



ARABIAN SEA INDIAN OCEAN ATS
COORDINATION GROUP AND INDIAN
OCEAN STRATEGIC PARTNERSHIP TO
REDUCE EMISSIONS WORKING GROUP
MEETING

ARABIAN SEA INDIAN OCEAN ATS COORDINATION GROUP AND INDIAN OCEAN STRATEGIC PARTNERSHIP TO REDUCE EMISSIONS WORKING GROUP MEETING

DOHA, QATAR 4-5 JUNE 2014

Agenda Item 3: Report from ANSPs on initiatives listed in the Strategic Plan

Flexible Use of Airspace Concept in Jeddah and Muscat FIR.

(Presented by Qatar Airways)

SUMMARY

This paper highlights examples of Flexible Use of Airspace (FUA) Concept applied in Jeddah and Muscat FIR which can be emulated by other ANSPs/CAAs.

1. INTRODUCTION

- 1.1 ICAO Doc 9750, the Global Air Navigation Plan contains a list of up to 23 Global Plan Initiatives (GPI). GPI-1 refers to Global Plan Initiative on Flexible Use of Airspace.
- 1.2 This initiative is to ensure optimization and equitable balance in the use of airspace between civil and military users, facilitated through both strategic coordination and dynamic interaction.
- 1.3 ICAO Doc 9954, The Manual Concerning Safety Measures Relating to Military Activities Potentially hazardous to Civil Aircraft Operation, was developed to assist States in providing for the safe and orderly flow of international air traffic in the event that military activities, which constitute potential hazards to civil aircraft, are planned and conducted.
- 1.4 According to ICAO Circular 330, Flexible Use of Airspace (FUA) concept is defined as an airspace management concept based on the principle that airspace should not be designated as purely civil or military, but rather as a continuum in which all user requirements are accommodated to the greatest possible extent.
- 1.5 The FUA concept includes consideration of effective communication, cooperation and coordination necessary to ensure a safe, efficient and predictable use of airspace.
- 1.6 Civil Military are the two major airspace users. They are both essential for national and global peace and stability as well as for economies.
- 1.7 Qatar Airways is one of the major airspace users in the Middle East Region and to the airspace adjacent to Arabian Sea/Indian Ocean UPR Zone.
- 1.8 Qatar Airways has benefited from the FUA concept applied in Jeddah and Muscat FIRs and is keen to share these cases which could be adapted by other

States/ANSPs.

- 1.9 Below are examples of Qatar Airways flight that have benefited from FUA concept

2. DISCUSSION

- 2.1 QR flights from Doha to Al Ahsa airport and return, transit through active Military restricted airspace. On the basis of FUA concept, GACA and Saudi Arabia military have created flight corridor through which permitted flights to Al Ahsa can use.
- 2.2 This corridor has allowed QR to operate a day flight as well as plan a direct routing from KFA VOR to HSA VOR. Fig 1 in the attachment shows the routing options.
- 2.3 On the other hand, QR flights from Doha to Salalah airport (and return) in Muscat FIR, also transit through active military airspace(R-97).
- 2.4 On the basis of FUA concept, QR flights are permitted to plan a direct routing from GOBRO to ASTUN under specified conditions. This results to a saving of approximately 8 minutes of flight time.
- 2.5 These benefits can be translated into improved operation efficiency and environmental sustainability.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
 - a) Take note of this information paper and
 - b) Consider implementing FUA concept applied in Saud Arabia and Oman to their respective airspace.

