



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**THE MIDDLE EAST AIR NAVIGATION PLANNING  
AND IMPLEMENTATION REGIONAL GROUP  
(MIDANPIRG)**

**REPORT OF THE SECOND MEETING OF  
AIR TRAFFIC SERVICES ROUTE NETWORK TASK FORCE**

**ARN TF/2**

*(Cairo, Egypt, 18 – 19 March 2009)*

The views expressed in this Report should be taken as those of the MIDANPIRG ARN Task-Force and not of the Organization. This Report will, however, be submitted to the MIDANPIRG and any formal action taken will be published in due course as a Supplement to the Report.

Approved by the Meeting  
and published by authority of the Secretary General

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontier or boundaries.

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## **PART I: HISTORY OF THE MEETING**

ARN TF/2  
History of the Meeting

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## **PART I – HISTORY OF THE MEETING**

### **1. PLACE AND DURATION**

1.1 The second meeting of ARN TF/2 was held at the conference hall of the ICAO MID Regional Office in Cairo, Egypt 18-19 March 2009.

### **2. OPENING**

2.1 The Meeting was opened by Mr. Jehad Faqir, ICAO Deputy Regional Director, Middle East Office. In his opening remarks, Mr. Faqir welcomed all delegates to Cairo and to the second meeting of the ARN Task Force, and expressed his appreciation at contributions to the meeting in the form of working papers, the high level of participation, as well as the participation by members of the military. He encouraged all States to continue efforts to ensure the involvement of the military in civil aviation air traffic management planning and implementation matters.

2.2 Mr. Faqir recalled that the role of the Task Force was two fold, to update the existing ATS route network and to undertake a complete revision of the MID ATS route network, the latter being primary objective for establishment of the Task Force. He acknowledged contributions from the airspace users and from States, and urged the participants from States to work as experts and not necessarily as representatives of their own States.

2.3 Mr. Faqir invited the attention of participants to the Global Air Traffic Management/Military Cooperation Conference scheduled to be held 19-21 October 2009 at ICAO HQ, and requested all to relay information about the event to their civil and military authorities.

### **3. ATTENDANCE**

3.1 The meeting was attended by a total of thirty two (32) participants, including experts from eight (8) States (Bahrain, Egypt, Iran, Jordan, Kuwait, Oman, Saudi Arabia and United Arab Emirates) and (2) two International Organizations (IACA and IATA). The list of participants is at the **Attachment A** to the Report.

### **4. OFFICERS AND SECRETARIAT**

4.1 The meeting was chaired by Mr. Mohsen Lotfi Mohamed El Agaty, Director General of Research and Development, National Air Navigation Services Company (NANSC), Egypt. Mr. Seboseso Machobane, Regional Officer ATM/SAR was the Secretary of the meeting, and Mr. Jehad Faqir, Deputy Regional Director MID Regional Office supported the meeting.

### **5. LANGUAGE**

5.1 Discussions were conducted in English and documentation was issued in English.

ARN TF/2  
History of the Meeting

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**6. AGENDA**

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda and Election of Chairperson

Agenda Item 2: Follow-up on MIDANPIRG Conclusions and Decisions relevant to ATS Route Network

Agenda Item 3: Comprehensive ATS Route Network Review

Agenda Item 4: Interim amendments to the ATS Route Network

Agenda Item 5: Future Work Programme

Agenda Item 6: Any Other Business

**7. CONCLUSIONS AND DECISIONS – DEFINITION**

7.1 All MIDANPIRG Sub-Groups and Task Forces record their actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with the matters which, in accordance with the Group's terms of reference, merit directly the attention of States on which further action will be initiated by ICAO in accordance with established procedures; and
- b) **Decisions** deal with matters of concern only to the MIDANPIRG and its contributory bodies.

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## **PART II:   REPORT ON AGENDA ITEMS**

ARN TF/2  
Report on Agenda Item 1

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**PART II: REPORT ON AGENDA ITEMS****REPORT ON AGENDA ITEM 1:   ADOPTION OF THE PROVISIONAL AGENDA AND ELECTION OF  
CHAIRPERSON**

1.1           The meeting was presented with the Provisional Agenda, which was adopted as indicated in paragraph 6 of the History of the Meeting.

1.2           The meeting recalled that, at its first meeting in July 2008, the ARN Task Force elected Mr. Fahad M. Al Ghamdi, A.T.C.U. Director from the General Authority of Civil Aviation (GACA), Saudi Arabia as its interim Chairperson, to serve at the ARN TF/1 meeting. Election of the regular Chairperson of the ARN Task Force would be undertaken by the second meeting of the Task Force.

1.3           In light of the above, the Representative from Bahrain nominated Mr. Mohsen Lotfi Mohamed El Agaty, Director General of Research and Development, National Air Navigation Services Company (NANSC), Egypt, as Chairperson of the ARN Task Force. The Representatives from Oman, Saudi Arabia and Iran seconded the nomination. As such, Mr. El Agaty was elected Chairperson of the MIDANPIRG ATS Route Network Task Force.

1.4           In accepting the election, Mr. El-Agaty thanked the participants for their confidence in him, and assured them that he will do his best to serve the Task Force in order to achieve its mandate.

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ARN TF/2  
Report on Agenda Item 2

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**REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG CONCLUSIONS AND DECISIONS  
RELEVANT TO ATS ROUTE NETWORK**

2.1 The meeting noted that MIDANPIRG/11 meeting was held in Cairo, Egypt 9-13 February 2009, and that it adopted 87 Conclusions and Decisions, of which two (2) Conclusions and one (1) Decision are considered relevant to the work of the ARN Task Force.

2.2 The meeting noted the actions taken or to be taken with regard to the MIDANPIRG/11 Conclusions/Decision and agreed to consider the Conclusions and Decision as well the actions, in its deliberations.

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ARN TF/2  
Report on Agenda Item 3

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**REPORT ON AGENDA ITEM 3:    COMPREHENSIVE ATS ROUTE NETWORK REVIEW**

3.1            The meeting recalled that the MIDANPIRG/10 meeting, Doha 15-19 April 2007 agreed that a comprehensive revision of the MID ATS route network, which is contained in the MID Basic ANP Table ATS 1, was necessary, and accordingly charged the ATM/SAR/AIS Sub-Group with the task to revise the network. The MIDANPIRG/11 meeting, Cairo, 9-13 February 2009 noted that the ATM/SAR/AIS Sub-Group had established the ARN Task Force with the objective to discharge on the mandate to review the Regional ATS route network. Accordingly, MIDANPIRG/11 had adopted Decision 11/14: *Terms of Reference of the MID ATS Route Network Task Force (ARN TF)*.

3.2            The meeting also noted the MIDANPIRG/11 Conclusion 11/15: *Amendment and editorial changes to the Regional ATS Route Network* and Conclusion 11/16: *MID ATS Route Catalogue*.

3.3            The meeting recalled that, at its first meeting in July 2008, the ARN Task Force agreed that the ATS route network users, represented by IATA, would submit a comprehensive network proposal for consideration by the ARN TF/2 meeting, in order to facilitate the Task Force to deliver on its terms of reference with regard to a comprehensive ATS route network development.

3.4            The meeting acknowledged that, in order to facilitate manageable consideration of the comprehensive user requirement package, an approach that permitted consideration of portions of the total package would be beneficial. One of the options could be to consider route proposals that represent major traffic flows or trunk routes, separately from those serving short segments that are highly associated with Regional arriving and departing traffic.

3.5            The meeting was apprised on some of the latest statistical information regarding present traffic in the MID Region as well as expected/forecast growth. Amongst others, the meeting noted the forecast that the aircraft count among operators in the Gulf Cooperation Council (GCC) States will increase by 50% over the next five years, increasing the existing fleet of nearly 700 aircraft to well over 1,000 aircraft. Furthermore, the traffic volume in the area is expected to grow by at least the same percentage as the aircraft fleet.

3.6            In this context, the meeting noted that operational improvements that could address the growth would include: shortening of ATS routes, flexible flight planning, performance-based navigation (PBN), the Reduced Vertical Separation Minimum (RVSM), Flexible Use of Airspace (FUA), flex-tracks, and user preferred routes. The meeting discussed the ATS route proposals presented by IATA in the context of the comprehensive network proposal and identified as MID/RC-501 to MID/RC-521 as at **Appendix A** (ATS Route Catalogue) to the Report on Agenda Item 3, and agreed that this would form part of the comprehensive user requirements. It was agreed that the route proposals would be captured in the MID ATS Route Catalogue and that the users, in particular IATA, would continue to develop the list and complete a comprehensive all inclusive network as soon as possible, in order to facilitate consideration of each route segment in the context of others, and avoid repeated adjustments and consequential renegotiations with the parties concerned. However, the meeting acknowledged that States could proceed towards implementation of those ATS route proposal which the States consider feasible.

3.7            The meeting recalled that, amongst others, in considering the implementation of the route proposals the continued safe implementation of RVSM in the MID Region was paramount. It was noted that this requirement underscores the need for completeness of the comprehensive route network, in order to facilitated non-fragmented safety assessments.

ARN TF/2  
Report on Agenda Item 3

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3.8 The meeting noted that it was complex to consider that ATS route proposals without the support of appropriate charts, and was of a strong view that a charting tool was necessary to support the ATS route catalogue and enable the Task Force and States to adequately evaluate route proposals and determine necessary action.

3.9 It was recalled that the ATM/SAR/AIS SG/10 meeting recognized the need for a charting tool, and that ICAO electronic ANP would address this role, albeit that in this regard it was still under development. It was also recalled that during the discussion of the matter by the ATM/SAR/AIS SG/10, Saudi Arabia offered to assist with regard to the proposed chart support process. The need for the charting tool was reaffirmed by the MIDANPIRG/11 meeting<sup>1</sup>.

3.10 In this context, Saudi Arabia and other members of the Task Force (States and International Organizations) were encouraged to make available charting tools at their disposal to support the work of the Task Force.

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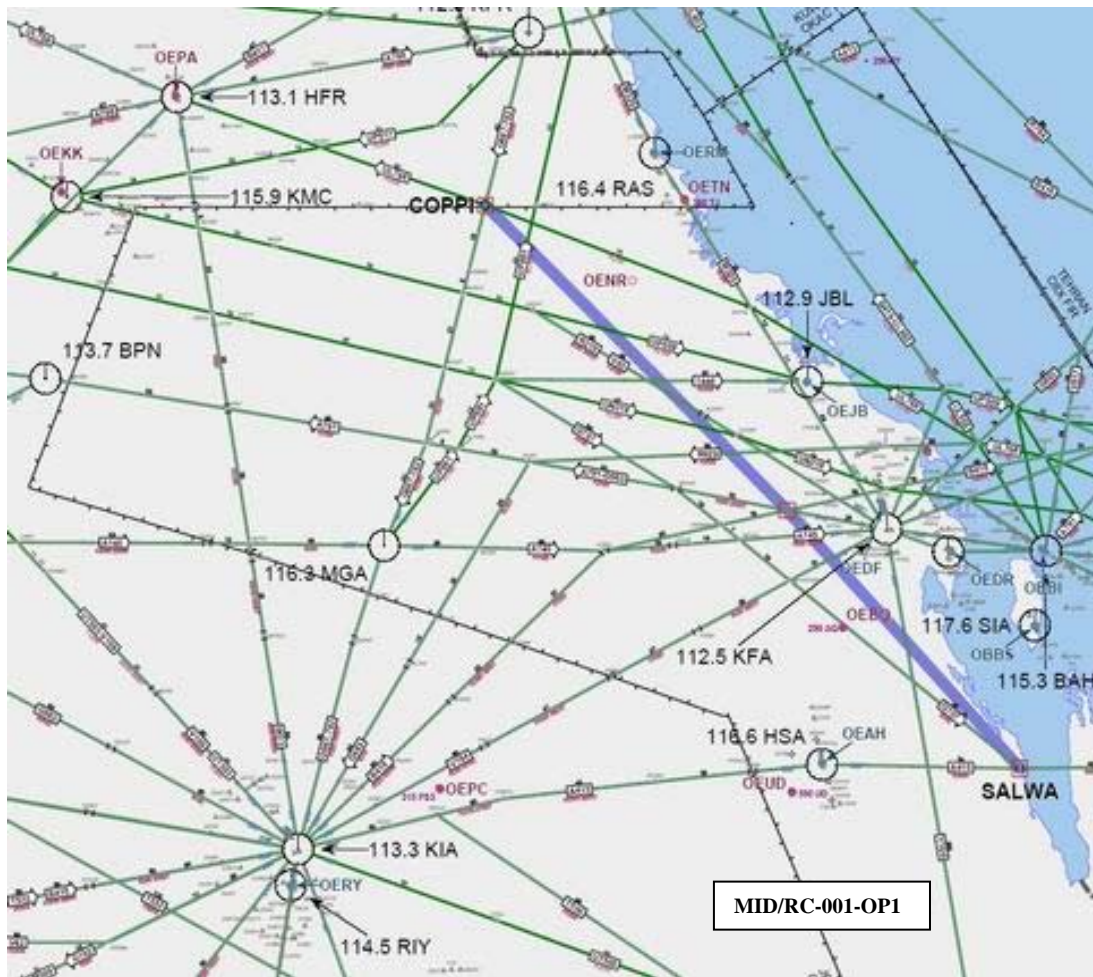
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<sup>1</sup> The need for a charting software to support the revision of the MID ATS route network was first identified by the MIDANPIRG/10 meeting, Doha 15-19 April 2007

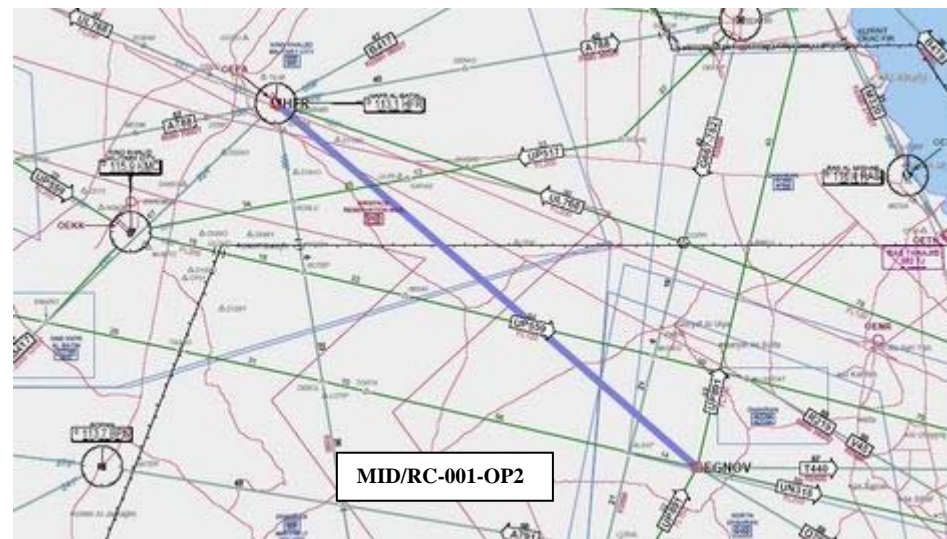
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Appendix 3A to the Report on Agenda Item 3

MID ATS ROUTES CATALOGUE

MID/RC-001 (Option 1)	ATS Route Name: New AWY between SALWA-COPPI		Entry-Exit: SALWA-COPPI		Inter-Regional Cross Reference if any			Users Priority		High URGENT		Originator of Proposal		IATA				
												Date of Proposal		ARN TF/1				
Route Description				States Concerned		Expected Implemen- tation date		Implementation Status			ANP Status			Action Taken / Required			Deadline for each Action	
SALWA (N25 15.6 E050.30.8) – COPPI (N27 50.6 E047 44.0)  This route is proposed as a one way northbound to cater for departure from Doha intersection point on “A791/G663”, maybe “TANDA N26 27.1 E049 18.2” to allow traffic to transit for North African destinations								New ATS route.						<ul style="list-style-type: none"><li>- Bahrain has no objection .</li><li>- Qatar has no objection however will have time restriction of 15:00 to 03:00 UTC subject to concurrence with Saudi Arabia.</li><li>- <del>Saudi Arabia needs to study the proposal further and will advise by 31 October 2008.</del></li><li>- Still under consideration by Saudi Arabia</li><li>- Pending Saudi Arabia response Secretariat will make Amendment Proposal.</li><li>- Re submitted by Bahrain with indication of safety priority need.</li></ul>			As soon as practical	
Flight Level Band: FL200 – FL410																		
Potential City Pairs: DOH to Western Europe/USA DOH to BEY, DAM, AMM DOH to North-Africa																		
Conclusions/Remarks												Last updated			ARN TF/2 – March 09			



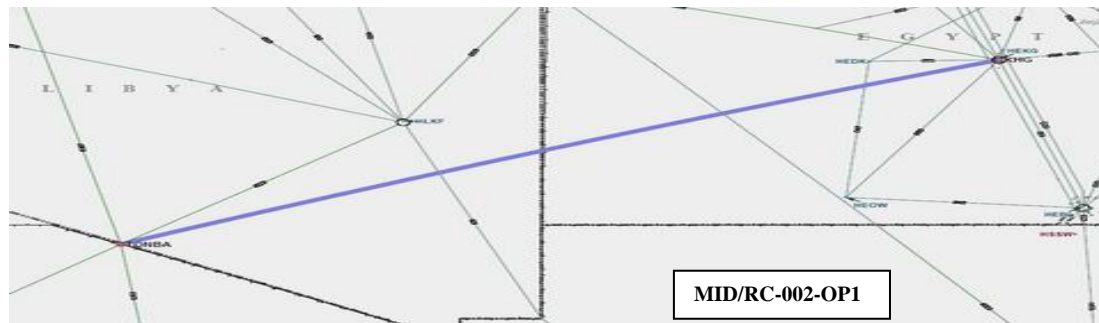
MID/RC-001 (Option 2)	ATS Route Name: New AWY Northbound EGNOV - HFR	Entry-Exit: EGNOV – HFR	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required	Deadline for each Action
EGNOV (N27 03.0 E047 47.2) – HFR (N28 19.8 E046 07.8)				New ATS route.			Alternative to the SALWA- COPPI	
Flight Level Band: FL180 – FL410								
Potential City Pairs: DOH – Western Europe and USA DOH – BEY, DMM, AMM DOH – North Africa								
Conclusions/Remarks	This proposal benefits if Q707 can be changed to a two way AWY. The Link between EGNOV – HFR would be a one way AWY Northbound to cater for departing traffic from Doha. The real benefit of this AWY could only be achieved by extension to current opening hrs of Q707.				Alternative to the SALWA-COPPI (MID 001)		Last updated	ARN TF/2 – March 09



