



ICAO MID



الهيئة العامة للطيران المدني
GENERAL CIVIL AVIATION AUTHORITY



CCO-CDO Workshop

ICAO MID Workshop on the Continuous Climb Operations (CCO) /
Continuous Descent Operations (CDO) Implementation

Abu Dhabi, UAE 13 – 14 June 2022

Implementation of CCO/CDO in Emirates FIR



Objectives

- Optimize airspace utilization
- Enhance efficiency of air traffic
- Reduce operational cost
- Increase environment benefits



The opportunity

- The COVID-19 pandemic reduced Sheikh Zayed Air Navigation Center (UAE ACC) traffic up to 80%
- Reduction of traffic numbers has resulted on reduction of ATC workload and created an opportunity to implement CDO.



Implementation Background

- In 2020 UAE has implemented CDO to Southern Emirates Airports with collaboration with strategic stakeholders (Etihad Airways and Bahrain ACC)
- It was achieved by removing level restrictions imposed by LoA's
- This presentation show cases removing level restrictions at RESAR-ORSIS for all arrivals to southern UAE Airports
- Optimum level was determined in close coordination with national/regional partners



Implementation Background

- Entry points to Emirates FIR (Flight Information Region) has restrictions to de-conflict the traffic with other traffic. This is done by level allocation & implementation of ATC restrictions.
- These restriction are dictated by complexity of air traffic in Emirates FIR and Air Traffic Controllers workload.
- With reduction of the traffic levels, SZC has decided to review some of the restriction and to enable Continues Descend Operations.
- Restriction over points RESAR and ORSIS used for all easterly arrivals to southern emirates were revised to enable the Continuous Descend Operation. The optimum level was determined, coordinated with Etihad, SZC ATC and Bahrain ATC.

