



International Civil Aviation Organization

MIDANPIRG ATM/AIM/SAR Sub-Group

**Thirteenth Meeting (ATM/AIM/SAR SG/13)
(Cairo, Egypt, 30 September – 3 October 2013)**

Agenda Item 4: ATM/SAR Issues

OUTCOME OF THE ARN TF/6 MEETING

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the Sixth meeting of the ATS Route Network Task Force

Action by the meeting is at paragraph 3.

REFERENCES

- ARN TF/6 Report

1. INTRODUCTION

1.1 The sixth meeting of Air Traffic Services Route Network Task force (ARN TF/6) was held at the ICAO MID Regional Office, Cairo, Egypt, from 22 to 24 April 2013.

1.2 The meeting was attended by a total of Thirty Six (36) participants, including experts from ten (10) States (Bahrain, Egypt, Iran, Iraq, Jordan, Oman, Qatar, Saudi Arabia, Sudan and United Arab Emirates) and (4) four International Organizations/Industries (CANSO, Eurocontrol, IATA and MIDRMA).

2. DISCUSSION

ATS Routes

2.1 The ARN TF/6 meeting recognized the need for rationalization and a radical review of the ATS route network based on the definition of City Pairs, Flexible Use of Airspace (FUA) and Performance Based Navigation (PBN) concepts to address Airspace capacity limitation

2.2 The meeting noted with concern that some States are still implementing changes to the Regional ATS Route Network without complying with the established procedures for the amendment of the MID Air Navigation Plan (ANP). It was also highlighted that some MID States did not update their AIPs to change RNP 5 to RNAV 5. In addition the RNAV 5 area in the MID Region is still being implemented with different base Flight Levels (FL150, FL195, FL245, FL280, etc.). Accordingly, the meeting agreed that the ICAO MID Regional Office continue the follow-up with concerned States.

2.3 The meeting noted with appreciation the implementation of RNAV 1 Routes in Bahrain and Emirates Flight Information Regions (FIRs), which will improve the ATS route network and relieve the traffic congestion in these areas.

2.4 The meeting underlined that enhancing ATM operations requires close coordination and collaboration between States and relevant organisations. Airspace efficiency or inefficiency in a portion of airspace affects the ATM operations in the rest of the region and creates various bottlenecks in other FIRs.

2.5 In this regard the meeting was apprised of the progress and activities of the Middle East Regional Airspace Review (MIDRAR) initiative. It was highlighted that discussion on MIDRAR phase 2 is currently beyond the scope of the ARN TF; in particular the establishment of a fulltime Programme Management Office (PMO). The meeting agreed that MIDRAR phase 2 should be addressed to the second meeting of the Directors General of Civil Aviation Middle East Region (DGCA MID/2).

2.6 It's to be highlighted that IATA presented the possibility to introduce in the MID Region the concept of dynamic and flexible Air Traffic Management (ATM), which states that routes do not need to be fixed to pre-determined waypoints, except where required for control purposes. It is aimed at organizing the airspace in a collaborative manner involving all stakeholders so that airspace is managed to accommodate user-defined flexible routings. Accordingly, the meeting agreed to defer the discussion on the subject to future meetings.

2.7 The meeting may wish to recall that the ATS Route Catalogue was created to include route proposals requiring further coordination in order to be considered as planned routes for the MID Region. The process of updating the route catalogue is becoming more and more complicated due to the significant increase of Route proposals. In this regard, the ARN TF/6 meeting recognized the need for a dynamic document reflecting the inputs from all concerned in a timely manner, which will improve the process of maintaining the Catalogue up-to-date.

2.8 The ARN TF/6 meeting updated the route catalogue and discussed the possibility of introducing a new approach to improve the ATS route structure in the MID Region in accordance with MIDANPIRG/13 Conclusion 13/3. Accordingly, the meeting agreed to the following Draft Conclusion:

*DRAFT CONCLUSION 6/2: PRIORITYISATION OF THE ATS ROUTES THAT ARE
NOT ECONOMICALLY STRUCTURED WITHIN THE
MID REGION*

That, States and users

- a) define top 20 proposals list of the routes that are not economically structured, extracted from the ATS Route Catalogue; and*
- b) provide feedback to the ATM/AIM/SAR SG/13 on the priority of action to implement the identified routes taking into consideration the major traffic flows in the MID Region, the definition of City Pairs, the PBN and FUA concepts.*

2.9 Based on the above, the meeting agreed that the Catalogue will be split into two Parts. The first Part will contain the Top 20 routes as at **Appendix A** to this working paper, and the second part will contain the rest of the proposed routes. In order to improve the mechanism of updating the catalogue, the meeting agreed that it should be posted on the ICAO MID Regional Office website.

2.10 The ARN TF/6 meeting also reviewed and updated the Table ATS 1- ATS Routes and consolidated a Proposal for Amendment of the MID Basic Air Navigation Plan (ANP) Doc 9708, which was approved by the ICAO Council on 3 August 2013. It is to be highlighted that the Proposals for Amendments of the MID ANP are available on the ICAO Portal (https://portal.icao.int/RO_MID/Pages/PFA.aspx).

2.11 Thereafter, the meeting emphasized that further developments are required for additional reduction of flying distance and improvement of flight efficiency within the ICAO MID Region. In this regards the meeting agreed to consider three (3) proposals presented by Eurocontrol to be recorded among the 20 top priority proposed routes, in accordance with Draft Conclusion 6/2 above.

2.12 The meeting was also apprised of Bahrain proposal to relief the traffic congestion north of Bahrain FIR; it was highlighted the efforts of Qatar and Saudi Arabia with their relevant authorities to extend the opening hours of airways UM430 all the way to Doha and UL681 from 1900-0300 to 1500-0300 UTC. Furthermore, the meeting noted with appreciation the cooperation of the military authorities in releasing the area before the published opening time, and requested States to officially publish the new extended time, which will allow users to consider these routes during their flight planning process.

2.13 The meeting also encouraged the concerned States to implement the new RNAV-1 route SALWA-DHA on H24 basis.

2.14 The meeting noted with appreciation the opening of the route segment NWB – KITOT for traffic above flight level 350 by Egypt.

2.15 The meeting noted the concerns raised by Iraq regarding the ATS Route UP975. In this respect, it was highlighted that the aim of implementing the route UP975 was to provide an additional southbound route as an alternative to UM688 and to implement two parallel ATS Routes from Ankara through Kuwait to the Gulf. However, due to military restrictions, Kuwait was unable to establish a second entry point north of Kuwait FIR, which forced Iraq to connect the UP975 to UM688 at point UKMUG.

2.16 Accordingly, the meeting agreed to the following:

- a) UP975 will remain as published in the MID Basic ANP, until an agreement with all concerned is reached for its realignment; and
- b) Iraq and other concerned States to explore further the scenarios/options for the realignment of UP975 between Baghdad FIR and Kuwait FIR, including the possibility of RNAV 1 implementation.

2.17 The meeting was further apprised of the outcome of the Side Meeting on Baghdad FIR Normalization and associated issues; that was held at ICAO MID Regional Office, Cairo, Egypt, 22 April 2013. The meeting noted with appreciation that good progress had been achieved; especially with regards to the Communication, Navigation and Surveillance (CNS) infrastructure in Iraq.

2.18 The meeting may wish to note that an updated action plan for the Normalization of Baghdad FIR has been received by the ICAO MID Regional Office on 10 September 2013, as at **Appendix B** to this working paper, it's to be highlighted that only five actions are still pending.

2.19 The ANR TF/6 raised concerns regarding the use of like-sounding 5LNCs in close geographical location. The two 5LNCs IVANO (Iraq) and OVANO (Saudi Arabia) were identified as like-soundings. The meeting may wish to note Iraq and Saudi Arabia remarkable cooperation to solve this issue, consequently IVANO will be replaced by the 5LNC DAVAS.

2.20 In the same vein, Saudi Arabia replaced the 5LNC SIKLA by NORGI in order to solve the like-sounding issue with SILKA.

2.21 Based on the above, the MID States ICARD 5LNC Route Planners are encouraged to use the “Proximity Check” function of the ICARD system, to check for like sounding 5LNCs when selecting new 5LNCs for their States.

Contingency Planning

2.22 The ARN TF/6 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.

2.23 Taking into consideration the current events in the MID Region and for ensuring safety and continuity of civil aviation, the meeting reviewed the Contingency Routing Scheme Asia/Middle East/Europe 2003 version(3), and agreed that this plan should be updated in order to include more routes scenarios, namely over Baghdad FIR. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 6/4: MID REGIONAL CONTINGENCY PLAN

That,

- a) States and users be urged to review the MID Regional Contingency Plan and the revised version of the CRAME-03 version (3) as at Appendices 4A and 4B to the Report on Agenda Item 4, respectively; and provide updates and comments to the ICAO MID Regional Office before 15 June 2013;*
- b) ICAO MID Regional Office to coordinate with ICAO EUR/NAT and APAC Regional Offices and ICAO Head Quarters the revision and update process of the CRAME-03version (3).*
- c) a draft CRAME-03 Version 3 will be reviewed by the ATM/AIM/SAR SG/13 that will be held in Cairo, Egypt, 30 September to 4 October 2013.*

2.24 The meeting reviewed and updated the status of implementation of the contingency plans in the MID Region and the focal points contact details.

2.25 Contingency Planning in the MID Region will be presented in WP/9.

2.26 In accordance with its Terms and reference the ARN TF/6 meeting reviewed and updated the air navigation deficiencies related to the ATS route network.

