



ICAO MID

الهيئة العامة للطيران المدني
Civil Aviation Authority
دولة قطر • State of Qatar



الاجتماع الثامن للمدراء العامين للطيران المدني في منطقة الشرق الأوسط (DGCA-MID/8)

Eighth Meeting of the Directors General of Civil Aviation-Middle East Region (DGCA-MID/8)



ICAO MID



Enhanced Logistics, Efficiency & Volume for Air Traffic Expansion

E.L.E.V.A.T.E Project

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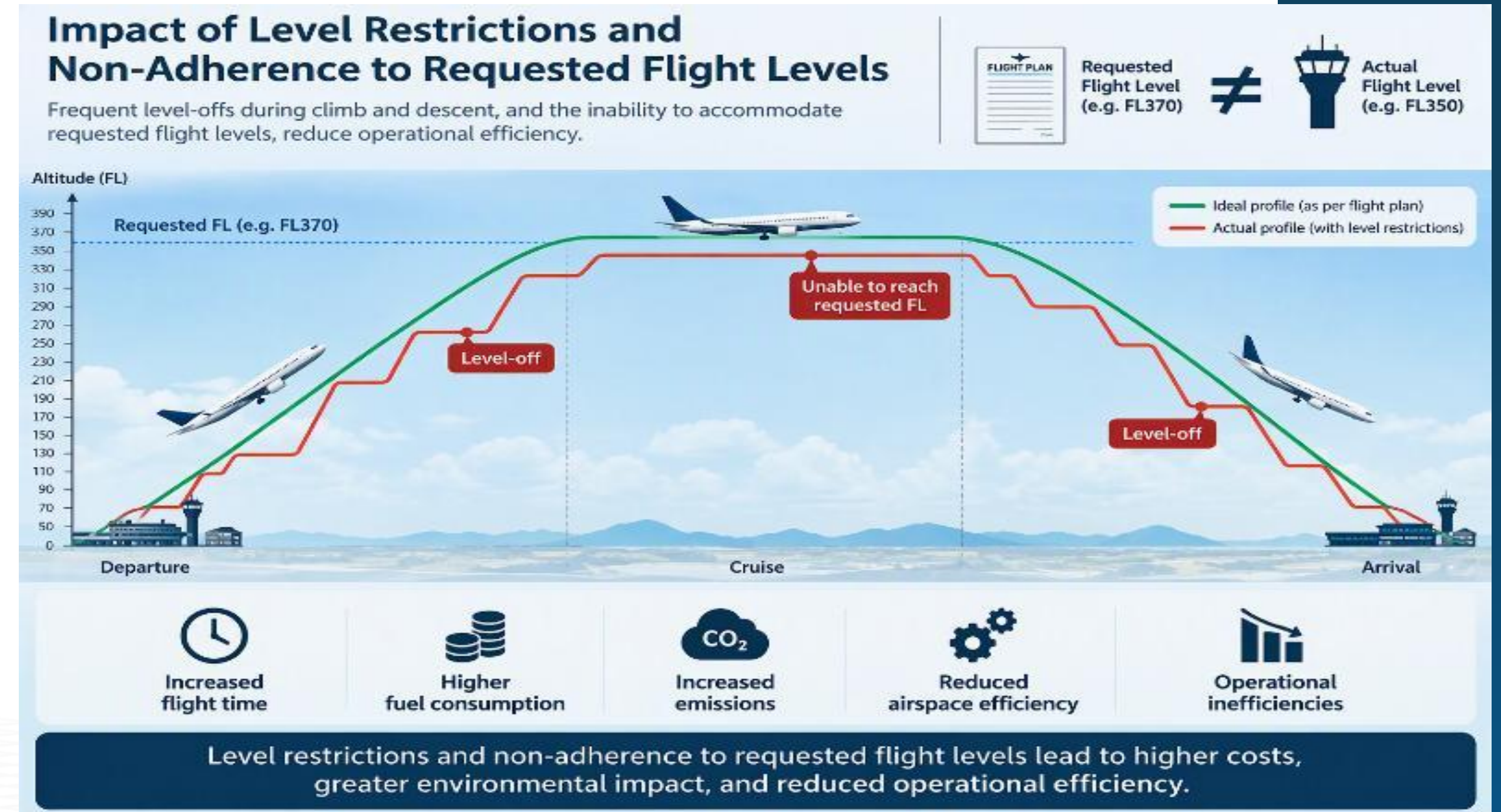
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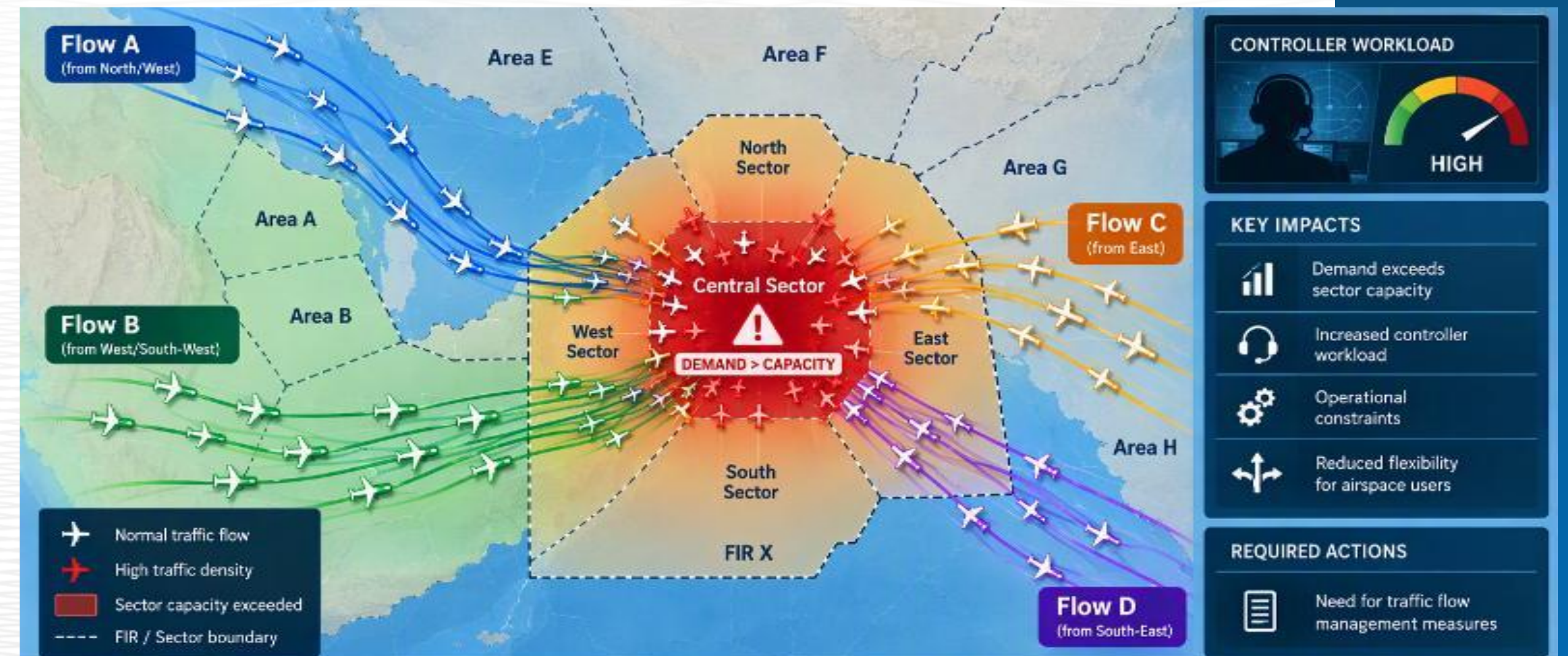
Action by the Meeting

