NOTICE OF PROPOSED AMENDMENT 2026-18

Issue 01

Date of Issue: August 05th, 2026

SUBJECT:

CAR-ASP – PART - ASM

REASON:

CAR-ASP Part ASM has been revised to address the identified gaps related to the applicable ICAO USOAP Protocol Questions (PQs), update the document structure, and provide a detailed description of the roles and responsibilities of stakeholders involved in the airspace management process. The revision also includes amendments to the Airspace section and the airspace change process.

RECOMMENDATION:

This notice is published to announce to the public amendment proposals to CAR-ASP – PART - ASM

and to entitle all concerned parties to:

a) Review the attached proposed regulation;

b) Agree on the date of applicability to the proposed change set to 15th December 2026; and

c) Submit their comments on the changes and date of applicability online through the GCAA website by 15th October 2026**.**

Comments must be submitted through the GCAA Website – E-Publication – Notice of Proposed Amendment, using the Action of "Submit NPA Feedback Request". Comments must be submitted using the template available at this Link. Any comments submitted using another means will not be considered. Comments and Responses may be viewed in the Comments Response Document CRD pertaining to this NPA on the GCAA website.

Contact:

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CAR-ASP

PART-ASM
AIRSPACE MANAGEMENT

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FOREWORD

Purpose

(a) Federal Act No. 20 (1991) promulgating the Civil Aviation Law and Federal Law No. (4) of 1996, of the United Arab Emirates, establish the General Civil Aviation Authority (GCAA) as the Competent Authority with respect to civil aviation activities.

Note: A Competent Authority is any person or organization that has the legally delegated or invested Competent Authority, capacity, or power to perform a designated function. Similarly, once a Competent Authority is delegated to perform a certain act, only the Competent Authority is entitled to take accounts therefrom and no one else.

(b) The GCAA is required, under article 6 of the General Civil Aviation Law, to implement international agreements in the field of aviation, and by article 7 of the same Law, to promulgate policy for civil aviation and propose laws and Regulations.

(c) The GCAA has implemented CAR-ASP (Airspace) to provide requirements for airspace management and associated procedures within Emirates FIR and airspace for which the UAE accepted responsibility and has jurisdiction.

(d) The CAR-ASP regulation is divided into several PARTs. The objective of PART-ASM (Airspace Management) is to meet the requirements of Articles 20 and 21 of the Federal Act No. 20 of 1991, which requires the Competent Authority to:

(a) Establish Rules of the air and other regulations concerning overflight of aircraft, air navigation, protection of persons and property on the surface and use of airspace, and

(b) Designate airways and routes to be used by aircraft when entering into, departing from or flying over the territory of the UAE, and

(c) Designate prohibited, restricted and danger areas.

(e) CAR-ASP represents the minimum requirements established to achieve an acceptable level of safety, considering various nature of operations within Emirates FIR and airspace for which the UAE accepted responsibility and has jurisdiction. Relevant Stakeholders are expected to meet or exceed the Regulation.

Interpretation

(a) The following terms have the corresponding meaning within this Regulation:

(a) Shall: The term ‘shall’ is used in the GCAA regulation to impose an obligation or a requirement or a prohibition;

(b) Should:

(i) Should in an AMC: the term ‘should’ is used to indicate any specification which is recognized as necessary in the interest of safety unless an alternative is accepted by the GCAA;

(ii) Should in a publication other than an AMC (GM, safety alert, etc): the term 'should' is used to indicate any specification which is recognized as desirable in the interest of safety.

(b) The terms '*Competent Authority*', or '*GCAA*', used to refer to the General Civil Aviation Authority of the United Arab Emirates.

(c) The term '*service'* is used as an abstract noun to designate functions, or service rendered, and the term '*unit'* is used to designate a collective body performing a service.

Implementing Rules (IR)

(a) Implementing Rules are binding in their entirety and used to specify a high and uniform level of safety and uniform conformity and compliance.

(b) Implementing Rules may be supported by one or more AMC and/or one or more GM;

(c) Each implementing rule is designed in a manner that it addresses one or more safety objective(s), through creating or limiting rights, creating or limiting duties and responsibilities;

(d) Compliance is mandatory unless a waiver has been granted by the GCAA;

Acceptable Means of Compliance (AMC)

(a) Are standards (but not necessarily the only standards) adopted by the GCAA to illustrate means to establish compliance with the CARs.

(b) An entity/or a person wishing not to comply with the AMC must comply using other means accepted by the Competent Authority.

(c) Where multiple AMCs exist for an IR then all AMC are applicable unless specified otherwise.

(d) However, proponent s may propose to show compliance with the requirements using other means. Organisations may propose 'Alternative Means of Compliance' (AltMoC) that propose an alternative to an existing AMC, but this is subject to review and approval by the Competent Authority. Alternative Means of Compliance proposals shall be accompanied by evidence of the ability to meet the intent of the IR.

(e) The Alternative Means of Compliance (AltMoC) is therefore a regulatory instrument that serves as:

(a) an alternative to an existing AMC; or

(b) a means to establish compliance with an implementing requirement contained in a CAR or Safety Decision for which no associated AMC has been promulgated by the GCAA.

(f) Compliance with AMC is mandatory unless an Alternative Means of Compliance has been accepted by the GCAA.

(g) Once an AltMoC is accepted by the GCAA, compliance therewith is mandatory.

GUIDANCE MATERIAL (GM)

(a) Is non-binding explanatory and interpretation material on how to achieve the requirements contained in the IRs and the AMCs. It contains information, including examples, to assist the user in the interpretation and application of the requirements

Documentation hierarchy

(a) UAE Civil Aviation Law. Federal Decree Law No. 4 of 1996 and Federal Act No. 20 of 1991

(b) UAE Civil Aviation Regulations.

(c) Other regulatory material published by the Competent Authority.

(d) ICAO Annexes.

(e) ICAO Documents.

Note: Article 19 of the UAE Civil Aviation Law (1991) states that "The International Conventions, Protocols, and Agreements – related to the Civil Aviation Sector – shall be enforced in the State and deemed supplementary to the provisions of this Law

In the event any provision of this Law contradicts with any provision stipulated in any of the International Conventions, Protocols, and Agreements related to Civil Aviation Sector and enforced in the State, the priority in implementation shall be for the provisions of the said Conventions, Protocols, and Agreements."

References

(a) United Arab Emirates Civil Aviation Regulations: Federal Act No. 20 of 1991

(b) International Civil Aviation Organisation (ICAO):

(1) Annex 11.

Record of amendments

Version	Date of Issue	Date of Applicability
CAR-ASP PART-ASM - Issue 01	07th May 2025	31st December 2025
CAR-ASP PART-ASM - Issue 02	15th November 2026	15th December 2026

Summary of changes

(a) The CAR-ASP PART-ASM - Issue 01 supersedes:

(1) CAR VIII Subpart 3 (Activities Affecting Airspace);

(2) AMC-41 (Airspace Change Approval Process).

(b) The CAR-ASP PART-ASM - Issue 02 includes:

(1) Revision of the document structure;

(2) Detailed description of the roles and responsibilities of the Stakeholders involved in airspace management process.

(3) Amendment of Airspace section

(4) Amendment of Airspace change process

SUBPART – DEF (ASM.DEF)
TERMS AND DEFINITIONS

ASM.DEF.001 Applicability

(a) The definitions within this part shall be applicable within:

(1) CAR-ASP PART-ASM

(b) Definitions shall be interpreted in the following order of precedence:

(1) UAE Federal Laws;

(2) The regulation specific to the discipline (PART-ASM);

(3) CAR-DEF;

(4) ICAO.

(c) Unless specified otherwise, technical definitions, acronyms and abbreviations as specified in ICAO Annexes and Documents shall apply to this Regulation.

ASM.DEF.005 Definitions

(a) Definitions, acronyms and abbreviations in CAR-DEF shall be considered when there is no conflicting definition in PART-ASM.

(b) The following definitions are in addition to CAR-DEF.

(1) Proponent.

