



# **MIDANPIRG ATM SG/4 Meeting**

## **Amman, Jordan, 29 April – 3 May 2018**

Presented by  
Islamic Republic of Iran



# Presentation Outline

- **ATS Routes improvements implemented**
- **ATS Routes planned for implementation**
- **Challenges delaying ATS Routes Implementation, if any**
- **AIDC/OLDI implementation Status**
- **Other implemented or planned ATM Operational Improvements**
- **Brief regarding the ongoing ATM projects/initiatives**
- **Lessons Learned**
- **Thoughts/Recommendations**

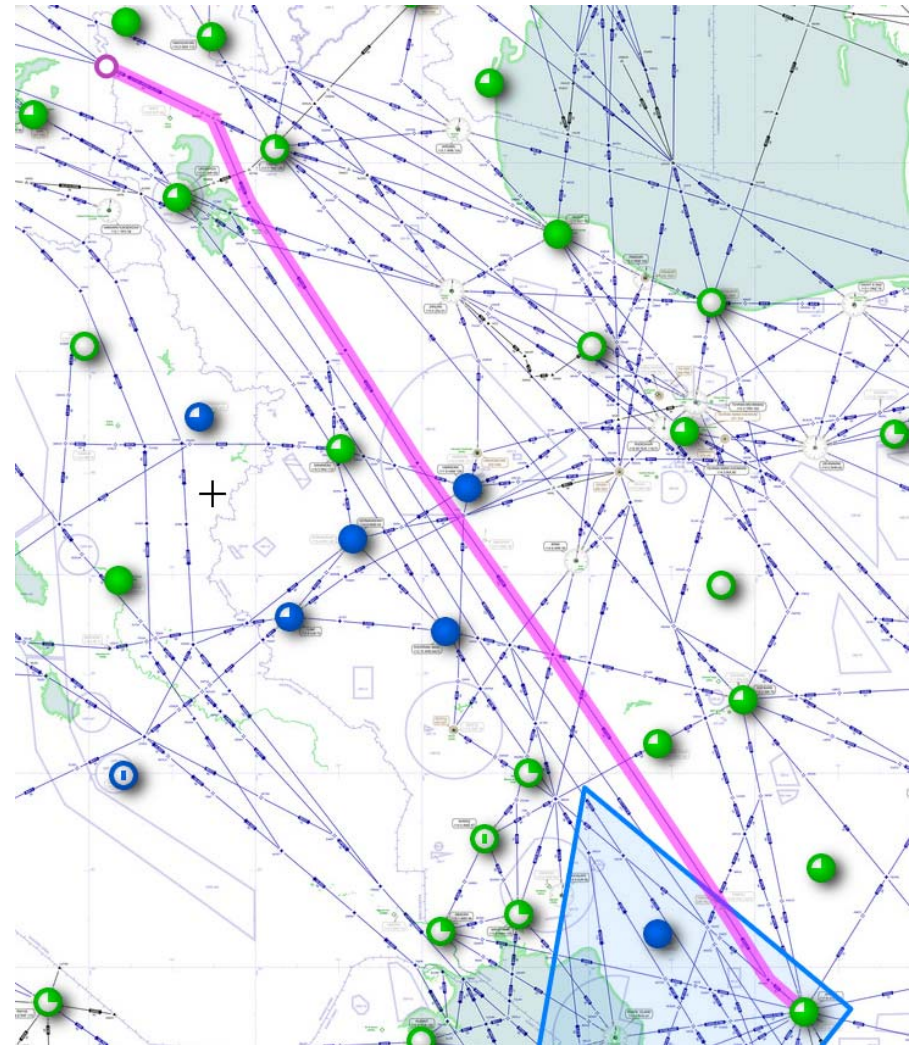