ARN TF/2-REPORT  
APPENDIX 3A

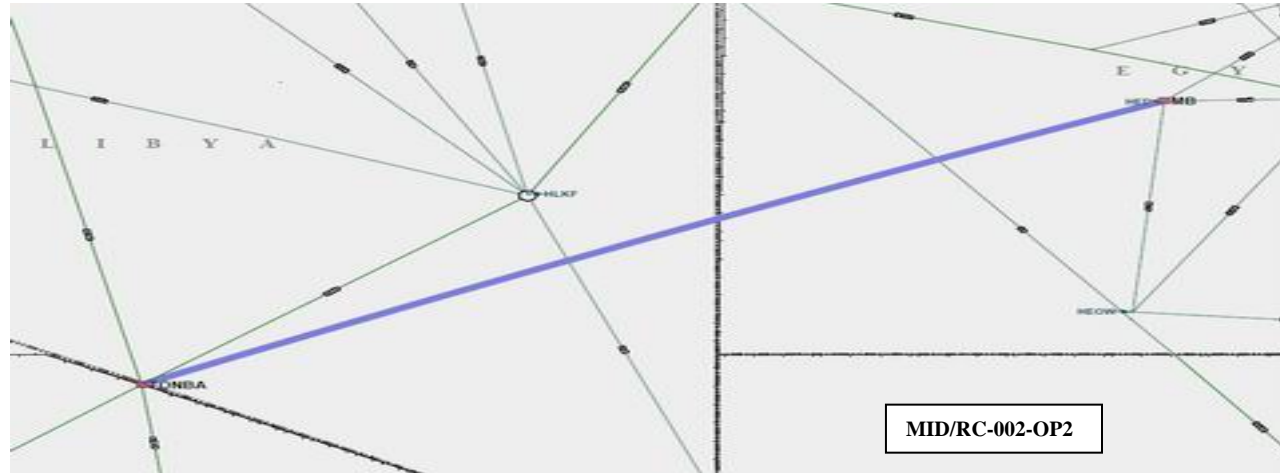
3A-4

MID/RC-002 (Option 1)	ATS Route Name: New AWY Proposed between TONBA-KHG	Entry-Exit: TONBA to KHG (Dakhla) Libya to Egypt FIR	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required	Deadline for each Action
TONBA (N21 35.3 E 0-19 51.2) KHG (N25 26.9 E030 35.4)				New ATS route.			<div>- Egypt highlighted that UM999 already exists and is used by 3 to 5 flights a day also that communication is being upgraded with a new station at Dakhla. <del>More detail on user need will be necessary to justify establishment as per IATA proposal.</del> - IATA will provide detail regarding focus traffic for Egypt to reconsider the proposal. <b>Provided</b> - The proposal will be reconsider by ARN TF/2. - Egypt will coordinate with Military and Libya to establish boundary point. Route will be considered based on (traffic) demand.</div>	TBD
Flight Level Band: FL290 – FL410								
Potential City Pairs: Lagos-Doha								
Expect 50 eastbound wkly flights, saving 91000Kg of fuel and 282T of CO2 wkly. The number may double if used westbound.								
Conclusions/Remarks		Proposals 2, 4 and 5 are options to each other					Last updated	ARN TF/2 – March 09



3A-5

MID/RC-002 (Option 2)	ATS Route Name: New AWY Proposed between TONBA-MB (Dakhla)	Entry-Exit: TONBA to MB (Dakhla) Libya to Egypt FIR	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA	
							Date of Proposal	ARN TF/1	
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required		Deadline for each Action
TONBA (N21 35.3 E 0-19 51.2) MB (N25 25.2 E029 00.1)				New ATS route.			To be considered with and similarly to Proposal 2 & 4.		
Flight Level Band: FL290 – FL410									
Potential City Pairs: West Africa airports-Doha									
Conclusions/Remarks		Proposals 2, 4 and 5 are options to each other					Last updated	ARN TF/2 – March 09	





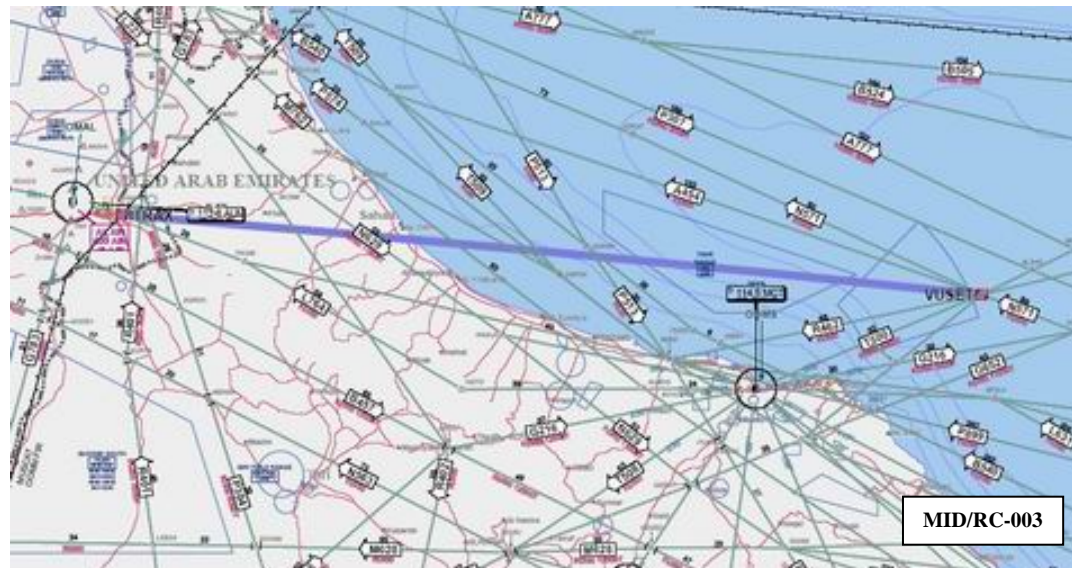
ARN TF/2-REPORT  
APPENDIX 3A

3A-6

MID/RC-002 (Option 3)	ATS Route Name: New AWY Proposed between KFR to MB (Dakhla) Or KHG	Entry-Exit: KFR to MB (Dakhla) or KHG Libya to Egypt FIR	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA	
							Date of Proposal	ARN TF/1	
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required		Deadline for each Action
KFR (N24 09.2 E023 18.5) MB (N25 25.2 E029 00.1) Or KHG (N25 26.9 E030 35.4)				New ATS route.			To be considered with and similarly to Proposal 2.		
Flight Level Band: FL290 – FL410									
Potential City Pairs: West Africa airports-Doha									
Conclusions/Remarks		Proposals 2, 4 and 5 are options to each other					Last updated	ARN TF/2 – March 09	

3A-7

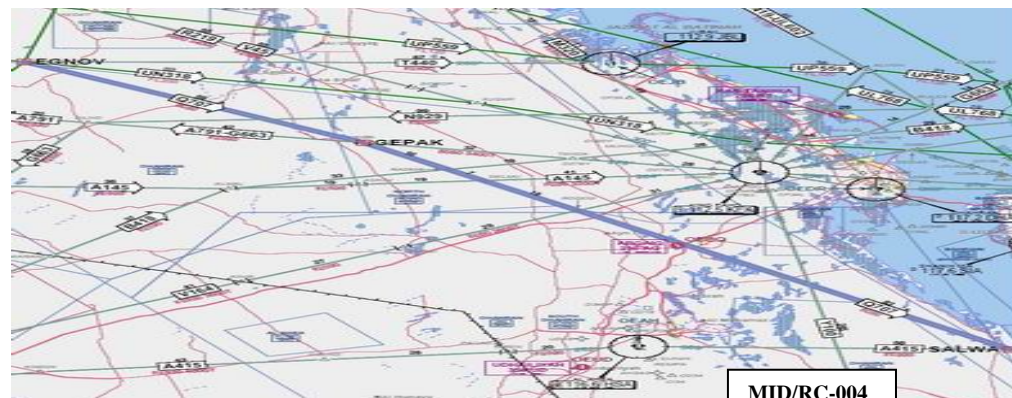
MID/RC-003	ATS Route Name: New AWY – VUSET to ITRAX	Entry-Exit: VUSET – ITRAX Oman FIR	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA		
							Date of Proposal	ARN TF/1		
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status		Action Taken/Required		Deadline for each Action
VUSET – “N23 55.7 E059 08.2 ITRAX – N24 12.8 E055 47.8				New ATS route.						
Flight Level Band: FL290 – FL410										
Potential City Pairs: SGN, PEK, HKG, PVG, DEL, AMD, KHI, KIX, DAC, KTM - Doha										
Conclusions/Remarks							Last updated		ARN TF/2 – March 09	



ARN TF/2-REPORT  
APPENDIX 3A

3A-8

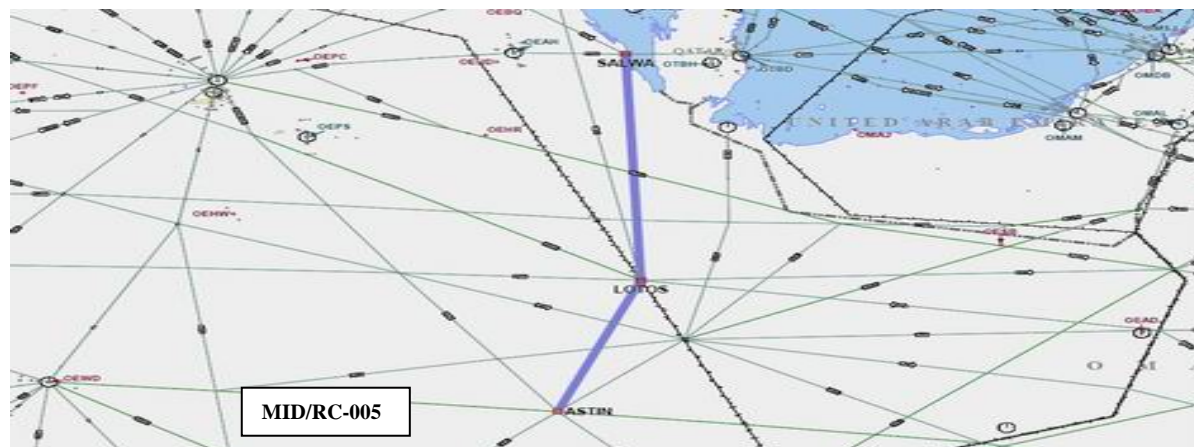
MID/RC-004	ATS Route Name: Q707	Entry-Exit: EGNOV – SALWA	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action	
EGNOV (N27 03.0 E047 47.2) – SALWA (N25 15.6 E050.30.8)				Opening hours to be extended. Suggested from 1430 – 0300UTC Weekends H24  To change current AWY Q707 from one-way to two way between points EGNOV – SALWA North Africa traffic – If Q707 is made a two way AWY, then traffic can route from point “GEPAK (N26 33.0 E048 43.5) on AWY A791/G663		<div>- Bahrain has no objection.</div> <div>- Qatar can extend hours from 15:00 to 03:00 UTC provided Saudi Arabia concurs.</div> <div><del>Saudi Arabia will study the proposal and revert to the Secretariat by 31 October 2008.</del></div>	31 Oct. 2008	
Flight Level Band: GND - UNL						Still under consideration by Saudi Arabia		
Potential City Pairs: Doha – Western Europe/USA – Doha Doha – BEY, DAM, AMM – Doha Doha – North Africa dest. - Doha						MID Office to communicate high priority need to Saudi Arabia		
Conclusions/Remarks		Urgent implementation necessary due rapidly building congestion in the Bahrain FIR			Last updated		ARN TF/2 – March 09	



MID/RC-004

3A-9

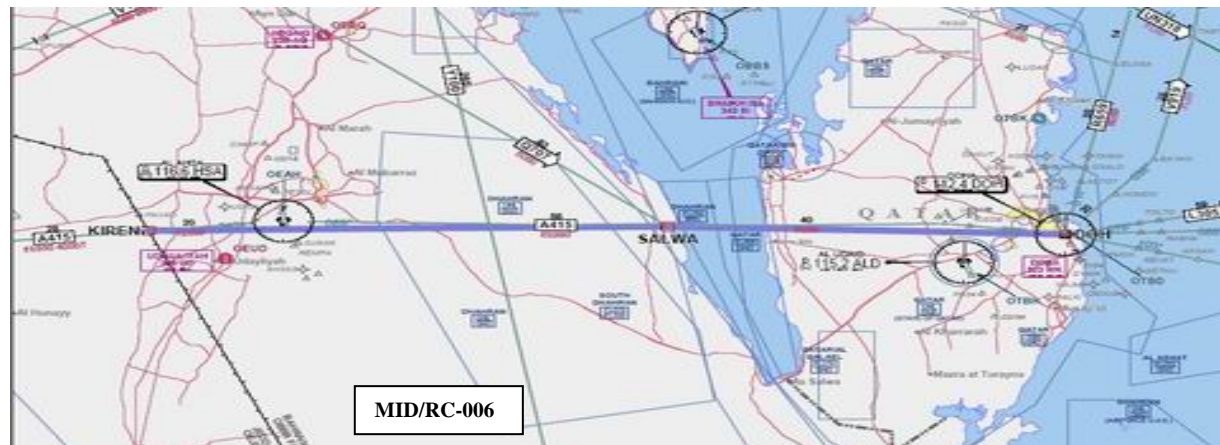
MID/RC-005	ATS Route Name: New AWY between SALWA-LOTUS-ASTIN	Entry-Exit: SALWA-LOTUS-ASTIN	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status		Action Taken/Required	Deadline for each Action
Proposed new AWY would be two way. Alternatively, IATA would accept Salwa – (intersection point on Y100) – Y100 – LOTUS – New AWY – PURDA (N21 08.1 E051 03.5) – join with A419 SALWA (N25 15.6 E050.30.8) LOTUS (N22 00.0 E050 39.2) ASTIN (N20 04.2 E049 53.3)				New ATS route.			<ul style="list-style-type: none"><li>- Proposal replace by the following agreed option: Doha to Bundu than via V997 to R659.</li><li>- Bahrain will issue NOTAM for activation on the next AIRAC date.</li><li>- MID Regional Office to circulate Amendment Proposal to change V997 to Regional route.</li><li>- Amendment to be re-circulated after collection of updates from States</li></ul>	Immediate
Flight Level Band: FL180 – FL410								Sept. 2008
Potential City Pairs: Doha – Eastern/ South Africa - Doha								June. 2009
Conclusions/Remarks		Replacement proposal (Doha-Bundu-U997-R659). Approved for immediate implementation.					Last updated	ARN TF/2 – March 09



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APPENDIX 3A

3A-10

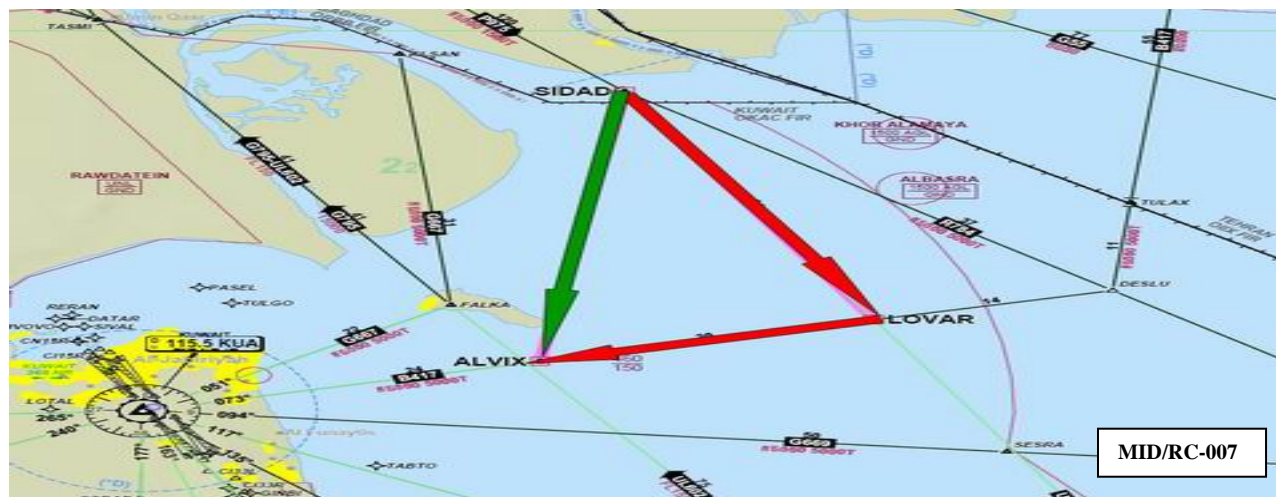
MID/RC-006	ATS Route Name: A415-DOH(VOR)-SALWA-KIREN	Entry-Exit: DOHA-SALWA-KIREN	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA	
							Date of Proposal	ARN TF/1	
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required		Deadline for each Action
A415-DOH(VOR)-SALWA-KIREN				Implemented with time restrictions			<div>- Bahrain has no objection.</div> <div>- Qatar can extend hours from 15:00 to 03:00 UTC provided Saudi Arabia concurs.</div> <div><del>Saudi Arabia will study the proposal and revert to the Secretariat by 31 October 2008.</del></div> <div>- Still under consideration by Saudi Arabia</div> <div>- MID Office to communicate high priority need to Saudi Arabia</div>		31 Oct. 2008 Further Update to be provided by October 2009
Flight Level Band: GND-FL410									
Potential City Pairs: Doha-Western Europe/USA-Doha Doha-North Africa-Doha Doha-Africa-Doha									
									Mar 09
Conclusions/Remarks		IATA requests to change opening hours H24. Urgent implementation necessary due rapidly building congestion in Bahrain FIR					Last updated		ARN TF/2 – March 09





