

MID RVSM TF/6
Report on Agenda Item 4

REPORT ON AGENDA ITEM 4 : ATC OPERATIONS ASPECTS (ATC/WG)

4.1 In accordance with its Terms of Reference and Work Programme (See **Appendix 4A** to the Report on Agenda Item 4), the ATC/WG is responsible for addressing all matters relating to air traffic services (ATS) within the RVSM and transition airspace. The Group adopted the following agenda:

Agenda item 1: Finalization of the ATS route network

- EMARSSH routes
- Congestion Problem
- Dual routes Eastern Mediterranean-MID

Agenda item 2: Review Implementation Issues.

Review of the draft ATC manual

Agenda item 3: Review of Evaluation Forms.

Agenda item 4: Updating RVSM TF Task List.

Agenda item 5: Other Issues.

SUMMARY OF DISCUSSIONS

ATS route network

EMARSSH routes

4.1.1 The meeting was informed that almost all States concerned have taken appropriate steps for the implementation of EMARSSH routes on 28 November 2002.

MID ATS route network

4.1.2 It was also pointed out that all routes within the MID Region will from now on, be referred to the MID ATS route network and not be part of the EMARSSH routes. It was noted that States are taking appropriate NOTAM action for the implementation of these routes to coincide with the implementation of EMARSSH routes.

4.1.3 The meeting agreed that States will review the route network which has been developed within the framework of the ATM/SAR/AIS Sub-Group, the RNP/RNAV Task Force and requested the secretariat to expedite the amendment process with a view to have them included in the MID Basic ANP Document as soon as possible (See **Appendix D** to the Report).

Dual Uni-Directional Routes Eastern Mediterranean- MID Region

Creation of a Dual uni-directional route for channeling of traffic between Eastern Mediterranean to the MID Region

4.1.4 It was noted with concern that, to date, the necessary alignment of the dual uni-directional route for the channeling of traffic from the Eastern Mediterranean to the MID Region (Turaif (TRF)

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VESAR (35 54.9N 034 01.0E) and DOREN (35 55.9N 033 17.0E)-TONTU(31 48.1N 038 11.2E) were still not agreed upon.

4.1.5 The meeting recalled that the rationale for the creation of the dual routes was for the proper channeling of traffic from/to the Eastern Mediterranean and the Middle East region and has been the subject of many consultations between the States concerned and IATA. Due to the density of traffic operating on the actual route R785, aircraft were subjected to flight level restrictions because of the bottleneck at Turaif, ZELAF(32 56.9N 038 00.0E) and Kariatain(KTN). Furthermore, preliminary results of the safety assessments carried out by MECMA indicate that the target level of safety (TLS) at points Turaif and ZELAF (32 56.9N 038 00.0E) were well below the acceptable limit.

4.1.6 It was noted that with a view to find a solution to the problem, and taking into account restrictions within some areas, the States concerned have agreed to the implementation of a parallel route from Turaif(TRF) to point FESAL (34 29.9N 037 31.4E) then Westward till the boundary of the Nicosia FIR to point FANOS (34 36.5N 035 41.0E). This route will require the creation of a route within the Nicosia FIR till the limit of the Ankara FIR to point VESAR.

4.1.7 Other options were proposed for consideration by the States concerned; namely the previous request for the segment of the route from FESAL to point NIKAS (35 11.6N 035 43.0E). However, it was noted that Syria decided to opt for the segment of the route which passes through the Beirut FIR via point FANOS. The segment of the route from FANOS to VESAR would involve an amendment of the Plan and consultation with all parties concerned (See **Appendix E** to the Report). The creation of the segment of route P/UP559 (from Khaldeh- DAKWE to TONTU) was also proposed for consideration by the States concerned.

4.1.8 The meeting recalled that pursuant to MIDANPIRG/7 Conclusion 7/5 c) and RVSM Task Force Five Conclusion 5/1, it was agreed that in order to meet the Target Level of Safety (TLS) for implementation of RVSM, it would be necessary to implement two separate RNP5 routes. One Westbound route connecting Turaif (TRF) to BANIAS (35 13.7 035 57.5E) and an Eastbound route

progress was required by 28 November 2002 in order to implement RVSM in the Northern part of the Arabian Peninsula in November 2003.

4.1.9 The meeting also noted that due to unforeseen circumstances, the implementation date of the uni-directional routes has now been postponed to 26 December 2002. Although this would have an impact on the safety assessment programme, it was agreed that the process be expedited and traffic data be sent to MECMA as indicated under Conclusion 6/1.