# ATS Routes improvements implemented



## Establishment of UT430 from SYZ to DASIS

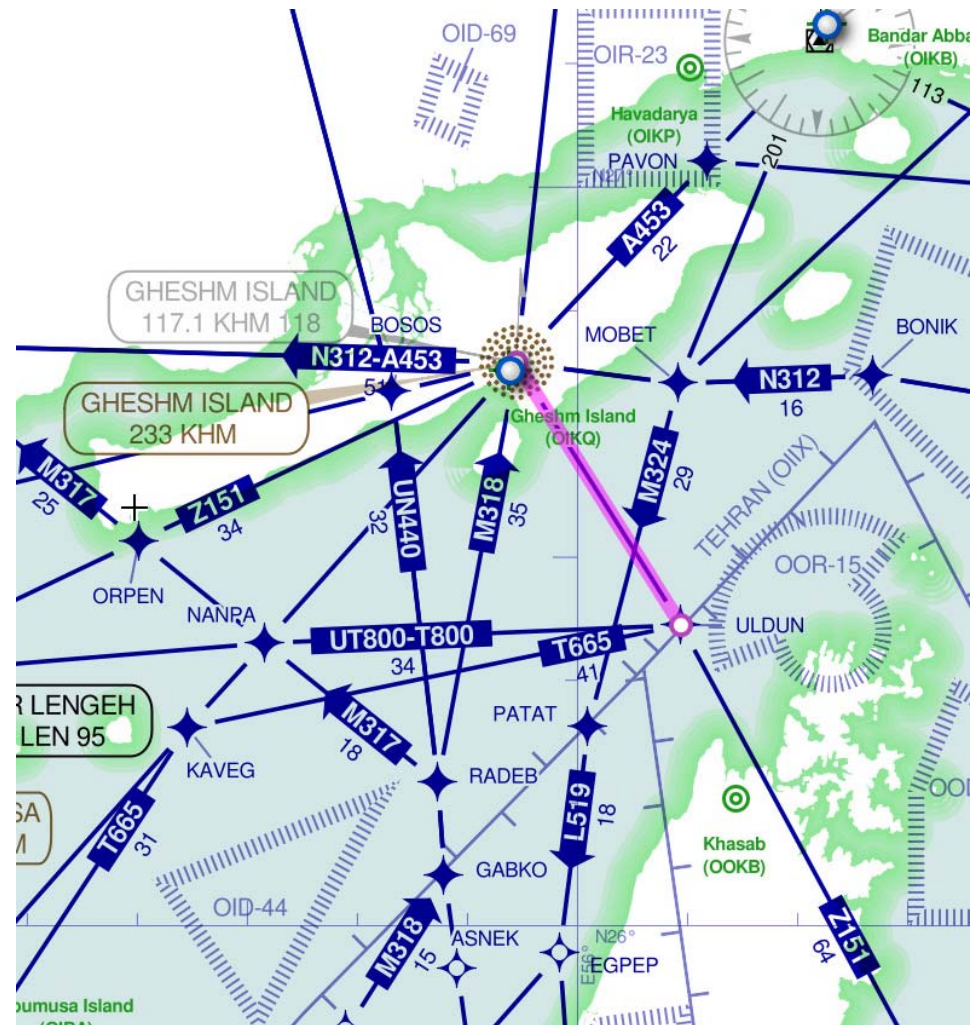
For channeling flow of traffic from UAE to Ankara as a unidirectional airway, this route of flight was established.





## Establishment of Z151 from KHM to ULDUN

In regional contingency bases, the new airway was established between Tehran and Muscat FIRs.







## Establishment of Z350 from IVIVA to MIDSI

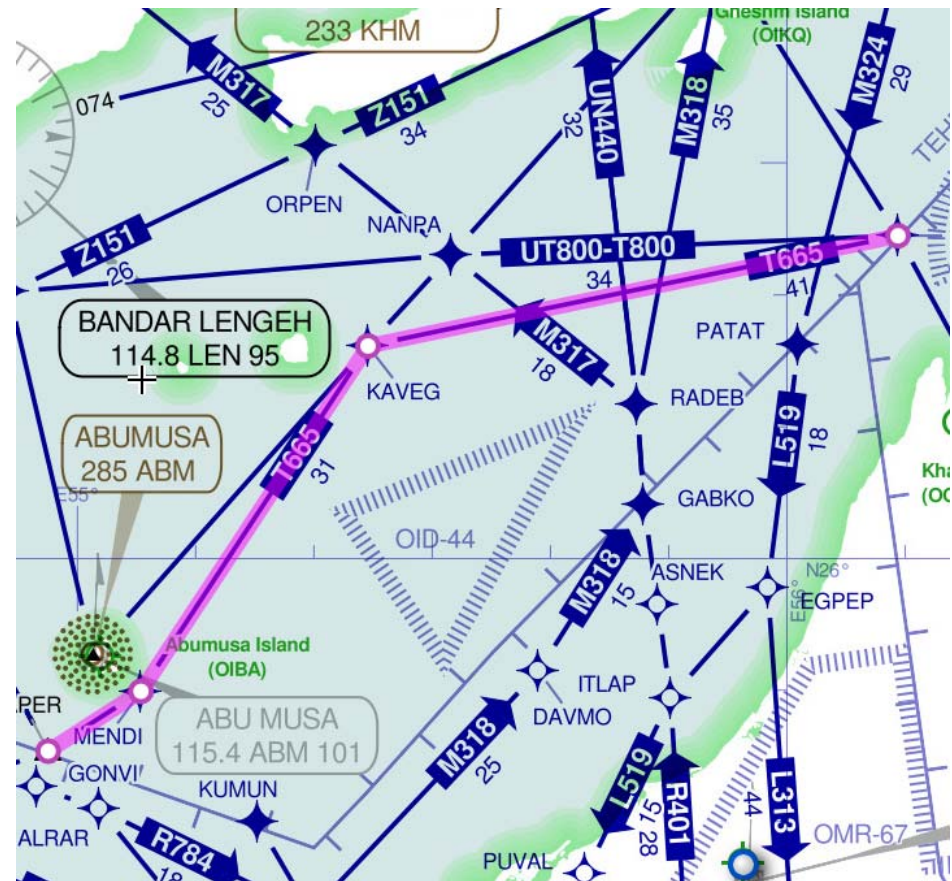
In regional contingency bases, the new airway was established between Tehran and Muscat FIRs.