(i) Proponent means:

1. An aerodrome certificate holder utilizing flight procedures for the aerodrome (e.g., SID, STAR, IAP); or

2. A certified Air Navigation Service Provider (ANSP) utilizing flight procedures in the airspace (e.g., SID, STAR, IAP, ATS Route, ATC Surveillance Minimum Altitude Chart (ASMAC)).

Note: A Proponent is the entity that proposes a new Flight Procedure, or a change to, or withdrawal of, an existing Flight Procedure.

(2) Designator.

A Unique identifier consisting of letters, numbers or both, used for, including but not limited to, designating routes, waypoints, and aerodromes.

ASM.DEF.010 Common Reference Systems & Units of Measurement

(a) The horizontal (geodetic) reference system shall be the World Geodetic System - 1984 (WGS-84).

(b) Reported aeronautical geographical coordinates (indicating latitude and longitude) shall be expressed in terms of the WGS-84 geodetic reference datum.

(c) The vertical reference system shall be the Mean Sea level (MSL) datum, which gives the relationship of gravity-related height (elevation) to a surface known as the geoid.

(d) The Earth Gravitational Model — 1996 (EGM-96) shall be used as the global gravity model for international air navigation.

(e) The temporal reference system shall be the Gregorian calendar in Coordinated Universal Time (UTC).

(f) Subject to (g), the units of measure used for aeronautical purposes in the United Arab Emirates shall be those specified in the International System of Units as adopted in ICAO Annex 5.

(g) Non-International System Units shall be used in accordance with the following table within the UAE:

QUANTITY	NON-SI SYMBOL.
Altitude	Foot (ft).
Distance	Nautical Mile (NM).
Elevations	Foot (ft).
Heights	Foot (ft).
Speed, including wind speed	Knot (kt).
Vertical speed	Feet per minute (ft/min).

AMC1 ASM.DEF.010(d) Common Reference Systems & Units of Measurement

(a) The Earth Gravitational Model 2008 (EGM-2008) should be used as the global gravity model for international air navigation when:

(1) High accuracy or high spatial resolution of geoid undulation is required.

(2) Establishing or updating surveyed aeronautical data — aerodrome/runway threshold elevations, navaid coordinates, obstacle heights — where the ellipsoidal-to-MSL conversion drives published values.

(3) The data are used for vertical navigation applications, including Baro-VNAV, SBAS, and APV procedures, where geoid undulation errors may affect obstacle clearance and procedure minima.

(4) Converting GNSS-derived ellipsoidal heights to orthometric (MSL) heights in terrain with rapidly varying geoid, where the coarser EGM-96 grid cannot resolve local gradients.

GM1 ASM.DEF.010(a) Common Reference Systems & Units of Measurement

(a) Comprehensive guidance material concerning WGS-84 is contained in the World Geodetic System — 1984 (WGS-84) Manual (Doc 9674).

SUBPART – GEN (ASM.GEN)
GENERAL REQUIREMENTS

SECTION 1 - GENERAL

ASM.GEN.101 Scope & Competent Authority

(a) The Competent Authority shall designate:

(1) any portion of airspace within the Emirates FIR as any one or more of the following in accordance with Section 2 - AIRSPACES of this Regulation:

(i) controlled airspace;

(ii) a sector, when considers such a designation is necessary to facilitate the provision of an air traffic services;

(iii) air traffic services airspaces;

(iv) special use airspace.

(2) Visual reporting points.

(3) area QNH and mountainous zones.

(b) No person or organization shall establish and/or designate airspace classifications, implement any changes within the Emirates FIR without the approval of Competent Authority, and in full compliance with the provisions of CAR-ASP PART-ASM.

(c) No person or organization shall establish and/or designate U-Space airspace without the approval of Competent Authority and in full compliance with the provisions of CAR-ASP PART-U-SPACE.

SECTION 2 – AIRSPACES

SUB-SECTION A — AIRSPACE VOLUMES

ASM.GEN.201 Designation of airspace and controlled aerodromes

(a) The Competent Authority shall remain responsible for establishment, designation, and administration of airspace within the Emirates FIR to facilitate the safe, orderly, and expeditious flow of air traffic.

(b) The establishment and designation of particular portions of airspace, including airspace associated with particular aerodromes, shall be carried out in accordance with ASM.GEN.205, ASM.GEN.210, ASM.GEN.215, ASM.GEN.220, ASM.GEN.225, ASM.GEN.230 as follows:

(1) Flight Information Region (FIR):

(i) Those portions of the airspace where it is determined that flight information service and alerting service will be provided designated as FIR;

(ii) Emirates FIR splited vertically into lower and upper sectors.

(2) Air traffic services airspaces:

(i) Airspaces of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified.

(3) Control Areas and Control Zones:

(i) Those portions of the Emirates FIR where it is determined that air traffic control service will be provided to IFR flights;

(ii) Class B, C or D airspace to be designated at those portions of controlled airspace wherein it is determined that air traffic control service will be provided to IFR and VFR flights;

(4) Controlled aerodromes:

(i) An aerodrome at which air traffic control service is provided to aerodrome traffic.

(5) Aerodrome Traffic Zone

(i) Airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic. An ATZ does not constitute classified controlled airspace. It does not provide Air Traffic Control service or ATC separation. The protection afforded by an ATZ is procedural, through mandatory communication and circuit compliance requirements.

(6) Special Use Airspace (SUA)

(i) any portion of airspace within the Emirates FIR established for activities that, for reasons of safety, national security, or operational segregation, require the restriction, reservation, or segregation of the airspace from other users for defined periods.

(7) Free Route Airspace (FRA)

(i) a defined volume of airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility of routing via intermediate points, without reference to the fixed published ATS route network, subject to airspace availability and applicable navigation specifications.

(c) Proponent intending to submit a request to establish or designate such airspace or airspaces required for particular aerodrome in accordance with the type, scope, and operational requirements of the services to be provided, shall take into account:

(1) the types and levels of air traffic services to be provided;

(2) the operational and capacity requirements of air traffic;

(3) safety, efficiency, and environmental considerations;

(4) geological conditions, including terrain, mountainous areas, and the obstacle environment;

(5) prevailing meteorological, weather conditions and weather anomaly.

(6) the capabilities of available navigation aids and surveillance systems

AMC1 ASM.GEN.201 Designation of airspace and controlled aerodromes

(a) The delineation of airspace, wherein air traffic services are to be provided, should be related to the nature of the route structure and the need for efficient service rather than to national boundaries.

(b) Where designated within a flight information region, control areas and control zones should form part of that flight information region.

GM1 ASM.GEN.201 Designation of airspace and controlled aerodromes

(a) Agreements to permit the delineation of airspace lying across national boundaries are advisable when such action will facilitate the provision of air traffic services. Agreements which permit delineation of airspace boundaries by straight lines will, for example, be most convenient where data processing techniques are used by air traffic services units.

(b) Where delineation of airspace is made by reference to national boundaries there is a need for suitably sited transfer points to be mutually agreed upon.

GM2 ASM.GEN.201(b)4 Designation of airspace and controlled aerodromes

(a) The term “controlled aerodrome” indicates that air traffic control service is provided to aerodrome traffic but does not necessarily imply that a control zone exists.

ASM.GEN.205 Flight Information Regions

(a) FIR shall be delineated to cover the whole of the air route structure to be served by such regions.

(b) FIR shall include all airspace within its lateral and vertical limits.

ASM.GEN.210 Control Areas

(a) Control Areas including, inter alia, airways and terminal control areas shall be delineated so as to encompass sufficient airspace to contain the flight paths of those IFR flights or portions thereof to which it is desired to provide the applicable parts of the air traffic control service, taking into account the capabilities of the navigation aids used in that area.

(b) A lower limit of a Control Area shall be established at a height above the ground or water surface of not less than 200 m (700 ft).

(c) An upper limit of a Control Area shall be established when either:

(1) air traffic control service will not be provided above such upper limit; or

(2) the Control Area is situated below an upper Control Area, in which case the upper limit shall coincide with the lower limit of the upper Control Area.

(d) When established, such upper limit shall coincide with a VFR cruising altitudes/ level of the tables in CAR-ASP PART ROA Appendix 3.