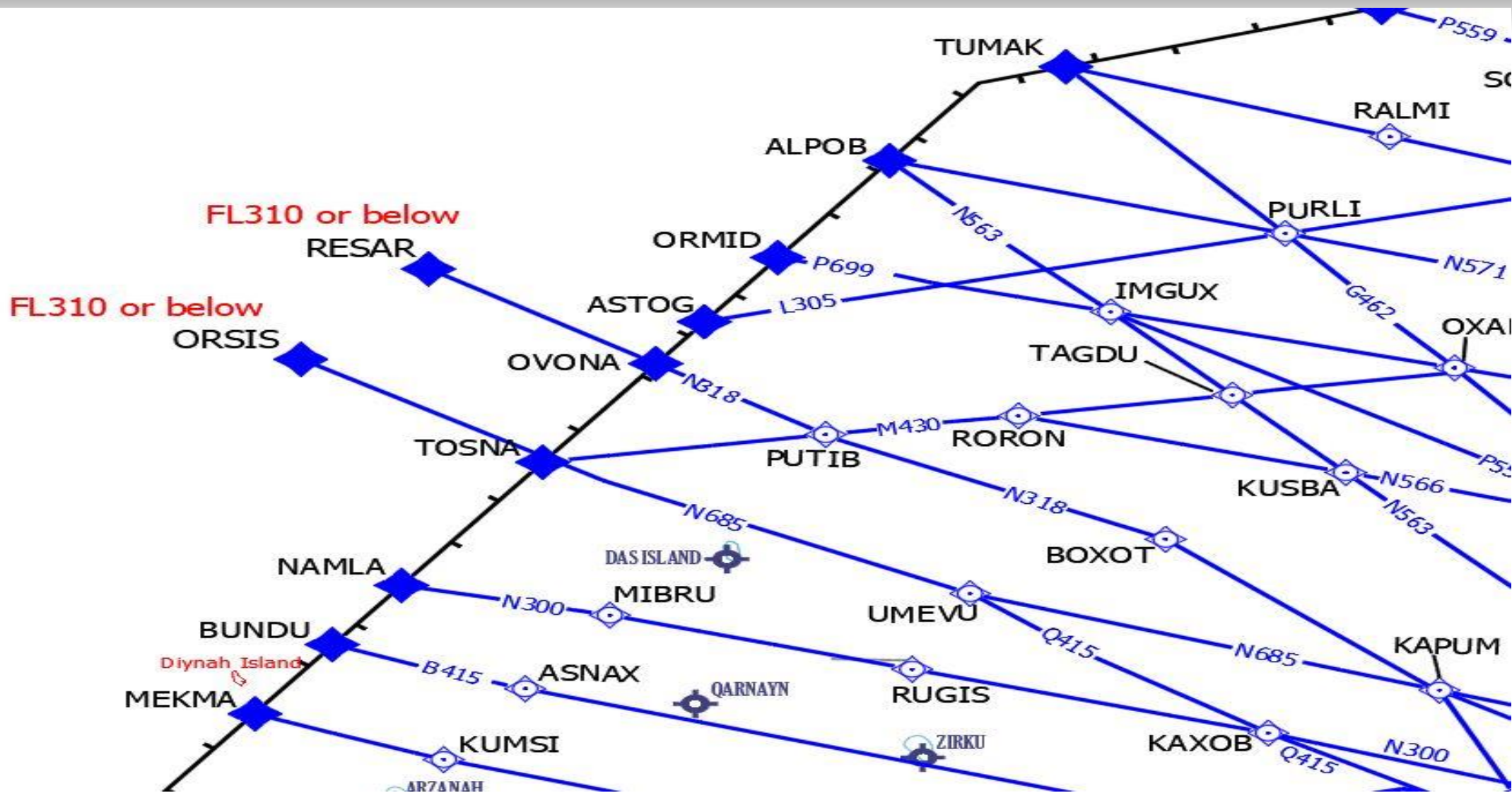


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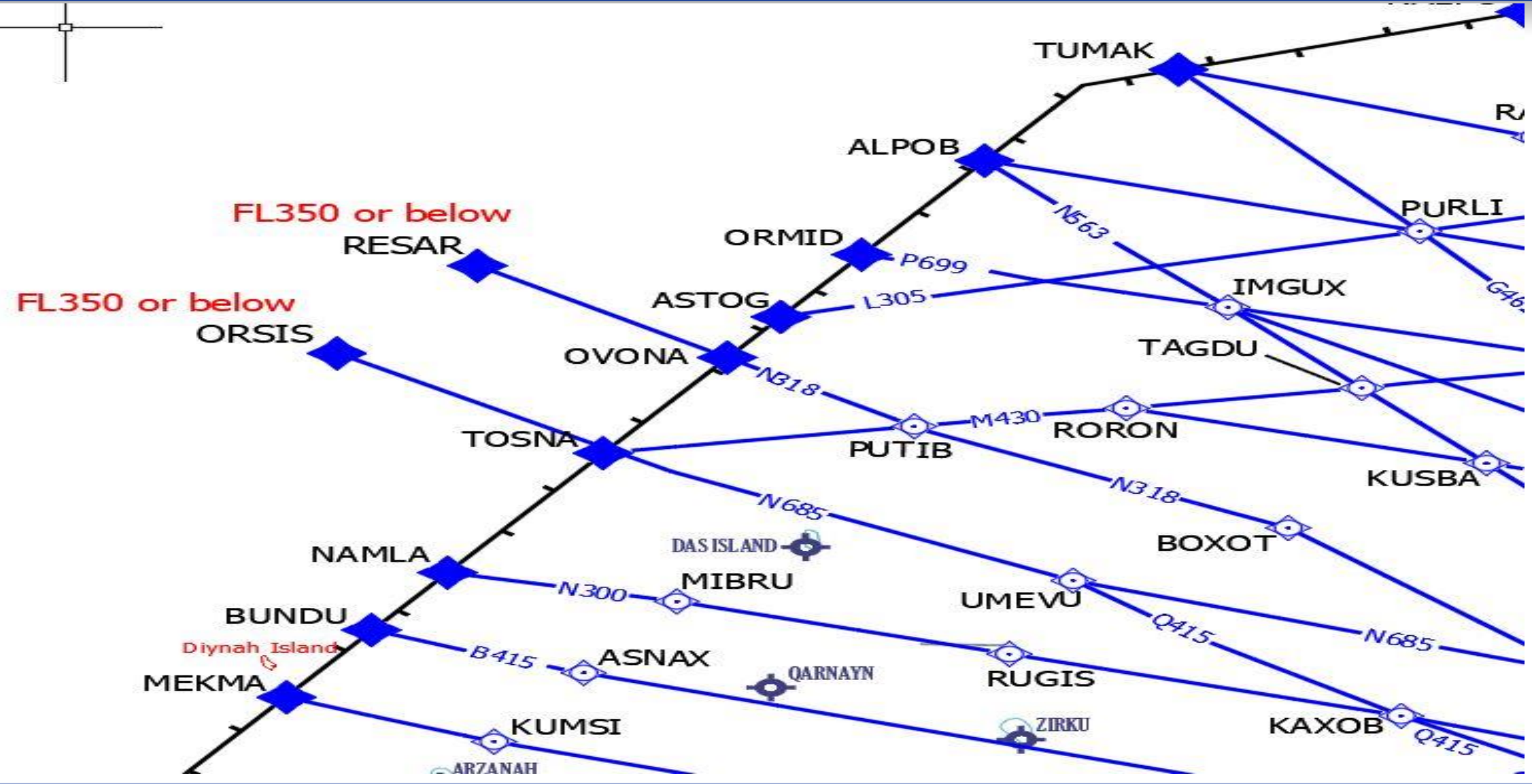
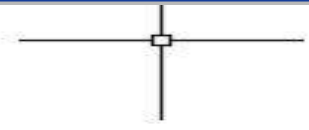




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- Southern Emirates Airports Continued Descent Operation (CDO)
Analysis was carried out for types of aircraft listed:
- B777
- B787
- A380
- A320



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Implementation criteria	2020	2022
Total of Aircrafts involved	4000	7900
Total of fuel saving	1800 MT	2050 MT
Total of Carbon Dioxide emissions reduction	5377 MT	6147 MT



Summary

- Effective of coordination and collaboration between ANSPs and Airspace users creates mutual benefits
- We encourage the industry to foresee potential benefits of similar activity in their area of responsibility
- We will continue to monitor this practice and try new practices or techniques that may benefit the Airspace users or the Aviation industry in general



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THANK YOU