APAC-MID interface Challenges

1. Large Height Deviations (**LHDs**).
2. **Level-offs** and flight level restrictions reduce efficiency
3. Traffic **demand** has increasingly exceeded particularly Muscat ACC **central sectors**.
4. **ATFM** measures were introduced for **UAE departures** to mitigate congestion.
5. **ATFM** measures were extended to **Qatar** and **Saudi Arabia** departures.
6. **Frequent route changes** to reduce ground delays.
7. Additional measures planned for Muscat FIR **overflight** traffic.

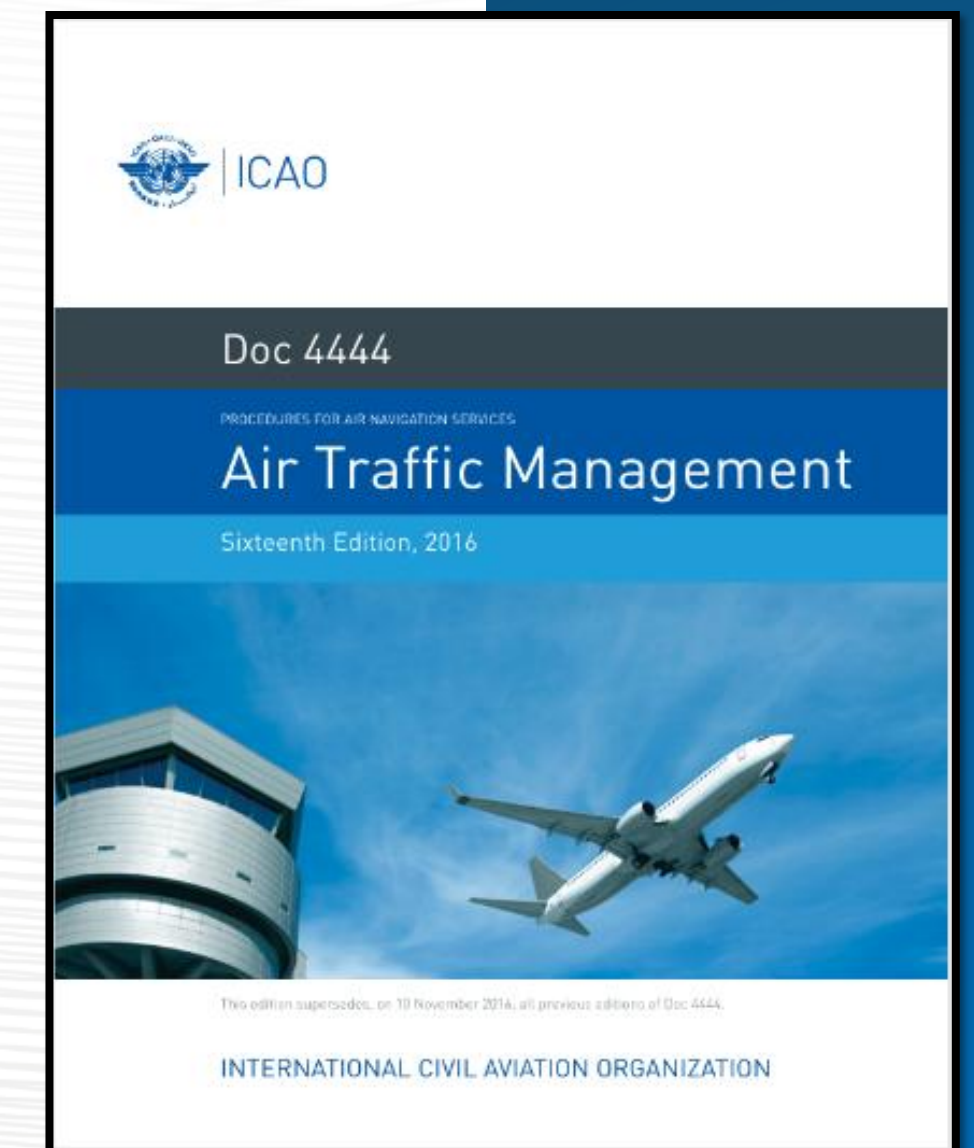
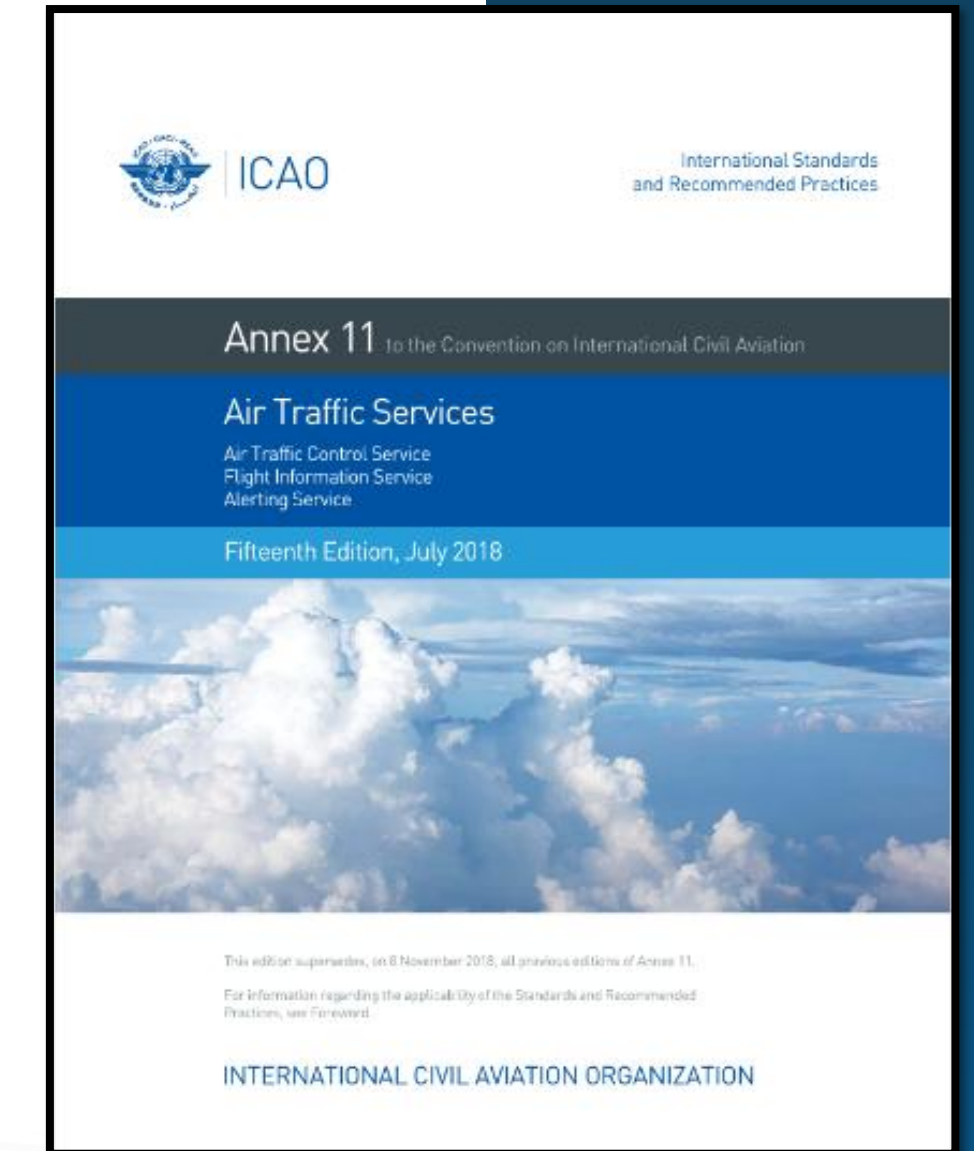
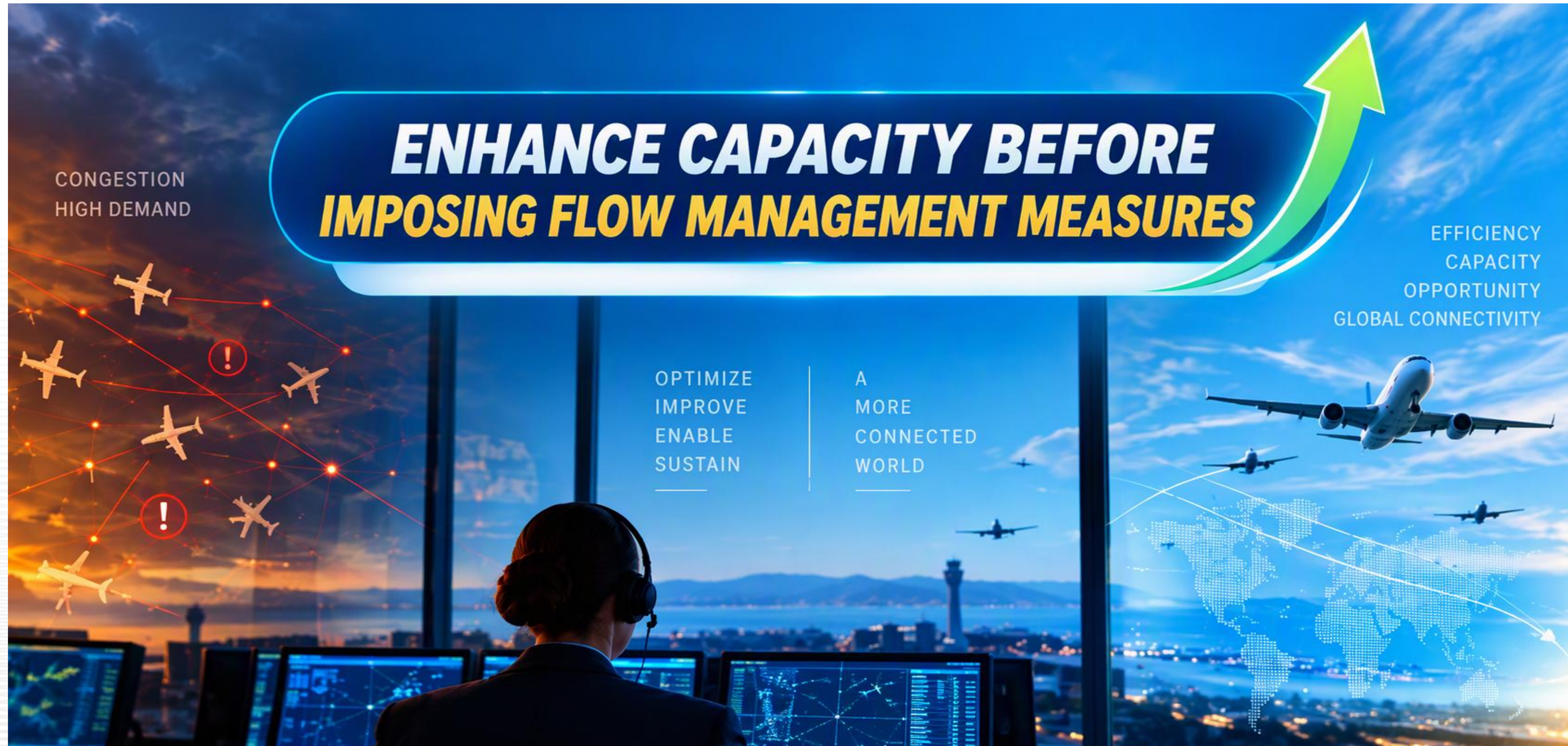


