



ICAO

MIDANPIRG/23 & RASG-MID/13

CAIRO - EGYPT

14-18 JUNE 2026





Oman Airspace Strategic Project - Update

Airspace Enhancement and Optimization Initiative at the interface between the Middle east and Asia pacific region

Oman Civil Aviation Authority (OCAA)

14-18 June 2026

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Recap on Previous Meetings

The Oman Civil Aviation Authority has presented the progress of the Oman Strategic Airspace Project in past ICAO meetings



In May 2025 during MIDANPIRG/22 meeting:

Oman presented the **challenges**, explained the **main drivers for change (WHY)**, and described the taken actions to address the challenges and expected traffic growth.



October 2025 during the ATM SG/11 Meeting :

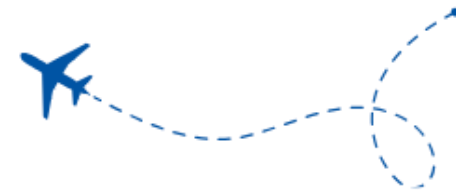
Oman presented the **Traffic Forecast, As-Is analysis and GAP Analysis** .

Operational challenges leading to **safety risks, capacity limitations and restricting regional growth**.



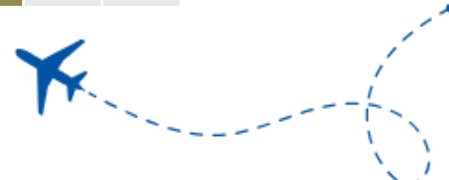
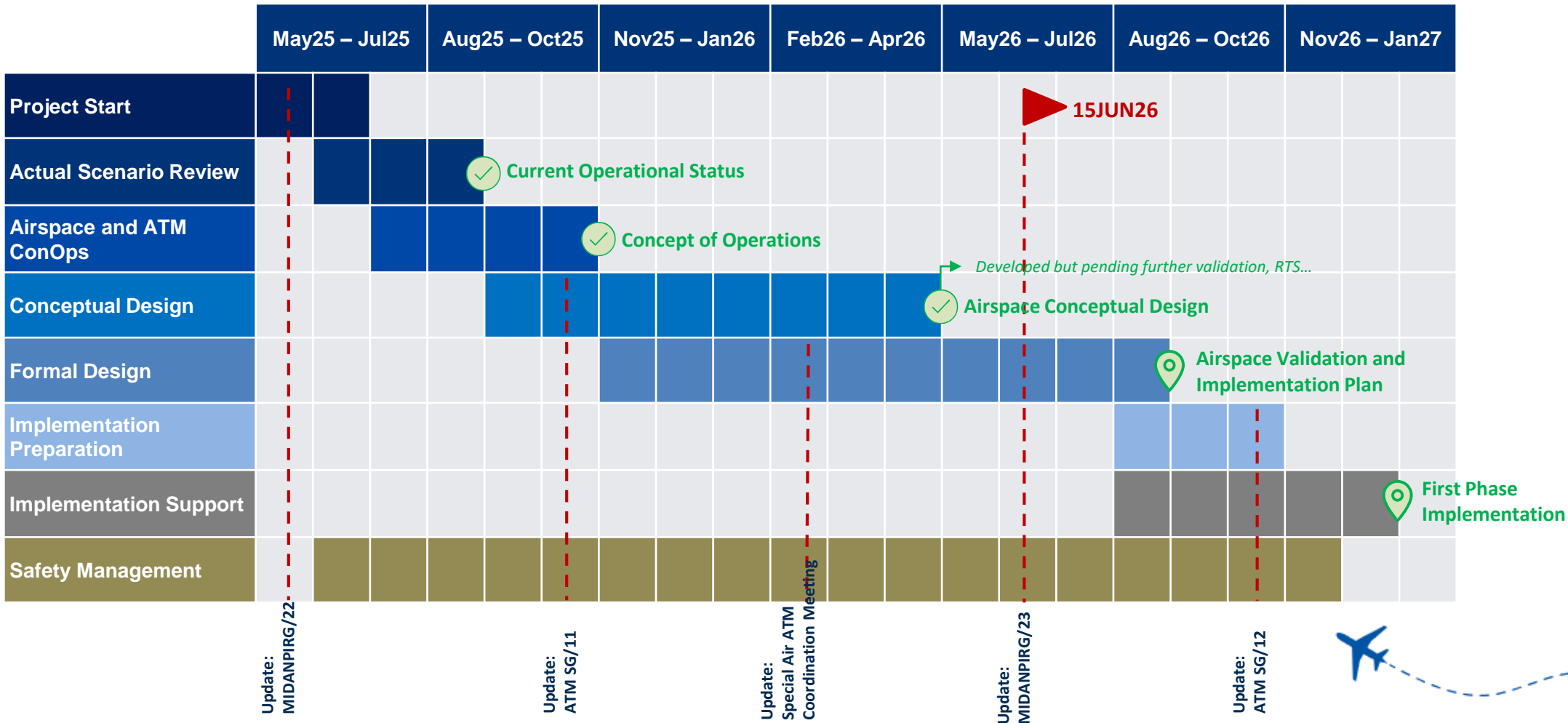
Feb 2026 during ICAO SCM and RACF Workshop 1-5 February 2026

Status of the project, Design Methodology.