3A-11

MID/RC-007	ATS Route Name: New AWY between SIDAD-ALVIX	Entry-Exit: SIDAD-ALVIX	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required	Deadline for each Action
Shortcut to OKBK							<div>- Kuwait <del>has no objection.</del> <del>Will issue</del> <b>has issued</b> NOTAM designating route initially as domestic to facilitate flight planning <b>pending ICAO processing of ANP amendment.</b></div> <div>- ICAO will circulate <del>Amendment Proposal for the</del> Regional ATS route designation.</div> <div>- <b>Amendment to be re-</b> <b>circulated after collection of</b> <b>updates from States</b></div>	Immediate    <b>Sept. 2008 June 2009</b>
Flight Level Band:								
Potential City Pairs: from North to Kuwait								
Conclusions/Remarks		Approved for immediate implementation.					Last updated	ARN TF/2 – March 09



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APPENDIX 3A

3A-12

MID/RC-008	ATS Route Name: New Parallel AWY to UL 550		Entry-Exit: Parallel AWY to UL550	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA	
								Date of Proposal	ARN TF/1	
Route Description			States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status		Action Taken/Required	Deadline for each Action
New Parallel AWY to UL 550				New ATS route.			<ul style="list-style-type: none"><li>- Egypt will continue to study how to address issue of east bound traffic for reduced traffic (Egypt Air and Kuwait Airways).</li><li>- The Segment in Jeddah FIR is used bidirectionally already.</li><li>- Egypt will review the route feasibility on completing of the ACC sectorization process underway</li></ul>	Update will be provided October 2009		
Flight Level Band: 6000ft TO FL 250										
Potential City Pairs: Cairo-Kuwait										
Conclusions/Remarks		Egypt highlighted similar proposal has been studied before and not found acceptable due to military restrictions and uncoordinated flights over the red sea area. This is similar routing as MID/RC-011						Last updated	ARN TF/2 – March 09	



3A-13

MID/RC-009	ATS Route Name: A415	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status	Action Taken/Required		Deadline for each Action
A415-King Khaled (KIA)..Al Ahsa(HSA).. Doha (DOH) for traffic from OEJD and OKAC FIRs to overfly the northern OMAE FIR						<ul style="list-style-type: none"> <li>Bahrain has no objection in principle but procedures and time to be agreed.</li> <li><del>UAE more time review the proposal.</del></li> <li>Qatar offers to extend hours of operation from 19:00-03:00 to 15:00-03:00 UTC provided Saudi Arabia concurs.</li> <li>Traffic is to cross <b>GITEX</b> FL210 maintaining.</li> <li><b>UAE -- Westbound available with Bahrain approval</b></li> <li><b>Saudi Arabia to consider time extensions</b></li> <li><b>MID Office to communicate high priority need to Saudi Arabia</b></li> </ul>		30 Sept 08
<b>Flight Level Band:</b>								
<b>Potential City Pairs:</b> For traffic from Riyadh to India and beyond								<b>Saudi Arabia will provided update October 2009</b>
								<b>Mar 09</b>
<b>Conclusions/Remarks</b>		This route is already available FL350 eastbound and above in Emirates FIR This is just a matter of available times. Similarly to MID/RC-006, urgent implementation necessary due rapidly building congestion in Bahrain FIR					Last updated	ARN TF/2 – March 09

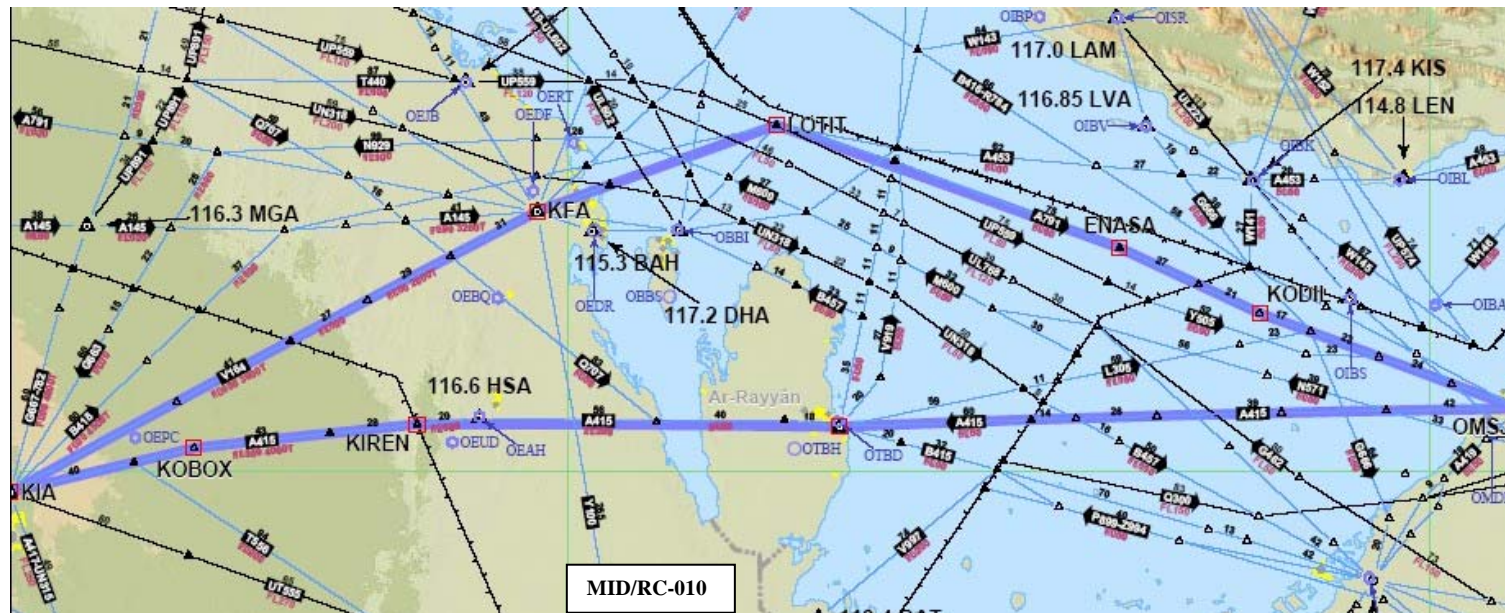




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3A-14

MID/RC-010	ATS Route Name: V164	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA	
							Date of Proposal	ARN TF/1	
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required		Deadline for each Action
V164-King Khaled (KIA). King Fahd (KFA) change from uni-direction eastbound to bi-direction.							- Bahrain has no objection for FL250 and below between KIA and KFA.		
Flight Level Band:							<del>Bahrain will study feasibility of traffic volume that can be permitted to descend below FL250.</del>		
Potential City Pairs: For traffic from airports in Gulf region to Riyadh and beyond									
							- Not feasible at the moment		
							- Saudi Arabia agrees.		
Conclusions/Remarks								Last updated	ARN TF/2 – March 09



The map illustrates a proposed rail network connecting Jordan, Egypt, Saudi Arabia, and the United Arab Emirates. Key features include:

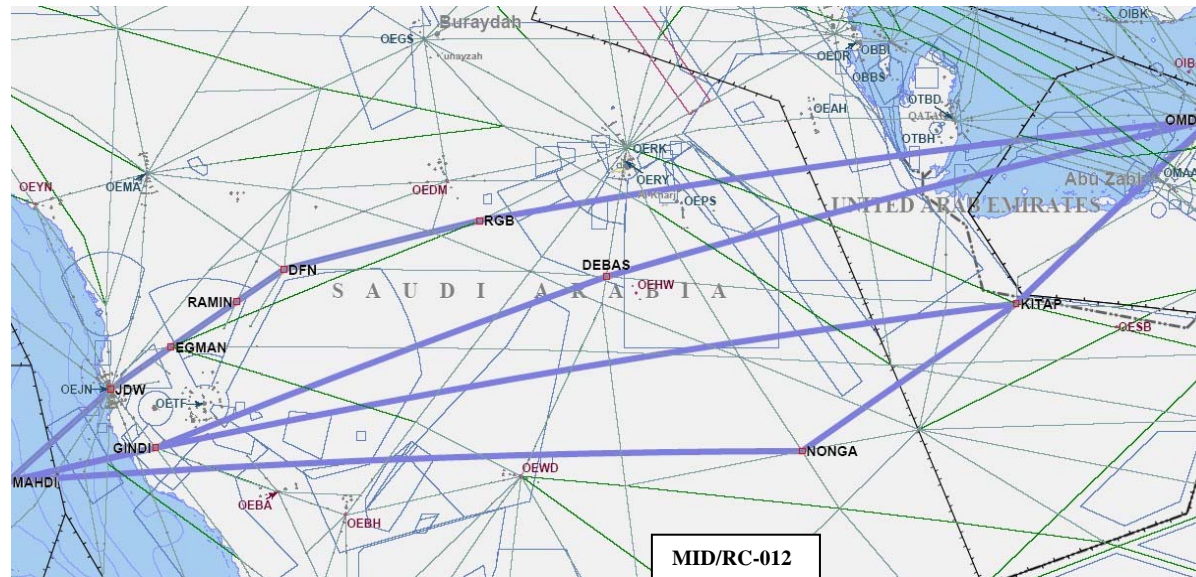
- Countries:** JORDAN, EGYPT, SAUDI ARABIA, UNITED ARAB EMIRATES.
- Cities and Locations:** AMMAN (marked with a red square), KUWAIT, BALVON, QATAR, DUBAI, HEBA, HEGA, HETB, KITOT, HEGN, HEMA, HESN, HEOW, ORTL, ORMM, OIAW, OIAM, OIBP, OIBB, OISS, OEBM, OEBL, OEBK, OEDR, OBBB, OQAT, OTBD, OTBH, OMDB, OMAA, OERY, OERK, OEPS.
- Rail Lines and Routes:**
  - WP 1:** A prominent purple line running from Amman towards Egypt.
  - OESK:** A green line connecting Amman to Kitot.
  - OEHL:** A green line connecting Kitot to Kuwait.
  - OEKK:** A red line connecting Kuwait to Balvon.
  - OEYN:** A red line connecting Balvon to Yaman.
- Other Features:** A black box labeled "MID/RC-011" is located in the bottom left corner.



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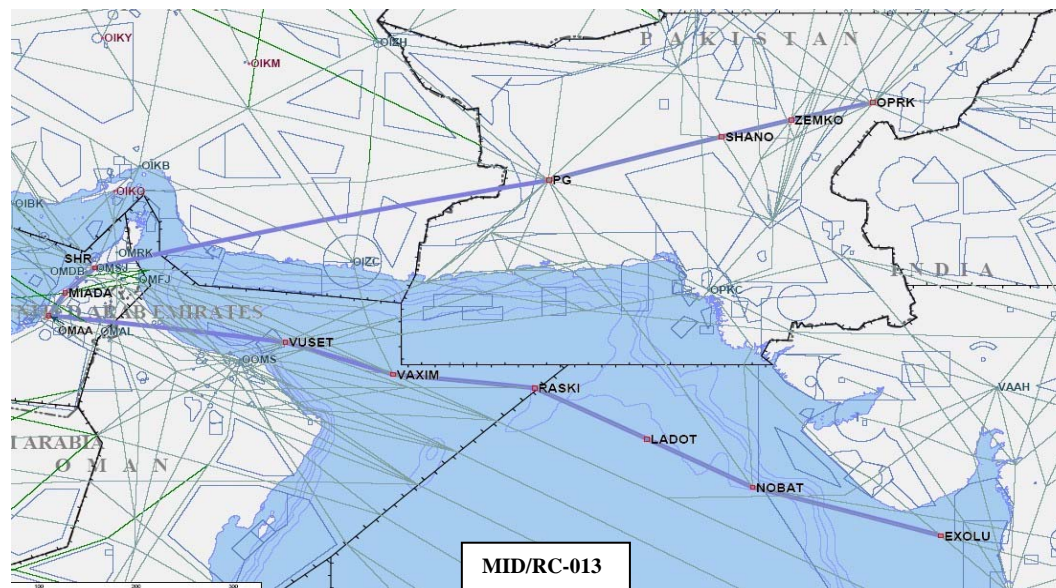
3A-16

MID/RC-012	ATS Route Name: Gulf Region 1	Entry-Exit: UAE to MAHDI via Saudi Arabia	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status		Action Taken/Required	Deadline for each Action
New, bi-directional route segments Passing over WPT GINDI, South of Mecca prohibited area.							<del>To be re-submitted by IATA with no segment crossing the Mecca.</del> - IATA proposes sig. point GINDI South of Mecca. Saudi Arabia will study the new proposal (South of Mecca)	Update to be provided at ARN TF/3 October 2009
Flight Level Band: Upper Airspace								
Potential City Pairs: UAE to West Africa and South America								
Conclusions/Remarks							Last updated	ARN TF/2 – March 09



3A-17

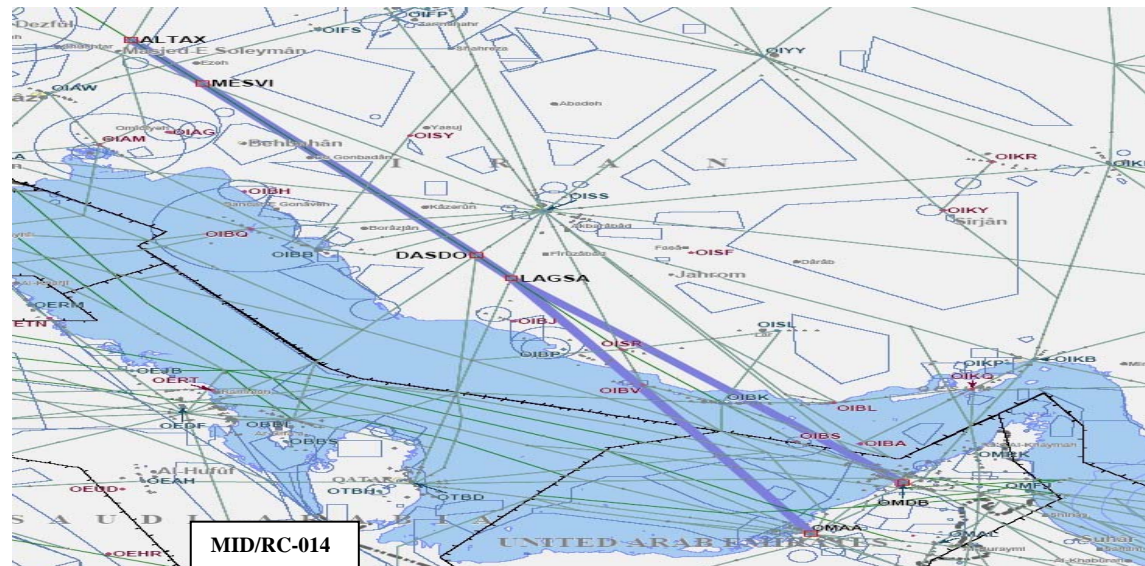
MID/RC-013	ATS Route Name: Gulf Region Eastbound	Entry-Exit: UAE to Pakistan, India, and beyond to Asia/Pacific	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required	Deadline for each Action
New, bi-directional route segments UAE to Pakistan, India, and beyond to Asia/Pacific							- <del>To be submitted to Oman and APAC Office.</del>	Aug. 2008
Flight Level Band: Upper Airspace							- <del>To be considered by ARN TF/2.</del>	
Potential City Pairs: UAE to Pakistan, Indian & beyond to Asia/Pacific (unlimited)							To be combined with proposal MID/RC-020	
Conclusions/Remarks		Iran has recently developed M561 which might provide interim relief . This is similar routing as MID/RC-020					Last updated	ARN TF/2 – March 09



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3A-18

MID/RC-014	ATS Route Name: Iran	Entry-Exit: UAE to Iran and beyond	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA	
							Date of Proposal	ARN TF/1	
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status		Action Taken/Required	Deadline for each Action
New, bi-directional route segments								- Under consideration by Iran and UAE.  States have no plan to implement.	TBD
Flight Level Band: Upper Airspace									
Potential City Pairs: UAE to Iran and beyond (unlimited)									
Conclusions/Remarks							Last updated		ARN TF/2 – March 09