## Establishment of T665 from ULDUN to DAPER

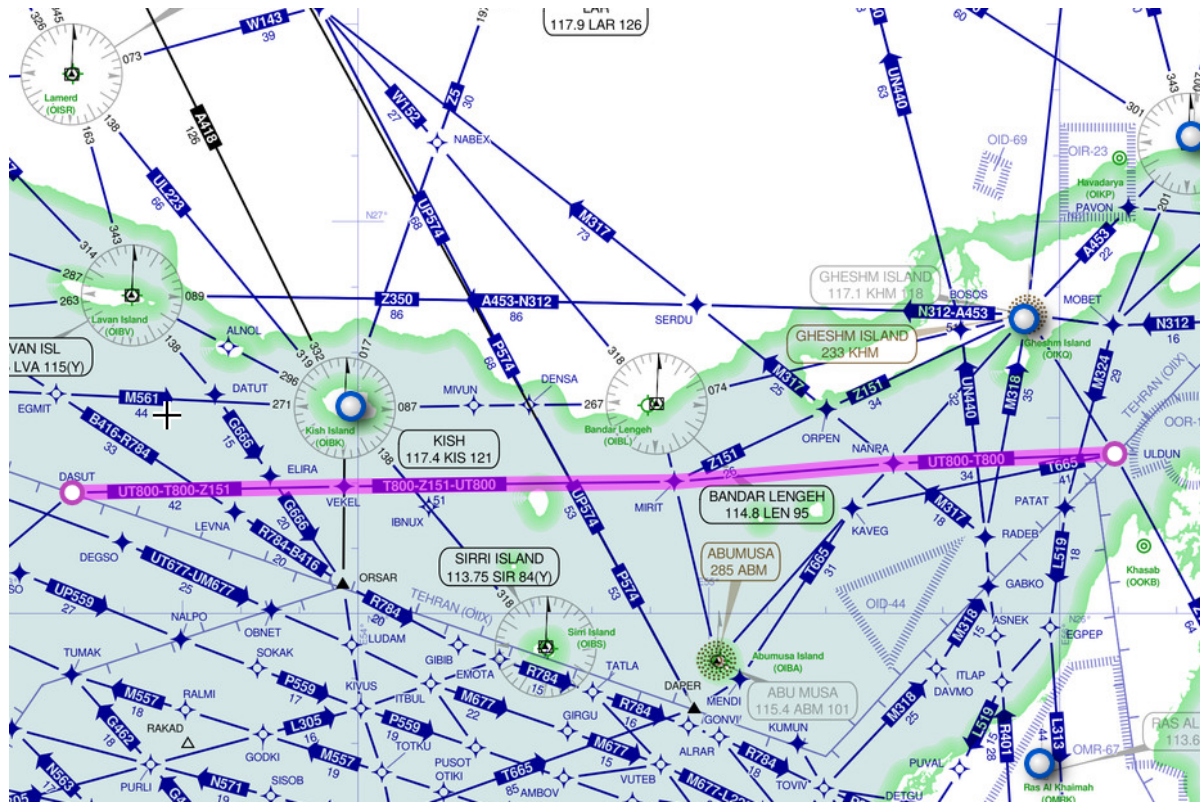
In regional contingency bases, the new airway was established between Tehran Muscat and UAE FIRs.





## Establishment of T800 from DASUT to ULDUN

In regional contingency bases, the new airway was established between Tehran and Muscat FIRs.