**CAPACITY LIMITATIONS
IMPOSED DELAYS
& SIGNIFICANT FINANCIAL IMPACTS
ON AIRSPACE USERS**



Introduction - ICAO Provisions

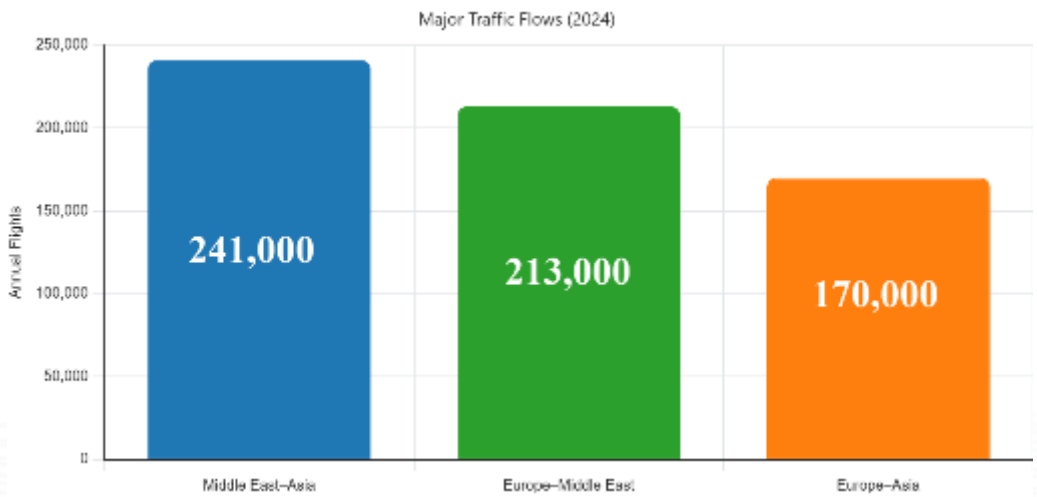
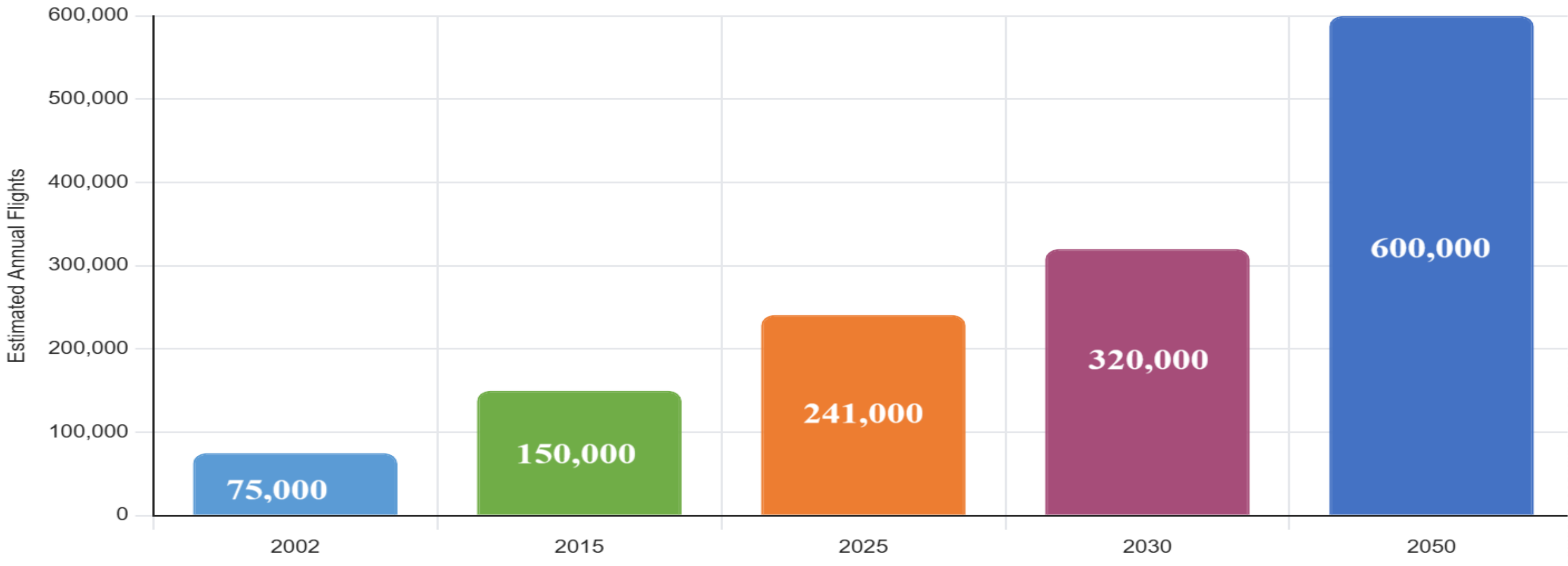
1. ICAO Annex 11; Air traffic management (ATM) definition & para 3.7.5.1.
2. ICAO Doc 4444 (PANS-ATM), paras 3.1.1.1 & 3.1.5.1