3A-19

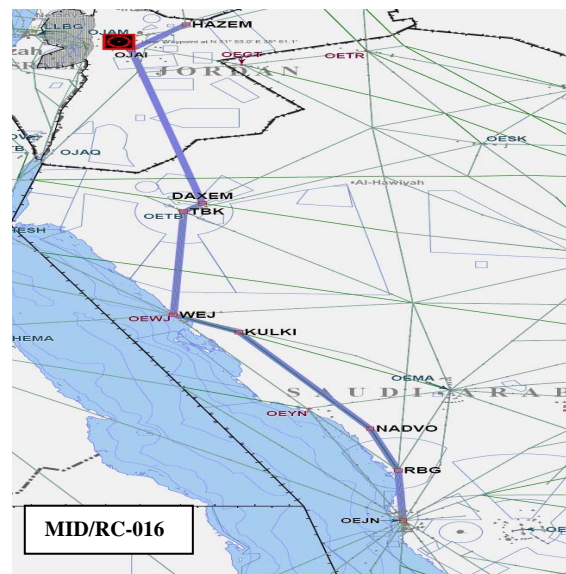
MID/RC-015	ATS Route Name: New airways between Sharjah and Tehran	Entry-Exit: LOPEG- DEBES	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required	Deadline for each Action
A new waypoint XXXXX to be created half way between KUMUN and PAPAR i.e. 37 NMs from either point. The old SIDs through LOPEG and DEBES will be re-instated with the difference that alter either point, traffic will proceed to XXXXX instead of PAPAR, distance LOPEG-XXXXXX 23 NMs and DEBES-XXXXXX 40 NMs							- Already under consideration by Iran and UAE.  States have no plan to implement.	TBD
Flight Level Band:								
Potential City Pairs: Sharjah-Tehran								
Conclusions/Remarks							Last updated	ARN TF/2 – March 09



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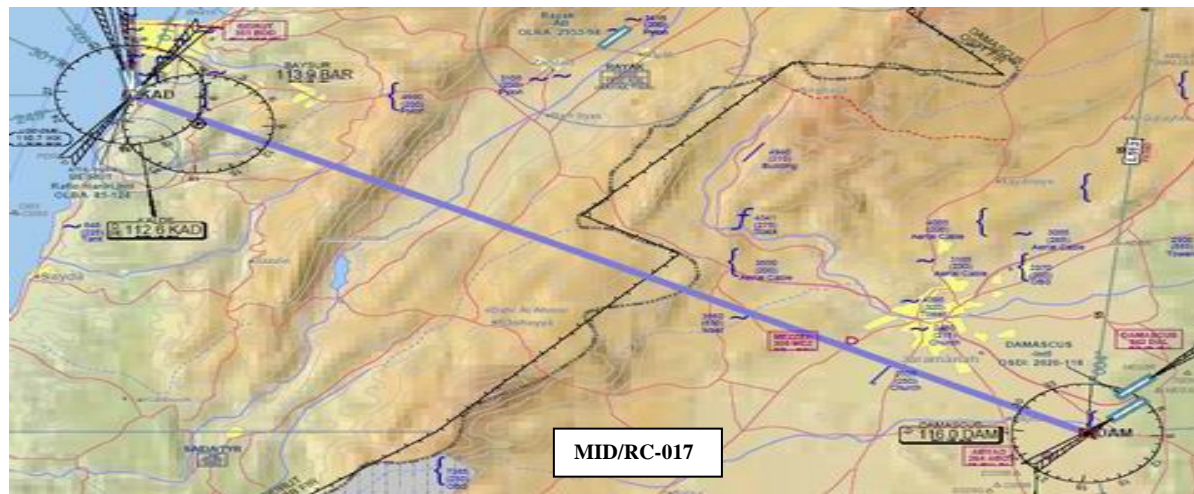
3A-20

MID/RC-016	ATS Route Name:	Entry-Exit: Route from Syria or Jordan all the way to JED, SAH, ADE, MED via QTR/TBK	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required	Deadline for each Action
Route from Syria or Jordan all the way to JED, SAH, ADE, MED via QTR/TBK							<ul style="list-style-type: none"> <li>North of Tabuk already agreed with Saudi Arabia and Jordan. LOA to be updated.</li> <li>For South of Tabuk, Saudi Arabia will revert to ARN TF Secretariat by 31 December 2008.</li> <li>Still under consideration by Saudi Arabia</li> </ul>	Dec. 2008  Update to be provided by October 2009
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks							Last updated	ARN TF/2 – March 09



3A-21

MID/RC-017	ATS Route Name:	Entry-Exit: Route from Jordan or Syria to BEY via DAM-DAKWE-KAD	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA	
							Date of Proposal	ARN TF/1	
Route Description		States Concerned	Expected Implementation date	Implementation Status		ANP Status		Action Taken/Required	Deadline for each Action
Route from Jordan or Syria to BEY via DAM-DAKWE-KAD				New ATS route.				<div>- Syria will study the request and provide update after internal consultations.</div> <div>- ICAO MID Region to follow-up with SCAA.</div>	TBD  30 Sept. 08 June 2009
Flight Level Band:									
Potential City Pairs:									
Conclusions/Remarks								Last updated	ARN TF/2 – March 09





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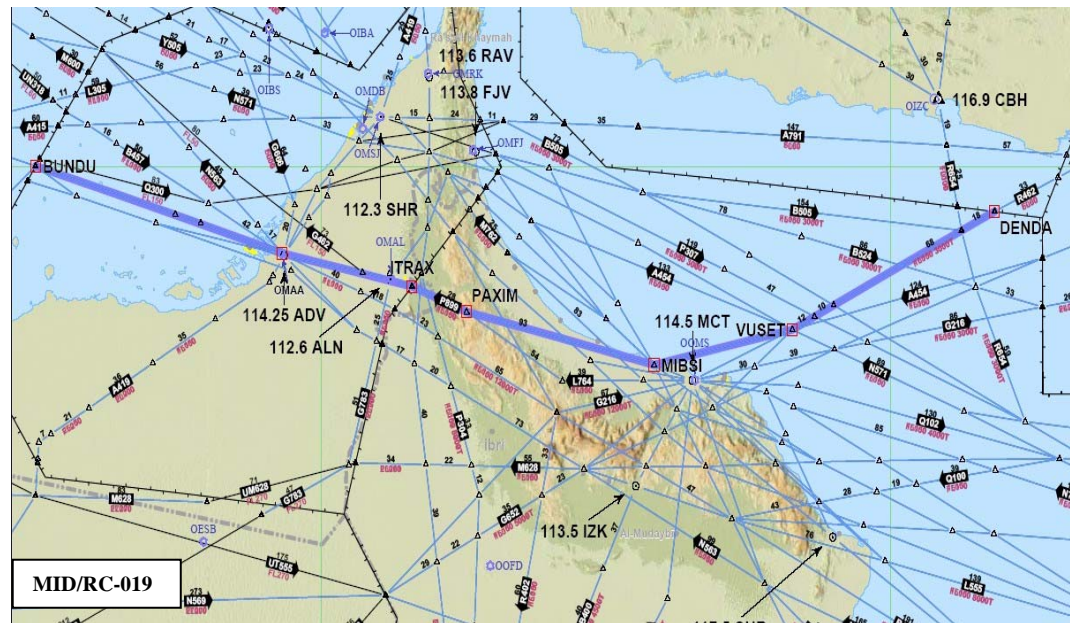
3A-22

MID/RC-018	ATS Route Name:	Entry-Exit: Route from Jordan to CAI via TBA-W976	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA	
							Date of Proposal	ARN TF/1	
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required		Deadline for each Action
Route from Jordan to CAI via TBA-W976				New ATS route.			- Egypt will require more time to study and initiate proposal to Jordan to establish a point 5 to 7 NM South of METSA in order to facilitate direct routing to DATOK.		TBD
Flight Level Band:									
Potential City Pairs:									
Conclusions/Remarks							Last updated		ARN TF/2 – March 09



3A-23

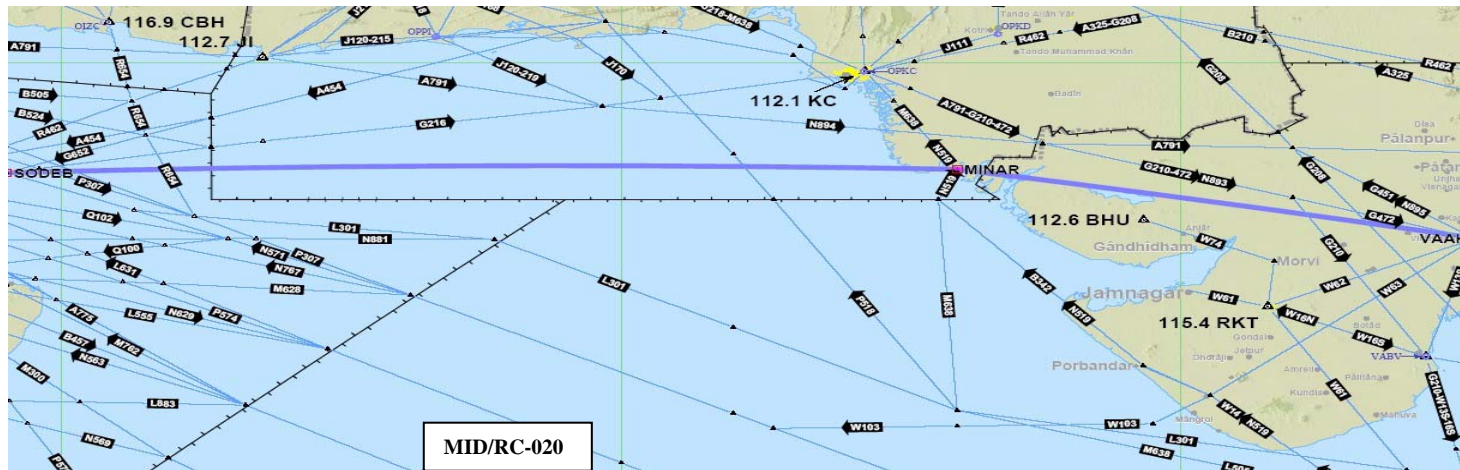
MID/RC-019	ATS Route Name: R462	Entry-Exit: DENDA-MIBSI	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required	Deadline for each Action
Request permission to use this AWY for traffic with destination DOHA <del>DENBA</del> <b>DENDA</b> R462 MIBSI P899 BUNDU							<div>- UAE has no objection if Oman agrees. - ICAO will send proposal to Oman.</div> <b>Not feasible due to congestion (safety reasons)</b>	
Flight Level Band: FL290 to FL410								
Potential City Pairs: SGN, PEK, HKG, PVG, DEL, AMD, KHI, KIX, DAC, KTM-Doha								
Conclusions/Remarks		Proposal to be send to Oman for response					Last updated	<b>ARN TF/2 – March 09</b>



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3A-24

MID/RC-020	ATS Route Name: Replacement of IATA Proposals (3) and (9).	Entry-Exit: TELEM-VAXIM and PRA-TELEM	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required	Deadline for each Action
SODEB to/from MINAR with 24 hours availability; thence MINAR to Ahmedabad or Pratapgarh (PRA)							<div>- SODEB to/from MINAR with 24 hours availability.</div> <div>- MINAR to Ahmedabad or Pratapgarh (PRA).</div> <div>- To be relayed to Oman and APAC Regional Office, Bangkok.</div> <div>Under consideration as unidirectional only</div> <div>Also being coordinated with APAC</div>	<div>Update October 2009.</div> <div>Route expected implementati on date Jun2010</div>
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks		Proposed by Pakistan to replace IATA Original proposals (3) and (9) which have been removed from this Appendix This is similar routing as MID/RC-013					Last updated	ARN TF/2 – March 09

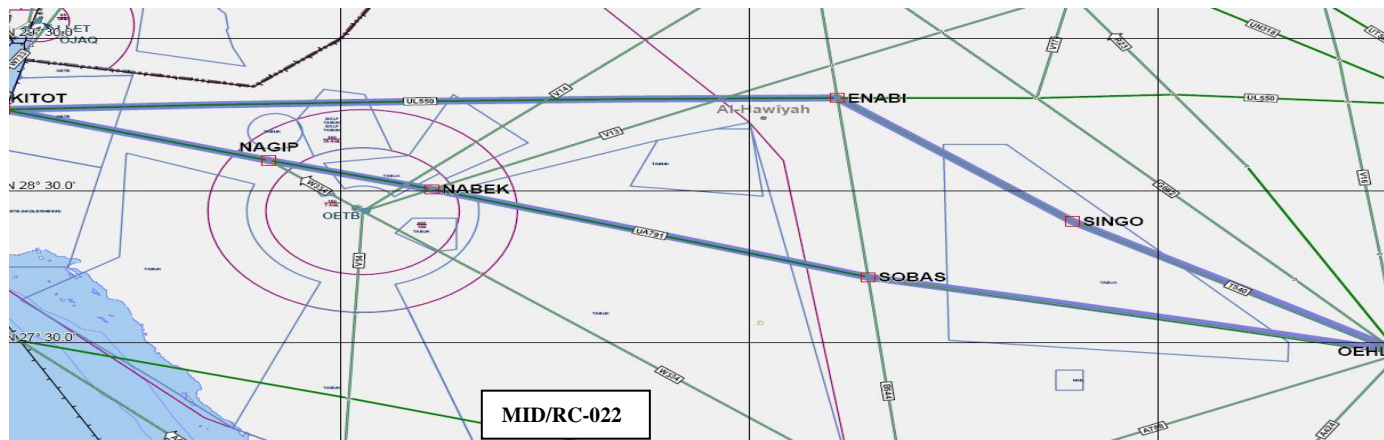




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3A-26

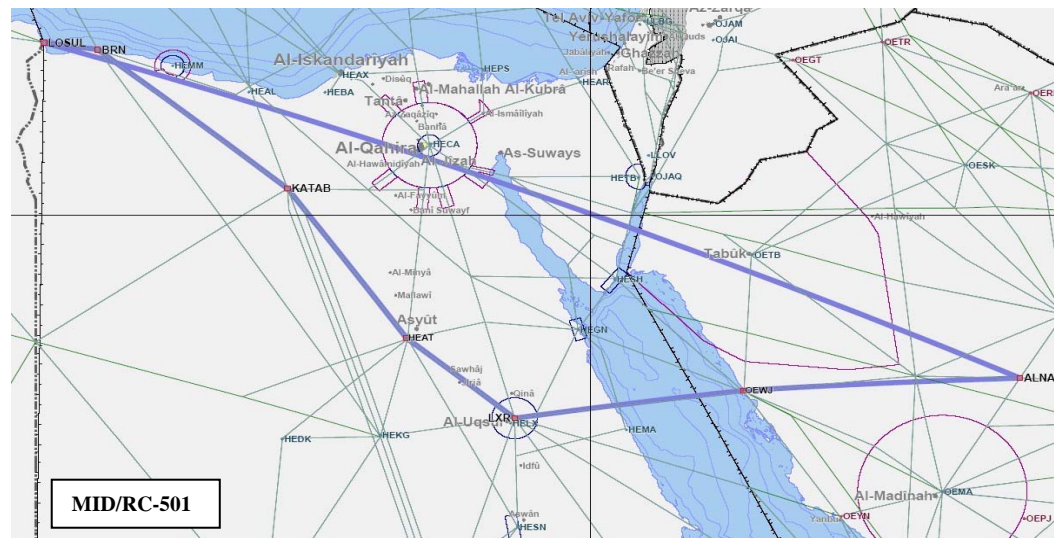
MID/RC-022	ATS Route Name: UA791 Between HIL and KITOT East and westbound ENABI SINGO HAIL	Entry-Exit: HIL UA791 KITOT ENABI	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA	
							Date of Proposal	ARN TF/2	
Route Description Request H24 availability		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken / Required		Deadline for each Action
		Saudi Arabia				Segment KITOT HAIL is already in ANP  Segment HIL ENABI currently established as T540	To considered by ARN TF3		ARN TF/3
Flight Level Band: Upper									
Potential City Pairs: DAAG, DTTA, GMMN, HECA, HLLT, to OBBI, OERK, OMAA, OMDA, OTBD (Central and Eastern Arabian Peninsula to Egypt, Libya and Maghreb area)									
Conclusions/Remarks		Saves 17 miles, 10 daily flights, 16305 Kg of CO2 daily					Last updated	ARN TF/2 – March 09	





3A-27

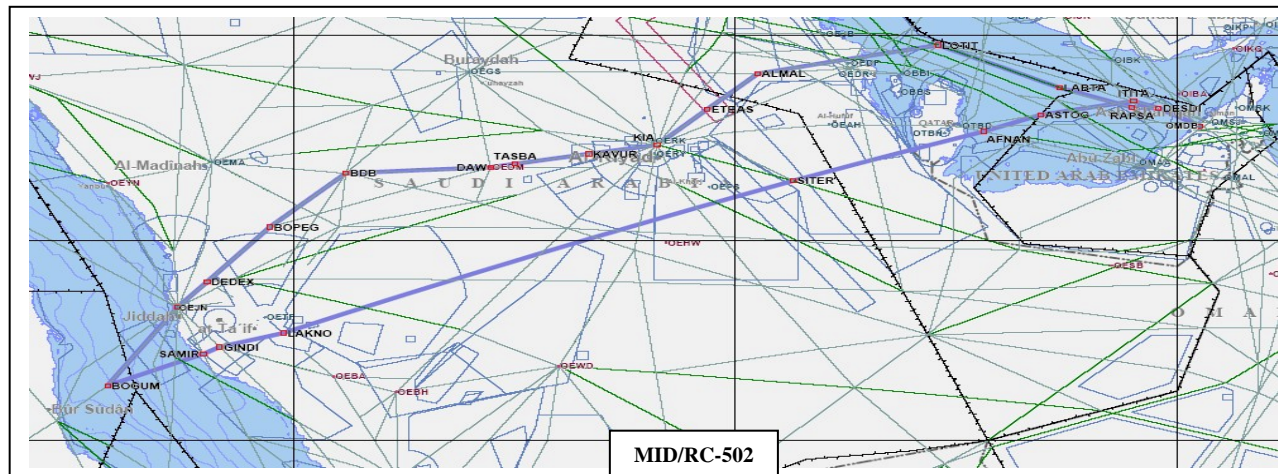
MID/RC-501	ATS Route Name: New AWY LOSUL-ALNAT	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA	
							Date of Proposal	ARN TF/2	
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken / Required		Deadline for each Action
		Egypt Saudi Arabia							
Flight Level Band:									
Potential City Pairs: DAAG, DTTA, GMMN, HLLT, DTTA to OBBI, OMAA, OMDB, OTBD (Central and Eastern Arabian Peninsula to Maghreb area)									
Conclusions/Remarks		Saving 104 miles, 5051 Kg Co2 per flight.					Last updated		



