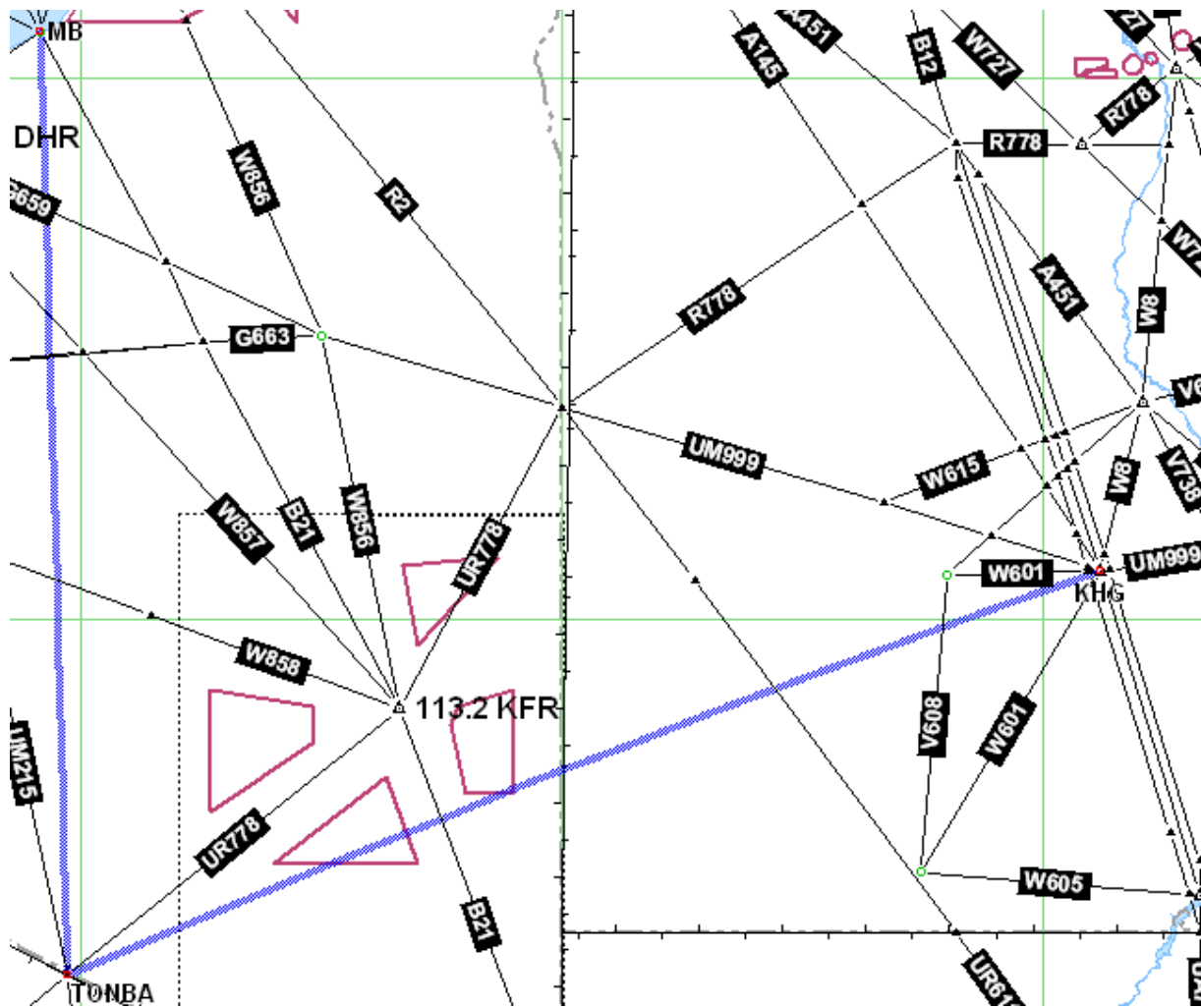
MID/RC NUMBER	ATS ROUTE NAME	ENTRY-EXIT	DECISION
			provide an update next ARN TF No change
RC-013	UAE to Pakistan, India, and beyond to Asia/Pacific	UAE to Pakistan, India, and beyond to Asia/Pacific	Iran has recently developed M561 which might provide interim relief. This is similar routing as MID/RC-020 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 To be removed Completed
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 UAE has no issues if Oman agrees, but stated that the exit point from UAE FIR to Doha must be through MEKMA
RC-020	SODEB to/from MINAR	SODEB to/from MINAR	- Route was not supported by India - Differed for the future No Change
RC-025	R652	METSА- ZAJ	- Saudi Arabia and Jordan do not approve for the extension of Route in Iraq suggested removal waiting for Iraq feed back Proposal was presented by Jordan to use R652 as a departure Route from Amman into Iraq,

MID/RC NUMBER	ATS ROUTE NAME	ENTRY-EXIT	DECISION
			further discussion would be required between Jordan, Iraq and Saudi Arabia to finalize the proposal
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. To be removed action completed
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 - Discussion complete Bahrain and Iran to Request Route designators and a proposal for amendment to be circulated once data is received by ICAO
RC-053	New Route	BALTIM – SHM	Penetrates military airspace. No change
RC-055	New Route	MAK CVO, HGD, GIBAL	L315 to be discussed with Saudi Arabia for direction of route. Route established L315 to be discussed with Saudi Arabia for direction of route To be followed up Both States agreed to study the proposal pending final agreement by June 2012

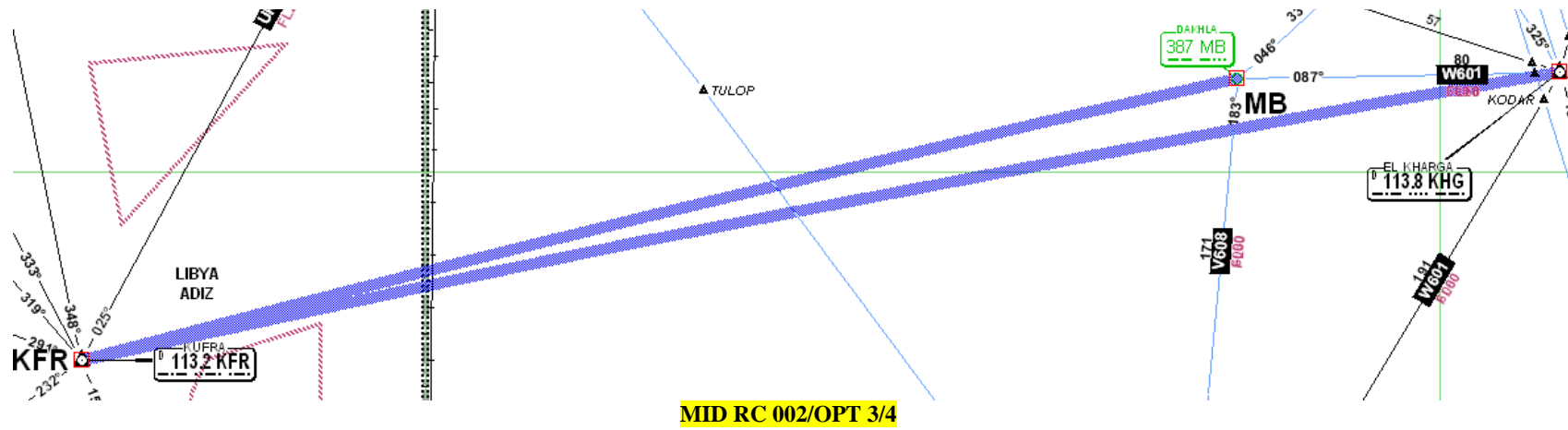
ARN TF/5
Appendix 4C to the Report on Agenda Item 4

MID ATS ROUTES CATALOGUE

MID/RC-002 (Option 1, 2, 3 and 4)	ATS Route Name: New AWY Proposed between TONBA-KHG and KFR to MB (Dakhla) Or KHG	Entry-Exit: TONBA to KHG (Dakhla) Libya to Egypt 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 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. - 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/5 February 2012



4C-3

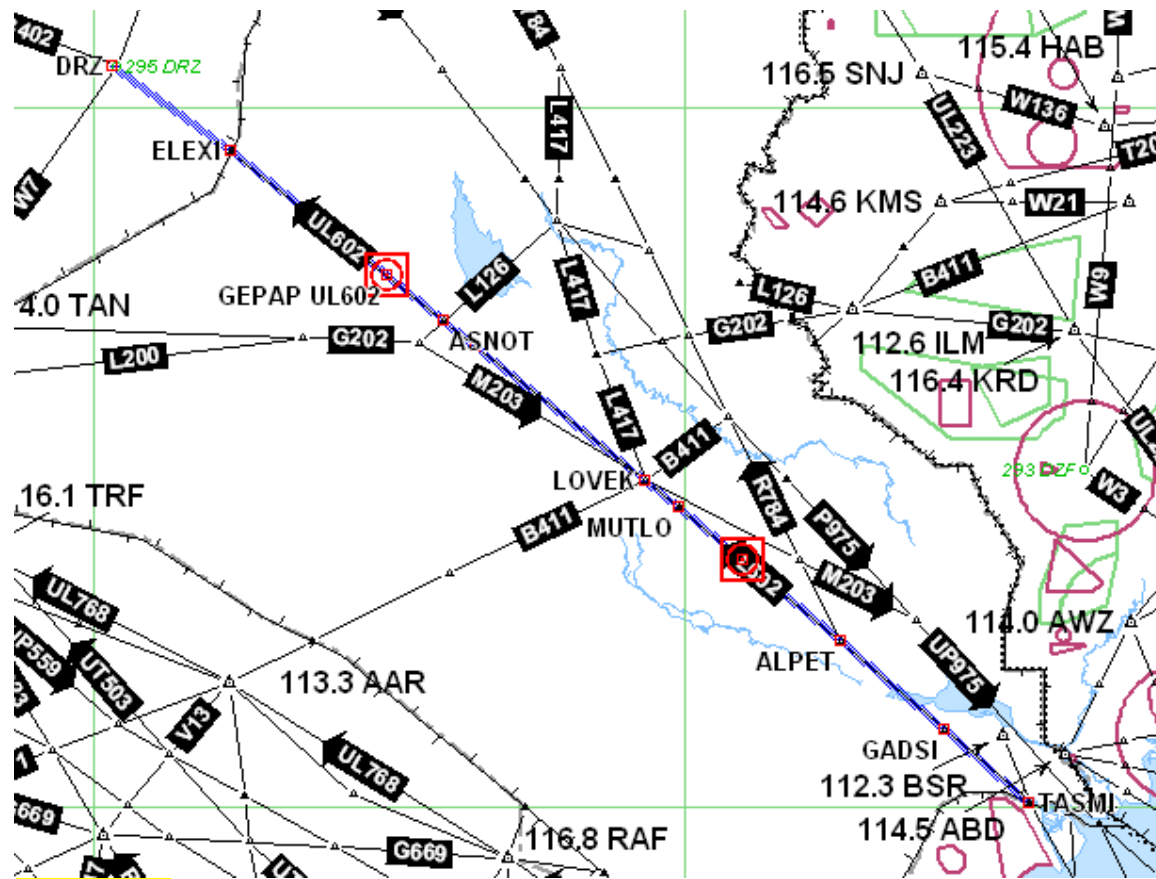


ARN TF/5-REPORT
APPENDIX 4C

4C-4

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/5 February 2012

4C-5



MID/RC-035

ARN TF/5-REPORT
APPENDIX 4C

4C-6

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 Implementation date	Implementation Status	ANP Status	Action Taken / Required		Deadline for each Action	
		Egypt Saudi Arabia				Military reasons not possible at this time No change Implement if possible Priority Routes			
Flight Level Band:									
Potential City Pairs: DAAG, DTTA, GMMN, HLLT, DTTA to OBBI, OMAA, OMDB, OTBD (Central and Eastern Arabian Peninsula to Maghreb area)									
Conclusions/Remarks		Saving 104 miles, 5051 Kg Co2 per flight.					Last updated	ARN TF/5 February 2012	



MID/RC-044

4C-7

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				<p>Keep it IATA to provide further details</p> <p>Implement if possible Priority Routes</p>		
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/5 February 2012	



MID/RC-045

ARN TF/5-REPORT
APPENDIX 4C

4C-8

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:						Implement if possible Priority Routes		
Potential City Pairs: DAAG, DTTA, GMMN, HECA, LIRF, LFMN to OBBI, OMAA, OMDB, 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/5 February 2012	

4C-9



MID/RC-046

ARN TF/5-REPORT
APPENDIX 4C

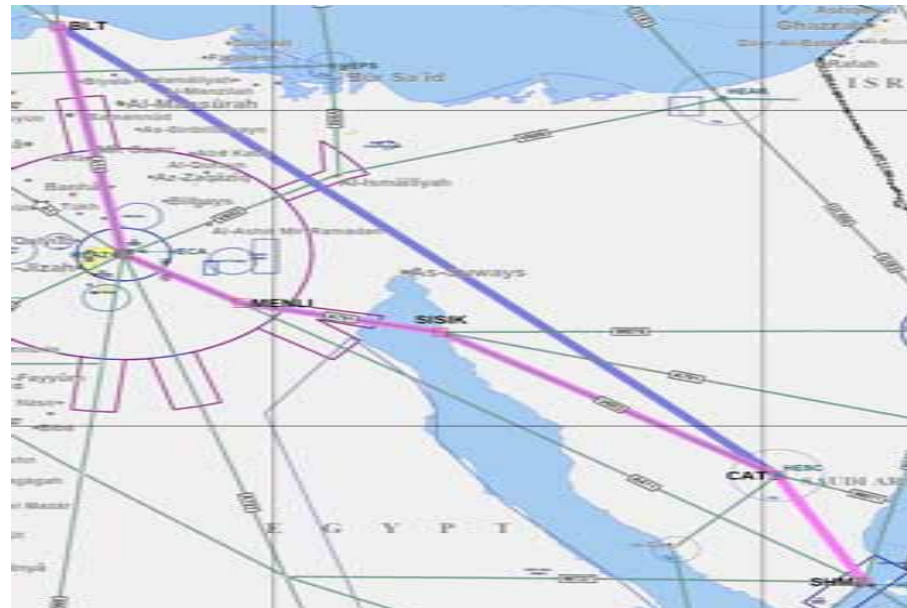
4C-10

MID/RC-047	ATS Route Name: New Route	Entry-Exit: HIL-NANVO	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
		Egypt Saudi Arabia				IATA to provide further details Implement if possible Priority Routes		
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/5 February 2012



MID/RC-047

MID/RC-053 Ex RC-513	ATS Route Name: New Route	Entry-Exit: BALTIM-SHM	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
							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
		Egypt				Possible Night rules by IAC Also to be provided to RMA Penetrates military airspace. No change		
Flight Level Band: Upper								
Potential City Pairs: Arabian Peninsula to Europe								
Conclusions/Remarks	Saves 24 miles / Flt					Last updated	ARN TF/5 February 2012	



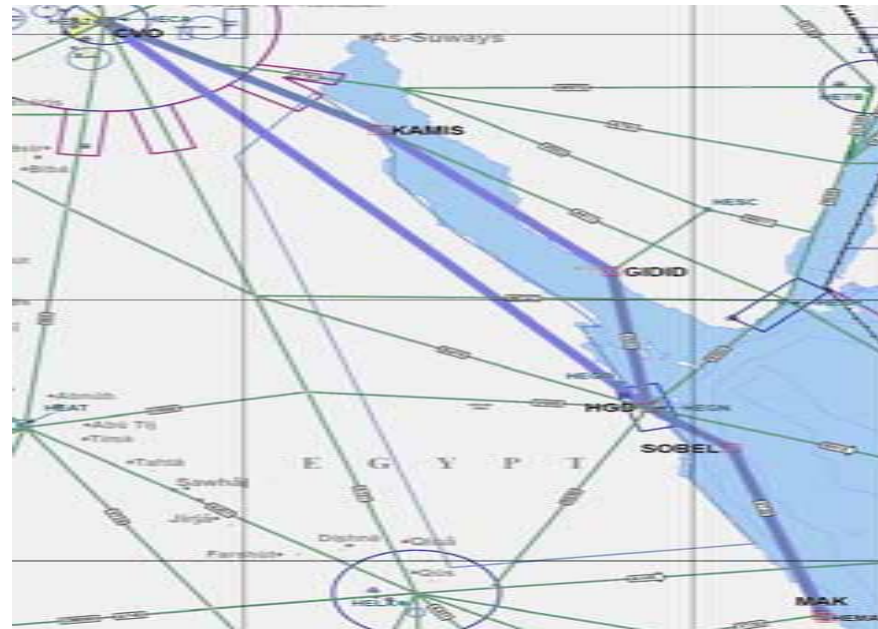
MID/RC-053

ARN TF/5-REPORT
APPENDIX 4C

4C-12

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	
CVO		Egypt Saudi Arabia				L315 to be discussed with Saudi Arabia for direction of route To be followed up Both States agreed to study the proposal pending final agreement by June 2012		
HGD								
GIBAL								
Flight Level Band: Upper								
Potential City Pairs: Northwestern Red Sea to HECA and Europe								
Conclusions/Remarks		Saves 9 miles				Last updated	ARN TF/5 February 2012	

4C-13



MID/RC-055

ARN TF/5-REPORT
APPENDIX 4C

4C-14

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
		Egypt				IATA to provide further details Tied with L315 await further discussions from Egypt.		
Flight Level Band: Upper								
Potential City Pairs: HESH, Eastern Mediterranean, Europe to Western Red Sea Coast								
Conclusions/Remarks	Saves 17 miles						Last updated	ARN TF/5 February 2012



MID/RC-056

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 Ongoing tourist flights		
Potential City Pairs: Arabian Peninsula to North Africa								
Conclusions/Remarks		Saves 11 Miles				Last updated	ARN TF/5 February 2012	



MID/RC-057

ARN TF/5-REPORT
APPENDIX 4C

4C-16

MID/RC-058	ATS Route Name: New Route	Entry-Exit: NADEB-DBA		Inter-Regional Cross Reference if any	Users Priority	Originator of Proposal	IATA	
		Date of Proposal	ARN TF/2					
Route Description NABED-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 Not feasible Implement if possible Priority Routes		
Potential City Pairs: Arabian Peninsula to Europe								
Conclusions/Remarks		Saves 47 Miles				Last updated	ARN TF/5 February 2012	



MID/RC-058

MID/RC-059	ATS Route Name: New Route	Entry-Exit: PASOS-NWB	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
		Egypt				IATA to provide further details Implement if possible Priority Routes		
Flight Level Band: Upper								
Potential City Pairs: Arabian Peninsula to Egypt								
Conclusions/Remarks		Saves 7 Miles				Last updated	ARN TF/5 February 2012	