Root Causes and Contributing Factors - Demand

Traffic demand has increased significantly since the implementation of EMARSSH in 2002

Estimated MID-APAC Interface Traffic Growth



Note: The traffic figures presented are illustrative estimates and do not represent actual traffic movements. The values have been derived by applying assumed annual traffic growth rates

PEOPLE CONNECTING REGIONS | STRONGER SKIES | BRIGHTER FUTURES
Growing migrant and expatriate travel is driving increased air traffic between Asia-Pacific and the MID Region

PEOPLE ON THE MOVE
A GROWING EXPATRIATE WORKFORCE AND FAMILY TRAVEL

MIDDLE EAST (MID) REGION
OPPORTUNITIES • 2025 • FAMILIES • GROWTH

ASIA-PACIFIC (APAC) REGION
FAMILIES • COMMUNITIES • NEW HORIZONS

MORE PEOPLE → MORE FLIGHTS
A STRONGER MID-APAC CONNECTION

AIR CARGO AND BELLY-HOLD GROWTH IN THE MID REGION
STRONGER CONNECTIVITY | GREATER OPPORTUNITIES | A MORE RESILIENT SUPPLY CHAIN

EUROPE **ASIA-PACIFIC** **NORTH AMERICA** **AFRICA** **LATIN AMERICA**

MID STRATEGIC LOCATION

CONNECTING MARKETS, PEOPLE AND OPPORTUNITIES

Air Cargo Demand In MID Region
+8%
Average air cargo growth (2019-2022)

Belly-hold Capacity
+12%
Capacity supported by cargo equipment on selected airlines

Dedicated Freighters Operations
+6%
Capacity supported by dedicated freighter operations

BELLY-HOLD
MORE PASSENGERS
MORE CARGO OPPORTUNITIES

FREIGHTERS
EXPANDING CAPACITY FOR GLOBAL TRADE

MOVING BUSINESS FOR A BRIGHTER TOMORROW

MID REGION
A REGION CARING FOR THE WORLD

Qatar Airways, Etihad Airways, Royal Jordanian, Saudia, Emirates, flydubai, Oman Air, Air Arabia

THE MIDDLE EAST — CONNECTING PEOPLE, PLACES AND A BRIGHTER TOMORROW

A bar chart with four bars of increasing height, topped with a large green upward-pointing arrow, symbolizing growth.

A BRIGHTER MORE CONNECTED WORLD

GLOBAL EXPOS
IDEAS • INNOVATION • PARTNERSHIPS

SPORTS EVENTS
PEOPLE • PASSION • GLOBAL REACH

INTERNATIONAL CONFERENCES
IDEAS • DIALOGUE • PROGRESS

CULTURAL EVENTS
HERITAGE • TOURISM • PEOPLE

MORE TRAVEL **MORE INVESTMENT** **GREATER CONNECTIVITY** **EVENTS MOVE PEOPLE. PEOPLE MOVE THE WORLD.**

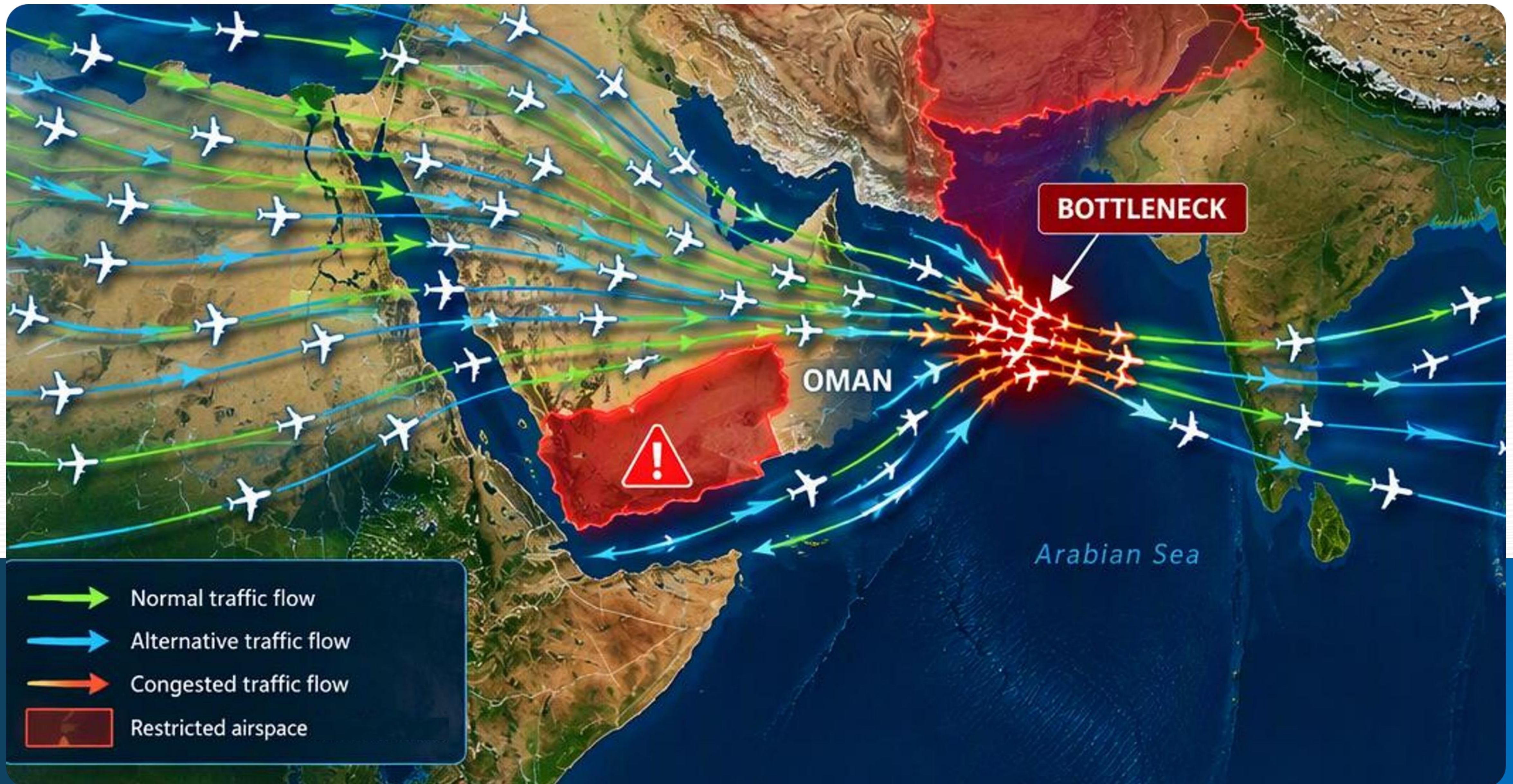
Root Causes and Contributing Factors - **Silo approach**

