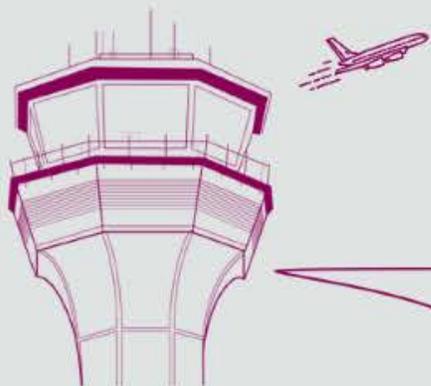




ICAO MID

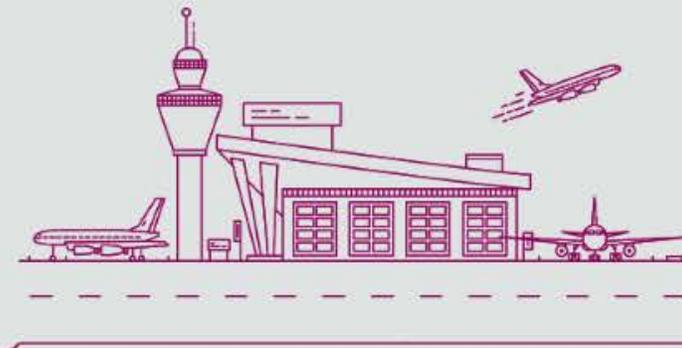
الهيئة العامة للطيران المدني  
GENERAL CIVIL AVIATION AUTHORITY



# ATM SG/7

The MIDANPIRG Air Traffic Management Sub-Group, Seventh Meeting

Virtual Meeting 15 – 18 November 2021



Presented by:

State/ANSP/ORG: UAE/SZC/GCAA



## Agenda Item 3:

# Updates from MID States on ATM/SAR Implementations

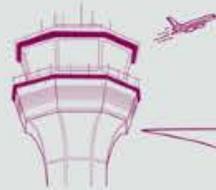
- Latest developments related to ATM/SAR
- Identified needs and priorities;
- Challenges and difficulties;
- Lessons learnt, and capacity building activities; and
- Ongoing and Planned projects.



## Agenda Item 3:

# Updates from MID States on ATM/SAR Implementations

- Latest developments related to ATM/SAR



# 1. Establishment of Route L710

- **Description**

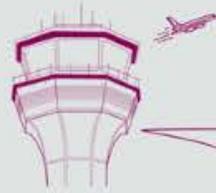
- Established to join UKRAG in Emirates FIR with VELIK in Muscat FIR.
- Former traffic originating from Northern Emirates used to exit via TARDI with destinations south of Muscat FIR to route via the established route.

- **Objective**

- Collaborative work with Muscat to reduce the congestion in Muscat ACC Central sector