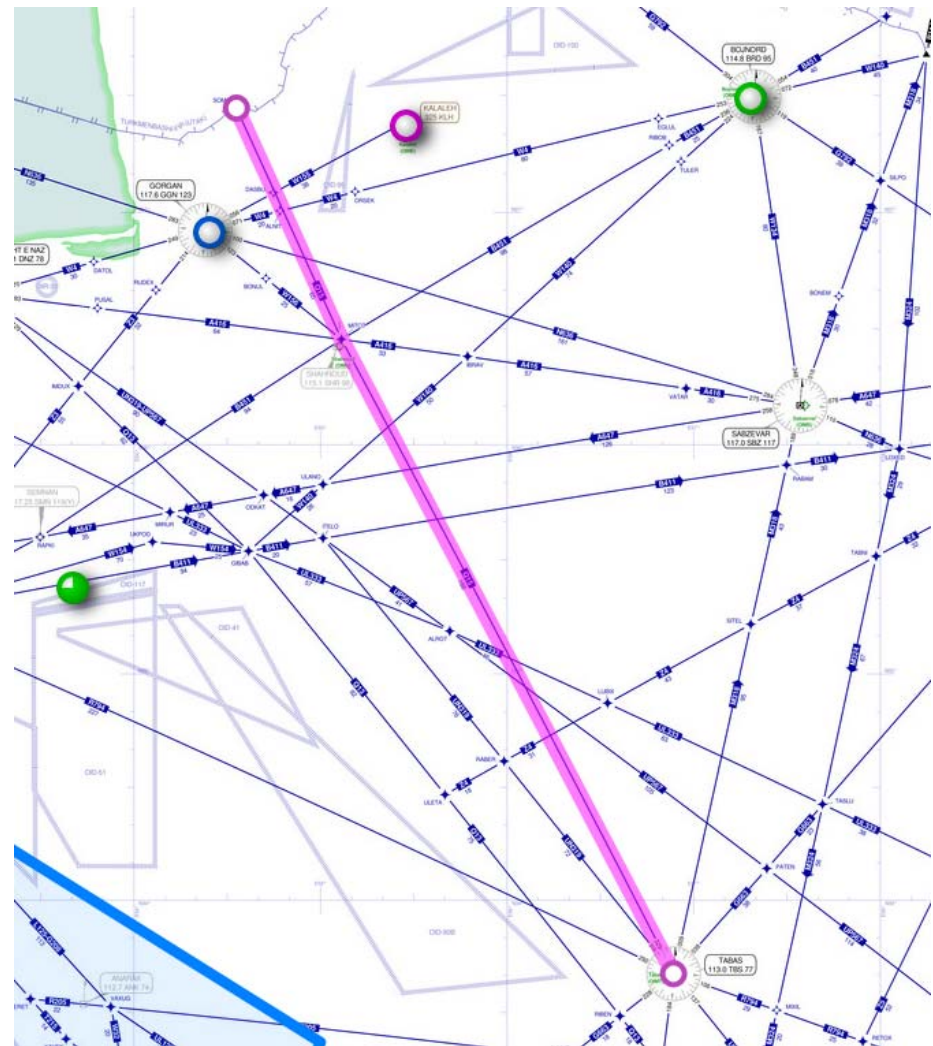






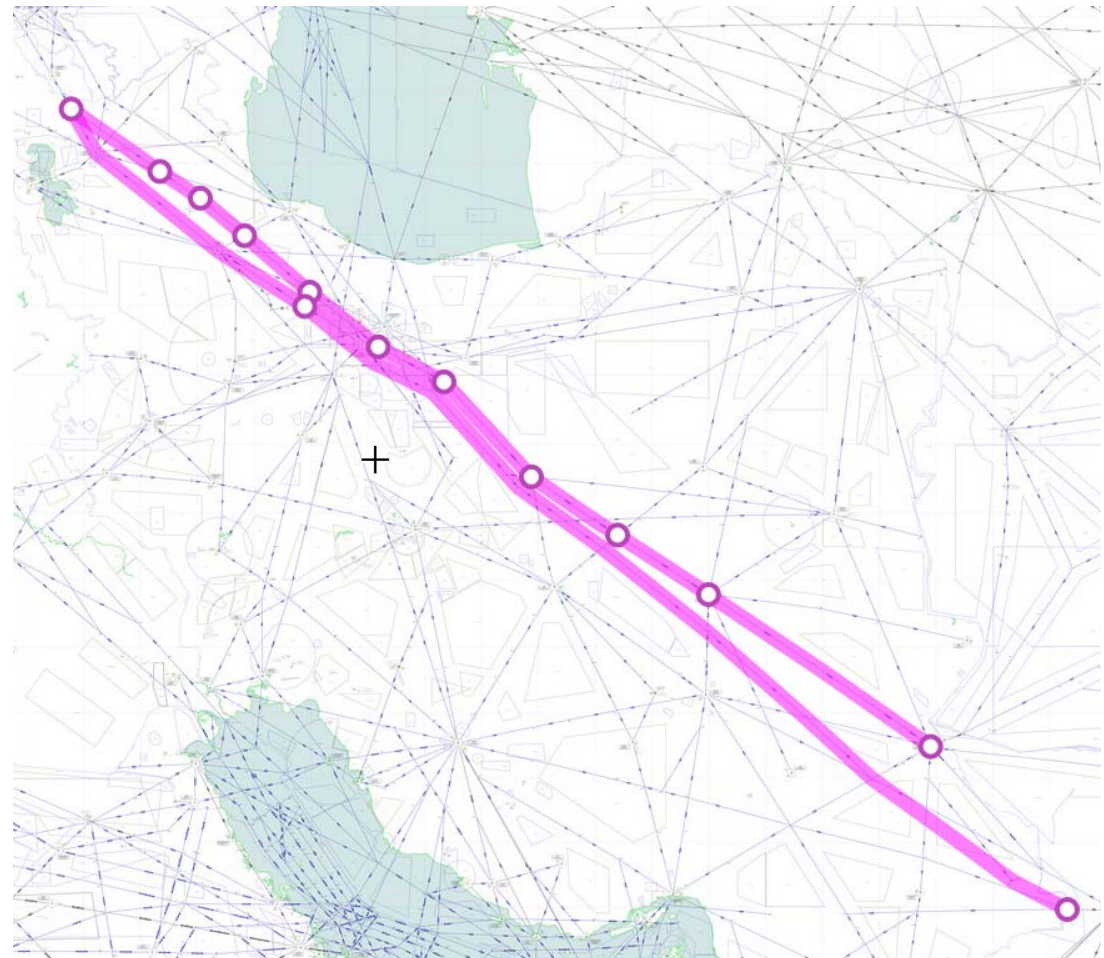
## Establishment of Q15 from TBS to SOMAD