Despite initiatives such as **Project 30/10**, implementation has been hindered by inadequate stakeholder coordination in:

- Cross-border interfaces
- Regional mechanisms
- Inter-regional frameworks
- Global governance structures



Root Causes and Contributing Factors - Contingency



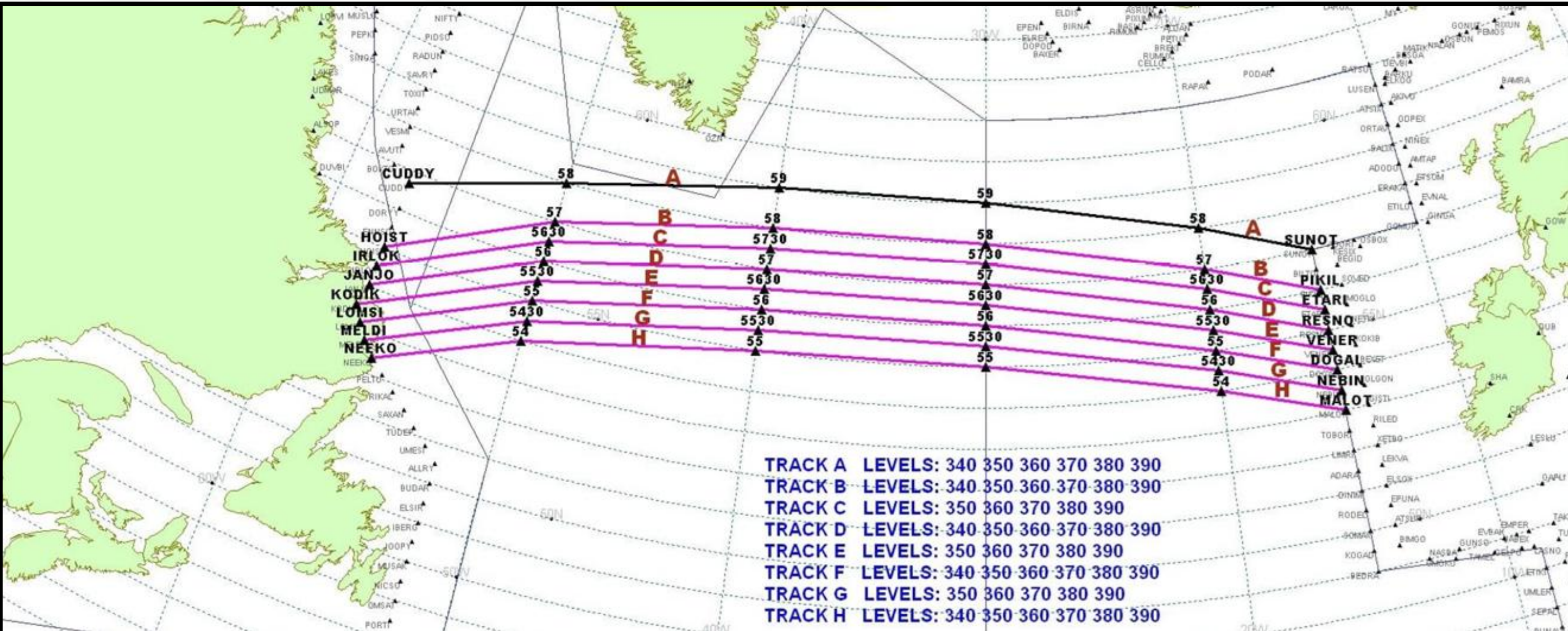
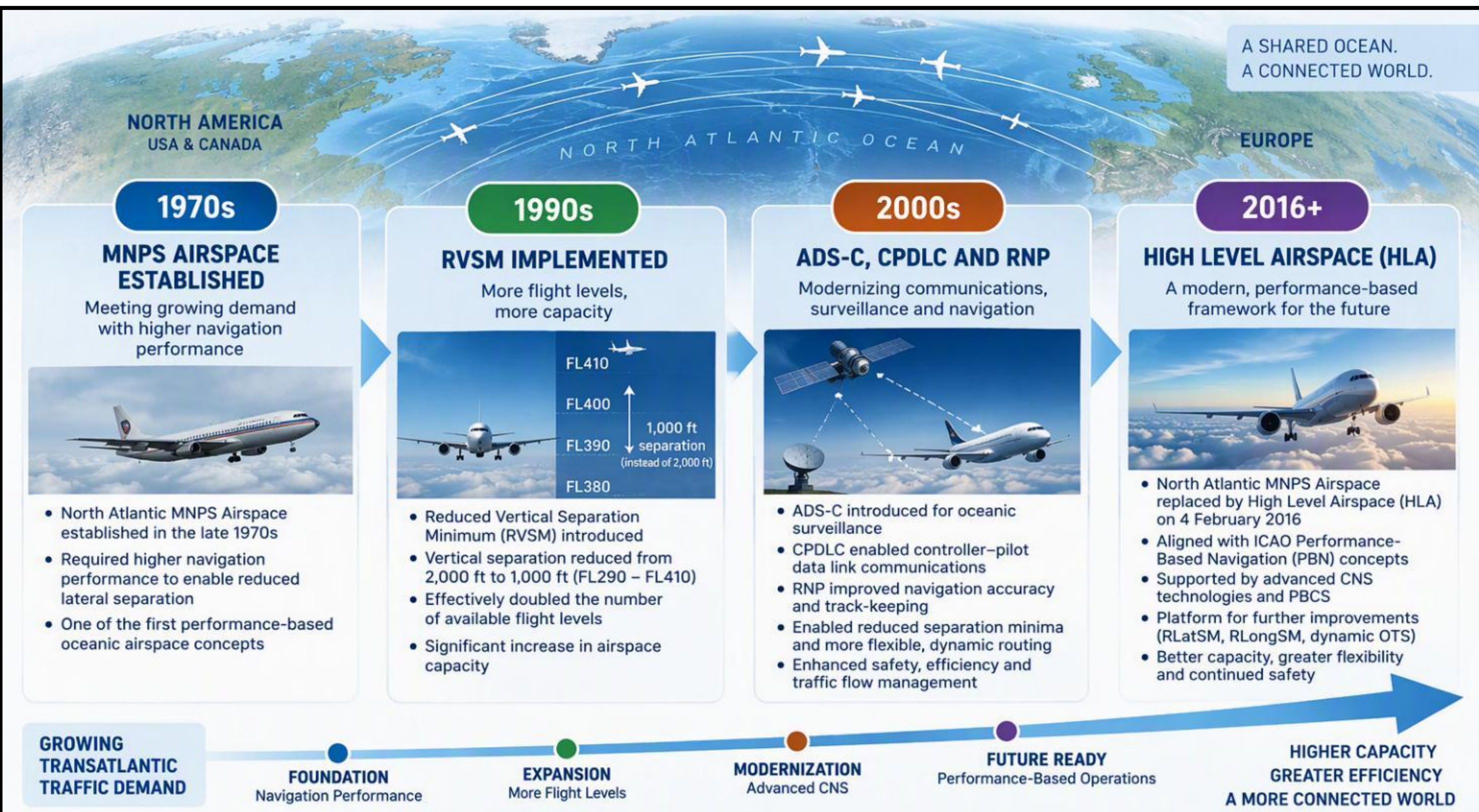
Root Causes and Contributing Factors – CNS infrastructure



