

Supporting
European
Aviation



ICAO EUR Region (ECAC area) airspace interface with ICAO MID Region

General overview, proposals, actions

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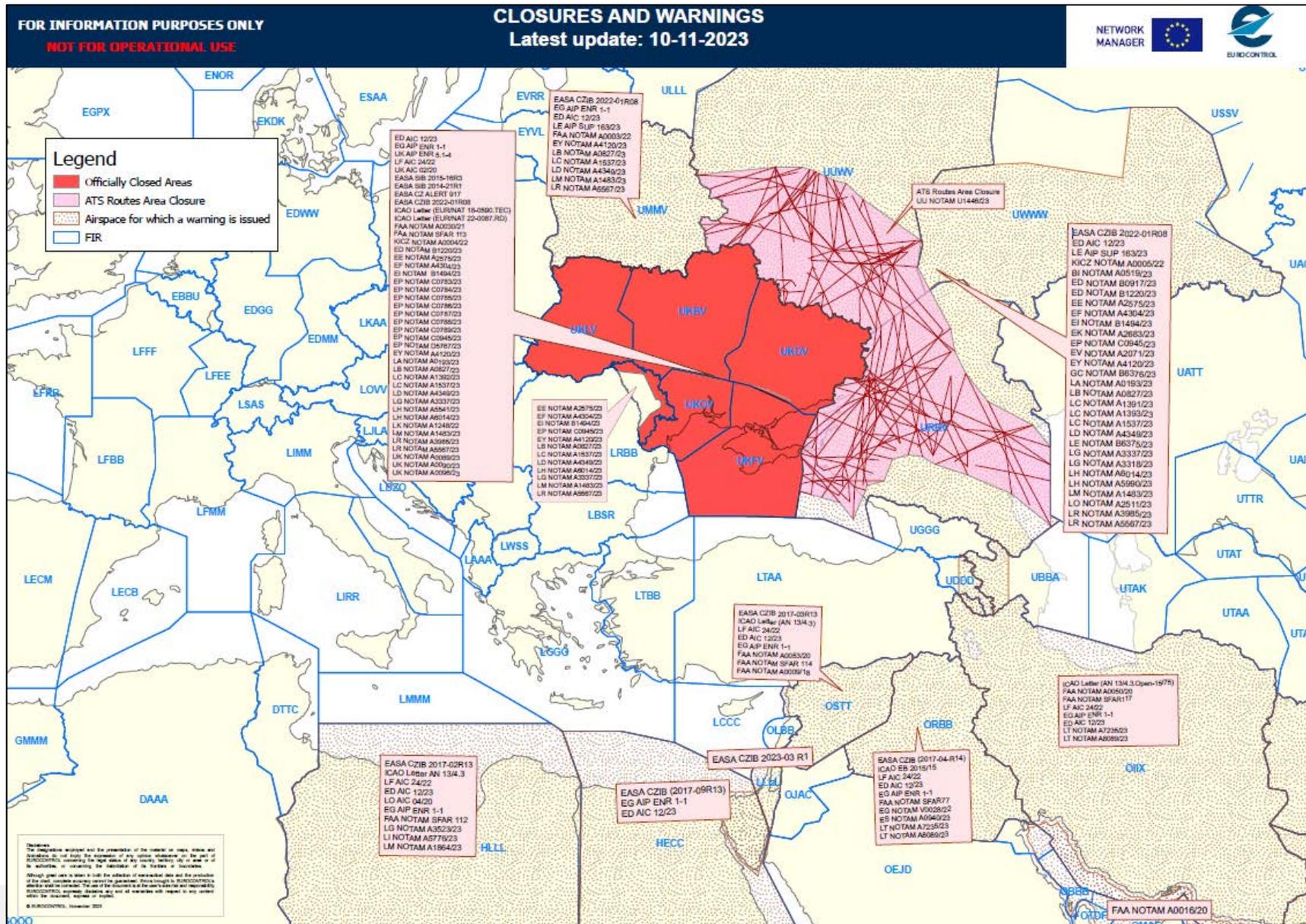
14 - 16 NOV 2023