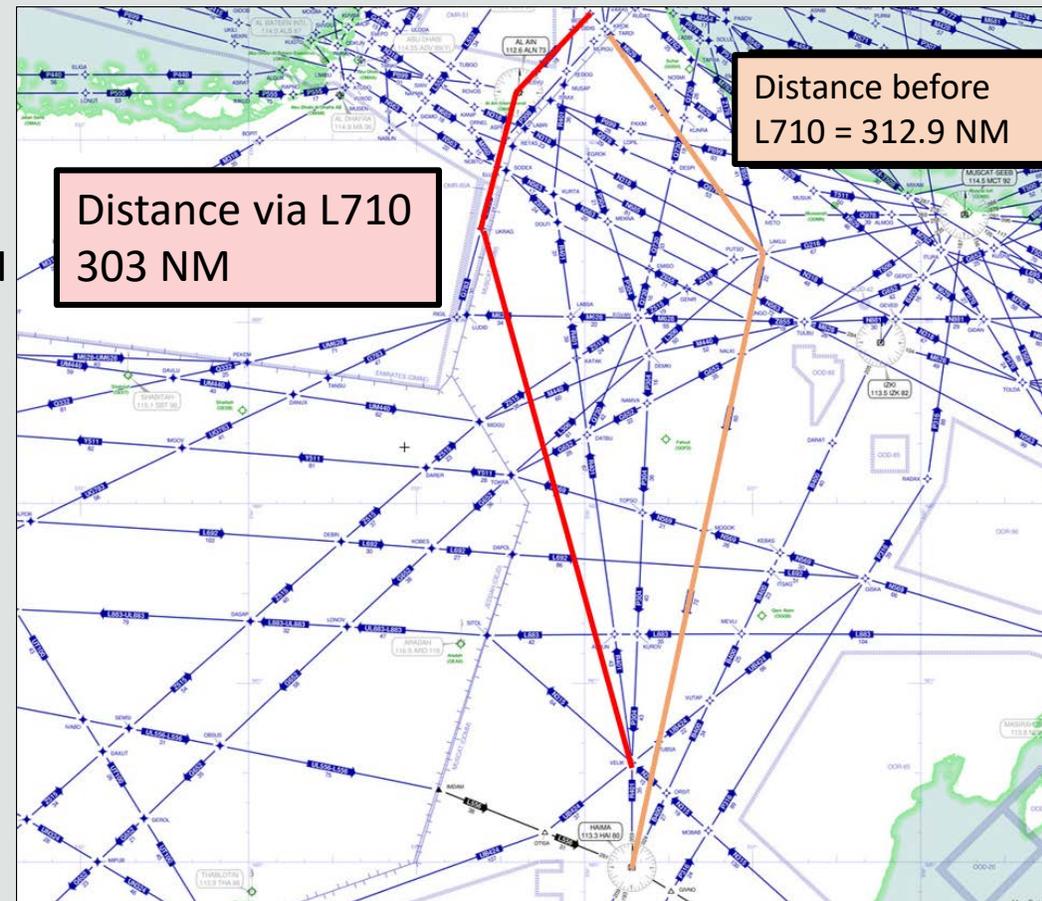
- **Benefits**

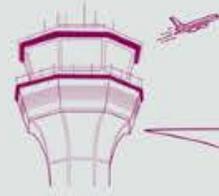
- Track mile reduction for re-routed traffic
- 50% overall reduction of DFLOW ground delay
- Enabler for future airspace capacity enhancements



# Benefits

- **Previous routing:**
- ANVIX L223 TARDI L223 LAKLU R402 MOGOK R402 TUBSA R402 HAI
- **Distance:** 312.9NM
- **New routing:**
- ANVIX GIDIS G783 ALN G783 ELUDA G783 UKRAG VELIK R401 HAI
- **Distance:** 303.0NM
- **Saving:** 9.9NM





## 2. CDO establishment with Bahrain

### • Description

- The COVID-19 pandemic has profoundly impacted the operations of air carriers, airports, and ANSPs.
- Operational opportunity was identified to implement CDO's over waypoints ORSIS & RESAR.
- Flight levels over waypoints RESAR & ORSIS used for all easterly arrivals to southern emirates were revised from FL310 to FL350 or cruising level.
- The choice of FL350 was based on consultations with air operators according to their economic/operations benefit
- Bahrain's positive attitude tremendously helped the establishment.



## 3. CDO establishment with Bahrain

- **Objective:**

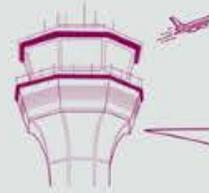
- Optimize airspace utilization
- Enhance efficiency of traffic
- Reduce operational cost for airspace users
- Increase environmental benefits

- **Benefits**

Since the implementation of the procedure the savings were



Statistics Sample	A/C utilizing CDO	Jet Fuel Savings	CO2 Emissions Reduction
JUN – NOV 2020	4,000	1,800 Metric Tons	5,377 Metric Tons



## 4. OMAE-OBBI AMHS

- Project Initiated in 2019
- Successful completion of interoperability and preoperational tests with the support of Bahrain colleagues was achieved during September 2020.
- Circuit (Abu Dhabi – Bahrain) upgraded from CIDIN to AMHS was effective on 25<sup>th</sup> of October 2020 at 0800 UTC.