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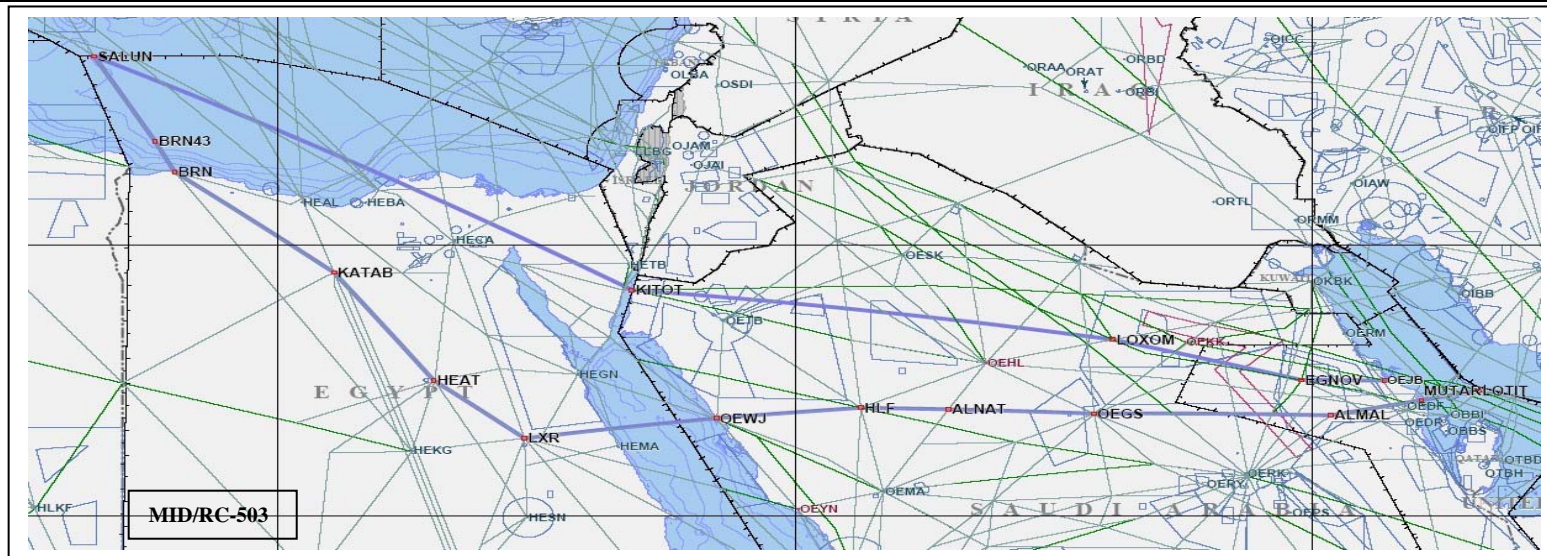
3A-28

MID/RC-502	ATS Route Name: New ATS Route BOGUM-ASTOG	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken / Required	Deadline for each Action
		Bahrain, Qatar, Saudi Araiba, Sudan, United Arab Emirates						
Flight Level Band:								
Potential City Pairs: DGAA, DNMM, HSSS, OEJN, SBGR to OBBI, OMAA, OMDB, OTBD (Central and Eastern Arabian Peninsula to Sudan, West Africa, South America)								
Conclusions/Remarks		Saves 58 miles and 3196 Kg of CO2					Last updated	



3A-29

MID/RC-503	ATS Route Name: New ATS Route SALUN EGNOV	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status		Action Taken / Required	Deadline for each Action
		Bahrain, Egypt, Saudi Arabia						
Flight Level Band:								
Potential City Pairs: DAAG, DTTA, GMMN, HECA, LIRF, LFMN to OBBI, OMAA, OMDB, OTBD (Eastern Arabian Peninsula to Egypt, Maghreb and Mediterranean areas)								
Conclusions/Remarks		Saves 275 miles and 8267 kg of CO2 per flight					Last updated	

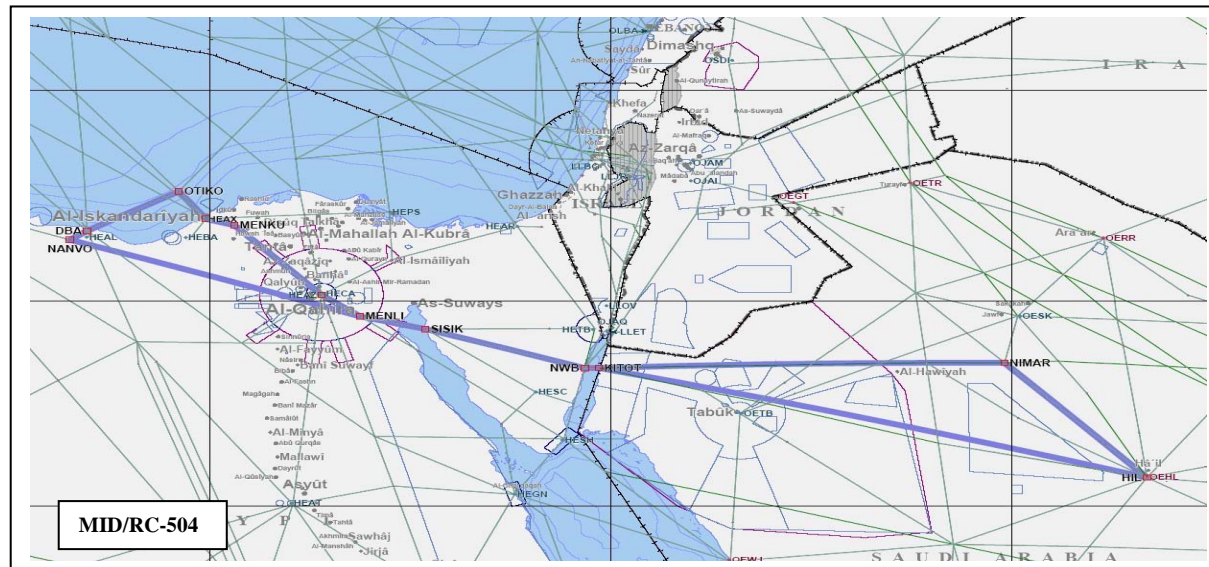




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3A-30

MID/RC-504	ATS Route Name: New ATS Route HIL NANVO	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA	
							Date of Proposal	ARN TF/2	
Route Description		States Concerned	Expected Implementa- tion date	Implementation Status		ANP Status	Action Taken / Required		Deadline for each Action
		Egypt Saudi Arabia							
Flight Level Band:									
Potential City Pairs: DAAG, DTTA, GMMN, HECA, HLLT, to OBBI, OERK, OMAA, OMDB, OTBD (Central and Eastern Arabian Peninsula to Egypt, Libya and Maghreb area)									
Conclusions/Remarks		Saves 73 miles and 3900 Kg of CO2					Last updated		



3A-31

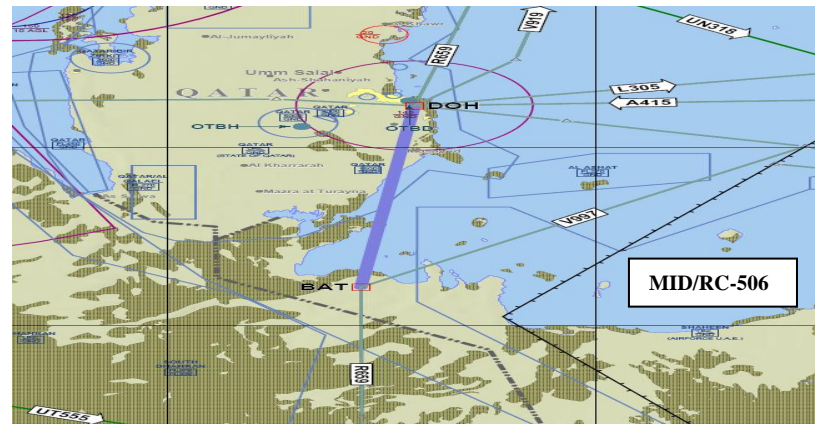
MID/RC-505	ATS Route Name: Direct routing from MUT in Turkey to BAN in Syria		Entry-Exit:		Inter-Regional Cross Reference if any				Users Priority		Originator of Proposal		IATA	
											Date of Proposal		ARN TF/2	
Route Description				States Concerned	Expected Implementation date	Implementation Status			ANP Status		Action Taken / Required			Deadline for each Action
			Cyprus, Syria, Turkey											
Flight Level Band:														
Potential City Pairs: OBBI, OERK, OMAA, OMDB, OSDI, OTBD to LBSF, LGAV, LROP, LTAC, LTBA (Arabian Peninsula and Syria to Greece, Turkey, Black Sea area)														
Conclusions/Remarks		Saves 10NM per flight									Last updated			



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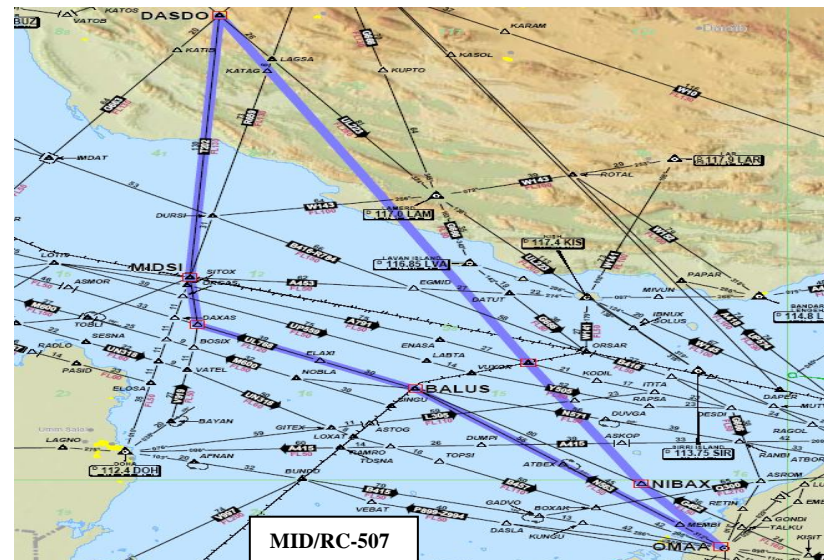
3A-32

MID/RC-506	ATS Route Name: Establishing a missing segment on R659 DOH-BAT	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description A direct segment on an airway that was compensated for by a dog leg B415 BUNDU V997 BAT		States Concerned	Expected Implementation date	Implementation Status	ANP Status		Action Taken / Required	Deadline for each Action
		Bahrain, Qatar, United Arab Emirates	ASAP					
Flight Level Band:								
Potential City Pairs: OTBD to HSSS, OEJN, OYSN (Qatar to Southern and Western Arabian Peninsula, Sudan, West Africa, South America)								
Conclusions/Remarks		Saving 62 miles per flight					Last updated	



3A-33

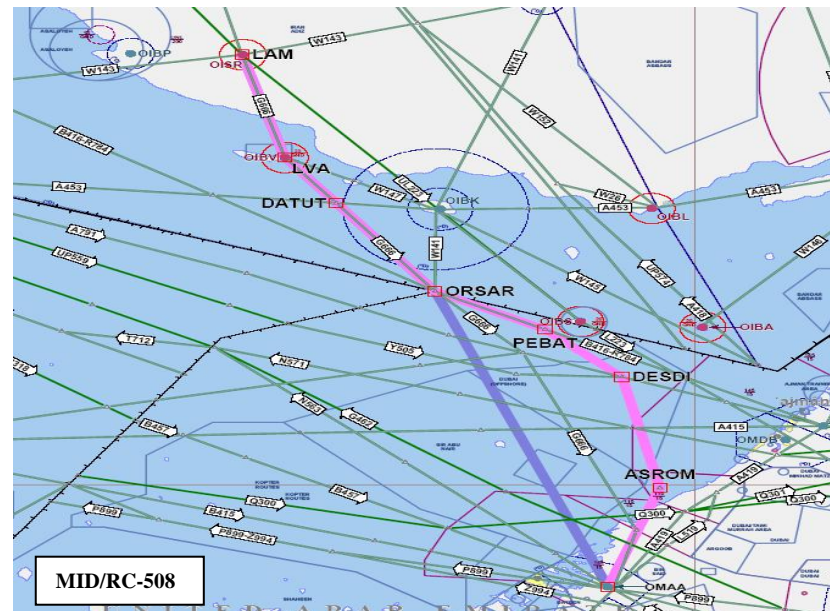
MID/RC-507	ATS Route Name: New Airway between ADV and DASDO	Entry-Exit: ADV / DASDO	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description A northbound airway that will avoid a dog leg via DARAX or MIDSJ.		States Concerned Bahrain, Iran, United Arab Emirates	Expected Implement- ation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action	
Flight Level Band: Upper								
Potential City Pairs: OMAA to Iran, Europe & North America								
Conclusions/Remarks		Saving 39 miles, 20 flts/day, 48 Tons of CO2 daily					Last updated	



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3A-34

MID/RC-508	ATS Route Name: New Airway between ORSAR and ADV	Entry-Exit: ORSAR / ADV	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description Southbound airway to avoid the detour		States Concerned Iran, United Arab Emirates	Expected Implemen- tation date	Implementation Status	ANP Status		Action Taken / Required	Deadline for each Action
Flight Level Band: Upper								
Potential City Pairs: OMAA to Iran, Europe & North America								
Conclusions/Remarks		Saves 18 miles /flt, 20 flts/day 13320 Kg of CO2 daily.					Last updated	





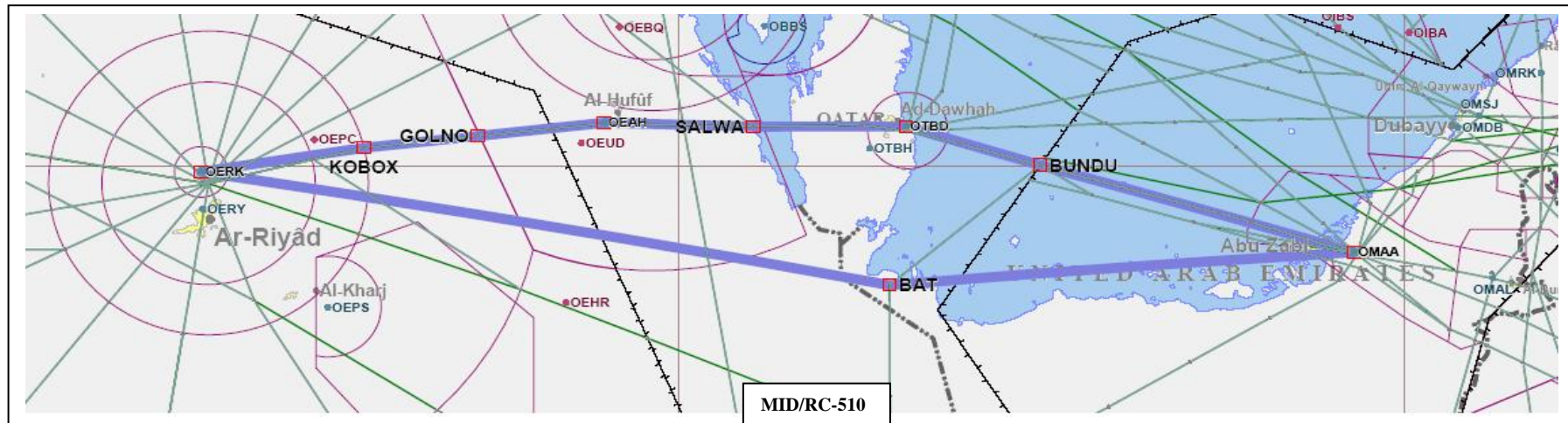
The map displays the flight path of a Boeing 777-300ER aircraft, starting from Ar-Riyād (OERK) and ending near Abu Dhabi (OTBD). The path is highlighted in pink and blue, indicating different segments or phases of the flight. Key airports and locations marked include Ar-Riyād (OERK), Al-Kharj (OEPS), Al-Hufuf (OEAH), Salwa (SALWA), and Abu Dhabi (OTBD). The map also shows various flight routes and geographical features like the Persian Gulf and the United Arab Emirates. A label 'MID/RC-509' is visible at the bottom center.