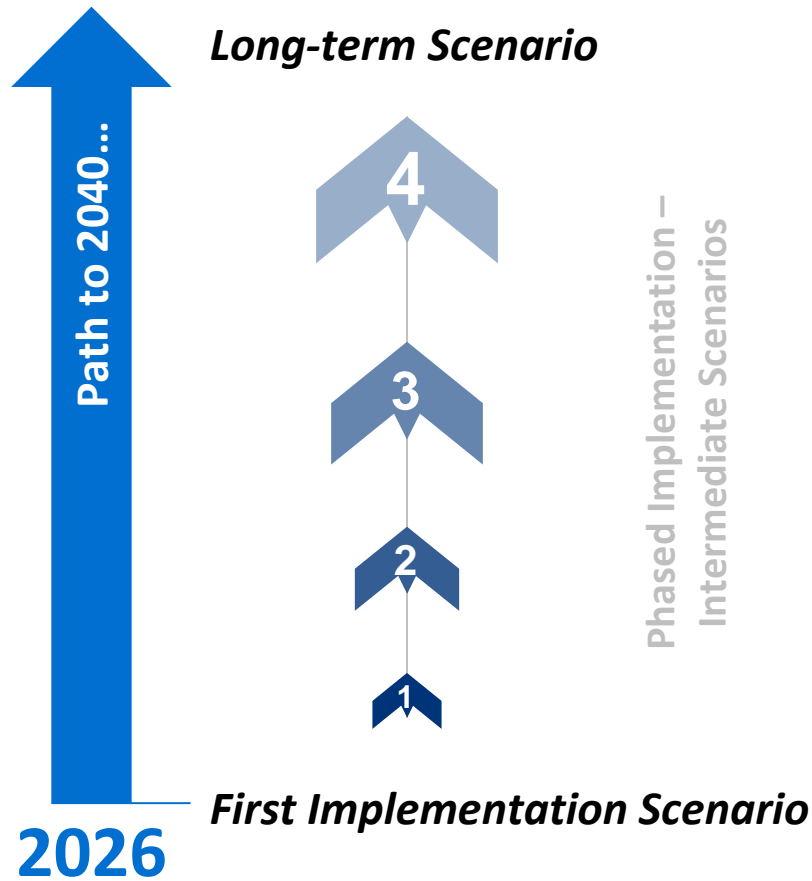
Update on the Project Status

The OASP is advancing according to schedule and, after closing the first approach to the long-term conceptual design, efforts are now focused in RTS and Transition Plan

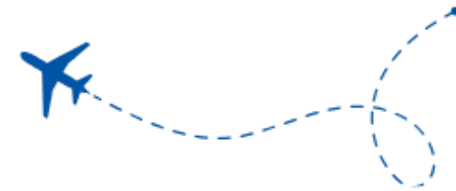


Transition Plan

The definition of the phased scenarios to get from the 1st implementation scenario to the long-term (2040) will be included in the Transition Plan

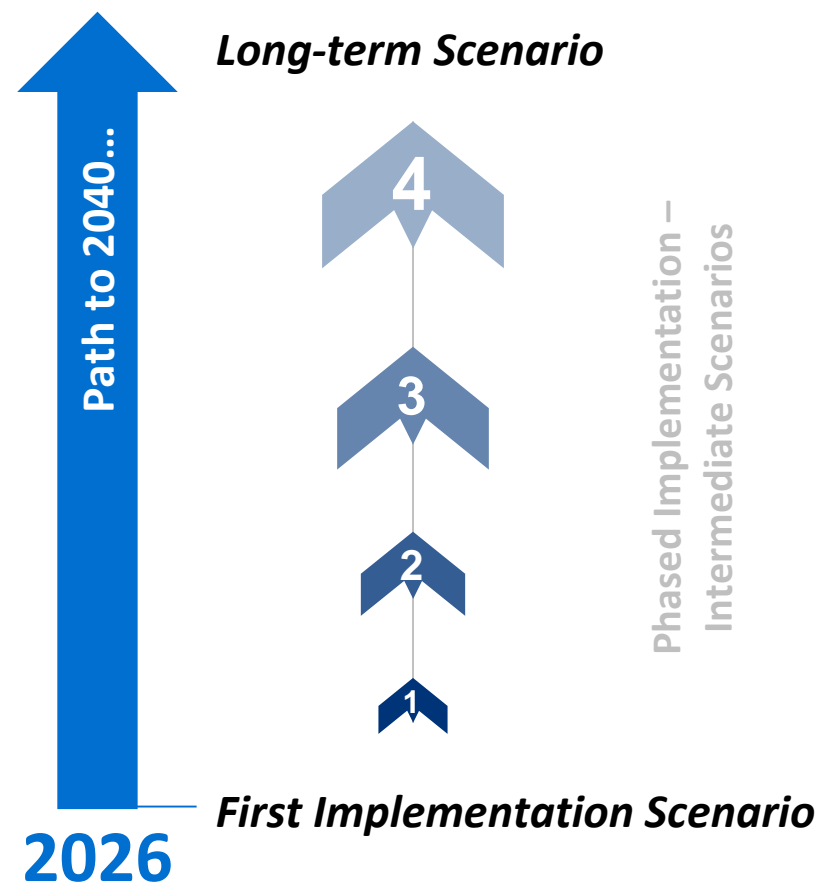


Each of the **intermediate scenarios** will need to meet a set of **assumptions/conditions**