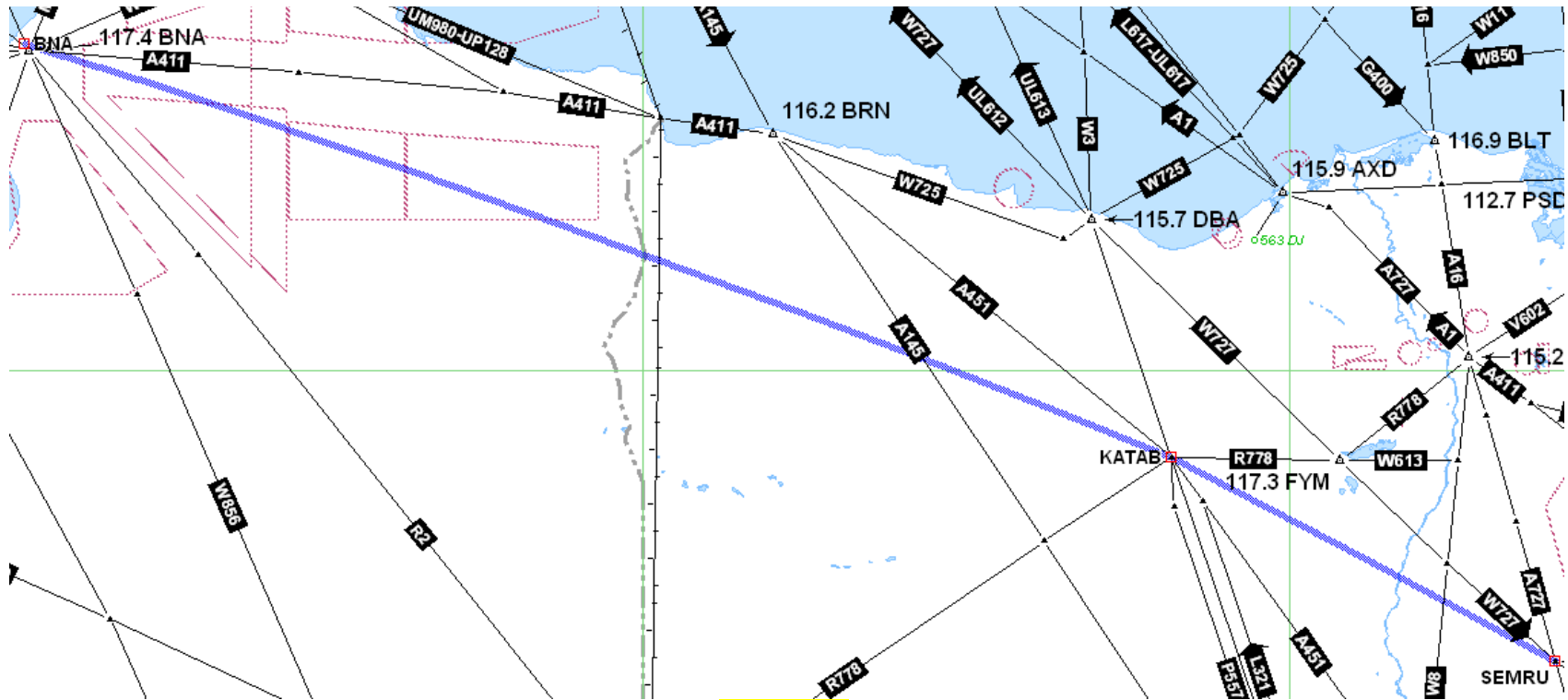
MID/RC-059

ARN TF/5-REPORT
APPENDIX 4C

4C-18

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 Implement if possible Priority Routes		
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/5 February 2012	

4C-19



MID/RC-070

ARN TF/5-REPORT
APPENDIX 4C

4C-20

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 Implement if possible Priority Routes	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/5 February 2012	

4C-21



MID/RC-081

ARN TF/5-REPORT
APPENDIX 4C

4C-22

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. Implement if possible Priority Routes	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/5 February 2012



MID/RC-082

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 Implement if possible Priority Routes		TBD	
Flight Level Band:													
Potential City Pairs:													
Conclusions/Remarks									Last updated		ARN TF/5 February 2012		



MID/RC-083

ARN TF/5-REPORT
APPENDIX 4C

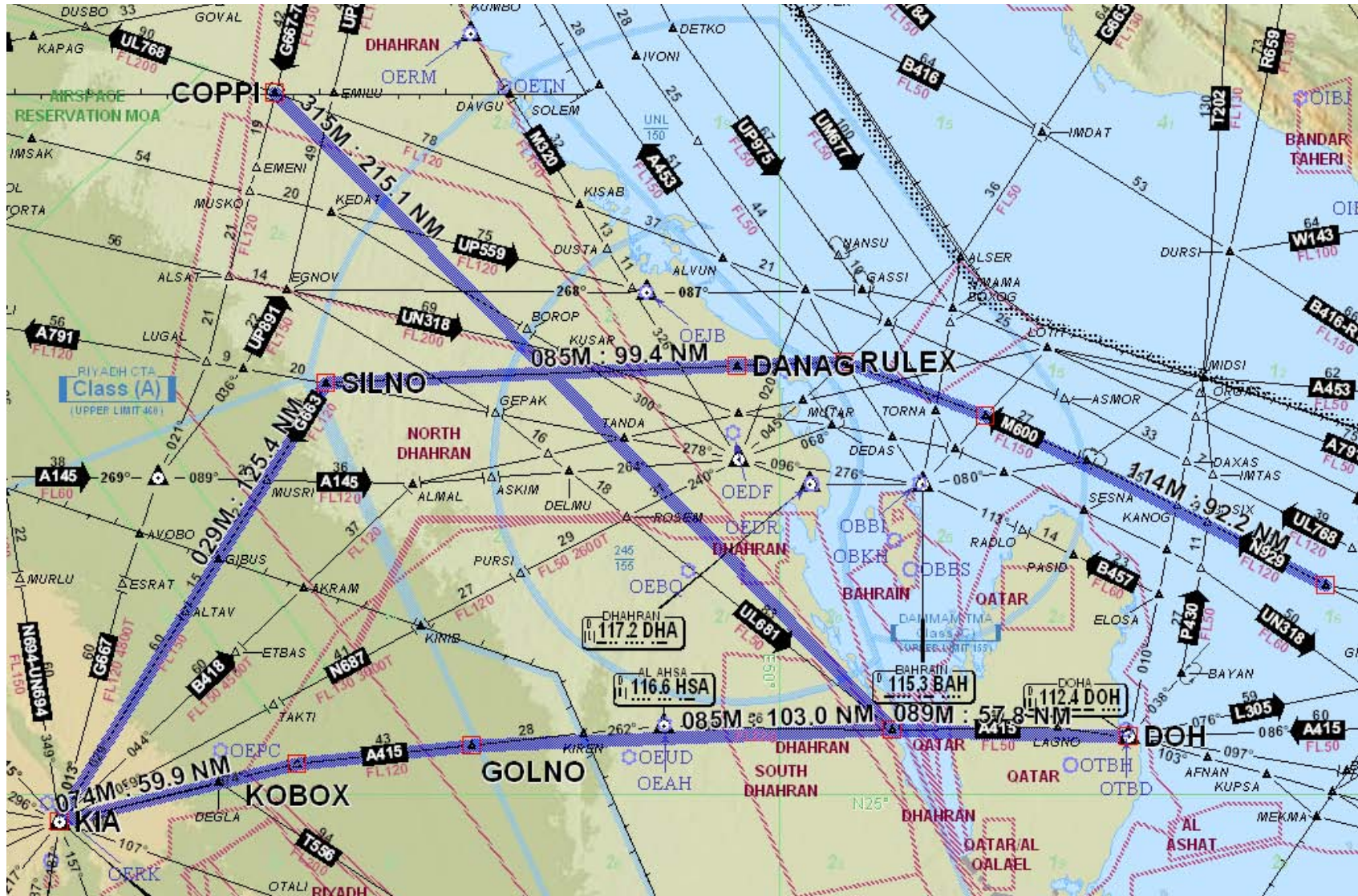
4C-24

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	17 May 2011
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 Implement if possible Priority Routes	TBD	
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/5 February 2012	

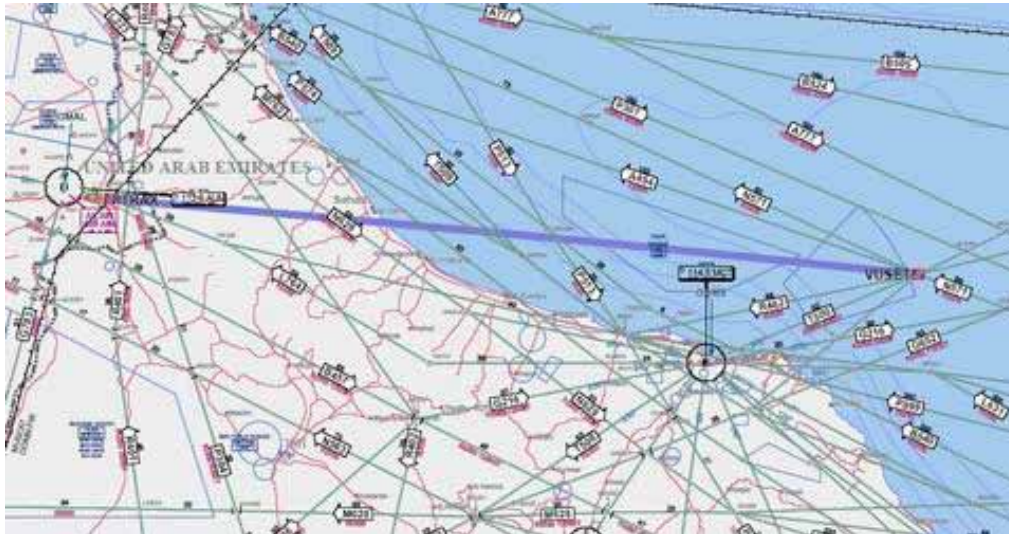


MID/RC-084

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
	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	
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 	As soon as practical	
Flight Level Band: FL200 – FL410					<ul style="list-style-type: none"> - 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. 			
Potential City Pairs: DOH to Western Europe/USA DOH to BEY, DAM, AMM DOH to North-Africa OMAA to GMMN, HECA, HSSS, OEJN, OERK					<ul style="list-style-type: none"> - Still timed out route Same as RC 001 Whatever is related to A415 should be combined - Still on 			
Conclusions/Remarks		Saving 88 miles, 10 daily flts, 34650 Kg of CO2 Daily			Last updated		ARN TF/5 February 2012	



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 No change	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/5 – February 2012	



MID/RC-003

ARN TF/5-REPORT
APPENDIX 4C

4C-28

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 in the route Catalogue		
Conclusions/Remarks		Urgent implementation necessary due rapidly building congestion in the Bahrain FIR				Last updated	ARN TF/5 February 2012	

4C-29

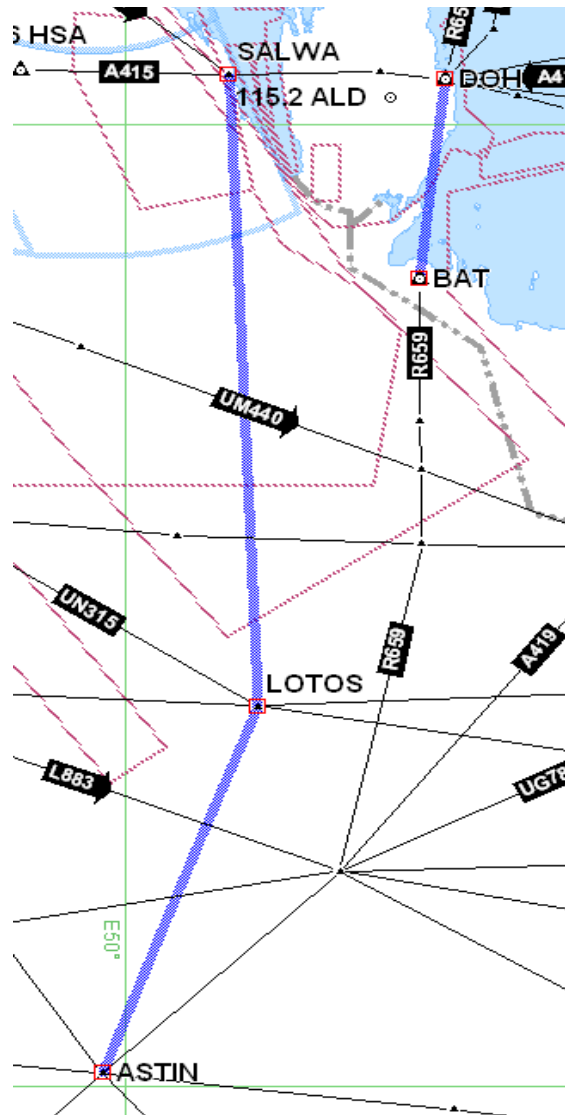


ARN TF/5-REPORT
APPENDIX 4C

MID/RC-005 Op 2 MID/RC-049	ATS Route Name: New AWY between SALWA-LOTUS-ASTIN SALWA KIPOM ASTIN DOH BAT	Entry-Exit: SALWA-LOTUS- ASTIN DOH-BAT	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
<p>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)</p> <p>Route Description A direct segment on an airway that was compensated for by a dog leg B415 BUNDU V997 BAT</p>		<p>Bahrain</p> <p>Saudi Arabia</p> <p>Bahrain, Qatar, United Arab Emirates</p>		New ATS route.		<p>Proposal replace by the following agreed option: Doha to Bundu than via V997 to R659.</p> <p>- Bahrain will issue NOTAM for activation on the next AIRAC date.</p> <p>MID Regional Office to circulate Amendment Proposal to change V997 to Regional route.</p> <p>Amendment to be re-circulated after collection of updates from States</p> <p>- An alternate RNAV1 route was proposed waiting for UAE response.</p> <p>1.</p>		<p>Immediate</p> <p>Sept. 2008</p> <p>June. 2009</p>
Flight Level Band: FL180 – FL410								
Potential City Pairs: Doha – Eastern/ South Africa - Doha								

4C-31

						<ul style="list-style-type: none"> - Provided R659 implemented between DOH and BAT and RC049 2. - No change - MID RC-005 / MID RC-049, UAE requested that due military issue to remove this route - Doha will be addressed during the next meeting reference removing this route. Keep as is until Qatar is present for discussions Expected implementation September 2011 as a timed out route - Ref RC 005 	
Conclusions/Remarks	Replacement proposal (Doha-Bundu-U997-R659). Approved for immediate implementation.					Last updated	ARN TF/5 February 2012



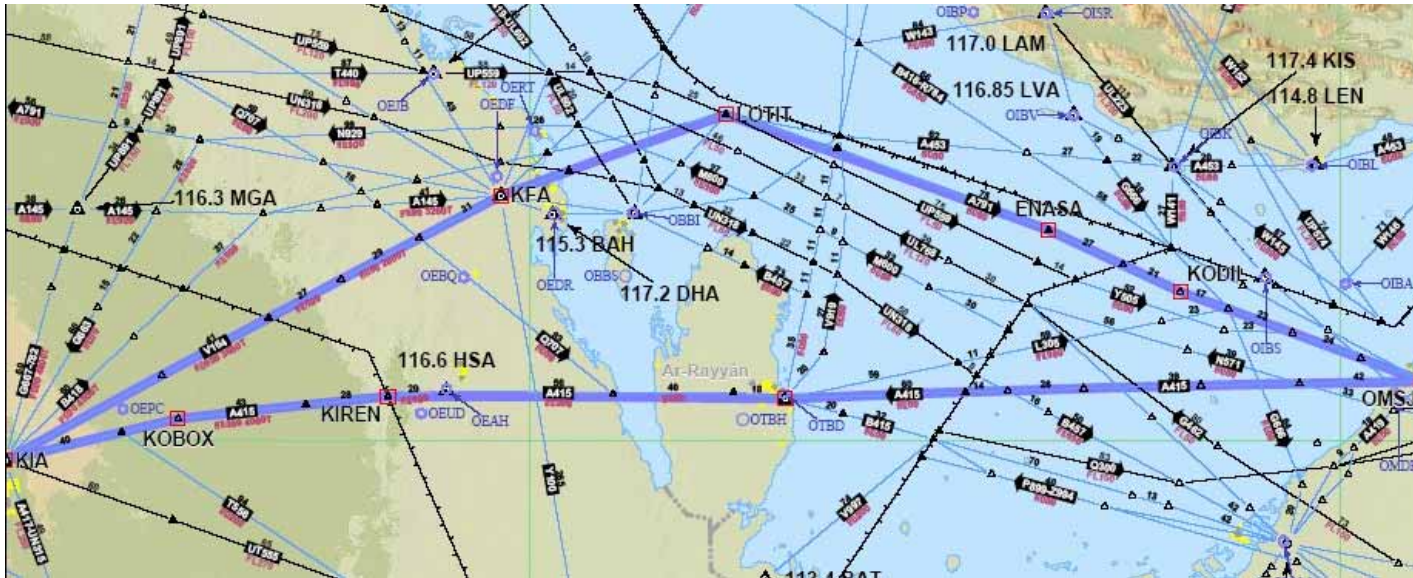
MID/RC-005 and 049

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 Implemen- tation 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 - No change - Can be deleted provided ATS Route A791 is implemented as Bi-directional. 	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/5 February 2012



MID/RC-010	ATS Route Name: V164 N687	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/5 – February 2012	

4C-35

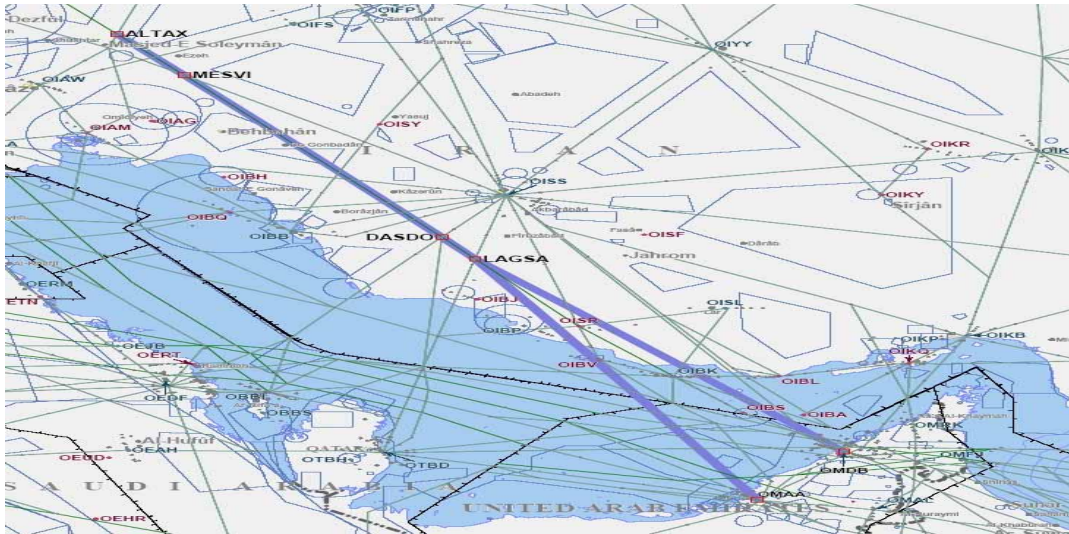


ARN TF/5-REPORT
APPENDIX 4C

4C-36

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 Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
New, bi-directional route segments		Iran UAE				<ul style="list-style-type: none"> - Under consideration by Iran and UAE. States have no plan to implement. - Differed for the future. - Discussion going on - UAE requested to remove the route due to the complexity that will be created. Iran share UAE in this comment to remove the route 	TBD	
Flight Level Band: Upper Airspace								
Potential City Pairs: UAE to Iran and beyond (unlimited)								
Conclusions/Remarks							Last updated	ARN TF/5 – February 2012