2.27 It is to be highlighted that the ARN TF/6 Report and its Appendices are available on the ICAO MID Regional Office Website (<http://www.icao.int/MID/Pages/2013-arn-tf6.aspx>).

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review the top 20 route proposal at **Appendix A** to this working paper and agree on the priority of action to implement these routes; taking into consideration the

major traffic flows in the MID Region, the definition of City Pairs, the PBN and FUA concepts;

- b) urged States to take all the necessary measures to implement the planned routes or route segments included in their deficiency list, which will enhance the ATS route network in the MID Region; and
- c) encourage States and Users to identify and report 5LNCs duplication and/or like-sounding issues to the ICAO MID Regional Office to recommend appropriate solutions.

APPENDIX A

**MID ATS ROUTES CATALOGUE
TOP 20**

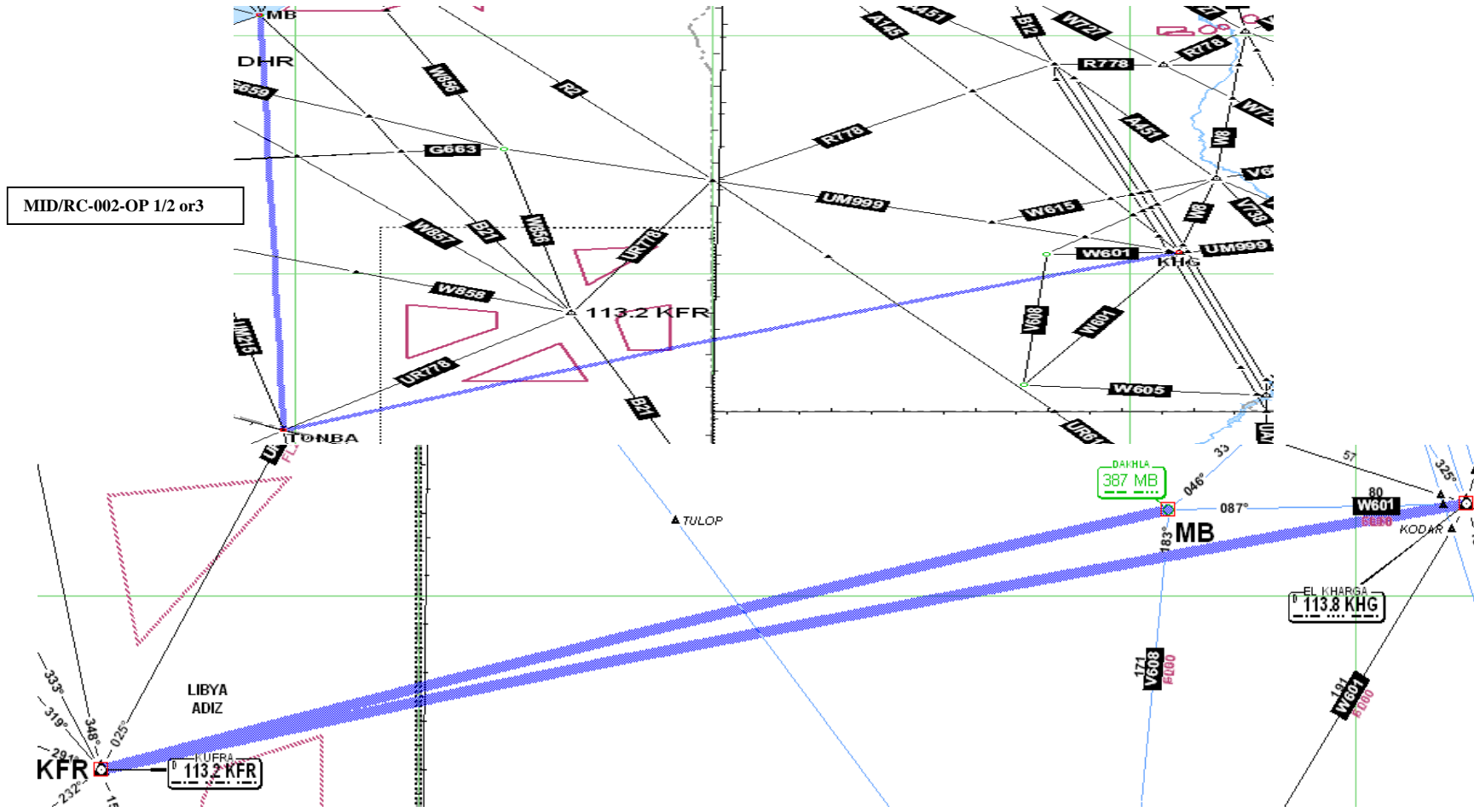
No	ATS Route Catalogue Reference	ATS Route Affected	States Concerned	Status			Remarks
				Reviewed by	Date	Changed	
1	RC-002	New	Egypt -Libya	ARN TF/6	APR 2013	No	
2	RC-035	UL602	Iraq – Syria	ARN TF/6	APR 2013	No	Pending for Syria approval
3	RC-044	New	Egypt – Saudi Arabia	ARN TF/6	APR 2013	No	
4	RC-045	New	Bahrain-Qatar- Saudi Arabia-Sudan-UAE	ARN TF/6	APR 2013	No	
5	RC-046	New	Bahrain-Egypt-Saudi Arabia	ARN TF/6	APR 2013	No	
6	RC-047	New	Egypt-Saudi Arabia	ARN TF/6	APR 2013	No	
7	RC-053	New	Egypt	ARN TF/6	APR 2013	No	
8	RC-055	L315	Egypt-Saudi Arabia	ARN TF/6	APR 2013	Yes	Implemented with opposite direction
9	RC-056	New	Egypt	ARN TF/6	APR 2013	No	
10	RC-057	New	Egypt	ARN TF/6	APR 2013	No	
11	RC-058	New	Egypt	ARN TF/6	APR 2013	No	
12	RC-059	New	Egypt	ARN TF/6	APR 2013	No	
13	RC-070	New	Egypt-Libya	ARN TF/6	APR 2013	No	
14	RC-081	New UQ596	Egypt-Libya-Saudi Arabia	ARN TF/6	APR 2013	No	
15	RC-082	New UQ 597	Egypt-Jordan-Saudi Arabia	ARN TF/6	APR 2013	No	
16	RC-083	New UQ 598	Egypt-Libya-Saudi Arabia	ARN TF/6	APR 2013	No	
17	RC-084	New UQ 599	Egypt-Libya	ARN TF/6	APR 2013	No	
18	Eurocontrol Proposal 1	New	Egypt	ARN TF/6	APR 2013	New	
19	Eurocontrol Proposal 2	New	Egypt	ARN TF/6	APR 2013	New	
20	Eurocontrol Proposal 3	New	Iraq-Saudi Arabia	ARN TF/6	APR 2013	New	

APPENDIX A

A-2

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 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/6 April 2013	