Transition Plan

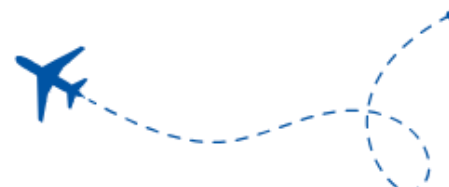
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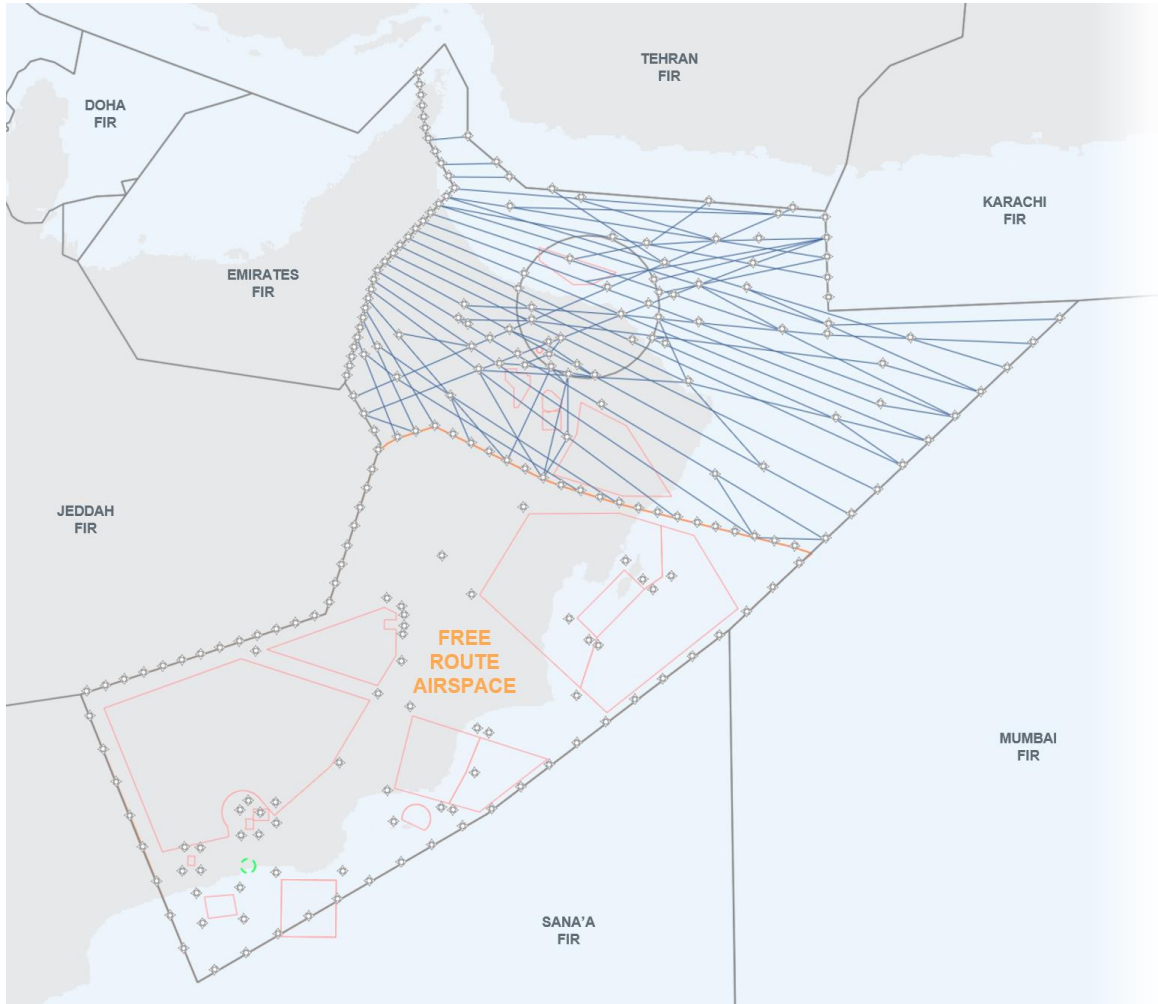


Each of the **intermediate scenarios** will need to meet a set of **assumptions/conditions**

These conditions consider:

- Oman CAA readiness
- **Neighbouring FIRs readiness (alignment and integration)**
- Airspace Users capabilities (accessibility)
- Interregional connectivity to be granted