## Agenda Item 3:

# Updates from MID States on ATM/SAR Implementations

- Identified needs and priorities
- Lessons learnt, and capacity building activities



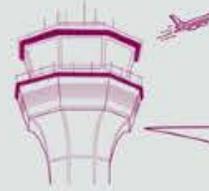
# 1. Flexible use of ATC simulation during of abnormal traffic level

- Importance and validity of adopting such method during low traffic levels
- Mitigate challenges opposed by COVID19
- Maintain & sharpen skills of ATC staff
- Eases the preparedness for return of traffic levels
- Adapt rosters to accommodate difficulties of staff availability
- Presented & shared by UAE in MIDANPIRG 18 (15-22 February 2021) under agenda item 5.2.6



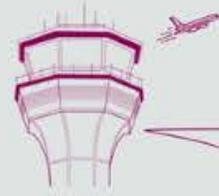
## 2. Operational & Manpower Planning

- Proper preparation for any possible disruption of operations is essential
- Appropriate measures to ensure safe, orderly, and expeditious ANS as far as reasonably practicable
- An operational and manpower contingency plan was created
- The document covers the anticipated impact on operations over multiple level of severity and what measure the unit should take to ensure business continuity



# 2. Operational & Manpower Planning

<p>هيئة العامة للطيران المدني GENERAL CIVIL AVIATION AUTHORITY</p> <p>2.2 Contingency Planning</p> <p>Based on the impact of the Contingency Level</p> <table border="1"> <tr><th>Contingency Level</th></tr> <tr><td>Level 1</td></tr> <tr><td>Level 2</td></tr> <tr><td>Level 3</td></tr> <tr><td>Level 4</td></tr> </table> <p>This document details the responsibilities, to be assigned to the Contingency Level</p> <p>2.3 Activation of Contingency Plan</p> <p>Prior to declaration and consisting of information will be provided to the Contingency Level</p> <p>After required arrangements are made, depending on the Contingency Level</p> <p>Size of the plan will be monitored hourly to ensure that the Contingency Level is maintained</p>	Contingency Level	Level 1	Level 2	Level 3	Level 4	<p>هيئة العامة للطيران المدني GENERAL CIVIL AVIATION AUTHORITY</p> <p>6. CONTINGENCY PLANNING</p> <p>6.1 Anticipated Impact</p> <table border="1"> <tr><th>Safety Critical Personnel</th></tr> <tr><td>Air Traffic Controller</td></tr> <tr><td>Air Traffic Controller Assistant</td></tr> <tr><td>CNS Engineers</td></tr> <tr><td>CNS Technicians</td></tr> <tr><td>CNS Maintenance</td></tr> <tr><td>NOTAM Assistant</td></tr> </table> <p>6.2 Anticipated Impact</p> <p>It is expected that the pandemic will impact traffic flow.</p> <table border="1"> <tr><th>ANTICIPATED IMPACT</th></tr> <tr><td>L.4.1 Simplification of Structure</td></tr> <tr><td>L.4.2 Only 2 ACC sectors manned</td></tr> <tr><td>L.4.3 Publication of regards to air traffic flow</td></tr> <tr><td>L.4.4 Communication of Contingency Plan</td></tr> <tr><td>L.4.5 Roster will be adjusted</td></tr> <tr><td>L.4.6 Engagement of personnel</td></tr> <tr><td>L.4.7 Engagement of Contingency Plan</td></tr> </table>	Safety Critical Personnel	Air Traffic Controller	Air Traffic Controller Assistant	CNS Engineers	CNS Technicians	CNS Maintenance	NOTAM Assistant	ANTICIPATED IMPACT	L.4.1 Simplification of Structure	L.4.2 Only 2 ACC sectors manned	L.4.3 Publication of regards to air traffic flow	L.4.4 Communication of Contingency Plan	L.4.5 Roster will be adjusted	L.4.6 Engagement of personnel	L.4.7 Engagement of Contingency Plan	<p>هيئة العامة للطيران المدني GENERAL CIVIL AVIATION AUTHORITY</p> <table