A-3



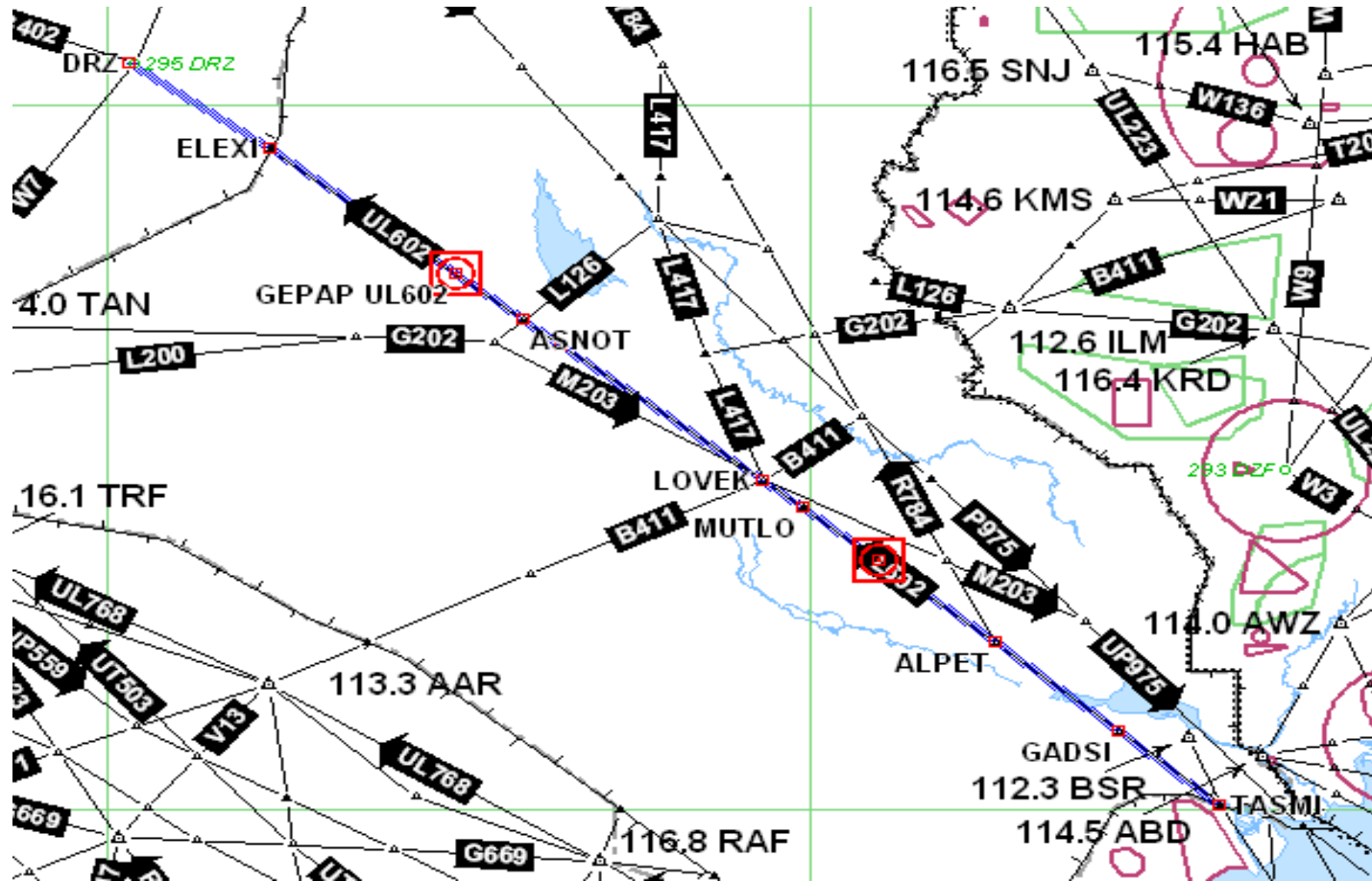
MID RC 002/OPT 3/4

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MID/RC-035	ATS Route Name: UL602	Entry-Exit: TASMI - ELEXI	Inter-Rgional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	Iraq
							Date of Proposal	RDGE/11 (Oct 2009)
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
TASMI	300120N 047550E	Iraq Syria		Entire route Westbound	Suspended in the Damascus FIR	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	
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							
DELM	331918.31N 0431327.59E							
ASNOT	332959.55N 0425716.62E							
GEPAP	334905.80N 0422850.64E							
ELEXI	344130N 0410900E							
Flight Level Band: FL240-FL460								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/6 April 2013	

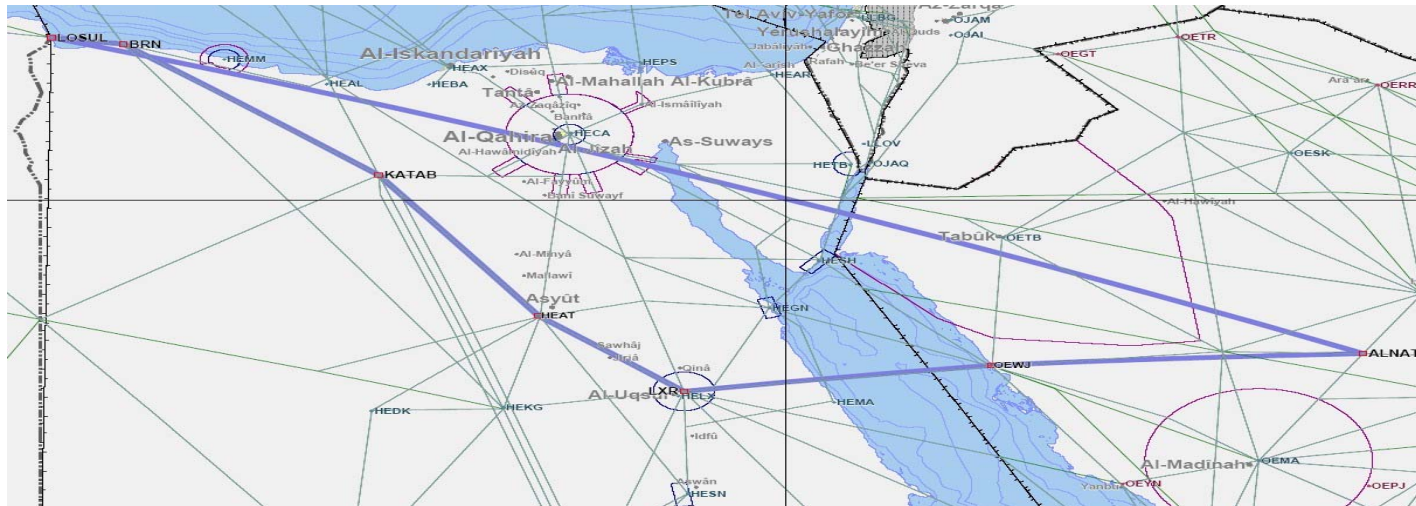
A-5



MID/RC-035

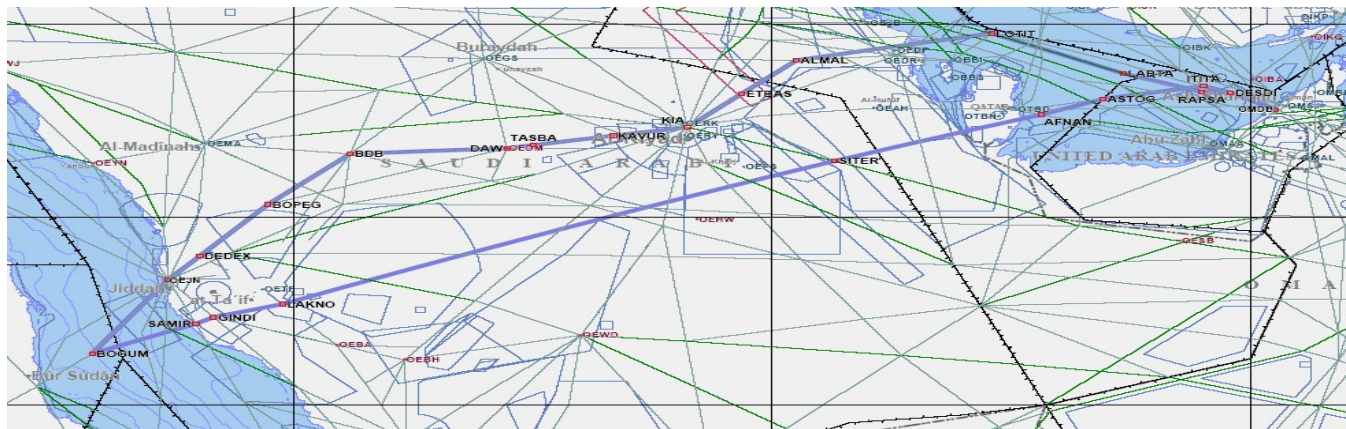
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MID/RC-044	ATS Route Name: New Route	Entry-Exit: LOSUL-ALNAT	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken / Required		Deadline for each Action
		Egypt Saudi Arabia				Military reasons not possible at this time		
Flight Level Band:								
Potential City Pairs: DAAG, DTTA, GMMN, HLLT, DTTA to OBBI, OMAA, OMDB, OTBD (Central and Eastern Arabian Peninsula to Maghreb area)								
Conclusions/Remarks		Saving 104 miles, 5051 Kg Co2 per flight.				Last updated		ARN TF/6 April 2013



MID/RC-044

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					
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/6 April 2013

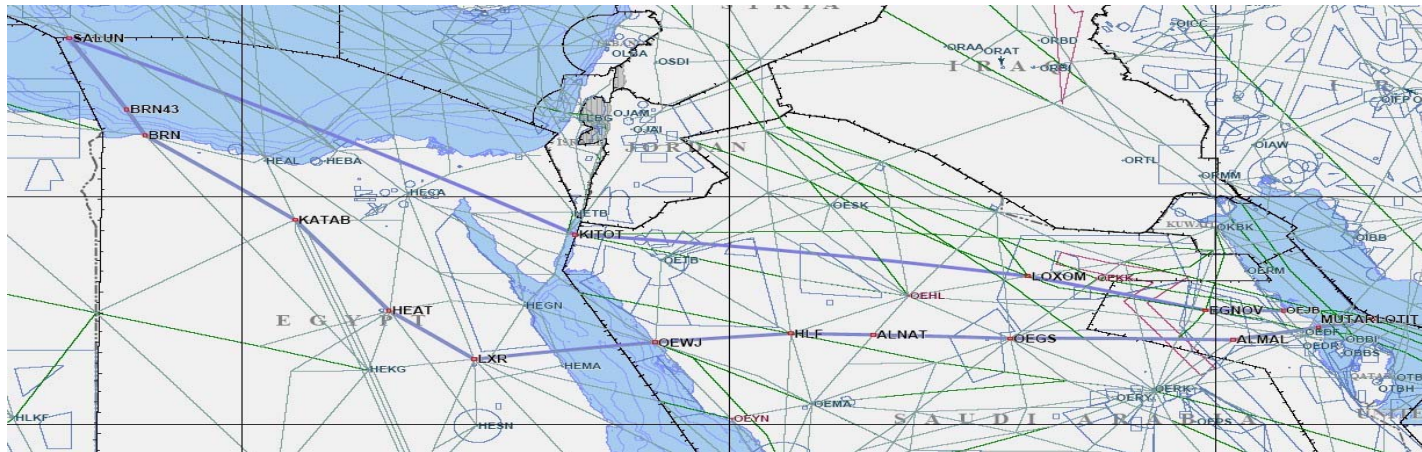


MID/RC-045

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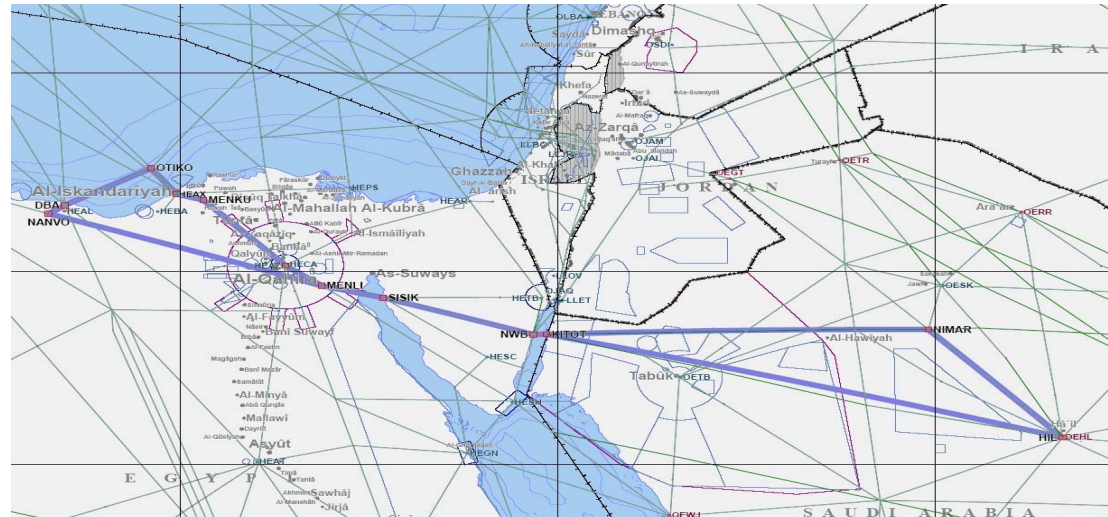
A-8

