

Emirates aircraft intercepted, Qatar complains to UN

Declan Selleck
18 January, 2018



OTZZ/Qatar The UAE allege that on Jan 15, Qatari fighter jets intercepted an Emirates aircraft in international waters just north of the tip of Qatar. Qatar denies the claim.

Following the incident, the UAE CAA published a safety alert, warning about “unannounced and hazardous military activities within Bahrain FIR in airways UP699 and P699”, which they consider to be “a potential hazard to the safety of flight.”

Qatar have filed a complaint of their own with the UN, claiming that UAE military aircraft have repeatedly violated their airspace during the ongoing diplomatic crisis between the Gulf states.

All this complaining on both sides is much more likely to be political wrangling, rather than any kind of genuine airspace safety issue.

Airspace Changes Coming for the OMAE FIR

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On October 12th, GCAA announced the changes to the OMAE FIR. They've got it all detailed in the latest AIRAC (AIP link below).

The major change-**all aircraft require RNAV1 with GNSS to operate in the Emirates FIR**, starting December 7th. This is a change from the previous RNAV5. With that, you can expect changes to SIDs, STARs, all ATS routes, holding procedures, communication frequencies, and others. It's a major overhaul to anticipate for the expected increase in traffic.

We've got for you:

- AIC 04/2017
- AIP Link (you can find all the specifics to the changes here)
- UAE ENROUTE CHART

OMAE/UAE

TRIGGER NOTAM - PERM AIRAC AIP AMDT NR 13/2017 WEF 07 DEC 2017
 RNAV 1 WITH GNSS OPS RQMENTS MANDATED
 RNAV 1 ROUTES ADDED
 STD ROUTINGS AMD
 CONDITIONAL ROUTES ADDED
 ENR HOLDINGS ADDED
 WAYPOINTS ADDED, DELETED AND AMD
 OMR-51 LOWER LIMIT AMD
 ADDED FREQ FOR EMIRATES FIR.
 07 DEC 00:00 2017 UNTIL 21 DEC 23:59 2017.