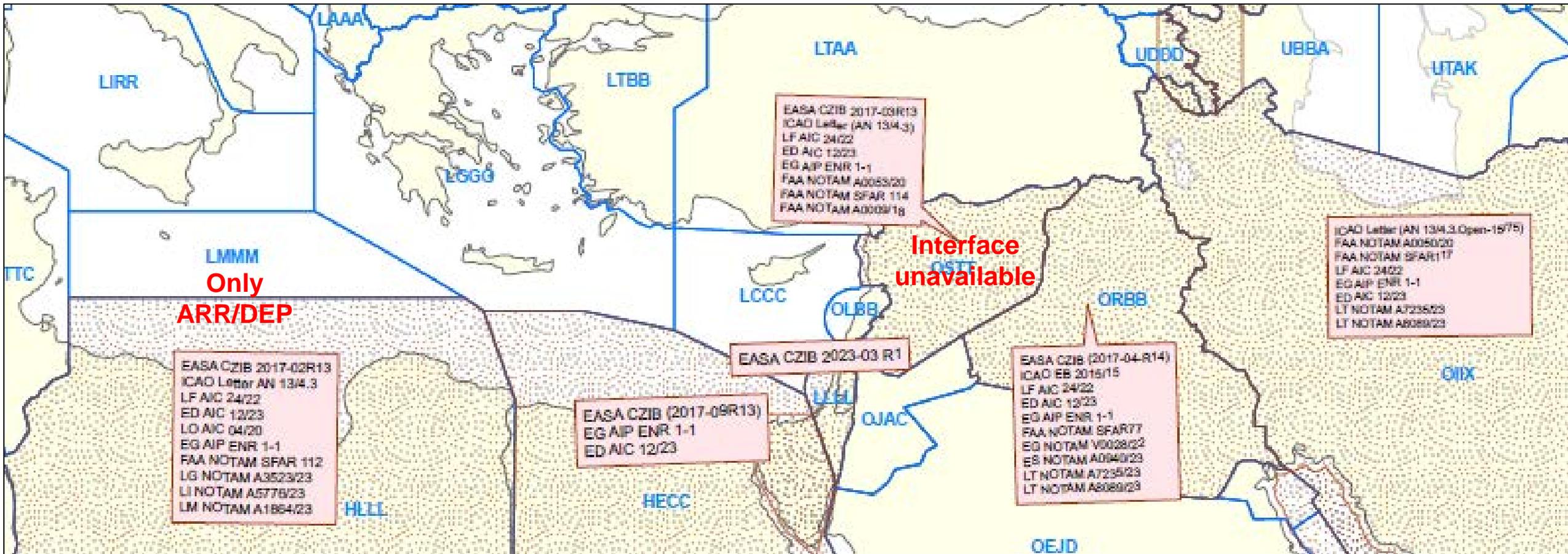
NETWORK
MANAGER



Europe and Adjacent areas - Closures and Warnings (1)



Europe and Adjacent areas - Closures and Warnings (2)



ECAC Southern Interface with ICAO MID Region (1)

