



International Civil Aviation Organization

Air Traffic Services Route Network Task Force (ARN TF)

Sixth Meeting

(Cairo, Egypt, 22 - 24 April 2013)

Agenda Item 3: Review ATS Route Network

ATS ROUTE PROPOSALS IN BAGHDAD FIR

(Presented by IRAQ)

SUMMARY

This working paper will discuss the issue related to the establishment of ATS Route UP975.

1. INTRODUCTION

1.1 The ATS Route UP975 was established in 2011, with the understanding that it would provide an additional southbound route as an alternative to UM688 and allow the two (2) ATS Routes to flow parallel to one another from Ankara FIR through Kuwait FIR to the Gulf.

2. DISCUSSION

2.1 The meeting may wish to note Iraq concerns regarding the current flight operations through ATS Route UP975 which forced ICAA to implement temporary mitigation measures.

2.2 Four proposals are presented as at **Appendix A** to this working paper for review by the meeting.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the Iraq concerns related to the ATS Route UP975, and
- b) discuss the proposals and take necessary action as appropriate.

APPENDIX A

Republic of Iraq



IRAQ CIVIL AVIATION AUTHORITY

**ATS ROUTE
UP 975
DISCUSSION PAPER**

Cairo, Egypt

22 - 24 April 2013

Background

In 2011, ATS Route UP975 was established with the understanding that it would provide an additional southbound route as an alternative to UM688 and allow the 2 ATS Routes to flow parallel to one another from Ankara through Kuwait to the Gulf.

In the final stages of implementation, issues were raised by Kuwait due to conflicting military airspace and UP975 (and any of the other southbound routes) could not be structured as planned. This forced ICAA to connect UP975 to UM688 at point UKMUG in the Baghdad FIR causing a converging situation.

The continued operation of UP975 in its current configuration presents a safety hazard, particularly if we were to reduce the longitudinal in trail separation between aircraft to 20 nm. Currently, we accept 30 nm in trail separation from Ankara and Kuwait to allow enough flexibility, using speed control and other tools, to enable BACC to establish separation of at least 20 nm in trail between aircraft as they leave the Baghdad FIR.

During the Regional Coordination Meeting in Amman 19 – 21 June 2012, the ICAA proposed a FLAS to alleviate the 30 nm restriction on aircraft. The plan consisted of restricting aircraft on UM688 to FL 310, FL 350 and FL 390 and aircraft on UP975 to FL 290, FL 330, FL 370 and FL 410 until the aircraft were in Baghdad FIR. Ankara strongly opposed this concept and the idea was dropped.

Later during the meetings, Mr. Saud El Adhoobi, the attending ICAO representative, presented the group with an alternative plan involving the realignment of UP975. Discussions ensued and it was agreed the idea of realigning UP975 was feasible and that the ICAA would work on a solution with the assistance of the region and implement an agreed upon structure as soon as possible.

In the months that followed, several proposals were made to Ankara, Kuwait and Saudi Arabia all of which were turned down (see proposals 1 to 3 attached).

Finally, under mounting pressure by ICAO and the region to reduce longitudinal separation to 20 nm, the ICAA proposed the suspension of UP975 since the airway was never originally intended to converge inside the Baghdad FIR. The suspension of the airway would allow for the reduction of longitudinal separation to 20 nm. Mr. Mohamed Smaoui requested that decisions be deferred until representatives met again to determine the best course of action.

Going Forward

The ICAA respectfully presents four proposals for consideration and discussion during the ARN/TF6 meeting. The proposals are presented in order of most to least favoured by Baghdad FIR which we believe also corresponds to an order of most to least efficient and cost effective for Air Operators.

Proposals

Proposal #1

We consider Proposal #1 (attached) to be the very best option for the region as this allows 2 additional parallel ATS routes (one northbound and one southbound) through the Baghdad FIR. The routes would traverse Ankara and Damascus, but if an additional route through Damascus was difficult, shifting KABAN and NINVA by a short distance would allow the north bound airway to proceed directly into Ankara. To the south, these routes would flow into and out of the Saudi FIR.

The benefits to implementing these routes would be more altitudes being available for operators during pushes and more direct routes for flights operating to or from the UAE. In addition, these routes would alleviate the north/south bound traffic currently transitioning through Jeddah, into Amman and Damascus. This proposal would also allow for anticipated annual traffic growth for the next foreseeable future.

