

# Eighth Air Traffic Management SG Meeting Doha FIR Implementation

Amman- Jordan 7 – 10 November 2022

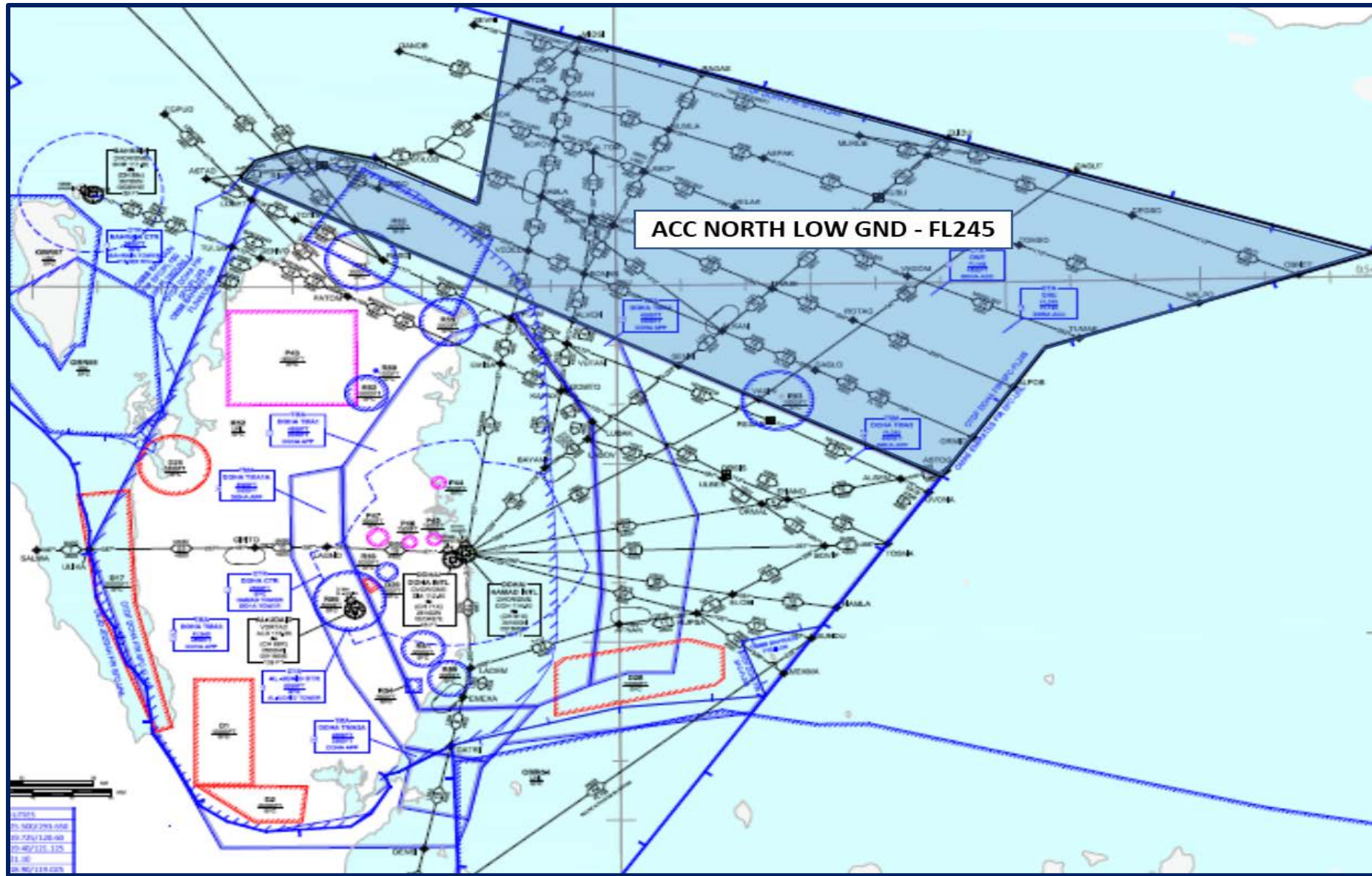


# Updates from QATAR on Doha FIR Implementation

- 255th session of the ICAO Council held on the 11<sup>th</sup> of March 2022 agreed to proceed with the establishment of the Doha FIR on the basis of a phased approach.
  - **PHASE 1**, transfer to QCAA of the management of the airspace covering the economic waters and land of the state of Qatar from GND to UNL and the airspace above international waters north of the state of Qatar until the border of the Islamic Republic of Iran from GND to FL245