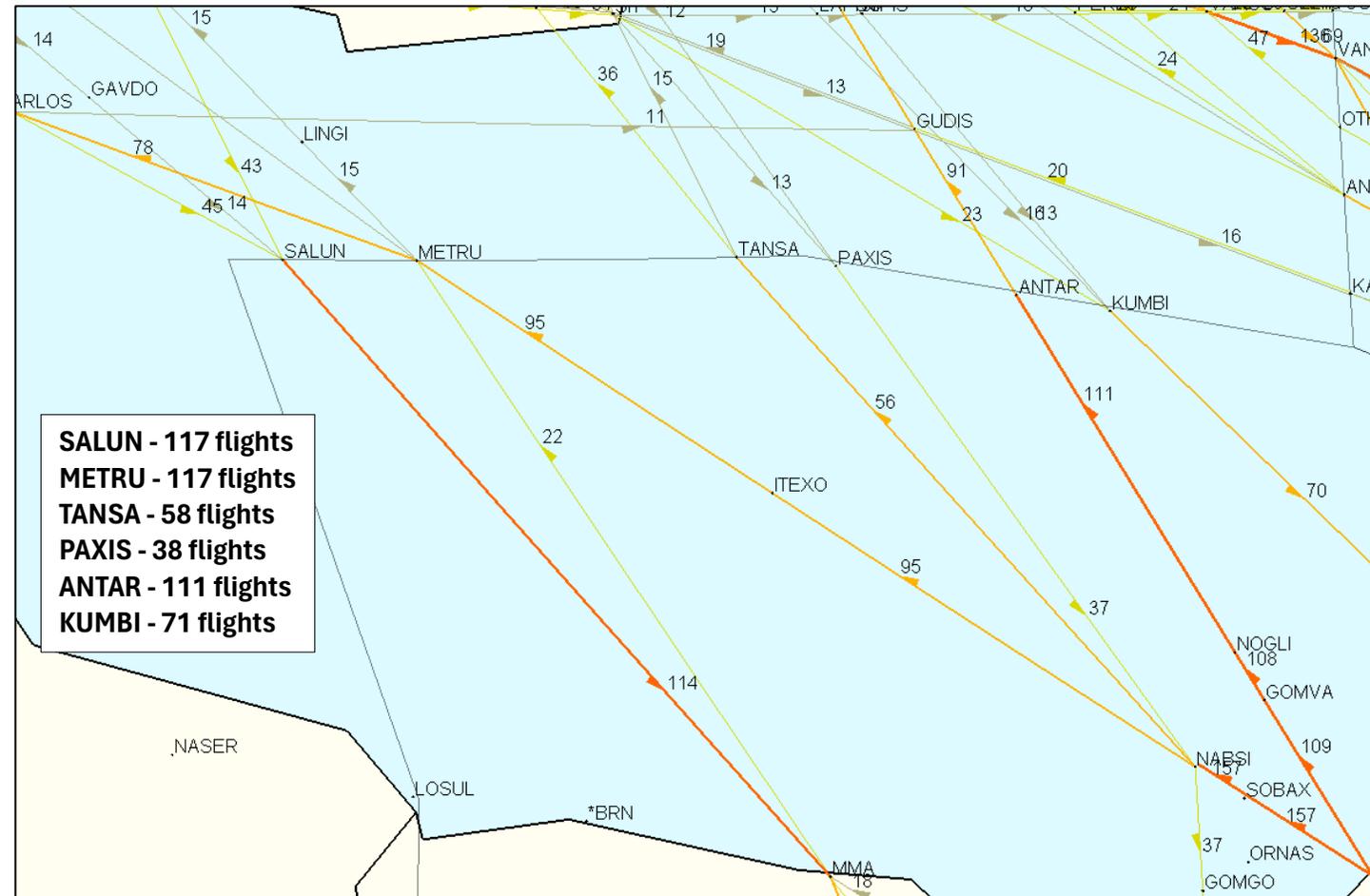
Malta FIR - Tripoli FIR

- No issues and no interface airspace developments planned or proposed.
- Currently no traffic flow rules other than imposed inside Malta FIR in the RAD.
- Only ARR/DEP Libya are operating.

ECAC Southern Interface with ICAO MID Region (2)

Athens FIR/Hellas UIR - Cairo FIR: Current Status

- No reported issues.
- Hellas FRA (FL305 - FL660) expanded from Night to H24 on 2 NOV 2023.
- One traffic flow rule (LGHE1005) exists over KUMBI.
- By request of Egypt, as from 23 MAR 2023 traffic flow rule (LGHE1005) over KUMBI has been modified to include as allowed for arrival all airports in Cairo area - HECA, HEAZ, HECF, HESX.
- LGHE1005 - KUMBI ONLY AVAILABLE FOR TRAFFIC:
 1. ARR (CAIRO_GROUP, HESH, OJ)
 2. FLT-TYP(M)



ECAC Southern Interface with ICAO MID Region (3)

Athens FIR/Hellas UIR - Cairo FIR: Traffic flows discrepancy

Egypt - AIP SUP 19/23 - 12 JAN 2023 - Flow Management in Cairo ACC

- Valid until 31 DEC 2023.
- *TFC OVER KUMBI*
 - *Inbound TFC shall not route via KUMBI EXC for TFC LDG HECA and HESH AD or **overflying to Amman FIR via ULINA.***
 - *All inbound TFC FM Athens FIR, overflying Cairo FIR and destined any Jordanian AD, shall enter Cairo FIR via KUMBI.*
- Imposes traffic flow organisation rules also via SALUN and PAXIS but with no impact to Athens ACC.

European RAD LGHE1005 - Flow Management in Athens ACC

- KUMBI ONLY AVAILABLE FOR TRAFFIC:
 1. **ARR (HECA, HEAZ, HECP, HESX, HESH, OJ)**
 2. **FLT-TYP(M)**

KUMBI - ULINA summary

- Opening of KUMBI for overflights, with agreement by Greece, was done in November 2022 during ATM-SG/8 to serve traffic for the WC2022. It was published via HE NOTAM A0296/22 and included in the RAD with expiration at 15 DEC 2022. Agreement was later to discuss possible continuation and for that reason was kept in the RAD till 23 FEB 2023. The last did not happen, the NOTAM expired and Egypt re-included the option in above AIP SUP with no coordination and RAD LGHE1005 was adapted accordingly and option removed.