AMC1 ASM.GEN.210 Lower Limit Control Area

(a) The lower limit of a Control Area should, when practicable and desirable in order to allow freedom of action for VFR flights below the Control Area, be established at a greater height than the minimum specified ASM.GEN.215 Control areas (b).

(b) When the lower limit of a Control Area is above 900 m (3 000 ft) MSL it should coincide with a VFR cruising altitudes/ level specified in CAR-ASP PART-ROA Appendix 3. This implies that the selected VFR cruising altitudes/ level be such that expected local atmospheric pressure variations do not result in a lowering of this limit to a height of less than 200 m (700 ft) above ground or water surface.

GM1 ASM.GEN.210 Lower Limit Control Area

(a) The lower limit in a given Control Area does not have to be established uniformly.

ASM.GEN.215 Control zones

(a) The lateral limits of Control Zones shall encompass at least those portions of the airspace, which are not within Control Areas, containing the paths of IFR flights arriving at and departing from aerodromes to be used under instrument meteorological conditions.

(b) The lateral limits of a Control Zone shall extend to at least 9.3 km (5 NM) from the aerodrome reference point (ARP) of the aerodrome or aerodromes concerned in the directions from which approaches may be made.

(c) If a Control Zone is located within the lateral limits of a Control Area, it shall extend upwards from the ground or water surface to at least the lower limit of the Control Area.

(d) If a Control Zone is located outside of the lateral limits of a Control Area, an upper limit shall be established.

AMC1 ASM.GEN.215 Control zones

(a) If it is desired to establish the upper limit of a Control zone at a level higher than the lower limit of the Control area established above it, or if the Control zone is located outside of the lateral limits of a Control area, its upper limit should be established at a level which can easily be identified by pilots. When this limit is above 900 m (3 000 ft) MSL it should coincide with a VFR cruising altitudes/ level specified in CAR-ASP PART-ROA Appendix 3. This implies that, if used, the selected VFR cruising altitudes/level be such that expected local atmospheric pressure variations do not result in a lowering of this limit to a height of less than 200 m (700 ft) above ground or water surface.

GM1 ASM.GEN.215 Control zones

(a) A control zone may include two or more aerodromes situated close together.

ASM.GEN.220 Aerodrome Traffic Zones

(a) Aerodrome Traffic Zone shall be established around an aerodrome within the Emirates FIR where:

(1) A Control Zone (CTR) has not been established and it is determined that protection of aerodrome traffic is necessary;

(2) VFR aerodrome traffic operations require a defined zone of protection from unknown or unannounced aircraft; or

(3) The Competent Authority determines, on safety grounds, that a procedural protection zone is required for the aerodrome.

(b) The lateral limits of an ATZ shall extend to a radius of not less than 3 NM from the aerodrome reference point (ARP), measured in all directions, unless a different shape is determined to be more appropriate based on the aerodrome circuit patterns and local traffic environment.

(c) An ATZ shall extend from the surface of the earth (SFC) upwards to a height of not less than 1000 ft above aerodrome elevation.

(d) Where the ATZ is established below a Control Area (CTA), Terminal Control Area (TMA), or Control Zone (CTR), the upper limit of the ATZ shall not exceed the lower limit of that overlying controlled airspace.

(e) An ATZ shall not overlap with the lateral limits of an adjacent CTR, CTA, or TMA unless the Competent Authority has formally agreed such an arrangement and it is published in the UAE AIP.

AMC1 ASM.GEN.220 Aerodrome Traffic Zones (ATZ)

(a) Where two or more aerodromes are situated in close proximity and each has or requires an ATZ, the ATZ boundaries should be coordinated to avoid overlap and confusion, and published individually in the UAE AIP.

ASM.GEN.225 Special Use Airspace (SUA) and Identification of Prohibited, Restricted, and Danger Areas

(a) SUA shall comprise the categories defined in this regulation in accordance with AMC1 ASM.GEN.225. The classification, lateral and vertical limits, hours of activity, conditions of use, and responsible user for each SUA shall be published in the UAE AIP.

(b) Identification of Prohibited, Restricted, and Danger Areas

(1) Each Prohibited, Restricted, or Danger area shall be given an identification and full details shall be promulgated in UAE AIP ENR 5.1.

(2) The identification so assigned shall be used to identify the area in all subsequent notifications pertaining to that area.

(3) The identification shall be composed of a group of letters and figures as follows:

(i) "OM" as nationality letters for location indicators assigned to the UAE;

(ii) a letter "P" for Prohibited area, "R" for Restricted area and "D" for Danger area as appropriate; and

(iii) a number, unduplicated within the UAE FIR.

(4) To avoid confusion, identification numbers shall not be reused for a period of at least one year after cancellation of the area to which they refer.

(5) The dimensions of the established Prohibited, Restricted or Danger area shall be as small as practicable and be contained within simple geometrical limits, so as to permit ease of reference by all concerned.

(c) The identification conventions for SUA categories other than Prohibited, Restricted, and Danger areas shall be specified in the published Letter of Agreement applicable to that SUA and published in the UAE AIP.

(d) For each SUA, a Responsible User shall be identified and recorded. The Responsible User shall be accountable for:

(1) activation and deactivation of the SUA in accordance with the published conditions;

(2) notification of activation, deactivation, or modification to the Competent Authority, the Air Navigation Service Provider, and other affected users;

(3) the safe conduct of activities within the SUA during periods of activation; and

(4) release of the airspace back to general civil air traffic when no longer required.

AMC1 ASM.GEN.225 Categorization of SUA Airspace

(a) SUA Airspace established within the Emirates FIR should be categorised in accordance with the following table:

Category	Designation	Typical Use
Aerial sporting	**AS**	Airspace reserved for recreational activities
Danger	**D**	Activities potentially hazardous to non-participating aircraft.
UAS Training Area	**UTA**	UAS testing, training, and proficiency activity; distinct from U-Space airspace zones established under CAR-ASP PART-U-SPACE.
Prohibited	**P**	National security; flight of all aircraft prohibited.
Restricted	**R**	Activities hazardous to non-participating aircraft; conditional flight permitted.
Temporary Reserved Area	**TRA**	Reserved use; transit permitted under ATC clearance.
Training Area	**TA**	Civil or military flight training and practice.

GM1 ASM.GEN.225 — Relationship between SUA and the FUA Principle

(a) Special Use Airspace defines the types of airspace that may be established for special activities within the Emirates FIR. Flexible Use of Airspace is the operating principle under which selected SUA categories are dynamically allocated, activated, and released to maximise the efficient and equitable use of airspace by all civil and military users.

GM2 ASM.GEN.225(b)(1) Identification and delineation of Prohibited, Restricted and Danger areas

(a) Promulgation requirements are detailed in CAR-ANS PART-AIS.

GM3 ASM.GEN.225(b)(3) Identification and delineation of Prohibited, Restricted and Danger areas

(a) ICAO designates National Letters for States.

(b) Nationality letters are those contained in ICAO Location Indicators (Doc 7910).

ASM.GEN.230 — Free Route Airspace (FRA)

(a) The lateral limits, vertical limits, hours of applicability, and operational conditions of FRA shall be published in the UAE AIP.

(b) FRA shall be established as:

(1) Partial FRA — available within a defined volume of the Emirates FIR; or

(2) Full FRA — available across the entire Emirates FIR.

(c) The minimum navigation specification within FRA shall be RNAV 1, as established in ASM.GEN.315. Where a higher PBN specification is required for a particular FRA volume, the requirement shall be published in the UAE AIP.

SUB-SECTION B — AIRSPACE ELEMENTS

ASM.GEN.250 Establishment and Identification of ATS Routes

(a) The Competent Authority shall remain responsible for the establishment, identification and designation of ATS routes within the Emirates FIR.

(b) ATS routes shall be designed and established taking into account:

(1) The navigation infrastructure, as specified in ASM.GEN.301 through ASM.GEN.315;
(2) The separation minima;
(3) The terrain and obstacle environment;
(4) Air traffic density, flow, and ATS requirements;
(5) Environmental considerations

(c) ATS routes shall be identified by designators selected in accordance with Appendix 1 of this Regulation.