4C-37



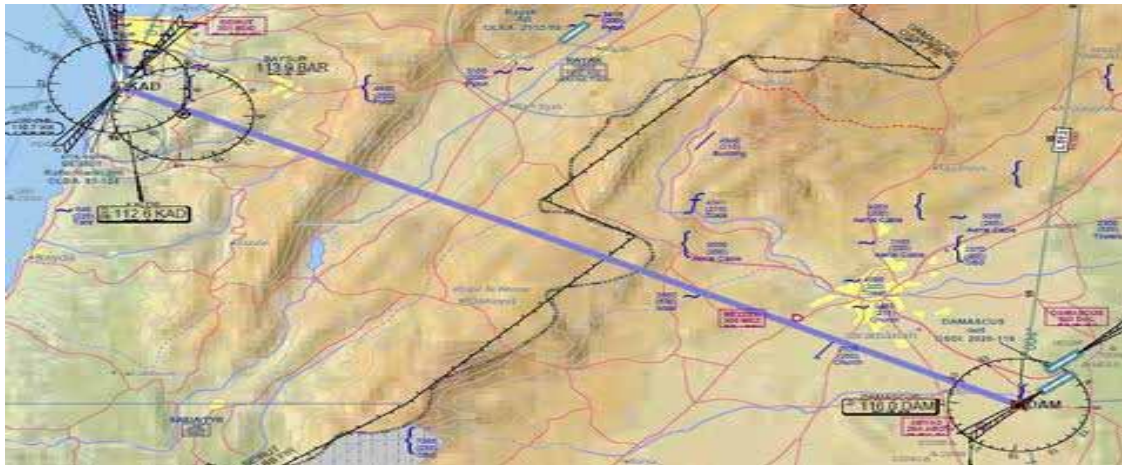
ARN TF/5-REPORT
APPENDIX 4C

4C-38

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 Implemen- tation 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. 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>						- Already under consideration by Iran and UAE. States have no plan to implement. Differed for the future. UAE have no plan to implement and requested to remove this route	TBD	
Flight Level Band:								
Potential City Pairs: Sharjah-Tehran								
Conclusions/Remarks						Last updated	ARN TF/5 – February 2012	



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/5- February 2012	

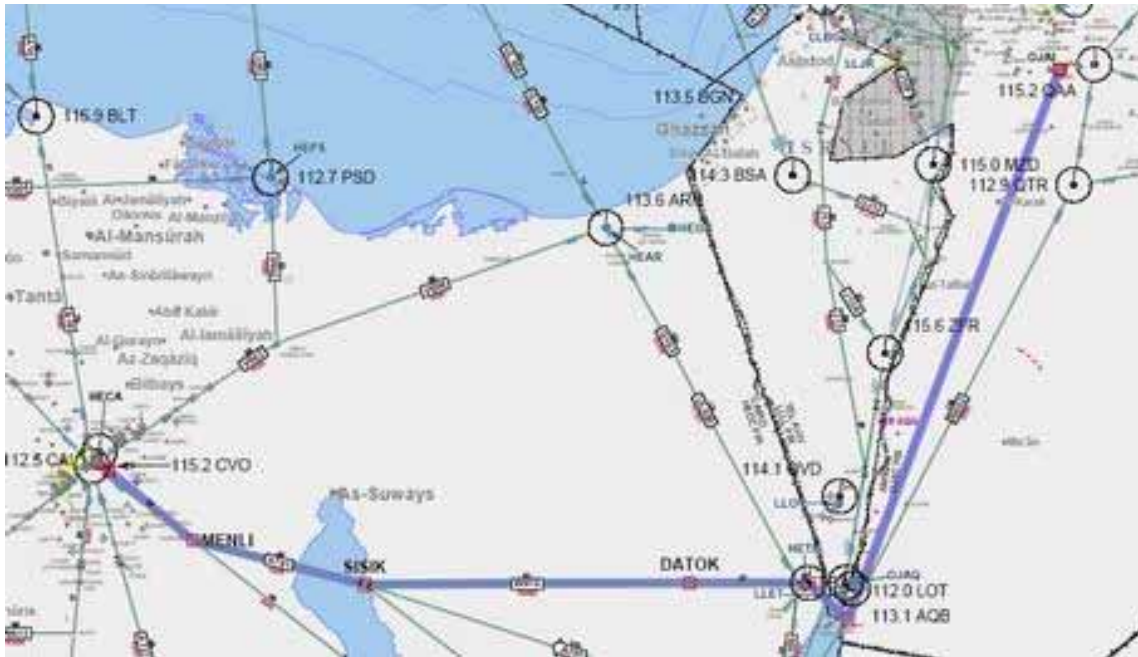


ARN TF/5-REPORT
APPENDIX 4C

4C-40

MID/RC-018	ATS Route Name: New Route		Entry-Exit: Route from Jordan to CAI via TBA-W976	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	
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 <p>Pending discussion between Egypt and Jordan</p> <p>Can be deleted provided DATOK - METSA be used as an alternative route</p>	TBD	
Flight Level Band:									
Potential City Pairs:									
Conclusions/Remarks							Last updated	ARN TF/5 February 2012	

4C-41

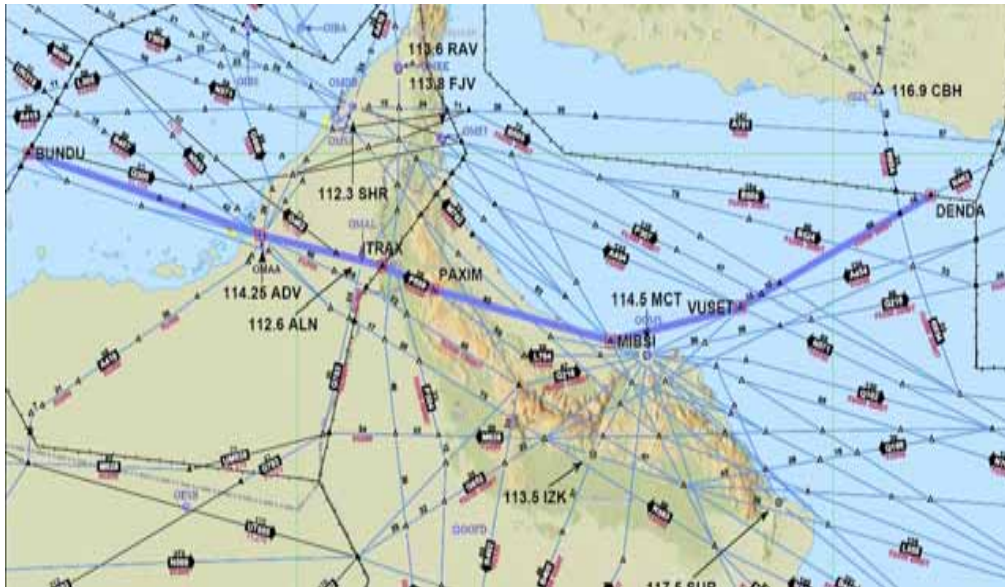


ARN TF/5-REPORT
APPENDIX 4C

4C-42

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						<ul style="list-style-type: none"> - UAE has no objection if Oman agrees. - ICAO will send proposal to Oman. 			
Flight Level Band: FL290 to FL410						<p>Not feasible due to congestion (safety reasons)</p> <p>Differed for the future.</p>			
Potential City Pairs: SGN, PEK, HKG, PVG, DEL, AMD, KHI, KIX, DAC, KTM-Doha						<p>UAE has no issues if Oman agrees, but stated that the exit point from UAE FIR to Doha must be through MEKMA</p>			
Conclusions/Remarks		Proposal to be send to Oman for response					Last updated	ARN TF/5 - February 2012	

4C-43



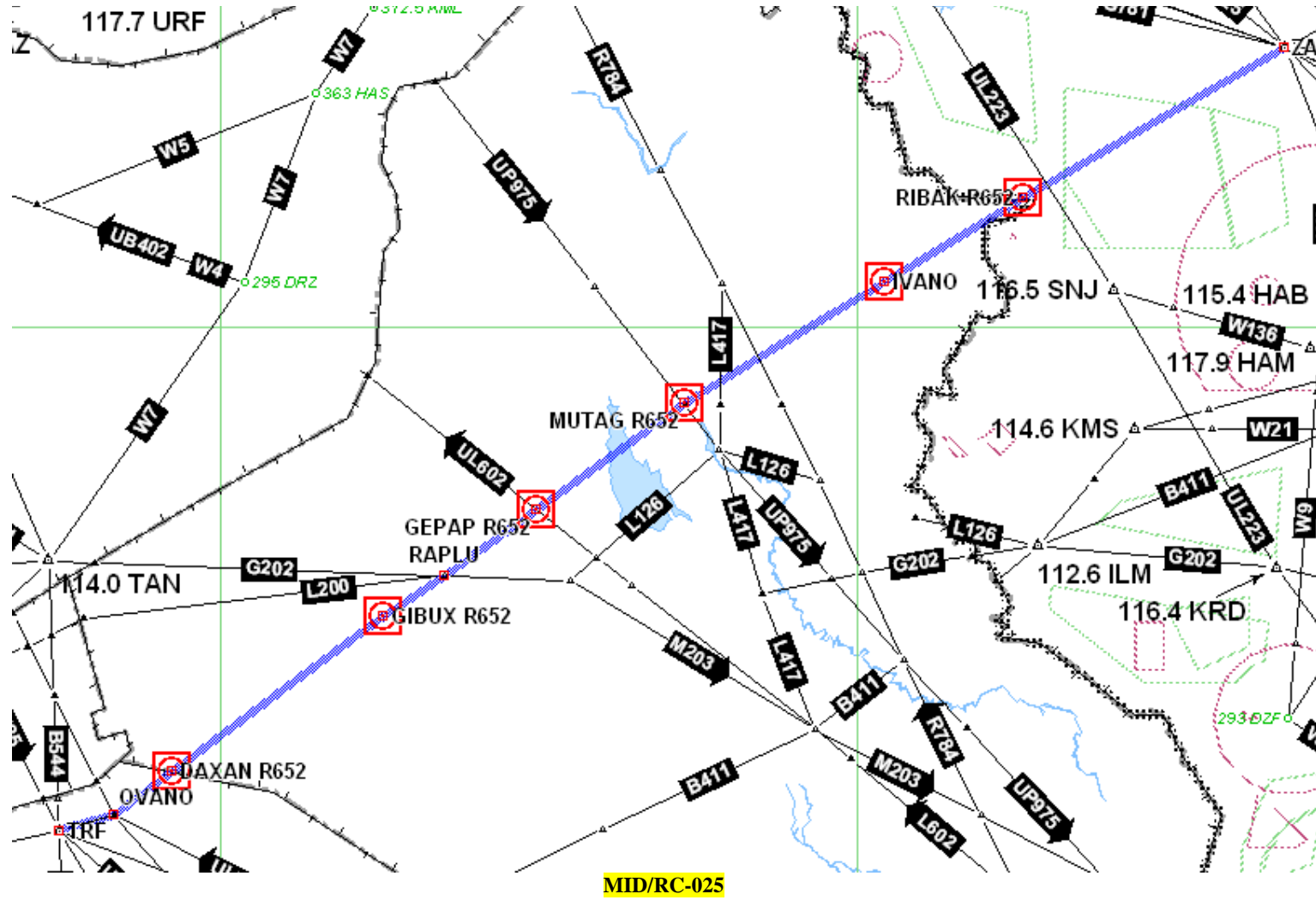
ARN TF/5-REPORT
APPENDIX 4C

4C-44

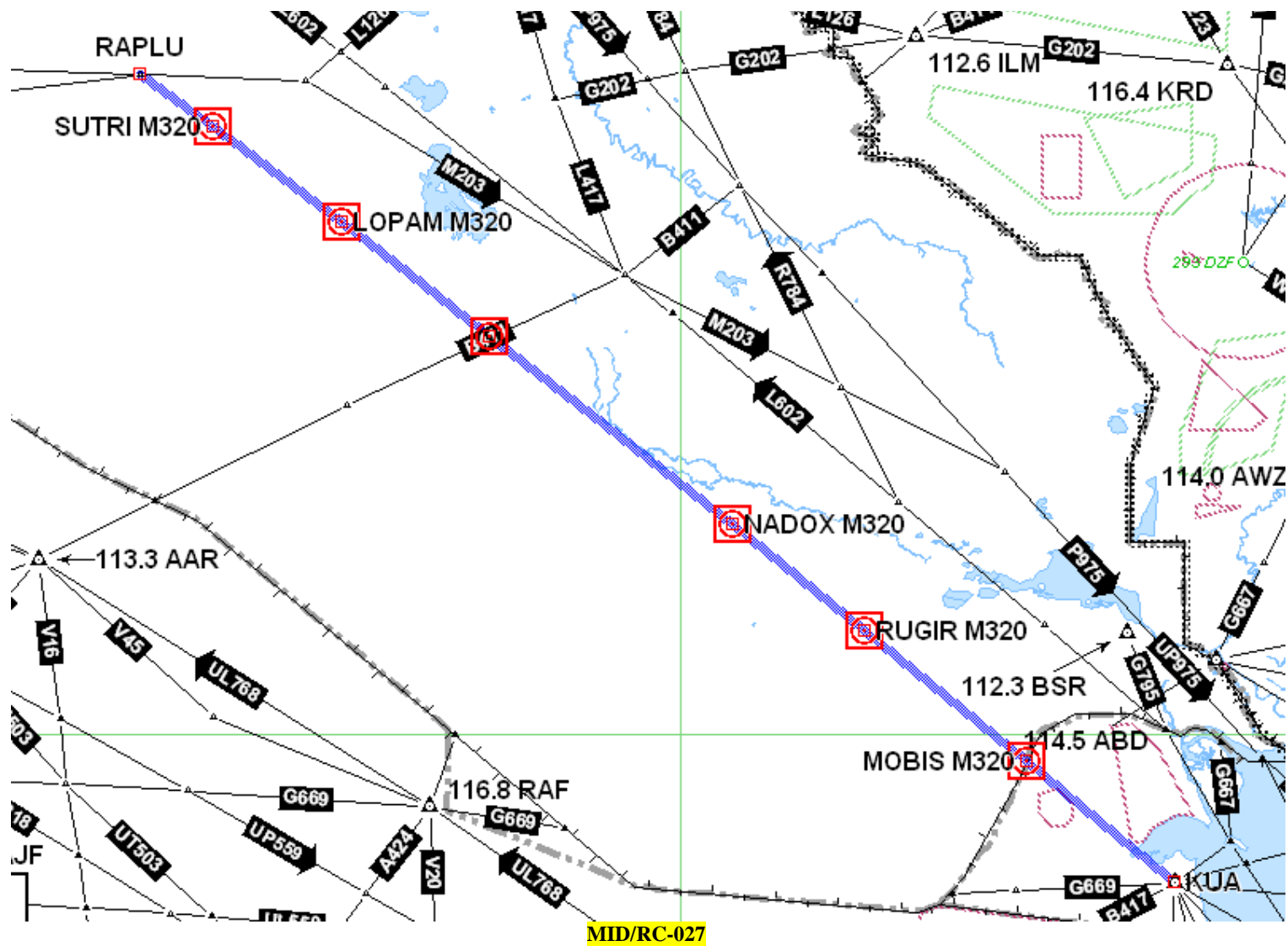
MID/RC-020	ATS Route Name: Replacement of IATA Proposals (3) and (9).	Entry-Exit: TELEM-VAXIM and PRA-TELEM	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation 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. <p>Under consideration as unidirectional only</p> <p>Also being coordinated with APAC</p> <ul style="list-style-type: none"> - Route was not supported by India . - Differed for the future. 	<p>Update October 2009. March 2010</p> <p>Route expected implementati on date Jun2010</p>	
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	



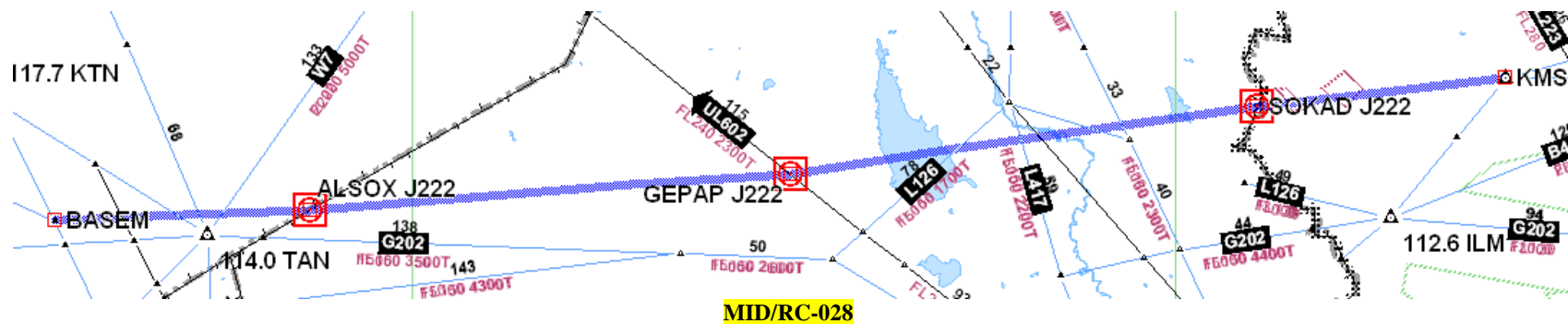
MID/RC-025	ATS Route Name: R652	Entry-Exit: METSА- ZAJ	Inter-Regional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	Iraq
							Date of Proposal	RDGE/11 (Oct 2009)
Route Description		States Concerned	Expected Implement- ation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
METSA (2927.1N 03459.0E) QATRANEH (QTR) PARAM (3123.3N 3706.7E) GURAIT (GRY) TURAIF (TRF) OVANO (3148.0N 03909.8E) DAXAN (320512N 0393719E) GIBUX (330715N 0411625E) RAPLU (332300N 0414530E) GEPAP (334906N 0422 51E) MUTAG (343003N 0433834E) IVANO (351724N 0451235E) RIBAK (354926N 0461808E) ZANJAN (ZAJ)		Saudi Arabia		1) New Route in the Baghdad (FIR) Connecting with Zanjan (ZAJ). 2) To Coordinate with Saudi Arabia to connect Airway from OVANO to DAXAN if acceptable. 3) Coordinate with Iran to connect RIBAK to ZAJ if acceptable 4) New Route in Baghdad (FIR).	Available in ATS.1 Table. Implemented in Saudi Arabia continuation of Route in Baghdad FIR and Iran	Points highlighted in yellow are new. - Not supported by Jordan - ATS route R652 is in close proximity with ATS route UR785 that would cause traffic conflict. - To be referred to the ARN TF/3 meeting for further discussions - Not supported by Jordan and Saudi Arabia - Refer the ATS route to the MID/RMA for further studies and analysis of the passing frequency. - ATS route R652 is in close proximity with ATS route UR785 and FIX (OTILA) that would cause traffic conflict. - Saudi Arabia and Jordan do not approve for the extension of Route in Iraq suggested removal waiting for Iraq feed back - Proposal was presented by Jordan to use R652 as a departure Route from Amman into Iraq, - further discussion would be required between Jordan, Iraq and Saudi Arabia to finalize the proposal	TBD March 2010	
Flight Level Band: FL200-FL410								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/5 February 2012	



