



# ICAO MID

ICAO-MID ATM SG/10

WP/16: Implementation of ATFM Daily Plan(ADP)

Presented by Qatar and Saudi Arabia

# 2024

20 - 23 October

Saudi Arabia, Jeddah, Ritz Carlton



## References:

- APAC ATFM/SG10-WP11 ATTACHMENT A
- ICAO MID ATFM TF/7 FEB 2023
- MIDANPIRG/19 FINAL REPORT
- MID ICAO DOC. 014



## 1. Introduction

1.1 WP recalled MIDANPIRG conclusion 19/16 for implementing ATFM and in congruent with MID ATFM plan framework to commence daily preparation of an ATFM daily plan (ADP) for all ATFM program airports and associated terminal airspace.

1.2 ADP on regional basis should be as the result of phase 1A of MID ATFM plan after achieving the following by each MID states:

- A. ATFM regulation ready for implementation
- B. Bi-annual strategic airport and airspace capacity and demand analysis
- C. Balancing between capacity and demand based upon demand analysis

1.3 To ensure consistent and systematic feedback collection of ADP, established channels should be maintained between the ATFM unit and AUs.





## 2. ADP Distribution and Dissemination

2.1 ADP Play a crucial role in ATFCM concept as a fundamental resources for all relevant stakeholders.

2.2 The ADP should be distributed via one or more of the following channels:

- A. Web-based ATFM Network: A centralized online platform designed specifically for ATFM communications can be utilized to disseminate the ADP to all stakeholders.
- B. ANSP-Hosted Web Pages: Each participating ANSP can host the ADP on their respective websites, or operational tools, making it easily accessible to interested parties.
- C. Email Distribution: A targeted email campaign can be employed to directly deliver the ADP to stakeholders, ensuring prompt receipt and review (the easiest and simplest way).

**The choice of distribution method should be determined based on the preferences and capabilities of the stakeholders involved, as well as the specific requirements of the ATFM environment.**





## 3. Discussion

3.1 In accordance with ICAO MID ATFM DOC 014, the Kingdom of Saudi Arabia and the State of Qatar have made significant progress towards the establishment of a unified ATFM system. A pivotal milestone in this endeavor is the implementation of national ADP designed to facilitate enhanced information sharing among participating airports, their respective terminal area airspace, area control centers and relevant stakeholders.





## 3.3 Qatar ADP

3.3.1 ADP in the State of Qatar is discussed on the daily CDM call and issued via email and online ATFM tool. ADP includes information received from the Republic of Iraq and Kingdom of Saudi Arabia, State of Qatar Airports and ACC and collated information based on NOTAMS, AIP, AIC, SUP from the State of Bahrain, Islamic Republic of Iran, State of Kuwait, United Arab Emirates, Sultanate of Oman. ADP includes forecast weather for the Qatar FIR and any Special Events, ATFM measures, Predicted Demand in tabular and graphical format. Stakeholders have remarked on the usefulness of this document, particularly ATC that utilize the ADP as part of their watch handover checklist.

3.3.2 The Kingdom of Saudi Arabia and the State of Qatar have implemented a pioneering Regional ADP. To facilitate seamless coordination, a daily ATFM coordination meeting has been established, convening seven days a week at 08:00 UTC via Microsoft Teams. During these meetings, ATFM Managers and specialists from both countries exchange information regarding ATFM challenges and potential solutions. Additionally, ad hoc meetings may be convened as needed to address extraordinary circumstances that require more extensive coordination.