(d) SIDs, STARs, and associated procedures shall be identified in accordance with Appendix 3 of this Regulation.

(e) When ATS routes are established, protected airspace shall be provided along each route and safe spacing between adjacent routes shall be ensured, consistent with the applicable navigation infrastructure.

(f) Proponent shall remain responsible for submission of the proposal to establish a new, modify or withdraw existing ATS Route to the Competent Authority for approval prior to commencing publication.

AMC1 ASM.GEN.250 Establishment and Identification of ATS Routes

(a) RNAV 1 routes supported by surveillance infrastructure approved by the Competent Authority should have a minimum route centerline spacing of not less than 7 NM.

(b) When warranted by density, complexity, or nature of traffic, special routes may be established for low-level or helicopter traffic. When determining lateral spacing, account should be taken of the navigational means available and the navigation equipment carried.

(c) ATS routes should be published in UAE AIP ENR 3.

ASM.GEN.255 Establishment and Identification of Significant Points

(a) The Competent Authority shall remain responsible for the establishment and identification of significant points within the Emirates FIR.

(b) Significant points shall be established for the purpose of:

(1) defining an ATS route or instrument arrival, approach, or departure procedure;
(2) defining holding patterns;
(3) defining airspace boundaries where such definition is necessary;
(4) ATS requirements for information regarding the progress of flights.

(c) Significant points shall be identified by five-letter pronounceable name-code designators, established and identified in accordance with Appendix 2 of this Regulation.

(d) Each designator shall be unique, and shall be checked against the ICAO Designators Registry before promulgation.

(e) Significant points shall be defined in terms of geographic coordinates (WGS-84) and published in the UAE AIP.

(f) The Competent Authority shall provide the proponent with the relevant significant point details, based on the submitted request, prior to AIP publication.

AMC1 ASM.GEN.255 Establishment and Identification of Significant Points

(a) Significant points no longer used in any procedure, route, or airspace description should be formally deactivated and removed from the AIP in accordance with the AIRAC cycle.

ASM.GEN.260 Establishment and Identification of Holding Pattern

(a) Holding pattern shall be established at or adjacent to aerodromes and at en-route fixes where required.

(b) Holding pattern shall be designed in accordance with ICAO Doc 8168 PANS-OPS criteria.

(c) Holding patterns shall remain within the lateral limits of the controlled airspace.

(d) All holding patterns shall be promulgated in the UAE AIP and depicted on applicable charts.

ASM.GEN.265 Minimum Flight Altitudes

(a) Minimum flight altitudes shall be determined and promulgated for each ATS route, control area, and other specified portions of airspace.

(b) The minimum flight altitudes determined shall provide a minimum clearance above the controlling obstacle located within the areas concerned, in accordance with ICAO Doc 8168 PANS-OPS.

(c) Prior to AIP publication of minimum flight altitudes, proponent shall obtain written approval from the Competent Authority.

(d) Published minimum flight altitudes should be reviewed following any significant change to the terrain/obstacle database, modification to ATS routes, or changes to navigation aid infrastructure.

ASM.GEN.270 Establishment and Identification of UAS Routes

(a) Competent Authority shall remain responsible for establishment and identification of UAS routes within the Emirates FIR.

(b) When UAS routes are established, they shall be designed in accordance with CAR-ASP PART-U-SPACE.

(c) The UAS route design process, including stakeholder consultation, shall be conducted in accordance with CAR-ASP PART-U-SPACE.

(d) Prior to commencing publication of a UAS route, written approval shall be obtained from the Competent Authority.

AMC1 ASM.GEN.270 Establishment and identification of UAS routes

(a) When warranted by density, complexity or nature of the traffic, special routes should be established for use by UAS traffic. When determining the lateral spacing between such routes, account should be taken of the navigational means available and the navigation equipment carried on board.

(b) UAS routes includes:

(1) UAS Route System;



(2) UAS Operations Area System;



(3) UAS Action Radius system.



GM1 ASM.GEN.270 Establishment and identification of UAS routes

(a) The checklist in APPENDIX 4 may be used to identify stakeholders and guide the route development and design process

SUB-SECTION C — NAVIGATION INFRASTRUCTURE

ASM.GEN.301 Navigation Environment

(a) Performance-Based Navigation (PBN) shall be used as the primary means of navigation for all phases of flight within the Emirates FIR.

(b) Conventional ground-based navigation aids shall be maintained to provide backup capability and contingency navigation.

ASM.GEN.305 Performance-Based Navigation (PBN) — Applicable Specifications

(a) The following PBN specifications shall apply within the Emirates FIR:

(1) En-route operations — RNAV 1, GNSS (primary) and DME/DME/IRU as contingency.

(2) Terminal area operations (SIDs and STARs) — RNAV 1, GNSS (primary) and DME/DME/IRU as contingency. RNP 1, GNSS only.

(3) Terminal area operations (Initial, intermediate and missed approach) — RNAV 1, RNP 1 or RNP APCH, GNSS (primary)

(4) Final approach — RNP APCH (LNAV, LNAV/VNAV, or LPV), GNSS (primary).

(5) Approach requiring curved paths or reduced accuracy requirements — RNP AR APCH.

(6) Advanced terminal and route operations requiring scalable RNP, parallel offsets, or RF legs — Advanced RNP (A-RNP).

(7) Holding Pattern – RNAV 1, (GNSS) as primary or RNP 1 (GNSS). DME/DME/IRU as contingency

(8) Helicopter Operations – RNP 0.3 (GNSS), RNP APCH (LNAV, LNAV/VNAV).

(b) RNP AR APCH (Authorisation Required) operations require a specific GCAA authorisation or operator approval for RNP AR APCH in addition to the applicable aircraft approval.

ASM.GEN.310 Conventional Navigation

(a) Conventional ground-based navigation aids shall be maintained within the Emirates FIR to provide:

(1) backup navigation capability in the event of GNSS signal degradation, outage, or interference.

(2) contingency navigation for aircraft not equipped to RNAV 1 operating under specific approval from the Competent Authority.

(3) precision approach; and

(4) Non- precision approach

ASM.GEN.315 Minimum Navigation Requirements within the Emirates FIR

(a) RNAV 1 is the minimum navigation requirement applicable to all aircraft operating within the Emirates FIR, unless an exemption is granted by the Competent Authority.

SUB-SECTION D - CLASSIFICATION OF AIRSPACE

ASM.GEN.350 Classification of Airspace

(a) UAE airspace shall be established and designated considering the following airspace classification and in accordance with APPENDIX 5 of this Regulation:

(1) **Class A**. IFR flights only are permitted, all flights are provided with air traffic control service and are separated from each other. Continuous air- ground voice communications are required for all flights. All flights shall be subject to ATC clearance.

(2) **Class B**. IFR and VFR flights are permitted, all flights are provided with air traffic control service and are separated from each other. Continuous air- ground voice communications are required for all flights. All flights shall be subject to ATC clearance.

(3) **Class C**. IFR and VFR flights are permitted. All flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights and traffic avoidance advice on request. Continuous air-ground voice communications are required for all flights. For VFR flights a speed limitation of 250 kts indicated airspeed (IAS) applies below 3 050 m (10 000 ft) AMSL, except when approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All flights shall be subject to ATC clearance.

(4) **Class D**. IFR and VFR flights are permitted and all flights are provided with air traffic control service. IFR flights are separated from other IFR flights, receive traffic information in respect of VFR flights and traffic avoidance advice on request. VFR flights receive traffic information in respect of all other flights and traffic avoidance advice on request. Continuous air-ground voice communications are required for all flights and a speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except when approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All flights shall be subject to ATC clearance.

(5) **Class E**. IFR and VFR flights are permitted, IFR flights are provided with air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical. Continuous air-ground voice communications are required for IFR flights. A speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except when approved by the competent authority for aircraft types, which for technical or safety reasons cannot maintain this speed. All IFR flights shall be subject to ATC clearance. Class E shall not be used for control zones.