Success stories

North Atlantic Oceanic High-Level Airspace (HLA)

A Seamless and Harmonized Approach to Oceanic Airspace Capacity Enhancement



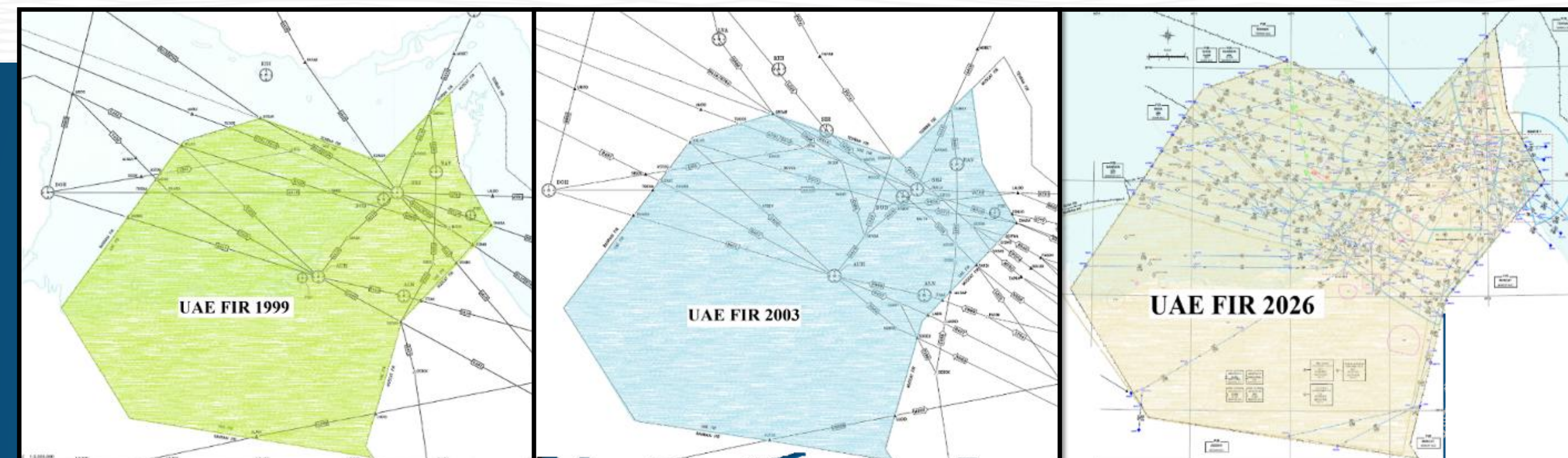
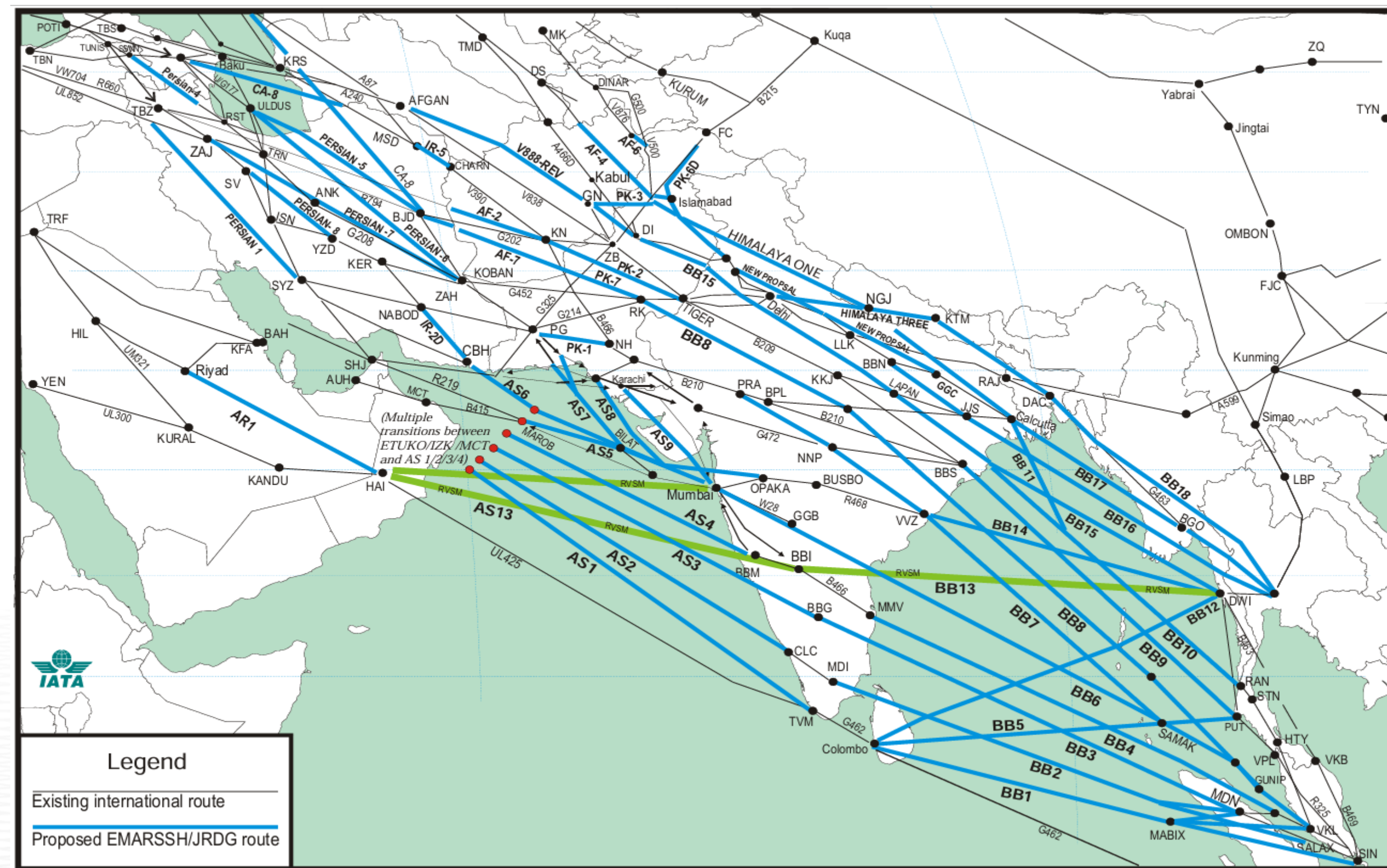
Success Stories - EMARSSH

Europe–Middle East–Asia Route Structure South of the Himalayas (EMARSSH):

- a) Major ICAO inter-regional ATS route restructuring project, implemented on **28 November 2002**;
- b) Involved three ICAO Regions, **32 States** and approximately **40 FIRs**;
- c) Established major **RNP routes** over Arabian Sea, Indian Ocean & Bay of Bengal, many of which remain in use.

Main objectives of EMARSSH

- a) Enhance **safety**
- b) Increase airspace **capacity**
- c) Improve operational **efficiency**
- d) Restructure the ATS route **network**
- e) Accommodate **major international traffic flows**
- f) Improve **utilization of aircraft capabilities**



UAE Airspace: Before, During and After the EMARSSH Project

Short-Term

- Establish a coordinated RAD framework
- Apply the “Best Equipped, Best Served” concept over positions RASKI and PARAR
- Maximize use of other Muscat-Mumbai interface points (REXOD, LOTAV, KITAL)
- Enhance coordination with military authorities operating over the high seas
- Conduct the SAMI Meeting (November 2026)
- Implement ATFM measures for UAE departures
- Extend ATFM measures to departures from Qatar and Saudi Arabia