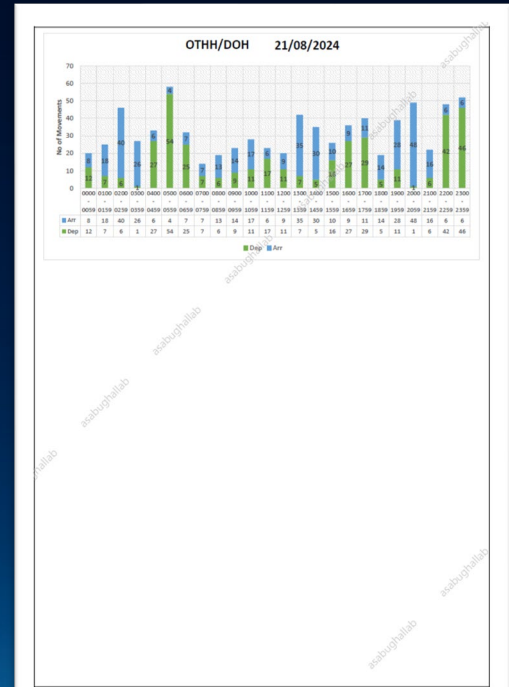


# 3.4 Qatar ADP

Doha Air Traffic Flow Management Unit ATFM DAILY PLAN 21 August 2024 (Version 2)	
<b>GENERAL</b> AIP AIRAC AMDT 06/24 & AIP AIRAC SUP 09/24 effective 05 Sep 2024	
<b>AIRPORT</b>	<ol style="list-style-type: none"> <li>Arrival peaks 0100 – 0400, 1300 – 1530 &amp; 1900 – 2200 UTC. Traffic may anticipate delays due to arrival peak until 01 Sep 2024. Ref: A036/24</li> <li>Departure peaks 0400 – 0700, 1500 – 1800 &amp; 2200 – N6100 UTC. Traffic may anticipate delays due to departure peak until 01 Sep 2024. Ref: A036/24</li> <li>RWY 16R/34L Unavailable due to maintenance BTN 0700 – 1300 UTC &amp; 1730 – 1900 UTC</li> <li>TWY M1 AVBL MAX up to Class E except ACFT types with four engines (e.g. B747 &amp; A340 series) Ref: A060/24</li> <li>Possible ILS Glide Path signal fluctuations for arriving aircraft on RWY 34L due to taxiing &amp; departing aircraft. Pilots should anticipate glide path interference &amp; monitor ILS profile, flight display indications &amp; autopilot behavior during manual or coupled ILS approaches. Ref: A081/24</li> <li>Independent Parallel Ops (IPO) are mandatory BTN 0130 – 0230 &amp; 1930 – 2100 UTC.</li> <li>Ongoing Visual Guided Approach (VGA) available on trial basis for all runways. Only for Qatar Airways aircraft &amp; on pilot request. Normally during off-peak arrival periods. Required cloud ceiling 2500ft &amp; visibility 5000m.</li> <li>Re-categorization Wake Turbulence Separation Minima (RECAT 6) for all aircraft. Ref: AIP ENR 1.6-2 Sec 4.2.5</li> <li>Reduced Runway Separation Minima (RRSM) operations in effect during daylight hours (30 minutes after sunrise to 30 minutes before sunset). Required ceiling 1000ft &amp; visibility 5000m. Ref: AIP AD 2 OTHH AD 2 22</li> </ol>
<b>OTHH/DOH</b>	<ol style="list-style-type: none"> <li>Independent parallel approaches on OTHW RWY 16R/34L &amp; OTBD RWY 15/33 are suspended until 03 Nov 2024. Ref: AIP OTBD AD 2.22-9.2 &amp; 9.4, A079/24</li> <li>Area north of TWY A BTN RWY 15 displaced threshold &amp; RWY 15 turning pad is not available for RWY 15 departures until 22 Oct 2024. Ref: A075/24</li> </ol>
<b>OTBD/DIA</b>	<ol style="list-style-type: none"> <li>Aerodrome Control Tower operates on handheld radios for UHF. Use VHF 125.5MHz and 135.5MHz to the maximum extent possible. Until 30 Sep 2024. Ref: M043/24</li> <li>VHF Guard Frequency 121.5MHz unmonitored. Use UHF 243.0MHz or contact Doha Approach. Until 30 Sep 2024. Ref: M043/24</li> <li>RWY 16R/34L Operations suspended for rubber removal. Daily BTN 1400 – 2200 UTC except for Finslay until 10 Sep 2024. RWY OPS can be resumed within 20 minutes if required. Aerodrome Use caution. Ref: M045/24</li> </ol>
<b>OTBH/XJD</b>	<ol style="list-style-type: none"> <li>Aerodrome Control Tower operates on handheld radios for UHF. Use VHF 125.5MHz and 135.5MHz to the maximum extent possible. Until 30 Sep 2024. Ref: M043/24</li> <li>VHF Guard Frequency 121.5MHz unmonitored. Use UHF 243.0MHz or contact Doha Approach. Until 30 Sep 2024. Ref: M043/24</li> <li>RWY 16R/34L Operations suspended for rubber removal. Daily BTN 1400 – 2200 UTC except for Finslay until 10 Sep 2024. RWY OPS can be resumed within 20 minutes if required. Aerodrome Use caution. Ref: M045/24</li> </ol>
<b>AIRSPACE</b>	<ol style="list-style-type: none"> <li>All traffic from UAE FIR destination Bahrain FIR aerodromes (OBB/BAH, OBBS/AB or OBKH) or Eastern Jeddah FIR aerodromes (OEDF/OMM, OEDR/DHA or OEAH/OF) shall enter Doha FIR via ORMD and below the Airway Y856 to OBR/DA. Ref: AIP ENR 1.10 "Flight Planning", section 1.5 "Standard Routes within Doha FIR", article 1.5.4 "Standard Route Table &amp; Note 11"</li> <li>Dedicated Telephone lines established for Doha ACC Supervisor &amp; Air Traffic Controller Assistant (ATCA). ACC Supervisor – +9744705442, ACC ATCA – +9744705441. Ref: A080/24 &amp; QATAR AIR GEN 3.3 Part 6 ATIS Units Address List</li> <li>Danger area OT228 active daily BTN 0300 – 1500 UTC until 30 Sep 2024. SFC – 10,000ft AMSL. Ref: A073/24</li> </ol>
<b>OTDF</b>	<ol style="list-style-type: none"> <li>Potential GPS signal interference within OBBB FIR &amp; OBB/BAH vicinity of the AD. Pilots required to notify the relevant ATIS unit if GPS interference occurs in the unit. Until 31 Oct 2024. Ref: A019/24 &amp; A0198/24</li> </ol>
<b>OBBS</b>	<ol style="list-style-type: none"> <li>Potential GPS signal interference within OBBB FIR &amp; OBB/BAH vicinity of the AD. Pilots required to notify the relevant ATIS unit if GPS interference occurs in the unit. Until 31 Oct 2024. Ref: A019/24 &amp; A0198/24</li> </ol>

