



*International Civil Aviation Organization*

**MIDANPIRG/22 & RASG-MID/12 Meetings**

***(Doha, Qatar, 4 – 8 May 2025)***

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**Agenda Item 5.3:      ANS (AIM, PBN, AGA-AOP, ATM-SAR, CNS and MET)**

**ESTABLISHMENT OF CDR TO SUPPORT CONTINUATION OF  
TRAFFIC FLOW DURING CONTINGENCY**

*(Presented by I.R.of Iran)*

**SUMMARY**

This paper presents the outline the Iran IAC high-level plan with the main activities to set up the stage for the operational and technical implementation as part of strategic CAA and IAC plan for enhancing safety for provision of ANS during contingency situation.

**REFERENCE**

- DOC 4444 ( PANS-ATM)
- Annex 2
- Annex 11
- Annex 15
- DOC10088
- DOC9882

**1.      INTRODUCTION**

1.1            In the implementation of regional plans and in special circumstances, new air routes were created to channel the flow of air traffic in the FIR of the Islamic Republic of Iran, which were used under the title of CONDITIONAL ROUTES. These routes were used in the political tension in the MID region to ensure that the provision of service to transit and domestic flights was not disrupted, while observing safety and security considerations. Therefore, in order to provide safe flight surveillance service and prevent disruption of the flow of regional air traffic, and in line with Iran's international obligations in the field of ANS, and also in connection with the implementation of the concept of flexible use of airspace, the above routes were created.

1.2            Therefore, the creation of this category of routes was placed on the agenda of the Iran Civil Aviation Authority in accordance with the ICAO program for greater coordination between the civil and military sectors, and in line with ICAO documents DOC10088, DOC9882, and ASBU Element FRTO B0/3.

## 2. DISCUSSION

2.1 Based on ICAO Global Air Navigation Plan (GANP), 7TH edition, the ASBU element FRT0 B0/3 is a collection of routes that have been pre-validated and coordinated with impacted air route traffic control centers and airspace users. There are many instances when ATC needs to move air traffic away from, or into, a particular area of airspace. When this happens, traffic managers will typically implement reroutes – a common route, or set of routes, that they want aircraft to use in a particular area. These routes are predetermined and applied to the certain sector/airport accordingly. Routes are available through ANSP database and are published for the airspace users.

2.2 In light of the above, fourteen routes have been published in Iran AIP with the following characteristics:

- Published in Iran AIP , section ENR 3.5 and titled contingency routes (Conditional routes).
- These routes cannot be used and planned in normal conditions and are activated after coordination with the military departments by issuing required NOTAMs.
- these routes published as Non-regional RNAV 5 routes with designator “Y”.

2.3 .Based on lesson learnt from various contingency circumstances in the MID region and impact of such crisis within Tehran FIR, the following factors have been recognized as the main constraints affecting traffic management during contingency situations.

- lack of safety assessment;
- ATCOs workload;
- ATCO and supervisors briefing and training;
- imbalanced ACC sectors capacity;
- flight crew unfamiliar with tactical changes;
- lack of new data related to changes in flight FMS;
- creation and distribution of long and complicated NOTAMs;
- excessive civil and military coordination;
- unfamiliar of ATCOs on civil and military agreed route structure;
- additional coordination with adjacent FIRs.

2.4 To establish the above Conditional Routes, the following challenges have been identified:

- since these routes crossed various temporary and permanent areas, the main challenge to established these routes was coordination between civil and military authorities.
- Tehran FIR manages a diverse range of regional and inter-regional traffic flows, resulting in a complex ATS route network. To assess the impact of modifications in the airspace structure, comprehensive safety assessment and training are required.

## 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note Iran experience and lesson learned to implement above procedure deal with contingency situation; and
- b) motivate MID States to publish alternative route options as the conditional route in their respective AIPs to support contingency situation.