



*International Civil Aviation Organization*

**MIDANPIRG ATM Sub-Group**

**First Meeting (ATM SG/1)**  
*(Cairo, Egypt, 9 – 12 June 2014)*

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**Agenda Item 5:        Airspace Management Issues**

**UAE CIVIL/MILITARY COORDINATION AND FLEXIBLE USE OF AIRSPACE (FUA)**

*(Presented by United Arab Emirates)*

**SUMMARY**

The rapid growth of air traffic in the UAE makes it necessary for Civil and Military to work coherently to provide better Airspace Management of the region's airspace.

The purpose of this Information Paper presents the Civil/Military Coordination achievements in various aspects such as planning, Flexible Use of Airspace (FUA) and Airspace Management processes.

Action by the meeting is at paragraph 4.

**1.        INTRODUCTION**

1.1        The Emirates FIR and its associated international airports have experienced a constant rise in air traffic movements over the last decade. IATA forecasts that passenger growth will be in the region of 8.5% annually until 2015. The aviation industry contributes a significant proportion of the UAE GDP both directly and indirectly and therefore has a direct relationship with the growth of the nation.

1.2        The total Daily Average Air Traffic Movements for the Emirates ACC rise by 5.1% in January 2014 totalling 68,620 movements. Dubai International recorded 360,000 air traffic movements in 2013 whilst Abu Dhabi International recorded a 12% increase in passenger numbers over the same period. Coupled with this are the aggressive growth forecasts of the UAE airline fleets and the expansion plans for most of the airfields within the UAE, especially Dubai World International and Abu Dhabi International.

1.3        By 2020 aircraft movements will surpass 560,000 and passenger numbers is expected to increase to 98.5 million. Emirates ACC will also need to accommodate the equally aggressive expansion plans of its surrounding airline fleets, such as Qatar Airways.

1.4        The need to implement FUA will further increase as traffic demand increases.

1.5        Airspace should no longer be considered purely civilian or military airspace and should be distributed according to user requirements, being managed on a day-to-day basis, allowing users the ability to plan in a timely manner to generate capacity and efficiency gains.

**2.        INFORMATION ON UAE CIVIL/MILITARY COORDINATION**

- Arrangements to foster Civil/Military Coordination.

UAE Military has created an Airspace Management Cell to coordinate day-to-day military operations with UAE (U) FIR. This will enable the release of segregated airspace for civilian use, when it is not being used as originally intended, allowing for better airspace management and access for users. Sharing information and understanding the requirements of all parties are key elements for the planning and execution of segregated airspace.

- As part of the stakeholder engagement process, the military authorities are now playing an even greater role with their involvement in airspace planning and management processes.
- Enhanced military involvement in national, regional and international aviation meetings related to ATM and Search and Rescue (SAR).
- FUA implementation within UAE FIR:

With the major airfield improvement work taking place at Dubai International during the summer months of 2014, agreement was reached to allow civil use of OMR- 51. This allowed for a temporary hold to be created for the significant increase in traffic to Dubai World International during this period. The recognition and understanding of the civilian operational needs by the UAE Military whilst an acceptance of who had the primary requirements for that portion of airspace, showed significant operational coherence between the two parties.

Airway M318 opened within OMR54. This route allows for direct access from the main UAE airports to the route structure leading into eastern Africa. M318 reduced flying time between 3-12 minutes (airfield dependent) for commercial aircraft whilst providing associated fuel savings. The optimized airway enabled the introduction of new routes for the UAE carriers and those of other countries.

The establishment of M318 also improved liaisons between the UAE Military and the Emirates ACC. This work is supporting harmonization and understanding of operational requirements within that region.

- Reduced size of restricted areas OMR50 and OMR51 providing greater civilian operational capacity and efficiency.
- Accommodation of military exercise corridors across the civilian airway route structures through active engagement and coordination in the planning stages of the exercise design.
- In addition the UAE is intending to establish a high level Civil/Military Committee to further set the foundation of cooperation and to cater for the sought capacity management within the Emirates FIR.

### **3. CONCLUSION**

3.1 The UAE Military and Emirates ACC have made steps towards facilitating greater airspace efficiency through Civil/Military Coordination. An understanding of the operational requirements both now and in the future is a key element to ensure that processes, systems and procedures are place to share relevant information and enable Collaborative Decision Making. This work will help support the generation of an aviation network suitable for the needs of the future. Ongoing work will continue to ensure maximum efficiencies and safety improvements are delivered to meet the forecasted needs of the airspace users within the UAE (U) FIR.

### **4. ACTION BY THE MEETING**

4.1 The Meeting is invited to note this information contained in this paper.