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
Flight Level Band:		Bahrain, Egypt, Saudi Arabia				IATA to provide further details	
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/6 April 2013



MID/RC-046

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	
		Egypt Saudi Arabia					IATA to provide further details	
Flight Level Band:								
Potential City Pairs: DAAG, DTTA, GMMN, HECA, HLLT, to OBBI, OERK, OMAA, OMDB, OTBD (Central and Eastern Arabian Peninsula to Egypt, Libya and Maghreb area)								
Conclusions/Remarks		Saves 73 miles and 3900 Kg of CO2					Last updated	ARN TF/6 April 2013

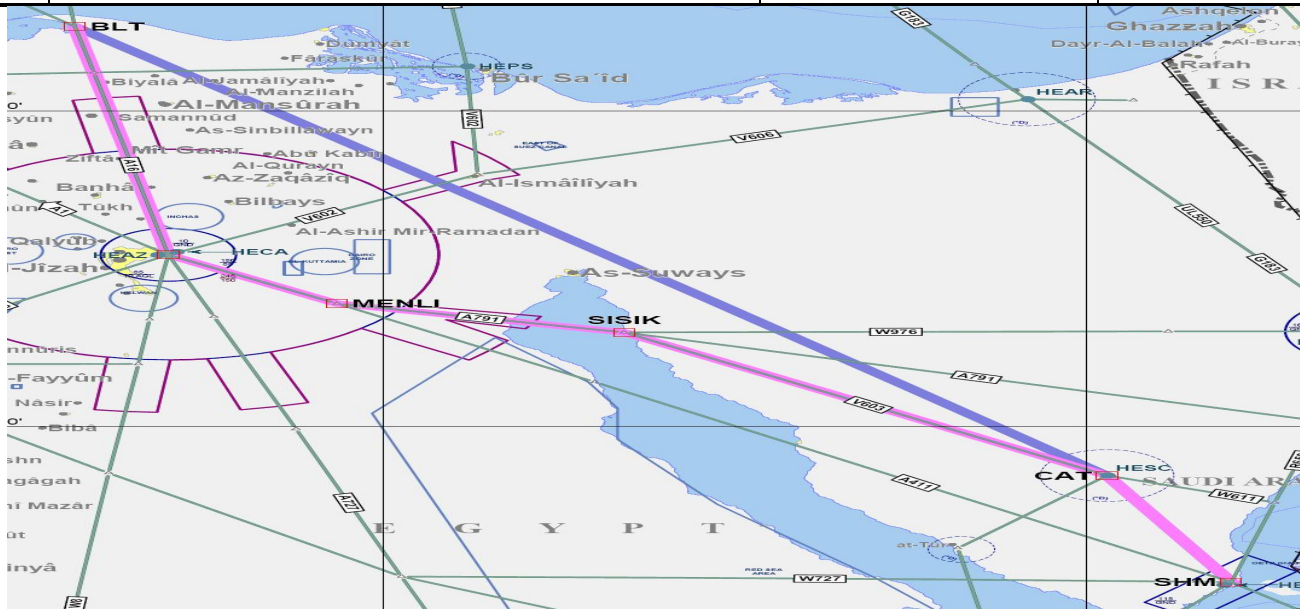


MID/RC-047

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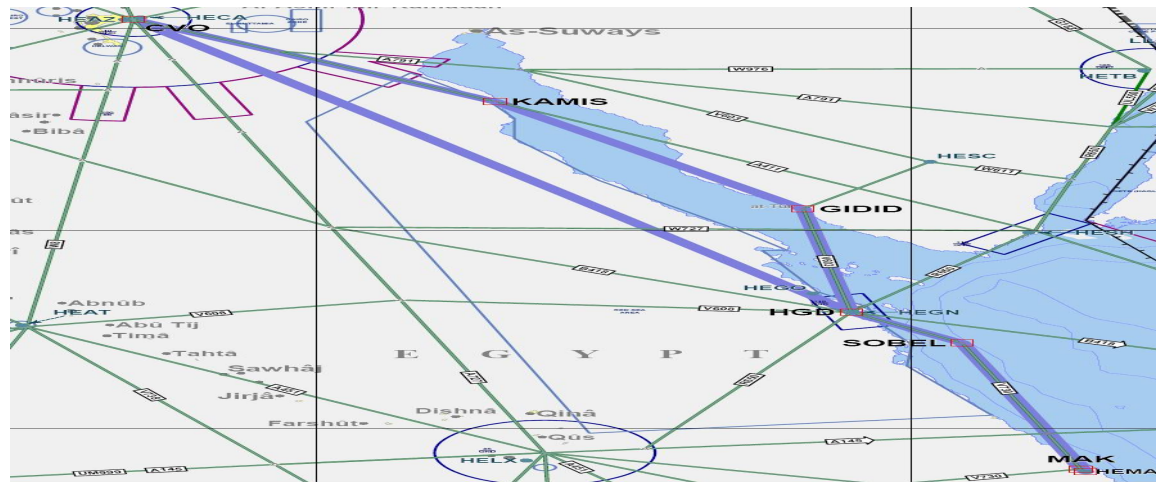
A-10

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 Implementation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
Flight Level Band: Upper		Egypt				Possible Night rules by IAC Also to be provided to RMA Penetrates military airspace.		
Potential City Pairs: Arabian Peninsula to Europe								
Conclusions/Remarks	Saves 24 miles / Flt					Last updated	ARN TF/6 April 2013	



MID/RC-053

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 HGD GIBAL		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		
Flight Level Band: Upper								
Potential City Pairs: Northwestern Red Sea to HECA and Europe								
Conclusions/Remarks		Saves 9 miles				Last updated	ARN TF/6 April 2013	



MID/RC-055

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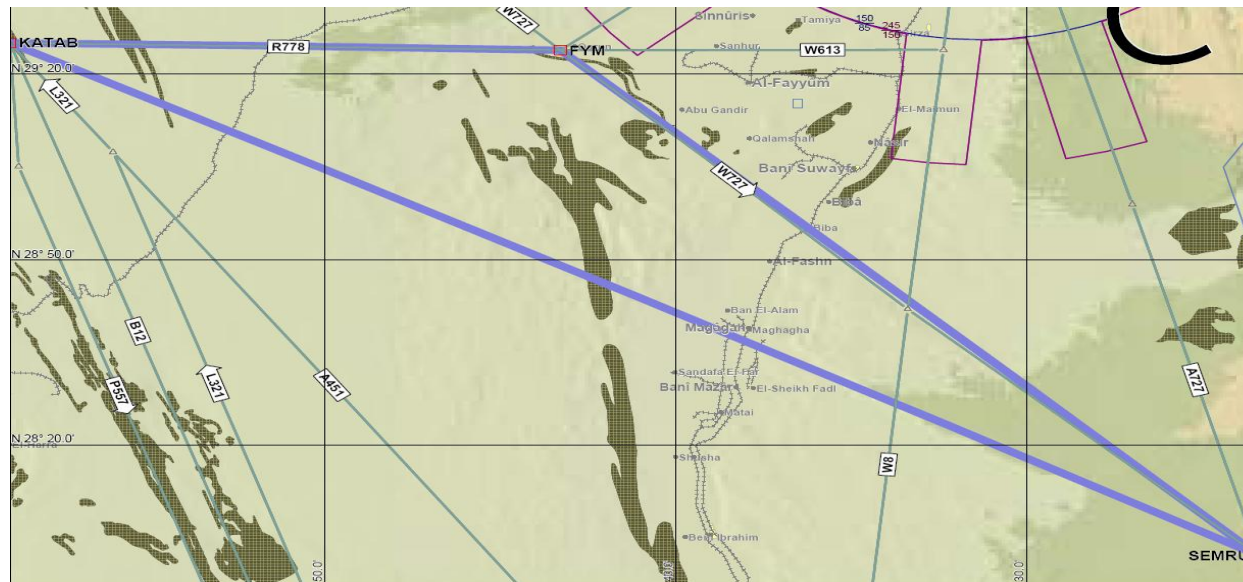
A-12

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 Implementation 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/6 April 2013	