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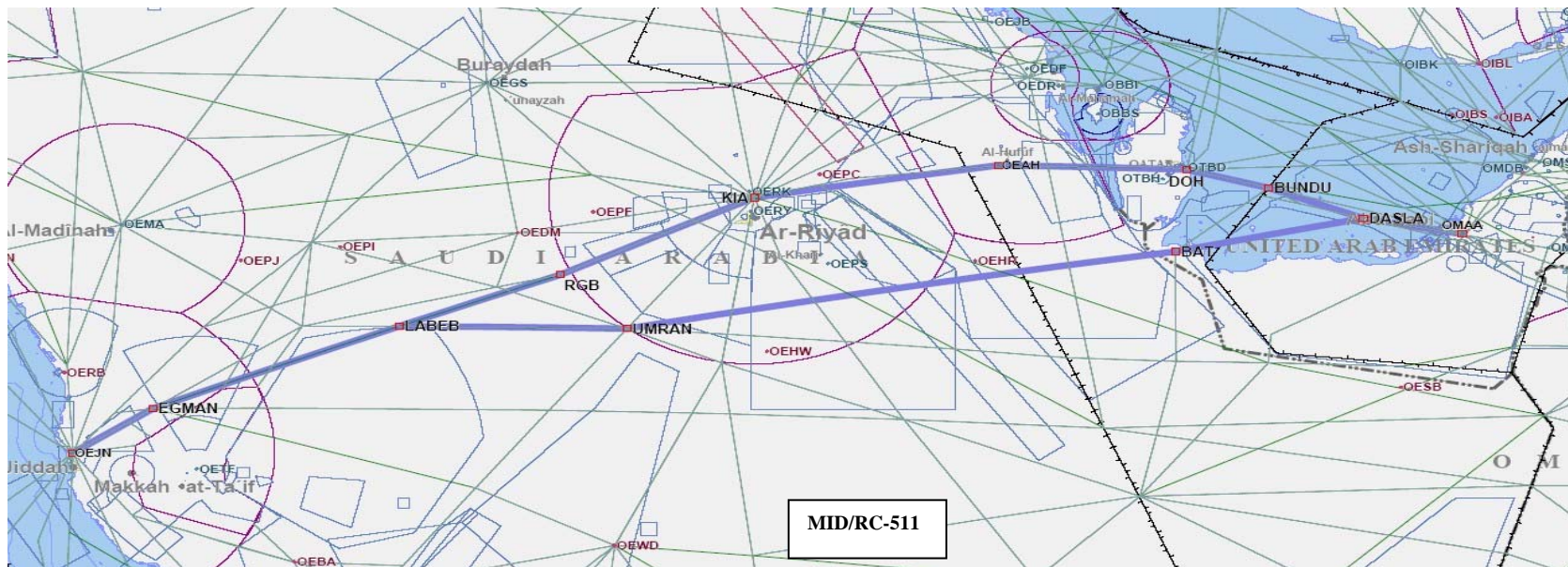
3A-36

MID/RC-510	ATS Route Name: New Airway ADV / BAT / KIA	Entry-Exit: ADV-BAT-KIA	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA	
							Date of Proposal	ARN TF/2	
Route Description Quicker route than previous to RUH		States Concerned	Expected Implementa- tion date	Implementation Status		ANP Status	Action Taken / Required		Deadline for each Action
		Bahrain, Saudi Arabia, United Arab Emirates							
Flight Level Band: Upper									
Potential City Pairs: OMAA to GMMN, HECA, HSSS, OEJN, OERK									
Conclusions/Remarks		Saves 6 miles, 10 daily flights 7750Kg of CO2 daily.					Last updated		



3A-37

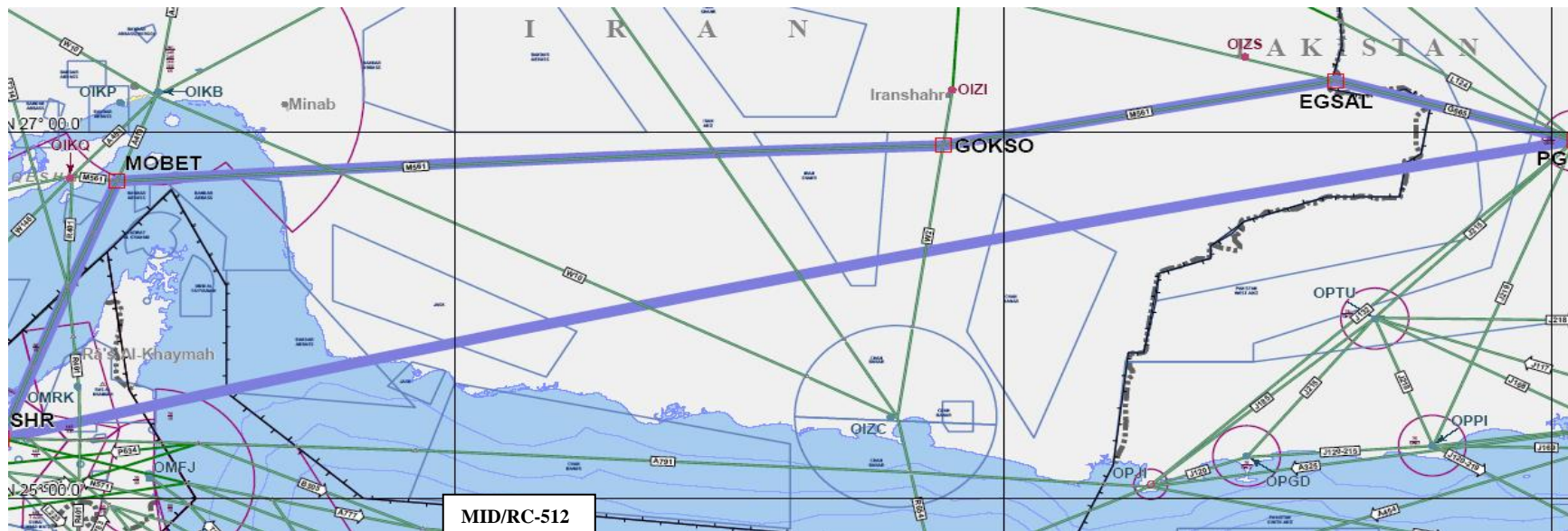
MID/RC-511	ATS Route Name: ADV / BAT / DEBAS	Entry-Exit: ADV/BAT/DEBAS	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
							Date of Proposal	ARN TF/2
Route Description Link routes to JED and beyond		States Concerned Bahrain, Saudi Arabia, United Arab Emirates	Expected Implement- ation date	Implementation Status	ANP Status	Action Taken / Required		Deadline for each Action
Flight Level Band: Upper								
Potential City Pairs: OMAA to HSSS, OEJN								
Conclusions/Remarks		Saving 16 Miles, 12 daily flts, 20081 Kg of CO2 daily					Last updated	



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3A-38

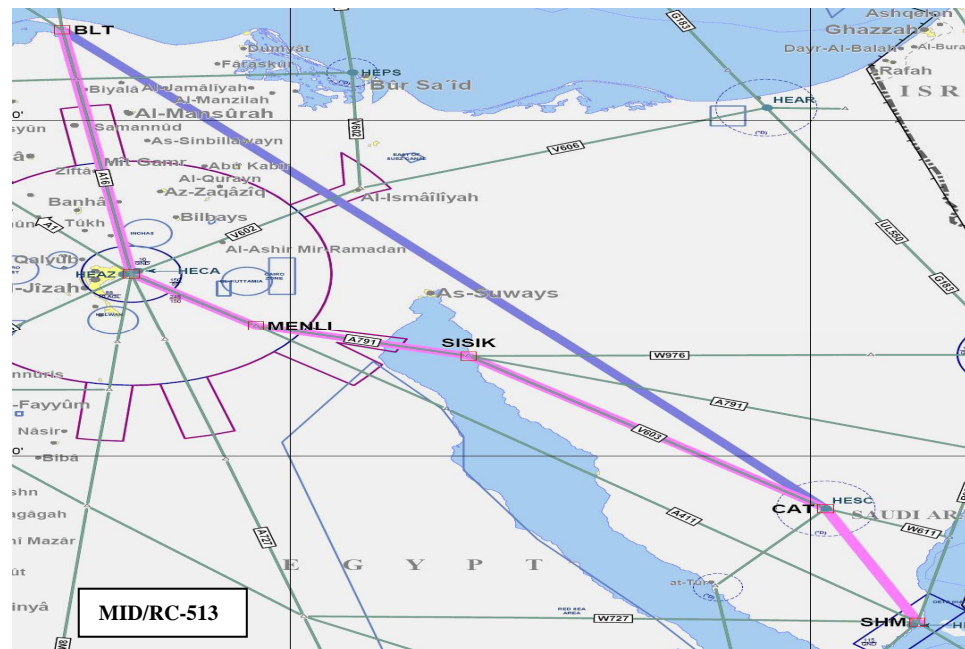
MID/RC-512	ATS Route Name: New Airway SHR to PG	Entry-Exit: SHR-PG	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA		
							Date of Proposal	ARN TF/2		
Route Description Benefits for flights from AUH to Northern Pakistan and Far east		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken / Required		Deadline for each Action	
		Iran, Oman, Pakistan, United Arab Emirates								
Flight Level Band: Upper										
Potential City Pairs: OMAA, OMDB, OMSJ to Pakistan and eastwards										
Conclusions/Remarks		Saves 49miles, 12 daily flights, 22432 Kg of CO2				Last updated				





3A-39

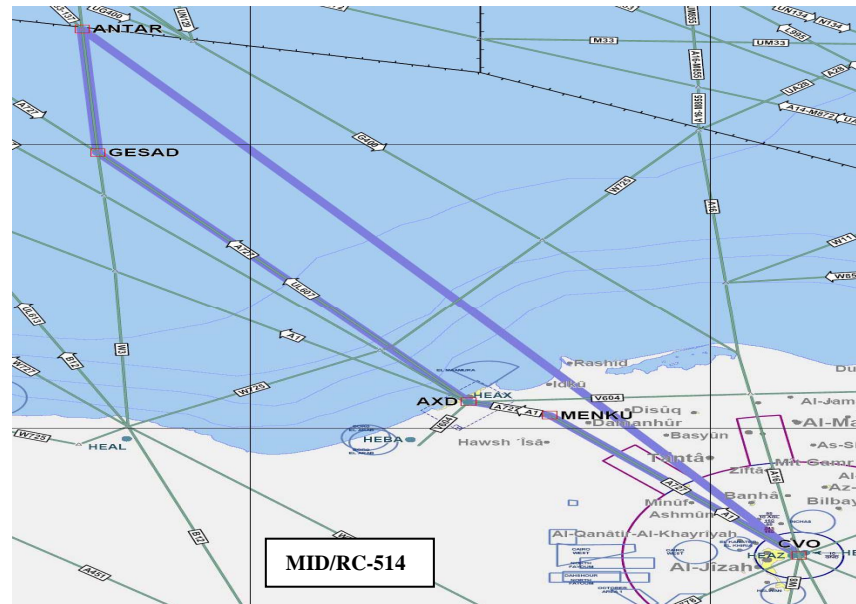
MID/RC-513	ATS Route Name: New Route BALTIM to SHM	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA	
							Date of Proposal	ARN TF/2	
Route Description New Route BALTIM to SHM		States Concerned	Expected Implementa- tion date	Implementation Status		ANP Status	Action Taken / Required		Deadline for each Action
		Egypt							
Flight Level Band: Upper									
Potential City Pairs: Arabian Peninsula to Europe									
Conclusions/Remarks		Saves 24 miles / Flt					Last updated		



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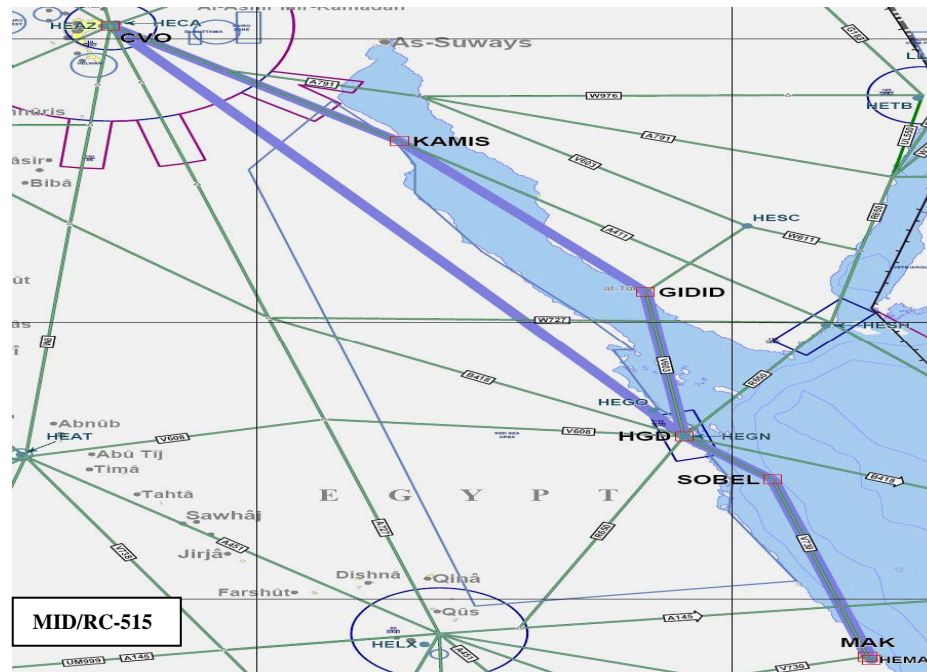
3A-40

MID/RC-514	ATS Route Name: Cairo TO ANTAR	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA	
							Date of Proposal	ARN TF/2	
Route Description Cairo TO ANTAR		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken / Required		Deadline for each Action
		Egypt							
Flight Level Band: Upper									
Potential City Pairs: HECA and Arabian Peninsula to Europe									
Conclusions/Remarks		Saves 13 minutes					Last updated		



3A-41

MID/RC-515	ATS Route Name: HEMA-CVO	Entry-Exit: HEMA-CVO	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA	
							Date of Proposal	ARN TF/2	
Route Description MAK-CVO		States Concerned	Expected Implement- ation date	Implementation Status		ANP Status	Action Taken / Required		Deadline for each Action
		Egypt							
Flight Level Band: Upper									
Potential City Pairs: Northwestern Red Sea to HECA and Europe									
Conclusions/Remarks		Saves 9 miles					Last updated		

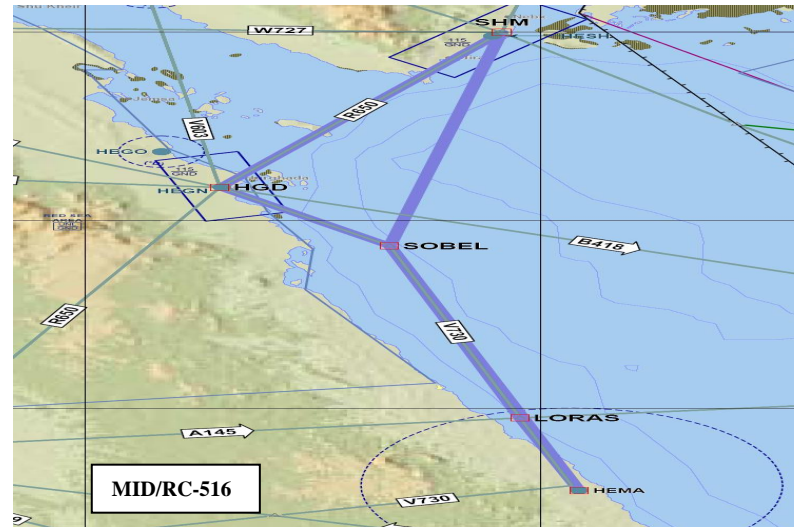




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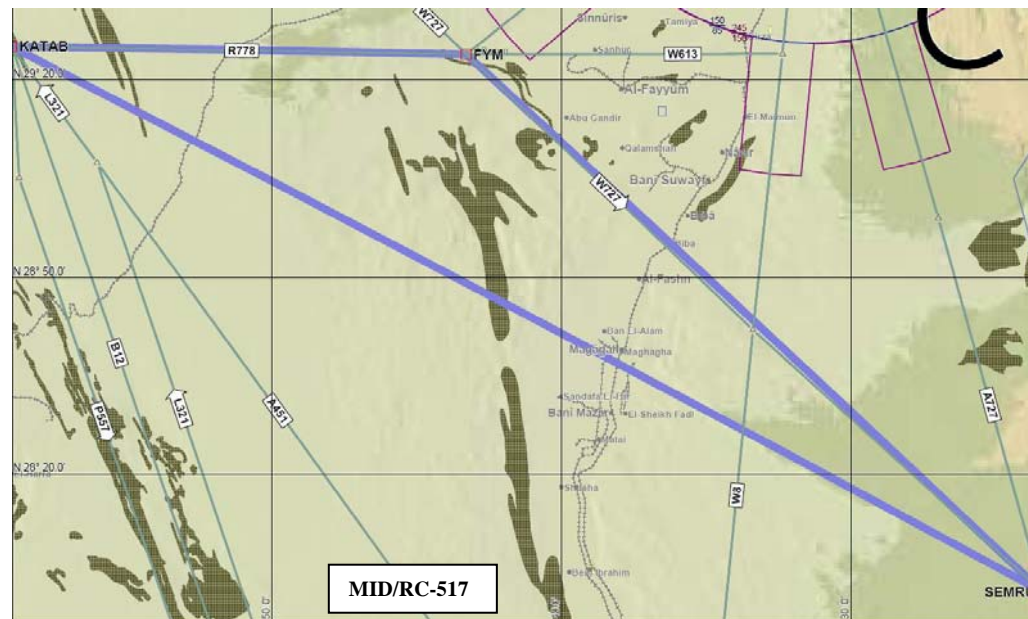
3A-42

MID/RC-516	ATS Route Name: MAK-SHM	Entry-Exit: HEMA-SHM	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA	
							Date of Proposal	ARN TF/2	
Route Description HEMA-SHM		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken / Required		Deadline for each Action
		Egypt							
Flight Level Band: Upper									
Potential City Pairs: HESH, Eastern Mediterranean, Europe to Western Red Sea Coast									
Conclusions/Remarks		Saves 17 miles					Last updated		