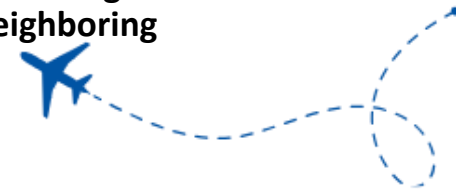


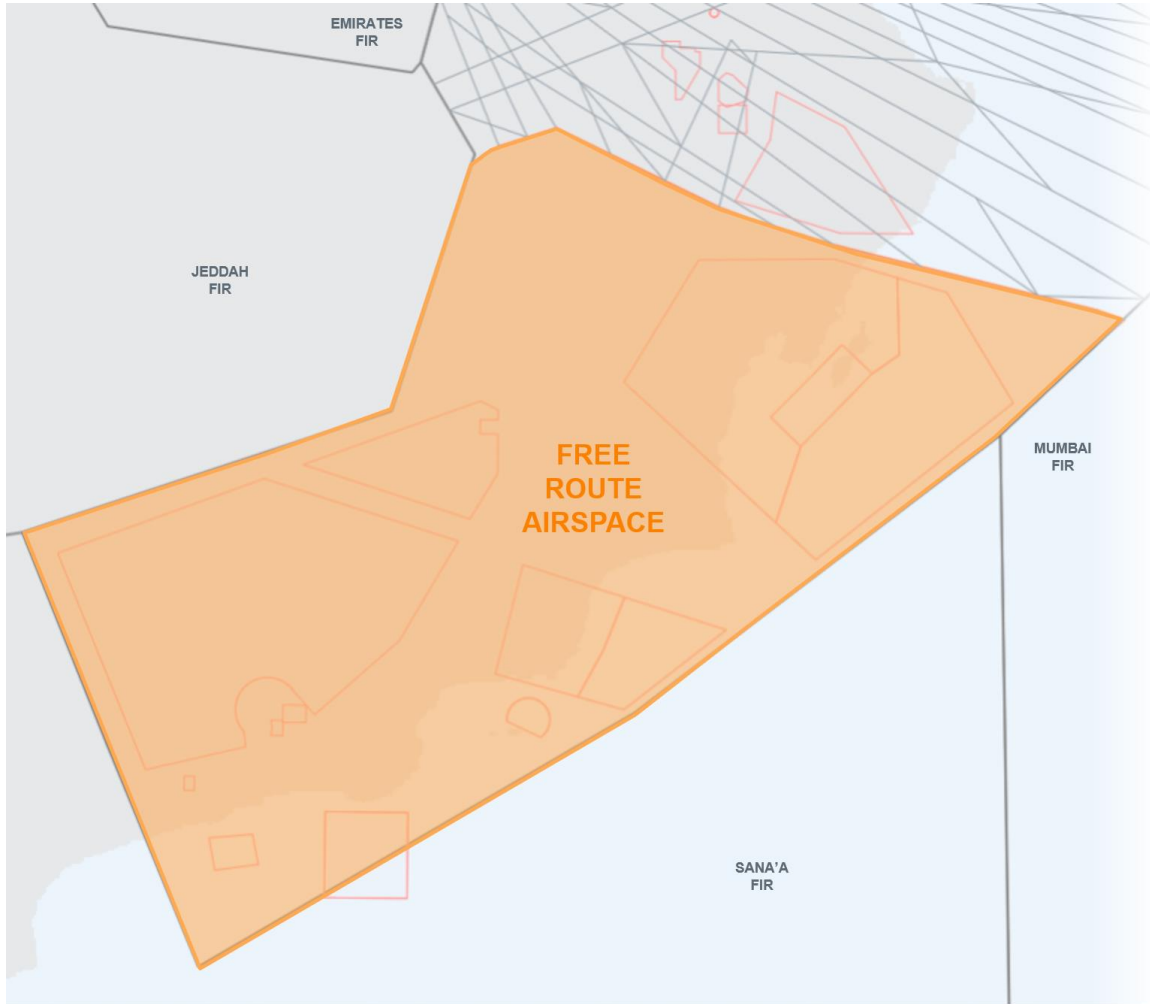


Conceptual Design of Long-term Scenario (2040)

- We guaranty operational Continuity with Regional Flows
- RNAV 1 Reduced Separation
- Unidirectional and Direct Routes
- Management of crossing flows
 - Flight Level Allocation Scheme (FLAS)
 - Flight Level Orientation Scheme (FLOS)
- Flexible Use of Airspace + Free Route Airspace
- Enhanced Interregional Connectivity
- Enhanced Domestic Connections
- Full Surveillance controlled Airspace in ENR levels
- **Highly Dependent on Adjacent FIRs Enhancement**

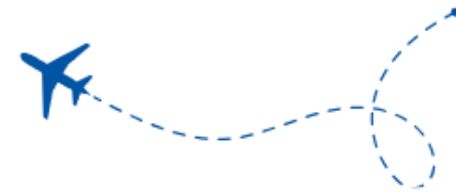
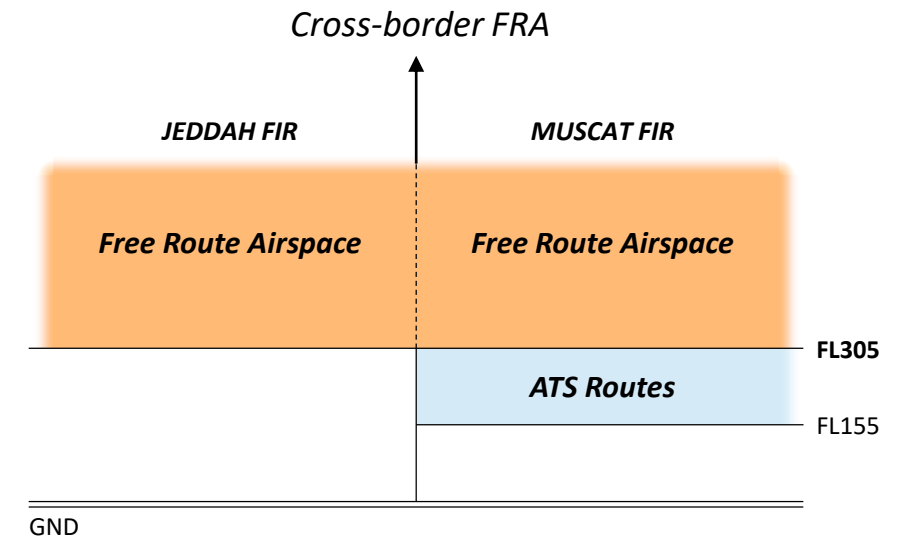
(This is an interregional project and must be aligned with the initiatives and developments of all neighboring regions.)