As requested by Turkmenistan in RDGE, this route of flight was established.





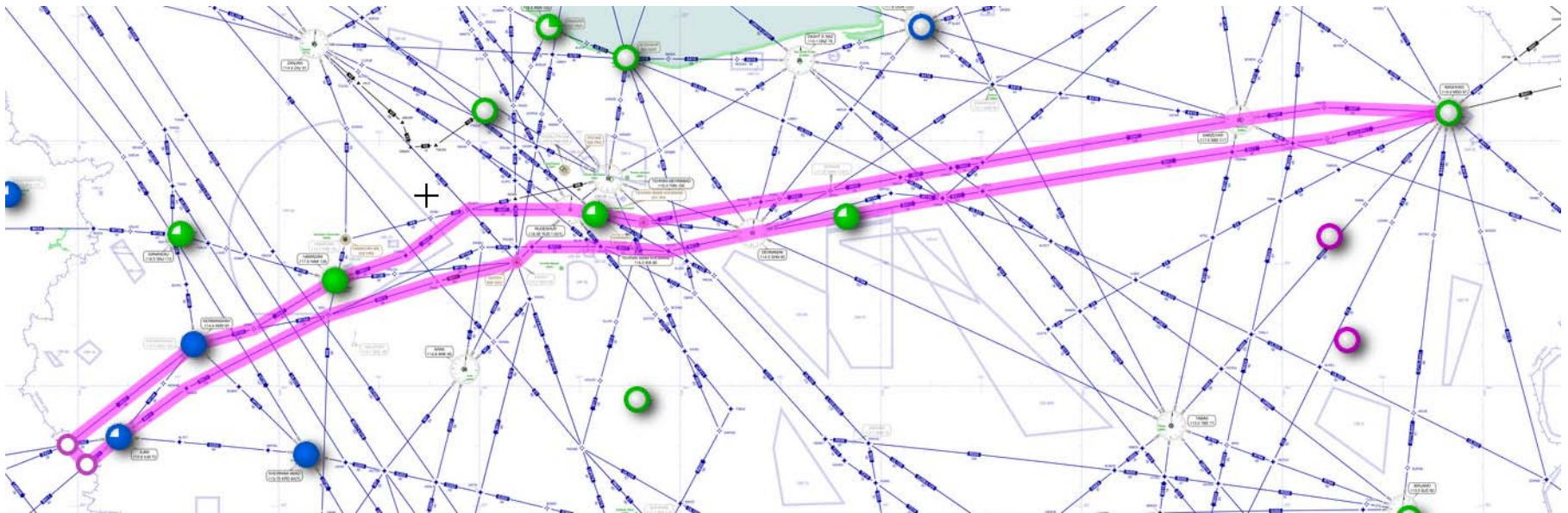
**Establishment of L125/UL125 and T215** to enhance level of safety and increase the capacity, Those route of flight was established from Karachi FIR to north west of Tehran FIR





## Establishment of A647 and B411

Those route of flight was established in parallel and unidirectional for domestic and international operation.