(6) **Class F**. IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested. Continuous air-ground voice communications are required for IFR flights participating in the advisory service and all IFR flights shall be capable of establishing air-ground voice communications. A speed limitation of 250 kts IAS applies to all flights below 3,050 m (10,000 ft) AMSL, except when approved by the competent authority for aircraft types, which for technical or safety reasons cannot maintain this speed. ATC clearance is not required.

(7) **Class G**. IFR and VFR flights are permitted and receive flight information service if requested. All IFR flights shall be capable of establishing air-ground voice communications. A speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except when approved by the competent authority for aircraft types, which for technical or safety reasons cannot maintain this speed. ATC clearance is not required.

(b) The Competent Authority shall approve selected airspace classes appropriate the needs of the airspace users, taking into account safety, security, and efficiency.

(c) The requirements for flights operating within each class of airspace shall be as specified in APPENDIX 5 of this Regulation.

(d) The airspace classification shall be promulgated in UAE AIP.

AMC1 ASM.GEN.350 Classification of Airspaces

(a) Where ATS airspaces adjoin vertically, i.e., one above the other, flights at a common level should comply with the requirements of, and be given services applicable to, the less restrictive class of airspace.

GM1 ASM.GEN.350 Classification of Airspaces

(a) Class B airspace is considered less restrictive than Class A airspace; Class C airspace less restrictive than Class B airspace, etc.

(b) The speed limitation of 250 kt for VFR flights in airspace Classes C, D, E, F, G and for IFR flights in airspace Classes D, E, F, G is intended to facilitate visual acquisition of flights which are not separated.

(c) Wherever there is a need to accommodate within a given airspace class operations compatible with a less restrictive class, the following may be used:

(1) reclassification of the airspace concerned;

(2) redesigning the volume of airspace concerned by defining airspace restrictions or reservations, or sub-volumes of less restrictive classes of airspace (e.g., corridors).

AMC1 ASM.GEN.350 (a)(4) ;(5) ;(6) ;(7) Classification of Airspaces

(a) Approval by the Competent Authority of an alleviation of the 250 kt speed limitation below 3 050 m (10 000 ft) should be based on a safety assessment. The conditions for granting such alleviation should be specified in the UAE AIP.

(b) The following should, as a minimum, be considered when developing the safety assessment:

(1) air traffic, airspace classes requirements, and airspace design, the procedures designed for the airspace, and the potential use of clearances to maintain own separation.

(2) the minimum safe speed stated in the approved Aircraft Flight Manual (AFM) of the relevant aircraft types.

(c) The safety assessment should be developed in coordination with the relevant airspace users.

(d) Coordination should be ensured with the affected airspace users who should provide the data necessary for the development of the safety assessment.

GM2 ASM.GEN.350 (a)(4); (5); (6); (7) Classification of airspaces

(a) For localised alleviations from the speed limitation, the safety assessment is normally conducted by the ATS provider and is subject to approval by the Competent Authority.

SUBPART – ASC (ASM.ASC)
AIRSPACE CHANGE

ASM.ASC.101 Airspace Change Classification

(a) Every proposed change to UAE airspace structure, classification, dimensions, designations, or associated published procedures shall, before initiation, be classified by the proponent in accordance with this regulation.

(b) Airspace changes are classified into two categories:

(1) Category 1 — Changes requiring Competent Authority approval; and

(2) Category 2 — Changes requiring notification to Competent Authority only.

(c) A proposed change shall be classified as Category 1 where it satisfies one or more of the following material impact criteria:

(1) it alters the lateral or vertical limits, classification, or structure of controlled airspace;

(2) it establishes, modifies, or revokes any Flight Information Region (FIR), Control Area (CTA), Terminal Manoeuvring Area (TMA), or Control Zone (CTR);

(3) it requires coordination with, or amendment of, an ICAO Regional Air Navigation Agreement, or affects an adjacent FIR;

(4) it establishes, modifies, or revokes Special Use Airspace (SUA), including Prohibited, Restricted, Danger, Temporary Reserved, or Temporary Segregated Areas, whether civil or military;

(5) it establishes, modifies, or revokes ATS routes, Standard Instrument Departures (SIDs), Standard Terminal Arrival Routes (STARs), Instrument Approach Procedures (IAPs), significant points, holding patterns, or Performance-Based Navigation (PBN) navigation specifications applicable to UAE airspace, other than route segment-level changes captured by ASM.ASC.115(a)(2);

(6) it requires establishement of Visual Reporting Points (VRPs);

(7) it requires development or changing of VFR Transit Routes;

(8) it permanently amends Obstacle Clearance Altitude or Obstacle Clearance Height (OCA/OCH);

(9) it delegates, revokes, or otherwise alters the provision of ATS within or over a defined volume of UAE airspace;

(10) it establishes, modifies, or revokes a UAS airspace zone where there is operational impact on manned aviation.

(d) Where a proposed change does not satisfy any criterion in paragraph (c), it shall be assessed against the Category 2 criteria in ASM.ASC.110(a).

(e) Where the proponent is uncertain as to the appropriate classification, the change shall be treated as Category 1 pending formal Competent Authority determination.

(f) The proponent shall determine the initial classification and submit request to Competent Authority when initiating the process via the GCAA E-Services system.

(g) The Competent Authority may, at any stage of the process, confirm, amend, or reclassify a change to either category. Such reclassification shall be communicated to the proponent after submission of request or notification.

GM1 ASM.ASC.101 Classification and Default to Category 1 Rule

(a) The default to Category 1 rule in ASM.ASC.101(e) protects against under-classification of changes that could affect safety, operational, or regulatory parameters. Proponent s are encouraged to approach the Competent Authority for informal pre-classification guidance before formal submission. Pre-classification engagement does not commit either party to a specific classification.

ASM.ASC.105 Category 1: Changes Requiring Competent Authority Approval

(a) A Category 1 change shall require prior written approval from Competent Authority before any AIP publication is initiated, and shall follow the five-phase process set out in AMC1 ASM.ASC.105.

(b) Two mandatory gateways apply:

(1) Gateway 1 — Concept Approval: the proponent shall not proceed beyond Phase 1 until Competent Authority issues a Gateway 1 Approval; and

(2) Gateway 3 — Submission Completeness: the formal evaluation period shall not commence until Competent Authority issues a completeness acknowledgement.

(c) The proponent shall obtain Letters of No Objection (LONOs) from all affected stakeholders prior to Gateway 3.

(d) The proponent shall determine the preferred effective AIRAC date for the change, to allow the appropriate time line for the regulatory review.

(e) A Category 1 change shall be approved in writing by the Competent Authority. The formal approval letter shall be issued through E-Services. No AIP amendment shall be initiated until the formal approval letter is issued.

(f) For major airspace change projects, the propnent shall provide the Competent Authority with progress updates on the project milestones, as determined during the exploratory meeting.

(g) The safety assessment supporting a Category 1 change shall be proportionate to the scope and complexity of the change.

(h) Operational and, where applicable, technical approvals required under CAR-ANS PART-ANSP shall be obtained before entry into operational service.

(i) Documentation requirements are set out in AMC3 ASM.ASC.105.

(j) A post-implementation review shall be conducted within 12 months of the AIRAC effective date.

(k) Where the proponent is also the ANSP responsible for providing ATS in the affected airspace, the proponent shall establish and document internal controls to ensure that the safety assessment, stakeholder consultation, and LONO procurement are conducted with appropriate independence from operational delivery functions. The Competent Authority may require evidence of these controls at Gateway 2.

AMC1 ASM.ASC.105 Category 1 Process: Six Phases and Gateways

(a) The Category 1 approval process comprises five sequential phases. Two mandatory gateways are embedded in the process. The process shall not advance beyond a gateway until Competent Authority

issues the corresponding written confirmation.