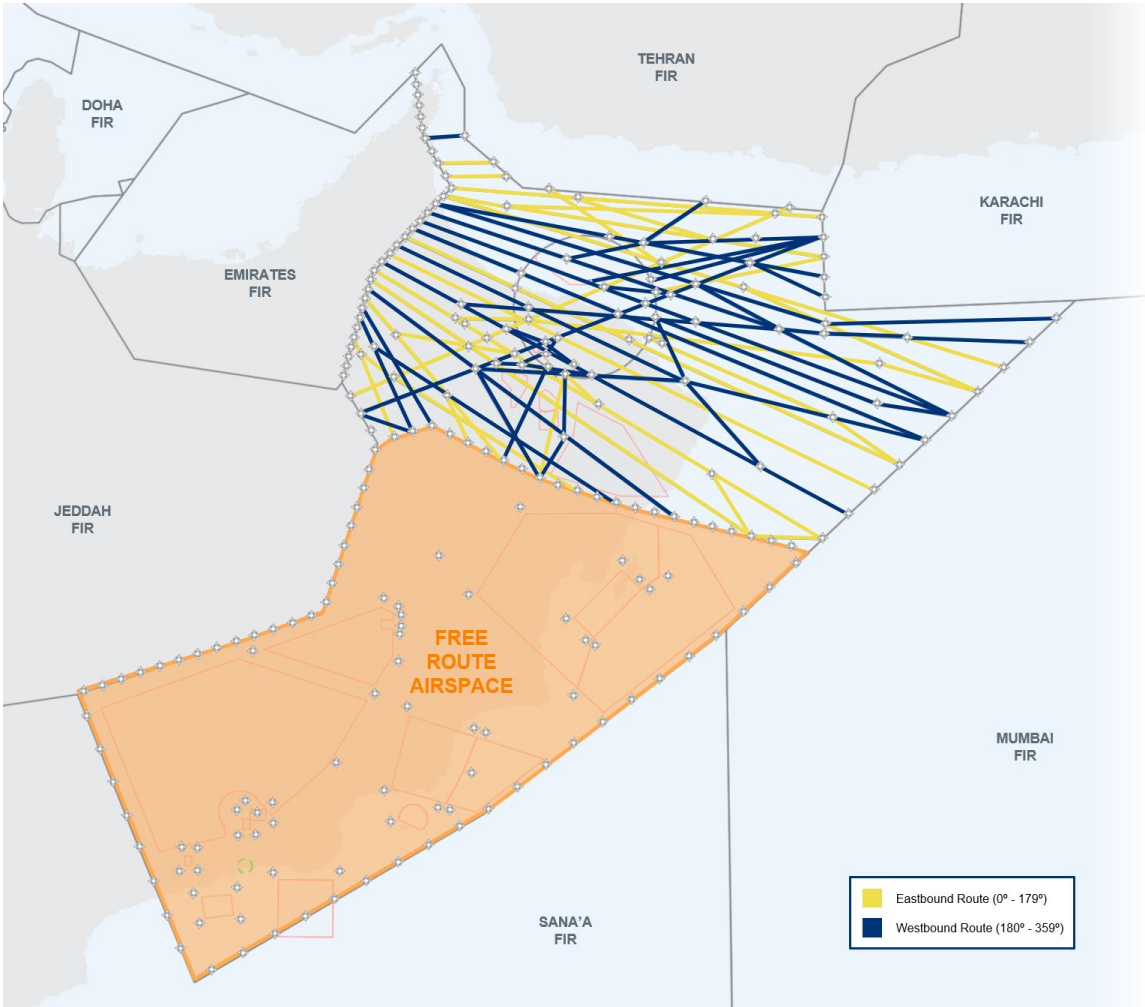




Conceptual Design of Long-term Scenario (2040)

- **Free Route Airspace** fully dependent on **Flexible Use of Airspace** in Omani Airspace
- Implemented in upper airspace; where flows are predictable





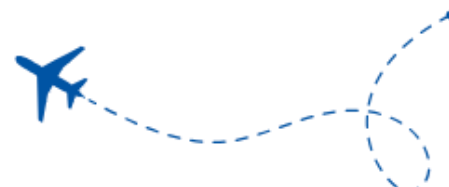
Conceptual Design of Long-term Scenario (2040)