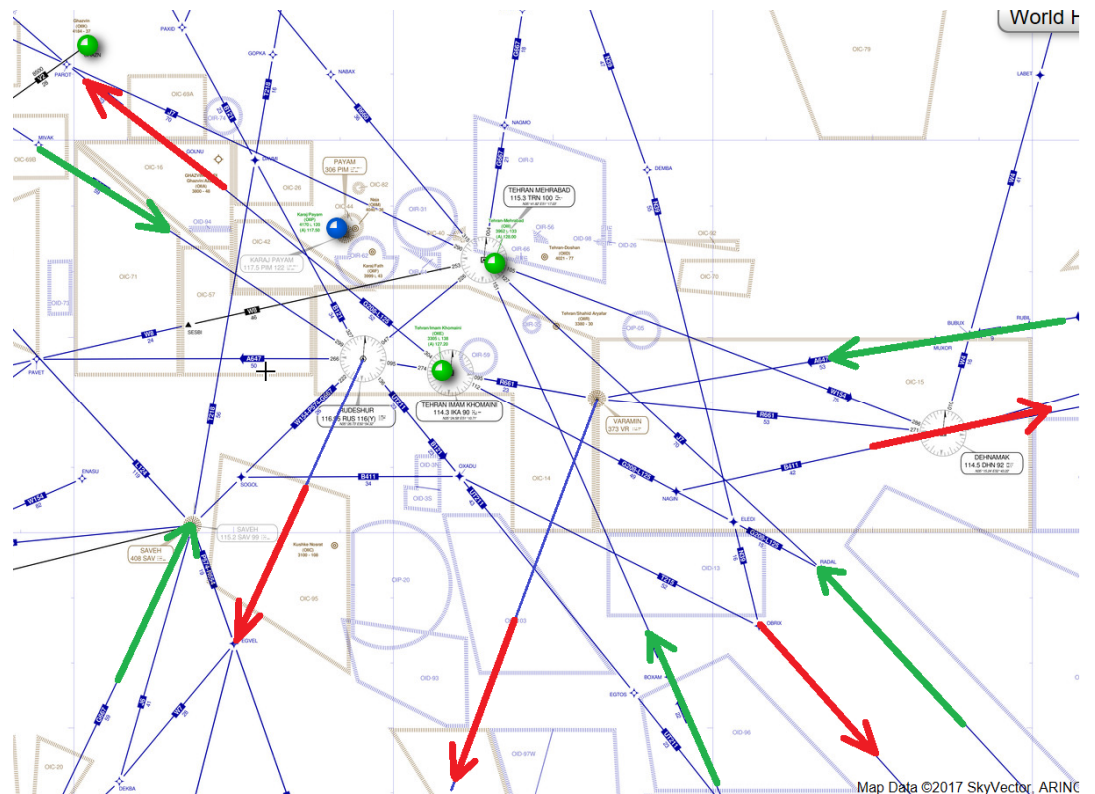






## Make unidirectional entry/exit over Tehran TMA

to enhance level of safety and to achieve ICAO policy for CCO and CDO, The majority flows inbound and out bound to or from OIIE and OIII, are separated by establishing unidirectional route.