Proposal #2

The second choice for ICAA would be to realign UP975 without the addition of a northbound ATS Route. In this alternative, UP975 would be realigned to flow southbound parallel to UM688. The route would remain clear of conflicting traffic in the Baghdad FIR and would exit the FIR at position TASMI (which is currently used for the north bound flow of traffic).

The Northbound aircraft would continue to use TASMI also and a no climb zone would be established to mitigate risk of incidents occurring near the boundary due to opposite direction traffic. Since the north and southbound routes in this scenario cross one another at the FIR boundary, there would be minimal loss in efficiency due to the climb/descend restrictions because currently very few in altitude are allowed when aircraft approach the boundary.

Although the new southbound UP975 would cross the FIR at TASMI, it would continue in a South East direction to ALSAN (which may have to be shifted slightly) and then proceed south between UM677 and UL602.

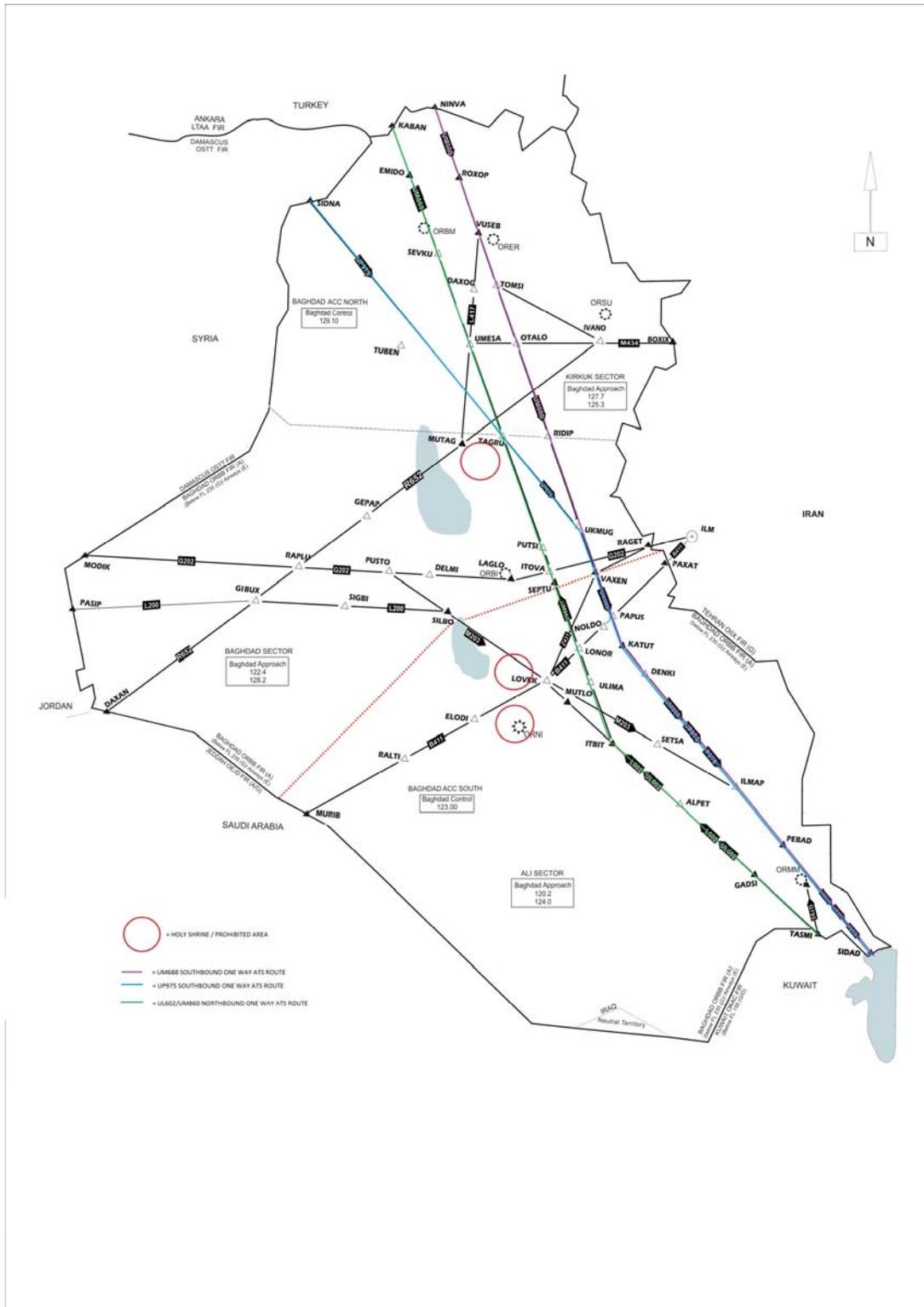
Proposal #3

The least favoured proposal is to realign UP975 such that the route crosses the northbound traffic wholly in the Baghdad FIR and then continues southbound paralleling UM688 to exit between SIDAD and TASMI. The issue regarding this plan is that there would be higher risk due to northbound and southbound routes being close together for a longer duration restricting the ability to conduct offset climbs. Also, the distance between the centrelines of the 3 routes crossing the FIR may not meet the Annex 11 RNAV route criteria.

