



الهيئة العامة للطيران المدني
GENERAL CIVIL AVIATION AUTHORITY

UAE update for ICAOMID SCM 24-25 Sep 2014

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OUR VISION: A LEADING, SAFE, SECURE AND SUSTAINABLE CIVIL AVIATION SYSTEM

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Introduction

As a result of armed the conflict in Iraq, GCAA issued a directive that all civilian 'A6' registered aircraft shall not overfly the Baghdad FIR (see below).

Similar safety assessments have been done by other global airlines and state aviation authorities

This has influenced the traffic flow of all ICAO MID Region states as well as UAE.

In order to comply with above mentioned directive UAE arrivals, particularly Southern Emirates, have been rerouted via OIIX FIR which has increased the workload of both ATSU's. (Tehran and Emirates ACC)



UAE Regulatory action

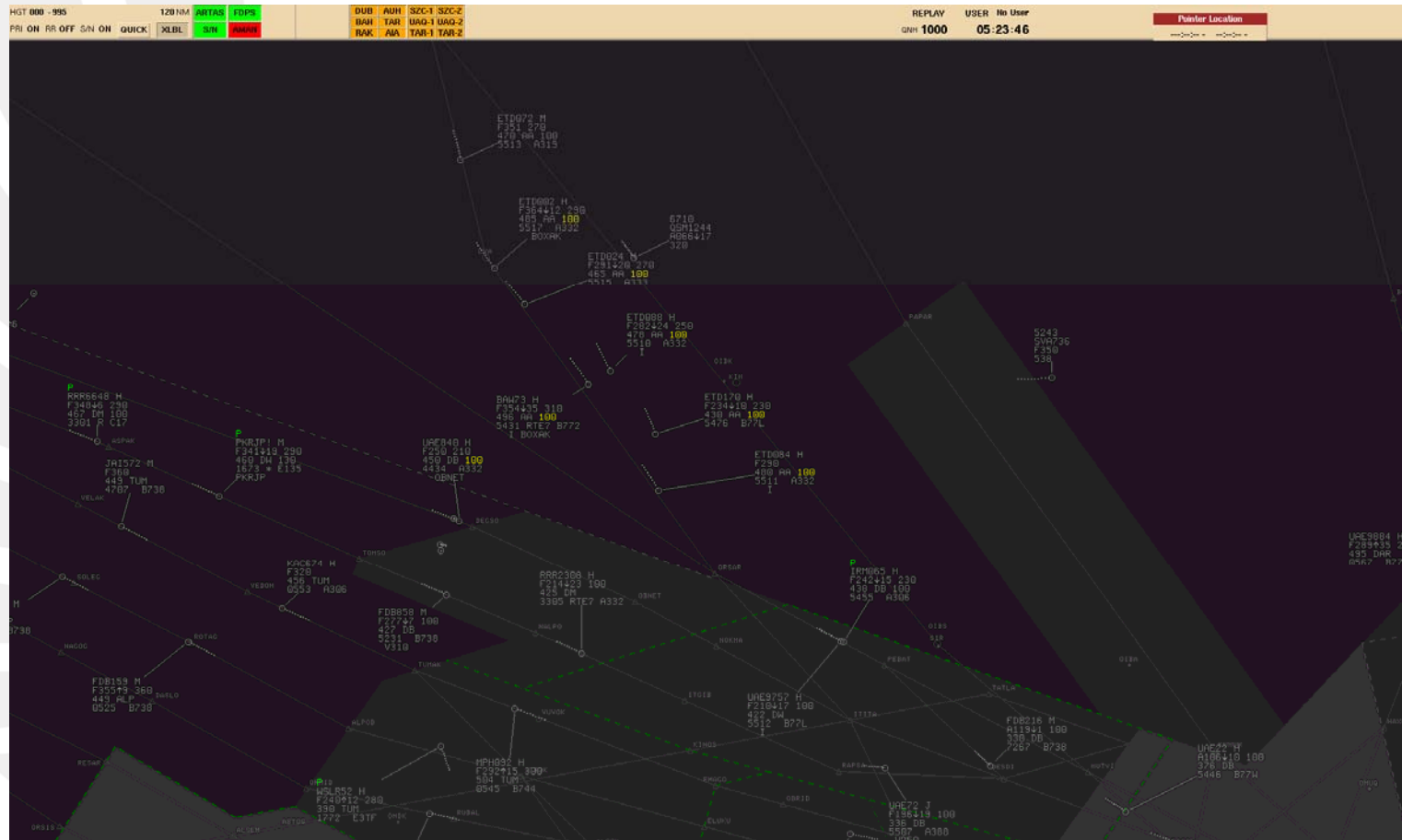
- Operational Directive “DG DIRECTIVE 04-2014 - PROHIBITION ON OPERATIONS INTO BAGHDAD FLIGHT INFORMATION REGION.”
 - **Effective:** 14 August 2014, 15:30 UTC
 - **Applicability:** All A6 registered aircraft and aircraft operated by UAE civil operators
 - **Requirement:** The UAE GCAA is hereby, and until further notice, prohibiting all UAE registered aircraft and aircraft operated by UAE operators from flying into Baghdad Flight Information Region (ORBB).
 - **Exception:** Flights destined to : ORBI, ORNI, ORMM ORSU and Aircraft in emergency
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Impact on UAE FIR

