

## **NAVIGATION IN EMIRATES FIR FOR MILITARY R&R**

### **1.2.10 CONDITIONS OF NAVIGATION IN EMIRATES FIR FOR MILITARY, STATE, VIP FLIGHTS**

**1.2.10.1** All foreign military, state or state VIP aircraft intending to overfly UAE airspace or land at any UAE airfields have to obtain prior permission (Diplomatic Clearance) through the Ministry of Foreign Affairs. Requests must be received at least two weeks in advance except in cases of emergency where a minimum of 72 hours warning is required.

**1.2.10.2** Applications for clearance should be made to the Ministry of Foreign Affairs UAE at the address shown below or through normal diplomatic channels.

Post: Ministry of Foreign Affairs

**1.2.10.3** Application requests should include:

aircraft type, registration and callsign,

captain's name, details of crew and nationalities,

purpose of flight,

cargo and passenger details,

whether or not armament and/or camera equipment is carried and details of dangerous cargo, if any,

date, time and place of departure,

altitude and aircraft speed,

route,

time and place of entry into EMIRATES FIR,

ETA at landing airport in UAE,

destination,

in the case of overflight:

date, time and point of entry into EMIRATES FIR,

route,

date, time and point of exit from EMIRATES FIR.

**1.2.10.4** Application of conditions

Requests not containing the above information will be disregarded.

Foreign military aircraft shall not overfly or land in the UAE unless in possession of prior permission.

Military aircraft entering EMIRATES FIR without prior permission are liable to be dealt with severely.

Aircraft in possession of such permission shall adhere to the approved routes.

In case of delays of more than 24 hours a new request is to be made.

AMMROC\* Advanced Military Maintenance Repair and Overhaul Centre

MATZ\* Military air traffic zone

**4.1.7.7.1** **The following aircraft will be exempt from landing and parking fees:**

royal, diplomatic and state aircraft,

aircraft engaged on search and rescue operations when providing a free service,

military aircraft of the GCC countries,

bona fide test flights or calibration flights approved by the airport authority.

**4.2.3.2.4** Internal domestic flights by helicopters or fixed wing aircraft on internal domestic commercial flights within the Emirates FIR will be charged a flat rate of USD 10.00 for a complete round trip flight irrespective of size of aircraft. A round trip flight is defined as an outbound and return sector from the aircraft's home base airfield. No charge is made for flights that involve sector landings between oil rigs or islands after departure from home base.

#### **4.2.3.3 Exemptions and reductions**

**En-route navigation service charges will not be levied in respect of flight carried out by:**

aircraft of His Highness, The President of the UAE and Their Highnesses, The Rulers of the UAE Emirates,

diplomatic aircraft provided that they are not carrying fare paying passengers, and on a reciprocal basis.

GCC military aircraft on condition of reciprocal basis,

military aircraft of the following countries provided these countries continue to exempt UAE military aircraft on a reciprocal basis,

Kingdom of Morocco,

Republic of Sudan,

Hashemite Kingdom of Jordan,

Islamic Republic of Pakistan,

Kingdom of Spain,

**Bahrain, Kuwait, Oman, and Qatar.**

**Aircraft providing search and rescue services free of charge,**

aircraft on training flights and flying club aircraft being operated within the normal scope of flying club activities,

private aircraft MTOW less than 4000 KG operated for pleasure purposes,

aircraft exempted according to international agreements or special agreements,

aircraft that depart and are later forced to make an emergency landing due to technical malfunctions,

overflying aircraft that land for unforeseen technical reasons or due to military intervention,

aircraft of the Red Cross or Red Crescent,

aircraft that are exempted by the order of the UAE Ministry of Defense. The operator should provide authorization document evidence up on request.

aircraft owned or hired by any Government Ministries or Government Departments in the UAE

provided they are not used for profit making projects,

aircraft arriving for the purpose of carrying out necessary checks of air navigation equipment at all UAE airports.