(b) Category 1 phases table:

Phase	Stage	Key Activity	Gateway
1	Exploratory Meeting	The Proponent presents the scope of the proposed airspace change and the conceptual airspace design. The Competent Authority confirms Category 1 classification, indicative safety scaling, affected stakeholders, documentation requirements, preferred AIRAC effective date, and project timeline.	Gateway 1- Initiation and concept formal approval by the Competent Authority
2	Detailed Development	Application of PANS-OPS criteria (ICAO Doc 8168), RNP AR (ICAO Doc 9905) and PBN criteria (ICAO Doc 9613); development of draft AIP charts and text; draft ARINC 424 coding tables where applicable; safety assessment scaled per this AMC; simulations and flight validation where applicable; environmental impact assessment where applicable, where applicable clearly specifing OCA/OCH values which includes design calculations.	Gateway 2 — Design
3	Final Submission	Proponent verifies compliance with applicable regulations, completes stakeholder consultation, obtains all required LONOs, and submits the concept package to the Competent Authority via E-Services. The Competent Authority conducts completeness check within 5 working days and issue completeness acknowledgement.	Gateway 3 — Submission Completeness Acknowledgement by Competent Authority
4	Evaluation	Competent Authority conducts technical, safety, and regulatory review. Proponent responds to Competent Authority queries. Note: The Competent Authority may request an independent safety review for high-complexity changes	Gateway 4 — Final Review
5	Approval / Rejection	Proponent obtains formal written approval or rejection letter issued by the Competent Authority through E-Services.	Gateway 5 — Decision

AMC2 ASM.ASC.105 Method of Submission

(a) The proponent should submit all applications and supporting documentation through the GCAA E-Services system.

(b) Supporting documentation should be provided in a format and medium acceptable to Competent Authority.

(c) The proponent should demonstrate alignment of the proposed airspace change with provision of ICAO Global Air Navigation Plan (GANP) and UAE National Air Navigation Plan by submition of compliance matrix.

AMC3 ASM.ASC.105 Documentation Required by Phase

(a) The documentation required from the proponent should be agreed at the Exploratory Meeting (Phase 1) and as a minimum, include the items listed below:

(1) Phase 1 — Exploratory Meeting

i. Justification for the proposed change, with explanation of why it is required.

ii. Analysis of options available to the proponent , including the option of retaining the status quo.

iii. List of all stakeholders to be consulted and the planned consultation process; Competent Authority may require additional stakeholders.

iv. Indication of whether fast-time and real-time ATC simulation, flight simulation, and flight validation will be required.

(2) Phase 2 — Concept Submission

i. Airspace Change Proposal in written and graphical form, showing both the current airspace and the proposed change, including:

- type of route or airspace (e.g., airway, CTR, SID);
- hours of operation if not H24;
- connectivity with adjacent airspace or route structure;
- present and forecast traffic levels;
- evidence of consultation and LONO from affected ANSPs and stakeholders;

ii. Infrastructure evidence: CNS facilities required;

iii. 5LNC significant-point and ATS Route requirements.

iv. Operational impact assessment on general aviation, UAS, military traffic, and airports.

v. Economic and cost-benefit assessment in the case of a Major change.

(3) Phase 3 — Safety Assessment and Draft Outputs

i. Safety assessment scaled in accordance with CAR-SMS.

ii. Draft ARINC 424 navigation database coding tables where applicable.

iii. Draft simulation, flight simulation, and flight validation reports as applicable. Where the proponent does not intend to submit one or more of these reports, the submission should include a justification, which should be subject to acceptance by the Competent Authority.

(4) Phase 4 — Final Submission

i. Final safety assessment of the proposed change, by the proponent or jointly with affected stakeholders, for Moderate or Major changes.

ii. Evidence that procedure design was carried out by an organisation certified under CAR-ANS PART-FPDS.

iii. Procedure design documentation as defined in CAR-ANS PART-FPDS.

iv. Ground validation report as defined in CAR-ANS PART-FPDS.

v. Flight validation report if applicable.

vi. Final AIP charts, AIP text, and final ARINC 424 database coding tables where applicable.

vii. Environmental impact assessment, applicable to SID/STAR and PBN Instrument Approach Procedures.

viii. Draft Letter of Agreement, Standing Instruction, Technical Instruction, or Memorandum of Understanding (as applicable), to be provided to the Competent Authority before entry into operational service.

GM1 ASM.ASC.105 Documentation Required by Phase

(a) ICAO Doc 10031, provides guidance for environmental impact assessment.

ASM.ASC.110 Category 2: Changes Requiring Notification to Competent Authority Only

(a) A proposed change shall be classified as Category 2 where it satisfies none of the material impact criteria in ASM.ASC.101(c) and satisfies one or more of the following non-material criteria but not limited to:

(1) it amends, or deletes a Visual Reporting Point (VRP) where the change does not affect traffic separation, controlled airspace boundaries, or IFR operations;

(2) it changes the upper or lower flight level/altitude of a segment of an existing ATS route or flight procedures, where the route lateral structure, connectivity, and safety case are not materially affected;

(3) it changes sector sub-limits within an ATS unit's existing approved Area of Responsibility (AoR), where the change does not affect external coordination with adjacent units, controlled airspace boundaries, or published airspace classification;

(4) it constitutes a temporary urgent amendment to OCA/OCH promulgated by NOTAM for an immediate safety reason, subject to the conditions in ASM.ASC.115.

(5) It constitutes an urgent airspace change required to establish or amend airspace volume or airspace element in response to a contingency situation.

(6) it corrects typographical, spelling, or coordinate transcription errors in the AIP that do not alter operational content;

(b) A Category 2 change does not require prior Competent Authority approval. The proponent shall

submit immediate notification to the Competent Authority via E-Services.

(c) The Category 2 notification shall, as a minimum, contain:

(1) a description of the proposed change;

(2) the current AIP text or chart element affected;

(3) the proposed replacement text or chart element;

(4) the proposed effective date;

(5) a statement confirming that the change satisfies one or more criteria in paragraph (a) and does not satisfy any criterion in ASM.ASC.101(c).

(d) Competent Authority shall acknowledge receiption of a Category 2 notification within 5 working days from submission via E-Services and may request to reclassify the change to Category 1 and notify the proponent in writing with stated reasons.

(e) The proponent shall maintain an auditable internal register of all Category 2 changes.

(f) The proponent shall insure that register records include as a minimum:

(1) a unique change reference;

(2) the date of Competent Authority notification and E-Services case number;

(3) the description of the change;

(4) the Competent Authority acknowledgement date

(5) the AIP amendment number and effective date; and the name of the responsible officer.

(g) Records shall be retained for a minimum of 5 years from the AIRAC effective date of the change, or for the duration the change remains in force plus 2 years, whichever is the later. The register shall be made available to the Competent Authority upon request or during audit.

ASM.ASC.115 Urgent and Temporary Changes to OCA/OCH:

(a) Where an urgent change is required to address an immediate safety risk, including a temporary amendment to OCA/OCH, the proponent shall notify the Competent Authority immediately by the fastest available means and shall promulgate a NOTAM.

(b) Any temporary change under this paragraph shall be bounded in duration by the NOTAM and shall not exceed three months without conversion to AIP Supplement or AIRAC AIP Amendment.

(c) A temporary NOTAM-based OCA/OCH amendment shall not substitute for a permanent OCA/OCH amendment.

ASM.ASC.120 Use of Certified Procedure Designers

(a) The modification of any airspace (including U-space), flight procedure, or route design shall be carried out by a Flight Procedure Design (FPD) service provider certified by the Competent Authority in accordance with CAR-ANS PART-FPDS.

GM1 ASM.ASC.120 Use of Certified Procedure Designers

(a) The list of certified FPD organizations can be obtained from the GCAA website.

APPENDIX 1
PRINCIPLES GOVERNING THE IDENTIFICATION OF NAVIGATION SPECIFICATIONS AND THE IDENTIFICATION OF ATS ROUTES OTHER THAN STANDARD DEPARTURE AND ARRIVAL ROUTES

ASM.APX1.010 Designators for ATS routes and navigation specifications

(a) System of route designators and navigation specification(s) applicable to specified ATS route segment(s), route(s) or area shall allow both pilots and air traffic controllers taking into account automation requirements:

(1) to make unambiguous reference to any ATS route without the need to resort to the use of geographical coordinates or other means in order to describe it;

(2) to relate an ATS route to a specific vertical structure of the airspace, as applicable;

(3) to indicate a required level of navigation performance accuracy, when operating along an ATS route or within a specified area; and

(4) to indicate that a route is used primarily or exclusively by certain types of aircraft.