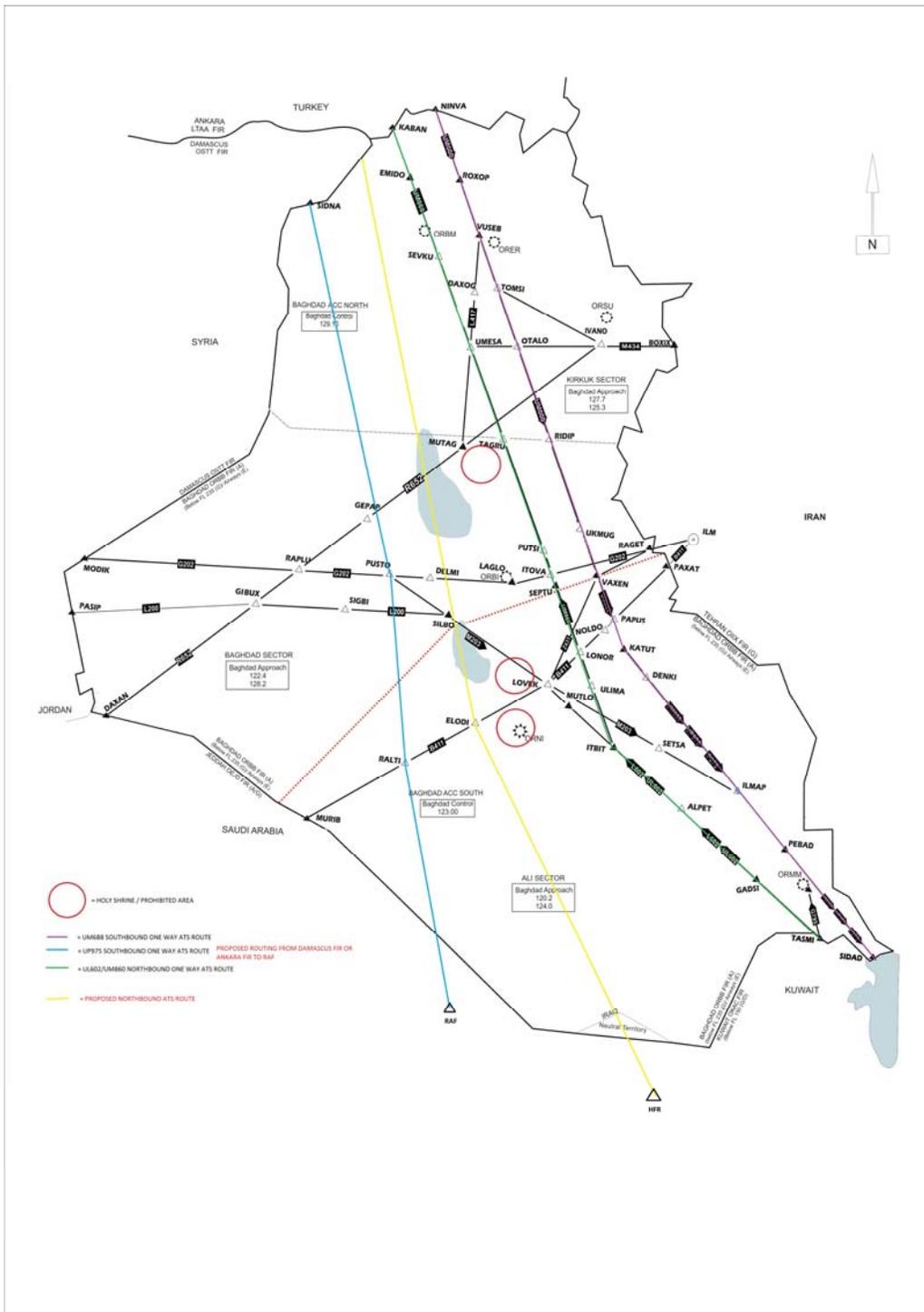
Proposal #4

If UP975 cannot be realigned, and if we cannot implement some form of FLAS in the current system, then in order to meet the requirement to reduce the longitudinal separation to 20 nm the last proposal is to suspend UP975 and operate only one northbound and one southbound airway. If this is agreed to by the region, then we could establish a new central sector to handle the additional traffic congestion and will be in a position to reduce to 20 nm within 60 days.