Note 1: Operators are reminded not to address ATS messages to OMAA address if transiting Emirates FIR at FL 160 and above. However, flight plan shall be addressed to OMAAZAZX for:

All traffic on ATS routes G666 and P317

Departures from OMDW and OMDW on ATS route L519

Note 2: Operators are reminded not to address ATS messages to any 'OMAM' address, unless intending to operate to OMAM (AL Dhafra airfield).

Note 3: Flight plans for traffic departing from Abu Dhabi CTA can be submitted through internet after Operators have registered on [www.auhairport.ae](http://www.auhairport.ae)

Note 4: All airlines and operators are required to ensure that all flight plan updates regarding delays (DLA), changes (CHG) and or cancellations (CNL) for their flights inbound to OMAA and OMAD, are notified at point of departure for forwarding to OMAAZAZX by AFTN

Note 5: Operators are reminded to address 'OMDBZGZX' for all non FPL and ATC related administrative messages.

Note 6: ATC are unable to issue departure clearance for aircraft delayed more than 30 minutes past last notified EOBT. ICAO Doc 4444 procedures regarding DLA messages apply.

Note 7: In compliance with ICAO Doc 4444 flight planning requirements, only the first FPL will be processed. Duplicate FPL are discarded. New FPL can be processed only after the original FPL has been cancelled (CNL).

Note 8: Emirates ACC shall send acknowledgement messages for all ATS messages in the category FPL, DLA, CHG and CNL messages addressed to OMAEZRZX. There are three types of acknowledgement messages as detailed below:

ACK (Acknowledge – for messages automatically or manually processed)

MAN (Manual – for messages referred for manual correction)

REJ (Reject – for messages automatically or manually rejected)

Note 9: This applies to all operators civil or military requiring ATC service from OMRK. Flight plans to OMRK address can also be submitted via [briefing@rakairport.com](mailto:briefing@rakairport.com)

Note 10: This applies to all operators civil or military requiring ATC service from OMFJ. Flight plans to OMFJ addresses can also be submitted via [ais@fia.ae](mailto:ais@fia.ae)

Note 11: Flight plans for traffic departing and arriving OMDB and OMDW can be submitted through internet after Operators have registered on <https://dubaibriefing.dans.gov.ae/AviWeb/>

### **2.2.3.1 Radio Procedures      Mandatory Broadcasting Zone (MBZ)**

**2.2.3.1.1** Aircraft operating in an MBZ shall carry two serviceable VHF radios.

**2.2.3.1.2** Aircraft shall broadcast on the appropriate MBZ broadcast frequency a minimum of 2 minutes prior to entering an MBZ or getting airborne within an MBZ.

The initial broadcast shall include the following information:

Aircraft Call sign

Aircraft Type

Current position

Entry point into the MBZ

Entry level (If on climb or descent or becoming airborne within the MBZ, a clear indication of this should be transmitted)

Planned route and intentions

**2.2.3.1.3** Aircraft operating in an MBZ shall broadcast:

Any amendment to previously broadcasted information.

Position reports whenever 10 minutes has passed since the last broadcast.

At any other time considered necessary by the pilot.

**2.2.3.1.4** Where an appropriate promulgated VRP exists, broadcasted information should be made with reference to the VRP.

**2.2.3.1.5** Aircraft within an MBZ shall continuously monitor the associated MBZ broadcast frequency.

**2.2.3.1.6** Broadcasts from other aircraft should not be acknowledged unless a potential collision risk is perceived. If a collision risk is perceived, the aircraft perceiving the collision risk shall broadcast position and intention, addressing the conflicting aircraft, and seek resolution.

**2.2.3.1.7** Aircraft operating within an MBZ planning to enter controlled airspace, shall contact the appropriate ATC Unit to obtain an ATC Clearance for entry into controlled airspace. While obtaining an ATC Clearance, pilots shall continue to monitor the appropriate MBZ broadcast frequency while remaining within the limits of the MBZ. Pilots are to remain outside of controlled airspace until an ATC Clearance for entry into controlled airspace has been issued by ATC.