border="1"> <tr><th>Arrival</th></tr> <tr><td>Norther Emirates OMDB,OMDW,OMSJ, OMFJ,OMRK,OMDM</td></tr> <tr><td>Southern Emirates OMAA, OMAL, OMAD</td></tr> <tr><th>Departure</th></tr> <tr><td>Norther Emirates OMDB,OMDW,OMSJ, OMFJ,OMRK,OMDM</td></tr> <tr><td>Southern Emirates OMAA, OMAL, OMAD, OMAM</td></tr> </table>	Arrival	Norther Emirates OMDB,OMDW,OMSJ, OMFJ,OMRK,OMDM	Southern Emirates OMAA, OMAL, OMAD	Departure	Norther Emirates OMDB,OMDW,OMSJ, OMFJ,OMRK,OMDM	Southern Emirates OMAA, OMAL, OMAD, OMAM	<p>هيئة العامة للطيران المدني GENERAL CIVIL AVIATION AUTHORITY</p> <p>ATTACHMENT 5 NOTAM</p> <p>ATS RTE LTD TO THE FLW DURING CONTINGENCY PLAN ACTIVATION: OVERLIGHT TFC: OBNET M677 LOVEM L562 SERSA P307 TONVO FL350 PATAT L519 EGPEP L313 TARDI FL310 MENSA N571 ALPOB FL360 SOLUD P574 NORGA R401 GABKO FL300 ITRAX P899 ROVOS G462 UKUVO P553 IMGUX N563 ALPOB FL340 SODEX N563 UMIBU P899 MEKMA FL320 OVONA N318 LABRI FL330</p> <p>DEP TFC FM OMDB, OMDW, OMFJ, OMRK, OMSJ: TO OBBD FIR VIA RIDAP M557 TUMAK TO OIIX FIR VIA DAVMO M18 GABKO TO OOMM FIR VIA IVURO M677 LALDO OR ANVIX L223 TARDI</p> <p>DEP TFC FM OMAA, OMAD, OMAL: TO OBBD FIR VIA BOSEV N563 ALPOB OR MEKRI P899 MEKMA TO OEJD FIR VIA ORNEL M560 ELUDA G783 TO OOMM FIR VIA KANIP N318 LABRI</p> <p>ARR TFC TO OMDB, OMDW, OMFJ, OMRK, OMSJ: FM OBBD FIR VIA NALPO P559 VUTEB FM OIIX FIR VIA PATAT L519 ITLAP FM OOMM FIR VIA PASOV B540 IMPED</p> <p>ARR TFC TO OMAA, OMAD, OMAL: FM OBBD FIR VIA TOSNA N685 UMEVU Q415 UKILI FM OOMM FIR VIA ITRAX P899 ROVOS FM OEJD FIR VIA M318 ATUDO</p> <p>FOR FURTHER INFO CONTACT: AIRSPACE@SZC.GCAA.AE</p>	<p>هيئة العامة للطيران المدني GENERAL CIVIL AVIATION AUTHORITY</p> <p>ATTACHMENT 6 LETTER TO ICAO</p> <p>File: GCAA/ANS/XXX/XXX Date: XX XXX 2019 Mr. XX --- ICAO MID</p> <p>Dear XXXX,</p> <p><b>Activation of Emirates ACC – Contingency Arrangements</b></p> <p>The UAE GCAA would like to take this opportunity to extend our appreciation to ICAO MID office for maintaining and developing the relations between our organizations and is looking forward to continuing our relationship for the mutual benefits of Civil Aviation in the region.</p> <p>In light of the recent COVID-19 outbreak and in order to ensure the safety and efficiency of air navigation in the region, I would like to inform you that starting from <b>XX.XX.XXXX XX.XX</b> UTC Emirates ACC will activate a contingency airspace which was agreed with our neighboring ATSUAs as described in Attachment 1 to this letter.</p> <p>Yours faithfully, <b>Ahmed Ibrahim Al Jallaf</b> Assistant Director General ANS</p> <p>Cc:</p>
Contingency Level																														
Level 1																														
Level 2																														
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## 3. Educational Webinars

The GCAA of the UAE in collaboration with ICAO and ACAO successfully completed the 2021 MOKFANS “Month of Knowledge For The Future of ANS” following the success of the 2020 version.

- The objective is to share knowledge and experience with the rest of the aviation community for a better and successful future.
- The MOKFANS is an initiative created by ANS experts with the purpose of “We Learn To Change For a Better Future”
- MOKFANS consists of different educational & awareness webinars on different subjects from different ANS areas.
- In 2020, Series of ten educational webinars.
- In 2021, Series of 6 educational webinars.







