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**

ATS ROUTES PLANNING AND IMPLEMENTATION ISSUES

(Presented by IATA)

SUMMARY
This working paper addresses the current issues pertaining to ATS Routes that need an urgent action from concerned States in order to achieve and maintain an efficient route network in the MID Region in light of the ever increasing air traffic. In addition the paper identifies a list of routes considered of high priority for implementation within the MID Region. Action by the meeting is at paragraph 3.
REFERENCES
- MIDANPIRG/14 Report - MID Route Catalogue

1. **INTRODUCTION**

1.1   The closure of certain FIRs and the recent restructuring of the Jeddah/Bahrain FIR dictated that certain operators circumnavigate the affected FIRs and on the case of Jeddah/Bahrain FIR on routing adjustments which resulted in additional cost for the airlines. Due to ever increasing in volume of traffic and cost of flight operations; and improvement of flight efficiency within the MID Region; further developments and improvements in ATS route network are required.

2. **DISCUSSION**

Libya

2.1   The continued closure of the Tripoli FIR route network resulted in reduced traffic capacity and suspension of East-West routing. This suspension affected almost all MID based airlines thus reducing profitability for the affected airlines.

2.2   IATA appreciates the efforts and progress achieved through ICAO SCM-Libya meetings and recognizes the constraints and difficulties encountered by the concerned state; however concentrated efforts should be considered to open the routing through Tripoli FIR in particular the route segment passing through DITAR to channel traffic to West Africa. Presently the airlines flight plan to West Africa through routes within Khartoum FIR which adds a minimum **38** minutes of flight time and an average of **2800Kgs** in fuel savings per each flight.

Iraq

G202 ATS Route

2.3   IATA commends Iraq for the progress achieved, especially with regards to the improvement of the Communication, Navigation, and Surveillance (CNS) infrastructure and the efficient traffic flows in Baghdad FIR.

2.4   The meeting may recall that during the planning process for implementation of RVSM in Bagdad FIR, the question of opening the East-West route G202 through Bagdad FIR for over flying traffic was brought up; it was highlighted that the priority should be given to the implementation of RVSM and after a period of six months when Iraqi gains enough experience in RVSM operations; the East-West route will be opened to overflying traffic bound to Tehran FIR and beyond.

2.5   Recent attempts by some operators to flight plan route G202 through Bagdad and Tehran FIRs were rejected by the authorities, the reason being that this route is used only for Iranian, Iraqi and Syrian airlines and other flights have to use another routes either via Turkey or Kuwait.

UP975 ATS Route

2.6   On March 27, 2014 Ankara issued Class 1 NOTAM A1561/14 stating that due to technical difficulties and in order to provide better Regional interface ;all South bound traffic intended to fly via P/UP975-LESRI shall flight plan via M/UM688-NINVA with effective date 8 April 2014 .The flights currently using P/UP 975 (total of 73 flights per day) are forced to fly either via NINVA or Tehran FIR; which adds at least an extra fuel burn of 30925 kegs/per day and a total 97724 kegs /day of CO_2 emission and for some departures it will be an extension by more than 40NM.

2.7   It is unfortunate that the interface between Baghdad and Ankara FIRs degraded due to technical difficulties and is back as it was before 7 APR 2011 when UP975 was implemented.

2.8   We urge the meeting and concerned States to take necessary measures to activate the East-West routes G202 and P/UP 975 for overflying traffic.

Jeddah-Bahrain FIR

2.9   IATA member airlines provided feedback on the operational impact encountered after the realignment of Bahrain-Jeddah FIRs. The airlines were unable to plan the optimum route for several city pairs within Bahrain/Jeddah FIRs.

2.10   According to Saudi Arabia AIP SUPP 03/14, JED-DXB via Bahrain FIR can be planned on JDW T532 KIA UM872 AKRAM UM872 ROTEL which was the route used for this sector pre-FIR realignment. However, there is a note 19 in the remark that Route UM872 ROTEL FL230 and below are only available. Hence, this route became inefficient after the FIRs realignment.

2.11   Furthermore the airlines have noticed an increase of charges after the FIRs realignment for those city pairs that are flight planned on the same route.

Cairo FIR

2.12   To further improve ATS route network within Cairo FIR in light of the current situation of circumnavigating Damascus FIR. Improvements in availability of existing ATS route W733 especially for traffic routed via UL550/G183 is required .Flights are forced to effect a turn of 270 degrees to be able to route via W733 to METSA in Amman FIR. This action in particular for the big aircraft like B777 or A340 would require an excessive radius to be able to turn and result in infringement of the adjacent FIR (Jeddah) due to limited airspace.

2.13   A proposed solution would be to implement new route segments as per attached **Figure 1**.
A new segment between user waypoint 03 and user waypoint 02 and a connection between new waypoint 02 – and METSA.

2.14   In order to improve flight efficiency on segment KITOT-NWB; to allow aircraft such as Airbus A321 to fly this segment with optimum efficiency at maximum payload. It is proposed to reduce the Flight Level requirement for eastbound flights entering KITOT via PASOS from the minimum flight level (FL350 to FL 310).

