



International Civil Aviation Organization

MID ATS Message Management Center Steering Group

Third Meeting (MIDAMC STG/3)
(Cairo, Egypt 26 - 28 January 2016)

Agenda Item 2: Follow-up on MIDANPIRG/15 and other Meetings Conclusions and Decisions relevant to MIDAMC STG

UAE ENFORCEMENT OF UAE AIP ENR 1.10 “FLIGHT PLANNING”

(Presented by United Arab Emirates)

SUMMARY

The continuous implementation of efficient and expeditious principles receives the highest priority within the UAE ATM systems and regulations in order to stay ahead of traffic demand. Enforcement of UAE ENR 1.10 “Flight Planning” supports UAE ANS to provide undisruptive, efficient and safe air traffic services.

Action by the meeting is at paragraph 4.

REFERENCES

- UAE AIP ENR 1.10
- UAE GCAA SAFETY ALERT 11/2015

1. INTRODUCTION

1.1 The continued growth of aviation in the MID Region increases the demand on airspace capacity subsequently emphasises the need for optimum utilization of the available rules and regulations. To meet the increased safety requirements in the UAE, the General Civil Aviation Authority of the UAE endeavour to constantly evaluate regulations and procedures to make improvements where necessary so as to serve our airspace users in the most safe and efficient manner possible.

2. DISCUSSION

2.1 Flight plan for a Flight to be provided with ATC or Air Traffic advisory shall be submitted at least 60 minutes before departure, or if submitted during flight, at a time which would ensure its receipt by Emirates ACC at least ten minutes before the aircraft is estimated to reach the intended point of entry into UAE FIR. Refer UAE AIP ENR 1.10

Note 1: ATC has the right to refuse a flight without a valid flight plan from entering UAE Airspaces until such time as a flight plan has been filed.

Note 2: in exceptional circumstances a flight plan may be filed with SZC ACC via telephone +971 2 5996851. However operators may expect delays in such instances.

2.2 Overflying traffic for which no flight plan has been received shall be informed that clearance will not be available through the UAE FIR until a flight plan is received. The aircraft shall be instructed to call the sector responsible for the intended point of entry into the UAE FIR as soon as possible. The aircraft shall be held within the UAE FIR until such time as a flight plan has been received.

2.3 The Emirates ACC is experiencing operational inconveniences due to the absence of flight plans. The non-availability of flight plans is also a contributor to security risks. The possible reason for the non-availability of the flight plans are the AFS Circuit interruptions, inappropriate addresses, not following message transmission rules as prescribed in ICAO Annex 2 Rules of the Air paragraph 3.3 and not following the contents and format as prescribed in PANS-ATM Doc4444 – Appendix 2 etc.

3. CONCLUSION

3.1 Provision of flight plan data is a requirement in the UAE according to “UAE AIP ENR 1.10”.

3.2 Provision of flight plan data enables UAE to provide undisruptive, efficient and safe air traffic services.

4. ACTION BY THE MEETING

4.1 The meetings is invited to address the concerned authorities for notifying national airlines/airports of UAE requirements.