



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

PROPOSED AIRSPACE DESIGN AND UTILISATION IMPROVEMENTS

(Presented by the Eurocontrol)

SUMMARY

Based on the airspace user needs and in coordination with stakeholders (States, International Organizations, user representative organizations and other ICAO Regions), to identify requirements and improvements for achieving and maintaining an efficient route network in the MID Region is one of the important matters in the task list of ARN TF Terms of Reference.

New airspace design and utilisation improvement proposals made by AOs and EUROCONTROL are contained in this working paper.

These proposals are presented for further discussions, considerations and refinement.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 Further developments are required for additional reduction of flying distance and improvement of flight efficiency within the ICAO MID region. This working paper includes new airspace design and utilisation improvement proposals made by the AOs and EUROCONTROL as well as requests for traffic orientation clarifications.

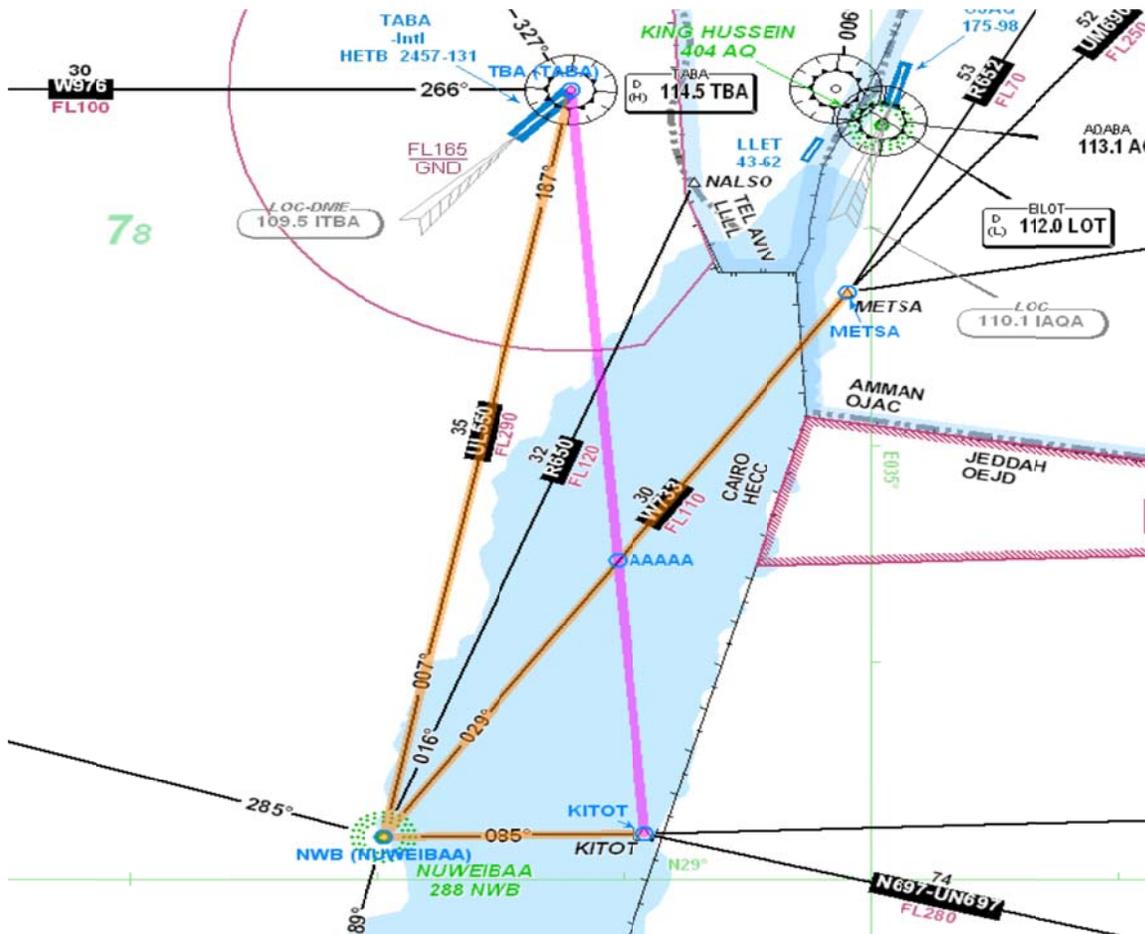
1.2 The options in proposals 1, 2 and 3 contained in this working paper will improve the flight efficiency in normal daily operations of those AOs circumnavigating Damascus FIR. These proposals are outcome of ICAO HQ Teleconference on Syrian Situation held on 1st March 2013