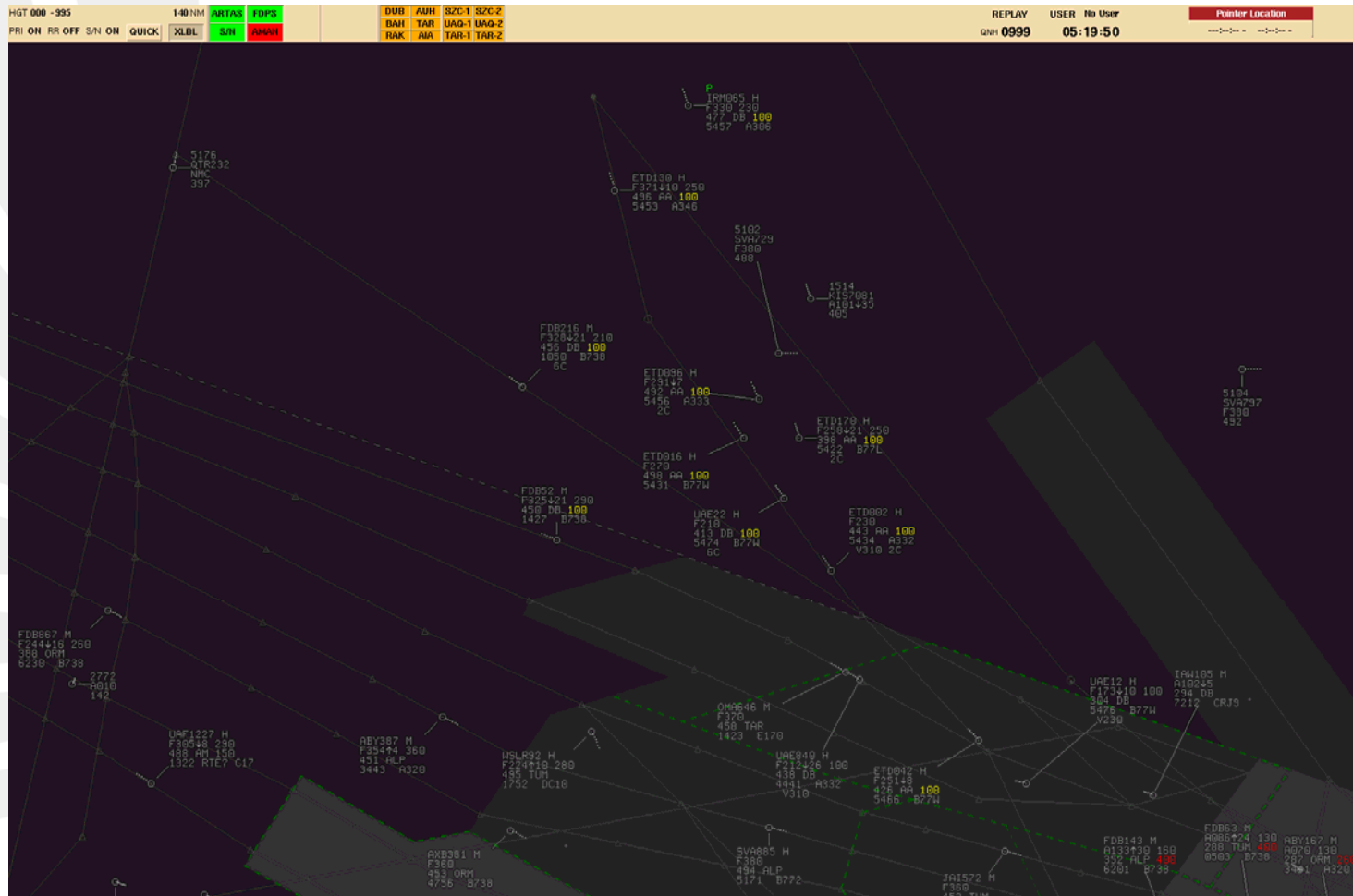
- ORSAR is the only available waypoint for Eastbound arrivals from OIIX FIR. This waypoint is mainly used by Northern Emirates arrivals from Europe & North America which constitutes a significant amount of arrival traffic. Baghdad FIR prohibition has added Southern Emirates Arrivals to this waypoint.
 - Change to the routings for Southern Emirates arrivals creates safety critical interactions with Northern Emirates arrivals and departures which did not exist in this volume before.
 - Operational Data showed that on several occasions through the month of August, the maximum capacity through ORSAR of 24 per hour (given current procedures) had been severely exceeded.
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Impact on UAE FIR





Impact on UAE FIR



Impact on UAE FIR

Emirates and Tehran ATS units are facing over capacity through ORSAR every day and working closely together to provide safe ATS services to all airspace users.

Results:

- Extra coordination with adjacent units especially OIIX
- Increase of coordination failures between the 2 ATS units

OIIX 2014 Co-ordination Failures (Sector 4)

Month	Co-ordination failure
Jan-14	2
Feb-14	0
Mar-14	2
Apr-14	11
May-14	1
Jun-14	1
Jul-14	3
Aug-14	75



UAE SZC action

- Safety Assessment

- SZC has compiled a full safety assessment for the over capacity encountered at ORSAR

- Coordination with OIIX

- Extra Levels were agreed such as FL 290 as an addition to ORSAR FL

- Coordination with Bahrain

- Temp Change of FL 310 for ARR TFC inbound from Bahrain in order to reduce complexity in the UAE FIR

- Coordination with UAE Operators

- Alternative routing proposed by SZC

- Was not agreed by airlines due to cost constraints

- Hence this will require cooperation and coordination at a regional level.



Recommendation

- Requires sub-regional / regional cooperation
 - IATA role, UAE is encouraging IATA as the voice of the operators to propose alternative feasible solutions in consultation with stakeholders.
 - Possibility for Flow control measures to overcome the over capacity faced by number of states especially UAE and OIIX.
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