<b>OEJD</b>	<ol style="list-style-type: none"> <li>AIP AIRAC AMDT 09/24 &amp; AIP AIRAC SUP 09/24 effective 05 Sep 2024</li> <li>OEAN/HOF VORTAC HAS 116.6MHz CH 13X US BTN 0600 – 1400 UTC. Ref: A1670/24</li> <li>OEKSEL/O TACAN CAS CH 118X OFM DME only. Until 25 Aug 2024. Ref: A1641/24</li> <li>OEHL/HAS DVORTAC HIL 113.5MHz CH 62X US. BTN 0600 – 1000 UTC. Ref: A169/24</li> <li>OEJN/JED All conventional SID, STAR, VOR, VOR AP, Initial Approach segments for that Precision IAP suspended &amp; subject for Radar Vectoring, from 11 Jul 2024 until 08 Jul 2026. Ref: AIP AIRAC SUP 07/24 S10, S11, S12 &amp; S13</li> <li>OEJAM/MED RWY 16/36 CLSD until 1300 UTC 30 Aug 2024. Taxi via the RWY available by ATC instructions. Ref: A102/24</li> <li>OEKR/RUH RWY 15R/33L CLSD BTN 0000 – 0200 UTC. Ref: A1506/24</li> <li>OEJTB/TUJ FUE will take place within a circle radius of 3NM centered on 281614N 030545E. DEP and ARR TFC may expect DLA. Daily BTN 0100 – 0700 UTC until 22 Aug 2024. SFC – 5000ft. Ref: W1266/24</li> <li>Restrictions active SUN – THU BTN 1100 – 2300 UTC until 22 Aug 2024 <ul style="list-style-type: none"> <li>OEJ70A SFC – UNL. Ref: W1232/24</li> <li>OEJ70B SFC – FL330. Ref: W1232/24</li> </ul> </li> </ol>
<b>OEIX</b>	<ol style="list-style-type: none"> <li>AIP AIRAC AMDT 03/24 &amp; AIP AIRAC SUP 8/24 (Traffic Orientation Scheme) effective 05 Sep 2024.</li> <li>OCC/KSH <ul style="list-style-type: none"> <li>New Runway RWY11L/29R established effective from 14 July 2024. Ref: Non AIRAC AIP SUP 7/24</li> <li>All flights are not authorized to the Kermanshah airport as an alternate AD in the FPL due to parking limitation. Until 0500 UTC 02 Nov 2024. Ref: A2709/24</li> <li>OIB/THR Curfew restriction suspended until 0130 UTC 15 Sep 2024. Ref: A2157/24, AIP AD 2-18 OII Item 2.2.13</li> </ul> </li> <li>GPS/GNSS failure or degradation may occur within Kuwait FIR. Pilots shall report anomalies including degraded operation and/or loss of service. Until 30 Sep 2024. Ref: A0241/24</li> <li>OKKK/KWI <ul style="list-style-type: none"> <li>Due to TWY construction WIP that might impact the TFC movement, ARR &amp; DEP TFC should expect delay until 15 Sep 2024. Ref: A0252/24</li> <li>Due to WIP in New Terminal 2, Localizer signal RWY15L might experience fluctuation. Pilots shall take extra caution and report any signal fluctuation to ATC. Until 15 Dec 2024. Ref: Non AIRAC AIP SUP 07/24</li> <li>Construction works related to TWY E1 and other associated taxiway (No Title) on information. Ref: Non AIRAC AIP SUP 10/24 effective until 15 Dec 2024.</li> </ul> </li> </ol>
<b>OKAC</b>	<ol style="list-style-type: none"> <li>AIP AIRAC AMDT 09/24 effective 05 Sep 2024.</li> <li>1st Implementation of Reduced Lateral Separation Minimum in UAE FIR for FL195 and below. Ref: AIC 403/24</li> <li>OMAA/AUH <ul style="list-style-type: none"> <li>RWY 13L/31R Closure for Rehabilitation &amp; Maintenance. Ref: AIP SUP 31/24</li> <li>Suspended Instrument Approach Procedures. Ref: AIP SUP 30/2024</li> <li>Additional procedure related to vacating RWY 13R/31L for aircraft experiencing technical issues. Until 26 Sep 2024. Ref: A259/24</li> </ul> </li> <li>OMDB/OXB RWY 12R/30L CLSD BTN 1100 – 1400 UTC. Ref: A2498/24</li> <li>OMW/DWC New Apron G Layout effective from 05 Sep 2024. Ref: AIP AIRAC SUP 41/2024</li> <li>OMF/JJR All taxiways limited to low power taxi due to soil erosion on TWY strips. Until 1400 UTC 30 Aug 2024. Ref: A270/24</li> <li>OMS/SHJ Establishment &amp; Changes to Aprons &amp; Taxiways. Effective 08 Aug 2024 – UFN. Ref: AIP SUP 45/2024</li> </ol>
<b>OMAE</b>	<ol style="list-style-type: none"> <li>AIP AIRAC AMDT 09/24 effective 05 Sep 2024.</li> <li>Due to high density traffic in the Muscat FIR concentrated over point RASKI, all eastbound traffic destined for RPL/MLN, VGH/SDAC, VOHS/HYD, VTB/BNK restricted from flying via point RASKI, BTN 1800 – 1950 UTC until 20 Sep 2024. SFC – UNL. Operators requested to plan alternative routes accordingly. Ref: A0347/24</li> <li>OOMS/ASCT <ul style="list-style-type: none"> <li>RWY 08L/26R <ul style="list-style-type: none"> <li>SID's and STARS. Ref: Non AIRAC AIP SUP 27/24</li> <li>Scheduled closures published in AIP CNLD. Ref: A035/24 &amp; AIP OOMS AD 2.12</li> </ul> </li> <li>RWY 08R/26L (Southern RWY) <ul style="list-style-type: none"> <li>Is a non-precision approach. Until 08 Nov 2024. For aerodrome operating minima &amp; further information. Ref: A0415/24 &amp; A0414/24</li> <li>New Instrument Flight Procedures. Ref: Non AIRAC AIP SUP 28/24</li> </ul> </li> </ul> </li> </ol>
<b>OOHM</b>	<ol style="list-style-type: none"> <li>RWY 08L/26R <ul style="list-style-type: none"> <li>SID's and STARS. Ref: Non AIRAC AIP SUP 27/24</li> <li>Scheduled closures published in AIP CNLD. Ref: A035/24 &amp; AIP OOMS AD 2.12</li> </ul> </li> <li>RWY 08R/26L (Southern RWY) <ul style="list-style-type: none"> <li>Is a non-precision approach. Until 08 Nov 2024. For aerodrome operating minima &amp; further information. Ref: A0415/24 &amp; A0414/24</li> <li>New Instrument Flight Procedures. Ref: Non AIRAC AIP SUP 28/24</li> </ul> </li> </ol>