MID/RC-056

MID/RC-057	ATS Route Name: New Route	Entry-Exit: KHATAB-SEMRU	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description KATAB-SEMRU		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/6 April 2013	

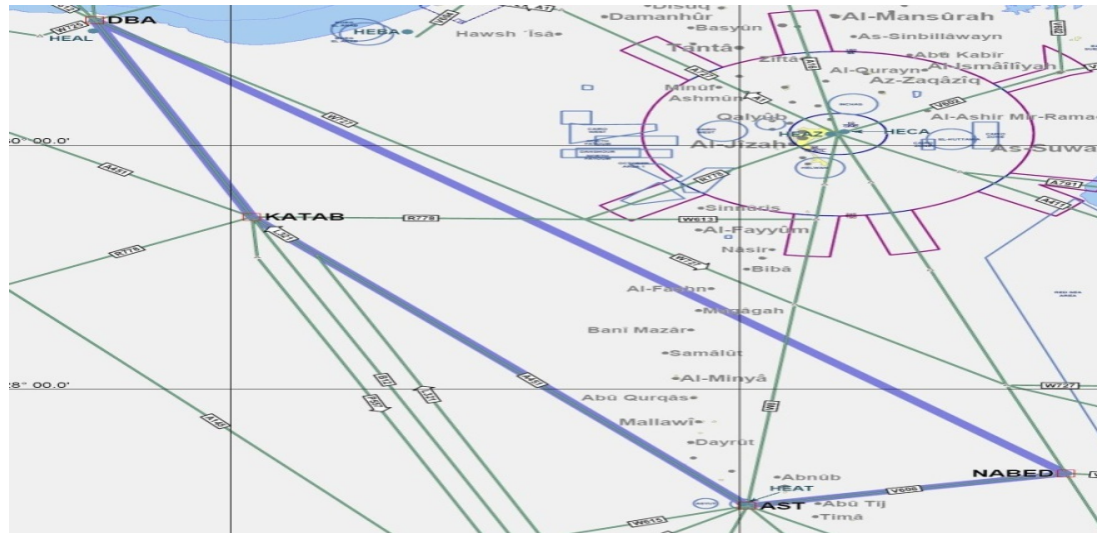


MID/RC-057

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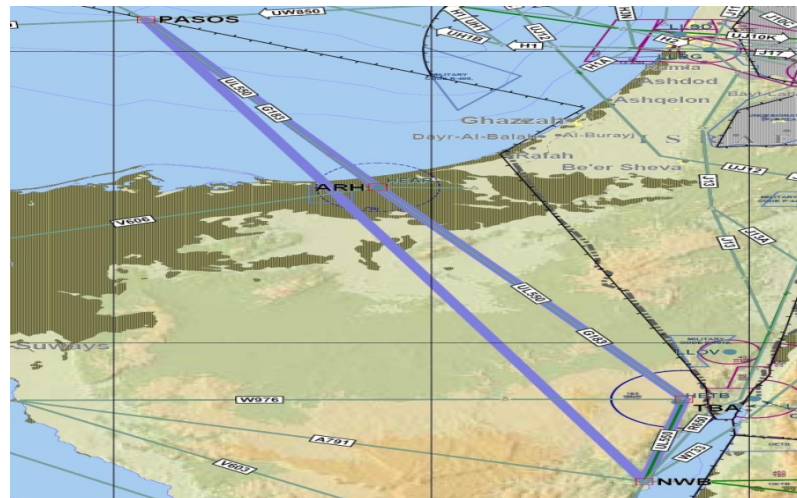
A-14

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/6 April 2013



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/6 April 2013	

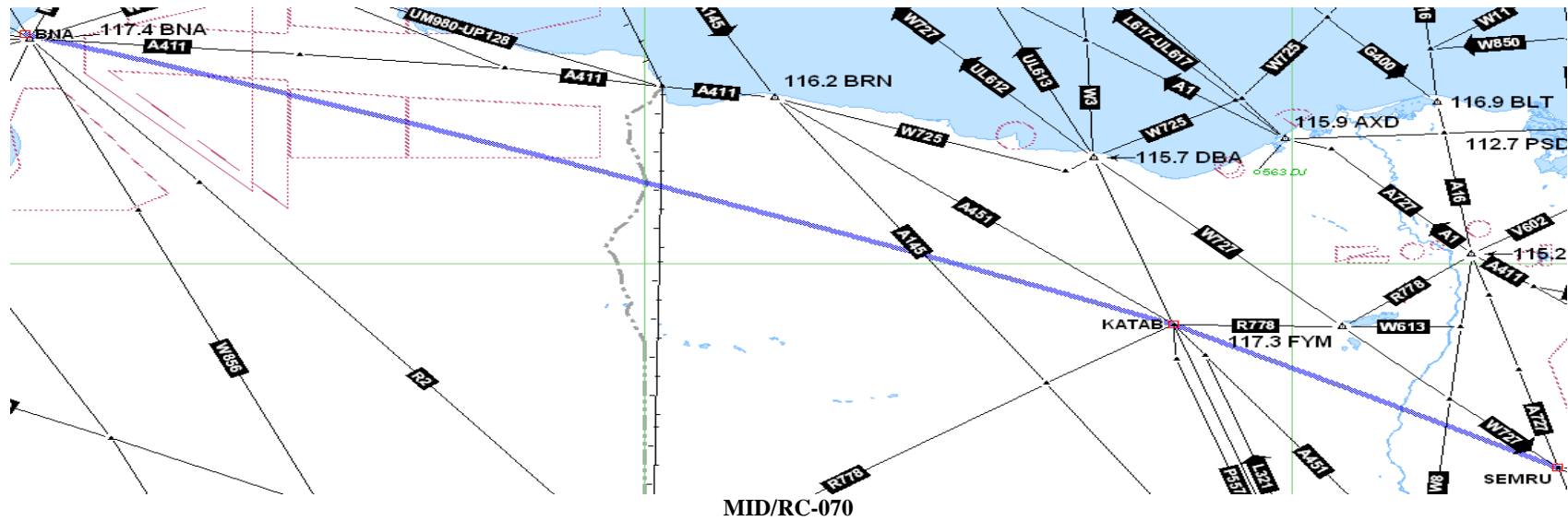


MID/RC-059

ATM/AIM/SAR SG/13-WP/5
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MID/RC-070	ATS Route Name: New Route	Entry-Exit: BNA-KATAB- SEMRU	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	
BNA (N32 07.5 E020 15.2) – KATAB (N29 25.0 E029 05.1) – SEMRU (N28 02.0 E032 03.1)				New ATS route.		Differed for the future		
Flight Level Band: FL290 – FL410						Implement if possible Priority Routes		
Potential City Pairs: CMN/ALG/TUN/TIP-DOH								
Conclusions/Remarks	This AWY would save considerable track miles BNA – KATAB – SEMRU Libya FIR to Egypt FIR					Last updated	ARN TF/6 April 2013	



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	<ul style="list-style-type: none"> - 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 <p>Implement if possible Priority Routes</p>	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/6 April 2013		

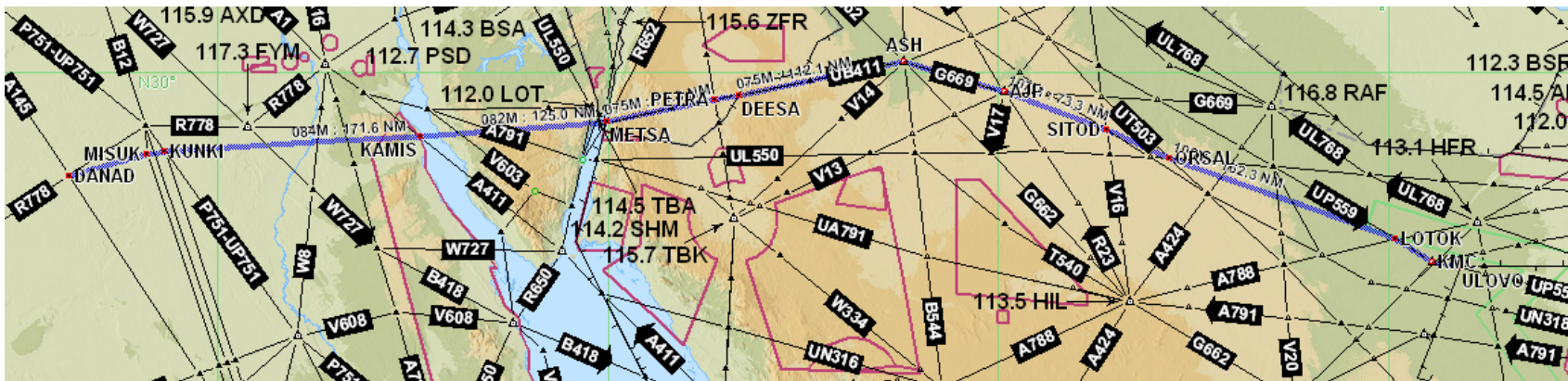


MID/RC-081

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APPENDIX A

A-18

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 METSAS 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/6 April 2013	