  - **PHASE 2**, to expand the Doha FIR airspace on international water to an altitude level to be implemented within 2 years upon the successful implementation of PHASE 1
- In order to have a smooth and safe transition of operations, the state of Qatar decided to implement the Phase 1 proposed by ICAO two sub-phases as follow:
  - **PHASE 1A**, includes the airspace above international waters north of the state of Qatar until the border of the Islamic Republic of Iran from GND to FL245
  - **PHASE 1B**, includes the airspace covering the economic waters and land of the state of Qatar from GND to UNL

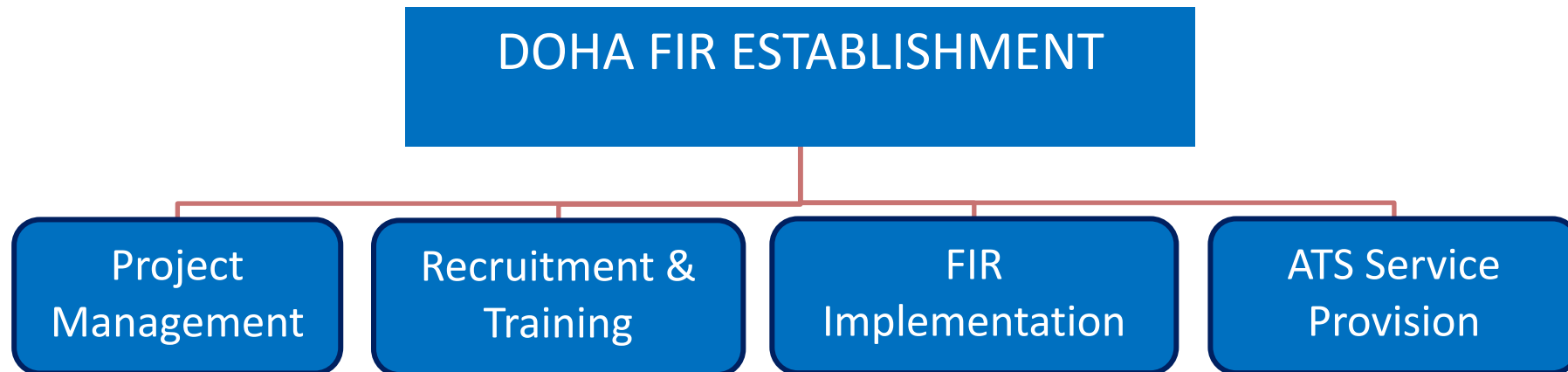
**Operations for Phase 1A from new Doha ACC started on 8<sup>th</sup> of September 2022**