**2.2.3.1.8** Whilst operating in an MBZ, FIS may be requested from ATC on the frequency specified for the applicable MBZ, or the closest Tower. Requests for, or provision of FIS does not absolve the pilot from complying with MBZ requirements, including monitoring of the MBZ broadcast frequency and broadcasting requirements.

**2.2.3.1.9** Should it be necessary, ATC will broadcast information or instructions on the applicable MBZ broadcast frequency. Pilots shall comply with any instructions issued by ATC at the earliest safe opportunity.

**2.2.3.1.10** If an aircraft within an MBZ observes or becomes aware of other aircraft that fail to adhere to the required radio procedures established to ensure safe operations, a ROSI shall be submitted.

#### **2.2.3.2** Transponder Procedures

**2.2.3.2.1** Aircraft operating in an MBZ shall be equipped with a SSR Transponder Mode C or Mode S.

**2.2.3.2.2** Aircraft operating in an MBZ shall squawk Mode A Code 2000. However, if a discrete transponder code has been allocated by an ATC Unit prior to entering an MBZ and the aircraft is planning to communicate with the same or another ATC Unit as part of their flight plan, the allocated transponder code shall be retained.

**2.2.3.2.3** Aircraft that will remain within an MBZ for 90 minutes or more, or land and remain on ground within an MBZ for 30 minutes or more, shall reset their squawk code to Mode A Code 2000. A new squawk code will be allocated by ATC when returning to controlled airspace as required.

**2.2.3.2.4** Aircraft equipped with SSR Transponder Mode S shall transmit callsign or registration, as appropriate for the flight.

#### **2.2.3.3** Flight Plan Procedures

**2.2.3.3.1** Unless an exemption applies, an FPL shall be filed for all flights that will operate within or transit through an MBZ. This is to satisfy SAR and Security requirements and is in accordance with ENR 1.10.1.1 and the provisions specified in UAE CAR Part 3, 2.20.2 c) and d).

**2.2.3.3.2** If an aircraft intends to operate exclusively within an MBZ (e.g. night stop or have no requirement to leave an MBZ designated airspace), the FPL shall indicate (Item 18 Other Information) that the flight intends to remain within an MBZ.

**2.2.3.3.3** Aircraft equipped with SSR Transponder Mode S that will solely remain within an MBZ, are exempt from filing an FPL if Mode S information is transmitted and set with correct callsign/registration data at all times.

#### **2.2.3.4** SAR, Emergency, Contingencies

**2.2.3.4.1** Pilots planning to operate in an MBZ shall nominate a SARTIME prior to departure and ensure that a responsible agent on the ground is tasked to contact the National Search and Rescue Center (NSRC).

If the pilot does not communicate an operations normal check with the agent as agreed between them, or fails to nominate a new SARTIME cancellation time before the SARTIME expires; then the agent must contact the National Search and Rescue Center (NSRC) to report that the pilot has failed to cancel the SARTIME and the flight is now subject to an expired SARTIME.

**2.2.3.4.2** Pilots shall ensure that if a flight is cancelled that any SARTIME applicable to that flight is also cancelled.

Note 1: (SARTIME) A time stated in Universal Coordinated Time (UTC), which is passed to a responsible agent, which coincides with a pilot's plan to complete the flight or leave a Mandatory Broadcast Area and cancel the SARTIME with the agent.

Note 2: (Responsible Agent) A contactable representative, who accepts the responsibility to monitor the nominated SARTIME and in the event that the pilot does not cancel the SARTIME by that time, shall contact the National Search and Rescue Center (NSRC) to report that the pilot has failed to cancel his SARTIME.

**2.2.3.4.3** In the event of an emergency whilst operating in an MBZ, pilots may squawk Mode A Code 7700 and contact ATC on the frequency specified for the applicable MBZ, or the closest Tower, for assistance.

**2.2.3.4.4** If a pilot receives a "MAYDAY" or "PAN" transmission on an MBZ broadcast frequency, the message must be acknowledged and immediately relayed to the ATC on the frequency specified for the applicable MBZ, or the closest Tower. ATC will undertake further SAR action in response to relayed emergency messages.