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		<ol style="list-style-type: none"> Existing RNAV designator M320 from Kuwait proposed). Points highlighted in yellow are new. Coordination with Kuwait required of continuation of route within their airspace. 	Available in ATS.1 Table In Kuwait FIR	<ol style="list-style-type: none"> Not supported by Kuwait at present. Needs further studies. To be discussed further in the ARN TF/4 meeting differed for the future 	March 2010	
Flight Level Band: FL200-FL410		Iraq						
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/4 May 2011	



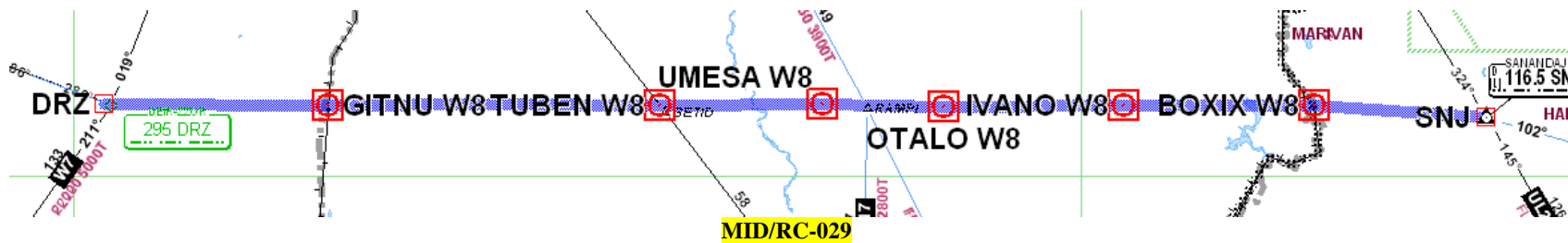
MID/RC-028	ATS Route Name: J222	Entry-Exit: BASEM-KMS	Inter-Regional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	Iraq	
							Date of Proposal	RDGE/11 (Oct 2009)	
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / 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	



ARN TF/5-REPORT
APPENDIX 4C

4C-50

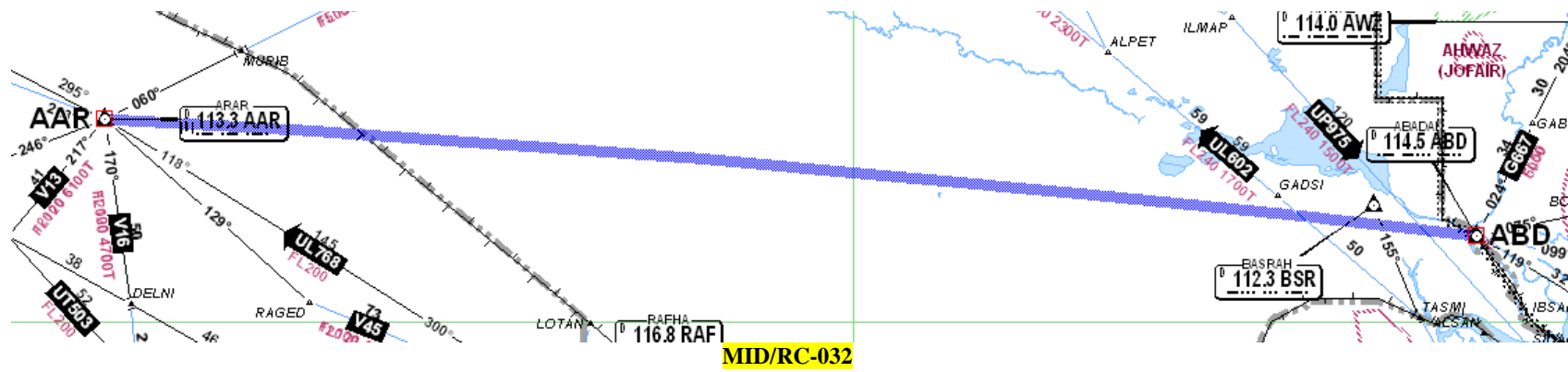
MID/RC-029	ATS Route Name: W8	Entry-Exit: GITNU-HAB	Inter-Regional Cross Reference if any	Users Priority	URGENT	Originator of Proposal	Iraq
						Date of Proposal	RDGE/11 (Oct 2009)
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	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



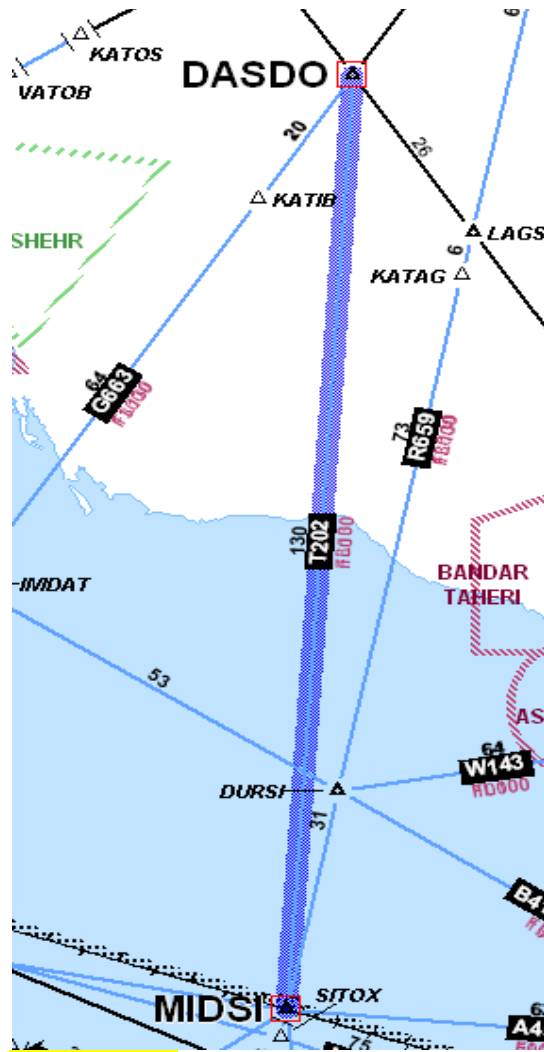
MID/RC-032	ATS Route Name: G665	Entry-Exit: ABD/AAR	Inter-Regional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	Iran
							Date of Proposal	RDGE/11 (Oct 2009)
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status		Action Taken / Required	Deadline for each Action
ABADAN (ABD) ARAR (AAR)		Iran Iraq Saudi Arabia	No implemen- tation 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. 	Available in ATS.1 Table Panjgur-Abadan New Route in Baghdad FIR..		<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> <p>Iran Propsoed to implement the route but Iraq was not present for discussion</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/5 February 2012

ARN TF/5-REPORT
APPENDIX 4C

4C-52

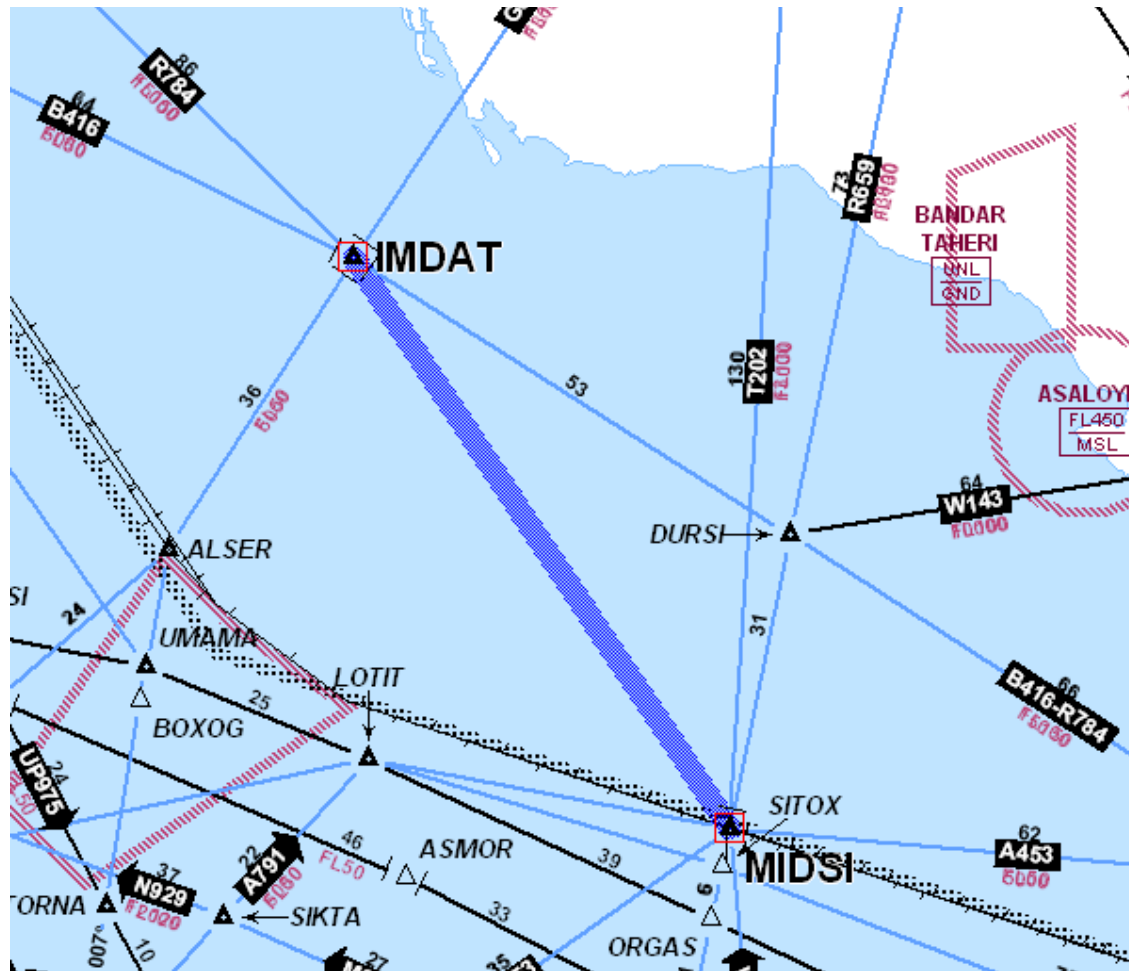


MID/RC-037	ATS Route Name: New Route	Entry-Exit: MIDSI - DASDO	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	Iran
							Date of Proposal	15 March 2010
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	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> <p>Discussion complete Bahrain and Iran to Request Route designators and a proposal for amendment to be circulated once data is received by ICAO</p>	Published by Iran as T202	
Flight Level Band: FL 130 - UNL								
Potential City Pairs:								
Conclusions/Remarks							Last updated	ARN TF/5 February 2012



MID/RC - 037

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	15 March 2010
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 connecton of (MIDS - IMDAT) before considering the proposal. Another proposal put in by Bahrain and submitted to Iran Discussion complete Bahrain and Iran to Request Route designators and a proposal for amendment to be circulated once data is received by ICAO	(TBD)	
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/5 February 2012	



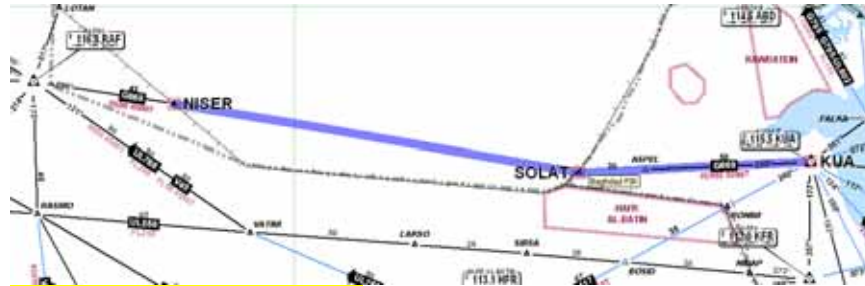
MID/RC - 038

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) NEJRAN (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	



MID/RC-042 ATS Table 1 G667

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



MID/RC- 043 ATS Table 1 G669

4C-61

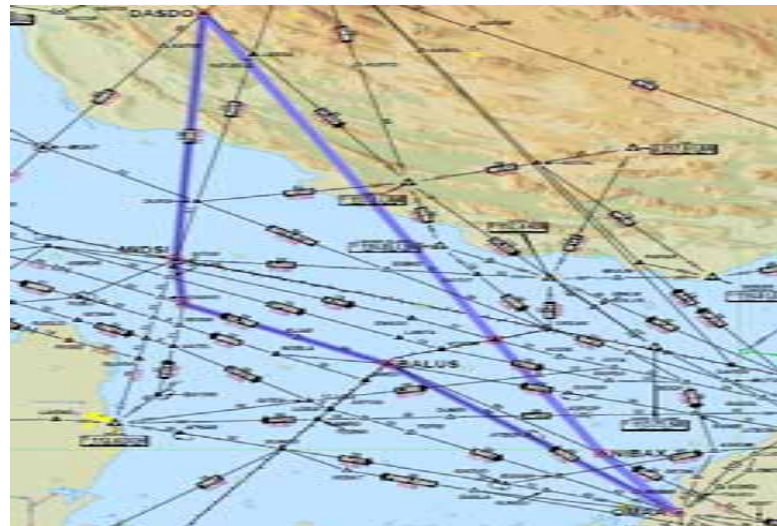
MID/RC-048	ATS Route Name: New Route	Entry-Exit: MUT in Turkey to BAN in Syria	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required		Deadline for each Action
		Cyprus, Syria, Turkey				IATA to provide further details		
Flight Level Band:						Not From IATA but fro Europe		
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/5 February 2012	



ARN TF/5-REPORT
APPENDIX 4C

4C-62

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	Expected Implementation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
		Bahrain Iran UAE				IATA to provide further details UAE stated clearly that there is no plan or intentions to implement this route		
Flight Level Band: Upper								
Potential City Pairs: OMAA to Iran, Europe & North America								
Conclusions/Remarks	Saving 39 miles, 20 flts/day, 48 Tons of CO2 daily					Last updated	ARN TF/5 February 2012	



MID/RC-054	ATS Route Name: New Route	Entry-Exit: CVO-ANTAR	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
							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
		Egypt				<p>Not much Traffic on this route</p> <p>Military issues</p> <p>Differed for the future</p> <p>No change</p>		
Flight Level Band: Upper								
Potential City Pairs: HECA and Arabian Peninsula to Europe								
Conclusions/Remarks		Saves 13 minutes				Last updated		ARN TF/5 February 2012