4.1.10 Based on the foregoing the meeting formulated the following conclusions:

CONCLUSION 6/3: IMPLEMENTATION OF THE PERMANENT UNI-DIRECTIONAL ROUTES

That:

- a) the precondition for the assessment associated with the safe implementation of RVSM is the establishment of the permanent route structure on a uni-directional basis;
- b) the implementation be completed by 26 December 2002 and remains in place until the implementation of RVSM

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CONCLUSION 6/4: ROUTE STRUCTURE-MEDITERRANEAN INTERFACE

That:

- a) ICAO Regional Office will initiate procedures for the amendment of the Plan for the creation of a route from point FANOS to point VESAR (limit Nicosia/Ankara FIR boundary) and the segment of UN318 from point DOREN (limit Nicosia/Ankara FIR boundary) to point BALMA (34 29.9N 035 03.0E-limit Nicosia/Beirut FIR boundary) for the channeling of traffic from Eastern Mediterranean to the MID Region.
- b) States concerned are urged to consider the proposal for the creation of the direct segment of the routes from Turaif to VESAR and TONTU to DOREN;
- c) Syria is also invited to consider other options, including the implementation of the direct route segment from points FESAL to NIKAS; and
- d) States concerned consider the implementation of the segment of P/UP559 within the Amman and Damascus FIRs. (See **Appendix E** to the Report)

Problems associated with uncoordinated IFR flights transgressing the Cairo and Jeddah FIRs at non standard flight levels

4.1.11 The meeting was apprised of a very dangerous situation prevailing in the Red Sea area where some uncoordinated IFR flights, maintaining non standard flight levels, and for which no prior flight plan or departure information is made available, regularly transgress the Cairo and Jeddah FIRs. This situation is further exacerbated by the fact that no communications/coordination are established with those flights. It was noted that RVSM will not be introduced in that area unless a solution is reached concerning those uncoordinated IFR flights which presently operate at RVSM flight levels. The meeting considered several options, including, the reservation of a level band at which these aircraft could operate.

4.8.12 IATA informed the meeting that it approached the operators (*El-Al and Ethiopian Airlines*) and suggested that an informal meeting be organized under the Aegis of ICAO to address the issue. The meeting accordingly framed the following conclusion:

CONCLUSION 6/5: COORDINATION PROBLEMS OVER THE RED SEA AREA

That a meeting be organized under the aegis of ICAO with a view to explore ways and means of finding a durable solution to the coordination problems in the Red Sea area.

ATC Manual

4.8.13 The meeting considered the draft on an ATC Manual developed by the Secretariat which is inspired from the ATC Manual application within the European RVSM airspace. The meeting accordingly reviewed and updated the Manual and recommended that States endorse the manual for regional application.

4.8.14 Based on the foregoing, the meeting formulated the following conclusion:

CONCLUSION 6/6: ENDORSEMENT OF THE DRAFT RVSM MANUAL FOR REGIONAL APPLICATION

That:

- a) States of the MID region review the Draft ATC Manual for RVSM in the MID region, which has been prepared by the RVSM Task Force and send their comments to the ICAO MID Regional Office as soon as possible, preferably prior to 31 January 2003;
- b) States are invited to endorse the provisions of the Manual for regional application (See Appendix J to the Report).

Review of Evaluation Forms

4.8.15 The meeting accordingly reviewed the inputs received from States and it was noted that many States have so far not provided the required data. The meeting requested the Secretariat to update the evaluation forms for further review by the RVSM TF/7 meeting in February 2003. The evaluation forms are at **Appendix C** to the Report..

Updating RVSM TF Task List

4.8.16 At each meeting, the RVSM Task Force reviews that Task List and ensures that prompt action is being taken by all parties concerned for the safe implementation of RVSM. The updated Task List is at **Appendix B** to the Report.

Other Issues

Letter of agreement (LOAs) between Beirut and Nicosia ACCs for the handling RVSM/non-RVSM traffic within transition areas.

4.8.17 The meeting noted with appreciation the contributions from Lebanon regarding elements which should be included in the LOAs and its experience in coordinating traffic to/from an RVSM transition area. The meeting accordingly requested States to inspire from the model while elaborating their LOAs with adjacent centers (See **Appendix 4B** to the Report on Agenda Item 4). It was however agreed that the ICAO model would be the basis for the elaboration of these LOAs. The meeting also reviewed the ATC Manual so as to include cater for the concerns raised regarding handling/verification and accuracy of flight plans.

4.8.18 The Group agreed that, for reference purposes, some relevant materials developed by the included as an Appendix to the report (See **Appendix F** to the Report - *Draft AIC*).