High Priority Routes

2.15   IATA has been working closely with its members and stakeholders to identify areas of improvements in the present ATS Route network within the MID Region.

2.16   IATA would like to suggest to the meeting to accord high priority to the following routes for implementation, due to the considerable benefits in terms of flight efficiency;

> a. Route reference RC-002
> b. Route reference RC-035
> c. Route reference RC-044
> d. Route reference RC-045
> e. Route reference RC-046
> f. Route reference RC-047
> g. Route reference RC-053
> h. Route reference RC-055
> i. Route reference RC-056
> j. Route reference RC-057
> k. Route reference RC-058
> l. Route reference RC-059
> m. Route reference RC-070
> n. Route reference RC-081
> o. Route reference RC-082
> p. Route reference RC-083
> q. Route reference RC-084

2.17   IATA is willing to cooperate and conduct a series of bilateral engagement meetings with all concerned including the military and States' ANSP with the aim of accelerating the implementation process of above proposed routes.
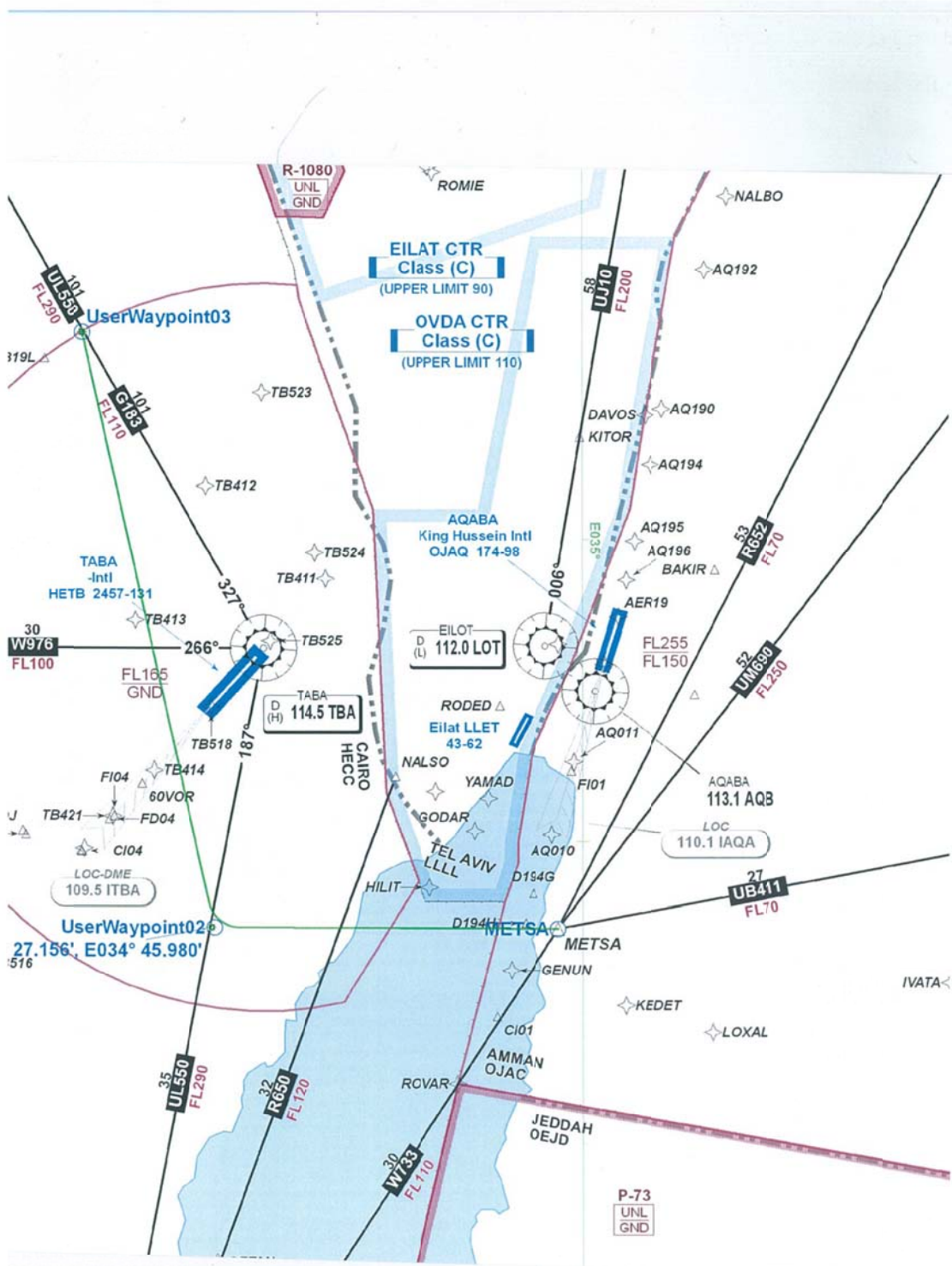
Figure 1

3. **ACTION BY THE MEETING**

3.1   The meeting is invited to:

      a)   consider the content of this paper;

      b)   urge concerned states to take urgent measures to address the reported ATS route issues, and to accord high priority for implementation of routes or route segments listed in 2.15 above.

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