ARN TF/5-REPORT
APPENDIX 4C

4C-64

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

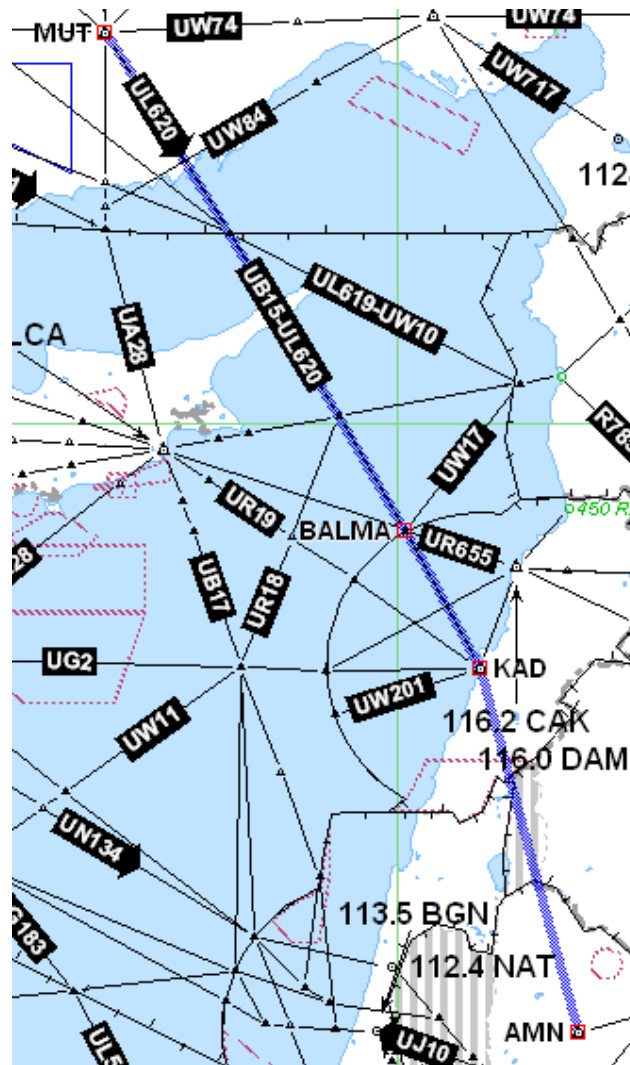


ARN TF/5-REPORT
APPENDIX 4C

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

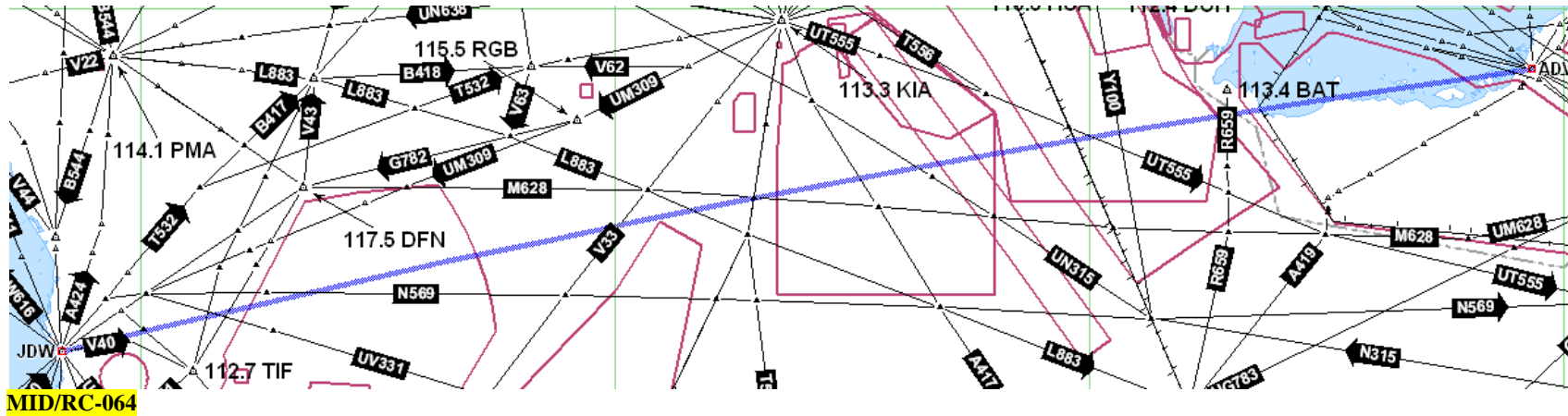


MID/RC-063

ARN TF/5-REPORT
 APPENDIX 4C

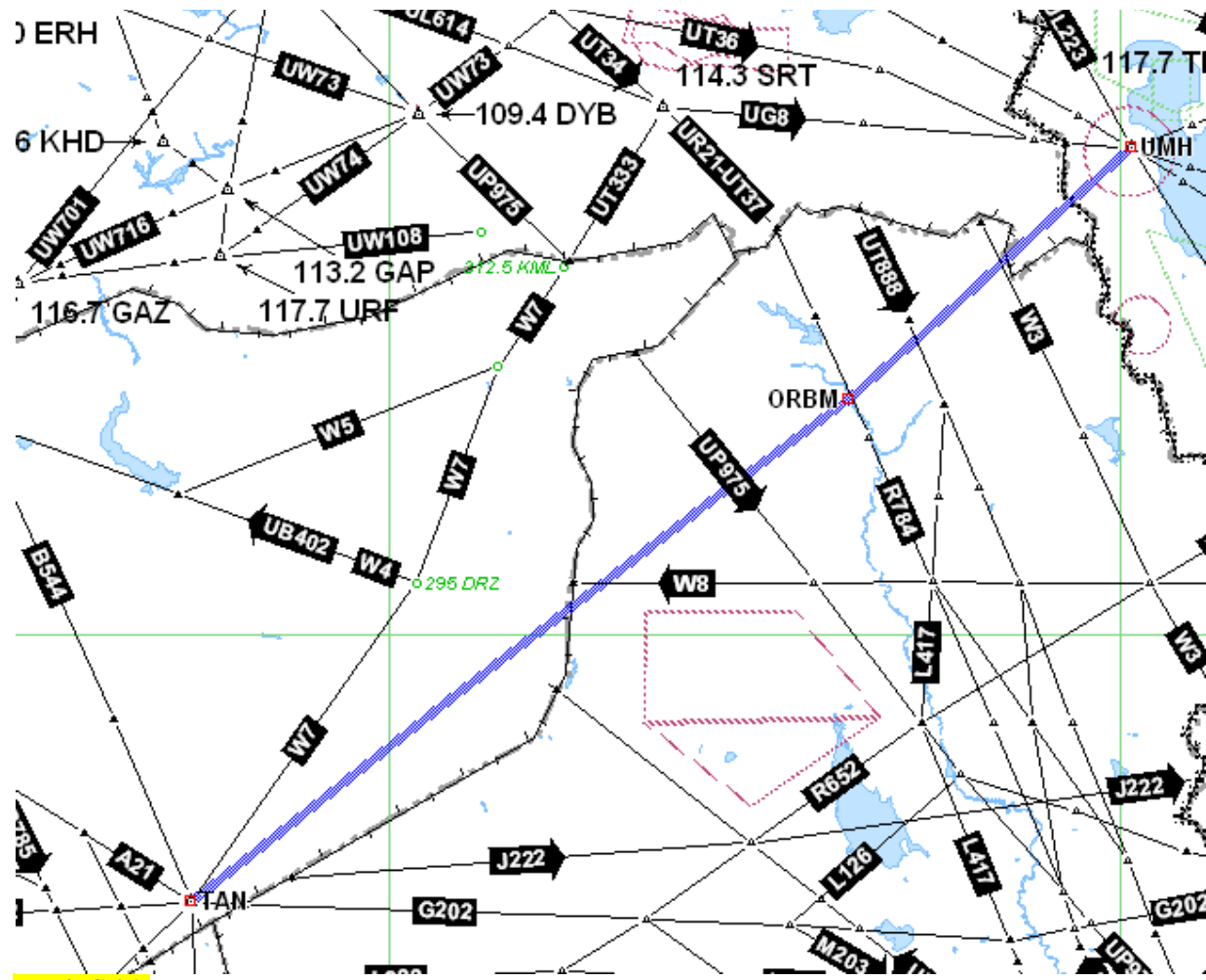
4C-68

MID/RC-064 (ex G660)	ATS Route Name: New Route	Entry-Exit: JDW-ADV	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	
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	



4C-69

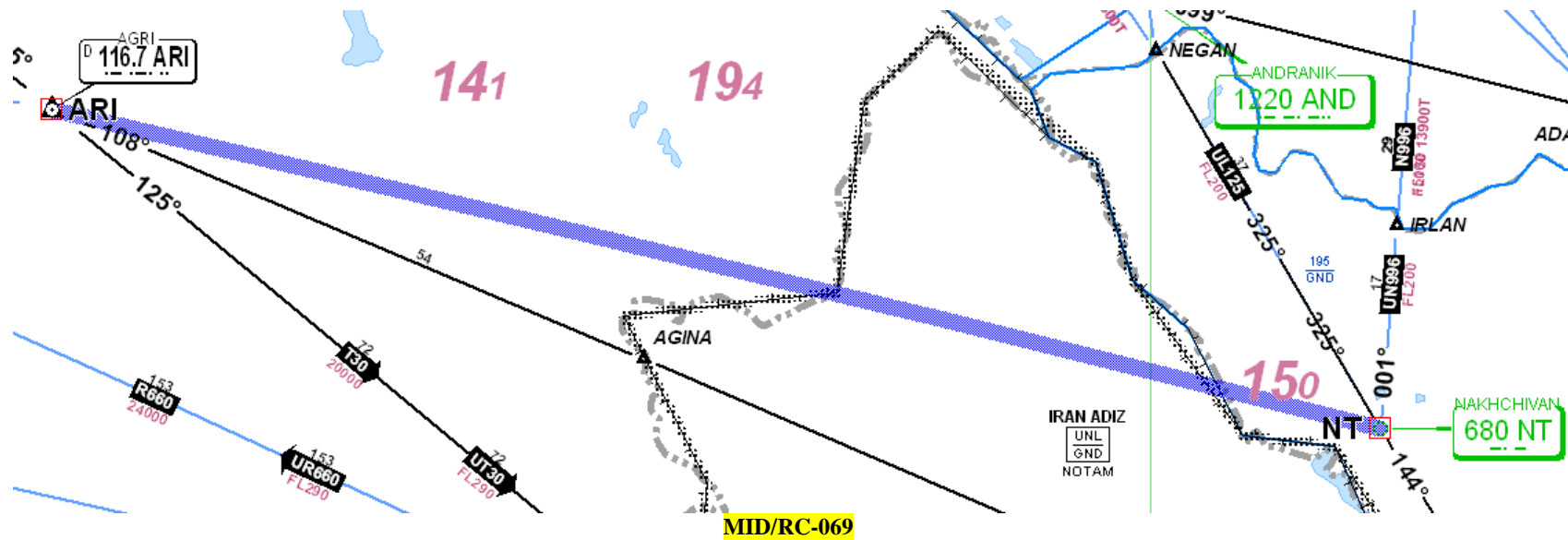
MID/RC-067 <i>(ex G671)</i>	ATS Route Name:	Entry-Exit: TANF-UMH	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	MIDANPIRG/10
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	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-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	



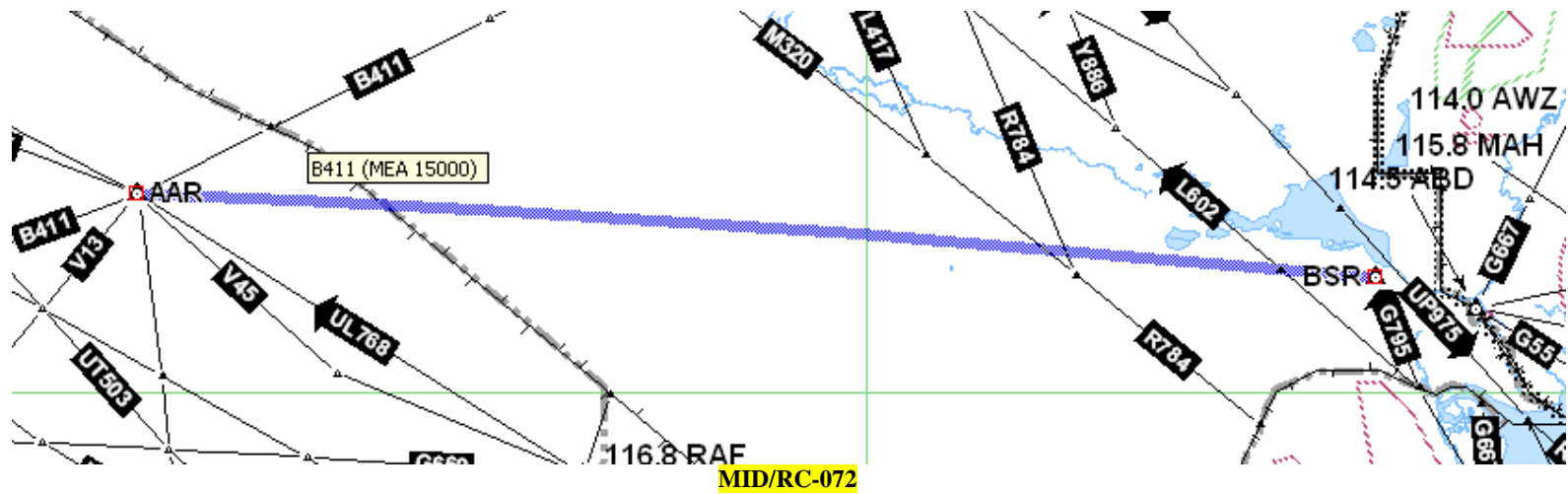
ARN TF/5-REPORT
APPENDIX 4C

4C-72

MID/RC-071	ATS Route Name: New route	Entry-Exit: DELMA-A145	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	
<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 BBBB, 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 IIII, 20 NMs south-west of RARLO W333 at JJJJ, 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	

4C-73

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	



ARN TF/5-REPORT
APPENDIX 4C

4C-74

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	

4C-75

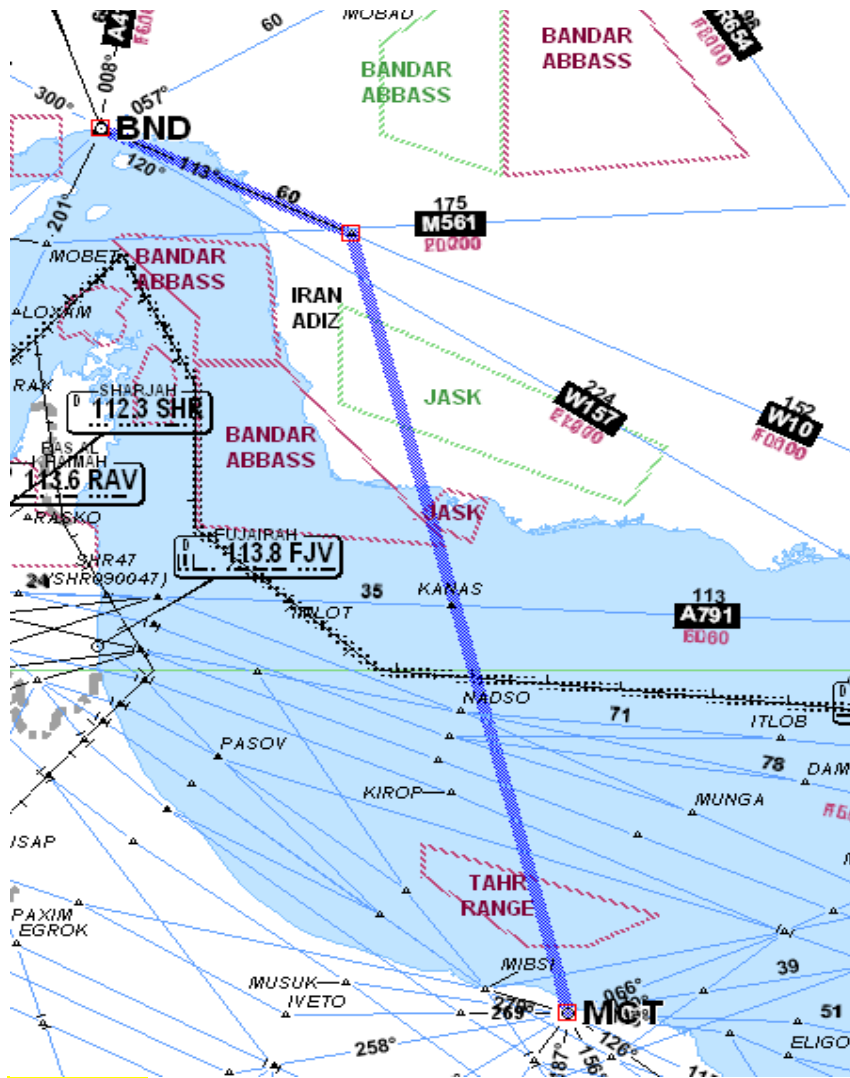


ARN TF/5-REPORT
APPENDIX 4C

4C-76

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)		Iran Oman		Not implemented.		Differed for the future		
MELMI 2647.0N 05723.0E BANDAR ABBAS (BND)								
Flight Level Band: Upper Airspace								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/4 May 2011	

4C-77



MID/RC-074

ARN TF/5-REPORT
APPENDIX 4C

4C-78

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					In MID ANP awaiting implementation			
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	

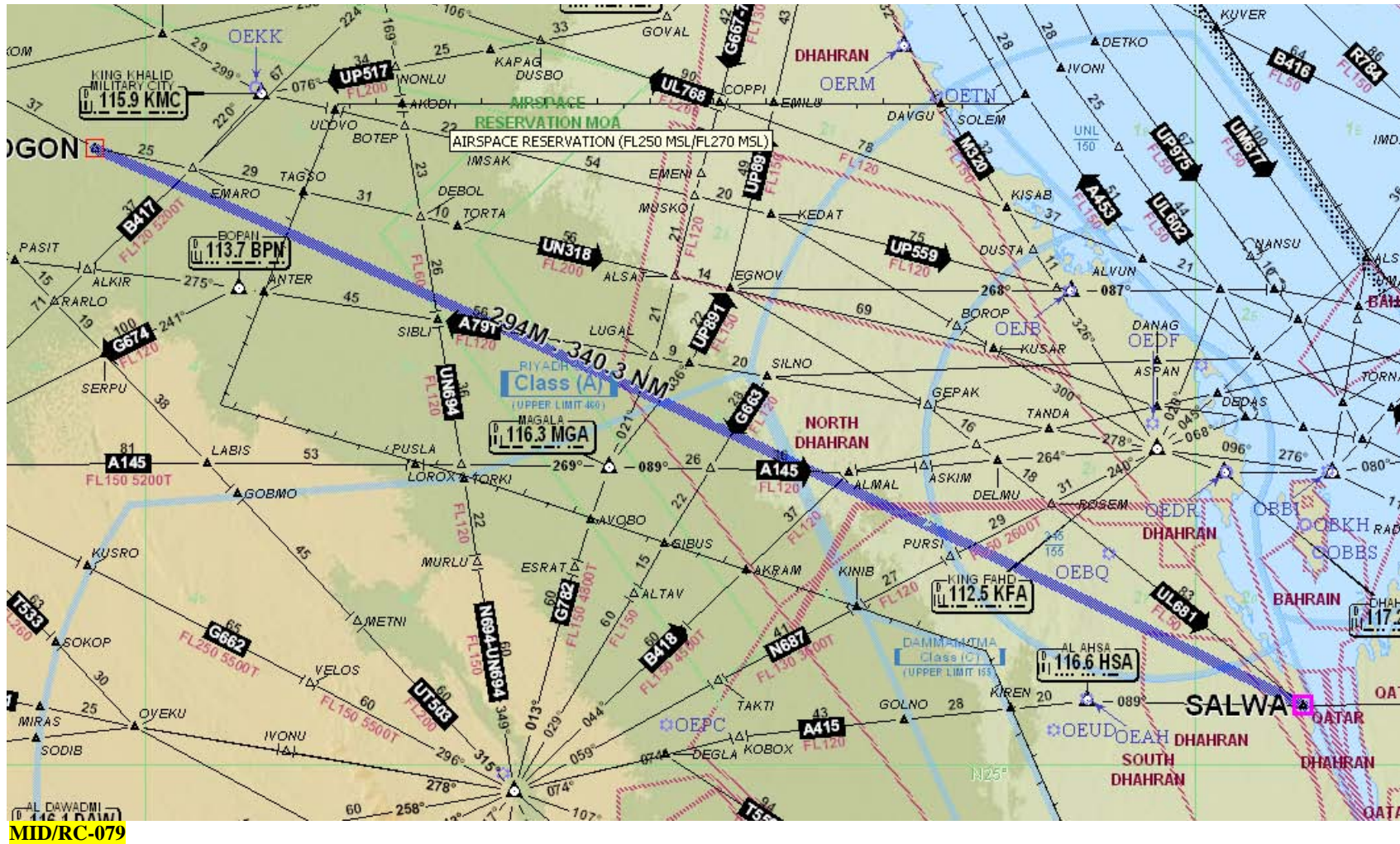
MID/RC-078	ATS Route Name: B412	Entry-Exit: DAM - ASH	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	ANP
							Date of Proposal	17/May/2011
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline 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 Remove	R	
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/4 May 2011	



MID/RC-078

4C-81

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	17-May-2011
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	