(b) In order to meet this purpose, the designation system shall:

(1) permit the identification of any ATS route in a simple and unique manner;

(2) avoid redundancy;

(3) be usable by both ground and airborne automation systems;

(4) permit utmost brevity in operational use; and

(5) provide sufficient possibility of extension to cater for any future requirements without the need for fundamental changes.

(c) Controlled, advisory and uncontrolled ATS routes, with the exception of standard arrival and departure routes, shall therefore be identified as specified hereafter.

GM1 ASM.APX1.010(a)(3) Designators for ATS routes and navigation specifications

(a) Specifications concerning the publication of navigation specifications are given in Annex 4, Chapter 7, and PANS-AIM (Doc 10066), APPENDIX 2.

GM2 ASM.APX1.010 Designators for ATS routes and navigation specifications

(a) In relation to this appendix and for flight planning purposes, a prescribed navigation specification is not considered an integral part of the ATS route designator.

ASM.APX1.020 Composition of designator

(a) The ATS route designator shall consist of a basic designator supplemented, if necessary, by:

(1) one prefix; and

(2) one additional letter.

(b) The number of characters required to compose the designator shall not exceed six characters.

(c) The number of characters required to compose the designator shall be kept, whenever possible, to a maximum of five characters.

(d) The basic designator shall consist of one letter of the alphabet followed by a number from 1 to 999.

(e) Selection of the letter shall be made from those listed hereunder:

(1) A, B, G, R for routes which form part of the regional networks of ATS routes and are not area navigation routes;

(2) L, M, N, P for area navigation routes which form part of the regional networks of ATS routes;

(3) H, J, V, W for routes which do not form part of the regional networks of ATS routes and are not area navigation routes;

(4) Q, T, Y, Z for area navigation routes which do not form part of the regional networks of ATS routes.

(f) Where applicable, one supplementary letter shall be added as a prefix to the basic designator in accordance with the following:

(1) K to indicate a low-level route established for use primarily by helicopters;

(2) U to indicate that the route or portion thereof is established in the upper airspace;

(3) S to indicate a route established exclusively for use by supersonic aircraft during acceleration, deceleration and while in supersonic flight.

(g) Prescribed by the designated ATS unit or on the basis of regional air navigation agreements, a supplementary letter shall be added after the basic designator of the ATS route in question in order to indicate the type of service provided in accordance with the following:

(1) the letter F to indicate that on the route or portion thereof advisory service only is provided;

(2) the letter G to indicate that on the route or portion thereof flight information service only is provided.

GM1 ASM.APX1.020 Composition of designator

(a) Implementation of a route or a portion thereof as controlled route, advisory route or flight information route is indicated in aeronautical charts and aeronautical information publications in accordance with the provisions in CAT-AIS and CAR-CHARTS.

GM2 ASM.APX1.020(g) Composition of designator

(a) Due to limitations in the display equipment on board aircraft, the supplementary letters “F” or “G” may not be displayed to the pilot.

ASM.APX1.030 Assignment of basic designators

(a) Basic ATS route designators shall be assigned in accordance with the following principles.

(b) The same basic designator shall be assigned to a main trunk route throughout its entire length, irrespective of terminal control areas, States or regions traversed.

(c) Where two or more trunk routes have a common segment, the segment in question shall be assigned each of the designators of the routes concerned, except where this would present difficulties in the provision of air traffic service, in which case, by common agreement, one designator only shall be assigned.

(d) A basic designator assigned to one route shall not be assigned to any other route.

GM1 ASM.APX1.030(b) Assignment of basic designators

(a) This is of particular importance where automated ATS data processing and computerized airborne navigation equipment is used.

(b) UAE's requirements for designators shall be notified to the ICAO MID Regional Office for coordination.

APPENDIX 2
PRINCIPLES GOVERNING THE ESTABLISHMENTAND IDENTIFICATION OF SIGNIFICANT POINTS

ASM.APX2.010 Establishment of significant points

(a) Significant points shall be established with reference to ground-based or space-based radio navigation aids, preferably VHF or higher frequency aids.

(b) Where such ground-based or space-based radio navigation aids do not exist, significant points shall be established at locations which can be determined by self-contained airborne navigation aids, or, where navigation by visual reference to the ground is to be affected, by visual observation. Specific points may be designated as ‘‘transfer of control’’ points by agreement between adjacent air traffic control units or control positions concerned.

ASM.APX2.020 Designators for significant points marked by the site of a radio navigation aid

(a) Plain language name for significant points marked by geographical location

(1) Whenever practicable, significant points shall be named with reference to an identifiable and preferably prominent geographical location.

(2) In selecting a name for the significant point, care shall be taken to ensure that the following conditions are met:

i. the name shall not create difficulties in pronunciation for pilots or ATS personnel when speaking in the language used in ATS communications. Where the name of a geographical location in the national language selected for designating a significant point gives rise to difficulties in pronunciation, an abbreviated or contracted version of this name, which retains as much of its geographical significance as possible, shall be selected;

Example: FUERSTENFELDBRUCK = FURSTY

ii. the name shall be easily recognizable in voice communications and shall be free of ambiguity with those of other significant points in the same general area. In addition, the name shall not create confusion with respect to other communications exchanged between air traffic services and pilots;

iii. the name shall, if possible, consist of at least six letters and form two syllables and preferably not more than three;

iv. the selected name shall be the same for both the significant point and the radio navigation aid marking it.

(b) Composition of coded designators for significant points marked by the site of a radio navigation aid

(1) The coded designator shall be the same as the radio identification of the radio navigation aid. It shall be so composed, if possible, as to facilitate association with the name of the point in plain language.

(2) Coded designators shall not be duplicated within 1100 km (600 NM) of the location of the radio navigation aid concerned, except as noted hereunder.

Note. — When two radio navigation aids operating in different bands of the frequency spectrum are situated at the same location, their radio identifications are the same.

(3) The Competent Authority requirements for coded designators shall be coordinated with the ICAO MID Regional Office

(c) Designators for significant points not marked by the site of a radio navigation aid

(1) Where a significant point is required at a position not marked by the site of a radio navigation aid, and is used for air traffic control purposes, it shall be designated by a unique five-letter pronounceable "name-code". This name-code designator then serves as the name as well as the coded designator of the significant point.

Note. — The principles governing the use of alphanumeric name-codes in support of RNAV SIDs, STARs and instrument approach procedures are detailed in the PANS-OPS (Doc 8168).

(2) The name-code designator shall be selected so as to avoid any difficulties in pronunciation by pilots or ATS personnel when speaking in the language used in ATS communications.

Examples: ORMID, MITIX

(3) The name-code designator shall be easily recognizable in voice communications and shall be free of ambiguity with those used for other significant points in the same general area.

(4) The unique five-letter pronounceable name-code designator assigned to a significant point shall not be assigned to any other significant point. When there is a need to relocate a significant point, a new name-code designator shall be chosen.

(5) In cases when a State wishes to keep the allocation of specific name-codes for reuse at a different location, such name-codes shall not be used until after a period of at least six months.

(6) UAE's requirements for unique five-letter pronounceable name-code designators shall be notified to the ICAO MID Regional Office for coordination.

(7) In areas where no system of fixed routes is established or where the routes followed by aircraft vary depending on operational considerations, significant points shall be determined and reported in terms of World Geodetic System — 1984 (WGS-84) geographical coordinates, except that permanently established significant points serving as exit and/or entry points into such areas shall be designated in accordance with the applicable provisions in ASM.APX2.020 (b)2 or (b)3 above.

ASM.APX2.030 Use of designators in communications

(a) The name selected in accordance with ASM.APX2.020 (b)2 or (b)3 above shall be used to refer to the significant point in voice communications. If the plain language name for a significant point marked by the site of a radio navigation aid selected in accordance with ASM.APX2.020 is not used, it shall be replaced by the coded designator which, in voice communications, shall be spoken in accordance with the ICAO spelling alphabet.

(b) In printed and coded communications, only the coded designator or the selected name-code shall be used to refer to a significant point.