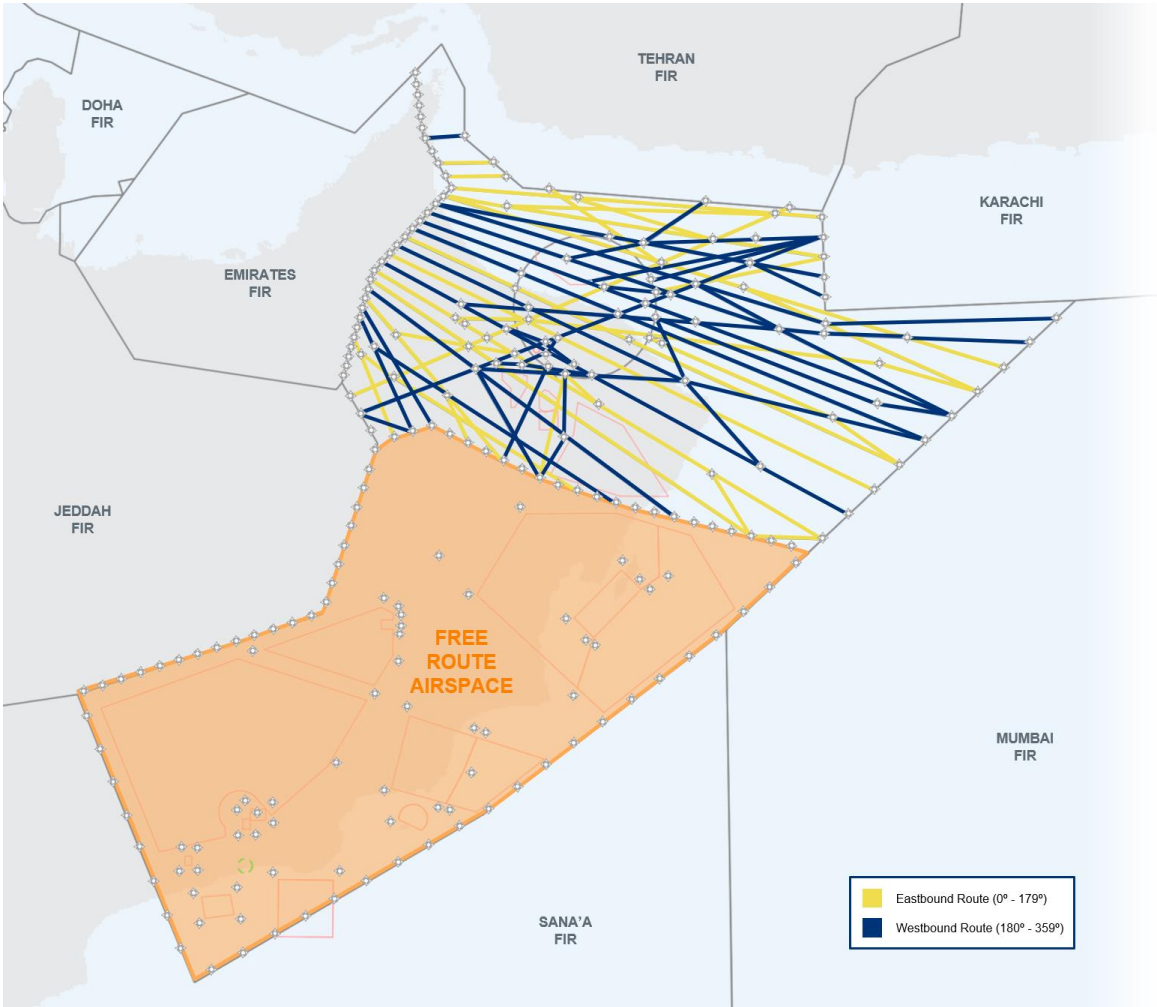
Safety KPIs

- FTS conflicts represent areas requiring ATC intervention; **they do not translate into real-life conflicts or unsafe situations.**
- However, **recurring patterns or concentrations of conflicts in time or space do highlight potential hotspots**

Fast-Time Simulation Potential Conflicts

	As-Is	2040	
Daily Peak	15	12	-20%
	FTS conflicts	FTS conflicts	
Total/day	180	128	-29%
	FTS conflicts	FTS conflicts	





Conceptual Design of Long-term Scenario (2040)

Efficiency KPIs

Horizontal Efficiency (Track Miles / Great Circle)
Inside FIR

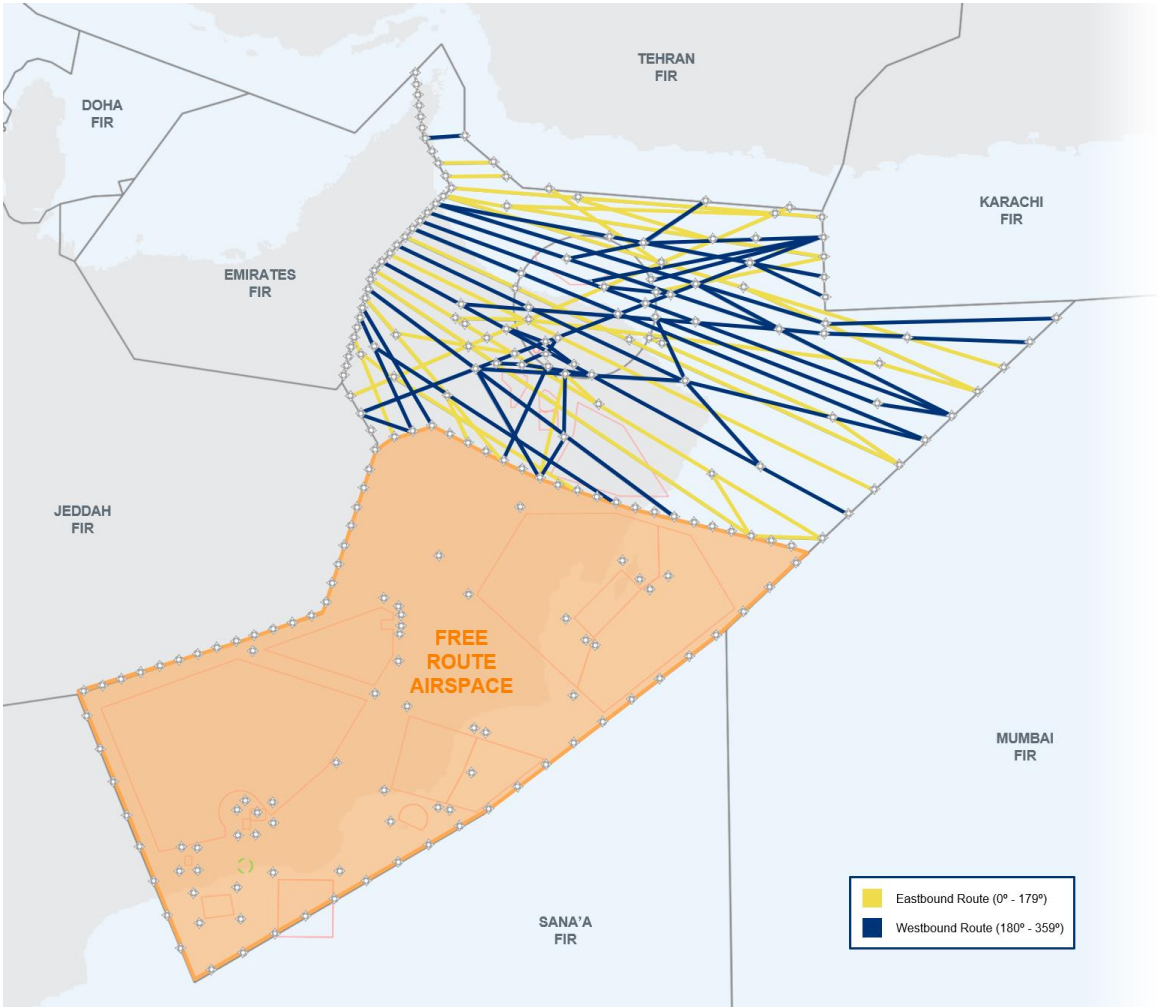
	As-Is	2040	
Average Efficiency	95.51 %	98.91 %	+3.4%*