**2.2.3.4.5** If a Radio Communication Failure (RCF) seems to have occurred, the pilot should continue to make broadcasts. Not being able to receive broadcasts might indicate an RCF, however, the system may still be broadcasting. The pilot shall set the aircraft transponder to Mode A Code 7600 or the ADS-B transmitter to indicate the loss of air-ground communications. The procedures to be followed by aircraft experiencing radio communication equipment failure are specified in ENR 1.6.1.3. and GCAA CAR Part 3 Chapter 2.23.9.

**2.2.3.4.6** If for any reason a pilot suspects that the applicable MBZ broadcast frequency is unserviceable, contact ATC on the frequency specified for the applicable MBZ, or the closest Tower.

**2.2.3.5** Conflict resolution

**2.2.3.5.1** Pilots are responsible at all times for maintaining their own separation between themselves and other traffic operating within an MBZ.

**2.2.3.5.2** Right of way rules as prescribed in UAE CAR Part 3 Chapter 2.16 apply.

**2.2.3.5.3** Complementary conflict resolution procedures for individual MBZ are prescribed in 2.2.3.7 MBZ specific procedures.

**2.2.3.5.4** Aircraft operating in an MBZ shall display anti-collision and navigation lights at all times. Refer UAE CAR Part 3 Chapter 2.17.

**2.2.3.5.5** Due to the nature of their operation, some aircraft operating in an MBZ will not always follow the guidelines above (e.g. Military, Police, and VVIP flights).

## **ENR 1.2 VISUAL FLIGHT RULES**

**1.2.1.** Visual Flight Rules conform to the rules published in ICAO Annex 2 - Rules of the Air, chapter 4 - Visual Flight Rules and DOC 7030 - Regional Supplementary Procedures.

Note: See note to ENR 1.7.4.

**1.2.2.** The following rules are additional to those specified in Annex 2 apply:

VFR flights between the times of sunset and sunrise, shall be conducted in accordance with the conditions specified by the GENERAL CIVIL AVIATION AUTHORITY.

VFR flights operating in Class G airspace are required to send position reports every half hour of flight.

**1.2.3.** Reduction of VFR minima

**1.2.3.1** Reduced VFR minima has been prescribed in accordance with Annex 2 - Rules of the Air, Table **4.1 as follows:**

Subject to conditions specified to each individual operator by the GENERAL CIVIL AVIATION AUTHORITY, certain helicopters may operate VFR by day in OMR 79 and OMR 76 with a flight visibility of not less than 1500 M, clear of cloud and in sight of the surface.

Military and police helicopters may be permitted to operate on SVFR clearances when the flight visibility is less than 1500 M but not less than 500 M. Such flights must be manoeuvred at a speed that will give the pilot adequate opportunity to observe and avoid obstacles.

## **OMAA**

2.23.6.2 During Parallel Runway Operations pilots should take special care to comply with all ATC instructions due to:

Aircraft landing RWY 13L / 31R will be required to cross RWY 13R / 31L to access parking stands; Military aircraft operating from OMAA north of RWY 13L / 31R will be required to cross RWY 13L / 31R to facilitate access to and from the military apron;

Military aircraft can be expected to depart from RWY 13L / 31R and arrival aircraft should be aware that there may be departing traffic with possible increased arrival spacing to facilitate.

## **OMAR AD 2.20 LOCAL TRAFFIC REGULATIONS**

2.20.1 Warning: vessels operate around the Jetty on the approach to RWY 31.

2.20.2 Be aware, road to the South of approach to RWY 31 is controlled by gates prior to aircraft landing and departures.

2.20.3 Aerodrome is restricted only to rotary wing operations for both commercial and military.

2.20.4 All military operations will not receive any service unless prior agreement is made.

2.20.5 Military aircraft should be aware of intensive helicopter operations during daylight hours in OMR 76. To avoid loss of separation between military and civil aircraft, it would be advisable to inform local offshore sites/installations equipped with radiotelephony prior notice of the expected military movements to allow civil aircraft to be made aware of the impending movement.