MID/RC-082

A-19

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/6 April 2013

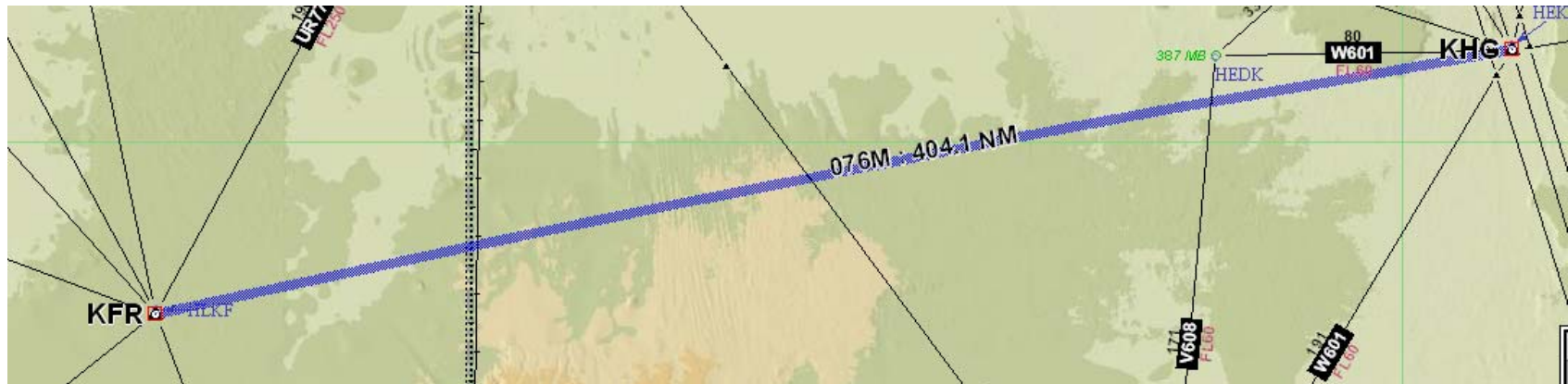


MID/RC-083

ATM/AIM/SAR SG/13-WP/5
APPENDIX A

A-20

MID/RC-084	ATS Route Name: New Route UQ599; Bidirectional		Entry-Exit: KFR - KHG	Inter-Regional Cross Reference if any	Users Priority	High	Originator of Proposal	IATA iFLEX Proposal
								Date of Proposal
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
KFR KHG		Libya Egypt				- Needs to be discussed with Libya - Needs to be discussed with Egypt Implement if possible Priority Routes	TBD	
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks						Last updated	ARN TF/6 April 2013	



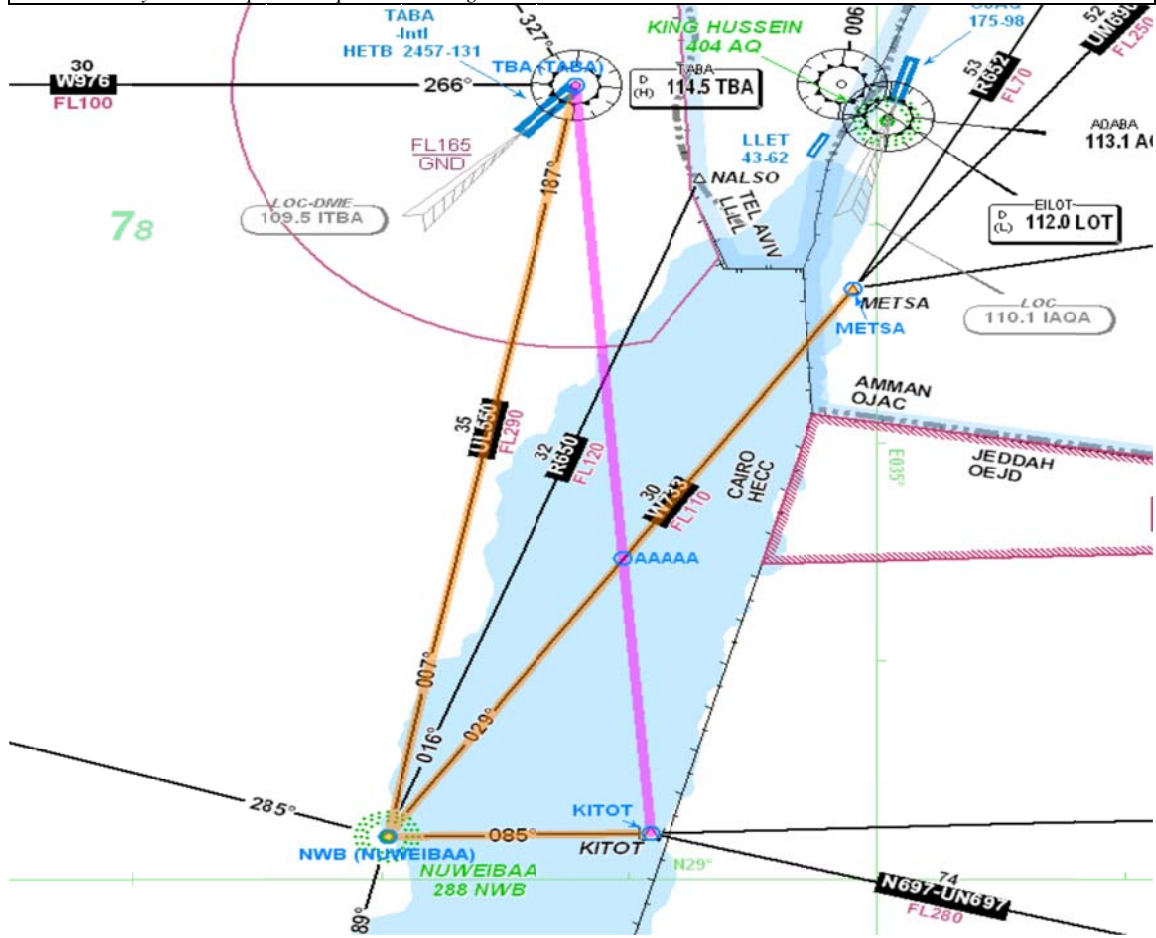
MID/RC-084

Eurocontrol proposals

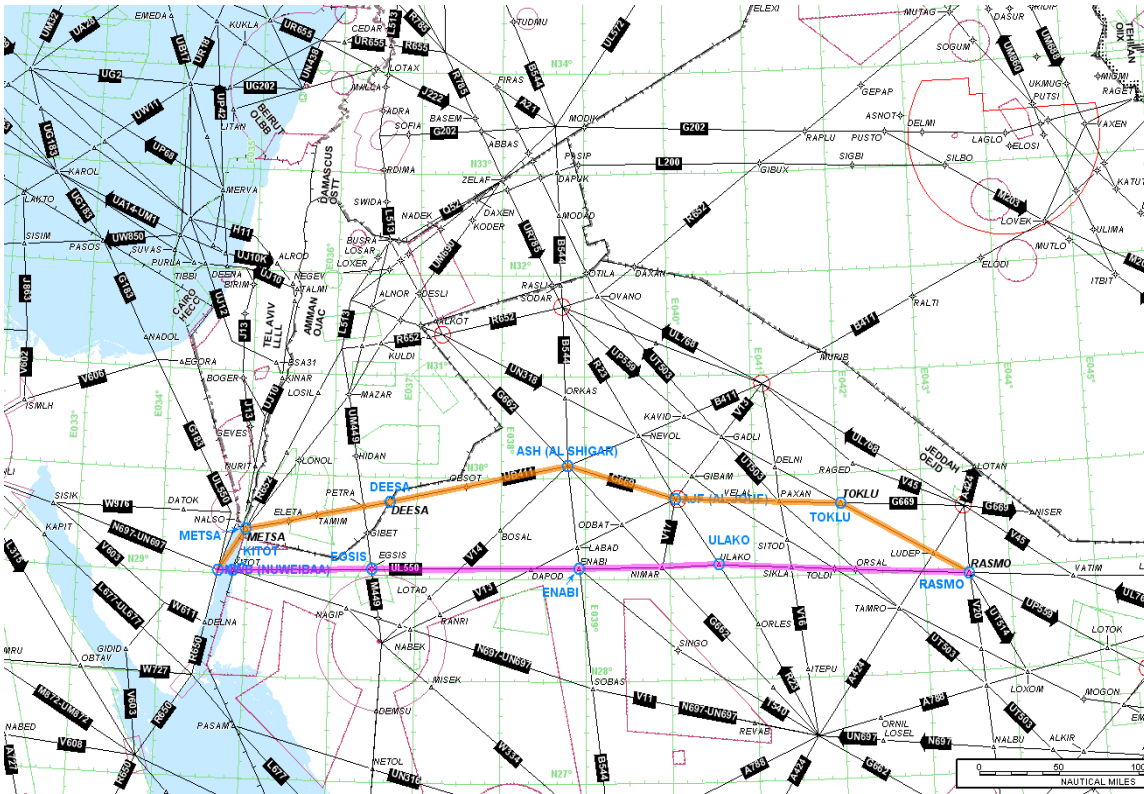
Reference	Objective and Proposal	State(s) concerned
Proposal 1	<i>Objective:</i> To further improve ATS route network within Cairo FIR.	EGY
	To implement bi-directional ATS route TBA - AAAAA - KITOT.	Originator EUROCONTROL

Notes:

1. AAAAA - crossing point between new TBA - KITOT and existing ATS route W733 allowing connection to/from METSA.
2. Shorter by 9.2NM option compare to existing TBA - NWB - KITOT.
3. Shorter by 28.6NM option compare to existing TBA - NWB - METSA.