Eurocontrol Horizontal Flight Efficiency
Overall Route (city-pair)

	As-Is	2040	
HFE Eurocontrol	6.11 %	4.82 %	-1.29%*

* Considering Tehran FIR open





Conceptual Design of Long-term Scenario (2040)

Over costs KPIs (to airlines)

Fuel Cost

	As-Is	2040	
Average /flight	3.0K \$/flight	2.5K \$/flight	-16%*

Extra cost due to Horizontal Inefficiency

	As-Is	2040	
Average /flight	62 \$/flight	29 \$/flight	-53%*

* Considering Tehran FIR open



Design Inputs and Stakeholder Engagement

The **stakeholder involvement** and alignment is **crucial** to grant the **success of the OASP**, which is **not only a national project** but a **regional enhancement initiative** with the objective of granting the interregional **forecasted demand growth** can be **safely** and **efficiently** accommodated

External Stakeholders Meetings & Surveys

- Following the **stakeholder engagement plan**, **several meetings** have been held.
- 40+ performed meetings with:
 - Oman Air
 - SalamAir
 - Etihad
 - Emirates
 - Air Arabia
 - FlyDubai
 - Qatar Airways
 - Air India
 - Air India Express
 - IndiGO
 - Saudia Airline
 - ICAO
 - IATA
 - Oman MTCIT
 - OACC
 - Military
 - GCAA (UAE)
 - SANS (KSA)
 - PAA (Pakistan)
 - AAI (India)
 - CAMA (Yemen)

Internal Stakeholders Meetings & Surveys

- 30+ internal meetings with relevant CAA departments:
 - Airspace Section
 - ATM
 - Safety
 - HR
 - SATCO
 - ATCOs
 - DG ANS
 - DGCAR

Project Deliverables and Activities

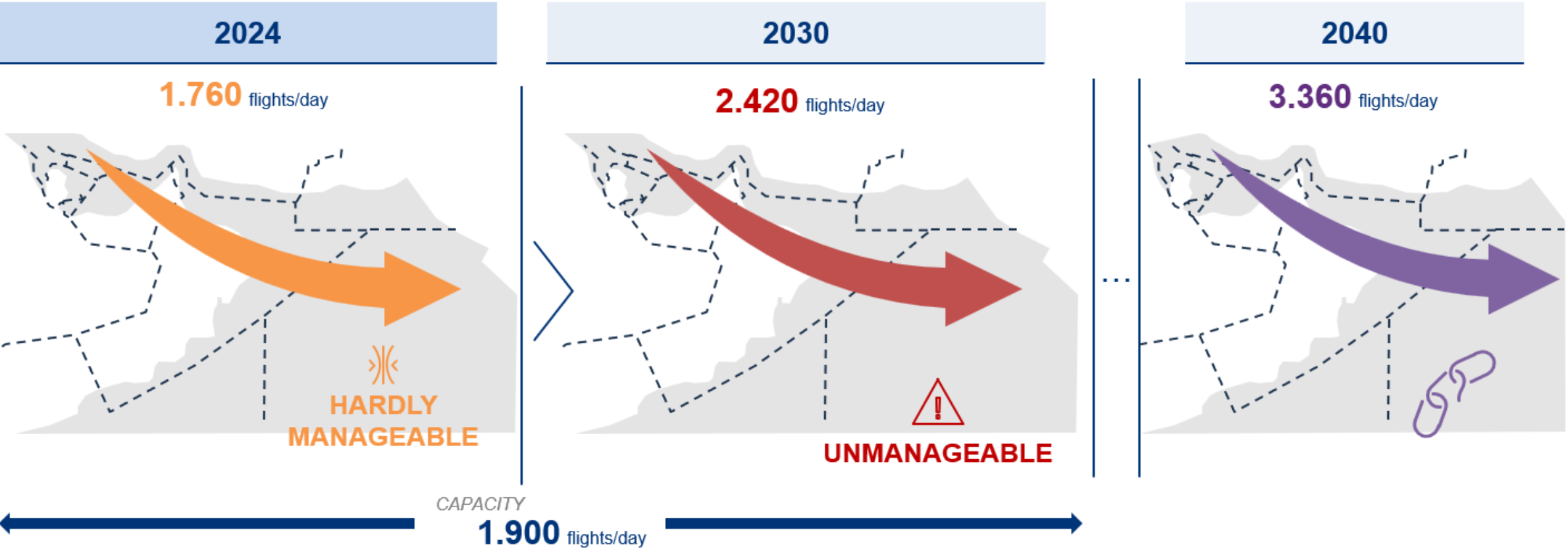


Coordination with Military

- Several civil–military coordination meetings were held to discuss **FUA management**, securing the **support of the military stakeholders**.