ATC OPERATIONS WORK GROUP (ATC/WG)

TERMS OF REFERENCE

The ATC/WG is responsible for addressing all matters relating to air traffic services within the RVSM and transition airspace, to include the following:

- To identify airspace in which RVSM will be applied based on statement of application and develop a regional operational concept, ensuring inter-regional harmonization;
- to develop procedures to mitigate wake turbulence;
- to establish transition areas and develop transition procedures;
- to develop contingency procedures; and
- to consider workload issues and identify the need for controller simulations

**Letter of Agreement
Between Nicosia ACC and
Beirut ACC**

**Edition: 1.0
Effective: 21 April 2001-00:01 UTC**

NICOSIA ACC

BEIRUT ACC

1 General.

1.1 Purpose.

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between NICOSIA ACC and BEIRUT ACC when providing ATS to (GAT) General Air Traffic (IFR/VFR) and Operational Air Traffic (OAT)

These procedures are supplementary to those specified in ICAO, Eurocontrol and/or National documents.

1.2 Operational Status.

The two (2) ATS units concerned shall keep each other advised of any changes in the operational status of their facilities and navigational aids, which may affect the procedures specified in this Letter of Agreement.

1.3 Definitions for General Air Traffic and Operational Air Traffic.

1.3.1 General Air Traffic (GAT):

1.3.2 Operational Air Traffic (OAT):

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2 Areas of Responsibility and Delegation of the Responsibility for the Provision of ATS.

2.1 Areas of Responsibility.

The lateral and vertical limits of the respective areas of responsibility are as follows:

Note: See para. 2.2 for the description of the areas where delegation of the responsibility for the provision of ATS is applicable.

2.1.1 NICOSIA ACC

Lateral limits: As published in AIP CYPRUS

Vertical limits: As published in AIP CYPRUS

2.1.2 BEIRUT ACC

Lateral limits: As published in AIP Republic of LEBANON

Vertical limits: As published in AIP Republic of LEBANON

ICAO airspace classification for the areas of responsibility of NICOSIA ACC along the common boundary of the area of responsibility of BEIRUT ACC is described in Annex B to this Letter of Agreement.

NICOSIA ACC

BEIRUT ACC

2.2 Delegation of the Responsibility for the Provision of ATS.

Not applicable.

2.2.1 Alerting Service.

The above ATS Units responsible for the provision of ATS shall provide alerting service and shall coordinate with the appropriate rescue coordination centre as required.

3 Procedures.

3.1 The procedures to be applied by NICOSIA ACC and BEIRUT ACC are detailed in the Annexes to this Letter of Agreement:

Annex A: Definitions and Abbreviations
Annex B: Area of Common Interest
Annex C: Exchange of Flight Data
Annex D: Procedures for Coordination
Annex E: Transfer of Control and Transfer of Communications
Annex F: Radar Based Coordination Procedures
Annex G: Supplementary Procedures

3.2 These procedures shall be promulgated to the operational staff of the ATS-units concerned.

4. Revisions and Deviations.

4.1 Revision of the Letter of Agreement.

The revision of the present Letter of Agreement, excluding Annexes, requires the mutual consent of the signatory authorities.

4.2 Revision of the Annexes to the Letter of Agreement.

The revision of Annexes to the present Letter of Agreement requires the mutual consent of the authorities designated by the respective signatory approving authorities, normally the Heads of Operations at the respective units.

4.3 Temporary Deviations.

When necessary, the Supervisors of the ATS Units concerned may introduce, by mutual agreement and for a specified time period, temporary modifications to the procedures laid down in the Annexes to the present Letter of Agreement.

4.4 Incidental Deviations.

Instances may arise where incidental deviations from the procedures specified in the Annexes to this Letter of Agreement may become necessary. Under these circumstances air traffic controllers are expected to exercise their best judgment to ensure the safety and efficiency of air traffic.

NICOSIA ACC

BEIRUT ACC

5 Cancellation.

5.1 Cancellation of the present Letter of Agreement by mutual agreement of the respective Approving Authorities may take place at any time.

5.2 Cancellation of this Letter of Agreement by either Approving Authority is possible at any time, provided that the cancelling party declares its intention to cancel the Letter of Agreement with a minimum pre-notification time of ninety (90) days before the date the cancellation is to take effect.

6 Interpretation and Settlement of Disputes.

6.1 Should any doubt or diverging views arise regarding the interpretation of any provision of the present Letter of Agreement, or in case of dispute regarding its application, the parties shall endeavour to reach a solution acceptable to both of them.

6.2 Should no agreement be reached, each of the parties shall refer to a higher level of its national aviation administration, to which the dispute shall be submitted for settlement.

7 Validity.

This Letter of Agreement becomes effective on 8 April 2002, time 0001 and supersedes the Letter of Agreement between NICOSIA ACC and BEIRUT ACC with date of Application 21 April 2001.

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Nicosia ACC

CHAMIEH KHALED
Chief
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