1.3 All proposals are presented at ARN TF/6 for further discussions, considerations and refinement.

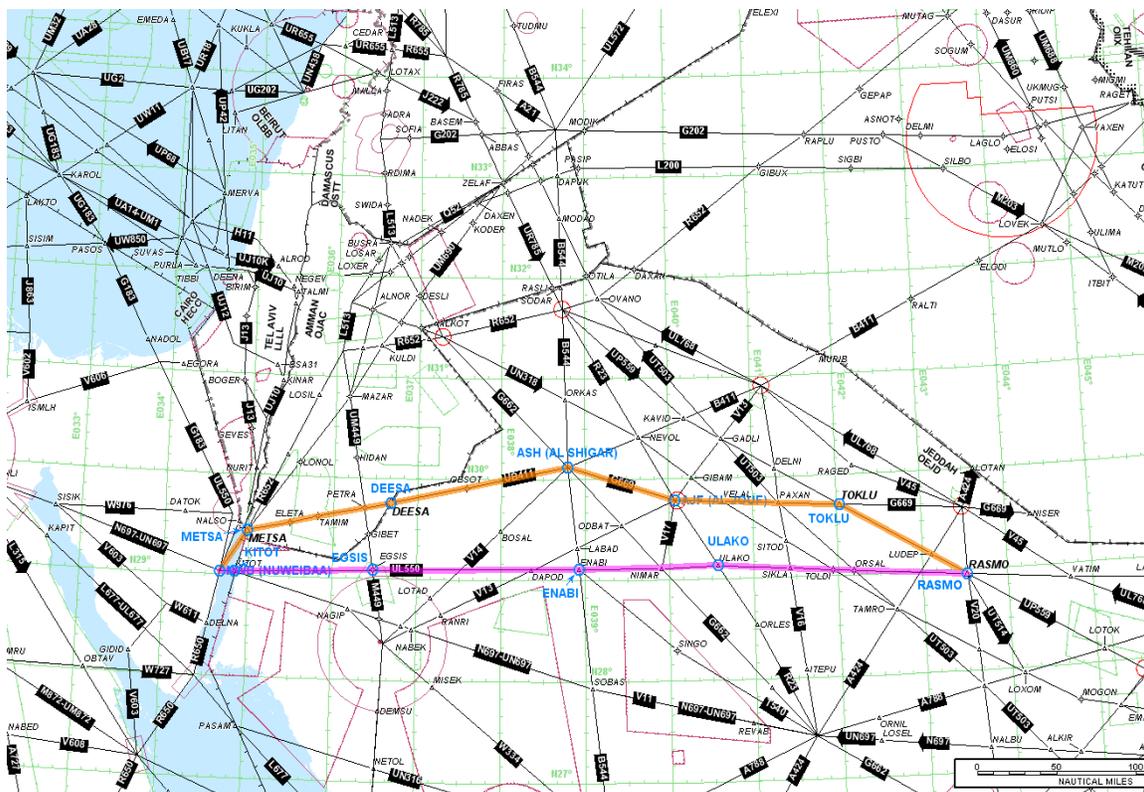
2. DISCUSSION

2.1 The Airspace Design proposals - new ATS routes

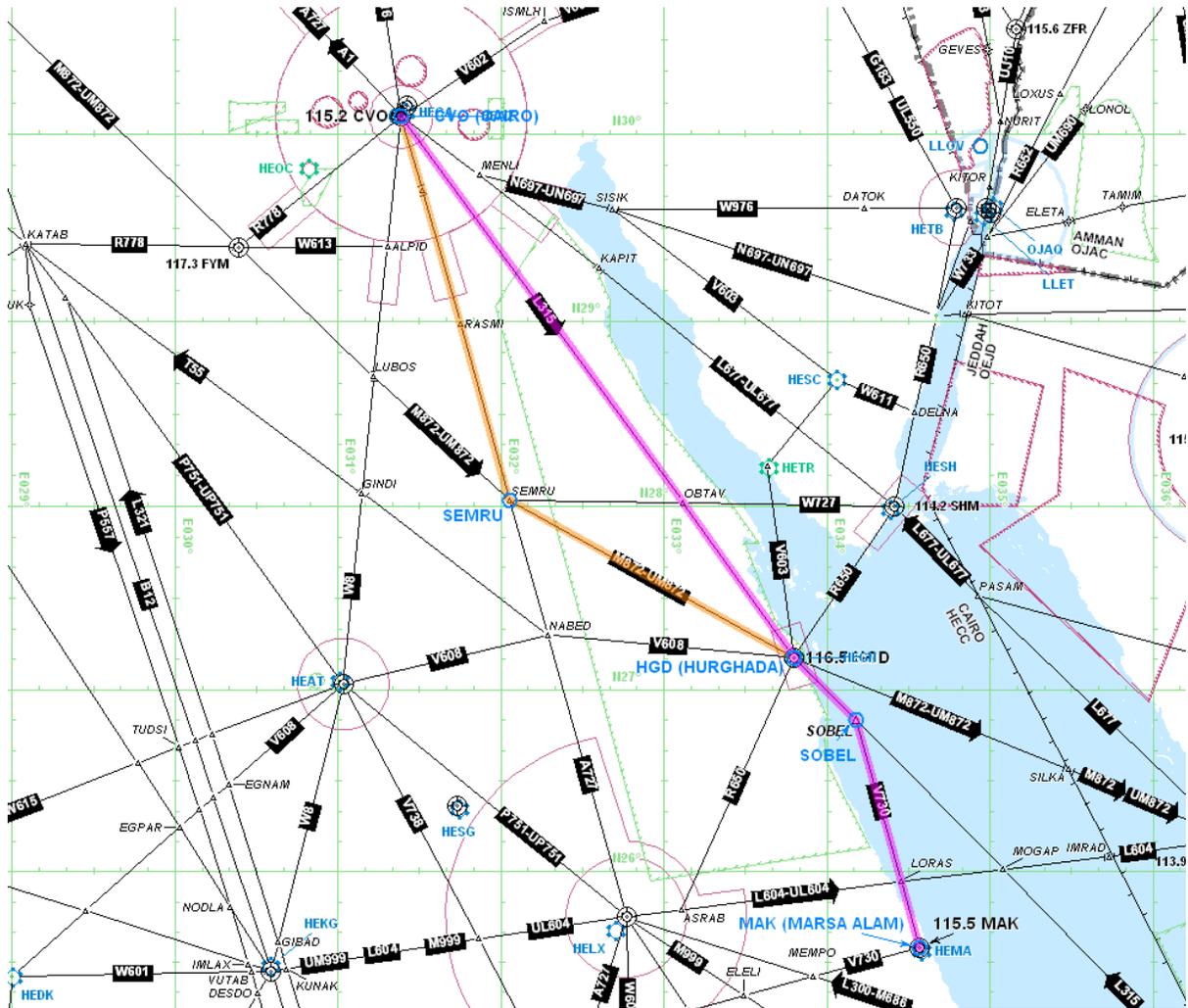
Reference	Objective and Proposal	State(s) concerned
Proposal 1	<p><i>Objective:</i> To further improve ATS route network within Cairo FIR.</p> <p>To implement bi-directional ATS route TBA - AAAAA - KITOT.</p>	EGY
		<p>Originator</p> <p>EUROCONTROL</p>
<p>Notes:</p> <ol style="list-style-type: none"> AAAAA - crossing point between new TBA - KITOT and existing ATS route W733 allowing connection to/from METSA. Shorter by 9.2NM option compare to existing TBA - NWB - KITOT. Shorter by 28.6NM option compare to existing TBA - NWB - METSA. 		