ECAC Southern Interface with ICAO MID Region (4)

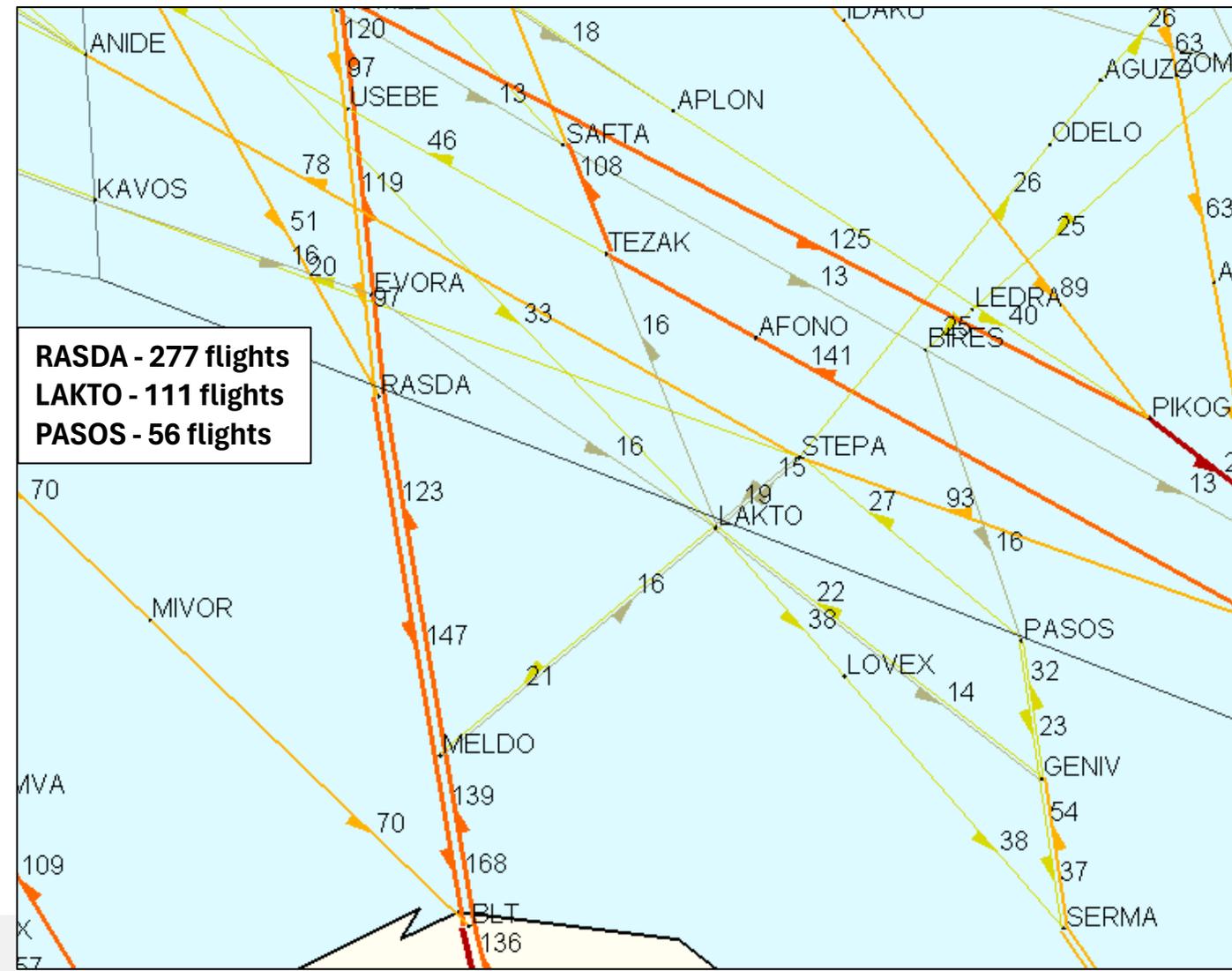
Athens FIR/Hellas UIR - Cairo FIR: New Ideas/Proposals

- Egypt:
 - KUMBI available for:
 - ARR HEGN from 22:00 to 05:00 (safety study performed by Egypt).
 - Overflights to ULINA (current option from KUMBI via BLT - CVO - SISIK ... is not attractive).
 - Pending eastbound proposals, from ATM-SG/8, for connections inside Cairo FIR:
 - SALUN - SILKA or DASUM - FYM.
 - KUMBI - MIVOR - BLT - DATOK - KITOT (means also bi-directional use of KITOT).
 - Greece
 - KUMBI available for traffic as today.
 - New exit point from Greece east of KUMBI for overflights to ULINA.
- OR
- Move ARRs to Cairo group via PAXIS or ANTAR and keep KUMBI only for traffic via ULINA.