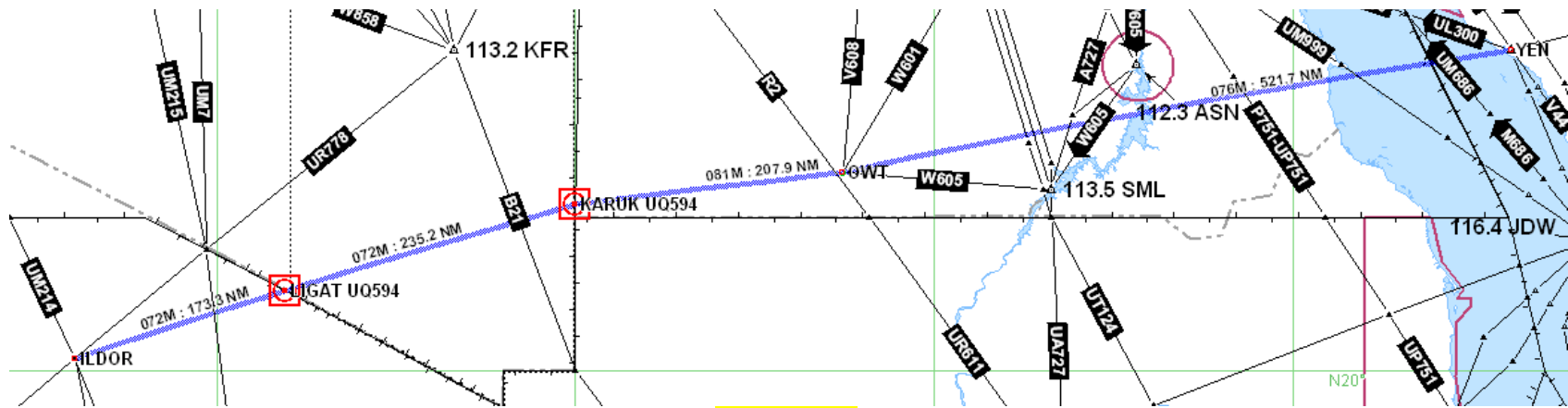
MID/RC-080	ATS Route Name: New Route	Entry-Exit: BUSRA - KTN	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	ICAO EUR/NAT
							Date of Proposal	17 May 2011
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	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:						Awaiting final approval for implementation		
Potential City Pairs: HEGN - UUDD								
Conclusions/Remarks	Shortens the distance by 85NM.					Last updated	ARN TF/5 February 2012	



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	17 May 2011
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				<ul style="list-style-type: none"> - 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	

ARN TF/5-REPORT
APPENDIX 4C

4C-86



4C-87

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

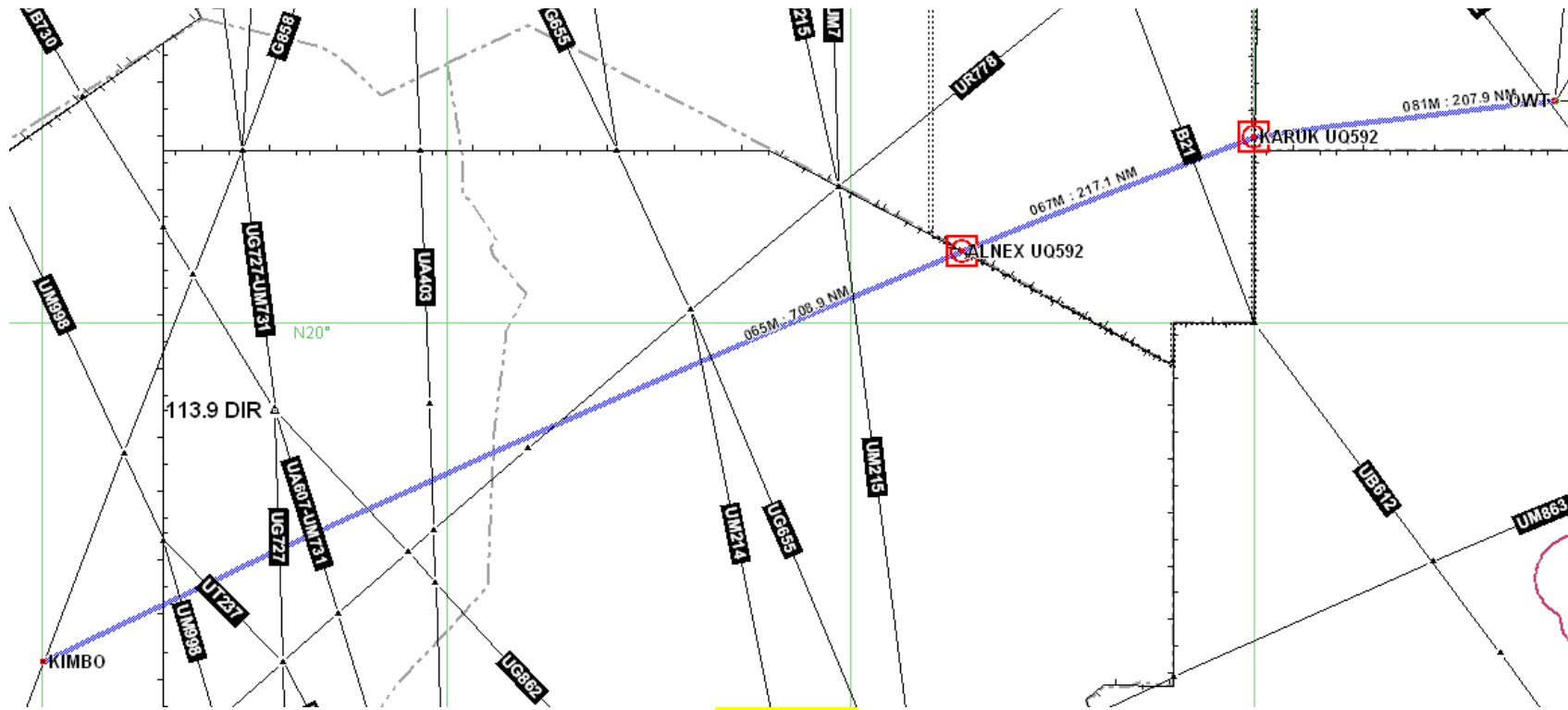


ARN TF/5-REPORT
APPENDIX 4C

4C-88

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

4C-89



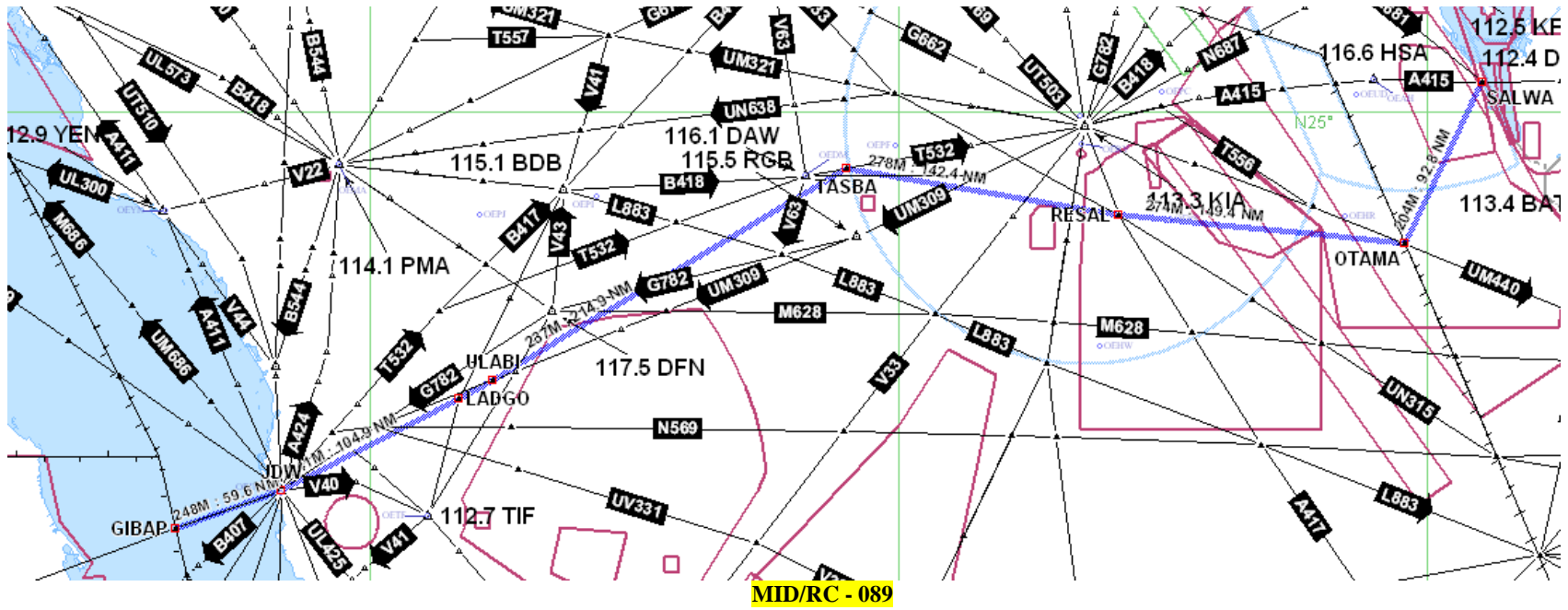
MID/RC - 088

ARN TF/5-REPORT
APPENDIX 4C

4C-90

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-91

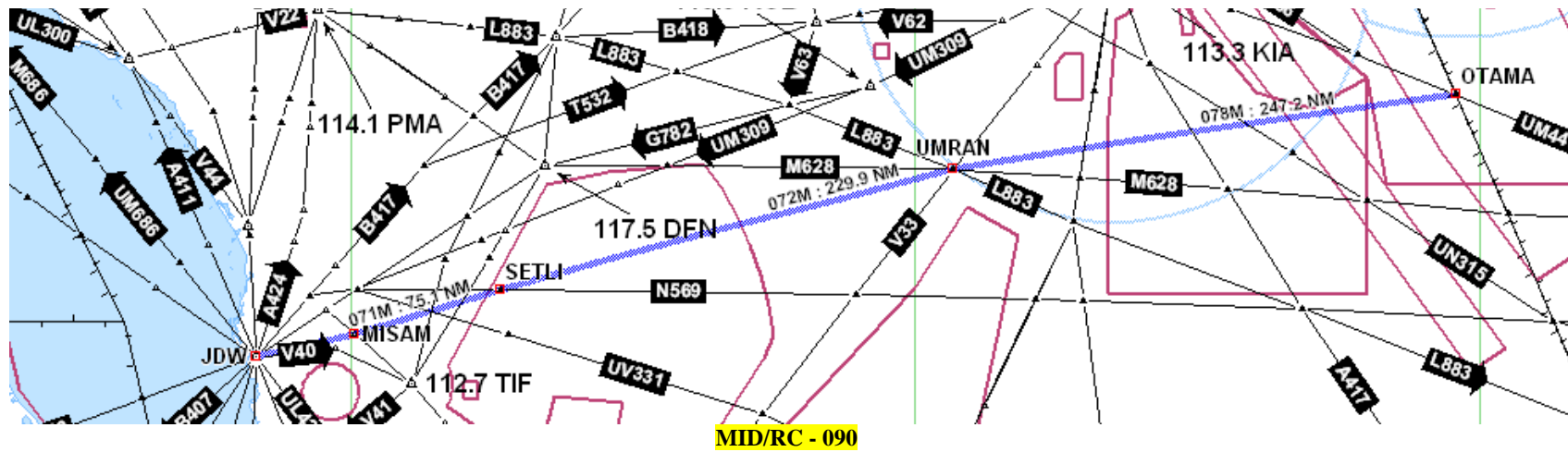


ARN TF/5-REPORT
APPENDIX 4C

4C-92

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-93



ARN TF/5-REPORT
APPENDIX 4C

4C-94

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	

4C-95



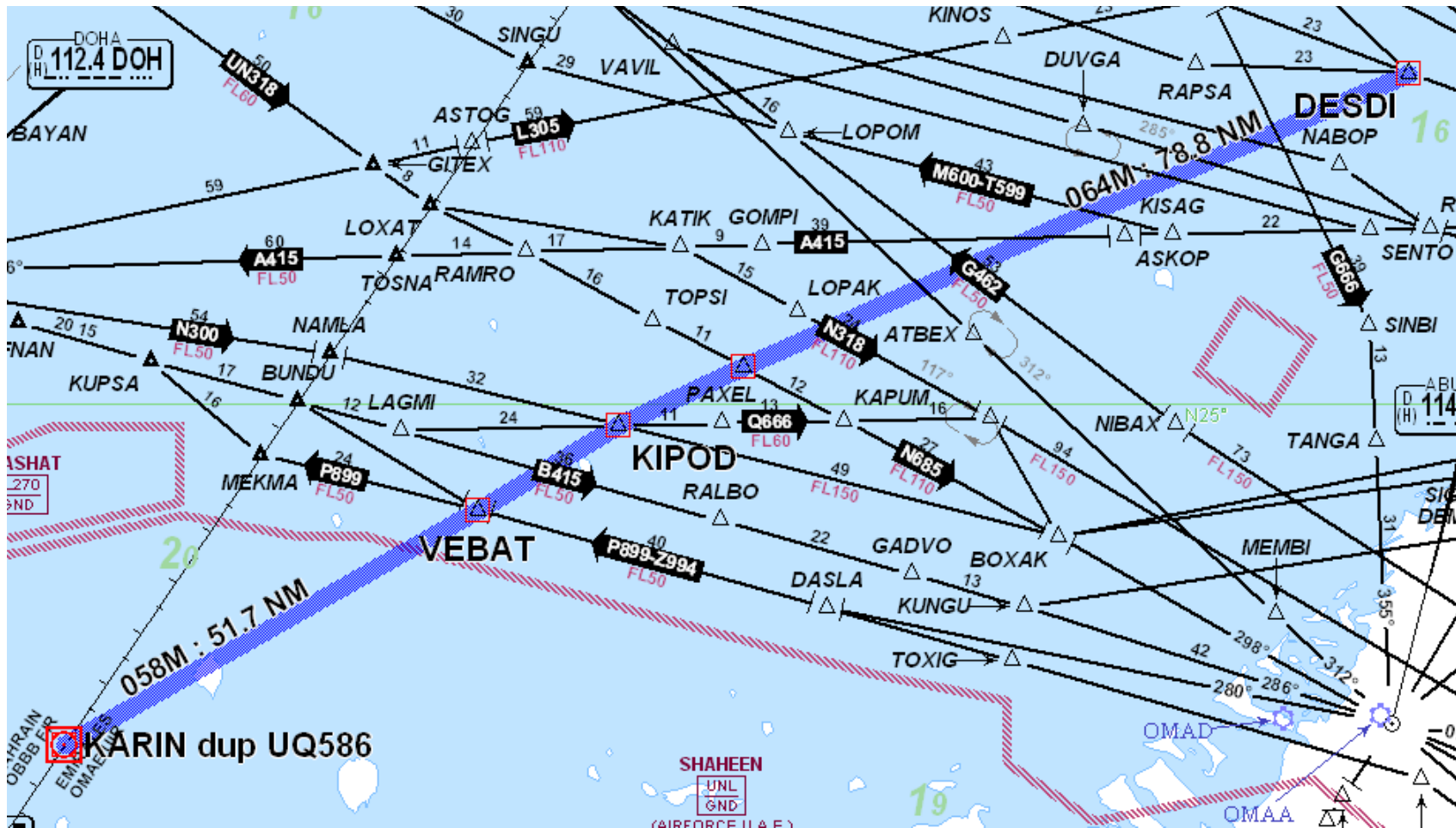
MID/RC - 091

ARN TF/5-REPORT
APPENDIX 4C

4C-96

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 Implemen- tation 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-97