Reference	Objective and Proposal	State(s) concerned
Proposal 2	<p><i>Objective:</i> To further improve ATS route network within Cairo FIR.</p> <p>To change to bi-directional existing westbound ATS route segment N/JUN697 / UL550 KITOT - NWB.</p>	EGY
		<p>Originator</p> <p>EUROCONTROL</p>
<p>Notes:</p> <ol style="list-style-type: none"> In accordance with AIP A.R.E. part ENR this ATS route segment is westbound only and KITOT is used only as an entry point for NB TFC overflying Cairo FIR & for TFC LDG HECA, HEBA, HEMM & HEAL. This unidirectional use of KITOT is also reflected in Traffic Orientation for Cairo FIR also part of AIP A.R.E.. Eastbound is an important option for traffic circumnavigating Damascus FIR as maximum saving flying distance is around 30NM. The change might cover only ATS route UL550 (FL285 - UNL) as N/JUN697 in that segment has lower/upper limits FL255 - FL285. 		



Reference	Objective and Proposal	State(s) concerned
Proposal 5	<p><i>Objective:</i> To further improve utilisation of ATS route network within Cairo FIR.</p> <p>To allow ARR HEMA via existing ATS route L315 CVO - HGD.</p>	EGY
		<p>Originator</p> <p>IACA</p>
<p>Notes:</p> <ol style="list-style-type: none"> 1. Proposal presented to EUROCONTROL by Air Berlin in order to be tabled at ARN TF/6. 2. Despite currently not allowed by Cairo ACC this ATS route option is not part of the Traffic Orientation in Cairo FIR based on AIP A.R.E. 3. Currently based on EUROCONTROL traffic data expected daily flights are not more than 5 for Saturdays and Sundays. Very rarely L315 is used by the AOs for ARR HEMA. As support on that for 31 MAR 2013 SUN there is 1 flight on L315 planned on FL350 over HGD. 4. If ARR HEMA allowed all flights will stay till HGD on Cruising Level. 5. Saving on L315 is 18.3NM in comparison to mandatory option via SEMRU. 		



Traffic Orientation within Cairo FIR.

2.3 This traffic orientation is based on AIP A.R.E. pages 3.2-26 - 28 for flights below FL255 and pages 3.2-29 - 31 for flights above FL255. It is also either revised or updated by few Egyptian NOTAMS.

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2.5 Clarifications are required for landing/departing options to/from the Egyptian aerodromes (e.g. after GIDID connection to L/UL677 is not possible), missing references to existing ATS routes T55, Q680, L/UL617, missing PASOS orientation above FL255, unclear orientation to Amman FIR as currently defined only via RASDA pushing flights via CVO and some other issues.

2.6 Clarifications and possible improvements in that traffic orientation are more evident in current situation of circumnavigating Damascus FIR. This will also lead to the improvement of flight efficiency.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) consider the content of this paper;
- b) discuss as appropriate; and
- c) consider possible inclusion of the proposals in the MID ATS Route Catalogue for further resolution.

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