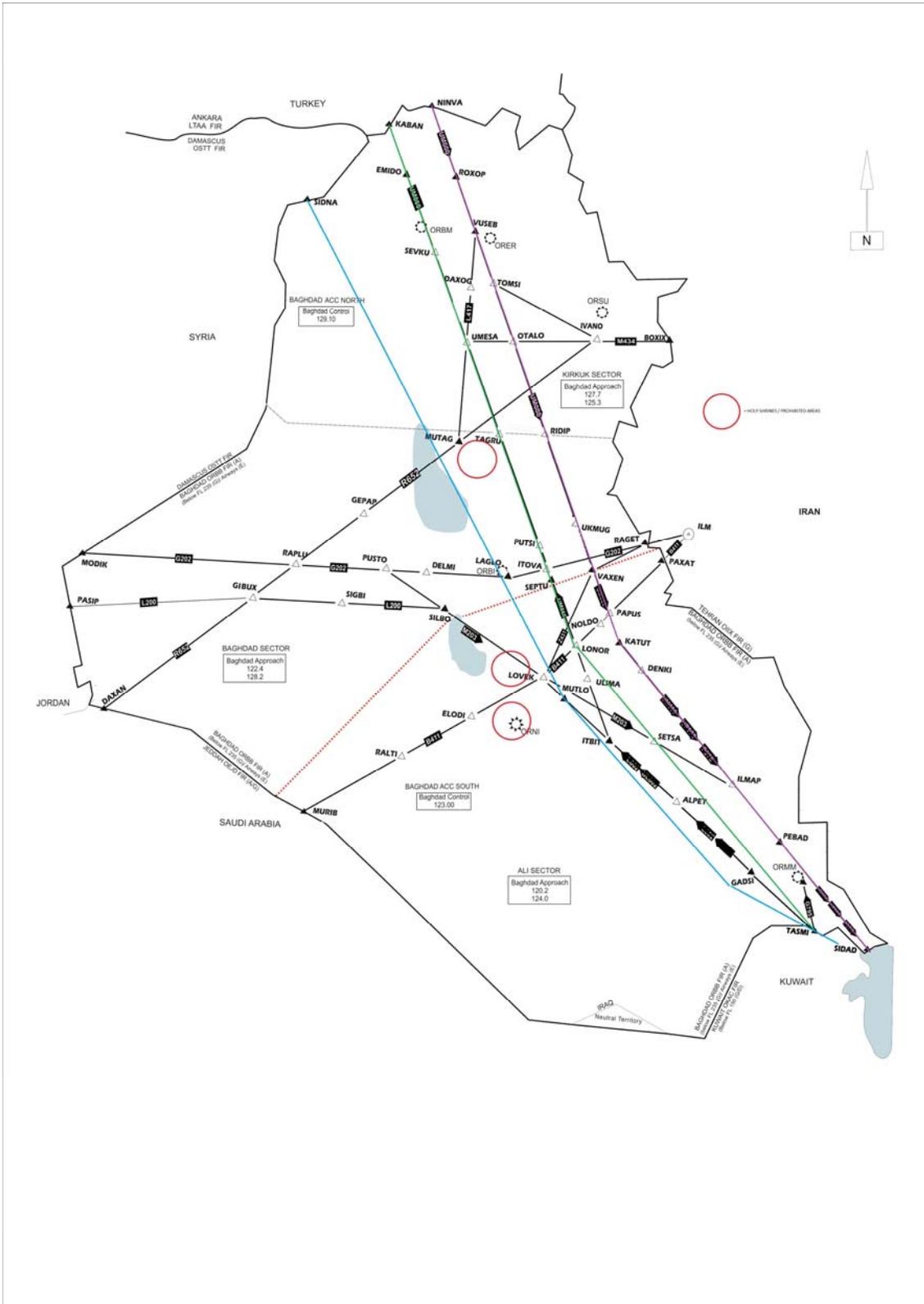
Current North / South ATS Routes



Proposal 1 – ATS Routes through Jeddah FIR



Proposal 2 – ATS Route realigned to exit FIR at TASMI



Proposal 3 – ATS Route to exit between TASMII and SIDAD