ASM.APX2.040 Significant points used for reporting purposes

(a) In order to permit air traffic controllers to obtain information regarding the progress of aircraft in flight, selected significant points shall be designated as reporting points.

(b) In establishing such points, consideration shall be given to the following factors:

(1) the type of air traffic services provided;

(2) the amount of traffic encountered;

(3) the accuracy with which aircraft are capable of adhering to the current flight plan;

(4) the speed of the aircraft;

(5) the separation minima applied;

(6) the complexity of the airspace structure;

(7) the control method(s) employed;

(8) the start or end of significant phases of a flight (climb, descent, change of direction, etc.);

(9) transfer of control procedures;

(10) safety and search and rescue aspects;

(11) the cockpit and air-ground communication workload.

(c) Reporting points shall be established either as “compulsory” or as “on-request”.

(d) In establishing “compulsory” reporting points, the following principles shall apply:

(1) compulsory reporting points shall be limited to the minimum necessary for the routine provision of information to air traffic services units on the progress of aircraft in flight, bearing in mind the need to keep cockpit and controller workload and air-ground communications load to a minimum;

(2) the availability of a radio navigation aid at a location should not necessarily determine its designation as a compulsory reporting point;

(3) compulsory reporting points should not necessarily be established at flight information region or control area boundaries.

(e) “On-request” reporting points shall be established in relation to the requirements of air traffic services for additional position reports when traffic conditions so demand.

(f) The designation of compulsory and on-request reporting points shall be reviewed regularly with a view to keeping the requirements for routine position reporting to the minimum necessary to ensure efficient air traffic services.

(g) Routine reporting over compulsory reporting points shall not systematically be made mandatory for all flights in all circumstances. In applying this principle, particular attention shall be given to the following:

(1) high-speed, high-flying aircraft shall not be required to make routine position reports over all reporting points established as compulsory for low-speed, low-flying aircraft;

(2) aircraft transiting through a terminal control area shall not be required to make routine position reports as frequently as arriving and departing aircraft.

(e) In areas where the above principles regarding the establishment of reporting points would not be practicable, a reporting system with reference to meridians of longitude or parallels of latitude expressed in whole degrees shall be established.

APPENDIX 3
PRINCIPLES GOVERNING THE IDENTIFICATION OF STANDARD DEPARTURE AND ARRIVAL ROUTES AND ASSOCIATED PROCEDURES

ASM.APX3.010 Designators for standard departure and arrival routes and associated procedures

(a) The system of designators shall:

(1) permit the identification of each route in a simple and unambiguous manner;

(2) make a clear distinction between:

(i) departure routes and arrival routes;

(ii) departure or arrival routes and other ATS routes;

(iii) routes requiring navigation by reference to ground-based radio aids or self-contained airborne aids, and routes requiring navigation by visual reference to the ground;

(3) be compatible with ATS and aircraft data processing and display requirements;

(4) be of utmost brevity in its operational application;

(5) avoid redundancy;

(6) provide sufficient possibility for extension to cater for any future requirements without the need for fundamental changes.

(b) Each route shall be identified by a plain language designator and a corresponding coded designator.

(c) The designators shall, in voice communications, be easily recognizable as relating to a standard departure or arrival route and shall not create any difficulties in pronunciation for pilots and ATS personnel.

GM1 ASM.APX3.010 Designators for standard departure and arrival routes and associated procedures

(a) In the text, the term “route” is used in the meaning of “route and associated procedures”.

GM2 ASM.APX3.010 Designators for standard departure and arrival routes and associated procedures

(a) Material relating to the establishment of standard departure and arrival routes and associated procedures is contained in the Air Traffic Services Planning Manual (Doc 9426).

ASM.APX3.020 Composition of designators

(a) The plain language designator of a standard departure or arrival route shall consist of:

(1) a basic indicator; followed by

(2) a validity indicator; followed by

(3) a route indicator, where required; followed by

(4) the word “departure” or “arrival”; followed by

(5) the word “visual”, if the route has been established for use by aircraft operating in accordance with the visual flight rules (VFR).

(b) The basic indicator shall be the name or name-code of the significant point where a standard departure route terminates or a standard arrival route begins.

(c) The validity indicator shall be a number from 1 to 9.

(d) The route indicator shall be one letter of the alphabet. The letters “I” and “O” shall not be used.

(e) The coded designator of a standard departure or arrival route, instrument or visual, shall consist of:

(1) the coded designator or name-code of the significant point; followed by

(2) the validity indicator; followed by

(3) the route indicator in, where required.

GM1 ASM.APX3.020(e) Composition of designators

(a) Limitations in the display equipment on board aircraft may require shortening of the basic indicator, if that indicator is a five-letter name-code, e.g., KODAP. The manner in which such an indicator is shortened is left to the discretion of operators.

ASM.APX3.030 Assignment of designators

(a) Each route shall be assigned a separate designator.

(b) To distinguish between two or more routes which relate to the same significant point (and therefore are assigned the same basic indicator), a separate route indicator as described shall be assigned to each route.

ASM.APX3.040 Assignment of validity indicators

(a) A validity indicator shall be assigned to each route to identify the route which is currently in effect.

(b) The first validity indicator to be assigned shall be the number “1”.

(c) Whenever a route is amended, a new validity indicator, consisting of the next higher number, shall be assigned. The number “9” shall be followed by the number “1”.

ASM.APX3.050 Use of designators in communications

(a) In voice communications, only the plain language designator shall be used.

(b) In printed or coded communications, only the coded designator shall be used.

GM1 ASM.APX3.050 Use of designators in communications

(a) For the purpose of identification of routes, the words “departure”, “arrival” and “visual” are considered to be an integral element of the plain language designator.

ASM.APX3.060 Display of routes and procedures to air traffic control

(a) A detailed description of each currently effective standard departure and/or arrival route/approach procedure, including the plain language designator and the coded designator, shall be displayed at the working positions at which the routes/procedures are assigned to aircraft as part of an air traffic control clearance, or are otherwise of relevance in the provision of air traffic control services.

(b) Whenever possible, a graphic portrayal of the routes/procedures shall also be displayed.

APPENDIX 4
STAKEHOLDER IDENTIFICATION FOR UAS ROUTES

ASM.APX4.010 Checklist

1. **Is this a temporary or permanent change?**

Temporary		END Date (ddmmyyyy)		Permanent	

2. **What is the scope of the change? (Short description)**

3. **Stakeholders Effected**

STAKEHOLDER	YES	NO	ENTITY
Federal Government / Competent Authority			
Local Government / Appropriate Authority			
Air Navigation Service Provider			
Airport/Heliport			
UAE Military			
UAE Police			
UAS Operator			
Other			

4. Stakeholders consulted and LONO

STAKEHOLDER	LONO REFERENCE

5. Supporting documentation

DOCUMENT	REFERENCE

APPENDIX 5 – AIRSPACE CLASSES – SERVICES PROVIDED AND FLIGHT REQUIREMENTS.

Class	Flight Type	Separation Provided	Service Provided	Speed Limitation	Radio-Communication Requirement	Subject to an ATC Clearance
A	IFR only	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
B	IFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
C	IFR	IFR from IFR, IFR from VFR	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	1) Air traffic control service for separation from IFR; 2) VFR/VFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way	Yes
D	IFR	IFR from IFR	Air traffic control service, traffic information about VFR flights (and traffic avoidance advice on request)	250 kt IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way	Yes
	VFR	NIL	IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way	Yes
E	IFR	IFR from IFR	Air traffic control service and, as far as practical, traffic information about VFR flights	250 kt IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way	Yes

	VFR	NIL	Traffic information as far as practical	250 kt IAS below 3 050 m (10 000 ft) AMSL	No	No
F	IFR	IFR from IFR as far as practical	Air traffic advisory service; Flight information service.	250 kt IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way	No
	VFR	NIL	Flight information service	250 kt IAS below 3 050 m (10 000 ft) AMSL	No	No
G	IFR	NIL	Flight information service	250 kt IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way	No
	VFR	NIL	Flight information service	250 kt IAS below 3 050 m (10 000 ft) AMSL	No	No