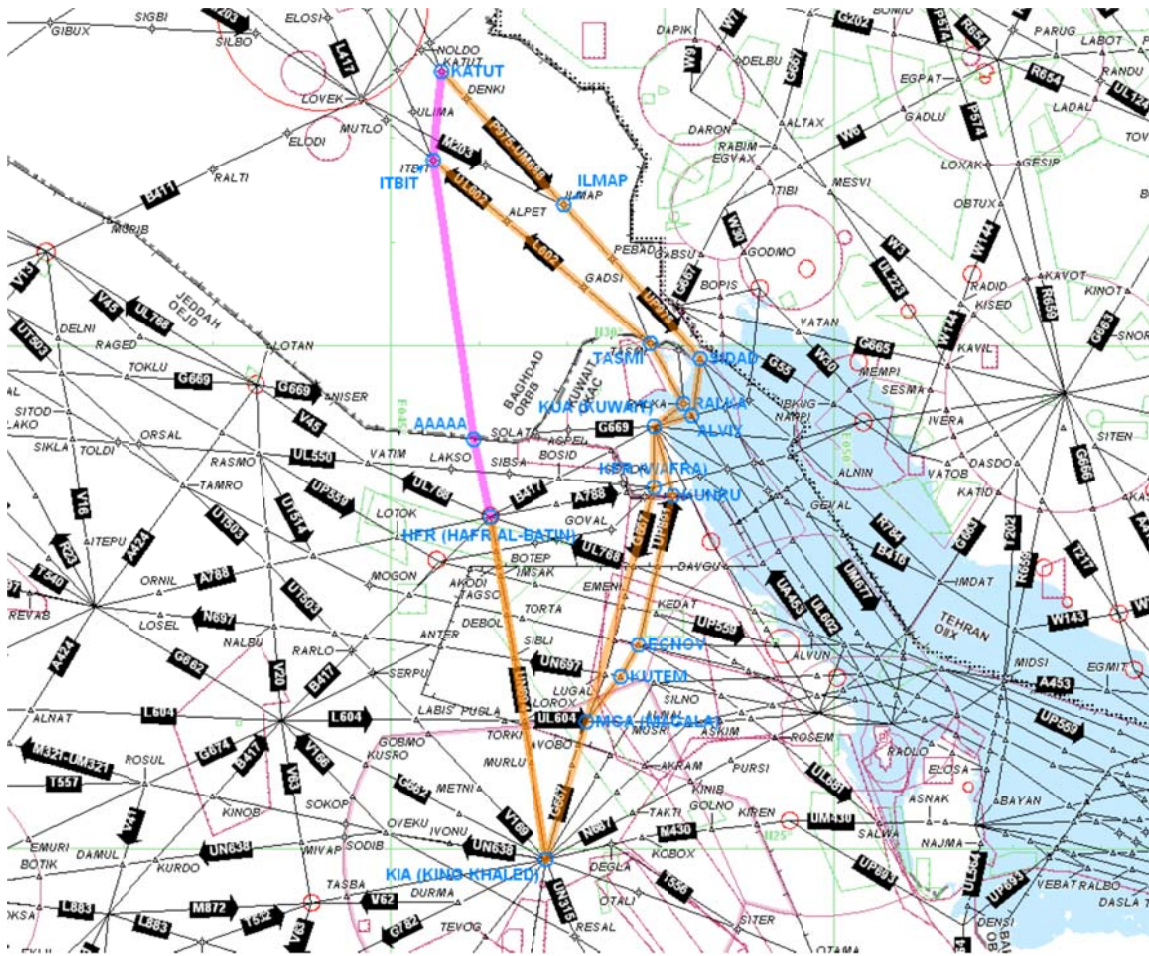
Reference	Objective and Proposal	State(s) concerned
Proposal 2	<p><i>Objective:</i> To further improve ATS route network within Cairo FIR.</p> <p>To change to bi-directional existing westbound ATS route segment N/UN697 / UL550 KITOT - NWB.</p>	EGY
		<p>Originator</p> <p>EUROCONTROL</p>
<p><i>Notes:</i></p> <ol style="list-style-type: none"> In accordance with AIP A.R.E. part ENR this ATS route segment is westbound only and KITOT is used only as an entry point for NB TFC overflying Cairo FIR & for TFC LDG HECA, HEBA, HEMM & HEAL. This unidirectional use of KITOT is also reflected in Traffic Orientation for Cairo FIR also part of AIP A.R.E.. Eastbound is an important option for traffic circumnavigating Damascus FIR as maximum saving flying distance is around 30NM. The change might cover only ATS route UL550 (FL285 - UNL) as N/UN697 in that segment has lower/upper limits FL255 - FL285. 		



Reference	Objective and Proposal	State(s) concerned
Proposal 3	<i>Objective:</i> To further improve ATS route network between Baghdad FIR and Jeddah FIR.	IRQ SAU
	To implement ATS route HFR - AAAAA - ITBIT - KATUT .	Originator EUROCONTROL

Notes:

1. AAAAA - new boundary point between Jeddah FIR and Baghdad FIR.
2. HFR - AAAAA - ITBIT bi-directional.
3. ITBIT - KATUT southbound.
4. New shorter option mainly for DEP/ARR OERK.
5. Bi-directional ATS route N/UN864 KIA - HFR exists in Jeddah FIR as well as OERK SID TORKI.
6. For DEP OERK shorter by 83.2NM option compare to existing KIA - MGA - KUTEM - ENGOV - KUNRU - KUA - RALKA - TASMI - ITBIT.
7. For ARR OERK shorter by 78.3NM option compare to existing KATUT - ILMAR - SIDAD - ALVIX - KUA - KFR - LUGAL - MGA - KIA.



APPENDIX B

Iraq Civil Aviation Authority
Air Traffic Services

Republic of Iraq



IRAQ CIVIL AVIATION AUTHORITY

Normalization of the Baghdad FIR

Update to ICAO

Cairo, Egypt

Background

The ICAA received approval to implement RVSM airspace in the Baghdad FIR in 2011. At that time, an action plan was developed in coordination with ICAO which detailed specific tasks that were required to be completed to meet the normalization efforts in the Baghdad FIR.

Since then, most of the requirements listed in the initial action plan have been met. During a meeting in Cairo, Egypt in April 2013, a new action plan was agreed which highlighted the remaining outstanding items.

Action Plan

Iraq RVSM Action Plan			
Subject:		Six Point Action Plan for RVSM	
Date of Issue:		1-Sep-13	
Not Addressed ■		Pending ■	Completed ■
ITEM	ACTION	Target	Plan
1. To provide an update on the promulgation of national regulations related to RVSM implementation	A Civil Aviation Regulation has been published.		
2. Iraq to take necessary action for the completion of WGS-84 surveys.	Preliminary work has been conducted and a plan put in place for the completion of WGS-84 survey.		Selection of organization that will conduct survey.
3. Iraq to take necessary actions for the elimination of the identified AIS deficiencies (AIP, Maps and Charts, QMS)	The AIS department does not currently have the capability to meet ICAO standards. 1) There is a need to become ISO9001 compliant.2) The AIP is not accurate and therefore poses a significant safety risk. 3)We currently do not meet any of the ICAO charting requirements		ICAA personnel are planned to attend Charting courses. With the completion of WGS-84 Surveys, work towards meeting all ICAO requirements can commence.
4. To improve the efficiency and capacity of the Iraqi airspace, including the implementation of the reduced longitudinal radar separation, the ICAA to consider the implementation of additional sector(s) for over-flights.	Safety survey completed with two options for implementation of additional sector(s) for over-flights. Definitive decision can be made after completion of discussions regarding UP975 (converging airway).		There has been no response from neighbouring FIRs regarding proposals sent.
5. Implement reduced longitudinal separation of 20 nm in Baghdad FIR.	The implementation of reduced longitudinal separation will require the cooperation and coordination of neighboring FIRs. Current converging airways in Iraq airspace do not allow for reduced longitudinal separation capability.		There has been no response from neighbouring FIRs regarding proposals sent.
6. Iraq to take appropriate measures for the timely implementation of the ICAO New FPL (INFPL) provisions	Bahrain ACC is assisting Iraq by providing a conversion of INFPL information to old FPL information.		ICAA to acquire necessary equipment and capability to handle INFPL messages.

Action Item #2

The ICAA plans to complete the WGS-84 survey and is currently studying all alternatives for the completion of such.

Action Item #3

With the support of an AIS professional, an action plan specific to meeting the objectives of the AIS department has been prepared and is currently being implemented.

Action Item #4 and #5

The items noted in point 4 and 5 are directly related to the airspace structure and more particularly to the issue of UP975. These matters have been discussed at great length during ICAO meetings and conferences. The ICAA has presented many possible solutions which involve the agreement and participation of neighbouring states and it was agreed that a follow on meeting would be scheduled to review the favoured proposals (attached).

During the ARN/TF6 meeting in Cairo, April 2013, the ICAA agreed with Ankara (and Eurocontrol) to relax the maximum aircraft per hour requirement from 25 aircraft to 30. Measurements taken during the month of July has shown that in fact there are more than 30 aircraft per hour entering the Baghdad FIR from the north during the pushes (sometimes up to 34) and this has significantly increased the controller workload.

Since the Cairo meeting, the ICAA has sent a number of requests to its affected neighbouring states with proposals to alleviate the issue of UP975 but to date, no response has been received.

In the meantime, the ICAA continues to work on expanding its communication and surveillance infrastructure. Namely, the ICAA has;

- Completed approximately 70% of its VHF-UHF radio installations across the FIR. These new installations will either be new installations for increased coverage, or will replace or act as back-up for established sites. This project will help ensure that continuous communications with aircraft can be maintained.
- Contracts for additional radar installations which are at various levels of agreement. A new Radar has been installed at Erbil airport and a data feed will be connected to the BACC. New radars will be installed at Al Najaf and Sulaymania airport as well as 3 additional area radars with new automation suite.
- Completed approximately 80% of its VSAT project. The project plans are to replace all VSAT stations in the Baghdad FIR as well we install new stations in Amman and Ankara. The Amman installation will also provide redundant AFTN capabilities.
- Completed more than one half of its new Fiber-optic installation project which will connect Baghdad FIR via fiber to all its neighbouring FIRs as well as Beirut and Cairo.