ECAC Southern Interface with ICAO MID Region (5)

Nicosia FIR - Cairo FIR: Current Status

- Issues unchanged - possible reduction of longitudinal separation and establishment of OLDI connection. (EUROCONTROL met the Cypriots last week and they stated that the longitudinal separation has been reduced to 15 NM, although the LoA has not been updated.
- FRANIC (FL205 - FL660) exits at Night 21:30 - 04:30 (20:30 - 03:30).
- Currently no traffic flow rules other than imposed inside Nicosia FIR in the RAD.
- Egypt AIP SUP 19/23 imposes traffic flow organisation rules via PASOS and LAKTO but with no impact to Nicosia ACC.



ECAC Southern Interface with ICAO MID Region (6)

Athens FIR/Hellas UIR/Nicosia FIR - Cairo FIR: Possible Actions

- Egypt:
 - To update AIP SUP accordingly by including all Cairo area ADs and Military Traffic via KUMBI.
 - To further study and consider the proposals by Greece.
 - To dualise traffic flows via RASDA.
- Cyprus:
 - To consider proposal for dualization of traffic flows via RASDA.
- Greece:
 - To consider inclusion of ARR HEGN via KUMBI during the Night.
- ICAO EUR/NAT and ICAO MID Offices:
 - To organise, with support by EUROCONTROL, Regional Airspace Developments Coordination Meeting between Greece, Cyprus and Egypt with aim to discuss new proposals for interface improvement and traffic flows organisation for Summer 2024.

