



International Civil Aviation Organization

Air Traffic Services Route Network Task Force (ARN TF)

Sixth Meeting

(Cairo, Egypt, 22 - 24 April 2013)

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**Agenda Item 3: Review ATS Route Network**

**AIRSPACE DEVELOPMENTS LEADING TO THE PUBLISHING OF ADDITIONAL ATS ROUTES BETWEEN THE BAHRAIN AND UAE FIRS**

*(Presented by United Arab Emirates)*

**SUMMARY**

Due to the high traffic density in the Bahrain and UAE FIRs, this portion of airspace demands a constant state of development. The continuous implementation of PBN enjoys the highest priority and a constant upgrading to both units ATM systems in order to stay ahead of traffic demand through growth.

**1. INTRODUCTION**

1.1 The continued growth of aviation in the MID Region increases the demand on airspace capacity and subsequently emphasises the need for optimum utilization of the available airspace. To meet growing air traffic demands the UAE and in Bahrain, the General Civil Aviation Authority of the UAE and Civil Aviation Affairs of Bahrain have endeavoured to constantly evaluate procedures/airspace design and to make improvements where necessary so as to serve our airspace users in the most safe and efficient manner possible.

**2. DISCUSSION**

2.1 Hub Operators: Dubai International Airport and Abu Dhabi International Airport are home two of the biggest and fastest growing Airlines in the Middle East. Due to the nature of their operations, the UAE FIR witnesses air traffic peak times which place severe strain on the Air Traffic Management system, a strain which the ANSP's within the UAE mitigate through a constant evolution of ATS Routes, SIDs, STARs and effective CDM.

**Phased Approach**

2.2 The UAE FIR has seen the implementation of numerous Airspace changes during the last 15 months in well planned phases. Phase 1 associated the Sheikh Zayed Air Navigation Centre working closely with Dubai Airport and ANS to facilitate the implementation of all new SIDs and STARs at OMDB. This phase saw the publishing and realignment of 3 new ATS Routes to the west which split traffic according to exit points within the Bahrain FIR. Phase 1 was implemented in July 2012.

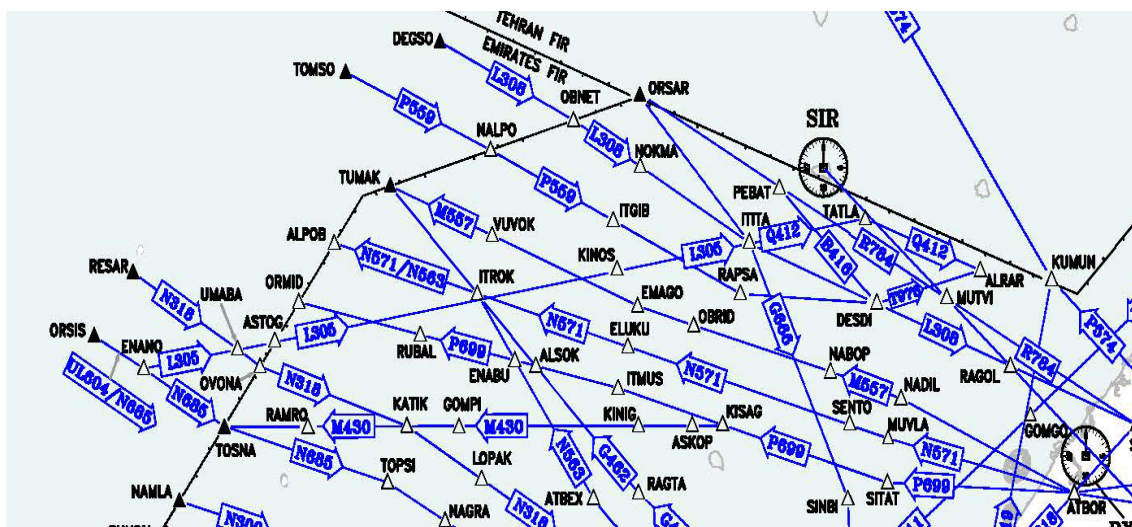
2.3 In Dec 2012, Phase 2 was implemented and included the creation of new en-route ATC Sector associated with other airspace changes so as to stay ahead of the Air Traffic demand curve that the new ATS Routes (phase 1) created. Noteworthy is the fact that through this re-sectorisation the same volume of airspace achieved a 50% increase in capacity.

2.4 Phase 3 is due to be rolled out with UAE AIRAC 99 (May 30<sup>th</sup> 2013). This phase will see the 3 Westbound ATS Routes (phase 1) extended into the Bahrain FIR, the establishment of a new parallel ATS Route serving Abu Dhabi arrivals from the west (including a delegated portion of airspace) so as to enable the Emirates ACC to effectively manage peak demand flows to the southern Emirates.

### General

2.5 In addition to the constant evolution of the Emirates FIR, we have taken effective measures to ensure that future demand does not catch us unaware. In addition to the developments described here, the UAE and all our Aviation Stakeholders are currently being scrutinised by an external contractor with the aim of determining our needs for 2030 and beyond, thus falling in line with the UAE ATM Strategic Plan and ICAOs ASBUs.

2.6 The meeting may wish to note that enhancing ATM operations require close coordination and collaboration between states and relevant organisation. Airspace efficiency or inefficiency in a portion of airspace affects the ATM operations in the rest of the region and creates various bottlenecks in other FIRs. The UAE wishes to take this opportunity to applaud Bahrain's exemplary coordination approach



## 3. Action by the Meeting

3.1 The meeting is invited to:

- a) note the Airspace developments in the UAE/Bahrain FIRs achieved through close cross-border coordination;
- b) urge States to continuously develop Airspace and procedures so that the future projected growth of Aviation in the Region is not curbed through ATM system structural and procedural inefficiencies; and
- c) UAE proposes the amendment of the ICAO MID Air Navigation Plan "Doc 9708" Volume I Basic ANP, to reflect the current status.