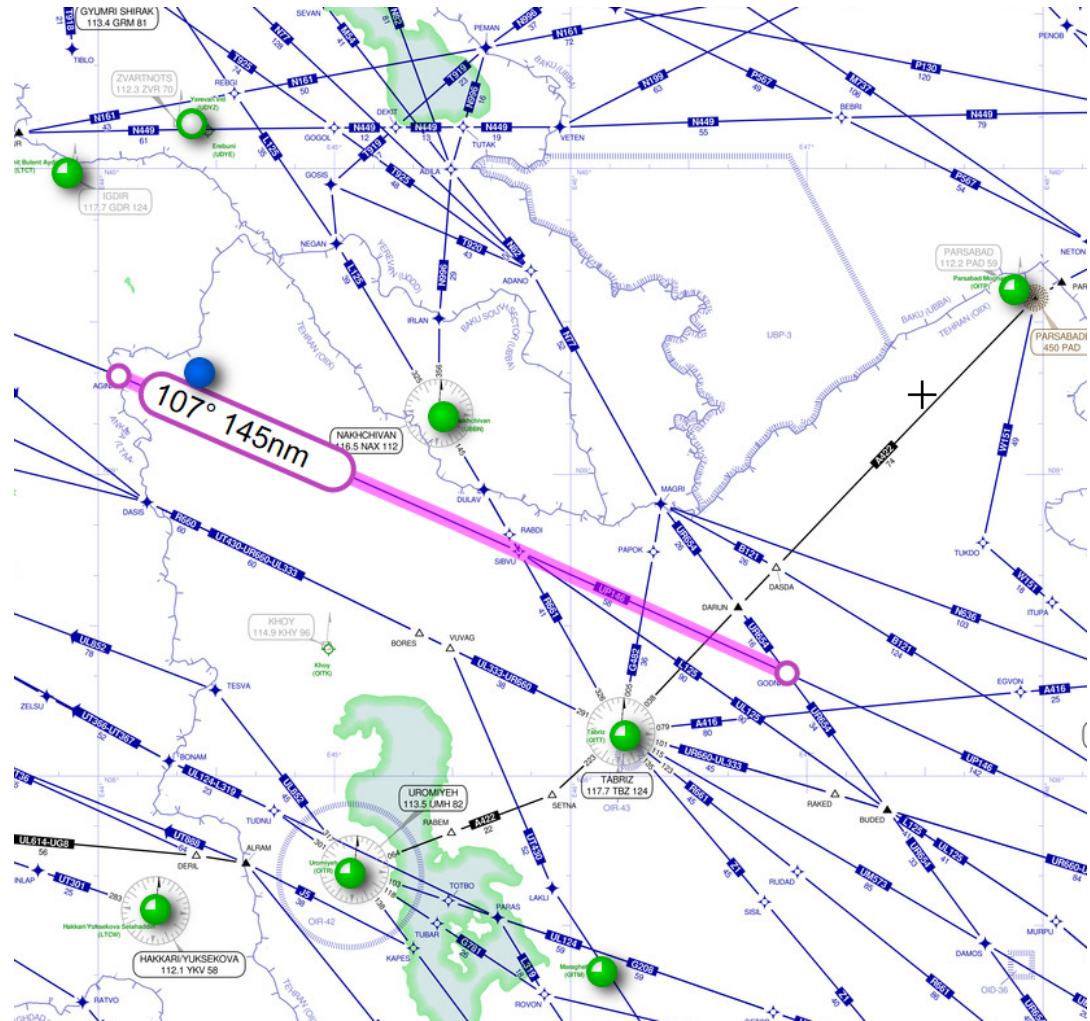


# ATS Routes planned for implementation



# Establishment of airway from AGINA to GODNA

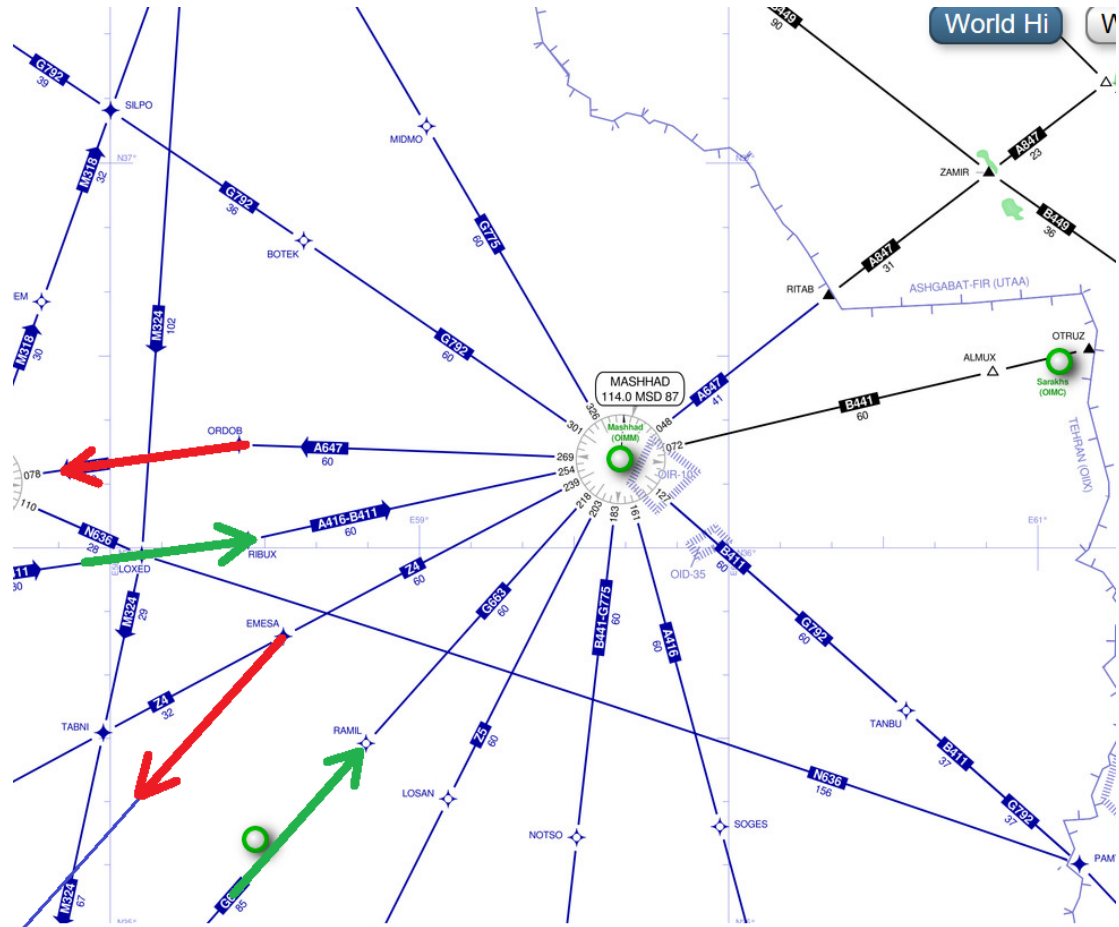
As Ankara and Baku authorities requested during RDGE meeting, Tehran is going to establish this route of flight for operation of Nakhichevan airport (UBBN).