Attachments

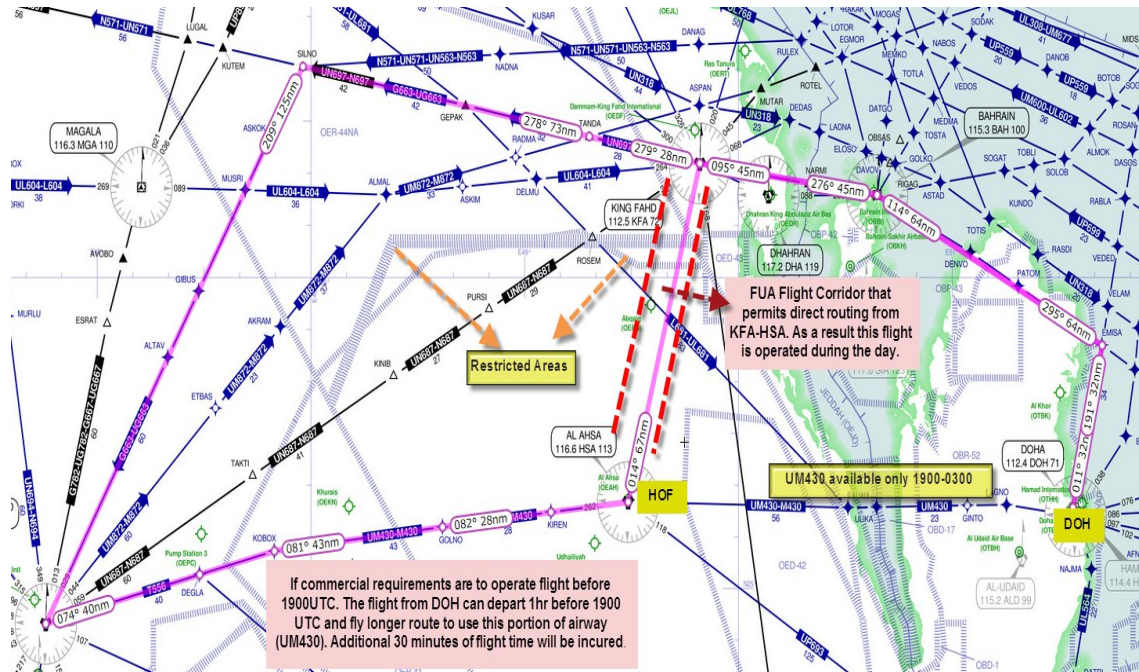


Fig 1-Doha(DOH)/Al Ahsa(HOF) Routing

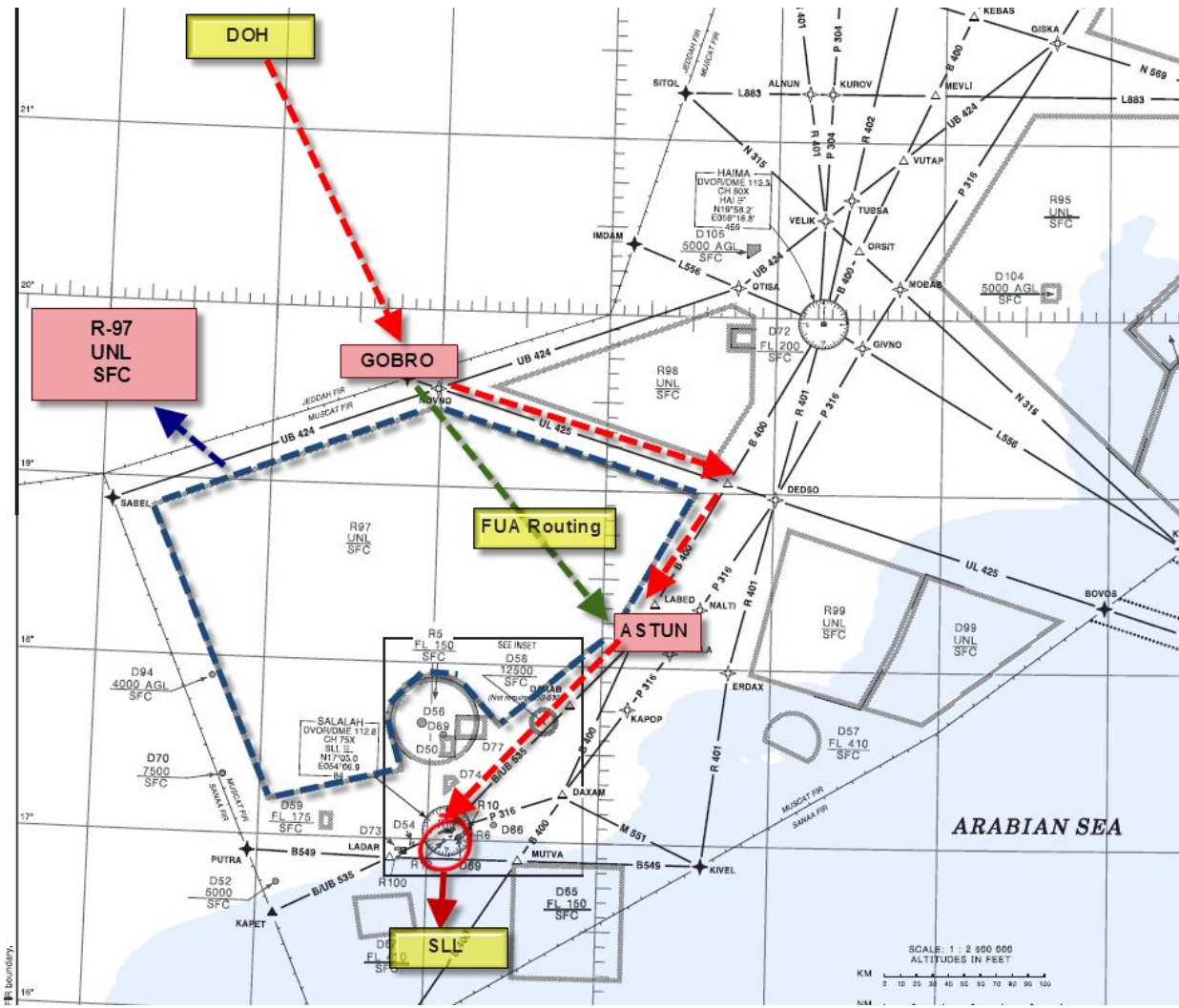


Fig 2- Doha (DOH)/Salalah (SLL) Routing.