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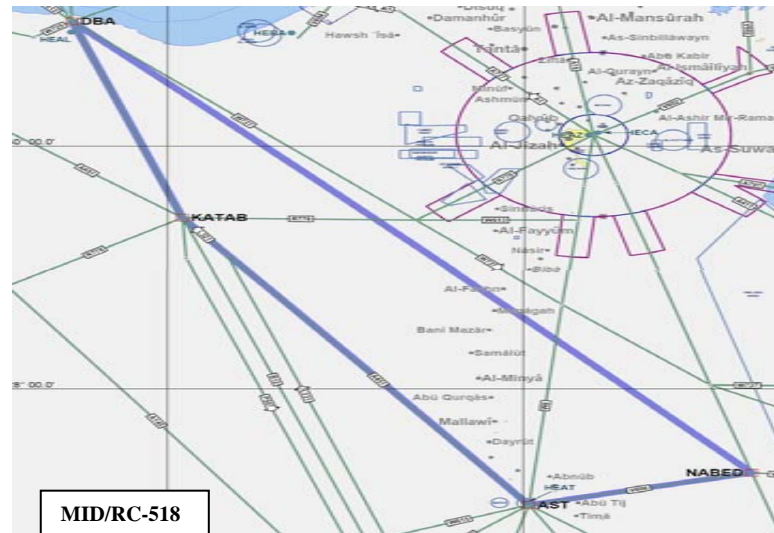
MID/RC-517	ATS Route Name: KATAB-SEMRU	Entry-Exit: KHATAB-SEMRU	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA	
							Date of Proposal	ARN TF/2	
Route Description KATAB-SEMRU		States Concerned	Expected Implement- ation date	Implementation Status		ANP Status	Action Taken / Required		Deadline for each Action
		Egypt							
Flight Level Band: Upper									
Potential City Pairs: Arabian Peninsula to North Africa									
Conclusions/Remarks		Saves 11 Miles					Last updated		



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MID/RC-518	ATS Route Name: NADEB-DBA	Entry-Exit:  NADEB-DBA	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA	
							Date of Proposal	ARN TF/2	
Route Description NADEB-DBA		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken / Required		Deadline for each Action
		Egypt							
Flight Level Band: Upper									
Potential City Pairs: Arabian Peninsula to Europe									
Conclusions/Remarks		Saves 47 Miles					Last updated		



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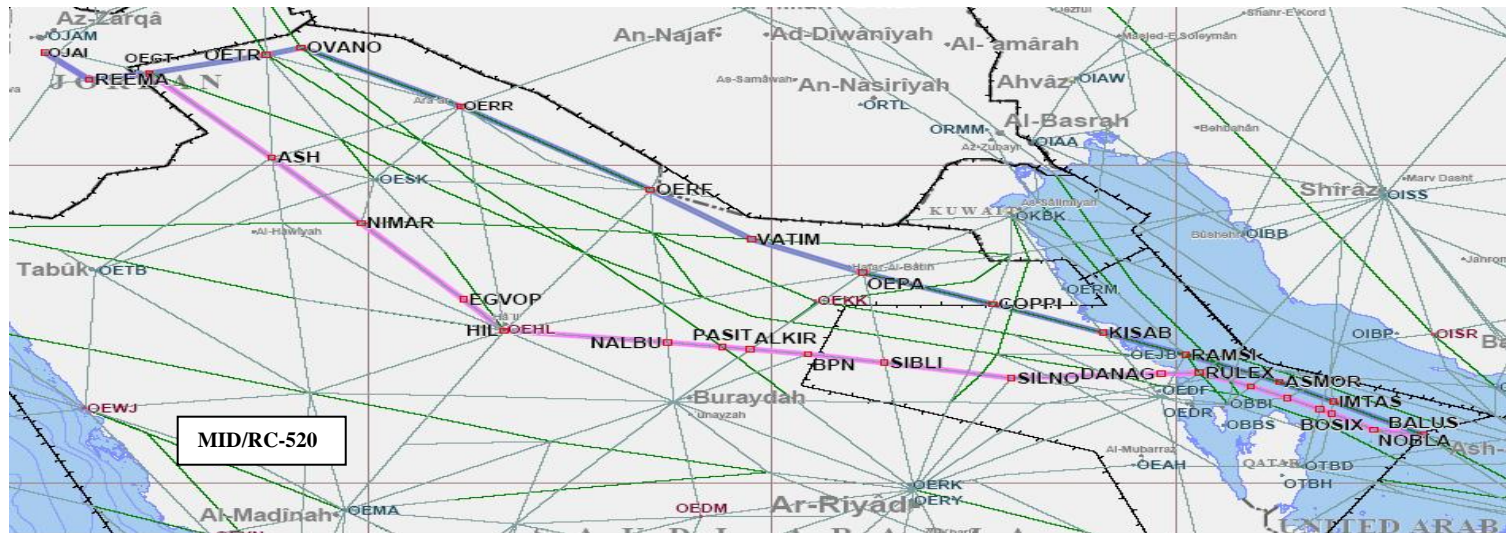
MID/RC-519	ATS Route Name: PASOS-NWB	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA	
							Date of Proposal	ARN TF/2	
Route Description		States Concerned	Expected Implementa- tion date	Implementation Status		ANP Status	Action Taken / Required		Deadline for each Action
		Egypt							
Flight Level Band: Upper									
Potential City Pairs: Arabian Peninsula to Egypt									
Conclusions/Remarks		Saves 7 Miles					Last updated		



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MID/RC-520	ATS Route Name: BALUS to OJAI	Entry-Exit: BALUS-OJAI	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA	
							Date of Proposal	ARN TF/2	
Route Description BALUS OJAI		States Concerned	Expected Implementa- tion date	Implementation Status		ANP Status	Action Taken / Required		Deadline for each Action
		Bahrain, Jordan, Saudi Arabia							
Flight Level Band: Upper									
Potential City Pairs: OBBI, OMAA, OMDB, OMSJ to OJAI, OLBA, OSDI, Turkey, Europe									
Conclusions/Remarks		Saves 38 miles					Last updated		



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MID/RC-901 <i>(ex A412)</i>	ATS Route Name: JERUSALEM TANF		Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA				
	Date of Proposal							MIDANPIRG/10					
Route Description			States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status		Action Taken/Required		Deadline for each Action		
JERUSALEM AMMAN ZELAF 3257.0N 03800.0E TANF			(FIRs Concerned) Amman Damascus Tel-Aviv										
Flight Level Band:													
Potential City Pairs:													
Conclusions/Remarks									Last updated				

MID/RC-902 <i>(ex B419)</i>	ATS Route Name: DOHA KUWAIT		Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA			
	Date of Proposal							ARN TF/2				
Route Description			States Concerned	Expected Implemen- tation date		Implementation Status		ANP Status		Action Taken/Required		Deadline for each Action
[DOHA] [KING FAHD] * Note3 (OB, OT) ALVON 2700.2N 05007.2E SELEG 2801.5N 04922.2E KUWAIT			(FIRs Concerned) Bahrain Jeddah Kuwait									
Flight Level Band:												
Potential City Pairs:												
Conclusions/Remarks		Military restrictions. Saudi Arabia is ready to implement.						Last updated				



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MID/RC-903 <i>(ex B538)</i>	ATS Route Name: GAZIANTEP DAMASCUS		Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA	
								Date of Proposal	MIDANPIRG/10	
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status		Action Taken/Required		Deadline for each Action
(GAZIANTEP) ALEPPO KARIATAIN DAMASCUS		<i>(FIRs Concerned)</i> Damascus								
Flight Level Band:										
Potential City Pairs:										
Conclusions/Remarks		Segment GAZIANTEP-ALEPPO implemented (B544)						Last updated		

MID/RC-904 <i>(ex B545)</i>	ATS Route Name: BALMA AMMAN		Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA				
	Date of Proposal							MIDANPIRG/10					
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status		Action Taken/Required		Deadline for each Action			
(MUT) BALMA 3428.9N 035 3.0E KHALDEH AMMAN		(FIRs Concerned) Amman Beirut Ankara											
Flight Level Band:													
Potential City Pairs:													
Conclusions/Remarks								Last updated					

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MID/RC-905 <i>(ex G660)</i>	ATS Route Name: KING ABDULAZIZ ABU DHABI	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA	
							Date of Proposal	MIDANPIRG/10	
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status	Action Taken/Required		Deadline for each Action
KING ABDULAZIZ ABU DHABI * Note3 (OE, OM)									
Flight Level Band:									
Potential City Pairs:									
Conclusions/Remarks		Military restrictions					Last updated		

MID/RC-906 <i>(ex G662)</i>	ATS Route Name: DAMASCUS KING KHALID		Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	MIDANPIRG/10
Route Description			States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status		Action Taken/Required	Deadline for each Action
[DAMASCUS] [GURIAT] AL SHIGAR HAIL GASSIM KING KHALID			(FIRs Concerned) Amman Damascus						
Flight Level Band:									
Potential City Pairs:									
Conclusions/Remarks								Last updated	

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MID/RC-907 <i>(ex G664)</i>	ATS Route Name: APLON AMMAN		Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA		
	Date of Proposal							MIDANPIRG/10			
Route Description			States Concerned	Expected Implemen- tation date	Implementation Status		ANP Status		Action Taken/Required		Deadline for each Action
APLON 3352.0N 03204.0E BEN GURION AMMAN			(FIRs Concerned) Amman Tel-Aviv								
Flight Level Band:											
Potential City Pairs:											
Conclusions/Remarks									Last updated		

MID/RC-908 <i>(ex R653)</i>	ATS Route Name: JERUSALEM DAMASCUS		Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA				
								Date of Proposal	MIDANPIRG/10				
Route Description			States Concerned	Expected Implemen- tation date		Implementation Status		ANP Status		Action Taken/Required		Deadline for each Action	
JERUSALEM RAMTHA DAMASCUS			( <i>FIRs Concerned</i> ) Damascus Tel-Aviv										
Flight Level Band:													
Potential City Pairs:													
Conclusions/Remarks								Last updated					

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MID/RC-909	ATS Route Name: ARI (Agri) NT (Nakhchivan)		Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	Turkey (2002)
								Date of Proposal	MIDANPIRG/10
Route Description			States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status		Action Taken/Required	Deadline for each Action
ARI (Agri) AAAAA (TUR/IRN BDRY) BBBBB (IRN/AZE BDRY) NT (Nakhchivan)			(FIRs Concerned) Ankara (TUR) Tehran Yerevan (AZE)						
Flight Level Band:									
Potential City Pairs:									
Conclusions/Remarks							Last updated		

MID/RC-910	ATS Route Name: New AWY between BNA-KATAB-SEMRU		Entry-Exit: BNA-KATAB-SEMRU	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
								Date of Proposal	ARN TF/1
Route Description			States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status		Action Taken/Required	Deadline for each Action
BNA (N32 07.5 E020 15.2) – KATAB (N29 25.0 E029 05.1) – SEMRU (N28 02.0 E032 03.1)					New ATS route.			For future consideration	
Flight Level Band: FL290 – FL410									
Potential City Pairs: CMN/ALG/TUN/TIP-DOH									
Conclusions/Remarks		This AWY would save considerable track miles BNA – KATAB – SEMRU Libya FIR to Egypt FIR						Last updated	ARN TF/1, July 2008

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MID/RC-911	ATS Route Name: New route Parallel to A791/A145	Entry-Exit: DELMA-A145	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status		Action Taken/Required	Deadline for each Action
From DELMA in the CAI FIR a route to point DDDDD on B544 18NMs south of UA791 (SOBAS) and crosses: CAI-JED FIR Boundary at AAAAA, 33 NMs south of KITOT V54 at BBBBB, 13 NMs south of TBK, W334 at CCCCC, 31 NMs south-east of TBK from DDDDD to FFFFF on A424 18 NMs south of UA791(HIL) and crosses: A788 at EEEEE 31 NMs south-west of HIL from FFFFFto MGA on A145 ad crosses: G662 at GGGGG, 47 NMs south-east of HIL V20 at HHHHH, 24 NMs south of NALBU B417 at IIIII, 20 NMs south-west of RARLO W333 at JJJJJ, 10 NMs south-west of SERPU UT503 at KKKKK, 9 NMs south-east of SERPU, and W23 at LLLLL, 36 NMs south of SIBLI from MGA, the route continues normally on A145.							- Egypt and Saudi Arabia will consider the proposal for future.	
Flight Level Band: Upper Airspace								
Potential City Pairs:								
Conclusions/Remarks							Last updated	ARN TF/1, July 2008

MID/RC-.....	ATS Route Name:	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	
							Date of Proposal	
Route Description		States Concerned	Expected Implemen- tation date	Implementation Status	ANP Status		Action Taken/Required	Deadline for each Action
Flight Level Band:								
Potential City Pairs:								
Conclusions/Remarks							Last updated	

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**REPORT ON AGENDA ITEM 4: INTERIM AMENDMENTS TO THE ATS ROUTE NETWORK**

4.1 The meeting reviewed the ATS routes in the MID ATS Route Catalogue, identified for interim amendments and provided updates as indicated at *Appendix A* to the report on Agenda Item 3 (MID/RC-001 to MID/RC-022). Furthermore, the meeting reviewed and updated information regarding ATS routes identified for action by the Special Baghdad FIR Coordination Meeting (SBFCM), Cairo 28-29 May 2008, as at **Appendix A** to the Report on Agenda Item 4.

4.2 The meeting agreed that proposals that were in the list of future routes approved by (MIDANPIRG/10 Appendix 5.3B) would be listed in the MID ATS Route Catalogue together with other ATS route proposals identified for future consideration.

4.3 The meeting recognized the benefit of including in the agenda of the ARN Task Force, the ATS route proposals emanating from adjacent ICAO Regions affecting interface areas of the MID Region and its adjacent Regions. In this context, the meeting noted the ATS route proposals as at **Appendix B** and **Appendix C** to the Report on Agenda Item 4, and encouraged the States concerned to consider implementation of the route proposals. The meeting noted however, that as Iraq, Lebanon and Syria were not participating in the ARN TF/2 meeting they would be asked to comment on the proposals through communication from the MID Regional Office.

4.4 The meeting noted a proposal by Iraq for amending the trajectory of ATS route R784 to a routing via FALKA-TASMI-GADSI-ALPET-MUTLO (Direct) KABAN-SRT with waypoints between the current NOLDO waypoint and KABAN relocated west to align with the new track for R784, and implementing a reciprocal (southbound only) route segment from a point East of KABAN on the Ankara/Baghdad FIR border.

4.5 The meeting recognized the significance of the proposal, particularly in light of the difficulty to implement UL602 and UP975 in the Damascus FIR. Thus the meeting supported the Iraq proposal and encouraged that its development be finalized and amendment proposal for the ANP initiated.

4.6 The meeting noted with concern however, that the Baghdad FIR was using RVSM flight levels, though RVSM is not implemented in the Baghdad FIR. Information was provided however, that the levels were used with 2000feet separation. The MID Regional Office was requested to verify the situation with Iraq with the objective to rectify non-standard use of the levels that may exist.

4.7 Regarding ATS routes coordinated with the APAC Region, the meeting noted that ATS route proposal MID/RC-020 (MID/026), which had been forwarded to the APAC Region as requested by ARN TF/1, was discussed informally during the fourth meeting of the Arabian Sea/Indian Ocean ATS Coordination Group (ASIOACG/4), Malé, Maldives 25<sup>th</sup> – 27<sup>th</sup> January 2009. While Oman, in principle, had no objection to the proposal, in the case of Mumbai FIR, the situation required further consideration due to, inter alia, military restrictions. As such the proposal was to be redeveloped, initially between India, Oman and Pakistan.

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4.8 The meeting noted that the APANPIRG/19 meeting in September 2008 approved a widespread implementation of RNP 10 and RNP 4 operations in the near term, and that one of the 'conventional' ATS routes that identified as suitable for immediate re-designation as RNAV routes was A451 (Aden, ANGAL 1614N 06000E, Mumbai) is being proposed to be re-designated **P751**. The meeting recognized that based on the MID PBN Implementation Strategy and Plan, the route should be RNAV 10. Accordingly, Yemen will be requested to make the corresponding changes as will be indicated in a formal ICAO amendment proposal to this effect which will be initiated in due course.

4.9 The meeting considered supporting material from Bahrain on the need for urgent development and implementation of ATS route proposal MID/RC-004, MID/RC-006 and MID/RC-009. It was noted with concern that, while the proposal was submitted initially at ARN TF/1 meeting based on efforts to improve efficiency, safety assessments in the Bahrain FIR indicate the need for development of the route on safety basis. It was emphasized that existing congestion in the Bahrain FIR which is expected to increase rapidly as a result of forecast average traffic growth of 8.0% (4.3% on the pessimistic view and 13.44% on the optimistic view), would need a decisive and timely intervention in the interest of sustained safe implementation of RVSM.

4.10 The meeting acknowledged moreover, that in the absence of a relief ATS route such as the MID/RC-004, MID/RC-006 and MID/RC-009 proposals, alternative interventions by way of various forms of restrictions would negatively impact on efficiency significantly. It was noted nevertheless, that Bahrain was already considering various measures including Air Traffic Flow Management (ATFM) to address the congestion. The need for a Regional ATFM strategy was emphasized, and to this effect the meeting noted that the MID Regional Office had scheduled an ATFM Seminar in July 2009 in order to facilitate harmonized discussion and development of a MID Region strategy for implementation of ATFM. Moreover, the meeting was informed that ACAC was arranging an ATFM workshop, and that several MID States were working with ACAC and Eurocontrol on the matter.

4.11 The meeting acknowledged also that with the application of the Flexible Use of Airspace concept, proposal MID/RC-001, MID/RC-006 and MID/RC-009 were feasible. Accordingly Saudi Arabia was urged to consider the proposals as matter of urgent safety requirement.

4.12 The meeting considered a proposal from Bahrain for ATS route amendment in the Bahrain and Kuwait FIRs concerning ATS routes Q900, A453, UL602 and UP975, and supported the proposals for immediate processing of an ANP Table ATS 1 amendment proposal.