With the re-alignment of UP975, we are confident that we can move to reduce the longitudinal separation in the Baghdad FIR to 20 nm within a short time period.

Action Item #6

The ICAA had previously entered into a contract with a company for the provision of an AMHS system. The company proved unreliable and the contract has recently been rescinded. A new tender process will be initiated and a more capable company selected which can provide us with the required equipment and service.

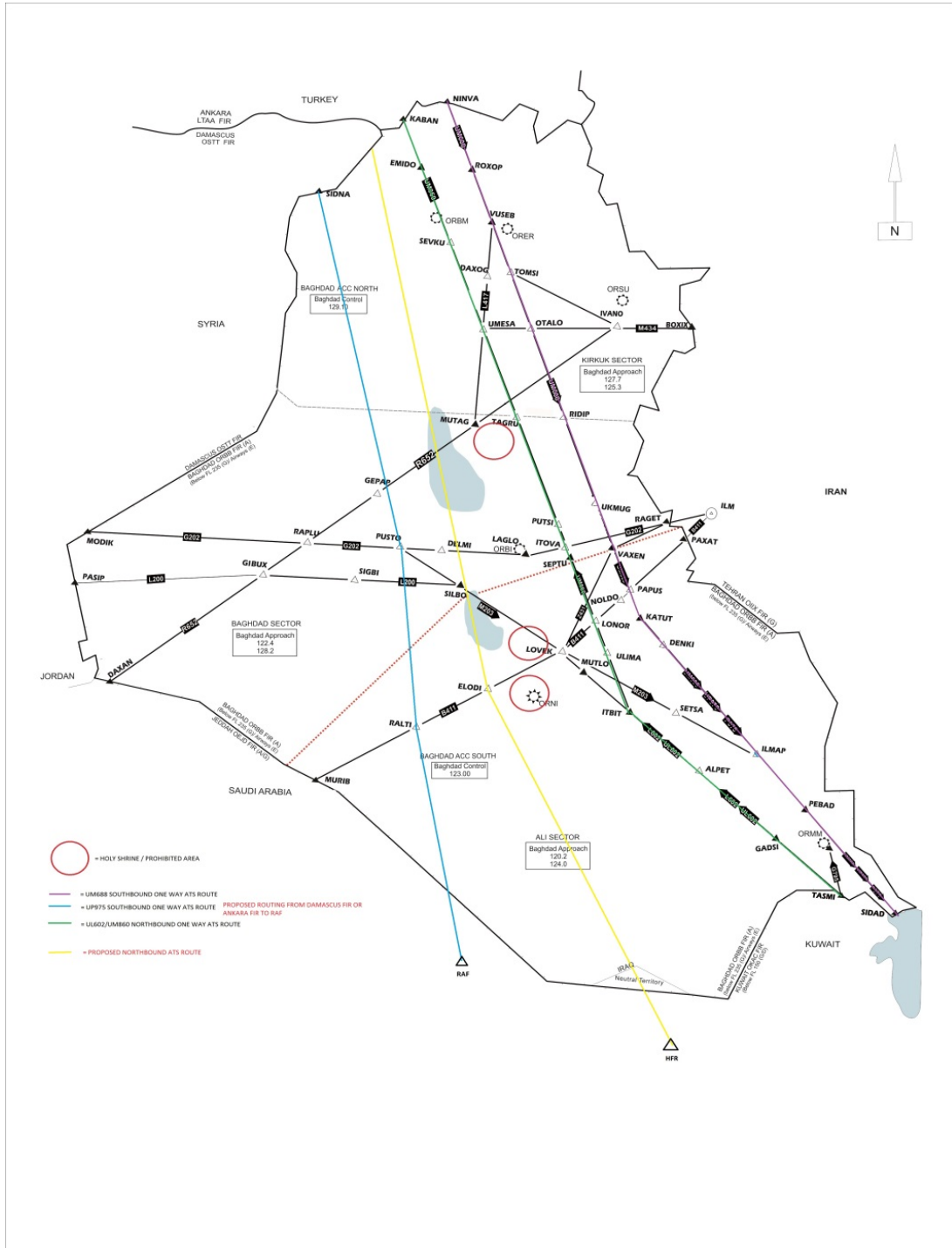
UP975 proposals

The attached proposals were discussed during the Cairo ARN/TF6 meeting and agreed as the most favourable options to pursue.

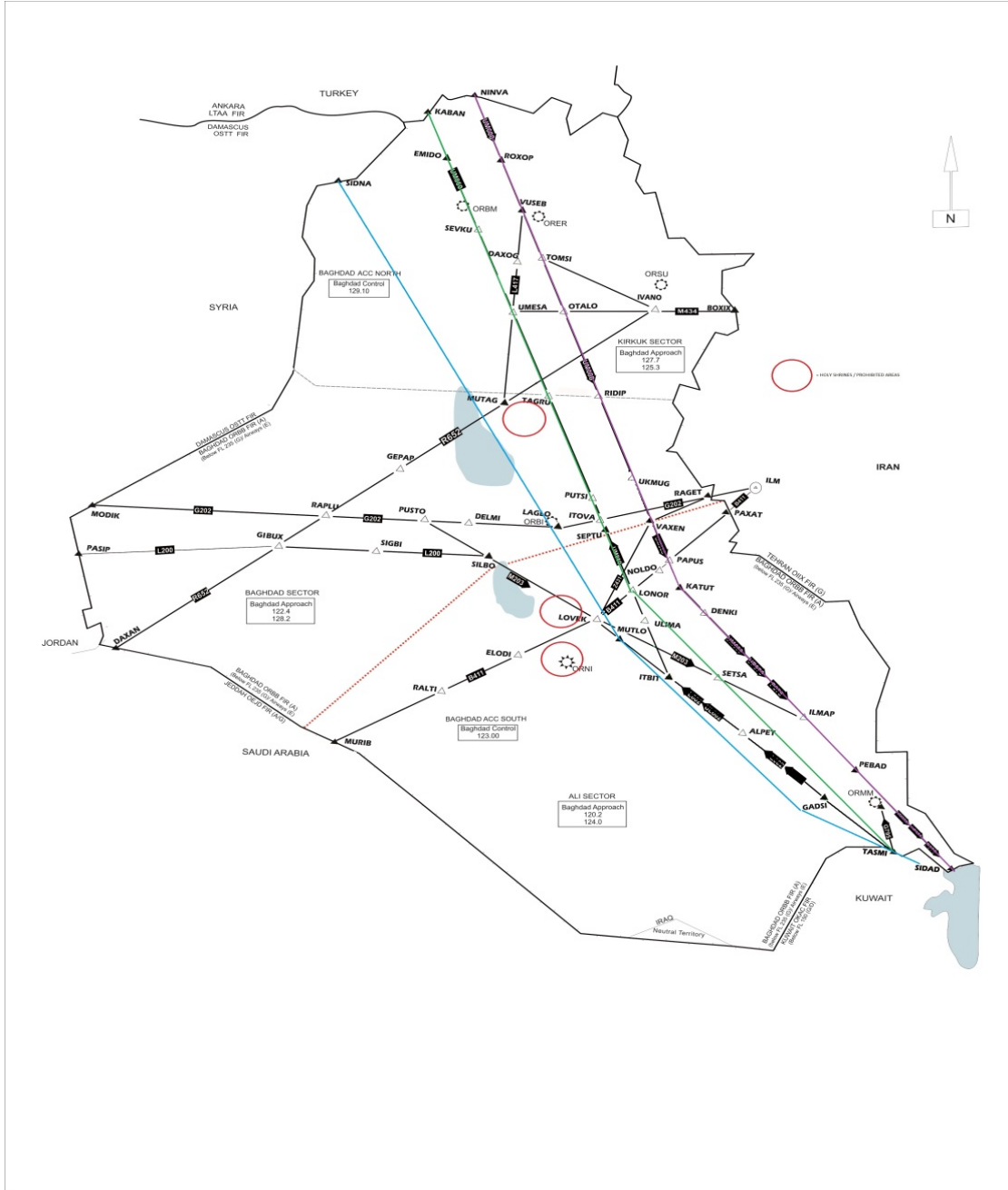
Proposal #1 – contemplates 2 new routes (one south bound and one north bound) that would traverse the Damascus, Ankara and Jeddah FIRs. This change would affect the whole region, but may also be the most beneficial in the long term. The proposal was sent to Jeddah for their review and comment and no reply has been received to date.

Proposal #2 – This proposal has little effect on any of the adjacent FIRs except for Kuwait. The majority of the work would occur in the Baghdad FIR. This proposal fits well with other proposals from Bahrain for added airways into the Kuwait FIR. In this scenario, UP975 would continue south bound in the western part of Iraq and as it approached the boundary with Kuwait, would veer to the east so as to remain clear of the Kuwait military airspace. The envisaged south bound airway would cross the north bound traffic at the boundary where little or no level changes occur. It would be agreed that this area would be designated as a no climb zone.

PROPOSAL #1 – NEW ROUTES THROUGH JEDDAH FIR



PROPOSAL #2 – NEW ROUTE THROUGH KUWAIT FIR



- END -