ECAC Eastern Interface with ICAO MID Region

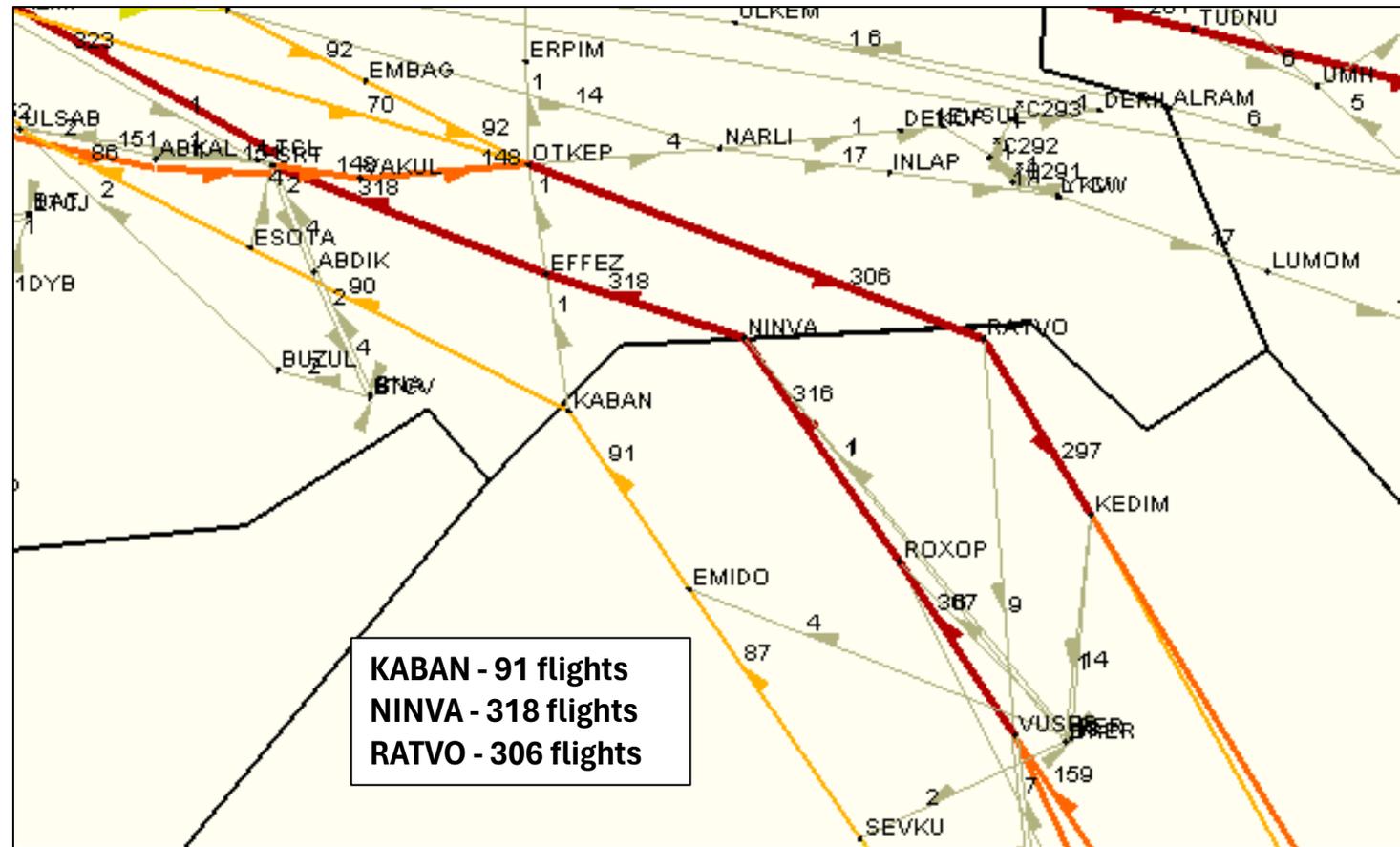
Nicosia FIR - Beirut FIR

- No issues and no interface airspace developments planned or proposed.
- Currently no traffic flow rules other than imposed inside Nicosia FIR in the RAD.

ECAC Northeastern Interface with ICAO MID Region

Ankara FIR - Baghdad FIR

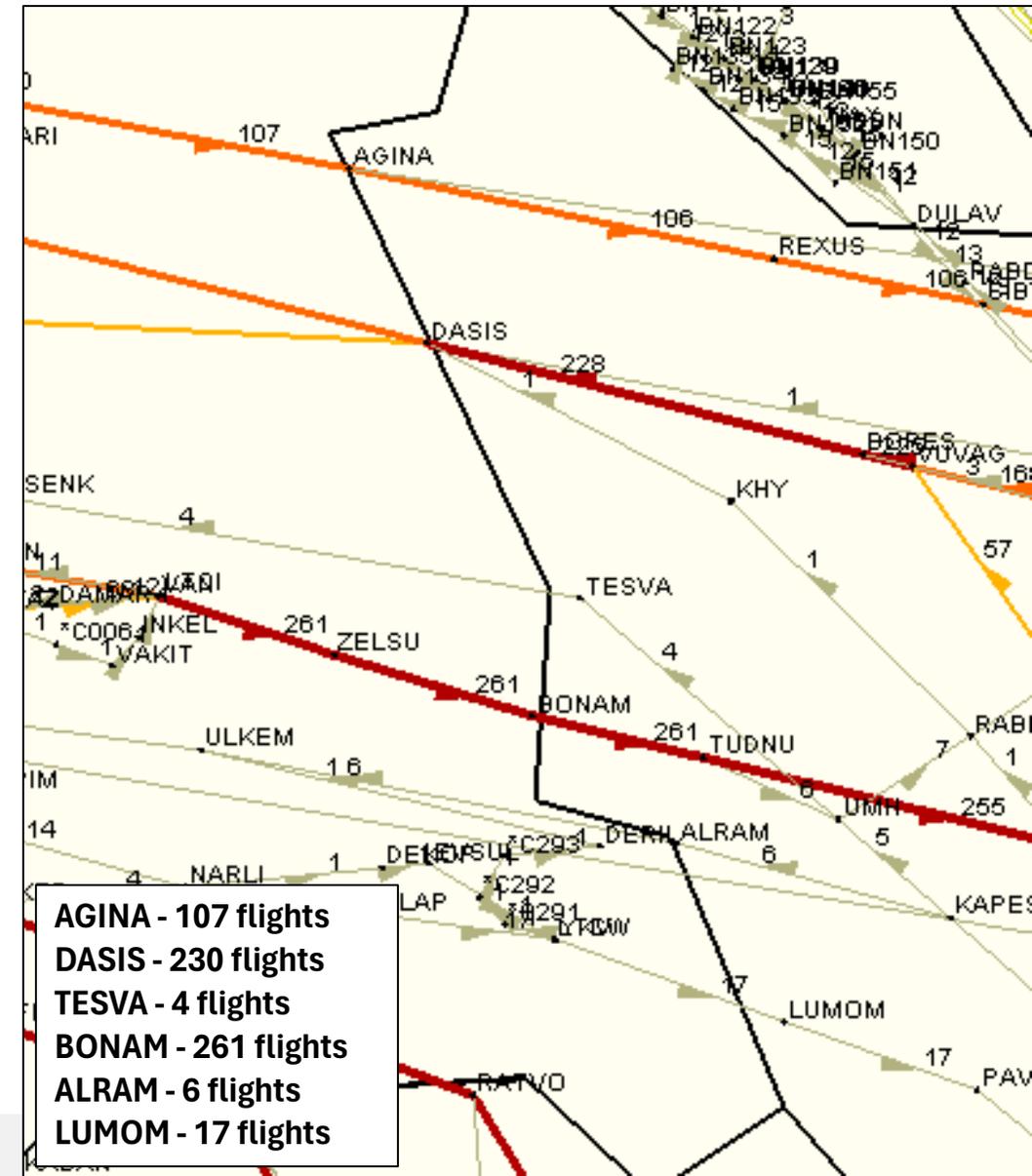
- No reported issues and no interface airspace developments planned or proposed.
- Currently no traffic flow rules other than imposed inside Ankara FIR via the RAD.
- LT A8091/23 NOTAM - 27 OCT 2023 till 02 FEB 2024 due to exercises in the area makes unavailable up to and including **FL330** ATS routes via KABAN, NINVA and RATVO.
- EUROCONTROL still believes that better and equal traffic distribution over KABAN and NINVA can be achieved. Vision already presented by EUROCONTROL.