# Make unidirectional entry/exit over Mashhad TMA

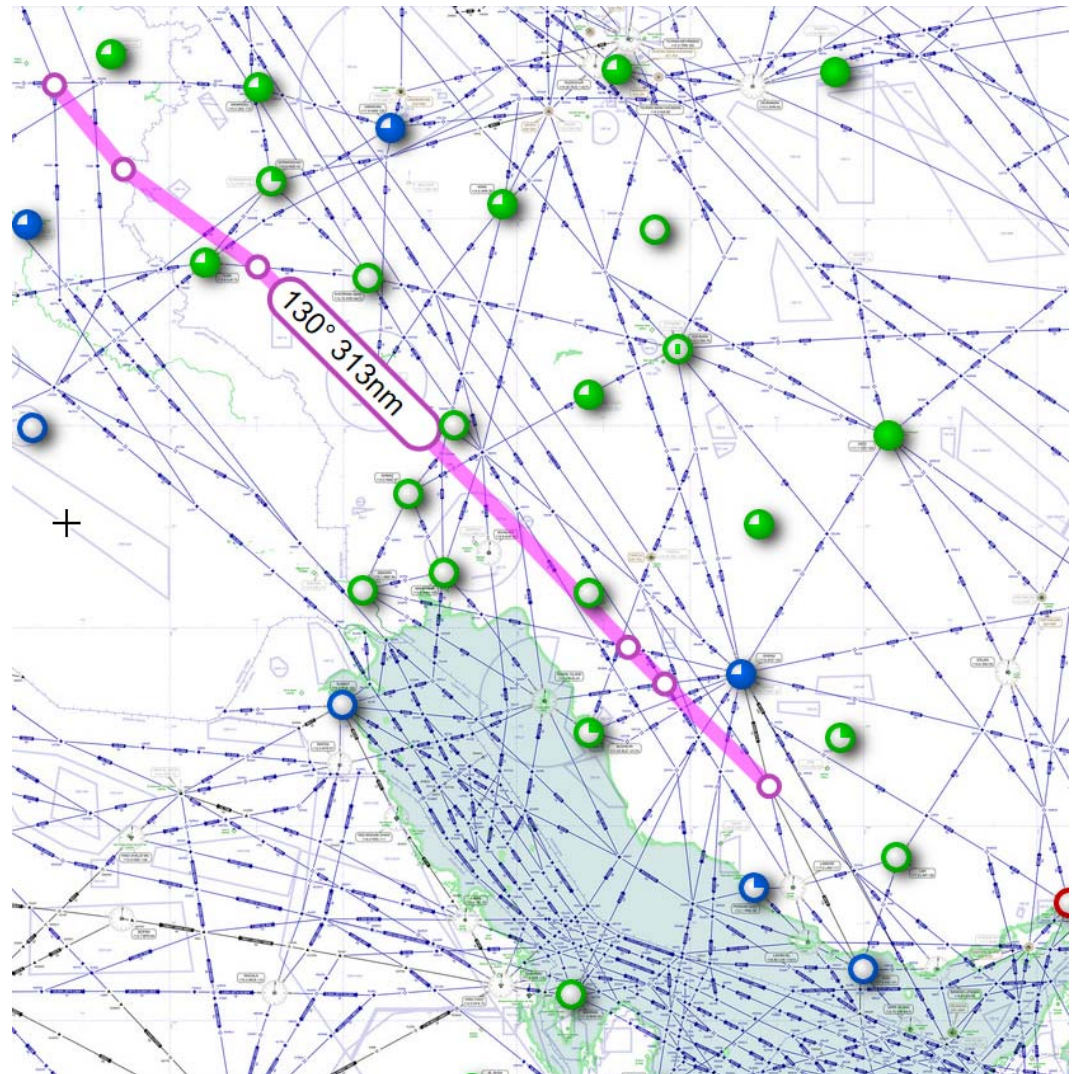
to enhance level of safety and to achieve ICAO policy for CCO and CDO, The majority flows inbound and out bound to or from OIMM are separated by establishing unidirectional route.





## Establishment of airway from KUPTO to TOTAM

Tehran requested to establish the new airway from KUPTO RUBAK KAVIL ALTET FIR boundary (342813N0452757E) TOTAM (Baghdad FIR) to increase efficiency of ATS network in the region







## Establishment of airway from DERNU to SYZ

Tehran requested to establish the new airway from DERNU (Baghdad FIR) new FIR boundary (344613N0454205E) MOKAB IMKEN SYZ to increase efficiency of ATS network in the region





# AIDC/OLDI implementation Status

Tehran ACC automation does not support AIDC and OLDI capabilities



## Other implemented or planned ATM Operational Improvements

- Iran Airport and air navigation Company (IAC) has had a contract with airspace designer to implement PBN concept in Tehran TMA.
- The project become operational at end of November 2018



**Thank you**