International Civil Aviation Organization

MIDANPIRG ATM Sub-Group

First Meeting (ATM SG/1)
(Cairo, Egypt, 9 – 12 June 2014)

Agenda Item 4: MID Region ATS Route Network

IMPLEMENTATION OF THE TOP TEN PROPOSED ATS ROUTES IDENTIFIED AS
PRIORITY FOR THE IMPROVEMENT OF THE MID REGION ATS ROUTE NETWORK

(Presented by Bahrain)

SUMMARY

This paper presents a summary of implementation of significant ATS route changes within the new Northern sector of Bahrain FIR effective date 9 January 2014. These RNAV 1 airways are implemented so as to fully link with the remaining required network segments which are pending implementation through Baghdad and Kuwait FIRs.

Action by the meeting is at paragraph 3.

REFERENCES

- ARN TF 6 Final Report
- ATM/AIM/SAR SG/13 Report
- MIDANPIRG 14 Report
- MID ANP BASIC ATS-1 Table

1.   HISTORY

1.1   During the Thirteenth meeting of the ATM/AIM/SAR Sub-Group (ATM/AIM/SAR SG/13) held in Cairo, Egypt, 30 September - 3 October 2013, the Route Catalogue was reviewed and based on the major traffic flows in the MID Region, the definition of City Pairs, the PBN and Flexible Use of Airspace (FUA) concepts, a top ten (10) routes were extracted from and identified and accordingly the meeting agreed to the following Conclusion:

CONCLUSION 14/11: IMPLEMENTATION OF THE TOP TEN ATS ROUTES

That, concerned States be urged to take necessary measures to implement the identified routes.

1.2   In connection with the above, the meeting urged States to take all the necessary measures to implement the planned routes or route segments included in their deficiency list, which will enhance significantly the ATS route network in the MID Region.

1.3   Also, During the Thirteenth meeting of the ATM/AIM/SAR Sub-Group (ATM/AIM/SAR SG/13) held in Cairo, Egypt, 30 September - 3 October 2013, a side meeting on the Normalization of the Baghdad FIR took place and the meeting was attended by Bahrain, Iraq, Iran, Jordan, Kuwait, Saudi Arabia, and the MIDRMA.

1.4   On the side meeting, Iraq raised concerns related to the traffic flows in the Baghdad FIR and accordingly, it was agreed that the following four (4) ATS routes should be implemented, as follows:

- Iraq to Bahrain through Kuwait: UKMUG-SIDAD-New Point East of RABAP then to join the ATS Route network within Bahrain;
- Iraq to Bahrain through Kuwait: SIDNA-New point West of ASLAN-RABAP;
- Iraq to Saudi Arabia: SIDNA- RALTI – RAF; and
- Saudi Arabia to Iraq: HFR-ELODI-KABAN.

1.5   The meeting agreed to include the two proposed RNAV 1 routes between Iraq and Kuwait mentioned above in the list of the top ten (10) priority routes. The meeting noted with appreciation Kuwait cooperation to implement these routes during the second quarter of 2014.

2.   DISCUSSION

2.1   Prior 9th January 2014, Bahrain had a total of four airways interfacing with Kuwait FIR. Two westbound airways of which one is solely for Kuwait arrivals and the other for over flying traffic to Baghdad FIR. There are also two eastbound airways from Kuwait of which one is for Southern UAE and Landers in the Bahrain FIR and the other for Northern UAE.

2.2   With the initiative of RNAV1 airways, on 9th January 2014 (AIRAC 01/14), Bahrain implemented 6 new RNAV-1 airways in the Northern Sector. Of these 6, three are westbound and three eastbound. Presently these airways merge back into the original 4 airways prior to Kuwait FIR. Coordination is in process with Kuwait ATM to accommodate the additional airways through the Kuwait FIR. This will meet Iraq request of implementing the additional southbound route to UP975 in order to relieve the congestion in Baghdad FIR and to implement the two parallel ATS Routes listed in the top ten (10) priority routes:

- Iraq to Bahrain through Kuwait: UKMUG-SIDAD-New Point East of RABAP then to join the ATS Route network within Bahrain;
- Iraq to Bahrain through Kuwait: SIDNA-New point West of ASLAN-RABAP;

2.3   Since 9th January 2014, all airways within Bahrain FIR are declared RNAV-1 airways and direct benefits were immediately noted such as:

- increase airspace capacity of 40%,
- Reduce workload and improve productivity of air traffic   controllers
- Dedicated airways for traffic landing within Bahrain FIR and another airway for traffic departing Bahrain FIR, allowed users to reach their optimum levels without interruptions. On line with ICAO CCO & CDO concepts. (Reduces OC2 omissions).

3. **ACTION BY THE MEETING**

3.1   The meeting is invited to note Bahrain readiness to implement the two parallel ATS Routes listed in the top ten (10) priority routes:

      a) Iraq to Bahrain through Kuwait: UKMUG-SIDAD-New Point East of RABAP then to join the ATS Route network within Bahrain; and

      b) Iraq to Bahrain through Kuwait: SIDNA-New point West of ASLAN-RABAP.

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