## **OMAD**

2.22.5.1 VOR RWY 13 approach procedure is not available for rotary wing aircraft. UAE Military, Police Air Wing, Search and Rescue rotary wing aircraft may use the approach procedure in the execution of their critical mission duties only and not for training purposes.

## **OMAL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

Apron surface and strength    APRON 1 (Military): concrete, PCN 60/R/A/W/T

APRON 1A (Military): concrete, PCN 60/R/A/W/T

APRON 1B (Military): concrete, PCN 60/R/A/W/T

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## **OMAS**

2.20.2 Military aircraft should be aware of intensive helicopter operations during daylight hours in OMR 76. To avoid loss of separation between military and civil aircraft, it would be advisable to inform local offshore sites/installations equipped with radiotelephony prior notice of the expected military movements to allow civil aircraft to be made aware of the impending movement.

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## **OMAZ AD 2.20 LOCAL TRAFFIC REGULATIONS**

Aircraft are not permitted to overfly the island plant operational areas.

Flares 3.5 KM before the runway on approach to RWY 13 can be active without notice. Hot air turbulence can be severe. Avoid direct overhead flights of the flares when in operation.

All military operations will not receive any service unless prior agreement is made.

Military aircraft should be aware intensive helicopter operations during daylight hours in OMR 76. To avoid loss of separation between military and civil aircraft, it would be advisable to inform local offshore sites/installations equipped with radiotelephony, prior notice of the expected military movements to allow civil aircraft to be made aware of the impending movement

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## **OMBY AD 2.20 LOCAL TRAFFIC REGULATIONS**

2.20.1 Limitation on the operation of the Aerodrome.

2.20.1.1 Aerodrome is designed for Code C aircraft specification (See AD Chart). Operators are advised of the following:

Circuit direction: Left hand RWY 31 and Right hand RWY 13.

All fixed wing aircraft shall use full runway length, using the turn pad at the end of each runway, for departures.

Caution: Fixed wing float plane operations take place from the island harbor located at position 241552.28N 0523614.19E.

Due to the Government designation of Sir Bani Yas Island as a conservation area, wildlife activity at the aerodrome may be considered a constant hazard that all crew shall consider when operating to **OMBY**. Wildlife activity in and around the lagoon to the South of the aerodrome, including that portion within the boundary, may present a significant hazard during the first and last phases of flight, due to its proximity to the runway.

Caution: Active military danger areas 4.5 NM to the south of airfield.

Avoid overflying palace to South West of airport.

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## **OMDL AD 2.20 LOCAL TRAFFIC REGULATIONS**

2.20.1 Limitation on the operation of the Aerodrome.

2.20.1.1 Aerodrome is designed for Code C aircraft specification (See AD Chart). Operators are advised of the following:

Circuit direction: Left hand RWY 17 and Right hand RWY 35.

Jet Traffic 1500 FT

Turbo-prop Traffic 1000 FT

Helicopter Traffic 500 FT

All traffic larger than Dash 8 or equivalent, which requires backtracking on the runway, shall use the turning circles at the end of runway.

Departing traffic shall use the full runway length.

Caution: Fixed wing float plane operations take place from the island harbor located at position 241552.28N 0523614.19E.

Exercise extreme caution due heavy bird concentrations on and near the airport.

Caution: Active military danger areas 4.5 NM to the south of Sir Baniyas.

Avoid overflying palace to South West of Sir Baniyas.



## 1.5.2 RVSM

### 1.5.2.1 Introduction

The RVSM requirements mentioned in this section are not applicable to the following:

#### State Aircraft

State Aircraft means any aircraft used in military, customs and police services.

#### Military Aircraft

These aircraft shall include 'M' in Item 8 of the flight plan.

#### All other State Aircraft

These aircraft shall include 'X' in Item 8 of the flight plan and STS/STATE in Item 18 of the flight plan.

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#### Head of State Aircraft

Head of State Aircraft means an aircraft operating with head of State or Prime Minister.

