



International Civil Aviation Organization

Special Coordination Meeting on the Implementation of ATM Contingency Arrangements (SCM-IACA)

(Cairo, Egypt, 24-25 September 2014)

Agenda Item 2: Presentation of States and Users Concerns and Challenges

**HANDLING OF SAFE AND EFFICIENT FLOW
OF AIR TRAFFIC WITHIN TEHRAN FIR**

(Presented by Islamic Republic of Iran)

SUMMARY

This Information Paper presents short-term measures taken by Iran Airports Company (IAC) as Iran Air Navigation Service Provider for the safe and efficient conduct of air traffic over Tehran FIR.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The rapid growth of air traffic in Tehran FIR has made it necessary for immediate action to implement additional measures in order to manage the traffic flow more efficiently and to improve level of safety of traffic in its airspace.

1.2 Tehran FIR has experienced a raise in air traffic over recent months. Based on FAA NOTAM, traffic has been increased over Tehran FIR from August. Iran Airports Company (IAC), as ANSP, has provided its best efforts to conduct of traffic in a safe manner.

1.3 The total Daily Average of Air Traffic Movements for Tehran ACC in Tehran FIR in June had been 460 overflight traffic which has been increased to 750 in August and then raised to 900 in September (approximately doubled).

2. DISCUSSION

2.1 Tehran FIR as an important airspace connecting three ICAO Regions (EUR/NAT, APAC and MID) has been taking its greatest harmony and coordination with ICAO, IATA and its neighboring States in order to keep (and promote) a safe and efficient conduct of air traffic.

2.2 Tehran FIR ATM system could be briefly characterized as follows:

- Area :1,648,195 km2.
- 450-500 average daily over flights; 900 daily flights after Ukraine and Iraq Crisis.
- 11 neighboring FIRs.
- 7 ACC Sectors + 2 more flexible sectors.
- 1000 trained ATCOs (200 in Tehran ACC).
- More than 33 RNAV routes (all ATS routes above FL285 are considers as RNAV5).
- ATS Surveillance service is available within Tehran ACC except sector 6 (South East of Tehran FIR).
- 16 MSSR sensors within Tehran FIR.

2.3 In response to the increased volume of air traffic and in order to keep a constant safe and efficient conduct of traffic over Tehran FIR, IAC has implemented the following short-term measures/steps:

- basic RNAV Training Course for more than 150 ATCOs;
- training of Radar Refresh Course for 140 Radar Controllers;
- Iran-UAE Coordination meeting in Tehran to renew LOA;
- Iran-Bahrain Coordination meeting in Tehran to renew LOA;
- establish of parallel airway Q1 (unidirectional) for traffic from UAE/Bahrain to West and European airspace and vice versa, based on RANV 5;
- establishment of parallel airway Q3 (unidirectional) for traffic from UAE on DARAX, based on RANV 1;
- application of 20NM Radar separation to accept traffic from UAE, Bahrain and Ankara;
- modification of sectorization (7 permanent sectors and 2 dynamic sectors). We are planning to implement 2 new dynamic sectors, so we will have 11 sectors;
- attending in APAC SCM meeting (Malaysia, Kualalumpur, 11-12 September 2014) and coordination with Karachi for the acceptance of traffic by separation of 50NM instead of 10 minutes;
- development of over flight routing scheme for the channeling of traffic;
- implementation of SLOT allocation for departure traffic from Mehrabad Intl. Airport;
- a comprehensive study on the Capacity and Flow Management has been carried out by a domestic consultant;
- survey the ACC Sector capacity;
- survey the Aerodrome capacity;
- application of restriction for non-scheduled flights (from 1330UTC till 1500UTC) for the interest of overflight; and
- coordination with military to apply FUA.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this information paper.