



International Civil Aviation Organization

MIDANPIRG Airspace Management Working Group

Second Meeting (ASM WG/2)
(Virtual, 27 January 2025)

Agenda Item 2: ASM Developments

**TRANSITIONING FROM RNAV5 TO RNAV1 WITHIN KUWAIT FIR:
CHALLENGES AND OPPORTUNITIES**

(Presented by Kuwait)

<p>SUMMARY</p> <p>This paper outlines these efforts, current challenges, and the next steps required to implement RNAV1 within Kuwait, to support regional traffic flow.</p> <p>Action by the meeting is at paragraph 3.</p>
<p>REFERENCES</p> <p>- MID ASM Plan</p>

1. INTRODUCTION

1.1 Kuwait has invested in advanced surveillance and communication systems to support enhanced operations, including the foundation for RNAV1 requirements. Regular upgrades and enhancements are essential to support the current and future traffic demand and ensure suitable capacity is available to maintain and enhance safety levels.

1.2 The entry and exit points at Kuwait FIR were identified as the most congested points with the MID Region. Kuwait FIR experiences significant congestion along northbound and southbound routes, particularly between TASMI - RALKA and SIDAD - SESRA. This congestion underscores the need for optimized route planning and enhanced airspace management.

1.3 Kuwait ACC continues to provide the services to operating traffic within the safety levels at the most available efficiency, however, in light of the forecasted increase of traffic there will be a point where additional routes will be required.

2. DISCUSSION

2.1 Over the past two years, significant efforts have been made to establish additional RNAV1 routes within Kuwait.

2.2 With the support of ICAO MID Office, Kuwait proposed to establish four unidirectional RNAV1/RNAV5 routes within Kuwait FIR, to connect Bahrain and Baghdad FIRs. The focus was on two additional RNAV1 routes to alleviate traffic congestion between key waypoints (TASMI and RALKA).

2.3 The proposals were presented during virtual coordination meetings, between Kuwait, Iraq, Iran, and ICAO MIDFPP.



2.4 Although there was broad regional support for the initiative, Iraq at that time could not commit to the implementation plan due to limitations in CNS and air traffic management systems.

2.5 ICAO has played a central role in facilitating regional discussions and meetings. However, the project remains pending awaiting the progress from Baghdad FIR.

2.6 Kuwait restates the willing of the DGCA to provide any required support in this matter to any stakeholder to assist the completion of the implementation plan.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) request ICAO MID to continue facilitating discussions and meetings with concerned States and stakeholders to address pending issues and support project implementation plan; and
- c) support Kuwait ongoing initiatives to enhance airspace capacity and efficiency through RNAV 1 adoption.