



International Civil Aviation Organization

Air Traffic Services Route Network Task Force (ARN TF)

Fifth Meeting

(Amman, Jordan 5 - 7 February 2012)

Agenda Item 3: Review ATS Route Network

IMPROVEMENT TO THE ATS ROUTE STRUCTURE

(Presented by Jordan)

SUMMARY

The working paper highlights the proposal by Jordan for implementation of a new ATS route segment, in coordination with Saudi Arabia and Iraq.

Action by the meeting is at paragraph 3.

REFERENCES

- ARN TF/3 Report
- MIDANPIRG/12 Conclusion and Decision

1. INTRODUCTION

1.1 The proposal presented by Jordan calls for splitting departures from arrivals from/to Amman and Baghdad FIRs, which will enhance safety and facilitate the flow of traffic.

2. DISCUSSION

2.1 Due to operational difficulties at the FIR boundary Entry/Exit points to/from Baghdad FIR which requiring an urgent solution for the beneficial of stake holders, Jordan would like to reflect its intension for implementing ATS route R652 as a departure route from Amman to Baghdad.

2.2 Due to complexity of handling arrival and departure traffic between Amman and Baghdad FIRs, via ATS route L200 the following should be noted:

- a) Lack of surveillance coverage at both sides (Jordan and Iraq);
- b) Difficulties of communications and low levels implementations; (Jordan and Iraq);
- c) Lack of hotlines to enhance verbal coordination; (Jordan and Iraq);
- d) Lack of exchanging flight plan data; (Jordan and Iraq);
- e) The common control boundary point (PASIP), its location very near to other adjacent ATC units(Damascus FIR) which causes conflict and delay, especially for those departing Damascus and Beirut airports;

- f) PASIP point, the FIR boundary also its location beyond high level ATS route UL768 and UR785, which forbidden high level implementation and requiring prior and intensive coordination; and
- g) Departure and arrival TFC via L200 are crossing ATS route UR785 south of point ZELAF, which creates bottle neck at the said point.

2.3 Jordan proposes to split departures from arrivals due to the reasons stated in item 2.2, the use of the segment GRY-TRF-OVANO, which is considered to be part of the ATS route R652 within Jeddah FIR is the departure air airway, and the arrival airway will be via L200 through PASIP point.

2.4 Revision of letter of agreement between Amman and Jeddah ACCs regarding delegation of responsibility to Amman ACC along the mentioned segment shall be considered, due to level assignment configuration.

2.5 Letter of agreement between Jordan and IRAQ shall be revised and to include the installation of VSAT within Jordan FIR.

2.6 Infrastructure concerning Verbal coordination and the exchange of flight plan data is a mandatory to enhance the current situations.

2.7 Jordan will consider surveillance system through 2012, ADS-B sensor which will be installed near to the FIR boundary, as enhancement to the traffic situation, and compliance of the fleet at both sides is needed for the implementations.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) to approve paras 2.3, 2.4, 2.5 and 2.6
- b) Urging the Syrian authorities to take the proper action of restructuring its airspace by organizing the direction of departure from Damascus and Beirut airports via ATS route G662 the segment BUSRA-GRY, this will minimize confliction with arrival traffic via PASIP point, instead of the segment ABBAS-ZELAF.