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Appendix 4A to the Report on Agenda Item 4

**ATS ROUTES DISCUSSED BY THE SPECIAL BAGHDAD FIR COORDINATION MEETING**

**28 - 29 MAY 2008**

<b>ATS ROUTE</b>	<b>STATUS</b>	<b>ACTION AGREED/REMARKS</b>	<b>IMPLEMENTATION TARGET DATES</b>
UL602	Suspended in the Damascus FIR	Will be open once comm. & coordination issues in Baghdad FIR are resolved. Iraq considers the routes ready.	Conditional on Communication AIRAC date (25 Sept. 2008) Pending acceptance by Syria, of status of communication infrastructure
UP975	Suspended in the Damascus FIR	Will be open once comm. & coordination issues in Baghdad FIR are resolved. Iraq considers the routes ready.	Conditional on Communication AIRAC date (25 Sept. 2008) Pending acceptance by Syria, of status of communication infrastructure
G202	Segment Baghdad Tehran open to limited number of airlines.	Will be opened to all airlines (action for Iran and Iraq)	New date provided by Iraq = 30 Jun 2009
G667	Abadan – Kuwait Closed	Kuwait has objection to opening the segment. Proposes closure of segment ALSAN to Kuwait as well. Rational – Proximity of ALSAN to release points SIDAD and TASMI	TBD
B411	PAXAT – NOLDO Closed	Iraq and Iran agree to re-open	Route now open, IATA to verify
A424	LOTAN– Baghdad (ORBI) Not implemented	Will be considered – Iraq and Saudi Arabia. Communication issues in Iraq to be resolved	Iraq has no objection and will be discussing LOA with Saudi Arabia in order to implement
L126	SIGNI – MIGMI Closed	No agreement to open – Iraq/Iran	TBD
<del>G975</del> G795	OERF (Rafha) – ORMM (Basrah) not implemented	Will be considered by Iraq and Saudi Arabia	Iraq has no objection and will be discussing LOA with Saudi Arabia in order to implement

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G669	Segment Rafha – SOLAT - Kuwait not implemented	Kuwait advised not possible at this time due to military restrictions Segment has not been used in over 25 years. Alternative is HAFER ALBATIN- DERKO – A788 SOROR WAFRA KFR	<del>TBD</del> Kuwait proposes to delete segment RAFH- SOLAT-ASPEL- KUWAIT

Note:

Updates highlighted in grey were provided at ARN TF/2.

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Appendix 4B to the Report on Agenda Item 4

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**ATS ROUTE PROPOSALS UNDER CONSIDERATION  
BETWEEN EGYPT, LIBYA AND MALTA**

<b>Proposal</b>	<b>Description</b>	<b>States Concerned</b>	<b>Remarks/Progress</b>
1	SUDIK – SRT Southbound only	Libya, Malta	
2	LAB – INDOT Northbound only	Libya, Malta	
3	DOLFI – BNA Southbound only	Libya, Malta	
4	NAVLO – MB Southbound only	Libya, Malta	
5	ORTAP dct BRN	Egypt, Libya, Malta	
6	BINKO dct RASNO dct LOSUL Southbound only	Egypt, Libya, Malta	
7A	DHR dct LUMED Northbound only	Libya, Malta	
7B	SUDIK dct DHR Southbound only	Libya, Malta	
8	AMIBO dct DBA Egypt	Libya, Malta	
9	PAN – DEKIL	Libya, Malta	

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**ARN TF/2**  
**Appendix 4C to the Report on Agenda Item 4**

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**APPENDIX 4C**

**APPENDIX TO**  
IOM ref: TEC/ATM/ATS Routes/EUR-MID - 09-0106.TEC  
dated: 24 February 2009

**ROUTE PROPOSALS AFFECTING INTERFACE BETWEEN EUROPE AND MIDDLE EAST FOR FURTHER COORDINATION WITH:**  
**ISLAMIC REPUBLIC OF IRAN, IRAQ, SYRIAN ARAB REPUBLIC, JORDAN AND LEBANON**

Nb r	Propo sal:	RDGE BLK/23, RND SG List B, 52_039	APR 2002	States & org.	Status	Comments:
1.	To create bi-directional route segment ARI - NT.			Azerbaijan Turkey Iran	Short / Medium- term	In case of planned use only for ARR/DEP UBBN (no continuation after NT) all operational difficulties should be taken into account as well as the existing mountainous area along this ATS route segment. Non use of ATS route G96/UN996 for ARR/DEP UBBN should also be considered. Turkey agreed that benefits for this route were significant. Azerbaijan stated that as originator of this proposal, they considered that the future economical benefits would be important for the airport of Nakhchivan. Azerbaijan agreed to investigate the feasibility of the alternative route UP146 to connect NT with AGINA (Turkey/Iran). Iran invited to consider further improvements and the design and implementation of SIDs/STARs.
	Objective:				Originator(s)	
	To further improve the ATS route network at the South Eastern interface between Ankara FIR, Tehran FIR and Baku FIR.  Flight Economy Indicators values – saving distance (30.5 NM per flight), fuel (123 kg), time (7.87 min) and CO2 emissions (389 kg).				Azerbaijan Turkey	
Nb r	Propo sal:	RDGE BLK/1	NOV 2002	States & org.	Status	Comments:
2.	To implement UA277: a) IBERI – TETRO – TUNIS – SVN - TIDRA – GELKO ; b) GELKO - ARB			a) Georgia Armenia, Azerbaijan  b) Azerbaijan Iran	Long-term	Segment IBERI-TETRO-TUNIS - subject to military agreement. IATA confirmed necessity of this segment. Turkey has no objection to the route passing via point TETRO.  For the continuation of the route from SVN-TIDRA-GELKO-ARB, this was considered to be a long-term implementation plan. Implementation not possible at present between TIDRA and GELKO.  Iran invited to consider the feasibility of extension GELKO-ARB.
	Objective:				Originator(s)	
	To further improve the ATS route network at the South Eastern interface between Tehran FIR, Baku FIR, Yerevan FIR and Tbilisi FIR.  Flight Economy Indicators values – saving distance (5 NM per flight), fuel (566 kg) and CO2 emissions (1787 kg).				IATA	



Nb r	Propo sal:	RDGE BLK/59 a)	2004	States & org.	Status	Comments:
3.	To implement UB402 ELEXI - DRZ westbound	Objective: To further improve the connection from the South Eastern interface to Basrah and the Gulf region.  Flight Economy Indicators values – average saving distance (52 NM per city pair), fuel (80,152 kg for all flights concerned), time (725 min for all flights concerned) and CO2 emissions (252,400 kg for all flights concerned).	Iraq Syria (Turkey)	Possible autumn 2010	IATA	This route proposal for connection to Basrah and the Gulf region had been discussed at regional coordination meetings held in Syria in 2004 and 2006. The segment, although had been agreed, has not been implemented.  This proposal is the main prerequisite for implementation of Proposal UL602 DRZ – GAZ below. It could be discussed individually due to the existence of alternative dog-leg option DRZ UB402 ALE NISAP UM861 BUK within Damascus FIR and Ankara FIR. During last two years initially discussed proposal was modified and implemented within Iraq and Turkey as westbound UL602 starting in Gulf region at BAH - TASMI - LOVEK - ELEXI route break GAZ - BUK. Required implementation by Syria and Turkey ELEXI - DRZ - GAZ westbound should be discussed together with real opening of UL602 within Baghdad FIR. Its implementation is conditional on the resolution of pending communication issues. Feedback on progress requested from Iraq and Syria.
				Originator(s)		
Nb r	Propo sal:	RDGE BLK/59 b), RND SG List B, 60_024	JAN 2007	States & org.	Status	Comments:
4.	To implement UL602 ELEXI - DRZ - GAZ westbound	Objective: To further improve the ATS route network at the South Eastern ECAC interface between Ankara FIR and Damascus FIR  Flight Economy Indicators values – average saving distance (52 NM per city pair), fuel (80,152 kg for all flights concerned), time (725 min for all flights concerned) and CO2 emissions (252,400 kg for all flights concerned).	Turkey Syria	Possible autumn 2010	IACA	Its implementation was conditional on the resolution of pending communication issues. The implementation of this proposal is dependent on the progress on implementing UB402 ELEXI – DRZ (RDGE BLK/59 a). Turkey informed of their readiness to implement the segment as soon as possible.  Feedback on progress requested from Syria.
				Originator(s)		

Nb r	Propo sal:	RDGE BLK/21, RND SG List B, 60_024	2003	States & org.	Status	Comments:
5.	To implement UP975 LESRI – KANOK eastbound			(Turkey) Syria Iraq	Possible autumn 2010	This route proposal for connection to Basrah and the Gulf region had been discussed at regional coordination meetings held in Syria in 2004 and 2006. The segment, although had been agreed, has not been implemented. During last two years initially discussed proposal was modified and implemented within Turkey and Iraq as eastbound UP975 EZS - DYB - LESRI route break KANOK - NOLDO - SIDAD with continuation in Gulf region up to BAH. Required implementation within Damascus FIR LESRI - KANOK eastbound should be discussed together with real opening of UP975 within Baghdad FIR. Its implementation is vconditional on the resolution of pending communication issues. The proposed target date was 25 September 2008. Iraq and Turkey expressed their readiness to implement. Feedback on progress is requested from Syria.
	Objective:				Originator(s)	
	To further improve the connection from the South Eastern interface to Basrah and the Gulf region.  Flight Economy Indicators values – average saving distance (30 NM), fuel (26,950 kg for all flights concerned), time (254 min for all flights concerned) and CO2 emissions (84,856 kg for all flights concerned).				Turkey	
Nb r	Propo sal:	SCA-MID/08_05	2004	States & org.	Status	Comments:
6.	To implement segment MODIK – BASRAH			Iraq	Medium to Long term	This route proposal for connection to Basrah and the Gulf region had been discussed at regional coordination meetings held in Syria in 2004 and 2006. The segment, although had been agreed, has not been implemented. During last two years initially discussed proposal was modified and implemented within Turkey and Syria as eastbound UL601 ADA - TUNLA - KTN and bidirectional A21/G202 KTN - TAN - MODIK. BSR is not connected to the main traffic flows and new proposal could be MODIK - LOVEK bidirectional or MODIK - ALPET bidirectional and ALPET - SIDAD eastbound. Iraq informed at SCA-MID/08 meeting in June 2008 that due to current communication limitations, all new routes implementation would be affected. It was also stated that due to military activities, many of the overflying aircraft would not receive the cruising levels they required and therefore the expected benefits should be measured against the penalties imposed by the potential restrictions. The forecasted traffic figures were considered not sufficient to expedite the implementation of this route. It is requested to include this proposal in the MID ATS Route Catalogue which would be used in the MID ATS Route Network Task Force Meetings. This proposal to be considered as a medium to long-term implementation plan.
	Objective:				Originator(s)	
	To further improve the connection from the South Eastern interface to Basrah and the Gulf region.  Flight Economy Indicators values - saving distance (between 7 and 64 NM per city pair concerned), fuel (5,496 kg for all flights concerned), time (60 min for all flights concerned) and CO2 emissions (17,306 kg for all flights concerned).				IATA	

Nb r	Propos al:	RNDSG List B, 64_071	JUN 2008	States & org.	Status	Comments:
7.	To implement unidirectional ATS route system in KABAN area (dualisation of KABAN – R784).			Turkey Iraq	Possible autumn 2010	Azerbaijan, Turkey, EUROCONTROL and IATA requested the EUR/NAT and Middle East (MID) Offices of ICAO to organize a regional meeting between Azerbaijan, Iran, Islamic Republic of, Iraq, Syrian Arab Republic, Turkey and IATA in order to develop solutions for this proposal.  Proposal will be further developed by Turkey and EUROCONTROL.
	Objective:				Originator(s)	
	To further improve the ATS route network between Ankara FIR and Baghdad FIR.				Turkey	
Nb r	Propos al:	RNDSG List B, 53_030	OCT 2004	States & org.	Status	Comments:
8.	To implement the following bidirectional ATS routes: a. VESAR - FANOS (FANOS - TRF); b. DOREN - BALMA (BALMA - DAKWE - TONTU).			Turkey Cyprus Lebanon Syria Jordan	Proposed	Currently not acceptable to Turkey.  Feedback requested from Jordan, Lebanon and Syria.
	Objective:				Originator(s)	
	To further improve the ATS route network between Ankara and Nicosia FIR while creating unidirectional entry/exit points and to improve the co-ordination procedures between Ankara FIR and Nicosia FIR.				IATA	
Nb r	Propos al:	RNDSG List B, 57_013	FEB 2006	States & org.	Status	Comments:
9.	To create a bi-directional ATS route segment VESAR or ALSUS - LATEB			Cyprus Turkey Lebanon Syria	Proposed	Currently not supported by Turkey. Supported by Cyprus.  Feedback requested from Lebanon and Syria.
	Objective:				Originator(s)	
	To further improve the ATS route network between Ankara FIR and Nicosia FIR while providing a shorter, more direct route option.				IACA	

**ROUTE PROPOSALS AFFECTING INTERFACE BETWEEN EUROPE AND MIDDLE EAST FOR FURTHER COORDINATION WITH:****EGYPT**

Nbr	Routeing old	new	Saving Miles	ORG / DEST	Comments
1	BLT CVO MENLI SISIK CAT	BLT dct CAT	24	DEST HESH	
2	NABED AST KATAB DBA	NABED dct DBA	47	ORG HEGN	
3	SOBEL HGD SHM vv	SOBEL dct SHM vv	17	ORG / DEST HEMA	
4	HGD GIDID KAMIS CVO	HGD dct CVO vv	10	ORG/DEST HEGN HEMA	
5	CVO AXD GESAD ANTAR	CVO dct ANTAR	13	ORG HESH HEGN HEMA HELX	
6	PASOS UL550 NWB	PASOS dct NWB	06	ORG / DEST HESH ++	
7	KATAB FYM SEMRU	KATAB dct SEMRU	12	DEST HEGN HESH	

**- END -**

ARN TF/2  
Report on Agenda Item 5

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**REPORT ON AGENDA ITEM 5: FUTURE WORK PROGRAMME**

5.1 The meeting recalled that in accordance with the ICAO Business plan and the requirements for performance monitoring, the Task Force has to develop a follow-up action plan on the results of the meeting. Accordingly, the meeting developed the action plan as at **Appendix A** to the Report on Agenda Item 5, which is to give effect to MIDANPIRG/11 Conclusion 11/16.

5.2 With regard to the date of the next ARN Task Force meeting, the meeting agreed that, in accordance with the MIDANPIRG Procedural Handbook, and based on Terms of Reference and Action Plan of the Task Force, the ARN TF/3 meeting could be tentatively scheduled for the last quarter of 2009, ideally 5-7 October 2009. The actual dates however, would depend on MID Regional Office workload/activities and would thus be confirmed in due course. The duration would be three (03) working days unless otherwise agreed. The venue would be Cairo, unless a State indicates an interest in hosting the meeting.

5.3 The meeting agreed to the Provisional Agenda for the ARN TF/3 meeting, as in **Appendix B** to the Report on Agenda Item 5.

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ARN TF/2  
Appendix 5A to the Report on Agenda Item 5

ARN TF/2  
DRAFT FOLLOW-UP ACTION PLAN

CONC/DEC No. --- STRATEGIC OBJECTIVE	TITLE OF CONCLUSION/DECISION TASKS	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
CONC. 11/16	MID ATS ROUTE CATALOGUE	<p>That, in order to support the process of ATS route development in the MID Region, including the keeping of a record of ATS routes proposed for development and facilitating follow- up on the actions pertaining to the routes' development:</p> <p>a) the MID ATS Route Catalogue is adopted as at <b>Appendix 5.2C</b> to the Report on Agenda Item 5.2; and</p> <p>b) MID States and concerned International Organizations are urged to periodically review the Catalogue, note developments and take action as applicable.</p>	Implement Conclusion	States, International Organizations, ARN TF ATM/SAR/AI S SG	<p>Improved ATS route network</p> <p>Revised comprehensive ATS route network</p>	<p>Ongoing</p> <p>Ongoing</p>

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ARN TF/2  
Appendix 5B to the Report on Agenda Item 5

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**THIRD MEETING OF ATS ROUTES NETWORK TASK FORCE**

(ARN TF/3)

*Cairo, Egypt, Fourth Quarter 2009*

**PROVISIONAL AGENDA**

<b>STRATEGIC OBJECTIVES</b>	<b>AGENDA ITEM #</b>	<b>SUBJECT</b>
D	1	Adoption of the Provisional Agenda
A and D	2	Follow-up on MIDANPIRG Conclusions and Decisions relevant to ATS Route Network
A, C and D	3	Comprehensive ATS Route Network review
A and D	4	Interim amendments to the ATS route network
D	5	Follow up on the ATS Route Catalogue Action Items
D	6	Future Work Programme
	7	Any other business

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ARN TF/2  
Report on Agenda Item 6

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**REPORT ON AGENDA ITEM 6: ANY OTHER BUSINESS**

6.1 In his closing remarks, Mr. Jehad Faqir, Deputy Director MID Regional Office emphasized the importance of cooperation with the military in order to realize the envisaged efficient ATS route network in the MID Region, and in this regard encouraged States to increase efforts aimed at more involvement of the military at national and international forums.

6.2 Mr. Faqir noted that the meeting was characterized by active participation, and thanked the all delegates for their role. Finally, he highlighted that the work documented in MID ATS Route Catalogue depended on the follow up by States and concerned International Organizations in order to achieve progress, and urged all concerned parties to take action as necessary.

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## **ATTACHMENT A**

ARN TF/2  
Attachment A to the Report

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