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## **Read**

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This AIC provides guidance for operating civil aircraft in an area with an air defense activation. It is applicable to traffic operating within Emirates FIR in a defense area, where the traffic must comply with special security instructions issued by the applicable ATC unit in contact with the aircraft in the interest of national security.

The procedures may be implemented to identify and control air traffic within a specified air defense area in the event of emergency conditions.

When air defense emergency conditions prompt implementation of ESCAT, flights will be required to comply with any airspace and/or flight restrictions that may be issued in support of National Defense.

ESCAT is an emergency preparedness plan that prescribes the joint action to be taken by UAE Military/local ATC Units in the interest of national security to control air traffic under emergency conditions.

For purposes of this AIC, the ESCAT plan:

1. Establishes responsibilities, procedures, and instructions for the security control of civil and military air traffic in order to provide effective use of airspace under various emergency conditions.
2. Applies to all UAE territorial airspace and other international airspace which Emirates ACC has air traffic control (ATC) jurisdiction by international agreement.
3. Defines the authorities, and procedures to identify and control air traffic within a specified air defense area in the event of emergency conditions.



4. UAE Military will direct the action to be taken in regard to landing, grounding, diversion, or dispersal of aircraft in the defense of the UAE during emergency conditions.

1. During ESCAT implementation, special security instructions may be issued.
2. At the time a portion or all of ESCAT is implemented, ATC facilities will broadcast appropriate instructions over available ATC frequencies. Depending on instructions received, VFR flights may be directed to land at the nearest available airport or landing area and IFR flights will be expected to proceed as directed by ATC.
3. Pilots on the ground may be required to obtain an approval prior to conducting flight operation.
4. Special requirements will be considered for organized civil defense and other essential civil air operations so that maximum use of these flights, consistent with air defense requirements, will be made when ESCAT is in effect.
5. Flight operations vital to national defense and national security, as determined by UAE Military will be given priority over all other military and civil aircraft.
6. Emirates ACC will approve/reject a flight plan dependent on current and forecasted military operations within the area.
7. When conducting flights in an area where a temporary flight restriction apply, pilot should check appropriate NOTAMs during flight planning. In addition, NOTAMs may be issued that temporarily prohibit flight operations.
8. Flight plan must contain in item 18 the status of the flight (MEDEVAC, FFR, HOSP, HUM, SAR)

NOTAM will be issued designating an area within which temporary flight restrictions apply and specifying the hazard or condition requiring their imposition, whenever determined it is necessary in order to:

1. Protect persons and property on the surface or in the air from a hazard associated with an incident on the surface;
2. Provide a safe environment for the operations of aircraft; or
3. Prevent an unsafe congestion of sightseeing and other aircraft above an incident or event which may generate a high degree of public interest.

When a NOTAM has been issued, no traffic may operate within the designated area unless at least one of the following conditions are met:

1. The aircraft is participating in activities under the direction of the official in charge of the emergency response activities.
2. The aircraft is operating under the ATC approved IFR flight plan.

3. The operation is conducted directly to or from an airport within the area, or is necessitated by the impracticability of VFR flight above or around the area due to weather, or terrain.

Flight plans filed and notifications made with ANSP or ATC facility under this section shall include the following information:

1. Aircraft identification, type and color.
2. Radio communications frequencies to be used.
3. Proposed times of entry of, and exit from, the designated area.
4. Name and the purpose of flight.
5. Any other information requested by ATC.

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### IVAO GCC Region Division

*Consists of United Arab Emirates, Bahrain, Kuwait, Oman, and Qatar*

Divisional Special Operations Department is active

[Planned SO events](#)   [Past SO events](#)

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No SO events are planned. You may [check events in other countries](#).


[Special Operations Groups \(SOGs\)](#)


UNIFORCE Virtual

- United Arab Emirates

<http://sites.google.com/ivao.aero/uniforce/home>

UAF





You may find more SO-related information on [divisional website](#)

Discuss SO in this division on [XG \(SO\) forum](#)

[✉ XG-SOC@ivao.aero](mailto:XG-SOC@ivao.aero)

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