



International Civil Aviation Organization

Air Traffic Services Route Network Task Force (ARN TF)

Fifth Meeting

(Amman, Jordan, 05 – 07 February 2012)

Agenda Item 3: Review ATS Route Network

THE NEED FOR IMPROVING THE ATS ROUTE NETWORK IN THE MID REGION

(Presented by the Secretariat)

SUMMARY

This paper presents the need of improving the ATS Route network in the MID Region; as the current constraints limit capacity and force inefficient routings.

Action by the meeting is at paragraph 3.

REFERENCES

- ARN TF/4 Report
- ATM/SAR/AIS SG/12 Report

1. INTRODUCTION

1.1 The Twelfth Meeting of the MIDANPIRG ATM/SAR/AIS Sub-Group (ATM/SAR/AIS SG/12) was held at the ICAO Middle East Regional Office in Cairo, Egypt, from 21 to 24 November 2011. The meeting was attended by a total of forty nine (49) participants from nine (9) States (Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia and UAE) and three (3) International Organizations/Agencies (IATA, MIDRMA and AVITECH).

1.2 The Fourth meeting of Air Traffic Services Route Network Task Force (ARN TF/4) was held in Amman, Jordan, 16-18 May 2011. The meeting was attended by a total of thirty (30) participants, including experts from nine (9) States (Bahrain, Egypt, Jordan, Kuwait, Oman, Qatar, Saudi Arabia, United Arab Emirates and Yemen) and (3) three International Organizations (CANSO, IACA and IATA).

2. DISCUSSION

2.1 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.

2.2 The ATM/SAR/AIS SG/12 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.

2.3 The meeting may wish to note that the MIDRAR work progress was below expectation, due inter-alia, to the low level of participation and support from States.

2.4 Based on the above the meeting may wish to urge MID States to identify ATS routes within their airspace that are not economically implemented 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.

2.5 Accordingly the meeting may wish to agree to the following Draft Conclusion:

Why	Identification of ATS routes that are not economically structured in MID States
What	To improve the ATS Route Network in the MID Region.
Who	States and Users
When	ARN TF/6 Meeting

DRAFT CONCLUSION 5/1 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 States 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, through the ICAO MID Regional Office, for appropriate action, including necessary amendment to the MID Basic ANP*

2.6 The ATM/SAR/AIS SG/12 meeting recalled further to the request made by Kuwait during the MIDRMA Board/11 meeting, 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 in addition to FL280 for use by Kuwait on temporary basis only during the 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).

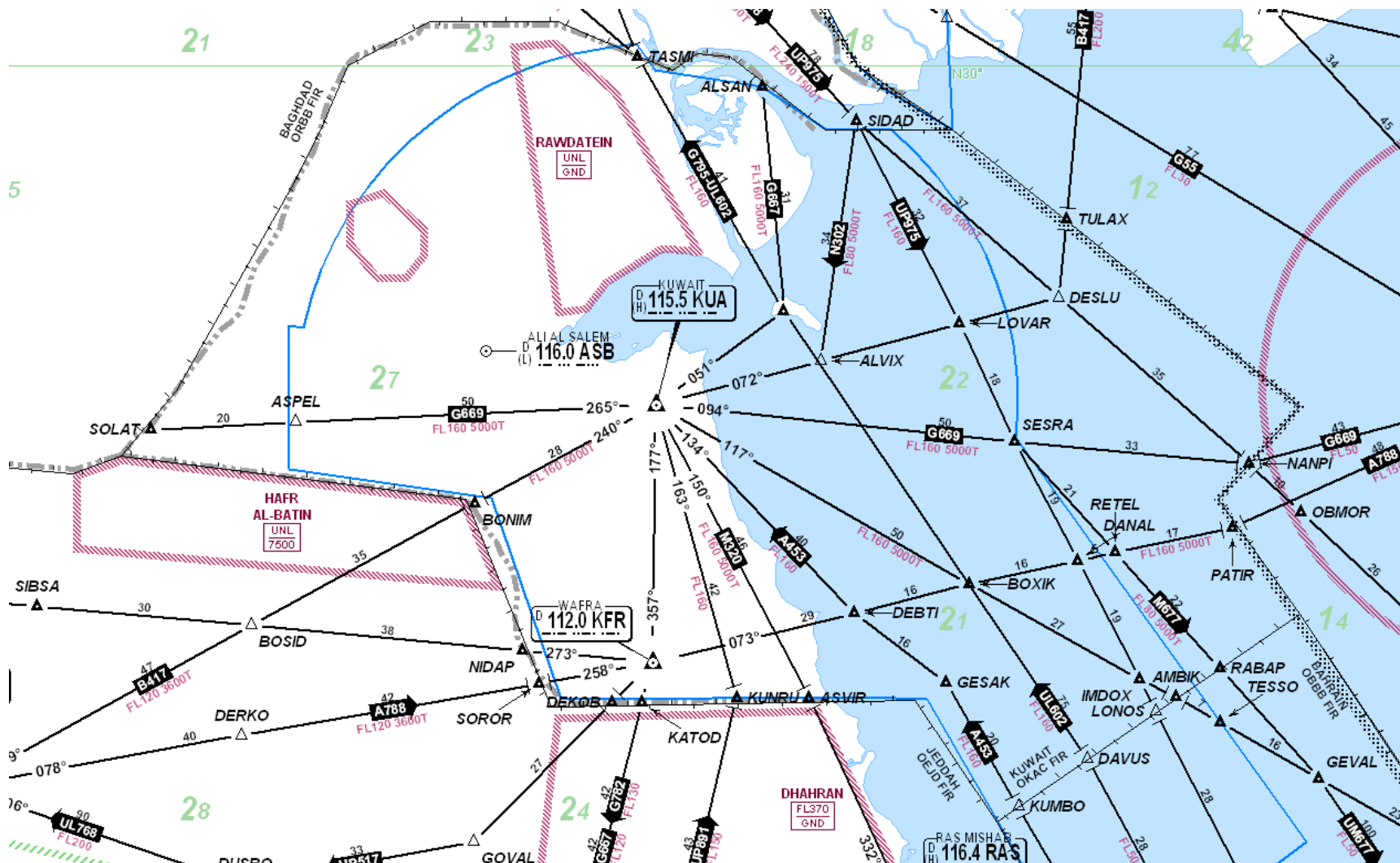
2.7 Based on the above, the ATM/SAR/AIS SG/12 meeting noted that it was agreed that Kuwait present a Working Paper to the ATM/SAR/AIS SG/12 meeting to seek a permanent solution for the above-mentioned difficulties faced by Kuwait. However, noting that Kuwait did not present such a working paper, the meeting requested Kuwait to address this subject in ARN TF/5 meeting (Amman, Jordan, 5-7 February 2012).

2.8 The meeting may wish to note that under **Appendix A** to this working paper is the current ATS Route structure in the Kuwait FIR for review. Noting the complexity of the structure and the crossings there in, Kuwait may wish to consider restructuring the airspace in the upper levels in the Kuwait FIR.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) endorse the Draft Conclusion in para 2.5; and
- b) review the ATS Route network in the Kuwait FIR and propose appropriate action.



KUWAIT FIR