Airspace enhancements is required so that the regional and interregional forecasted demand can be accommodated



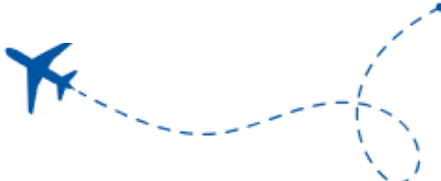
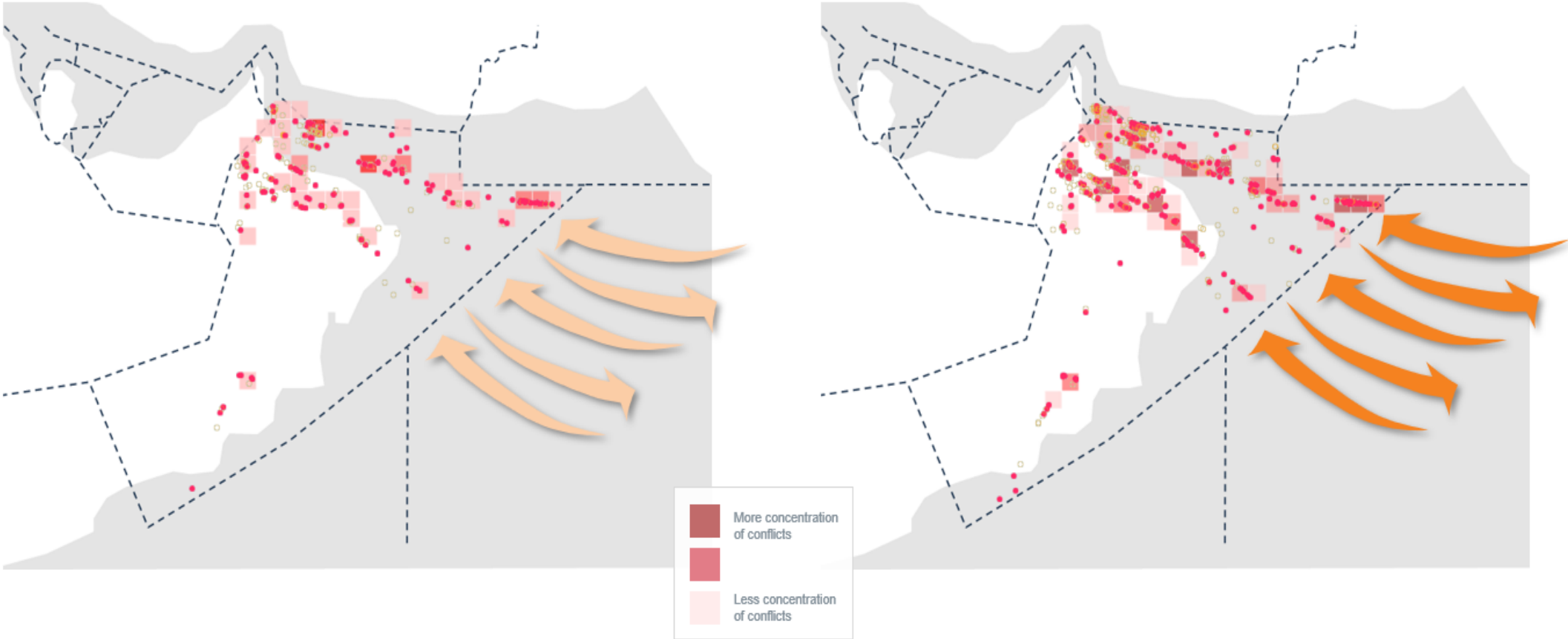
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The identified challenges shall be addressed urgently, not only because of the traffic growth but also because of the rising safety concerns

Current Operation

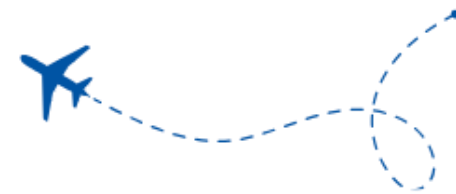
Forecasted Operation (2040)



Conclusions and Next Actions

- The project is **on track**; and the Transition Plan, First Implementation Scenario and Real-Time Simulations are ongoing.
- A **phased transition plan** is being developed, so that the **implementation of the intermediate scenarios** up to the objective one is performed in a feasible way and considering **alignment** with all the involved stakeholders.
- Several **collaborative meetings** have been developed with the regional FIRs, in order to **enhance regional connectivity with high-seas airspace**. The last technical discussions regarding the high-seas airspace enhancement happened two weeks ago in Bangkok.
- The **first implementation scenario** is currently being closed and agreed with the involved neighboring FIRs.
- **Support from all stakeholders is requested**, to ensure that all involved FIRs develop the **required airspace enhancements** required so that the **regional and interregional forecasted demand can be accommodated** safely and efficiently. Without these external enhancements, regional and interregional growth will be strongly limited.

Oman is strongly committed to find and implement the needed solutions to ensure that regional objectives are achieved. A clear roadmap agreed with all the involved parties (not only MID Region) turns crucial, as Oman is the gate to connect MID, APAC and AFI regions.



Thank You