<b>ORBB</b>	<ul style="list-style-type: none"> <li>Landing &amp; take-off limited to following RWY only until 19 Sep 2024. Ref: A0435/24 <ul style="list-style-type: none"> <li>RWY 08L/26R BTN 0000 – 0400 &amp; 0900 – 2359 UTC</li> <li>RWY 08R/26L BTN 0400 – 0900 UTC</li> <li>Last pushback 20 minutes prior to RWY switchover</li> </ul> </li> <li>AIRAC AIP AMDT 03/24 effective 05 Sep 2024.</li> <li>GPS jamming or spoofing interference within the northern part of Iraq. Operators should inform ATC immediately &amp; expect RADAR vectoring. Until 02 Nov 2024. Ref: A0310/24</li> <li>OREB/BOW RWY 15L/33R CLSD due to MAINT during YMC only. BTN 0630 – 1030 UTC. Ref: A0306/24</li> </ul> <p>Note – Texts highlighted in yellow indicate changes/additions to the previous version of the ADP.</p>																																																																																																																
<b>WEATHER</b>	<p>Hazy and misty early hours of the day, partly cloudy with chance of scattered rain during midday and humid weather by night. Temperature variation from 35°C – 30°C. RHD 50 – 80%. Wind: Southeastern to Northeastern 8 – 18kts.</p>																																																																																																																
<b>SPECIAL EVENTS</b>	<ol style="list-style-type: none"> <li>Remotely piloted aircraft system (RPAS) ACT will take place within a circle of 4000m radius centered on 251535 60N 0513651 41E (Hamad International Airport). Daily BTN 0630-0830 UTC until 17 Sep 2024, SFC – 600ft. Ref: A0819/24</li> <li>Race Jumping Exercises (RAE) will take place within a circle of 50m radius centered on 24C303 14N 0512815 48E (Sealine). Daily BTN 0700 – 1500 UTC 23 Aug 2024. SFC – 13,000ft AGL. Ref: A0849/24</li> </ol>																																																																																																																
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OEJN	6	6	12																																																																																																														
OKKK	7	7	14																																																																																																														
VCEB	7	7	14																																																																																																														
VABB	7	7	14																																																																																																														
OEKX	7	7	14																																																																																																														
OMSI	7	7	14																																																																																																														
COMS	7	7	14																																																																																																														
OMAA	9	9	18																																																																																																														
OBBS	9	9	18																																																																																																														
EGLL	9	9	18																																																																																																														
OMDB	11	11	22																																																																																																														