Month of Knowledge For The Future of ANS

3 – 27 Oct 2021  
 8:00 UTC  
 Microsoft Teams

[Register now](#)


 @GCCAUAEM  
 هيئة الاتحادية | Federal Authority







Session Title

- 01 3/10/2021 Future of Flight Data Exchange
- 02 6/10/2021 ATM SWIM Service
- 03 10/10/2021 Artificial Intelligence in ATC
- 04 20/10/2021 Generations of ATC
- 05 24/10/2021 Management of Critical Infrastructure
- 06 27/10/2021 ANS Cyber Security


 @GCCAUAEM  
 هيئة الاتحادية | Federal Authority

## 4. QEYAS

- **Operational Monitoring & Enhancement Management Program**

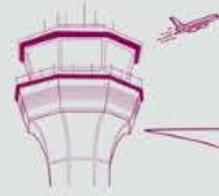
QEYAS is a program developed to:

- Raise ATCO awareness
- Highlight good practices
- Highlight deficiencies in standards both in ATCO behavior and ATC procedures.



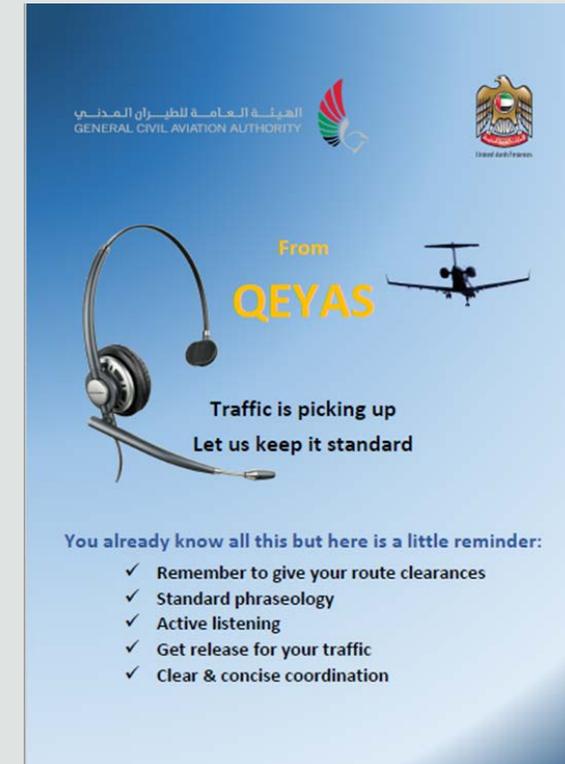
The program includes, but not be limited to the following:

- a) Procedure compliance
- b) Post incident follow up for ATCO's involved in incidents.
- c) Any observations where safety is compromised, or a deliberate disregard for procedures are observed. (Random review)
- d) ATC License limitations
- e) Following up with newly validated ATCO's performance.



## 4. QEYAS

- ATCO will receive a feedback which could highlight any performance deficiencies.
- ATCO will endeavor to rectify any weaknesses or problem areas, if applicable.
- The program is also designed to enhance procedures, when required.
- QEYAS is a holistic approach to ensure standards and safety are not compromised.
- It is a non-punitive initiative.
- Just Culture protocols apply. Just Culture ensures a duty of care of aviation professionals to follow procedures and rules and encourages learning from errors to enhance the level of safety.



الهيئة العامة للطيران المدني  
GENERAL CIVIL AVIATION AUTHORITY

From  
**QEYAS**

Traffic is picking up  
Let us keep it standard

You already know all this but here is a little reminder:

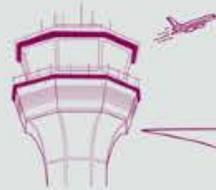
- ✓ Remember to give your route clearances
- ✓ Standard phraseology
- ✓ Active listening
- ✓ Get release for your traffic
- ✓ Clear & concise coordination



## Agenda Item 3:

# Updates from MID States on ATM/SAR Implementations

- Ongoing and Planned projects

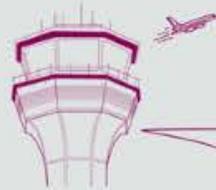


# Next Generation ATM System

- Training started in the EACC on 24<sup>th</sup> October 2021
- Training will continue till implementation which is planned in June 2022



ICAO MID



# ATM SG/7

The MIDANPIRG Air Traffic Management Sub-Group, Seventh Meeting

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# THANK YOU

