

ATM/SAR/AIS SG/5
Report on Agenda Item 2

REPORT ON AGENDA ITEM 2: REVIEW OF THE IMPLEMENTATION STATUS AND REQUIREMENTS OF THE MID REGION ATS ROUTE NETWORK

2.1 Under this agenda item, the Sub- Group carried out a thorough review of the status of implementation of the ATS route network in the MID Region. The Group highlighted those ATS routes/route segments which should be deleted from the MID Plan, routes to be re-aligned and identified the requirements for additional ATS routes in the Region. The Sub-Group accordingly amended the MID ATS route network and agreed that the Secretariat will process the changes in accordance with established procedures (**See Appendix A**).

2.2 The Sub-Group also reviewed the trunk routes which have been developed within the framework of the Revised ATS Route Structure Asia to Middle East/ Europe, South of the Himalayas (EMARSSH) meetings, passing through the MID Region and was of the view that some of the proposals do not reflect the requirements of the MID Region and furthermore, have not taken into account the existing MID ATS route structure and the restrictions imposed by regional constraints. The meeting was of the view that the EMARSSH routes should instead be harmonized with the existing ATS route network for the MID Region

2.2.1 The Sub-Group expressed concern that EMARSSH has also proposed intra Middle East routes which are outside its purview and should normally be addressed within the framework of the MIDANPIRG mechanism, through the ATM/SAR/AIS Sub-Group. It was also pointed out that close coordination and consultations are made with the users, through IATA MID Office for the development of the MID ATS route networks and two separate bodies should thus not be charged with the responsibility for the planning of ATS routes within the MID Region as it creates confusion.

2.2.2 The Sub-Group was of the view that the proposal for the creation of EMARSSH AS1, AS2, AS3 and AS4 routes entering the MID Region within Muscat FIR were not acceptable and furthermore, could not be thoroughly analyzed due to the absence of Oman. It was thus agreed that these routes should instead join the existing MID ATS route structure at Muscat FIR boundary over the Arabian Sea.

2.2.3 As regards EMARSSH AS10 and AS13, the meeting agreed to the proposal for the creation of these routes.

2.2.4 The meeting also agreed that EMARSSH AR1, AR2 and AR3 routes are intra Middle East routes which will be accommodated within the MID planning mechanism. and should not form part of EMARSSH.

2.2.5 The Sub-Group was of the view that the Persian routes (Persian 4 to 8) were to be further reviewed taking into account the existing MID ATS route structure. It was agreed that Iran will consider these proposals and will accordingly inform the ICAO MID Office on the need for the creation of these routes.

2.3 Based on the foregoing the Sub-Group formulated the following conclusion:

CONCLUSION 5/1: REVIEW OF THE MID ATS ROUTE NETWORKS

That:

- a) the Secretariat will process the requirements identified at **Appendix A** regarding the revised MID ATS route network in accordance with established procedures;

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- b) the proposal for the creation of EMARSSH routes AR-1, AR-2 and AR-3 will be accommodated within the framework of MIDANPIRG mechanism;
- c) the EMARSSH routes AS-1, AS-2, AS-3 and AS-4 should be harmonized with the existing MID ATS route network at the Muscat FIR boundary over the Arabian Sea;
- d) the proposed EMARSSH route AS10 and AS-13 are acceptable; and
- e) Iran will consider the proposed Persian EMARSSH routes (Persian4 to Persian-8) and will inform the Secretariat on the next course of action.

2.4 The Sub-Group was also apprised of the outcome of the meeting which was held in Damascus on 16 October 2001 between Jordan, Lebanon and Syria with a view to consider ways and means of enhancing airspace capacity. The Group noted that the proposed route between KHALDEH(KAD)-CHEKKA(CAK)-LEBOR-DAMASCUS(DAM)-BUSRA-HAZEM-QUEEN ALIA (QAA) was agreed upon and would be available on trial basis till 1 November 2001. It was also pointed out that this route will also be available to international traffic with effect from 2 November 2001. The extension of this route from HAZEM to GURIAT (GRY) was also proposed subject to favorable considerations by Saudi Arabia for the creation of a direct route segment from GURIAT (GRY) to PAXAN (N29 44.3 E 04118.6) via NEVOL(N30 24.7 E039 38.6). The meeting accordingly framed the following conclusion:

CONCLUSION 5/2: IMPLEMENTATION OF ATS ROUTE BETWEEN BEIRUT AND QUEEN ALIA

That:

- a) the Secretariat initiates action for the creation of an ATS route between Beirut to Queen Alia via Chekka, LEBOR(N34 15.9 E 036 35.0), Damascus, BUSRA(N32 20.0 E036 37.0) and HAZEM(N32 14.0 E036 38.0);
- b) Saudi Arabia considers the possibility of authorizing traffic to operate from Guriat to PAXAN(N29 44.3 E041 18.6) via NEVOL(N30 24.7 E039 38.6); and
- c) Jordan and Saudi Arabia will consider the creation of an ATS route between HAZEM (N32 14.0 E036 38.0 and Guriat (GRY- N31 24.8 E037 17.2).

2.5 The meeting also agreed to a request by Yemen for the creation of the

- NAMAS (N17 25.3 E 040 57.6)
- RIYAN (N14 40.3 E049 23.5) (HARGEISA)
- SAYUN (N15 57.7 E048 47.2) - HAIMA

2.6 The meeting also noted the concerns of IATA regarding the economic penalties subjected to operators due to the non-implementation of some ATS routes in the Region. The Sub-Group urged States concerned to consider the establishment of ATS routes A415, B415 and B419. The meeting also considered the request by users for the creation of the following additional ATS route requirements:

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- MOBET(N26 45.3 E056 09.8) EGSAL(N27 16.8 E062 49.0)
- TRIVANDRUM(TVM) - SALALAH (SLL- N 17 02.7 E 054 05.7)- KING ABDULAZIZ (JDW), OR OTHERWISE,
- COLOMBO (CMB) AL-GHAIDAH (GDA) - KING ABDULAZIZ (JDW).

2.7 It was agreed that the Secretariat will initiate action for the creation of the above-mentioned ATS routes/route segments and its eventual inclusion in the MID Basic ANP document.