ECAC Northeastern Interface with ICAO MID Region (1)

Ankara FIR - Tehran FIR: Current Status

- Reported issue relates to traffic flows organisation (see next slide).
- No interface airspace developments planned or proposed requiring changes in Ankara FIR. Proposal made at RDGE-SCM for new ATS route connection is entirely in Tehran FIR towards existing FIR boundary points - DASIS and AGINA.
- Currently traffic flow rules are imposed also inside Ankara FIR via the RAD but reflecting inappropriate traffic organisation.



ECAC Northeastern Interface with ICAO MID Region (2)

Ankara FIR - Tehran FIR: Discrepancy

- Via Iranian AIP SUP 1/23 - 12 JAN 2023 a Traffic Orientation Scheme (TOS) within Tehran FIR exists from 23 MAR 2023 till 22 MAR 2024. This standard and mandatory TOS is published to enable all aircraft operators, planning to fly within the OIIX FIR (including transit, domestic and international departure and arrival) to file flight plans as required by Tehran ATS.
- Coordination for resolving the discrepancies (see table below) was initiated by DHMI in April 2023 via ICAO MID Office by proposing discussions between Iran, Türkiye, ICAO and EUROCONTROL but with no result.
- EUROCONTROL still believes that TOS might be reconsidered due to not so high traffic demand at that interface and when impacting adjoined ICAO regions shall be coordinated at that level.

POINT	Ankara FIR	Tehran FIR
AGINA	Eastbound ATS routes	Eastbound via TOS
DASIS	Bi-directional ATS routes	Westbound via TOS
TESVA	Westbound ATS routes	Westbound via TOS
BONAM	Bi-directional ATS routes	Eastbound via TOS
ALRAM	Bi-directional ATS routes	Westbound via TOS
LUMOM	Eastbound ATS routes	Eastbound via TOS

ECAC Northeastern Interface with ICAO MID Region (3)