- Implement ATFM measures for overflights from Saudi Arabia and the UAE via Oman

Medium-Term

- Establish two additional waypoints along the Muscat–Mumbai FIR boundary
- Mandate RNP 2/4 and CPDLC at the Muscat-Mumbai interface
- Integrate with existing suitable ATFM platform
- Implement a roadmap for reduced separation across all transfer points



Solutions and Activities

Longer-Term

The E.L.E.V.A.T.E. (Enhanced Logistics, Efficiency and Volume for Air Traffic Expansion) Project will be delivered through two implementation phases:

Phase I: MID-APAC Air Traffic Flow Optimization
(tentatively 2027-2030)

Phase II: MID-Other adjacent region(s) Air Traffic Flow Optimization



Longer-Term Solution

Action by the Meeting

The meeting is invited to:

- a) Note the information presented
- b) Agree on the following Draft Conclusion:

DRAFT CONCLUSION 5/X: E.L.E.V.A.T.E Project

That:

- a) the E.L.E.V.A.T.E project is supported as a medium to long-term solution for improving capacity and efficiency of air traffic in the APAC-MID Interface area; and***
- b) States and concerned stakeholders, including ANSPs, airlines, and regional and international organizations, are encouraged to support ICAO in the initiation and implementation of the E.L.E.V.A.T.E. Project.***





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Thank You