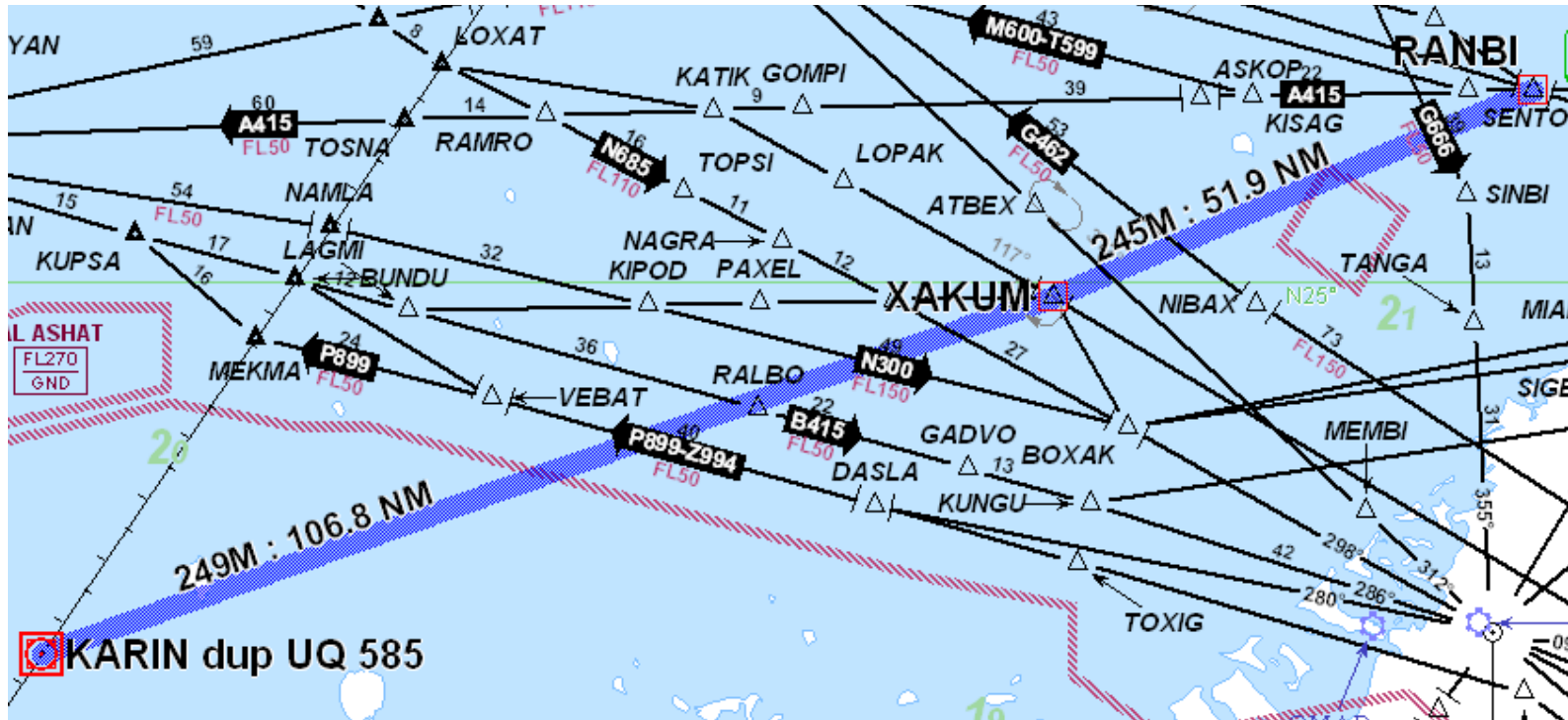


MID/RC - 092

ARN TF/5-REPORT
APPENDIX 4C

4C-98

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	



ARN TF/5-REPORT
APPENDIX 4C

4C-100

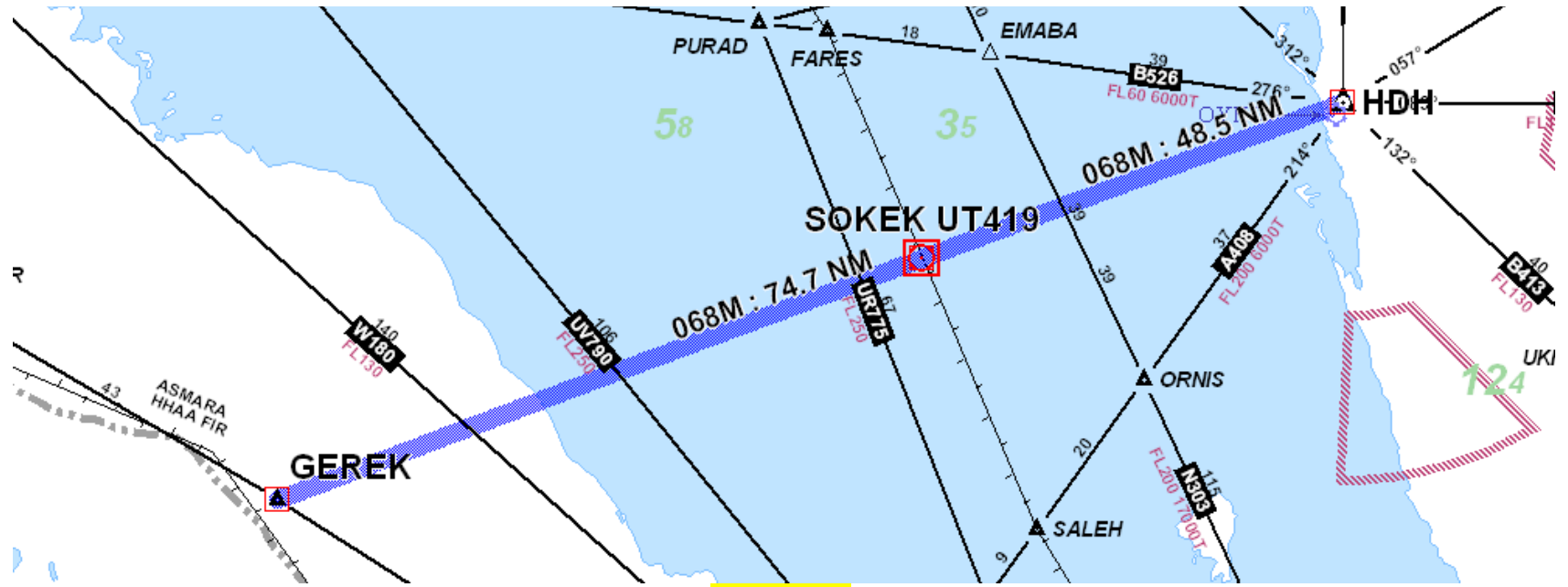
MID/RC-094	ATS Route Name: New Route proposed Eastbound	Entry-Exit: TOKAR - DESDI	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA iFLEX Proposal
							Date of Proposal	17 May 2011
Route Description		States Concerned	Expected Implemen- tation date	Implementation 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	

ARN TF/5-REPORT
APPENDIX 4C

4C-102

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-103



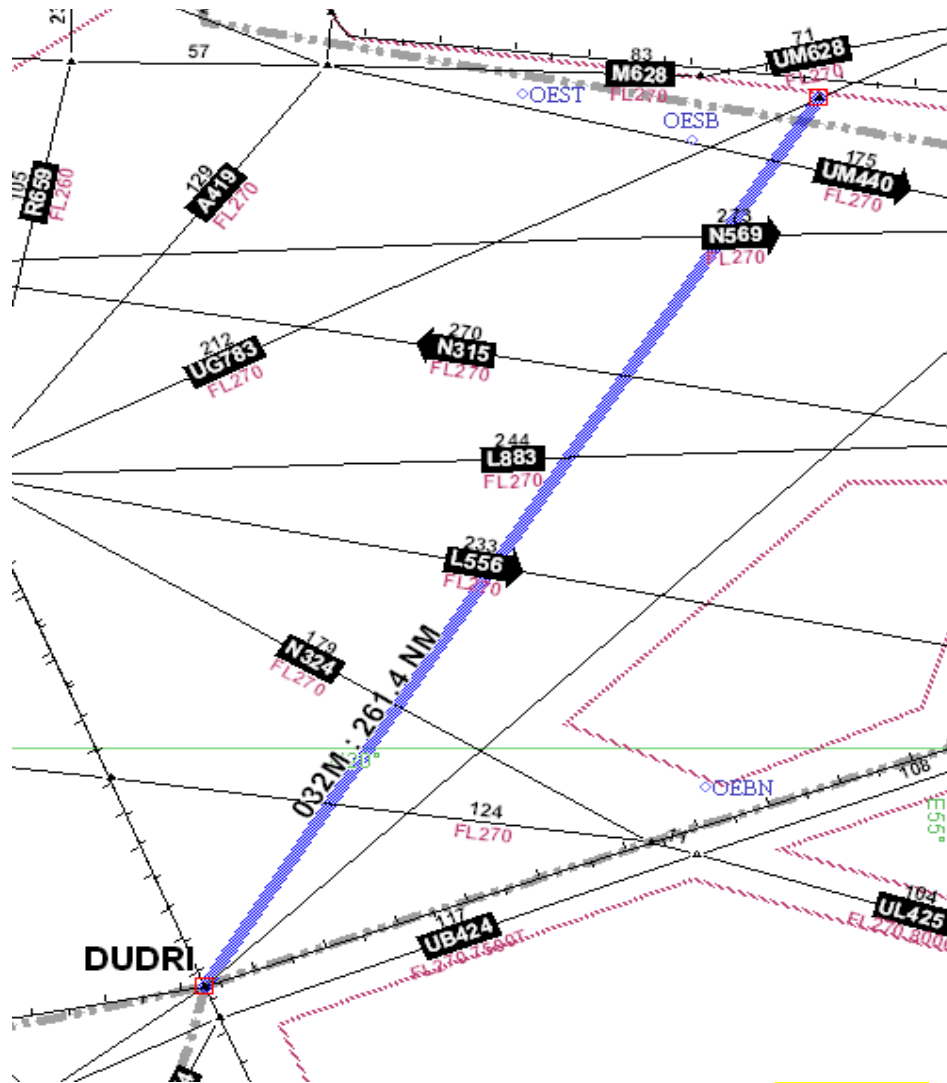
MID/RC - 095

ARN TF/5-REPORT
APPENDIX 4C

4C-104

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

4C-105



MID/RC - 096

ARN TF/5-REPORT
APPENDIX 4C

4C-106

MID/RC-097	ATS Route Name: New Route A/UA974; Northbound		Entry-Exit: KANAR AMIBO	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	SCM Libya from IATA EUR	
								Date of Proposal		
Route Description		States Concerned	Expected Implementation date	Implementation Status		ANP Status		Action Taken/Required		Deadline for each Action
KANAR 3227.0N 02654.0E		Egypt						Egypt Objected to ATS Route, however proposed segment DBA AMIBO		
		Libya								
AMIBO 3457.0N 02136.0E		Malta				Not in MID ANP in AFI ANP				
Flight Level Band:										
Potential City Pairs:										
Conclusions/Remarks								Last updated	ARN TF/4 May 2011	

4C-107

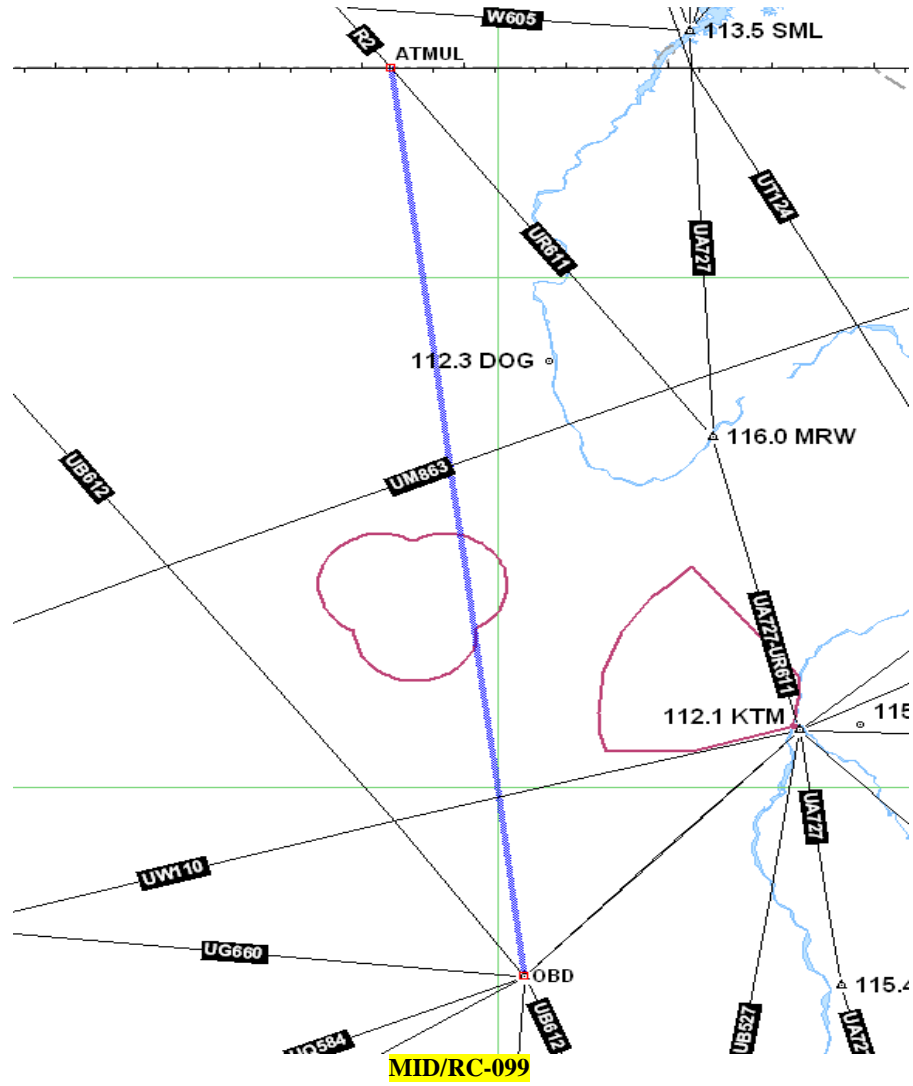
MID/RC-098	ATS Route Name: New Route CVO-W8-AST-W3-KHG- W601-OWT-R2-ATMUL- ASKOL	Entry-Exit: CVO - ASKOL	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA	
							Date of Proposal		
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required	Deadline for each Action	
CVO AST KHG OWT ATMUL ASKOL		Egypt Sudan				Not in MID ANP not in AFI ANP	Egypt agreed in principal to the re-designation of domestic ATS route W8 and W601 to an RNAV route designator and will confirm agreement after consultation with management Further coordination for the segments falling in Khartoum FIR would be required with ICAO Nairobi Office	TBD	
Flight Level Band:									
Potential City Pairs:									
Conclusions/Remarks							Last updated	ARN TF/5 February 2012	

ARN TF/5-REPORT
 APPENDIX 4C

4C-108

MID/RC-099	ATS Route Name: New Route ATMUL-OBD	Entry-Exit: ATMUL-OBD	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
ATMUL OBD		Egypt Sudan			Not in MID ANP not in AFI ANP	ATS Route Segment from point ATMUL to OBD in the Khartoum FIR	TBD	
Flight Level Band:						Further coordination for the segments falling in Khartoum FIR would be required with ICAO Nairobi Office		
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/5 February 2012	

4C-109



ARN TF/5-REPORT
APPENDIX 4C

4C-110

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/5
Report on Agenda Item 5

REPORT ON AGENDA ITEM 5: REVIEW/UPDATE OF REGIONAL ACTIVITIES CARRIED OUT BY CANSO

5.1 The meeting recognized that the present traffic volume and the expected significant growth in traffic volume place urgent need for more capacity and efficiency improvement in ATM system, if these challenges are ignored or mistreated they will develop to be one of the major factors to limit aviation growth in the Region.

5.2 CANSO delivered a presentation to the meeting as at **Appendix 5A** to the report on Agenda item 5 detailing the objectives, progress and initial result, Validation of identified challenges, Proposed MIDRAR initiatives and MIDRAR Initiatives versus Challenges.

5.3 From the early stages of the project CANSO indicated that it has been agreed to conduct MIDRAR in three main phases:

Phase	Description
Phase 1 (Review)	<p>In Phase 1 the project will establish a high level road map for the Middle East (ME) airspace capacity enhancement.</p> <p>This phase will include a preliminary identification of potential areas of capacity improvements for the ME region based on analysis of current and previous regional or national studies, national plans and expert judgment. This will be validated and further developed where possible through direct engagement with the ANSPs.</p> <p>Agreed challenges will be prioritized and potential opportunities will be proposed.</p> <p>Establishing a high level road map for the ME airspace improvement.</p>
Phase 2 (Development and Implementation)	<p>In Phase 2, the project will support the gradual implementation of the opportunities identified in Phase 1.</p> <p>The process will include a more detailed and evidence-based analysis of each challenge and, if appropriate, the development of an implementation strategy.</p>
Phase 3 (Continuous Improvement)	<p>Phase 3 will provide act as a platform for future improvements.</p>

5.4 The meeting agreed with the challenges identified by MIDRAR to be an appropriate high level description of the current situation. Furthermore, it was mutually agreed that MIDRAR is the appropriate regional activity among other regional activities to address these challenges

ARN TF/5
Report on Agenda Item 5

5.5 The next step will be to discuss and present the challenges and develop initiatives with the wider stakeholder community. The discussions are intended to validate the work to date to ensure that all aspects of the airspace are taken into consideration.

5.6 The meeting encouraged MID states to support and participate actively and nominate focal point to MIDRAR.

MIDRAR

Results of initial analysis

10.01.12

AC, AB

Agenda

- **Introductions**
- Presentation of progress and initial results
- Validation of identified challenges
- Proposed MIDRAR initiatives

Middle East Regional Airspace Review (MIDRAR)

- Middle East Regional Airspace Review (MIDRAR) project was formed by CANSO as a joint initiative to develop apposite solutions to airspace capacity constrains in the Middle East.

Geographical Scope

- MIDRAR will consider a geographical area beyond the current CANSO membership and will include the Bahrain, Cairo, Amman, Muscat, Jeddah, Damascus, UAE and Kuwait FIRs.
- If the information is available, it will also seek to include Tehran and Baghdad



Objectives

- Solve capacity challenges and improve efficiency in the Middle East airspace region's ATM through a regional approach
- Create a credible baseline for the region
- Conduct gap analysis
- Create and manage a credible programme for remedial action
- Drive improvement of ATM through moving towards optimally designed airspace
- Build consensus and buy-in

Agenda

- Introductions
- **Presentation of progress and initial results**
- Validation of identified challenges
- Proposed MIDRAR initiatives

Progress against Work Plan

Work package	Status
WP1 Collection of existing information	<ul style="list-style-type: none"> • Required data collected (plans, studies, links) • Web-based storage created at IATA web-site • Further data collection as required
WP2 Validate challenges and seek additional input	<ul style="list-style-type: none"> • First challenges presented during MEAUSE conference Nov. 11 • Further analysis and validation on going
WP3 Prioritise challenges and identify regional opportunities/solutions	<ul style="list-style-type: none"> • First draft of final report created
WP4 Buy-in Strategy	<ul style="list-style-type: none"> • Presentations i.e. ARN TF-4
WP5 MEC3 Approval	<ul style="list-style-type: none"> • open

Data collection results (excerpt of questionnaire results)

Question: Confirm if the list below are the underlying reasons for the challenges you are facing in your FIR

Reasons list	Answer		Comment
	Yes	No	
a) increase in local/domestic flight	57%	43%	Military restrictions affect capacity and optimisation
b) increase in inbound out bound traffic	71%	29%	Military restrictions affect capacity and optimisation
c) overflying traffic	57%	29%	Military restrictions affect capacity and optimisation
d) cooperation and coordination with adjacent FIR	86%	0%	<ul style="list-style-type: none"> not all FIRs extensive protocols
e) military restrictions	100%	0%	<ul style="list-style-type: none"> improvements can be seen but more needs to be done on a regional basis long hours of reserved areas
f) shortage in staff	86%	14%	recognised and acting upon
g) technical issues with own ATM system	0%	100%	
h) coordination with adjacent FIR and different standards in different FIRs	71%	14%	non harmonised operations in adjacent FIR e.g. RNP5 vs RNAV1&5

Data collection results (excerpt of questionnaire results)

Question: Which type/number of CNS/ATM infrastructure in your FIR is a contribution factor in creating difficulties and chronic hotspot?