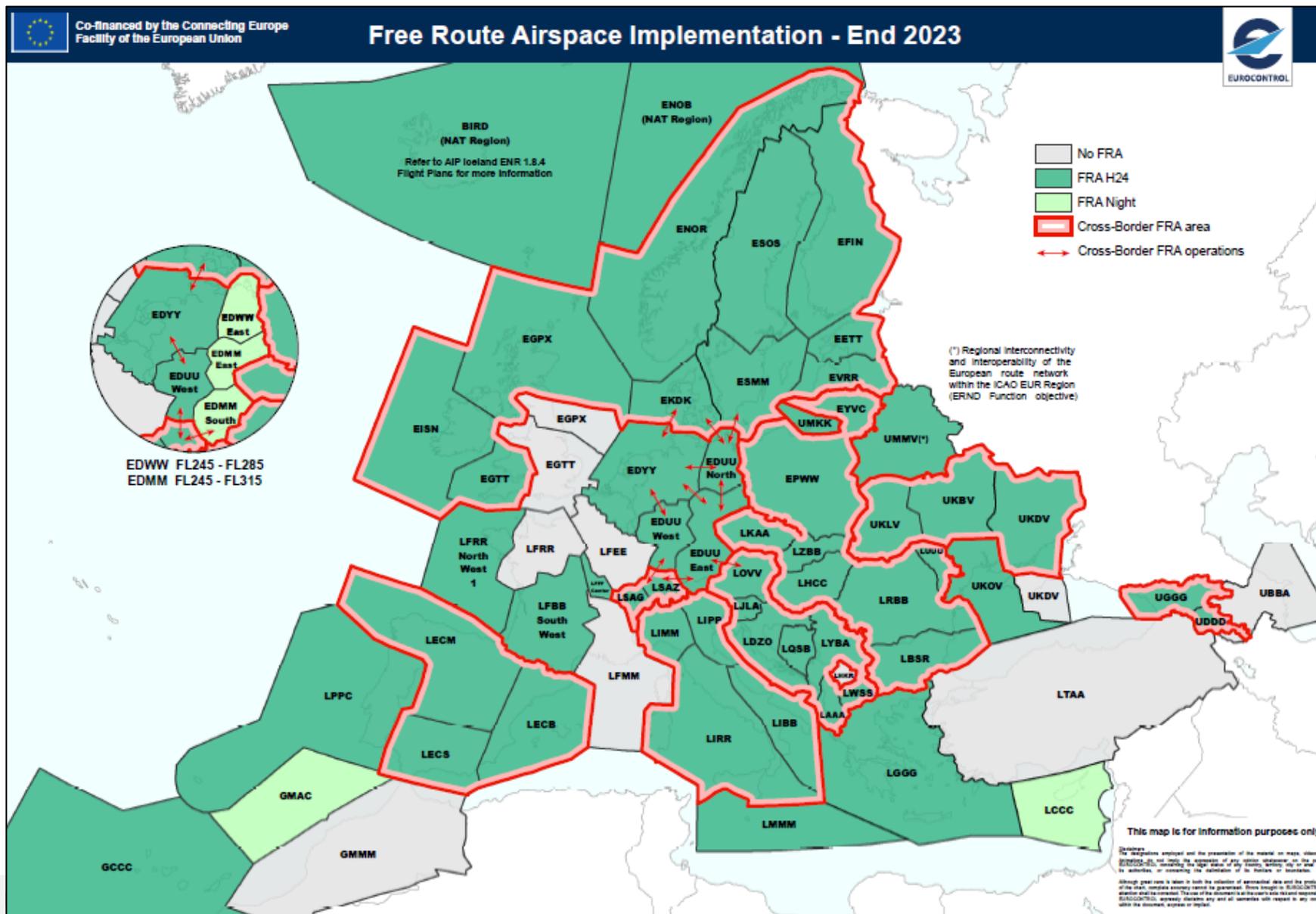
Ankara FIR - Tehran FIR: Possible Actions

- ICAO EUR/NAT and ICAO MID Offices:
 - To organise, with support by EUROCONTROL, Regional Airspace Developments Coordination Meeting between Iran, Türkiye and Caucasus States with aim to discuss new proposals for interface improvement and traffic flows organisation for Summer 2024 (Such proposal was also made at RDGE-SCM in September 2023 and is under consideration by ICAO).

ECAC Northern Interface with ICAO MID Region

- Yerevan FIR - Tehran FIR:
 - Reported issue at RDGE-SCM (September 2023):
 - The lack of OLDI connections with UDDD which may consequently prevent the potential reduction of longitudinal separation minima from 20 NM to lower values (mostly in crisis scenarios).
 - No interface airspace developments planned or proposed requiring changes in Yerevan FIR. Proposal made at RDGE-SCM for new ATS route connection is entirely in Tehran FIR towards existing FIR boundary point - MAGRI.
- Baku FIR - Tehran FIR:
 - No reported issues and no interface airspace developments planned or proposed.

ICAO EUR Region - ECAC FRA Implementation - end 2023



QUESTIONS