



MIDANPIRG ATM SG/3 Meeting Cairo, 22-25 May 2017

Bahrain FIR
Presented by
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Presentation Outline

- **ATS Routes improvements implemented**
- **ATS Routes planned for implementation**
- **Implemented or planned ATM Operational Improvements**
- **Ongoing ATM projects/initiatives**
- **Lessons Learned**



ATS Routes improvements implemented

- Bahrain ATC is fully RNAV 1 achieving maximum route efficiency. We accept or are able to accept 10 MIT from all adjacent FIRs.
- Contingency Routes developed in 2014 to avoid areas of armed conflict have been successful in providing alternate routing to customers.



Implemented or planned ATM Operational Improvements

- OLDI implementation with UAE SZC expected to be fully functional 13 June 2017.
- Working with UAE SZC on possible cross border procedures to support SZC restructuring and improve cross FIR traffic flow with particular emphasis on west bound traffic.
- Managing, in conjunction with IATA, the possible cessation of contingency routings as customers plan the return of flights over Baghdad FIR.
 - Particular concerning is the eastbound crossing of contingency and conventional routes is in close proximity to KUW and TEH TCPs.
 - Current crossing flows are limited to KUW and Baghdad FIR Departures. Current traffic distribution is 80% from Tehran FIR, 20% from Kuwait FIR.
 - Increased traffic flows through Baghdad FIR will require close management.
 - This issue is a high priority to ensure a safe and efficient return to normal traffic flows. Ultimately reducing Tehran flow and increasing Kuwait flow.
 - The next slide will help clarify the concern.

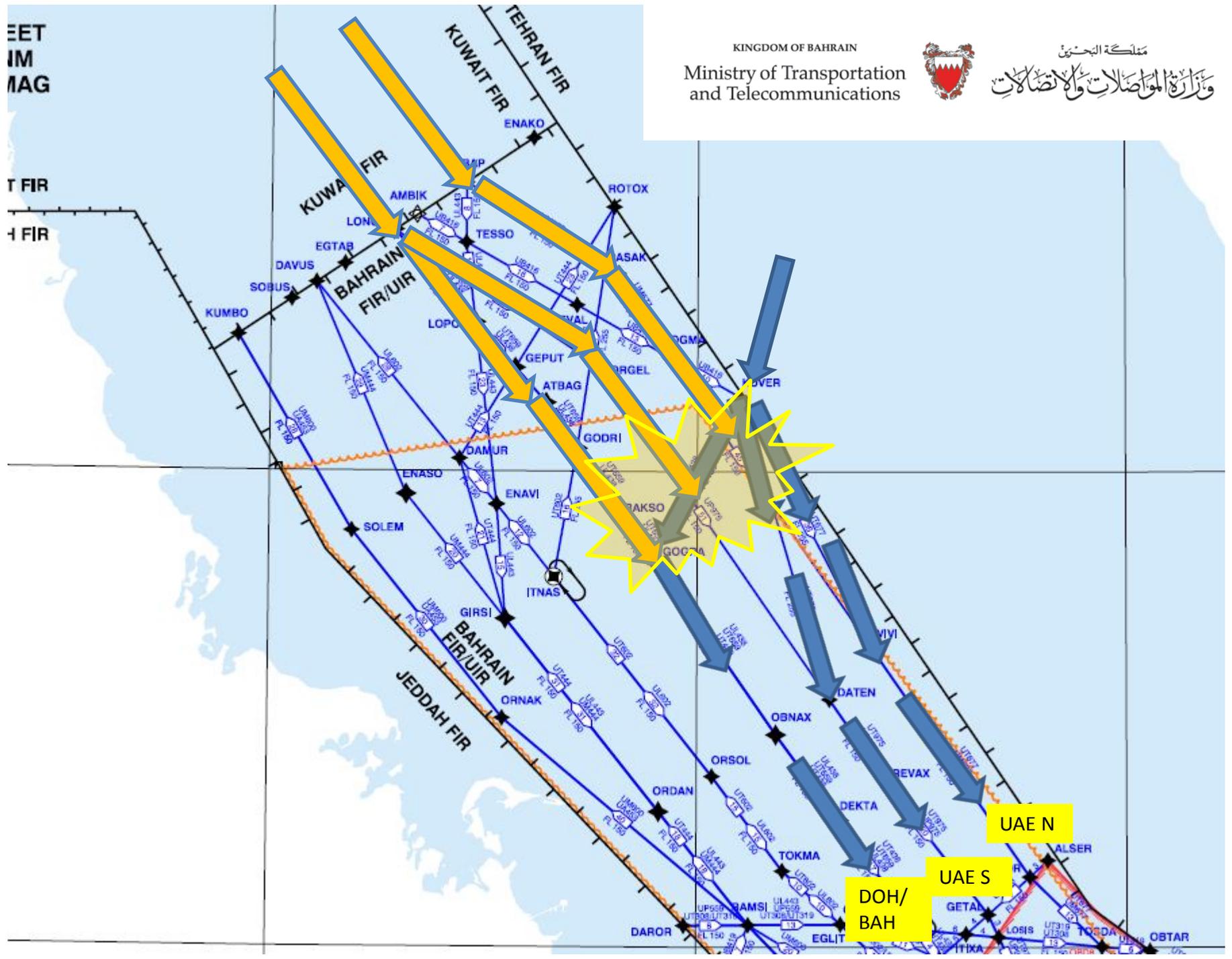
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KINGDOM OF BAHRAIN
Ministry of Transportation
and Telecommunications



مملكة البحرين
وزارة المواصلات والاتصالات





Ongoing ATM Projects/Initiatives

- New Bahrain FIC facility anticipated opening in April 2019 including new ATM systems
- Ricochet recording ATC system
- OBBI Take off and Landing CCTV monitoring system with full recording
- New NAVAIDS – ILS 12L, ILS30R, DVOR
- OBBI STAR (revised) and SID (new)
- GCC Upper FIR Project
- Bahrain IFPS expecting to expand to KSA
- Selected level alert in ATC Display system designed to reduce the potential for level busts and reduce impact of callsign confusion
- Flow Management Data (DBX AMAN data) display on BAH ACC east sectors



Lessons Learned

We found the cooperation required to develop the contingency routes is a formula for successful future regional airspace change management

We will endeavor to work with customers and adjacent units through ICAO and IATA to manage current and future challenges.



Thank you !

**We appreciate your attention and kind
feedback**