CNS/ATM infrastructure	Answer		Comment
	Yes	No	
a) surveillance system	57%	29%	<ul style="list-style-type: none"> only Empty Quarter more and better systems required
b) shortage of navigation AIDs	29%	57%	
c) weak communication system	43%	43%	<ul style="list-style-type: none"> only Empty Quarter advanced systems needed
d) Interface problems with adjacent centres	43%	43%	<ul style="list-style-type: none"> AMHS, OLDI and AMAN missing/not sufficient Communication links
e) fixed/static sectorization	43%	43%	recognised and acting upon
f) old procedures	43%	43%	only Empty Quarter
g) old technology	29%	57%	as regional challenge

Responses received by:

KSA, Egypt, Iran, UAE, Bahrain, Qatar and Jordan



TRANSFORMING
GLOBAL ATM PERFORMANCE

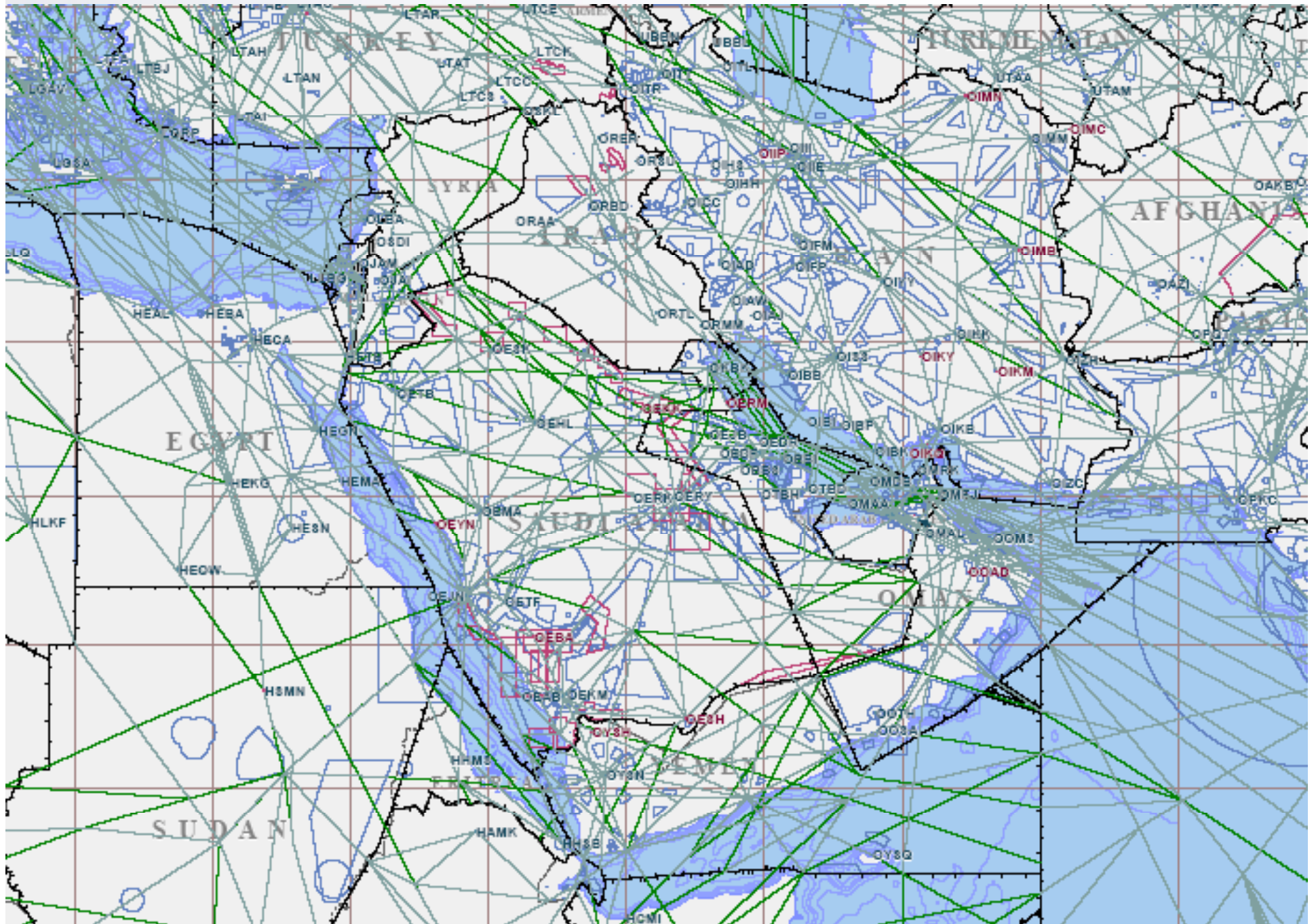
Agenda

- Introductions
- Presentation of progress and initial results
- **Validation of challenges**
- Proposed MIDRAR initiatives

Basic rules for Challenges

Challenges

- must have **operational impact**
- must have a **regional effect**
- must be **specific** enough to be **resolvable**



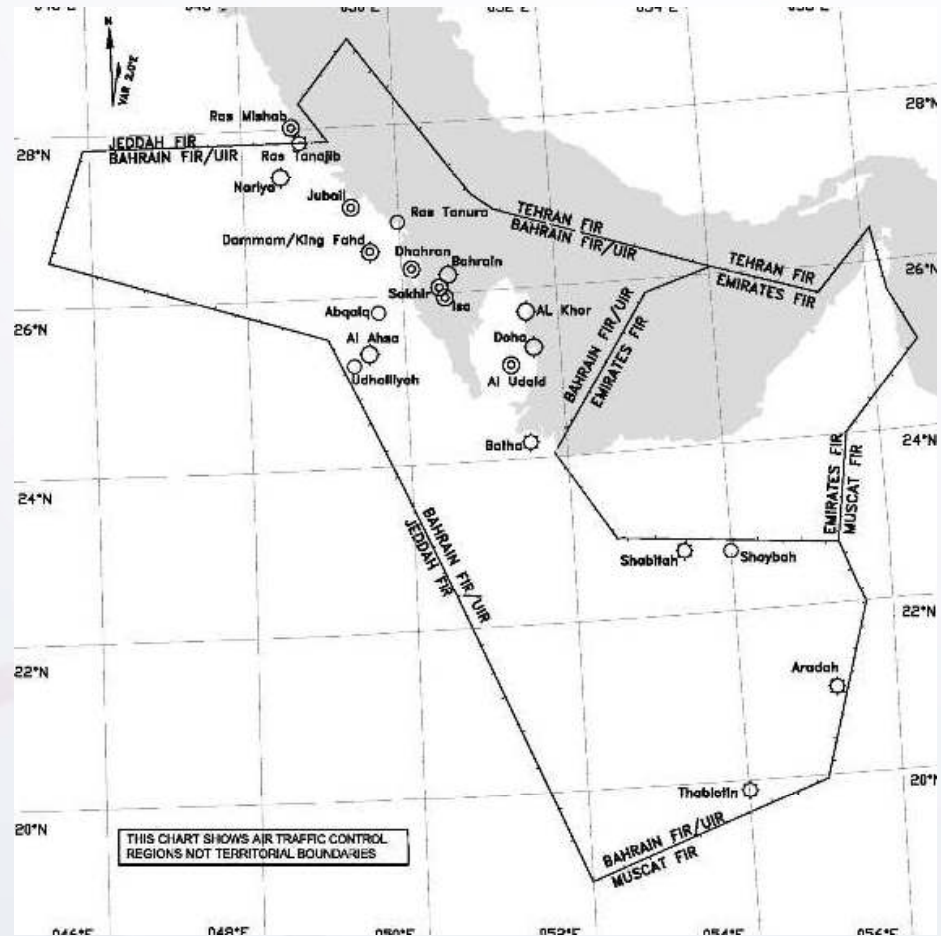
Bahrain "Hotspot"

- Current initiatives
 - Route Efficiency Proposal
- Feasibility assessment
 - Remedial measure only
 - It can only be resolved by regional measures



Empty Quarter Utilisation

- Current initiatives
 - KSA Surveillance Project
 - Radar Data Sharing Bahrain, Kuwait, Qatar, Oman, KSA
- Feasibility assessment
 - Good enablers
 - Regional initiatives to utilise the benefit of the enablers need to be defined



Oman interface to Bay of Bengal

➤ Current initiatives

- Flow control UAE/Oman FIR
- Reduction of separation standards in Mumbai FIR
- FLAS in Mumbai FIR
- Airspace restructuring in Oman FIR

➤ Feasibility assessment

- All ideas are either non-desirable, outside the region or national approaches
- Better results could be achieved by embedding the Oman Airspace restructuring/capacity building as part of a regional airspace initiative

Increased access to Restricted Areas

➤ Current initiatives

- No specific regional projects
- Discussions on national level on going to achieve local improvements

➤ Feasibility assessment

- Needs targeted and coordinated regional/national activities
- Resolution must be supported on a political level
- MIDRAR has to demonstrate the benefits for **all** airspace users

FIR boundary interfaces

➤ Current initiatives

- National projects (On going - Egypt, Qatar, finished - Oman, KSA, Bahrain)

- ACAC study (update)

➤ Feasibility assessment

- Impact on wider MENA region is not considered

- Needs targeted and coordinated regional/national activities

Access to North-Eastern FIRs

- Current initiatives
 - National projects (i.e. Iran)
- Feasibility assessment
 - Needs targeted and coordinated regional/national activities
 - Resolution must be supported on a political level
 - MIDRAR has to demonstrate the benefits for **all** airspace users and states

Agenda

- Introductions
- Presentation of progress and initial results
- Validation of challenges
- **Proposed MIDRAR initiatives**

Initiatives (1) – short term

Capacity initiative “South of Qatar Peninsular”

- Review airspace to the south of Qatar peninsular with regard to n-s traffic to/from Europe (Oman, Bahrain and UAE FIR)
 - Assess potential of new routes
 - Consider present CNS/ATM environment
 - Consider future CNS/ATM environment
 - Define and implement new structure
- Monitor/manage implementation of projects/changes

Initiatives (2) – mid term

Utilisation of “Western Gulf”

- Review airspace of the Arabian peninsular and the adjacent Mediterranean coast (Oman, Bahrain, UAE plus Jeddah, Amman and Cairo FIR)
 - Assess existing route efficiency and potential for new routes
 - Consider present and future CNS/ATM environment
 - Address Civ/Mil coordination/FUA where appropriate
 - Define and progressively implement changes
- Update MIDRAR Roadmap (i.e. projects/initiatives)
- Monitor/manage implementation of projects/changes

Initiatives (3) – longer term

Access to North-Eastern FIRs

- Identify and provide regional input into national/local initiatives
- Review airspace including the Arabian peninsular and the adjacent Mediterranean coast
 - Assess existing route efficiency and potential for new routes utilising these FIRs
 - Consider present and future CNS/ATM environment and results of initiatives 1, 2
 - Address Civ/Mil coordination/FUA where appropriate
 - Define changes, develop and maintain implementation plan
- Update MIDRAR Roadmap (i.e. projects/initiatives)
- Monitor/manage implementation of projects/changes

Initiatives (4) – mid term

FIRs Harmonisation

- Provision of regional expertise to support intra regional harmonisation
 - Provide the regional perspective to national projects
 - Support the implementation of best practice including data sharing, common use of equipment, LoA negotiations etc.
- Centrally coordinate and monitor the implementation
- Assess the influence external activities (as provided by Initiative 5)
- Assess the influence of internal environment changes e.g. airport expansion and development or airline strategies

Initiative (5)

Strategic MIDRAR

- Monitor external activities and changing global environment (e.g. traffic forecasts)
- Provide information on changes in external plans etc. to Initiative 4
- Coordinate regional input into external activities
- New aircraft systems/types/operations (e.g. UAV)
- Military changes in operation

MIDRAR Initiatives vs Challenges

	Bahrain "Hotspot"	Empty Quarter utilisation	Oman Interface to Bay of Bengal	Increased access to Restricted Areas	FIR Boundary interfaces	Access/ Capacity of Syria-Iraq-Iran airspace	Synchr. with External Influences
Capacity initiative "South of Qatar Peninsular"	✓	✓	(✓)	(✓)			
Utilisation of "Western Gulf" airspace	✓	✓	✓	(✓)	(✓)		
Access to Damascus, Baghdad and Tehran FIR				(✓)	(✓)	✓	
FIR Boundary Harmonisation	(✓)	(✓)	(✓)		✓	(✓)	
Strategic MIDRAR					(✓)		✓
MEAUSE				✓			

QUESTIONS

ARN TF/5
Report on Agenda Item 6

REPORT ON AGENDA ITEM 6: REVIEW AND UPDATE THE DEFICIENCIES IN THE ATS ROUTES NETWORK

6.1 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 and the promulgation of contingency plans by MID States.

6.2 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.

6.3 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 6A** to the Report on Agenda Item 6.

ARN TF/5
Appendix 6A to the Report on Agenda Item 6

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 Jun, 2012	A
2	Annex 11 Para. 2.30	-	Development of contingency plan 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 Under development : signed with Saudi Arabia, Qatar, Kuwait, Iran Oman and UAE.	Ø	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 Dec, 2012	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 Dec - 2012	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 Dec, 2012	A
2	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	Ongoing	H O H	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Iran	Dec, 2011 Jun, 2012	A
3	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Ongoing	H O	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Iran	Dec, 2011 Jun, 2012	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 Dec, 2012	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. The segment ULDUS (380000N 0510100E) to DODAG (390956N 0510137E) was extended by Iran through NOTAM without prior coordination.	Ø	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.	Ø	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 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

(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	
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	<p>The segment ULDUS (380000N 0510100E) to OTUNA (385037N 0500309E) was extended by Iran through NOTAM without prior coordination.</p> <p>The segment ULDUS (380000N 0510100E) to OTUNA (385037N 0500309E) was extended by Iran through NOTAM without prior coordination.</p>	Ø	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

(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	<p>The segment ULDUS (380000N 0510100E) to PAVUR (384506N 0494854E) was extended by Iran through NOTAM without prior coordination.</p> <p>The segment ULDUS (380000N 0510100E) to PAVUR (384506N 0494854E) was extended by Iran through NOTAM without prior coordination.</p>	Ø	<p>Iran is required to revert back to the Original Exit point on ATS route UP574 until coordination with ICAO and concerned States is completed.</p> <p>Iran is required to revert back to the Original Exit point on ATS route UP567 until coordination with ICAO and concerned States is completed.</p>	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
9	MID ANP Table ATS —↓ 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	<p>The segment ULDUS (380000N 0510100E) to EGMIS (390153N 0503704E) was established by Iran through NOTAM without prior coordination.</p> <p>⊖</p> <p>The segment ULDUS (380000N 0510100E) to EGMIS (390153N 0503704E) was established by Iran through NOTAM without prior coordination.</p>	<p>Iran is required to revert back to the Original Exit point on ATS route UP574 until coordination with ICAO and concerned States is completed.</p> <p>Iran is required to revert back to the Original Exit point on ATS route UN39 until coordination with ICAO and concerned States is completed.</p>	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	
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.	⊖	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
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 form part of the MID ATS Route designator list.	⊖	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

(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	
12	MID ANP Table ATS ↓ 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.	⊖	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
13	MID ANP Table ATS ↓ 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.	⊖	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

⁽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	
14	MID ANP Table ATS 1 extension of ATS route through the Unilateral Air Space Change of the Iran FIR 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.	Ø	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
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	Jun, 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	Ø	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

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	
16	MID ANP Table ATS - 1 Plan of ATS Routes	Iran / Iraq	ATS route L126 MIGMI-ILM not implemented ATS route L126 MIGMI - ILM not implemented	Dec, 2011	MIGMI-ILM not implemented MIGMI - ILM not implemented	S	States to continue negotiations with one another.	Iran / Iraq	Dec, 2012	B
17	MID ANP Table ATS - 1 Plan of ATS Routes	Iran	ATS routes M316 not implemented KATUS – GOKSO	Dec, 2011	KATUS – GOKSO segment not implemented	O	Need to establish the ATS Route	Iran	Dec, 2012	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

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
9	MID ANP Table ATS-1 Plan of ATS routes	Iraq	ATS Route G669 segment Rafha SOLAT not implemented	May, 2008	Airspace restrictions	S	Airspace restrictions to be addressed	Iraq	Dec, 2012	B
10	Annex 11 Para 3.3.4.1	Iraq	Non-provision of required data to the MIDRMA ON Regular basis and in a timely manner	Nov, 2011	Non-provision of required data to the MIDRMA Ongoing	O	Need to provide the MIDRMA with required data on regular basis in order to enable it to discharge its functions and responsibilities	Iraq MIDRMA	Apr, 2012	A
11	MID ANP Table ATS - 1 Plan of ATS routes	Iraq/Iran	ATS routes L126 not implemented MIGMI – ILM	Dec, 2011	MIGMI – ILM segment not implemented	S	States to continue negotiations with one another.	Iraq/Iran	Dec, 2012	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
12	MID ANP Table ATS-1 Plan of ATS routes	Iraq	ATS routes M320 implemented with variance to Table ATS 1, Causing a Safety concern due duplication.	Dec, 2011	RUGIR to RAPLU implemented at variance with the Plan. affecting safety due duplication.	S	Iraq to negotiate with Kuwait for the extention of the route into Baghdad FIR as depicted in Iraq AIP and proposed for an amendment to the MID ANP.	Iraq	Dec, 2012	B
13	MID ANP Table ATS-1 Plan of ATS routes	Iraq	ATS routes R652 GIBUX - IVANO implemented at variance with the ANP Causing a safety concern due duplication	Dec, 2011	GIBUX - IVANO implemented at variance with the Plan. Affecting safety	S	To delete Segment from the AIP or use a temporary route designator.	Iraq	Dec, 2012	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	Dec, 2011	B
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	National Contingency plan developed	H S H	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 H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Jordan	Dec, 2011 Jun, 2012	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 Dec, 2012	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	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Jordan with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	<p>A. States to commence negotiations with neighbors to establish SAR agreements</p> <p>B. Implement operational SAR agreements</p> <p>C. Implement entry agreements for SAR aircraft of other States</p>	Jordan	Jun, 2012	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

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 Dec, 2012	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 Dec, 2012	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 Contingency Plan was signed with Bahrain and Saudi Arabia. Contingency Plan with Iraq and Iran is still awaited to be signed	H S S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Kuwait	Dec, 2011 Dec, 2012	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
4	MID ANP Table ATS 1 Plan of ATS routes	-	ATS route G669 segment Rafha SOLAT not implemented	May, 2008	Airspace restrictions	S	<p>—Airspace restrictions to be addressed—Kuwait has no plan to activate the route segment.</p> <p>—Iraq ready to implement segment Rafha—SOLAT</p>	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 Dec, 2012	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 S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Lebanon ICAO	Dec, 2011 Jun, 2012	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 Jun, 2012	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 Jun, 2012	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	Jan, 2012 Dec, 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 Under development : Agreement yet to be signed with , Pakistan and India	H O S	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Oman	Dec, 2011 Feb, 2012	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
3	MID ANP Table ATS - 1	-	ATS Route L/UL443 not implemented	Nov, 2012	The segment KUPSA AMBEK LAGVA LOPOK TAMRI are not implemented	S	need to establish the route	Qatar	Dec, 2012	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

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 Dec, 2012	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 S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Saudi Arabia	Dec, 2011 Dec, 2012	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 Dec, 2013	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

⁽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	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
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 Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services signed with Oman, pending signature with Bahrain, Iran and Qatar	UAE	Dec, 2011 Dec, 2012	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 Dec, 2012	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 Apr, 2012	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/5
Report on Agenda Item 7

REPORT ON AGENDA ITEM 7: FUTURE WORK PROGRAMME

7.1 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 2013. 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 Cairo, unless a State indicates an interest in hosting the meeting.

7.2 The meeting agreed to the updated Provisional Agenda for the ARN TF/6 meeting, as at **Appendix 7A** to the Report on Agenda Item 7.

ARN TF/5
Appendix 7A to the Report on Agenda Item 7

SIXTH MEETING OF THE ATS ROUTES NETWORK TASK FORCE

(ARN TF/6)

PROVISIONAL AGENDA

- Agenda Item 1: Adoption of the Provisional Agenda
- 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 the deficiencies in the ATS Routes Network
- Agenda Item 6: Future Work Programme
- Agenda Item 7: Any other business

ARN TF/5
Report on Agenda Item 8

REPORT ON AGENDA ITEM 8: ANY OTHER BUSINESS

8.1 Nothing has been discussed under this Agenda Item.

ARN TF/5
Attachment A to the Report

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