## 4. Saudi & Qatar ADP Story of Success

- A. Enhanced Information Sharing and Situational Awareness: Improved communication and data exchange among stakeholders led to a more comprehensive understanding of both airspace conditions and potential challenges.
- B. Streamlined Workforce Planning: By providing real-time data on traffic patterns and workload, ADP enabled efficient allocation of human resources.
- C. Optimized Airspace Utilization: Through advanced analytics and predictive modeling, airspace capacity has maximized, delay reduction and improving operational efficiency.
- D. Identification of Bottlenecks and Constraints: ADP helped pinpoint areas of congestion and limitations, facilitating targeted interventions to enhance traffic flow.
- E. Facilitated Bilateral Cooperation: The system fostered collaboration between both states by providing a common platform for information sharing and coordination (very simple platform as Microsoft team daily meeting).
- F. Simplified Coordination: ADP streamlined communication and decision-making processes as well as reduced the administrative burden associated with airspace management.



## 5. Action by the Meeting

### 5.1 The meeting is invited to:

- A. Take note of the information presented in this working paper and consider the potential for both Saudi Arabia and Qatar to support states in establishing a Regional ADP.
- B. Discuss any relevant matters as appropriate.
- C. Agree upon the following:
  - I. Establish a daily regional ATFM conference call, utilizing Microsoft Teams, involving all Member States of the ICAO Mid Region.
  - II. Urge Member States to begin implementation of National ADP.
  - III. Even if Member States do not yet have a National ADP, to participate in daily regional ATFM conference call.





# THANK YOU

# 2024

20 - 23 October

Saudi Arabia, Jeddah, Ritz Carlton

