International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Tenth Meeting (ATM SG/10)
(Jeddah, Saudi Arabia, 20 – 23 October 2024)

Agenda Item 3: Planning and Implementation issues related to ATM/SAR

ROUTE AVAILABILITY DOCUMENT

(Presented by Saudia Arabia and Sultanate of Oman)

SUMMARY

This paper presents a proposal for the development of Route Availability Document (RAD) for airspace users within Jeddah and Muscat FIRs.

Action by the meeting is at paragraph 3.

REFERENCE(S)

- European Route Network Improvement Plan (ERNIP) part 1
- ERNIP PART 4
- Report on the Feasibility of (LTAG) For International Civil Aviation CO_2 Emission Reductions, March 2022

1. INTRODUCTION

1.1 In alignment with the ongoing cooperative efforts between the Kingdom of Saudi Arabia and the Sultanate of Oman to optimize aviation operations within the region, a collaborative initiative has been undertaken to develop a unified Route Availability Document (RAD). This comprehensive document is intended to streamline access to route network structures for aircraft destinations within Europe, Africa, the Middle East, and Asia.

1.2 RAD is a method designed for displaying the aviation guide appendix for the preferred routes within Saudi and Omani FIRs. It facilitates the selection process for preferred routes when crossing both FIRs as a unified airspace, as well as for landing or taking off from either FIRs.

2. DISCUSSION

2.1 Routing Scheme Document for Jeddah and Muscat FIRs: This document establishes a comprehensive and standardized routing scheme for flight planning within the Jeddah and Muscat Flight Information Regions (FIRs). Its purpose is to serve as a unified reference, ensuring consistency and coordination in route planning processes.

2.2 Key Benefits and Operational Changes of the Routing Scheme Document: The implementation of the Routing Scheme Document offers several significant advantages and operational improvements:

a) Enhanced Flight Planning Flexibility: Aircraft operators will benefit from increased flexibility in flight planning, leading to more efficient and cost-effective operations.

b) Improved Air Traffic Flow and Capacity Management: The document will contribute to the optimization of air traffic flow and capacity management within the Jeddah and Muscat FIRs.

c) Unified Route Scheme Framework: A comprehensive and coordinated list of route schemes will be established, providing a clear and standardized framework for flight operations within both FIRs.

d) Re-routing Options and Contingency Planning: The document will facilitate the identification of alternative routes to avoid congested or temporarily closed airspace, ensuring operational continuity.

e) ATC Capacity Maximization: Air Traffic Controllers will be empowered to maximize airspace capacity by implementing route restrictions that effectively manage significant traffic flows.

2.3 The Routing Scheme Document will be published in the form of an Excel sheet through AIP SUP and accessible by a URL link. It will be continuously reviewed by the stakeholders for improvements.

2.4 The document is currently being finalized and expected to be published in Q4/2024.

2.5 Both states are exploring the feasibility of implementing an online portal, currently in development, to provide real-time access to this feature. Additionally, we are transitioning from the existing route scheme document to a Route Availability Document (RAD) to streamline information and enhance accessibility.

2.6 In the near future, with the concurrence of MID states, the Route RAD is poised to evolve into a comprehensive planning and management tool. This unified resource will seamlessly integrate structural and Air Traffic Flow and Capacity Management (ATFCM) requirements, providing a geographically and vertically cohesive framework. The RAD will be accessible not only to Saudi and Omani airspace managers but also to all ICAO MID states, contingent upon mutual agreement.

2.7 The RAD document will be presented in an Excel format, providing detailed information for both FIRs. This information will be essential for airspace users entering their FIRs and will encompass not only the MID states but also the adjacent airspaces to the MID region.

2.8 This optimization is expected to significantly enhance the route selection process, contributing to the Long-Term Aspirational Goal (LTAG) as a goal of achieving net-zero carbon emissions in international civil aviation by 2050.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information contained in this paper and discuss any relevant matters as appropriate; and

b) agree upon the followings:

- establish MID RAD: to enhance air traffic flow within the MID region through improved coordination with EURO-NAT, APAC, and ESAF regions;

- development MID RAD Portal: A MID RAD portal will be established, through the collaborative efforts of MID States with the support of Saudi Arabia. This portal will facilitate access to RAD services from various MID states while ensuring that its costs are adequately covered; and

- request the ASM WG to include in its action plan the development of MID RAD.

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