



International Civil Aviation Organization

MIDANPIRG Airspace Management Working Group

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

Agenda Item 2: ASM Developments

**REDUCING THE LONGITUDINAL RADAR SEPARATION BETWEEN
KUWAIT AND IRAQ FIRs**

(Presented by Kuwait)

<p>SUMMARY</p> <p>This paper highlights the operational inefficiencies introduced by reducing the longitudinal radar separation between Kuwait and Iraq.</p> <p>Action by the meeting is at paragraph 3.</p>
<p>REFERENCES</p> <p>- MID ASM Plan</p>

1. INTRODUCTION

1.1 Kuwait applies 10 NM longitudinal radar separation for inbound and outbound traffic with most neighbouring FIRs.

1.2 However, 20 NM longitudinal radar separation is applied for outbound traffic to Iraq due to ensuing Iraq agreement with Ankara FIR, which require 20 NM separation.

1.3 Kuwait FIR experiences significant congestion along northbound and southbound routes, especially between TASMI-RALKA and SIDAD-SESRA. This congestion underscores the need for reducing the 20 NM radar separation to 10 NM to enhance capacity as the 20 NM requirement reduces operational efficiency for Kuwait FIR, limiting optimal utilization of airspace and creating bottlenecks in traffic flow. This standard complicates outbound traffic management and hinders optimization of air traffic coordination.

2. DISCUSSION

2.1 Collaborate with Iraq's Air Navigation Service Provider (ANSP) to evaluate the feasibility of reducing the 20 NM requirement for outbound traffic to 10 NM, aligning it with regional practices.

2.2 Strengthen cross-border collaboration to address interdependencies with Ankara FIR and mitigate their indirect impact on Kuwait-Iraq coordination.

2.3 Request ICAO MID Region assistance to coordinate with EUROCONTROL and Türkiye (Ankara FIR) to explore the feasibility of reducing the radar separation standard to 10 NM for northbound traffic.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) support Kuwait request to harmonize radar longitudinal separation standards with Iraq by reducing the northbound requirement to 10 NM; and
- c) ICAO MID to facilitate the interregional coordination involving EUR Office and Türkiye (Ankara FIR) to align radar separation standards to 10 NM.

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