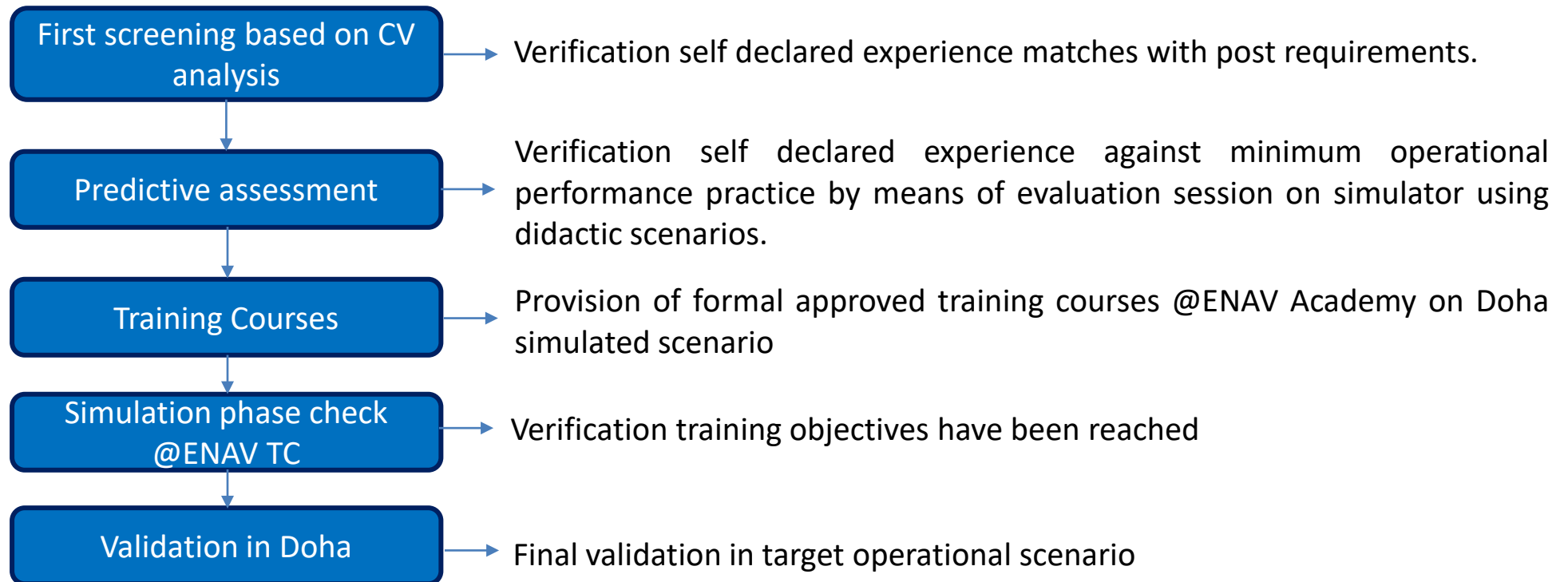
# Doha FIR Establishment - Approach

- The implementation of Doha FIR – **Phase 1** followed a rigorous and a well recognised approach composed of several Work Packages



# Doha FIR Establishment – Recruitment & Training

- Recruitment and Training of Air Traffic Controllers has been conducted with the support of ENAV a Certified European ANSP according to EU-REGULATION



# Doha FIR Establishment – Training

- Training plan based on ICAO recommendations and best practice of ANSP approved by QCAA Regulatory Unit
- 30 ATCOs fully rated ACC passed the final evaluation and were validated in Doha for their use in OPS environment
- Specific “automation training” held in Doha to allow maximum benefit from the brand new, state-of-the-art ATM system installed in Doha ACC
- Participation at pre-implementation shadow mode trials to gain more confidence with target operational environment



# Doha FIR Implementation

The implementation of the Doha FIR followed a multidimensional approach composed of the following steps

## Doha FIR Airspace Definition

The objective of this activity has been to develop the concept of operation (CONOPS) for the Doha FIR considering the initial assumptions of the project emerged during the discussions that took place in the framework of TOG ICAO meetings and latest developments and agreements among the States concerned.

## Operational & Coordination Procedures

On the basis of the CONOPS and the discussions held with neighbouring States, QCAA discussed and agreed the Letter of Agreement required for a safe and smooth transition and operation of the new airspace. Specific Local ATC Instructions for the ATC sector management and integration with existing Qatari airspace were developed as well.

## Solution Verification

QCAA & ENAV performed the validation of the airspace of PHASE 1A by means of Fast Time Simulation. The simulation study addressed the performance assessment of the ACC North Low (ANL) sector. In particular, the study evaluated and compared sector capacity and related traffic demand in order to demonstrate the feasibility of the implementation.



# Doha FIR Implementation

## AIP Data Preparation

The publication of the establishment of Doha FIR has been performed by means of an **AIP Supplement** detailing all the information required by airspace users to safely fly over the new Qatari airspace. It includes, but is not limited to, Airspace definition and classification, Route network, Holding analysis, ATS Services, MET Services, Charting.

## Transition

**Transition** of Operations from Bahrain ACC to Doha ACC has been accurately planned and smoothly executed. It occurred in two steps: Initial operational capability, started on 8th of September, where part of responsibilities were passed from Bahrain ACC to Doha ACC and Full operational capability on 6th of October, where the full responsibility of Air Traffic Service provision in the ANL Sector passed to Doha ACC (completion of transition). The period between Initial and full operational capability has been used to fine tune all the operational agreements between the different ATS Units and also refine configuration of technical systems.

## Safety Assessment

A specific **Safety Assessment** addressing the different stages of the implementation, transfer into operation, operations, including safety monitoring, of Doha FIR ACC NORTH LOW Sector was performed. The Safety Assessment identified the Safety Objectives describing what is acceptably safe for the establishment and implementation of Doha FIR. Then Safety Requirements were derived to satisfy the Safety Objectives in Normal, Abnormal and Failure conditions. **The safety Requirements have been all implemented before the activation of the FIR.**





# Thank You!